

	CLASS	Min Installed engines	DIMENSIONS	GAS ENGINES (LITRES) (Supercharged 1.6 penalty)	DIESEL ENGINES (TOTAL LITRES)	OUTBOARDS (TOTAL LITRES)	LIMITATION MINIMUM WEIGHT (KG/Metre)
ENGINE MODS ALLOWED (FREE), CRASH BOXES ALLOWED	A	2	37' – 50'	27	27	/	410kg/M
	B	2	30' – 50'	18	18	10.400 2S*** 14.000 2S-EPA 10.500 4S/SC 18.000 4S	O/B 320kg/M
						I/B 360kg/M	
C-Sport	1	27' – 50'	14 (T) 10.5 (S)	14 (T) 11.5 (S)	8.000 2S*** 10.500 2S-EPA 9.000 4S/SC 13.500 4S	O/B 280kg/M	
ADVERTISED 'MAINSTREAM' PRODUCTION PLEASURE ENGINES ONLY NO OUTSIDE MODIFICATIONS / OEM TURBOCHARGER, ONLY SHIFTABLE GEARBOXES ONLY STANDARD INLET / EXHAUST MANIFOLDS ETC	C-Stock	2	27' – 50'	13	13	6.000 2S*** 7.000 2S-EPA 6.000 4S-SC 9.000 4S	I/B 328kg/M
	D	1	27' – 50'	12.5 (T) 8.5 (S)	10.0	5.200 2S*** 6.100 2S-EPA 4.200 4S/SC 7.300 4S	O/B 197kg/M
						I/B 262kg/M	
	E	1	24' – 50'	6.5	6.5	4.000 2S* 5.800 2S-EPA 3.500 4S/SC 5.800 4S	O/B 180kg/M
						I/B 246kg/M	
	F Cruiser	2	H 1.75 x 1 m ² 30' – 50' L/l < 3.75	27	27	ALL	460kg/M
G Cruiser	2	H 1.50 x 0.8 m ² 24' – 50' L/l < 3.75	13	13	ALL	394kg/M	
H Classic	1	6.7 – 15.3m 22' – 50'	Boat min 25 years old. Max 10% more engine displacement than the original	ALL	ALL	Max average speed 50mph	

Key:

* = non epa OB's, **including** EFI ROS motors with direct crankcase fuel injection allowed for 3 years (grandfather) , beyond this time (start of 2012 season) these will **NOT** be permitted.

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ENGINE DESCRIPTIONS for all classes except A, B & C-Sport

- a) Engines eligible for Marathon classes other than the classes A, B and C-Sport (all these are 'free') must be based on currently, or previously advertised/available mainstream production units (ie, Mercruiser, Volvo, OMC, Yanmar, Cummins, FPT etc) available to the general public through normal distribution channels with a minimum production run of 500 units. Engines should be from the pleasure line, not the race line of engines from any manufacturer,

If the engine is listed with separate runner exhaust, as described in section (g), the motor is not acceptable. **As an example, the Merc 525hp motor used in P1, has CMI headers with runner lengths greater than 6" long, so these motors would not be permissible. The old Merc 500 carb, had GILL/Merc alloy manifolds with common plenum, they would be acceptable, as would STD Merc 496HO's, or 502efi's.**

- b) The original bore & stroke must be retained, however, an allowance will be made for OEM piston oversize, i.e., +0.030.
- c) Inlet system (intake manifold, intercooler, throttle body etc) **MUST** remain OEM; throttle bodies must retain OEM internal dimensions at butterfly. Turbochargers must be OEM as specified as STD for motor to which it's fitted.
- d) Internal engine modifications are allowed, such as camshaft choice, cylinder head gas flowing etc, however, rules for OEM induction systems, intercoolers, turbochargers, etc will be **strictly enforced**.
- e) Engine components may be compared to standard OEM components to establish eligibility.
- f) Transom or side exhausts are permitted, providing that the total volume of water passing through the engine cooling system mixes with the exhaust gases from the manifold.
- g) Choice of exhaust manifold is free, so long as they are not of the separate runner type, i.e., Stellings, CMI, PF Marine, KE Lightning, etc. Exhaust ports must exit to a common plenum within the manifold, with each branch not exceeding 150mm in length. It is in the competitors' interest to contact the RYA prior to purchasing exhaust systems to ensure eligibility if there is any doubt. No dispensation will be given for exhaust manifolds that do not meet the rules.
- h) Drive systems are 'free'.
- i) Bow ballast tanks are permitted.
- j) Height adjustable hydraulic engine jacks are NOT permitted.
- k) It is mandatory for all boats competing in Marathon class to carry a suitable life raft to carry the max number of crew aboard when racing. The life raft must carry a current certificate.
- l) It is mandatory for all boats competing in Marathon class to carry an offshore flare pack.
- m) Canopies are permitted, as per PB1
- n) All single engine boats competing **MUST** carry an auxiliary engine capable of propelling the craft at 5mph, for a minimum of 35 miles. This can be stowed in boat, but must be shown to be sufficiently retained so as to not work loose and cause damage.