

INDEX

VRB/SM F1 2020

- 1. What is VRB/SM and what we do.
- 2. Our content.
- 3. How we race and how we see simracing .
- 4. Technical F1 2020 Mechanics.
- 5. Our racing regulations.

Introduction: The goal of this document is to make it easy to the people to understand our championship basics and how to understand the mod.

1)-In order to understand the following steps, you firstly need to know who VRB and Stig Modding are and what we do.

VRB Campeonatos is an spanish eSports league specialized in F1 and also in mods they exist since 2014 in rFactor, and Stig Modding is an spanish modding group wich makes mod developing the most realistic physics possible since 2016, in rFactor aswell. Both are taking a step forward in 2020 and creating content for Automobilista 1 and soon for Automobilista 2.

2)-Stig Modding and VRB Campeonatos have made several mods together and separately, we highly recommend you mods for rFactor such as F-Nissan by VRB and F1 Ultra Hybrid by SM. They also have made F1 mods together but privately and used in their championships and also for other leagues.

Our mods are destined to the enjoyment of the community, so we allow everyone to edit our content and upload it modified, but we would like to be recognised in those credits and make the community closer to everyone.

3)-For us the meaning of simracing is just on the word Sim+Racing. We try to find the most realistic details in every mod and then race with them and have the feeling of realism in every turn.

In VRB Campeonato's league we focus on that, we run the races at the 50% of its real length, because we think that is the most optimal format to mix the simulation and enjoyment without feeling exhausted. Furthermore, we set the server up with tyre/fuel/mechanic wear and time scale multiplied x2 and damages at 100%. We usally set also up the real-time weather in our rFactor series.

AMS Technical regulations:

We use special mechanics since 2019 in order to obtain more simulation to offer to our drivers, much of them are focused on the engine performance, simulating engine maps and ERS maps, but furthermore this year we offer the capability of an overtake button and qualifying map.

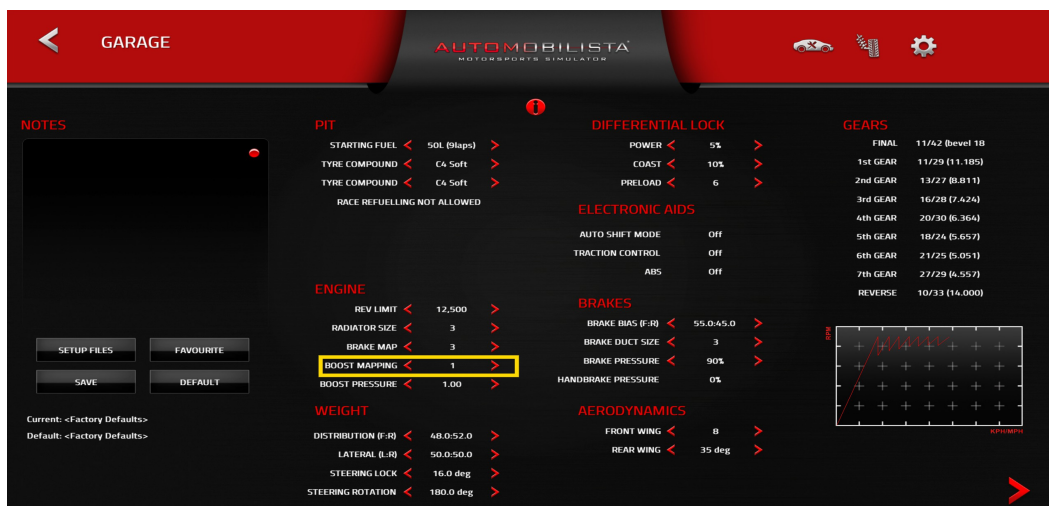
-Engine maps: There are 5 positions (from 0 to 5). They do not affect fuel consumption at all (depends on the track but it still being a low %) but it is useful to let the engine rest. 0 is the minimal power available, whereas 5 is the max. The aim of this system is to manage the power delivery of the engine and the cooldown of it. (The buttons to manage this system are named "Scalabe rpm limit").



-ERS Management: The ERS system works like the F Ultimate, it is automatic so no management is available, but it has effect.

