

OLFSL Appeals Arbiter Decision – 27 October 2011
OLFSL S2 Fastlap Fury – Event 10, Fern Bay Green, Pool 2, FOX

A complaint was registered relating to *The Original LFS League (OLFSL) S2 No Frills, All Thrills, Event 10, Fern Bay Green, Pool 2, FOX, which was held on 18 September 2011.

The complaint was filed by [sccc| Gerrit](#) relating to incidents allegedly involving [DTM^BARIS](#), which occurred on numerous laps (listed below in the analysis section).

The two incidents directly involving contact between [sccc| Gerrit](#) and [DTM^BARIS](#) concern Lap 25 (first chicane) and Lap 25 (exit of last turn).

In my capacity as the Appeals Arbiter, I have investigated the incidents. I have extensively reviewed the Pool 2 replay from multiple cars/angles, and I hereby set out my analysis and conclusions. This involved examining the official Pool 2 replay as recorded by the OLFSL server, as well as the Pool 2 replay filed by the complainant. Discrepancies between the replays appear to be minimal.

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, do not force other racers off the track [...].

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

C-1: You must compete in a fair and honest manner.

C-2: You must drive responsibly, in a way that will not ruin the enjoyment for others.

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 2, Laps 1, 10, 12, 20, 25, 26, 27

The MPR replay shows the following:

Lap 1: [DTM^BARIS](#) starts from Position 7, races quite aggressively from the start (rear-ends [kutu](#)), and is defending the racing position from [HomeRunOlm](#), with [DTM^BARIS](#) using two very aggressive defensive moves. Towards the end of Lap 1, entering the bridge section, [HomeRunOlm](#) clips the rear of [DTM^BARIS](#), causing cars to spin, and cars in front and behind become implicated in a major multi-car crash, causing several cars to pit for repairs on Lap 1 and Lap 2. The exit/extrication from the crash by several drivers is complex. [DTM^BARIS](#) pits for repairs at the end of Lap 1 and rejoins the race in last position.

Lap 10: [StFin Jkl76](#) crashes on the first chicane. [DTM^BARIS](#) is close behind; no involvement from [DTM^BARIS](#) is evident from the replays.

Lap 12: [M.Pirnes](#) is under pressure from [DTM^BARIS](#) close behind. [M.Pirnes](#) skids slightly, contact occurs, [DTM^BARIS](#) spins.

Lap 20: [DTM^BARIS](#) makes an aggressive pass on [\[KA\]Thunderdome](#). Overlap is achieved before entering the corner.

Lap 25 (first chicane): [sccc| Gerrit](#) (under pressure from [DTM^BARIS](#) since lap 24) slides and crashes on the left side of the first chicane. [DTM^BARIS](#) is close behind. [DTM^BARIS](#) lifts off at the very last moment when seeing [sccc| Gerrit](#) crash and spin (the lift-off is visible from both the replays), but ploughs into the middle of the car of the spinning [sccc| Gerrit](#). Both cars sustain damage; [sccc| Gerrit](#) exits the incident in front of [DTM^BARIS](#).

Lap 25 (exit of last turn): [DTM^BARIS](#) rear-ends [sccc| Gerrit](#) upon exiting the last turn. This causes [sccc| Gerrit](#) to spin far down the right side of the track, coming to a halt in the opposite driving direction. [DTM^BARIS](#) also spins and crashes against the wall on the left side of the track, but recovers quickly, does not wait for [sccc| Gerrit](#), and scrapes through in between oncoming cars. [sccc| Gerrit](#) who is immobilised facing oncoming traffic, waits to let all cars pass before rejoining the race, and hence loses positions.

Laps 26 and 27: Following the second Lap 25 incident, [DTM^BARIS](#) has scorched tyres, spins twice on Lap 26, and spins again on Lap 27, each of these three times narrowly avoiding severely affecting the race of oncoming cars. At the start of Lap 27, the race Host intervenes with a message to instruct [DTM^BARIS](#) to spectate or to change tyres, indicating the dangerous situation that [DTM^BARIS](#) is putting other racers in. Further on Lap 27, [DTM^BARIS](#) skids or moves into the first sand section, getting stuck in the sand, and spends several minutes slowly extricating the car from the sand. As [DTM^BARIS](#) comes close to rejoining the race, the race Host instructs [DTM^BARIS](#) not to rejoin the race due to severe tyre degradation (worsened by attempting to exit from the sand) and risks of affecting other racers' races. As [DTM^BARIS](#) rejoins the grass section and is about to join the tarmac, potentially in the path of an oncoming car, the race Host force-spectates [DTM^BARIS](#). The force-spectate occurs seconds after the race leader passes the finish line.

