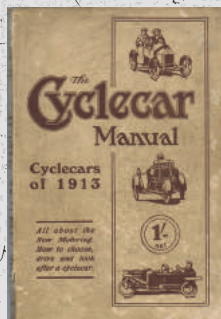


OVER 100 YEARS OF THE BRITISH AUTOMOBILE RACING CLUB

1912

First formed in 1912 as The Cyclecar Club, it catered for the growing number of people who could now afford to own their own relatively cheap motorised transport as, since the invention of the combustion engine, they were moving away from the horse drawn carriage.

A Cyclecar, which was produced from 1910, had a single-cylinder V-twin engine which was often used in motorcycles. Three or four wheeled, it was halfway between a motorcycle and the more expensive car and was fitted with a light weight body. With normally just enough room for a driver and one passenger, it was an extremely crude affair with limited protection from the weather. The transmission of the power to the wheels was either by a belt or chain drive.



Soon little cottage industries popped up everywhere and with the UK and France leading the way it soon became worldwide. At its peak there were around 200 companies in the UK with names like, the 'Castle Three', 'Humberette' and 'Lad' and nearly 100 in France with examples of the 'Tic Tac', Sphinx and 'Tom Pouce' going on sale. Buick in America of course went on to greater things.



The Cyclecar Club grew quickly and organised racing events at the already established Brooklands Circuit which had been open since 1907. Rallies and touring trials were also organised on the open road. But its domination was short lived and by the end of the First World War they were on the decline with a preference now towards larger engined cars.

1919

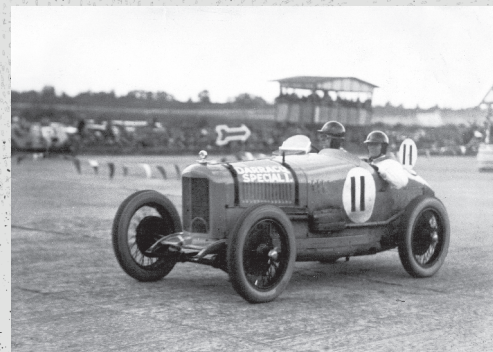
In 1919 the name of the Club was changed to The Junior Car Club (JCC) to reflect this change as Club members now owned Light Cars, defined as four seater's weighing less than 15cwt., or two-seater's weighing less than 13cwt. Both categories had an engine capacity limit of less than 1500cc (four stroke) or 1100cc (two stroke).



1921

Because of this very popular up-grade to the Light Car, the membership grew quickly. A secretary and key staff were appointed in 1921, while regional centres were formed in the North, South West, Yorkshire and North Wales. In the same year the JCC organised the first long-distance race in Britain. There was also a 200 Mile Race at Brooklands which was won by Henry Segrave in a Talbot-Darracq.

The "200" was run annually at Brooklands until 1928 and was the highlight of the JCC calendar.



1929

The 'Double Twelve Hour' race is introduced and becomes the highlight of the JCC Calendar.

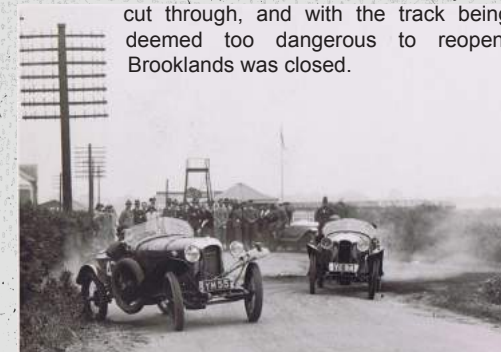


1932

A 1000 Mile Race was also organised at Brooklands and was won by Elsie Wisdom and Joan Richmond in a Riley. The JCC was one of the first clubs to allow women to compete against men.

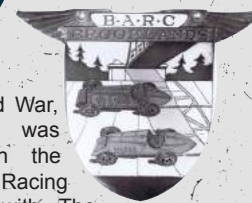
1932

Rallies were also organised, which included The British Rally to the United States and Canada which were held in 1936 and 1939. When World War II broke out in 1939, the racing stopped and the site was commandeered for production of military aircraft. Some of the track was damaged by enemy bombing and a new access road to the Hawker factory was cut through, and with the track being deemed too dangerous to reopen, Brooklands was closed.



1947

After the Second World War, the Junior Car Club was amalgamated with the Brooklands Automobile Racing Club. In conjunction with The Jersey Motorcycle and Light Car Club, the Jersey International Road Race is born.



