



2022 SEASON

# SPORTS REGULATIONS



JD PROMOTION & COMPÉTITION INC.  
01 | MARCH | 2022

# SPORTS REGULATIONS 2022

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# 1 – ORGANISATION

## 1.1 – ORGANIZERS

The 2022 NISSAN SENTRA/MICRA CUP (designated by the Series) is organized by JD Promotion et Compétition Inc.

The NISSAN SENTRA CUP organizing committee has all the powers on the organization of the Series event's and is composed of the following members:

**Promotor:** Jacques Deshaies  
**Administration:** Marie-Lyse Tremblay  
**Chief Steward / Race Director:** Jacques Veilleux  
**Assistant Steward:** Denis Laferrière  
**Technical Inspector:** Jocelyn Bourassa  
**Technical Inspector / Safety Car Driver:** Simon Blanchette  
**Technical Inspector / Safety Car Driver:** Peter Robindaine  
**Operations:** Félix A. Deshaies et Mathieu Marchand  
**Technical Inspectors (substitutes):** Mathieu Melançon et Steven Potvin  
**Commercial Director:** Benjamin Grenon  
**Nissan Canada:** Joshua Reaume  
**Mo-Tec:** Charles Laframboise

JD Promotion et Compétition Inc. reserves the right to change the composition of the organizing committee members at any time.

## 1.2 - APPLICABLE REGULATIONS

This regulation shall apply from 01 January until 31 of December 2022.

All points not covered by the sports and technical regulations are under:

- FIA international sports regulations code,
- ASN Canada (GDS) Sporting Code,
- The supplementary regulations of the concerned event,
- NISSAN SENTRA CUP official bulletins.

**All participating drivers and competitors of the NISSAN SENTRA CUP, designated in this document by the Series, are deemed to know all the above regulations. They undertake to respect this set of texts, both in form and in spirit.**

**All drivers are required to sign a document stating that they have read all applicable regulations.**

## 1.3- CALENDAR

### RACES - DATES - RACES - TRACKS - EVENTS\*

Races 1 & 2: May 20-22, Canadian Tire Motorsport Park, Victoria Day Weekend  
Races 3 & 4: June 17-19, Circuit Gilles-Villeneuve, Formula 1 Grand Prix du Canada  
Races 5 & 6: July 22-24, Circuit Mont-Tremblant, Summer Classic  
Races 7 & 8: August 05-07, Circuit Trois-Rivières, Grand Prix de Trois-Rivières  
Races 9 & 10: September 02-04, Canadian Tire Motorsport Park  
Races 11 & 12: September 22-25, Circuit Mont-Tremblant, Fall Classic

\*All events have two races.

## 2 – COMPETITORS & DRIVERS

### 2.1 – LICENSES

The Series is open to all drivers with a valid road racing license, issued by a regional, national or international sanctioning body.

### 2.2 – GUESTS DRIVERS

The Series may at its discretion accept non registered drivers in the Series. These drivers will be known as guest drivers. They are ranked according to their final position in the race, but are not allowed to receive any points in the standings nor awards or purses.

The awards or purses, as well as points will be awarded according to the standings of the race to the following drivers registered in the Championship.

### 2.3 – REGISTRATION PROCEDURES

Any driver or team who wants to register to an event of the Series must send his registration form at least **twenty (20) days** before the event at this email address:

**[jacquesdeshaies@coupesentra.com](mailto:jacquesdeshaies@coupesentra.com)**

And at the following address: JD Promotion et Compétition Inc.  
3195 d'Auvergne, Trois-Rivières, QC, G8Y 3L1

**The registration form must be accompanied by a check to cover the registration fees made out to JD Promotion et Compétition Inc.**

### 2.4 – REGISTRATION REFUSAL

The Series organizing committee reserves the right to refuse registration to the Series to any applicant:

- Who is not fulfilling the required conditions.
- Who is pursuing an object contrary to those of motorsport or those of JD Promotion et Compétition Inc.
- Who is refusing to implement the decisions of the Series officials or JD Promotion et Compétition Inc.
- Who by his words, his actions or his writings have brought a moral or material prejudice to NISSAN, its affiliates, its employees or its management, including in previous racing seasons.
- Who have not paid a financial penalty (fine) during a previous season or a previous event.
- Who have a debtor account with JD Promotion et Compétition Inc. or any of the Series partner.

In the event that a registration request is denied by the Series, the competitor is to be notified as soon as possible and JD Promotion et Compétition Inc. will return his check(s) for registration, or will refund the registration fees that would have been paid.

