



# 1978 Chevron B36

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Chassis B36-78-KIT-ROC-01



**Manufacturer:** Chevron LTD

**Model:** B36

**Year:** 1978

**Serial Number:** B36-78-ROC-01

**Frame Number:** KIT-ROC-01

**Gearbox Number:** FGA-430

**Logbook:** SVRA

**Condition:** Excellent

**Price:** US \$325,000

**Location:** Philadelphia, PA USA



## Description

Immaculate historically significant Chevron B36. Fresh Richardson motor, lightened bodywork (original as spare). This chassis successfully raced Le Mans multiple years between 1978-1980 and has been expertly cared for since built.

## History

The B36 was the ultimate evolution of the 2-liter sports racing car from Chevron. It featured a full monocoque chassis and more aerodynamic body, front splitter and rear wing, with power from much improved versions of the 2.0 liter BMW M-12, Cosworth BDG or Chrysler Sinca engine, all mated to Hewland FGA 5-speed gearboxes. Only 21 cars were built from 1976-78. The B36 won the 2-liter class at the 24 Hours of Le Mans four years running, from 1977 - 1980.

This is one of the 3 Chevron chassis bought by ROC and run with a Chrysler Sinca engine in the late seventies. The ROC chassis ran Le Mans, with a class win in 1978. The chassis was later converted to a Cosworth BDG in the early 80's.

## Performance Data

- **Class:** SVRA group 7

## Engine

- **Engine Builder:** Jeoff Richardson
- **Manufacturer:** Cosworth
- **Type:** BDG
- **Horsepower:** 315
- **Induction:** Mechanical Injection
- **Heads:** Cosworth aluminum alloy
- **Block:** Cosworth aluminum alloy
- **Main Caps:** steel
- **Crankshaft:** billet lightweight steel
- **Clutch:** 7 ¼ Quatermaster
- **Exhaust:** 2015 GP Headers
- **Total Time:** 0 hours

## Fuel System

- **Fuel Cell:** Yes
- **Manufacturer:** ATL x 2 bladders
- **Age:** 2013
- **Capacity:** 9 gallons
- **Fuel Pump:** Hi & Low Pump Mechanical
- **Fuel Type:** 112 octane leaded
- **Fire Bottle:** 2011



### Oil/Water System

- **Radiator:** Aluminum crossflow (original as spare)
- **Water Rad Location:** front
- **Water Pump:** Aluminum, Ford
- **Oil Cooler:** Yes, Mocal, Side mount

### Electrical System

- **Ignition:** MSD w/ retard control
- **Alternator:** Yes
- **Battery:** PC925 Odessen
- **Data Logger:** VBOX
- **Other:**
  - Jennings distributor (Newly installed)
  - Buschman Starter (Newly installed)

### Transmission

- **Manufacturer:** Hewland
- **Type:** FGA Transaxle
- **Gears:** 5 fwd and reverse  
Currently Gear Ratio:

14/32	2.285
17/30	1.764
19/28	1.473
20/27	1.35
- **Shifter:** H Pattern
- **Midcase:** 2015 newly installed

### Rear End

- **Manufacturer:** Hewland
- **Type:** FGA 400
- **Ratio:** 9/31 CWP (new 2012 - very low hours)
- **Case:** magnesium
- **Differential:** cam & pawl
- **Axles:** CV Joints

### Body

- **Construction:** lightweight glass fibre
- **Color:** White/Orange/Brown
- **Paint:** acrylic enamel
- **Condition:** excellent
- **Car Cover:** Form fitted by Classic Upholstery



## Chassis

- **Type:** spaceframe
- **Builder:** Chevron Ltd
- **Material:** aluminum/mild steel
- **Finish:** grey paint/chrome
- **Condition:** excellent
- **Rear Clip:** chassis gone through completely in 2015
- **Front Suspension:** 2 pc upper A, 1 pc lower A (new), Mag Uprights, tubular mild steel twin wishbone bright nickel, excellent. New front upper caster and camber links
- **Rear Suspension:** 1 pc lower A, 4 trail arms, Camber LK, Mag Uprights,, excellent
- **Hubs:** Front and rear replaced 2013
- **Shocks:** Koni 8201 (new, 1 race)
- **Brakes:**
  - 4 piston AP classic 4 pack - new 2013
  - Cobalt brake pads front and rear
  - Recently replaced rotors 2014/2015
- **Steering:** Alford rack and pinion, rebuilt 2013
- **Wheels:** Technomagnesio (new wheel nuts 2013)
- **Tires:** Avon slicks

## Interior

- **Color/Finish:** polished alloy, black upholstery
- **Material:** foam seat, custom
- **Fire System:** Fully integrated, with electric back-up
- **Gauges:** Newly rebuilt Smith I Stack Tach (Electric)
- **Steering Wheel:** 270mm black
- **Condition:** excellent throughout

## Spares

- **Motor/Engine:**
  - *Period Cosworth BDG available for \$15k*
  - 1 - New MSD blaster 2 coil, in box
  - 3 - Throttle cables
  - Air filter
  - Complete set spare steel braided engine lines
  - Lucas ignition amplifier
  - Lucas distributor and wires
  - Electric fuel pump
  - 3 - Radiator hose elbows
  - Exhaust brace
  -



- **Transmission:**
  - 2 - Input shafts
  - Throw out bearing
  - Numerous gear sets
    - 1- 16/30      1.875
    - 2- 16/32      2.0
    - 1- 15/32      2.133
    - 1- 14/34      2.428
    - 1- 16/42      2.625
    - 1- 25/28      1.12
    - 1- 22/25      1.148
    - 1- 27/31      1.185
    - 2- 21/27      1.285
    - 1- 20/28      1.4
    - 1- 19/27      1.421]
    - 1-18/28      1.555
    - 1- 18/20      1.666
    - 2- 17/29      1.705
    - 1- 17/31      1.823
    - 1- 16/30      1.875
- **Front suspension:**
  - 3 - Caster links
  - 2 - Upper control arms (complete)
  - 2 - Lower control arms (complete)
  - 2 - Coil over springs
- **Rear suspension:**
  - 2 - Lower radius rods (complete)
  - 2 - Upper radius rods (complete)
  - 2 - Left front side bottom parallel links (1 set complete with heim)
  - 1 - Right front side bottom parallel links
  - 1 - Rear bottom parallel link
  - 2 - Camber links
  - 2 - Offset upper clevis
- **Body:**
  - Spare nose (wired for lights)
  - Spare tail
  - Spare bulkhead
- **Brakes:**
  - 2 - Rear Lockheed brake calipers
  - 2 - Spindle brake ducts and hose
  - 2 - 3/4" Lockheed master cylinders
- **Interior:**
  - Double seat



- **Chassis:**
  - 1 - Set original Gotti wheels
  - 1 - Set Chapman wheels
  - 1 - Set 3 piece wheels with rain tires
  - 2 - Roto flex joints
  - Several new and used U joints
  - Complete car set of hubs (need refurbishing)
- **Electrical**
  - Tacho cable
  - Stack tachometer
  - Clubman rev limiter
- **Steering**
  - 1 - Chevron steering rack worm gear
  - Rack end steering joint
- **Others**
  - 2 - Wheel nuts
  - Wheel hub nut socket
  - 3 - Axle drive input flanges



















