

TRB Meeting Minutes

Date	28 May 2025
Attendance	Steven Spear / Will Dunlop / Al Marsh / Jon Houston
Absent	Elton Wichman

AGENDA	GREETINGS
	1. Remit C10.5 (3)
	2. Remit D2.3 (4)
	3. Remit D2.5.1
	4. Remit D2.9.3
	5. Remit D5.1
	6. Remit D8.3.1
	7. Remit D8.5.2
	8. Remit D8.5.6
	9. Remit D11.1.2
	10. Remit D11.8
	11. Summary
12. Close Meeting	

Item 1	REMIT C10.5 (3)
Discussion	<p>Removal of part (b) Factory Mazda Shock Absorber and replace with the equivalent RX7 S6 – Fortune Auto 500 Series Shock Absorber from Manon Racing Products.</p> <p>This would mean keeping the Koni shocks as an option and removing:</p> <p style="padding-left: 40px;">(b) Factory Mazda Shock Absorbers: Factory Mazda Series 6 suspension may be used provided it remains unmodified in any way. Factory springs may be replaced as per Article C10.7.</p> <p>Note: this also effect C10.7 Coil Springs.</p> <p>To implement the Fortune Auto it will need to be written as like for like with D10.4 and D10.5</p> <p>The TRB and Club worked last year to provide the RX8's with</p>
Conclusion	<p>New Rule:</p> <p>(3) Srs 6 cars; It is permissible to use either:</p> <p>Part (a) remains the same.</p> <p>(b) Fortune Auto 500 Series: being the control part shock absorber supplied by Manon Racing</p> <ul style="list-style-type: none"> • Front both: Fortune Auto 500 Series part # FA500PRO7-S6F. • Rear both: Fortune Auto 500 Series part # FA500PRO7-S6R. <p>Rear shocks only, It is allowable to partial or fully weld the top hat portion to lower section of threaded screw together shocks only, for rear shock absorber safety.</p>

	<p>All shock absorbers are sealed units with seals attached before supply. The Shock absorber may not be serviced or modified and must be installed and run as supplied.</p> <p>The Series Scrutineer may fit a further seal or seals at their discretion. It is the competitor's responsibility to ensure the seals are in place at all times.</p> <p>With the addition of: (4) Coil springs: These are a control part and shall be supplied by Mannon Racing (with shock absorbers) 10kg front and 8kg rear. These may not be modified in any way and must be installed as supplied.</p> <p><i>Note: this would potentially be a testing season for the S6. If successful we would look to phase out the Koni option.</i></p>
Decision	Passed – to the board for review.

Item 2	Remit D2.3 (4)
Discussion	<p>Air Splitters remit.</p> <p>This is the addition of the text <i>for attachment only, may be used. The undertray must not protrude visibly more than 5mm on a 45 degree angle past any external points of the base of the front spoiler, so it is within the very outside edge of spoiler.</i></p>
Conclusion	There is a little confusion on this one. Would we be able to see some images of what this looks like. Also the 45 degrees seems unusual, should this be a 90 degree angle (right angle)
Decision	More information required.

Item 3	D2.5.1
Discussion	There is no rule around this currently. It has come from the Pro8 discussions and facilitates the introduction of side skirts onto the sills of RX8's.
Conclusion	<p>Simplify the rule and make it available via one source, so remove any mention of non-ferrous as follows, we also want the cars to look as similar as possible:</p> <p>D2.5.1 Side Skirts (optional): the attachment of class fibreglass side skirts is approved and must be sourced via Aerotech Christchurch.</p>
Decision	TRB to review and comment on above rewrite.

Item 4	D2.9.3
Discussion	<p>Bonnet Vents.</p> <p>No change to the rule. Was introduced last season. Change to positioning of the bonnet vents. Steve Gaskell and Alex Canty have looked at pressure points on the bonnet. Looked at Pro8 images and they run the majority of their cars in the same/similar position to ours.</p>
Conclusion	Concluded it would mean new bonnets for the all cars that currently have bonnet vents.
Decision	Declined

Item 5	D5.1
Discussion	Removal of the mounting plate under the cold air box. There was some discussion around how you would mount the air box without the plate underneath. We already cut a lot out of the airbox so not sure what it is achieving.
Conclusion	For now leave the rule as it is. Discuss with Pro8's when we get further down the track and look at how they anchor the cold air box.
Decision	Declined – more information needed.

Item 6	D8.3.1
Discussion	<p>Gearbox Cooler.</p> <p>D8.3.1 A single gearbox oil cooler may be fitted for the sole purpose of reducing gearbox oil temperature. The oil cooler surface area size is to be no more than <i>Location and size to be determined by TRB in consultation with Pro8 competitors</i></p> <p>Initial feeling was that these were introduced into Pro8's for running enduros. Not sure if they're really needed for sprint racing. Using the word "may" makes it optional and offers no performance enhancement. Not sure how they are attached</p>
Conclusion	Need some more detail on mounting of parts for the cooler (schematic) from Pro8 class.
Decision	More information required.

Item 7	D8.5.2
Discussion	<p>Shimming of the pinion:</p> <p>Shimming of the pinion is required as per the Mazda Factory Manual to set the correct pinion height initially, and then as required to ensure the correct tooth/gear contact.</p> <p>Solid Spacer to replace Crush Tube.</p>
Conclusion	Agreed this is a good idea
Decision	Passed

Item 8	D8.5.6
Discussion	<p>Differential Cooler.</p> <p>D8.5.6 A single differential oil cooler may be fitted for the sole purpose of reducing gearbox oil temperature. The oil cooler surface area size is to be no more than <i>Location and size to be determined by TRB in consultation with Pro8 competitors</i></p> <p>Initial feeling was that these were introduced into Pro8's for running enduros. Not sure if they're really needed for sprint racing. Using the word "may" makes it optional and offers no performance enhancement. Not sure how they are attached</p>
Conclusion	Need some more detail on mounting of parts for the cooler (schematic) from Pro8 class.
Decision	More information required.

Item 9	D11.1.2
Discussion	<p>D11.1.2 Make the brake rotors a controlled part from DBA. Part of our ongoing sponsorship with the Mazda Racing Series and the PRO8's. The majority, if not all cars, currently use them.</p> <p>It was noted there was a supply issue recently but in discussions with DBA they are ordering 50 sets to hold in stock – generally an annual replacement item. Change to: Brake rotors are a controlled part. DBA 4000 Series T3.</p> <ul style="list-style-type: none"> - Front rotors Part No. DBA42550S. - Rear rotors Part No. DBA42551S.
Conclusion	Need some more detail on mounting of parts for the cooler (schematic) from Pro8 class.
Decision	Passed

Item 10	D11.8
Discussion	<p>D11.8 The brake lines entering the ABS unit must be teed off for the sole purpose of bypassing the unit. The ABS unit must remain and in its original mounting position.</p> <p>This is a big decision for the series and to make it at this meeting is a big ask. More information is required and test results to see how it works on our current class tyre.</p>
Conclusion	<p>More testing required. Can we see a schematic of how the ABS unit is bypassed.</p> <p>Discussion at upcoming AGM with members.</p>
Decision	More information required.

Summary

- Meeting notes to be circulated to TRB for comments/approval.
- Once approved forwarded to the Board for approval.

Close meeting