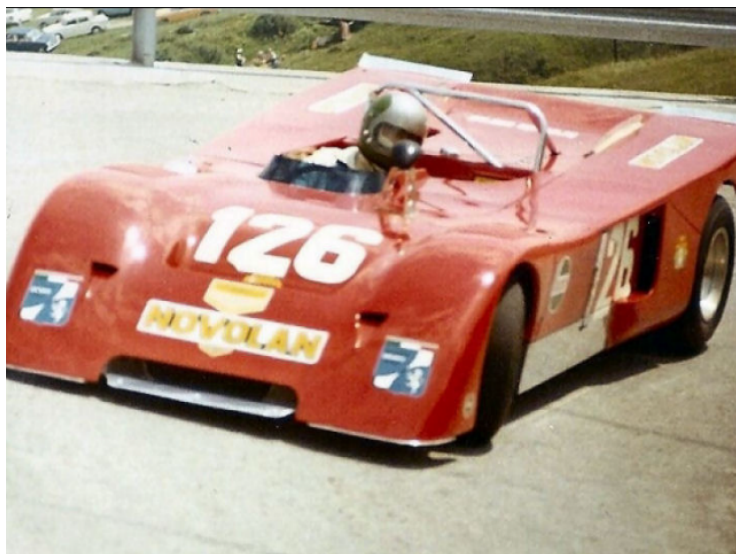




Our passion is classic competition cars

1971 - Chevron B19



Make:	Chevron
Model:	B19
Year:	1971
Location:	France
Type:	Open Sportsracer
Chassis Number:	B19-71-14
Drive:	RHD
Competition Ready:	Yes
FIA HTP:	Yes
Interior Color:	Black
Exterior Color:	White
Price:	EUR 195000

Key Features

-
-
-
-
-

Description

We are pleased to offer this immaculate Chevron B19 for sale.

The Chevron B19 was designed and introduced by Chevron founder Derek Bennett at the beginning of 1971 and followed on from the successful B8 and B16 models. As before, the car was aimed firmly with the privateer in mind, with ease of maintenance and low running costs being vital factors in its design, as well as being a competitive alternative to rival manufacture's Lola T210. Over the following months some 35 individual B19s would be built.

B19-71-14 is well documented with its race and ownership history known from new. Standing out is its 4th OA and class winning performance in the 1973 Targa Florio !

The car has been freshly prepared and is compliant with the latest FIA regulations as evidenced by its 2015 FIA HTP papers.

The FVC engine is a new, latest spec unit built by specialist Geoff Richardson with just 4 hours running on it. Also the FT200 gearbox is fresh as are the uprights, wheel bearings, etc..

This car – which was previously running with later, non-B19 bodywork – now has a new correct B19 body supplied by Vin Malkie of Chevron racing Ltd.

This B19 is as-new and is truly fresh and race-ready. Rather than paint the car in a specific color or livery, the current owner has decided to keep it in plain white so the future owner can give it the desired livery and/or color.

The car comes with a set of spare wheels along with some old, non B19 bodywork (nose, doors and cockpit).

Needless to say that this gorgeous B19 is very usable as it is eligible for most of the historic race events around the world.

History

When the B19 was announced, Eris Tondelli was named as the new Italian Chevron agent who received six chassis, including this car, chassis B19-71-14. Painted red and fitted with an 1800cc Cosworth FVC, the car is recorded as being sold to Rumat

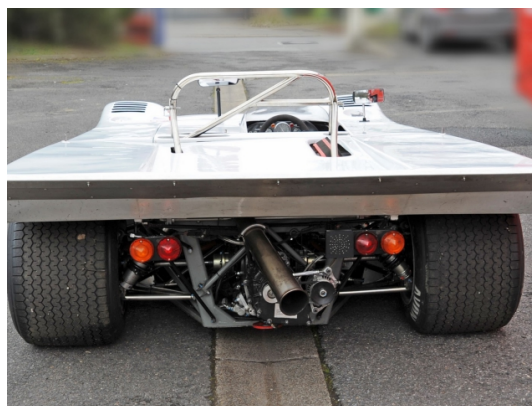


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Torino of Italy, who apparently did nothing with car before selling it on shortly after to Carlo Facetti. He raced and hillclimbed the car in 1971 under the Scuderia Brescia Corse banner and won at Vallelunga, Trento Bondone and the Coppa Nissena. Towards the end of the year, in a development partnership with Enzo Osella, who was on the point of taking over the Abarth concern, the car was converted to take the Abarth 4 cylinder 2000cc engine. The intention was to learn the specific dynamics and installation of the engine in preparation of the design of Osella's forthcoming "PA" prototype. Facetti raced the car in this spec only once, at the Vallelunga round of the European championship where it retired with overheating. In 1972 Facetti sold the car to Italian Hillclimb specialist Pietro Laureati and still fitted with the Abarth engine, Pietro won at Gubbio. At the start of the year B19-71-14 was updated with "B19/21" bodywork to make it comply with the new FIA bodywork regulations. These new rules only applied to world championship events, however, just about every B19 owner complied in one way or the other. The changes included the banning of open-ended tails with the area behind the rear wheels now being enclosed, and the opening up of the cockpit with the "half-tonneau" cover on the passenger side also now being disallowed. In this respect B19-71-14 had its tail and cockpit section modified and was often listed and entered as a "B19/21". In 1973 B19-71-14 made its way to Luigi Moreschi who replaced the Abarth engine with a Cosworth FVC and rebuilt the car with updated bodywork. In this spec the car was often referred to as a "B21/23". Sharing the driving with Francisco di Matteo, who raced under the pseudonym "Frank McBoden", Moreschi finished 7th in the Monza 1000 Kms and then finished 4th overall and 1st in class in the Targa Florio. Matteo also hill-climbed the car on occasion and finished 4th at Cefalu-Gibilmanna. Moreschi then sold the car in 1974 to Giuseppe Ranzolin who together with Moreschi raced the car at Imola where they retired. Ranzolin then mainly hillclimbed the car in Italy winning at Bressasone. In 1976, Francesco Rafanelli of Italy bought the car and partnered by Righi entered the car as a "B23" at the Vallelunga and Imola rounds of the '77 World Championship. It is then thought that he used the car in Italian hillclimbs as did its subsequent owner Luigi Perchinonno who bought B19-71-14 in late '77. In 1985 historic racer Alessandro Ripamonti bought the car and in 1991 registered it with the CSAI for historic racing. During his ownership, the car was rebuilt and raced with the full B36 bodywork. In 2001 the car was purchased by Mario Rodriguez do Silva who received the car still in full B36 spec with bodywork finished in yellow and red. Mario raced the car in historic in this spec until he completely rebuilt and restored the car back to its original spec with correct B19 bodywork. Raced in historic mainly in Portugal, the car was initially finished in yellow and blue but was then repainted in white "FedEx" livery in 2005. B19-71-14 was then purchased in this spec by Daniel Vidal in 2006, who also raced the car in historic, latterly in white and red "Savall" livery. In 2013 the car was bought by its current owner who ordered a complete overhaul and returned the car to a plain white livery and raced B19-71-14 at the Le Mans Classic in 2014.

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





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