



British Automobile Racing Club  
Thruxton Circuit  
Andover  
Hampshire SP11 8PN

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## Notice of Annual General Meeting

The Annual General Meeting (AGM) of the British Automobile Racing Club will be held in the Thruxton Centre, Thruxton Circuit, Andover, Hampshire SP11 8PN on Wednesday 25<sup>th</sup> June 2025 at 7pm.

### The agenda for the meeting is as follows:

1. Welcome
2. Receive the report of the Council
3. To consider and if thought fit to pass the following resolutions:
  - To receive and agree the accounts of the Club for the year ended 31 December 2024
  - To re-appoint Moore (South) LLP as auditors and to fix their remuneration
  - To elect His Grace The Duke of Richmond and Gordon as President
  - To elect Mr John Holroyd and Mr Dennis Carter as Vice Presidents
  - To elect as Honorary Treasurer Mr Peter Chubb
  - To elect as Honorary Legal Advisor Mr Tony Scott Andrews
  - To elect the Council Members
  - To receive the reports from the Centres

#### Council members retiring by rotation

**Mark Carter**  
**Rhodri Jenkins**  
**Nicholas Pearce**  
**Dorothy Uwota**

#### Additional nominations

**Alan Hyde**  
**Dr Paul Trafford**

As there are 6 candidates for 5 places, a vote will be necessary at the AGM on Wednesday 25<sup>th</sup> June 2025.

Please note that:

- A member is entitled to appoint another person as his or her proxy who may carry out such member's right to attend the meeting, to speak and to vote.
- The form of proxy notice is available from the company's registered office upon request or on the BARC website. Upon completion the form must be delivered to the registered office by post or email not less than 48 hours prior to the start of the AGM.

At the conclusion of the AGM, time permitting, there will be an opportunity for members to raise questions on matters of interest to them should they so wish.

Council Meeting Attendances 26 June 2024 – 30 April 2025 (4 meetings)

Tony Scott Andrews	4/4	
Martin Hunt	3/4	
Peter Chubb	4/4	(1 via zoom)
Jim Baynam	3/4	
Mark Carter	3/4	
Bruce Grant-Braham	3/4	(1 via zoom)
Peter Hammock	2/2	
Rhodri Jenkins	3/4	(2 via zoom)
Nicholas Pearce	3/4	(1 via zoom)
Jeremy Smith	3/4	(3 via zoom)
Tim Wilson	4/4	(2 via zoom)
Clive Wood	3/4	(1 via zoom)
Dorothy Uwota	4/4	(1 via zoom)



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## **2024 Chairman's Report**

IN GENERAL TERMS, the year turned out to be rather better than had been feared; although the environment was, as expected, certainly more challenging than the previous year.

One contributory factor was the continued increase in costs across the board, largely driven by the minimum wage increases that hit both BARC's own outgoings but also resulted in higher prices from most suppliers. These factors proved difficult for our customers too, be they teams or championships, and the resultant impact on everyone's operations was felt through the industry.

The appalling weather that prevailed throughout the first five months of the year also affected all of the venues, but Pembrey was hit particularly badly with flooding.

Notwithstanding these difficulties, however, BARC has proved remarkably resilient to these adverse market forces as you will see from the club's year end accounts.

COMPETITIONS, the Club's raison d'etre:

The Competitions Department produced a full year of racing with no less than 22 BARC events, including the three operated by the ever-effective North West Centre and, of course, the three prestigious events at Goodwood. These events were held at most UK circuits as well as a trip to Zandvoort and, even excluding the Goodwood events, involved over 1500 competitors and a similar number of volunteers.

And then there are all the events at the Club's two Hill-Climb venues, Gurston Down and Harewood Hill, the very successful British Hill Climb Championship managed by Mrs Jackie Wilson and the ultimate in British circuit racing, the British Touring Car Championship. Although race championships and series come and go over time, the BARC is fortunate to be involved in such a fascinating variety of competitions.

