

Ontario Inter-club Challenge - 2024 Supplemental Regulations



The Ontario Inter-club Challenge (O.I.C.) is a local Ontario club racing championship for all Briggs and Stratton classes . The following supplemental regulations are to be used in all organized OIC events for the 2024 season.

- The OIC schedule is available on the official website at www.inter-club.ca. The 2024 Inter-club Challenge will encompass 3 sanctioned karting clubs. Race 1 will be hosted by T.R.A.K (Toronto Racing Association of Karters), Race 2 hosted by M.I.K.A. (Mosport International Karting Association), Race 3 hosted by H.R.K.C. (Hamilton Regional Kart Club) .
- Contact Information: info@interclub.ca
- OIC events will be run in accordance with the Published Rules for the 2024 Canadian Briggs & Stratton Technical Regulations, the host club Supplemental Regulations, and these OIC Supplemental Regulations. The OIC will follow the published rules for each host club at that specific club's hosted event. Any rules outlined in this supplemental regulation package will supersede any regulations set forth by the host club.
 - Race 1 - TRAK Regulations available here: <https://goodwoodkartways.com/trak/>
 - Race 2 - MIKA Regulations available here: [MIKA rules-and-regulations](#)
 - Race 3 - HRKC Regulations available here: [HRKC rules-and-regulations](#)
- All enquiries regarding these Regulations should be addressed to info@interclub.ca.
- It is the driver's responsibility to read and understand all rules prior to participating in any Ontario Inter-club Challenge event.
- Eligibility is open to all current TRAK, MIKA, and HRKC members. ALL participating members from an alternate karting club MUST hold a valid recognized club membership. Proof of valid membership is required.
- Technical Inspection must be completed prior to any on track activity. The Technical Inspection method used is Self-Declaration. Each participant must submit a fully completed Pre-technical Self-Declaration form to a designated official in exchange for the event sticker.
- Transponder Rentals are included in the registration fee. Transponders that are not returned by the end of the day will be subject to a \$50.00 administrative fee. Competitors are responsible for the full replacement fee for transponders that are not returned.

- All race day information including session results will be posted at the track on the individual tracks Notice Board.
- The following classes will be offered in the 2024 Ontario Inter-club Challenge:
 - Briggs Cadet
 - Briggs Junior Light
 - Briggs Junior
 - Briggs Senior
 - Briggs Masters
 - Briggs Sr Heavy
 - Briggs Super Pro

Directors of Ontario Inter-club Challenge:

- TRAK Club Representative: Dan Dileo
- MIKA Club Representative: Curtis Fox
- HRKC Club Representative: Trevor Wickens

Appointed Officials of the Ontario Inter-Club Challenge:

- Race Director: TRAK – Rob Oakman
- Race Director: MIKA – Russell Fox
- Race Director: HRKC – Dave Campbell
- Timing & Scoring: Goodwood Kartways - Sam Luff/Jeff Conte
- Timing & Scoring: Mosport Karting Centre – Joanna Rancier/Sienna Turner
- Timing & Scoring: Canadian Mini Indy – Jen McIntosh/Ty Cameron

Practice & Race Day Fees:

- Saturday Practice Fee - \$90 + HST
- Sunday Race Day Fee - \$175 + HST

Championship Points

- Championship points will be awarded according to the points chart found below.

2024 POINTS CHART

Position	Points Awarded	Position	Points Awarded	Position	Points Awarded
1	200	11	85	21	35
2	175	12	80	22	30
3	155	13	75	23	25
4	140	14	70	24	20
5	130	15	65	25	15
6	120	16	60	26	10
7	110	17	55	27	5
8	100	18	50	28	0
9	95	19	45	29	0
10	90	20	40	30	Cont'd

Additional Notes

- 25 Points are awarded for pole position in qualifying.
- All Final Race finishes will count towards the Final Point Standings
- In the event of a tie in the year-end points totals, the class champion will be determined by the driver with the most 1st place finishes throughout the season. If the number of 1st place finishes is also equal, the winner will be the driver with the most 2nd place finishes etc.
- A driver who receives a DNS (failed to take the green flag) during the Final, will be scored "5" points.
- A driver who receives a DNF or black flag w/ orange disc issued during the Final, will be scored points according to his/her finishing position after leaving the track.
- A driver who receives a black flag during the Final, will be scored "0" points.
- A driver who is DQ'd in post tech for a technical infraction will be scored "0" points and the event cannot be dropped from his year end totals.
- Exemption from this may occur at the sole discretion of the technical director.
- A driver who fails to meet minimum weight at scales after final will be scored "0" points.

