

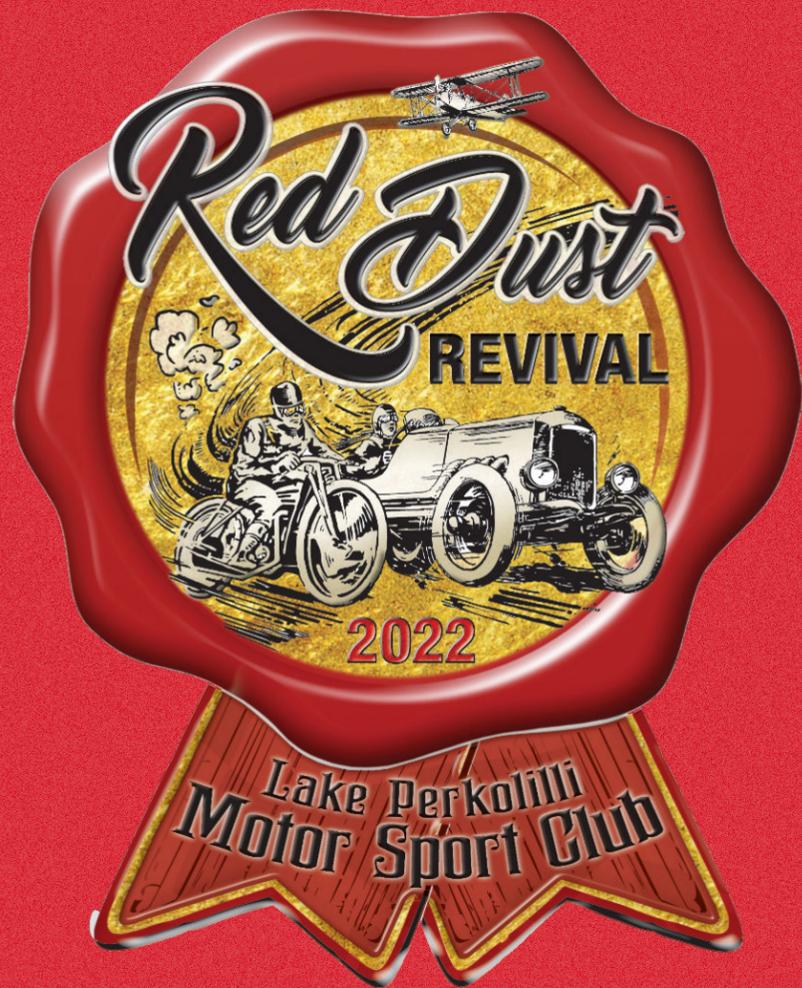
NUMBER ONE
MAY 2021

NEWS

THE RED DUST REVIVAL 2022



In This Issue:
Your Guide to Building a Perkolilli Racer
Expressions of Interest NOW OPEN!



OUR NEW BADGE FOR 2022!

Jack Del Borrello designed our 2019 badge and he agreed to come up with a brand new design to celebrate the Lake Perkolilli Red Dust Revival 2022. You'll notice he has kept to the theme of cars, bikes and planes and added a golden touch to reflect the Goldfields. The wax seal recognises our award-winning event. Expect to see Jack's design on just about everything!

MARK THE DATE! 19 to 25 September, 2022

Hi Red Dust Revivallers,
On behalf of the Lake Perkolilli Motor Sport Club Inc., welcome to the first newsletter of the Lake Perkolilli Red Dust Revival 2022.

With the 2019 Red Dust Revival now just a distant memory of BC (before Covid), we can all look forward to a happy place near Kanowna where the speed bug is the main disease; where the only thing you'll get up your nose is a fly rather than a swab; and your cough will be from red dust rather than a bat virus. I can't wait! The motor car and motorcycle events will again be managed by the Lake Perkolilli Motor Sports Club Inc. Yes, you know who they are! It is your organising team of Greg Eastwood, Ross and Lynn Oxwell, and yours truly have been joined by Hugh Fryer of Austin Seven fame. Cathy Cocks is taking a break from my Perko obsession after attending and working at every event since 1997. Thanks for all your work, Cath!

