

THE INTERNATIONAL ASSOCIATION FOR OWNERS & DRIVERS OF HISTORIC GRAND PRIX CARS



Miles Griffiths leads the Front Engine field into Redgate
 Photograph: Eric Sawyer

GLORIOUS SUNSHINE AT DONINGTON

The HGPCA commenced their 44th season of racing over the Easter Weekend at Donington Park. Donington Masters race weekend was the relaxed start to a high profile season with the feature highlights to come during the year including the Grand Prix de l'Age d'Or at Dijon, Zandvoort Historic Grand Prix, Nurburgring for the 50th Anniversary Oldtimer and the 30th Anniversary of the Classic Spa Six Hours, along with the Oulton Park Gold Cup, Silverstone Festival and that welcome spot of Autumn sunshine to round off the season at Jerez and Portimao.

As in 2022, the sun heralded the start of the new season and everyone was able to feel a little relaxed in the Spring warmth. Following a very wet test session on Wednesday at the circuit there was a certain amount of joyous relief amongst the competitors who, like Rod Jolley, had just about got their overalls dry following the mid-week soaking.

Considering the relatively early start to the season, the final entry in both the Front and Rear engine grids was very promising. Significantly more cars are being found and returned to racing, introducing new faces and some younger blood to the group. Always a healthy indicator for the future of this much-admired series. Fifteen cars for the front engine grid and 25 rear engine cars were entered for qualifying although Charles McCabe would alter that balance by switching from the front to rear engine entry.

In the week prior to the event, three entries were lost all from the rear engines: Tony Ditheridge and Andrea Guarino plus Nick Fennell, who discovered a problem with the Lotus 32 during testing that could not be fixed in time and was a regretful withdrawal.



Miles Griffiths in Max Smith-Hilliard's Lotus 16.
 Photograph: Eric Sawyer

FRONT ENGINE QUALIFYING

First group to qualify were the front engine cars. Miles Griffiths heading the times by a significant margin in Max Smith-Hilliard's Lotus 16. Built in 1958, 362-2 is believed to be the first Lotus 16 produced. Originally raced by the works with Cliff Alison, who crashed it heavily at Oporto, requiring the car to have a new chassis hence the derivation 2 in the numbering.



JULIAN SUTTON
 3 May 1941 - 19 March 2023
 HGPCA Chairman 2000 - 2005

The HGPCA Chairmanship was the ultimate fulfilment of a lifetime's hobby for Julian. He was an engineer first and foremost and not a driver but to race, socialise and help in a small way to steer such a respected group of individuals was, he freely admitted, a great honour.

Donington Park was his favourite circuit and his ambition was to create a large scale historic meeting there and invite the German GP cars of the 1930s. He achieved this by teaming up with Audi Tradition and the VSCC. This meeting would later turn into the VSCC's See Red meetings. Always looking for a new and different approach to race meetings he teamed up with Nick Wigley of Goose Communications and Ron Maydon of Masters and formed Grand Prix Events Ltd. The ambition was to bring historic racing to a TV audience.

Having owned and raced several sports racing and single seaters the cars were traded in with Gerry Porter and his young Manager, Martin Chisholm, for Gerry's yellow A4 Connaught - a 'proper' racing car. The car was beautifully engineered and handled impeccably but more importantly it was a passport to the HGPCA.

Within a few years there was an opportunity for Julian to buy 'the Grand Prix car of his dreams' and so he sold the Connaught and bought the Tasman series twin supercharged ex Collins & Macklin HWM Alta which he raced himself and invited other HGPCA members to drive for a number of years.

CHAIRMAN: PETER HORSMAN TREASURER: ANDREW BEAUMONT
 BOARD OF DIRECTORS: JULIAN BRONSON, ROD JOLLEY, EDDY PERK, STEPHAN RETTENMAIER,
 TED ROLLASON, MARK SHAW

Following in Miles Griffiths' wake were Mark Shaw in his latest acquisition - the Scarab Offenhauser recently purchased from Julian Bronson - with John Spiers third in the ex-Behra 250F. Fourth was Geraint Owen wielding the mighty Kurtis through the twists and turns of Donington, with Rod Jolley, not only dry but highly polished, at the helm of the glistening Lister Jaguar Monza.