## 2.5 - EVENTS REGISTRATION

**By signing their registration form, drivers and/or competitors accept the terms of the present sports and technical regulations, and undertake to respect it in form and in spirit.**

**It is the responsibility of the competitor to ensure that all persons concerned by his entry observe all the provisions set out in the various regulations of the Series.**

### 2.5.1 – SERIES REGISTRATION FEES

The competitors have two options for the payment of the registration fees:

- 1- **Race Weekend: \$ 1 350.00 + taxes**  
**Except for Formula 1 Grand Prix du Canada: \$ 4 700.00 + taxes**  
**Except for Grand Prix de Trois-Rivières: \$ 1450.00 + taxes**
- 2- **COMPLETE CHAMPIONSHIP ENTRY (full season): \$ 10 500.00 + taxes**

Due registration fees must be paid **20 days** before the selected event.

These fees represent:

- The Series registration fees
- Credentials for 5 persons and parking (determined places in paddocks depending on space available)
- JD Promotion et Compétition Inc. services
- The various identifications

A competitor who has sent a registration application is considered permanently registered only after receiving official confirmation from the Series. This official confirmation will be sent by email only. **An email address is mandatory to participate in the Series.**

**EVENTS: See calendar at 1.3.**

### 2.6 – DRIVERS COMMITTEE


The Drivers Committee is composed by a representative of the drivers of the series and a representative of each category.

### 2.7 – DRIVERS CHANGE DURING THE SEASON OR AT AN EVENT

If a team decides to replace the driver initially registered for the championship, it must notify the Chief Steward in writing, no later than Thursday 8:00 p.m. before the event.

When two drivers share the same car during an event, the team must notify the Chief Steward in writing about the order of the drivers on track in each session, no later than Thursday 8:00 p.m. before the event; except if a driver cannot compete because of health issues or following an accident.





Subject to significantly changing track conditions during the event, a team with two drivers sharing the same car may apply to the Chief Steward for the purpose of changing the previously established order of the drivers on the track.

Any driver, including those sharing the same car, must respect the administrative procedure and participate in the drivers meeting.

Drivers sharing the same car will individually score points earned in each of their qualifying session and race.

## 2.8 – INFORMATION COMMUNICATION

It is mandatory for each driver and competitor to have a valid email address in order to receive all the necessary information communicated by the organizers of the Series. Competitors and drivers are responsible for the running of their email address in case of absence or poor reception of the information.

In case of a change in the email address of a competitor or driver, it is mandatory to inform sports management at this email address: [info@coupesentra.com](mailto:info@coupesentra.com) as soon as the change is effective.

## 2.9 – FAIL TO PARTICIPATE

In case of a driver that cannot participate to an event of the Series, the driver needs to send an email saying that he cannot participate at this address: [info@coupesentra.com](mailto:info@coupesentra.com) **no later than 15 days before the concerned event.**

The Series will not refund registration fees for a notice received within 15 days before the event concerned.

# 3 – CARS & EQUIPMENTS

## 3.1 – VEHICLE ALLOWED

**NISSAN SENTRA model S** 2020, 2021, 2022 and **NISSAN MICRA** 2015, 2016, 2017, 2018, 2019, 2020, complying with technical regulations of the Series.

Vehicles must imperatively present the official decals of the Series in accordance with the identification plan annexed at 18.1 to the technical regulations.

All vehicles must necessarily have undergone initial scrutineering.

### 3.1.1 VEHICLE CHANGE

Vehicle change in between qualifying and race is forbidden. However, the change of vehicle between the races is allowed provided:

- Following an accident, the registered vehicle is declared irreparable by the scrutineering officials before the beginning time of the false grid of the next race.
- The technical inspector and the Chief Steward may give their approval after a new vehicle has passed the preliminary scrutineering. The Chief Steward remains free arbiter of the relevance and sporting fairness to grant a change of vehicle.
- A competitor cannot take the start of the next race with a new vehicle without the agreement of the technical inspector who will verify the compliance with the regulations of the Series.

The vehicle change will necessarily mean that this vehicle will have to start from the back of the pack for the race or the two races, all this subject to the agreement of the Chief Steward.

### 3.2 – USE OF TIRES

The Series imposes a limitation on the number of tires that are use. At each event a competitor may register 4 new slick tires that he wants to use during this event. The supplied tires given at the purchase of a car and the registered tires for a past event can also be used. The Series will keep a log of these tires.

**The driver is responsible for the concordance between the registration barcode included in the registration card and those placed on the tires on his car. The driver or one of his crew must give a list of registered tires at least one (1) hour before the first qualifying session.**

The driver is responsible to present a car equipped with tires that show barcodes, and that can sustain safe participation to a free practice, to qualifying sessions and to races. Otherwise, the driver will be prohibited to go on track.


Registered barcodes have to be made visible by the competitor for controls.

