

GSM Car Club – Dart Histories

Chassis	Owner	Address	Tel No.	Original Colour	Present Colour	Condition in %
6404	Bob Wakeling	3942 Franes Place North Vancouver Canada V7G2M5	091(604)924 8002	Blue	Red	Unknown

Email:

Known History: We have two letters, one written by Len Drakes, R.R.#3, Site 22 Kelowna, B.C., VIY 7R2, on 29th December 1994, and one from Bob Wakeling, 3942 Frames Place, North Vancouver B.C. Canada. V7G2M5.

The first and oldest letter is a typed letter, to the Transvaal section of the club, while the most recent one is an e-mail to the Cape Town section. Both these letters come from British Columbia. Kelowna seems to be in the country, about 300kms north east of Vancouver, which is on the coast. Len Drake says that he recently (must be around 1994) bought a red Dart chassis # 6404, from Merv Porath in Vancouver. It seems it had not run for a few years and he plans to restore it. He sends the Club R75.00 for his membership and explains that he has never seen another GSM, and asks for photos, articles about the car or even an owners manual. He also enquires about the cost and availability of a windscreen. He was informed that Darts never were made with tops or windows of any description, hence the “targa” top grafted on to the car, with vinyl cover attached to the windshield and back to the top. (These are his exact words from the letter) He mentions that he is not a total greenhorn, and owns a few British cars. We have no idea as to what sort of assistance he got from the old club, but it seems he managed to get the car running!

Bob Wakeling’s e-mail dated 31 August 2006, tells us that he found the car in Vancouver in 1968. A South African fellow brought the car to Canada when he moved there. Bob was 18 years old at the time, and this red 1964 Dart seemed “practical” to him. (Once again his exact words)

The Dart had a lightweight body, external door hinges, 1500cc motor, two side draught Webers, reworked head with Jag valves, dual radiators, with an electric fan on the front one and right hand drive. “Of note is the targa top with inverted fins to an aluminum 3 stoke steering wheel wood rim, 4 speed close ratio gear box with overdrive on all 4 gears, solid axle, steel wheels but widened front and rear (8” at rear) no body trim other than lights. Unfortunately Mr. Lucas wiring, Plexiglas front windshield with aluminum frame etc.” (Again exact words between inverted commas) Because they live

in a rain forest, he added a new surrey top, c/w side curtains. Bob raced the car from 1968 to 1972. Great fun, very fast. Under 6 seconds to 60mph (100km/h) and 130mph (208km/h) indicated. Handled great, considering poor tyres of the era, but an adventure in the rain! He seems to have been introduced to racing by the Dart, but now races karts for the last 6 years. First in ICA class, now in Rok Cup with 125cc electric start spec Vortex engines. Bob has a website, Genesis Racing Products, why not check it out? I gather from the letter that he looked at our website. He was under the impression that he was the only GSM owner but has learnt that there are more GSMs in Canada. He does mention that they don't all necessarily look the same. I think you will agree that these two letters refer to the same car .