-Overtake button: The aim of this mechanic is to get extra power and deploy it in case you need to overtake or defend. It offers a big quantity of power and has a big impact on fuel consumption and its temperature. This system tries to emulate the kers function in real life, deploys 120 kW during 33 seconds per lap. The control setting it is called Push-to-pass:

-Qualifying map: As its name says, map destined to be used in qualifying. It this map makes the engine suffer a huge fuel consumption and temperature increasement. It is practically impossible to finish a race with this map (due to the reliability impact and the fuel consumption. It needs to set up some extra radiator points in order to avoid the engine work over its perfect range (100-107°C). This setting is located here:



-Engine RPM: This mod has the RPM limit at 13500, but upshifts are like in real life, around 11800 and 12000 RPM (as the steering-wheel's leds show), so why those RPM setting? That's because the 8th gear can reach 15000 RPM in real life (but it is almost impossible). If we put the limit fix in 12000 the car would not be able to exceed 320Km/h. This means that upshifts should be made in the operational window, despite of you set up more than that because you don't want to limit the 8th gear at low Km/h.

Minimum starting pressure: Minimum is not optimal, optimal depends on everything, temps, track... Even on the set-up.

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER		
	Front	Rear
Slicks	19.0 PSI; 131 KPA	16,5 PSI; 114 KPA
Intermediates	18.0 PSI; 124 KPA	16,5 PSI; 114 KPA
Wet	17.0 PSI; 117 KPA	15,5 PSI; 131 KPA

FE EOS Camber limit PRESSURES FOR: RE EOS Camber limit
-3,75 URBAN AND NIGHT TRAKS -2,00 °

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER		
	Front	Rear
Slicks	23,0 PSI; 158 KPA	21,0 PSI; 144 KPA
Intermediates	21,0 PSI; 144 KPA	20,0 PSI; 138 KPA
Wet	20,0 PSI; 138 KPA	19,0 PSI; 131 KPA

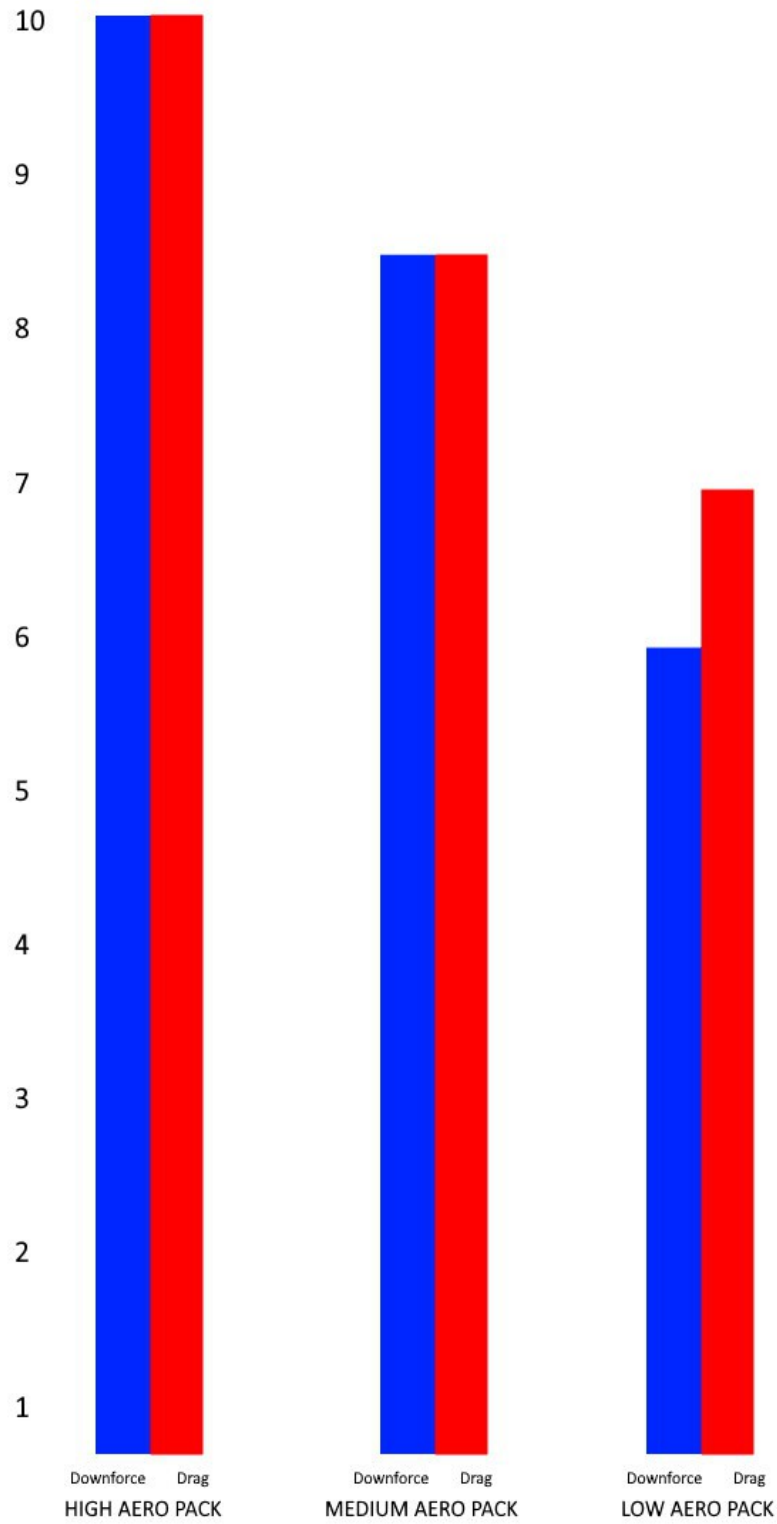
FE EOS Camber limit RE EOS Camber limit
-3,25 ° -2,00 °

