

## GSM Car Club – Dart Histories

Chassis	Owner	Address	Tel No.	Original Colour	Present Colour	Condition in %
Unknown-1	David Hoal	PO Box 301361 Durban North 4016	0845131008	Yellow	White	50

Email: [david@bellisimo.co.za](mailto:david@bellisimo.co.za)

### Known History: Car No: 1 – Campbell Racing Team – John Truter

#### Race History of Truter Dart

28 March 1964 – 6hr – Hesketh – J Truter/KB Smith – 4<sup>th</sup> overall – 3<sup>rd</sup> index

31 October 1964 – 9hr – Kyalami – J Truter/KB Smith – 8<sup>th</sup> overall.

13 January 1965 – 3hr – Hesketh – Neville Smith – 5<sup>th</sup> overall.

7<sup>th</sup> April 1965 – 6hr – Hesketh – J Truter/N Smith – 6<sup>th</sup> overall.

6 November 1965 – 9hr – Kyalami – J Truter/N Smith – 7<sup>th</sup> overall.

27 December 1965 – 3hr – Hesketh/Springbok Series – J Truter – 6<sup>th</sup> overall.

9 April 1966 – 6hr – Hesketh

5 November 1966 – 9hr – Kyalami – J Truter/N Smith – 15<sup>th</sup> overall.

27 December 1966 – 3hr – Hesketh/Springbok Series – J Truter – 9<sup>th</sup> overall.

25 March 1967 – 6hr – Hesketh – J Truter/N Smith – 1<sup>st</sup> overall – 3<sup>rd</sup> index.

4 November 1967 – 9hr – Kyalami – J Truter/N Smith – 20<sup>th</sup> overall.

9<sup>th</sup> November 1968 – 9hr – Kyalami – J Truter/KB Smith – 18<sup>th</sup> overall.

26 December 1968 3hr – Hesketh/Springbok Series – J Truter – 7<sup>th</sup> overall.

5 April 1969 – 6hr – Hesketh – J Truter/ N Smith – 3<sup>rd</sup> overall.

### Car No: 1 The Campbell Racing Team – John Truter

The Campbell Racing Stable in Pietermaritzberg ordered two light-weight Darts from Hooper Motors in Durban who were the local Ford agents. In September 1963 Keith Barrington-Smith was flown to the factory in Cape Town to inspect the light-weight Darts. The one was a 1500cc RS version powered by a 1640cc Special Cortina Racing engine with a 5 main bearing crank shaft and a GSM intake and two Weber 40 DCO carburetors. It had a standard Anglia gearbox altered with close ratio gears and 5½ J Lotus rims. The Dart was collected in the docks by Tony Decker and delivered to Campbell Racing Motors on the 9<sup>th</sup> of October 1963. For unknown reasons the RS Dart had a two gauge cluster and a Flamingo four link rear suspension. The Dart was registered NP 18808. It was delivered white but was re-sprayed Campbell Racing colours, canary yellow.

In 1966 the Dart was fitted with a Lotus twin cam 1558cc engine which was imported from the UK by Brian Raubenheimer and the cams were from Vega Tune and in that same period was fitted with a Fiat Abarth look-a-like boot lid to accommodate extra large endurance fuel tank (10 gallons) The RS Dart is the car that everybody refers to as the Truter Dart or Bramhill Dart. The Campbell Racing Team raced it up to 1967 when it was sold. This car competed competitively over a 10 year span between 1963 and 1972 to become one of the “most raced ”South African Sportscar” of its time. Arguably the most successful of all GSM

## Sports Cars.

In 1967 Horner Bros trading as Bramhill Motors bought the Dart.

In 1970 the Dart was sold to Pat Duckham who raced it for 3 years

In 1973 the Dart was sold to Danie Fourie.

In 1974 the Dart was sold to Bennie Elliot.

In 1975 it was sold to Peter Terwolbeck.

In 1976 John Truter owned it for a short while.

In 1977 the Dart was exchanged between John Truter and Les Green (who had a signage company) for a 150cc Honda Street Scrambler motorcycle.

In 1979 it was sold to David Solomon who was/is a pilot. David Solomon sold it to pay for his pilot license.

In 1981 it was sold to Vijay Tiluk (Indian) who owned a Spare Parts Company.

In 1991 the 20<sup>th</sup> August it was sold to David Hoal for R1,000.00

August 1998 Drive magazine issue no 258 wrote a 3 page article starting on page 60 about this Dart.