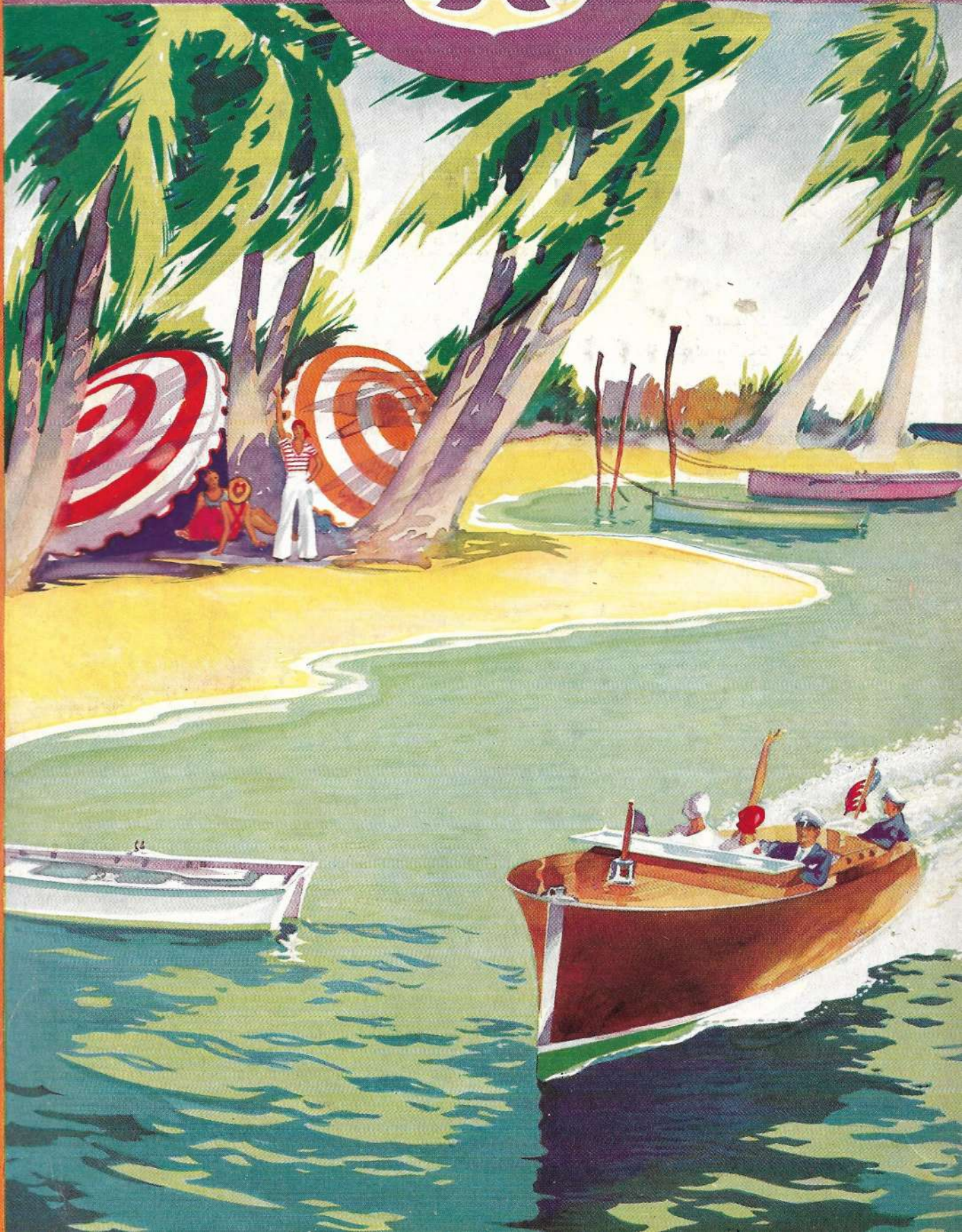


March
1931

MOTOR BOATING

The
Yachtsmen's
Magazine

35
Cents



OUTBOARD RACING RULES FOR 1931

(Continued from page 59)

the changes in the racing rules for 1931 which become effective March 1, follow:

CHANGES IN OUTBOARD RULES FOR 1931
Effective March 1, 1931

(Pages, Rule Numbers Etc., Refer to the 1930 Rule Book)

PAGE 9

RULE I—New Section 3. to read as follows: "The official Outboard Race Committee shall consist of a Chairman, the Chief Timer, the Chief Scorer, The Starter and the Chief Inspector or Measurer. This Race Committee shall have full charge of all the outboard events and all details in connection therewith, subject to any special or local rules, or any rules for a particular trophy which may be competed for." (Wherever, the term Race Committee is referred to in these rules, it shall mean this Official Outboard Race Committee referred to in this section.)

