



## LEVIS MOTORCYCLE CLUB INC

A GUIDE TO MACHINE ELIGIBILITY, PREPARATION AND PROTECTIVE  
CLOTHING REQUIREMENTS  
FOR  
SELLICKS BEACH HISTORIC MOTORCYCLE RACES  
18th-19th FEBRUARY 2017

**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.**



The purpose of this event is to celebrate and re-create racing much as it would have been conducted at Sellicks 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)

[http://www.ma.org.au/fileadmin/user\\_upload/Documents/MOMS/2016\\_MoMS.pdf](http://www.ma.org.au/fileadmin/user_upload/Documents/MOMS/2016_MoMS.pdf)

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

### **NOTE:**

1. The motorcycle and its component parts must be the same as was manufactured in the period, or if they are replica parts or parts manufactured after the period, they must be visually indistinguishable from the original parts used in that period .
2. Models manufactured within the Classic class period that were continued more or less unchanged after the 31st December 1962 cutoff date are also eligible (eg. non-unit British twins as used in pre 1965 Classic MX).
3. Modifications are allowed providing they remain visually indistinguishable from modifications proven to have been used in that period.

*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.*

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

Permitted Uses:

1. All period carburettors.
2. Amal GP, Monobloc, Mk1 Concentric carburettors 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.
2. Non-period drum brakes and other major components.

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

Permitted Uses:

1. All period carburettors.
2. All non-period Amal carburettors up to 40mm.
3. Dellorto SS1 And Dellorto concentric non-pumper carburettors up to 40mm.
4. Keihin CR and PW round bore carburettors up to 30mm.
5. Mikuni VM round slide carburettors up to 40mm.
6. Gardner type C carburettors 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).
11. 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. Leaded Fuel – no additives other than those added during manufacture and/or lubricating oil
3. 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 summarised below.

##### **HELMETS**

FULL FACE ONLY (MOTO X STYLE WITH GOGGLES ACCEPTED)

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

- European Standard: ECE 22 – 05 Type P
- USA Standard: SNELL M2010, M2015
- Japanese Standard: JIS T 8133:2007
- Australian Standard: AS1698

##### **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.

##### **BODY ARMOUR:**

In built or commercially manufactured armour 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.

## **REQUIREMENTS FOR ALL MACHINES:**

1. All plugs that can release fluid if loosened must be lockwired, eg oil filler holes, sump and gear box drain bolts.
2. Spin-on oil filters to be wired up in locked position.
3. Fork leg drain holes must be lock wired or taped up.
4. Breather bottle of 500mm is required for catching of any overflow oil from breathers.
5. Throttles to be self-closing.
6. Primary covers to enclose primary chain to protect against access of body parts.
7. 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 fibreglass having a minimum thickness of 3mm
8. Projecting front/countershaft sprockets which are not behind a clutch assembly or directly behind a frame member, must be guarded
9. Chain guard or fin is required to protect against body parts becoming trapped between chain and rear sprocket
10. Clutch and brake hand levers must have ball ends with a minimum diameter of 16mm
11. Brakes must be operational and efficient.
12. The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end
13. Kick Start Levers other than transverse, must be folding
14. Front racing number plates must have figures that are clearly visible at a distance of 20 metres and a solid border 10mm wide.
15. 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.
16. Number backgrounds on side number plates may be an integral part of the rear seat section or fairing
17. Headlights, tail lights, mirrors, reflectors, horns centre stands, side stands and rego plates must be removed
18. 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.

## **TYRES:**

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.

## **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 effect an effective modification before it will be 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.

## **LICENCES:**

EITHER

A current MA Senior National Licence.

Or

A Senior One Meeting Licence subject to the following conditions:

- Licence will be available to all applicants 16 years and older
- Current club membership is required
- No competency test is required if the applicant can prove that they have held an annual competition licence within the previous 10 years
- Applicants who have never held a competition licence, or have not held a licence within the previous 10 years must undertake a competency test and apply for the licence via the Race Secretary at least 21 days prior to the race meeting in which the participant intends to compete.

## **SPECIAL NOTES:**

**ONLINE ENTRY FORMS AND SUPPLEMENTARY REGULATIONS WILL BE RELEASED ON 1ST AUGUST 2016.**

They will be available from: [www.levismcc.asn.au](http://www.levismcc.asn.au)

Due to the nature of this event entries numbers for some classes may be capped. Early entries will get priority.

We have been fortunate in being invited by the local council and community to hold this event in their locality. Please have regard for the residents and the environment, we want to be invited back for future events. Your cooperation in keeping this a safe clean and fun event will be greatly appreciated by all.