

Sebring 1962: The factory Ferrari team (S.E.F.A.C) would not officially enter a car in the 12 Hours in 1962, instead leaving it up to the privateers driving Ferraris to do their bidding. A Ferrari would take 3 of the top 4 spots overall. Phil Hill and Olivier Gendebien were both 3x overall winners at Sebring and probably were a little disappointed at not having a factory car to drive, especially not a prototype, but were on hand to drive a N.A.R.T. entered Ferrari 250GTO in the GT category. While not being the fastest car that year, the 250GTO was fast, and more importantly, could handle the stress that Sebring was known to dish out over the 12 Hours. They were consistent in their driving and moved up throughout the day, finishing 2nd overall. They would finish 10 laps (~52 miles) behind the Ferrari 250TR/61 that Jo Bonnier and Lucien Bianchi drove to victory....their car was a rebodied version of the 250TR that Hill and Gendebien had won the 12 Hours in a year earlier. This would be Gendebien's final drive at Sebring. He still holds the record for most overall wins in a row at 3, winning 1959-1961.



Hill and Gendebien discussing strategy before the race start.

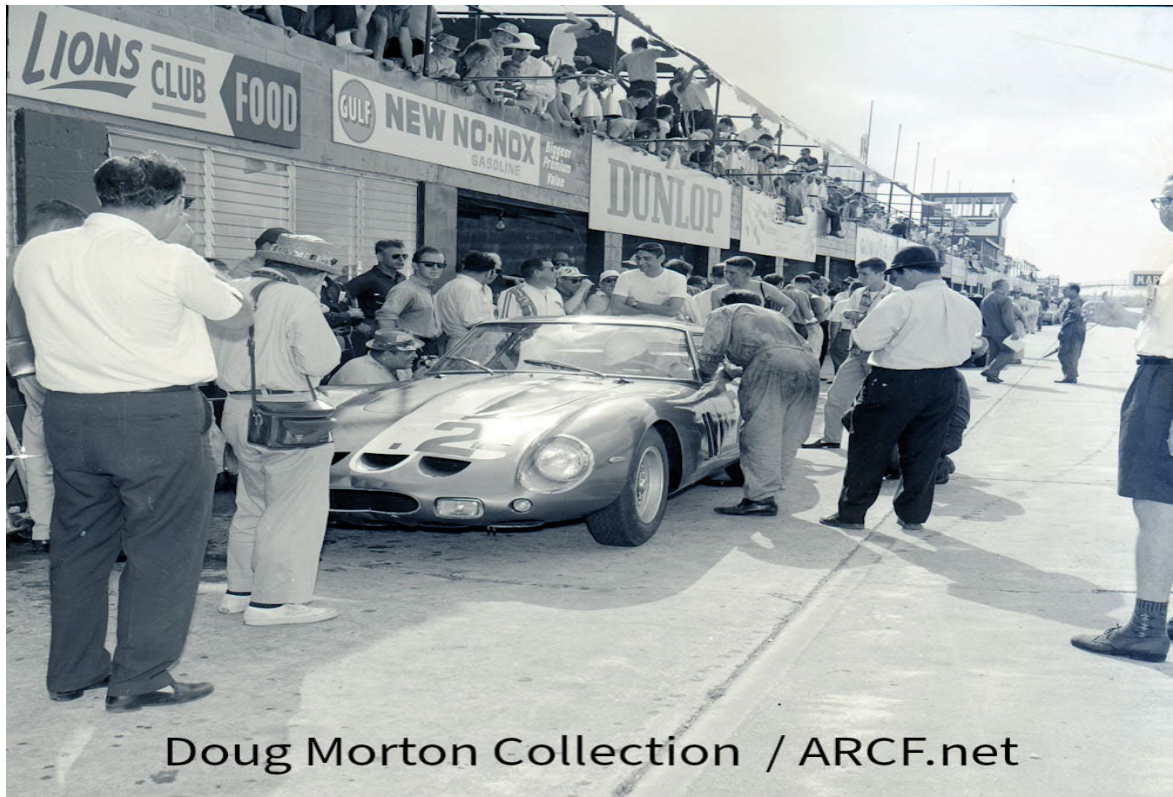


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A nice shot of the #24 heading down towards the Hairpin.



