

OLFSL Appeals Arbiter Decision – 4 September 2011
OLFSL S2 Fastlap Fury – Event 8, Kyoto GP Long, Pool 3, UF1

Three complaints were registered relating to *The Original LFS League (OLFSL) S2 No Frills, All Thrills, Event 8, Kyoto GP Long, Pool 3, UF1, which was held on 17 July 2011.

The complaints were filed by:

[KKX andrespeed](#) (affected driver) versus [\[KA\]Waleran](#) regarding Lap 1, Turn 3.

[sccc|Ant](#) (affected driver) versus [lore96](#) regarding Lap 6, Turn 2. [sccc|Ant](#) subsequently withdrew the complaint as a friendly gesture following chatterbox discussions. The case has nevertheless be examined and processed.

[Ki-Men](#) (affected driver) versus [MTnRunnr](#) regarding Lap 6, Turn 3.

In my capacity as the Appeals Arbiter, I have investigated the incidents. I have extensively reviewed the Pool 3 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 [...].
The driving line must be taken as laid out by the track. With this in mind, you must try to keep at least 2 wheels on the track at all times [...]

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 3, Lap 1 (KKX andrespeed (affected driver) versus [KA]Waleran)

The MPR replay shows the following:

On Lap 1, approaching Turn 3 (the 90° turn to the right), [KKX andrespeed](#) is ahead of [\[KA\]Waleran](#). High wind conditions apply.

[KKX andrespeed](#) (left side of the track) brakes before turning in. [\[KA\]Waleran](#) (middle-right side of the track) brakes later.

Overlap is not achieved by [\[KA\]Waleran](#).

[\[KA\]Waleran](#) hits the right rear of [KKX andrespeed](#), causing both cars to go off on the left side of the track. [KKX andrespeed](#) is projected into the sand on the left side of the track and loses many positions (basically from 4th to last); [\[KA\]Waleran](#) is also affected, but manages to stay on the grass and recovers more readily (from 5th to 15th). Upon rejoining the track, both drivers recover a couple of positions quickly due to incidents which were concomitant on their own incident.

[\[KA\]Waleran](#) does not wait for [KKX andrespeed](#).

The manner in which [KKX andrespeed](#) rejoins the track is controversial but is not the subject of a complaint.

Analysis of Pool 3, Lap 6 (sccc|Ant (affected driver) versus lore96)

The MPR replay shows the following:

On Lap 6, approaching Turn 2 (the entry of the short right-left combo) [sccc|Ant](#) is ahead of [RX Danila](#) and is quite far ahead of [lore96](#). High wind conditions apply.

[RX Danila](#) who has been slipstreaming [sccc|Ant](#) since the start-finish line goes through on the inside (right side) line ahead of Turn 2. [sccc|Ant](#) leaves ample room (and lifts off the gas considerably – this has been verified as the way in which [sccc|Ant](#) takes that corner on every lap) and in no way opposes the pass of [RX Danila](#).

[lore96](#) is still a good distance away from [sccc|Ant](#) upon the entry of [sccc|Ant](#) into Turn 2.

[lore96](#) takes an aggressive line on the blue tar and over the speed bumps on the right side of Turn 2, and then a very/extremely aggressive line on the blue tar on the left side of Turn 2. Verification shows that HLVC is triggered. [lore96](#) catches [sccc|Ant](#) at very high speed.

Overlap is not achieved by [lore96](#).

[lore96](#) hits [sccc|Ant](#), causing [sccc|Ant](#) to spin off.

[lore96](#) does not wait for [sccc|Ant](#).

Analysis of Pool 3, Lap 6 (Ki-Men (affected driver) versus MTnRunnr)

The MPR replay shows the following:

On Lap 6, approaching Turn 3 (the 90° turn to the right), [Ki-Men](#) is well ahead of [MTnRunnr](#).

High wind conditions apply.

[Ki-Men](#) (left side of the track) brakes before turning in. [MTnRunnr](#) (also left side of the track) brakes later.

Overlap is not achieved by [MtnRunnr](#).

[MtnRunnr](#) hits the right rear of [Ki-Men](#), causing [Ki-Men](#) to go off into the sand on the left side of the track, and become immobilised in the sand, thereby effectively ending the race for [Ki-Men](#).

Appeals Arbiter Conclusions and Decisions

Lap 1: [KKX andrespeed](#) (affected driver) versus [\[KA\]Waleran](#)

Imprudent driving by [\[KA\]Waleran](#), in breach of the OLFSL Rule on not hitting other cars, as well as in breach of RaceSIM rules CT-4 and CT-5, caused an avoidable accident with wide-ranging consequences for [KKX andrespeed](#), and also for several other racers subsequently implicated.

Whilst high wind may have been a factor in the incident, there is no manifest evidence of this being the case, and in any case [\[KA\]Waleran](#) should have exercised particular caution on Lap 1 under high wind conditions.

The incident was followed by [\[KA\]Waleran](#) failing to observe RaceSIM rule CT-2 on forfeiting the position to the affected driver.

In accordance with the OLFSL Rules, [\[KA\]Waleran](#) is given a First Warning, and a 30 second time penalty, for failing to race clean/fair and for breach of RaceSim Rules CT-4, CT-5 and CT-2. The results of Event 8 will be amended accordingly.

Lap 6: [sccc|Ant](#) (affected driver) versus [lore96](#)

Imprudent driving by [lore96](#) in breach of the OLFSL Rule on not hitting other cars, in breach of the rule on keeping 2 wheels on the track, as well as in breach of RaceSIM rules CT-4 and CT-5, caused a totally unnecessary accident, resulting in a major loss of position for [sccc|Ant](#).

High wind is not a relevant mitigating factor here, since it was Lap 6.

The incident was followed by [lore96](#) failing to observe RaceSIM rule CT-2 on forfeiting the position to the affected driver.

In accordance with the OLFSL Rules, [lore96](#) is given a First Warning, and a 30 second time penalty, for failing to race clean/fair, for failing to keep 2 wheels on the track, and for breach of RaceSim Rules CT-4, CT-5 and CT-2. The results of Event 8 will be amended accordingly.

Lap 6: *Ki-Men* (affected driver) versus *MTnRunner*

Imprudent driving by *MtnRunnr* in breach of the OLFSL Rule on not hitting other cars, as well as in breach of RaceSIM rules CT-4 and CT-5, caused a totally unnecessary accident, resulting in the retirement of *Ki-Men* from the race.

High wind is not a relevant mitigating factor here, since it was Lap 6.

In accordance with the OLFSL Rules, *MtnRunnr* is given a First Warning, and a 30 second time penalty, for failing to race clean/fair, and for breach of RaceSim Rules CT-4, CT-5 and CT-2. The results of Event 8 will be amended accordingly.

An ex-officio Appeals Arbiter decision will be issued separately to penalise systematic track cutting by some racers in all pools of Event 8.

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