

GLOBAL ENDURANCE CUP 2020-21

REGULATIONS

Text in red represents regulation changes that have been made following discussions during the post-season debrief sessions, discussions with the Management or to clarify existing regulations.

1. REGULATIONS

1.1 In case of a dispute caused by interpretation of the Regulations, the interpretation of the Management is deemed to be the correct interpretation.

1.2 Headings in this document are for ease of reference only and do not form part of these Regulations.

1.3 The Regulations are subject to change as the Management sees fit, **until one (1) day before the start of the first pre-season race. The final version will be published no later than October 9th, 2020.**

1.4a After the deadline determined in Article 1.3, the Regulations may only be changed through a voting process for which a majority elects a proposed change and such change is then approved or vetoed by the Management. **Those who don't submit their votes before the set deadline will be counted as abstained votes.**

1.4b **All proposed Regulation changes must be submitted to the Management by DM on Discord. The Management will have the right to veto the proposal immediately. If the proposal is deemed reasonable, it will be published by the Management with a deadline.**

1.5 **The Management has the authority to change the Regulations in case the continuity of the league is endangered, because of conflict or misunderstanding with regards to the Regulations.**

1.6 Situations for which the Regulations don't provide guidelines will be handled under full authority by race control and the appointed stewards.

2. GENERAL UNDERTAKING

2.1 All drivers, competitors, and officials participating in the Championship undertake, on behalf of themselves, to observe all the provisions as supplemented or amended of the present Regulations also referred to as "the Regulations".

2.2 The Championship and each of its Events is governed by Global Endurance Modding, henceforth referred to as "Management" in accordance with the Regulations. "Event" means any event entered into the Global Endurance Cup 2020 Championship commencing at the scheduled time for the Official Practice and ending when all cars have entered the pits after the conclusion of the Race.

2.3 Global Endurance Modding's official time zone is Central European Time (CET). Time references in the Regulations are GMT+2 between the start of Central European Summer Time (CEST) on the last Sunday of March, 2020, and the end on the last Sunday of October, 2020. Times outside of this date range are GMT+1.

2.4 Management uses one way for mass communication with the Championship participants; the Global Endurance Modding Discord server.

Global Endurance Modding Discord server: <https://discord.gg/ADc4AN3>

2.5 The official voice communication software used during an Event is Discord. All participants are required to be online in the "league_event_comm" channel during the official sessions. Failing to join the speech channel during attended events will result in an official warning. Multiple infringements will lead to penalties in line with Article 10.1.

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- 2.6 All participants need to adjust their nickname in the Discord server to their full name to correspond with their name in the league.
- 2.7 The Championship and each of its Events is run in an online simulated environment through rFactor 2, made by Studio 397.
- 2.8 The Championship's official rFactor 2 mod is "Global Endurance Cup 2020-21". The mod can be downloaded from the Steam Workshop using the link provided to the drivers on Discord. The League mod requires the **Global Endurance Mod** to be installed.
- 2.9 The mod will be updated between events, including but not limited to improvements of the Balance of Performance, adjustments to the tracks and updates to and addition of teams and liveries. It's the responsibility of the participants to make sure they have allowed Steam to update the mod when an update has been announced on Discord. Failing to join an event due to the mods not having updated will not count as a legitimate reason.

3. GENERAL CONDITIONS

- 3.1 Only drivers with authorization by the Management are granted participation in the Championship.
- 3.2 It is the driver's responsibility to have an adequate Internet connection to ensure safe participation in an event. The Management reserves the right to exclude a driver from an event if an inadequate Internet connection is detected that could potentially hinder other participants.
- 3.3 It is strictly forbidden to use a VPN while you are connected to the server. The Management reserves the right to exclude a driver from an event if the use of a VPN is detected.
- 3.4a It is the driver's responsibility to make sure they are familiar with the tracks and are capable of racing decently on every track that is used during the league. A Test Day server will be online during the entire week prior to the race, allowing drivers to practice. An additional practice session will be held on Saturday afternoon.
- 3.4b Race Control has the right to exclude a driver from all remaining sessions of the running event, if they find that this driver is not familiar enough with the track and causes dangerous situations because of it.

