

## TRB Meeting Minutes

<b>Date</b>	<b>6/12/2023</b>
<b>Attendance</b>	<b>Steven Spear / Leo Bult / Elton Wichman / Al Marsh</b>
<b>Absent</b>	<b>Stu Hewer</b>

<b>Agenda</b>	Remit 1: D8.1 and D8.2 Gearboxes
	Remit 2: D2.7 Removal of Parts
	Discussion: ECU issues raised by Lindsay
	Any other business

<b>Remit 1</b>	<b>D8.1 and D8.2 Gearboxes</b>
<b>Discussion</b>	<p>Presented remit for introduction of S2 box to the series. Reason: Availability of parts for the series 1 box along with new series 1 boxes are hard to come by. The Series 2 box offers a direct bolt in solution. It is a stronger box with upgraded synchro's and has similar ratios to the Series 1. Reverse is situated to the left of first gear.</p> <ul style="list-style-type: none"> <li>- There are 2 gearboxes currently available from the Series 2 range in the technical regulations. <ul style="list-style-type: none"> <li>o Japanese box</li> <li>o US box. <ul style="list-style-type: none"> <li>▪ US Box has a third gear ratio of 1.64 (similar to S1)</li> </ul> </li> </ul> </li> <li>- Some discussion around the variance of ratios online. This needs to be confirmed</li> <li>- Al has done some research with Mazda NZ and the Series 2 Japanese box is now obsolete. They are only making the US version. <ul style="list-style-type: none"> <li>o Retail of \$3159 + GST. Mazda has a part number in the system for this</li> </ul> </li> <li>- Can buy US Series 1 box still <ul style="list-style-type: none"> <li>o Retail of \$4,831 + GST.</li> </ul> </li> <li>- Some discussion around availability of parts for S1 rebuilds. Al hasn't struggled to get what he needs for rebuilds.</li> <li>- S2 is a 2-piece carcass. Double synchro in 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> gears making it a stronger box than the S1</li> <li>- Because it's a change in technical regulations MSNZ will need to be involved.</li> <li>- Have a discussion with Devan at MSNZ about gearbox issues we are facing and next steps.</li> </ul>
<b>Conclusion</b>	<ul style="list-style-type: none"> <li>- More research needed around: <ul style="list-style-type: none"> <li>o Availability of parts and S2 boxes</li> <li>o Confirmation on what ratios are.</li> <li>o Discussion with Devan around MSNZ input.</li> </ul> </li> </ul>

<b>Remit 2</b>	<b>D2.7 Removal of Parts</b>
<b>Discussion</b>	<p>Discussed removal of part of the bumper. Reason: Additional wording to allow minor modification of the rear bumper for pipes exiting the rear that could cause melting of the rear bumper.</p> <ul style="list-style-type: none"> <li>- Removing part of bumper to accommodate exhaust exit not touching/melting bumper.</li> <li>- Similar to what is allowed with the exhaust shroud.</li> <li>- General consensus was this is not required.</li> </ul>
<b>Conclusion</b>	- Declined

<b>ECU issue</b>	<b>Discussion around the issue raised by Lindsay</b>
<b>Discussion</b>	<p>Issue is they around the way the technical regulations currently read for the tune and the 9000rpm limit</p> <ul style="list-style-type: none"> <li>- 9000rpm limit can be breached during gear change or down shifting.</li> <li>- While technically this means the rpm go over the allowable limit it doesn't mean the tune is incorrect.</li> <li>- ECU (Mazda Edit) tune needs to be maintained at 9000rpm</li> <li>- Wording needs to be addressed.</li> </ul> <p>Current rule under D5.3 Engine Management System "A maximum of 9000 rpm is maintained."</p>
<b>Conclusion</b>	<p>Reword "A maximum of 9000 rpm is maintained to":</p> <p><b>"A rev limit maximum cut off is maintained at 9000rpm in the ECU"</b></p> <p>Discuss with MotorSport NZ why we are making this change.</p> <p>Present to committee for amendment.</p>

	<b>Any Other Business</b>
<b>Discussion</b>	Currently reads: D4.1.4 Rear End Housing: N3H3 10C50 Manual. No allocation for the Rear End Housing from a 6 port Automatic.
<b>Conclusion</b>	Reword to: D4.1.4 Rear End Housing: N3H3 10C50 Manual or <b>N3M2 10C50 Automatic.</b>