

TRB Meeting Minutes

Date	13 May 2026
Attendance	Steven Spear / Al Marsh / Jon Houston / Elton Wichman / Alex Canty
Absent	Will Dunlop

AGENDA	GREETINGS & Overview
	1. Remit C8.5
	2. No Remit – Gearbox and Exhaust Heat Shielding
	3. Remit A1.5.2 / A1.6 / D14.3
	4. Remit A2.1
	5. D2.3(1)
	6. D2.4
	7. D2.9 (3)
	8. A3.1(3)
	9. D3.4
	10. D4.14
	11. A4.6
	12. A4.9
	13. A5.2
	14. D6.6
	15. D8.2
	16. D8.5.1
	17. D8.5.3
	18. D9.2.4
	19. D9.2.9
	20. D9.2.8 – D9.3
	21. D10.12
	22. D10.5 and D10.8
	23. D11.8 (option 2)
	24. D11.8 (ABS)
	25. D11.8 (Residual Valve)
	26. D13.1
	27. D14.2
	28. Various

Overview: The meeting was convened to review a large number of proposed technical regulation remits and clarifications, with the aim of determining which items should be progressed, rejected, referred to the board, or rewritten. Discussion focused on maintaining parity, cost control, clarity of rules, and enforceability across the series.

A significant portion of the session concentrated on distinguishing technical matters from governance or policy issues and tidying existing regulations to remove ambiguity. Due to the volume of items, the meeting was concluded as a first pass, with agreement to reconvene to complete the remaining topics.

Item 1	REMIT C8.5 – Final Drive Ratio	Consideration: Parity
Discussion	A request to permit a 4.44 final drive ratio for certain RX7 S6 was discussed. Consensus to recommend allowing the 4.44 ratio on the condition that the existing 3.91 and 4.1 options are removed, simplifying compliance and preserving parity.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval.	

Item 2	NO RULE – GEARBOX AND EXHAUST HEAT SHIELDING	Consideration: Reliability
Discussion	Allowing heat shields between the exhaust, gearbox and differential was supported by the TRB as a longevity and reliability measure, with agreement that the rule should be explicitly written into the technical regulations rather than implied.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval.	

Item 3	Preamble / A1.5.2 / A1.6 / D14.3 Non-Technical Remits and Governance Items	Consideration: Tidy up of the rules
Discussion	Several proposals relating to preamble wording, response timeframes, scrutiny authority, tyre limits, and similar matters were identified by the TRB as non-technical in nature and agreed to be referred to the board rather than handled by the technical group.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 4	A2.1 Factory, Factory Original and TRB definitions to be changed	Consideration: Definitions
Discussion	Discussed and rejected.	
Conclusion	Not recommended by the TRB. Current rule to remain	
Decision	Declined	

Item 5	D2.3(1)	Consideration: Availability
Discussion	Amend D2.3(1) to restrict front bumper options to Series 1 factory and approved Control Part fibreglass options only. D2.3(1) to read: The original Factory front spoiler/bumper from Series 1 only may be used with Factory attachments. A Control Part front bumper sourced from one of the following approved Control Part Suppliers is also authorised provided it is not modified in any way. No other front bumper or spoiler is permitted including Series 2, aftermarket, or special edition variants.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval.	

Item 6	D2.4	Consideration: Availability
Discussion	A single blade aluminium rear wing with an overall width of 1400mm must be used. The spoiler and mounts are a Control Part and shall be sourced from NZMRS Inc. End plates may be the Control Part end plates supplied with the wing, or may be fabricated by the competitor provided they are flat and do not exceed a maximum size of 300mm x 200mm.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval.	

Item 7	D2.9(3)	Consideration: Tidy up of the rules
Discussion	Amend D2.9(3) to require the TRB to produce and incorporate a diagram / template into Schedule M defining the permitted fitment position. D2.9(3) to read: Bonnet vents: MRP Bonnet Vent (small size: 200mm x 360mm) may be fitted as per the following diagram / template. The vent must conform with Schedule A.	
Conclusion	TRB agreed this is OK to proceed	
Decision	This recommendation is to be sent to the board for approval (tidy up).	

Item 8	A3.1 (3)	Consideration: Tidy up of the rules
Discussion	Amend A3.1(3) to explicitly restrict eligibility to Series 1 vehicles only. A3.1(3) to read: Schedule RX8: Eligible vehicles are limited to Series 1 Production Type S Mazda RX8 cars only (model years 2003–2008), excluding any limited production special purpose models such as homologation models or special market unique versions. This specifically excludes the Sprint R and Mazdaspeed versions with 19” wheels. Series 2 RX8 vehicles (model years 2009–2011) are not eligible.	
Conclusion	TRB agreed this is OK to proceed	
Decision	This recommendation is to be sent to the board for approval (tidy up).	

