

**OLFSL Appeals Arbiter Decision – 23 April 2010**  
**OLFSL S2 Fastlap Fury – Race 1, Blackwood GP, LX4, Pool 4**

A complaint was registered relating to \*The Original LFS League (OLFSL) S2 Fastlap Fury, Race 1, Blackwood GP, Pool 4, which was held on 11 April 2010.

The complaint was filed by [HR™ K.Giagias](#) against [\[A9\] Docy](#) relating to an incident which occurred on Lap 24, Turn 1.

In my capacity as the Appeals Arbiter, I have investigated the incident. I have extensively reviewed the Pool 4 replay from multiple cars/angles, and I hereby set out my analysis and conclusions.

Relevant OLFSL Rules

Relevant OLFSL rules (emphasis added) to take into consideration in this case include:

**In general:** Take care to race clean/fair, i.e. do not hit other cars or obstacles, [...].

OLFSL applies and enforces the RaceSIM Rules of Racing (formerly Clean Racers Club rules).

*CT-4: Behind drivers are expected to anticipate the possibility that ahead drivers may have longer braking zones, and can make mistakes. Behind drivers should drive accordingly, always maintaining separation.*

*CT-5: The behind driver has a responsibility to not run into the back of a ahead driver. The ahead driver does not have to try to avoid you. If all else fails, the behind driver should run their own car off the track to avoid such a collision.*

*CT-2: If a driver has breached one of the Rules of Racing, and has resulted in contact and/or a time or position advantage. That driver must apologize, and forfeit the position to the affected driver. If the affected driver is unable to continue, sufficient action should be encouraged at the Server Admin's discretion.*

Penalties apply for the following

- Breaking the Racing rules (including the RaceSIM Rules of Racing (formerly Clean Racers Club rules)) defined above.
- Any other form of unsportsmanlike behaviour, as determined by the Appeals Arbiter.

Analysis of Pool 4, Lap 24, Turn 1

The MPR replay shows the following:

On Lap 23, [\[A9\] Docy](#) appears to be closing in a little on [HR™ K.Giagias](#) (extent of catch-up not measured). On the last turn of Lap 23, [HR™ K.Giagias](#) skids, recovers, and the two cars cross the Lap 24 start/finish line with about 2 car length separation, with [HR™ K.Giagias](#) clearly leading.

At Turn 1 of Lap 24, [HR™ K.Giagias](#), still clearly leading, brakes quite early. [\[A9\] Docy](#) lifts off the gas but does not brake, and makes no visible attempt to brake or steer to avoid running into the back of [HR™ K.Giagias](#). A collision occurs, with [\[A9\] Docy](#) running into the back of [HR™ K.Giagias](#), sending [HR™ K.Giagias](#) into a (small) spin, and [\[A9\] Docy](#) goes through. [HR™ K.Giagias](#) recovers well.

On the Turn 2 chicane of Lap 24, [\[A9\] Docy](#) is relatively slow and skids a bit, allowing [HR™ K.Giagias](#) to come back, fully alongside [\[A9\] Docy](#) on the long straight. It is not possible to determine whether [\[A9\] Docy](#) was deliberately slow on the Turn 2 chicane and intended to allow [HR™ K.Giagias](#) to pass back, as required by Rule CT-2. However, [\[A9\] Docy](#) did not allow [HR™ K.Giagias](#) to pass back on the long straight, and [\[A9\] Docy](#) turned in first on the turn after the long straight.

Note: A Blue Flag is shown to both racers involved in this incident towards the end of the long straight, but this is not a relevant factor, as both racers were able to make racing decisions, and no visible effect is detected.

Appeals Arbiter Conclusion and Decision

The OLFSL Appeals Arbiter sent an e-mail to [A9] Docy announcing the complaint, indicating that this was a prima facie case of infringement of the OLFSL rules, including the RaceSIM Rules of Racing, and requesting input (including reference to a possible guilty plea). No response was received from [A9] Docy.

Note: HR™ K.Giagias may have been able to pass back [A9] Docy on the long straight, but did not, possibly testing [A9] Docy's knowledge and respect of the rules.

The infringement of OLFSL rules, i.e. the OLFSL general rule on clean/fair racing, as well CT-4, CT-5 and CT-2, is unequivocal in this case.

A First Warning and penalty are warranted.

Given that the following drivers did not complete the race, a time penalty would be ineffective, and an enforced change in final race position is warranted.

[A9] Docy is moved down to position 17 in the final race results, and is placed under specific supervision going forward.

\* \* \* \*

This decision is final, and is taken in the interests of making sure that OLFSL is a fun and fair play league for all drivers, irrespective of their skill level.

We hope and trust that you will all understand this decision, and that you will behave in accordance with the rules and take into account the precedents set by OLFSL Appeals Arbiter decisions.

Sincerely,

Solar Hydro, OLFSL Appeals Arbiter