



COMPETITION TRIBUNAL RULING - TRIPLE CROWN MOTOCROSS SERIES – ROUND #7 Deschambault, QC. July 27, 2025.

The MRC Competition Appeals Board:

This CMA Competition Tribunal (CT) was directed by the MRC Board and/or the MRC Competition Committee pursuant to provisions of subsection B of Chapter 9 of the MRC Pro Competition Rulebook to rule on protest appeal submitted as a result of penalties levied against a rider at the Triple Crown Motocross Series event in Deschambault, QC. The acting Chairperson of the CT was Todd Sharpless, Director and VP of Canadian Motorcycle Association (CMA). A meeting convened to address the appeal in question being held via video conference/telephone conference at 8:00 pm (Eastern) on Thursday, July 31, 2025 along with email submissions from CT members that could not attend. Appointees to the Competition Tribunal (CT) included: Todd Sharpless – CMA VP, Aaron Hesmer – Flat Track Canada, Lee Fryberger – CMA President, Ross de St Croix – CMA CEO, Philippe Chaine – CMA Board Member.

Background:

At the seventh round of the MRC/Jetwerx Triple Crown Series Motocross event held in Deschambault QC. on July 27, 2025, a protest was filed against the penalty of 1 position levied on Tanner Ward in the first moto of the 250 Pro class. Tanner Ward was penalized one position by Event Referee (Paul Kingsley) under the following rules;

Subsection C-1. Prohibited Race Rules

- Failing to adhere to track and corner markers, or disregard of the yellow Acerbis track markers, as well as failing to re-enter the racing surface at the point in which is as close to, most practical, and safe to which the rider left the racing surface; and in so doing gaining an unfair advantage is prohibited.
 - Close to, most practical, safe, and unfair advantage will ultimately be determined by the MRC head referee and possible investigations conducted by the MRC/Triple Crown Series.
- Cutting course sections of the racing surface, or cutting the course to get to a particular area such as the mechanics area, and in doing so, gaining an unfair advantage from a racing position perspective or from a mechanical perspective, is **prohibited.**

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Subsection A-1. Penalties

- Failing to adhere to track and corner markers or purposeful disregard of the yellow Acerbis track markers, as well as failing to re-enter the racing surface at the point in which is as close to, most practical, and safe to which the rider left the racing surface; and in so doing gaining an unfair advantage:
 - Position penalty in increments of 1 position up to a maximum of 3 positions may be given.
 - Add any additional positions for every position known to have been gained (eg. if 2 positions were gained, then the total penalty could be 5 positions).
 - If the number of positions gained is unknown or uncertain, then a possible 1-3 position penalty shall be applied.

Evidence:

Daryl Murphy, Assistant Referee, submitted four video recordings for evidentiary review. These recordings include both official event footage and independently captured video from multiple angles. Accompanying the visual evidence was written and verbal interpretation of the incident in question. The evidence was provided in support of the officiating determination related to the alleged infraction by competitor Tanner Ward, specifically regarding a violation classified as “Leaving the Racing Surface.” The materials were submitted to substantiate the basis for the penalty assessed.

A formal Rider Appeal was also provided. The Tribunal reviewed all the information provided within the appeal, particularly the still picture evidence as submitted. In so doing, the Competition Tribunal assessed the situation, actions of the rider, and the state of the track during Moto 1.

Decision:

The CT determined that Tanner Ward took a wider line than intended due to a racing incident with Lars VanBerkel in the previous corner when they came together. The rule states, “Failing to adhere to track and corner markers, or disregard of the yellow Acerbis track markers” During Moto 1 the straight track section leading up to the finish line jump “track Markers” were defined by yellow advertisement flags, followed by a banner fence leading up to the jump. There were no Acerbis track markers present (fig 1, 2 & 3). Tanner Ward was within the course markers.

It was determined by the CT that Tanner Ward did NOT fail to adhere to track and corner markers or purposeful disregard of the yellow Acerbis track markers.

Therefore, the CT voted unanimously to revoke the 1 position penalty given to Tanner Ward moving him ahead of Lars VanBerkel in the finishing order of Moto 1.

Discussion:

Although the course was intended to be narrower in the area of discussion, there were no markers in place to clearly identify it. At a Pro National event, the course must be clearly identified and not left to interpretation.

Fig 1.



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Fig 2.



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Fig 3.



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