

J.D Classics[®]

VOLUME 1



J.D Classics[®]
— CONTENTS —

08 BREAKFAST MORNING
12 GOODWOOD REVIVAL
20 MILLE MIGLIA
26 MONACO HISTORIQUE
30 SALVADORI XK120
40 ALGARVE CLASSIC FESTIVAL

LONDON +44 (0)207 1251400
MALDON +44 (0)162 1879579

info@jdclassics.co.uk
www.jdclassics.co.uk

WONDERFUL CARS. MADE PERFECT





CONNAUGHT

THE CONNAUGHT HOTEL

OVT 325



POB
222M



Lotus





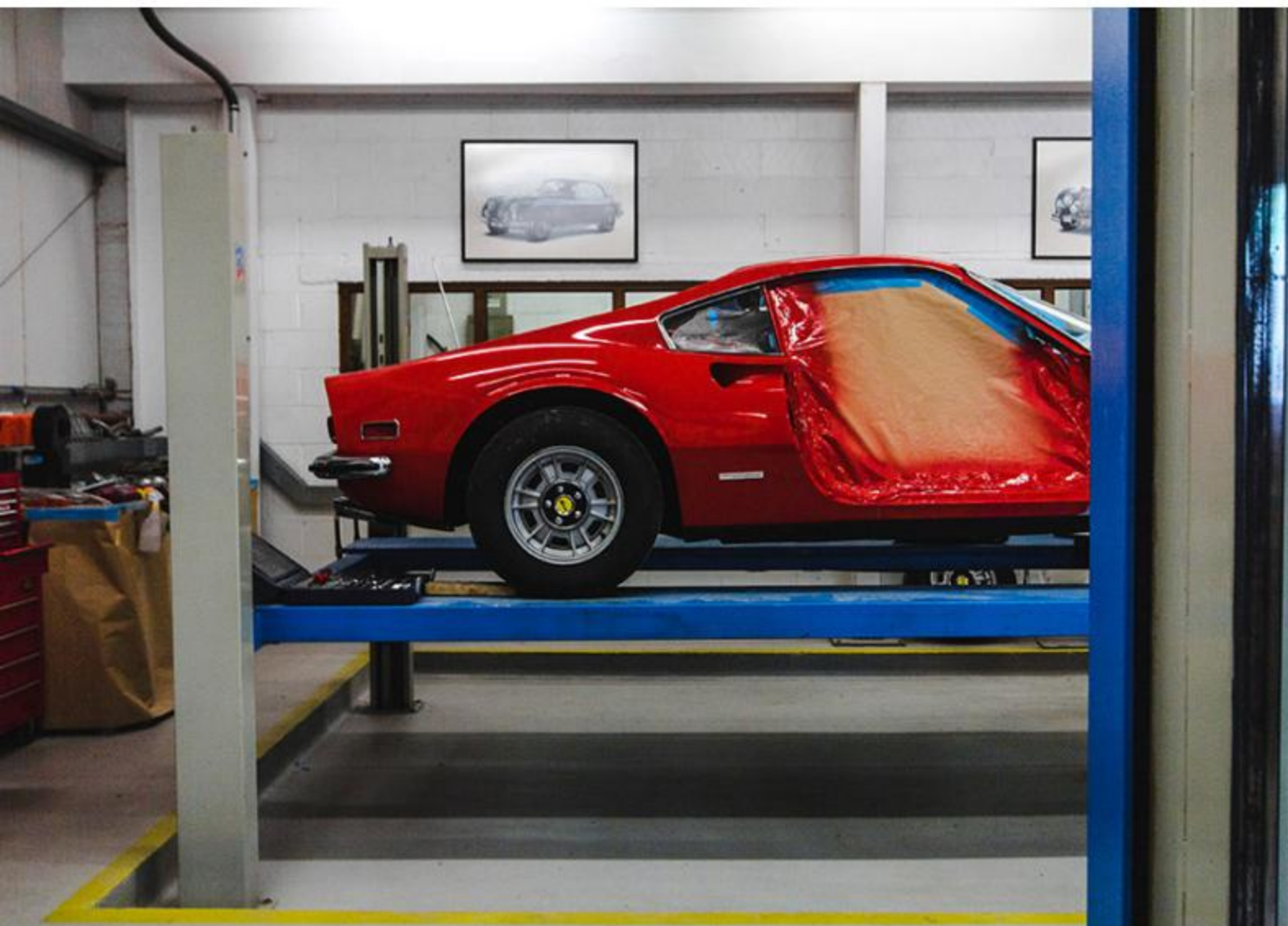




B R E A K F A S T M O R N I N G

JD Classics swung open its gates once more for the public to marvel at the fine selection of automobiles on display and listen to endurance racing legend and five-time Le Mans winner, Derek Bell, talk through his adventures in the driving seat







On Sunday 23rd October, JD Classics were pleased to host their annual breakfast morning this year with guest speaker, Derek Bell MBE. With over 500 invited guests and ballot winners in attendance, the morning looked set to be another unforgettable morning for all classic car enthusiasts.

With gates open at 8.30am, guests were able to view the workshops and seven showrooms that make up the JD Classics HQ before our guest speaker took to the stage in the main workshop at 10.30am.

Journalist Simon Taylor acted as compere for the morning's proceedings as the former five time Le Mans winner took to the stage in the main workshop.

As Simon Taylor led the conversation with the man described as 'the greatest British endurance racer of all time', the conversation began to delve into his illustrious career including his five wins at Le Mans 24 Hour, three at the 24 Hours of Daytona and a victory at the 1000km of Nurburgring.