2024 Class Structure

CLASS	WEIGHT	AGE	ENGINE	TIRES	LICENSE
BRIGGS CADET	235lbs.	7 - 12	LO206/RED	VEGA BLUE 4.6/4.6	B
BRIGGS JR LITE	265 lbs.	9 - 15	LO206/BLUE	VEGA BLUE 4.6/6.5	B
BRIGGS JUNIOR	300 lbs.	9 - 15	LO206/YELLOW	VEGA BLUE 4.6/6.5	B
BRIGGS SENIOR	340 lbs.	15+	LO206/BLACK	VEGA BLUE 4.6/6.5	A
BRIGGS MASTERS	375 lbs.	30+ /200LBS.+	LO206/BLACK	VEGA BLUE 4.6/6.5	A
BRIGGS SR HEAVY	375 lbs.	15+	LO206/BLACK	VEGA BLUE 4.6/6.5	A
Briggs Super Pro	320 lbs.	15+	LO206/BLACK	VEGA BLUE 4.6/6.5	A

- ★ Classes can run **ANY Vega Blue Tire** purchased from your host club or respective dealer. Tires DO NOT require an ONT or CAN marking to be eligible for racing in the OIC.

2024 Qualification Heat Racing Format - O.I.C.

- Qualifying Heats- Each Qualifying Heat will have an equal distance for all classes (Cadets/Juniors/Seniors). For the Qualifying Heats, points will be awarded as follows: *Position Points 1st 50, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30, 9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22, 16th 21, 17th 20, 18th 19, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.*
- If a Driver does not take the start in a Qualifying Heat, they will receive points equal to the number of points of the last classified driver minus 1 point.
- If a Driver has been black-flagged or disqualified, they will receive points equal to the number of points of the last classified driver minus 5 points for the Qualifying Heat in question.
- At the end of the Qualifying Heats, an intermediate classification will be established. Possible ties between two or more drivers will be settled according to their classification in the Official Timed Qualifying.

- **Case A: 36 participants or less** - At least two Qualifying Heats will be run with all the Drivers. The starting grids of each of the Heats will be established on the basis of the results of Qualifying.
- **Case B: 40 participants and more** - At the end of Qualifying, Drivers will be separated into at least three (3) groups for the Qualifying Heats. The number of Drivers per group will be 20 (40 on track) maximum. Each group must compete versus all the other groups.
 - *As an example, in the case of a separation of Drivers into 3 groups, the Driver classified 1st in Qualifying will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group A, the 5th in group B, the 6th in group C, the 7th in group A, the 8th in group B, and so on.- Each of the three above-mentioned groups will compete against the other groups, i.e. : A versus B, A versus C, B versus C, namely a total of three Qualifying Heats.*
- **Case C:** If Case B has been satisfied, and a minimum of 4 groups is required to keep the total number of drivers in each qualification heat below 40, a 3rd round of qualification heats must be added for that specific category. For the Ontario Inter-club Challenge if Case C is implemented, a 3rd round of qualification heat racing will take place in lieu of the Super Heat for that specific category. (****subject to race directors discretion****)
 - *As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Qualifying will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.*

Qualification Heat Points

Position	Points Awarded	Position	Points Awarded	Position	Points Awarded
1	50	11	26	21	16
2	44	12	25	22	15
3	41	13	24	23	14
4	38	14	23	24	13
5	36	15	22	25	12
6	34	16	21	26	11
7	32	17	20	27	10
8	30	18	19	28	9
9	28	19	18	29	8
10	27	20	17	30	Cont'd