On the post-race chat, [DTM^BARIS](#) uses bad language, in a language other than English.

Appeals Arbiter Conclusion and Decision

Given that numerous separate incidents are the subject of analysis in this case, the conclusion/decision section of this Appeals Arbiter decision refers directly back to the analysis section above, with brief conclusions presented in this concluding section.

Lap 1: Discussion is possible on the responsibility for the incident entering the bridge section, e.g. [DTM^BARIS](#) defending too aggressively, or [HomeRunOlm](#) attacking too aggressively, but this is not the substantive object of the complaint, given that the complainant was not directly involved in this incident. For the purposes of this decision, but also substantively, this is considered an unfortunate race incident, not warranting any penalty on [DTM^BARIS](#). The exit/extrication from the crash is controversial, but analysis of the replays does not enable to conclusively establish that [DTM^BARIS](#) would have rejoined the track in breach of the rules on track rejoining. Again, no

penalty on [DTM^BARIS](#) is warranted.

Lap 10: [StFin Jkl76](#) crashes; [DTM^BARIS](#) is not involved.

Lap 12: [M.Pirnes](#) skids slightly, contact occurs, [DTM^BARIS](#) spins.

Lap 20: [DTM^BARIS](#) achieved overlap on [\[KA\]Thunderdome](#) before entering the corner.

Lap 25 (first chicane): [DTM^BARIS](#), very close behind [sccc| Gerrit](#), ploughed into the car of [sccc| Gerrit](#) at high speed, lifting-off only at the very last moment when it was too late to avoid a crash. Given both racers' positions at that late stage of the race (Lap 25 of 30, with most racers far ahead), [DTM^BARIS](#) could and should have exercised more prudence, and **should have taken account of RaceSIM rule CT-4**.

Lap 25 (exit of last turn): [DTM^BARIS](#)' rear-ending of [sccc| Gerrit](#) was **in clear breach of the OLFSL rule on not hitting other cars, and in breach of RaceSIM Rule CT-5**. Following the incident, [DTM^BARIS](#) also breached **RaceSIM Rule CT-2** by not waiting (including subsequently in the race) for [sccc| Gerrit](#) to recover the position.

Laps 26 and 27: [DTM^BARIS](#) **ignored race Host instructions**. The OLFSL race Host force-spectated [DTM^BARIS](#) on the grounds that cars were oncoming as [DTM^BARIS](#) was about to rejoin the track, preventing [DTM^BARIS](#) from finishing the race 3 laps down. It may be the case that [DTM^BARIS](#) was not able to see the race Host instructions after having blocked the chat. It may also be the case that [DTM^BARIS](#) might have rejoined safely and might have been able to complete the race without causing further prejudice to other racers. The OLFSL race Host was not using any special Host chat overriding chat blocking. This is a matter to be addressed by the OLFSL staff/OLFSL devs in potential future OLFSL seasons.

On the post-race chat, [DTM^BARIS](#) used **bad language** in a language other than English (this bad language has been examined/translated, and it seems to have been directed at a racer as well as at the OLFSL race Host).

In summary (**red items** listed above in particular), [DTM^BARIS](#) is found to have breached several OLFSL/RaceSIM Rules on Event 10.

[DTM^BARIS](#) was put under supervision for aggressive driving in the OLFSL Appeals Arbiter decision dated 19 June 2011, relating to Event 5, Blackwood Rallycross Rev, Pool 1, RB4 ([DTM^BARIS](#) was also put under supervision in the OLFSL Appeals Arbiter decision dated 5 June 2011, relating to Event 4, South City Classic, Pool 1, MRT, but this is unrelated, as it concerned Blue Flag conditions).

In accordance with the OLFSL Rules, Penalties Section, this results in a **Second Warning, DNF and a one event race ban**. Given that the race Host force-spectated [DTM^BARIS](#), the DNF penalty has already been applied in practice.

The one event race ban has not been enforced due to the delay in issuing this OLFSL Appeals Arbiter decision. To ensure effectiveness, rather than to retroactively ban [DTM^BARIS](#) from Event 11 ([DTM^BARIS](#) did not participate) the race result of [DTM^BARIS](#) for Event 12 ([DTM^BARIS](#) finished 9th in Pool 1) is converted to a DNSH, and [DTM^BARIS](#) will be kept under reinforced supervision in a possible next OLFSL season.

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