Questioned as to the qualities that make up a good endurance racer, Derek Bell said: "You have to have good hands; you need quite a gentle touch on the wheel so you can actually feel what the car is doing, and you can't do that if you're gripping the steering wheel like it's your last drive."

Having been paired with many famous faces within the motor racing World throughout his career, perhaps the most famous of these was Jacky Ickx with whom he won three of his five Le Mans titles alongside and referred to as 'a bloody star. He's very quiet but respected by absolutely everyone.'

In contrast, his partnership with his later Le Mans winning partner Hans-Joachim Stuck got off to shakier beginnings; "He's completely different (to Ickx)! He was bloody quick, but he used to crash a lot and he was never sure why! Years later, he said, 'Do you know why I was with you racing? Because they (the team leaders) thought you might calm me down and turn me into a proper racing driver!'" Despite this, the pairing worked well to achieve two consecutive Le Mans title in 1986 and 1987.

Off the track, Derek was also involved with the development of the 1971 Steve McQueen film Le Mans and recalled the moment where things got a little bit too close for comfort during an on-track filming scene; "We came round a corner – Jo (Siffert) in a Porsche 917 and me in a Ferrari 512 – both going absolutely flat out, and there was this cameraman right in the middle of the road! Jo parked up and said to McQueen, 'someone is going to get killed...who was that in the middle of the road? To which McQueen replied, 'It was me!'" Such stories were received with laughter from the morning's captivated audience

As the morning progressed, Simon Taylor opened the questioning out to the floor with guests eager to question the endurance racer on his career. Asked what were his highlights from a racing career spanning over 50 years, Bell selected his 1995 Le Mans 24 Hours race with his son Justin in a McLaren F1 GTR as a memory that stuck out in particular; "We were actually leading the race for 12 hours, in what was essentially a road car, and despite it being the wettest Le Mans 24 Hours ever. But right near the end we actually had trouble getting the car into gear so we finished third. Still very special being up on the podium with your son, especially on Father's Day."

As the gates shut after another fantastic breakfast morning, JD Classics set back to work readying themselves for another busy competition season next year and look forward to hosting another successful breakfast morning in 2017.





THE GOODWOOD

REVIVAL

AS THE CLASSIC CAR FRATERNITY DESCENDED UPON
THIS GLORIOUS CORNER OF SUSSEX COUNTRYSIDE, JD
CLASSICS GEARED UP FOR ANOTHER BUSY WEEKEND
DEFENDING THEIR 2015 RACE WINS





As major sponsors for the second consecutive year, JD Classics returned to the 2016 Goodwood Revival after a very successful 2015 meeting. This year a five car line-up, both the 1954 Cooper T33 and 1965 Jaguar Lightweight E-Type returned to defend their 2015 Freddie March Memorial Trophy and RAC TT Celebration respective victories. With their Costin Lister, Austin Healey 100S and Ford GT40 completing the team, JD Classics hoped to replicate the success of 2015.

JD Classics' distinctive 1956 Fiat Bartoletti transporter was on static display throughout the weekend in the paddock. Previously owned by Scarab Racing and Carroll Shelby, the racing transporter takes pride of place at Goodwood Revival in its original blue livery. Also on display as part of this year's Earls Court Motor Show was JD Classics' 1972 Lamborghini Miura SV with the 2016 show celebrating the 50th anniversary of the Italian marque.

The 1965 Ford GT40 was the first of the JD team to qualify with Chris Ward behind the wheel on Friday afternoon. The newest addition to the JD Classics competition cars, the qualifying session allowed the team to familiarise themselves with the car ahead of Saturday afternoon's race. Once the 15 minute session had come to an end, the JD Classics GT40 had qualified in 8th place.

With little time to waste, the Cooper T33 of Derek Hood and Austin Healey 100S of John Young were next out to qualify in the Freddie March Memorial Trophy. Both running consistently throughout the session, the Cooper T33 and Austin Healey 100S completed qualifying in 17th and 13th place respectively.

A 25 minute two-driver session, the RAC TT Celebration is the most contended race of the weekend with all competing cars eager to take the most prestigious title of the weekend. Having dominated the RAC TT field in 2015, the lightweight Jaguar E-Type of Chris Ward and Gordon Shedden was back to defend their coveted title. Chris Ward took the first stint of the session and confidently stormed the E-Type into third place before coming in to hand over to Gordon. With just over ten minutes left of the session, the gap between the top four cars was less than a second as they all vied for the top spot. Conditions continued to prove problematic as by this time the track had become covered in oil creating slippery areas of which many competitors fell victim to. In spite of this, the JD Classics E-Type continued the momentum and secured pole position in first practice by 0.115 of a second ahead of the second placed AC Cobra. With a second qualifying session to complete on Saturday morning, the team were hopeful of another strong performance from the E-Type.

Last but not least to make its way onto the iconic Goodwood circuit was the JD Classics Costin Lister with another drive for resident driver Chris Ward. Having put in a dominating performance with the Lightweight E-Type just 30 minutes previous, the session got underway. Despite achieving some consistently competitive times, the Lister's progress was hampered by traffic and as the session progressed into its latter stages it looked like the JD Lister would have to settle for 4th place. Finding some clear track on the penultimate lap, the Lister put in a storming time to qualify in a well-deserved pole ahead of Sunday afternoon's Sussex Trophy race.

With all five cars having run in qualifying, the JD Classics team now set to work preparing the cars for another day of on-track action.

