

# SOUTHPORT'S BIG EVENT

TOMMY SIMISTER (M.G. J. 4)

VIEWED from the Judges' Enclosure, there was a delightful consistency about Tommy Simister's driving in the 100 miles race at Southport.

Before completing the first lap, Simister had overtaken all the other 750 c.c. competitors—both blown and unblown—so that to win his class he had only to retain this lead. The M.G. started with a credit allowance of six laps; none of the back-markers could hold it on handicap as he lapped steadily at about 57 m.p.h., taking almost exactly two minutes for each lap.

After he had won the *Daily Despatch* hundred-guinea cup and the £50 which accompanies it, I found Tommy Simister very willing to chat about the race, but rather reluctant to accept any credit for his part therein.

"It's all due to the car," he protested, as we discussed sand cornering tactics in Simister's attractive-looking garage at Macclesfield. "There wasn't a single misfire all afternoon, and the water temperature didn't rise above 80. After the first lap, when we were doing 5,800 revs.—that's about 89 m.p.h.—along the straight, I began to feel very confident that my J.4 would do the trick. On one occasion we actually touched 6,400 revs.—but don't say anything about it to Abingdon, for there they don't approve of such speeds. Still, my experience proves that the J.4 will stand up to any amount of revving; within reason, of course.

"For this little car the 100 Mile Race is merely a pleasant Saturday afternoon's outing. After driving to Southport, doing the 50 laps of two miles, and returning to Macclesfield, I didn't feel in the least fatigued.

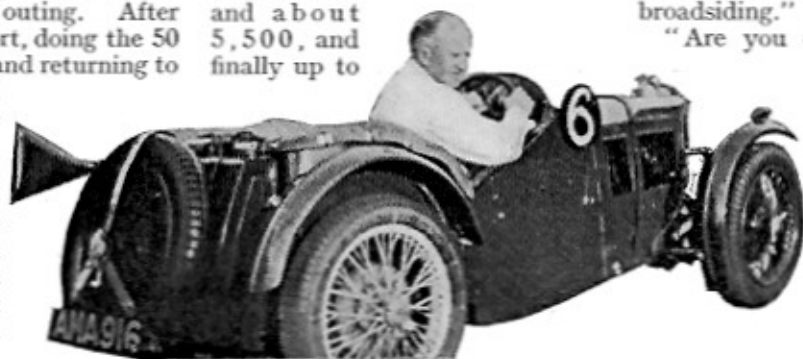
The M.G. and its driver combine to form a single, extremely efficient machine. Just as soon as you think of a thing, the M.G. has done it!"



BY OUR NORTHERN REPRESENTATIVE

"How did you manage to keep so steady at the turns?" I asked. "For some time I was on duty at the Southport end of the course, and I could not help thinking that your tactics saved you several seconds on every lap. Many of the competitors came to a complete standstill at the corners, but you kept moving all the time."

"Well, having ridden or driven at almost every meeting held by the Southport Club, perhaps I've learned a few tricks about sand. In this particular race I kept well to the left on approaching the turns, braking hard and changing to third about 100 yards or so before coming to the actual corner. I kept in third, and then as soon as the car had its nose round, I flicked the gear lever into first, revved to 5,000, changed to second and revved to 5,300, then to third and about 5,500, and finally up to



DECISIVE WINNER OF 100 MILES RACE

top and 5,800 revs. all the way to within 100 yards of the next corner. By keeping out to the left and then cutting sharp across, hugging the flags as soon as I round the bend, it is usually possible to avoid the badly cut-up sand which brings many competitors to a stop."

"You tuned the car personally, I suppose?"

"On the contrary; she was only delivered twelve days before the race. We did about 800 miles on the road, to run-in the engine; then we took everything down, and found that nothing beyond the ordinary cleaning and adjustment was required. After re-

assembly we hadn't time to do any testing or tuning. In fact, we didn't arrive at Southport on

the day of the race until 2.30 p.m.—and, as you know, the starter's flag fell at half-past three!"

"So the J.4 did you pretty well, then, Tommy?"

"I'm delighted with her. She went round the Southport sand course as if it had been a road."

"Did Jackson bother you, when he stuck in the sand and blocked part of the Southport turn?"

"Not in the slightest. I realised what had happened to his Sunbeam, and was able to keep to the inside and so corner without any loss of time."

"Had you any difficulty in avoiding other cars at the corner?"

"None whatever. I must give the J.4 credit for being an extremely easy vehicle to control, for several other cars were obviously skidding to a very dangerous extent; my only concern was to avoid having my car smothered with sand thrown up by their broadsiding."

"Are you entering for other events this year?"

"Most certainly—I really bought this J.4 for the Ulster T.T. and next week-end she'll be at Donington, where I've entered another M.G. as well—my favourite J.2."