2024 Super Heat Format - O.I.C.

- The distance of the Super Heat will be longer than the Qualification Heats (Juniors/Seniors/Master ONLY).
- After the execution of all the Qualifying Heats, one or two Super Heats will take place depending on the number of participants (Case A- Case B).
- **Case A - 36 participants or fewer**
 - The 36 Drivers in the Final Intermediate Classification will run the Super Heat as 1 group. ****Any changes to Final Classification for Super Heat A & B are subject to race directors discretion****
- **Case B - 37 Participants or more**
 - In this case the Super Heat will be split into 2 groups. **Super Heat A** and **Super Heat B**. After the qualification heats drivers in the final classification with an odd numbered classification will be racing in **Super Heat A** (1st, 3rd, 5th, 7th, 9th and so on. Drivers with an even numbered classification will be racing in **Super Heat B** (2nd, 4th, 6th, 8th, 10th and so on. ****Any changes to Final Classification for Super Heat A & B are subject to race directors discretion****
- Case B Explanation - The Driver in first position of the Intermediate Classification after the

Qualifying Heats will start in first position in Super Heat A, the second Driver in the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat B, the third Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat A, the fourth Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat B, the fifth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat A, the sixth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat B, and so on, until the final grid of Drivers per Super Heat is assembled/constituted.

- For the Super Heat(s), points will be awarded as follows: Position Points 1st 75, 2nd 69, 3rd 63, 4th 57, 5th 51, 6th 48, 7th 45, 8th 42, 9th 39, 10th 36, 11th 34, 12th 32, 13th 30, 14th 28, 15th 26, 16th 24, 17th 22, 18th 20, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.
- If a Driver does not take the start in a Super Heat, they will receive points equal to the number of points of the last classified Driver minus 1 point.
- If a driver has been black-flagged or disqualified, they will receive points equal to the number of points of the last classified driver minus 5 points for the Super Heat in question.
- The points from the Super Heat(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The accumulated total of these points will serve to establish a Final Intermediate Classification.
- Two or more Drivers who have the same points total will be split according to their classification in Qualifying.

Super Heat Points

Position	Points Awarded	Position	Points Awarded	Position	Points Awarded
1	75	11	34	21	16
2	69	12	32	22	15
3	63	13	30	23	14
4	57	14	28	24	13
5	51	15	26	25	12
6	48	16	24	26	11
7	45	17	22	27	10
8	42	18	20	28	9
9	39	19	18	29	8
10	36	20	17	30	<i>Cont'd</i>

Final Race Starting Order

- Final starting order classification, 40 Drivers will take part in Final A (****subject to race directors discretion****). Starting positions will be determined according to the Final Intermediate Classification established after the Qualifying Heats and the Super Heat(s).
- In the case of more than 40 drivers in a respective class, a Final A and Final B classification will be implemented. Any drivers that fall outside the top 40 following the Final Intermediate Classification established after the Qualifying Heats and the Super Heat(s) will race in the B Final (****subject to race directors discretion****).
- Awards for the top 5 in both Final A and top 3 in Final B will be presented at the podium.

BRIGGS CADET RACE FORMAT

This format will only apply when there are 24 entries or more in the Cadet class.

- Practice Session. Class split up into two groups (Odd Kart #/Even Kart #)
- Qualifying. Class split up into two groups for qualifying based on lap times set in practice.
 - Qualifying Session 1 - Bottom 50% of total field based on practice lap times.
 - Qualifying Session 2 - Top 50% of total classification based on practice lap times.
- Qualification Heat 1 and Heat 2: Qualification Heat Group 'B'. The Bottom half of the field based on Timed Qualifying results. Qualification Heat Group 'A'. The Top half of the field based on Qualifying results.
- Super Heats - PRE FINAL
 - Super Heat Group 'B'. Starting positions determined based on Intermediate Classification established after the Qualifying Heats. (Bottom 50% of the classification)
 - Super Heat Group 'A'. Starting positions determined based on Intermediate Classification established after the Qualifying Heats. (Top 50% of the classification)
- Final A and Final B Starting Order:
 - Starting order for Final A will be determined by finishing position in the Group A Super Heat. Drivers that participated in the Group B Super Heat that finished in 1st and 2nd positions will transfer to Final A and will be starting on the back row respectively. Final 'B' starting positions are determined based on Super Heat Group 'B' finishing results. Drivers that finished 3rd and 4th in Super Heat Group 'B' will start on the front row of Final 'B'.

