

# Foreign Car Race

by A. J. B. CRUNDALL

**F**OR THE FIRST time on record in the history of California Open Track Racing, an all-foreign car event, sponsored by the Foreign Car Racing Association, was held at Carrell Speedway in Gardena, on July 24th. The 8000 fans present were also treated to another first in the form of a woman driver from England competing in a special match race against the second fastest male driver of the evening.

The events were run from a standing start and clockwise around the track (left to right). The competing cars were divided into three classes: "A," for large sports cars, "B," for small sports cars, and "C," for economy sedans. The small sports car made up the largest group and consisted of MG-TC's, including two supercharged models and one six-cylinder 1936 MG Magnette, unblown. The "A" Class included a two-litre (122.05 cu. in.) BMW, a Talbot Lago, a Hotchkiss, and a Jaguar SS-100. Class "C" consisted of Morris Minors, Simcas, Renault's Fiats, and an Austin.

Since there was no handicapping in the sprint races, it

**WHICH WAY?**—Kenneth Weems, in No. 10, fights for control of his car, while Vincent Smith spins to avoid possible crack-up.

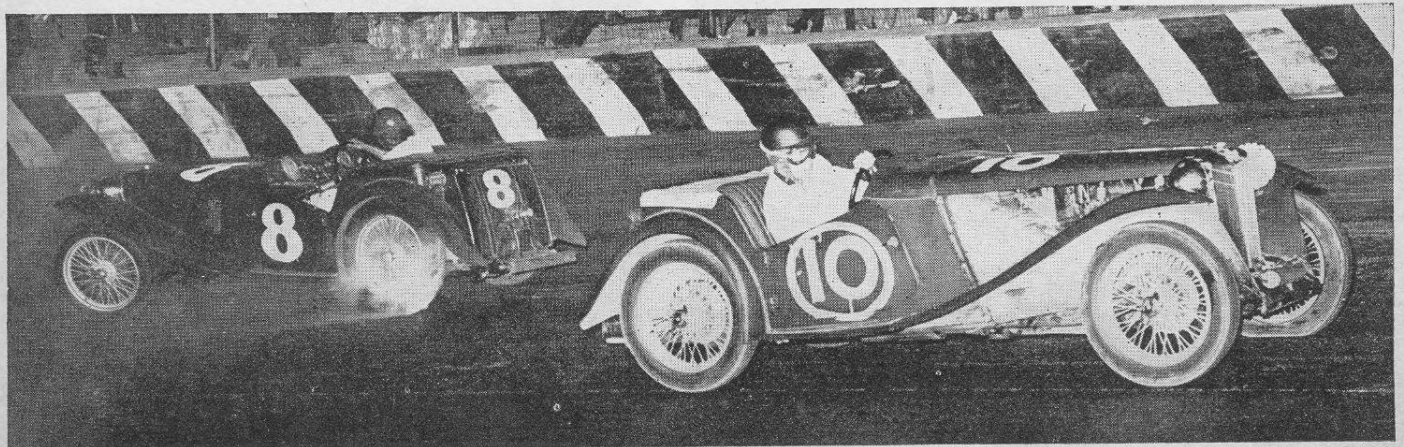
DAVE SMITH



**ENGLISH SPEED QUEEN**—Fay Tylour adjusts her helmet prior to a trial spin around the track in an MG-TC. Miss Tylour holds many records on midget and motorcycle tracks in England, Ireland, New Zealand, Australia, South Africa, Italy and India.

probably would have been fairer to put the two supercharged MG's in class "A" for larger sports cars. Better still, providing there had been a sufficient entry list, the classes could have been broken down by cubic inch capacity, such as follows: Class I—unblown to 1500 cc (91 cu. in.); Class II—blown to 1250 cc (76.25 cu. in.), unblown to two litres (122 cu. in.); class III, blown to two litres, un-

*(Continued on page twenty-seven)*



## FOREIGN CAR RACE

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blown limited.

In the event for class "A" cars, there was no attempt at handicapping, with the result that the eight-lap race developed into somewhat of a parade. Two sedans (a Hotchkiss and a Talbot Lago) competed in this classification. Winner was Donald Parkinson in the BMW, one of the outstanding cars on the track. Powered by a two-litre, three carburetor, six cylinder engine, the BMW is made under license by British Frazer-Nash. This car was the fastest car on the track, having turned :26.28 for one lap, or an average of approximately 68 mph.

