

STARTING LINE



Automobile Racing Club of Florida | ARCF.net

Issue 003 – Fall 2025

Celebrating a Year of Growth: ARCF in 2025

By Ford Heacock III

With a surge in membership and a busy events calendar, the Automobile Racing Club of Florida has made significant strides this year. Our young organization, with historic Sebring ties, is beginning to get traction for our efforts to preserve and celebrate Sebring Race history. We now have 217 dedicated members, and we are busy planning exciting new events for the future.

Communications - STARTING LINE & ARCF Digital News

You are reading our print newsletter *Starting Line* (Issue #3) which is mailed to members and available for others to read on our



(L-R) Marie Christian, former CanAm and Sebring driver Charlie Kemp, Kevin Christian and Bill Warner discussing Sebring history.



Bill and Laurie Cunningham presented the 1950 Sebring winning Crosley Hotshot.

website. We recently added, ARCF Digital News, an email messaging program which we use to keep you informed on a more timely basis. We promise not to burden you with excessive messaging.

Doug Morton, ARCF's diligent historian, has accepted the role of Newsletter Editor and Dave McGowan, formerly with *Vintage Motorsport* magazine, serves as our art director. To submit stories or photos contact: Doug@ARCF.net

Sebring 12 Hour Weekend Highlights

This year's highlight was undoubtedly the Sebring 12 Hour Weekend. The buzz started with our first seminar featuring the 1978 winning team of Dick Barbour Racing. Bill Warner, Amelia Island Concours founder, served as emcee. Attendees were treated to captivating stories from drivers Brian Redman and Charles Mendez while team members Martin Raffauf, Jerry Woods, Greg Elliff, and Judy Stropus added to the commentary.

Our BBQ cookout on Friday afternoon attracted over 100 attendees, creating a party atmosphere where members mingled and celebrated the race weekend. Our new partnership with the ACO (Automobile Club de l'Ouest) was officially launched when they arrived with the prestigious Le Mans trophy, adding a touch of class to the festivities.

We introduced a new idea at Sebring this year in the form of "ARCF Members Welcome" campsites, offering our members a chance to experience the race from unique vantage points and to engage with local Sebring race veterans. The goal is to enhance the communal spirit of the weekend.

ACO Le Mans Watch Party

ARCF partnered with the Automobile Club de l'Ouest (ACO) to host a Le Mans Watch Party at Sebring International Raceway on June 14, 2025. See complete report on Page 3.

continued on p2

Join Us for the 75th Anniversary of the First Sebring Race

On December 31, 2025, help celebrate the first car race which established Sebring as the home of international sports car racing in North America. A ceremonial Le Mans Start and commemorative lap around the historic Sebring race circuit will highlight an afternoon of exciting events and activities.



This **FREE** community event will feature:

- Sebring Raceway Open House
- Ceremonial Le Mans Start & Parade Lap
- Food truck rally
- Autocross
- Historic Race Cars on display
- "A Lap Around the Track" for runners
- Live Music concert
- Fireworks Show

... And much more, yet to be announced

LOCATION: Sebring International Raceway

ADMISSION: Free to the Public

DATE: December 31, 2025

TIME: 1:00pm until Dark

Sebring's First Race was the Sam Collier Memorial Grand Prix of

continued on p2



The ARCF trackside BBQ party

Celebrating A Year of Growth *continued from p1*

Paddock Chatter...

- Your ARCF team has been busy with helping the Sebring Hall of Fame establish a Sebring race museum. A group led by Will Swaine flew to Tallahassee in April to lobby the legislature for funding, an effort which will be ongoing.
- Speaking engagements to tell history of international sports car racing at Sebring were presented to the Sebring Rotary Club and the Sebring Airport Authority in February and March. ARCF has also been invited to be the featured program at the SCCA annual banquet in December.
- In June, Ford Heacock and Doug Morton visited The Revs Institute in Naples and met with Scott George to discuss ARCF activities. The goal is to encourage future partnership opportunities.
- ARCF is working with Sebring Driving Club to establish on-track activities for ARCF at Sebring International Raceway. A track day event and an autocross are



A toast to The LeMans Trophy being displayed by the ACO.

under consideration. Please email Ford3@ARCF.net if you would be interested in these activities.

- The Amelia Island Concours is planning an ARCF Class of 2026. To receive and application contact ARCF member, Erich Smith, at CountyClassic@Gmail.com.
- ARCF will have an information booth at the Lake Mirror Classic Concours & Car Show in Lakeland, FL on Saturday, Oct. 18, 2025. Drop by if you're in the area.

