

ESTABLISHED 1937

TAYLOR & CRAWLEY



CHEVRON B16-FVC DBE 29



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A STUNNING AND WELL REGARDED EXAMPLE OF ONE OF THE MOST BEAUTIFUL RACING SPORTS CARS FROM ARGUABLY THE MOST COMPETITIVE ERA OF SPORTS CAR RACING.

DBE29 is regarded by leading experts as one of only 5, from the 23 original B16s built, to remain with unquestioned history, which is illustrated by the enormous and extremely detailed history which accompanies the car.

Driven to victory first time out for the Dobbie Automobile Racing Team (DART) by former Ecurie Ecosse driver Graham Birrell.

DBE29 is currently in Peter Auto specification with a fresh zero hours Geoff Richardson Cosworth FVC engine and back in its original race wining livery with current FIA HTP papers.

The Chevron B16 was designed by Derek Bennett to replace the supremely successful but aging B8 for the 1970 2 litre Gp6 season. A simple but effective space frame with steel and Duralumin sheeting added to form a monocoque central section and hung with front wishbones and rear top-links & reversed A-arms. Once the beautiful Specialised Mouldings body had been fitted the car stood just 36 inches high.

A larger version of Cosworth's Formula 2 FVA engine, the 1.8 litre FVC, producing 40bhp more than the 2.0 litre BMW and 20bhp more than the 1.6 litre FVA, became available as the B16 was being designed and this was the engine of choice.

The B16's first test was at Aintree where Bennett, using one of the old BMW engines, turned in times well below the outright lap record. Brian Redman was available for the car's first race, the Nurburgring 500Kms in September 1969, but the new Cosworth FVC wasn't and a 1.6 litre FVA engine was fitted. The 2 litre Abarths had finished 1, 2, 3 in the previous year's race but this time Redman put the B16 on pole, 7 seconds quicker than the Abarths. In the race Redman and the B16 led from start to finish winning by over 2 minutes, again a new Chevron model had won "straight out of the box".

23 examples were built powered by a number of engines including the Cosworth FVC, BMW M10 and Mazda rotary.





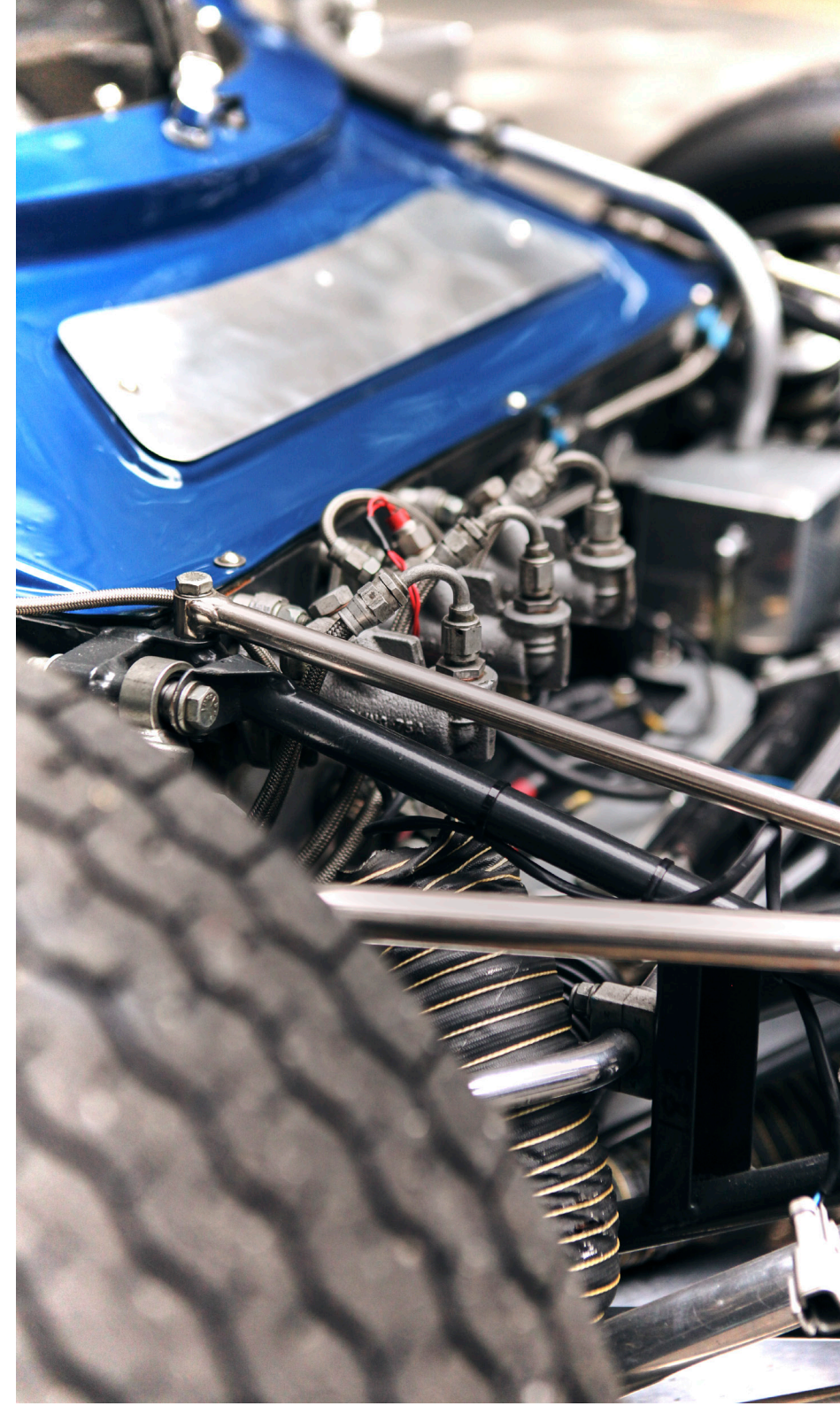
DBE 29 was purchased from Chevron by Denys Dobbie, one time owner of the Knockhill circuit, for his Dobbie Automobile Racing Team (DART), to be raced by Graham Birrell. Birrell and DBE29 won first timeout at Lombank Trophy Race Meeting at Ingliston on the 11th of October 1970.

