

OLFSL Appeals Arbiter Decision – 19 June 2011

OLFSL S2 Fastlap Fury – Event 5, Blackwood Rallycross Rev, Pool 1, RB4

Two complaints were registered relating to *The Original LFS League (OLFSL) S2 No Frills, All Thrills, Event 5, Blackwood Rallycross Rev, Pool 1, RB4, which was held on 5 June 2011.

The complaints were filed by [HR™ B.Chalaris](#) (affected driver) and by [TEM/Y.Laprevotte](#) (an unaffected driver making a detailed complaint as an observer) relating to incidents involving [DTM^BARIS](#), which occurred on Laps 1, 25, 26, 27, 29 and 30 (last lap of the race).

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 [...].

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.

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.

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.

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, Laps 1, 25, 26, 27, 29, 30

The MPR replay shows the following:

On Lap 1, on entry of the second dirt section, [DTM^BARIS](#) comes up from (quite far) behind and hits the rear left flank of [HR™ V.Kazantzas](#), causing [HR™ V.Kazantzas](#) to skid and begin to spin. [HR™ V.Kazantzas](#) corrects the spin, but loses the position. Subsequently, [HR™ V.Kazantzas](#) loses positions to other drivers, and ends-up making a 360° spin alone on the grass on the left side of the track, causing the loss of further positions. [HR™ V.Kazantzas](#) does not sustain material damage in the incident with [DTM^BARIS](#). [HR™ V.Kazantzas](#) sustains material damage thereafter. No complaint was filed by [HR™ V.Kazantzas](#).

At the start of Lap 25, HR™ B.Chalaris is being caught by DTM^BARIS. On entry of the first dirt section, DTM^BARIS hits the rear left flank of HR™ B.Chalaris, causing HR™ B.Chalaris to skid and begin to spin. The cars interlock, which enables Coulti to pass both of DTM^BARIS and HR™ B.Chalaris. The positions between HR™ B.Chalaris and DTM^BARIS remain unchanged. No substantial damage is sustained.

At the end of Lap 25, approaching the start-finish straight on the tarmac, HR™ B.Chalaris (ahead) closes the door (quite aggressively) on DTM^BARIS (behind). *Overlap is not achieved.*

At the start of Lap 27, just at/after the start-finish straight on the tarmac, HR™ B.Chalaris (ahead) closes the door (quite aggressively) on DTM^BARIS (behind). *Overlap is not achieved.*

On Lap 27, on entry of the second dirt section, DTM^BARIS comes up from (rather far) behind and hits the rear left flank of HR™ B.Chalaris, causing HR™ B.Chalaris to skid and begin to spin. HR™ B.Chalaris corrects the spin. It is clearly visible that DTM^BARIS backs off after the contact, allowing HR™ B.Chalaris to stay ahead.

At the start of Lap 30 (last lap), before/at/after the start-finish straight on the tarmac, HR™ B.Chalaris takes and stays on a line which effectively closes the door on DTM^BARIS who is coming up inside. *Overlap (as defined by OLFSL rules) is achieved by DTM^BARIS in this case before AND after the start-finish line (as opposed to the previous cases in which DTM^BARIS did not achieve overlap).* Contact between the cars occurs (with DTM^BARIS being partially off the track at the point after the start-finish line at which the incident occurs). This contact leads to HR™ B.Chalaris skidding off into the wall at the left side of the track, and DTM^BARIS passing. HR™ B.Chalaris sustains substantial damage, and HR™ B.Chalaris is subsequently passed by other cars.

Appeals Arbiter Conclusion and Decision

Given that 6 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: Aggressive driving by DTM^BARIS caused a Race Incident. This Race Incident could have been avoided by more careful driving on the part DTM^BARIS, in accordance with the rules (including RaceSIM rules CT-4 and CT-5). The affected driver, HR™ V.Kazantzias, did not file an appeal. No penalty is warranted, but DTM^BARIS is instructed to drive more carefully going forward and is put under supervision.

Lap 25 (entry of first dirt section): Aggressive driving by DTM^BARIS caused a Race Incident. This Race Incident could have been avoided by more careful driving on the part DTM^BARIS, in accordance with the rules (including RaceSIM rules CT-4 and CT-5). The affected driver, HR™ B.Chalaris filed an appeal. On this rallycross track, and at this specific location, this is a common race incident, which occurred on numerous other occasions between drivers in this OLFSL event. No penalty is warranted, but DTM^BARIS is instructed to drive more carefully going forward and is put under supervision.

Lap 25 (end) and Lap 27 (start). Overlap was not achieved; HR™ B.Chalaris closed the door very aggressively. No penalty is warranted, but HR™ B.Chalaris is put under supervision.

Lap 27 (entry of second dirt section): Aggressive driving by DTM^BARIS resulted in a **breach of the OLFSL rules**. DTM^BARIS backed-off, and **forfeited position advantage that was achievable**, in

accordance with RaceSIM rule CT-2.

Lap 30 (start): Overlap was achieved by [DTM^BARIS](#) over [HR™ B.Chalaris](#) for a good while before and after passing the start/finish line. [HR™ B.Chalaris](#) stayed consistently on a line which amounted to effectively (but not evidently anti-competitively) closing the door on [DTM^BARIS](#), even though [DTM^BARIS](#) had achieved overlap. Both drivers could have backed-off to avoid what turned out, evidently, to be a Race Incident.

In accordance with the OLFSL Rules, [DTM^BARIS](#) is instructed to drive more carefully, and is placed under supervision, but no penalties are warranted. [HR™ B.Chalaris](#) is also placed under supervision, given the aggressive driving displayed in this race.

[DTM^BARIS](#) was the subject of the OLFSL Appeals Arbiter decision dated 5 June 2011 (Event 4, South City Classic, Pool 1, MRT) but this concerned Blue Flag circumstances which were totally different from the cases considered in this decision. Therefore, [DTM^BARIS](#) remains under supervision but there is no escalation of penalties on [DTM^BARIS](#).

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