Support ARCF

While ARCF has made immense strides this year, the journey is just beginning. Help us preserve and celebrate the rich history of international sports car racing at Sebring by encouraging others to join the club. ■

75th Anniversary of the First Sebring Race *continued from p1*

Endurance held at the former Hendricks Army Airfield on December 31, 1950. It was a 6-hour race starting at 3:00pm. See the 1949 Crosley Hotshot which won that first race along with other historic racing cars.

Help us honor Sebring Firemen, Inc., the Sports Car Club of America and local citizens who were instrumental in providing the facilities and support personnel which promoter, Alec Ulmann, needed to host the race. No one at that time imagined the race would ever achieve international acclaim for Sebring and survive for over seven decades.

Decorate your favorite vehicle and enter it in the Ceremonial Le Mans Start and Lap around the famous Sebring circuit. Vehicle registration is \$20 which includes two "75th Anniversary" number balls for your vehicle. Prizes will be awarded the most popular vehicles.



For complete details and parade registration go to: www.ARCF.net



The ARCF Seminar featuring the 1978 winning team of Dick Barbour Racing.

Follow ARCF on Facebook for Sebring Racing History!



[Facebook.com/ARCF](https://www.facebook.com/ARCF)

Le Mans Watch Party Recap — A Day to Remember!

By Doug Morton

If you missed the ACO/ARCF “24 Heures du Mans” Watch Party at Sebring International Raceway, you truly missed something special! Held in the Gallery of Legends on Saturday, June 14, the event drew over 110 enthusiastic guests, and we’ve heard nothing but rave reviews ever since. From vintage race cars to legendary drivers, it was a motorsports celebration to remember.

Cars, Cameras, and Smiles Galore

Four spectacular vehicles were on display — including the iconic 1970 Porsche 917 and the 1994 Le Mans Porsche 962 — and guests were invited to take pictures up close. The smiles were everywhere!

The Day Kicked Off at 9:00am

Guests were welcomed with a delicious continental breakfast, generously provided by Classic Mazda of Lakeland. World renowned driver Brian Redman was

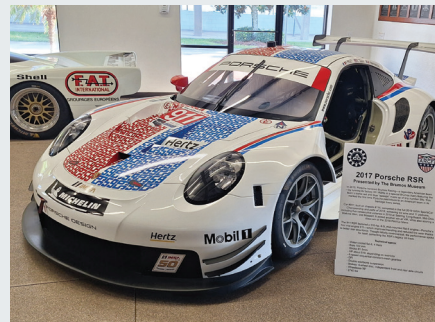


Former Le Mans veterans Charles Mendez and Brian Redman.

our host for the day, giving an engaging talk about his experiences racing at Le Mans. He was joined by Charles Mendez, and the pair enjoyed mingling and chatting with attendees.

Race Time: 10:00 AM

The main event began at 10:00 AM, with live coverage of the 24 Hours of Le Mans broadcast on two giant screens and multiple TVs showing live race data — one of only two U.S. locations with a



The 2017 Brumos Porsche RSR with Sebring/Daytona/Le Mans history.

live Le Mans feed (the other being the Simeone Museum in Philadelphia).

Exclusive Auction + Hot Laps

One of the event’s highlights was a live auction for a hot lap experience in a Porsche — with none other than Brian Redman behind the wheel! The bidding was so enthusiastic that Brian generously offered a second lap for the runner-up. Meanwhile, guests who signed up for hot laps with Chin Motorsports also took to the track for some adrenaline-fueled fun.

BBQ Lunch & Special Connection

At noon, guests were treated to a catered barbecue lunch, just as track activities began. Later in the day, we had a special video call with the Simeone Museum, where they unveiled a top-secret project: their acquisition of the 1952 Frazer Nash LMR, the overall winner of the inaugural 12 Hours of Sebring. We hope to display the car at Sebring’s 75th anniversary in 2027!

From Start to Dark

Dubbed the “Start Until Dark” watch party, the festivities wrapped up around 3:00 PM Sebring time — but the excitement lingered. Given the overwhelming success, we’re looking forward to working with the ACO again for future Le Mans watch parties!

Thank you to everyone who joined us. We can’t wait to do it again! ■



The Brumos Museum displayed their immaculate 1970 Porsche 917.



