



A BRIEF HISTORY OF THE BRSCC

The origins of the BRSCC date back to just before the Second World War when a number of racing enthusiasts in Bristol used to race their own home built cars around a local very rough and ready circuit. They realised that participating in full-scale racing was prohibitively expensive so set out to provide a form of racing, which could be enjoyed on a small budget.

The CAPA organization, as it was called, is regarded as the true forerunner of the 500-cc movement. The members included Dick Caesar, Bickerton, David Fry, Walter Watkins, A.C.H. Harding, John Siddall, McCormick, Breyer and a few others, who became instrumental in the wide-scale adoption of a formula for half-litre racing cars.

The outbreak of the Second World War put a stop to the actual racing, but whenever two or more of the Bristol enthusiasts got together, the question of low cost racing was discussed.

It is thought that it was Dick Caesar who first suggested the idea of using motor cycle engines as the power plant for racing cars. His argument for this being that they were cheap to buy compared to the multi cylinder car units, would probably be the only type of power unit available after the war and on a bhp per litre basis were capable of being tuned for a far greater output than was possible with any but the most expensive racing-car engines.

The formation of the 500 Club grew directly from a meeting sponsored by the Bristol Aeroplane Co. Motor Sports Club on December 10, 1945, into the possibilities of 500cc racing. From this pioneer meeting there emerged the following suggestions, which formed the nucleus of the subsequent formula. Briefly, it was felt that engines should be limited to two cylinders, unsupercharged; no more than two gallons of fuel (preferably pump petrol) should be carried: this would tend to lower the cost of construction and would ensure pit stops during racing.

John Siddall, who was the secretary of the Bristol Aeroplane Co. Motor Sports Club, expressed his willingness to deal with all inquiries relating to 500cc cars, a fact which later pushed him straight into the position of secretary of the 500 Club.

The 500 Club was established at a special meeting on 21st August 1946 and made rapid progress in both developing the formula and organising the racing. After four years, it was felt that the name 500 Club was too restrictive and proposals were made to change the Club's name.

The first meeting of the Directors of The Half-Litre Car Club Limited was held at 10 Lower Grosvenor Place, London, SW1 on Monday 11th December 1950. It was reported that the Company had been duly incorporated and the Secretary produced the Certificate of Incorporation, dated 2nd November 1950, and a copy of the Memorandum and Articles of Association as requested.

Again, some four years were to pass before a change of name was deemed necessary especially with the changing and growing formula within the sport. On the 28th September 1954 the first committee meeting was held of the British Racing & Sports Car Club.

Since its formation in 1946 the BRSCC has had a reputation for constant innovation introducing such events as the Racing Car Show (today's Autosport Show), the Formula Ford Festival, 24 hour racing, the Tour of Britain, street racing (Birmingham Superprix) & race meetings abroad to the club motorsport competitor.

Now more than 65 years later, the Club continues to develop its activities for the benefit and enjoyment of drivers, officials, marshals & fans throughout the UK.