PEMBREY, with just the one round of the British Truck Racing Championship in the year, in addition to all the car and bike track days it provides, had a very successful year. The inaugural Welsh Motorsport and Supercar Festival in September was a huge success, attracting almost 6,000 visitors for the one-day show that featured lots of cars and motorsport demos, but no actual racing. The event will be repeated in 2025 with plans to make it even bigger and better.

## CROFT

Our most northerly venue did not have an easy year as, like both Thruxton and Pembrey, it saw a reduction in the amount of testing undertaken by teams. Croft's situation was made worse by the absence of Formula 4 from its BTCC round which meant that no teams tested at all this year.

In addition to extensive work to maintain and enhance the existing race control building, the new restaurant facility, now officially named Hangar 50, was opened and successfully used to host various corporate events. Croft also held its first Coffee Morning in October, selling out in just 24 hours, with nearly 300 eager participants signing up to the event. Another event to be repeated.

## THRUXTON

Spectator numbers at Thruxton's major events continued to increase year on year. After years of uncertainty, we have, in our new landlord, a real enthusiast who races a number of his own historic race cars and who is committed to making Thruxton fabulous as an airfield, an industrial estate and as a premium race circuit. This has resulted in major changes to how we operate the site, with a new workshop hangar and secure storage compound having been made available for our maintenance activities. There are plans to enlarge the existing Thruxton Centre next year such that all the staff can be accommodated there rather than in the current offices under the grandstand.

## DRIVING EXPERIENCES

The new team leading the Thruxton Kart Centre have done a wonderful job in the past year, achieving record revenues and introducing various new initiatives including children's parties, in-house catering, and have established their own championships.

Thruxton's driving experiences added a Lamborghini to the fleet and after 15 years the fleet of Porsche Cayman are to be replaced by ten Alpine A110s. The driving experience operation expanded to Croft with the supercars for a couple of dates, with more planned for 2025. The skid pan continues to produce results and the 4x4 off-road experience adds to the corporate package.

The Club's Centres continue to add to the Club's offering.

## THE SOUTH WEST CENTRE

The marshals, officials and committee members comprise a team that has delivered a successful season at Gurston Down despite having a waterlogged venue early in the year. Entry fees were retained at the same level as the previous year which resulted in a record number of entries while School attendance showed a 10% increase. Improvements have been made to the runoff areas, there is an upgraded radio system and the acquisition of a dedicated course car and a 4x4 response car.

## NORTH WEST CENTRE

The North West Centre was forced to abandon its first planned event in April as a result of the weather, which led to a late start to the season at Oulton Park in July, but recovered to host one race meeting at Anglesey in September and another at Oulton Park in October. The CNC Heads entry was strong throughout the season.

#### WALES CENTRE

The season commenced with a marshals training day, which was impactful and insightful. The year followed the same format as 2023, running two sprints, although competitor numbers did not reach their target, despite the best efforts of the committee to encourage participation. This did, however, mean that an additional run could be offered to competitors, which was well received.

#### MIDLANDS CENTRE

Overall, the activities of BARC Midlands Rescue and the BARC Speed Championship generated a positive financial return for the Centre. The 2024 season commenced with a sprint event at Cadwell Park in March followed by MotoFest Coventry in June which was marked by a serious crash, the reporting of which went around the world and caused considerable additional administrative work. Heveningham Horsepower Hill again proved to be both a popular event as was the final event of the year, the Snetterton 100 Sprint on the August Bank Holiday weekend.

#### YORKSHIRE CENTRE

Harewood Hill had set out to run a normal calendar of events, but had to postpone the start of the season due to the rainfall and ground conditions, preventing a build-up of events in the run up to the British Championship's visit, but despite this it went well, as did the rest of the season. All twelve hill climbs were well supported, achieving close to the maximum number of competitors and the Harewood Academy had such a good year that an additional day had to be arranged. Harewood was also pleased to host the BWRDC, and will do so again in 2025, to try to encourage female competitors into the sport. Among improvements made to the circuit were new barriers on the Thomson Straight and new timing displays for spectators and driver information.