Heavy rain made on track conditions difficult for Saturday's programme of racing meaning by the time the JD Classics E-Type went out for the RAC TT Celebration's second qualifying session, there was a lot of standing water on track making conditions treacherous.

Having completed Friday's practice session at the front of the grid, the team were hopeful for a repeat performance. With many drivers choosing not to participate in the second session due to the worsening



weather conditions, the lightweight E-Type continued regardless with Chris Ward first to take to the driving seat. The Cobra of Andrew Smith and Ollie Bryant proved to be the main competition with both cars stealing the pole from one another with increasingly quicker lap times. Having come runner up to the JD Classics car in 2015, the Cobra looked set to give the E-Type a run for its money in 2016. With ten minutes of the session remaining and currently running in pole, Chris Ward came in to pass the drive over to Gordon Shedden. Continuing the tussle with the advancing Cobra all the way to the finish line, the Lightweight E-Type claimed pole just over a second ahead of the second placed Cobra. Combining both results from the two qualifying sessions meant the AC

Cobra of Smith and Bryant started Sunday afternoon's race in 4th place with the JD Lightweight E-Type sitting on the front row in first place.

As the day progressed so the weather continued to worsen with many of the day's on track demonstrations cancelled due to the level of standing water on track and subsequently bringing the afternoon's racing forward. The 25 minute Whitsun Trophy looked set to be an exciting tussle of the 29 strong field of pre 1966 sports prototypes lining up on the grid. Having qualified 8th on the grid on the GT40's first competitive outing for JD Classics, the team were keen to see how the car would perform under such treacherous conditions. A storming start by Chris Ward saw him move up into 3rd place

by the second corner, however a wet patch of track caused the GT40 to go wide and slip back into 8th position. This failed to hamper the GT40 for long as lap by lap it made up lost time to move back up into 3rd place and achieve a fastest lap by the end of Lap 5.

Continuing with its charge, the GT40 continued to make good progress, however traffic from backmarkers saw the GT40 lose a position and slip into 4th. As the 25 minute race reached its latter stages, Chris Ward maintained position under some difficult conditions to cross the finish line in a respectable 4th place with just 5.5 seconds separating the top four.

With no time to rest on their laurels, the Austin Healey of John Young and the Cooper T33 of Derek Hood were next out on





track for the Freddie March Memorial Trophy. Sitting on the grid in 13th and 17th place respectively, the Cooper T33 got off to a flying start as it darted down the middle of the field and up into 11th place. By the end of the first lap the Cooper had maintained its positioning while the Austin Healey had also made up 4 places and was currently running in 8th.

For the next few laps, both cars maintained good momentum with the Cooper gaining another place by the end of Lap 2. Falling victim of the weather conditions, the Maserati 300S of Conrad Ulrich suffered an accident on Lap 5 which saw the safety car deployed. With the field now closed up again and the stranded car recovered from the track, the race resumed. As the field continued to surge towards the chequered flag, another two accidents in quick succession meant the race was cut short by 5 minutes. A strong race for both cars, the Austin Healey 100S and Cooper T33 finished the race in 7th and 8th place.

Sunday's action got underway in conditions a far cry from the previous day as bright, warm and sunny conditions doused the vast Goodwood circuit. The highlight of the weekend, the RAC TT Celebration race took place on Sunday afternoon with the JD Classics E-Type sitting on pole position ahead of the start of the 60 minute two-driver race. With the crowds heaving in anticipation, the field pulled away from the start line with Chris Ward leading the 27 car grid down into Madgwick. With four Cobras hot on his heels, the Lightweight E-Type remained undeterred having built up an 8.3 second lead over the field within the first 15

minutes and was now working his way through the backmarkers. With the pit window now open, the team took the decision to bring the E-Type in for driver changeover early on. With a quick checkover and Gordon Shedden now behind the wheel, the E-Type rejoined the race in 5th place. As the charge continued, a two car accident meant the safety car was soon deployed allowing the field to close up once more. After ten minutes and two retrieved cars, racing resumed as there was a mad dash into the pits as drivers completed changeovers before the pit window closed. Proving their early stop strategy to be a wise one, the E-Type took full advantage as it gradually made its way back up to 2nd place behind the Lightweight E-Type of Ollie and Sam Hancock. Despite the six second time difference, Shedden was on the move as he hunted down the front running car. With its rival E-Type making a last minute driver changeover, so it allowed the JD car to return to its original front sitting position. With no time to rest on his laurels, Gordon Shedden faced pressure from the now second placed Cobra of David Hart and Giedo van der Garde. Now into its last 15 minutes, the Cobra continued its pursuit moving up into the lead when the E-Type ran wide at Woodcote. With just 7 minutes left the Cobra continued to hold strong however the pressure of the JD car meant the gap remained under a second between the two cars. With a nail biting two minutes remaining, the Lightweight E-Type saw its opportunity as the two cars ran side by side down into Lavant 2. With the Cobra succumbing to the pressure and swerving off into the grass, the Jaguar E-Type came home to an exciting but





“
 WITH JUST 7 MINUTES
 LEFT THE COBRA
 CONTINUED TO HOLD
 STRONG HOWEVER THE
 PRESSURE OF THE JD
 CAR MEANT THE GAP
 REMAINED UNDER A
 SECOND BETWEEN THE
 TWO CARS. WITH A NAIL
 BITING TWO MINUTES
 REMAINING, THE
 LIGHTWEIGHT E-TYPE
 SAW ITS OPPORTUNITY
 AS THE TWO CARS RAN
 SIDE BY SIDE DOWN INTO
 LAVANT 2.
 ”

nerve wracking and very well-deserved victory the second consecutive year in the celebrated RAC TT Celebration.

