TRB Meeting Minutes

Date	**29/5/2024**
Attendance	**Steven Spear / Leo Bult / Elton Wichman / Al Marsh / Stu Hewer**
Absent	**NA**

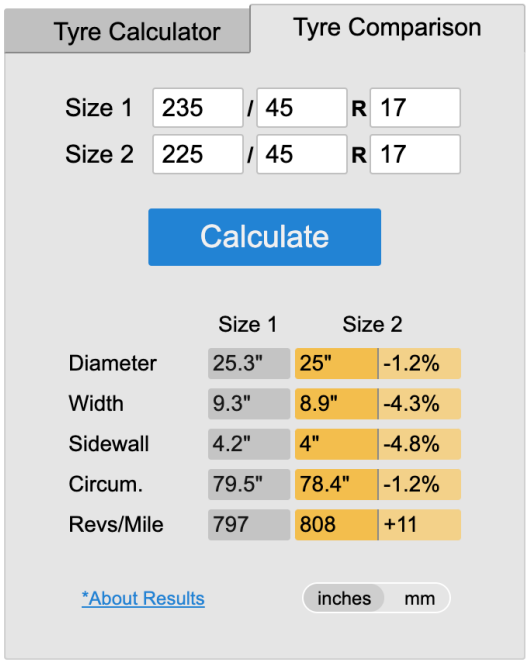
Agenda	Minutes from previous meeting
	1. ECU
	2. Fortune Auto Shocks
	3. Tyre Supply from Nexen Tyres
	4. Any other business
	5. TRB 2024/2025

	Minutes from previous meeting
	Bonnet vents approved by committee - Leo/Steve to supply template for competitors along with purchase information. - Include in 2024/2025 technical regulations (rule to be written) RX7 S6 update with new drive ratio. - 4.44 compared to 4.10 ran way better. Gear change and corner exits were improved. - 17 in tyres had more grip (unavailability of 16 in going forward) - Performed around 0.7 seconds better than previous Reviewed rotor discussion. - Al Marsh mentioned new rotors have a different combustion chamber. We haven't seen this before. - Unknown if there would be a performance improvement - Al has questioned Mazda. Wait to hear back on results.

Item 1	**ECU**
Discussion	Issue with ECU. Solutions mailed to TRB put forward by: - Lindsay Dodd o Discussed and reviewed utilizing a club dongle system with Mazda Edit that competitors ECU's will recognize. It will contain the supplied tune by the competitor - Steve Brown and Brett Harper o Monitoring via Race Studio from the data contained in the AIMs Dash. Can be reviewed at any time. Brett Harper has offered to train up the series scrutineer to be able to do this. - Elton suggested a third system and that is the club investing in a scanning tool that plugs directly into the OB2 port and scans where the RPM cut out.

Conclusion	TRB concluded that the scanning tool was the simplest option. Combined with a review of AIMs data for a deep dive into the performance of any given competitor. **Passed**.

Item 2	**Fortune Auto Shocks**
Discussion	It has become apparent that some competitors have been servicing and possibly modifying the control part shock for improving the performance. While our technical regulations don't explicitly state this can't be done there is a general rule held by some that if it isn't in the regulations then don't do it. As a control part the Fortune Auto shock has had some issues. The rule needs clarification around how it is to be sourced and handled moving forward. To many questions are being raised by competitors about compliance of some cars and how the series is managing this. Leo was tasked with talking to GRB in the South Island (he has serviced the shocks) and MRP in the North Island (supplier of the Fortune Auto shocks). Two options were presented: - **GRB** in Christchurch has come up with a solution of providing a complete new system that would be custom made for the class and provided sealed. - Cost would be approximately $5,000 per car. - **MRP** have gone back to Fortune Auto to voice our concerns over the performance of the shocks and springs and the variances we are seeing. - They have come back with providing a new insert (housed in the existing Fortune Auto casing that would be supplied with a full dyno sheet). - Insert would be sealed to avoid tampering prior to dispatch to the competitor. - Working with Caldwells they can also provide an Eibach set of springs. These are an improvement over the current spring. - Cost would be approximately $1,300 per competitor. - Replacement inserts would be $270 each. - Full set of new shocks will include new inserts/springs and the price will increase to account for new better-quality spring. Some questions raised around how the shocks would be tested. They could be removed and placed on a dyno to check condition. With replacement insert being $270 was agreed it would not need to be serviced. The rule will be rewritten to exclude servicing of shocks.
Conclusion	Preferred option is the MRP solution. **Passed.**

Item 3	Tyre Supply from Nexen
Discussion	Nexen has informed the club that the supply of 235/45/R17 is not possible moving forward (Nexen seizing manufacturing). The recommendation is to go to the 225/45/R17. The below demonstrates the variance in sizing. The tyre will fit the 17 inch rims all competitors are running.  Tyre Calculator | Tyre Comparison Size 1 235 / 45 R 17 Size 2 225 / 45 R 17 Calculate Size 1 Size 2 Diameter 25.3" 25" -1.2% Width 9.3" 8.9" -4.3% Sidewall 4.2" 4" -4.8% Circum. 79.5" 78.4" -1.2% Revs/Mile 797 808 +11 *About Results inches mm It has also been suggested we look at the 235/40/R18 (the Toyota 86's run). There may a supply issue with this tyre going forward – checking with Nexen.
Conclusion	TRB concluded the best choice was to stick with the 17in tyre as all drivers currently run multiple sets of 17in rims. **Passed**.

	Any Other Business
Discussion	No new business raised.

TRB 2024/2025	Thanked everyone for their commitment to the TRB and the series in general. Will talk to them about 2024/2025.