4. LICENSES

- 4.1 Drivers are granted a license when their application has been approved by the Management.
- 4.2 Drivers that finished **at least 3 races** of the previous season are automatically granted a license for next season. **These drivers will be the first to get the opportunity to apply for a seat in the next season.**
- 4.3 A license may be revoked by the Management after failing to participate in **an event** without prior notice.
- 4.4 In accordance with Article 23, the stewards may impose penalty points on a driver's license. If a driver accrues 12 penalty points, his or her license will be suspended for the following event, following which 12 points will be removed from the license.
- 4.5 Penalty points remain on a driver's license for a period of 12 months after which they will be removed.
- 4.6 A revoked license may only be reinstated after approval from the Management. **A reinstated license will start with 6 penalty points, which will remain on the license for 3 months.**

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5. CHAMPIONSHIP EVENTS

- 5.1 The championship consists of timed races, of which the racing times are determined by the Management.
- 5.2 The number of events in the Championship is 9 and shall not be changed once the Championship has begun.
- 5.3 The final list of events is published by Management before October 1st, 2020.
- 5.4 An event may be substituted by another in the case of a track not meeting the necessary standards for racing. The event substitution may happen no later than a week prior to the event's scheduled date.
- 5.5a An event may be cancelled and not postponed if fewer than 12 participants are available for it.
- 5.5b An event may be cancelled for a single class if fewer than 3 participants are available for it. Drivers will get the opportunity to drive in a different class with a generic black livery with the driving aids restrictions from his original class.

6. CHAMPIONSHIP

- 6.1 The title of Global Endurance Champion is awarded to the driver who has scored the highest number of championship points, taking into consideration all the results obtained during the events which have actually taken place.
- 6.2 Points will be awarded to the finishers at each Event according to the following scale:

<i>Finishing position in class</i>	<i>Points (1hr race)</i>	<i>Points (x1.5; 1.5h race)</i>	<i>Points (x2; 2hr race)</i>
1	25	38	50
2	18	27	36
3	15	23	30
4	12	18	24
5	10	15	20
6	8	12	16
7	6	9	12
8	4	6	8
9	2	3	4
10+	1	2	2

- 6.3 One (1) additional point will be awarded to the driver who achieved pole position within his class.
- 6.4 If two or more drivers finish the season with the same number of points, the highest place in the Championship shall be awarded to:
1. The holder of the greatest number of first places.
 2. If the number of first places is the same, the holder of the greatest number of second places.
 3. If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

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If this procedure fails to produce a result and the decision involves the championship title, a Championship-deciding race over 3 laps at **24 Heures du Mans 2020** between the tied drivers will determine the winner.

7. COMPETITOR APPLICATIONS

7.1 Applications to compete in the Championship must be submitted using the form on the Global Endurance Modding website. Full-season applications must be submitted before 11:59 PM (CEST) on **October 11, 2020**. Single-event entries must be submitted before 11:59 PM (CEST/CET) on **Sunday** before the event.

7.2 Applications shall include:

- The full name of the applicant.
- The geolocation of the applicant.
- The email address of the applicant, **which is used for official communication only**.
- The car class the applicant wishes to compete in.
- **In case of a GTE class, the car model the applicant wishes to use.**
- The team name and car number the applicant wishes to use.
- The livery the applicant wishes to use.
- Confirmation that the applicant **has read, understood and will comply to** the Regulations.

7.3 **Applicants are allowed to submit a custom livery or choose an existing real world livery from the Global Endurance Mod.**

7.4 All applications will be reviewed by the Management and approved or denied at its absolute discretion.

7.5 A maximum of fifty (50) cars will be entered in the Championship, divided over the different classes, taking into account the preferences of the applicants.