The Tracta A which won its class at Le Mans in 1930.



The 1994 Le Mans winning Porsche 962 driven by Hurley Haywood and Danny Sullivan.

SPECIAL THANKS: Brumos Museum • Tampa Bay Auto Museum • Gunnar Racing • Classic Mazda & Mazda of Lakeland

PASS IT ON!



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My Memories of The 12 Hours of Sebring and Automobile Racing Club of Florida

By Doug Smith

When I look back on the 12 Hours of Sebring as an event, I've come to think of myself as a "fly on the motor sports wall". Born in Washington, DC in 1948, many of my recollections of growing up as the youngest in my family were of the early 12 Hours of Sebring and its growth as an international motor racing event.

I do remember how loud the Cunninghams were in 1953, the drama of 1954 with Taruffi collapsing after pushing his out of fuel Lancia handing the victory to the Stirling Moss & Bill Lloyd OSCA and the 1955 win for Mike Hawthorn and Phil Walters in the Jaguar D-Type and the stress on our family during that disputed finish. I count as a gift of my childhood shaking hands with and meeting some of the personalities & drivers like Juan Fangio, Peter Collins, Stirling Moss, Huschke Von Hanstein, "Wacky" Arnolt and the list goes on. However, I now realize most of my memories of the ARCF are primarily of Alec Ulmann and my father, Reginald S. Smith, Race Secretary and Vice President of the ARCF.

Dad was born into a working-class family in Birmingham, England and had apprenticed with Dunlop. During WWII he was tasked with the British Army's conversion process for their vehicles and armaments from solid to pneumatic tires. (Joining his fellow apprentice with Dunlop was Ted Charlwood, who ironically later drove an MG TD in the first 6 Hour Sebring Race.). At some point in that process Dad was transferred to America to monitor and optimize that process in coordination with the British Army's presence in the Pentagon.

After the war he began working at Jack Pry Motors in Washington, DC which was a hub of activity for the import sports car movement that was blossoming in America. Road Racing was taking root in Watkins Glen, Bridgehampton, Marlboro and many more locations in the NE United States creating the need for the "organizationally minded enthusiasts" working together in many of those tracks, by participating in the planning, staging, and officiating,

Dad met Alec Ulmann in the late 1940s working with Cameron Argetsinger as part



L-R: Alec Ulmann, Johnny Baus, Chet Flynn, Reginald Smith, mid-60s at Award Presentation Ceremonies.

PHOTO SEBRING RACE PRESS FILES, DOUG MORTON ARCHIVES



AutoSport Magazine Editor, Gregor Grant's favorite local Sebring tradition: A Beer and a Burger with "Sebring Slaw" at Alex Sabo's Circle Bar! Alex & Julie Sabo shared the recipe with us and we still love it today!



Nino, Vincenzo Zito, Sebring poster artist and Jim Kimberly (note Zito wearing 3 watches! One might wonder if he had them set on different time zones?).

PHOTO SEBRING RACE PRESS AND REGINALD SMITH PHOTO ARCHIVES



Dr. Paul Wallace checking Ken Miles' blood pressure in Medical Bus. Part of Required Medical Requirement for Drivers.

PHOTO SEBRING RACE PRESS AND REGINALD SMITH PHOTO ARCHIVES



Reginald Smith, discussing pre-race introductions with TV/Recording personality, Mitch Miller, in ARCF Tent.

PHOTO SEBRING RACE PRESS AND REGINALD SMITH PHOTO ARCHIVES



of the original Watkins Glen organizing team for the “downtown” street races. It turned out that they made a great team! Alec’s dream started with a trip to Le Mans in the summer of 1950 with Briggs Cunningham’s team. He envisioned an American event similar in character to the 24-Hour Endurance race with international professional drivers and teams. Alec was a charismatic MIT Graduate, an established entrepreneur, fluent in multiple languages, with friends and connections in the European and American motor sports arena. Dad’s gift was the organizational discipline. His loyalty combined with his ability to coordinate a myriad of organizational details required to bring Alec’s dream to life was a perfect fit.

