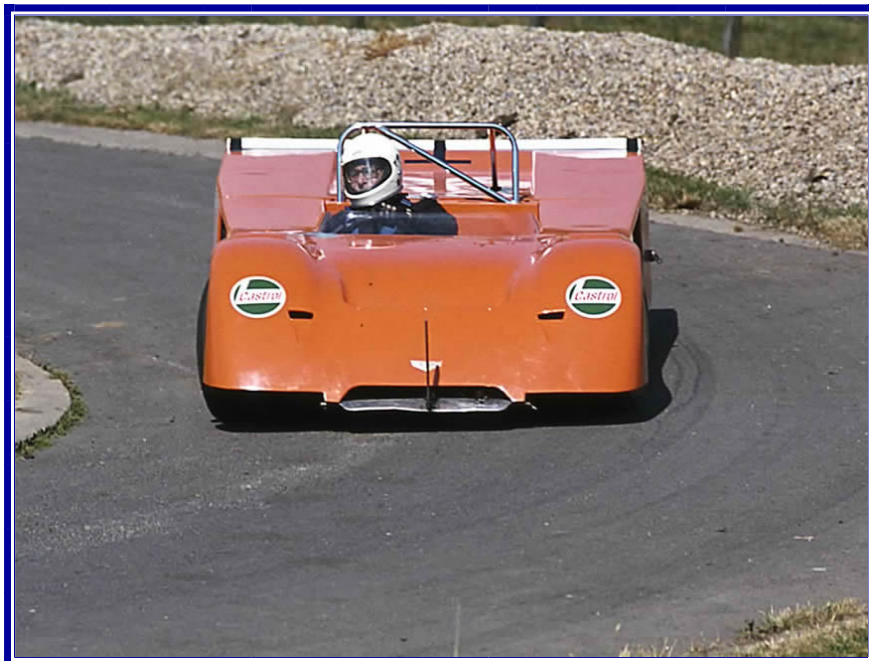


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DOSSIER

CHEVRON B19 71-28

Allen Brown



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CHEVRON B19-71-28

One of the highly-successful Chevron B19s built for 1971, this car was sold to veteran hillclimb specialist Reg Phillips who used it in British hillclimbs for the next two seasons. It spent three more years hill-climbing until sold to the US for three undocumented seasons in Colorado. It returned to the UK in 1979 and was one of the first B19s to be prepared for historic racing in 1982. After a last foray into modern motor racing in 1984, it was sold to Canada and has been very active in North American vintage racing ever since.

It is one of very few B19s to have a solid ownership history from new.



Earl Dunn in 71-28 at Watkins Glen in September 1990.

DRIVERS

Reg Phillips was born in 1913 and was first involved in racing before WWII in trials events when working at Austin as an apprentice. After the war he built and raced trials specials with great success before turning to hillclimbs in the mid-1950s with the first in a series of Shelsley Specials. His cars were always named after his company, Fairley Steel, making them difficult to distinguish in race reports. After racing a Cooper 500 for a few years, he fitted a 1.5-litre Climax engine which he then supercharged. This device was modified further until he fitted a new chassis to it and this particular Fairley Special set BTD at Shelsley in August 1960. A succession of Chevrons followed during the 1970s, including a sports car and two F2 cars, but he also raced saloons and GTs before finally retiring from competition in 1996 at the age of 83. He was also heavily involved in the Midland Automobile Club, operator of Shelsley Walsh, for two decades.

The B19's second owner was **'Chippy' Stross**, director of Swires of Otley Ltd, Automobile Engineers. Stross was nothing if not an enthusiast, noted by his fellow members of the BARC Yorkshire Centre Committee for his "have-a-go" attitude and for being the very best of losers. However, one member also described him as "an amiable gorilla" and the Harewood program once commented on his many local committee memberships that he was "a sordid nuisance on every one of them". This "inevitable part of the local racing scene" had driven a Lotus Elan in the late 1960s and had been racing a Chevron B8 for the previous three seasons, a 1968 car acquired from fellow northerner Trevor Twaites after it had already done three seasons on the race tracks of Europe. By the end of 1973 the B8 was really showing its age - as was Chippy - and an update to the two-year-old B19 was a good option.

