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**From:**  
**Sent:** Tuesday, February 24, 2015 5:03 PM  
**To:** Allen Brown  
**Subject:** Re: DBE016

Hi  
Did you get a chance to talk to Paul Weldon?  
Best,

Sent from my iPad

On Feb 18, 2015, at 8:47 AM, Allen Brown <[allen@oldracingcars.com](mailto:allen@oldracingcars.com)> wrote:

Alan

No, not yet, as I'm hoping to see him at Stoneleigh on Friday.

Two developments today. Firstly, I have found Weldon entering a B16 at the BARC 'Historic Car Races' meeting at Brands Hatch on 22 October 1978. As well as all the usual pre-68 stuff that was allowed to run in those days, Bin Malkie had his (genuine) B19 on the front row and Simon Phillips had a B16. No mention of Weldon in the race report, just in the preview, so he may not have turned up, but it at least show he was confident that the B16 would be ready on time. So proof he had a complete B16 in 1978.

Second development was that Pete Smith followed through as promised with his pictures of his B16 being "rebuilt". Except that the pictures show a brand new B16. No sign of any corrosion anywhere. All shiny and new. I will be showing these to interested parties on Friday for second opinions.

Best regards  
Allen



Allen Brown  
Editor  
[OldRacingCars.com](http://www.olderacingcars.com)  
<http://www.olderacingcars.com>  
[allen@olderacingcars.com](mailto:allen@olderacingcars.com)

On 16 February 2015 at 01:11, wrote:  
Allen, did you ever get a chance to ask Weldon what he thought of Pete Smith's story?

Sent from my iPhone

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**From:**  
**Sent:** Tuesday, November 24, 2015 12:24 PM  
**To:** Allen Brown  
**Subject:** FW: DBE016

Hello Allen,

I'm referring back to an older email below where you mention if Pete Smith wasn't able to provide pictures of his car before being restored then you will regain confidence in the history of my car. Isn't that still the case? Am I missing something? What do the other Chevron experts think of this situation, Owens, Hadfield, etc.? Would it be possible to show everything to them and get their opinion?

This has probably been one of your nightmare projects, sorry to keep it going.

Best regards,

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**From:**  
**Sent:** Thursday, February 26, 2015 5:27 AM  
**To:**  
**Subject:** FW: DBE016

**From:** [oldracingcars@gmail.com](mailto:oldracingcars@gmail.com) [<mailto:oldracingcars@gmail.com>] **On Behalf Of** Allen Brown  
**Sent:** Wednesday, February 25, 2015 7:53 AM  
**To:**  
**Subject:** Re: DBE016

Hi

I have tried several times but get no reply on his number. The number I have for him is a workshop so maybe he's not there all the time and I was lucky last time. I will keep trying.

But I have something for you that may be more interesting. Attached are the pictures sent to me by Pete Smith. I received these just in time to take them to Stoneleigh last Friday and I showed them to several people, including Paul Owens and the two Chevron Heritage directors Roger Andreason and Tim Coleman. I also showed them electronically to preparation expert Simon Hadfield. Without getting into exactly who said what, I came away with the strong impression that these pictures show a new B16 being built, not an old B16 being restored. Paul Owens was able to pick up several non-original features, including one place where the frame was bolted when it should have been welded, and also that the front subframe wasn't original.

Also attached is an advert I found that pinpoints Weldon's ownership of your car to 1978. The HSCC did not even announce the invitation class for post-1968 cars in their 1979 championships until January 1979. Why would anyone build a B16 out of nothing when there was no category in which to race it?

I will write to Peter Smith this week and tell him that I do not believe the pictures show an old Chevron B16 being restored but a new one being built, and give him the opportunity to show me pictures of the car before it was restored. If he is unable to do that, I think we can regain our confidence in the history of your car.

Best regards  
Allen



Allen Brown  
Editor  
OldRacingCars.com  
<http://www.oldracingcars.com>  
[allen@oldracingcars.com](mailto:allen@oldracingcars.com)

On 25 February 2015 at 01:03,

wrote:

Hi Allen,  
Did you get a chance to talk to Paul Weldon?  
Best,

Sent from my iPad

On Feb 18, 2015, at 8:47 AM, Allen Brown <[allen@oldracingcars.com](mailto:allen@oldracingcars.com)> wrote:

No, not yet, as I'm hoping to see him at Stoneleigh on Friday.

