

12 Hours of Sebring 1970



50th Anniversary Edition

Text and photographs by Harry Hurst
Foreword by Mario Andretti

*"...the 1970 race
will long be remembered
as one of the most exciting
endurance races ever."*

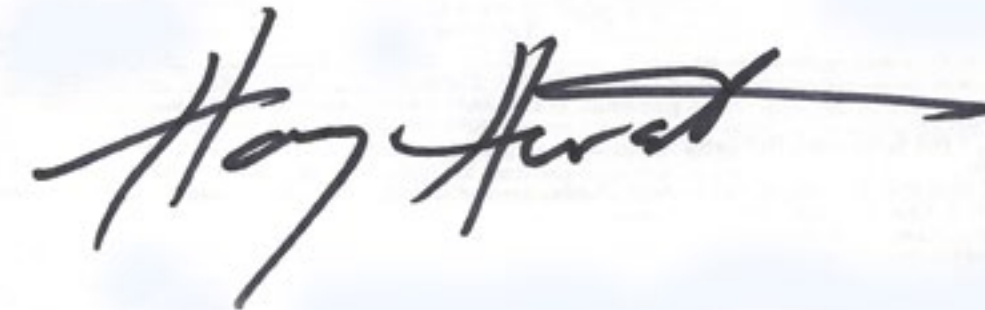
*– Ken Breslauer
The Official Sebring Record Book*

12 Hours of Sebring *1970*

The story of one race and the cars and drivers that made it great.

50th Anniversary Edition

Text and photos by
Harry Hurst

A handwritten signature in black ink, reading "Harry Hurst", set against a light blue rectangular background.

*With comments by Mario Andretti, Dan Gurney, Brian Redman
Vic Elford, Sam Posey, Bobby Rahal, and others who were there.*

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Preface to the Second Edition.

Sixteen years ago, when we first decided to self-publish *12 Hours of Sebring 1970*, we had a pretty good idea of how risky that would be. I had been told by one of the largest automotive publishers that this was a “ballroom book.” I asked what that was and was told, “All the people who would be interested in this book would fit into a ballroom!”

Based on the reception to the book, I can say it was a pretty good sized ballroom - we sold 2000 copies of the book and it still has strong used sales on Amazon.

That success came in part from the help and support of key individuals in promoting the sales of the book in its initial launch. Pete Vack of *Veloce Today* did a great series of articles on both me and my book. Janos Wimpffen wrote a review for *dailysportscar.com* as did Matt Stone in *Motor Trend*. Jack Webster, Kathy Willis, and Doug Harrell gave us space in their tents at the races. And, David Bull was incredibly gracious and helpful in sharing his knowledge and encouragement.

But it was Thos. L. Bryant in *Road & Track* that put us over the top. He devoted his entire monthly column to a review of our book, writing, “Every now and then a truly special book comes along, and this is one of them. The photos are excellent and the quotes from many of the participants provide insights that make the race come alive....One of the best racing event books I’ve ever read...This truly is a remarkable work.”



The review came out in early November, 2004, and by Christmas we had paid the substantial printing bill for all of the books.

I was fortunate through this book to meet many other fans of these “Glory Days of Racing.” Many had been at this race and shared their experiences, driving all night from hundreds of miles away to attend. Several actually had taken photos of me at this race, one of which is to the right.



Now, at the 50th Anniversary of what many feel is the greatest endurance race of all time, I wanted to reissue the book and expand its contents. I have gone back through my photos and added over 30 new images and 50 additional pages to the original layout. I also was able to get recollections from eight additional people associated with the race. Thank you to Vic Elford, Sam Posey, Bobby Rahal, Ford Heacock III, Dick Fritz, Louis Galanos, George Nettles Jr., and Jennifer Revson.

The costs of printing, storage, distribution and shipping make self-publishing very difficult. That is why we are experimenting with e-publishing to see if this can be a viable alternative. While not having the same tactile satisfaction as a real book, I trust the significantly reduced price will be an acceptable trade in order to have the content.

I hope you enjoy this new edition and the additional material we have included. I am just sorry I don’t have a hard edition to be able to sign for you at the races!

Harry Hurst
Philadelphia, Pennsylvania
March, 2020



Foreword.

I love Sebring; racing there was great. All the top Formula One and sports car drivers of several eras have driven there: Fangio, Gendebien, Moss, Stewart, Phil Hill - the list is endless. That's what makes the tradition of Sebring so rich. And I think that's what keeps Sebring as popular as it is today.

I had some good finishes at Sebring because I was lucky to have good cars and good co-drivers. I first drove there in 1966 with Pedro Rodriguez in a Ferrari. The next year, I won with Bruce McLaren in the first race for the Ford Mk IV. In 1969, I finished second, then won again in 1970 and 1972.

I remember the 1970 Sebring as a great race for the Ferrari team because we really got our butt kicked at Daytona the month before by Porsche. We came to Sebring, and I put my 512 on the pole. With Arturo Merzario as my co-driver, we dominated the race. We had a 13-lap lead when that car broke, but I was able to get into another team car and win the race.

I think these photos capture what that time was like and some of the drama of that particular race. I hope you enjoy reliving what, for me, was a very satisfying win.

Mario Andretti
Nazareth, Pennsylvania
March, 2004

Acknowledgements. (From the 2004 Edition)

I want to thank all the individuals who gave me their encouragement, comments and suggestions, including: Paul Richards, Mike Teske, Steve Sobieralski, Dave Seltzer, Robert dePue Brown, George Harris, Lee Klancher, John Baxter, Diane Warner, Bob Schenker, Andy Schmids, Ian Carpenter, Curt Strohacker, Dr. Fred Simeone, Michael Furman, Andy Mathews, Hal Crocker, Michael Keyser, Barry Meguiar, Paul Murray, Bill Morrissey, Dale Miller, Larz Bourne, Rick Seymour, Jim Youse, Andy Anderson, Vicki Skemp, and Tom Burnside.

Special thanks go to Mario Andretti (and Amy Hollowbush), Dan Gurney (plus Evi Gurney and Kathy Weida), Brian Redman, John Smiley, Wayne Sparling, Paul Spruell, Edward Ulmann and Bill Warner for sharing their remembrances. I would also like to recognize Janos Wimpffen of the Motorsports Research Group and Ken Breslauer of Sebring Raceway for their assistance in compiling the data in the Appendix. Corky Irick deserves special mention for helping to make this book possible.

But I especially want to thank my wife, Marsha, for telling me to follow my bliss.

Harry Hurst

Dedication.



To the man who started it all: Alec Ulmann.

Introduction.

I first went to Sebring in 1965. That was the year of the great downpour and we arrived at sunset, after the rain had stopped. My dad was an accountant in Tampa and this was the height of tax season, but (I now realize) he made the time to take me, my sister and mother on the two-hour drive so I could attend my first race.

It was still light when we arrived and I was able to actually see the cars and drivers I had only read about up to that time: Jim Hall and Hap Sharp in the beautiful Chaparral, Cobra Daytona Coupes, Ford GT-40's, Ferraris 330P's. Unfortunately, Dan Gurney was already out by the time we arrived. We only stayed a few hours, but that was enough for me - I was hooked.

The next year I returned as the guest of family friends and we left at 10 p.m., confident that Dan was firmly in the lead and would win. Some things are just not meant to be. His car broke less than a quarter mile from the finish.

When I turned 18, I joined the SCCA and became a flagman, but being stranded out on the Webster turn and wearing white coveralls wasn't my idea of really being involved. Luckily, I had developed a serious interest in photography and took photos

when I flagged. A friend, John Annis, gave some of my shots of the 1969 Daytona 24-hour to John Smiley, the press officer at Sebring at the time, who asked me to take photos for him – in exchange for credentials, of course!

That was how I happened to be at Sebring in 1970 as track photographer at the ripe old age of 19.

For over thirty years, these photos sat in boxes. Some found their way into other books and websites (I had sent prints to the Sebring organizers and they became part of the Ulmann archives, which were later sold.) Finally, I decided to put them together into a photo essay; to tell the story of one race and the cars and drivers that made it great.

This book is not intended to be a definitive record of that event; there are ample race reports from that time which document what happened (and conflict in many ways!). Rather, I would like you to regard this book as a trip back in time.

Harry Hurst
October, 2004
Devon, Pennsylvania

The Contributors.

Much of the text in this book is remembrances of people who were at the 1970 Sebring race. A short identification of these individuals is below. A more detailed description of them is at the end of the book.

Mario Andretti is often referred to as the greatest racecar driver of all time and was driving at the 1970 Sebring in a Ferrari.

Vic Elford, nicknamed "Quick Vic" by his peers, was a member of the Salzburg Porsche 917 racing team.

Dick Fritz was team manager for the North American Racing Team (NART), the racing arm of Luigi Chinetti Motors.

Louis Galanos worked as a race official for Sports Car Club of America during the late 60's and early 70's covering race events at Sebring and Daytona.

Dan Gurney is the only American to win a Formula One race in a car of his own construction and was at Sebring in 1970 driving for Matra.

Ford W. Heacock III was a fourth generation Sebring resident whose family was intimately involved in the 12 Hours of Sebring throughout the 1950's and 1960's.

George Nettles Jr. was a crew member for various teams, including NART.

Sam Posey was a member of the NART team driving a Ferrari 512.

Bobby Rahal, 1986 Indy 500 winner, was a 17-year old member of the pit crew supporting his father, Michael Rahal, and his Porsche 906, which won its class in 1970.

Brian Redman was a member of the Gulf Porsche 917 racing team and was co-driver of the winning car at Daytona the month before.

Jennifer Revson is the sister of Peter Revson, the driver who, along with Steve McQueen, almost won the 1970 Sebring.

John Smiley was press officer at Sebring from December of 1969 through 1972.

Wayne Sparling was a mechanic/metal fabricator for Luigi Chinetti Sr.'s North American Racing Team (NART).

Paul Spruell drove at Sebring in 1970, 1976 and 1977, each time in an Alfa Romeo.

Edward Ulmann was the son of Alec and Mary Ulmann, the founders of the Sebring 12 Hours.

Bill Warner was a photographer for Road & Track magazine for many years, and now is the chairman of the Amelia Island Concours d'Elegance.

The Place.

Sebring was an improbable place to hold an international event. It wasn't easy to get there - both Tampa and Orlando airports are hours away. The major roads in 1970 consisted of two-lane Highway 27 leading into and out of Highlands County. And despite having its origins as a winter resort destination, there was a dearth of hotel rooms.

Sebring was founded in 1912 when George Sebring came down from Sebring, Ohio, to develop land that the railroads were given in exchange for putting in a line to Central Florida. Like all of Florida, its fortunes sank with the bust of the land boom and then the Depression in the late 1920's. The buildup to WWII offered hope for a large training base, and the locals lobbied hard. Hendricks Field was commissioned in late 1941 as an Army Air Corps training base but after the war the government had no use for it. They turned all control over to the City but no one had a good idea for how to use it until Alec Ulmann flew in.

Ulmann was involved in international racing with the Cunningham team and wanted to start a major endurance race in the U.S. to rival Le Mans, one of the largest sporting events in the world. The large expanse of concrete runways and access roads at Hendricks Field looked perfect.

Ulmann struck a deal with the Sebring Fireman's Association, the group that controlled the airfield, and the first race was run on December 31, 1950. Fourteen months later the first 12-hour race was held.

Winner of the first Sebring: a Crosley Hot Shot #19.



Accommodations in Sebring were sparse.



A postcard from the 1966 race.



Starting grid of the first Sebring.

When I think of Sebring, I think of orange groves and old hotels like Harder Hall and the Kenilworth Lodge. You got a little feel for what Florida must have been like back in the '20's when they opened it up to land speculation.

When I first ran Sebring in 1958, it already had a history and tradition. I was a starry-eyed young man hoping to establish myself, so I was pretty tolerant of any inconveniences that might have been involved. Here were exotic cars from England and Italy and other parts of the world. They were like "machines from Mars" to me. It was very special.

- Dan Gurney

Period postcards of Hendricks Field...



Sebring...

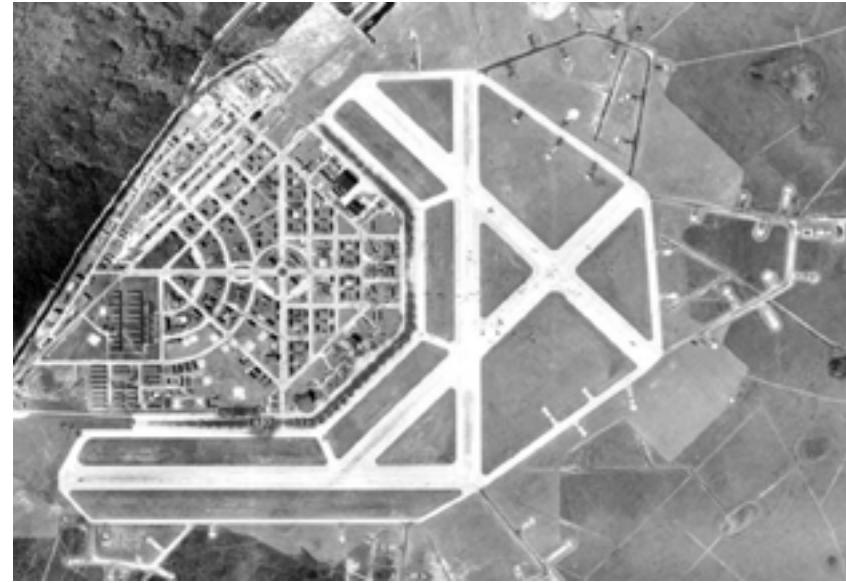


Harder Hall...



and the Kenilworth Lodge.

Aerial photo of Hendricks Field during the war.



The airfield required a high level of maintenance.