The final race of the weekend, the Sussex Trophy, saw the best of the 1950s sports cars line up behind the JD Classics Costin Lister. With Chris Ward in his final race of a very busy weekend, the field consisting largely of Lotus's Lister's and D-Types were led away from the start line as Chris Ward got off to a good start making the most of the Lister's inside line down into the first corner. The Sadler Chevrolet MK3 of Julian Majzub was soon hot on the JD car's heels, however a spin into Woodcote meant the Chevrolet lost position and the leading Lister made good its escape. With the Chevrolet now further down the field, it was the turn of the now second placed Lister Knobbly of Gary Pearson to apply the pressure as he narrowed the gap to just 0.2 seconds between the two front running sports cars. Responding to the pressure, Chris Ward achieved the fastest lap on Lap 4 and subsequently increased the lead slowly but surely as the 25 minute race progressed. Successfully negotiating the potential dangers of overtaking backmarkers, the race entered its latter stages and with just 8 minutes left, Chris and the Lister were now maintaining the lead by just under 4 seconds. With just minutes left of the race an accident between a Cooper Climax and Costin Lister resulted in the safety car being deployed. Despite closing up the field and bridging the gap between the two front running cars, the chequered flag fell behind the safety car awarding the JD Classics team their second victory of the weekend.



MILLE MIGLIA

*JD Classics had
nine cars accepted
into the 2016 Mille
Miglia, joining the
450 making the trip
of a lifetime between
Brescia and Rome*







As the event's acting gold sponsor for the second year in a row, JD Classics were privileged to have nine accepted cars participating in this year's Mille Miglia. With a mere 450 places up for grabs, the demand to compete in the World famous rally increases with every year with an ever extending waiting list of cars eager to participate. The nine car line-up consisted of three Jaguar XK140s, two XK120s, 1952 Aston Martin DB2, 1952 Alfa Romeo 1900 and 1954 Lincoln Capri. The 1951 Jaguar MK7 of JD Classics MD Derek Hood and Competition Manager Steve Riedling completed the line-up.

Congregating in Fiera di Brescia prior to the rally's start, all drivers underwent signing on and cars scrutineering before being allowed to take part. Once completed, competitors were issued with the sacred road books and car stickers.

“
*ONE MAY SAY THAT
 THE WHOLE OF ITALY
 LEANS FORWARD WITH
 HER EYES ON THE
 TARRIED STRIP OF ROAD
 SOMEWHERE ALONG
 THE COURSE ON MILLE
 MIGLIA DAY*
 ”

A focal point within the trade centre this year was the hospitality lounge. Hosted by JD Classics for the second year in a row, staff were on hand to welcome drivers and co-drivers alike and answer any questions whilst enjoying our hospitality. Competing cars were then escorted into the centre of Brescia to Piazza della Vittoria for the traditional sealing ceremony in which a lead seal is placed round the steering column of the participating car – a ritual of which dates back to the event's period running.

With this complete, the cars prepared for Thursday afternoon's first leg to Rimini. With the first car leaving at 2.30pm and three cars every minute thereafter, the 2016 Mille Miglia got underway. Seven hours of driving later and the first JD Classics car arrived in a very rainy Rimini. With all nine cars arriving safely to Rimini by midnight so the service crews began checking the





cars over ahead of Friday's longer leg to Rome.

With just over 13 hours of driving ahead of them, it was an early start on Friday. The challenging mountainous terrain down to Rome made for precarious driving conditions however this did nothing to deter the team as once again all nine cars arrived safely into Rome. With sleep at its minimum, drivers headed straight to bed ahead of Saturday and the gruelling 15 hours of driving ahead of them.

The first car left Rome for Parma at 6.30am on Saturday morning in beautiful sunshine and warm conditions – a welcomed relief from the wet weather that had plagued the rally so far. With cars stopping at the 7 1/2 hour mark at the scheduled lunch stop in Poggibonsi, the cars continued their journey up to Firenze through Bologna and towards Parma.

Arriving in the dark, all competing

cars congregated in Parma's Parco Ducale for overnight parking and service. Once again, support crews checked over the nine cars into the early hours to ensure they were all at their peak performance ahead of Sunday's final stint back to Brescia.

The final leg took competing cars journey from Rimini back to Brescia. A shorter return leg of seven hours, crews enjoyed another sunny and hot drive back to the finish line in Brescia. Arriving at lunchtime, competing cars were greeted by crowds of spectators cheering them over the finish line. The Lincoln Capri came first of the JD cars within the official ranking, with the MK7 Jaguar of Derek Hood and Steve Riedling not far behind. With all nine JD Classics cars successfully completing the gruelling 1000 mile rally, we look forward to participating in and supporting the event as gold sponsors next year and into the future.







THE MONACO HISTORIQUE



The backdrop of Monaco was the setting for JD's latest outing as they competed in the biannual Monaco Historique. A regular at the event, JD Classics raced their 1954 Cooper T33 and the ex-Fangio Jaguar C-Type with Derek Hood and Chris Ward behind the wheel respectively. Having claimed victory in the last two runnings of the event, JD Classics were hoping to make it a hat trick with the Jaguar C-Type having dominated its race in recent years. Competing in grid Serie C: Sports Racing cars raced from 1952 to 1955 inclusive, both the Cooper and C-Type were up against a 42 car field consisting of Aston Martins, Ferraris and Maserati's making for what looked like a lively weekend of on-track action.