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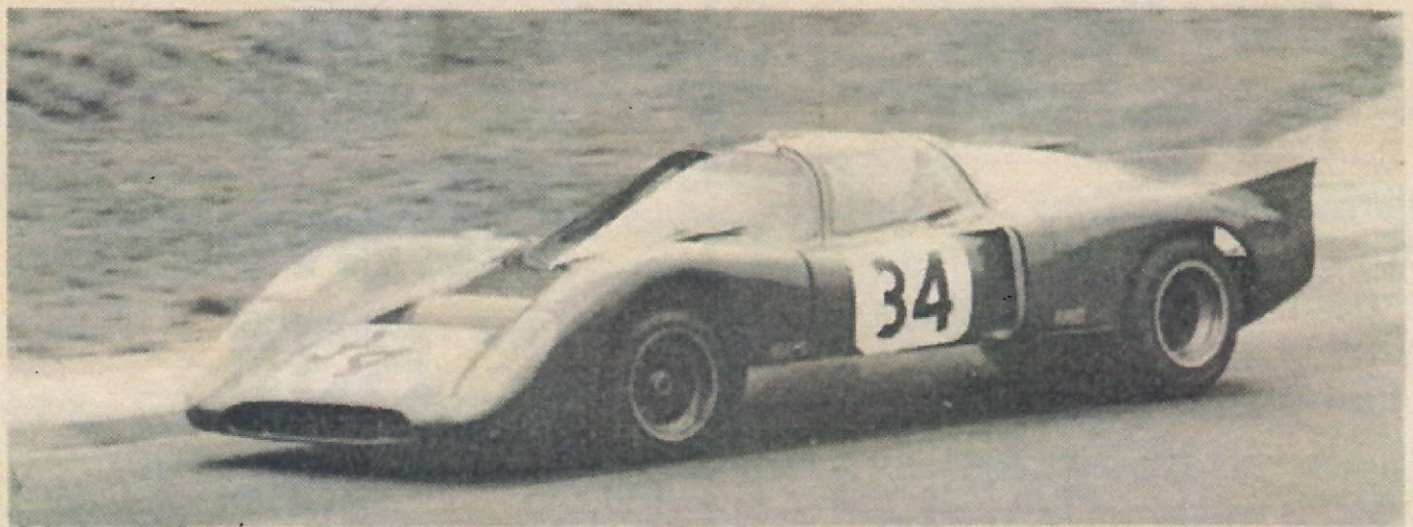
Best regards  
Allen



# For Sale

## Chevron B16

**Chassis No. 16.** Ex Archie Phillips/Adrian Wilkins. Professionally rebuilt to highest standards. **Chassis:** Checked and repaired, restoved and reskinned. **Body:** Refurbished and repainted. All fuel and oil system. All new electric system. Loom for lights, battery switches, screen washer, etc. All to original specification. New screen (Triplex) and side windows. All brightwork/suspension renickelplated. Rebuild includes: New rose joints, drive couplings, wheel bearings etc. Fitted F.V.C. motor rebuilt by Swindon. Unused since. Brake sheet and all bills available. **FT 200 Gearbox.** Rebuilt all bills available. Whole car in as new condition is set up and ready to race. Expensive but unrepeatable in this condition.