In case of damage of one or more slick tires asserted by the technical inspector, and upon the approval of the Series Chief Steward, the competitor will have the opportunity to use one or two unregistered slick tires on the front axle only if he doesn't have enough tires with the wear that would allow a safe second race. In this case, a penalty of **10 places** on the starting grid will be given to the driver. For safety reasons, the change of tires must be done at least **30 minutes** before the opening of the false grid.

#### 3.2.1 USE OF RAIN TIRES

The use of rain tires is free in number and only valid for the complete set of tires, a set of mixed tires (rain and slick) is not allowed. Each driver is free and responsible for choosing his set of tires. The sport management reserves the right to impose rain tires because of weather conditions, however if such a decision is taken the teams will be informed at least **45 minutes before the session.**





**Change of tires are not permitted on the false grid. The drivers who want to change tires will have to do so before coming to the false grid, or in the pits.**

At the start of a race, the driver that will have change is tires in the pits, will start from the pit lane and behind the pack.

### **3.3 – SPARE PARTS AND LUBRICANTS**

All original spare parts must be acquired from an authorized NISSAN dealer. Competitors may use used parts only if they are able to provide the Series with their provenance associated with a compatible car serial number.

All competition spare parts and authorised MOBIL 1 lubricants must be acquired from JD PROMOTION ET COMPÉTITION INC.

It is mandatory for competitors to acquire tires from TOUCHETTE PNEUS MÉCANIQUE. A staff person from JD PROMOTION ET COMPÉTITION INC. and TOUCHETTE PNEUS MÉCANIQUE will be present at the tracks (race weekends).

**The use of spare parts not originating from NISSAN will be consider as a technical infringement. The only exception is the windshield.**

### **3.4 – TRANSPONDER**

An AMB type transponder, model Trans X260 or the equivalent should equip every racing car. The number of the transponder is to be given to scrutineering at every event. The transponder is to be installed in the front of the car without exceeding the radiator support.

The driver is responsible for the installation and proper operation of the transponder. No time will be shown if the transponder is not properly working during qualifying sessions.

### **3.5 – CAMERAS**

Cameras sold by the Series are mandatory. The images must be available at anytime during all the event when requested by the Chief Steward.

Officials will be able to use these images to analyze actions on the track and, if necessary, deal with various incidents that have arisen. Refusal to provide these images is considered a violation of this regulation.

Additional cameras may be installed by teams inside vehicles only. They must be securely fixed.

**The digital video card must be reset after each race weekend.  
The digital card may be refused if it contains other documents.**

### 3.6 – COMPETITION NUMBER

The Series is to assign to each driver a race competition number for the current year. No change is authorized during the course of the season. The assignment of numbers is left to the discretion of the Series.

A specific number can be requested by a competitor in writing (email), except for the number one (1) to be assigned to the overall champion of the previous year.

The Series is not obliged to allow the number requested by the competitor.

Only competition numbers respecting the 2022 identification plan are allowed. See the identification plan joined in annexe 18.1 to the technical regulations.

The presence of competition numbers is mandatory at all times, including during collective testing.

Any competitor who does not comply with this article on the competition numbers will be denied access to the qualifying sessions and the race, and may be subject to a financial penalty.

The only authorized font to be used for the numbers is the one specified by the Series.

### 3.7 – DRIVERS NAME

The names of the driver must be affixed on the bodywork based on the identification plan attached to the technical regulations.

Strict compliance with this section is mandatory for the duration of an event, but also in collective testing by the Series or private testing preceding the event.

## 4 - ADVERTISING

### 4.1 – ADVERTISING ON THE CARS

Cars must constantly bear identifications and stickers specified in the identification plan attached to the technical regulations. They must be placed following the identification plan.

Under no circumstances, identification of vehicles defined by the Series can be changed.

The Series will provide a set of stickers at the beginning of the season. Extra sets of stickers will be charge to the competitor. The only authorized font is the one supplied by the Series.

The drivers will be able to affix other ads on other areas than those reserved for the Series. The Series reserves the right to add other partners to the identification plan attached to the technical regulations.

#### *4.2 – ADVERTISING ON THE DRIVER’S SUIT*

The driver’s suit is sold exclusively by the Series to the drivers. Removing or altering the location of the Series logos is prohibited. The competitor must wear the Series suit during each session on the track during an event and during collective tests. This driver’s suit is FIA or SFI standards.

The Series could allow a driver to participate in a race without the provided suit, but all the Series logos shall be affixed on the suit at the locations specified by the Series.

The official patches of the Series shall be embroidered or sewn on the suit with fireproof thread. Failure to do so could result in sanctions and to the exclusion of the event.

The drivers will have the opportunity to affix badges or other embroidery provided they do not overlap those defined by the Series.

During the podium ceremonies, the driver agrees to wear all the identifications requested by the Series.