As mentioned in our previous announcement of the date, we would like to welcome the Variety Club in the Goldfields who will manage the venue this time round. It is very exciting for Variety to take on this role. They will be raising funds for their children's charity through a camping fee and an entry charge for spectators. All funds raised will go to a very good cause so please support them and all their volunteers. In coming newsletters, we'll let you know about Variety's new ideas and new approach.

Meanwhile, can all prospective entrants, volunteers and campers please fill out the "Expression of Interest" form at: <https://forms.gle/tRjGtMj22MfXeptR7>.

This newsletter has a detailed article about the specific requirements for cars being built or prepared for the Red Dust Revival 2022. The interest across Australia for new car builds has been overwhelming, very exciting and just a

little bit frightening. It is possible that we'll have more than 100 cars and 40 plus motorcycles entering the event and it has caused us to have a fresh look at how we can make the event work smoothly for competitors. We have calculated how we can give everyone value and lots of on-track time. We've set an upper limit of 100 cars and extended the time of the event from Monday 19 September to Sunday 25 September. We will also change the way of entering for the event. The car will enter the event and it will have a share of track time. If you want to have one driver of the car then that is fine. If you want multiple drivers for the car, then they will share the track time allocated to that car. We think this will be fair for everyone.

Greg Eastwood is also looking at an upper limit on the number of bikes.

The Red Dust Revival has always been about having fun and re-creating the era of motor sport at Perko between 1914 and 1939. I've taken dozens of calls and emails, mostly since we announced the date, for people wanting to, in the process of, or completed building cars for Perko. It is very exciting to talk to these people and to hear about their grand plans. The way the hot rod community and the old car community have been getting involved with this slice of history has been fantastic. It's been tricky to guide some people in the right direction for a car which will be true to our era. Some times I've had to say that the car concepts just aren't right for our event. We are not a TROG (The Race of Gentleman) or a Rattletrap event which are hot rod based. That's not to say that some cars from TROG or Rattletrap would be right at home at Perko - many of them would - and they are welcome to come.

However, there is nowhere else in the World doing what we're doing and that is what makes Perko special. We are based on the history of the pre-war era on a claypan in the Australian outback. If you are building a car, please read the attached article carefully. I also recommend that you get your hands on a copy of Red Dust Racers so that you know what it is all about.

See you at Perko!

Graeme Cocks
El Presidente
Lake Perkolilli Motor Sport Club Inc.



PLEASE READ THIS BORING STUFF IF YOU ARE BUILDING A CAR

BUILDING A PERKOLILLI RACER

It's been great that so many people are putting cars together for Perko. We want everyone who is making the effort to build a Red Dust Revival racer to make a car which will be right at home on the claypan and will be accepted as an entry. We've compiled this guide to help you along the way. The information here is also at the website (www.motoringpast.com.au) and we are occasionally updating it when people ask us questions which we haven't even thought about.



With the great number of participants approaching us we have set an upper limit on 100 cars for the Red Dust Revival 2022. Please be aware that if we receive more than 100 entries then cars will be selected based on their **period authenticity**. Entries which comply with the spirit of the event will be given preference. We've had at least 30 people inspired by the Lake Perkolilli Red Dust Revival who are now in the process of building cars for the next event – 19 to 25 September 2022. It's probably the right time to summarise what type of car is acceptable at the Perkolilli revival events. Basically, it has to be a "pre-war" car which means that components from cars built before the Second World War are acceptable. Like the 2019 event, post-war engines, chassis, and bodies are not in the spirit of Perkolilli and will not qualify for entry. There are, of course, exceptions to the rule but there is no point in putting a modern overhead valve V8 or a Holden red motor in an old car and expecting it to be eligible.

RACE CAR CONSTRUCTION GUIDELINES

The Lake Perkolilli Red Dust Revival celebrates the golden years of racing at Lake Perkolilli from 1914 to 1939 and cars built in this era are acceptable for the 2022 event. This provides an enormous range of possibilities without having to revert to modern, post-1939 engines and chassis and bodywork. The cars suitable for Perkolilli have to look

like the cars which people put together in those days. It was a very creative period so it opens up an enormous range of possibilities without having to make cars look like modern rat rods. It is very pleasing to see members of the hot rod movement going back to the pre-war roots of hot rodding and building cars which were true to the pre-war period using discarded parts from their hot rod projects. There might even be a replica of Ossie Cranston's '32 Ford V8 being put together.