7.6 The applications will be processed by the Management in order of entry.

7.7 If the number of applications exceeds the maximum of fifty cars, the drivers that are not accepted will be asked if they want to be placed on the reserve list. **They will be called upon in case of last-minute withdrawals or exclusion by the Management or Race Control. Replacements will be announced on Discord prior to the start of the next session.**

7.8 In case the Management feels that a driver has chosen a class that doesn't suit their skill level, they have the authority to **place the driver in a different class at any time during the Championship.**

8. OFFICIALS

8.1 **No Race Director will be appointed during season 2. All incidents that are not handled by rFactor 2's automatic penalty system will be investigated by the Stewards when reported by the drivers in accordance with Article 9.**

8.2 Following the immediate conclusion of the event, **Race Control** will publish on **Discord**:

- The official replay files, taken directly from the server
- The unofficial results **(automatically visible in the RF2 Log Analyzer after each session)**
- A list of pending investigations

8.3 Stewards will be appointed the following tasks after an event to ensure compliance of the Regulations:

- The private reviewing of all driver-reported incidents during qualifying and the race.
- The private issuance of a report to Management in accordance with Article 9.

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8.4 Stewards may be drivers in the Championship. Any steward that is involved in a driver-reported incident must recuse himself from the tasks listed in Article 8.2.

8.5 All official classifications and results of practice, qualifying, and the race, as well as all decisions issued by the Stewards, will be posted on the event's official page.

8.6 Stewards' reports will be made public in anonymity.

9. PROTESTS AND APPEALS

9.1 Drivers will be given up to twelve (12) hours after the publication of the unofficial results to report incidents that should be investigated by the stewards to info@globalendurancemodding.com or by DM to Chris Stockman. All reports made after this timeframe will be dismissed.

9.2 Each incident included in the drivers' report must adhere to the following format:

- Session
- Name of the accused driver as indicated in the unofficial results
- Start time of the incident as indicated by the official replay position
- End time as indicated by the official replay position
- Brief description of the complaint

9.3 Management will then label each admitted incident with a case number.

9.4 Accused drivers will be contacted on Discord by Race Control and have 6 hours to respond with their defense arguments.

9.5 Reports or Defense arguments will be dismissed under the following conditions:

- Nonadherence to the format shown in Article 9.2
- Presence of offensive language towards another driver
- Presence of offensive language or behavior towards Race Control

9.6 All decisions made by the stewards published by the Management are final and not subject to appeal.

10. SANCTIONS

10.1 The Stewards or rFactor 2 itself may inflict the penalties specifically set out in these Regulations.

SEVERITY	QUALIFYING	RACE	LICENSE POINTS
1	None	None	0
2	Warning	Warning	0
3	Lap time removed	Drive-through penalty	0
4	Lap time removed	5s time penalty applied after the race	0
5	3-place grid penalty	1s Stop & Go penalty	-1
6	5-place grid penalty	5s Stop & Go penalty	-2
7	10-place grid penalty	10s Stop & Go penalty	-3
8	Start from back of the grid	Disqualification (black flag)	-6
9	Suspension from league	Suspension from league	License revoked

10.2 The Stewards have the right to apply penalties to the results of the previous race or apply grid penalties for the next race.

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10.3 A driver who is penalized with a grid penalty for the next race will serve this penalty during the next race he will attend. This includes the first official race of the next season.

11. GENERAL SAFETY

11.1 Save where these Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all test day sessions, **practice**, qualifying, warmup and the race.

11.2 If a car stops on the track, it shall be the duty of the driver to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. Under no circumstances may a driver stop his car on the track **or stay stationary for longer than 3 seconds** without justifiable reason.

11.3 A speed limit of 60km/h will be imposed in the pit lane during the whole event, **unless otherwise is announced prior to the start of the event**.

In accordance with Article 10.1 rFactor 2 may impose either of the penalties under Article 10.1. if a driver has exceeded the imposed pit lane speed limit.

