

# NATIONAL SPRINT CAR HALL of FAME & MUSEUM

## EARL B. GILMORE

In 1941, Earl B. Gilmore was awarded the famed Eddie Edenburn Trophy which compliments the individual who has made the greatest contribution to automobile racing during the year. It was awarded to the president of the Gilmore Oil Company as he had sponsored everything from dirt track racing in California to cars at the Indianapolis Motor Speedway, and straight-away runs on both Muroc Dry Lake and the Bonneville Salt Flats.

"Mr. Gilmore was the race drivers' outstanding friend for a great number of years, financing and encouraging not only automobile racing, but many endurance stock car runs," said T.E. "Pop" Myers, chairman of the award committee.

"The trophy honors the memory of the late Eddie Edenburn, who for a great many years gave unstintingly of his talents, patience and courage to the sport he loved best, automobile racing, and it is fitting that this award go to another such man who often defers his business interests to encourage the competition which both he and Eddie loved so well," declared Myers.

Mr. Gilmore was considered one of California's leading and outstanding sportsmen. He owned the Gilmore Stadium where midget races were run and which was also turned over to Loyola University for football. He was also president of the Hollywood Turf Club, one of the best horse race tracks in the country, and owner of Gilmore Field, home park of the Hollywood Baseball Club.

Mr. Gilmore's interest in sport and racing automobiles went back to the days of the Culver City Speedway when he financed several cars and drivers. In 1931 he was sponsoring cars at the old Ascot track and starting with 1932 and continuing through 1936 he gave his support to all big car racing held under official American Automobile Association (AAA)

sanction on the Pacific Coast. This covered races at Ascot, Mines Field, San Jose, Fresno, Pismo Beach, Bakersfield, San Diego, Oakland, Banning, El Centro and Phoenix. For several years he financed and sent cars from the West Coast for competition in the Indianapolis 500 mile race.



Earl B. Gilmore  
Bruce Craig Collection

Mr. Gilmore furnished fuel and financial assistance for many of the tests made on Muroc Dry Lake from 1932 to 1936. Included in these runs was the successful try for the 4-cylinder record by Wilbur Shaw in 1932 and surpassing of that record by H.W. "Stubby" Stubblefield in following

years, as well as the 24-hour stock car record runs made in successive years starting in 1933 by DeVaux, Auburn and Hudson.

At Daytona Beach, Florida, Mr. Gilmore sponsored the runs made by Hudson and gave support to Sir Malcolm Campbell. He supported Hudson 24-hour runs both in 1936 and 1937 on Bonneville Salt Flats in Utah, and in 1939 backed John Cobb, the English sportsman, who drove to a new world land speed record of 368 miles per hour in his Railton Red Lion. It represented the first time that an English car and driver using American fuel and oil with an American sportsman as a backer drove the fastest land-mile in history.

Again in 1940 Mr. Gilmore sponsored the 24-hour non-stop run by Ab Jenkins, the racing mayor of Salt Lake City, who established 21 new land speed and endurance records in his Gilmore-powered Mormon Meteor.

Starting in 1936 and continuing thereafter every January, Mr. Gilmore had sponsored the outstanding stock car mileage test in the world. First known as the Gilmore-Yosemite Run, and then with the change in course, as the Gilmore-Grand Canyon Run, this performance test brought together the cream of American motor-dom in an annual economy classic.

Earl B. Gilmore is survived by his grandson Henry L. Hilty. Henry is married to Diane and they have two sons.

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