The MG's handled exceptionally well for stock cars, with lap times fairly close to the midgets. The speeds turned by the MG's were also comparable to the average stock American car, which has an engine from three to four times the cubic inch capacity of the MG. The MG's superior performance on the half-mile paved track was probably due to its tight springing, high-g geared steering, low cg, close-ratio four-speed transmission, and high speed engines which develop 54.4 bhp at 5200 rpm.

In the "B" Class heat races, Phil Hill, in a blown MG, had an easy victory, whereas Chuck Glascock won the second heat race in an unblown MG.

The three-lap trophy dash was an interesting event, pitting together a blown MG, an unblown MG, the BMW and the Jaguar SS-100. It appeared that Phil Hill, in the blown MG, with a handicap of ten lengths over the BMW, would not stand a chance of holding his position; however, by skillful maneuvering he outlasted the other cars to win. A surprise third was Arnold Stubbs, in the unblown MG, over the Jag SS-100.

The race for economy sedans was somewhat of a disappointment to most of the race enthusiasts, being a race around the inner dirt track, with three rows of hay bales placed in staggered positions on the home straightaway. Jimmy Martin, in a Fiat, came in first, with Roger Barlow pushing his Morris Minor convertible to second place.

The special three-lap match race placed Fay Taylour, in the fastest blown MG, against Jack Early, in the second fastest MG. Early started on the pole position and was hard put to fight off the challenge of the British Isles speed queen. Fay has motorcycle, dirt track and road race records to her credit in England, Ireland, Australia, New Zealand, South Africa, India, and Italy.

The main event was limited to MG's,

the cars starting from handicap positions off their qualifying times and in inverted order. The first group of four were placed at the starting line, with the second group of four being in the southwest corner. Several lengths behind, another group of two were placed, while the southeast corner (a third of a lap from the finish line) was occupied by the two blown MG's.

The cars began from a standing start, and within a few laps it became apparent that it was merely a matter of time until the blown MG, driven by Phil Hill, would pull into the lead. Three laps from the end, Hill overtook Chuck Glascock, who started in the front line, and went on to win the race.

Most of the drivers showed remarkable skill considering that the majority were owner drivers and non-professionals. The cars were in no way hopped-up, but carried standard touring equipment, including stop lights which flashed on every time they took the turn. It appeared that most drivers were using standard fuel; however, odors emanating from some exhausts indicated that doped fuel was also being used.

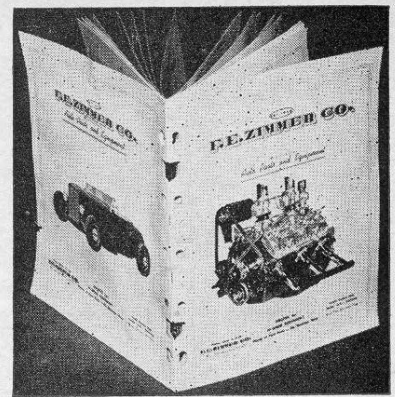
### CONVERSION FACTORS

*Note: In MOTOR TREND, the reader will be confronted from time to time with unusual terms and expressions. Insofar as possible, these terms will be explained as they are used. When the metric system is used, the corresponding unit in the linear system is given in parenthesis. However, to acquaint those readers who are unfamiliar with the relationship between these two systems, the following conversion factors and comparison table are given.—Editor.*

UNIT	MULTIPLIED BY	EQUALS
Cubic centimeter	0.0610	Cubic inch
Cubic inch	16.387	Cubic centimeter
Gallon (U.S.)	3.7854	Litre
Km/hour	0.6214	Mph
Litre	61.025	Cubic inch
Litre	1000.027	Cubic inch

KNOWN UNIT	CUBIC CENTIMETERS	CUBIC INCHES
1 Litre	1000.027	61.025
1½ Litres	1500.041	91.538
2 Litres	2000.054	122.05
2½ Litres	2500.068	152.563
3 Litres	3000.081	183.075
3½ Litres	3500.094	213.588
4 Litres	4000.108	244.100
4½ Litres	4500.122	274.613
750 cc		45.75
1250 cc		76.25
1950 cc		118.95

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