

INSTRUCTIONS TO STOCK OUTBOARD ENGINE INSPECTORS

The following interpretations will apply where the Rule Book does not present same. This is a Region 2 clarification of questions submitted to Officials.

MARK 20 H:

1. Pistons must carry the number of rings as required and called for on the specification sheet.
2. The Starboard shield may be removed.
3. Bowden wire can be run directly to the carburetor or any wire can be used between the throttle arm and the bowden wire connector.
4. The use of carburetor parts other than those furnished by the engine manufacturer is not permitted.
5. Wherein solid butterflys are strongly recommended, the use of same must be fastened with an untouched or filed factory screw as used in the furnished butterfly. It must not be reduced in size.
6. Plugging and/or drilling air holes under the reed valve in-fuel pressure system is not permitted.
7. A fuel pressure regulator is the only approved method of regulating fuel pressure.
8. The fuel filter must not be by-passed.
9. When inspecting water pump impellers they will be compared to a new stock impeller for evidence of being reduced in size.
10. The lower unit cap must contain needle bearings and seal.

MARK 30H and 55H:

1. Shrouds may be removed.
2. There are no other modifications permitted at this time other than those listed in Rule III, Para. 2, 3, 4, and 13 in the 1956 Rule Book.

POLICY:

The driver shall be responsible for the condition of the motor and hull as raced. Error on the part of the manufacturer, boat builder, mechanic, or previous owner shall not excuse non-compliance with the rules.

KG 4, KG 4H, KG 4Q:

1. The flywheel may not be turned down to minimum weight. Remember, Balancing is allowed by the removal of material only, providing the minimum weight is maintained.

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2. The crankshaft may be balanced by the removal of material only, however, altering of the crank-cheeks adjacent to the reed blocks is not permitted.
3. Reed valve stop height is $5/32$ " (Plus or minus $1/64$ ").
4. Minimum piston weight is 6 ounces including wrist pins, lock rings, and piston rings.
5. If material is to be removed for piston balancing it must be removed from the inside of the piston.
6. Knurling of piston surfaces is not permitted.
7. Aluminum wrist-pin buttons are not permitted.
8. Reed blocks should remain as furnished by the engine maker. For purposes of inspection use a new, stock reed block for comparison and a source of measurements.
9. Full butterflys are recommended, however, the factory screw is to be used for fastening. It is not to be reduced in size.
10. Spark lever stops are permitted. Spark advance may be increased.
11. Lower unit boot-nut covers must not be removed.
12. Broken skegs and cavitation plates may be used providing the edges of the break or breaks are not filed, smoothed, or otherwise altered.

This applies to all stock lower units. At Championship events the Inspector may rule out the use of broken units. Be Prepared.

13. POLISHING:

While being allowed on engines accepted prior to January 1, 1954, it is most detrimental to our sport as it concerns certain measurements or weights of portions of the engines not actually listed or published with the specifications of the engines. Inspectors are instructed to base their decisions in this regard on comparisons with new factory stock parts. If in the Inspector's or Race Committee judgement the part or parts are illegal, and the owner appeals that decision, the part or parts will be impounded subject to ruling by the SORC.