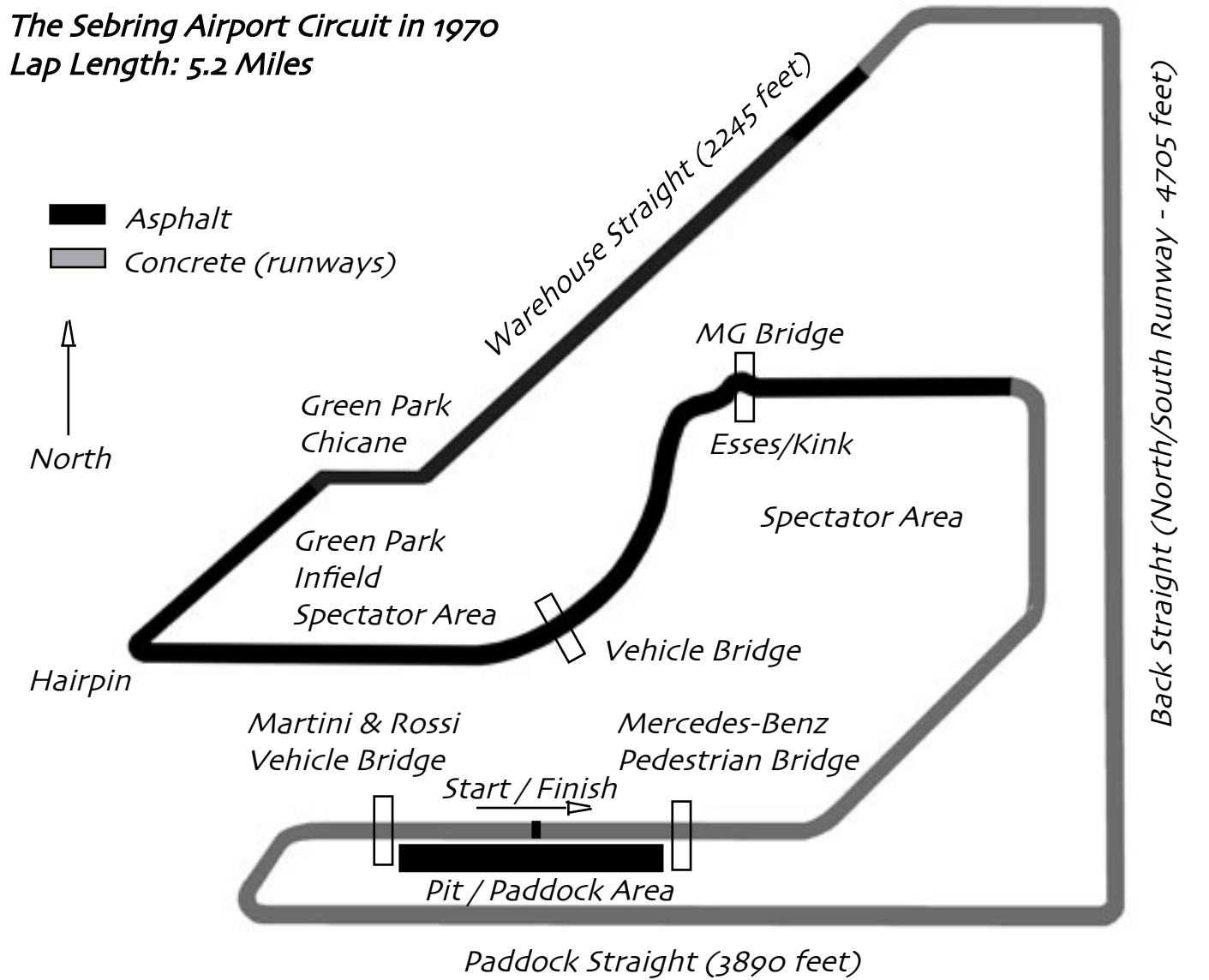


My family moved to Sebring in the 1920s and opened an insurance business. In those days, Sebring was out in the bushes, but by WW2 the government wanted to put a training base there and my grandfather brokered the sale of the property that eventually became Hendricks Field.

After the war, the base was decommissioned and the government gave Hendricks Field to the City of Sebring. They had no idea what to do with it so they put it under the management of the Sebring Fireman's Association – a very strong civic group of which my grandfather was a senior member. At that time, 1950, Alec Ulmann was crisscrossing Florida looking for a venue for his race and found Hendricks. He came to an agreement with the Fireman's Association and my grandfather became the first chairman of the Fireman's Race Committee.

- Ford Heacock III

The Sebring Airport Circuit in 1970
Lap Length: 5.2 Miles



The race transformed Sebring every spring. The whole community came alive with excitement. There was a Grand Prix Ball at the Harder Hall Hotel – it was the center of social activity. There were parades through downtown; flags draped on Ridgewood Drive. The Sebring High School band would march down the pit straight before the start of the race. The community engagement was genuine.

Alec Ulmann was the organizer who brought the event to Sebring, but it was the Firemen's Association that made it happen. All the local non-profits had some role at the race. The Boy Scouts would staple number tags every 18 or 24 inches on all the wooden seat bleachers. Organizations like Kiwanis and Rotary handled the concessions, cleaned the bathrooms, put up fences and hay bales, and took tickets. Everyone in Sebring had a role making the race come together.

My dad was also the race financial officer and one year he came home with all the gate receipts for the day in the trunk of his car – the bank didn't have a night deposit. My mother's anxiety was quite high – he couldn't deposit the money until the bank opened on Monday!

- Ford Heacock III



Sebring had everything: fast cars, movie stars and a marching band.

The People.

It's difficult, today, to truly appreciate the international status Sebring had in its first twenty years. All the greats raced at Sebring at one time or another: Fangio, Moss, Hill (both of them), Surtees and Stewart. Even Jim Clark in a Cortina when he was reigning World Champion! (Imagine Lewis Hamilton racing a Celica.)

These days, drivers generally must devote themselves to only one or two series. But in 1970, the great drivers drove everything. One week they'd be in the orange groves of Central Florida, the next in Europe racing F1. And team contracts weren't so restrictive. They could be driving a Porsche at Sebring and a BRM at Monaco or an Eagle at Indy.

Many top F1 drivers were at Sebring in 1970: Andretti, Ickx, Rodriguez, Siffert, Elford, Parkes, Redman, Courage, Cevert, and Gurney. Other well-known personalities from the sport were also present: Briggs Cunningham, Carroll Shelby, even Sam Posey's mom. Journalists and photographers came from around the world to cover the story. (It was a special privilege for me to shoot next to some of the best, including Pete Biro, Bill Warner and Hal Crocker.)

This year also had an additional element of glamour - Steve McQueen had entered a Porsche with Peter Revson as co-driver. Movie stars weren't new to racing (James Garner had run a team of Lola T-70 coupes the year before), but McQueen was actually going to drive. However, few people thought the little 908 could last against the stronger Porsche 917's and Ferrari 512's which ruled endurance racing at that point.

A link to a bygone era - Masten Gregory.



Jacky Ickx gets ready.



Revson, McQueen and photographer Pete Biro.



Andretti: "McQueen isn't the only star here."

Sam raced for us quite a bit. I liked his attitude – he was consistent and intelligent. He knew what endurance racing was – you don't win the race in the first three laps. He was versatile – he drove cars in Trans-Am, Indy, Can-Am; he did it all.

- Dick Fritz

Sam Posey's mom was loved by every team Sam drove for – we all called her "Mum." Mrs. Posey was constantly around, baking cookies and making finger food for the whole crew during practice, qualifying, and the race. And, she worked all the hours of the racing! I was on the NART team as a timer and lap counter in the 1970 Daytona 24-hour race and the signal shack was way out on the course. She would hand me a bag of cookies to take and to give to the other guys out there. She would also be at later Trans-Am races that Sam was in, doing the same thing. When I would go over to visit Sam, she would grab food and "force" it on me. Everyone loved her!

- George Nettles Jr.

Sam Posey...



...and his Mum, Mary.



Briggs in his Cunningham C4R.



Daniel Sexton Gurney.

Francois Cevert was a supercharged young man. He seemed so full of life; trying to bust down any barriers to get to where he wanted to go, which was Formula One. A nice young man.

- Dan Gurney

My grandfather and Alec Ulmann became very close friends. Every year we housed some of Alec's friends and important drivers in our home – many VIPs would stay in private homes around Sebring since there weren't that many hotel rooms. One in particular stood out – Pedro Rodriguez stayed at our house one year in the late 50's or early 60's. My Dad was his chauffeur since he didn't have a U.S. driver's license.

- Ford Heacock III

Jo Siffert.



Mike Parkes.



Bernard Cahier and Carroll Shelby.



Leo Kinnunen.



Pedro Rodriguez.



Francois Cevert.

The 1970 Sebring was my very first 12-hour race on the “inside of the fence” as press officer. It was overwhelming. As it got close to the event, big-time journalists like Chris Economacki, Bernard Cahier of Le Monde, Franco Lini of Corriere della Sera, and David Phipps would come into my little office asking for things. I did anything necessary to help them do their job. John Radosta of the New York Times was especially important to the Ulmanns. If he said anything in the Times about Sebring, Mary Ulmann thought we had arrived.

Everything we had back then was primitive. For example, the audio system - even if you were standing right under the Jaguar Tower, you couldn't hear anything over the sound of the cars. You had to rely on someone running upstairs to find out what was going on.

But that was part of the charm. Here you had some of the greatest drivers and factories and cars in the entire world converging on that little burg in Central Florida and turning it into a place of international importance.

- John Smiley



Al Bochroch of Road & Track chats with Steve McQueen during practice.

Dan was an excellent driver and was very strong – a real athlete. In the Daytona race he broke the shift knob of our 512 off the metal shift lever! It broke off and rolled down to where the brake pedal was. We took a rag and made a ball around the lever with tape.

I still have the note he sent to us with the invoice for the race. He included a PS to Mr. Chinetti thanking him for getting him his first ride in a Ferrari many years ago.

- Dick Fritz



Dan Gurney greets a young fan and shows why he was one of the most beloved racing heroes of his era.

Friday Practice.

Because I was in school in those years, I never was able to get to Sebring for the technical inspection, held downtown. But, I made it a point to arrive in time for Friday practice. This was a great time to take pictures since it wasn't very crowded, and the drivers were more relaxed and friendly (although I didn't manage to get up enough courage to talk to many of them). I knew all the faces of the drivers and team members from studying *Road & Track*, *Car & Driver*, *Sports Car Graphic* and, especially, *Competition Press* (later *Autoweek*).

I would usually get there about 10 a.m. on Friday and leave after dark for the drive back to Tampa. Then, I would get up before dawn for the drive back for the race. (One year I tried sleeping in the infield, only to wake up surrounded by bikers doing donuts around my sleeping bag!)

I only got one set of passes for the race, so my best friend and fellow racing enthusiast Steve and I would counterfeit a second set of credentials so he could come along. (He was studying architecture and I was in engineering, so our drafting skills came in handy.) However, we still had to sneak him into the paddock in the trunk of my car and wait until no one was looking to let him out.



The Autodelta Alfa-Romeo team at practice with Ferraris in background.

For Sebring, Ferrari had two new Spyders: a later model open cockpit 512 that was lighter and had some additional tweaks, in addition to the older style coupe of Vaccarella/Giunti. The two Spyders were much quicker. Although the Spyder was fast, it was a bit tricky. The chassis would twist because it was an open car and didn't have the rigidity.

- Mario Andretti



Jacky Ickx takes his turn at the wheel of a Ferrari 512S Spyder.

The 512 was a more cheaply built car because Ferrari simply had to. The FIA regulations said they had to build 25 cars exactly the same and line them up at the factory before they could be approved for racing. But, some of the 25 in that line weren't 512's - they may have had 512 bodies on them, but they weren't really 512's. They probably only built a little more than 20. And some of them went right to the parts bin.

Engineering-wise, they weren't as good as most Ferrari competition cars. The scavenger pump was outside driven by a belt, and the metering pump for the fuel injection was also driven by a belt. Most Ferraris had everything gear driven. Early on they all threw rods through the side of the block because the rod bolt nut only had three threads holding it on!

- Wayne Sparling



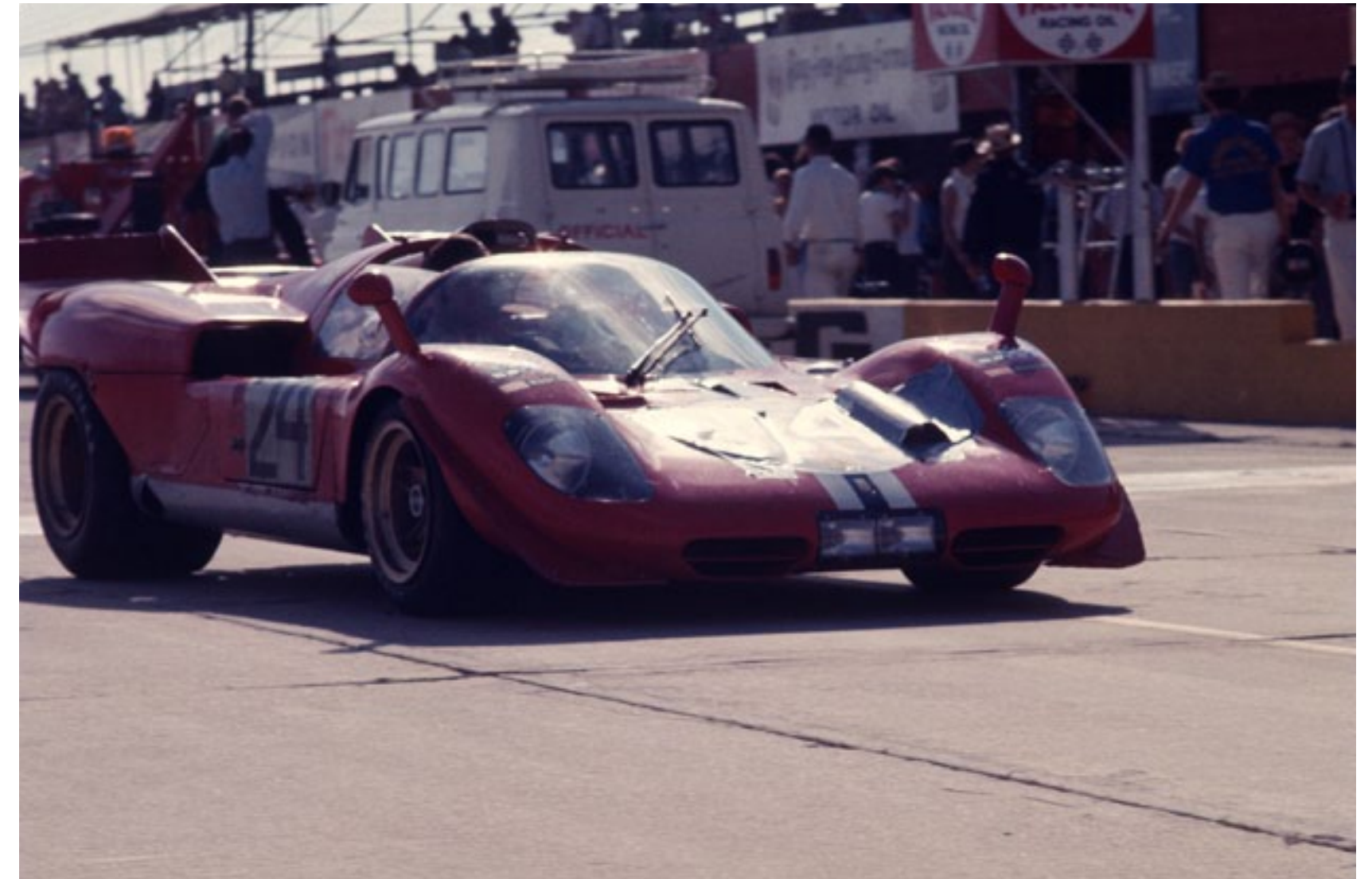
The factory Ferrari team. After losing at Daytona to Porsche, did they have a chance at Sebring?

