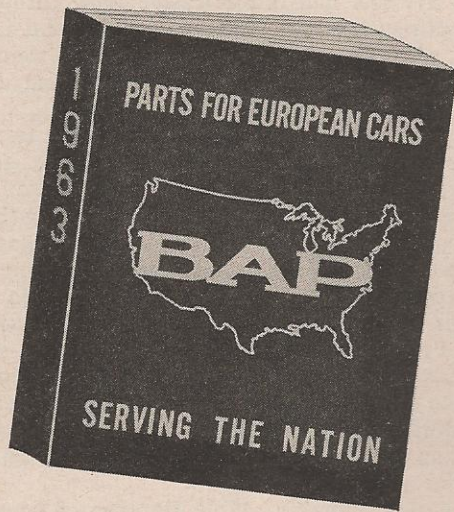


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starter, with no push starts allowed.

All of a sudden a report began circulating that on a Hansgen pit stop a fourth man had jumped over the wall, wearing a Goodyear jacket. He was counted as a tire rep. But it turned out he was a Cunningham man in disguise. And then the Jag was pushed to re-start it.

Suddenly the NART pit captain started jumping up and down. Pedro was coming in, non-scheduled. He gesticulated toward the fuel gauge and screamed, "It's empty!" in three languages. Ferrari mechanics leaped into action. They poured gas. Pedro stayed in the car; he was anxious and could think only of getting back on the track.

No wonder. Penske now was only a minute behind the leader. But there just wasn't enough time. Rodriguez got out on the track again in record time and held his lead. The checkered flag dropped.

Pedro won; his race average was 102.974 mph.

But wait a minute. The Ferrari's second pit stop was illegal because Pedro didn't get out. Cunningham came over to tell Chinetti so and Penske's Mecom crew insisted on a protest. It was so recorded and upheld.

Pedro was docked 50 sec and his winning margin was whittled down to an approximate 14 sec. Which was still good enough for the \$11,000 first prize.

At which point we must call to mind Roger's lost 16 sec changing tires. He wound up second, with \$4600. That made it a \$6400 tire change, at the rate of \$400 per second.

Hansgen had finished third but he, too, was protested, for the extra man and the push. It was upheld, he was disqualified, and Dick Thompson thus wound up with 3rd overall, and \$1700. McDonald brought the Cobra in 4th, for \$750. Jo Bonnier led the 2-liter class to take home \$1250 for his fifth overall and class win.

What did it all prove? 1) Pedro Rodriguez is most emphatically not retiring, as rumor had it. 2) The Sting Ray is not yet competitive in an endurance GT race, unless Dick Thompson drives it. With even *sub-rosa* GM participation now withdrawn, it may be less so. 3) The XK-E, which started its life decidedly non-competitive, is being refined into a challenging enduro car. 4) The Cobra is full of more bugs than a flophouse mattress, but it has great potential. 5) Some pro racing teams need rules memory lessons for their pit managers.

And 6) Boy, can it get cold in Florida!

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