*Pressures according to the average of 2019 FIA restrictions.

Stig Modding
VRB
F1 2020 rFactor & Automobilista

-Correlation between the aerodynamic packages: The numbers at the left side are the equivalent in high aero package performance, so this package reaches the 10th number setting in this graphic.

DOWNFORCE AND DRAG WITH THE 3 AERO PACKS AVAILABLE



5) Regulations

VRB 2020 F1 AMS REGULATION: All pilots must know and accept the Regulations imposed by the Administration.

- Introduction: This virtual motorsport championship is designed for fun among the simdrivers, in order to enjoy the competition and simulation.

1. Flags and notices

- Yellow Flag: Caution, we cannot advance for the duration of the yellow flag and we will slow down until the flag is removed.
- Blue Flag: It tells us that we are going to be folded, therefore we have to make it easier for the driver to fold us. You should NOT maintain and / or fight the position since that movement will carry a harsh disciplinary sanction.
- Black Flag: Disqualification of the Grand Prix.
- Double Red Flag: This flag will indicate that we have a disciplinary sanction called Drive-through, we must enter the pits before 3 laps pass.
- Red and Green Traffic Light: This flag will indicate that we have a disciplinary sanction called, Stop and Go, we must go through the pits before 3 laps pass and we will have to remain 10 seconds standing in our box.

2. Fouls and penalties

- All pilots have a 12-point card, and for each anti-regulatory action they take, a penalty will be applied, which can even end the expulsion from the league.
- There are different degrees of faults and / or actions:
 - Slight Failure: Reprimands, advises.
 - Serious Lack: Sanction of 2 to 4 points of the card and severe penalties.
 - Very serious foul: Sanction of 6 to 12 points of the card, including a possible expulsion from the league.

Small fault:

- Unrespect formation lap and other small incidents.
- Cutting track
- Provoke any incident during the GP celebration
- Talk through the chat during Qualy or during Race
- Bad addition to track
- Slow the formation lap
- Punch a pilot
- Cross the box exit line

- **Serious misconduct:**

- Prevent the start of a GP session
- Create an accident during the training lap
- Circulate in the opposite direction
- Let a pilot out of the GP
- Do not put the tires corresponding to the GP
- Do not place the two sets of mandatory tires
- Unsportsmanlike conduct

• I WANT TO CLARIFY, THAT THERE ARE SOME SANCTIONS THAT ARE NOT INCLUDED BECAUSE IT REQUIRE THE DISCUSSION OF THE STEWARDS WHO WILL BE IN CHARGE OF PERFORMING THE LIST OF SANCTIONS, THEY WILL USE THEIR VERDICT.

3. Conditions:

- Mechanical failures: Normal
- GP length: 50% of the real GP
- Time scale: x2
- Rules of Flags: All
- Damage: 100%
- Fuel consumption: x2

4. Aids allowed:

- Stability control: Low
- Traction control: Allowed
- Automatic shifting: Allowed
- Automatic clutch: Allowed

5. Scoring System:

-The scoring system for the grand prizes will be as follows:

-1° - 25 points

- 2nd - 18 points

-3° - 15 points

-4° - 12 points

-5° - 10 points

-6° - 8 points

-7th - 6 points

-8° - 4 points

-9° - 2 points

-10°- 1 point

*Fastest lap +1 point only if the driver finishes in top 10.

6. THE CHAT

From the beginning of Q1, only the use of chat in the warm-up session of the GP will be allowed. Both in the qualifying session and in the race, its use will be strictly prohibited until all the pilots have finished. If a pilot uses the chat improperly, 2 points will be deducted from his pilot card and also can lead to a penalty. If the repetition of the use is continuous, the organization reserves the right to withdraw the license to the pilot.