In addition to their primary “day jobs” they organized the first Sebring Endurance Races with the 1950/51 New Years Eve 6 Hour and continuing with 12 Hour events in 1952-1955 sanctioned by the AAA. Then as a result of the 1955 disastrous accident at Le Mans, AAA ceased sanctioning of all racing events in America. Since this was how licensed American and International professional racing drivers, automobile manufacturers and their respective private owner/racers could be allowed to participate within a recognized set of common rules and regulations, this might have ended the existence of the 12 Hours of Sebring. However, Alec petitioned the FIA to recognize his planned “Automobile Racing Club of Florida” as a viable option. Fortunately, his request was accepted on the international calendar largely due to Sebring’s status as an already established event and with the support of the European manufacturers looking to increase their name recognition in America.

As I recall, the 1956 12 Hours of Endurance was the first event run under the auspices of the ARCF. The Sebring Firemen Assoc. represented the interests of the City of Sebring. The SCCA, whose focus was more aligned with amateur racing pursuits, were a valuable resource of the race event as their experienced corner worker crews and licensed drivers relished participation and were integrally welcomed for the Sebring race.

The race continued under the ARCF through 1972, when Alec retired, as an annual international event that became a must attend place to be. And it goes without saying, if the ARCF was the organizational

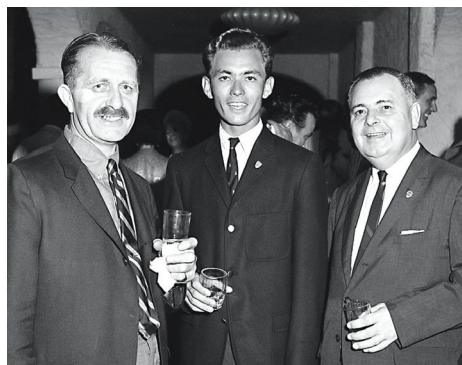
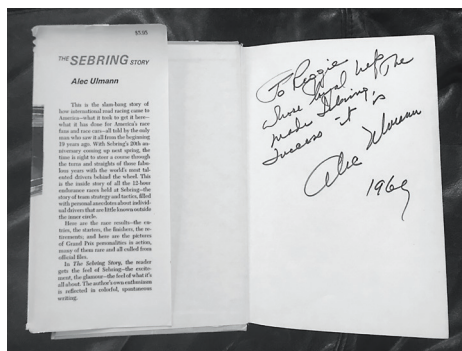


PHOTO PHIL CHARLWOOD/FAMILY COLLECTION

Ted Charlwood, Reggie Smith (Jr) and Dad at the 1965 ARCF party at Sebring Shores Country Club. Ted Charlwood was one of the founders of “The Lavender Hill Mob” that started Marlboro Raceway.



Alec Ulmann's 1969 book, “The Sebring Story” Copyright 1969,...as inscribed to Dad.

producer of the race, the City of Sebring and its generations of citizen involvement that made it more than a dream. It gave it a home.

Alec and his wife, Mary Ulmann knew that a “clubhouse” facility in the Paddock would be an asset in addition to the sanctioning function. The ARCF Patrons tent was an ideal place for members, visiting dignitaries, manufacturer’s representatives, motorsports journalists to enjoy race day with local and international racing devotees with representatives of Martini & Rossi, Amoco, Shell Oil, Alitalia Airlines, Pepsi Cola, etc. whose advertising and marketing supported the race itself. Then, as now, the ticket sales couldn’t cover the staging and promotion of the event and television & advertising monies were decades in the future. As the saying goes, “It’s the business that transpires in the paddock that provides the added value.”

Imagine a large green and white striped tent with tables & chairs for 200 plus guests, in the Paddock, the entrance lined with potted palms and guarded by Sea Scouts checking for credentials (usually



PHOTO DAVID CASTELHANO

Reginald Smith, Luigi Chinetti (USA Ferrari Importer, and NART Team Owner), and Alec Ulmann before start of 1965 Le Mans 24 Hour race with what would be the winning car. Promoting the Sebring Race and the Automobile Racing Club of Florida was a worldwide year-round job!



PHOTO TED CHARLWOOD

1952 Trophy Presentation in Highlands County Park on back of a flatbed truck, for the first “12 Hours of Sebring” Alec Ulmann contemplating the future of his dream!

lapel pins) of members. Once inside they found a welcomed oasis from the elements, offering food & drink and a balcony up the stairs overlooking the “Start Finish Line” “Pit Lane” and “Victory Lane” activities! An ideal spot to meet and mix with hero drivers, automobile manufacturers and international racing journalists, high society from New York, London, Detroit, Stuttgart, Paris and Palm Beach. All while “enduring” a noisy, hot and exhausting sporting event at a partially operational military airbase in the middle of the State of Florida surrounded by the scent of orange blossoms, sometimes frequently visited by stray Brahma Bulls, blazing sunshine and occasionally biblical thunderstorms. For one weekend a year, it was WHERE THEY ALL WANTED TO BE! ■

Pardon Me, Miss, May I See Your Pass?

