

MSCC TECHNIQUES SPEED CHAMPIONSHIP

Venue: Aintree.

Date: 31st May 2025

It was reading about the exploits of my childhood heroes, Moss and Clark, that ignited my wish to one day drive in their tyre tracks. With 2025 marking 70 years since the first British GP at Aintree and 65 years since my father watched Moss win the Aintree 200, the allocated paddock for the 6 Morgans and 8 drivers, was to the side of the Sefton Straight and I imagined those who had previously raced by.

Whilst George Proudfoot is a regular South coast visitor (despite it being Julie's birthday!), James Walter had also travelled a long way North so that he could compete in a second sprint and therefore qualify for awards at the end of the season. True dedication.

In those 70 years the track has been relaid only once and it's condition is steadily deteriorating every year and giving Morgan drivers in particular, a very bumpy ride! However, this was the least of the Meredith's issues as father Mike opened the Morgan class and managed just 4 car lengths before the car failed to proceed. However, it was Chris Bailey and Simon Baines reconvening their supremacy battle and getting quickly into the groove and setting strong times.



The Meredith monster being pushed back from the start

Rapid intervention by "Morgan rescue" on the Meredith monster machine before practice 2 had a lost fuel pump supply voltage quickly diagnosed and using local knowhow, it was hotwired to allow son Tom to get in a first timed practice and a finishing line top speed of 123mph! An incredible showing in only his second year of competition and first visit to the Merseyside track. That top speed was exceeded when Mike later managed 126mph. Unfortunately, they had to retire during run 3 when the track surface took its toll again with a sheared rear shock absorber mounting bolt. Phil Cowpland having similar issues with the track condition had to tape his bonnet down after his catches managed to release on his penultimate run.

All drivers improved on their second practice runs by well over a second, apart from the duelling duo of Bailey and Baines who were slower. Competitive runs started before the lunch break and so time to put in a strong "banker". Everyone went faster, other than Mike, who was just 0.06s slower (yet still thundered over the line at 126mph), with Chris setting a personal best (PB) time at Aintree.

The lunch stop was shrouded in the rumour that Michele Bailey had not made any brownies! Fears were soon allayed as she produced a tin of gooey ginger flap jacks instead. The sugar

rush certainly hit the spot for Michele and Mike who posted their fastest times of the day (FTD), Michele's a significant PB too.



Michele on her way to a PB

Run 3 and nobody improved; perhaps it was the wind that had gained significant strength and was nearly head on for the full length of the Railway Straight. In true Liverpool Motor Club efficiency, we had a 4th competitive run with everyone, bar Michele, posting their FTD, taking over 0.6s off, apart from Chris who managed just 0.02 and improving his PB. James had managed to improve his time by the greatest margin, 4.5s, over his initial run.



James' lovely +4 improved significantly all day

In the end, it was the early protagonists who remained at the top with Chris, Simon and Phil taking the glass drinking vessel awards.

Cheers. Chris

Photos by Brian Lee