



2023 SEASON

SPORTS REGULATIONS



JD PROMOTION & COMPÉTITION INC.
APRIL | 19 | 2023

SPORTS REGULATIONS 2021

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1 – ORGANISATION

1.1 – ORGANIZERS

The 2023 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
Operations: Félix A. Deshaies et Mathieu Marchand
Technical Inspectors (substitutes) : Mathieu Melançon et Peter Robindaine
Nissan Canada: Joshua Reaume

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 2023.
All points not covered by the sports and technical regulations falls under:

- FIA international sports regulations,
- Sporting Code of other sanctioning body (to be confirmed),
- The supplementary regulations of the concerned event,
- NISSAN SENTRA/MICRA CUP official published newsletters.

All participating drivers and competitors of the NISSAN SENTRA/MICRA 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 and understand all applicable regulations.

1.3- CALENDAR

RACES - DATES - RACES - TRACKS - EVENTS*

Races 1 & 2 : May 26 to 28, Circuit Mont-Tremblant. Spring Classic
Races 3 & 4 : July 08-09, ICAR Complexe. NISSAN Grand Prix
Races 5 & 6 : August 04 to 06, Circuit Trois-Rivières. Grand Prix de Trois-Rivières
Races 7 & 8 : August 25-26, ICAR Complexe. Pinty's ICAR
Races 9 & 10 : September 01 to 03, Canadian Tire Motorsport Park. Labor Day week-end
Races 11 & 12: September 23-24, 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 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

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, minus the amounts due to JD Promotion and Competition if applicable.

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 (teammates, family, etc.).

THE SERIES PARTICIPATION COSTS:

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

Option 1:

**Complete Championship: 5 995.00\$ (6 892.755\$ with taxes) before March 1st 2023
6 695.00\$ (7 697.58\$ with taxes) after March 1st 2023**

Option 2:

Race Weekend: 1 350.00\$ (1 552.16\$ with 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 (places determined in paddocks depending on space available)
- JD Promotion et Compétition Inc. services
- The various identifications for cars and suits

A competitor sending a registration application is to be 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.

FOR ALL EVENTS: See calendar at article 1.3.

2.6 – DRIVERS COMMITTEE


The Drivers Committee is made up of a representative of the drivers of the series and a representative of each category.

2.7 – ALTERNATING DRIVER DURING THE SEASON OR 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.

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 DISSEMINATION

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 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 have to send an email saying that he cannot participate at this address: info@coupesentra.com **no later than 15 days before the event in question.**

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

3 – CARS & EQUIPMENTS

3.1 - VEHICLE ALLOWED

NISSAN SENTRA model S 2020, 2021, 2022, 2023 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 in Annexe18 in 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 will be 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 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.

A tire bearing a barcode that does not appear in the individual register is a technical infringement and will be penalized with one position for the current race and one point lost in the championship per non-compliant tire.

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 should 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 authorized. 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 that 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 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. **For those who participate in the season, it must be sent before May 15, 2023. For those who participate in only a few events, it must be sent 15 days before.** 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

A camera must be fixed on the roll bar in order to see the steering wheel and the front of the car as well as the screen of the reversing camera. The images must be available at anytime during all the event when requested by the Chief Steward. **ENTER THE SPEED OF THE CARD that is in the camera.**

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 and accepted by the technical inspector.

The video card must be reset after each race weekend. The card may be refused if the card contains other things.

3.6 - COMPETITION NUMBER

The Series is to assign to each driver a race competition number for the current year. No change is authorized. 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 2021 identification plan are allowed. See the identification plan joined to the technical regulations in Annexe 18.1.

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.
- Free practice: Optional test session included in an event (obligatorily after the sporting and technical checks).
- Private testing: Track day(s) organised by the hosting circuit preceding all the administrative and technical checks.

Private testing is not part of the event however,

- during private testing, non-compliance with circuit regulations, flags, or unsportsmanlike behavior may result in a monetary fine of five hundred dollars (\$500.00) following a complaint from circuit officials or if a driver shows us video evidence of the fault committed by one of the pilots of the series or accredited member (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 posted on the bulletin board located in the trailer of the series.

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 of these regulations.

Each driver (or designee) have 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 allocated 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.
- Initial scrutineering concern the safety elements and the compliance of the car with the standards of the series and its technical regulations.

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.

KILOMETER EXPENSES AND WAGES FOR THE INSTALLATION OF SEALS:

An amount of \$0.61/Km as well as an amount of \$200.00 per technician, per day.

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 (2)** designated by the competitor or his representative may be required for disassembly.

The driver and / or the competitor 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 time considered unreasonable by the stewards would be considered 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.

The driver(s) of the car, who has voluntarily infringed a technical or sporting regulation, whose car is excluded once for violation of the regulation will be fined an amount of one thousand five hundred dollars (\$1500.00).

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 representative**
- In case of disassembly, **two(2) 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

Presence on the false grid will be determined by the specific regulations of each circuit or during the drivers' meeting.

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 will apply only to those tracks where it will not be possible to obtain two separate qualifying sessions.
- Any tie will be separated by the 3rd best time of each qualifying session and so on.
- If there is a malfunction of the timing system, the starting positions will be determined by the points in the championship of the previous weekend.

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:

- a) Neither drivers nor qualified cars will be adversely affected if additional drivers and cars are allowed on the starting grid.
- b) Additional drivers must have complete knowledge of the race track and general safety instructions as well as the regulations of the series.
- 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\$) for late presence and a hundred dollars (100\$) for unjustified absence. At the end of the season, the total of these funds will be donated to 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 INTERVENTION 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 other settings or mechanical intervention are allowed.**


5.6.3 – PIT LANE

Refueling is prohibited for the duration of each session from the Series.

