



MOTORSPORT SOUTH AFRICA NPC

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MSA COURT OF ENQUIRY 1086: TO INVESTIGATE ALLEGED TECHNICAL IRREGULARITIES CONCERNING COMPETITORS LOUREIRO & BAKER'S 150 CUP MOTORCYCLES AT THE RED STAR EVENT HELD ON 22ND OCTOBER 2011. HEARING HELD IN THE MSA BOARDROOM, 9 MONZA CLOSE, KYALAMI PARK AT 17H30 ON THURSDAY, 24TH NOVEMBER 2011.

Present:	Dick Shuttle	-	Court President
	Wally Pappas	-	Court Member
	Kevin Bidgood	-	Court Member
	Yolanda Steenberg	-	Clerk of Course
	Christo Reeders	-	Club Steward
	John Baker	-	Competitor's Father
	Armando Loureiro	-	Competitor's Father
	Alan Linley	-	Witness (Dorren Loureiro)
	Maria Buys	-	MSA

The court president welcomed all parties and introduced the court members. There were no objections to the composition of the court

Both competitors were given an opportunity to present their cases regarding the contention by the TC, Mr Andre Venter, that their bikes did not conform to the technical regulations for the "150 Cup" as stated in MSA Northern Regions Motorsport Circular NR03/2011.

Competitor #51, represented by his father/entrant Mr John Baker, did not contest the findings of the TC and agreed with the TC report. In mitigation, Mr Baker stated that he had had the bike rebuilt the previous season, (he could not remember exactly when), and the bike was then dyno tested and sealed by Mr Bob West in Durban. This was accepted by the court and the TC, although no record of the seal number was sent to the TC, Mr Venter, at the time. Mr Baker further stated that in June 2011, the engine was again rebuilt when it took in sand and also due to an on track incident. At this time, a secondhand head was fitted but not measured according to Mr Baker and the bike was dyno tested again and sealed by Mr Bob West. Once again the TC, Mr Andre Venter, had no record of this seal.

Competitor #181, represented by Mr A Loureiro, was accompanied by Mr Linley who in fact maintains the bike. Mr Loureiro did not contest the findings of the TC and expressed disappointment and regret regarding these alleged technical infringements. Mr Loureiro stated that his only explanation for the non-compliance could be that the cylinder head 'may' have been inadvertently switched whilst the bike was in the workshop for preparation for the race. The court took cognizance of this submission.

Mr Linley as a technical support adviser to Mr Loureiro did however contest various aspects of:

- The interpretation of the rules as stated in circular NR03/2011 Part 3.3
- The availability of accurate technical specifications for the 150 engine.
- The availability of genuine spares for the engine.

The court allowed certain latitude to Mr Linley regarding these issues so as to determine the accuracy of the concerns. Regarding item a), Mr Linley stated that the technical regulations 3.3 xv) indicated the head volume must not be less than 12.0cc. It does not



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indicate whether or not the cylinder head may be skimmed to achieve this. In addition to this, the TC report states that *“the volume of the head should be a minimum of 12.00cc”* (Point 6.1), but further states that *“a standard head volume is 12.40cc”*, (Point 9. 1) a). Mr Linley contended that this was contradictory and unclear.

The TC stated that one is not allowed to modify the engine by machining parts, referring to the note *“what is not specifically permitted is disallowed”*.

With regard to b) above, regarding the absence of accurate technical specifications, the TC acknowledged that the engines in question, although branded Honda, were in fact ‘grey imports’ from India and therefore technical information was not concise.

Regarding point c) above, and referring again to technical regulations 3.3.1, Mr Linley stated that genuine parts were not available for this engine as he is in the trade and struggles to locate the correct parts.

What ensued was a lively discussion between Mr Linley and Mr Venter regarding this contention. The court intervened as neither party was willing to concede on this issue and no solid evidence was given to the court to support either argument.

At this point, Mr Christo Reeders was asked for comment from the court in his position as Northern Regions Sub Committee chairman. Mr Reeders stated that there was indeed a need for better clarity of certain technical specifications for the 150 Cup class which should include other aspects such as improved communications between riders (or their representatives) and the TC structure. The court acknowledged this input from Mr Reeders.

The second issue regarding non-compliance of bike #181 related to the thickness of the base gasket. The non-compliance was that the base gasket should measure 0.5mm and when checked by the TC was 0.4mm. Again this was not contested by Mr Loureiro who stated he does not work on the bike. His technical advisor, Mr Linley, accepted the discrepancy but reverted to his argument that original spares are not readily available. Fortunately Messrs. Venter and Linley had exhausted that matter during their previous discussion.

In conclusion:

Having considered all the facts, the court has the following comments to add. The court feels that some doubt exists as to the interpretation of the 150 Cup rules which they feel falls on the shoulders of the regional subcommittee and the technical working group for circuit bikes to remedy. The court therefore requests these parties to address the issue of:

- a) Better and more clearly defined technical specifications and tolerances;
- b) To initiate an improved network of parts availability for the 150 Cup and this should be communicated to all entrants of the 150 Cup class.

The court also feels that it is incumbent on all competitors/representatives to ensure that they communicate any alteration or change to the bike in question to the TC either on the day or beforehand in writing. The court does not doubt Mr Baker did have his bike dyno tested and resealed but Mr Baker should realize that the TC is not clairvoyant and cannot know of such arrangements unless he is advised accordingly.

Findings:

Both competitors #51 (Blaze Baker) and #181 (Dorren Loureiro) are found guilty of contravening the technical specifications for the 150 Cup as set out in MSA Northern Regions Motorsport Circular NR03/2011, and are consequently excluded from the results of the Red Star event of 22nd October 2011.

The court orders the two parties (Messrs. Loureiro and Baker) to each pay costs of R500 to MSA in connection with this hearing.

All parties are reminded of their rights of appeal to the MSA National Court of Appeal.

Findings sent via email 05th December 2011.