The first of two qualifying sessions took place on Friday afternoon in dry and warm conditions. His first time driving on the complex street circuit, Chris Ward was very much thrown into the first session familiarising himself with the track whilst trying to put in a competitive time. For both JD Classics cars it was difficult to complete a clear lap due to the volume of slower cars on the track, however this nor his inexperience at the circuit did little to deter Chris Ward as he raced the C-Type to second place on the grid behind the Cooper-Bristol of John Ure. Equally unfazed by the extensive field of cars, JD Classics MD Derek Hood drove the Cooper T33 to qualify in the top half of the field.

The second qualifying session took place on Saturday afternoon with wet weather plaguing the entirety of the 20 minute session. The team took the decision to hold back the C-Type in the hope to get a clear lap, a strategy which worked well for Chris Ward. Although unable to improve on the previous days qualifying time due to the damp on track conditions, the C-Type matched its fastest lap showing the potential of more speed in the car. The second qualifying session was plagued with slow traffic for the JD Classics Cooper T33 and couldn't get a clear lap so qualified in 24th place.

Come Sunday afternoon's 30 minute race, the weather had once returned to its

Mediterranean best with sunny and warm conditions. Having claimed the fastest lap of the first qualifying session, the Cooper-Bristol of John Ure suffered a collision with a slow running Frazer-Nash which ended Friday's qualifying early. This subsequently ended the weekend's racing for John Ure and therefore handed the pole position to Chris Ward and the C-Type. Leading the pack through the green lights on a rolling start, the pursuit began with both JD Classics cars getting off to a flying start, the Cooper T33 making up five places off the start line. By the end of the second lap, the C-type was now running almost 2 seconds ahead of the pursuing Allard of Till Bechtolscheimer however this lead was diminished when double yellow flags were waved and the pack were closed back up. This did little to deter the C-Type's charge as Chris Ward began building the gap up once again and began working through the back markers to make up a comfortable seven second lead and take the chequered flag to an unrivalled victory.

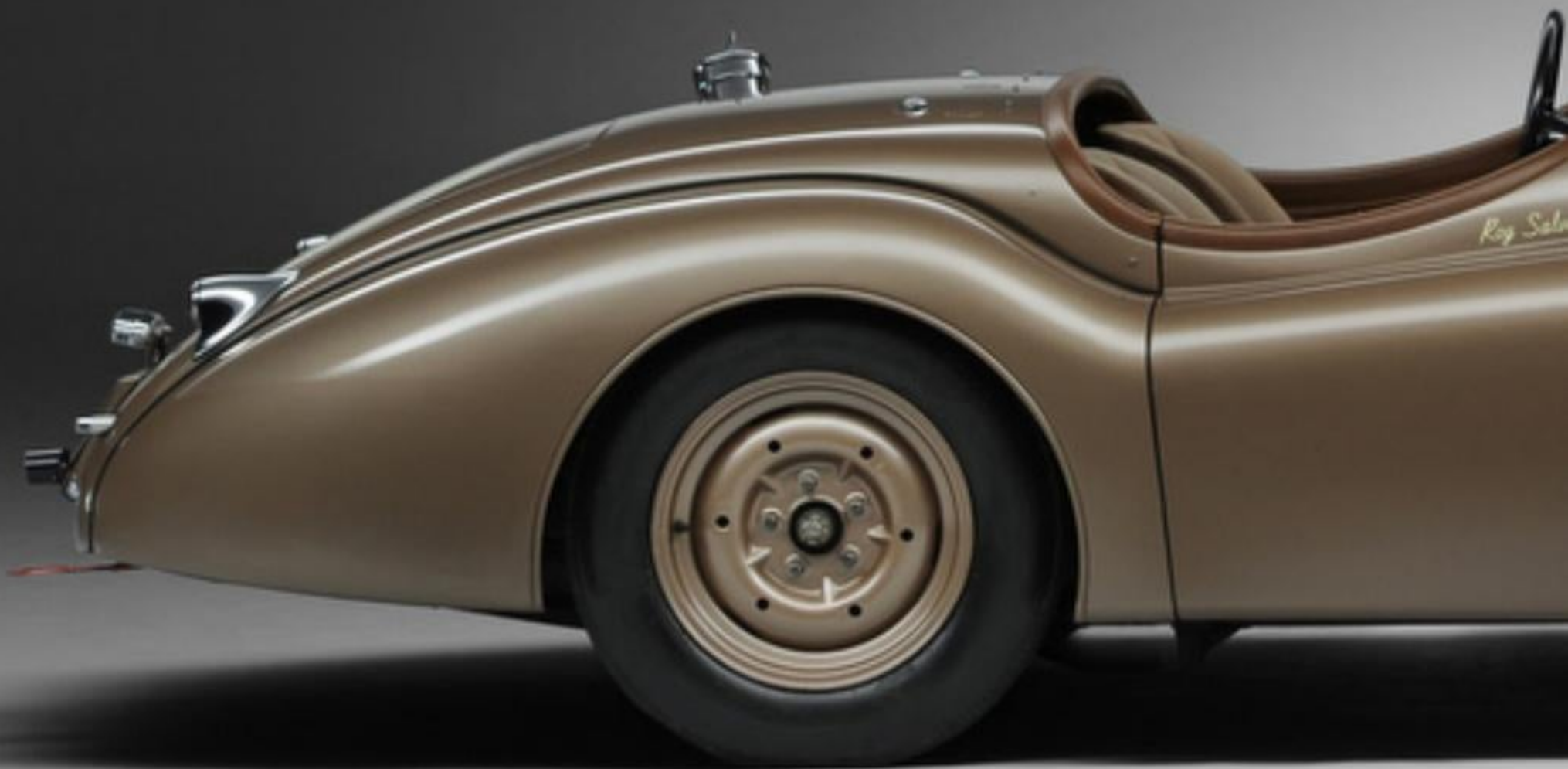
Having got off to a flying start, the Cooper T33 of Derek Hood continued its pursuit tussling in the middle of the field. With a promising pace, the Cooper got stuck behind the Ferrari of Roberto Crippa with the tight street circuit making overtaking even more difficult. Despite this, the Cooper continued to apply the pressure to finish in 20th place.

