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MICRA CUP MAGAZINE



ROUND 3

AUTODROME ST-EUSTACHE
JUNE 19

**ONE DAY ACTION
WITH TWO RACES!**





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KEVIN KING AND OLIVIER BÉDARD WINNERS IN AN ACTION-PACKED DAY!

- Round fifth and sixth of the Nissan Micra Cup were presented
this Sunday at the Autodrome St-Eustache -

The Nissan Micra Cup held its fifth and sixth races of the season this Sunday at the Autodrome St-Eustache, near Montreal. For the only time in the 2016, the competitors had two races and the qualifying sessions on the same day. A format who have been successful for Kevin King and Olivier Bédard who have won the races.

A lot of action marked the first race. Kevin King, Olivier Bédard and Stefan Rzdzinski created a significant gap from the rest of the pack. Because of a black flag causing Rzdzinski to drive back in the pits for a few seconds, it is rather Marc-Antoine Demers who climbed on the 3rd step of the podium, beside his teammate Olivier

Bédard (2nd) and Kevin King (1st).

Even if King led the whole race, he surely felt Bédard's presence in his back the whole time. Several great battles took place on the track, including Bertrand Godin who proved he has not lost his hand when arriving 9th in his first ever Nissan Micra Cup race. He fought with the young Chris Sahakian, but also with veteran Jacques Bélanger.

For the last race, it is a similar yet different scenario that took place. The same three drivers who had qualified in 1st, 2nd and 3rd for the first race, started in the same positions for the second race. Kevin King started from pole position, followed by Olivier Bédard and Stefan Rzdzinski. It is only at the end of an action-packed event that Olivier Bédard was able to win his first race of the season, only one corner away from the start/finish line!

Aside from the King-Bédard battle, Xavier Coupal gave a hard time to Stefan Rzdzinski who had to give away his third position to the NASCAR driver. Coupal, who was supposed to share the wheel of his car with Bertrand Godin, only drove during the second race, to make sure to keep his points in the championship.

For more information on the Nissan Micra Cup, please go to the website www.nissan.ca/micracup. Don't miss series news and updates on the [Coupe Nissan Micra Cup Facebook page](#) and live tweets/results during practice, qualifying, and races on [Twitter: @micracup](#)



IN THE WORLD OF THE MICRA CUP



NISSAN ALBI TEAM IS LEADING IN THE TEAM'S CHAMPIONSHIP

The Nissan Micra Cup team championship regroups teams that decided to register different drivers on their car throughout the season. After six races already finished, Albi Nissan team with car #572, shared by Xavier Coupal and Bertrand Godin, is well ahead in the championship. Total Canada (#220) team and Perry Performance / Hull Nissan (#86) are both fighting for the second place.



A BREAK WELL THOUGHT FOR OLIVIER BÉDARD

Taking advantage of the three-week break scheduled in the season of Nissan Micra Cup, between the Spring Classic at Circuit Mont-Tremblant and this doubleheader in St-Eustache, the 2015 champion Olivier Bédard returned to the open-wheel car in the Formula Tour 1600 series for one weekend. Last week, he was at Circuit Gilles-Villeneuve in Montréal and finished 3rd for both races. For now, it was the only event in that series scheduled for Olivier, whose main goal this season is to bring back home a second Nissan Micra Cup championship.

MICRA, THE EPITOME OF AGILITY

Micra Cup drivers have the unique pleasure of driving a car with an exceptionally small turning circle, which is essential as they power through the sharp turns at the Autodrome St-Eustache! The Nissan Micra's agility on both the race track and the road is owed largely to its small turning radius. At only 4.65 metres, the Micra has the second-best turning radius in Canada, and this is a result of the rack and pinion steering being modified especially for the Canadian Market. The small turning radius, matched with excellent all-round visibility, electric power steering and a power to weight ratio that surprises, make it easy to manoeuvre and park in tight spaces.



A TOURING CAR CHAMPION ON THE GRID!

Coming from a well-known Montreal family from which the grandfather was a rally champion, the father a Québec Touring Car Champion and his three brothers currently racing in different North-American motorsport championships, Karl Wittmer will be making his debut in Nissan Micra Cup for the next event in Ontario. For United Auto Racing (he will be driving the No. 27 car), it is a perfect fit since Karl, 27-years-old, is a two-time champion (2012 and 2013) and two-time runner-up (2014-2015) in the Canadian Touring Car Championship, for the past four seasons. He also practices semi-professional hockey, competing in many games in Europe two years ago, as well as taking part in the North-American league in 2013.