11.4 Drivers with serious mechanical or technical difficulties must **stop their car in a safe location, preferably off-track, but always away from the racing line**.

11.5 It is permitted to rejoin a race after a connection loss. Should a driver lose connection during a race, his car will be automatically placed **in the garage by rFactor 2. After reconnecting, the driver will be able to rejoin the race from pit lane**.

11.6 **All drivers who rejoin the race after a connection loss will be investigated by the Stewards after the race. If a driver is deemed to have deliberately disconnected after an incident, he will be disqualified from the race results and receive a 10-place grid penalty for the next race.**

12. RFACTOR 2 SERVER SETTINGS

- 12.1 Tire wear rate is set to Normal (1x), **unless otherwise specified.**
- 12.2 Fuel usage is set to Normal (1x) , **unless otherwise specified.**
- 12.3 Damage multiplier is set to 100%.
- 12.4 Mechanical failures are set to Normal.
- 12.5 Time Scale is set to x4, **unless otherwise specified.**
- 12.6 Driver Aids are allowed depending on the class the driver is competing in.

DRIVING AID	LMP1	LMP2	LMGTE PRO	LMGTE AM
TRACTION CONTROL	Not allowed	Low	Not allowed	Low
ANTI-LOCK BRAKING	Not allowed	Low	Not allowed	Low
STABILITY CONTROL	Not allowed	High	Not allowed	High
AUTO SHIFTING	Not allowed	Not allowed	Not allowed	Not allowed
STEERING HELP	Not allowed	Not allowed	Not allowed	Not allowed
BRAKING HELP	Not allowed	Not allowed	Not allowed	Not allowed
AUTO CLUTCH	Allowed	Allowed	Allowed	Allowed
INVULNERABILITY	Not allowed	Not allowed	Not allowed	Not allowed
AUTO PIT STOP	Not allowed	Not allowed	Not allowed	Not allowed
OPPOSITE LOCK	Not allowed	Not allowed	Not allowed	Not allowed
SPIN RECOVERY	Not allowed	Not allowed	Not allowed	Not allowed
AI TOGGLE	Not allowed	Not allowed	Not allowed	Not allowed

- 12.7 The use of the factory traction control settings is permitted in all classes.
- 12.8a In case of an infringement of Article 12.6 during qualifying, all lap times from the session will be removed and the driver will start from the back of the grid.
- 12.8b In case of an infringement of Article 12.6 during the race, the driver will be excluded from the results.
- 12.9 The surface grip levels will be set to "Naturally progressing" for all sessions. This means that the official practice sessions will all start with a green track. During the main event, the progression of the track will carry over from the practice session to qualifying, warm-up and the race.
- 12.10 The weather conditions will be scripted to mimic the real world conditions at the track's location.
- 12.11 The server will be password protected. The password is sent to the drivers in the confirmation email after registering for the event **and can be found in the pinned posts in the drivers_hq on Discord.**

13. TIRE REGULATIONS

13.1 There will be three (3) specifications of dry-weather tire compounds throughout the Championship, they are: Hard (S9M), Medium (S8M) and Soft (S7M).

13.2 There will be two (2) specifications of wet-weather tire compounds throughout the Championship, which are: Intermediate (H3M), Wet (P2M).

13.3 - There will be no restrictions regarding the amount of tires that can be used.

14. DRIVING

14.1 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position.

14.2 Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason. Drivers will be judged to have left the track when the entire car leaves the boundaries of the track as set in rFactor 2, that will be automatically enforced by the game. When a driver isn't warned by the game for cutting the track, the driver isn't deemed to have left the track.

14.3 Should a car leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any lasting advantage **or causing dangerous situations for other drivers.**

14.4 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

14.5 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

14.6 Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.