*Similar to above but painted white.*

*Contact*

**PAUL WELDON**

**Tel: 074 783 365/323/389**

*or write*

**Church Green Engineering,  
Semley, Nr Shaftesbury, Dorset SP7 9AP.**

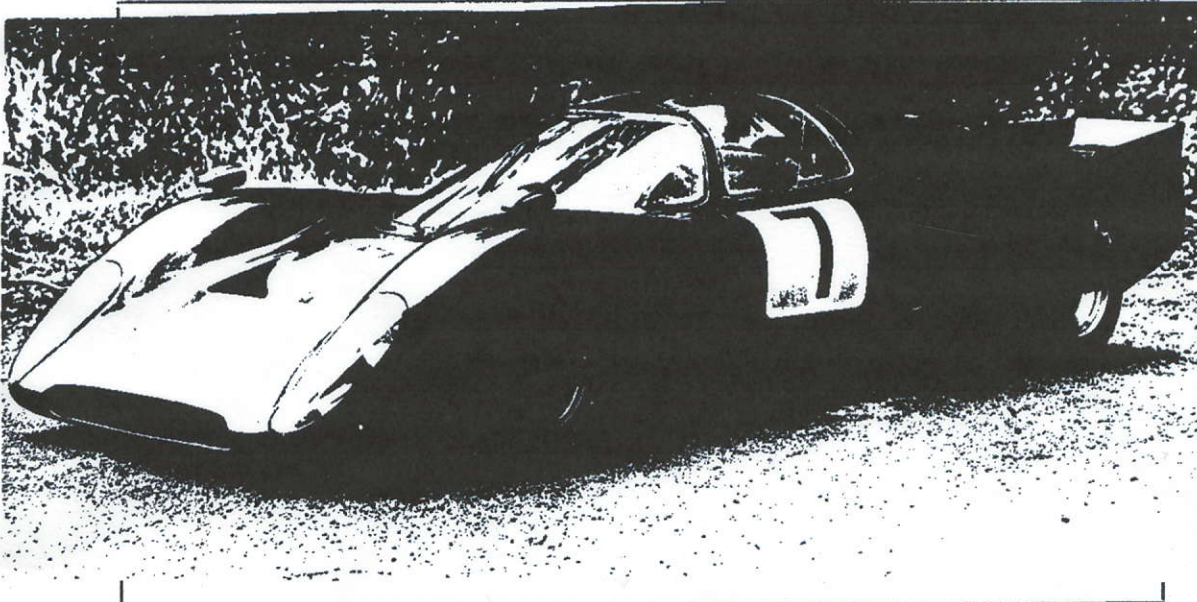




### H.S.C.C. VEHICLE IDENTITY FORM

APPLICANT'S NAME N. B. Hulme  
 MAKE CHEVRON MODEL B16 Date of Manufacture 1969  
 Chassis No. B16016 Registration No. N/A

FOR INTERNATIONAL USE AN FIA HISTORIC VEHICLE IDENTITY FORM IS ALSO REQUIRED FOR RAC & HSCC OVERSTAMP - FORM AVAILABLE FROM RAC MOTORSPORT.



H.S.C.C. OVERSTAMP  
and REFERENCE

HISTORIC SPORTS CAR CLUB  
 RACING  
 21 G.T.  
 27/6/72  
 N.B. Hulme

This form is only valid when verstamped by the H.S.C.C.

**CLASSIFICATION** (for fuller definition refer to Appendix K)

- Authentic — virtually completely original \_\_\_\_\_
- Restored — original specification with some identical replacement parts  \_\_\_\_\_
- Modified — approved modifications within appropriate period \_\_\_\_\_
- Historic special — built during appropriate period not for general sale \_\_\_\_\_

**1 CHASSIS**

- (a) Construction and material STEEL / Mi MONOCOQUE \_\_\_\_\_
- (b) Is chassis original to chassis number \_\_\_\_\_ ~~YES-NO~~ **NO**
- (c) If NO, state when new chassis constructed 1972 circa By Omslon Cars \_\_\_\_\_
- (d) Is chassis to original specification and dimensions \_\_\_\_\_ **YES-NO**
- (e) If NO, state changes \_\_\_\_\_
- (f) Is roll over bar fitted (state number of mounting points if YES) Part of Superstructure \_\_\_\_\_ **YES-NO**
- (g) Is original chassis plate or similar fitted replacement plate by Chevron fitted \_\_\_\_\_ **State which**

**2 FRONT SUSPENSION**

- (a) Suspension type (beam, axle, w/bone, etc.) Double Wishbone \_\_\_\_\_
- (b) Spring medium (coil, leaf, torsion bar, etc.) coil \_\_\_\_\_
- (c) Dampers (frictions, level, telescopic, etc.) telescopic \_\_\_\_\_
- (d) Is suspension to original specification and dimensions \_\_\_\_\_ **YES-NO**
- (e) If NO, is suspension to catalogued option \_\_\_\_\_
- (f) If NO, state changes and additions \_\_\_\_\_
- (g) Is suspension adjustable \_\_\_\_\_ **YES-NO**
- (h) If YES, state type of adjusting mechanism and whether original fitment Yes Bone joints \_\_\_\_\_



### 3 REAR SUSPENSION / AXLE

- (a) Suspension type (live axle, w/bone, trailing arm, etc.) Wishbone / trailing arm
- (b) Springing medium (coil, leaf, torsion bar, etc.) coil
- (c) Dampers (friction, level, telescopic, etc.) telescopic
- (d) Is rear suspension to original specification and dimensions  YES/ NO
- (e) If NO, is suspension to catalogued option  YES/ NO
- (f) Is rear axle/final drive to original specification and dimensions  YES/ NO
- (g) If NO, state changes \_\_\_\_\_
- (h) State clearly any additions (e.g. watts link, radius arms, etc.) \_\_\_\_\_
- (i) Is suspension adjustable  YES/ NO
- (j) If YES, state type of adjusting mechanism and whether original fitment Rose joints yes

