

Appeals Arbiter Decision – 18 May 2008 **OLFSL S2 Pit For Speed – Race 3, Kyoto National, FBM, Pool 3**

A request (not formulated as an official complaint) was registered relating to *The Original LFS League (OLFSL) S2 Pit For Speed, Race 3, Kyoto National, Pool 3, which was held on 4 May 2008.

The request was filed by [SR] Turkey relating to incidents which occurred on Lap 1, Turn 2 (with [WBT] Krecik) and Lap 4, Turn 1 (with #dr kamilo).

Investigating this case revealed major follow-up incidents on Lap 4, just after Turn 1, involving [SR] Turkey and numerous other racers.

In my capacity as the Appeals Arbiter, I have investigated these incidents. I have reviewed the Pool 3 replay from multiple cars/angles and I hereby set out my analysis and conclusions.

Relevant OLFSL Rules

Relevant OLFSL rules (underline 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, and do not ignore flags or instructions from the host. For further guideline to clean and fair racing, check [Clean Racers Club rules in LFS Manual](#) (you are expected to be able to race fair and clean).

Yellow Flag: Overtaking any cars (whether they are racing in the same lap or not) is prohibited under Yellow Flag conditions. Racers must also slow down to avoid further accidents. Failing to follow this rule, and causing an accident because of that, will most likely result to a penalty.

Pitting, resetting and chatting: Limping to the pits with a heavily damaged car while being in the way of racers will be considered unsportsmanlike behavior (see penalties).

Penalties apply for the following

- Driving the wrong way around the track
- Colliding with another driver deliberately
- The use of bad language
- Pitting by not driving into the pits or the resetting of your car
- Pushing/bumping your fellow racer to pits
- Breaking the rules defined above

..or any other form of unsportsmanlike behaviour.

Extract from Clean Racers Club rules

Re-entering to the track after running off

RT-1: The onus is entirely on the driver returning to the track after an off to take all necessary care and responsibility not to interfere with any cars still on the track.

RT-2: For these purposes being hard up against and/or 'stuck' to a railing or wall constitutes an Off.

RT-3: On-track drivers have right-of-way over anyone returning to the track. You can have very little defence if you cause an incident whilst returning to the track. If you leave the track you lose all rights. Even if you left the track through an event that was not-your-fault.

RT-4: The returning-to-the-track-after-an-off period includes the recovery period after the actual off when your car may be physically on the track but still constitutes a hazard to on-coming race-speed traffic while you get up to speed and orientate yourself.

RT-5: Do not reverse back onto the track unless it is absolutely unavoidable to do so. You are responsible not to cause an incident if you reverse backwards onto the track. This manoeuvre, if carried out, must be undertaken with great care and penitence.

Analysis of Pool 3, Lap 1, Turn 2

The MPR replay shows the following:

At Lap 1, Turn 2, [WBT] Krecik's front left wheel slightly clips the rear right wheel of [SR] Turkey, causing both cars to spin and lose places.

Analysis of Pool 3, Lap 4, Turn 1

At Lap 4, Turn 1, #dr kamilo and [SR] Turkey enter the turn side-by-side, and touch, causing both cars to spin and lose places.

Ex-Officio Analysis of Pool 3, Lap 4, just after Turn 1 follow-up incidents

After the Lap 4, Turn 1 incident, [SR] Turkey is standing still on the curb of the entry of Turn 2 on the left side of the track, rear wheels slightly in the sand, rather off the racing line. Although it is rather off the racing line, it is an awkward position, as several cars are coming up.

A Yellow Flag warning is displayed to all incoming cars.

With cars incoming, [SR] Turkey moves forward, onto the track/racing line, and advances into FIRST L. de Wit, causing FIRST L. de Wit to crash hard and subsequently hit the wall. Sccc|Colt scrapes through.

With more cars incoming, [SR] Turkey moves forward again, and advances into [WBT]Dzban, causing damage to [WBT]Dzban. Lagamel brakes hard and slams into the immobilised car of [SR] Turkey. The car of [SR] Turkey is spun around to the right side of the track, slightly off the racing line.

With more cars incoming, [SR] Turkey moves backward, and reverses into [WBT] Krecik, causing him to crash off into the wall.

Appeals Arbiter Conclusions and Decision

Lap 1, Turn 2

[WBT] Krecik slightly clipped the rear wheel of [SR] Turkey, whilst not attempting to make a pass. No intent on the part of [WBT] Krecik to collide with another driver deliberately can be detected. This is clearly an unfortunate race incident.

Lap 4, Turn 1

#dr kamilo and [SR] Turkey both pushed to enter the turn first, and entered the turn side-by-side, clearly aware of each-others' presence. Contact ensues. No intent on the part of either driver to collide with another driver deliberately can be detected. This is clearly an unfortunate race incident. Both drivers are instructed to be more careful in such situations in the future.

Lap 4, just after Turn 1 incidents

[SR] Turkey was off the track, and rejoined the track whilst cars were incoming at high speed. In addition, [SR] Turkey clearly moved forward into 2 incoming cars, and backward into 1 incoming car, with disastrous consequences for at least 4 other racers.

This is a manifest case of severely irresponsible behaviour, and constitutes unsportsmanlike behaviour as defined by the OLFSL rules. In addition, it is clearly at odds with explicit Clean Racer Club rules (referred to in OLFSL rules) which explicitly address driver behaviour when rejoining the track after an Off.

The OLFSL rules stipulate that a first offender will receive a time penalty. Given that [\[SR\] Turkey](#) did not finish the race, it is not possible to apply a backward-looking time penalty.

(penalty to be determined)

This case is so severe that any repeat behaviour will result in immediate escalation to Third and Final Warning.

This decision is final, and it 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 that you will all understand this decision.

Sincerely,

Solar Hydro, OLFSL Appeals Arbiter