PAGE 10

RULE III—Section 1. Motor and Hull Restrictions.

The useful and necessary weight of the hull, with steering wheel and motor controls shall not be less than the following:

Class A.....	100 pounds
Classes B and C.....	150 pounds
Classes D and larger.....	190 pounds

PAGE 11

RULE III—A—Outboard Runabouts.

Special rules for the racing outboard runabouts are in the course of preparation and as soon as ready, may be obtained from any of the members of the National Outboard Racing Commission.

RULE IV—Owners and Drivers.

Owners and drivers shall be divided into two divisions as follows:

Division I—Amateurs.—All owners and drivers except those who qualify as a Division II—Professional owner or driver, as defined hereinafter.

Division II—Professional.—Those owners and drivers who qualify as follows:

- a. One who has raced for a cash prize or driven for an owner who has raced for a cash prize since January 1, 1930.
- b. One who is to be paid or has been paid, directly or indirectly to race since January 1, 1930.
- c. One who is to be reimbursed for expenses or has received compensation or expenses for racing from one who would be classed as a Division II driver or owner, since January 1, 1930.
- d. One who is an employee of an outboard boat builder or outboard motor manufacturer or has been an employee of either within one year.
- e. One who is connected with the outboard motor or outboard boat industry or the business of building, selling, repairing, distributing or servicing outboard motors, outboard boats or outboard accessories or has been connected therewith in any capacity for monetary gain or business profit, within one year.
- f. Employees within one year, of those mentioned in paragraph (e).
- g. One who receives or has received gifts of boat, motor, parts or other outboard equipment from one qualified as a Division II owner or driver or receives loans or other gratuities for racing, from a Division II owner or driver.
- h. Those owners or drivers who may be designated by the National Outboard Racing Commission or any member thereof, as a Division II owner or driver.
- i. One who races or drives or has raced or driven an outboard boat or motor for commercial gain or represents some person or corporation interested in racing for commercial gain or for advertising value.
- j. One who has received pay, within one year, for serving on a motor boat.

Note: Naval or Coast Guard officers are excepted, provided they do not otherwise commit an infraction of the above rules. Service prior to January 1, 1930, shall not apply in above.

Those owners or drivers who may have raced in Division III in 1930, who may wish to be classed as a Division I—Amateur, owner or driver in races subsequent to March 1, 1931, may apply to any member of the National Outboard Racing Commission.

Note: Change any reference to Divisions I and II elsewhere in the 1930 rule book to Division I—Amateur. Also change any reference to Divisions III and IV to Division II—Professional.

Open Division: It shall be allowable for local race committees to schedule "Open Events" in which Division I—Amateur and Division II—Professional drivers may compete together, provided, however, that Division I—Amateur drivers and owners must not accept cash prizes or have their expenses paid by one who would be classified as a Division II—Professional owner or driver.

PAGE 12—A

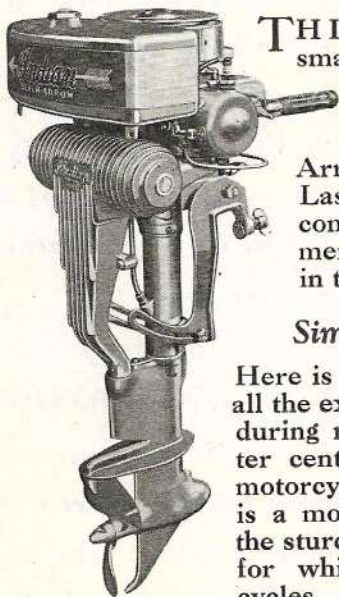
RULE IV—A—Regulations.

1. World Outboard records shall be allowed in Division I—Amateur and Division II—Professional.
2. Only stock motors (see definition Rule XX) shall be raced.
3. The boat and motor must be owned at least three days previous to the date of the race by one qualifying in the division in which the boat is entered.
4. One who has ever raced in Division II—Professional since January 1, 1931, shall never be eligible to race in Division I—Amateur; except as provided in Rule IV above.
5. Change last four words to read "Division I or II."

(Continued on page 174)



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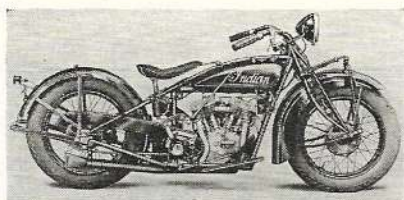
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