#### *4.3 – EXPLOITATION RIGHTS*

The Series, as well as its partners and sponsors reserve the right to exploit for advertising, promotional or commercial uses the names and sports results of the competitors and drivers in this discipline, and any picture, voice and image, without their permission and without paying particular rights or fees.

All drivers and competitors by registering therefore undertake to authorize the organizing committee to use freely all information and images related to their participation in an event of the Series, and to assign this right to third parties without limit in time or of any kind.

## **5 – EVENT PROCEDURES**

#### *5.1 – DEFINITIONS*

Event: an event is composed of administrative (registration) and technical checks, free practice, qualifying sessions and one or more races.

Private testing is not part of the event as recognized by the series however, during private testing, non-compliance with circuit regulations, flags, or unsportsmanlike behavior may result in a monetary fine of one hundred dollars (\$100.00) following a complaint made by circuit officials or if a driver shows us video evidence of the fault committed by one of the series drivers or accredited members (mechanic, friend, family).

This measure reminds you that you are always identified with the Nissan Sentra Coupe series.

Collective tests: practice sessions organized by the Series.

## 5.2 – VERIFICATIONS

### 5.2.1 GENERAL

Only registered drivers are allowed to come to the administrative and technical checks.

Only drivers and cars that meet the administrative and technical checks are allowed to participate in qualifying.

Any delay in presenting oneself to the checks could be sanctioned by a financial penalty imposed by the Chief Steward.

**Opening hours of the scales:** The opening and closing hours of the scales will be indicated in the newsletter sent before each event along the supplementary regulations.

### 5.2.2 ADMINISTRATIVE VERIFICATIONS

To participate in an event, the driver must send registration form(s) to JD PROMOTIONS et COMPETITION INC and must have paid the registration fee in full. The amounts are described in article 2.5.1 of these regulations.

Each driver (or designee) has to be present at the hours and accreditation places provided on the schedules communicated by the Series before each event, with the following documents: **License, driver's and car's logbooks, list of crews.**

No competitor or driver may participate in a qualifying session or a race without having previously met all the requirements of administrative checks.

### 5.2.3 INITIAL SCRUTINEERING

#### **Car presentation:**

- Initial scrutineering of the car will be made in the technical inspection paddock area or at the location designated to the team in the paddock.
- A car that did not show up at the preliminary scrutineering will not be permitted in taking part to the event.
- The presentation of the car to the preliminary scrutineering will be deemed an implicit statement of compliance by the competitor.
- The competitor is responsible for the compliance of the spare parts installed on his car; and has to ensure their technical compliance before use.
- Initial scrutineering of the car may be conducted outside the presence of the competitor and the driver.
- The car shall be presented ready to go on track complying with the identification plan annexed to the technical regulations.
- Only safety features are covered by the initial scrutineering.



## **Repairs:**

- Any repairs to the chassis must be the subject of a written statement from the competitor to the Series Chief Steward. It will be indicated in the vehicle log book.
- Any car which, after being approved by the technical inspector, is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be reintroduced to the technical scrutineering for approval.

## **Seals:**

- The engine and gearbox are sealed by the Series, the presence of these seals is mandatory at all time. (see technical regulations 2.1).
- Additional elements can be sealed at any time of an event. These seals must remain intact until the approval of the Series technical inspector to take them off.
- The condition of the seals is the competitor's responsibility; the absence or deterioration will lead to a request for disciplinary action with the Chief Steward. The penalty can go up to the exclusion of the Series for two years.
- The presence of seals is only a presumption of conformity. Under no circumstances can they guarantee the accuracy of the vehicle. In case of non-compliance found, the presence of seals can not be used as a defense.

## **Driver presentation:**

When going to scrutineering, the driver will have with him is driver's equipment: suit, underwear that covers the entire body, socks, hood, helmet, and HANS's device or authorized equivalent. The use of these equipment's is mandatory for practices, qualifying and races.


### **5.3 – TECHNICAL INSPECTION AT FINISH**

#### **5.3.1 GENERAL PRINCIPLES**

Any cars involved in an accident can be, as asked by the race director or Chief Steward, stopped and inspected.

The technical inspectors can, with the written approval of the race director or the Chief Steward, initiate any of the following:

- Verify compliance of a vehicle or of a competitor at any time during the event.
- Require that the vehicle be dismantled by the competitor to ensure that the admission requirements, compliance and security are fully respected.
- Require that a competitor provides sample or piece they deem necessary.



After each free practice, qualifying session and after each race, the cars designated by Series officials will be controlled at all points of compliance may deem relevant.

At any time and at their sole discretion, they may increase the number of cars designated for them to be subject to compliance checks.

Any competitor who refuses to submit to technical inspection will be excluded from the event and the Series.