The NART cars never came to a course with numbers. I remember one year at Sebring we showed up for inspection, which they used to hold downtown. They told us they weren't going to let us through inspection without numbers on the car. So, I went across the street to the grocery store and got a brown paper bag, a can of spray paint and a razor blade. I cut a stencil out and I sprayed the number on right there. And that's why the numbers on NART cars always looked so horrible!

- Wayne Sparling

We'd see racecars pass by going to tech inspection downtown. I'd be at the local drive-in and hear a racecar blasting by. That happened all the time. At nighttime we'd go to the local garages where the teams were working on the cars – the dealerships would rent their service areas to the teams. Fangio could walk down the middle of the street and no one know who he was – he loved that since everywhere else in the world he'd be mobbed.

- Ford Heacock III



NART did not have the budget to spend on appearances, as the Posey/Bucknum 512S shows.

The Porsche 917, at first, was a nasty car to drive. It was really dreadful and everyone thought it was because the chassis was bending. In October of 1969, JW Automotive Engineering did a test at the Österreichring in Austria. We also had the Siffert Can-Am car which was a 917 with the top taken off and a short tail like a 908. I drove both cars and there was about a four-second difference - the short tail was faster and it handled much better.

John Horsman, the chief engineer for John Wyer, said, "Ha! It must be the body." So he fastened a sheet of plywood across the rear, where it dipped, with aluminum and duct tape and it was three seconds faster on the straight. Once JW got finished with it, the 917 was fine.

- Brian Redman



The most awesome endurance racecar ever built - the John Wyer Gulf Porsche 917K.

After the race was over in 1970, we were leaving the track to return to our hotel in the town of Sebring. The traffic was just terrible. Pedro Rodriguez was driving our rental car with myself, Jo Siffert and Leo Kinnunen, all of the Gulf Porsche drivers, and he cut a guy off as we were coming out of the track.

Well, a few minutes later, we're inching along in traffic and suddenly we hear this roar of an exhaust. The car we had just cut off comes hurtling past with all the guys leaning out giving us the finger - on the wrong side of the road with a blind brow ahead! Suddenly a car comes over the brow. Smoke comes pouring off this guy's tires as he locks up the brakes. He loses control and goes off to the left, spins and comes back, out of control, across the road and through the line that we were in, facing the wrong way.

After racing for 12 hours at speeds of 170 mph, we almost get killed by some crazy guy on a public road!

- Brian Redman



The Siffert/Redman Gulf Porsche 917 goes out for qualifying on Friday, passing the reserve "practice" car.

John Wyer thought he was going to be the sole factory entry for the 917 in 1970, but Ferdinand Piëch had other ideas. The concept for the 917 was his. He wanted to keep technical control over things related to the 917 regardless of what Wyer and John Horsman were doing. Since there wasn't another sponsor around, he formed the Salzburg team to run two cars. Over the next two years there were some blow-ups between Piëch and Wyer. I knew Piëch very well and was one of the few people who got along with him.

- Vic Elford



The Herrmann/Lins Salzburg Porsche 917. Hans Herrmann won the first Le Mans for Porsche in 1968.

In 1970, I had a full plate as a driver in other series, but I still enjoyed being part of that particular event. I was there with Matra, sharing the ride with the Frenchman Francois Cevert. Matra entered the race knowing that the ignition system was going to fail at some point, so the mechanics put a repair kit in the car that included a flashlight and some spare parts. The drivers were supposed to use it if they had to repair the car out on the track.

- Dan Gurney



Gurney (in driving suit) is introduced to his Matra-Simca MS-650.

The Race.

Sebring was a happening. Everyone came down from the Northeast cold for their first taste of sunshine in months. The date always seemed to coincide with college spring break, so the infield (called "Green Park" for some unknown reason - it certainly wasn't) was populated with an interesting cross-section of society - bikers, hippies and frat boys from Gainesville with U-Hauls loaded with cases of beer. All had a common bond: seeing how much they could drink in the hot Florida sun before they passed out (or worse).

Alec Ulmann and the ARCF (Automobile Racing Club of Florida) tried to bring an air of Yankee sophistication to the event, but that was difficult considering the locale. VIP treatment consisted of a hospitality tent and private Port-A-Johns. But that was definitely better than the sanitary facilities for the rest of us: a few scattered bathrooms with lines that lasted until an hour after the finish of the race.

For food, you were on your own. There were no concession stands in the paddock and I would bring an ice chest full of sodas and Cuban sandwiches. There was a large midway on the other side of the pit straight (as today), but we wisely chose not to sample the food offered there. The lucky ones managed to wrangle a ticket to the ARCF tent for one of their box lunches.



Bill Spear and Briggs Cunningham in the 1953 Sebring winning Cunningham C4R.

Sebring is really just an excuse to have a party. The race is just incidental.
- Brian Redman

I'd walk over to the infield during practice to see what was going on. For a 17 year-old kid it was wild - your eyes were opened up. I called it, "Woodstock gone racing."
- Bobby Rahal



Two Yankees' idea of sunbathing.

In the 1966 race, I was leading and, with a minute and a half left, my car broke. I pushed that car pretty far, maybe a quarter mile, across the finish line. They disqualified me for pushing the car. Ken Miles deserved to win and I was happy for Ken, but I should have finished second.

The reason they made that rule was because I had won the Daytona Continental several years before by coasting over the finish line when my car broke, and they didn't like that. Today that finish is famous, but as a result they said you couldn't push the car over the line any more. Bureaucrats like to make sure that there isn't anything interesting left.

- Dan Gurney

We used to stay at a little place called the Holiday Hotel. The scrutineering was downtown and we had a medical inspection at the fire station. We slid down the pole when we were finished!

- Vic Elford

In 1972, Vic Elford came over to our house one night before the race, unannounced. I had some of my friends down from Clemson and we sat around the fireplace while Vic told us stories about racing. My college buddies couldn't believe that was happening!

- Ford Heacock III

"What's it like out there, Jacky?" asks Economaki.



Endurance racer par excellence Vic Elford.



Say it ain't so, Dan.



The Gulf Porsche team ready to race.

Alec Ulmann was the consummate gentleman. The whole time I worked for him, I never saw the man get angry; it was always diplomacy and courtesy, old European style. He would always wear a blazer and tie in the hot Florida sun.

He was the son of a Russian industrialist [Chairman of St. Petersburg's power company]. In October, 1917, the family fled the Revolution via Finland to Switzerland. Alec was quite well educated, an aeronautical engineer [BS and MS from MIT]. I remember vividly he and Huschke von Hanstein of Porsche together conversing in German - Alec could speak three or four languages fluently.

Alec had the highest integrity, not just in business but in everything he did. The FIA, who sanctioned the event, adored Alec. Mary Ulmann was always the real nuts and bolts behind the event, handling negotiations with the teams and sponsors. But, if problems arose and diplomacy was needed, Alec got involved.

He also loved motorcycles. He had a garage full of old bikes on Long Island tended by several greasy, dirty mechanics, with whom he loved to hang out. This absolutely appalled Mary. He was a delightful person - witty, very personable, easy to be around. I had the greatest respect for him.

- John Smiley



Il Commendatore: Alec Ulmann.

At Sebring in 1970, Jean-Luc Lagardere managed the Matra team. He later became CEO of Matra, the leading French manufacturer of missiles and weapons systems. He became a big-shot, French millionaire industrialist.
- Edward Ulmann



The two Matra-Simca MS-650s in the pits before the start.

The 512 followed Ferrari's previous philosophy of making sports racing cars – a tube frame with riveted body panels. It wasn't comparable to the design of the 917. It was the engine that was the equalizer – Ferrari always made powerful engines.

I'm not sure they even made 25 cars. There were 25 lined up for the photo but I'm not sure if they all had engines.

- Dick Fritz



Great expectations. The Andretti/Merzario Ferrari 512S is rolled to the grid.

The Circuit.

Sebring was built on an old, little-used WW II training airfield in the middle of nowhere (even for Floridians). The organizers had miles of concrete runways to use and they decided to try to use every inch of them. As a result, the lap length was in excess of five miles, making it one of the longest racetracks in the world.

Much of the track today is smooth asphalt, but in 1970 more than half of it was the same concrete slabs poured a quarter century before. Anyone who has driven a racecar at speed through the last turns before the pit straight (one of the few places where the original track still exists) can testify to the physical toll on drivers and cars over 12 hours. Only the strongest were around for the finish.

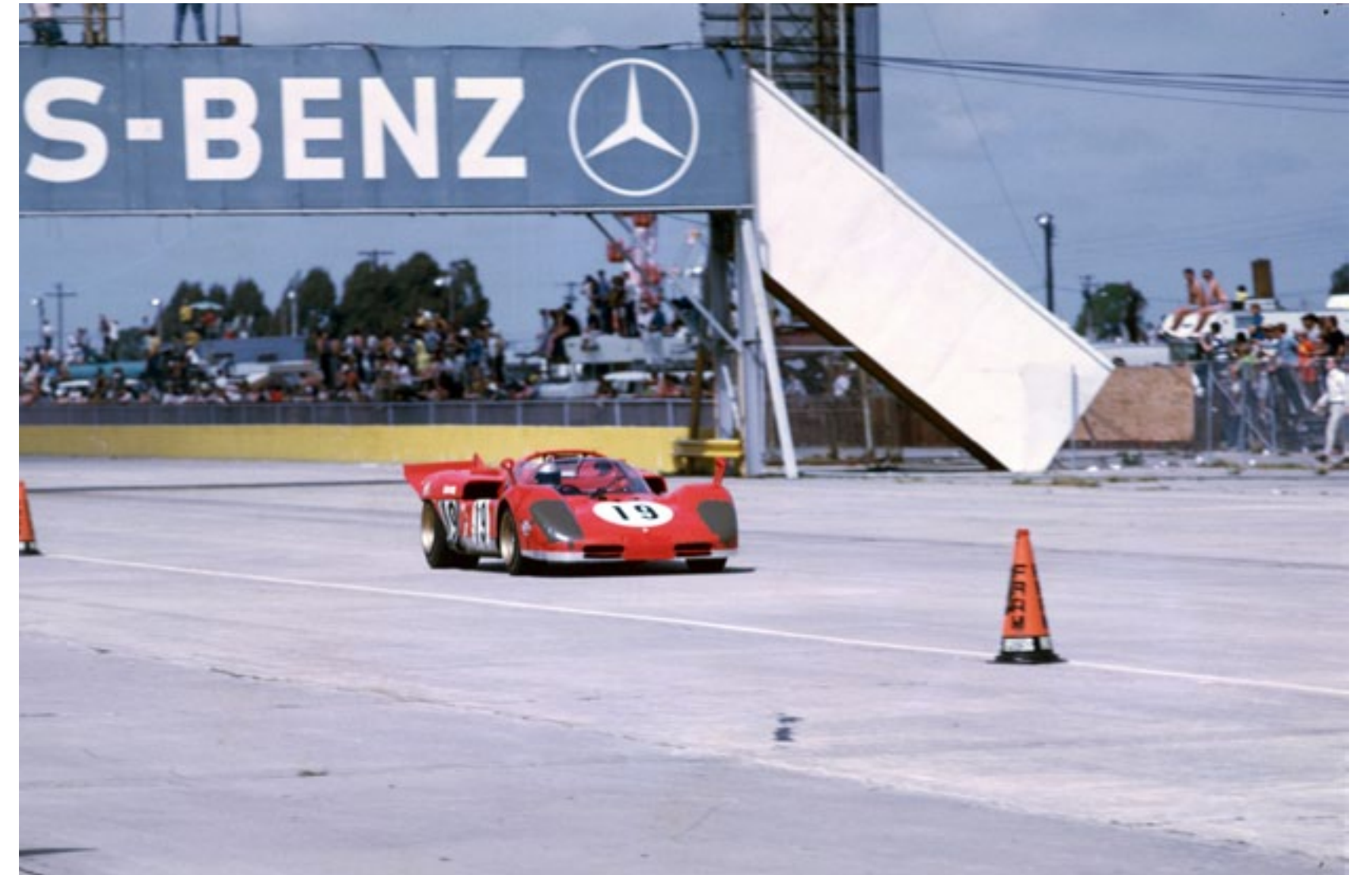
In 1970, no one had thought of making things easy on the photographers with shuttle busses, so to take photos at the Hairpin or the Green Park Chicane (the Webster was gone by then) required hiking about two miles with equipment and then two miles back to the pits. There were few Armco barriers and it was perfectly permissible to take a shortcut by running across the track in the middle of the race.

You could always spot a photograph that was taken at Sebring. Whether it was the palm trees, the concrete track surface, the blazing sun or one of the distinctive landmarks - the hangars or the Martini & Rossi, Mercedes-Benz or MG (Safety Fast!) bridges - Sebring was unique.



11:00 a.m.: the first year of the rolling start. Andretti gets off to an early lead.

*When Mario was in his prime, he was the one to beat.
- Dan Gurney*



Mario takes a commanding lead on the first lap.

I was a race fan from the time I was six. My dad would go up to race at tracks in the Midwest like Elkhart Lake and at a small track, Wilmont Hills, in Wisconsin. I loved racing and it captured my imagination.

- Bobby Rahal

Peter's first time ever on track was at Sebring. It was late at night and he and his prep school friends, who'd driven in a caravan non-stop from New York on their way to Fort Lauderdale for Spring Break, did a couple laps and had a grand old time. After sleeping in their cars and watching some of the racing action the next day, Peter commented that he'd like to come back and do that some day.

- Jennifer Revson

Michael Rahal on the backstraight.



Lead Ferrari at the Green Park Chicane.



Revson battles Ferraris at the Chicane.



The MG bridge.

Aerodynamics weren't so critical at Sebring. Even though it had long straights, we had more downforce and good power and we were much quicker through the corners. After losing at Daytona, we did a test at Sebring and had a good setup.

- Mario Andretti



Go Mario! Andretti leads in the 512, which still shows the battle scars from Daytona the month before. It seemed Ferrari was always more interested in the performance of their cars than the appearance.

Matra had a different philosophy than most teams about how you went about running an endurance race. The Matra people never gave us any advice or strategy, but I got the feeling that they expected you to drive the whole 12 hours like you were qualifying. I would have loved to do the race that way, but didn't think my car would go the distance. I was more interested in trying to finish and do well in the race.

- Dan Gurney



Gurney brakes his Matra for the Hairpin.

My parents didn't support Peter's racing in any way, shape, or form. My mother, who loved fast cars and was a very good driver, only went to one race – his first. She just couldn't bear to watch, fearful he'd get hurt. And my father, who was the worst driver in the world, thought racing as a profession was just plain foolish. Although once Peter hit his stride, my parents were proud of his accomplishments.

- Jennifer Revson



Peter Revson exits the pits in his Porsche 908. His career was about to go into high gear in 1970.