In conclusion, we thought that 2024 might prove to be a challenging year and indeed it was, but everyone at BARC and all those who give of their time, energy and expertise, made it all so much better than predicted.

As Chairman, I would like on behalf of all our Council members to say "thank you" to all those who made it happen.

Tony Scott Andrews  
May 2025

**BRITISH AUTOMOBILE RACING CLUB LIMITED**  
**COMPANY LIMITED BY GUARANTEE**  
**FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 31 DECEMBER 2024**

**BRITISH AUTOMOBILE RACING CLUB LIMITED**  
**COMPANY LIMITED BY GUARANTEE**  
**GROUP INCOME STATEMENT**

**FOR THE YEAR ENDED 31 DECEMBER 2024**

	<b>2024</b>	<b>2023</b>
	<b>£</b>	<b>£</b>
<b>Turnover</b>	16,233,339	15,533,385
Cost of sales	(9,407,092)	(8,987,841)
<b>Gross profit</b>	6,826,247	6,545,544
Administrative expenses	(6,150,820)	(5,679,390)
Other operating income	-	4,142
<b>Operating profit</b>	675,427	870,296
Interest receivable and similar income	77,153	38,224
Interest payable and similar expenses	(25,581)	(35,074)
Amounts written off investments	50,332	28,463
Fair value gains and losses on investment properties	426,100	-
<b>Profit before taxation</b>	1,203,431	901,909
Tax on profit	(347,924)	(200,357)
<b>Profit for the financial year</b>	855,507	701,552
Profit for the financial year is attributable to:		
- Owners of the parent company	739,270	706,894
- Non-controlling interests	116,237	(5,342)
	855,507	701,552

**BRITISH AUTOMOBILE RACING CLUB LIMITED**  
**COMPANY LIMITED BY GUARANTEE**  
**GROUP STATEMENT OF FINANCIAL POSITION**

**AS AT 31 DECEMBER 2024**

	<b>2024</b>		<b>2023</b>	
	£	£	£	£
<b>Fixed assets</b>				
Tangible assets		4,738,058		4,714,569
Investment property		725,000		-
Investments		555,410		525,715
		<u>6,018,468</u>		<u>5,240,284</u>
<b>Current assets</b>				
Stocks	81,460		83,822	
Debtors	875,931		650,653	
Cash at bank and in hand	2,041,789		1,991,926	
	<u>2,999,180</u>		<u>2,726,401</u>	
<b>Creditors: amounts falling due within one year</b>	<u>(2,628,439)</u>		<u>(2,438,749)</u>	
<b>Net current assets</b>		<u>370,741</u>		<u>287,652</u>
<b>Total assets less current liabilities</b>		6,389,209		5,527,936
<b>Creditors: amounts falling due after more than one year</b>		(479,897)		(599,605)
<b>Provisions for liabilities</b>				
Deferred tax liability	414,306		288,832	
	<u>414,306</u>	<u>(414,306)</u>	<u>288,832</u>	<u>(288,832)</u>
<b>Net assets</b>		<u>5,495,006</u>		<u>4,639,499</u>
<b>Capital and reserves</b>				
Called up share capital		-		-
Profit and loss reserves		5,135,080		4,395,810
Equity attributable to owners of the parent company		<u>5,135,080</u>		<u>4,395,810</u>
Non-controlling interests		359,926		243,689
		<u>5,495,006</u>		<u>4,639,499</u>





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**A full set of the British Automobile Racing Club Limited Group Consolidated Accounts are available to Members upon request from Head Office, Thruxton.**

## **BARC Council elections – Candidate Profiles**

### **Mark Carter**

I have served as a director of BARC since 2016, have raced in BARC Championships for 8 full seasons, and for 2 years worked as an instructor at Thruxton. I have also served as a director of Caterham Graduates Racing Club as their Treasurer and Competitions Director, hence I believe that I have a good understanding of club racing, and a good knowledge of the 3 circuits operated by BARC.

