

Subject: Fwd: Race Meet #2 May 5, 2019 Scruitneer Report
From: nicholas.a.donald@gmail.com
Date: 5/28/2019, 7:31 PM
To: sskgunter@gmail.com

Sent from my iPhone

Begin forwarded message:

From: Nicholas Donald <nicholas.a.donald@gmail.com>
Date: 6 May 2019 at 5:53:07 PM GMT-4
To: moandgibbs@yahoo.com, monique gibbs <jamaicakarting@yahoo.com>
Subject: Race Meet #2 May 5, 2019 Scruitneer Report

Good day,

The following report is to act in place of physical records that were not made on the day of May 5, 2019, at Race Meet #2 of the JKA race calendar. This is specifically in regards to the gauge presented for use to the scrutineering crew on the said day which enabled the appropriate check to be performed on the float height setting at the base of the carburetor. This was a specification the scrutineer crew lacked the ability to verify on karts before this time. An image of the tool is attached.

This gauge was used to check the top 3 karts in the Micromax, MiniMax and Junior classes after the completion of their respective First Finals races (Race #2 for the day as indicated in scrutineering documents). Every kart was found to infringe on this specification with the exception of kart #71 and kart #82 from the Junior class.

During the checks on the Micromax and MiniMax karts, chief scrutineer, Nicholas Donald, was present and was being instructed by Mr. Howard, a representative of Rotax, on the proper use of this instrument. When the Junior karts came in for technical inspection, the chief scrutineer left the checks to be completed by Mr. Howard and the rest of the scrutineering team in order to consult with the stewards regarding a separate issue involving a Comer 50 driver's helmet being deemed unsafe for racing. Upon return to the scrutineering area, the chief scrutineer was informed by Mr. Howard that unlike in the previous race classes there were 2 karts that were within the specifications for this check.

Every kart that was found to not be within specification had the float height adjusted on the spot by Mr. Howard to correct all the carburetors in question at the time. This does not include all participating drivers on the day.

Due to the unusual nature of the situation, the details of these findings were brought to the attention of the acting president Neil Williams.

