

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 D2.7 D.2.7.1 (new)
	2. Remit D2.8
	3. Remit D3.1-3.8 D3.2 (new)
	4. Remit D3.3
	5. Remit D4.3/D4.8
	6. Remit D4.12.3
	7. Remit D5.1
	8. Remit D5.3 x 2
	9. Remit D6.3
	10. Remit D8.1
	11. Remit D8.2
	12. Remit D8.5.1
	13. Remit D8.5.4

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 D2.7 – Final Drive Ratio	Consideration: Tidy up of the rules
Discussion	A request to amend D2.7 to list permitted exterior removals only, and add new article D2.7.1 for permitted exterior modifications.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 2	REMIT D2.8	Consideration: Tidy up of the rules
Discussion	A request to delete D2.8 in its entirety. The fibreglass headlight cover panel permission is retained and consolidated into new D2.7.1 Fibreglass rear outer bumper shells and front guards are not permitted.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 3	REMIT D3.1/3.2 (new) – replaces 3.1 to 3.8	Consideration: Tidy up of the rules
Discussion	D3.0 contains a mix of permitted removals and modifications across multiple articles without clear separation. D3.5 contains a non-binding recommendation regarding competition seat specification. D3.6 contains a redundant prohibition on competition pedal boxes already covered by A1.3. D3.8 is a removal article placed out of logical order after modification articles. The floor modification permission in D3.5 is insufficiently specific. Passenger seat floor brace and rear seat bracket removal are common and irreversible across the field but not explicitly permitted.	
Conclusion	TRB agreed this is OK to proceed with some minor modifications	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 4	REMIT 3.3	Consideration: Longevity/Safety
Discussion	Request to add a red oil pressure warning light.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 5	REMIT D4.3/D4.8	Consideration: Availability
Discussion	A request to Amend D4.3 to set an absolute minimum rotor weight of 4150 grams and add explicit cross-reference to D4.8. Amend D4.8 to explicitly prohibit machining that reduces rotor weight below the D4.3 minimum.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 6	REMIT D4.12.3	Consideration: Tidy up of the rules
Discussion	Update cross-reference in D4.12.3 to reflect renumbering of D3.0 articles. D4.12.3 to read: It is permissible to fit a sandwich plate between the oil filter housing and the oil filter for the sole purpose of attaching gauges/sensors (refer Article D3.2 Permitted Modifications).	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 7	REMIT D5.1	Consideration: Tidy up of the rules
Discussion	Remove the sentence "The Factory front pedestrian impact bolt-on bar may be removed" from D5.1. This permission is consolidated into D2.7 (Permitted Removals) where it correctly belongs alongside all other permitted exterior removals.	
Conclusion	TRB agreed this is OK to proceed	
Decision	Agreed – This recommendation is to be sent to the board for approval (tidy up).	

Item 8 (1)	REMIT D5.3	Consideration: Parity
Discussion	Replace D5.3 in its entirety and insert new D5.3.1 as follows. D5.3 to read: Engine Management System: The Engine Management System used shall be the Factory original Series 1 ECU with no additional systems. The ECU shall run the Club control tune as prepared and maintained by the designated ECU Technician (initially Stu Lawton) and approved by the Board. The control tune file must be published to all competitors no later than 30 days before the first Round of each season. All competitor ECUs must be flashed to the current control tune before the first Round of each season. Competitors may flash their own ECU using the published Club control tune file only. The Series Scrutineer may use MazdaEdit software to inspect any competitor's ECU map at any time during a race meeting to verify compliance with the control tune. At any time prior to or post Qualifying and Racing, the Series Scrutineer may require connection via OBD2 port for compliance checks by any means. Failure to comply may result in a Penalty. Bluetooth, wi-fi or wired units may be plugged into the OBD2 port for data logging only, provided the requirements of Article D9.2.8 are respected. D5.3.1 (new) to read: Any modification to the control tune is strictly prohibited. Any addition to the wiring loom and/or sensors that alters the tune in any way is prohibited.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 8 (2)	REMIT D5.3	Consideration: Tidy up of the rules
Discussion	Amend D5.3 to fix the D9.2.8 cross-reference, restrict bluetooth and wifi OBD2 to scrutineer use only, separate the O2 sensor removal, and tighten the free tuning language.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 9	REMIT D6.3	Consideration: Tidy up of the rules
Discussion	Amend D6.3 to remove the secondary fuel pump permission while retaining the Series 2 fuel pump replacement permission. D6.3 to read: The original Factory fuel pump must be retained and operational, except that the original fuel pump may be replaced with the Series 2 fuel pump 2008-2011, Mazda Part No. N3R1 13350 or its superseded part number. Aftermarket fuel pumps are not permitted. The original electrical connections may be replaced.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 10	REMIT D8.1 AND APPENDIX ONE	Consideration: Longevity
Discussion	Delete the following sentence from D8.1: “Gearbox longevity modifications are allowed and may only be performed by Torks Engineering Ltd. The only allowable modifications are outlined in Appendix One of these Regulations.” Delete Appendix One in its entirety. The remainder of D8.1 is retained unchanged. D8.1 will then read: Manual gearboxes only: Factory Mazda RX8 6-speed are the only permitted units. No parts shall be interchanged between two different types and no machining is allowed.	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 11	REMIT 8.2	Consideration: Cost
Discussion	Amend D8.2 to remove the alternative 3rd gear ratio. D8.2 to read: Gear ratios as per the following are authorised: 1st 3.760 / 2nd 2.269 / 3rd 1.539 / 4th 1.18 / 5th 1.0 / 6th 0.843	
Conclusion	Not deemed necessary by the TRB	
Decision	Declined	

Item 12	REMIT 8.5.1	Consideration: Control Part
Discussion	Amend D8.5.1 to incorporate mandatory supply verification and registration requirements for the Control Part KAAZ 1.5 way LSD. Retain all existing D8.5.1 provisions and add the following: Supply: The Control Part KAAZ 1.5 way LSD must be sourced exclusively through Manon Racing Products NZ. No other source is permitted. Proof of supply: The Competitor must retain the original MRP invoice for their unit and produce it to the Series Scrutineer on request. The club shall maintain a supply register cross-referenced with MRP records. MRP shall provide the club with a record of all units supplied at the commencement of each season and upon each new supply. Registration: Before a KAAZ LSD may be used in competition it must be presented to the Series Scrutineer for configuration verification at the 65% locking setting, stamping with a unique identifier, and entry onto the club register. The register shall record the unit identifier, competitor name, car number, and date of verification, and shall be available to all financial members on request. New units: Any KAAZ LSD entering the series from the 2026-2027 season must be presented to the Series Scrutineer before its first use in competition. Existing units: Any KAAZ LSD currently competing must be presented to the Series Scrutineer for verification, stamping, and registration at the first Round of the 2026-2027 season. Units that cannot be presented or verified as compliant will not be permitted to compete.	
Conclusion	TRB feel this rule has merit but needs to be amended/rewritten	
Decision	Shelved till post AGM	

Item 13	REMIT D8.5.4	Consideration: Control Part
Discussion	Amend D8.5.4 to remove the reference to undefined "normal tolerances" and require that a complete differential torque testing protocol be incorporated into Schedule M. D8.5.4 to read: If the Control Part differential external housing seal has been approved to be broken for differential maintenance and checking, then the onus is on the Competitor to comply with Article D8.5.1 and arrange new seal to be applied at the commencement or during the next available Round.	
Conclusion	TRB agreed this is OK to proceed (it has been reworded). KAAZ Diff should be controlled and purchased via the club.	
Decision	Agreed – send to the board for approval.	

Close meeting