1949



The new home for the newly named British Automobile Racing Club, was Goodwood circuit on the outskirts of Chichester in West Sussex. Easter Monday International Races often featured a Formula One race.



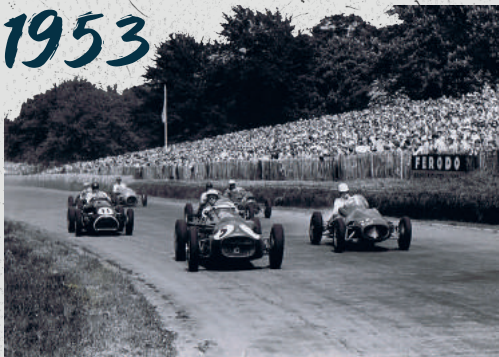


1952

A nine-hour sports car race is run, the first after-dark racing ever organised in Britain. They run again in 1953 and 1959.



1953



Due to the circuit being taken over by the Ministry of Defence during the Second World War, the well-established Crystal Palace Circuit wasn't reopened until 1953 but the BARC was there to help.



1954

In 1954 the 3 mile Aintree Motor Racing Circuit was opened. Built within the Aintree Race Course, it utilised the same grandstands as the horse racing track. The following year it hosted the British Grand Prix and it was to run at Aintree again in 1957, 1959, 1961 and 1962; the BARC was the organiser.



The BARC continued to organise the British Grand Prix at Aintree. The 1955 race sees Stirling Moss' first ever World Championship Grand Prix win. The BARC continue to run the Grand Prix at Aintree in 1957, 1959, 1961 and 1962.

The RAC's Classic Tourist Trophy sports car race is revived by the BARC at Goodwood.

1958



1962

Harewood Hillclimb is built and opened at Stockton Farm near Leeds by the Yorkshire Centre.



1966

Goodwood was the venue of many important BARC promotions, with at least one International fixture each year until the circuit was closed on public safety grounds in August 1966.



Goodwood's closure was serious; the BARC had no "home". The 1967 Easter Monday International was switched temporarily to Silverstone, while its new circuit, Thruxton, was transformed from a bleak wartime airfield into a permanent motor racing facility.

1967



1968

BARC took on Thruxton Circuit in Hampshire. Major meetings were held each year including the Easter Monday Formula 2 Race, counting towards the European Championship until its demise in 1984. There were also major races for the British Formula 1 Championship, British Formula 3 Championship and Saloon Car Championship.



Gurston Down Hillclimb, near Salisbury in Wiltshire, also held its first ever event this year after months of planning and preparation.

1974 Thruxton becomes BARC's headquarters, with purpose built offices constructed under the grandstands.



On the social side, the BARC organised its first Beaujolais Challenge in 1981. This very popular fun motoring event, which ran every year up to 1997, started at Lacenas in France on dates which coincided with the annual release of the Beaujolais Nouveau and raised a considerable amount of money for charity.

1981



1984

The new pits and control tower at Thruxton Circuit are opened by BARC Chairman Michael Grove in his Jaguar XJ120 with passenger BARC Vice-Chairman Peter Griffin on the 8th July.



1986

A round of the new Formula 3000 Championship, successor to Formula 2, is run at Thruxton but not thereafter due to its financial structure.

The BARC was instrumental in the introduction of several important new formulae. Formula Vauxhall Lotus in 1988, Formula Renault in 1989, and Formula BMW in 2004. There is a similar story with Saloon cars, including the Renault Clio Championship and the SEAT Championship.

1988



1990 Yet another milestone in the Club's history came in 1990, when BARC signed a 50 year lease on Pembrey Circuit in South Wales. During the following two years race administration buildings and a restaurant were erected.



1992

Sees the first visit of the British Formula 3 and British Touring Car Championships to Pembrey Circuit, 1992 also marked the BARC's 80th anniversary, with the celebrations being marked with a Ball at Goodwood House in October.



1993

The unofficial lap record of Thruxton is set by Damon Hill in a Williams Renault Formula One car. It is 0:57.60 secs.



1993

In June 1993, following an idea from BARC Council member Ian Bax, a hillclimb event called the Festival of Speed for cars and motorcycles of different eras, was held at Goodwood House, the home of the BARC president, The Earl of March. The following year the Goodwood Festival of Speed celebrated 100 years of motorsport. The now annual event has grown into what is described by the press as the premier event in the Historic motorsport world calendar. Cars are flown in from around the world to be driven by stars such as Moss, Surtees, Gonzales and current Grand Prix and GT drivers.