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

For the regulations in the pit lane, you must refer to the following ASN/GDS articles:

16.1 a 16.1.11
16.2
16.3.1 a-b-c-d
16.3.2
16.3.3
16.3.4
16.3.5
16.4
16.5
16.6
16.7.1
16.7.2



The speed limit in the pits is fifty (50) Km/h. If a pilot 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 is not subject to protest or appeal (see Article 6.1.11).

This speed may be modified by the chief steward. It will be communicated during the pilots' meeting if necessary.

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

5.6.4 – DEPARTURE PROCEDURE

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 first group of Sentra only.

The second group, bringing together only the Micras, will necessarily be 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 Micras. This gap will be equivalent to the length of a Micra car.

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

At the start, the speed must be 60 kilometers/hours or notice to the contrary given by the circuit race director.

Cars must be staggered at the start.

If a car cannot be at the start, the space will be filled by the car having the next position and so on.

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 pilots or member of the teams.

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

A driver must not accelerate early or unevenly during a rolling Start and must maintain the prescribed formation and line until the signal for departure be given.

ASN/GDS article 10:

A) Competitors, pilots 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 pilot, 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 drive thru in the pits (stop-and-go) after the start or restart of a race, or either a penalty lap at the end of the race;

- 1. Attempting or making a false start.
- 2. Passing a Safety Car without being instructed by the Safety Car official.

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

5.7 - PARC-FERMÉ

See ASN/GDS regulations 9.12.

At the end of a qualifying session: all cars will be directed to the pit exit in single file without stopping in the pit. Once all cars will be in the pits, the commissioner will direct them to the technical inspection.

At the end of a race: all cars will be directed to the pit exit in a single file without stopping in the pit. 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 commissioner keeps the right to include other cars for technical inspection at the Parc-Fermé.

As long as the Parc-Fermé is operational, its rules apply in the area located between the entrance to the pits and the entrance to the Parc-Fermé. Cars placed in the area for technical inspection are under the Parc-Fermé regime.

When the checkered flag is given, at that very moment, if a car is in progress intervention in the pit lane, any operation on the car must be immediately interrupted and it is up to the driver to comply with the instructions of the officials to drive its car directly into 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 pilot or a crew member must remain available around the parc fermé. This procedure must be followed 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

The drivers finishing first, second and third positions overall and in the senior class, as well as the rookie class, must participate in the awards ceremony on the podium and immediately make themselves available for protocol activities and media needs. If a driver does not appear at the ceremony, the driver will be disqualified, except if it is for an exceptional reason and that at the discretion of 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 of any participant before or during a competition, is expressly prohibited.

Consumption of Cannabis products before and during competitions 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 annexes, technical and sporting bulletins.
- 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:

- 1- Unsportsmanlike conduct: A mandatory passage in the pit lane and a drop of a minimum of 3 places on the starting grid for the current race or the next and a minimum of 3 points lost in the championship. Can go as far as disqualification and exclusion.
- 2- Intentional contact: A mandatory passage in the pit lane and a drop of 4 places on the starting grid for the current race or the next and 4 points lost in the championship. Can go as far as disqualification and exclusion.
- 3- Any contact resulting in a loss of position to the opponent: You must restore the position to him in the same lap. Otherwise: A drop of 2 places on the starting grid for the current race or the next and 2 points lost in the championship.
- 4- Aggressive overtaking to gain a position over the opponent: A drop of 4 places on the starting grid for the current race or the next and 4 points lost in the championship.
- 5- All acts of intimidation, revenge, violent behavior on the track and/or off the track are subject to disciplinary sanctions (see 6.3).



6- Failure to respect the flags: A mandatory passage in the pit lane and 1 point lost in the championship. Any driver overtaking under the yellow flag could even be disqualified from the event if there was a repeat offense.

7- A pilot who does not comply with the reception of a black flag, or mechanical flag (meatball) will be disqualified and penalized by 2 points in the championship. Can go as far as disqualification and exclusion

8- Non-compliance with the instructions given by the officials: A mandatory drive thru (stop-and-go) in the pit lane and 3 points lost in the championship. In addition, another drive thru in the pits will be required if the penalty is not made adequately (the car must be stationary).

9- Cutting lines at the entrance and exit of the pits: 5 seconds of penalties and 1 point lost in the championship. Absolutely follow the corridor between the two lines from the beginning to the end. However, if two (2) wheels touch the line, it is accepted.

10- Failure to respect the limits of the track established by the Chief Steward during each event. 5 second penalty for each non-compliance. For practices, 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.

11- Failure to respect the speed limit in the pits: A mandatory passage in the pit lane and 1 point lost in the championship. The speed will be taken by the radar of the series marshal and or another official of the circuit.

If violations not listed above occur, they will be subject to the judgment of the commissioners and the penalties listed below may be applied.

- A mandatory passage in the pit lane.
- A mandatory drive thru (stop-and-go) in the pit lane.
- A drop of position on the starting grid in the next race held by the driver and lost of championships points.
- Lost of time penalty
- Lost of championships points.
- Disqualification
- 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.
- 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.
- Monetary fines
- Any other penalties deemed relevant by the Stewards.

The Series officials will be designated and authorized to note any infringement.

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 all protest, you have to refer to Article 32 of the ASN/GSD regulations.

6.6 - APPEAL

For all appeal, you have to refer to Article 33 of the ASN/GSD 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 NISSAN SENTRA/MICRA CUP 2023

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.

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.