

CLASSIC DRIVER



1971 Coldwell C14B

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|---------------------|--|-----------------------|--------|
| Lot sold | USD 76 586 - 90 511 GBP 55 000 - 65 000 (listed) | Drive | RHD |
| Year of manufacture | 1971 | Condition | Used |
| Gearbox | Manual | Location | |
| Chassis number | C14B/006/701 | Fuel type | Petrol |
| Number of seats | 2 | Exterior colour | Other |
| Drivetrain | 2wd | Car type | Other |
| Lot number | 444 | Exterior brand colour | Red |

Description

Designed and built by Bill Needham for 1971 European Group 6 Sports Cars. New Cosworth FVA/C 1840 engine built by Gathercole Race Engines. Original Hewland FT200 gearbox. FIA Historic Technical Passport Class TSRC16. Valid until December 2026. Eligible for Masters FIA Sportscar Series, HSCC Thundersports and the CER Series. Some spares accompanied by 2 sets of spare wheels with Avon slicks and wets. This 1971 Coldwell C14B is an original and well-known car in excellent condition and was one of three cars built by Yorkshires Billy Needham (Coldwell Engineering) in the early 1970's to contest 'Group 6' International Sports Car races. Originally, Group 6 was introduced for the 1966 racing season, at the same time as a new Group 4 Sports Car category. Whilst Group 4 specified that competing cars must be one of at least fifty examples built, Group 6 had no minimum production requirement. Nor did it have a maximum engine capacity limit although there were weight, dimensional and other restrictions placed on the Group 6 cars. The Prototypes and Sports Cars categories each had their own international championships to fight for, but many of the major international endurance races such as the 24 Hours of Le Mans would count as qualifying rounds for both championships. 1968 saw a three-litre engine capacity limit imposed on the Group 6 category.

and the dual-championship format was replaced by a single 'International Championship for Makes' open to both Group 6 and Group 4 cars with Le Mans retaining its place as a championship round. For 1969, the FIA relaxed a number of Group 6 regulations relating to weight, spare wheel, windscreen height and luggage space requirements. Finished in Bright Red and in excellent condition, the car has recently been fitted with a new Cosworth FVA/C 1840 engine built by Gathercole Race Engines, but retains its original Hewland FT200 gearbox. The front suspension incorporates double wishbones with magnesium uprights and the rear utilises trailing links with reversed A wishbones. The front brakes consist of vented discs with AP 4-pot calipers and the rear features solid discs with AR2 calipers. New drive shafts and uprights have been fitted. The car was previously owned by the late Jeremy Lord of F3 and FOTA fame and has a current FIA HTP, Class TSRC16 valid until December 2026. We understand that it's suitable for the FIA Masters Historic Sportscars (Post 66), HSCC Thundersports, and the CER Series. There are some spares, patterns and body moulds available and two sets of spare wheels with Avon slicks and wets will accompany the car. This is a quick, well-prepared car with a fresh engine and would be really enjoyable, particularly in the Masters with the big-bangers battling the smaller-engined sports prototypes and GT cars. Chevrons take on Porsche, Lola and Ferrari, with Osella, Coldwell and Ford all represented, and a well-driven Coldwell could be really competitive on the tighter circuits.

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