14.7 Maneuvers liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

14.8 **When a driver is being passed by a driver who is (more than) a lap ahead, waved blue flags will be shown to indicate that the driver must allow the faster driver to overtake. Drivers who are being lapped by another car should retain their driving line and be cautious of their surroundings. Drivers of the faster cars will be expected to find their way around the slower cars.**

14.9 Drivers must, at all times, drive back to the pit lane without the assistance of others after the chequered flag has been waved at them indicating the end of Qualifying or Race. Drivers that breach this article will be penalized as follows:

- **A 2-place grid penalty on the next race for the first offense**
- **A 5-place grid penalty on the next race for the second offense**
- **A 10-place grid penalty on the next race for the third offense**
- **Start from the back of the grid for the fourth and further offenses**

14.10 Drivers who are involved in an incident during cool-down laps will be investigated in accordance with article 23.

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15. PIT ENTRY, PIT LANE AND PIT EXIT

15.1 The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the "fast lane", the lane closest to the garages will be designated the "inner lane". At no moment, a driver may circulate in the inner lane at fast lane speeds and vice-versa.

15.2 When coming out of the pit lane, the pit exit line must not be crossed. For the avoidance of doubt, if two wheels have entirely crossed the pit exit line, the driver is deemed to have crossed the line. **A penalty may be applied by the Stewards if the driver has gained an advantage or caused a dangerous situation by crossing the pit exit line.**

16. EVENT TIMETABLE

16.1 Unless unexpected technical difficulties cause a delay, a Championship Event timetable is as follows:

- **Sunday to Friday**
 - Continuous Test Day sessions
- **Saturday (race day)**
 - Free Practice 4:30 – 5:30 PM
 - LMGTE Qualifying 6:30 – 6:50 PM
 - LMP Qualifying 6:55 – 7:15 PM
 - Warmup 7:15 – 7:30 PM
 - Race 7:30 PM

16.2 Prior to the qualifying sessions on Saturday, a written briefing will be posted on Discord by Race Control. It's the responsibility of all drivers to read and comply to the instructions in this briefing.

17. TEST DAY SESSIONS

17.1 During the week prior to the race, our server will be online continuously in Test Day mode. This means that it will host 30-hour Test Day sessions **during which all drivers can practice.**

18. QUALIFYING

18.1 Drivers are strictly forbidden to use the Escape (ESC) key outside the speed-limited pit area throughout the entirety of Qualifying. Drivers who are forced to press the ESC key outside the speed-limited pit area are not allowed back out on track for the remainder of the session.

18.2 An automatic log will be generated at the end of Qualifying. **During the warmup session, drivers who are found to have breached Article 18.1 will be moved to the back of the grid. Those that are found after the race is over will be awarded a time penalty equal to the time lost with a 10s Stop & Go penalty.**

18.3 During Qualifying, drivers must, when incoming cars approach, exercise caution and drive away from the racing line within the track limits during pit-out and pit-in laps.

18.4 Drivers that fail to join the server during qualifying will be moved to the back of the grid in the order in which they arrive during the warm-up session.

19. PARC FERME

19.1 No parc fermé rules are enforced during the course of the Championship. Drivers are allowed to change the setup of their car freely between all sessions of a Championship event.

20. THE GRID

20.1 The grid will be drawn up according to the results of qualifying. Any penalties that have to be served will be applied to the grid order during the warmup session.

20.2 Drivers that leave the server **during the warmup session** will be moved to the back of the grid with their position determined by the order in which they rejoin the server.

21. STARTING PROCEDURE

21.1 During the time between the end of qualifying and the start of the race, a warm-up session will take place. Drivers are allowed to go on the track and perform system checks and allowing drivers to rest and prepare themselves properly for the start of the race.

21.2 At exactly **7:30 PM, Race Control** will move the server to the race session. A 30-second timer will begin the countdown for the cars to line-up on the grid. Drivers that are unable to line-up on the grid before the 30-second timer expires will start the race from the pit lane. If a driver is disconnected from the server before the formation lap starts, the server will be moved back to the warm-up session and wait for **a maximum of 3** minutes for the driver to rejoin at the back of the grid.