CHEVRON B19 71-28

This Chevron B19 was one of the last to leave the factory in 1971 and was acquired by Reg Phillips in time to appear at the Shelsley Walsh hillclimb in mid-August. Phillips had been racing at Shelsley for nearly 20 years and was a committee member at the MAC, founders of the Shelsley event which was even then a 66-year-old event.

Phillips was following the main Shell-sponsored RAC Hill Climb Championship but instead of being entered for the overall award, he was competing in the Shell Leaders Championship, a subsidiary title based on class positions. He had raced a Chevron B8 in the first half of the season and was lying fourth in this championship. To progress he would need to dominate his class, for sports racing cars over 1600cc, and the Chevron B19 was an ideal tool for that job.

Phillips had all the usual new-car problems at the Worcestershire venue including the wrong spark plugs and a misbehaving gearbox and he could only manage fifth in class. Gurston Down was the car's next outing, on the August Bank Holiday Monday, but Phillips was still coming to terms with the car and only finished third. Prescott was the next round and familiar territory for Phillips who won the over 1600cc racing car class in a time of 48.09s, beating Tony Harrison's 7.2-litre Can-Am McLaren M12C and Phil Scragg who had bought a Lola T212 and ambitiously fitted it with a Traco-Oldsmobile engine. The following weekend the circus moved to Yorkshire for the Harewood round and Phillips won again; his time of 42.87s would have been good enough for the Top 10 if Phillips had been registered for the main Shell/RAC Championship. From there to Scotland for the final round of the series at Doune on 19 September and Phillips won again, breaking the class record and taking over third position in the Shell Leaders championship.

1972

The new season opened at Prescott on 9 April for a round of the BARC/Castrol Hillclimb Championship, which, like the Shell Leaders title, was based on class positions. The FVC engine was proving popular for 1972 and his main rivals at Prescott were David Good who had a Martin BM8-FVC and Phil Scragg, who had given up on the Traco-Oldsmobile route and also had a FVC in his Lola T212. Good took the early initiative and won the class from Phillips. Reg then won the Castrol/BARC class at Harewood two weeks later but all the big guns were in attendance for the Shell/RAC opener at Prescott on 7 May and the Chevron was surprisingly down in third place. He was third again at RAC Wiscombe on 14 May where Good won from Harrison's mighty Can-Am McLaren. Phillips was back on form at Shelsley in June, the Chevron driver winning the class by a narrow margin from Good, but Good struck back straight away at Doune, winning by 0.31s.

Phillips then took an extended summer break, skipping the rounds in Northern Island and the Channel Islands, and returned for the autumn RAC Shelsley on 20 August. The competition had got tougher in his absence as Tony Bancroft now had a brand new Chevron B19 fitted with 3-litre Alpina-BMW engine and he won in 31.79s from Good, Harrison and Phillips - all four were covered by just 0.13s! The next round, at Gurston Down, was ideal for the more powerful cars and Harrison won from Good and Phillips after new class favourite Bancroft messed up both his runs. The Chevron-BMW pilot got it right at Prescott a week later and smashed the class record with Phillips in the Chevron-FVC second. After a disappointing fourth at Harewood, Reg was second behind Bancroft at Doune after Good - tantalisingly close to winning the Leaders title - lost control of his Martin-FVC at the first corner and crashed heavily. Phillips qualified for the Top 10 for the first time but was keen to start the long journey home and gave up his place.

1973

While Phillips had been racing the Chevron in hillclimbs over the previous year and a half, the state of the art in sports car racing, at least as seen from Chevron's base at Bolton, had not moved very far. Chevron's 1972 design had been the B21, virtually identical to a late-season B19 such as 71-28, and their planned 1973 design, the B23, was only a gentle evolution. The Cosworth FVC engine was still the engine of choice for most private teams but Alan Smith had been working hard to develop the engine in conjunction with the leading Chevron teams and his 1900cc version, dubbed the FVC 'B', had been highly successful in Europe in 1972.

So for the 1973 season, Phillips stayed with the B19 but acquired an Alan Smith FVC from the Dutch-based Canon Racing Team who had entered two of the fastest B21s for John Burton and Bob Wollek. This engine had been stretched to 1930cc which involved about the widest bore that the FVC block could then reliably manage. Phillips' old engine, incidentally, was sold to Chippy Stross to go into his Chevron B8.