The Red Dust Revival is not for post-war style hot rods such as T-buckets. It was not common in Australia during the 1930s to put a Ford flathead V8 engine into a Ford Model A or Model T chassis. This is more like post-war hot rod practice. If you want more sprightly performance, there were a great variety of period performance parts made to improve Model A engines and several firms continue to make these parts. Check out: <http://www.millerhi-speedheads.com/index.html> as an example.

Lake Perkolilli cars from the 1930s were not like post-war speedway cars which were built from pre-war parts but with more recent updates. Stripped out 1930s Ford Coupes with mudguards removed, smaller wheels and big roll cages did not race at Perkolilli. Once again, your car must look like cars which raced between 1914 and 1939.

We've had several people who are reviving 1930s "barn find" sedans and wondering how they should prepare the car for the Red Dust Revival. In the 1930s, these sedans were new cars and the owner would often drive the car to the track, race, and then drive home. They did not take the front and rear mudguards off the cars so we would prefer that people kept cars like this, outwardly looking stock. Modern wide wheels are not in the spirit of the event.

Some people have asked whether we would prefer their car to be kept rusted and ratty or even made to look old and rusty?! The answer is NO! This is not an event to see who can have the crappiest looking rust-bucket. Yes, buff the original paint and be proud. Repaint it if you like. Period authenticity means cars were painted. Unpainted rusty looking cars like rat rods are not in the spirit of the event.

In the 1920s and 1930s, cars did not have a lot of drag stripes and wild logos. There is no need to paint your car like it could have been at Claremont Speedway in the 1970s.

Typical racers from the 1930s. This picture was taken at Dowerin in 1938. Things to note are that the Aussie Specials are painted and they have no mudguards. Even the stock sports cars and roadsters still have mudguards. Even if the bodies are basic, the owners were proud of their cars and painted them.



The bloke in the middle is Alan Tomlinson. He is the only winner of the Australian Grand Prix to come from WA. Here he is at Perko with his mates. The car is a Ford V8 sedan owned by his parents. With Clem Dwyer (second from left) he raced this car at Perko. It shows the type of cars which raced. They didn't take the mudguards off to make 'em go faster. If you enter a sedan, keep your mudguards on, please! Thanks to Rod Waller for drawing the cartoon below. Clem Dwyer is hanging off to improve the cornering. Please do not try this at the Red Dust Revival!



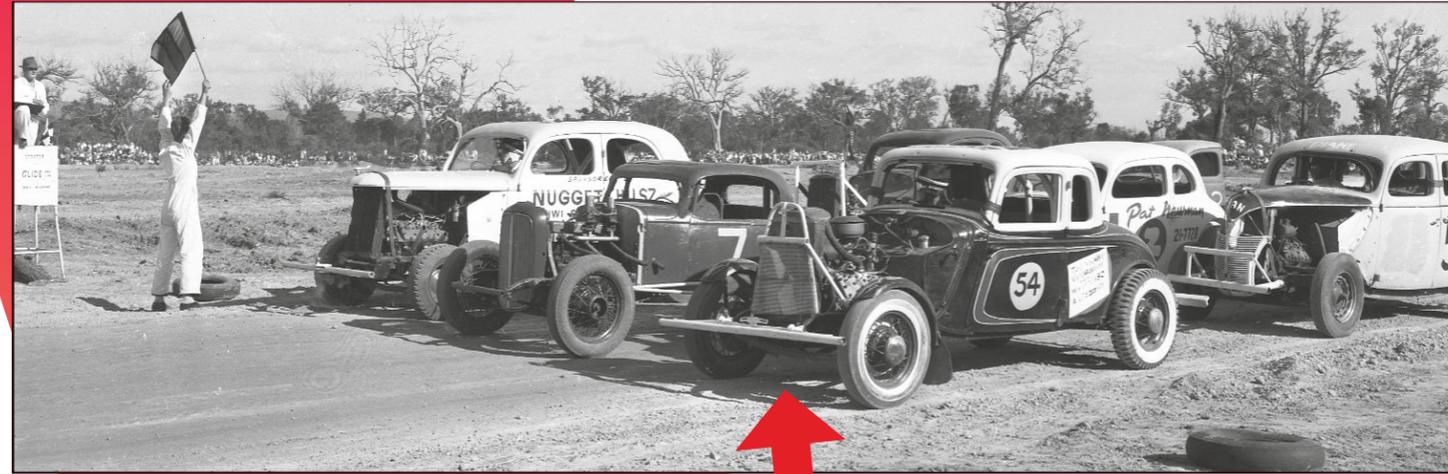
WHERE TO START?