My interests have been in the improving facilities at BARC operated circuits for competitors, marshals and spectators, particularly those with disabilities, and in increasing the breadth of championships run by BARC. Most recently, I have compiled a Business Plan for the short- and long-term future of the Club, which I am keen to develop.

### **Alan Hyde**

58 years old. A highly experienced broadcast professional with over 35 years of expertise in broadcast, audio and music production, and motorsports commentator and presenter for radio, live events, and television.

Member of the BARC since 1994. I used to come along to race meetings with my A Level English teacher, Tony Coales, to produce lap charts when he was commentating at BARC meetings. An opportunity arose at Thruxton to work with Tony as the podium interviewer on Sunday May 3rd 1993, and further meetings were then offered after this debut. At the time I was working in radio and I hoped that would help, as I was used to speaking into a microphone. I was soon doing this at BTCC meetings for the support races, and was then invited to be part of the radio team at the British Grand Prix in 1995.

I worked for Radio Le Mans until 2007, A1GP, Wales Rally GB as the podium presenter, DTM with BMW, Moto GP at Silverstone, and many other meetings along the way.

I always felt a link with Thruxton more than any other circuit, as this was where my motorsport journey began. I moved to Hampshire from Kent in 2018, and being close to Thruxton and therefore becoming my “home circuit” was significant in my decision to move to Andover. Thruxton literally changed my life – I went from the music business to the motorsport broadcasting business, and have a lot to thank Thruxton and BARC for.

### **Rhodri Jenkins**

Rhodri Jenkins, 68, hails from Swansea and has served on Council for 11 years. He has a lifelong passion for cars and motorsport. He started racing in the 1990s as a direct result of the BARC Pembrey Performance Driving School. He came along to a school course, loved it and immediately signed up for the next one! After three such visits he bought a Rover 216Gti and started racing himself. He subsequently won the Welsh Sports and Saloon Championship outright in 2003 and 2004. The wheel turned full circle in 2005 when Rhodri became an ARDS instructor at Pembrey, a role which he actively continues today. Rhodri is married to Barbara and they have 2 daughters Louise and Vicki.

**Nicholas Pearce**

Nicholas is 69 years old, married, and lives in Leominster, Herefordshire. He is retired. Nicholas races in the UK, and Europe in One Litre F3 in a 1964 Mallock.

He used to race in Formula Ford 2000, Sports 2000 and various other categories. He instructed for a number of years at Thruxton Motorsport Centre and was elected to the BARC council in 2001.

Nicholas has also served on the Sporting Development Committee and the Marshals Group and was the Treasurer for the South East Centre for a number of years.

**Dr Paul Trafford**

I have been involved in motorsport since 1984 when I first attended Oulton Park in Cheshire as a young doctor. I tried flag marshalling but found it one of the most stressful things I had done!

After a short time, I became Chief Medical Officer at Oulton and joined BARC and became a BARC NW committee member for a couple of years and have been a BARC member since.

I had a go at Sprinting, but came to the conclusion I was better at being a doctor and thankfully that's allowed me to be involved in club racing, karting, and major championships including the WRC, A1GP, F1, Le Mans, and the BTCC. Everywhere in the world there is one common factor, the marshals and officials who give their time and are dedicated to the sport.

I became involved with Motorsport UK as their Chief Medical Officer and subsequently various committees looking at volunteer welfare, training, safety and running events. Training is extremely important, especially when things go wrong, and if elected I would hope to make this a priority for BARC and support the club and its members at all levels.

**Dorothy Uwota**

I have been a member of the BARC for 23 years. I am currently a member of BARC Council, Volunteer Officials Group and the National Training Team.

In the marshalling world, I have risen through the ranks to become a Grade 3 Post Chief and Marshal Assessor (Off Track) which has enabled me to marshal at most circuits around the country and abroad.

I am also a National Clerk of the Course for both Race and Speed and an Assistant Clerk of the Course (RallyX), MSUK Trainer, Mentor & Safeguarding Officer.