



Our passion is classic competition cars

1967 - Chevron B6



Make:	Chevron
Model:	B6
Year:	1967
Location:	UK
Type:	Coupé
Chassis Number:	DBE-3
Drive:	RHD
Road Registered:	No
Competition Ready:	Yes
FIA HTP:	Yes
Exterior Color:	Orange
Price:	P.O.A.

Key Features

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Description

We are delighted to offer this exceptional 1967 Chevron B6, chassis DBE-3, for sale on behalf of its current owner.

Chevron cars burst onto the British GT racing scene in 1966 with a dream debut for its B3, the very first GT car produced by Derek Bennett which won at Oulton Park in its maiden race. The B3 was followed by the BMW engined B4, essentially the prototype B6 which was raced by Derek himself, and the one-off BRM engined B5, which was numbered "DBE-1". They were followed by the B6 of which seven were built and numbered "DBE-2" to "DBE-8". Both the B6 and its closely resembling successor the B8, were more often than not powered by BMW's two litre four cylinder engine and went on to dominate national GT racing and enjoy much success in Europe from 1968 onwards. Both the B6 and the B8 shared the same space frame chassis with all independent wishbone and coil-spring over damper suspension, while its svelte and curvaceous fiberglass bodywork by Specialised Mouldings made it one of the prettiest GT/sports racers of its era.

With its mid-mounted engine mated to a Hewland transaxle, it was duly built in the required numbers for homologation as a Group 4 Sports car in 1968 and the B8 proved highly successful; no different today in historic racing where the Chevron B6 and B8 are regular podium finishers in historic sports car and GT events.

Contrary to many other Chevron B6/8, DBE-3 - the 2nd B6 built - has continuous history from new with all owners accounted for while also having excellent in-period UK racing history (see the history section below).

The car comes off a 2 year back-to-bare-chassis (the original chassis !) rebuild by Ian Jones with a zero miles Craig Beck 2.0 litre engine and a brand new FT200 gearbox. Suspension, brakes, fuel cell, seats and extinguisher have all been renewed and crack testing done. DBE-3 is now finished in its original orange livery and simply looks stunning in this striking period colour.

Several nice original parts are still with the car such as fuel tank, dynamo, pulley, shocks, one set of original magnesium wheels, etc..

The car is sold with a new, 2016 FIA HTP and comes with a set of new, mag wheels and gear ratio's.

This exceptional Chevron B6 is known as "one of the best" in Chevron circles and it is a welcome and competitive entry to every historic race event such as Masters, CER, Le Mans Classic and others.



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History

Ownership History: July 1967 : Ian Turnbull, GB (raced by Arthur Moore) 1968 – Jul 69 : Arthur Moore Jul 69 – Jan 70 : Mike & Iris Richardson (GB, speed events, debuted at Great Auclum 2/8/69) Jan 70 – Sep 70 : Denys Dobbie (GB, Dobbie Automobile racing Team's first car raced by Graham Birrell in original orange livery) Sep 70 – Sep 72 : Gordon Neville (GB) Sep 72 - ?? : Jean-Marie de Dieu (F) ?? – 78 : Jean-Claude Desmartin (F, competed in GP de Paris at Monthl ry 1974) 78 – 78 : CK "Chris" Smith (GB, sold unused) 78 – 82 : AJS "Anthony" Mayman (GB, unraced) 82 – 84 : Chris Aylett (GB) 84 – 85 : Andrew Marler (GB) 85 – 89 : Richard Coombs (GB, unused) 89 – 2013 : Peter Aylett (GB) 2013 - : Current owner (GB) Race History : DBE-3 is recorded as having achieved the following results in major race events with Arthur Moore : 13/8/67 : WD & HO Wills Trophy, Croft, (13th OA) 23/6/68 : Guards Trophy, Mallory park, (DNF) 17/8/68 : Oulton Park Gold Cup, (17th OA) 30/3/69 : Silverstone Int'l, (13th OA) 13/7/69 : WD & HO Wills Trophy, Croft, (12th OA) DBE-3 was also entered in club GT and Sports races with a best finish of 2nd at Oulton Park on 16/3/68, 3rd at Silverstone on 28/8/67 and 4th at Mallory park on 27/8/68. The Richardsons (husband and wife) subsequently used the car sparingly in hillclimbs & sprints for the latter half of the 1969 season. Graham Birrell has confirmed that he raced the car only twice at Ingleston. Indeed, Autosport records Birrell winning 1st time out on 16/8/70 and finishing 3rd on 13/9/70 prior to the delivery of Dobbie's (Dart Racing) Chevron B16.

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





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