A familiar surname, with a different Christian name was next to appear on the timing sheets. Punching above its weight was the Cooper Bristol Mk2 of Oliver Nuthall who was surrounded by a collection of heavier metal in the form of Fred Harper's Kurtis, Charles McCabe's BRM P25-8 which was sadly to be withdrawn with mechanical issues in favour of his rear engine P48 for the races, Tony Smith's Ferrari 246 Dino which does look stunning, and Klaus Lehr's Maserati 250F.

Completing the grid were Paul Grant and Erik Staes in their Cooper Bristols, Nick Topliss - who was having difficulty getting his ERA to run cleanly, Chris Phillips' Cooper Bristol Mk2 and another new face, Simon Hope. Simon was having his first run in Maserati 250F CM4. When built in 1979, this chassis was fitted with engine number 2505 which powered a number of 1950s champions to Grand Prix wins. This is another car that has been missing from the circuit for a significant number of years, having last raced in 2002, Simon purchased it in November and is looking forward to getting to grips with the car over the coming season.



Left to Right: Oliver Nuthall; Paul Grant; Klaus Lehr & Tony Smith - Tony Smith's Ferrari Dino - Rod Jolley & Mark Shaw Photographs by Eric Sawyer

REAR ENGINE QUALIFYING

Following the dominance of Miles Griffiths in the front engine grid, it was the turn of Justin Maeers and Tim Child in their Brabham BT11A and BT3/4 respectively, to take a clear advantage at the head of the rear engine timing sheets. It was that man Mark Shaw who was third in his regular mount, the Lotus 21, who had Philip Buhofer BRM P261 and Michel Kuiper Brabham BT4 hard on his heels.

Tony Lees headed a run of Coopers in his T53 followed by Richard Wilson in the ex-Bruce McLaren T60, with Rod Jolley in Tim Ross's newly acquired T53 hard on his heels. The T53 has recently been brought back from Australia where it was in the hands of Don Thallon and raced as a Yeamon Credit car much like John Clark's T56.

Alex Morton's Lotus 21 formed a wedge between the next gaggle of Coopers headed by Barry Cannell, from John Clark in the Yeomans Credit T56 and Eddie Williams in Charles Gillett's T43. James Hagan was the first of the Lotus 18s from Tom de Gres' Brabham BT14.

We then had a newcomer on the grid - Russell McCarthy in Richard Parnell's Walker Special. Richard's time in the garage being noted by members of the organization team back at the Red Truck. Russell McCarthy will be a name well known to those familiar with MG and MG Car Club racing. The son of the late Roy and brother to Spencer McCarthy, Russell has been racing since the 1990s extensively in MGs but he has also had a two seasons racing Ginettas. With a garage business to maintain, he will be taking part in a limited season with the Walker Special this year, as he gets to grips with his first experience of open wheel racing.

Back to the familiar runners and riders; Tony Smith headed the next Cooper pairing ahead of Elliott Hann, with Nick Taylor and Teifion Salisbury next up in a brace of Lotus 18s before Sid Hoole and Hans Ciers continued the Cooper run.

Then we come to our next newcomer, Arnout Kok, who was having his first race in the unique Netuar. This South African built and raced car was the creation of Rauten Hartman and ran in various guises from 1961 to 1967. Arnout has restored it to its 1964 configuration with a Peugeot 403 engine, which has proved to be a challenge to all involved including the engine builder. First tested in 2019, the intervening Covid years has allowed Arnout to refine the car especially restoring the bodywork, suspensions, brakes etc to be as they were in period. Whilst not the prettiest car on the grid it does have a very distinctive body shape.

Completing the grid were Stephen Banham in the ex-Jim Russell Cooper, Robert Pulleyn and Charlie Martin who would start from the back having not being able to set a time.