By Bill Warner

Back in the 70s, when I was shooting Races for the magazines, particularly Road & Track, there were definite perks to being “the guy from R&T.” Reserved parking, access to the pits and track, nightly parties, rubbing elbows with the glitterati, and being well-fed not a bad gig, although the pay was not great. In fact, it was pretty bad: \$125 per day, against space (space being the number of photos used).

In those days, I would drive down to Sebring from Jacksonville in my Chevy Suburban, which I used to haul my photographer buddies around inside the fence. We had fun. This was before all the ridiculous regulations. In later years, photographers had to attend daily 8:00 a.m. meetings to be briefed on the dos and don'ts of shooting the race, etc., etc. I had been shooting there since 1968, so what were they going to tell me that I didn't already know? Besides, I had no desire to get injured or to get in the way of the action in the pits. However, egos had run amok, and it ceased being fun.

1976 was different. The fun was still there, and the race was good. The weather was great, access was easy, and lovely girls were all over the place. My friends Al Holbert and Michael Keyser were entered in Al's Carrera. John Greenwood was there in his Corvette with my pal Mike Brockman. And then there were the hometown boys, Peter Gregg and Hurley Haywood, driving the newly acquired BMW CSL. After what could be described as an uneventful race, Al and Michael drove the Penthouse Magazine-sponsored Porsche Carrera RSR to a well-earned victory. But this is where the story, for me, gets interesting.

My last hours were spent photographing the nighttime pit stops. After completing that task, I retreated to the press box to ride out the finish. As the clock counted down, it became clear that the Penthouse-sponsored Porsche was going to take the checkered flag. Up in the press box was the Pet of the Year, the ever-beautiful Anneka de Lorenzo (nee Marjorie Lee Thoreson)... a stunning redheaded model. She was breathtaking. About 30 minutes before the end of the race, the Sebring press officer, John Smiley, asked if I was going to victory lane and, if so, would I be kind enough to escort her to the podium? She was to present the trophy to Al and Michael.

Would I be “kind enough”? It didn't take me very long to decide that I would. Escorting the most beautiful example of femininity I had ever seen? For a guy who couldn't get a date off a palm tree in high school, this was better than winning the race.

So off we went to the victory stand. Back then, the celebration was held in front of the Jaguar Tower on a well-lit platform. To get there, you had to enter through a gate on the dark side of the pits. Miss de Lorenzo was braless, wearing a loose blouse and contrasting jacket, unbuttoned somewhere below her navel with a gold chain holding it all together, along with matching pants. Being a gentleman, or at least a reasonable facsimile, I reached around her to open the gate for access to the Jaguar Tower. At the gate stood a local geriatric who illuminated us with his flashlight and asked, “Pardon me, Miss. May I see your pass?” She promptly replied by grabbing both lapels of her jacket, exposing a pair of the most beautiful orbs any man would die to see, and replied,

“Will these do?” Needless to say, they did.

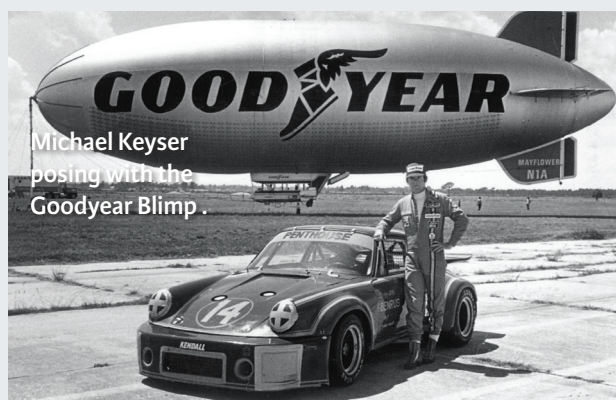
The last I saw of that guy, he was still hyperventilating, but her “pass” was enough to get us both into the compound. As for me, I was holding the gate open for Anneka and didn't have the vantage point to share the gatekeeper's view. Alas, foiled again. While doing my job in victory lane, I couldn't resist yelling, “May I see your pass, Miss?” She responded with a sly grin, “See Page 74.” Oh well, nothing ventured, nothing gained.