Phillips first event of the season was the Castrol/BARC event at Prescott on 8 April where he finished second to Phil Scragg, who had bought the dominant 3-litre Chevron-BMW from Tony Bancroft. Phillips was second in class behind Bancroft again at Prescott, but won at Wiscombe in May after Bancroft crashed, setting a class record in the process, and also at Shelsley Walsh in June after the Chevron-BMW's oil pump seized. At Doune he was on scintillating form, smashing the class record and qualifying for the Top 10 Run-Off where he finished ninth. He took another class record at Castrol/BARC Loton Park of 58.44s in August after Scragg again had problems. Scragg turned the tables and pipped Phillips at Shelsley Walsh but then had problems in practice at Gurston Down allowing Brian Alexander to take a surprise class win in his 3.5-litre Ginetta G16-Buick with Phillips second. At Prescott in September, Scragg won from Phillips which qualified Phillips, the only Shell/RAC championship entrant of the pair, for the Top 10 again. After leaving his braking too late at Ettores, he finished last in the Run-Offs.

The championship returned to Harewood a week later and this time Phillips beat Scragg in a fair fight with no mechanical problems to give Scragg an excuse. Reg's time of 41.83s missed the Run-Off by just seven hundredths of a second. The final round was at Doune on 23 September where Phillips was taking it easy as he had already sold the B19 to "Chippy" Stross and didn't want to risk bending it. With Scragg absent, he finished second in class behind the Chevron B8 of future saloon racing star John Cleland and although qualifying for the Top 10 again, he declined the opportunity.

Stross then had his first outing in the car at Castrol/BARC Harewood a week later but was well down the field.

1974

The main contenders in the over 1600cc class during 1974 included two other Chevrons, the well-known 3-litre BMW-powered B19 of Scragg, and a much newer ex-Red Rose Racing B23 acquired by Cleland. Another familiar car in the class was the ex-David Good Martin BM8 now owned by Richard Brown. Stross was not competing for class honours against these three so he was not often mentioned in race reports over the next two seasons.

The highlights of his 1974 season include second place behind Scragg at a BARC event at Harewood in April 1974, an overall win in a very minor MGCC Midland Centre hillclimb at Loton Park on 5 May and second to Richard Brown's Martin in the RAC round at Gurston Brown a week later. He was third behind Scragg and Cleland at Harewood in July but this went completely unreported.

1975

DATE	REFERENCE	DEBITS	CREDITS	BALANCE	PREVIOUS BALANCE
11/10	check		2000.00	(2000.00)	
11/27	36671	6495.00		4495.00	
11/27	ck 133		2000.00	2495.00	

Handwritten notes:
 Chevron B-19, S/N 028
 Fred Opert
 5/17/76

FRED OPERT RACING, INC.
 17 INDUSTRIAL DR., UPLER S. DR. I. VES., N. J. 07093

The GT & Sports racing classes were in terminal decline by 1975 as attention turned to Clubmans cars and Special Saloons. Richard Brown had kept his Martin and the Chevron-BMW was still in use, now driven by Malcolm MacDowel, but neither were competing regularly in the RAC championship. In the more minor events in which Stross competed, the over 1600cc GT & Sports/racing class at Stross's local Harewood typically consisting of just a handful of cars, many of which had become exceedingly familiar to the local fans over years of use. As can be seen from the front cover, Stross was still competing in 1975 but he had now dropped off the radar as far as national press coverage was concerned.

By the end of 1975, after five seasons of constant competition, the Chevron was still in surprisingly original condition, the 1930cc FVC engine being just about its only upgrade. Stross decided to sell the car and it may seem surprising that it would be of interest to F2 team owner and US racing car importer Fred Opert.

Opert was the doyen of American racing car dealers, having started his operation in New Jersey in 1966, and had been Brabham and Chevron dealer for much of that time. As well as brand new cars, Opert had also imported many second-hand cars into the US, mainly from British and Irish club racing, such as former 1-litre Formula 3 cars which were ideal for the 1100cc SCCA Formula C in the late 1960s and early 1970s. The Chevron B19 was eligible for the 'B' Sports Racing class of SCCA racing, for cars up to 2000cc. Of the seven SCCA geographical Divisions, four had been won in 1974 by cars of similar vintage to the Chevron B19 and with relatively few new cars being imported each year, the level of competition was fairly static and a B19 would, on paper at least, be reasonably competitive at Division level. Only a few months earlier, Opert had sold an early-season B19, the ex-DART B19 chassis 71-6 which had been competing in Scottish libre racing, to a racer in Columbus, Ohio.