Item 9	D3.4	Consideration: Tidy up of the rules
Discussion	Add new Article D3.4 explicitly prohibiting chassis seam welding. D3.4 to read: Chassis seam welding is prohibited. No additional welding to the factory body shell or chassis structure is permitted beyond that specifically authorised elsewhere in these Regulations. Any vehicle found to have been seam welded shall be deemed ineligible.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 10	D4.14	Consideration: Tidy up of the rules
Discussion	Amend D4.14 to remove the non-binding advisory recommendation. D4.14 to read: Drive pulleys and belts are free.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 11	A4.6	Consideration: Tidy up of the rules
Discussion	Amend A4.6 to permit direct factory replacement parts where the original part is no longer available. A4.6 to read: No part that is superseded by another part from any supplier including Mazda shall be automatically eligible, unless otherwise specified. Where a part has been superseded by Mazda's own direct factory replacement, that replacement part shall be eligible provided it is identical in function and specification to the original part and confers no performance advantage over the original part.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 12	A4.9	Consideration: Tidy up of the rules
Discussion	Amend A4.9 to update obsolete class names. A4.9 second sentence to read: In-car lap timers are permitted for RX7 Plus, RX8 and Historic class cars.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 13	A5.2	Consideration: NA
Discussion	Amend A5.2 to make the affixing of official seals mandatory from each competitor's first Round of participation. A5.2 to read: All vehicles shall have seals fitted on the inlet manifold, engine, gearbox and final drive in accordance with Article A5.1 prior to or at the first Round of the season in which that competitor participates. It is the responsibility of the Series Scrutineer to affix all seals at or before a competitor's first Round of participation. Seals must remain in place and intact for the duration of the season and for 30 days after the final Round, in accordance with A5.3. Any competitor requiring removal of a sealed component for maintenance or rebuild must obtain written permission from the Series Scrutineer in advance. The Series Scrutineer shall report to MotorSport New Zealand any competitor who fails to present their vehicle for sealing or who competes with broken or missing seals without prior written permission.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 14	D6.6	Consideration: Tidy up of the rules
Discussion	Amend the final sentence of D6.6 to make the 8mm riv nut specification mandatory. Final sentence to read: The fuel tank inspection covers plastic fasteners must be removed and replaced with 8mm metal riv nuts.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 15	D8.2	Consideration: Tidy up of the rules
Discussion	Renumber the bell housing article from D8.2 to D8.2.1. No change to the substance of either rule. To Read: D8.2.1 Bell housing: A scatter shield/blanket or steel halo ring may be used for the sole purpose of preventing debris penetrating the cockpit in the case of flywheel, or clutch assembly failure, provided the original chassis dynamics are maintained.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 16	D8.5.1	Consideration: Tidy up of the rules
Discussion	Remove the advisory "recommended" language from the final sentence of D8.5.1 and replace with a mandatory requirement. The final sentence to read: "The lower two right-hand or left-hand bolts shall be drilled as per diagram D8.6."	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 17	D8.5.3	Consideration: Tidy up of the rules
Discussion	Replace D8.5.3 with the following: The differential housing rear cover plate may be replaced with a Club approved extended housing cover plate for better cooling efficiency. The approved part is the Revolution Extra Capacity Differential Cover (RX-8 SE3P), available from RHD Japan (refer https://www.rhdjapan.com/revolution-extra-capacity-differential-cover-rx-8-se3p.html - note this link may change; the approved part and supplier name take precedence).	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 18	D9.2.4	Consideration: Tidy up of the rules
Discussion	Remove the advisory "although not recommended" language from D9.2.4. D9.2.4 to read: The starter motor shall be Part No. N3H1 18400A or N3H1 18400 or subsequent superseded part number with no modification to mounting points allowed other than a spacer may be fitted between the starter motor and the bell housing.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 19	D9.2.9	Consideration: Tidy up of the rules
Discussion	D9.2.9 is redundant and uses outdated language. Timing transponders are already covered by two other provisions: A4.9 of Schedule M explicitly permits track supplied lap timing transponders for all classes and requires them to be fitted when directed; and MotorSport New Zealand rules govern transponder mounting requirements. The term "beacons and their receivers" is obsolete terminology that does not reflect current transponder technology. As the rule adds nothing beyond what is already covered elsewhere, deletion simplifies the regulations without any change to what is permitted.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 20	D9.2.8 – D9.3	Consideration: Tidy up of the rules
Discussion	Delete D9.2.8 in its entirety. Add new Article D9.3 as follows: D9.3 SENSORS D9.3.1 The Factory ABS sensors shall remain fitted at all times. D9.3.2 All non-Factory sensors are prohibited except those associated with permitted gauges as listed in D9.3.3. D9.3.3 The following gauges and their associated sensors are permitted: oil pressure and temperature; coolant pressure and temperature. In-car lap timers are permitted for RX7 Plus, RX8 and Historic class cars, together with their associated sensors used solely for lap timing functions. D9.3.4 The following sensors are specifically prohibited: any form of ground speed sensor not solely associated with a permitted in-car lap timer; wheel speed sensor; ride height sensor; brake pressure sensor; any form of suspension or steering angle monitoring sensor; any sensor that does not directly relate to fuel or ignition management or the permitted gauges listed in D9.3.3.	
Conclusion	The TRB agreed this is not necessary but recommends adding the text. "Brake pressure sensors are prohibited" to clarify the current rule.	
Decision	Declined – one addition to the rule – send to the board for approval (tidy up).	