The book, Red Dust Racers, has hundreds of photographs of cars which raced at Lake Perkolilli during the golden era. There are still copies available from www.motoringpast.com.au/shop. This book is essential if you are building a car which you want to look the part at the Red Dust Revival. The photographic book, Red Dust Revival, has images of cars from the 2019 event. Not all the cars photographed in the book were entered in the event but it gives a good idea of the cars which have raced at Perko.

Builds start with the chassis and there are still enough chassis laying around Australia to ensure that Perkolilli cars can be built for many years in the future. During the 1930s, racing cars were often built from chassis scrounged from old Chev Fours, Rugbys, Whippets or other American cars because they were so plentiful. Of course, the ever reliable Ford Model A chassis was the basis for many home-built racing cars. Other cars such as Ford Model Ts and Austin Sevens make great fun racers. It is worth saying up front that we all frown upon people who buy restored cars and rip them apart to make racers. Don't do it! There is no need to do this when there is still a ready supply of parts to build cars from the remains of cars which will probably never be restored. Often the bodies of these cars have fallen apart a long time ago. It is bad karma to rip apart a restored car to make a racer, and of course, you can take it to Perko just as it is! Several cars are being built from the donor cars of fully restored cars – once again, a great use for that car that would otherwise never see the light of day. Just Cars magazine and website regularly lists unrestored rolling chassis which could be transformed into Perkolilli racers.

The Ford range of T, Model A and V8 models from 1909 to 1939 were all entered at Perko events during the period and several cars have been made from rolling chassis which remained after the steel bodies were removed to make hot rods. Make a Perko racer from these old chassis is a great way to get a fun use from these parts. It was not common during the period, however, to have Ford Model As with later flathead V8 motors. This is more post-war hot rod practice. Watch out for a 1928 Buick special at the next event which may be made from the rolling chassis of a car which was gutted for the sedan body which was used on a modern hearse.

The engine is the heart of the Perko car and as long as it is an engine built in the pre-war period or the same as a pre-war engine then it's good to go. It's better if your car looks like its engine could have been used in a car of the period. Things like alternators and SU carbs are OK but modern carbies just don't look right. No GM blowers, modern superchargers or fuel injection please.



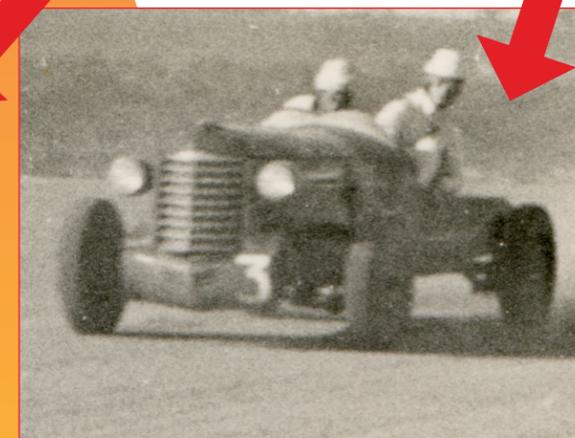
WHAT NOT TO BUILD FOR PERKO!

These are great speedway cars raced in Perth but they are not suitable for the Lake Perkolilli Red Dust Revival. It is very unlikely that a car built like this will be accepted. It is just completely the wrong era although, yes, they mostly have pre-war components.