Left to Right: Michel Kuiper & Mark Shaw - Rod Jolley, Eddie Williams, Russell McCarthy & Barry Cannell - Barry Cannell, John Clark, Rod Jolley Photographs by Eric Sawyer

FRIDAY RACES

With chocolate eggs on the podium and mini eggs in the Red Truck, you could not escape that Easter feeling and, after what always appears to be a long interval following Portimao at the end of 2022, there were a number of eager bunnies keen to go racing on Good Friday (with a notable absence of any hot or cross drivers before or after the racing).

FRONT ENGINE RACE ONE

The drama began before the cars even got to the grid, with Mark Shaw experiencing problems and having to start from the pit lane. Charles McCabe had had to withdraw his BRM P25 leaving just 13 cars on the grid to be released by the lights for the first time. Miles and the Lotus 16 were in a class of their own. Setting a blistering pace from lights out to build an advantage of almost 5 seconds over second placed John Spiers at the end of the first lap. As John got into his stride with the Maserati, he was able to curb the difference in time to a distance of 3 seconds per lap. Third place was held by Geraint Owen in the Kurtis but Rod Jolley in the Lister had other ideas, slipping past on lap two. Fred Harper in the second Kurtis taking station in fifth place. Owen battled past Rod on lap three keeping him at bay until lap seven.

Further down the order, Mark Shaw - having started from the pit lane, was scything through the grid as he raced towards the front. As he found open space he started to record times closer to the leader setting a fastest lap just a second lower than Miles at the head of the field. By lap four, he had split the dice between Rod Jolley and Geraint Owen, positioning himself for a place on the podium. He could almost smell the chocolate warming beside a trophy. On lap five, Shaw moved into third place, 10 seconds behind John Spiers who was having a lonely pursuit of the very distant Miles Griffiths who had an advantage of over 20 seconds on the chasing Maserati.

On the same lap, the Maserati of Klaus Lehr was passed by the shadowing Ferrari of Tony Smith where he was to stay ahead until the very last lap, when Tony had a problem out on circuit and the positions reversed in Klaus's favour.

With the field spreading out, it was Geraint Owen and Rod Jolley who were providing the entertainment on track as Mark Shaw chipped away at John Spiers' advantage in second place. A young man in a class of his own was Oliver Nuthall, who had a commanding lead of fellow Cooper Bristol runners Paul Grant and Chris Phillips - who towards the end, found himself being pursued by an enlivened Erik Staes who seemed to have been taking it gently on the opening laps. Simon Hope made good progress in the race with his Maserati coming through to finish ninth with a time improvement of just over three seconds a lap between qualifying and race.

On lap eight, Miles pulled the Lotus 16 into the pits with a brake issue, becoming the second retirement of the race. Nick Topliss being the first with a power problem he believed to be a possible magneto issue.

With Griffiths retiring, John Spiers briefly held the lead before Mark Shaw swept through to head the field - a position he was to retain for the rest of the race - coming home 15 seconds clear of John Spiers. A very pleased but surprised Rod Jolley completed the first podium with Geraint Owen finishing fourth and Oliver Nuthall fifth. Fred Harper was the final retirement on lap 14 with a driveshaft failure on his Kurtis.



Left to Right: Miles Griffiths & Geraint Owen - Geraint Owen - Nick Topliss & John Spiers

Photographs by Eric Sawyer

REAR ENGINE RACE ONE

The first race for the Rear Engine cars followed closely after so there was little time for everyone to catch their breath before the HGPCA were on parade again. Plenty of pre-race drama with this grid too. Richard Wilson was a withdrawal with his Cooper T60. The very rare gearbox in the Cooper having a broken connecting rod. What to the writer - as a layman - seems to be quite a complex layout; it appears there are three selector rods within the box, each connecting a pair of gears and it was one of these that had broken. With only six of these boxes having been made, it meant Sid Hoole also had to scratch from the race to go back to base and strip his spare gearbox to return to Donington for Richard to go racing on the Saturday.