Technical inspections will be carried out after the finish in the presence of **the competitor or his representative**. In the absence of the competitor or his representative at a duly advertised technical inspection, any claim concerning this inspection will be inadmissible. Furthermore, if the Chief Steward deems it necessary, the collaboration of **two mechanics** designated by the competitor or his representative may be required for disassembly.

The driver will be held accountable for the compliance of the spare parts mounted on his car; he will have to ensure of their technical compliance before use.

The cost of dismantling and reassembly are entirely the responsibility of the competitor. Disassembly provided by the competitor is not subject to a time limit, but a disassembly which would take a time considered unreasonable by the stewards would be regarded as a refusal to submit to technical inspection and will be sanctioned as such.

If a car is found not to conform to the technical regulations, the lack of performance gain will never be regarded as a valid part of defense.

A driver whose car is excluded once for breach of technical regulations will be fined in the amount of fifteen hundred dollars (\$ 1,500.00)

A driver whose car is excluded a second time for violation of technical regulation is at least excluded from the classification of the Series for the current year.

### 5.3.2 PRESENCE ALLOWED

Technical inspections at the end of the events can be made in the presence:

- Series representative.
- **Driver or team representative.**
- In case of disassembly, **two mechanics maximum**, appointed by the competitor.

In the absence of the driver or his representative at a duly advertised technical inspection, any claim concerning this inspection will be inadmissible.

### 5.3.3 PARTS SAMPLING

- With the agreement of the Chief Steward, technical inspectors should collect and retain one or more parts of the car to control them after qualifying sessions or races. In this perspective, they may also identify any car part. In this case, the competitor can only replace the item after authorization of the technical inspectors that retain the ability to control the item.



- The technical control can be done by comparing the controlled parts and the same original new parts.
- No claim can be made as to the origin of the parts removed.
- The removed parts, declared non-compliant, will be retained by the organizing committee and will not be replaced by the Series.
- The removed parts, declared compliant, will be rendered, or could be replaced with new parts identical by the Series.

## 5.4 – QUALIFICATION

### 5.4.1 FALSE GRID

It is mandatory to be on to the false grid **20 minutes before the time limit.**

### 5.4.2 QUALIFYING SESSIONS

**The qualifying sessions are held as follows:**

- The first fastest time of the qualifying session for each driver will determine the starting grid for race #1 for Nissan Sentra Cup, then for the Micra class.
- The second fastest time of the qualifying session for each driver will determine the starting grid for race #2 for Nissan Sentra Cup, then for the Micra class.
- This procedure applies only to the tracks where it will not be possible to obtain two separate qualifying sessions or due to circumstances beyond the control of the organizers of the event and/or series in order to ensure the safety of the drivers.
- Any tie will be separated by the third best time of each qualifying session and so on.


The Series reserves the right, for any exceptional reasons to change the qualifying sessions format.

Non-qualified competitors:

As long as the maximum number of cars allowed to take the start of a race on a given track is not exceeded, drivers who could not qualify for the race may be allowed to sit on the starting grid at the discretion of the Chief Steward.

Drivers and additional cars cannot be allowed on the grid unless the following conditions are met:

- Neither drivers nor qualified cars will be adversely affected if additional drivers and cars are allowed on the starting grid.
- Additional drivers must have complete knowledge of the race track and general safety instructions.



c) Additional cars will always be placed in the last position at the back of the grid. If several competitors have no qualifying time, free will is given to the Chief Steward to determine the order in which they will be placed in the grid.

d) A Nissan Sentra Cup driver who could not qualify and is cleared to start, will start last of the Sentra and ahead of the first Micra class driver.

## 5.5 – DRIVERS MEETING

Driver's meetings will take place in each event. The place and time of the meetings will be communicated prior to the event.

A driver or a team representative must necessarily attend all the meetings. It is strongly recommended that all drivers of a crew (on a same car) and at least one representative from each team are present.

The Chief Steward will penalize any absence or late arrival to the meetings with a fine of fifty dollars (\$50.00) for late presence and a hundred dollars (\$100.00) for absence. At the end of the season, all the penalties fees will be donated to a charity.

The Series can also organize occasional/additional meetings that are also mandatory and subject to the same penalties.

## 5.6 – RACE

### 5.6.1 TWO RACES EVENT

The Series events, will be held in two **40 minutes** races wherever possible otherwise the race format will be **30 minutes**.


**It is the responsibility of the race director to make sure the time schedule is followed and the Series must submit to it. In the event that a race would be shortened because of lack of time, the drivers will be notified as soon as possible before or during the race. The shortened race will be considered complete and rankings points will be awarded in full.**

### 5.6.2 INTERVENTIONS ON THE FALSE GRID

- Interventions on false grid are limited to security checks like adjustment of safety harness, wheels torque check, fastening body parts. No work on red flag situation.
- **No other settings or mechanical intervention are allowed.**

### 5.6.3 PIT LANE

Refueling is prohibited for the entire duration of all sessions of the Series.



