

SVRL

SWEDISH VIRTUAL RACING LEAGUE – POWERED BY EVRL

SVRL Sporting Regulations

Effective Date: 30/07/2026

1. Joining the League

- **1.1.** Applicants must participate in a minimum of two casual practice runs at 25% race distance. At least one league administrator must be present to evaluate the applicant's ability to race safely and cleanly alongside other drivers.
- **1.2.** Successful applicants will be promoted to "Verified League Racer." If joining mid-season, they will be randomly assigned to an available team seat. If no seats are available, the driver will be placed on the official Reserve List.
- **1.3.** When a temporary vacancy occurs in a league event, reserve drivers will be offered the seat on a first-come, first-served basis, determined by their response time and availability.
- **1.4.** Acceptance of a league invitation constitutes a commitment to participate in races scheduled every other Sunday at 20.30 Swedish local time. Drivers who are not online, or accepting a game invite at that time, will miss the race.
- **1.5.** Participation in the league is restricted to drivers that are fluent in Swedish. League Administration reserves the right to verify eligibility if necessary.

2. Driver Acknowledgements & Code of Conduct

- **2.1. Core Agreements:** By joining the league, all drivers agree to comply with the Rule Book and to compete in good faith at all times. Drivers must not deliberately exploit loopholes in these regulations or game mechanics to gain an unfair advantage.
- **2.2. Absenteeism:** Drivers must not miss three consecutive race events and are expected to maintain a minimum attendance rate of 50% throughout the season. Failure to meet either requirement will trigger an administrative review. Following review, the driver may be moved to a reserve role, with their full-time seat offered to another eligible driver.
- **2.3. Infractions:** Non-compliance with the rule book will result in penalties up to and including permanent removal from the league, relative to the severity of the offense.
- **2.4. Dispute Resolution:** Rule disputes or grievances must be submitted privately via direct message to League Administration to ensure constructive and professional resolution.
- **2.5. Prohibited Tools:** The use of game modifications, exploits, or cheating tools is strictly forbidden. Violations will result in immediate and permanent expulsion from the SVRL.
- **2.6 Assists Restrictions.** The following lobby settings are mandatory for all league events. In addition, all races will have manual starts Lobby settings:
 - Steering Assist: Off
 - Braking Assist: Off
 - Anti-Lock Brakes: Off
 - Traction Control: Off
 - Dynamic Racing Line: Off
 - Gearbox: Manual
 - Pit Assist: On

- Pit Release Assist: On
 - ERS/Boost Assist: Off
 - DRS/S Mode Assist: Off
 - Force cockpit camera: Off
- **2.7. Qualifying Requirement:** Drivers must participate in the qualifying session to be eligible for the race. (Note: Setting a valid lap time is not mandatory, but participation is).
 - **2.8 Leaderboard Accuracy.** Drivers must use the same in-game and Discord name unless otherwise approved.
 - **2.9 Personal Streaming.** Drivers are permitted to broadcast their point-of-view (POV) on personal platforms, pending admin approval. The stream title must include "SVRL - Powered by EVRL".

3. Team Selection & Vehicle Specifications

- **3.1. Allocation Method.** Team assignments will be conducted in accordance with the Team Allocation Procedure detailed in Appendix B.
- **3.2. Vehicle Parity:** All vehicles are locked to "Equal Performance" settings to ensure a perfectly balanced competitive environment.

4. Classification and Points System

- **4.1. Point Eligibility:** Drivers must normally complete the full race distance to be classified and eligible for championship points.
- **4.2. Disconnections:** If a driver disconnects during Qualifying, they will be reinvited by the lobby host where technically feasible. Reinvites are not available during the race.
- **4.3. Main Race Points Allocation:**

Position	Points	Position	Points
1st	15	7th	6
2nd	12	8th	5
3rd	10	9th	4
4th	9	10th	3
5th	8	11th	2
6th	7	12th	1

(Positions 13th–22nd receive 0 points).

- **4.5. Steward Deductions:** Championship points may be deducted for causing race-ending collisions, subject to official steward review.
- **4.6. Late-Race DNF Reinstatement:** If a driver suffers a DNF due to a severe, non-fault incident within the final three laps of a Grand Prix, they may petition for their points to be reinstated based on their pre-incident running position. This is evaluated case-by-case and does not apply to Sprint Races. Stewards will determine the drivers running position immediately prior to the incident and decide whether championship points should be reinstated.
- **4.7 Restart Policy.** Lobbies will only be remade or restarted in the event of severe, widespread technical or server issues affecting multiple drivers. The decision to restart or remake a lobby rests solely with the League Administration.
- **4.8. Sprint Race Points Allocation:**

Position	Points	Position	Points
1st	6	7th	1
2nd	5	8th	1
3rd	4	9th	0
4th	3	10th	0
5th	2	11th	0
6th	1	12th	0

(Positions 13th–22nd receive 0 points).

