Harness Racing Appeals & Disciplinary Board

Media Release Racing Appeals & Disciplinary Board

Result of appeal held before the HRV Racing Appeals and Disciplinary Board on 31 August 2016.

Lance Justice

Against a \$400 fine imposed by the stewards under Rule 44(1) at Melton on 29 July 2016.

Appeal dismissed.

HRV RAD Board Panel: Tony Burns (Chairman), Rod Osborne

Appellant Representative: Self

HRV Representative: Nicholas Murray

The Racing Appeals & Disciplinary Board (RADB) is established under section 50B of the Racing Act (1958). The RADB is an independent Board established to hear and determine appeals in relation to decisions made under the rules to impose penalties on persons and to hear and determine charges made against persons for serious offences.

TRANSCRIPT OF PROCEEDINGS

RACING AND DISCIPLINARY BOARD TONY BURNS, Chairman ROD OSBORNE

EXTRACT OF PROCEEDINGS

LANCE JUSTICE

DECISION

WEDNESDAY 31 AUGUST 2016

Mr N MURRAY appeared on behalf of the HRV Stewards

MR JUSTICE appeared on his own behalf

Rule 44 is a rule based on informing the public and giving transparency about racing tactics. It is no doubt an unpopular rule amongst drivers but its purpose is not to assist them, rather its purpose is to assist the public. It has been well publicised and is known to all. The recent racing pattern of Real Lucky as shown by two of the three of its recent starts was to restrain. Here at Melton on the 29th of July 2016 he was urged forward to lead and did so by some lengths. Reading from the stewards inquiry on the night of the race Mr Justice gives his view of the rule and says "I'm just so dead against the rule. I just do not like it and will not, like I said I will never ever tell you, give my tactics to other drivers because it's just a blatant hand ups to what you're going to do". He goes on to talk about other events at the track. He also says that "so you know if he felt good I was going to try and let him come forward". We are comfortably satisfied that Mr Justice intended to drive the way he did prior to the race and had an obligation under this rule to inform the stewards of that intention, at least as a possibility depending on how the race unfolded. Accordingly we find the charge proven.

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