1995



In July 1995 at Donington, the BARC organised the first ever UK round of the FIA International Touring Car series. With the main race organisers in Germany and support races coming from Italy (Maserati) and France (Eurocup Renault Clio) this was a truly international event that called for immense planning and organisation.



August 1995 saw the Club organising the BBC Top Gear World Electric Challenge featuring a round of the FIA Electro-Solar Cup 1995 – the first ever race meeting for electrically-powered vehicles run under FIA rules in the UK.

1998

Following the death of Ian Taylor at Spa in Belgium, the BARC purchased the Ian Taylor Motor Racing School in 1998 (now trading as Thruxton Motorsport Centre) and have developed this school into a first class driving experience centre. It still offers drives in both exciting and exotic machinery such as Formula Renault Single seat racing cars, Porsches, Ferraris and Lamborghini super cars.

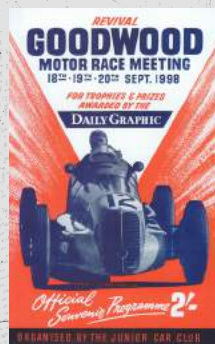


A purpose-built Kart centre and Four-Wheel Drive facility have also been added to the Thruxton Motorsport Centre's portfolio.



Goodwood Revival

In the autumn of 1998, motor racing returned to Goodwood for the first time since its closure in 1966. Known as the Goodwood Revival, the event, organised by the BARC, has since become one of the biggest historic motorsport events in the world and the only one to be staged entirely in period dress. Taking place over three days, it involves static and air displays with events on the original circuit from racing cars built between 1948 – 1966; with grids often worth millions of pounds.



2001



Thruxton is modernised with the removal of the old pedestrian bridge and a new tunnel under the track is constructed.

2004

BARC introduces Formula BMW. It was a support Championship to most Grand Prix in Europe.



2005

The BARC purchases Mallory Park (Motorsport) Ltd., the company which arranged motorsport at the Mallory Park circuit. BARC were also able to purchase the TOCA Company who operates the British Touring Car Championship, thereby adding another prestige Championship to its portfolio.



2006

BARC invested in the purchase of Croft Circuit, Nr. Darlington, North Yorkshire. Croft PromoSport Ltd was previously owned by the Croft Estate and so it took over all motorsport activities at the circuit.



2009

The BARC was asked to organise and marshal the seventeenth round of the Formula One Championship At Abu Dhabi between October 30th - November 1st. Officially entitled the 2009 Formula 1 Etihad Airways Abu Dhabi Grand Prix, it was their inaugural F1 race and the sports first ever 'day to night' race.



In the end the BARC flew-out 350 marshals and officials for the event which went without a hitch. Although the race was won by Sebastian Vettel in the Red Bull-Renault, Jenson Button in the Brawn Mercedes had already won the World Championship the race before in Brazil, for which he deservingly won the BARC Gold Medal.

2001

BARC acquires the British Hillclimb and Leaders Championships for 2012.



2012

The BARC celebrates its centenary this year with special edition Club magazines and a 100 Years of the British automobile Racing Club book.



2015

For 2015 and beyond, The BARC was awarded the organising rights to the MSA British Rallycross Championship and the prestigious end of season British Rallycross GP which lead to a new Rallycross circuit and some track changes at Pembrey.



At the same time a state-of-the-art purpose built skid-pan was opened at Thruxton, complementing the other great driving experiences already on offer.



2016

The BARC is awarded the organising rights to the British round of the World Rallycross Championship at Lydden Hill in 2016 and the Mighty Minis Championship joins.



2017



In 2017 the BARC continues to spread its wings. Four championships join; Two brand new, the Renault UK Clio Cup Junior Championship and the UKV8s. The others, joining the Classic Saloon Car Championships was the Honda V-Tec Challenge and the Smart 4Two Cup.

The BARC was also awarded the managing of the prestigious FIA World Endurance Championship at Silverstone as well as continuing to organise the British round of the World Rallycross Championship which had moved from Lydden Hill also to Silverstone and its brand new Rallycross circuit.

2018



After building work had started in the later part of the previous year, 2018 saw the opening of the futuristic Thruxton Centre at Thruxton's '50th Anniversary' race meeting held on 3rd June. The centre mainly designed for corporate hire to accommodate many of the car manufacturers; was built with a 100 seat restaurant and several seminar rooms. This very impressive building continues to show the continuing investment within BARC businesses.



The ribbon was cut by ex F1 Commentator Murray Walker OBE and former Formula One World Champion and the CART Indy Car World Series champion Nigel Mansell CBE.

