

GSM Car Club – Dart Histories

Chassis	Owner	Address	Tel No.	Original Colour	Present Colour	Condition in %
5804	Unknown			Cream		0

Email:

Known History: This Dart was not a customer pre-ordered Dart. Willie Meissner also a part owner of Winford Motors with Dawie Le Roux took this Dart to display on their show room floor but before it got there, for some unknown reason it ended up at Seford Motors in Stellenbosch. It is not known how Reggie Biggs, a second hand car dealer in Cape Town, ended up with this Dart but records show that he sold this car to Roy van der Sandt in 1958. The Darts registration no was CA99980. This was the first Dart Roy owned. In the time that Roy owned the Dart the original 100E Ford engine was replaced with a Borgward motor. (Roy was a Borgward enthusiast) He raced this Dart regularly and in early 1962 Roy had an accident with the car. The left hand front section was destroyed . He took the car to the GSM factory for a quote to repair and to manufacture a new modified chassis to fit a Borgward engine. The total cost of the repairs was R347.93 as per quote in Bob van Niekerk's diary. The date of the quote was 22 February 1962 and was made out to R van der Sandt and B. Heritage. (It is not sure who B. Heritage was) Roy decided that the quote was too expensive and the repairs not worthwhile. Sandy Brunette mad Roy an offer to purchase the damaged car. Sandy's plan was to repair the car at a lower cost by utilizing the left front corner body panels from Bobs original Dart # 5702 which had been written off after a collision with a taxi in Dock Road. Roy accepted the offer and sold the Borgward Dart to Sandy who fitted a factory 1500 GT motor, The car was re-sprayed light blue with dark blue hard top. Sandy replaced the 100E front uprights with 109E uprights and disc brakes. The Borgward engined car had been fitted with a BMC rear axle and Sandy modified this to take the Flamingo type rear suspension and raced it at Killarney until he left the GSM factory in 1964. Sandy left for Rhodesia soon after, taking the Dart with him. At the end of 1964 Sandy removed the 116E(1500cc) engine and gearbox and fitted this unit to a ultra lightweight body and chassis he had built by the GSM factory for racing for himself. Subsequently assisted by Peter Meffan, a Ford V8 motor was fitted to Dart 5804 but the project was never finished and the Dart was sold to Peter Stroebel. Peter later swopped this Dart for a Lotus 7 to an unknown person who was planning to remove the V8 and fit an Alfa motor to the Dart. Sandy persuaded this unknown person to swop the Alfa motor for a competition modified 1000cc Ford motor for racing. This was about 1969/70. Further history unknown.