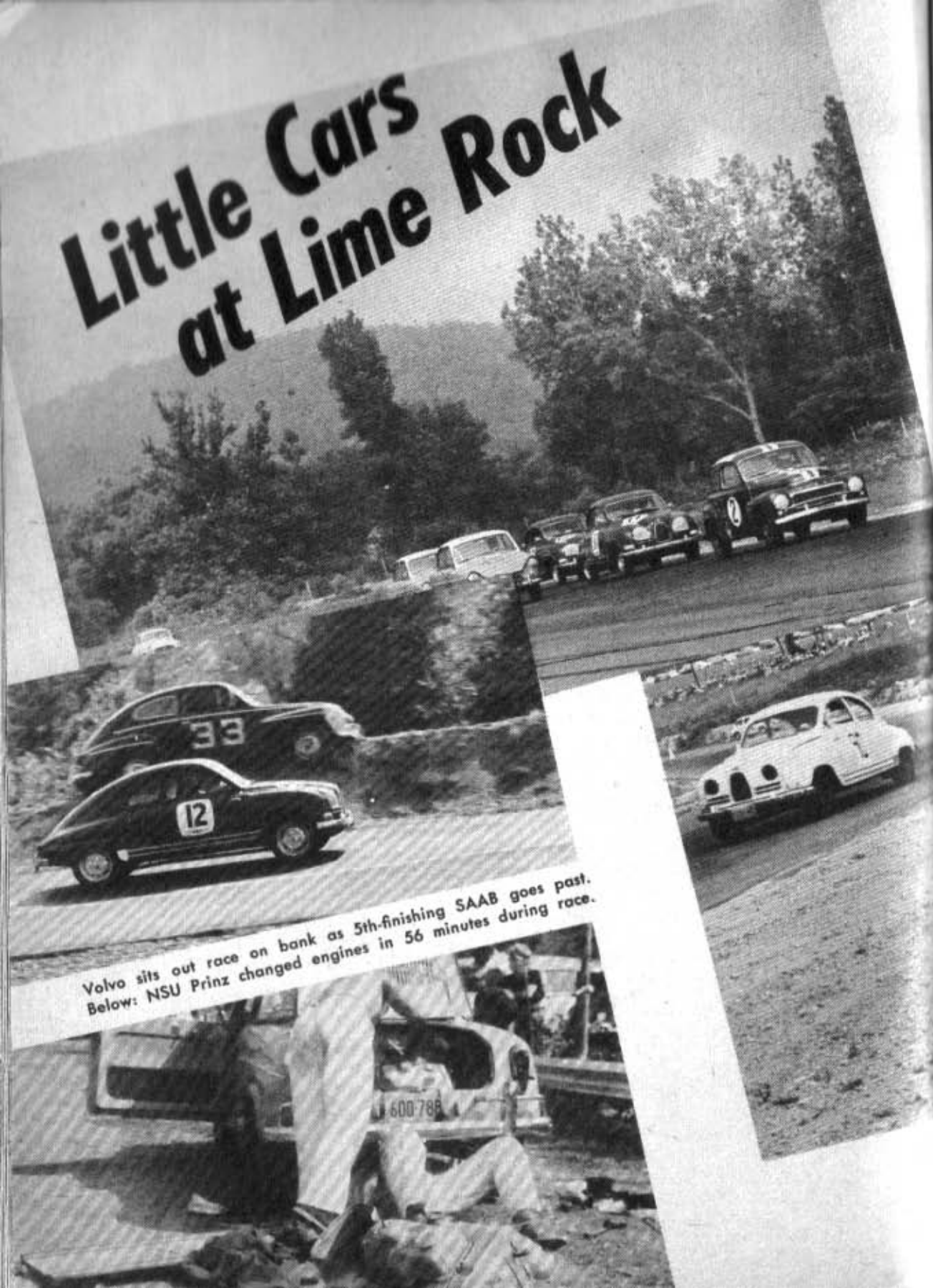


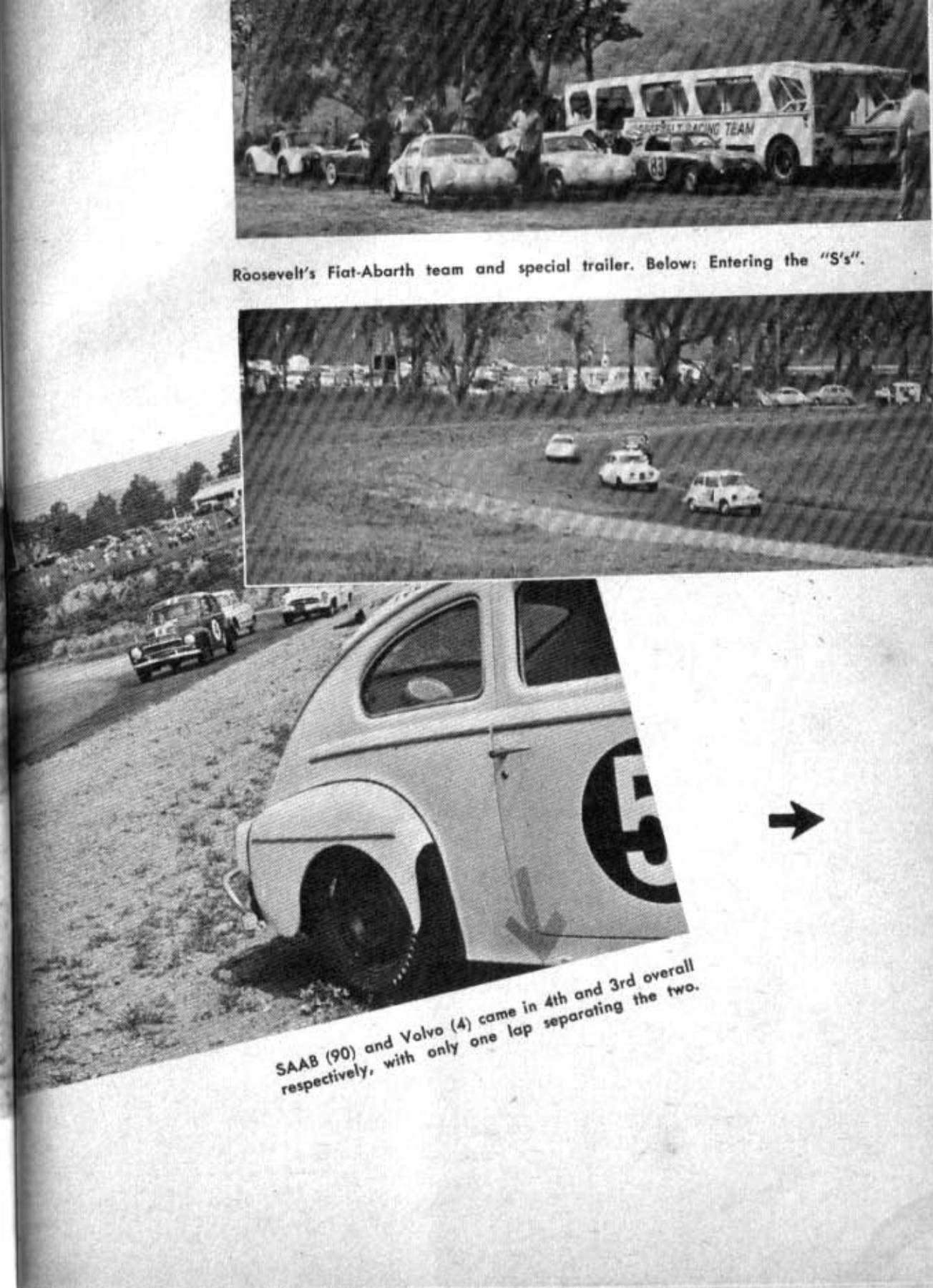
# Little Cars at Lime Rock



Volvo sits out race on bank as 5th-finishing SAAB goes past.  
Below: NSU Prinz changed engines in 56 minutes during race.



Roosevelt's Fiat-Abarth team and special trailer. Below: Entering the "S's".



SAAB (90) and Volvo (4) came in 4th and 3rd overall respectively, with only one lap separating the two.

# Lime Rock continued



Winning Fiat-Abarth (background) led 4th-place Volvo by 17 laps at finish.



NSU Prinz came in 9th overall, 19 laps ahead of its nearest class entry.



Lone Volkswagen entry came in 16th. See following pages for special story.

► It took a pair of specially made, high-priced, Italian racing cars to turn the tide at the Lime Rock "Little Le Mans" endurance race — taking first place from the Volvos, the winners of the classic in both 1957 and 1958.

A 1600-cc Volvo, however, driven by John Christy, Editor of Sports Cars Illustrated, and Walter Cronkite, popular CBS news commentator, placed third in the gruelling ten hour race.

At exactly 10 o'clock on Saturday morning, August 15, the flag was dropped for the traditional Le Mans start, and 34 drivers dashed across the roadway, started their engines and took off down the straight into the first turn, a right hand bend. At the end of the first lap, the speedy Cumo/Richards Fiat Abarth Zagato was in the lead, with the Volvos of Shantz/Bennett and Riley/Rutan hot on its

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Fifth-place SAAB gets gassed up at pit stop.