The 512 wasn't as good aerodynamically as the 917. At the other tracks we went to, like LeMans and the Nürburgring, the Porsches were much quicker than the 512 on the straights. The Ferraris just weren't competitive at those tracks. The 917 Porsches were so strong.

- Mario Andretti



Ickx lifts a wheel on his 512 Spyder going into the infield.

I liked the 917 from the word "go." I wanted a car at Le Mans that was faster than anyone else. It wasn't easy to drive – in fact it was difficult. But I was used to unstable cars from my rally experiences. It didn't bother me when it wandered around and went sideways. Our feet were in front of the front axles – we didn't really think about that. I guess we should have!

- Vic Elford



"Quick Vic" Elford in the Salzburg 917. Elford was considered among the very best of the drivers of the era.

I first drove a 312 Ferrari the month before at Daytona with Mike Parkes. It didn't seem very powerful – especially compared to the Can-Am cars we were driving at the time with all their torque. Also, the cockpit was so cramped – I was always at odds with it. But, the damn thing was fast! It went 200 mph on the banking at Daytona.

- Sam Posey



The beautiful Ferrari 312P of Tony Adamowicz and Luigi Chinetti, Jr. was a DNF.

One thing that made Sebring unusual was that there were lots of prototype and obsolete airplanes parked out by the back straight. Old twin-engine transports. There was a big double decker, four-engine Lockheed. I bet they only built two or three of them and one of them was there. We would go out and look at them. We'd even climb up into the cockpits.

- Dan Gurney

I was a corner worker at turn 11, located at the end of the North/South Runway. It was really out in the sticks, away from spectators, race stewards and other photographers. Interestingly, the runway wasn't actually flat – it had a rise and you could see the cars come up over the horizon as they came down the almost one mile long runway to turn 11. I'd walk down towards turn 10 about a quarter mile and when a bunch of 917s and 512s came by you could feel a pressure wave as they went by at over 200 mph.

- Louis Galanos



One of the scrap WW II transports (a Fairchild C-82) sitting by the back straight.

*The circuit was just dreadful in those days. It was tremendously bumpy.
Not only bumpy but large pieces of concrete would come out of the track.
One driver had a piece of concrete come up through the floor of the car!*
- Brian Redman



The Siffert/Redman/Kinnunen (the original "Flying Finn") Porsche 917 in Turn 1.

I first met McQueen in 1962 when I was racing a Mini at Brands hatch. I won and Steve came in third. Once I got to know him, it was if I had known him forever. He was just that kind of guy. He was a very good driver in my estimation. It was fun working with him on the movie "Le Mans," but it was deadly serious.

- Vic Elford



McQueen blasts his 908 Porsche down the Paddock Straight (East/West runway).

The speed and skill differentials between the different cars and drivers at races like Sebring were enormous. It was critical to overtake at the right places and right way. You had to really fight your way through the whole race. I never minded the slower cars – I figured they were part of the game. A lot of people got all wrenched up over them. I tried to make the best use of them and try to get someone to run into them!

- Sam Posey

Back then there was a much larger variety of cars than today – a huge disparity of speed. You had MG Midgets that couldn't go 110 off a cliff racing alongside a 917 Porsche going by at 200 mph. Of course, the runways were wide but it was still intense.

- Bobby Rahal

It was bloody dangerous! We had 80 mph speed differences on the back straight!

-Vic Elford



The Siffert/Redman 917 comes out of the Hairpin, squeezing past the Corvette of DeLorenzo/Lang and the MGB of Belperche/Gammon/Mummery.

The original Ferrari 512S that we had at Sebring in 1970 was a truck – the steering was very heavy and the pedal area was cramped. My feet were twisted up around the pedals, which wasn't desirable at 200 mph.

The later 512M was a total transformation. Forghieri went back and reworked the front end and bodywork. It was a delight – precise steering, very light. Also opened up the pedal area. They were rocks – they wouldn't break. I loved those cars. They rarely let you down.

- Sam Posey

At Turn 11 out at the end of the North/South runway, all we had were some beach umbrellas to protect us from the sun and a pile of sand to hide behind if a car spun out. We'd put a couple of lawn chairs on top of the sand pile for the communications workers. We placed fire extinguishers at strategic spots behind hay bales so we didn't have to carry them too far and arrive at a car totally exhausted. We had no rapid response vehicles in those day and there were great expanses of concrete. Today, corner marshals are not even allowed to go out on the track when the racing is "hot" regardless of what happens. They have to call it in and wait for an emergency vehicle to arrive, hopefully in time to prevent a tragedy.

- Louis Galanos



Ronnie Bucknum in the NART Ferrari 512 he shared with Sam Posey.

McQueen was pretty damn good, but he wasn't as good as Peter Revson. I think he spun a couple of times in practice and maybe early in the race trying to be as fast as Revson, which McQueen was never going to be.

Later, Peter told me he said to Steve, "Listen, just run within 10 seconds of my lap times and that will be fine. The thing is consistency in a race like this. And, for heaven's sake, don't try to go faster than I do." Which, of course, was wise advice.

- Edward Ulmann



McQueen brakes for the Hairpin.

Late in the afternoon, Peter Revson had attempted an inside pass on my Alfa at the wide 90-degree, right-hand turn that connected the two long back straights. His Porsche appeared out of nowhere, and since I was almost on top of that turn at about 90 mph, there was nothing I could do. Revson got on the brakes an instant too late and we pinched at the apex. The shunt was relatively light on the passenger door of my Alfa, but we heard later that Revson's Porsche had suffered a broken left front headlight.

When I stopped for fuel and a driver change, the word in the pits was that Revson was on his way over to "discuss" the incident, which Revson was notorious for doing, but he never showed. Later, I had the misfortune of running into McQueen at the latrine, and, to my horror, he recognized me from my name on my driver's suit. As we were walking away, I smiled and awkwardly mumbled, "Sorry, Steve." He blinked his eyes twice, broke into that grin just like that cool, laid-back kid in "The Great Escape" and mumbled back, "No sweat."

- Paul Spruell

Revson enters the infield.



Merzario in his Ferrari 512 on the backstraight.



Hezemans takes his Alfa down the pit straight.



Vaccarella brakes his Ferrari for the Hairpin.

I went with my Dad to Sebring starting in 1969 when I was 16. We'd stay at a small motel up in Avon Park. That motel is still there and I point it out today when I drive by. One of his co-drivers put the Porsche into a sand bank after only two or three hours and that was the end of our race.

The next year I was part of the pit crew and my Dad let me drive the Porsche into downtown Sebring for the tech inspection. I was being super careful and suddenly one of the factory Alfas roars past me with guys hanging on the roll bar!

We were much better prepared in 1970 and won our class, despite only running on five cylinders for much of the race. That was a real thrill to get the award at the award banquet at Harder Hall. I still have the letter my Dad got from Porsche congratulating us on our class win.

Winning Indy obviously was the most important for me commercially. But, emotionally it was Sebring in 1987, when I won in the Porsche 962 with Jochen Mass. This was all because of me going with my Dad to this little town in Florida for this world-class race. It had a huge effect on me personally.

- Bobby Rahal



Dr. Hugh Wise in the Rahal/Wise/Frank Porsche 906 is passed by Jacky Ickx entering the Esses.

The 512 Coupe didn't feel like it had as much power; it was heavier. But it had a stronger chassis and could do the kink flat out, while you had to back off in the Spyder.

- Mario Andretti



Nino Vaccarella puts his Sicilian hillclimb experience to work at the tight Hairpin.

By the time the 1970 season started, the 917 body had been revised and the car was fun to drive. You still had to be very precise with it – especially the Longtail we drove at Le Mans.

- Vic Elford



Porsche in Paradise. The Rodriguez 917 heads toward the Hairpin.

I think McQueen was a pretty good driver. He wasn't any slouch. And remember he was driving with a broken foot. Look where he was at the end of the race.

- Bill Warner



The Pits.

Despite the fact that they had a wide expanse of concrete for the pit straight, the organizers decided to make the pits only two relatively narrow lanes wide. Everyone would stand in the pit lane - there was no area in back like today. Cars entering and leaving would use the outside lane and there were no enforced speed restrictions. As a result, the pits were potentially very dangerous for the photographers, stewards and mechanics.

Mechanics working on the cars must have cursed Sebring. There was little light (unless you brought your own high-intensity light rig) and there was barely enough room between the car and pit stall wall to change a tire. But many teams (they always seemed to be English) would change a clutch or fix a bad bearing right there on the concrete.

This lack of light made shooting photographs difficult at night. Flashes were forbidden during the race (or, at least, I don't remember anyone using one). We had High-Speed Ektachrome (ASA 160!) and would push Tri-X to levels Kodak never intended. Luckily, there was usually a film crew from Triangle Films and they would turn on their bright lights to help boost exposures whenever a top-placed car came in for a pitstop.

Drivers, even back then, seemed to have a low regard for photographers. It seemed like some drivers would make an effort to hit one or two of us shooting in front of the car as they pulled out. As cars entered and left, an air horn would sound from the Jaguar Tower giving "fair warning" to any unsuspecting prey. It seemed to work - I never heard of anyone getting hit.



Ignazio Giunti pits his Ferrari 512 Coupe in second place as the mechanics repair a broken headlight.

To finish at Sebring, the cars had to be really tough. Down the back straight, the asphalt expansion strips between the concrete slabs had risen up over the years and hardened. Driving over them in a racecar at speed was like hitting a 2x4 in an ordinary car on the Interstate. I mean, the hammering was unbelievable. You always had to set the car up high at the start because after 12 hours it would be sitting low.

- Wayne Sparling



Sebring is as tough on cars as it is on drivers.

Sebring was really hard on cars because of the variation in the concrete from the old runways. I used to set the cars up with softer suspension so the cars wouldn't fall apart. I don't know how much they've fixed it over the years. It was intense, hot. At the end you felt like you did after 24 hours at Le Mans. And it was only 12.

- Dick Fritz



Andretti brings his 512 Spyder in for a driver change. By the late afternoon, the team had solidly established themselves in first place.

Andretti was a prince of a guy. Couldn't have been a better guy to work for and be around. Not a hard-nosed kind of a guy at all. I remember one time we were coming back from Le Mans, and a bunch of us mechanics happened to be on the same airplane with him. He was in first class of course, but he came back and sat with us the whole time and talked about racing. He was just that way.

- Wayne Sparling

Andretti hands over the lead to Merzario.



"Watch out for the tranny."



"Che significa, 'tranny'?"



"Dov'è un photographer che posso colpire?"

I remember at night in the pits, one of the cars had the tail section open and they were working on the engine. I was trying to get a shot of them working on the engine through the air intake in the tail section of the bodywork. Somebody dumped a can of oil on the hot exhaust manifold and it erupted in flames. All I saw was this big red glow in my viewfinder, and I figured this was a good time to leave. Today, they require anybody in the pits to wear fireproof Nomex, but back then everybody except the drivers were just in street clothes.

- Bill Warner

We didn't have any contact with the big teams, but the other amateur teams, these were guys my Dad raced against on a regular basis. Guys like Don Yenko and other drivers at SCCA races. There was a great deal of familiarity among the amateurs.

- Bobby Rahal

In the pits, fire was always a concern...



...lighting was poor..



...space was tight (watch those legs!)



...and cars blasted past, just 20 feet away.

McQueen and Revson.

Few gave Steve McQueen and Peter Revson much of a chance. McQueen's film company, Solar Productions, had entered the Porsche as "research" for the movie *Le Mans* which was to begin shooting that summer. (Their 908 was converted into a camera car and actually ran in the 24-hour race and finished 8th! Unfortunately, because they had to stop more frequently than the regulations allowed to change the film in the cameras, they were not officially classified as a finisher.)

Revson, of course, had by now established his driving credentials even though he initially suffered from a "rich boy" image. (His uncle was Charles Revson, the founder of Revlon.) McQueen had done some of his own stunt work in *The Great Escape* and *Bullitt* and had run some club races (and the 1962 Sebring in a Sprite), but no one thought he was on a par with the top drivers at Sebring. Plus, he had broken his foot a week earlier in a motorcycle accident and had a cast on his clutch foot.

As it turned out, they almost won the race.

While Revson did the lion's share of the driving, McQueen had at least two turns at the wheel: he started the race and handled the difficult "transition" stint at sunset. The legend goes that as the race went on, McQueen's cast had started to come apart and the mechanics used duct tape to give it some reinforcement (which my photos verify).

If McQueen wasn't as good as some of the top F1 drivers of the time, he was at least good enough (even with a broken leg) to help keep the Porsche in contention. Revson did the rest. But, in the end, it just wasn't enough to beat Mario in the Ferrari.



McQueen takes over the Porsche 908 at sunset and handles the transition into darkness.

As the race went on, Revson became totally spent. When McQueen was in the car, he was losing as much as 14 seconds a lap on Revson. I know he had his left leg in a cast, but even if he had been totally healthy, it would still have been a problem.

- Mario Andretti

I was really lucky to have Peter as an older brother. He was lots of fun, very caring, and had a wonderful personality. He resonated at a deep level, and in every sense was a great role model. Of course, he gave me useful driving tips as well.

Peter grew up driving sports cars, so racing them was a natural progression. He loved the Can-Am cars because they were fast as hell. Of course he really wanted to win the Indy 500, but never said it was fun or anything. As his career progressed, his focus was really on F1. He loved everything about it and was aiming for world champion. As far as endurance racing goes, he liked the challenge that came with it – so many laps, hours of exacting concentration. Though he wasn't keen about racing in the dark.

- Jennifer Revson



Peter Revson, totally spent.

Ferraris were pretty stout cars. But that didn't mean they came from the factory that way. One 512, it was a brand new car, came into the pits after only two or three laps with horrible growling noise in the right front. Well, the caliper bolts were loose - from the factory! We got that problem solved and then a little later the fuel line on the high-pressure side of the fuel injection broke. It was a simple rubber line instead of a reinforced line.

It's one of the things that you got when you got a car from the factory. You had to nut and bolt every bit of it and it seemed you never got it all right. We eventually learned that when you got a new car, you started at one end and went right through the entire car.

- Wayne Sparling

Peter Schetty later became the first man to organize properly the Ferrari team. Prior to him, Ferrari pit stops were comically disorganized.

- Edward Ulmann

At dusk, the transmission breaks on the 2nd place Ferrari.



Schetty and Ickx, out of the race.



The nose is removed, should another car need it.



Headlight fixed, the 512 Coupé gets ready for night.

Nighttime.

During the day, the activity in the pits was fairly routine. Cars came in for gas, tire and driver changes. Some cars needed fixing, some retired. But there wasn't much real excitement until the sun went down.

By nightfall, the cars and drivers with a real chance of winning were clearly defined. There was a light-bulb sign at the Jaguar Tower in the center of the pit lane that listed the top five cars. By 8 p.m., one of these was surely going to win. But, things always happened in the last hours at Sebring that no one could anticipate (ask Dan Gurney).

