

# STARTING LINE



Automobile Racing Club of Florida | [ARCF.net](http://ARCF.net)

Issue 004 – Spring 2026

## 2026 Sebring Race Recap By Doug Morton

Another busy race week—and a record-breaking crowd—set the stage for the 74th running of the 12 Hours of Sebring.

The excitement kicked off Tuesday morning with the arrival of several special cars at the Gallery of Legends in the paddock.

This year's display featured 11 incredible machines, including our own Ford Heacock's MGA. Among the highlights were a strikingly liveried Porsche 906, Dave Hinton's newly restored Jaguar, Steve Goldin's "Spirit of Sebring" wide-body Corvette, and a host of other eye-catching entries that filled the gallery with history and horsepower.

By Tuesday afternoon, all eyes turned to the Sebring Circle downtown, where the energy was unmistakable. The IMSA transporter parade once again drew thousands of enthusiastic fans as team haulers made their way around the Circle to roaring cheers. Fans enjoyed a variety of displays, including live pit

crew demonstrations where teams raced against the clock to complete lightning-fast tire changes. Free posters were a hot commodity—evidenced by the long lines—and driver interviews over the loudspeakers added to the excitement. The

event continues to capture the spirit of Sebring's early days, bringing the race into the heart of the community just as it did in the 1960s when technical inspections were held downtown. For locals unable to attend the race itself, it's a chance to still feel part of the action.

Thursday evening brought one of the week's signature social events, as the Sebring Hall of Fame and ARCF hosted their annual cocktail party in the Gallery of Legends. More than 300 guests mingled among the cars, enjoying great conversation and the

opportunity to bid on a variety of unique items in the silent auction, including vintage posters and photographs from the



*WalkAbout site host, Polly Uselton, displays her "ARCF Members Welcome" flag.*



1960s. Catering by Gator Shack and drinks from two outdoor bars kept the atmosphere lively. The crowd included prominent locals, former drivers, journalists, photographers, and dedicated fans who return to Sebring year after year. As always, it was a wonderful opportunity to reconnect with friends from around the world.

Friday morning offered a more intimate and insightful experience as the ARCF hosted a seminar with renowned sports car photographers Harry Hurst and Bill Warner. Sharing some of their favorite Sebring images, they provided detailed

*continued on p2*



*ARCF is a team effort at Sebring. Our historian and newsletter editor Doug Morton is caught serving BBQ to our members.*



*Harry Hurst and Charles Mendez appear to be discussing the Photographer's Seminar which featured Hurst and Bill Warner.*



*A couple of intrepid ARCF fans catch the racing action from a lofty perch.*



**2026 Sebring Race Recap** *continued from p1*

commentary and behind-the-scenes stories from decades spent capturing the race from unique vantage points. The seminar was exceptionally well received, with many attendees calling it one of the best they've experienced.

As the sun set Friday evening, the focus shifted back to food and fellowship with one of the area's best barbecue gatherings. The ARCF BBQ dinner in the Gallery of Legends drew a large crowd eager to enjoy pulled pork, quartered chicken, and all the fixings—including some truly unforgettable BBQ beans. The ACO added a sweet finish with a large celebratory cake for dessert. The evening also marked the close of the silent auction, which successfully raised over \$4,500 for ARCF through generous donations of posters, artwork, and memorabilia.

After days filled with events and

camaraderie, the moment everyone had been waiting for finally arrived—the 74th running of the 12 Hours of Sebring. On race day, ARCF introduced a “Race Day Walkabout,” offering members the

unique opportunity to visit various campsites around the circuit. Despite the massive crowds at Sebring, this experience allowed attendees to take in the race from multiple perspectives they might not otherwise enjoy, adding a special dimension to an already unforgettable day.

All in all, race week was an incredible success. We hope our members enjoyed the

full slate of events as much as we did. And while this year set a high bar, preparations are already underway for an even bigger celebration. The 75th anniversary of the 12 Hours of Sebring promises to be the best yet—and ARCF will be pulling out all the stops. ■



Chairman, Ford Heacock III



Ginny Askew, Registrar



Austie and Patti Heacock organized the ARCF BBQ dinner on Friday evening.