Opert sold 71-28 to John Krimmell in Evergreen, Colorado in November 1975. Colorado was in an awkward corner of the SCCA structure; too far east to be part of the Californian racing scene but too far west of the Kansas/St Louis axis and too far north of Texan racing. Over the decades that the SCCA operated its Divisional competition, Colorado tried being part of Midwest Division with Kansas and St Louis, and being part of Southwest with Texas and New Mexico, before eventually being carved off into its own Rocky Mountain Division together with New Mexico and Montana. Colorado Region, of which Krimmell would presumably have been a member, had access to Continental Divide Raceways, the main race track in the area and the only one that had been of national importance, holding Indy races and championship

BILL OF SALE

This signifies that, for value received,
 Chevron model B-19 race car, serial number
 028, was sold by John C. Krimmell to Mr.
 C.K. Smith of Armitage, Staffordshire,
 England.

Signed,
John C. Krimmell
 John C. Krimmell
 March 11, 1979
 White Rock, New Mexico,
 U.S.A.

Formula races from 1965 to 1970. The club also held Regional events at Aspen Raceway to the west and in 1975 had organised Nationals at Pueblo and La Junta in south-eastern Colorado. Racing had stopped at Alliance in Nebraska and Garden City, Kansas, so the next nearest place for a resident of Evergreen to race in a National event was a long haul east to Ponca City, Oklahoma. So it is not a great surprise that no record can be found of Krimmell racing the car over the next few seasons. It is likely that he remained racing only at Regional level.

Krimmell later moved south to White Rock, New Mexico where his racing options did not get any greater and in March 1979 he sold the Chevron back to England. The buyer was Chris Smith, soon to become well known as the founder of Westfield Sportscars but then a very successful historic grand prix competitor and engineer. Chris recalls that the car was very original and came complete with FVC engine, quite possibly that same 1930cc Alan Smith unit that had spent so much time running up and down Harewood. He advertised it in Autosport in June 1979 and sold it to local dealer Jonathan Bradburn.

Bradburn's family's company, Bradburn and Wedge, is such a famous name in the West Midlands that a reconstruction of its original frontage from Darlington Street, Wolverhampton now forms part of the Black Country Museum in Dudley. It had been founded by Jonathan's grandfather W.H. Bradburn who bought his first motor car in 1904 and became one of William Morris's first dealers in 1912. Jon joined the family business in 1974 when it was beginning to move out of car dealing into property and he set up a specialist division with particular interest in 1950s and 1960s historic sports and racing cars. Jon recalls that the B19 came with a blown engine and had been painted an ugly shade of purple - or possibly dark brown; colour is not always easy to remember - with the original Reg Phillips orange showing through in places. He remains under the impression that Smith had acquired the car from Ireland, not New Mexico, as were all later owners. Jon sold the B19 to Glasgow historic racer Bob Wilson in a deal on a similarly aged and then largely worthless old racing car, a Formula 2 Brabham BT30. However, Wilson had no opportunity to race the Chevron and it sat untouched for the next two years.

In 1981, the Historic Sport Car Club (HSCC) had a series of racing for late 1960s Historic GT cars and were convinced to expand this to allow cars up to 1971, in keeping with their successful Pre '71 single seater championship. This new category of the HSCC Atlantic Computer Historic GT Championship would come into force in 1982 with the 2-litre category to be sponsored by Bellini Models and the 1971 Chevron B19 immediately became the ideal car for the championship. Jon's old rugby teammate Tony Hill wanted such a car and knowing that Bob Wilson had a very original model, Bradburn put the two in touch and 71-28 moved back south.

The car was prepared by Andy Rouse Engineering (Southam) and would use a 1840cc FVC engine, closer to its original specification than the larger but less trustworthy 1930cc unit. Hill put his white "ex-hillclimb" Chevron B19 on the front row for the opening race at Donington Park 11 Apr 1982 and was a competitive runner throughout the season. The car did not reappear in historic racing in 1983, but in 1984 a deal was done with Alan Minshaw, founder of the highly successful and very heavily promoted race accessories supplier Demon Tweaks, for Hill and Minshaw to co-drive the car in the new Thundersports series. Reports at the time said that the car was fitted with a 2-litre Ford-Cosworth BDG engine but Hill has no recollection of this.