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In the pits.

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The #24 making the turn off of the runway and onto the street portion at Tower Turn. Check out all those planes!

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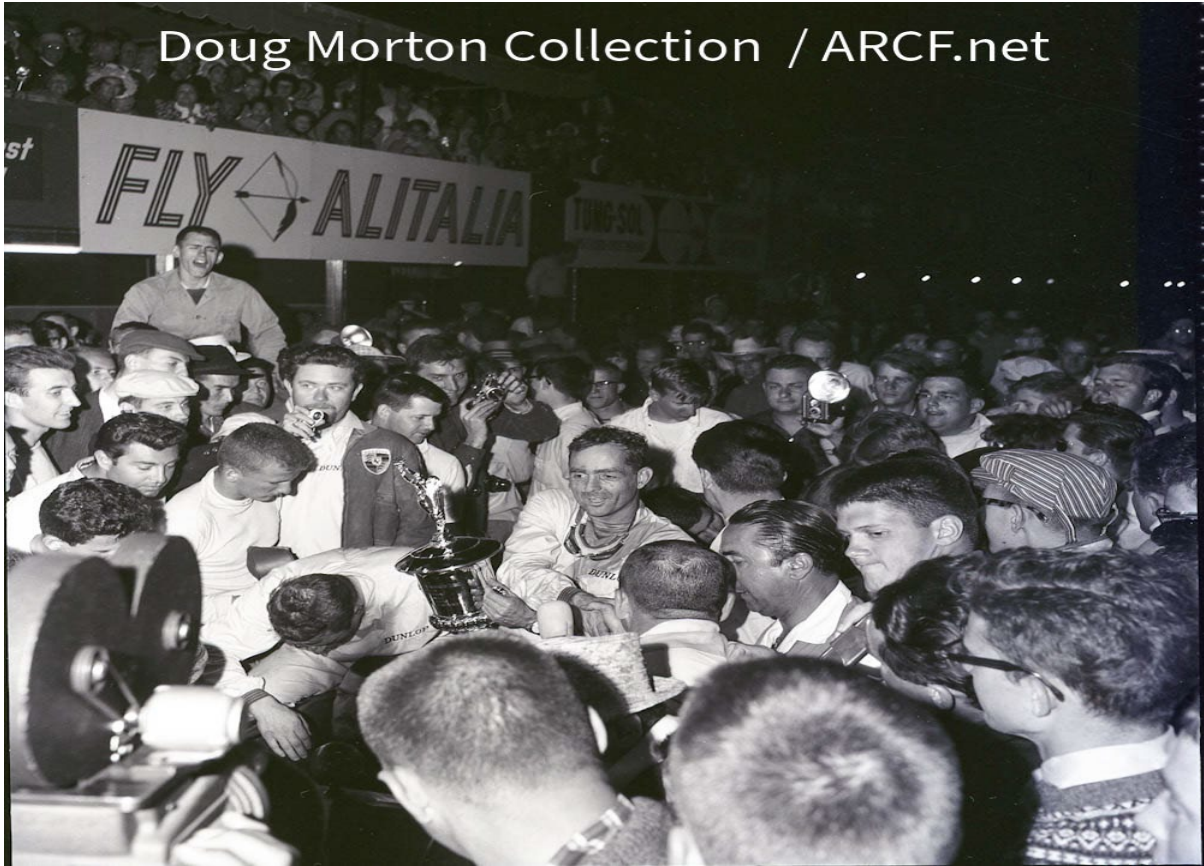
At Webster Turn

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Exiting Webster with the #6 Corvette just in front.

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In victory lane..Gendebien is facing away from the camera but you can see Hill with the trophy shaking hands.



Being interviewed by a young Chris Economaki after the race.



The boys at a victory celebration in the ARCF tent sporting their wreaths around their necks with Mary Ulmann in between them.