

BTRA Committee Meeting at Banbury on 31st July 2018.

Present: - Steve Horne, Cath Collett, David Jenkins, Paul Garrett, Terry Cox (reporting).

Plus Drew Furlong, Glen Horncastle BARC and John Powell invited

Apologise Adam Bint, Ray Coleman, Matt Summerfield,

- **Agree Minutes of Last BTRA Committee Meeting at Days Inn Warwick on 15th May 2018.** Agreed by SH and DJ

- **Matters Arising From Last Minutes**

None not covered by agenda.

- **BARC presentation, Confirm proposal accepted by members being met.**

3.1. Glen Horncastle gave a presentation of current situation as far as BARC are concerned see attachment Appendix 1

3.2. Issues discussed

DJ raised issue of new points structure and the re-start procedure which he and several competitors were unhappy with. He also raised the subject of receivers which in his opinion do not provide a good reception in a race truck and are only available at certain events, to be effective they should be at all events and give better reception.

The question of safety and preparation of some trucks was discussed and it was felt that the MSA scrutineers could do with some help

DJ stated that in his opinion the clerks at events need more help as it would appear that with a little more time more consistent decisions could be made.

SH thanked BARC for their presentation

- **Championship Sponsorship / Media Partners / TV programme Digitex**

4.1 SH stated that the TV programme had now been updated with current clips etc. The new BARC-TV live link was a good addition to the Championship for confirming driving standards/penalties etc on the same day...

- **Germany / Thruxton & Donington debriefs / overview / points to note**

5.1. Germany

5.1.1. The only scrutineering issue was Adam Bints windscreen which was allowed.

5.1.2. The 107% rule was applied but those trucks which fell short of this figure were eventually allowed to race.

5.1.3. Smoke was not policed as strictly at this event and an official complaint from FIA was made over excessive smoke from some of the competitors in the trucks in Mittelrhein Cup. TC was asked to discuss this matter with the MSA.

5.2. Thruxton

5.2.1. The concern on tyre life did not present any major problems and the only failure was on a Goodyear tyre after a prolonged lock up of front wheels.

5.2.2. SH reported that there were 75 show trucks at Thruxton and as the organiser he was going to donate 10% of the profits from this event to BTRA.

5.3. Donington

5.3.1. Again there was an issue with smoke but racing very good

5.3.3. DJ raised the issue of Giti tyres, though good do not last as well as the Goodyear tyres and this has significantly increased the tyre bill for the teams if they wish to compete on same level as trucks fitted with Giti tyres. He feels that allowing the Giti tyre into the championship was not a good thing on grounds of cost and asked that the committee look only at allowing Goodyear tyres for 2019.

5.3.4. The quality of the support races at Donington was raised and opinions varied on this matter.

- **Consistency of clerking /penalties driving / track limits / timetables**

6.1. Most aspects of this item had been discussed previously, on the subject of clerking it was agreed consistence was a key factor and time to give a correct decision.SH stated that when two clerks were overseeing the race it appeared more relaxed in race control

6.2.It was felt some of the penalties listed in the current regulations were a bit harsh.

6.3. On subject of track limits a long discussion took place and again it was agreed that a consistent approach be taken and truck dimensions taken into account.

6.4. Time Table - after a lengthy discussion the conclusion was that a warm up on Sunday would help and that the trucks should not be the last event, also look at reducing the number of races was discussed but no conclusion reached.

- **Sporting and Technical matters / Power test debrief / 2019 Regulations /Smoke reduction as per FIA directive / Mechanical Engines position going forward, Vehicle Passports / Technical Forms, Class Structure.**

7.1. Power testing - John Powell gave a debrief on his power test on his class 2 truck, conducted at David Atkins premises, the conclusion was that it seemed a good reliable establishment to carry out power testing. The result showed a consistency. TC gave a debrief on the power test carried out on the class 1 truck of Ricky Collett at Feather Diesels establishment, TC felt that the equipment there could not give consistent results on this truck.

After a long discussion it was felt that if the power of a truck was to be used as a means to determine which class it should be in, a robust regulation must be put in place. TC stated he felt this would require the value of the power at rear wheels should be used as this eliminated variations of transmissions. It was agreed that tests should be carried out at DA premises on JP and RC trucks plus Luke Garrets truck.

Alternatives to power testing were discussed such as use of inlet restrictors, monitoring the rates of acceleration from the GPS system, no fixed conclusions were agreed.

7.2. Smoke - further to discussion earlier in the meeting a lengthy debate took place regarding only allowing electronic controlled fuel injection equipment to be used in future years as this seems a good way of reducing smoke levels due to better control of the fuel delivery. Also the

use of different fuels with smoke reduction properties, it was accepted that this is a major problem and a solution must be found. It was also commented on that several trucks fill the paddock areas with large amounts of white smoke on start-up and this does not reduce till the engine is at racing temperatures. It was noted that teams were complaining of lack of viability on the grid.

7.3. TC stated that in his opinion the vehicle declaration form should form the bulk of the vehicle passport.

7.4. Class structure for 2019 was discussed, with several members stating that one class would be a lot easier to run, no clear conclusion was agreed.

7.5. It was agreed that both the technical and sporting regulations should be drafted by mid-September. TC stated that he was waiting for final documentations listing some 52 changes to the FIA technical regulation some of these changes would have to be incorporated in BTRA regulation

- **Treasures Report Club Rules Structure going forward discussion**

8.1. CC stated that the club bank reserves were about right for this time of year, but there were several bills to be paid and this would reduce this figure.

8.2. Cath raised issue of 2018 BTRA dinner dance, after discussion it was agreed to arrange it for the end of the season and a club member has been asked and has agreed to help.

8.3. TC stated that he was progressing with this but slowly and hopes to have a document for committee by September. It was also felt that there should be a difference in voting rights between racing members and non-racing members.

8.4. Drew Furlong stated that he would be happy to assist TC/BTRA in updating the sporting regulations for 2019 championship.

8.5 DF stated that the BTRA should make its self into a limited company as this would protect both the members and the committee. 10.3. DF also suggested that the BTRA should have Public liability insurance cover above that which the MSA provided. PG to investigate this matter

- **Club/Publicity/BTRA website/Increase membership**

9.1. It was agreed that BTRA should try and increase its membership.

9.2. It was also noted that Truck Sport Ltd still mentioned the BTRC! SH to investigate.

9.3. Decals for specific events were discussed and at present the club rules are a bit vague and should be amended

9.4. BARC were reminded the promised link from their Championship website to the official BTRA club website not working as of yet.

- **Teams/Drivers code of conduct/Misuse of social media**

10.1 It was agreed that this is still a major problem and could bring the BTRA in breach with BARC and MSA. It was agreed that the club must put its house in order, SH to formulate ideas.

- **Events Outside BTRA championship**

11.1. Rockingham, SH organising and is progressing well. Teams are reminded there is a facility to offer a race truck experience for their sponsors and customers at this event and also the provision for passenger rides, it was felt that the BTRA should support this event

11.2. Zolder BTRA teams have been invited to this event with zero entry fee for foreign competitors.

11.3. BARC are now running the Lydden Hill event and this should be an improvement.

11.4 A discussions took place in Germany between SH with Dutch Truck Racing Championship re them attending Brands Hatch in November it was felt that this matter needs to be discussed further at next committee meeting.

- **A.O.B.**

12.1. On-board cameras, this matter was discussed and the possibility of a sponsor for these cameras was discussed and perhaps BARC could investigate.

NEXT MEETING T.B.A.