



**Racing Council**

**Glen Coles: Chairman**

**Meryl Lee: Secretary General**

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### **Definition of a Standard Motor for F2 & Procedures for Checking**

Motors must be a stock production out of the box unit with no additional porting, polishing, blue printing, deburring and no removal of any metal will be allowed.

Resleeving or reboring will be permitted up to a maximum of 3 cylinders, but will not be permitted as an aid to enhance performance. Replacement parts etc to be those catalogued as such by respective outboard manufacturers for the applicable engine.

Exceptions are spark plugs, propellers, carburettor jets, timing, fitting nose cones, torque tamers, fibreglass / plastic reeds (no double “piggyback” reeds allowed unless fitted by the manufacture as part of the standard engine). *As a safety measure it is not compulsory to have oil injection operational, but its removal as a weight saving exercise is not allowable.* No louvered cowls other than what has been installed by the manufactures as part of a standard outboard. *Removal of the fuel connection bayonet is permissible; rev limiters may be disconnected,*

*Electric fuel pumps are acceptable provided fuel passes through original, unaltered fuel pump on engine and is operational.*

All outboards must have operational forward, neutral and reverse gears.

Nose cones are not to have additional fluting to aid water pick-up, other than the original contour of the gear box no water pick up to be blanked off.

Changing of engines from their original years specifications to another year’s specifications will not be allowed.

The upgrading of engine H.P. is not allowable.

All engines must carry original manufacturer’s model number and serial number plates or tags. These tags must be attached to the engine.

## **Engine Height**

The height of the prop shaft in relation to the bottom of the boat must be either level or below the bottom of the boat (this measurement is taken when the motor is at level trim). This could be reworded as existing world rule

There is to be no hydraulic jacking plates & engine height must be static therefore not adjustable while in motion.

All Electronic Control Units will be production units applicable to the model and serial no of the unit.

### **Scrutineering**

- 1) Cylinder heads will be removed and measured.
- 2) Port heights will be measured.
- 3) Inlet venturi will be measured and reed cages checked.
- 4) Gear ratios will be checked.
- 5) Gearboxes will be removed to check to measure exhaust lengths.
- 6) Engines will be sealed (boat owners to provide 2 drilled head bolts and 2 gearbox bolts so engines can be sealed prior to commencement of competition.) any seals needing to be removed whilst competition has commenced will have to be resealed by the scrutineer.
- 7) Fuel to be sampled at the completion of each race.
- 8) All ECU's will be checked.