



## LEVIS MOTORCYCLE CLUB INC.

### SELLICKS BEACH HISTORIC MOTORCYCLE RACES 15<sup>th</sup> & 16<sup>th</sup> March 2025

#### A GUIDE TO MACHINE ELIGIBILITY, PREPARATION AND PROTECTIVE CLOTHING REQUIREMENTS

**This information is presented as a guide only.**

**Full compliance details are laid out in Motorcycling Australia's rule book for historic road racing and classic motocross (MoMS) and in the Supplementary Regulations.**

**Full MoMS link; <https://drive.google.com/file/d/1D6LhhNnRaRwWbWVPqULO2UxLC7AA5f2Q/view> pages 61-82**

For enquiries, please contact [chairman@levismcc.asn.au](mailto:chairman@levismcc.asn.au)



The purpose of this event is to celebrate and re-create racing much as it would have been conducted at Sellicks Beach in the day, but fit in with established Historic Racing Classes and Rules as used for competition.

Machines eligible for this event will be based on the rules set out in Motorcycling Australia's rule book for historic road racing and classic motocross (MoMS).

However, not everyone has ready access to that document (plus it is not the easiest set of rules to interpret) so the following guidelines have been provided to assist with your entry.

### **CLASSES AND YEAR OF MANUFACTURE:**

Eligible machines for this event will be:

1. Vintage Class – ("Period 2") - For machines as manufactured between 1st January 1920 and 31st December 1945.

Classic Class – ("Period 3") - For machines as manufactured between 1st January 1946 and 31st December 1962.

### **NOTE:**

1. The onus for proof of age and eligibility shall rest wholly upon the rider or entrant of the Motorcycle.
2. Eligibility approval must be sought before the event. While eligibility documentation can be sent with your entry, it is preferable that it is submitted as early as possible before entries open to enable everyone the maximum opportunity for checking and for any changes to be made to make the machine eligible prior to the event
3. Rider/entrants must enter their Motorcycles quoting the year of their machine as per the following:
  - a) For a road-based Machine, the Machine or its latest major component was first generally available for sale and delivery to the purchaser.
  - b) For a Race Motorcycle, it is the later of the year in which the Machine or when its latest major component first appeared in open Competition
4. For the purpose of defining age and eligibility, major components are as follows:
  - a) All engine and gearbox external castings
  - b) Frames
  - c) Swingarms
  - d) Forks and fork yokes
  - e) Brakes - Period 2 only (Period 3 machines may use drum brakes of any age up to a maximum internal diameter of 230mm)
5. The rider or entrant must provide the necessary documents of proof of machine eligibility, accompanied by clear photographs of the machine and major components or any specific item that has been changed by email or mail to the organisers prior to entering or with the entry to approve eligibility prior to the event
6. Major or period replica major components that were manufactured outside of the eligible period, but which are visually indistinguishable shall be eligible for that period. Necessary documentation to prove eligibility must be submitted for approval either with your entry or preferably earlier.
7. If the machine has previously participated and no changes have been made to the major components then eligibility continuity is assumed. However, if any major component has been replaced then submission of proof of eligibility is required prior to the event
8. For any machine that has not been entered before for this event supporting evidence of the age and eligibility of the machine and its major components and modification including photos must be submitted for approval prior to the event
9. If major components from another model or indeed brand of motorcycle are used on the machine, necessary documentation to prove eligibility must be submitted for approval prior to the event

10. Modifications to major components are allowed, providing such modifications are visually indistinguishable from modifications proven to have been used in the period. Necessary documentation to prove eligibility must be submitted for approval
11. If you intend to enter a 'run on model' that was manufactured later than the period 2 & 3 cut-off date but was more or less unchanged then its major components must be visually indistinguishable from what was manufactured in the period. Necessary documentation to prove eligibility must be submitted for approval either with your entry or preferably earlier.
12. Manufacturer's pamphlets and advertising material, motorcycle marque publications and magazine articles are good sources of supporting information for eligibility consideration, but note also that while Service and Parts Manual publications and their dates are useful supporting evidence, they are not regarded as definitive proof of eligibility because there are more than a few instances of outdated, incorrect or unclear information in many of them

***Basically, the aim is to keep all machines looking as they did in the period, no obvious later modifications or parts are allowed apart from the exceptions listed below for each class.***

**PLEASE NOTE;** It is highly recommended new competitors with machines that have not competed at this event previously, email photos of their machines (include tyres) to chairman@levismcc.asn.au if they are unsure of its eligibility. Any questions are welcomed.

#### **VINTAGE CLASS / PERIOD 2 MACHINES:**

##### **Permitted Uses:**

1. All period carburetors.
2. Amal GP, Monobloc, Mk1 Concentric carburetors up to 35mm.
3. Supercharging is permitted if fitted as original equipment by the factory.