You never know what you'll encounter in the Green Park spectator zone at Sebring.



“Bacon Bob” Leitzinger serving up breakfast for ARCF guests on race day morning.

**ARCF HEADS TO FRANCE**

**Celebrating Sebring–Le Mans Heritage in 2026**

In June 2026, the Automobile Racing Club of Florida (ARCF) will send a delegation to the legendary 24 Hours of Le Mans, marking a special occasion to celebrate its international relationship with the Automobile Club de l'Quest (ACO) - host of the Le Mans race. The trip will honor the historic connection between Le Mans and the 12 Hours of Sebring—two of the world's most iconic endurance races.

For decades, Sebring has served as a proving ground for teams preparing for Le Mans. The shared DNA between these two grueling endurance races, created a unique bond between Central Florida and western France. ARCF's presence at Le Mans underscores its commitment to preserving and celebrating this transatlantic racing legacy.



As part of the celebration, ARCF has commissioned a special commemorative lapel pin, designed to capture the spirit of both events. The pin features the ARCF crest flanked by the French and American flags, with “Le Mans” and “Sebring” proudly displayed—symbolizing unity through competition and tradition. This limited-edition piece will be worn by members of the delegation and shared with international counterparts as a gesture of goodwill and shared passion.

The 2026 visit will include attending the 24 Hour race and a variety of social events with ACO leadership and members. ARCF members can take pride in this milestone moment as the club represents Florida on one of motorsport's grandest stages. The journey is more than a casual trip across the Atlantic - it is a tribute to the legacy Sebring shares with Le Mans. ■



# Through The Lens

By Doug Morton

On the morning of Friday, March 20, the ARCF hosted a seminar in the Gallery of Legends building that offered a unique perspective on motorsports history. Titled “Through the Lens,” the hour-long session was introduced by Charles Mendez Jr. and Dave Cowart, who welcomed photographers Harry Hurst and Bill Warner. Together, they provided an engaging and insightful look at their experiences capturing the cars and drivers that have defined the sport over the decades. Both men have had their work published internationally in magazines, newspapers, and books, and each spent approximately 30 minutes sharing some of their most memorable images from Sebring, along with the stories behind them. Despite their expertise, both emphasized that “pure luck” often played a significant role in capturing the perfect shot.

Hurst began by reflecting on his early days at Sebring, where he first used his mother’s Instamatic camera. As a teenager, his parents drove him from Tampa to attend the race, and he navigated the circuit somewhat freely, photographing from



Harry Hurst

various vantage points without official credentials. At the time, a paddock ticket allowed close access to the pits, which—though roped off—remained visually accessible from the rear. One of Hurst’s favorite photographs came from this period: a candid shot of Bruce McLaren, captured after repeated attempts to get his attention finally resulted in a memorable, if somewhat intimidating, glare.

Determined to get closer to the action, Hurst later became a flagman with the SCCA, which helped him build connections and gain recognition for his work. This eventually led to an introduction to Sebring media director John Smiley, who offered him press credentials. Hurst’s first race as an accredited photographer was the 1969 L&M Continental F-5000 event held in December of that year. He spoke in particular about the challenges of photographing along pit road during that era, when no speed limits were enforced and drivers could accelerate within seconds of entering their cars. The environment required constant awareness, as the risk of injury was ever-present. Hurst considers his work from the 1970 12 Hours of Sebring—widely regarded as one of the greatest races in the event’s history—to be among his finest. He has since published a book dedicated to that race, featuring many of his most celebrated images.

Bill Warner followed with his own reflections, beginning with his first visit to Sebring at age 16 in 1960. His early work was captured on a Yashica D camera, a modest

\$46 investment by his parents that ultimately paved the way for his use of professional-grade Hasselblad equipment. During the seminar, Warner brought along the steel case that carried his three Hasselblad cameras, lenses, and accessories, inviting attendees to pick up the case to appreciate its considerable weight. Hurst noted seeing the physical demands of Warner’s approach, describing his ability to navigate the circuit with multiple cameras as nothing

short of Herculean.