When refueling in the paddocks (car, generator, etc.), the presence of a person with a fire extinguisher in hand is mandatory.

For pit lane regulations please refer to the ASN/GDS articles:

12.1 B-C-D-E-F-G-H-I-J-K

12.3 A-B-C-D-E

12.4

12.5

12.6

12.7

The speed limit in the pits is fifty (50) Km/h. If a driver exceeds this speed, he will be penalized. The speed will be taken by radar either by a series official or other official recognized by the series.

A speed infraction penalty in the pit lane cannot be subject to protest or appeal (see Article 6.1).

At the end of a session, or at any other time, it is forbidden to obstruct the emergency lane in the pits.

#### 5.6.4 STARTING PROCEDURES

There is a single start procedure for two categories: All drivers racing with Sentra will be placed based on their qualifying results and in the pool of Sentra only. The second group bringing together only the Micra will be obligatorily placed behind all the Sentra at the start.

A gap will be left between the last Sentra cars and the cars forming the front row of the Micra. This gap will be equivalent to the length of a Micra car.

It is the responsibility of Micra class drivers starting on the front line of their category to maintain at all times the gap imposed by the chief commissioner until the starting signal of the race.

Principle: The races have a rolling start. A single reconnaissance lap is made behind the safety car unless otherwise indicated with or without prior warning to the drivers or member of the teams.

For a rolling start (Article 8.6.1.A FIA):

A driver must not accelerate prematurely or irregularly and must maintain the position assigned to him when he crosses the grid by maintaining his line until the signal for departure is given.

In addition, according to ASN/GDS article 10:

A) Competitors, drivers or crew members, who demonstrate a breach of the race start procedures are likely to be penalized.

B) A false start is considered to have occurred when a driver, at any time under the orders of the starter, gets ahead of his signal (flag or light), moves from the prescribed position, forwards, backwards or laterally in relation to his position on the starting grid.

C) The following offenses are punishable either by a penalty of passage to the pits (stop-and-go) after the start or restart of a race, or by a penalty lap at the end of the race;

- 1. Make a false start.
- 2. Overtake a Safety Car without being instructed by the Safety Car official to do so.

D) Penalties applied under these rules are not subject to appeal.

### 5.7 – PARC-FERMÉ

**At the end of a qualifying session:** all cars will be directed to the pit exit in a single lane without stopping at their pit location. When all the cars are in the pit, the Officials may send them to the Series technical inspection.

**At the end of a race:** all cars will be directed to the pit exit in a single lane without stopping at their pit location. The first three positions of Sentra Cup and Micra Class, as well as winners of other categories if applicable, must go to the Parc-Fermé. In addition, the chief Steward keeps the right to include other cars for technical inspection at the Parc-Fermé.

As long as the Parc-Fermé is operational, the rules of Parc-Fermé apply in the area between the finish line and the entrance to the Parc-Fermé. The cars placed in the technical inspection area are under Parc-Fermé rules.

At the presentation of the checkered flag, any intervention on the car must be immediately stopped if a car has issues that are being repaired in the pit lane and it is the driver's responsibility to follow the instructions of the officials to drive his car directly into the Parc-Fermé.

All cars claimed in "parc fermé" must go directly to the parc fermé without stopping, without receiving any object whatsoever and without any assistance (except that of the officials, if necessary), and must remain available to the officials of the Series.

Drivers must park their vehicle properly in the parc fermé and follow the instructions of the officials. Only the Series officials are allowed to be inside the parc fermé. Only the driver or a team member must remain available at the edge of the Parc-Fermé. That procedure must be followed to the letter otherwise penalties and fines will be given.


**Weigh procedure:** A car that, after weighing, would be lighter than the specified minimum weight to the technical regulations will be immediately weighed a second time. The officials weight recorded shall be the higher of the two.

**End of Parc-Fermé:** For vehicles subject to conformity checks the end of the Parc-Fermé will be by decision of the technical inspectors of the Series.

### 5.8 – PODIUM CEREMONY

A single podium is presented per race, for the first three in all categories. The winner of the Micra class is invited to join this podium at every race.

A season champion trophy will also be awarded to the champion of the Senior and to the rookie of the year, if these categories are eligible (see article 8.1).



Drivers finishing in positions giving access to the podium must participate in the awards ceremony, then make themselves available immediately afterwards for protocol activities and media. If the driver does not show up for the ceremony, he will be disqualified, unless it is for an exceptional reason after approval by the chief Steward.