The finish this year would prove to be one of the most exciting ever.



The Jaguar Tower and Martini & Rossi bridge at sunset.

To work on the cars at night at Sebring, the NART team would go down and buy one- dollar flashlights and everybody got one flashlight. And nobody would dare take your flashlight. When darkness fell, you always had electrical things to deal with - stop-light switches. Ferrari always managed to put them someplace that was impossible to get to. In race prep we would try to have extra lights and extra stop-light switches on separate circuits so if one failed, you had the other one.

- Wayne Sparling

Mauro Forghieri, Ferrari team manager.



Sam Posey.



Ferrari mechanics work to get #21 back in the race.



Jacky Ickx, finished for the day.

Masten Gregory was a true gentleman. He was also a very good driver - he had won at Le Mans. But he had terrible eyesight. He couldn't see where he was going even if he had five pairs of glasses on. Didn't make any difference. When he drove for NART, chief mechanic Nereo Iori would come up to him and pretend to pull glasses out of Masten's pocket and say, "Uno, due, tre..."

Masten would always demand that we put defrosters in the car. Well, Ferrari didn't build a racecar with defrosters, no way to put a defroster in a racecar. But we told him we would try.

- Wayne Sparling

Masten Gregory brings his Alfa in...



... and Hezemans takes it out in third place.



Piers Courage...



...looks for a problem with his Alfa.

Endurance races back then had fast cars like Porsches and Ferraris racing alongside slower cars like MGs and Sprites. Most of these were driven by club racers. You had to be aware of them and act accordingly. It was especially bad at Sebring, where lights were sort of non-existent.

In 1964, Bob Johnson and I were in a Cobra running fourth overall and, right in front of the pits, he hit a car that had virtually no lights on. The other car was going 10 mph and he hit him from behind, big time, going maybe 120. It was a pretty fiery smash. Johnson was injured, but he recovered. It was part of the whole thing. We just accepted that.

- Dan Gurney



McQueen gets his lap time (2 min 58 sec) along the pit straight as the party continues on the Midway.

They don't come any better than Brian Redman. He's what all race drivers should be like. He's forgotten more about racing than a lot of guys will ever know.

- Wayne Sparling

The John Wyer crew goes to work.



Not much room.



Brian Redman ready to go out.



"Watch out!"

NART was always a shoe-string operation. We never tested a car. We always had last year's cars and only three mechanics for up to five cars, so we didn't get a chance to sit down during a race. I wasn't on the payroll. There never was a payroll. Luigi Chinetti Sr. would race even when he didn't even have the money - many times. It was for the love of racing, not the money.

- Wayne Sparling

We didn't have a lot of money to go racing. None of the NART mechanics got paid extra to go to the races - no overtime or time for travel. Wayne Sparling didn't get paid anything - he owned his own metal working business in Florida - Art Craft Metals - and came to Sebring and Daytona for free and paid his own way. They all did it because they loved it.

- Dick Fritz

Nereo Iori was a true genius, a master mechanic who was great with engines, gearboxes, anything mechanical - not electrical! He was so damn handsome; he looked like he stepped out of central casting. The girls all went crazy for him even though he was an older guy.

Wayne Sparling was a wonderful character one of my favorite people - he looked after bodywork and could fix anything quickly.

-Sam Posey



Mike Parkes directs a NART pitstop and hands the Ferrari 312P over to Chuck Parsons, then in fourth place.

The Finish.

To be perfectly honest, I don't remember being aware of the drama of the finish. I was too busy trying to get good photos to fully realize all that was going on at the time.

But, reconstructing the events from race reports published later and comparing them to my photos and the time they were taken, I see that I captured some of what happened. The transmission broke on Andretti's Ferrari (car 19), putting them out of the race with two hours remaining and a 13-lap lead.

The Rodriguez/Siffert/Kinnunen Porsche 917 (15) took over and appeared to be cruising to a repeat of their earlier Daytona win until their front hubs, that Porsche had warned them about, began to fail from the pounding.

Revson (48) took over the lead. The decision was made by the Ferrari team manager to put Mario in the second place 512 (21). He passed Revson in the final minutes, winning one of the closest races in Sebring history and delivering the first Ferrari endurance race win since 1967.



"Stick around, Mario. You never know what might happen." Peter Schetty consoles Andretti, whose Ferrari has retired at about 9 p.m. with a 13-lap lead.

Pedro was a neat guy, but he was very nervous. He would get so pumped up before the start of a race, his hands would shake. As a driver, he was easy to work for but terribly hard on the car. In those days the gearboxes weren't so great and you could count on him to tear it up.

In his early years, Pedro often drove for NART and he would put Luigi Chinetti Sr. on the spot by saying out loud so everyone could hear, "Pay me some money. I need some money to get home." But I never saw him get paid. Later, of course, he was a good enough driver that, when he drove the 917, he got paid a lot of money.

- Wayne Sparling



Pedro Rodriguez ponders his chances for a repeat of his Daytona win.

David Yorke was a good development guy. You could tell that somebody had gotten hold of a car [the Porsche 917] that wasn't really race-ready and made it race-ready. Things like the interchangeability of body parts, electrical stuff. For example, one car broke the gearbox at Daytona the month before. It only took them 20 minutes to change the gearbox. And they did it by changing the whole rear of the car - axles, uprights, everything from the rear of the engine on back - and just rolled a new one in there and bolted it up. That's what Yorke did.

- Wayne Sparling

With one 917 out with bad hub bearings, David Yorke brings Siffert in for a landing...



...and hands the car over to Rodriguez, now leading the race.

Pedro was so small, he could barely see over the wheel. You always had to fit him to the car. He would ask us to put a strip of wood across the floor like a dead pedal so he could hang his heels. He was so short he couldn't reach a real dead pedal.

- Wayne Sparling



Rodriguez gets in his 917 in the lead, knowing the front hubs may fail before the end of the race.

Jo Siffert was my co-driver for two years in the Gulf Porsches and was a wonderful, mercurial character. He always had 10,000 things going on; 10,000 different ladies attending him. He lived an extremely active life, in every way. A wonderful driver and person.

As a long distance driver, he had one failing - he only had one speed: flat out. We were leading at Le Mans one year by four laps and he missed a shift in front of the pits and blew the engine. On the track, Siffert and Rodriguez tried to kill each other, even though they were teammates. There is a famous photo of them hitting each other at Spa in 1970 going into a turn. And that wasn't the only incident like that.

- Brian Redman



Jo "Seppi" Siffert.

Revson was very talented as a driver. He had the potential to go all the way. I got the opportunity to co-drive with Peter, so I knew how well he could pedal it. A real gentleman.

- Dan Gurney

I believe Steve and Peter got along quite well. I have a letter Steve sent Peter that he signed, "Love and kisses, Steve," which still cracks me up. And years later, when I met Steve at a New Year's Eve party in LA, he took me aside and said the nicest things about Peter.

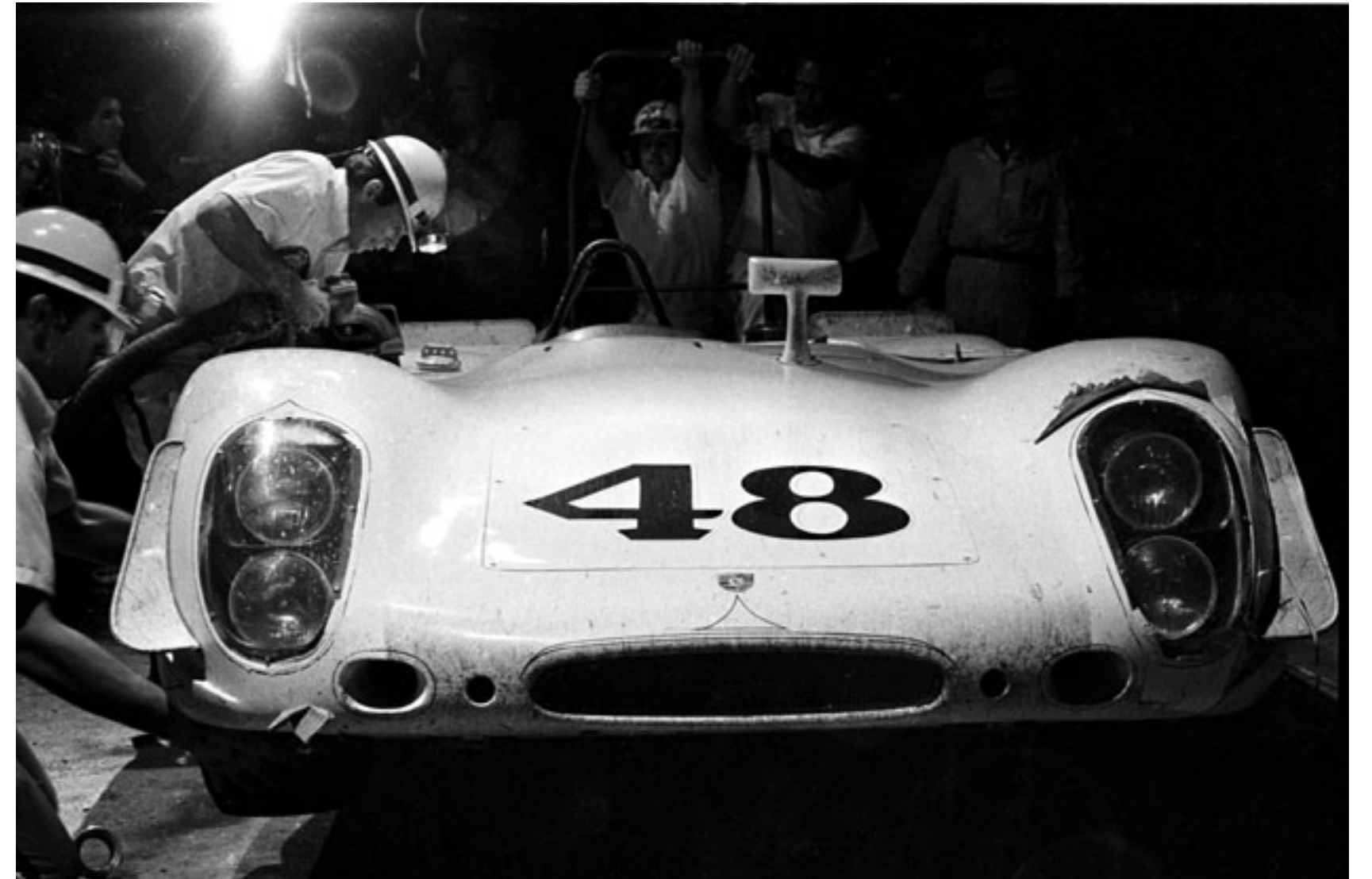
- Jennifer Revson



McQueen comes in and hands the Porsche over to Revson for the final stint.

McQueen was extremely good. If he had chosen motor racing as a career at an early age, he could have been as good as any of us.

- Brian Redman



The last pit stop for the Revson/McQueen Porsche 908.

Steve McQueen wasn't a movie star kind of a guy. He may not have been the fastest guy out there, but he was steady. You could put a clock on him and the next lap he would be right there. He seemed to be really dedicated to the sport.

- Wayne Sparling



"Now, if Rodriguez would break, we could win!" Steve McQueen, oblivious to his fans.

I drove for NART many times – at Daytona, Sebring and Le Mans. To say NART was an “organization” doesn’t really apply. Dick Fritz ran the team with Mr. Chinetti second-guessing everything he did. He had the day-to-day authority but couldn’t dictate drivers or the race strategy – Mr. Chinetti did that. He won Le Mans three times.

Dick and I really hit it off and Chinetti started letting us do more on our own because we were getting results. And we believed in the Chinetti’s philosophy; to hold back and try to finish well.

-Sam Posey



Ferrari team manager and chief engineer Mauro Forghieri (r) pours water into the steaming NART Ferrari 312P.

The Ferrari 312P had a terrific engine - it was the F1 engine. Obviously, because of the steam coming out the back, Parkes must have hit something in #22 and that was why it was overheating. We had taken the nose off the other 312 which had a different number [#23]. You can see where I took some masking tape and a spray can and changed the number.

On the left foreground is Nereo Iori, NART chief mechanic. Left of him is Domenico Fusco and I'm leaning over the car on the right. Ferrari team manager and engineer Mauro Forghieri is right behind me. In the background on the left, the man in horn-rim glasses and white shirt is Luigi Chinetti Sr.
- Wayne Sparling

Iori was born in a small town, Formigine, just north of Maranello where Ferraris are made. He had a great attitude, but you had to have that. Everyone worked their ass off and didn't get paid extra.

Chinetti was a really tough guy - in 1949 he won Le Mans driving 23 ½ hours himself. When it came to selling sports cars, he was the best in the world. He expected everything to be perfect so there was no credit for that. But if it wasn't you heard about it.

- Dick Fritz



A Ferrari fire drill.

Pedro only knew one place and that was in front. He didn't mind clipping off the front of someone to get there. He always drove with the headlights on so everyone knew he was coming. He was a good driver and would drive anything - he just loved racing.

- Wayne Sparling



A little after 9 p.m. and with a comfortable lead, Rodriguez unexpectedly pulls into the pits with a failing front hub unit, out of contention. Revson takes over the lead in his Porsche.

Merzario and I were leading the race by a huge margin and then, around 8 p.m., the 512S of Jacky Ickx and Peter Schetty went out with bearings in the gearbox. About an hour later, the same thing happened to ours.

I was ready to leave since I was set to drive in a sprint car race in Reading, Pa., the next day [Sebring is always run on a Saturday] and I had flown in my own plane down to Florida. But Forghieri [the Ferrari team manager] asked me to stick around. About the same time, the Rodriguez/Siffert Porsche, which was leading, came into the pits for a long stop with a bearing that was seizing up. All of a sudden, the Revson/McQueen Porsche was in the lead.

*Forghieri says to me, "I think we'd like you to finish the race in #21."
- Mario Andretti*



"Do you think you can catch Revson?" Forghieri asks Andretti.

I still had my driving suit on but I wasn't thinking of going back in, to be honest. It would have been futile to go back in if Rodriguez and Siffert had still been running. The third Ferrari wasn't running very competitively - I think it was a lap behind. Against the 917, you're not going to make up that time. But against the 908, I felt I had a chance.

Revson was in the car and driving his heart out, but all the guy on the loud speaker was saying was "McQueen is in the lead! Steve McQueen is in the lead!" And that kind of fired me up. So I said "OK. If you want me to get in the car, I'll take over on the next stop."

- Mario Andretti



Journalist (and former Ferrari Team Manager) Franco Lini: "They're putting Mario into the car."

I'm not exactly sure what time I took over, but we were getting an hour and a half between fueling stops, so it couldn't have been much before 9:30 [the race ended at 11 p.m.]. When I got into the coupe, the windshield was so badly pitted from stones and debris that I couldn't see anything. I was taking the kink flat out, almost closing my eyes. I was making up big time through all those parts. I definitely picked up the pace.