##### Prohibited Uses:

1. Shock absorbers with remote or external reservoirs.  
Non-period drum brakes and other major components.

#### **CLASSIC CLASS / PERIOD 3 MACHINES:**

##### **Permitted Uses:**

1. All period carburetors.
2. All non-period Amal carburetors up to 40mm.
3. Dellorto SS1 And Dellorto concentric non-pumper carburetors up to 40mm.
4. Keihin CR and PW round bore carburetors up to 30mm.
5. Mikuni VM round slide carburetors up to 40mm.
6. Gardner type C carburetors up to 40mm.
7. Diaphragm clutches, tooth belt drives and electronic ignitions provided they are concealed from view.
8. Triumph 8 and 9 stud cylinder heads.
9. Reinforced gearbox castings.
10. Ceriani GP forks or replicas (eg Maxton).

Any drum front or rear brake with a maximum internal diameter of 230mm.

**Prohibited Uses:**

1. Non period engine and gearbox castings, frames, swingarms, forks and yokes
2. Direct crankcase induction other than rotary disc valve on 2 stroke engines
3. Reed valves on 2 strokes
4. Non-motorcycle engines and transmissions
5. Disc brakes
6. Shock absorbers with remote or external reservoirs
7. Supercharging is not permitted

**FUELS:**

1. Methanol Fuel – no additives other than those added during manufacture and/or lubricating oil
2. Unleaded Fuel up to 100RON – no additives other than those added during manufacture and/or lubricating oil.

**PROTECTIVE CLOTHING/EQUIPMENT:**

As per MA requirements for Historic Road Racing, Classic Motocross or Dirt Track and summarized below.

**CLOTHING**

ROAD RACE OR MOTO X STYLE ACCEPTED ACCORDING TO BELOW STANDARDS.

One or two piece suit of leather or other material of similar or greater durability having the following:

- Safety straps required to secure front or side zippers and also for the neck.
  - Jackets must be fixed to trousers with zips, press studs or laces etc.
  - Double layer of leather or enclosed foam padding at least 8mm thick must be provided for shoulders, elbows, both sides of torso and hip joint and knees.
- OR;

Normal Moto X riding gear eg; a jersey made of close knit fabric of material or synthetic fibre which must be a snug fit and provide protection against abrasion to the body and arms. Trousers of leather or synthetic material of similar durability. Trousers of other than leather must be non-combustible and be fitted with a lining.

**BACK PROTECTOR:**

A commercially manufactured back protector is required except where suits/jackets are fitted with integral back protection and all protectors must cover continuously between collar and base of spine.







## HELMETS

As per MA requirements for Historic Road Racing, Classic Motocross or Dirt Track and summarised below.

### **FULL FACE ONLY (MOTO X STYLE WITH GOGGLES ACCEPTED)**

Helmets with one of the following approval stickers affixed inside helmet:

#### 18.1.2 Helmets

|  |  |  |                     |
|--|--|--|---------------------|
| A  | As approved under the FIM Technical Rules (see <a href="http://www.fim-live.com">www.fim-live.com</a> ):   |  |                     |
|  | ECE 22 - 05 Type P<br>ECE 22 - 06 Type P<br>[Label typically affixed inside the helmet on chin strap]<br>The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country that has granted approval (from 1 to 49). | <br>0533333/P-333<br><br><br>22R-06 / P00000 | European standard   |
|  | SNELL M2010, M2015, M2020D & M2020R<br>[Label affixed inside the helmet]   |   | USA standard        |
|  | JIS T 8133: 2007<br>JIS T 8133: 2015<br>[Label affixed inside the helmet]  |   | Japanese standard   |
|  | Standards Association of Australia AS1698  |    | Australian standard |
|  | FIM Racing Homologated Helmet. [Label typically affixed on chin strap]   |   | FIM standard        |
| B  | Level A standard or<br>ECE 22 - 05 Type NP or J [Label affixed inside the helmet]<br>ECE 22 - 06 Type NP or J [Label affixed inside the helmet]  | European standard  |                     |
| C  | Full face helmet to:<br>Level A standard   |  |                     |
| Note: Only helmets of single shell construction are permitted for road racing Events. Two piece or flip top helmets complying with AS1698 or other MA approved standards may be used for recreational riding only. |  |  |                     |

## BODY ARMOUR:

In built or commercially manufactured armor is required to protect elbows, shoulders and knees.

## FOOTWEAR

Boots must be:

- Constructed of leather, plastic or other similarly durable material.
- Of a length that must at least cover  $\frac{3}{4}$  of the length of lower leg with the rider in a racing position on the machine.

## GLOVES

(MOTO X STYLE ACCEPTED)

Gloves must be of leather or other similarly durable material.

Fingerless gloves may be worn by passengers on sidecars.

