



Motorcyclists Confederation of Canada  
Confédération motocycliste du Canada

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## MCC COMPETITION COUNCIL PROTEST RESOLUTION TRIBUNAL

| PROTEST DETAILS  |  |
|--|--|
| <b>Event:</b>  | Pro Superbike Race 2, Canadian Tire Motorsport Park, Grand Bend, Ontario |
| <b>Date:</b>   | August 11, 2019  |
| <b>Appeal presented in writing with fee at venue by:</b> | The protests received were from Jordan Szoke and Samuel Trepanier.       |
| <b>Appeal of:</b>  | Incidents identified below.  |

Tuesday, August 13, 2019

### ***OFFICIAL TRIBUNAL APPEAL RULING from MCC Competition Council***

Further to the completion of the CSBK Superbike final race of the season two protests were filed with CSBK in accordance with their procedures. In both cases the riders were not satisfied with the CSBK decisions and elected to elevate the protest to the MCC Competition Council Tribunal.

It is important to acknowledge that the role of the Tribunal is to review all protests and determine if the incidents in question were in violation of the organizing bodies (CSBK) rulebook. The Tribunal does not function to create rules. The Tribunal utilizes the information provided in the protest, the testimony of the race officials and video to determine the outcome of the protests.

The protests received were from Jordan Szoke and Samuel Trepanier. Many of the incidents cited were similar in both protests. For simplicity the Tribunal has grouped the incidents as follows:

1. Jordan Szoke protested that Ben Young should not have been awarded pole based on the fact that many parts had been substituted prior to the mandatory post-race dyno run. Ben had crashed and had to do numerous repairs to the damaged motorcycle in order to dyno it within the specified time.
2. Jordan Szoke and Samuel Trepanier both protested that Kenny Riedmann deliberately left the racing surface to disturb riders in his draft and shoot debris at the following riders.
3. Jordan Szoke and Samuel Trepanier both protested that Kenny Riedmann was riding in an aggressive manner throughout the race but more specifically in the last corner on the last lap where he made contact with Samuel Trepanier.



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The MCC Tribunal ruled as follows on the above protest incidents:

1. The post-race dyno run after repairs was in accordance with the CSBK procedures and the protest wasn't placed until Sunday night. This was outside the permitted time to file a protest so the MCC did not alter any at track decisions or results.

2. The MCC Tribunal recognized that riding to the right hand side of the white line was a deliberate decision on the part of Kenny Riedmann. The video and lap times would indicate that he did not benefit in the context of the rules below. Due to the speeds involved we do agree that the maneuver compromises the safety of all competitors and would be considered an unsportsmanlike act. There is a significant history of similar riding tactics. We do not feel that the CSBK rules currently address this issue.

#### **E) ON TRACK REGULATIONS**

- 1) Should a rider leave the course, he/she must re-enter at the next safe location with no attempt to shorten the course. Riders who are deemed to have benefited from leaving the course will be penalized. Riders who re-enter the circuit without checking to see if their return is safe, or who cut-off or obstruct a competitor on course, will be disqualified.

Therefore, the MCC Tribunal has decided not to impose any further penalties against Riedmann. However, we do recommend the formation of a committee consisting of a representative number of pro racers to be chaired by David Grummett. The duties of the committee will be to provide recommendations to CSBK for the implementation of new and the clarification of existing rules to prevent future occurrences of this and similar acts of unsportsmanlike conduct.

3. The MCC Tribunal reviewed the video of the incident between Trepanier and Riedmann in the final corner of the last lap of Sunday's Pro Superbike final. It is the opinion of the Tribunal that the contact was a racing incident and not a deliberate maneuver on the part of either rider. Therefore, the Tribunal will not override the decisions of CSBK and will not levy any penalties against either of the riders involved.

The MCC Competition Council Tribunal is composed of the principle members of the Canadian national race organizations. It is an impartial body of people experienced in all aspects of professional two wheeled motorsports. The principles of the series are not involved in any decisions pertaining to protests from their series.