

MINUTES:

February 27th Meeting Action Items

Club Structure

- Discuss having driver applications come into Boss Steel - Jim
- Email Ray to begin to work with CASC - Jeremy
- Email Noel and see if he receives any other emails on behalf of FTDA - Jeremy

Website

- Add photos of more drivers on the site - Eugene
- Stickers for website on our cars- Phil

Drum vs Disk Brakes

- Submitting SCCA verbatim into CASC regulations - Sid

Play Day

- Discussing days and pricing with the track - Eugene
- Waiver for liability - Eugene
- Driver Application form to gauge interest

July BARC Weekend

- Work with Desmond to get the email to submit payment for registration (people have the option to either email in their payment early or to pay at the track) - Jeremy

Outreach

- Narrowing down a list of charities to see what the requirements are for being at their events - Mike
- Working with Rob Murray to post on Apex Speed

Things to mention

- A committee of Phil, Sid, Eugene, and Jeremy.
- Committee will run the website and email and help give direction to the club.
- Organizing a day midseason (June-August) instead of April
- Need to work on creating a feeder system with Kart clubs (TKC, MIKA).
- For July BARC weekend we will run with the Challenge Cup. Registration is the same through MotoReg but payment is submitted to the Challenge Cup.
- Challenge Cup works with the track directly to negotiate track time and pricing. The cost will be \$500 CDN and we will get 2 and a half hours of track time.
- There is no early-bird or late fee, either you can pay early with the email we'll provide or you can pay at the track.
- We run the same specs as them.
- We will score ourselves separately and attend BARC trophy presentations.
- Drivers have the option to run in the separate VARAC field, but points will not be counted in the FTDA championship.
- More details to follow!
- Are drivers interested in attending the Calabogie race?

AGENDA:

February 27th Meeting Agenda

- Club structure:
 - Our group and car count has become smaller over the past few years, therefore we do not believe currently there is a need for a structured executive committee.
 - Leadership will be split among the 4 drivers
 - Jeremy, Phil, Eugene, Sid
 - Important to still have Jim Wang continue as a treasurer role, membership money has to be collected somewhere / somehow
 - Additionally, Johan to assist with any media/marketing when he is present at any Canadian events.
 - Goal to make delegating club tasks easier. Inquires and responsibilities can be divided equally and we can ensure things are followed through.

- Website update
 - New website will be linked to a newly created email address that the 4 of us have access to.
 - New youtube channel created
 - New Instagram account created

- Drum vs Disc Brakes: (Appendix A below)
 - SCCA has published rules that F1200 can run disc brakes
 - CASC still outlines drums only
 - Conversions allowed
 - Conversion costs
 - Pros / Cons
 - Should we (CASC) allow it

- Play Day / Fun Day:
 - Before start of the season or end of season
 - Friday April 3rd 2020
 - Toronto Motorsports Park
 - \$4300 rental + \$400insurance (full day)
 - Wednesday April 8th or Thursday April 9th
 - Toronto Motorsports Park
 - \$3500 rental + \$400 insurance (full day)
 - \$3000 rental + insurance (½ day)
 - Available cars
 - Current drivers interested (Alex (appreciation for photos), Pasquale (appreciation for web skills), Shane Cusack (Sudbury karting))
 - We can promote it on website
 - Instagram and Facebook
 - How do we select or who do we invite to fill up the remaining slots

- Open discussion
 - Brochure Pamphlets - Todd Alger

Appendix A - SCCA Rules re FV Brakes

4. Brakes:

A. Brake drums, backing plates, and wheel cylinders shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. Ribbed type rear drums (VW Part # N113-501 615 D or ICP Part # 113 501 615 D) may be used in place of the 1200 series rear brake drums. Rear backing plates may be from any Type 1 model year.

B. These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Any master cylinder(s) may be used.

C. A separate hand brake (emergency brake) is not required. Removal of the hand brake and operating mechanism is permitted.

D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. The required minimum weight for the complete disc brake assembly is 16.5 lbs. Assembly includes the following: hub assembly - rotor hat, disc, any hat-to-disc mounting hardware (the disc may be in two pieces) - calipers - bearings (for the front) - pads - caliper bracket - assembly hardware (not including the brake assembly to spindle hardware (front) or brake assembly to axle housing (rear) - lugs or studs with nuts.