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1974 CHEVRON B27S

1974 Chevron B23/B27S – Chassis 021

- 3.0L DFV Chevron B27S
- Highly competitive in Peter Auto's CER2 and Masters Sports Car Legends
- Prepared to the highest standard for historic racing
- Believed to have been class winner and 4th overall at the 1977 Targa Florio

The 1970s were a wash of small sports prototype manufacturers gunning for success in the World Sports Car Championship, but also in national championships and hill climb events around Europe and the USA. Names such as Lola, Osella, March and Chevron dominated Sports car grids in this era, with Lola and Chevron cars battling for championship victories.

Created in 1965 by Derek Bennett Engineering Ltd, Chevron initially started racing GT cars such as the B6 and the highly successful and popular B8. From 1969, all the while developing F3 and F2 cars, Chevron dipped their toes into the world of prototype sports cars with the B16 and subsequent lighter B16 Spyder prototype. The B19 would be the production version of the B16S, built to take on the Lola T210 at the request of Brian Redman, with a separate front steel frame, double wishbone suspension and an engine compartment that could accommodate different engines according to customer preferences. From the B19, the B21 was derived in 1972 and then renamed B23 in 1973.

The car offered here is one of the 26 Chevron B23s built, chassis 021, and is believed to be the only one uprated to B27S specification: the principal feature being the exhilarating fitment of a 3.0L Cosworth DFV engine.

It has been entrusted to Atlantic Racing to be returned to full 1974 specification and has since been campaigned at numerous Peter Auto CER2 events, winning overall on a regular basis with Martin O'Connell at the wheel. Sold to its most recent owner in 2023, the B27S continued to dominate the Classic Endurance Racing field, winning by a large margin on its last race outing to date at Peter Auto's Paul Ricard round in August 2024.

Already a proven winner in historics, this Chevron is believed to be the car with which Eris Tondelli achieved numerous victories in Italian Hill Climb Championship and Interserie events over 1974 and 1975. This is also thought to be the car with which Mauro Nesti, the Italian hill climb legend, raced at the 1977 Monza World Sports Car Championship race before achieving a 1st in class and 4th overall result at the last ever Targa Florio held later that year.

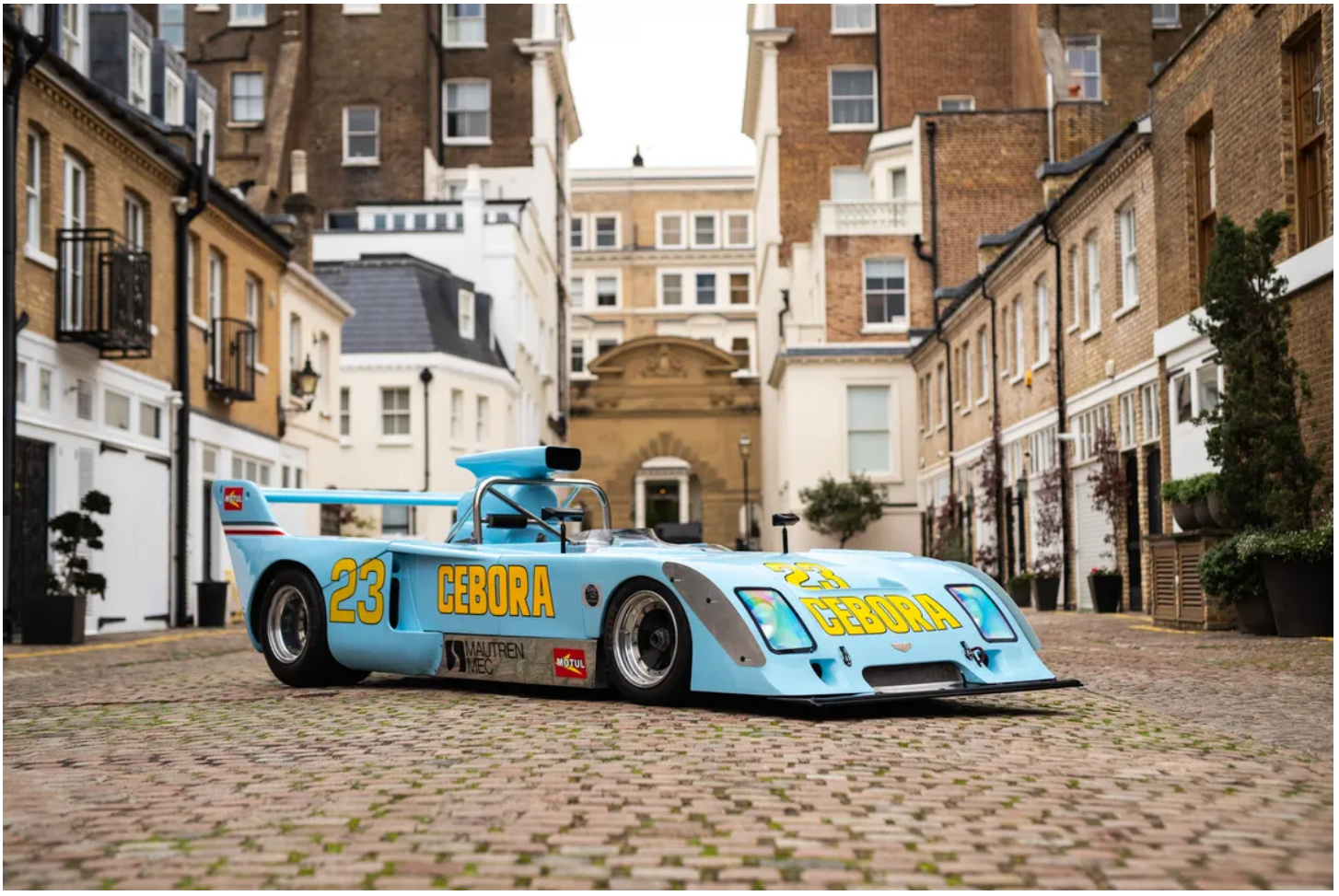
The perfect weapon for both Peter Auto's CER2 and the Masters' Sports Car Legends grids, this mighty DFV-powered Chevron B23/B27S is now ready to win again.

£275,000




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