

OLFSL Appeals Arbiter Decision – 15 May 2011

OLFSL S2 Fastlap Fury – Event 3, Aston North Rev, Pool 1, FOX

A complaint was registered relating to *The Original LFS League (OLFSL) S2 No Frills, All Thrills, Event 3, Aston North, Pool 1, FOX, which was held on 1 May 2011.

The complaint was filed by [w1zard](#) against [HR™ V.Kazantzias](#) relating to an incident which occurred on Lap 12, in Sector 3, after the exit of the 180° right turn.

In my capacity as the Appeals Arbiter, I have investigated the incident. I have extensively reviewed the Pool 1 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, do not force other racers off the track [...].

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

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

O-1: To obtain right of road position in a corner, the overtaker's car must have substantial overlap of the car that is being overtaken, before they reach the corner's turn-in point. Should the overtaking car not have enough overlap, the leading car may resume its racing line without fear of contact.

With regard to RaceSIM rule O-1, OLFSL has adopted the following interpretation (included in OLFSL Rules): “overlap” = the overtakers' car comes up alongside the ahead car, by half a car length or more.

O-3: The car on the inside has the right to inside room all the way through the corner - right up to the exit point. That car should not be squeezed against the inside towards the apex area. The ahead driver can still battle for the position of course but must do so while maintaining side room for the behind driver. The practice of going up the inside of an ahead car after that car has already turned in, and where there was no established substantial overlap before the turn-in point, is sometimes referred to as barge passing, (i.e. you barge your way past). Understand that barge passing is a high risk manoeuvre for both you and others. You have no rights whatsoever as a barge passer.

O-5: Ahead drivers have the right to choose any line down a straight. The ahead driver may make one move to block the opposing car, and one move to return to the racing line before the next corner - Unless the opposing car has overlap.

O-6: Ahead drivers have the right to take any line through a corner, unless an opposing car has overlap.

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.

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 1, Lap 14, 180° right turn exit

The MPR replay shows the following:

During sector 2, and into sector 3, [HR™ V.Kazantzias](#) is gaining ground strongly on [w1zard](#). On the approach to the 180° right turn in sector 3, [HR™ V.Kazantzias](#) comes alongside [w1zard](#) on the right side of the track; [w1zard](#) stays on the left side of the track. A clean pass occurs, with [HR™ V.Kazantzias](#) very slightly overshooting the ideal line through the corner. [w1zard](#) crosses back, and on the exit of the 180° right turn, [HR™ V.Kazantzias](#) is on the left side of the track (ahead), and

w1zard is on the right side of the track (behind). Both cars accelerate in the run-up towards the next corner.

HR™ V.Kazantzias (ahead) moves from left to right, nearly exactly on the racing line, with presumably low visibility on the exact position of w1zard. w1zard (behind), presses on, with likely rather good visibility on the left-to-right movement made by HR™ V.Kazantzias.

Contact occurs between the rear right wheel of HR™ V.Kazantzias and the front left wheel of w1zard. Both cars spin off into the grass and hit the barrier on the right side of the track.

HR™ V.Kazantzias recovers well with no material damage and does not lose any position (and does not wait for w1zard); w1zard makes a risky move when rejoining the track (not discussed here, since no appeal was filed on that topic), loses one position, and sustains suspension damage. w1zard completes the race (2 more laps), having lost one position.

Appeals Arbiter Conclusion and Decision

Whilst it is not easy to pin this case precisely to an explicit item in the OLFSL Rules including the RaceSIM Rules of Racing, especially given that the incident occurred in the start of the run-up to the next corner rather than in or into a corner, what stands out is that:

- HR™ V.Kazantzias was seemingly considerably faster than w1zard and HR™ V.Kazantzias had just made a clean pass.
- HR™ V.Kazantzias was moving (left-to-right) on or very near the racing line.
- HR™ V.Kazantzias was clearly ahead by just about a car length, which likely fulfils the requirements of RaceSIM Rules O-1, O-5 and O-6 as transposed to this situation (the rules do not apply precisely because the overtake had already happened and the cars were running-up to the next corner). This includes OLFSL's interpretation of RaceSIM Rule O-1, which is:
"overlap" = the overtakers' car comes up alongside the ahead car, by half a car length or more.
- The OLFSL Rules state that racers should not "force other racers off the track".

The Appeals Arbiter's conclusion is that:

- a) w1zard could have driven more prudently, after having just been passed by a seemingly much faster opponent.
- b) HR™ V.Kazantzias could have taken a more prudent line (from a clearly leading position).
- c) It seems understandable that w1zard could have been surprised by, and unable to react to, the left-to-right movement made by HR™ V.Kazantzias (on or very near the racing line).
- d) HR™ V.Kazantzias did not force w1zard off the track.
- e) None of the OLFSL Rules, including the RaceSIM Rules of Racing, enable the complaint of w1zard to be upheld.

This case is considered to be an unfortunate race incident, which could have been avoided by both drivers.

Additional note:

The appeal filed by [wlzard](#), which read *“He left me no place after 180 degrees corner”* does not meet the requirements of complaints set out by the OLFSL rules (chapter entitled ‘Penalties’). In addition, [wlzard](#) did not respond to the Appeals Arbiter’s request via e-mail to specify which rule was alleged to be breached. For reference, the requirements for complaints are as follows: *“If you believe (after carefully reviewing the replay) that a penalty is called for, you may file a complaint with the Appeals Arbiter using the Appeal Form which is accessible for logged-in users under User CP. Note that you have 48 hours to file your complaint. Your complaint should specify which Pool, which Lap, and which racer(s) is/are concerned, and state which rule you allege has been breached.”*

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