Bolstered by this success Dobbie ordred two new Chevron B19s for the 1971 season to be driven by Graham Birrell and John Miles. Birrell and Miles then went on to win the British 2-Litre Sports Car Championship for DART with the two cars. DBE 29 was returned to Chevron Cars as part payment for the B19's and was advertised in Autosport which described the car as:

"One 10 lap race at Ingliston. New Unraced 1971 Series FVC. Fire extinguisher, heat sensors, anodised alloy tanks. Carbon fibre body, set of spare wheels fitted Dunlop wets."

The car then was bought and raced by Eddie Regan in Ireland in 1971 before he replaced it with one of the two DART B19s the following year and DBE 29 was again returned to Chevron and featured in another Autosport advert in October 1971, this time being described as:

"Ex-DART, raced in Ireland by Eddie Regan and having only six races since new"



Automotive Consultants Ltd in Rotherham bought the car and road registered it as "NET 650M". It was then sold to John Gason of Perry Farm, Fordingbridge, Hampshire. The car was painted silver and a copy of the sales invoice remains in the extensive history file that accompanies the car.

In 1975 DBE 29 was purchased by well known Chevron racer Brian Classic who sold it to Gerard Demarta of Grand Vaux, Switzerland. He painted the car red and there are pictures of him competing in the car in what looks like a hill climb in the file along with invoices and correspondence from his ownership.

In 1988 the car was purchased by Bernt Andersson of BDA Racing in Sweden who patriotically painted yellow with blue stripes. Copies of the Swedish import papers are on file along with the FIA papers from 1988.

In 2002 the car was purchased from Sweden by Sandy Watson who had the car painted blue with an orange stripe and race prepared by ZUL racing for the Supersports series and the Group 4 World Sports Car Championship.

In 2005 DBE 29 was purchased by well known collector and racer Abba Kogan, still maintained by ZUL racing he raced it at Zolder, Silverstone and Spa in the World Sportscar Masters.

In 2007 DBE 29 was purchased by Robert Shaw and now prepared by Martin Stretton Racing it continued to race in the World Sportscar Masters, before being advertised by Paul Matty Sports Cars in 2011.

Purchased by Charlie Remnant and prepared by WDK Motorsport it was raced in a wide variety of historic endurance racing events including Peter Auto's prestigious Le Mans Classic in 2012, 2014 and 2016. He also restored DBE 29 to its original DART, Graham Birrell, Ingliston race winning blue livery.

In 2017 a much respected team manager and racer bought DBE29 and entrusted it to United Autosports for preparation from where it has continued to race at Blue Riband events across the globe.





CHEVRON B16 SPECIFICATION:

Tubular space-frame chassis, reinforced by steel and Duralumin sheets.

Fibreglass bodyshell.

Front suspension: double wishbones, coil springs over dampers, anti-roll bar.

Rear suspension: reversed lower wishbones, top links, twin trailing arms, coil springs over dampers, anti-roll bar.

Discs brakes; 272 mm front, 262 mm rear.

Rack and pinion steering.

Hewland FT200 5 speed Manual gearbox.

Weight; 590kg.

Length; 3,937 mm.

Width; 1,778 mm.

Height; 940 mm.

Wheelbase; 2,362 mm.

Track; front and rear 1,321 mm.

COSWORTH FVC:

1,790cc.

4 cylinder.

16 valve alloy head.

Lucas mechanical fuel injection.

235 bhp / 175 KW @ 8,750 rpm.