As Warner shared his photographs, he demonstrated a remarkable ability to recall the details behind each image. Among his favorites was a photograph of the Ferrari team with Mario Andretti and the winner’s trophy following his victory at the 1970 12 Hours of Sebring. Warner caught the exact moment the mechanic was getting ready to throw the trophy



Bill Warner

into the air. This image, which Warner considers his best in more than 60 years of racing photography, also carried personal significance. He spoke movingly about his sister, a professional photographer who passed away from cancer at the age of 50, and credited her with teaching him compositional techniques—specifically, guiding the viewer’s eye from the lower left to the top right side of the frame. He noted that this particular photograph exemplifies that principle. Warner also addressed the challenges of protecting intellectual property, explaining how the image has been used without authorization over the years and how difficult it can be to enforce copyright protections.

In retirement, Warner has dedicated himself to raising funds for spina bifida research, inspired by his granddaughter’s diagnosis and a desire to support others affected by the condition. At the end of the seminar, he mentioned that he had auctioned a signed copy of his favorite Andretti photograph, raising an impressive \$60,000 for the cause.

Attendees consistently praised “Through the Lens” as one of the most enjoyable and memorable seminars in recent years. Its focus on photography offered a refreshing departure from the more traditional emphasis on cars and drivers, providing a deeper appreciation for the individuals who document the sport from behind the camera. The event’s success underscores the value of exploring diverse perspectives, and it is hoped that future seminars will continue to offer similarly distinctive viewpoints from “the other side of the fence.” ■

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# GROUP 44

## From British Roadsters to Sebring Thunder

By Dan Andrews

There are racing teams that win, and there are racing teams that belong to a place. Group 44 was the latter, and few places fit it better than the rough, sun-baked concrete of Sebring International Raceway and the 12 Hours of Sebring.

It began with Bob Tullius, a racer with equal parts grit and precision. In the 1960s, he built Group 44 into one of America's most respected privateer teams, campaigning Triumphs that were as tough as the drivers behind the wheel. Sebring, with its unforgiving surface and relentless rhythm, became a proving ground.

The white-and-green cars weren't always the fastest on paper, but they were always there at the finish. And at Sebring, that meant everything.

### Sebring, Where Group 44 Earned Its Reputation

Through the late '60s and into the '70s, Group 44 became synonymous with endurance racing in America. Their Triumph TR4s, TR6s, and later Jaguars weren't just entries, they were fixtures.

At Sebring, they did what Sebring demands: Managed the race, not just chased it; Preserved the car when others pushed too far; and Turned reliability into results.

Class wins came. Respect followed. And in the paddock, Group 44 earned a reputation for preparation and professionalism that rivaled factory teams.



1968 Bob Tullius and the Triumph team in front of their Triumph TR250K entry.



1966 Awards Ceremony Bob Tullius receiving the Falstaff Trophy, highest place American car Trans-Am.

### The Jaguar Years, Chasing the Overall

By the 1980s, the mission changed.

Jaguar returned to American endurance racing through Group 44, and suddenly the goal wasn't class wins, it was overall victory. The cars evolved into fire-breathing prototypes like the XJR series, purpose-built for the brutal pace of IMSA GTP.

At Sebring, they had the speed. They had the drivers. They had the backing.

But Sebring doesn't hand out second chances, or easy wins.



1983 Jaguar XJR-5 on the grid.

Mechanical gremlins, fierce competition, and the track itself kept that overall victory just out of reach. Still, every year they showed up, the green-and-white Jaguars felt like contenders, like the next chapter of 1955 waiting to be written.

It never quite came. But the pursuit became part of the legend.

### Life After the Checkered Flag

And then, in a way that feels perfectly Sebring, the story didn't end, it just changed altitude.

Later in life, Bob Tullius made Sebring home. Not far from the very runways that once echoed with race engines, he surrounded himself with another kind of machine, warbirds and vintage aircraft.

Inside his aviation hangar, the same principles that defined Group 44 lived on: Precision, Mechanical understanding and Respect for machines built to perform under pressure.

Where once he chased lap times, now he chased flight hours. Where once he tuned race cars for endurance, he maintained aircraft that carried history in their rivets and wings.

### The Legacy

Group 44 never needed a Sebring overall win to matter.

Because their story is Sebring's story: Show up prepared, Respect the challenge and Endure longer than the rest.