Gianni Marelli, one of the Ferrari engineers, later told me I was doing lap times six seconds quicker than Vaccarella was going in the same car, so I know I was busting my butt. The car felt pretty good. I was closing on Revson a lot and I knew I had a shot.

- Mario Andretti



"How much time is left?" McQueen wonders if Revson can hold off Andretti.

When the car came in for me to take over, we were able to put in enough fuel to finish the race - if I kept up the same pace as Vaccarella and Giunti. But when I got in, I started going six seconds a lap quicker than they had been going. I was just totally possessed.

I knew fuel was going to be tight, and we were coming down to the end. I knew if I stopped, I would need some cushion. By then, I had passed Revson and I had put something like 29 seconds on him. Then, the fuel reserve light came on. I came into the pits for a couple of liters of fuel - just enough to finish.

In those days, you had to come to a stop, shut the engine off and get out of the car before it could be fueled. I threw myself on the ground and as soon as I hit the concrete, Forghieri threw me right back in. I put on the lap belt - I didn't even fasten the shoulder harness - and off I went. Revson went by the pits as I was pulling out.

- Mario Andretti



In the closing minutes, Andretti passes Revson for the lead and ducks into the pits for enough gas to make the last laps.

Later at a restaurant, Andretti told me, "When I got into the car I knew that the thing was going to quit. I pulled every knob, every switch I could find. Didn't buckle up. I just got in and drove." That was the way Andretti was.
- Wayne Sparling



"Don't worry - Mario can do it!" An optimistic Forghieri tries to convince his skeptical Ferrari pit crew.

I remember toward the end, both Revson and Andretti would come down the straightaway in front of the pits and just hammer through that first left-hander. That was really something, going virtually sideways through there. Both of them were going through there something fierce. Everyone in the pits was just glued to the show that was going on.

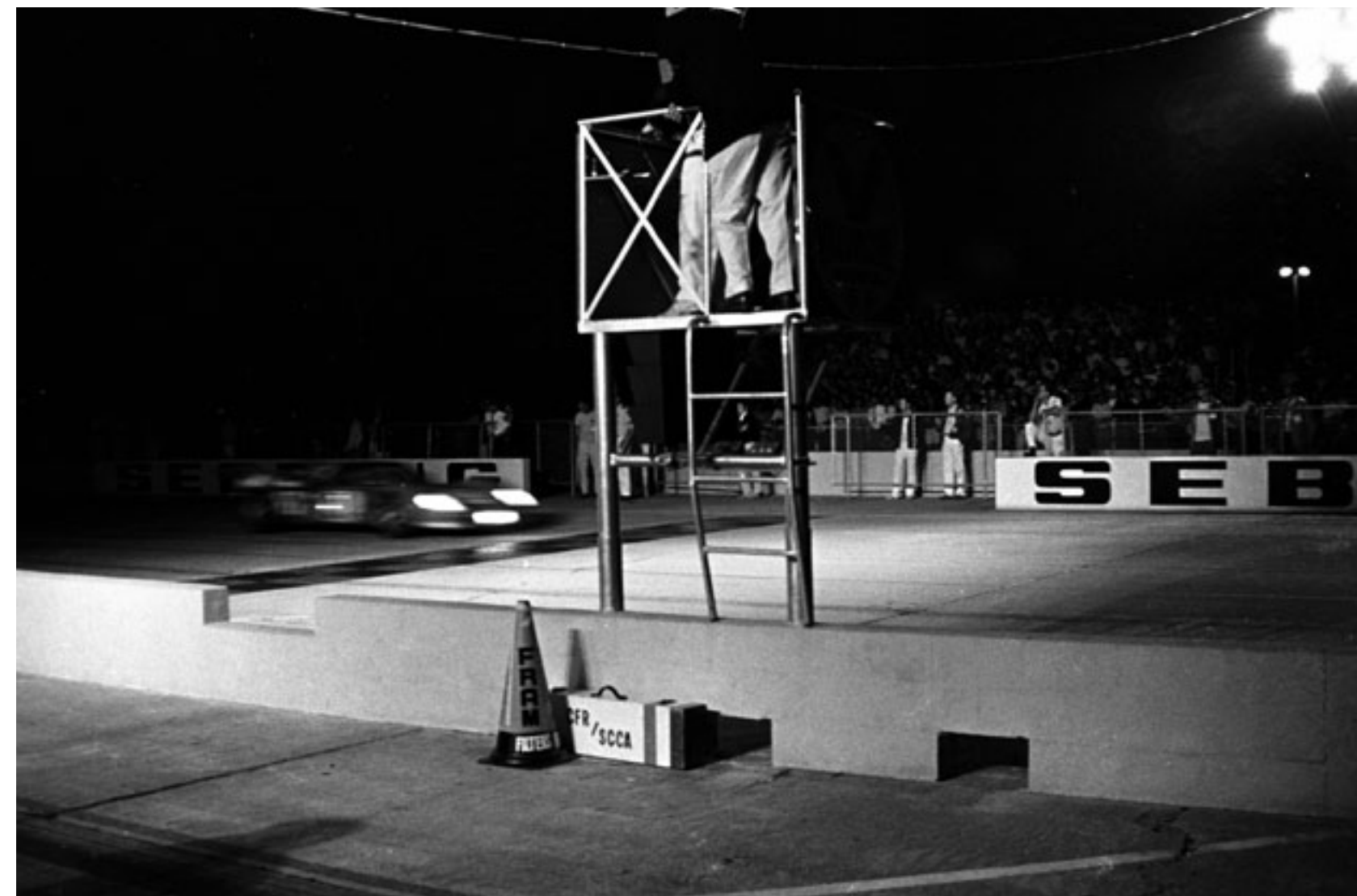
- Edward Ulmann



With both of their cars out of contention, the Gulf Porsche crew waits to see who will cross the finish line first.

With about two laps left, I chased Revson down and passed him. At that point, he just gave up. Poor guy, he was just totally spent. And I won by 23 seconds.

- Mario Andretti



11:01:11.3 p.m.: Andretti in the winning Ferrari crosses the finish line, 23.9 seconds ahead of Revson.

"I was photographing the race for Sports Car Graphic and Automobile Year and was down in victory lane with about 30 minutes to go, listening to the report on the PA system. When Andretti took the lead the crowd went wild, and when he pulled the Ferrari into the victory lane compound, along with Revson and McQueen in the second-place Porsche, the crowd surged over the fencing engulfing the cars and drivers."

- Bill Warner



Nino Vaccarella celebrates his Ferrari win above the crowd in Victory Lane.

A fellow who worked timing and scoring contacted me about a story I wrote about the race. He wasn't needed for the actual race, and McQueen asked him to do lap charts for his Solar team. At the end of the race he reviewed the lap charts and felt that McQueen and Revson may have actually been ahead of Andretti by almost a full lap. When they told McQueen what they thought and if he wanted to file a protest, he said, "Screw it. I had a great time. We came in second and won our class, NO!"

Others I've mentioned this to think he didn't want to be thought of as a spoiled movie star. He wanted to have a good relationship with the professional drivers he needed for his movie "Le Mans." Neile, Steve's wife at the time, later told me she didn't think there was any way Steve or Peter would have given up a win – they were too competitive.

– Louis Galanos

I was told by a guy that did PR for Gulf Racing back then that Steve didn't make a protest because he didn't want to rock the boat with Gulf who had agreed to fund "Le Mans." He thought that Peter won, too, and said, "That film is one great big Gulf commercial."

After the race, Peter told me, "If it wasn't for Steve we would have won." I never questioned what he meant. He said it in a calm, slightly disappointed, matter-of-fact way. But I now realize he could have meant it a couple of ways: either because Steve was so much slower, or because Steve didn't make a protest. Who knows?

– Jennifer Revson



Ferrari mechanic celebrates victory.

Epilogue.

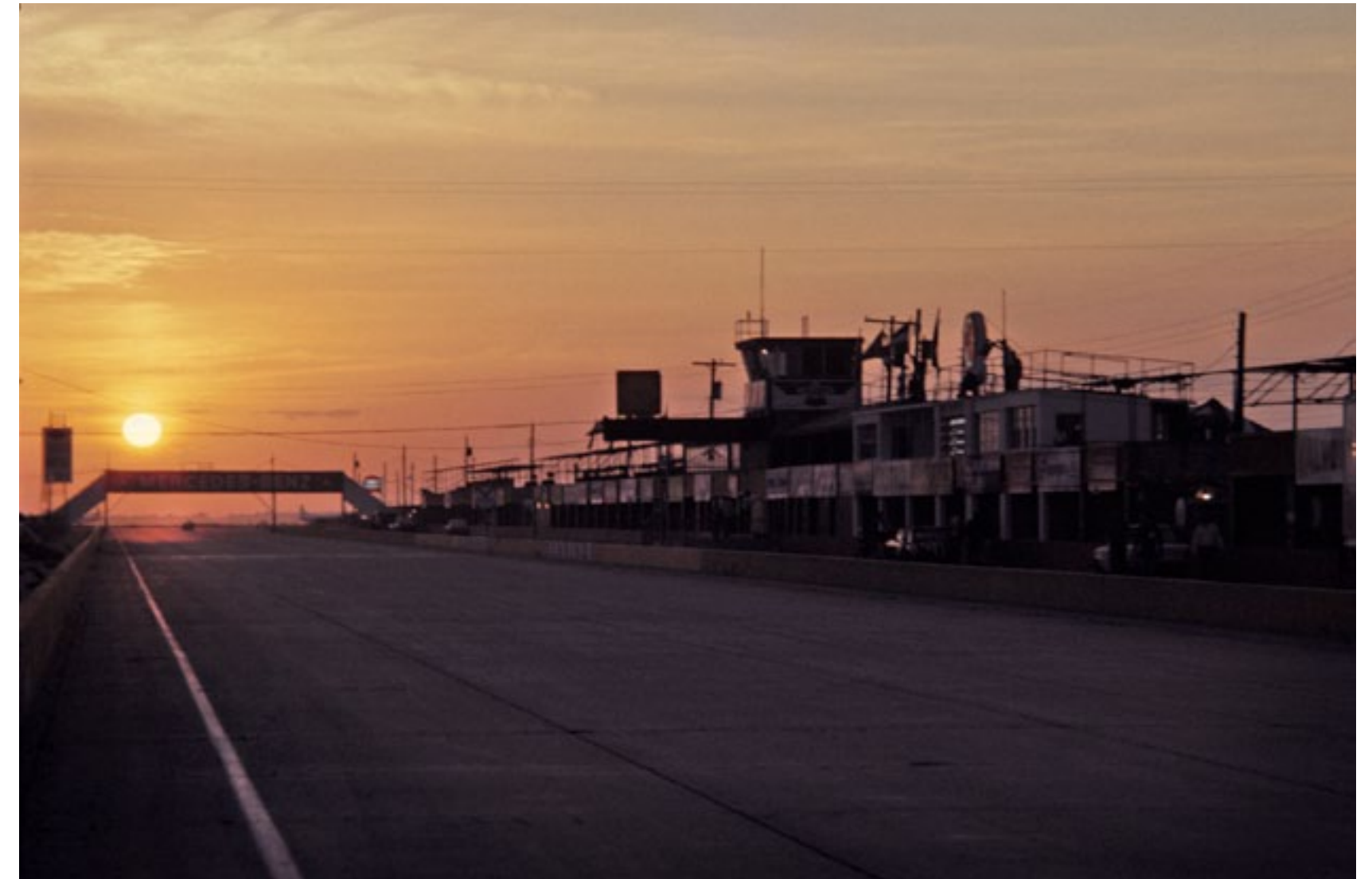
The Ferrari victory was not a sign of great things to come - the 512 never won another major race. The Porsche 917 went on to become, arguably, the most iconic endurance racer of all time. It won Le Mans in 1970 and 1971, and Vic Elford returned to win Sebring the next year in his Martini 917.

Steve McQueen began shooting his racing epic, *Le Mans*, later that summer using many of the cars and drivers that appeared at Sebring. The movie is considered by many to be the most authentic depiction of endurance racing ever filmed, although somewhat short on plot. He was not allowed to actually drive in the race for insurance reasons.

Andretti won Sebring again in 1972 and then went on to win the World Drivers Championship in 1978 in a Lotus. This was Dan Gurney's last Sebring drive - he retired later that year - but returned with his Eagle GTP cars to win twice in the 1990s.

Many other drivers did not fare so well. Within the next few years, Pedro Rodriguez, Jo Siffert, Piers Courage, Francois Cevert, Ignazio Giunti and Peter Revson would be gone, the result of racing accidents. All were among the most elite group of drivers in the world.

The rules were changed in 1972, restricting the engine size, eliminating the popular 917 and 512, and reducing race attendance. By 1974, the oil embargo caused the Sebring race to be cancelled entirely. But the 1980s and 1990s saw a resurgence in interest, and today well over 100,000 spectators attend the sold-out race, still run partially on the old WWII concrete runways that saw so many great drivers and cars.



Sebring has evolved through a checkered history. It has been out of business several times but, over the years, it has gained an aura of greatness. - Brian Redman

Contributors to the First Edition.

Mario Andretti is often referred to as the greatest racecar driver of all time, having proven himself a winner at all levels of competition. Born in Italy, he came to America at an early age where he and his twin brother Aldo made a name for themselves on Pennsylvania dirt tracks. Since then he has won almost every type of race there is, including the Indianapolis 500 (1969), the Daytona 500 (1967) and the Formula One World Drivers Championship (1978). He drove at Sebring six times (1966, 67, 69, 70, 71, 72) and won three (1967, 70, 72). Retiring after the 1994 racing season, Andretti continues to hold the all-time IndyCar record for poles won (67), race starts (407), and laps led (7,587) and is second all-time in Indy car victories (52). In 2000, Andretti was named the "Driver of the Century" by both the Associated Press and Racer magazine. He was inducted into the Sebring International Raceway Hall of Fame in 2004.

Dan Gurney carried the All-American banner in international racing for nearly 50 years. He is the only American to win a Formula One race in a car of his own construction (Spa 1967). A week earlier he won the 24 Hours of Le Mans with A.J. Foyt in a Ford Mk IV. In the late 1960s and 1970s, Gurney's Eagles dominated IndyCar racing, winning the Indy 500 three times (1968, 73, 75). He won the 1959 Sebring in only his second appearance and, in later years, Gurney's Eagle MkIII GTP cars powered by Toyota won the last 17 races that they entered, including the 12 Hours of Sebring twice (1992, 93) and the 24 Hours of Daytona (1993). 1970 was the last time Gurney drove at Sebring; he retired from driving later that year. He passed away in 2018.