- **4.9. Standings and Administration:**
 - **4.9.1.** Standings and race results are officially managed within the dedicated league app.

5. Team Structure

- **5.1. Roster:** The league features 11 constructors, aiming for two full-time drivers per team.
- **5.2. Vacancies:** Open seats during the season will be filled as needed, with priority given to established reserve drivers.

6. Reserve Drivers

- **6.1. Role:** Reserve drivers fill in for absent full-time drivers or as assigned at League Administration's discretion
- **6.2. Points Accrual:** Reserve drivers earn 100% of the points they score, which count towards both the Driver's Championship and the Constructor's Championship for the team they represent in that event.

7. Attendance Requirements

- **7.1. Check-In:** Drivers must confirm their attendance in the #league-availability channel no later than three (3) hours before the scheduled race start. Failure to check in before the deadline may result in the driver's seat being offered to a reserve driver.
- **7.2. Notice of Absence:** Absences must be recorded via the channel poll and communicated to an admin at least 24 hours prior to the event, barring unforeseen emergencies.
- **7.3. Rescheduling:** Races will not be rescheduled unless an absolutely unanimous decision is reached by the grid.

8. Recording incidents and Evidence

- **8.1.** Drivers must record race footage for incident reviews. Any incident ticket, together with supporting video evidence, must be submitted through the VRP stewarding tool within 24 hours of the race event. Failure to provide required footage may negatively affect the outcome of an incident review.
- **8.2.** All submitted incidents must include video evidence. Incident reports without supporting footage will not be reviewed.
- **8.3.** If a driver involved in an incident fails to provide the requested POV footage within the specified deadline, the stewards will make their decision based solely on the evidence submitted by the other party or parties and the Stewards will normally consider the incident uncontested and apply a penalty based on the available evidence.

9. Lapped Cars (Blue Flags)

- **9.1. Yielding:** Lapped cars must safely yield the racing line to leading cars without interference. Failure may result in penalties in accordance with Section 12.14.
- **9.2. Unlapping:** Lapped drivers may attempt to unlap themselves only when they can safely do so without compromising the race of the leading driver.

10. Regulation and Track Changes

- **10.1. Off-Season Adjustments:** League Administration reserves the right to dictate regulation updates and track calendar changes at the conclusion of each season.

11. Sprint Races

- **11.1. Frequency:** There will be exactly three (3) Sprint Races per season. Drivers must consult the official calendar for designated Sprint rounds. (Sprint Race start time is 20.30 Swedish time)

12. On-Track Rules and Incident Penalties

- **12.1. In-Game Penalties:** All penalties, warnings and track limit violations issued automatically by the game will normally stand. However, the absence of an automated warning or penalty does not imply that an action is legal. Stewards may investigate any incident where a driver gains or retains an unfair advantage, regardless of whether the game issued a warning or penalty. Race control and the stewards reserve the right to amend, remove or impose penalties where exceptional circumstances or clear evidence justify doing so.
 - **12.1.1. Automated Penalty Review:** Automated penalties may be reviewed by the stewards if a driver can demonstrate that the penalty was incurred while avoiding an incident, preventing a collision, or as a direct consequence of another driver's actions. In such cases, the penalty may be reduced or removed at the stewards' discretion.
- **12.2. Corner Battles:** If the proximity arrow is red, a car's width must always be left during entry, apex, and exit.
- **12.3. Blocking/Swerving:** Reactive blocking or swerving on straights is expressly forbidden.
- **12.4. Racing Room:** Drivers must leave adequate, safe space when alongside another vehicle. Squeezing an opponent off the circuit is a punishable offense.
- **12.5. Safe Rejoining (The Brady Rule):** Drivers who leave the track limits must yield and wait for a definitively clear gap in traffic before re-entering the circuit.
- **12.6. Incident Classifications:**
 - **12.6.1. Minor Incident:** An at-fault action resulting in minor damage or time loss to another driver. Physical contact is not strictly required; this classification encompasses careless driving, illegal blocking, unsafe rejoins, or forcing a driver off-track that negatively impacts their race without ending it.
 - **12.6.2. Minor Collision:** A physical, non race-ending collision attributed entirely to a single offending driver. Unlike a minor incident, this classification strictly requires a physical impact where one driver is deemed 100% at fault, though the resulting damage must be manageable enough that the affected driver can continue the session.
 - **12.6.3. Major Incident:** An at-fault action that severely compromises another driver's race. Physical contact is not strictly required. This classification encompasses any action directly resulting in a competitor suffering a Did Not Finish (DNF), sustaining critical damage that mandates an unscheduled pit stop, or experiencing a massive time loss that effectively removes them from competitive contention.
 - **12.6.4. Major Collision (The Canada Incident):** A severe physical collision attributed entirely to a single offending driver. Unlike a major incident, this classification strictly requires a physical impact where one driver is deemed to be 100% at fault, directly resulting in the affected driver suffering a DNF, sustaining

catastrophic vehicle damage, or incurring an insurmountable time loss that ends their ability to meaningfully compete in the session.