CLASS	MAKES
G-up to 650 cc	NSU Prinz Llyod Fiat 600 DAF
F-650 to 700 cc	SAAB Geggomobil Fiat Abarth
E-750 to 900 cc	Dyna Panhard
D-900 to 1100 cc	Skoda Triumph
C-100 to 1300 cc	Ford Anglia Volkswagen
B-1300 to 1600 cc	Volvo
A-1600 to 2000 cc	None entered
GT-up to 1100 cc	Fiat Abarth SAAB

During the next half hour, the cars were making scheduled pit stops for gasoline and driver changes, and some were making unscheduled stops for repairs. The Volkswagen went to the pit twice in attempts to cure its chronic vapor lock problem. The heat had reached such an intensity that one Volvo driver collapsed while walking away from his car after a pit stop.

At 11:38 the number five Volvo got a surprise and shed a wheel, complete with brake drum, and was out for the remainder of the day. The Thompson/Dodge GT SAAB had lost several laps earlier due to fuel pump trouble, but now, with Joe Dodge at the wheel, it started to move up. The other SAAB GTs driven by Dillenberg/Iglehart and Valentine/McCarthy began to make their bids for recognition, and at 11:48

there were SAAB GTs in fifth, sixth, seventh and tenth places.

Nineteen minutes later, SAAB GT number 11, driven by Bob Holbert limped into the pit. It was discovered that the car had broken a piston ring! This was the darkest moment in three years of Lime Rock racing for SAAB.

At this point, with a little more than two hours of racing gone by, the Volvo, who was leading the field, averaged a speed of almost 64 mph in comparison with a little over 61 in last years classic at the same point.

At the end of the third hour, a Volvo was leading, with a Fiat Abarth close behind. A Volvo was third, with another Fiat Abarth behind him. SAAB GTs were in fifth, sixth and seventh spots, with two Volvos running eighth and ninth and a SAAB

CAR	DRIVERS	MILES COVERED	HOURLY POSITIONS							
			1	2	3	4	5	6	7	8
Fiat-Abarth	Callanan/Penske	501	3	3	2	2	2	2	1	1
Fiat-Abarth	Cuomo/Richards	487.5	4	6	4	4	3	3	2	2
Volvo	Christy/Cronkite	475.5	8	7	8	7	5	5	3	3
SAAB	Dillenberg/Iglehart	474	10	8	5	5	4	4	4	4
SAAB	Thompson/Dodge									
	Holbert/Audrey	456	23	12	6	6	8	6	5	5
SAAB	Cunningham/Lawrence	445.5	11	10	10	10	10	7	6	6
SAAB	Valentine/McCarthy	442.5	9	9	7	9	6	12	8	7
SAAB	Grossman/Constantine	439.5	14	14	11	11	9	10	9	8
NSU Prinz	Sanderson/Barber	433.5	19	16	14	14	13	9		9
Goggomobil	Wildner/Haynes	432	13	20	13	16	16	11	10	10
Ford Anglia	Diffenberfer/Wessels	432	18	19	18	15	14	13	12	11
Skoda	Porter/Baumberger	424.5	16	18	17	17	15	14	13	12
Lloyd	O'Brien/Reney/Carlson	420	25	23	20	18	20	15	14	13
Fiat-Abarth	Cuomo/Richards	418.5	34	33	30	28	26	21	17	14
Dyna Panhard	Hearst/Anderson	417	12	11	21	19	24	17	15	15
Volkswagen	Van Overloop/Wright	415.5	30	31	25	24	21	18	20	16
Goggomobil	Grier/Schacter/Delaney	406.5	20	21	15	21	19	20	19	17
Lloyd	O'Brien/Urso/Spross	405	26	24	22	22	22	16	18	18
Volvo	Shantz/Bennett	400.5	2	2	28	30	30	23	21	19
Lloyd	Carlson/O'Brien	400.5	28	26	23	23	23	19	20	20
Fiat 600	Weeks/Pettit/Voss	388.5	29	27	24	25	25	22	22	21
NSU Prinz	Saidel/Georgi	372	21	17	16	13	17	27	23	22
Fiat-Abarth	Cone/Waltman	363	22	32	29	29	27	24	26	23
DAF	Spagna/Moore	361.5	31	29	27	27	29	25	24	24
DAF	Hamberger/Cory	355.5	32	30	26	26	28	26	25	25
Triumph	Pulver/Ackerly/King	199.5	17	25	31	31	31	28	27	26