After the race, she mentioned needing a ride to Tampa. But, being a married man with three children at home, I felt that discretion, being the better part of valor, required me to return immediately to my home and family in Jacksonville.

Tragically, Miss de Lorenzo died under suspicious circumstances on a California beach in 2011. But that one evening in Sebring with the Penthouse Pet is indelibly burned in my memory, even if I was on the wrong side of the view. But... I still have Page 74. ■



Bill Warner



Michael Keyser posing with the Goodyear Blimp.



Keyser and Holbert celebrate their 1976 victory with Patty Huffman (Camel Girl) and Penthouse Centerfold model Anneka de Lorenzo.

When Wings Flew at Sebring

By Harry Hurst

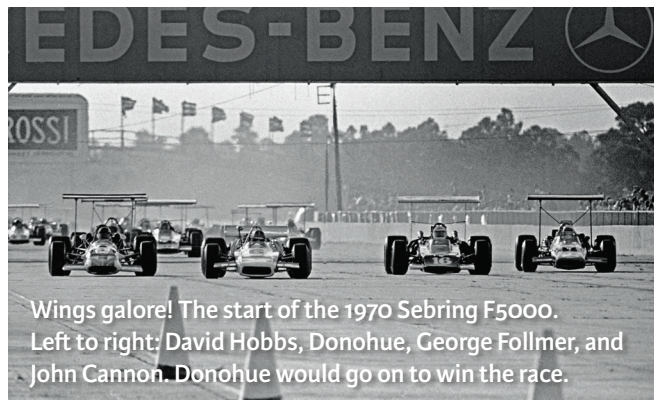
The 12-Hour endurance race for sports cars wasn't the only type of racing held on the Sebring airport circuit. The first US Grand Prix for open-wheeled Formula One cars was held there in 1959 before moving to Riverside and then Watkins Glen. Perhaps in an effort to restore that prestige, Alec Ulmann had the brilliant idea to hold the season-ending Formula 5000/Continental race at Sebring in 1969 – just three days after Christmas!

(As a side note, the race was called the "L&M Grand Prix" and was sponsored by Liggett & Myers Tobacco Company. Alec's son Edward had secured sponsorship from this popular brand of cigarettes, believed to be the first instance of tobacco sponsorship in motorsports.)

The open-wheel F5000 was born in the same spirit as the SCCA's Can-Am and Trans-Am series: use big American V-8s to power reasonably priced chassis to have large, competitive fields with plenty of noise. The F5000, which started in 1967 as Formula A, specified 5-liter, stock block engines although 3-liter Formula One cars of the period could also race. The series was an instant success with a variety of chassis manufacturers offering relatively cheap platforms. Dan Gurney's AAR Eagle was the top of the class in 1968 and 1969, winning the championship. But Lola was also highly competitive, mostly through Penske/Mark Donohue, with Surtees, Lotus, and McLaren close behind. It grew so popular that the very first Long Beach Grand Prix was for F5000 cars.

I'm sure there were many crewmembers who did not appreciate Ulmann scheduling a race on the one holiday they usually had guaranteed. However, the race, in both 1969 and 1970, attracted an international field and featured some exciting racing, although the crowds were sparse. The drivers who drove in the two races at Sebring were among the top in racing: Mario Andretti, Donohue, David Hobbs, Tony "A2Z" Adamowicz (1969 champion), John Cannon (1970 champion), Sam Posey, Swede Savage, Jo Bonnier, and George Follmer. Talented amateurs like George Wintersteen, Jerry Hansen, Dave Heinz, and Steve Durst filled out the fields. And there was even a bit of Hollywood glamour with TV star Dick Smothers.

At the first Sebring F5000 race in 1969, Lola had three of their new T190 cars; one



Wings galore! The start of the 1970 Sebring F5000. Left to right: David Hobbs, Donohue, George Follmer, and John Cannon. Donohue would go on to win the race.



Mark Donohue in his Lola T190 at Sebring in 1969.

for prolific SCCA National Champion (27 times!) Jerry Hansen, one for European Lola distributor Jo Bonnier, and one for Mark Donohue, entered oddly by Carl Haas, the North American Lola distributor. This was an important race for Lola, since success here with the T190 could mean more orders for cars for the 1970 season. But the competition from AAR, Lotus, McLaren and Surtees was stiff, and so Lola designer Eric Broadley was there in the pits three days after Christmas to make sure everything went well. It didn't. Despite qualifying 5.5 seconds off the pole, Bonnier was the highest placed Lola in the two-heat race, finishing in third place overall.

