



Our passion is classic competition cars

1970 - Chevron B16



Make:	Chevron
Model:	B16
Year:	1970
Type:	Coupé
Chassis Number:	DBE15
Drive:	RHD
Road Registered:	No
Competition Ready:	Yes
FIA HTP:	Yes
Interior Color:	
Exterior Color:	Light blue

Key Features

- Rare genuine Chevron B16 with continuous history from new
- Very well documented with current FIA HTP valid until 2025
- Excellent period race history
- Totally race-ready with good spares
- Eligible for all sports car events such as Masters, Peter Auto's CER1 and Le Mans Classic

Description

We are delighted to offer for sale this genuine and immaculate 1970 Chevron B16 chassis DBE15.

'Only 23 Chevron B16s were built and today they are universally praised by their drivers for handling, performance, and - most elusive of all - an exceptionally graceful design. Indeed, the Chevron B16 is among the most svelte and sleek automobiles ever produced, right up there with the Lola T70 and Ferrari 330 P3/4.' – Sports Car Market.

Unlike the greater majority of Britain's racing car industry, which is located between London and the south midlands, Chevron hailed from Bolton in Lancashire. The company was founded by Manchester-born Derek Bennett, a talented engineer and successful racing driver in the Clubman's category. His first car was the 1,172cc Ford-powered Bennett Special, which was followed by a one-off Formula Junior. The latter failed to match the success of Bennett's Clubman's car, for which there was sufficient demand for him to set up as a constructor in the mid-1960s. Nowadays Chevron is best remembered for its highly successful small-capacity sports and GT cars and its Formula 2, Formula 3 and Formula 500 single-seaters. A Formula 1 car was on the stocks at the time of Bennett's tragic death in a hang-gliding accident in 1978, and although it was later completed, the company never progressed any further in motor racing's premier category.

Chevron's highly successful family of Gran Turismo cars commenced with the B3 of 1966. Powered, usually, by either BMW or Ford four-cylinder engines, these early cars established the fledgling company as a force to be reckoned with in international sports car racing's 2-Litre class. Nearing the height of their success in 1969, Chevron introduced the incredible B16 at the Nürburgring 500km. The B16 would prove to be Chevron's best creation yet; not only having breath-taking good looks but it also had the performance to match.

Featuring a design that was much more flowing and aerodynamically efficient than its predecessor, the B8, the B16 looks beautiful in the flesh. The fiberglass body was originally designed and conceived by Bennett and later refined by Jim Clark of Specialised Mouldings. Works driver Brian Redman won first time out in the B16, a mere 23 of which were manufactured



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during 1969/70.

Our B16 with chassis number DBE15 has continuous and well documented history from new. Looking at this beauty, one immediately notices that it has received a lot of "TLC" (Tender Loving Care) and has been maintained without any expense spared. #DBE15 is 100% race-ready with everything current. It truly needs nothing further to spend!

Spares include a 2nd BMW (2-valve) engine, a set of wheels and shocks, a new nose and new tail section as well as several gear-ratio's.

This is a rare opportunity to acquire a genuine, no-stories Chevron B16 which is eligible for all 70ies sports car races such as Peter Auto's CER1, Le Mans Classic and Masters Sportscars.

With only 23 examples produced, rarely does a correcty, original and excellent B16 come up for sale.

History

The history of Chevron B16 DBE15 will be forthcoming in the next few days.

Pictures (For size reasons, we have limited the PDF-file to 10 pictures)





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