The old B19 was surprisingly competitive at the opening race, qualifying and finishing seventh at Oulton Park on 20 April. However, other competitors got their cars working better thereafter and the highlight of its four remaining races was a sixth place at Oulton Park in September. At the end of the season Minshaw sold the B19 to

(Continued on page 9)

MAJOR RACE HISTORY

Shelsley Walsh	15 Aug 1971	Reg Phillips	Fifth in class
Gurston Down	30 Aug 1971	Reg Phillips	Third in class
Prescott	5 Sep 1971	Reg Phillips	Won class
Harewood	12 Sep 1971	Reg Phillips	Won class
Doone	19 Sep 1971	Reg Phillips	Won class
Prescott	9 Apr 1972	Reg Phillips	Second in class
Harewood	23 April 1972	Reg Phillips	Won class
Prescott	7 May 1972	Reg Phillips	Third in class
Wiscombe Park	14 May 1972	Reg Phillips	Third in class
Prescott	4 Jun 1972	Reg Phillips	Second in class
Shelsley Walsh	11 Jun 1972	Reg Phillips	Won class
Doone	18 Jun 1972	Reg Phillips	Second in class
Shelsley Walsh	20 Aug 1972	Reg Phillips	Fourth in class
Gurston Down	28 Aug 1972	Reg Phillips	Third in class
Prescott	3 Sep 1972	Reg Phillips	Second in class
Harewood	10 Sep 1972	Reg Phillips	Fourth in class
Doone	17 Sep 1972	Reg Phillips	Second in class and did not start in Run-Off
Weston Sprint	30 Sep 1972	Reg Phillips	Won class (new record)
Prescott	8 Apr 1973	Reg Phillips	Second in class
Wiscombe Park	14 Apr 1973	Reg Phillips	Won class
Prescott	6 May 1973	Reg Phillips	Second in class
Wiscombe Park	13 May 1973	Reg Phillips	Won class (new record)
Shelsley Walsh	10 Jun 1973	Reg Phillips	Won class
Doone	17 Jun 1973	Reg Phillips	Won class (new record) and ninth in Run-Off
Loton Park	12 Aug 1973	Reg Phillips	Won class (new record)
Shelsley Walsh	19 Aug 1973	Reg Phillips	Second in class
Gurston Down	27 Aug 1973	Reg Phillips	Second in class
Prescott	2 Sep 1973	Reg Phillips	Second in class and tenth in Run-Off
Harewood	9 Sep 1973	Reg Phillips	Won class
Doone	23 Sep 1973	Reg Phillips	Second in class and did not start in Run-Off
Harewood	30 Sep 1973	Chippy Stross	Unknown
Harewood	14 Apr 1974	Chippy Stross	Second in class
Loton Park	5 May 1974	Chippy Stross	BTD
Harewood	7 Jul 1974	Chippy Stross	Third in class

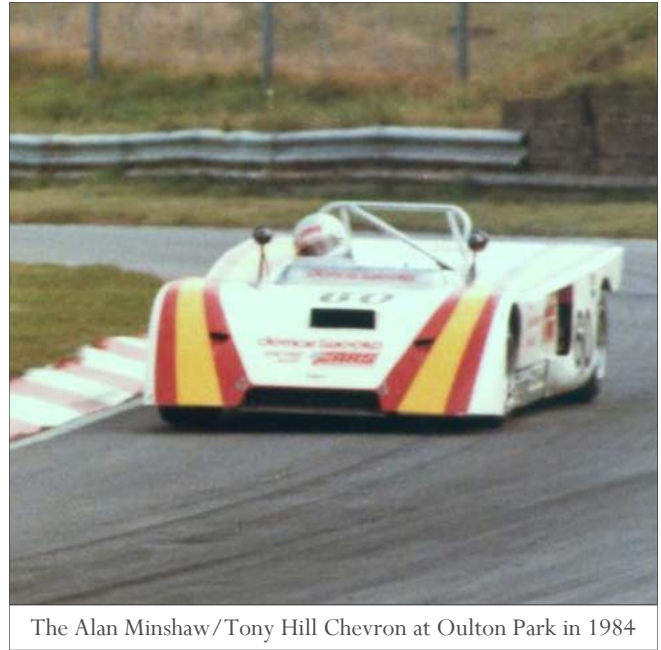
Rounds of the RAC British Hill Climb Championship are shown in bold. In each case, the class indicated is the unlimited sports racing car class.