7. DISCORD

Pilots participating in the race must be on the main Discord channel where they will receive the latest indications from the Organization before the GP (Pilot Briefing). Any driver who is not present on the main Discord channel and then appears on the server for the GP dispute, will be automatically disqualified, unless the driver, due to force majeure of last minute, will appear late in the race . To do this, you must notify a partner so that he or she communicates it directly in the Discord to the Organization.

It will not be mandatory to remain in the Discord once Q1 begins.

7.1 Assistance confirmations: It is obligatory to confirm via Discord (or another allowed method) the assistance in case you are going to race, those confirmations should be confirmed before the briefing starts. If you are not going to race it is optional to confirm it.

7.2 Briefing: If a driver does not attend the briefing could be disqualified of the GP.

8. LOSS OF OFFICIALITY

Official pilots will lose their official status and become reserve pilots in the following cases:

- Two 'Not presented' throughout the season
- Three consecutive 'no assistance' throughout the season

- Three 'No assistance' in the last five races played
 - Five 'No assistance' throughout the season
 - Loss of license due to total loss of card points.

TECHNICAL REGULATIONS (for F1 events)

Introduction: Our technical regulations works in consonance with the F1 season we are racing, in this case 2020.

9.0 Regulation of the entry and exit procedure from box to track and from track to box:

1. -9.0.1: Return to BOX rules: In free practice sessions and classification officials it will be imperative to return to the respective box by completing the extra round of introduction, it is obvious that when a serious altercation occurs it can be directly returned. In Classification you can only return to BOX directly in turnsof installation but there may be a risk of sanction. If there is great damage during the qualifying round, it will not be possible to exit again, and if it occurs after the return, it cannot be exited either.
2. -9.0.2: When a driver suffers an altercation it is not mandatory but it can take a few seconds on the track to encourage the possibility of Safety Car.

9.1 Engine regulation:

-9.1.1: The available engines of 2020 season consist of 3 Power Unit along all the calendar.

-9.1.2: If an engine is damaged in an official session, that engine can no longer be used and counts as lost, if the pilot exceeds the engine limit, it will suffer penalties for each engine that exceeds. The penalty will consist of 5 positions for the GP where the new engine is, the 5 positions, premiereswill be multiplied by each new engine that is assembled and subtracting from this number the legal units already used (if in a calendar of 21 GPs there are 3 engines and a pilot assembles his 5th unit, the sanction will result: $(5 \text{ Units used} - 3 \text{ legal Units}) \times 5 \text{ Grid positions} = 10 \text{ grid positions penalty}$).

-9.1.3: If a pilot changes teams and Appendix 9.1.2 is in effect, the pilot will mount a new regulatory engine, abandoning the old one, which can only be used again if the pilot runs again in the team.

9.2: Compounds regulations:

9.2.1: Each GP requires its own compound set up, if any driver has not the correct set up it will be disqualified.

9.2.2: Qualify compound regulation: The drivers who qualify in the last session and complete a flying lap, they will start the race with the same compound, if not it will be punished.

9.2.3: Race compound regulation: If the race weather is dry, the drivers must use at least 2 different compounds along the race, if not it will be disqualified.

9.3: Qualify rules:

If a classification session contains less than 12 users, the classification will be normal with a 10-minute session and with the first 10 drivers' parc fermé.

If a qualifying session contains 12 or more users, two rounds will be made, Q1 and Q2. In Q1 the session will last 15 minutes and there will be no parc fermé: the rule to qualify for Q2 is:

13 users-> pass 6 to Q2

14 users-> pass 7 to Q2

15 users-> pass 8 to Q2

More than 16 users-> 10 drivers to Q2

We remember that in qualify you can only speak for important questions.

Command to chat in private:

/ w (Player Name) (message)

9.4: Parc fermé: If a driver is under parc fermé, it will be allowed to change some things in the car set up:

-Engine modes

-Engine maps.

-Front wing angle.

-Steering lock.

-Steering grades.

-Car fuel amount.

-Brake power.

-Brake bias.

If any driver changes another thing or it needs to break the parc fermé, should notice the administration and start in last position, if it does not notice anyone, will be disqualified.

10. USER REQUIREMENTS

10.1: Nomenclature: It is mandatory that in the AMS user name the actual data of the player is given as cited in the example: First-Name Last-Name (ex. Leonardo Pupo).

It does not matter which surname will be used while the player is real. If you want to maintain privacy, contact an administrator to discuss the issue.

10.2: Restrictions: In the name of the user it is strictly forbidden to contain numbers and symbologies because the software does not recognize them.

