



JAMAICA MILLENNIUM MOTORING CLUB

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May 31, 2019

JMMC Competition Subcommittee (CS) hearing. May 28, 2019.

Panel: Stephen Gunter, Rajendra Jadusingh, Thomas Hall.

Complaint: Competitors whose karts failed Technical Inspection were not penalized.

Evidence:

- * Written complaint received from Craig Lue.
- * Written report received from Chief Steward.
- * Written report received from Paul Howard, Rotax Representative.
- * Written report received from Nicholas Donald, Chief Scrutineer.
- * Phone calls made to Nicholas Donald, Chief Scrutineer.
- * Phone call made to Kamar Khan, Chief Steward.
- * Phone call made to Monique Gibbs, Clerk of the Course.
- * Phone call made to Debra Gore, Event Secretary.

Summary of Panel proceedings:

* Specific complaint from Mr Lue is that in a post-race technical inspection of its carburettor float level, kart #4 was found to be out of specification. It is his contention that no official action was taken in regard to this information.

* When questioned during a phone call Mr Donald revealed the existence of an official report he submitted to the JKA via email the day after the event. The Panel was not aware of the existence of this report as it was not provided by the JKA although specifically requested by the JMMC. Mr Donald then verbally recalled the specifics of the irregularities as stated by Mr Lue. After requesting a copy of his report be provided by email, the Panel confirmed upon its receipt that it matched the salient facts of his verbal testimony.

* Mr Khan reported that as Chief Steward he had no knowledge of any alleged breaches in regard to the Technical Inspection of any karts on race day, and only became aware of same following the JMMC's own public release of its commencement of an investigation into reported irregularities. He has no recollection of any conversation with anyone during the event on the subject. As such, his official Report contained no reference to any breaches of a technical nature.

* Ms Gibbs reported that she had no specific knowledge of the Technical Inspection issues until the conclusion of the race meet. Specifically, in her role as Clerk of the Course she had not been informed that any breaches had occurred during the event itself. She also had no knowledge of the specific

JMMC Executive Committee: 2018–2020

Chairman: Stephen Gunter; **Vice Chairman:** Marcia Dawes; **Exec. Secretary:** Wendy Dressekie-Gordon; **Treasurer:** Tiffany Bryan

Directors: Dmitri Dawkins; Michael Fennell; Monique Gibbs; Neil Williams; Peter Clarke; Rajendra Jadusingh; Rosemarie Jadusingh; Timothy Stewart

arrangements between the JKA and Mr Howard, suggesting that the Panel contact Mrs Gore for additional information.

* Mrs Gore reported that the JKA has a formal arrangement with Mr Howard. His services are contracted by and paid for by the JKA. He has served the JKA in a technical capacity at each of the two race meets held thus far in 2019. Mr Howard is acknowledged by the JKA as a “Rotax Representative” and himself claims 13 years as a Rotax service centre.

Specifics of Panel deliberations:

- Panel noted that Mrs Gore confirmed the role of Mr Howard as a JKA-hired technical consultant for multiple JKA events. Mr Howard performed his task of carburettor float level measurement under the supervision of and in consultation with the Chief Scrutineer and/or the Scrutineering team.
- Panel noted that Mr Howard’s report called into question the accuracy of the gauge he provided and used to inspect the carburettor float level of each kart. Panel also noted that despite this being mentioned, the gauge was not only used for inspections; it was also utilized to adjust the float levels of seven (7) carburettors found to be out of specification. Earlier questioning of Mr Donald had revealed that the gauge had been left with the JKA for its continued use to ensure legality of the part in question in future events. This lead the Panel to ponder why the accuracy of the gauge would be questioned by Mr Howard, as he had relied on it to make adjustments to bring karts back to legal specifications and had additionally given the JKA the tool for official use after Meet #2. Panel determined that similar tools, Rotax part # 277400 were in possession of two JKA members. It was resolved that the JKA’s tool would be measured alongside the other tools to determine its state of wear and accuracy.

