



COMPETITION COUNCIL PROTEST TRIBUNAL

OFFICIAL TRIBUNAL APPEAL RULING from MCC Competition Council

Tuesday June 11, 2019

Event : CSBK Pro Sportbike Final, Grand Bend, Ontario

Date: June 9

Appeal presented in writing with fee at venue by:

Tomas Casas, Will Hornblower, David McKay

Appeal of: Results of the Pro Sportbike Final at Grand Bend Motorsports Park

The MCC Competition Council Tribunal held a conference call on Tuesday June 11, 2019 to rule on the protest submitted by riders Tomas Casas, Will Hornblower and David McKay. Colin Fraser provided the history of the event and the rationale for the decisions made. Colin then left the call to leave the MCC Tribunal to discuss and decide the outcome of the protest.

The members of the Tribunal panel reviewed the video and the rulebook pertaining to the protest (shown below). They also took into consideration the rationale of the decisions made and explored any other precedent setting similar occurrences.

F) RACE STOPPAGE

- 1) Where an event is stopped with less than two laps completed by the entire field, or if Timing and Scoring cannot produce an accurate field run down, a complete restart will be performed, using original grid positions. This will create a "New Race", and events pertaining to the first start will not be reflected in the "New Race", unless deemed safety related by the Director of Competition/Referee. Substitution of machinery will be permitted in this situation. Competitors who are entered and qualified but who failed to take part in the first start will be allowed to participate in the "New Race."
- 2) Should a race be stopped with more than two laps completed, but less than two thirds (approx.) of the posted distance, the field will be re-gridded for the "Restart."
- 3) Riders will be given credit for the laps completed as they cross the finish line in the lap preceding the lap in which the red flag has been displayed. The riders will be re-gridded as to the running order of that last complete lap. This means the position in the race, not the position on the track.
- 4) The remaining laps will be run, less credit for those completed, in an effort to complete the total distance posted. The subtraction of remaining laps to reflect fuel load and warm-up laps will be announced by the Director of Competition prior to the warm-up lap(s) for the restart.
- 5) Should the red flag be displayed in a race, which has seen more than 50% of the total posted laps completed the race may be considered complete.
- 6) Should the red flag be displayed in a race, which has seen more than 80% of the total posted laps completed, ~~the race will be considered complete.~~
- 7) In the case of no restart, any rider(s) deemed to be the cause of the race-stopping incident (competitors who fell) will be placed on the results, but at the back of their respective lap. If there is a "Restart", any rider deemed to be directly involved in the race-stopping incident (competitors who fell and/or who caused a change of adhesion) will be placed at the back of the grid for the "Restart."
- 8) Repairs or other service performed on the pit road proper or grid to entered motorcycles during any red flag delay may only take place with the express permission of a Referee or Director of Competition, as outlined by the

After careful consideration the MCC Tribunal decided to uphold the protest and overrule the at track decision. The two riders involved in the race stopping incident (competitors who fell) positions will be placed respectively at the end of the results and all other competitors will move ahead two positions.

The decision was not black and white. We do not believe that Dylan Bauer's actions were intentional but we did feel that he was the ultimate cause of the red flag. We felt that Sebastien Tremblay was the unfortunate victim however his crash did contribute to the red flag and subsequent end of the race. Based on the rules as written, the two riders (Dylan Bauer & Sebastien Tremblay) were deemed to have caused the race stopping incident and as stated in F(7) will be placed at the back of their respective lap.

The MCC Competition Council would also like to thank the riders, officials and race organizers that were involved and remind everyone that the concern for safety and fair competition in all circumstances remain the goal of all the national competition tours affiliated with the MCC.

Motorcyclists Confederation of Canada

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