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During the week of February 21-26, 1966, a town in Florida incorporated under the name of Sebring, located in Highlands County, is brought into focus by the world of racing. The fans who vary from babes in arms to the aged on Medicare, drivers, mechanics, race officials, etc., descend on this sleepy little town and overnight swell its population to 70,000 plus.

Monday and Tuesday are set aside for the drivers to receive their physical examinations. During this period, the cars are getting their technical inspections to insure safety and to pass the FIA scrutineering. Wednesday and Thursday the cars are brought out to the track for the ultimate tuning they will need for the 12 hour grind. Friday morning the drivers settle down to the serious business of qualifying; and QUALIFY they do! Dan Gurney in the Ford Mark II sets the fastest time of 2:54.6 with the Ferrari of Parkes/Bondurant close on his tail with a time of 2:56.6. In the under 2 liter contingent the Porsche Carrera 6 driven by Mitter/Klass turned a time of 3:03.6 nosing out the Ferrari "Dino" driven by Bandini/Scarfeotti with a time of 3:05.0. All the Porsche supporters were joyous in learning this. Friday noon the 4 hour sedan race took place. In my opinion and most others present, this race was going to be won by a team of Lotus Cortinas but a horde of Alfa Romeo GTAs walked away with all the marbles. The only car to break up the Alfas domination was a lone Dodge Dart sponsored by Group 44. The Dodge sounded very strong and was reminiscent of a NASCAR Stocker. I had high hopes for the BMW 1800s but they either failed or were too slow! The winning Alfa was driven by Jochen Rindt of Formula/1 fame. Friday evening everyone hit the Circle Bar in Sebring to bend their elbows and more "car talk". Speaking for myself and myself alone, I had a good time renewing old acquaintances and bending the elbow.

Saturday morning dawned too early for me. The excitement before the start of the big race was felt in the air. The drivers lined up for the LeMans start. At 10:00 o'clock sharp they sprinted across the tract to their cars and the 12 hours were on. During the first few hours of the race, the Fords and Ferraris were battling for top position--it appeared as if they were trying to kill each other in their driving effort to gain the lead position. Approximately 2:20 PM a cloud of black smoke appeared near the hairpin turn. There was much speculation as to the cause of the smoke but it is learned later that Bob McLean of Canada driving a Ford GT 40 has been killed after his car hit a utility pole, flipped into the air and exploded in flames. The car landed upside down. No one was able to reach the driver because of the intense heat and flames. With mixed emotions, the spectators resumed their following of the race. This incident placed a mark on the race, but tragedy struck again during the eleventh hour.

The Porsche Pack started creeping into the top ten positions as the larger cars began to fail. Shortly after 8:00 PM Don Wester driving a Porscher Carrera 6, No. 48, was in 4th overall position when the Rodrigues/Andretti Ferrari missed a downshift which caused the car to go out of control and made contact with Wester's Porsche. Andretti's car struck a fence with no injury to anyone while the Wester car skidded off the left and struck several spectators who were standing in an unauthorized area. Four persons were killed in this accident. Wester received minor cuts and a fractured ankle. Andretti's Ferrari limped back to the pits where the car caught fire and was finally withdrawn from the race.

At approximately 3 minutes prior to the finish Dan Gurney's leading Ford Mark II had stopped in the corner in front of the timing stand (about 1/4 mile from the finish line). Ken Miles in the 2nd place Ford Roadster passed Gurney and took over the lead. Gurney jumped out of his car and pushed it over the finish line, resulting in his disqualification (this is not allowed in this type race).

A Porsche Carrera 6 driven by Hermann/Buzzetta finished a full three laps ahead of the Ferrari "Dino" driven by Bandini/Scarfeotti much to the elation of the "Porsche Devotees"!

RESULTS OF SEBRING 1966

OVERALL RESULTS AND CLASS POSITION IN PARENTHESIS

1. Miles/Ruby, Ford Roadster XI (1-SP13) 228 laps
 2. Hansgen/Donohue, Ford Mark II 216 laps
 3. Revson/Scott, Ford GT40 (1-S12) 213 laps
 4. Herrman/Buzzetta, Porsche Carrera 6, (1-SP9) 209 laps
 5. Bandini/Scarfiotti, Ferrari Dino, 206 laps
 6. Voegelé/Siffert, Porsche Carrera 6, 206 laps
 7. Follmer/Gregg, Porsche 904 (1-S9) 205 laps
 8. Hugus/Underwood, Porsche Carrera 6, 204 laps
 9. Moore/Wintersteen, Sting Ray, (1-GT13) 201 laps
 10. Grossman/Lowther, Ford GT40 (1-S13) 197 laps
 16. Duval/Kroll/Saskal, Porsche 904, 188 laps
 20. Ryan/Coleman/Benker, Porsche 911, 168 laps
- Average Speed For Winning Car:
98.631 MPH

HERBS SPORT CAR CLINIC:

Herb Trenka has announced that he will give a 10% discount to all PCA members on parts and labor.

PORSCHE PARKING - SEBRING:

A hearty thank you from Suncoast Region, PCA to Porsche Southeast Distributors, Jacksonville, Florida, and Porsche of America, Corp. for sponsoring free parking at Sebring. The Porsche parking area was hosted by Central Florida Region PCA in a gracious and helpful manner. Again, our thanks to all.

SOCIAL EVENT:

COME ONE! COME ALL! DRESS-UP AFFAIR!

Our beloved (?) President, George Scott, is hosting a cocktail party at his home on Sunday, April 17, 1966 from 4:00-6:00 PM, 3921 Leona Street, Tampa, Florida 835-7921. All Porsche Owners interested in attending please contact either George or Rose--they can give you more definite details.

THE MACDILL SPORTS CAR CLUB ANNOUNCES THE

"Would you Believe" Fun Rally to be held on the 17th of April '66. Starts at Wards Parking lot Dale Mabry & I-4. Registration at 12:00 Noon. First car off at 1:00 PM. \$2.00 for Sports Car Club members (regardless of club affiliation) \$3.00 for guests. This event should prove to be much fun for all who participate.

THIRD ANNUAL FLORIDA PORSCHE PARADE:

The third annual Florida Porsche Parade will be held October 29-30, 1966. The Parade will be headquartered at the Statler Hilton Hotel, GALT Ocean Mile, Fort Lauderdale, Florida. Registration will open Friday, October 28, 1966 at 8:00 PM and will remain open until midnight. Registration will reopen at 8:00 AM the next morning and will remain open until the first event begins. The Parade Chairman will be Chuck Wick, of the Goldcoast Region. Due to space limitations in this month's paper a complete schedule will be printed next month.

This years Parade promises to be bigger and better than those of previous years. Lets all start making our arrangements for attending--this one will be a "Swinger"!

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PORSCHE Club of America

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To _____