- **12.7. Qualifying Impeding:**

- **12.7.1. Hot Lap Interference:** Blocking or obstructing another driver who is currently on a timed qualifying lap is strictly prohibited.

NO PENALTY: Causing a yellow flag during qualifying while taking evasive/avoiding action for cars on a flying lap is not considered impeding. You will not be penalized for safely getting out of the way.

PENALTY: Driving slowly and causing issues on track due to running a low fuel mode in qualifying is considered impeding. Drivers failing to manage their fuel and hindering others will be subject to action by the Stewards.

- **12.7.2. Static Obstruction:** Pausing the game or retiring from the session while on the racing surface is prohibited, as it fails to sufficiently ghost the vehicle and creates a hazard for active drivers.
- **12.7.3. Yielding Protocol:** Drivers on out-laps or in-laps must move off the racing line to allow drivers on hot laps to pass safely. Failure to do so will be classified as impeding.
- **12.7.4. Shortcuts.** Drivers are prohibited from cutting the circuit or using escape roads, run-off areas, or any route other than the intended track layout to reach the start of a flying lap more quickly. Any lap started in this manner may be invalidated and may result in the lap being deleted or further penalties being applied.
- **12.8. Manipulation of Safety Vehicles:**
 - **12.8.1. Purposely Causing SC/VSC/Red Flag (Non-DNF):** Intentionally triggering safety conditions while remaining in the race.
 - **12.8.2. Purposely Causing SC/VSC/Red Flag (DNF):** Intentionally crashing out to trigger safety conditions.
- **12.9. Intentional Collisions (The T-Bone Rule):**
 - **12.9.1. First Offense:** Purposely crashing into another vehicle will result in a post-race disqualification and additional sanctions as determined by the Stewards
 - **12.9.2. Repeat Offense:** A second occurrence of intentional crashing will result in an immediate, permanent ban from the SVRL.
- **12.10. Ignoring Blue Flags:** Failing to adhere to Section 9.1
- **12.11. Resetting to Track:** Resetting the car to the track at any point during a session is strictly prohibited.
- **12.12. Pausing:** Pausing during active sessions is prohibited. Exceptions may be granted only for Xbox-specific technical limitations where the game requires it.
- **12.13. Ghosted Lapped Cars:** Lapped cars must immediately move off the racing line to allow cars behind to pass safely.

12.14. Official Penalty Infraction Table:

Rule	Stewards Post-Race Penalty	Penalty Points (PP) & Additional Sanctions
12.3	+2 Seconds added to race time	Up to a maximum cumulative penalty of +6 seconds. Penalty Points are applied in addition to any time penalties. 2 PP
12.4	+2 Seconds added to race time	Up to a maximum cumulative penalty of +6 seconds. Penalty Points are applied in addition to any time penalties. 2 PP
12.5	+5 Seconds added to race time	3 PP After 1 incident PP are doubled.
12.6.1	+3 Seconds added to race time Unless Proven to Return position	N/A
12.6.2	+5 Seconds added to race time	0-2 PP(decided by the Stewards)
12.6.3	+10 Seconds added to race time	3 PP
12.6.4	+20 Seconds added to race time (Drive-Through Eq.)	8 PP
12.7.1	N/A	1 PP
12.7.2	N/A	2 PP
12.7.3	N/A	1 PP
12.7.4	N/A	2 PP
12.8.1	Post-Race DSQ	10 PP, Race Ban, 7 Point Deduction
12.8.2	Post-Race DSQ	5 PP, 3 Point Deduction
12.9.1	Post-Race DSQ	25 Point Deduction (No PP given) Or 16 PP Decide by the Stewards
12.9.2	Permanent Ban	Permanent Removal from League
12.10		2 PP (Aligned with Section 12.1)
12.11	+10 Seconds added to race time	3 PP
12.12	+5 Seconds added to race time (unless Xbox users clipping)	1 PP
12.13		4 PP

13. Penalty Points Accumulation & Sanctions

Penalty Points (PP) accrue throughout the season and trigger automatic sanctions at specific thresholds. Points are wiped clean at the end of each season.

- **5 PP:** 2-point Championship deduction.
- **6 PP:** 4-point Championship deduction.
- **7 PP:** 6-point Championship deduction.
- **8 PP:** Qualifying Ban for the subsequent race event.