Commenting on the weekend's action, JD Classics MD Derek Hood; "It is great to be back at this iconic street circuit and even better to have claimed victory once again in our ex-Fangio C-Type. It is a testament to the driving skills of Chris Ward having not driven on the street circuit before and the dedication of the JD Classics race technicians who produce consistently competitive race winning cars. This year's event is particularly special as it is now the third Monaco Historique in a row that JD Classics have claimed victory with our impressive C-Type, the first car in the event's history to achieve this. Needless to say that this will be a weekend I won't forget in a hurry!"



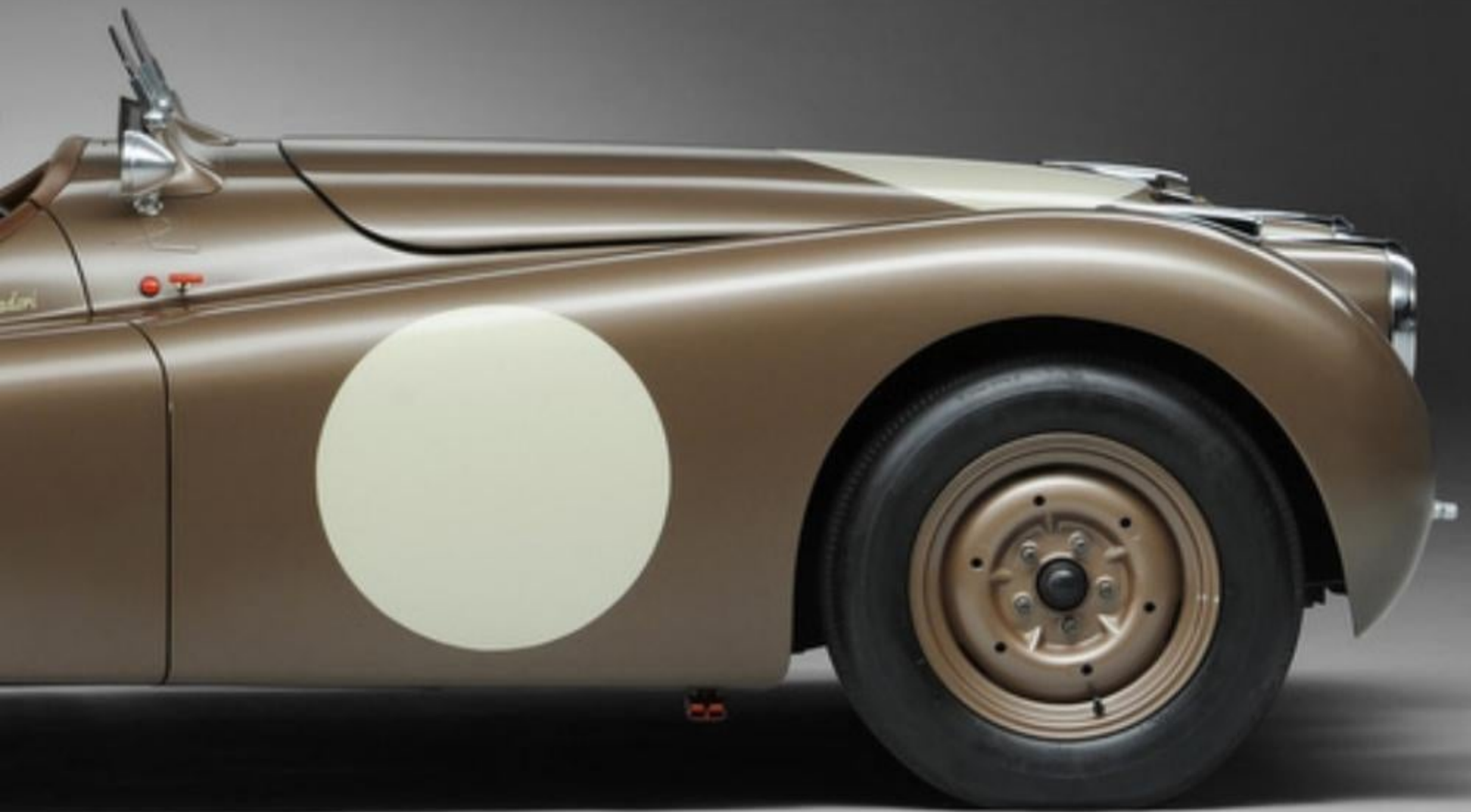


Jaguar



XK120

Having raced at Silverstone, Le Mans and finished the Mille Miglia on multiple occasions, few cars have the racing pedigree of the JD Classics Roy Salvadori XK120



M

anufactured on November 28th 1950 this early steel bodied roadster was despatched by the original distributor Walter E Sturgess, of Leicester on the 6th December 1950 and duly registered HBC226.

While the first owner of HBC226 currently remains unknown, by the August of 1951 it was being regularly driven in competition by Roy Salvadori who was back in action just months after a serious accident at the Silverstone 'Daily Express' meeting that May.