## CAMERAS

Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. **Helmet cameras are not permitted.**

## **REQUIREMENTS FOR ALL MACHINES:**

2. All plugs that can release fluid if loosened must be lock wired, eg oil filler holes, sump and gear box drain bolts.
3. Spin-on oil filters to be wired up in locked position.
4. Fork leg drain holes must be lock wired or taped up.
5. Breather bottle of a minimum of 300mm is required for catching of any overflow oil from breathers.
6. Throttles to be self-closing.
7. Primary covers to enclose primary chain to protect against access of body parts.
8. The guards must be constructed of metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or fiberglass having a minimum thickness of 3mm
9. Projecting front/countershaft sprockets which are not behind a clutch assembly or directly behind a frame member, must be guarded
10. Chain guard or fin is required to protect against body parts becoming trapped between chain and rear sprocket
11. Clutch and brake hand levers must have ball ends with a minimum diameter of 16mm
12. Brakes must be operational and efficient.
13. The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end
14. Kick Start Levers other than transverse, must be folding
15. Front racing number plates must have figures that are clearly visible at a distance of 20 meters and a solid border 10mm wide.
16. Side racing number plates must be fitted above a horizontal line drawn through the rear axle so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest.
17. Number backgrounds on side number plates may be an integral part of the rear seat section or fairing
18. Headlights, taillights, mirrors, reflectors, indicators, horns, centre stands, side stands and rego plates must be removed
19. Log books are not mandatory for this event. Issuing a log book is regarded as prima facie acceptance by MA of proof of eligibility of machines and modifications as presented. This does not remove the rights of challenge or protest. Log booked machines may be checked for ELIGIBILITY & SAFETY purposes by a scrutineer. Photos for log book machines are not required.
20. All Machines must be fitted with a functioning engine cutout switch which must be either a lanyard type or handlebar mounted. ALL SIDECARS MUST HAVE A LANYARD-OPERATED IGNITION CUT-OUT SWITCH OPERATING ON THE PRIMARY CIRCUIT, AND IT MUST BE ATTACHED TO THE RIDER.

## **NOISE:**

95DBA at 30 metres ride by will be randomly tested at any time during the event.

Any machine that is deemed too noisy may be sidelined and tested for noise and if it exceeds the limits the entrant will be required to make a modification before it is allowed to continue.

4 stroke machines may use straight through pipes and megaphones with a substantial reverse tapered outlet.

2 stroke machines using an expansion chamber must not have straight through stingers or outlets, they must have some form of effective sound muffling cannister on the outlet.



## LICENSES:

### EITHER

A current MA Senior National License OR

A Senior One Meeting License subject to the following conditions;

One Meeting Licenses will be available to all applicants over 16 years of age.

Current club membership is required (2 day club membership is included in this event)

No competency test is required if the applicant can prove they have held a competition

License, annual or one event, within the previous 10 years .

Applicants who have never held a competition license, or have not held a license within the previous 10 years must follow the instructions on the Ridernet license application process. Go to [www.ridernet.com.au](http://www.ridernet.com.au)

## RACE NUMBER PLATES

### 7.7.2 Number Plate Colours

#### 7.7.3 Colours must be as follows: (colours shown are a guide only)

| CAPACITY                   |   | BACKGROUND COLOUR | NUMBER COLOUR |
|----------------------------|---|-------------------|---------------|
| Up to 125cc                |    | black             | white         |
| 126cc to 250cc             |    | dark green        | white         |
| 251cc to 350cc             |    | mid blue          | white         |
| 351cc to 500cc             |    | canary yellow     | black         |
| 501cc to 750cc             |   | white             | black         |
| 750cc & over               |  | mail box red      | white         |
| Up to 500cc <b>sidecar</b> |  | canary yellow     | black         |
| over 500cc <b>sidecar</b>  |  | white             | black         |

### 8.7.3 Number Plate Figures

8.7.3.1 Font style is free; however, the onus for legibility rests with the entrant.

8.7.3.2 Figures must be clearly legible, the minimum dimensions being:

DIMENSION MEASUREMENT (mm)

Height 140

Width of each figure 75

Space between figures 25

Space between figures and edge of plate 12

### **Self closing throttle**

The race committee has been approached by competitors on pre-war machines which do not have self-closing throttles. The compromise is that if no self-closing throttles can be installed, then a kill switch lanyard must be installed on the ignition circuit and attached to the rider whilst the machine is running. This may be in the form of a light rope attached to the spark plug lead to enable it to dis-engage and shut down the motor.

### **Non retracting kick-starters**

These are to be removed from the machines, where this cannot be done due to being an integral part of the machine, and then proof of this must be presented to the race committee for adjudication.

### Lower Chain Guard requirements

As part of Historic Road racing rules under which this event is to be run. Please see extract below for explanation on this, a picture of an example is also attached. If a brake drum stay arm is fitted it may be suitable as a guard, also rigid frame bikes that have the frame near the lower part of the rear sprocket may be passed as suitable. It is important that all competitors send photos of their machines for the race committee to check if they are eligible.

Where the exhaust system or swing arm does not shield the sprocket a chain guard made of suitable material must be fitted in such a way to prevent trapping between the lower drive chain and the final drive sprocket at the rear wheel.



### **TYRES: The Council requirement for racing on the beach is that traditional treaded road going or road race tyres are required for this event. No block pattern tyres.**

- No claw type tyres.
- No paddle type tyres.
- No dual purpose tyres.
- No universal tread type tyres.
- No trials universal tyres.
- No knobby MX tyres.
- No speedway tyres.
- No grooved slicks or wet weather road race tyres.

### Examples of eligible tyres



### Examples of non-eligible tyres