21.3 After the 30-second timer elapses, the game will signal the start of the formation lap.

21.4 During the formation lap, **cars will drive in double-file formation** and are allowed to warm up the tires, under the conditions that the formation is kept as tight as possible and other drivers may not be hindered because of said maneuvers.

21.5 During the formation lap, drivers are not allowed to leave more than three (3) car lengths between their car and the car ahead.

21.6 Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

21.7 Drivers that suffer unreparable damage during the formation lap must start the race from the pit lane.

21.8 When the Safety Car pulls in, the drivers are required to maintain the safety car speed and a straight driving line. Drivers are not allowed to overtake other cars before passing the start/finish line.

21.9 Drivers must retain two-by-two formation until they've crossed the line.

21.10 Once the race has started, signaled by the track lights, no restarts may be issued under any circumstances unless there's a server malfunction.

21.11 Full points are awarded if the race is stopped after a minimum of 70% of the race time has been completed. If less than 70% of the race time has been completed, only half of the points are awarded.

21.12 When a race is stopped before the official end of the race, the finishing positions will be determined using the order in which the cars crossed the start/finish line after the last full lap under green flag circumstances.

22. THE RACE

22.1 During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A flashing blue light will warn the driver if cars are approaching on the track. It is absolutely prohibited to leave the pit lane under a red light. Leaving the pit lane under a red light will result in an automatic disqualification by rFactor 2 itself.

22.2 In the event of a server failure, the server will be rebooted. Drivers that had not retired prior to the server failure will be given 10 minutes to rejoin the server. Race Control will then adjust the starting grid based on the positions each driver was the lap in which the server failed. The race distance will be adjusted to the remaining time prior to the failure. The session will then proceed with the starting procedure as stated in Article 21 of these Regulations.

23. INCIDENTS DURING THE RACE

23.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, **which:**

- Constituted a breach of these Regulations.
- Caused a false start by one or more cars.
- Caused a collision.
- Forced a driver off the track.
- Illegitimately prevented a legitimate overtaking maneuver by a driver.
- Illegitimately impeded another driver during overtaking.
- Rejoining the track in an unsafe manner.
- Use of the chat during qualifying and/or race.

23.2 It shall be at the discretion of the Stewards to decide if a driver or drivers involved in an incident shall be penalized. Decisions of the Stewards will not be subject to appeal.

23.3 rFactor 2 and/or the Stewards may impose any one of the penalties below on any driver involved in an incident:

- A warning or reprimand.
- A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.
- A stop-and-go penalty. The driver must enter the pit lane, stop in his pit stop position for the required amount of seconds (1, 5 or 10) and then rejoin the race.
- A drop of any number of grid positions.
- Being required to start from the back of the grid.
- Disqualification (black flag).
- Suspension from the Championship.

23.4 A penalty is considered "minor" if the incident only affects the driver who committed the infraction. Such incidents include but are not limited to speeding in the pit lane and crossing the pit-exit line.

23.5 A penalty is considered "severe" if the incident directly affects two or more cars, including the driver who committed the infraction. Such incidents include but are not limited to ignoring blue flags, forcing a driver off the track, causing a collision and rejoining the track in an unsafe manner.

23.6 When a penalty has been awarded **during the race**, the driver will have 3 laps to take the penalty. If a driver fails to take the penalty within 3 laps, he will be disqualified (black flag).

24. CLASSIFICATION

24.1 The car placed first will be the one having covered the longest distance in the scheduled amount of time. All cars will be classified taking into account the number of complete laps they

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have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

24.2 Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified and no points will be awarded.

24.3 The official classification will be published no later than 72 hours after the conclusion of the race. It will be the only valid result subject to any amendments which may be made under these Regulations.

24.4 The Championship standings will be published no later than 72 hours after the conclusion of the race. It will be the only valid standings subject to any amendments which may be made under these Regulations.