Our passion is classic competition cars

1974 - Ensign N174



Make:	Ensign
Model:	N174
Year:	1974
Location:	Italy
Type:	Single Seater
Chassis Number:	MN02
Road Registered:	No
Competition Ready:	Yes
FIA HTP:	Yes
Exterior Color:	White HB Alarmsystemen
Price:	P.O.A.

Key Features

- Early and iconic 1974 Ensign F1 with extensive 1974 to 1976 period history
- Driven by Brian Redman, Vern Schuppan, Mike Wilds, Roelof Wunderlink, Gijs Van Lennep and Chris Amon
- Fully rebuild by renown Protech (Italy) on a new tub; original period tub included
- Sold in race-ready condition with everything current, valid FIA HTP and good spares
- Eligible for all Historic F1 races and events including Monaco Historic Grand Prix

Description

We have the pleasure to offer this iconic "High Airbox" 1974 Ensign N174 Formula One car for sale.

Ensign Racing was founded in 1970 by British engineer and team principal Morris “Mo” Nunn. After establishing the marque in Formula 3, Nunn took the ambitious step into Formula One in 1973 with the Ensign N173, which made its World Championship debut at the French Grand Prix with Rikky von Opel. The N174, introduced for 1974, was therefore Ensign’s second Formula One design: an evolution of the N173, refined as the small, independent team developed its engineering and Grand Prix experience. Operating with limited resources against much larger manufacturers, Ensign became a distinctive part of the independent-constructor era of Formula One. Nunn remained closely associated with the team’s technical development before later building an outstanding career in American open-wheel racing, including championship-winning work in CART.

Chassis MN02 has an unusually extensive documented competition history, with World Championship appearances across the 1974, 1975 and 1976 seasons, followed by British Formula Libre, Shellsport and Aurora racing. Its period drivers included Brian Redman, Vern Schuppan, Roelof Wunderink, Gijs van Lennep and Chris Amon. The car’s subsequent return to historic competition gives it a particularly compelling link between the original Grand Prix era and today’s historic Formula One scene.

Rebuilt at the end of 2023 around a brand-new monocoque constructed by renowned racing engineer Massimo Pollini of Protech (Italy), with new mechanical components, MN02 is powered by a Cosworth DFV V8 last rebuilt by Richardson Engineering (UK). Protech has maintained the car since its reconstruction, with no expense spared. The original 1974 monocoque has been preserved and accompanies the car. Three dedicated documentation binders cover the 1974, 1975 and 1976 seasons.

Period competition & subsequent history *(Detailed race history is below in the History section)*

- 1974: MN02 was campaigned by Team Ensign. Brian Redman finished eighth in the non-championship International Trophy at Silverstone; Vern Schuppan finished 15th in the Belgian Grand Prix and also drove the car at Monaco and other Grands Prix. Mike Wilds drove later in the season.
- 1975: The car competed for the HB Bewaking-backed Ensign team, driven principally by Roelof Wunderink. Gijs van Lennep finished 10th at the Dutch Grand Prix.
- 1976: Chris Amon raced MN02 at the beginning of the season, taking fifth in the non-championship Race of Champions and eighth in the United States Grand Prix West at Long Beach. Later that year the car entered British Shellsport and libre events, driven by Guy Edwards, John Lepp and Mike Wilds, among others.
- 1979: MN02 appeared in Aurora British Formula One and other events with Robin Smith and Richard Jones. Jones crashed

the car at Snetterton in May 1979. Published chassis research reports that the damaged car subsequently passed to George “Welly” Potter, who used its running gear in a Lotus Esprit project, leaving MN02 as an incomplete collection of parts.

At the end of 2022, MN02 was sold by UK collector Sid Hoole to its current owner who immediately commisioned a comprehensively rebuild around a brand-new monocoque constructed by renowned racing engineer Massimo Pollini of Protech (Italy), incorporating new mechanical components. The original 1974 monocoque survives and is included in the sale, providing an important physical link to the car’s period Formula One history. Since completion of the rebuild, MN02 has participated in the Masters Historic F1 race series and also at the Monaco Historic GP in 2024 and 2026 demonstrating the car's pace and reliability.

Current Condition & Documentation

MN02 is sold in 100% race-ready condition with all date-related items current and with an FIA HTP valid until 2024. Expiry dates are as follows: Harness 2028, Fire extinguisher May 2027, Fuel bladder Nov 2028, Crack Testing 2028. The car's Cosworth DFV V8 was last rebuilt by Richardson Engineering (UK) and has since covered a distance of approximately 1,600 km versus Richardson’s recommended engine life-cycle of 2,500 km. Accordingly, 64% of the interval has been used, leaving approximately 900 km (36%) until the next indicated rebuild point.The car comes with two additional sets of wheels; suspension components excluding uprights; complete spare nose and nosebox. Further spares may be available by separate arrangement.

The car is very well documented including three dedicated Ensign N174 MN02 documentation binders covering its 1974, 1975 and 1976 racing seasons.

This pristine 1974 Ensign N174 chassis MN02 represents a rare opportunity to acquire a genuine, well documented Formula One car with an exceptional period competition history and proven contemporary racing credentials. MN02 offers its next custodian an exciting, race-ready entry into the world of historic Formula One, including prestigious international events such as the Monaco Historic Grand Prix.