Brian Redman almost holds the record for the most drives at Sebring with fourteen (1968, 69 70, 72, 75, 78, 79, 80, 81, 84, 85, 86, 87, 91) and won the race in 1975 and 1978. Born in Lancashire, Great Britain, Redman had a checkered career in Formula One (McLaren, Cooper, Shadow, BRM, Williams), endurance racing (Wyer, BMW, Ferrari, Group 44, Porsche) and Formula 5000 (Haas/Hall Chaparral). He won the Formula 5000 championship three times (1974, 75, 76) and the IMSA Camel GT championship once (1981). Today, he lives in Florida and is active promoting vintage racing.

John Smiley was press officer at Sebring from December of 1969 through 1972. He had been a reporter for the Tampa Times and the Ulmanns hired him to improve press relations at the event. He later went on to work in advertising and the graphic arts fields.

Wayne Sparling was, for almost a quarter of a century, a mechanic/metal fabricator for Luigi Chinetti Sr.'s North American Racing Team (NART). He had the opportunity to help prepare Ferraris for Mario Andretti, Pedro Rodriguez, Sam Posey, Mike Parkes, Dan Gurney, and many others. He later lived in South Florida where he collected and restored vintage Ferraris.

Paul Spruell was representative of the hundreds of SCCA club racers who raced at the Sebring 12 Hours alongside the legends of motorsports. He drove at Sebring in 1970, 1976 and 1977, each time in an Alfa Romeo. Today he operates Spruell Motorsports in Chamblee, Georgia, supplying performance parts for SCCA and vintage racing.

Contributors to the Second Edition.

Edward Ulmann is the son of Alec and Mary Ulmann, the founders of the Sebring 12 Hours. He was involved with the race from the late 1960s to 1972 and was instrumental in securing Liggett & Myers involvement in the 1969 Sebring Continental (Formula 5000) race, believed to be the first tobacco motorsports event sponsorship. Ulmann was a national racquets doubles champion (two Opens and eight Amateurs) ten times over three decades from the 1970s to the 1990s.

Bill Warner was a photographer for *Road & Track* magazine for many years, recording the images that were, for many of us, our monthly exposure to motor racing. Since retiring from shooting races, Warner has been instrumental in the founding and growth of the Amelia Island Concours d'Elegance, one of the premier vintage car events in the world. In 2002, he received the Meguiar's Award, honoring the Collector Car Hobby's Person of the Year.

Vic Elford, nicknamed "Quick Vic" by his peers, was one of the fastest drivers of the sixties and seventies. Vic was European Rally Champion in 1967 and one of the world's great sports car drivers – one of only four drivers ever to record six major victories at the Nürburgring. He was especially noted for his mastery of the difficult Porsche 917 and won the 1971 Sebring 12-hour race driving the Martini 917. Vic was hired by Steve McQueen to do the high speed close-up action driving the 917 for the film "Le Mans". Vic also competed with outstanding results in Can-Am, Trans-Am, off-Road events in Africa, even NASCAR. Vic was named Chevalier de l'Ordre National du Mérite by French President Georges Pompidou for his act of courage and heroism for stopping in the middle of the Le Mans race to extricate a fellow driver from his burning car. Shortly after, Vic retired from racing. He lives in Florida with his wife, Anita.

Dick Fritz was team manager for the North American Racing Team (NART), the racing arm of Luigi Chinetti Motors, the Ferrari distributor for the United States. In addition to his day-to-day responsibilities overseeing the running of the service, repair and parts departments, Fritz also was the team manager for the North American Racing Team (NART), which was the only Ferrari factory supported racing effort in North America. After NART, Fritz founded Amerispec, a company noted for modifying exotic European cars to meet Federal EPA and DOT standards. Fritz is a National Distinguished Concours Judge for the Ferrari Club of America and has judged every Ferrari Cavallino Classic. He is a Ferrari Chief Concours Judge at the Pebble Beach Concours d'Elegance and the Greenwich Concours.

Louis Galanos is a retired teacher, Vietnam vet and graduate of the University of Florida. While a college student he worked as a race official for Sports Car Club of America during the late 60's and early 70's covering race events at Sebring and Daytona and taking many photographs during what some call The Golden Age of Sports Car Racing. His racing stories and photos have been published in print magazines, books and online racing journals like *Sports Car Digest*, *Vintage Motorsport*, *Hemmings Sports & Exotic Cars*, *Panorama*, *Excellence* and more.

Ford W. Heacock III is a fourth generation Sebring resident whose family was intimately involved in the 12 Hours of Sebring throughout the 1950's and 1960's. His grandfather, Ford Heacock Sr. was the Chairman of the Sebring race in the early years of the event. Tragedy struck the family in 1966 when his mother was killed by an out of control car during the race, but he and his family remained strong supporters of the race and helped keep it from moving. His family's insurance business offered collector car insurance, and he founded the SVRA (Sportscar Vintage Racing Association) and Vintage Motorsport magazine in the early 1980's. He is an avid car collector, vintage auto racer, car show judge, and he is the founder of the Lake Mirror Classic Auto Festival in Lakeland, Florida, where he lives.

George Nettles Jr. went to his first Sebring in 1958 with his Dad. He joined the SCCA in 1965 and became a corner worker at the Sebring and Daytona races. He transitioned to be a crew member for various teams, including NART and the late Dr. Wilbur Pickett's Alfa Team in the Trans-Am series. He lives with his wife in Macon, Ga.

Sam Posey is often referred to as "racing's renaissance man" because of his talents as a writer, architect, and artist, in addition to his considerable racing skills. Posey drove almost every type of race car in his career – Can-Am, Tans-Am, Indy, Formula One, and sports cars. He competed in the 24 Hours of Le Mans 10 times during his career and won the 12 Hours of Sebring in 1975. After Posey hung up his driving gloves, he sat down in an ABC Sports broadcaster chair, covering IndyCar racing until 1995. Posey also did a little NASCAR commentating, as well as the Olympics and the Tour de France. As busy as he was, Posey had time to write two books, *Playing With Trains* and *The Mudge Pond Express*, and design the Paddock Building at Lime Rock Park. He lives with his wife, Helen, in Sharon CT.

Bobby Rahal is known for winning the Indianapolis 500 in 1986, but in 1970, he was a 17-year old member of the pit crew supporting his father, Michael Rahal, and his Porsche 906, which won its class. Bobby went on to win Sebring himself in 1987. In addition to the 500 victory, his IndyCar career included three CART championships and 24 race victories in the CART open-wheel series. He also won the 2004 Indy 500 as a team owner for the winning driver, Buddy Rice. After retiring as a driver, Rahal held positions with the Jaguar Formula 1 team and also was an interim president of the CART series. Today he lives in the Chicago area and heads Rahal Letterman Lanigan Racing with teams in IndyCar and IMSA with BMW RLL. His business interests include Bobby Rahal Automotive Group, a network of car dealerships in western and central Pennsylvania. He is the father of IndyCar driver Graham Rahal.

Jennifer Revson is the sister of Peter Revson, the driver who, along with Steve McQueen, almost won the 1970 Sebring. She describes herself as a "racing enthusiast."

Appendix.



Program Cover

Average Speed: 107.020 mph

Distance: 1289.6 miles

Margin of Victory: 23.8 seconds

Fastest Race Lap: #15, Jo Siffert 2:33.11 (122.537 mph)

Fastest Qualifier: #19 Mario Andretti 2:33.50 (121.954 mph)

Attendance: 60,000 (est.)

Weather: Clear and warm

Official Lap Leaders:

Table with 4 columns showing lap ranges and driver numbers: 1-15 #19, 16-17 #14, 18-22 #19, 23-24 #16, 25 #14, 26-55 #15.

Note: This data in this section has been compiled from several sources, including official entry lists, finishing lists, and the book Time and Two Seats by Janos Wimpffen.

Official Entry List for the Florida International 12-Hours of Endurance Sebring 1970. Includes columns for No., Make/Model, CC, Carb, Color, Entrant, Driver, and Hometown.

Results of the 19th Annual 12 Hours of Sebring, March 21, 1970

Results table with columns: Pos., No., Drivers, Make/Model, Entrant, Laps Fin., Cl/Pos, St., Qual. Time. Lists top 15 finishers including Ignazio Giunti, Steve McQueen, and Pedro Rodriguez.

* Alternate driver / Listed on entry form but did not drive in the race

Pos.	No.	DRIVERS	MAKE/MODEL	ENTRANT	LAPS FIN.	CL/Pos	ST.	QUAL.TIME
16	39	Charlie Kemp (USA) Bob Mitchell (USA)	Chevrolet Camaro	Robert S. Mitchell, Huntsville, Ala.	191	T/O - 2	45	3:19.03
17	9	Bob Grossman (USA) Don Yenke (USA)	Chevrolet Camaro	Marlbank Racing Team, Ft. Lauderdale, Fla.	189	GT - 3	31	3:06.89
18	43	John Tremblay (USA) Bill McDill (USA)	Chevrolet Camaro	Bruce Behrens Racing, Winter Park, Fla.	187	T/O - 3	32	3:07.15
19	73	Janet Guthrie (USA) Rosemary Smith (IRL) Judy Kondrateiff (USA) Sharlene Seavey (USA)*	Austin-Healey Sprite	Ring Free Oil Team/Baker Motor Co., Atlanta, Ga.	187	P/U - 1	50	3:24.20
20	2	Jerry Thompson (USA) John Mahler (USA)	Chevrolet Corvette	Troy Promotions Inc., Troy Mich.	187	GT - 4	23	2:57.36
21	91	Jim Corwin (USA) Donna Mae Mims (USA)	Chevrolet Camaro	Flem-Cor Enterprises, New Buffalo, Mich.	184	T/O - 4	47	3:21.98
22	92	Don Gwynne, Jr. (USA) John Elliott (USA)	Chevrolet Camaro	Preston Hood Chevrolet, Ft. Walton Beach, Fla.	182	T/O - 5	52	3:17.38
23	50	Mike Rahal (USA) Dr. Hugh Wise (USA) Werner Frank (USA)	Porsche 906	Nationwide Food Brokers, Glen Ellyn, Ill.	181	S3 - 1	34	3:07.40
24	37	Dr. Vincent P. Collins (USA) Larry Wilson (USA)	Ford Mustang	Collins-Wilson Racing, Houston, Texas	175	T/O - 6	48	3:22.78
25	57	John Belperche (USA) Jim Gammon (USA) Ray Mummery (USA)	MG B	Waldron Motors, Boca Raton, Fla.	175	GT/U - 3	56	3:34.26
26	58	Ben Scott (USA) Dave Houser (USA) Lowell Lanier (USA)	MG B	Waldron Motors, Boca Raton, Fla.	169	GT/U - 4	58	3:39.57
27	18	Paul Pettey (USA) Roy Hallquist (USA)	Ford Mustang	Paul Pettey, Litchfield, Conn.	162	T/O - 7	63	3:47.09
Running but not classified as a finisher - not enough laps completed:								
28	80	Rod Kennedy (USA) Mike Tillson (USA) Robert Samm (USA)	Lancia Fulvia HF	Texas Speed Museum, Austin, Texas	157	T	60	3:43.18
29	54	Anatoly Arutunoff (USA) Bill Pryor (USA)	Abarth 2000SP	Automobiles of Italy, Tulsa, Ok.	166	P	41	3:17.13
30	51	Stephen Behr (USA) Merv Rosen (USA)	Porsche 906	Porsche Audi, VWNC, Waukegan, Wisc.	158	S3	36	3:11.60
31	63	Carlos Fabre (MEX) Pepe Aguilar (MEX)	Chevron B8 BMW	Carlos Fabre, Coyoacan, Mexico	143	S	43	3:18.01
32	26	Bobby Brown (USA) Gregg Young (USA) Robin Ormes (BS)	Lola T70 Mk. 3B	Randy's Auto Body Shop, Clifton, N.J.	114	S	22	2:57.06

182

* Alternate driver / Listed on entry form but did not drive in the race

Pos.	No.	DRIVERS	MAKE/MODEL	ENTRANT	LAPS FIN.	CL/Pos	ST.	QUAL.TIME
33	97	Walter Brown (USA) Joe Marcus (USA) Jim R. Sandman (USA)	BMW 2002	HCAS Inc., Harrods Creek, Ky.	105	T	61	3:45.38
Did not finish (see table at end for key to DNF): Note: Prior to 1973, all non-finishers were placed behind all finishers in the final standings, regardless of the number of laps they completed.								
34	47	Hans Laine (FIN) Gijs van Lennep (NL)	Porsche 908/02	Racing Team AAW, Helsinki, Finland	229	DNF-u	17	2:44.17
35	19	Mario Andretti (USA) Arturo Merzario (I)	Ferrari 512S Spyder	Ferrari SpA, SEFAC, Modena, Italy	227	DNF-t	1	2:33.50
36	14	Jo Siffert (CH) Brian Redman (GB) Leo Kinnunen (FIN)	Porsche 917K	John Wyer Automotive Eng., Bucks, England	211	DNF-s	2	2:34.47
37	8	Dave Heinz (USA) Or Costanzo (USA)	Chevrolet Corvette	Or Costanzo, Tampa, Fla.	191	DNF-u	35	3:07.47
38	4	John Greenwood (USA) Allan Barker (USA)	Chevrolet Corvette	John Greenwood Auto Research, Troy, Mich.	159	DNF-u	27	3:00.23
39	20	Jacky Ickx (B) Peter Schetty (CH)	Ferrari 512S Spyder	Ferrari SpA, SEFAC, Modena, Italy	151	DNF-e	4	2:36.23
40	56	Jon Woodner (USA) Dan O'Connor (USA)	MG Midget	British Leyland Motors, Leonia, N.J.	122	DNF-u	55	3:32.68
41	29	Ray Heppenstall (USA) Francis C. Grant (USA) Buzz Marcus (USA)*	Ford GT40	Auto Enterprises, Flourtown, Pa.	117	DNF-s	26	3:00.18
42	24	Sam Posey (USA) Ronnie Bucknum (USA) Bert Everett (USA)* Chuck Parsons (USA)* Mike Parkes (GB)*	Ferrari 512S Spyder	North American Racing Team, Greenwich, Conn.	92	DNF-t	6	2:36.48
43	55	Merle Brennan (USA) Logan Blackburn (USA)	MG B	British Leyland Motors, Leonia, N.J.	84	DNF-u	57	3:34.60
44	82	Robert Clark (USA) Wayne Marsula (USA)	Lancia Fulvia HF	General Plastics, Miami, Fla.	78	DNF-e	59	3:39.62
45	77	Bruce Jennings (USA) Bob Tullius (USA)	Porsche 911T	Bruce Jennings, Towson, Md.	78	DNF-a	46	3:19.97
46	69	Paul Spruell (USA) Dr. Wilbur Pickett (USA) Harry Theodoracopulos (USA)*	Alfa Romeo Spyder	Scuderia Spruell, Winter Park, Fla.	75	DNF-e	68	3:57.90
47	61	Jim Baker (USA) Clive Baker (GB) Paul Richards (USA)* Bobby Rinzler (USA)*	Chevron B16 Ford	Ring Free Oil Team/Baker Motor Co., Atlanta, Ga.	70	DNF-e	21	2:54.73