WHAT TO BUILD!

In comparison to the photo above, this pic to the left shows a lineup of cars ready to race at Perkolilli in the period. The front car is based on a Triumph Super Seven. This car was made in Perth as a racer. The next car is an Austin Seven with super sports body made in the UK. The next car is a standard tourer with mudguards removed. Hardtop cars when raced participated with mudguards. Soft tops often had the mudguards removed. The difference between Perko cars and 1950s speedway cars is clearly contrasted in these two photographs. This Oldsmobile (below) shows what can be done with a rolling chassis. It raced at Dowerin and Albany in the 1930s. The cars bottom left are three Chryslers which raced at Perko and an Austin Seven. Note that one Chrysler has a stock roadster body and two have custom rears. If you have a chopped-up tourer off a farm without the rear because it has been uted, then this is a good option!



Remember, it's not about beating someone else's time but re-creating the era and having fun. **IT IS NOT ABOUT SPEED!** If you want to race and be the fastest, go to Wanneroo.

Wheels and tyres should be 16 inch and above and not modern wide rims. Radials are OK on cars from the late 1930s because they use 16 inch rims (such as Ford wire wheels) but don't look right on early cars.

The body is where your creative imagination can run riot. Cars which raced at Perkolilli had everything from just a cowl and two seats to beautifully made aluminium boat-tail bodies which wouldn't look out of place at the Indy 500. There were bodies made with wooden frames like a boat with fabric stretched over them. Many cars were roadsters or tourers stripped down for the job. The best way to choose a body is to look at lots of old motor racing photographs to get inspiration. The first patent for a pop rivet was issued in 1939 so they aren't really in keeping with the period. If you want to keep the period look, then buy soft sold aluminium rivets and a rivet gun kit from the Eastwood company. Yes, also Phillips head screws, roofing bolts and tek screws weren't the go in the 1920s and 1930s so if you keep to slot headed screws and bolts without "Zenith" on them then you can't go wrong and you won't get some nitpicker pointing them out to you! Fibreglass bodies weren't around in those days and are out of place at Perko. Remember, period authentic cars will be preferred if there are too many entries.

It is easy to make your own bucket style race seats rather than using modern race seats or seats out of a modern car which look horrible in an old car.

Once you get close to the Red Dust Revival it is worth talking to other competitors about their experiences at the claypan. Perko is the great red dyno! It finds out all the niggling little problems your car may have had which doesn't show up when you run around the block. Just like everywhere else, with that red dust, 90% of carby problems are electrical! While oil and water catch tanks aren't required, a water overflow tank is a good idea at Perko because it can get very hot. Carburettors need two return springs for safety and the electrics need a cutout switch. The tail shaft needs to have a hoop around it so you don't have a nasty accident if it comes off. This is not a requirement for cars with a torque tube. There are a lot of different ideas for air filters. They are a necessity at Perko where the dust can be thick and gets everywhere, including into your engine. Either paper filters or oiled foam filters seem to be preferred. Roll bars aren't required.

If you need to know about something specific, ask first. The rules are made to provide cars which are as safe as practical for a pre-war car, to provide a field of cars which looks right and to have cars which don't have modern car speed and performance. The scrutineers will knock back cars they think aren't safe.

If you think you need to run your car on ethanol then you are coming to the wrong event. No racing slicks please.

Hugh Fryer of Austin Seven fame has put together this summary of technical requirements. Remember it is broad and specific in some things. There are always exceptions to the rule:

