

**April Event  
2011**



# **Dick Johnson Museum**



*<http://www.dalesresto.com/gal.html/> (world's most modified Alpine)  
(Not at the Museum but a great photo to include).*



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## SUNBEAM CLUB RUN TO DICK JOHNSON'S COMPLEX

Wednesday the 13<sup>th</sup> dawned as a beautiful Spring type day; only it was Autumn, confusing isn't it?

We met at 10 am at the Lifeline carpark, and the 7 cars and their 11 members drove in convoy to Stayplton. A good turn out for a mid week outing I thought.

Dick Johnson Racing is a very large and imposing place, with a comprehensive museum, packed with tee shirts, car models, key rings, and a great assortment of trophies that have been won over the years.

In pride of place, is a glass case containing the rock that spelled disaster at Bathurst, but due to an overwhelming display of generosity from the public, he was able to continue on his winning way.

Among the past cars in the museum, was the turbo charged Sierra, that Dick drove to so many victories, along side his equally capable co-driver John Bowe.

Also available to those with the room, was a great selection of doors, bonnets, and other panels that had been customised in various prangs, and all personally signed by the man himself.

Then followed an escorted tour of the workshop, by a really well informed young fellow, who explained how between 5 to 6 million dollars can be used up in a year of racing. He employs a staff of 35 engineers, and Technical people as well as a fairly large staff to handle sponsorship deals and racing commitments.

Hard to believe that all those years ago, he started off with a Shell Garage at the Gabba Fiveways, and raced, wait for it, a Holden, built and maintained by himself.

We were shown through the gear box and diff workshop, and we were so impressed by the cleanliness of the place. Stainless steel cupboards and Ford Blue equipment, which resulted in Steve Graham saying, "I'd love to work on my car in a place like this."

The thing that stood out through this tour, was the sameness of all the cars because of the Homologation Rules. Same gearboxes, Diffs, Braking Components, and even car body size, resulting in cut and shut work on all the panels.

I still think the fifties and sixties era when everyone did their own thing, and clever operators were able to extract more horsepower, by sheer clever ability, made it more interesting. Maybe that's just me, but this tour made us more aware of the complexity of super car racing nowadays.

After the workshop tour, we drove down the road to the Gem Hotel for lunch. Great choices and VERY filling meals. So ended another great day, with good friends.



Many thanks to Alan Close, for a well run and interesting day.

Kevin Elliott