- **16 PP:** Race Ban for the subsequent race event.
- **18 PP:** 12-point Championship deduction.
- **25 PP:** 21-point Championship deduction.
- **33 PP:** Disqualification from the current championship; future participation is subject to administrative review.

14. Discord Server Regulations

- **14.1. Content:** Posting nudity, NSFW material, or otherwise inappropriate/offensive comments is strictly prohibited.
- **14.2. Spam:** Spamming in any channel is forbidden.
- **14.3. Conduct:** Mutual respect is mandatory. All members, drivers, and staff must engage with professionalism and courtesy.
- **14.4. Take it easy.** Following an incident, all members are expected to remain calm and composed. Excessive emotional behaviour in Discord, including both text and voice channels, may result in 1–3 penalty points.

15. Final notes

This Rule Book remains the official governing document of SVRL league competition until superseded by a later published version.

Any amendments issued by League Administration shall be published in accordance with Appendix D

Appendix A

A.1 League Structure & Responsibilities

League Administrators are responsible for:

- League operations and scheduling.
- Driver registrations and reserve management.
- Team allocation.
- Championship administration.
- Publishing rule updates.
- Interpreting situations not explicitly covered by this Rule Book.

Stewards (FIA)

The Stewards are responsible for:

- Reviewing submitted incidents.
- Evaluating race footage and supporting evidence.
- Applying penalties in accordance with this Rule Book.
- Issuing sporting decisions relating to on-track incidents.

A.2 Definitions

- **A.2.1 Seed / Seeding** A driver's seed is determined by their final position in the previous Drivers' Championship. Higher championship finishing positions receive higher seeds.
- **A.2.2 Team Leader** One of the five highest-seeded drivers who receives priority constructor selection during the Team Allocation process.

- **A.2.3 Incident** An Incident is any on-track action that may require steward review, regardless of whether physical contact occurs.
Incidents include, but are not limited to, unsafe driving, illegal blocking, impeding, unsafe rejoins, forcing another driver off the circuit, gaining an unfair advantage, or collisions.
An Incident may therefore occur with or without physical contact between cars
- **A.2.4 Collision** A Collision is a type of Incident involving physical contact between two or more cars.
Collisions are classified as either Minor Collisions or Major Collisions in accordance with Section 12.6.

Appendix B - Team Allocation Procedure

- **B.1 Purpose** The Team Allocation system exists to reward competitive performance while maintaining a balanced and enjoyable championship.
- **B.2 Inaugural Season** As no previous Drivers' Championship exists for the inaugural season, all drivers enter the allocation process without an established seed. The initial allocation process will therefore be conducted using a league-approved balancing method determined by League Administration.
- **B.3 Future Seasons** From Season 2 onwards, driver seeding will be determined by the final Drivers' Championship standings from the previous season.
- **B.4 Team allocation** The process shall be conducted in the following order:
 - Drivers are seeded in accordance with Section B.3.
 - The five highest-seeded drivers become Team Leaders.
 - Team Leaders select one available constructor in descending seed order
 - Once all Team Leaders have selected their constructors, all remaining full-time drivers are entered into the lottery.
 - Remaining drivers are randomly allocated, one at a time, to the vacant seats until every full-time seat has been filled.
 - Reserve drivers are not included in the allocation process unless allocated a full-time seat before the season begins.
- **B.5 Team Leaders** Team Leaders are rewarded for their previous championship performance by receiving priority constructor selection during team allocation.
Team Leaders may only select constructors that have not already been chosen by a higher-seeded Team Leader.
- **B.6 Lottery Process** Following the Team Leader selection process, all remaining eligible drivers will be entered into a random lottery.
Each remaining driver shall have an equal probability of being allocated to any vacant team seat.
The lottery shall be conducted using a transparent randomisation method approved by League Administration.
Once the lottery has commenced, allocations may only be amended in the event of an administrative error or exceptional circumstances approved by League Administration.
- **B.7 New Drivers** Drivers joining the league without a previous championship result shall not be eligible for Team Leader status until they have completed a full championship season.

Appendix C – Stewarding Principles

- **C.1 Burden of Proof** The reporting driver is responsible for providing sufficient evidence to support an incident report.
- **C.2 Standard of Review**

Stewards will consider:

- Available video evidence.
- Driver POV footage.

- Relative positioning.
- Driver intent where relevant.
- Whether another reasonable driver could have avoided the incident.

- **C.3 Benefit of Doubt**

Where evidence is inconclusive, Stewards may decide that no penalty should be applied.

- **C.4 Consistency**

Stewards will seek to apply regulations consistently throughout the season.

Previous decisions may be referenced to ensure similar incidents receive similar outcomes.

Appendix D – Document Revision History

Version	Date	Description
1.0.0	30 Jul 2026	Initial publication