On track, the question would be how far up the grid could Charlie Martin get in the Cooper T53 starting from dead last? Joining him at the rear were Rod Jolley who had concerns about his clutch in the Cooper electing to start from the pit lane, along with Charles McCabe in the ex-Graham Hill Gold Cup BRM P48 - replacing his broken P25 after a last-minute dash to collect the car by Hall & Hall.

Justin Maeers made a good start along with Tim Child and Mark Shaw. Fired up from his win in the front engine race, Mark briefly held second place on the rise up to Coppice before slipping back to third. On the following lap, Michel Kuiper slipped past making it a Brabham 1 - 2 - 3 with Philip Buhofer who had slipped behind Tony Lees on the first lap, coming through to join the chain.

Charlie Martin had a terrific first lap passing 12 cars on his progress towards the front. With Rod Jolley attempting to stick with him - passing 10 cars in that opening lap. Charles McCabe was understandably more circumspect with his start as he had not sat in the BRM until taking it to the assembly area.

On lap three, Tim Child set the fastest lap of the race in his pursuit of leader Justin Maeers, but the following two laps gave Justin the gap he needed to gain the lead. Tim was never able to reduce the interval, despite matching or bettering Justin's time on subsequent laps. With the first two positions set, the interest lay a little further down the order with Michel Kuiper and Mark Shaw in a tight battle, being caught by Philipp Buhofer. Charlie Martin was now sixth a little way back from Philipp although lappery was enabling him to continue to close the gap. Behind Charlie was a good tussle between Tony Lees and James Hagan.

SATURDAY RACES

FRONT ENGINE RACE TWO

Race two of the Front Engine grid was little depleted with only 12 cars available to start after Fred Harper withdrew, unable to fix the driveshaft problem from the previous day and, John Spiers' Maserati experienced problems on the run up to the assembly area. Miles Griffiths and Nick Topliss occupied the last two positions on the grid, whilst at the front it was Mark Shaw; then Rod Jolley from Geraint Owen with Oliver Nuthall and Klaus Lehr behind. Miles had passed the entire field to lead by 8/10ths of a second at the end of lap one. However, on lap two, Miles retired to the pits and Rod Jolley seized the opportunity to lead from Geraint Owen with Mark Shaw third. Paul Grant had a fantastic two laps to drop into the lead of Class 5 and fourth place overall from Oliver Nuthall and Tony Smith.

Lap three and Mark Shaw took a lead he was not to lose! Oliver Nuthall regained fourth place and the lead of Class 5 and Tony Smith got the Ferrari up to fifth place. The main battle on track was between Rod Jolley and Geraint Owen. The Kurtis slipping into second on lap 10, holding Rod Jolley and the Cooper back to the final flag. Simon Hope enjoyed a dice with Erik Staes for most of the race. Nick Topliss had another frustrating race retiring on lap seven and Klaus Lehr also retired when it seemed that a small slide may have buzzed the engine. An inspection at the workshop will tell after the race.

Front Engine class winners:

Class 5 Oliver Nuthall; Class 6 Simon Hope; Class 7a Tony Smith; Class 8 Mark Shaw
Front Engine Driver of the Day: Oliver Nuthall.

REAR ENGINE RACE TWO

The second race of the Rear Engine cars again had two fast cars at the back. With both Mark Shaw and a delighted Richard Wilson taking part in race two. After a lot of deliberation, Sid Hoole decided that he would swap the mechanics overalls and don his race suit to have a little play on track.

Tom de Gres was the only non-starter having had to return home before the second day of racing, and Rod Jolley felt that following the first race, the clutch on the Cooper would be safe enough for him to start in his allotted grid position. Arnout Kok and John Clark both had their cars repaired which meant 22 cars on the grid for the start of the race.

Justin Maeers and Tim Child instantly cleared the pack in a formation they were to maintain for the entire race. It was lap five when Justin broke clear from Tim; ending the race with an 11 second advantage. Tim had an even bigger advantage of 26 seconds over third place. Behind them there was quite a race going on. Michel Kuiper seemingly having a target on the back of his Brabham in third place with so many cars looking to get past him.