BRIGGS SUPER PRO RACE FORMAT

Briggs and Stratton Super Pro is a class created to deliver excitement on race day with a unique race format, combined with some of Canada's most experienced and successful senior briggs drivers! To create this unique experience, the Ontario Inter-club Challenge has developed the following race day format to deliver a challenging race for the drivers and excitement for the race fans. .

Super Pro drivers will compete in 2 sessions during each OIC race day:

- **Session 1 - 15 minute open practice + Super Pro knockout qualifying**
 - Session will start with 15 minutes of open lapping with a hot pit. Drivers can make changes to their kart in hot pit during the 15 minute time block.
 - Qualifying will start immediately following the 15 minute open practice session (There will be a 2 minute warning before grid closes for Qualifying 1 (Q1).
 - Q1 will be 5 minutes in length - The bottom 6 drivers will be eliminated and directed to the pit lane after the checkered flag.
 - Q2 will be 5 minutes in length - The bottom 6 drivers will be eliminated and directed to the pit lane after the checkered flag.
 - Lap times set by the 12 drivers eliminated from Q1 and Q2 will lock the drivers in their respective positions following each session.
 - Q3 will be 5 minutes in length. The remaining drivers will compete for the pole position in Super Pro!
 - ALL Drivers that participate in Q3 will receive 5 bonus points. The pole driver in Q3 will receive 25 points + the original 5 bonus points.

- **Session 2 Race Final - Super Pro**

- Session length will vary at each track.
- Race Final Session will be split into 2 stages.
- Stage 1 will finish with a checkered flag at 50% race distance. All drivers will proceed to the Start/Finish line in position following the checkered flag and come to a complete stop in a single file line.
- The top 10 drivers at the end of stage 1 will receive ½ of the total points awarded in the final. All drivers will receive full points based on the 2024 POINTS CHART found on page 2 of this document following stage 2. The winner of stage 2 will be the overall race winner.
- Race Winner of Stage 1 will also receive a prize pack for the victory in Stage 1.
- Race Winner of Stage 1 will blindly select a # chip from a bag. The # chip will have a number printed on it ranging from 0-10. The race winner from stage 1 will present the chip to the race director who will apply an adjustment to the top 10 starting order for stage 2. For details on what the number on each chip indicates please see the following table:

Chip #	Result of draw
0	No changes to start order for Stage 2
2	invert 1st and 2nd position for start of stage 2
3	invert 1st to 3rd position for start of stage 2
4	invert 1st to 4th position for start of stage 2
5	invert 1st to 5th position for start of stage 2
6	invert 1st to 6th position for start of stage 2
7	invert 1st to 7th position for start of stage 2
8	invert 1st to 8th position for start of stage 2
9	invert 1st to 9th position for start of stage 2
10	invert 1st to 10th position for start of stage 2

SUPPLEMENTAL SPORTING REGULATIONS (BOOK 1)

2. DRIVER COMPETITION LICENCING AND ELIGIBILITY

3.4) Helmet Cushions (neck collars) are OPTIONAL in all classes.

9.6) Warning Flags: Pointed-rolled Black or Black & White Triangle with Kart Number with/without Kart Number Warns Competitor of unsportsmanlike or unsafe conduct, and that a penalty may be pending.

10.3) Qualifying for a Race

g) Driver Participation in Final: To be considered eligible to race the Final and score points, a competitor must qualify their kart (if applicable) and start the minimum of 1 qualification heat

race before the Final. If a competitor fails to participate in any sessions they may not be allowed to race the Final and will score 0 points. This result can be dropped from year end totals.

15.) INCIDENTS: Bumper Rules

As stated, each Inter-club event will be following the host clubs supplemental regulations, including all drop down bumper rules. Please read below the bumper rules for each club.

TRAK Bumper Rule:

- There is only one CIK-FIA homologated front fairing mounting kit (CIK-FIA Drawing 2c and homologation 1/CA/20 1/01 ET). The kit must be mounted as homologated, any modifications will be penalized.
- If the Technical Inspector and/or Official(s) feel the part is damaged or modified it must be replaced prior to the next on track session.
- From leaving the grid Entrants and/or Drivers are not permitted to touch the nose cone until they have cleared the post race inspection area or have been instructed otherwise by a Technical Inspector. Failure to do so may result in exclusion.
- Entrants whose bumper has pushed back only on one side have not committed an infraction. If the bumper is pushed back on both sides, an infraction has occurred.
- If an infraction has occurred a 3 position penalty is added to their session results. Officials may not vary the violation and penalties. Drop down penalties are not subject to protest.