CHEVRON B19 71-28 (CONTINUED)

(Continued from page 7)

former F1 driver Brian Redman who was then working in Florida and was bringing in a number of historic cars into North America for vintage racing. Redman owned several B19s, one of which still has a '28' frame number, was equipped with a BDG engine instead of the normal FVC, and was brought to the US by Brian Redman in March 1985. This must be 71-28, the BDG-engined car he bought from Alan Minshaw. Redman sold it to Earl Dunn (Gravenhurst, Ontario) who raced it in SVRA events in 1985 before the car underwent restoration by Tony Simms, Dunn, and Alex Purdy in the winter of 1986. It continued to run in SVRA events driven by Redman, Dunn, Lynn St. James, Robert Hubbs and James Redman into the early 1990s.

Dunn then raced 71-28 sporadically mostly on the east coast in Historic Sportscar Racing (HSR) and Brian Redman's Targa Group 66 events until he sold it to fellow Canadian John Hawkes in 2002. Hawkes was not comfortable racing the car, so Dunn took it back and continued to race it up to 2006. In July 2007, Dunn sold the car to Dean Meiling in Nevada and he has continued to race it in major historic events such as the Wine Country Classic at Infineon Raceway in May 2009 and the Monterey Historics in August 2010.



The Alan Minshaw/Tony Hill Chevron at Oulton Park in 1984

STATEMENT OF AUTHENTICITY

Of the 34 Chevron B19s to leave Chevron's Bolton works in 1971, 71-28 is one of relatively few to have a solid ownership history. Most changes of ownership are clearly attested either by documents or by conversations with those involved, leaving just two points which need greater exploration: the move to the US via Opert in 1975 and the return to the US via Brian Redman in 1985. In the first case, the documents reproduced on page 6 show that the car was recorded as "Chevron B-19 S/N 028" in Fred Opert's ledger in 1976 and that the same number was used on Krimmell's Bill of Sale to Chris Smith in March 1979. The sale of the car via Brian Redman is complicated by Redman buying and selling at least two other B19s in the same time frame. However, there is much that gives confidence: the '71-28' frame stamp, the coincident timing and the BDG engine. Taken together, these give a very high level of confidence that the ex-Minshaw car went to Earl Dunn.

Note that the car now also bears a chassis plate stamped '71/28' but this is believed to be a recent addition.

Overall, it must be concluded that the car now owned by Dean Meiling is '71-28', the car sold to Reg Phillips forty-one years ago and that it has a complete and unbroken provenance.

SOURCES

A wide range of sources were used to construct this history but the following specific sources should be noted:

1. Shelsley Walsh report (Motoring News 19 Aug 1971 p42)
2. Autosport 14 Jan 1982 p51, 15 Apr 1982 p51
3. Chevron: The Derek Bennett Story (David Gordon, 1991)
4. *Championnat D'Europe des Sport-Prototypes 2 Litres* (Christian Naviauz, 2004)
5. Brian Redman (email correspondence, September 2009)
6. Alan Minshaw (email via Jeremy Hall, January 2010)
7. Chris Smith (email correspondence April 2011)
8. Jonathan Bradburn (telephone conversation, June 2012)
9. Tony Hill (telephone conversation, June 2012)

OWNERSHIP HISTORY

1. Reg Phillips (Tewkesbury, Gloucestershire) August 1971
2. Chippy Stross (Leeds, West Yorkshire) September 1973
3. Fred Opert (Upper Saddle River, New Jersey) late 1975
4. John C Krimmell (Evergreen, Colorado) November 1975
5. Chris Smith (Armitage, Staffordshire) March 1979
6. Jonathan Bradburn (Wolverhampton, West Midlands) June 1979
7. Rob Wilson (Glasgow, Scotland) 1979
8. Tony Hill (Wolverhampton, West Midlands) 1981
9. Alan Minshaw (Tattenhall, Cheshire) 1983
10. Brian Redman (Florida) late 1984/early 1985
11. Earl Dunn (Gravenhurst, Ontario) 1985
12. John Hawkes (Canada) 2002
13. Earl Dunn (Gravenhurst, Ontario) 2002?
14. Dean Meiling (Incline Village, Nevada) July 2007

Legal disclaimer: The information in this document is based on the sources shown and no guarantee is made of its accuracy. This information should not be used as the basis of any financial valuation of this car or relied upon in any transaction.

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