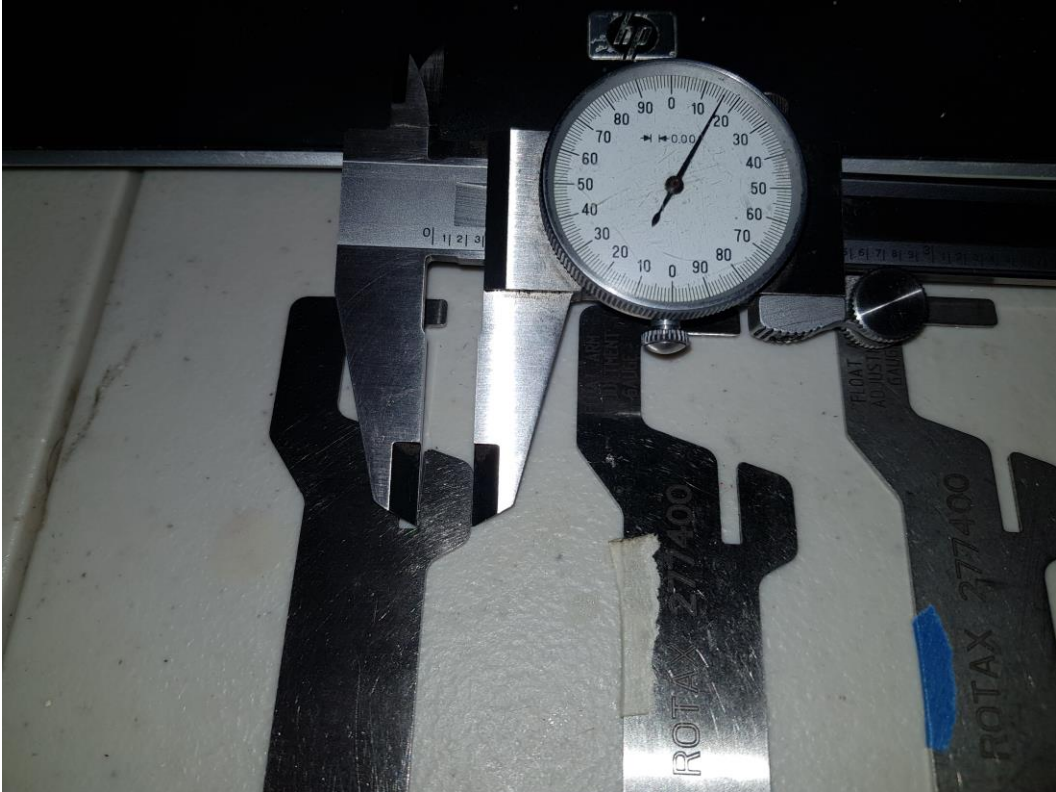
Photographs of the measured tools follow:



Member A tool (marked with blue tape) measured for lower float level.



Member B tool (marked with white tape) measured for lower float level.



JKA tool (unmarked) measured for lower float level.



Member A tool (marked with blue tape) measured float level allowance gap.



Member B tool (marked with white tape) measured float level allowance gap.



JKA tool (unmarked) measured float level allowance gap.

Measurement of the relevant dimensions of the three tools revealed that they are identical. Panel concluded that the JKA tool utilized by Mr Howard is accurate as Rotax intended and suitable for use during Technical Inspection.

- Panel noted that only the Top 3 finishers of the Micro, Mini and Junior classes were checked at Technical Inspection following Final 1 of each class; however these checks did not encompass all karts in each race as there were six (6) Micro, three (3) Mini and five (5) Junior karts in the respective races. Five (5) karts were not tested for compliance.
- The legality of the untested karts is therefore unknown, and untested karts cannot be “moved up” into positions vacated by karts which failed Technical Inspection. Additionally, vacating the results and points of all races in Final 1 would disenfranchise the karts that passed Technical Inspection.
- Panel noted that Mr Donald failed in his duty as Chief Scrutineer, in that he is expected to officially record and report all failures of Technical Inspection to the Clerk of the Course for further action by the Stewards of the event. This compromised the integrity of the Technical Inspection process, as the Clerk of the Course and Steward cannot act if they are unaware of any breaches.
- Panel noted that although Mr Donald reported the matter of failures to Mr Neil Williams, Mr Williams as Organizer was not compelled to further action, as the event Organizer has no role during an event. However, as Chief Scorer Mr Williams awareness of failures of Technical Inspection should have alerted him to question either the Clerk of the Course and/or Stewards as to the course of action regarding the scoring of the affected karts.
- Panel noted that the JKA failed in its duty to provide the report of the Chief Scrutineer as requested by the JMMC. JMMC’s request was on May 6, which is the same date as the Chief Scrutineer’s report, while Mr Howard’s report was dated May 7 and was provided by the JKA to the JMMC on that date.

