

Notes from BTRA Committee meeting – Thruxton, June 4th.

* All members are requested to try and pay their race-by-race fees **in advance** to Cath Collett. This will help to cut down on administration – and would reduce the need to hassle you during actual race meetings!

TruckSport again attended to discuss forthcoming events:

Nogaro (F) – June 24/25. The French event will feature four non-championship races for British drivers. Steve Powell indicated that the Travel money being offered has been increased and it's hoped that a good number of British drivers will attend. For further info. Take a look at www.btrc.co

Donington – July 22/23. The 'Convoy in the Park' looks set to be a big event – expected to attract a very large audience with considerable industry support and major promotion.

Teams who need any additional paddock space are reminded they should liase with TruckSport to ensure they can be accommodated.

TruckSport are also running the 'demo' event at **Lydden Hill (August 5/6)** – which will provide the opportunity to sell passenger rides to sponsors etc.

Steve Horne has announced he is running a new Truxx Factor event – at **Rockingham (September 30 / October 1)** – which will feature Showtrucks on on-track activities for the racers!

Terry Cox will be issuing a reminder note to all BTRA race teams – regarding the requirements for the **Nurburgring** event (**June 30/ July 1 /2**).

It should be noted that there are four Mittelrhein Cup races (which score towards the BTRA British Truck Racing Championship) – one on the Friday, two on Saturday and one on Sunday.

The 2017 BTRA Dinner/Dance is provisionally scheduled for 18th or 25th November. More details to follow.

The Committee was further discussion about **smoke**. General opinion was that the situation at Thruxton on the Saturday had improved, although this is partly due to the different nature of the circuit.

Judges of Fact had again been appointed and would be monitoring the situation closely.

Although the BARC had indicated that **Raceceivers** would be tested again during the Thruxton event there was again no base station for this event. Chairman of the BTRA to liase further on this matter.

Driving Standards and discipline were again discussed. Some improvement at Pembrey – but there were still some incidents that gave concern 9and again at Thruxton!)

The Driver Briefings had improved.

Press and publicity: editorial features had appeared post-event following Pembrey in both *Truck & Driver* and *Commercial Motor*, also featuring dates of forthcoming events.

A number of racetrucks had appeared at recent shows/exhibitions (Commercial Motor Show / Touring car event etc.) creating positive publicity and increased public interest – and Simon Reid’s Iveco was going straight from Thruxton to the PlantWorx 2017 show at Bruntingthorpe.

Notes from BTRA Committee meeting – Pembrey, April 22

TruckSport members made a short presentation at the start of the member to cover forthcoming events:

Nogaro (F) – June 24/25. The French event will feature four non-championship races for British drivers. Good travel money is being offered and teams may consider it a good trip to make on their way to Nurburgring, which takes place the following weekend. For further info. Take a look at www.btrc.co

Donington – July 22/23. The ‘Convoy in the Park’ meeting look set to be a major event with considerable industry support and major promotion through *Truck & Driver* and *Commercial Motor*.

As with all UK meetings, it is important that we get an early indication of the number of teams that intend to compete – in order to adjust the programme of races to suit.

TruckSport are also involved with a ‘demo’ event at **Lydden Hill (August 5/6)** – which will provide the opportunity to sell passenger rides to sponsors etc.

The Committee had a lengthy discussion about the **smoke** situation.

In order to maintain better control and more consistent enforcement of the regulations extra Judges of Fact were appointed for the Sunday at Pembrey.

The BARC are still keen to introduce **Race Receivers** to the BTRA Championship. The system will be tested again during the Thruxton event.

There needs to be further discussion about the **Paddock** layout as various teams had mixed experiences on this subject.

Driving Standards and discipline were again the subject of much discussion. There had been some improvement at Brands Hatch – but it was generally felt that much stronger Driver Briefings were required.

Starting Procedure – with a much wider spacing of the grid – appeared to have been successful at Brands Hatch, although some felt that this again needed further attention in the Driver Briefing.

Press and publicity: editorial features had appeared post-event following Brands Hatch (and Pembrey) in both *Truck & Driver* and *Commercial Motor* – and in all cases had also featured dates and details of forthcoming events.

There had been some problems with the website ‘crashing’ in the days immediately before Brands Hatch but the ‘new look’ site was now up-and-running.