Initially it was Tony Lees following him, having made a good start to pass Philip Buhofer. Tony taking third place on lap four. James Hagan, with his Lotus 18 cured of its misfire, was the next to pass Michel who found himself swamped as Mark Shaw - from the rear of the grid - motored through as well.

That last step on the podium was certainly a hot prize (those Easter Eggs must have tasted so good). On lap seven, James Hagan took his stab at that third spot, and on the following lap he had Mark Shaw on his tail. It was close. As the battle raged ahead, the distinctive scream of the Cooper T60 announced Richard Wilson's progress through the order. Bedding the repaired box in gently, Richard picked his way through the field so that by the time Hagan occupied third, he had Alex Morton as the one car between him and the five car dice from third to seventh place.

On lap nine, after his second pit stop, John Clark retired the Cooper which was quick when going but presumably the gearbox was still causing problems. Tony Smith had retired his Cooper T51 earlier and the remaining cars on track would be racing to the flag.

Michel Kuiper, having dropped down the order, was now finding space to relaunch his advance back to third place. On lap 11, Michel was shadowing James Hagan, and that podium chocolate was in touching distance. Tony Lees whose early race had gone so well was back to seventh place with Richard Wilson now eighth having passed Alex Morton, but with delays in traffic, he was now 12 seconds behind.

Lap 15 is probably one James Hagan would like to forget and probably not have recorded in a race report. Unfortunately, James thought it was the last lap and slowed down. He dropped from third place to seventh! Michel put his foot to the floor recording his fastest lap for the race to break the tow from the closely following pack of Mark Shaw, Philipp Buhofer and Tony Lees. James did not slow down enough to help Richard Wilson, but he did close the gap to within 2 seconds. A very dramatic end to what had been an exciting race throughout.

Rod Jolley seemed to lack the pace he had in the Cooper's first race of the weekend. Maybe he needed the impetus of chasing down the pack rather than being pursued at the beginning.

Rear Engine class winners:

Class 7b Tony Lees; Class 7c Elliott Hann; Class 9 Barry Cannell; Class 10a Mark Shaw; Class 10b Arnout Kok; Class 11 Philipp Buhofer;
Class 12 Justin Maeers Rear Engine Driver of the Day: James Hagan.

Race report: Alan Jones



Left to Right: Tom De Gres, Alex Morton - Elliott Hann, Eddie Williams & Russell McCarthy - Alex Morton & Tim Child
Teifion Salisbury, Charles McCabe, Hans Ciers, Sid Hoole, John Clark & Mark Shaw