History

Known custody and ownership chronology & race history

	Custodian / entrant	Evidence and qualification
1974–1976	Team Ensign / HB Bewaking Team Ensign	Works-team operation
1976	Post-works British entries	Guy Edwards / Ultramar Ensign, PR Reilly / Plus One and other entrants
1979	Robin Smith / Smith & Jones Racing	Period entries with Robin Smith and Richard Jones
After May 1979	George “Welly” Potter	Reported acquisition of damaged car; parts used for Lotus Esprit project
Until Sept./Oct. 2022	Sid Hoole (UK)	Previous owner
Sept./Oct. 2022–present	Current owner	Purchased directly from Sid Hoole; commissioned comprehensive early-2023 rebuild.

1974

Date	Event	Driver	Result
1974-01-13	Argentinian GP	Rikky von Opel	Did not start
1974-01-27	Brazilian GP	Rikky von Opel	Did not arrive
1974-03-17	Race of Champions	Rikky von Opel	Did not start
1974-03-30	South African GP	—	Did not arrive
1974-04-07	International Trophy	Brian Redman	8th
1974-04-07	International Trophy	Rikky von Opel	Did not arrive
1974-05-12	Belgian GP	Vern Schuppan	15th
1974-05-26	Monaco GP	Vern Schuppan	Retired
1974-06-23	Dutch GP	Vern Schuppan	Disqualified (source attribution)
1974-07-07	French GP	Vern Schuppan	Did not qualify
1974-07-20	British GP	Vern Schuppan	Did not qualify
1974-08-04	German GP	Vern Schuppan	Retired
1974-09-08	Italian GP	Mike Wilds	Did not qualify
1974-09-22	Canadian GP	Mike Wilds	Did not qualify
1974-10-06	United States GP	Mike Wilds	Not classified

1975

Date	Event	Driver	Result
1975-03-16	Race of Champions	Roelof Wunderink	10th
1975-04-13	International Trophy	Roelof Wunderink	Retired
1975-04-27	Spanish GP	Roelof Wunderink	Retired
1975-05-11	Monaco GP	Roelof Wunderink	Did not qualify
1975-06-22	Dutch GP	Gijs van Lennep	10th
1975-08-03	German GP	Gijs van Lennep	Spare, unused
1975-08-17	Austrian GP	Roelof Wunderink	Not classified
1975-09-07	Italian GP	Roelof Wunderink	Did not qualify

1976

Date	Event	Driver	Result
1976-03-06	South African GP	Chris Amon	14th
1976-03-14	Race of Champions	Chris Amon	5th
1976-03-28	United States GP West	Chris Amon	8th
1976-04-11	International Trophy	Chris Amon	Did not start
1976-05-16	Belgian GP	Antonio Bernardo	Did not arrive
1976-06-20	Shellsport, Brands Hatch	Guy Edwards	15th
1976-06-27	Shellsport, Mallory Park	Guy Edwards	Entry list
1976-07-04	Alan Eccles Trophy, Silverstone	John Lepp	3rd
1976-08-01	Shellsport, Snetterton	Mike Wilds	Did not arrive
1976-08-30	Shellsport, Brands Hatch	Mike Wilds	19th
1976-08-30	Shellsport, Brands Hatch	Antonio Bernardo	No official practice
1976-09-12	Shellsport, Thruxton	Mike Wilds	5th
1976-09-12	Shellsport, Thruxton	Antonio Bernardo	Did not arrive
1976-10-24	Shellsport, Brands Hatch	Antonio Bernardo	Entry list

1979

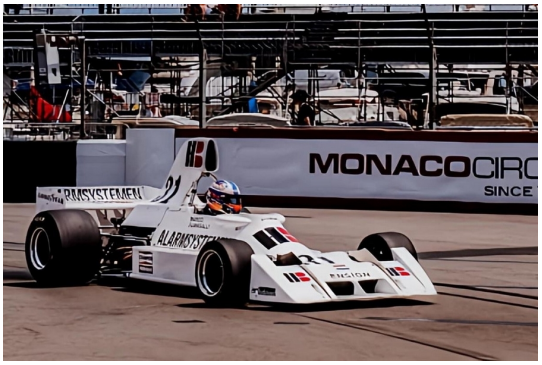
Date	Event	Driver	Result
1979-04-01	Aurora, Zolder	Robin Smith	11th
1979-04-08	Mogil Motors Trophy, Ingliston	Robin Smith	Entry list
1979-04-13	Aurora, Oulton Park	Richard Jones	Retired
1979-04-15	Race of Champions	Robin Smith	13th
1979-05-20	Aurora, Snetterton	Richard Jones	Did not start (crashed)

Pictures (For size reasons, we have limited the PDF-file to 10 pictures)





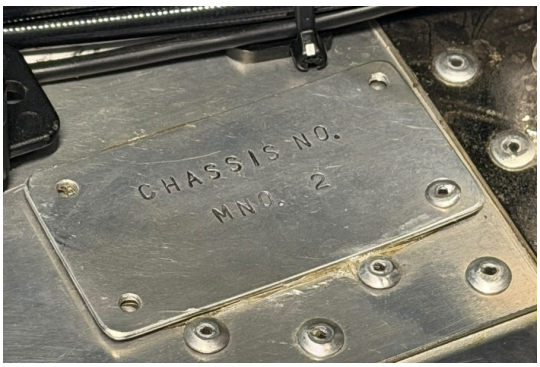








Roelof Wunderink - Autriche 1975





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