

## **BTRA Committee Meeting at Days Inn Warwick Services on 15<sup>th</sup> May 2018.**

Present

Steve Horne, Cath Collett, Adam Bint, Ray Coleman, David Jenkins, Paul Garrett, Paul McCumisky, Matt Summerfield, Terry Cox (reporting).

Apologise None.

**1) Agree Minutes of Last BTRA Committee Meeting at Days Inn Warwick on 21<sup>st</sup> March 2018.** Agreed

**2) Matters Arising From Last Minutes**

2.1. Jon Reeves email to alter draft minutes of 21/3/18 after discussion it was agreed not to alter minute

2.2. It was agreed that TC and Bob Lentell would update the BTRA club rules ASAP.

**3) Treasures Report**

3.1. CC gave current financial state of BTRA which is a little up on this time last year. With no outstanding debts to club.

3.2. Trophies for Germany were discussed and it was agreed that SH would discuss with Glen Horncastle.

**4) B.A.R.C. Update and Sponsorship**

4.1. SH informed meeting that both Drew Furlong and Glen Horncastle were available by telephone if required.

4.2. A discussion took place on the situation with the MAN sponsorship and the meeting was informed by SH that this was not going ahead after MAN had had pressure put on them not to go ahead with the sponsorship deal with BARC

4.3. SH informed the meeting that there was a new sponsorship deal being put in place with DVV Media International a publishing organisation. They will be obtaining the sponsorships and taking a percentage of the funding. They will also help to promote the Championship in general through their titles Commercial Motor and Truck & Driver.

4.4. Steve Horne to run show trucks at Thrupton event. Truck Sport Promotions to run the show trucks at Donington Event.

4.5. A discussion took place on the TSP deal with Goodyear Tyres which was announced as a 3 year deal of which there was one year left, a concern was expressed as to the current status of the deal in view of the changes to current BTRA tyre regulations.

4.6. Concern was also expressed that not sponsorship for both on-board camera and racecars by the championship manager. It was agreed that a bulletin be issued to all competitor in the championship that they must have working cameras on board and a

working racecars , also the committee agreed that it is difficult to have consistency when racecars were not available at several events.

## **5) Sporting and Technical Regulations**

5.1. Several items in the current sporting regulations are not acceptable to several members of the committee in particular the regulations relating to restart and fines need to be examined. DJ to action discussions with BARC on this subject.

5.2. On technical regulation an in depth discussion took place as to the best way forward to have a class 2 eligibility regulation that was police able and robust. Several options were discussed and it was felt the current regulations are not effective enough in differentiating between class 1 and class 2 trucks. Finally after much discussion it was agreed to reintroduce the maximum power output, as measured at rear wheels, of 850 bhp. It was agreed that this output would be checked on chassis dynamometer. DJ to investigate suitable dynamometer to handle the power output, TC to draw up draft regulation and test procedure. This power test would require testing prior to its introduction to make sure the regulation was robust. Cost of dynamometer was suggested at £120/hour. The teams would be informed via bulletin. It was also felt the proposed Class 2 regulation meeting organised by GH should be cancelled, action SH, as the Committee think the best way forward would be to deal with the two class 2 reps in regard to changes to the technical regulations.

5.3. TC/PG to proceed in issuing vehicle passports.

5.4. The issue of the alloy rear wheel rim failure at Pembrey was discussed and TC/PG reported that the rim was a non-approved rim that was fitted to this truck in error by the team and it was agreed that a bulletin be issued reminding teams of the regulations.

## **6. Championship and Non Championship Events.**

6.1. Germany, it would appear that 11 Dutch drivers wish to race in there and our teams need reminding to get their entries in quickly, ADAC will only be accepting 36 entries and will only allow 30 to actually race from qualifying of 36 trucks. PG to issue note on the safety requirements for the German event. Tyre for this event at present only Goodyear tyre can be run, TC to ask if BTRA approved tyres can be run at this event. A confirmation of race licence require for this event to be confirmed by SH/TC

6.2. Lidden truck festival, non-race event, will take place 18 & 19 Aug. BARC involved in event.

6.3. Zolder event 15 & 16 Sept. British teams invited. Le Mans 29 Sept limited spaces for British trucks.

6.4. Rockingham event organised by Steve Horne will be run on 22-23 September, all teams will be invited. This event will be integrated into BTRA / BARC promotions.

## **7. Press and Publicity**

7.1. It was agreed that parts of the TV show should be updated in particular the start sequence which is several years old. **SH to talk with GH on this matter.**

**8. Press Officer –**

8.1 Being integrated with BARC media at no cost to club.

**9. Press & Publicity –**

9.1. Ongoing with BARC - One race truck at BTCC Thruxton to promote BTRA championship- SH stated that the committee needs to think about banner/ flags for BTRA promotion at events to try and increase membership.

9.2. Website - Drivers photos out of date – Pictures will be supplied by BARC to update website

**10. Teams Code of Conduct.**

10.1. Several incidents occurred at Pembrey, which were totally unacceptable. Abuse of officials at meeting, and the actions of unknown driver on motorway towards a judge of fact on journey home. SH stated that after a debrief at Pembrey on the best course of action, it was agreed that further action would be required by the BTRA to make sure the teams realised the seriousness of their action. Formal apologies should be made to the officials as a minimum.

10.2. SH to follow up this matter urgently.

10.3. Social media associated with the Championship needs monitoring for negative comments that are damaging the sport

**11A.O.B.**

11.1. Giti tyre problem on one truck at Pembrey, was found, after investigation, to be underinflated as per the report on the problem. These tyres will be closely monitored at all events with extra special attention at the fastest and most abrasive circuit Thruxton.