### 4 BRAKES

- (a) Type: front Disc rear Disc others \_\_\_\_\_
- (b) Diameter/shoe width: front \_\_\_\_\_ rear \_\_\_\_\_
- (c) Disc diameters: front 12" VENTED rear 10" VENTED
- (d) Caliper type (ali, cast iron, 2 pot, etc.) ali 4 pot
- (e) Disc type (solid, vented) vented \* 4 pot \* Rovers to solid discs for PR 70 racing
- (f) Is braking system to original specification and dimension  YES/ NO
- (g) If NO, is braking system to catalogued option later specification  YES/ NO
- (h) If NO, state changes \_\_\_\_\_

### 5 STEERING

- (a) Type (rack and pinion, worm and peg, etc.) rack & pinion
- (b) Is steering mechanism to original spec.  YES/ NO
- (c) If NO, state changes \_\_\_\_\_

### 6 WHEELS

- (a) Type (wire, pressed steel, etc.) CAST MAG ALU CHEVRON
- (b) Diameter: front 13" rear 13"
- (c) Rim width: front 10" rear 13"
- (d) Are wheels to original spec. and dimensions  YES/ NO
- (e) If NO, state make or pattern \_\_\_\_\_

### 7 TYRES

- (a) Nominal size: front 9.25 x 21 x 13 rear 12.50 x 24 x 13
- (b) Are tyres to original size  YES/ NO
- (c) If NO, are tyres to current HSCC rulings  YES/ NO
- (d) If NO, state original size \_\_\_\_\_

### 8 BODY

- (a) Type (single seater/sports, coupe, etc.) Sports Coupe
- Material glass fibre
- (b) No. seats 2 No. doors 2
- (c) Is body to original spec. and dimensions  YES/ NO
- (d) Is body original Rear section replaced 1979  YES/ NO
- (e) If NO, state differences \_\_\_\_\_

Material

**9 LIGHTING**

- (a) Headlamps: make LUCAS size 6"
- (b) Is lighting to standard specification (position, size, etc.)
- (c) Is lighting wired for and capable of use

YES/   
YES/

**10 ENGINE**

- (a) Make FORD Engine No. \_\_\_\_\_ Date of Manufacture 1969
- (b) No. of cyls. 4 bore 85-6 Stroke 76-0  
Capacity 1850 cc
- (c) ~~2-stroke~~/4-stroke \_\_\_\_\_ supercharger \_\_\_\_\_
- (d) Is engine to original specification for that chassis number
- (e) If NO, state changes \_\_\_\_\_
- (f) Is engine in original position
- (g) If NO, state changes \_\_\_\_\_
- (h) State cylinder head material ALI  
No. of ports 8 No. of plugs 4  
No. of valves 16
- (i) State catalogue options fitted \_\_\_\_\_
- (j) State non-catalogue options fitted \_\_\_\_\_

YES/   
YES/

**10a IGNITION**

- (a) Type (magneto, coil/distr. electronic, etc.) ELECTRONIC / COIL / DISTRIBUTOR
- (b) Is ignition to original specification
- (c) If NO, state changes \_\_\_\_\_

YES/

**10b CARBURATION**

- (a) Type \_\_\_\_\_ Size \_\_\_\_\_ No. of carbs \_\_\_\_\_  
Fuel injection system LUCAS SLIDE
- (b) Are type and number to original specification
- (c) If NO, are type and number to catalogued options
- (d) If NO, state original specification \_\_\_\_\_
- (e) If supercharged, was that car originally supercharged
- (f) Is it to original specification
- (g) If NO, state changes \_\_\_\_\_

YES/   
YES/NO  
YES/NO  
YES/NO

**10c FUEL SYSTEM**

- (a) Type (gravity, mechanical, electrical, pressurized) ELECTRICAL + MECHANICAL
- (b) Is fuel system to standard specification
- (c) If NO, state original specification \_\_\_\_\_

YES/

**10d LUBRICATION**

- (a) System (wet/dry sump, drip, cup and splash, etc.) Dry Sump
- (b) Is lubrication system to standard specification
- (c) Is oil cooler standard \_\_\_\_\_  
fitted \_\_\_\_\_

YES/   
YES/   
YES/

**11 TRANSMISSION (Gear box)**

- (a) Make and type HEWLAND
- (b) No. of forward speeds 5 Year of manufacture 1969
- (c) Is transmission to original spec. and position
- (d) Is transmission a catalogue option

YES/   
YES/NO



## 12 WEIGHT

- (a) Weight of car ready to run less fuel..... 585 kg  
(b) Catalogued weight of original car..... 575 kg

I certify that the answers given are correct and I undertake to notify the authorising Club should any changes be made. I also certify that any entry form for competition purposes will be filled in according to the information on the present form.

