

## TRB Meeting Minutes

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| <b>Date</b>       | <b>3/4/2024</b>   |
| <b>Attendance</b> | <b>Steven Spear / Leo Bult / Elton Wichman / Al Marsh / Stu Hewer</b> |
| <b>Absent</b>     | <b>NA</b>   |

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| <b>Agenda</b> | Minutes from previous meeting    |
|               | - Gearbox Update                 |
|               | Remit C2.0 and D2.0 Bonnet Vents |
|               | Remit C8.5 Final Drive Ratio     |
|               | Gearbox Update                   |
|               | Any other business               |

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| <b>Item 1</b> | <b>Minutes from previous meeting</b>   |
|               | <p>Gearbox update</p> <ul style="list-style-type: none"> <li>- Elton has discussed with Mazda. <ul style="list-style-type: none"> <li>o They can make as many gearboxes as required.</li> <li>o Pricing will be approximately \$4,000 + GST.</li> <li>o Confirming there are no more S1 Jap boxes available.</li> </ul> </li> <li>- Elton has ordered one Jap and one USA box testing. <ul style="list-style-type: none"> <li>o Arriving soon</li> <li>o These do need to be tested/trialed.</li> <li>o Define what we want to see from the test: <ul style="list-style-type: none"> <li>▪ Is there an advantage with the new box with speed performance?</li> <li>▪ Both S1 and S2 boxes need to be run on same day to define reasonably accurate results.</li> </ul> </li> </ul> </li> <li>- RX8 Cup in Australia are wanting to piggyback off our order as well. Price in Australia for the S2 is over \$5,000.</li> <li>- Look to run at the next meeting at Hampton Down under the prototype rule. Discuss with committee and MotorSport</li> <li>- Elton has offered to do this and sacrifice points.</li> </ul> |

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| <b>Remit 1</b>    | <b>Remit C2.0 and D2.0 Bonnet Vents</b>  |
| <b>Discussion</b> | The club has been in discussion with the Pro8 Series in the South Island about merging the series. Part of that was looking at where we can incorporate some of their rules into ours. While discussions have been parked for now the bonnet vents are seen as a good idea.  |
| <b>Conclusion</b> | <ul style="list-style-type: none"> <li>- All agree it's a good idea <ul style="list-style-type: none"> <li>o Come up with a solution that can be used easily throughout the club.</li> <li>o Look at MRP solution. They have aluminum ones that are fit for purpose and readily available. \$150 for a set.</li> </ul> </li> </ul> |

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|  | <ul style="list-style-type: none"> <li>○ Leo is getting a set from MRP and will look at how they fit the bonnet.</li> <li>○ Present to committee with a view to running next season.</li> </ul> |
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| <b>Remit 2</b>    | <b>Remit C8.5 Final Drive Ratio</b>  |
| <b>Discussion</b> | <p>An issue has arisen with the unavailability of 16" tyres for the RX7 S6. Solution put forward is diff ratio.</p> <p>Question was asked can we look at the math of what this will mean (similar to the gearbox spreadsheet). Discuss with Alex Canty who has a knack for this sort of thing.</p>         |
| <b>Conclusion</b> | <p>Generally agreed this would be acceptable.</p> <ul style="list-style-type: none"> <li>- Testing would be required.</li> <li>- Test could be Scott Mills running Stu's car at Hampton Downs under the Prototype rule.</li> <li>- Present to the committee with a view to running next season.</li> </ul> |

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|                   | <b>Any Other Business</b>  |
| <b>Discussion</b> | Something that was bought up at the first round at Manfeild is the air filter either side of the mass air flow sensor deteriorating.   |
| <b>Conclusion</b> | Still readily available as a replacement part. Not an issue.   |
| <b>Discussion</b> | Is there an issue with availability of rotors that are underweight that needs addressing?  |
| <b>Conclusion</b> | There is an issue with D weight category rotors being underweight as cast from the factory (stamped). The A, B and C rotors are fine. D rotors aren't that common. If you buy new rotors from Mazda are the C's. |