* Alternate driver / Listed on entry form but did not drive in the race

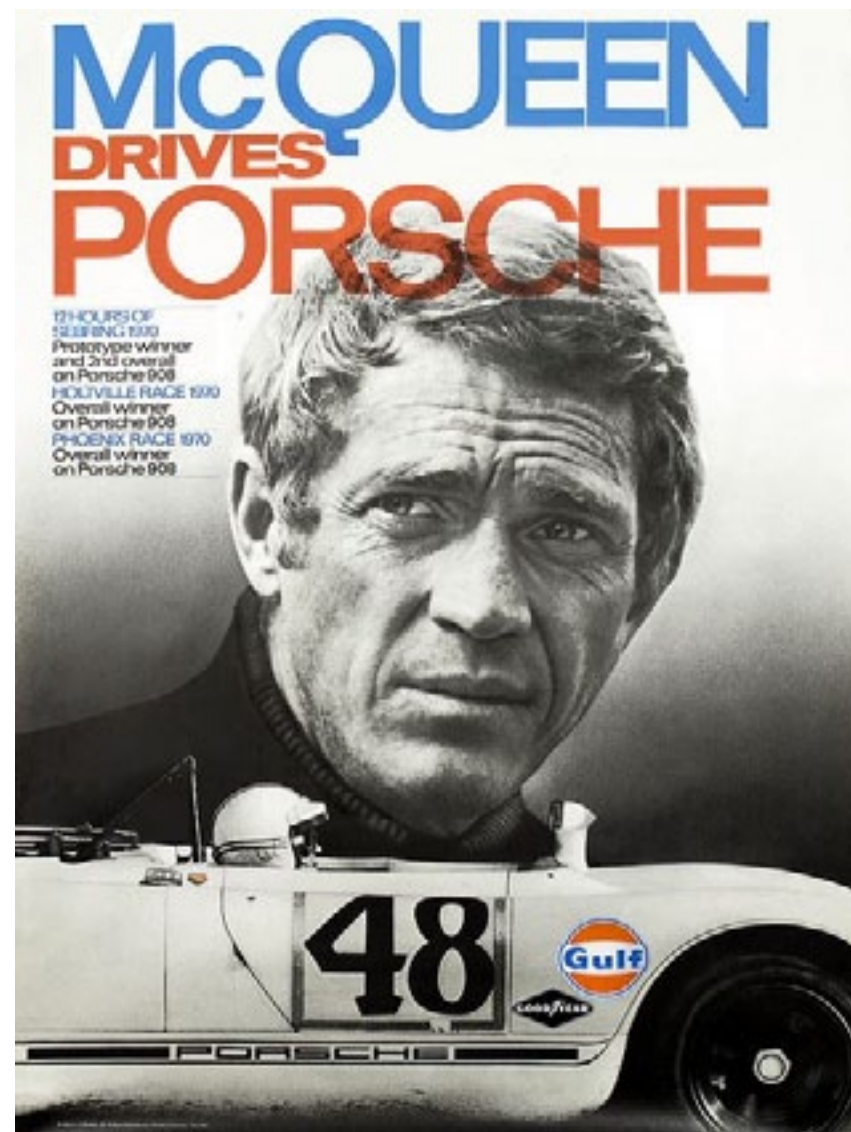
183

Pos.	No.	DRIVERS	MAKE/MODEL	ENTRANT	LAPS FIN.	CL/Pos	St.	QUAL.TIME
48	16	Vic Elford (GB) Kurt Ahrens, Jr. (D) Hans Herrmann (D)* Rudi Lins (A)*	Porsche 917K	Porsche Audi, Englewood Cliffs, N.J.	61	DNF-a	3	2:35.42
49	23	Tony Adamowicz (USA) Luigi Chinetti, Jr. (USA) Bert Everett (USA)* Sam Posey (USA)*	Ferrari 312P Coupe	North American Racing Team, Greenwich, Conn.	56	DNF-t	16	2:43.10
50	67	Jim Bandy (USA) Fred Stevenson (USA)	Lotus 47 Europa	Sport Motors, Grandview, Mo.	48	DNF-u	40	3:17.03
51	38	Don Kearney (USA) Joie Chitwood (USA) Dick Boo (USA)* John Floyd (USA)* David H. McClain (USA)*	Chevrolet Camaro	Dave McClain, Tampa, Fla.	47	DNF-u	38	3:14.71
52	41	Larry Bock (USA) Larry Dent (USA)	Chevrolet Camaro	Laurel Racing, South Bend, Ind.	40	DNF-e	30	3:06.60
53	62	Brian Robinson (GB) Hugh Kleinpeter (USA)	Chevron B16 Ford	Chevron Cars, Bolton, England	38	DNF-f	24	2:59.02
54	74	Ralph Meaney (USA) Bill Bean (USA)	Porsche 911T	Ralph Meaney, Sherborn, Mass.	36	DNF-e	52	3:28.29
55	5	Bill Schumacher (USA) Bill Petree (USA)	Chevrolet Corvette	William A. Schumacher, Birmingham, Mich.	34	DNF-e	29	3:03.75
56	17	Hans Herrmann (D) Rudi Lins (A) Kurt Ahrens, Jr (D)* Vic Elford (GB)*	Porsche 917K	Porsche Audi, Englewood Cliffs, N.J.	28	DNF-e	11	2:40.32
57	87	Robert Whitaker (USA) Harvey Eckoff (USA) Jack Slottag (USA)* William A. Davidson *	Volvo 122S	Robert Whitaker, Sanford, Fla.	25	DNF-k	64	3:47.17
58	30	Piers Forrester (GB) Andrew Hedges (GB)	Ford GT40	Trevor Graham, Tolleton Notts, England	22	DNF-k	20	2:52.20
59	49	Josef Greger (D) Andreas Schmalbach (D)	Porsche 910	Josef Greger, Dachau, Germany	22	DNF-e	39	3:16.55
60	36	Ray Cuomo (USA) Bernard Gimbel (USA) George Lisberg (USA)*	Ford Mustang	Ray Cuomo Racing, Commock, N.Y.	16	DNF-u	51	3:26.36
61	86	Ronald D. Polimeni (USA) Robert Theall (USA)	Volvo 122S	Sandy's Spares, White Plains, N.Y.	8	DNF-u	66	3:52.38
62	7	Bruce Morehead (USA) Milo Vega (USA)*	AMC AMX	Bruce Morehead Racing, Tampa, Fla.	8	DNF-e	54	3:30.34

Pos.	No.	DRIVERS	MAKE/MODEL	ENTRANT	LAPS FIN.	CL/Pos	St.	QUAL.TIME
63	60	Robert Kilpatrick (USA) Don Goodrich (USA)*	MG B	Herrington Motors, Warwick, N.Y.	7	DNF-a	65	3:51.10
64	59	Reggie Smith Jr (USA) Dean Donley (USA)* Omar Buttari (USA)*	MG Midget	Waldron Motors, Boca Raton, Fla.	2	DNF-u	53	3:28.94
65	79	Del Russo Taylor (USA) Buzz Dyer (USA)* Hank Sheldon (USA)* Smokey Drolet (USA)*	Alfa Romeo 1750	Del Taylor, Denver, Co.	2	DNF-e	62	3:46.79
66	27	Mike De'Udy (GB) Mike Hailwood (GB)*	Lola T70 Mk. 3B	Grand Bahama Racing Team, London, England	1	DNF-a	19	2:50.71
67	88	Paul Fleming (USA) Amos Johnson (USA)* Bill Bowers (USA)*	Fiat 124 Coupe	Simone N. Fleming, Raleigh, N.C.	47	DNF-dq	67	3:53.24
68	45	Richard Attwood (GB) Gerard Larrousse (F)* Gerhard Koch (D)* Hans-Dieter Dechent (D)* Tony Dean (GB)*	Porsche 908/02	Martini International, Saarbrucken, Germany	31	DNF-dq	18	2:46.43
Entered but did not start:								
	25	Harley Cluxton (USA) Dr. Wilbur Pickett (USA)	Ferrari 365 GTB/4	Harley E. Cluxton III, New Orleans, La.		Withdrew		3:15.94
	12	Dave Roethel (USA) John Bentley (USA)	Ford Mustang	BRM Inc., Rockville, Md.		Withdrew		3:27.81
	T	Jo Siffert (CH) Brian Redman (GB)	Porsche 917K	John Wyer Automotive Eng., Bucks, England		Practice Car		2:36.38
	81T	Rod Kennedy (USA) Robert Samm (USA) Mike Tillson (USA)	Lancia Fulvia HF	Texas Speed Museum, Austin, Texas		Practice Car		3:40.31
	85	Bill Cooper (USA) Norm Mosher (USA)	Opel Rallye	HCAS Inc., Harrods Creek, Ky.		Did not qualify		4:04.71
	99	William Harris (USA) Robert E. Lewis (USA) Howard J. LeVasseur (USA)	Austin-Healey Sprite	William Harris, Jacksonville, Fla.		Withdrew		
	44	Jean Sage (FR) Claude Haldi (USA)	Porsche 911S	Jean J. Sage, Annecy, France		Withdrew		

Class Abbreviations:
P - Prototype
S - Sports
GT - Grand Touring
T - Touring

DNF Abbreviations:
e - engine t - transmission
a - accident s - suspension
f - fuel u - unknown
k - electrical dq - disqualified



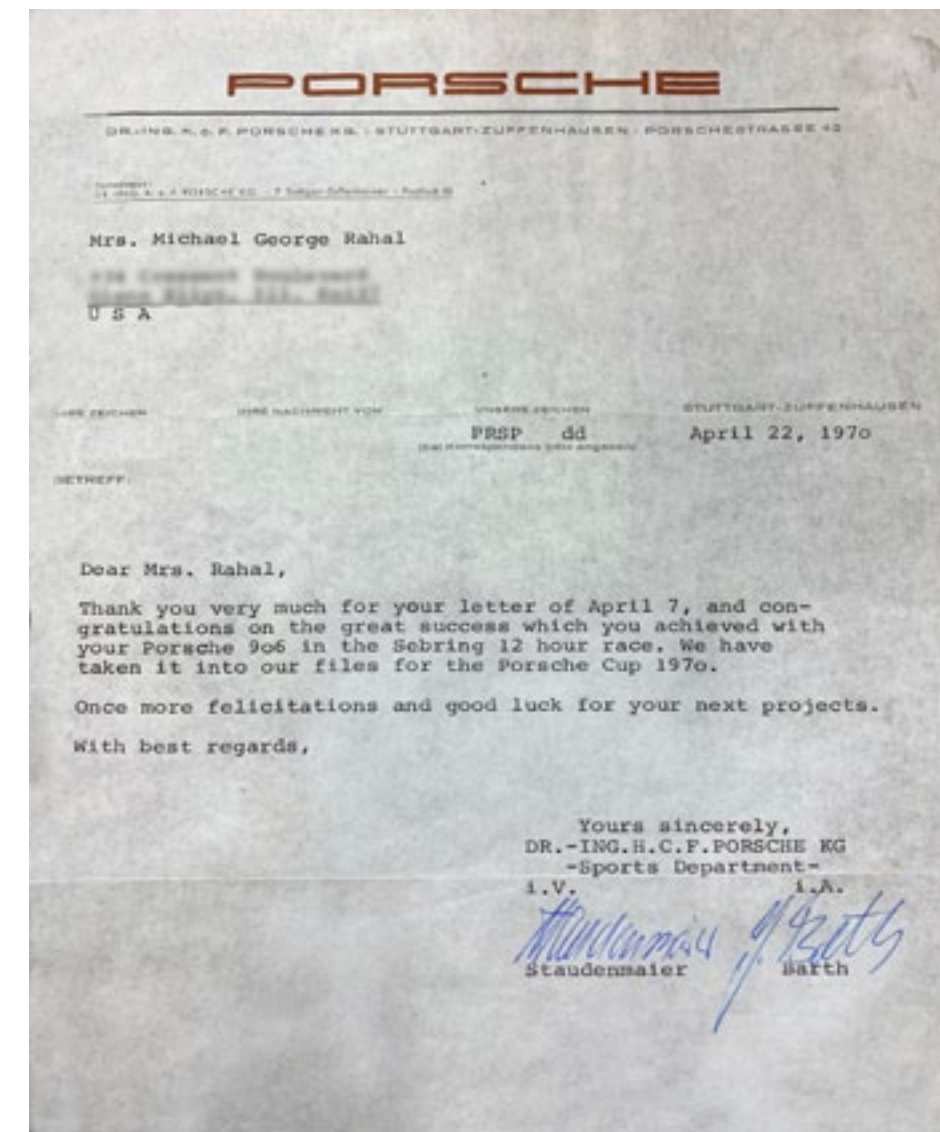
Porsche poster celebrating McQueen...



...mirrored in the poster for his movie "Le Mans."



A poster made at the time from one of my photos. Unfortunately, they lost my negative.



The letter Mrs. Michael Rahal received from Porsche for her husband winning the class at Sebring in 1970.

Photo Notes.

All photos were taken with a Nikon F and Ftn, using a variety of lenses. Black and white film was Tri-X developed in D-76 for that distinctive “golf-ball” grain. Black and white photos at night were taken with Tri-X pushed to 1600 ASA and developed in Microdol-X.

Color shots are High-Speed Ektachrome slides that were scanned and color corrected in Photoshop. All film was scanned on a Nikon Coolscan IV using VueScan software.

Production Notes.

Layout was done in inDesign. The type face is Skia. All black and white photos are “duotones” (black plus PMS 423).

About the Author/Photographer.

Harry Hurst has been involved with cars and racing most of his life. A native Floridian (born just two days after the inaugural Sebring race in 1950!), he began taking photographs at races in the mid-1960s, at tracks including Sebring, Daytona and Road Atlanta. He studied Fine Arts at Florida State and received his degree in photography/cinematography in 1972.

After graduating, Harry opened an English sportscar repair/restoration shop in Tallahassee and translated that technical knowledge into a job producing training programs for Jaguar and as East Coast technical representative for the DeLorean Motor Company.

In 1982, Harry went to work for the Philadelphia office of Foote, Cone & Belding, a global advertising agency. Over the last thirty-five years in advertising and public relations, Harry has been instrumental in helping several of his clients become involved in motorsports, including Black & Decker, Exide batteries, SKF bearings, Chilton books, and Odyssey batteries.

In 2013, and again in 2018, Harry had a showing of his photographs at the Quail Lodge, a Motorsports Gathering. His photos have appeared in numerous books and magazines all over the world.

Harry helped Dr. Fred Simeone launch the Simeone Foundation Automotive Museum in 2008 and still assists the museum with communications and special events. He also helped with the Radnor Hunt Concours for several years in its first decade and has twice been the featured artist for the event.



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