NEXT RACE: A FIRST EVENT IN MOSPORT!

The next event will be on July 8th, 9th and 10th and will surely attract the attention of the media as the Nissan Micra Cup debuts on the legendary track at the Canadian Tire Motorsport Park in Bowmanville, Ontario. Best known as Mosport, the track has welcomed the Can-Am series beginning and the Formula 1 Grand Prix of Canada over 50 years ago. The Nissan Micra Cup will have two races during an exciting weekend featuring Prototypes and GT cars from the North-American Endurance series IMSA WeatherTech SportsCar.



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2...3 QUESTIONS TO... **CARL HERMEZ** *(MIA)*

Located in the St-Eustache Autodrome complex, MIA (Motorsports in Action) was founded 12 years ago by Eric Kerub, one of the shareholders of the prestigious TAG Heuer company. Carl Hermez has worked for MIA for three years and has been the Project Manager for the 'Nissan Micra Cup' since the beginning in 2015. Carl's mandate includes building cars for the series, but also collaborating with Nissan Canada on special projects such as the very popular Rogue Warrior seen last winter.

Carl, how many Nissan Micra race cars have been built to date?

Since the beginning of the series last year, we have built almost 40 cars. The success has been phenomenal. This year, it is a bit calmer compared to the ramp up for the debut in 2015 where we built 26 or 27 cars in record time. Between the conception, the development of the car used for preliminary



trials and the setting out of the cars on the grid for the first race - only eight months have gone by. This means three Nissan Micra race cars manufactured per week!

Are the cars really stock or do you change other features besides the required safety modifications when they are built?

The Nissan Micra race cars are almost exclusively stock, which is what is amazing about this race. We only change a few features from the original car developed by MIA, namely the air shafts and the exhaust line which is redone in stainless steel. The suspension, selected after the

trials, comes from Nismo. We have also installed stainless steel braided brake lines and changed the brake pads. We are the distributors for Endless Brake Technology and collaborate with this manufacturer for the Nissan Micra Cup. We actually developed the brake pads with them, so that they have the proper adherence and friction according to the weight and the forces generated by the Micras in competition.

After the multi-vehicle incident at Calabogie, we have seen with our own eyes the cars are very solid and tough. For MIA, that must have been particularly satisfying to see that the safety work had been well executed?

The starting incident at Calabogie reassured us. But frankly, I already knew that the work had been well executed last year with other off-road skids, though less spectacular. Let's not forget that the manufacturing time requires us to use a bolted security cage not a welded one to the frame. Accordingly, our work and the actual base of the Micra have given us the same rigidity as with a welded cage. I would add that the solidity and safety of the series' car have helped us. I must give credit to Nissan for the Micra's concept. For me, what happened at Calabogie was not surprising. We did our jobs and so did Nissan. The car's safety is a remarkable feature and everyone was back at the races for the next challenge.



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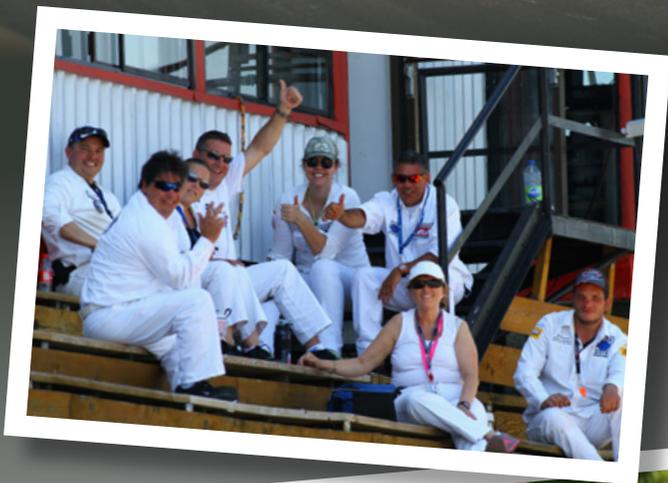


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POSTCARD



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AUTODROME ST.EUSTACHE RACE 5 AND 6 RESULTS