Photographs by Eric Sawyer



Donington Masters

Good Friday 7 April and Easter Saturday 8 April 2023

Front Engine Races:								
Position	Race Number	Driver	Owner	Car	Chassis No	cc	Year	Colour
Class 3 - Pre 1939 1.5 Litre Voiturette Cars								
DNF	4	Nick Topliss	Nick Topliss	ERA R4A	R4A	1988	1935	Blue
Class 5 - 1952/53 2 litre Grand Prix Cars								
4	21	Oliver Nuthall	Ian Nuthall	Cooper Bristol Mk II		1971	1953	BRG
6	19	Paul Grant	Paul Grant	Cooper Bristol Mk II	CB-3-53	1971	1953	Blue/Red
8	36	Erik Staes	Erik Staes	Cooper Bristol Mk II	CB-7-53	1971	1953	Blue/Red nose
9	33	Chris Phillips	Chris Phillips	Cooper Bristol Mk II	CB-6-53	1971	1953	Green/Yellow
Class 6 - 1954 - 1958 Grand Prix Cars								
7	123	Simon Hope	Simon Hope	Maserati 250F CM4	CM4	2500	1954	Red
DNF	34	John Spiers	John Spiers	Maserati 250F 2516	2516	2494	1955	Red
DNF	248	Klaus Lehr	Klaus Lehr	Maserati 250F CM5	CM5	2500	1957	Red
Class 7a - Pre 1961 Front Engine Grad Prix Cars								
5	5	Tony Smith	Tony Smith	Ferrari 246 Dino	4	2471	1960	Red
DNS	8	Charles McCabe	Charles McCabe	BRM P25-8	258	2500	1958	Green
DNF	16	Miles Griffiths	Max Smith-Hilliard	Lotus 16 362-2	362-2	1995	1958	Green
Class 8 - Formula Libre, Indianapolis & Intercontinental Cars								
1	30	Mark Shaw	Mark Shaw	Scarab Offenhauser	3	2500	1960	Blue/White
2	77	Geraint Owen	Geraint Owen	Kurtis 500C	376	4454	1954	Maroon
3	2	Rod Jolley	Rod Jolley	Lister Jaguar Monza GP	BHL 109	3781	1958	Silver
DNF	9	Frederic Harper	Frederic Harper	Kurtis KK 500 G	500 G2-14	4100	1957	Red/white
Front Engine Driver of the Day: Oliver Nuthall								
Rear Engine races:								
Class	Race Number	Driver	Owner	Car	Chassis No	cc	Year	Colour
Class 7b - Pre 1961 Grand Prix Cars								
6	87	Tony Lees	Tony Lees	Cooper T53	F1-53-60	2495	1960	Green/White
7	54	James Hagan	James Hagan	Lotus 18	903	2500	1961	Blue/White
11	44	Russell McCarthy	Richard Parnell	Walker Special	Tec Mec Tipo 10	2495	1960	Blue/white
14	12	Charles McCabe	Charles McCabe	BRM P48	48/7	2500	1958	Green
DNF	5	Tony Smith	Tony Smith	Cooper T51	F1-8-59	2500	1959	Dk Blue
DNF	59	Charlie Martin	Paul Waine	Cooper T53	F2-16-60	2495	1960	Green
Class 7c - Pre 1961 Formula 2 Cars under 1.5 Litres								
16	60	Elliott Hann	Elliott Hann	Cooper T41	F2-5-57	1460	1956	Blue
17	41	Sid Hoole	Sid Hoole	Cooper T41		1500	1956	Unpainted
18	45	Hans Ciers	Hans Ciers	Cooper T45	F2-28-58	1500	1958	Green
20	92	Stephen Banham	Stephen Banham	Cooper T45	F2-8-58	1475	1958	Silver
Class 9 - Pre 1961 Grand Prix/Formula 2 Cars under 2 Litres								
12	3	Barry Cannell	Barry Cannell	Cooper T51	F2-28-59	1960	1959	Red
13	43	Eddie Williams	Charles Gillett	Cooper T43	F2-3-57	1964	1957	BRG
Class 10a - Pre 1964 1.5 litre Formula 1 Cars								
4	99	Mark Shaw	Mark Shaw	Lotus 21 937	937	1495	1961	Green/Yellow
9	75	Alex Morton	Alex Morton	Lotus 21 939/952	939/952	1498	1961	Green/gold
15	20	Teifion Salisbury	Teifion Salisbury	Lotus 18 912	912	1500	1960	Dk Blue
DNF	46	Robert Pulleyn	Robert Pulleyn	Lotus 18 909	909	1500	1960	Green/Yellow
DNF	55	Nick Taylor	Nick Taylor	Lotus 18 914	914	1495	1961	White
DNF	56	John Clark	John Clark	Cooper T56	YC/F1/61	1473	1961	Blue/Orange
Class 10b - Pre 1966 Formula 1 Cars and 1964/66 Formula 2 Cars under 1000cc								
19	27	Arnout Kok	Arnout Kok	Netuar	3	1500	1964	Red
DNF	72	Tom De Gres	Tom De Gres	Brabham BT14	F Libre-8-65	1498	1965	White/Blue
Class 11 - Pre 1966 1.5 Litre Formula 1 Cars								
5	50	Philipp Buhofer	Philipp Buhofer	BRM P261-2	261-2	1498	1964	Green
8	14	Richard Wilson	Richard Wilson	Cooper T60	F1-17-61	1500	1962	Dk Green/White
Class 12 - Pre 1966 Tasman and Intercontinental Cars under 2.7 litres								
1	65	Justin Maeers	Justin Maeers	Brabham BT11A	IC-1-64	2495	1964	Red/White
2	76	Tim Child	Tim Child	Brabham BT3/4	F1-2-62	2497	1962	Red/Green
3	63	Michel Kuiper	Michel Kuiper	Brabham BT4	F1-4-63	2700	1963	Red
10	2	Rod Jolley	Tim Ross	Cooper T53	F1.2.61	2700	1961	Green/red
Rear Engine Driver of the Day: James Hagan								