And maybe that's why it feels right that Bob Tullius ended up there, living among the same cracked runways, the same Florida air, just trading asphalt for sky.

Different machines. Same mindset. And if you listen closely at Sebring, between the roar of modern prototypes, you might still hear it...

A Triumph at full song.

A Jaguar chasing history.

And a racer who never really left. ■



# When Sebring Became a Permanent Circuit

By Ken Breslauer

Many people don't realize that for over three decades, the 12 Hours of Sebring was held on a temporary circuit. For 360 days a year it was an industrial park and airport. That meant every year the track had to be "constructed" for the 12-Hour classic. Fencing, barriers, electrical and phone service, lighting, signs, tents, and many other items were assembled just for race week. Roads used daily by the industrial park had to be closed off to become part of the track. Removing the weeds growing on the circuit's concrete sections became an annual ritual in the weeks before the race.

There were a few rare exceptions when the facility was used for racing outside of the traditional race week. SCCA club races were occasionally held on a modified short course, drag races were run on the back straight, and some special testing back in the 1960s was arranged (such as when Jim Hall brought his Chaparrals prior to the 1965 race). The only major events held at Sebring outside race week were the two SCCA F5000 races (1969-1970) and the inaugural United States Grand Prix (1959).

The Federal Aviation Administration (FAA) had been insisting since the early 1970s that the race must stop using the active airport runways. A compromise resulted in a temporary solution in 1983 when a large section of the runways was deleted, reducing the circuit length to 4.86 miles. However, the FAA still expected a permanent resolution.

This year marks the 40th anniversary of the last race that utilized the full runways of the airport that originally were constructed for Hendricks Field. The 34th Annual 12 Hours of Sebring on March 22, 1986, proved to be a fitting farewell to the old circuit. Seventy-six cars took the green flag on a very cold race day. A Buick March GTP driven by Whitney Ganz was on the pole with a record average speed of 133.134 mph. Porsches dominated the race, with the 962 of Bob, Akin, Hans Stuck and Jo Gartner winning despite losing a wheel on the final lap (sadly, Gartner was killed at Le Mans only a few weeks later).

The GTO class provided drama with NASCAR stars Bill Elliott and Ricky Rudd aboard a Ford Mustang being passed in the final minutes by teammates Scott Pruett and Bruce (now Caitlyn) Jenner. Jenner apparently held up a pit sign to his teammates "by mistake,"

causing them to make an unnecessary stop and giving the Pruett/Jenner car the win.

So how did Sebring become a year-round, permanent circuit? Thanks to a state grant and foresight by several people, Sebring International became a permanent, circuit in 1987. This has made Sebring one of the most popular testing venues in North America.

Back in 1986, Sebring Airport Director Bill Peeples and the Sebring Airport Authority played a key role in obtaining a state grant of \$500,000. Sebring attorney Mike Swaine, a member of the SAA Board at that time, helped steer the process along (Mike remains a big supporter of the race and an ARCF member). Track manager Tres Stephenson and Race Director Charlie Earwood along with longtime assistant John Burns would oversee the circuit revisions that changed the history of the track.

While several people helped design the revised layout, assistant airport manager Michael Crews was one of the first to map out what became the new 4.11-mile circuit back in 1985 (Michael is now a physician but he comes to Sebring every year to photograph the race and support the ARCF). The 1987 12 Hours of Sebring was the first to run on the newly revised course. Bobby Rahal won the race co-driving a Porsche 962 with Jochen Mass.

Another benefit of the changes was now virtually the entire circuit could be viewed by spectators. While we all like to be nostalgic

about the old 5.2-mile circuit, the reality was only a small part was accessible to spectators—the long runway sections were always off-limits to ticket buyers.

That state grant and resulting changes became a bargain for all concerned. It has brought in millions of dollars into the local economy by enabling the raceway to rent the circuit for testing on a year-round basis. With Sebring's favorable winter weather compared to the rest of the USA, the demand for track time at Sebring during racing's "offseason" is staggering. The track revisions made in 1987 also allowed businesses at the industrial park to operate without disruptions during race week.