QUALIFICATION RACE 1

1) Kevin King	No.40
2) Olivier Bédard	No.1
3) Stefan Rzdzinski	No.69
4) Marc-Antoine Demers	No.422
5) Valérie Limoges	No.4
6) Jean-Michel Isabelle	No.86
7) Jacques Bélanger	No.29
8) Nic Hammann	No.2
9) Chris Sahakian	No.9
10) Normand Boyer	No.11
11) Stéfán Gauthier	No.96
12) James Bergeron	No.24
13) Bertrand Godin	No.572
14) Mario Berthiaume	No.7
15) Yves Aubé	No.17
16) Jeff Boudreault	No.220
17) Peter Dyck	No.73
18) Frédéric Bernier	No.28
19) Nicolas Touchette	No.55
20) Alex Habrich	No.75
21) Ashley Sahakian	No.77
22) Craig Willoughby	No.00

QUALIFICATION RACE 2

1) Kevin King	No.40
2) Olivier Bédard	No.1
3) Stefan Rzdzinski	No.69
4) Xavier Coupal	No.572
5) Marc-Antoine Demers	No.422
7) Valérie Limoges	No.4
8) Jacques Bélanger	No.29
9) Jean-Michel Isabelle	No.86
10) Chris Sahakian	No.9
11) Normand Boyer	No.11
12) Mario Berthiaume	No.7
13) Yves Aubé	No.17
14) Nicolas Touchette	No.55
15) Frédéric Bernier	No.28
16) Peter Dyck	No.73
17) Jeff Boudreault	No.220
18) Alex Habrich	No.75
19) Craig Willoughby	No.00
20) Ashley Sahakian	No.77
21) Stéfán Gauthier	No.96
EXC) James Bergeron	No.24

RACE 1

1) Kevin King	29 laps
2) Olivier Bédard	-0.597
3) Marc-Antoine Demers	-11.668
4) Stefan Rzdzinski	-15.338
5) Valérie Limoges	-18.589
6) Jean-Michel Isabelle	-19.702
7) Jacques Bélanger	-35.396
8) Nic Hammann	-35.903
9) Bertrand Godin	-37.170
10) Chris Sahakian	-40.863
11) Normand Boyer	-51.403
12) Yves Aubé	-52.321
13) James Bergeron	-55.013
14) Mario Berthiaume	-55.750
15) Nicolas Touchette	-1 lap
16) Frédéric Bernier	-1 lap
17) Jeff Boudreault	-1 lap
18) Alex Habrich	-1 lap
19) Ashley Sahakian	-1 lap
20) Peter Dyck	-2 laps
DNF) Craig Willoughby	
DNS) Stéfán Gauthier	

RACE 2

1) Olivier Bédard	29 laps
2) Kevin King	-1.605
3) Xavier Coupal	-2.945
4) Stefan Rzdzinski	-6.389
5) Valérie Limoges	-10.483
6) Nic Hammann	-14.605
7) Jean-Michel Isabelle	-23.935
8) Normand Boyer	-26.068
9) Chris Sahakian	-31.891
10) Mario Berthiaume	-41.393
11) Yves Aubé	-41.917
12) Nicolas Touchette	-48.329
13) Frédéric Bernier	-1:02.109
14) Peter Dyck	-1 lap
15) Jeff Boudreault	-1 lap
16) Marc-Antoine Demers	-1 lap
17) Alex Habrich	-1 lap
18) Ashley Sahakian	-1 lap
19) Craig Willoughby	-2 laps
DNF) James Bergeron	
DNF) Jacques Bélanger	

DRIVERS STANDINGS

1) Kevin King	170 points	15) Frédéric Bernier	41 points
2) Xavier Coupal	168 points	17) Jean-Michel Isabelle	38 points
3) Stefan Rzdzinski	163 points	18) Peter Dyck (rookie)	36 points
4) Valérie Limoges	152 points	19) Alex Habrich	35 points
5) Olivier Bédard	143 points	20) Kirk Robinson	30 points
6) Marc-Antoine Demers	115 points	20) Pierre Clavet	30 points
7) Normand Boyer	90 points	22) Valérie Chiasson	19 points
8) Jacques Bélanger	86 points	22) Ashley Sahakian (rookie)	19 points
9) Nic Hammann	76 points	24) Carl Nadeau	18 points
10) Chris Sahakian	74 points	25) Bertrand Godin	14 points
11) Metod Topolnik	65 points	26) Enrico Sasso	13 points
12) Yves Aubé	58 points	26) Stéfán Gauthier (rookie)	13 points
13) Brian Makse	45 points	28) Craig Willoughby	12 points
14) Nicolas Touchette	42 points	29) Jeff Boudreault	11 points
15) Mario Berthiaume	41 points	30) Carl Wener	3 points

