

GSM Car Club – Dart Histories

Chassis	Owner	Address	Tel No.	Original Colour	Present Colour	Condition in %
5701 (Rep)	Piet van Niekerk	Parow	0837719335	Red	Red	95

Email:

Known History: During 1957 Glassport Motor Co (GSM) built two Darts. The first one was red, and was to be Willie Meissner's car, (CL 224) and the second car was a silver specked black car, which was my car. The cars were known as prototype 1 and 2, chassis no 5701 and 5702. These two cars were subjected to severe testing, especially the red car, which started its testing schedule even before the body was mated to its chassis, thus as a bare running chassis. Considerable modifications were effected during its 100,000 plus mile test sessions before we were satisfied with its performance and production could go ahead.

Willie at that stage was also involved as a director of Winford Motors and was not required to depend on his Dart as daily transport as I was and as the testing program had been completed we sold prototype 1, to staunch supporter, Piet van Niekerk. This was during 1958. The factory re-sprayed the car, re-upholstered it and Piet became the very proud owner of the first Dart ever built. Piet took possession of the car with a Willment "OHIV Conversion engine," drum brakes all round and a three speed gearbox. Apart from it being his daily transport, he also raced on the circuit, where he was reasonably successful until 1960 when it was sold to an unknown person who raced it in Angola where it performed well before we lost track of the car.

With the renewed interest in Darts and Flamingos, especially encouraged by the very active GSM Club lead by Peanuts Fouche, I suggested that Piet build a replica of the red car. Piet, over a period of more than fifty years has not only maintained his enthusiasm in GSM and its product, but is also active in club affairs. I **SUPPORT** the decision of the club not to create new cars, it dilutes the value of existing cars, but I wholly support the idea of Piet "cloning" prototype 1 as accurately as possible.

It would be emphasized that it is **NOT** the original car, but a replica. Obtaining original donor Anglia and Prefect parts will not be easy, but I am convinced not impossible. Prototype 1 was also just that, just a prototype, and underwent lots of changes and modifications during its life. But I will be satisfied if the finished products looks like the car Piet received and that he will use it often, and I wish him many happy kilometers in SA5701REP.

This history was compiled by Bob van Niekerk in 2007.