IndyCar teams have become regular visitors to Sebring since the late 1980s when Emerson Fittipaldi became one of the first to try out the new "short course" for testing. Since then, legends from all types have racing have come to Sebring: Dale Earnhardt did a not-so-secret test with Corvette, F1 world champion Jensen Button tested an off-road car, Fernando Alonso tested with Toyota (then won the WEC event at Sebring, setting a track record). Even Max Verstappen raced at Sebring in 2014 competing in the Ferrari Driver Academy Florida Winter Series.

Many more revisions to the circuit have taken place over the past 40 years, but it was the year 1987 when Sebring International Raceway went from temporary circuit to year-round motorsports facility. ■

## 2026 SEBRING WINNER



The Porsche Penske Motorsport #7 Porsche 963 won the 2026 Mobil 1 Twelve Hours of Sebring overall, completing a 1-2 finish for the team on March 21, 2026. Drivers Felipe Nasr, Julien Andlauer, and Laurin Heinrich took the victory, making it two consecutive wins for the trio following their Rolex 24 at Daytona win. ■



# Jaguar's Lone Roar at Sebring...and the Echo of Every Return

By Dan Andrews

I wasn't there in 1955, couldn't have been (born in 1974). But somehow, I've spent a lifetime remembering it as a life long fan of everything Jaguar! The heat rising off the concrete runways at the 12 Hours of Sebring, the air thick with oil, dust, and anticipation. And slicing through it, the unmistakable silhouette of the Jaguar D-Type. Long, low, and built with a singular purpose: endure.

That year, Mike Hawthorn and Phil Walters didn't just compete, they controlled the race. The D-Type, born from aircraft thinking and refined for endurance, seemed made for Sebring's brutal rhythm. Where others broke, Jaguar pressed on.

And when the twelve hours were done, Jaguar stood alone, its only overall victory at Sebring.

For fans like me, born long after the checkered flag fell, that moment became something more than history. It became a standard.

## The Years That Followed ... Close, but Never Again

Because Jaguar didn't disappear after 1955, they kept coming back.

In 1956 and 1957, the Jaguar D-Type returned to Sebring as a proven weapon. By then, it had conquered Le Mans repeatedly. At Sebring, however, the story shifted. Strong runs, fast laps, and podium contention, but not the top step. Ferrari and Maserati began to tilt the balance.

The 1960s brought the beauty of the Jaguar E-Type, a car that turned heads everywhere it went. Enzo Ferrari once called the E-Type "the most beautiful car ever created". But



Mike Hawthorn and Phil Walters after their win in the 1955 race.

Sebring isn't won on beauty. Despite flashes of competitiveness, Jaguar couldn't reclaim overall victory against increasingly specialized endurance machinery. Many of the most accomplished driver's of this era attempted success with Jaguar including Phil Hill, Graham Hill, Dan Gurney, Briggs Cunningham and Walt Hansgen to name a few!

Then came a long silence.

When Jaguar returned in force during the 1980s and early '90s, it did so with purpose-built prototypes like the Group 44 XJR-5 and the TWR XJR-9. Backed by factory effort and carrying the weight of history, these cars felt like a return to 1955.

At Sebring, they were fast and had some of the of Sebring's best driving them. Driver's like Bob Tullius, Chip Robinson, Martin Brundle, Jan Lammers, Brian Redman, Davy Jones, Price

Cobb and John Nielsen all tried their hand at attempting a Sebring victory in a Jaguar! They were contenders. But Sebring had evolved into something even harsher, mechanically unforgiving and fiercely competitive. Wins came elsewhere, including Le Mans again, but Sebring remained just out of reach. Podiums, near-misses, and long nights that ended a few positions short.

Even into the modern GT era, Jaguar entries appeared only sporadically. Competitive in class at times, but never again threatening for overall victory.

## Why 1955 Still Matters

That's the thing about being a Jaguar fan.

It's not about stacking victories, it's about that victory. The one where everything aligned. Where British engineering met Florida grit and came out on top.

Every return to Sebring since 1955 has carried that weight. Every near-miss has added to the story. Not a tale of dominance, but of persistence.

And every March, when engines fire and the sun dips low over that old airfield, I can still hear it, the echo of the D-Type accelerating out of the hairpin!

Not just a win.

A benchmark that's never stopped being chased. ■



The overall winning #19 Jaguar D-Type.