#### 5.9 – DRUGS AND ALCOHOL USAGE

Alcoholic beverage consumption by any participant is expressly prohibited until the Series track sessions are over. For all participants involved in a dispute or request for review, the consumption of alcohol will be prohibited until the end of the dispute or the publication of the official results.

The use of any narcotic or illegal substance as defined in the law, or misuse of legal substances (cannabis, alcohol or other substance) of any participant before or during a competition, is expressly prohibited.

Alcohol and drug testing may be conducted at any time during competitions.

## 6- PENALTIES

### 6.1 – GENERAL

All infringement to:

- The Series general rules;
  - The Series technical regulations;
  - The Series appendices, technical and sporting newsletter;
  - In the supplementary regulations of the event concerned;
  - Race director's instructions;
  - Chief Steward's instructions;
- is submit to the Chief Steward.


In the event of an infraction, unsportsmanlike conduct, proven intentional contact or non-compliance with flags or instructions given by officials, the Chief Steward may impose the following penalties on any driver involved in an incident, as following:

Unsportsmanlike conduct: A mandatory drive thru in pit lane and a minimum drop of three (3) positions on the starting grid for the following race and a minimum of three (3) points lost in the championship standings. Exclusion could apply.

Intentional contact: A drop of four (4) positions on the starting grid for the following race and four (4) points lost in the championship standings. Exclusion could apply.

Any contact implying a lost of position for the opponent: Give back the position in the same lap. If not, a drop of two (2) positions on the starting grid of the following race and two (2) points lost in the championship standings.

Dangerous overtaking to gain a position on the opponent: A drop of four (4) positions on the starting grid for the following race and four (4) points lost in the championship standings.



**All acts of revenge, violent behavior on and/or off the track are subject to disciplinary sanctions (see 6.3).**

Non-respect of the flags: A mandatory drive thru in the pit lane and one (1) point lost in the Championship standings. Any driver overtaking under the yellow flag could be disqualified from the event in case of recurrence.

A driver who does not comply with the presentation of a black flag, or mechanical flag (meatball) will be penalized with thirty (30) seconds and 3 points lost in the championship. Can go as far as exclusion.

Non-compliance with the instructions given by the officials: A mandatory stop-and-go in the pit lane and one (1) point lost in the championship standings. In addition, another passage in the pits will be required if said penalty has not been properly applied (the car must be stationary).

Cutting the lines at the entrance and exit of the pits: five (5) seconds penalty and 1 point lost in the championship standings. Must absolutely follow the corridor between the two lines from the beginning to the end.

Failure to respect the limits of the track established by the chief steward during each event: Five (5) seconds penalty for each non-compliance. During the test sessions, only warnings will be given. A warning will be given for the first infringement during qualifying(s) and races thereafter, the penalty(s) will apply.

Non-respect of the speed limit in the pits: A mandatory drive thru in the pit lane and one (1) point lost in the championship standings. The speed will be checked by the radar of the chief steward of the series and/or another circuit official.

If offenses not listed above occur, they will be subject to the judgment of the officials and the penalties listed below, may be applied:

- A mandatory drive-through in the pit lane.
- A mandatory stop and go in the pit lane.
- A drop of position on the starting grid in the following race held by the driver and lost of points in the championship standings.
- A time penalty.
- A lost of points in the championship standings.
- Exclusion.

## **6.2 – EXCLUSIONS**

If a driver is excluded from a session or event, for sporting or technical reasons, he cannot claim any allocation of points or any endowment or for any prizes for the session or for the concerned event.

In addition, depending on the seriousness of the misconduct, enrollment in the following events may be refused in accordance with Article 2.4.

**The exclusion of a driver or a team may be grounds for refusal of coming entry in the Series for a maximum period of two (2) years.**





### 6.3 – DISCIPLINARY SANCTIONS

Any finding of an incident in the paddock and on the track:

- Proceedings of provocations of all kinds.
- Verbal or other threats.
- Unsporting behavior or inconsistent with the spirit of the Series.
- Failure to moral and sporting ethics.
- Nuisance to the best interests of motor sport.
- Moral or material prejudice suffered by the Series, by a member of a team, driver or entourage.

**May be subject to the following penalties:**

- Warning and probation period whose length will be defined by the Series.
- Refusal to register at the following event for the competitor concerned by the actions of those around him or his team.
- Exclusion from the ongoing event for the driver concerned by the actions of his entourage or his team. If a driver is excluded from a session or event, he cannot claim any allocation of points or any bonus for the session or concerned event. No reimbursement of registration fees will be allowed following an expulsion of the driver.
- Removal of bonuses for the event for the driver directly or indirectly bound by the actions of his entourage or his team.
- Immediate exclusion of the team and / or driver from the Series championship for a period of up to 2 years.
- Any other sanctions deemed relevant by the officials.