Item 21	D10.12	Consideration: Reliability
Discussion	Amend D10.12 to remove the Club supplied rear toe arm as a permitted option. D10.12 to read: The Factory rear toe arms may be replaced with Hardrace rear toe arms (Part No. 6721).	
Conclusion	Not recommended by the TRB	
Decision	Declined	

Item 22	D10.5 and D10.8	Consideration: Tidy up of the rules
Discussion	Two corrections to D10: (1) D10.5: Correct supplier name from "Mannon Racing" to "Manon Racing Products". D10.5 to read: Coil springs are a Control Part and shall be supplied by Manon Racing Products (with shock absorbers) 10kg front and 8kg rear. These may not be modified in any way and must be installed as supplied. (2) D10.8: Correct cross-reference from "Article 10.11" to "Article D10.11". D10.8 to read: Control arms: Original Series 1 and Series 2 front lower control arms may be fitted (refer also Article D10.11).	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 23	D11.8 (Option 2)	Consideration: Reliability & Cost
Discussion	A remit to remove the second bypass option from Tork Engineering. Discussed, and as there is no performance advantage from either unit, they perform the same way it is recommended no changes are required.	
Conclusion	Declined	
Decision	Declined	

Item 23	D11.8 (ABS)	Consideration: Reliability & Cost
Discussion	A remit to mandate reinstatement of ABS systems was debated by the TRB, with consensus that ABS should remain removed due to improved driving standards, reduced incidents, cost implications, and the practical difficulty of refitting pumps and lines; the recommendation is to maintain the current status quo.	
Conclusion	Declined	
Decision	Declined	

Item 24	D11.8 (Residual Valve)	Consideration: Safety
Discussion	A proposal to allow residual pressure valves to address brake knock-off was reviewed. Noting informal testing showing a 2 PSI valve was effective while 10 PSI caused drag	
Conclusion	The TRB would like to see testing data and supporting evidence before progressing the change.	
Decision	On hold	

Item 25	D13.1	Consideration: Tidy up of the rules
Discussion	Remove the promotional language, supplier reference, and URL from D13.1. D13.1 to read: The make and design of wheels is free; however, the dimension shall be 17x8 inches (refer Article D13.3).	
Conclusion	Agreed by TRB with the addition of "Wheels are to be one piece only"	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 26	D14.2	Consideration: Tidy up of the rules
Discussion	Delete D14.2 in its entirety.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Summary

Rule Clarifications and Housekeeping Changes:

- Numerous wording clean-ups were supported, including removing advisory language such as “recommended”, correcting duplicated rule numbers, clarifying wheel, tyre and component descriptions, and eliminating outdated references and supplier links, with Elton tasked to draft revised wording.
- Consideration: Tidy up of the rules
- TRB to submit new wording for tidy up of Technical Regulations

Sensors, Data Logging and Telemetry:

- Ambiguities around permitted sensors, brake pressure measurement, OBD devices, phones and data transmission were discussed by the TRB, with agreement that live telemetry should be prohibited but that the current drafting risks excluding common low-cost data tools; these items were deferred for combined review and clearer alignment.

Sealing Requirements:

- A proposal to mandate sealing of multiple components at the start of the season was rejected by the TRB as overly complex and impractical, with agreement that the existing discretionary approach is appropriate despite acknowledging inconsistent application.

Gearbox Standardisation Discussion:

- A proposal to move to a single gearbox specification was briefly debated by the TRB, with differing views on parity versus availability and longevity; this topic was explicitly deferred to a future meeting for fuller consideration.

Meeting Close and Next Steps:

- With substantial items remaining, the TRB agreed to pause the session and reconvene, noting agreed positions on ABS retention and several rejected remits so drafting and board referrals could proceed in the interim.

Next meeting 21 May 2026

Close meeting