Eligibility Summary

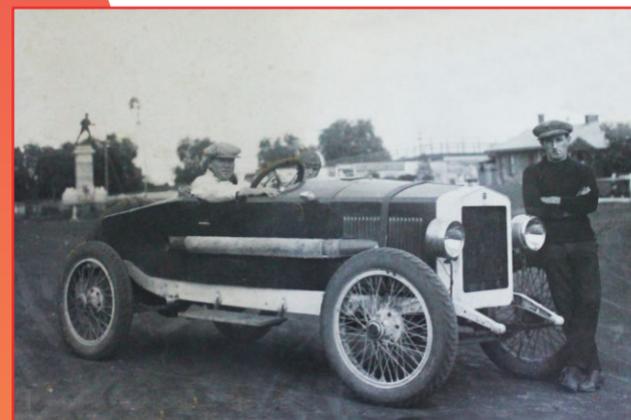
- All major components, i.e. Engine, Gearbox, Diff, Chassis, Brakes, Wheels to be Pre 1939. Note components are dated from the year they were first made. For example, the MG XPAG engine was first made in 1939 so it is eligible even though they were made through until the early 50s.
- Body to look Pre 1939, ie. as it did in the day with standard radiator/grill, bonnet and scuttle with streamlined back. There are lots of period photos which show a variety of bodies.
- Wheels, minimum dia 16 inches. Tyres, prefer cross plies.
- Minor components - carburettors, ignition, electrical, instruments and general fittings - best if they are period for the car. If using an alternator try and hide it. Pop rivets and Philips head screws are to be discouraged in favour of solid rivets and slotted screws.

Safety Summary to be used as a guide

- Throttle return springs, one for each carb plus one for mechanism.
- Towing eyes front and rear, marked.
- Battery secure with isolator and blue triangle showing location.
- Fuel tank vented to atmosphere.
- General mechanical, steering free play, kingpins, brake pedal, wheels tyres, oil leaks, exhaust etc all to be in good condition.
- Drive shaft if exposed needs a safety hoop.
- Body, seat, windscreen, firewall etc all to be in good condition. If got headlights, glass to be covered or taped over. No hubcaps allowed.
- Fire extinguisher, current date and fixed securely.
- For tuning days and other track events water and oil catch tanks are required but not at Perkolilli.



These three pics show the variety of cars raced at Perko. Both original pics show Ossie Cranston's Ford Model As. The colour shot is the re-creation of the second car. It is not difficult to make a boat-tail racer when all you have is the radiator, bonnet and cowl. Putting a flathead V8 into a Model A chassis was not done in Western Australia in the 1930s and there is no record of it being done at Lake Perkolilli.



The car at top is Ossie Cranston's Ford Model T Heza Henry in its most basic form. It's an ideal Perkolilli car. The car above is also an Essex and raced at Perkolilli. It would be a great car to replicate for the Red Dust Revival. It has a very simple boat-tail. Below is Neil Baird's Terraplane with fabric body.



All of the above is relatively straight forward, it is far better to be aware of what required before starting to build a car, rather than altering to suit, if possible. At the last event some competitors bent the eligibility requirements and we will be stricter in future events.

We aren't into putting modern or tasteless period advertising on cars. It looks wrong and they never did it. Once again, it's getting back to the look of the era. No advertising for your or someone else's business is allowed.

If you were at the last event you will have seen some modern hot rods and some fully-restored original cars running around the clay pan at the end of each day. It was great fun, but this may not happen in 2022. We have extended the event and if we have a lot more cars and bikes then we'll have to give the track a rest late in the day.

Remember, for the Red Dust Revival itself it is all about re-creating the era and having fun. It is not about speed. Nobody cares who is the fastest, but we love to see the cars which look as if they just came off Perko 80 or 90 years ago. That's why we are not into the 50s hot rod, rat rod or speedway look. It makes our event unique.

See you at Perkolilli in 2022!

Any questions about building cars which fit into the spirit of the Red Dust Revival please email Graeme at gacocks@inet.net.au.



Are you planning to enter a car or motorcycle, volunteer or simply attend the Lake Perkolilli Red Dust Revival 2022?

If so, then please click on the link below and you will be taken to the online [Expressions of Interest Form](#). If everyone intending to come to Perko registers, then we will know approximately how many competitors, volunteers and spectators we can expect. We will also know how many people will want to camp on-site. It will help us with planning the *Dustiest Show on Earth!* You will also be placed on the email database to receive future newsletters.

Note that the form is a Google Doc which you can amend later. IT IS NOT AN OFFICIAL ENTRY



To Fill out an Expression of Interest, [click here](#)

See you at Perko!



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