Salvadori, originally a second-hand car salesman, had been eager to compete from a young age but his ambitions were frustrated by the onset of the Second World War. With the end of hostilities he

began racing in 1946, starting with an MG and Brooklands Riley before moving onto Tazio Nuvolari's 1935 German GP-winning Alfa Romeo and Bira's Maserati 4CL. His career was progressing until the Silverstone accident where he had a near-fatal crash after hitting a marker drum and suffering a fractured skull and broken bones after being ejected from his somersaulting car. In spite of a lengthy hospital stay, Salvadori was keen to get back into the fray and the lack of viable car prompted him to switch from the damaged Nash and acquire HBC226.

His first outing in the 120 was at Boreham on August 11th where he scored two podium finishes in the wet, coming 3rd in the National Unlimited race and 3rd



in the William Lyons Trophy race behind Duncan Hamilton in LXF731 and Jim Swift in OVT325. Subsequently Salvadori bettered these results with 2nd places at Castle Combe and again at Silverstone in May of 1952. He returned to Boreham a month later and achieved yet more success, finishing second in the National Unlimited, William Lyons Trophy and Handicap races. Salvadori's success in HBC226 did not go unnoticed and by 1953 he had started to drive for Connaught and achieved a second at the Nurburgring 1000km race, sharing a drive in the Ecurie Ecosse C-type with Ian Stewart. It was, however, with Aston Martin that perhaps his greatest win was achieved when he secured victory at Le Mans in

1959 with Carrol Shelby. As Salvadori went on to compete at the highest levels of the sport, HBC226 continued to compete at the UK's major circuits at the hands of another notable driver Peter Blond, who achieved a 3rd in the over 2 litre race at Silverstone in September of 1952. Blond would also go on to greater things driving C-type, D-type, HWM and Lister Jaguars at Goodwood in the mid-to-late 50s and being elected to the BRDC in 1956.

By 1955 HBC226 had been repainted white and was being offered for sale by Performance Cars Ltd of Middlesex. Thereafter it entered a period of prolonged storage before being acquired by JD Classics in 2008 when it benefitted from

a full chassis-off restoration to current FIA competition specification with full JD Classics race upgrades. Since that time it has successfully returned to competition achieving strong finishes at Donington, Brands Hatch and in the Le Mans Classic during 2012 as well finishing the Mille Miglia three times in 2013, 2014 and 2016. Maintained regardless of cost this highly significant XK120 has undergone a total JD Classics refresh in anticipation of this year's Mille Miglia and the 2017 racing season. Offered in its original colour scheme with extensive history file and full FIA HTP papers it provides a very rare opportunity to own a genuine period race car with superb provenance.

“ THE DARLING OF THE CROWDS FOR HIS FLAMBOYANT SPEED AND THE RUTHLESSLY DETERMINED WAY HE DROVE TO WIN, WAS ROY SALVADORI. ”









Roy Salvadori

◆	Boreham	1951	William Lyons Trophy - 3rd Place
			National Unlimited Race - 3rd Place
			Scratch Unlimited - 2nd Place
		1952	William Lyons Trophy - 2nd Place
			National Handicap - 2nd Place
◆	Silverstone		National Unlimited - 2nd Place
		1952	6 Hour Relay Race - Finished
			National over 2 Litre race - 3rd Place
◆	Donington Park	2011	RAC Woodcote Trophy - 3rd in Class & 14th Overall
		2012	RAC Woodcote Trophy - 4th in Class & 15th out of 28 Overall
◆	La Sarthe	2011	Le Mans Legends - 5th in Class & 35th out of 63 Overall
		2012	Classic Le Mans - 12th Overall (Plateau 2)
◆	Italy	2013	Mille Miglia - 169th out of 340 Finishers
		2014	Mille Miglia - Finisher
◆	Castle Combe	1952	National Unlimited - 2nd Place
◆	Brands Hatch	2012	RAC Woodcote Trophy - 7th in Class & 25th out of 28 Overall







ALGARVE CLASSIC
FESTIVAL

The JD Classics team headed to the south-west corner of Europe and to the 2.9 mile Algarve International Circuit to take part in the Algarve Classic Festival.



For the final race meeting of the 2016 calendar, the JD Classics team migrated to sunnier climes for the Algarve Classic Festival to run three of their team racing cars; 1976 Group 44 Jaguar XJS, 1965 lightweight Jaguar E-Type and the distinctive 1954 Cooper Jaguar T33. Our customer's 1951 Ecurie Ecosse Jaguar XK120 completed the line-up for the weekend.

With all four cars having run throughout Thursday's test day, the E-Type, XJS and XK120 all headed out onto the impressive Algarve circuit for a 30 minute free practice session on Friday morning, this allowing the JD Classics team engineers to further rectify any running issues ahead of the start of Friday afternoon's qualifying sessions.

As the hot and sunny afternoon progressed, the JD Classics Group 44 XJS was the first of the team cars to qualify. During the 30 minute session, JD Classics' works driver Chris Ward got off to a good start as he roared the powerful touring car into 10th place within the 27 car field. With another lap, the XJS was now in 4th place having taken an impressive 11 seconds of his lap time which was now down to 2 minutes and 9 seconds. Coming into the pits on Lap 3, the team checked over the car and changed the tyres. Re-joining the session, now running in 5th, Chris Ward continued to push the car in a bid to improve on every previous lap. As the times continued to decrease and with one more quick pit stop, the XJS put in a flying lap of 2:02.012 and taken pole position which was maintained until the chequered flag fell. With the JD car's best lap 2.5 seconds faster than that of the second placed BMW M3 E30 of Harry and Nick Whale, the XJS was sitting pretty at the front of the grid ahead of Saturday's first of two Historic Touring Car Challenge races.