Enclose 2 copies of photo (front 3/4 view approx. postcard size) for retention by HSCC and return.

Applicant: N.B. Hulme

THE GRANARY  
Address: DOWN PARK FARM  
CRANLEY DOWN  
WEST SUSSEX RH10 4HU

State if car previously registered: NO

HSCC Membership Number for current year: 108/85

Car's previous history (competition and ownership): originally owned by John Launcey a garage proprietor from Northern Ireland he raced the car in Ireland sold to Adrian Walker in 1970 who had a bad accident with the car at Thurston. Car was not rebuilt and was seen at the factory in 1977 when being repaired for a hardener the partially rebuilt car was purchased by Paul Weldon who completed the car and sold it to John Heath who sold the car on via Romans of Woking to Brian Auger. David Auger raced the car in 1980-81 in HSCC events - exporting it to Australia in 1981 - Car purchased by N.B. Hulme in 1985 and reimported to England (Applicant's signature) N.B. Hulme

We have read the above and certify that, to the best of our knowledge, this car is correctly described subject to the following allowed variations:

now sold to Ernst Shuster in Switzerland

HSCC Classification: HISTORIC SPECIAL GT CLASS E

### NOTES:

- 1 The HSCC reserve the right to require amendments to registered cars for race usage at any time where mistakes as to originality or interpretation thereof are revealed after this form is authenticated. Thus it is in your interest to ensure accuracy of description and fullness of detail when filling in.
- 2 Variations in component size/capacity by way of fitment from related models may be allowed, subject to individual request and to understanding that such variations if allowed may result in the vehicle being allocated a different racing class, at the respective Competition Secretary's discretion.
- 3 Replica components, chassis or bodywork will be considered individually, by the Registrar's Committee as a whole.
- 4 The burden of proof where deviations from catalogue specification or other established norms occur shall lie with the applicant as to the originality of such items.
- 5 The statement that an item is original as to specification and date of manufacture will be taken in good faith by the HSCC and thus will not create precedent applicable to any other application.
- 6 The HSCC reserve the right to require amendments to vehicles for racing purposes which the Committee as a whole consider within the letter, but not the spirit of their regulations in force at the time, or where the registration forms have been knowingly or unknowingly incorrectly filled in and passed for use, or where changes have been made without prior approval.
- 7 HSCC applicable cars must have been manufactured during the appropriate period. The model or individual car must have an international use history as a sports car or single seater or certain G.T. categories (2 seat). Replicas will not be considered nor will models re-manufactured out of the period. Individual cars must have a continuous history from date of manufacture, e.g. a car assembled out of period from spares is unlikely to be considered.
- 8 Applications without **TWO** suitable photographs will not be considered.
- 9 Applications enclosing a **stamped addressed envelope** will be returned where appropriate, those without will not.
- 10 The fee (cheque, postal order, etc. made out to the HSCC) **MUST** be enclosed, that is: £10.00.
- 11 **TWO** copies of registration form must be sent, one for return to applicant.
- 12 The HSCC is empowered to overstamp FIA forms where cars are already registered by club members. Complete FIA forms are then forwarded to the RAC by the appropriate HSCC registrar for RAC over stamping and direct return to applicant. No separate fee is involved but please enclose SAE made out to RAC Motorsport Association Ltd., 31 Belgrave Square, London SW1. Tel: 01-235-8601.
- 13 Applicants should note that individual championships may for the time being have particular technical requirements thus registration does not guarantee championship acceptability and applicants are advised to check this aspect with the Club Office.

### REMEMBER:

**Send to appropriate HSCC Registrar (address in current Newsletter) with 2 PHOTOGRAPHS; Cheque to HSCC for £10.00; 2 Forms.**

Stamped addressed envelope for return to you. **THIS FORM CANNOT BE CONSIDERED UNLESS ALL**