

DRAFT

BTRA Committee Meeting at Banbury on 2nd Oct. 2018.

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

Apologise Ray Coleman, Matt Summerfield, Paul Garrett

- 1) **Agree Minutes of Last BTRA Committee Meeting at Banbury_on 31st July2018.**Agreed by SH and DJ
- 2) **Matters Arising From Last Minutes**
None not covered by agenda.
- 3) **BARC Update.**
 - 3.1. S.H. stated that the BTRA were still waiting for the revised contract from BARC the committee expressed its concerns on the delay in getting the contract to BTRA.1
 - 3.2. The committee discussed the contract and the implications of a third party being involved in the commercial side again concerns were expressed. The finances of this year's championship as it would appear that there were a lot of expenditure without evidence of sponsorship coming in to support it.
 - 3.3. T.C. to investigate a way of introducing all electronic controlled Fuel injection system into the 2019 championship. Reference letter from MSA to BARC.
- 4) **Championship Sponsorship / Media Partners / TV programme Digitex**
 - 4.1. S.H. stated that he was informed by BARC that there was a possible deal for the on-board cameras. Also there was a possibility of a dedicated pace truck for 2019.
 - 4.2. SH stated that the TV programme had now been moved from Men and Motors to Amazon Prime. with current clips etc. The new BARC-TV live
- 5) **Debriefs Snetterton/ overview / points to note**
 - 5.1. Snetterton was a good event but it was felt paddock layout could be improved
 - 5.1.3. Smoke was an improvement over Donington but notable offenders were missing at this event...
- 6) **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 consistency 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. It was also agreed that a stable weekend timetable of events for the whole season would enable teams to plan events with sponsors.
- 7) **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. It was agreed that the results for the class 2 drivers meeting at Snetterton would form basis of class 2 regulation technical changes.
 - 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. This minute was from previous minutes and is STILL applicable!
 - 7.3. 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.

7.4. It was agreed that both the technical and sporting regulations should be drafted by Oct... TC stated that he has the final documentations listing some 52 changes to the FIA technical regulation some of these changes would have to be incorporated in BTRA regulation.

7.4. TC to update forged alloy wheel list in technical regulations.

7.5. It was agreed that 5 new tyres to be allowed for Pembrey TC/PG to collect forms and mark tyres.

7.6. Decals that are approved by BTRA must be affixed to trucks.

8) 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. 2018 BTRA dinner dance, would be on the 10TH November. Master of ceremonies to be decided, possible disco to be arranged by John Powell.

8.3. Trophies club needed to know who was paying for them.

8.4. TC/PG/BL to revamp club rules with only life, honorary and race members having a full vote at AGM.

8.5 The question of the BTRA becoming a limited company was discussed and a meeting to discuss this issue to be arranged at Pembrey

8.6... Should the BTRA have Public liability insurance cover above that which the MSA provided. PG to investigate this matter and awaiting report from PG.

8.7. Club AGM to be held in early December date and venue to be decided.

9) 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 have not been very active...

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

9.4. No major issues with BTRA website.

10) 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, waiting for final version.

10.2. It was agreed to hold a short drivers meeting at Pembrey.

11) Events Outside BTRA championship and Future Championship Events

11.1. Rockingham, SH organising and it went well.

11.2. Dutch attending Brands Hatch was discussed and it was agreed that if they come they would go onto the back of the class 1 races and no BTRA fees would be charges except that they would have to pay transponder hire. BARC fees would be subject to discussion between Dutch and BARC as BTRA could not afford to pay this fee...

12) A.O.B._ NONE.

NEXT MEETING T.B.A.