

GSM Car Club – Dart Histories

Chassis	Owner	Address	Tel No.	Original Colour	Present Colour	Condition in %
5811	Unknown			Turquoise/ White	Unknown	Unknown

Email:

Known History: Late 1958 Grosvenor Ford Cape Town sold this Dart to well known MG racing driver Ray Lock. For some unknown reason he did not keep the car long when he sold it to Roy Humphreys of Roy Humphrey Motors Observatory. This Dart was Roy's private car and was occasionally raced at Killarney. Roy then bought a Lotus 11 Climax to race at Killarney therefore selling the Dart in 1961 to Don and Moxie Pedersen They bought this car with only 600 miles on the clock for 550 pound with registration no: CA 2921 and AA badge above number plate. It had a 100E motor with Wilment conversion. Don decided to rebuild the car by stripping the upholstery, scraped the fuel tank and removed the engine and gearbox. The engine compartment was lined out with polished aluminum and a million pop rivets. The engine and close ratio gearbox was overhauled. A fuel tank of 6 gallon capacity was manufactured to fit between the shock turrets. The Dart was re-sprayed at a panel shop called Hoffman's in Woodstock. The colour was dark charcoal grey. The interior was reupholstered in a rich crimson red. The GSM factory was impressed with a soft top on the Dart made by Don and friend Mickey Querido using a duplicate of the Austin Healey's frame work. The cover on the frame was manufactured by Jimmy's Trim shop in Claremont. In January 1963 before their planned trip to Rhodesia Don decided to replace the close-ratio gearbox with a standard three speed Ford box fitted with a Laycock de Normanville electric overdrive unit that he had bought from Denis Joubert because this was perfect for touring but unsuitable for racing. With this three speed gearbox Don managed to get a speed of 115mph on the clock. In February 1963 Don left to take up a position in East London with a quantity surveyors company where he stayed for 18 years. While staying in East London Don and Moxie became friends with Harry Schuurmans and his wife Jill who drove a Alfa Guilietta who was mad about racing. He pestered Don to race the Dart at the Winter Handicap at the Grand Prix circuit. As this was the only transport that Don had, he was a bit worried about damaging the Dart. Having decided to race Don fitted an oil coiler from an air conditioning unit with two small spigots of copper tubing on the sump and used the mechanical fuel pump to circulate the engine oil and fitted an electric pump for fuel. The close-ratio gearbox was also replaced. Race one the Dart did not finish due to brake problems. Race two it ran bearings. The end result for the day was Don being towed home by the Alfa of his friend Harry. The car was repaired and at the end of 1963 Don sold the Dart to John Spinks Motors East London. The Dart was never seen in the East London area again. (March 2009)