MIKA Bumper Rule:

- GDS/ASN Bumper Rules remain unchanged. Penalties are 1 side in, 5sec and both sides in 5 sec.
- The document ASN-CDN-Front-Fairing-Push-Back.pdf with CIK Technical Drawings is available at <https://www.asncanada.ca>
- MIKA is going to modify this penalty to a warning for 1 side in and 5 second penalty for 2 sides in for Briggs Senior, Masters.
- Racers with 1 side in will receive a warning which will be recorded each session. Officials can still use discretion to assess a penalty.

HRKC Bumper Rule:

- 9.) Front Fairing Push Back with CIK-FIA Front Fairing The use of a CIK-FIA homologated front fairing and homologated front fairing mounting kit is mandatory.
- The kit sits between the front bumper bars and the front fairing.
- When subjected to contact which exceeds the load limit, the mounting bracket and front fairing move rearwards to then sit slightly 'loose' between the front bumper bars.
- The front fairing must be in the correct position and meet technical requirements at all times. Parts with wear and tear must be rectified or replaced. Any form of reinforcement such as clamps, nuts/bolts, tie wraps, tape, wire, etc., is not allowed.
- Touching the front fairing is not permitted after taking grid position until passing post-race technical inspection unless authorized by an Official.

Bumper Rule Violations and Penalties:

- The Black Flag with Orange Disc will not be shown to a Driver if the front fairing is no longer in the correct position. Officials will determine if the front fairing is no longer in the correct position after a qualifying session or race is completed.
- Violation: Touching front fairing during any track session, in scale and/or Technical Inspection area prior to being released by officials. Penalty: Disqualification.

- Violation: Front fairing not in correct position, one side pushed back. Penalty: 5 second time penalty.
- Violation: Front fairing not in correct position, both sides pushed back. Penalty: 5 second time penalty.
- Officials may not vary the violation and penalties. Front fairing penalties are not subject to protest or appeal. It is recommended that Officials take a photo of each violation.

SUPPLEMENTAL TECHNICAL REGULATIONS (BOOK 2)

25.1) See “2024 Class Structure” chart above for spec tire requirements. Wet tires for all Briggs & Stratton classes will be VEGA W6. Drivers must use 4.60 fronts and 6.50 rears in wet conditions except for Briggs Cadet which will use 4.60 fronts and rears.

Spec Fuel

TRAK Spec Fuel - ESSO Supreme: Fuel must be purchased at ESSO in Stouffville, on the south/west corner of Bloomington Rd (#47) and Markham Rd (#48). 5241 Bloomington Rd, Whitchurch-Stouffville, ON L4A 7X3

MIKA Spec Fuel - The spec fuel for ALL BRIGGS & STRATTON CLASSES is Petro Canada-91 Octane. Fuel must be purchased at the designated spec fuel station. Designated Spec Fuel Station: Petro Canada- 8262 Hwy 35/115 (West side) Orono, Ontario L0B 1M0 Tel.: (905) 983-9290

HRKC Spec Fuel: Briggs: Esso 91 – On Site at Canadian Mini Indy

Briggs and Stratton Technical Supplementary

For all Briggs and Stratton Technical Regulations please see:

- **2024 Briggs and Stratton 206 Canadian Rule Set. Available HERE: [Briggs Rule Set](#)**

The Ontario Inter-club Challenge will adopt the Canadian Racing “National Class” Structure as outlined in the 2024 Briggs 206 Canadian Rule Set.

32) Clutch - Briggs Cadet class must follow and abide by all Clutch regulations stated in Rule 32. b-h. For the 2024 Briggs 206 Canadian Rule Set. **Rule (32. a.) is not enforced** for the Cadet Class at the Ontario Inter-club Challenge.

c. Spark plug: Only the AutoLite AR3910X unaltered OEM spark plug (B&S part number #84005196) is permitted. Spark plug must have the “AutoLite” and “AR3910X” identification on the insulator. The sealing washer must be in place, unmodified from the factory. Temperature thermocouple is permitted as long as sealing washer and/or cylinder heat shield with spark plug hole are not modified.