Follow ARCF on Facebook for Sebring Racing History!



Facebook.com/ARCF

# Stars Shine at Sebring

By Harry Hurst

The greatest drivers in the world have competed in the Sebring 12-hour race. But, if you ask most people if they know who Juan Manuel Fangio is, they will answer in the negative. Ask them if they know Steve McQueen, James Garner, or Dick Smothers, chances are they will say "Sure!" (Well, if they are over 40!)

These three actors participated at Sebring as either driver or car owner, and are on a lengthy list of Hollywood personalities who are part of the lore of our race. Other names include Paul Newman, Gene Hackman, James Brolin, Lorenzo Lamas, David Carradine, Patrick Dempsey, and Jason Priestley. The famous child actor, Jackie Cooper ("Our Gang"), raced an Austin-Healey at Sebring in 1955. And, add the legendary CBS newscaster Walter Cronkite to the list, as he competed in the 1959 race driving a Lancia.

Of all of the drivers, McQueen probably



Roger Penske chatting as Dick Smothers waits to drive in practice.

stands out, having almost won the 1970 race in a 3-liter Porsche – while driving with his left foot in a cast! Full credit for this must go to his co-driver, Peter Revson, who battled Mario Andretti in a 5-liter Ferrari to the very end, coming up 23 seconds short, but McQueen did a good share of the driving. His participation here was promoted as "research" for the filming of the movie, "Le Mans," later that year.

While McQueen's racing stopped after the 1970 race (he had first raced here in 1962 in a factory Austin-Healey Sprite), Paul Newman kept it up for 35 years, starting in 1972. But he only raced at Sebring once, finishing 30th overall in a Porsche. James Garner never drove at Sebring, but was a highly visible car owner in 1968 and 1969, managing a team of two Lola T-70 coupes. In 1968, one of his cars led for the first three hours, but eventually both retired. In 1969, one of the cars came very close to winning the race, eventually finishing in 6th place! Garner had a film crew in the pits, shooting footage for a documentary on his team, "The Racing Scene," which came out later that year. (It's available on several streaming services.)

That same Sebring saw the debut of Dick Smothers, the straight man in the comedy duo, The Smothers Brothers, with his brother, Tom, who had one of the most popular shows on TV at the time. Dick co-drove a Porsche 906 to a class win in 1969. (Incidentally, the show would be



James Garner and crew in the pits.

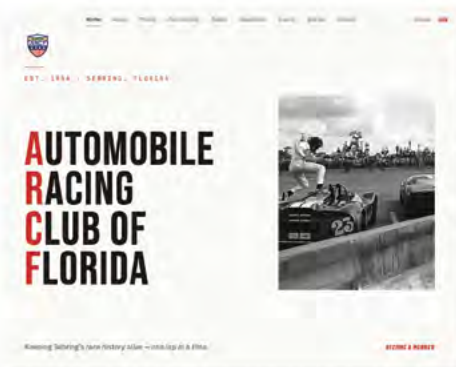
abruptly cancelled less than a month after the race as a result of their battles with CBS censors.) He came back two years later to take a monster Corvette, built by co-driver John Greenwood, to 7th overall and a Class win. In between the two 12-hour races, Smothers competed here in the 1970 F5000 race, driving a Lotus 70 Chevrolet for his Smothers/Wintersteen Racing Team.

More recently, Patrick Dempsey has been the leading driver in Hollywood, competing in endurance sports cars with his own team, Dempsey Proton Racing. He secured the class pole in his Porsche 911 GT3 in the 2013 race. Although that was his only 12-hour drive, his team has competed here many times.

Bill Warner reminded me of this incident with James Brolin. "He drove a Brumos 924 GTR....if I remember correctly, he wasn't a very good racer. Brolin went out in the car and was very slow, so Bob Snodgrass asked him if there was a problem. He answered, 'No, I am flat out in fourth gear.' To which Snodgrass answered, 'The car has five speeds.'" ■

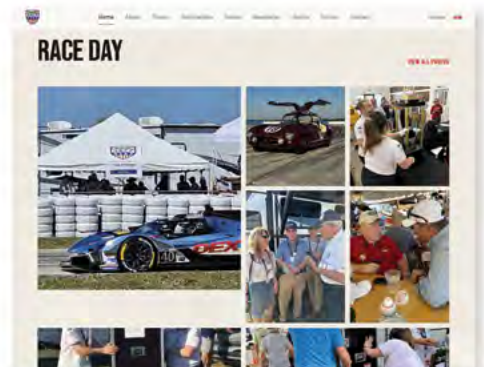


The #48 Porsche 908 that Steve McQueen and Peter Revson would drive to 2nd overall in 1970.