### 6.4 – FINANCIAL PENALTIES (FINES)

The registration form signed by the driver in the early season is a contract between the driver and the Series. The driver is committed to respect all points of this regulation. In case of non-compliance, financial penalties may be imposed by the Series.

### 6.5 – PROTEST

For any protest request, refer to article 32 of the ASN/GDS regulations.

### 6.6 – APPEAL

For any appeal request, refer to article 33 of the ASN/GDS regulations.

## 7- STANDINGS

### 7.1 – POINTS DISTRIBUTION

Points are awarded at each event. All drivers who started the race will be ranked.

**The distribution of points will be the same for races of 30 or 40 minutes.**

#### 7.1.1 POINTS SCALE

The 30 highest-ranked drivers will be awarded points for races counting for the Series according to the following scale:

1st	50 points	2nd	46	3rd	42
4th	38	5th	34	6th	30
7th	28	8th	26	9th	24
10th	22	11th	20	12th	19
13th	18	14th	17	15th	16
16th	15	17th	14	18th	13
19th	12	20th	11	21st	10
22nd	9	23th	8	24th	7
25th	6	26th	5	27th	4
28th	3	29th	2	30th	1

Beyond 30th place = 0 point

- The driver having achieved the pole position with a **Sentra** for each race will score 2 points.
- The driver having achieved the fastest lap with a **Sentra** during each race will score 2 points.
- The driver having achieved the pole position with a **Micra** for each race will score 2 points.
- The driver having achieved the fastest lap with a **Micra** during each race will score 2 points.

Full points and finish bonuses will only be allocated if a race is stopped after 50% of the scheduled distance or time.

If a race has to be stopped by Race Control between the second lap and the achievement of 50% of the scheduled distance or time, only 50% of points and bonuses will be awarded at the end.

#### 7.1.2 – GENERAL STANDING AFTER EACH EVENT

Will be obtained by adding the points awarded to the previous races and the application of Article 7.1.1

## 7.2 – OVERALL STANDINGS

The final ranking of the Series will be determined by adding all the results of events to which the contestant has participated. The winner will be the driver with the maximum points.

### 7.2.1 TIE

If multiple drivers have the same number of points, the Series organizers will rank them based on:

- The quality of the obtained places (1st place, then 2nd place, etc.).
- The priority of the best place obtained.
- If the tie persists after all these checks, the drivers concerned will be designated co-champions.

## 7.3 – ROOKIE CATEGORY

A rookie standing can be established on the same principles as Articles 7.1 & 7.2. Will be eligible for the rookie category, any driver who:

- Has never previously taken part in a sanctioned motorsport competition
- Holds a road racing licence for the first time
- Has held or holds a regional or national license of karting, solo or drift
- Has competed in regional or provincial level stock-car or NASCAR event
- Has held or holds a rally license, provincial or national

The Series reserves the right to refuse an entry in the rookie category, on the basis of the international or national experience of the driver concerned.

Any driver registered in the NISSAN SENTRA CUP Championship the previous season and having taken part in a **maximum of one event** (two races) remains eligible **FOR THE FOLLOWING SEASON ONLY** for the rookie category.

The final rookie standings is established by adding all the points obtained in the overall standings of the season.


Any rookie driver registered for the championship is eligible.

The driver with the highest number of points in the overall standings is declared the winner of the rookies' championship.

**However the above points, the rookie category will be considered as eligible for the title of champion and the end-of-season trophy only if a minimum of 5 competitors have competed in the category in the current season.**

## 7.4 – SENIOR CATEGORY

Will be eligible for this ranking **any driver who is 40 years and older** at the start of the season.



The final ranking of the Senior class, will be established by summing all the points obtained in the overall standings during the season.

The driver with the highest number of points in the overall standings is declared the winner of the Senior' championship.

**However the above points, the Senior category will be considered as eligible for the title of champion and the end-of-season trophy only if a minimum of 5 competitors have competed in the category in the current season.**

#### *7.5 – MICRA CLASS*

Reserved for drivers registered with a Nissan Micra, according to article 3.1 of these regulations.

The final classification of the Micra class is established by adding up all the points obtained in the all-category ranking of the season.

The driver with the highest number of points in the overall standings is declared champion of the Micra class. The Micra class champion will be known as the winner of the "Trophy poleposition.ca of the Micra class".

## **8 – PRIZES & AWARDS**

#### *8.1 – GENERAL, PRIZES AND AWARDS*

Prizes and awards may be awarded to drivers. They will be announced in an official bulletin.

Only drivers who have made 50% of the race distance will be eligible for the award of prizes and awards.

To qualify for these awards, drivers should not have been excluded from the concerned race.

## **9 – FINAL TEXT**

#### *9.1 – FINAL TEXT*

The French version of the final text of the sports regulations and the terminology shall prevail in case of dispute.