Photographs Clockwise:

Podium (L to R) - Geraint Owen, Mark Shaw & Rod Jolley

Geraint & Rod post-race interview!

Glorious sunshine in the paddock

Oliver Nuthall (Front Engine Driver of the Day) with Paul Grant
Photograph Seiko Masuda

Mark Shaw leads the field

Simon Hope Maserati 250F

Oliver Nuthall & Tony Smith

Photographs by Jim Houlgrave



Photographs Clockwise:

Podium (L to R) - Tim Child, Justin Maeers, Michel Kuiper

Charlie Martin locks up

Charlie Martin, Eddie Williams, Barry Cannell & John Clark

Charles McCabe switched to his BRM P48

Arnout Kok's Netaur

Philipp Buhofer, Tony Lees & James Hagan

James Hagan, Tom De Gres, Russell McCarthy & Tony Smith

Photographs by Jim Houlgrave



Cooper T43 - F2-15-57 1500cc

1957 ex Lance Reventlow (heir to the Woolworths fortune)
Race history includes: 1957 Santa Barbara, winning at Pomona;
1957 Avant Cup at Goodwood; 1957 Prix De Paris; 1957
Nassau Trophy; 1958 Palm Springs; Monaco Grand Prix

Stunning condition, fully restored.

Supplied with majority of components for spare engine.

Complete with full race support equipment.

Jigs for body fabrication.

£150,000 - Offers considered

Contact T Wilkinson: tmwe888@gmail.com



Turner F2

1953 Formula 2 car designed and built for then director of Turner Sports cars, John Webb. All aluminium Lea-Francis Turner engine. Regularly used by John himself and - with more success - Jack Fairman.

Offered from long term family ownership since late 1950s. Largely unused since the early '60s, before a complete restoration by Rod Jolley around 1990. Recommissioned in 2017 with IN Racing including gaining HTP Papers and removable safety equipment. Successfully completing races at VSCC Silverstone and the Goodwood Members Meeting in 2018.

One of a kind two-owner car with complete history and documents, including original receipt and letter for exemption of purchase tax!

Potentially eligible for events including Monaco Historique and HGPCA races.

Contact Will Nuthall: Email - will@inracing.co.uk Telephone: 01159 780663

2023 CALENDAR

7/8 APRIL, 2023 - DONINGTON MASTERS HISTORIC

2-4 JUNE, 2023 - GRAND PRIX DE L'AGE D'OR, DIJON, FRANCE

16-18 JUNE, 2023 - ZANDVOORT HISTORIC GRAND PRIX, HOLLAND

28-30 JULY, 2023 - OULTON PARK GOLD CUP, UK

11-13 AUGUST, 2023 - 50TH OLDTIMER GRAND PRIX, NURBURGRING, GERMANY

25-27 AUGUST, 2023 - SILVERSTONE FESTIVAL, UK

28-30 SEPTEMBER, 2023 - SPA SIX HOURS, SPA-FRANCORCHAMPS, BELGIUM

21/22 OCTOBER, 2023 - JEREZ, SPAIN

27-29 OCTOBER, 2023 - ALGARVE CLASSIC FESTIVAL, PORTIMAO, PORTUGAL



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