## CHECK OUT THE NEW LOOK ARCF WEBSITE ARCF.NET

Redesigned by Ford Heacock IV, the website features the latest stories, photos and events surrounding Sebring's great racing history!



# ARCF at The Amelia

By Erich Smith

The official definition of a Concours d'Elegance is "a competition of elegance." For vintage race cars, this term carries a double entendre: considered by many of their era to be masterpieces of automotive art, these vehicles were designed and built for competition. Now, decades later, while still considered automotive art, these rolling pieces of history are regarded as artifacts of



The 'Best in Class' winning Mercedes on the stage for its award at Amelia.

an earlier, bygone era of endurance racing that now tend to attract attention visually, rather than solely for their ability to achieve quick lap times and podium finishes. Today, the cars continue to tell stories of their past lives and owners, thereby preserving history and the memory of those who came before.

The 2026 Amelia marked the 31st anniversary of the Concours and the debut of the Automobile Racing Club of Florida (ARCF) class. It showcased eight historically significant cars from the ARCF era of the 12 Hours of Sebring, from 1956 to 1972—a

pivotal period in endurance racing when Sebring became a renowned international event. Being asked to curate this prestigious class by Matt Orendac, Hagerty's Concours Vice Chairman, was a project fueled by personal passion and pride. My grandfather, Reginald S. Smith, co-founded the 12 Hours of Sebring and served as the Race Secretary. Additionally, he was the right-hand man of founder Alec Ulmann for the first 27 years of the race, later helping to usher in the IMSA era in the early 1970s. I understood the importance of creating this class to document Sebring's early history and to raise awareness of ARCF in its current form. It also aims to highlight and preserve the legacy of the teams competing for the kumquat wreath, the sip of orange juice, and the congratulatory kiss from Miss Sebring in victory lane many decades ago.

A sincere thank you is owed to all who brought their cars to help share the story. Here's hoping that, similar to the fragrance of race gas combined with the scent of orange blossoms in March, this event will become an annual tradition!

It is also worth noting that a profound congratulations is due to Juan Escalante and his Mercedes-Benz 300SL. He has been informed that the vehicle has been invited to be displayed at the Pebble Beach Concours, which is regarded as the highest honor an automobile owner can attain within the Concours community. ■

A SPECIAL THANK YOU TO THE OWNERS OF THESE HISTORIC CARS.

### 1954 Mercedes-Benz 300 SL Gullwing

- Raced by Chester Flynn in 1955-57, owned by the Juan Escalante Collection, Miami, FL. \* Best In Class Winner \*

### 1955 Arnolt-Bristol

- Raced by the S. H. Arnolt Inc. team in 1960. Jack & Cathy Frasher, Greenville, SC.

### 1962 MGA 1600 MKII Deluxe 2-Door Coupe

- Raced by Ecurie Safety Fast in the 1962 race. Ford Heacock III, Lakeland, FL.

### 1964 Porsche 904 Carrera GTS

- Raced by Jacques Duval, Daryle and Becky Higginbotham, Marietta, GA.

### 1966 MGB Roadster

- Raced by British Motor Corporation, LTD. Competition Dept., The Eaton Family Collection, Arlington, VA. \* Class Award \*

### 1966 Ford Mustang Shelby GT350R

- Campaigned by AAR 1967, Roland Duclos, Palm City, FL. \* Class Award \*

### 1969 Lola T70 Mark3B

- Campaigned by Grand Bahama Racing 1970, Dean and Damon DeSantis, St. Pete Beach, FL.



## ARCF MEMBERSHIP APPLICATION

**ARCF Members receive:** The Annual ARCF Lapel Pin • Member Newsletters • Invitation to all ARCF Events

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