The following are relevant regulations from the JMMC General Regulations and JKA Regulations.

JMMC General Regulations Article 1.1

ARTICLE 1.1 NATIONAL REGULATIONS OF MOTOR SPORT

1.1.1 Competition Sub-Committee Authority

The Competition Sub-Committee, hereinafter referred to as “the CSC” is the delegated authority to establish, amend and regulate all Motor Sports Competitions, Events or Series sanctioned by the Jamaica Millennium Motoring Club.

1.1.2 Administration of these Regulations

The CSC shall render decisions concerning these Regulations; grant, refuse or withdraw licenses; approve and appoint officials; impose and remove penalties for violation of these Regulations; establish its own procedures; do any and all things which in its judgment are conducive to the well being of the conducting of competitions held under permits of the JMMC. The CSC decision shall be final and binding upon all parties.

JMMC General Regulations Article 9.13

ARTICLE 9.13 DUTIES OF SCRUTINEERS

9.13.1 Scrutineers are entrusted with all checking of Automobiles and may delegate their duties to assistants.

9.13.2 They shall:

9.13.2.a carry out these checks either before the Event if requested by the ASN or the Organising Committee or during or after the Event if requested by the Clerk of the Course and/or the Stewards;

9.13.2.b use such checking instruments as may be specified or approved by the ASN;

9.13.2.c not communicate any official information to any person except to the ASN, the Organising Committee, the Stewards and the Clerk of the Course;

9.13.2.d prepare and sign, under their own responsibility, their reports and hand them to the authority among those mentioned above which instructed them to draw them up.

Rotax Technical Regulation 6.10, submitted by JKA to JMMC as part of 2019 Regulations.

6.10. Carburetor

Dellorto carburetor, housing has to show the cast wording "VHSB 34"

Carburetor housing is stamped with "XS".

The complete inlet bore of the carburetor must show cast surface.

Optional carburetor plug screw marked "ROTAX" (ROTAX part no. 261 030) is legal to be used.

The two vent fittings must be connected with the original air vent hose min 155 mm (Rotax part no. 260 260). The location of the opening has to be placed at the rear side of the carburetor

Settings of the carburetor adjustment screws (idle and idle air) are free.

The position of the jet needle is free.

All jets must be correctly seated and securely fitted at any time (tightened)!

A minimum required size of main jet may be determined for each race event by a "Bulletin".

The height of the two arms of the float lever must be within the slot of the carburetor gauge (Rotax part no. 277 400) by their normal weight measured at carburetor housing without gasket in reverse upright position.



Conclusions:

- The Technical Inspection of the carburettor float levels was properly conducted with the appropriate tool specified by Rotax.
- Seven (7) of nine (9) karts tested failed Technical Inspection of their carburettor float levels.
- These failures were not properly recorded nor reported to the appropriate event officials during the event.

Under the authority as outlined in the JMMC Article listed above, the JMMC CS hereby order the following Penalties be inflicted and actions taken.

- The karts within the Top 3 which failed carburettor float level inspection for Final 1 of the Micro, Mini and Junior classes be so noted on official documents.
- The official results be amended to reflect the inspection failure of the karts within the Top 3 which failed carburettor float level inspection for Final 1 of the Micro, Mini and Junior classes.
- The positions of the karts within the Top 3 which failed carburettor float level inspection for Final 1 of the Micro, Mini and Junior classes be vacated.
- Withdrawal of Final 1 points for all competitors who failed Technical Inspection in Final 1 of the Micro, Mini and Junior classes.
- All other karts retain their finishing positions and points.
- JKA to adjust all relevant championship scoring accordingly.
- Reprimand of Mr Nicholas Donald for failure to properly communicate official information (inspection failure) to the Clerk of the Course or Stewards.
- Reprimand of the JKA for failure to comply with the JMMC's request for the Technical Inspection report, although it was in their possession.
- In all future events where karts are tested for technical compliance, at least the Top 6 finishers of each race be tested so as to avoid the question of unknown legality of potential podium finishers should results need to be adjusted after Protest or similar action.



Stephen Gunter
Co-Chairman
Competition Subcommittee