

## OLFSL Appeals Arbiter Decision – 5 June 2011

### OLFSL S2 Fastlap Fury – Event 4, South City Classic, Pool 1, MRT

Two complaints were registered relating to \*The Original LFS League (OLFSL) S2 No Frills, All Thrills, Event 4, South City Classic, Pool 1, MRT, which was held on 15 May 2011.

The complaints were filed by [Coulti](#) against [Enkidu](#) relating to an incident which occurred on Lap 2, last turn, and by [R4F-ScorpioGT](#) against [DTM^BARIS](#) on Lap 26, before and at the entry of the brick chicane.

In my capacity as the Appeals Arbiter, I have investigated the incidents. 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 [...].**

• Blue Flag: Drivers that are a lap down or otherwise receive a Blue Flag warning from the LFS software or from the Host must let the faster car(s) pass as soon as sensibly possible without disrupting the race, i.e. slow down and move off the racing line at a sensible location on the track to let the cars that are a lap ahead get past. Blue Flag does not mean that the slower car must move off the track. Drivers that are catching up on a lapped car (e.g. because they are much faster, after a pitstop or race incident) must take particular care, giving a chance to the lapped driver to move aside in a safe location. Lapped drivers are allowed to try to un-lap themselves but must take particular care not to disrupt the race for the other cars.

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

*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.*

*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-6: Malicious or inappropriate braking or slowing is strictly prohibited.*

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 Case 1 - Pool 1, Lap 2, last corner ([Coulti](#) vs [Enkidu](#))

The MPR replay shows the following:

[HR™ B.Chalaris](#) is leading the race near the end of lap 2, with [Coulti](#) slipstreaming and taking the inside line into the last left-hand corner. A pass seems likely. [Enkidu](#) is close behind in third position.

[Coulti](#) brakes briefly when in the corner entry, while being more or less level with [HR™ B.Chalaris](#)

([Coulti](#) being on the inside line). The extent to which overlap was achieved is not a parameter here.

[Enkidu](#) rear-ends [Coulti](#), causing [Coulti](#) to scrape the inside wall, and lose positions (perhaps to [HR™ B.Chalaris](#) and certainly to [Enkidu](#)).

[Coulti](#)'s complaint reads as follows: *"In lap 2 i would pass B.Chalaris in the last turn on the apex Enkido contact me because he didn't or break too late, I hit the wall and less 2 places"*.

After the incident, [Enkidu](#) did not wait for [Coulti](#).

The race (36 laps) finished with [Enkidu](#) ahead of [Coulti](#), even though [3id J.Lehikoinen](#) passed them both over the course of the race.

#### Appeals Arbiter Conclusion and Decision – Case 1 ([Coulti](#) vs [Enkidu](#))

[Coulti](#), being the ahead driver, had the right to take any line through the corner, and there is no evidence of [Coulti](#) engaging in malicious or inappropriate braking/slowing: Rule CT-6 was not breached by [Coulti](#), being the ahead driver.

[Coulti](#)'s brake light was likely clearly visible to [Enkidu](#), a good moment before the rear-ending occurred.

[Enkidu](#) breached RaceSIM Rules CT-4 and CT-5 and [Enkidu](#) did not wait for [Coulti](#) (breaching Rule CT-2) after the incident occurred.

There is no evidence of deliberate rear-ending on the part of [Enkidu](#), and the consequences of the incident were limited in effect on the overall race result. All drivers had the opportunity to race for the win after the incident occurred (Lap 2 out of 36), and indeed both [Enkidu](#) and [Coulti](#) were eventually passed by [3id J.Lehikoinen](#) who finished second, with [Enkidu](#) and [Coulti](#) finishing third and fourth.

On the basis of the above, and in accordance with the OLFSL Rules (Penalties Section), this is a case in which [Enkidu](#)'s behaviour is deemed inappropriate, and did breach the rules, but not warranting a penalty. In accordance with the OLFSL Rules, [Enkidu](#) is placed under supervision. Also in accordance with the OLFSL Rules, in case of repeat behaviour, penalties will apply.

#### Analysis of Case 2 - Pool 1, Lap 26, before and at entry of brick chicane ([R4F-ScorpioGT](#) vs [DTM^BARIS](#))

The MPR replay shows the following:

At Lap 25/26, [DTM^BARIS](#) (who pitted on Lap 1 and being a lap down) catches back up on [R4F-ScorpioGT](#).

At the end of Lap 25, and at the early points of Lap 26, [DTM^BARIS](#) is coming up fast on [R4F-ScorpioGT](#) and is challenging for positions.

[R4F-ScorpioGT](#)'s complaint (apparently received only by e-mail and elaborated on request of the Appeals Arbiter) reads essentially as follows: *"that guy let me pass for the blue flag first, then attacked me just because i made a couple of slow laps"*; *"because of the risk taken in the passing (which i wasn't expecting at all) and because he didn't even give up after at the chicane, when we*

*were paired, and in that case he should have lifted his right foot. But i didn't so I've hit the brake because i was scared about a possible crash, and I've lost a lot of time. He could stick to my tail and pass me in the straight, instead of doing that”.*

No contact occurs between [R4F-ScorpioGT](#) and [DTM^BARIS](#).

[DTM^BARIS](#) passes first in the brick chicane

*Appeals Arbiter Conclusion and Decision – Case 2 ([R4F-ScorpioGT](#) vs [DTM^BARIS](#))*

[DTM^BARIS](#) seemed to be the faster car already on Lap 25, challenging [R4F-ScorpioGT](#) for position well ahead of the point in time to which the complaint of [R4F-ScorpioGT](#) relates.

Repeated study of the MPR replay suggests that both drivers seemed to hesitate in the circumstances just before and at the entry of the brick chicane.

Could [DTM^BARIS](#) have waited to pass at a safer place? Yes. Could [R4F-ScorpioGT](#) have yielded the position to the faster driver before or a bit before the point that is the subject of the complaint? Yes. Did an incident occur? No.

On the basis of the above, the Appeals Arbiter finds no grounds to invoke breach of the “un-lapping part” (last sentence) of the OLFSL Blue Flag rule or any other OLFSL Rule.

[DTM^BARIS](#) is instructed to drive more carefully going forward.

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These decisions are final, and are 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 these decisions, 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