Donohue mentions this race in his book, "The Unfair Advantage" and said the car had a mysterious fuel feed problem. This caused them to finish back in 17th place in spite of qualifying in third spot. They eventually found the problem to be slag from the chrome plating on the anti-roll bar, which also acted as the fuel cell vent. (BTW, Donohue said this 1969 race was his first F5000 race. It was also my first race working for John Smiley as the Sebring track photographer. And, my 19th birthday!)

The race would turn out very differently for Donohue and Team Penske the next year. 1970 had been a difficult year for Penske Racing with the new javelin program and they



Mark Donohue ends a disappointing 1970 for Team Penske with a win.



David Hobbs won the Sebring race in 1969 but was second in his Surtees to Donohue in 1970.

had finished a disappointing (for a Penske team) second at Indy. Roger had decided they needed one program where they could get some wins to keep their sponsors happy, and they decided Formula 5000 was their best shot.

Eric Broadley had a new chassis, the T192, he thought would be a contender in 1971 but he wanted to try it out in a few races in 1970 to see how it worked – and hopefully get some wins to build customer orders. But the initial two races were disappointing and the Penske team had a new, improved chassis for this Sebring race. Notable in the design was a low wing – all the other Formula 5000 cars were still allowed high wings but these were to be banned in the coming year. Donohue hoped the low wing would give them an advantage on the long Sebring straights but they did not mount it on the car until the last moment, choosing to use a high wing for practice to not reveal their secret.

Donohue was able to win the race convincingly, and commented, "Not only did we need to win for Penske Racing, but after the tremendous effort and aggravation, and the heartache of the race the year before, it was a great victory. To come back with the car that was properly tested and sorted – to have the Unfair Advantage – to pull it off...it almost made our whole terrible year worthwhile." ■



Top Reasons to Join! Automobile Racing Club of Florida (ARCF)

Be Part of Sebring's Living Legacy

Founded in 1956, ARCF is the original host and sanctioning body of the legendary 12 Hours of Sebring. Our archives—featuring over 20,000 historic photos, race records, and artifacts—offer unmatched insight into Sebring's storied past. Whether you're a casual fan or a serious researcher, our resident historian Doug Morton is here to help uncover the stories behind the cars, drivers, and unforgettable moments that shaped motorsports history.

Educational Seminars with Racing Legends

Get up close and personal with drivers, crew members, and insiders from Sebring's most iconic races. Our exclusive seminars bring the past to life through first-hand accounts and behind-the-scenes stories you won't hear anywhere else.

"Starting Line" Newsletter & Digital Updates

Stay connected with our regular newsletter, Starting Line, filled with the latest ARCF news, feature stories, and captivating content from top motorsports writers and photographers. Our digital updates will be distributed by group email to keep you abreast of the latest news.

Social Events & Community

Whether you're swapping stories around a campfire or debating the best race in Sebring history, you'll find yourself among a

passionate, welcoming group of motorsports enthusiasts. Grab a drink, pull up a chair, and join the conversation.

On-Track Action

ARCF is partnering with Sebring Driving Club to offer members thrilling opportunities like High Performance Driving Schools, AutoCross, and Track Days. These events are led by Paul Jones—grandson of Forrest Howard, one of Sebring's original race organizers—continuing a proud family tradition.

Exclusive Race Day Perks

During the 12 Hours of Sebring, flash your ARCF membership pin for access to select trackside camps that welcome our members. It's your VIP pass to the best views, the best stories, and the best company.

Help Build the Sebring Race Museum

Your membership and tax-deductible donations support the creation of a dedicated Sebring Race Museum. ARCF's parent organization, The Sebring Hall of Fame, Inc., is a 501(c)(3) nonprofit working to preserve and showcase the rich history of Sebring racing for future generations.

Join ARCF Today — and become part of the heart, soul, and legacy of Sebring racing.



MEMBERSHIP APPLICATION

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

First Name

Last Name

Street Address

City

State

Zip Code

Phone Number

Email Address

Payment Information - ARCF Annual Dues: \$150.00

- ☐ Pay by Check: make payable to Automobile Racing Club of Florida
Mail to: Automobile Racing Club of Florida • P. O. Box 2791 • Lakeland, FL 33806
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