The final qualifying session of the day for JD Classics saw the

Cooper T33 of Derek Hood and Chris Ward and the Jaguar XK120 of Steve and Josh Ward battle it out amongst their contemporaries within the Motor Racing Legends 50s Sports Cars field. With Derek Hood and Steve Ward driving the first stint, the 40 minute qualifying session got underway. Both cars ran well and continued to improve on their times despite the ever fading light. With 20 minutes to go, the team brought the XK120 in first and with a quick driver change re-joined the race now with Josh Ward behind the wheel. The following lap, the Cooper was brought into the pits and the drive handed to Chris Ward and with another quick driver changeover, the Cooper returned to the track. With both cars maintaining the momentum and gaining position, the Cooper T33 put in such a time that it moved the car up by five places in one lap alone. With just over five minutes of the session remaining and with night time now descending on the formidable Algarve circuit, both the XK120 and Cooper completed the 40 minutes to qualify in 18th and 11th place respectively. Having experienced the circuit in fading light, all four drivers were set to race into the night for Saturday evening's two hour race.

Qualifying on Saturday morning in warm and sunny weather conditions, the JD Classics Jaguar E-Type was readied by the team ahead of the 40 minute qualifying session. With the on-track action now running 15 minutes behind schedule, qualifying for Sunday's two hour GT and Sports Car Cup race got underway. Derek Hood took the first stint and qualified the car in 21st place with a best time of 2:25.9. With just over 20 minutes of the session remaining, the E-Type was brought into the pits and the drive handed to John Young. A quick return to the track, the E-Type continued its charge through the field with John Young achieving a 2:15.5 and moving it up into 12th place. With another faster lap, the JD car had moved up into 10th place as the in board was given and John Young handed the last stint to



Chris Ward. With only 7 minutes of the session remaining, Chris had to produce a couple of flying laps in order to move up the rankings. True to form and undeterred by the pressure, Chris Ward roared the distinctive green E-Type up into 2nd place with a lap time of 2:08.8. Hot on the heels of the front running Jaguar E-Type of Julian Thomas and Callum Lockie, the chequered flag fell signalling the end of the session and qualifying the JD E-Type in 2nd place.

Leading the grid away from a rolling start, the pole sitting JD Classics Jaguar XJS got off to a flying start as it quickly began to pull away from the field in the first of two Historic Touring Car Challenge races. Comprising of powerful Capri's, Datsun's and Rover's, competition amongst the field looked set to be fierce. Making good his pole position, Chris Ward had already extended his lead over the field to just under four seconds by the end of Lap 3. Despite setting a good initial pace, the BMW M3 E30 of Harry and Nick Whale was in hot pursuit. The two cars continued to tussle for the lead up until the pit window opened. With all cars required to perform a mandatory pit stop including one minute stationary, the JD team brought the XJS in on Lap 10. Re-joining the race in 2nd place after a smooth pit stop, the JD XJS had some catching up to do with the now front running BMW a minute and 30 seconds ahead.

On Lap 13, the BMW came into the pits which gave Chris Ward a chance to make up lost time. Despite a quick pit stop, the XJS had achieved another flying lap and enough time to have reclaimed the lead. As the race reached its latter stages, Chris Ward continued to make good his lead and despite pressure from the BMW claimed victory by a 9.5 second lead.

Saturday evening's MRL 50s Sports Car race combined the Woodcote and Stirling Moss Trophy grids into one race showcasing the very best of 1950s racing sports cars. With the Cooper T33 and

Jaguar XK120 sitting in 11th and 18th respectively, the field were led through into a rolling start. Both cars maintained a consistent first stint with the Cooper called in first for driver changeover when the pit window opened. Never far away from a historic racing car, Chris Ward was soon back behind the wheel and off into the night re-joining the race in 14th place. However, the Cooper's speedy exit proved its downfall receiving a drive through penalty in the process. As the race progressed and visibility continued to fade, both the Cooper and XK120 maintained position amongst a field of fierce adversaries and by Lap 20 the XK120 was running steadily at second within its class with Josh Ward now behind the wheel as the race approached the one hour mark.

Lap 31, and with little over 40 minutes left, the Cooper was signalled in and the remainder of the race was passed back to Derek Hood. However, a tyre configuration issue soon saw the Cooper return to the pits and Chris Ward complete the final stint to come home to the chequered flag in 10th place overall, 2nd in class and 3rd within the Woodcote Trophy field.

Josh Ward completed a strong 55 minute stint behind the wheel of the Ecurie Ecosse XK120 continually improving on his lap times and with 30 minutes remaining, the car returned to the pits, exiting with Steve Ward who would complete the remainder of the race. Despite a strong performance on the notoriously challenging Algarve circuit, the XK120 fell victim to technical issues thus ending its race just minutes from the chequered flag.

Another hot and sunny day on the Algarve saw all eyes on the JD Classics E-Type, having qualified in 2nd position ahead of Sunday morning's 2 hour GT & Sports Car Cup race. A rolling start saw fellow E-Type of pole sitting Julian Thomas and Callum Lockie lead the field off the start line, however by the end of the first lap John Young

had pushed forward and was now running side by side with his adversary.

Despite producing lap times over 2 seconds faster than his fastest in qualifying, the JD E-Type began to fall back from the chase as the Thomas/Lockie car began to increase their lead and with the third sitting AC Cobra of Chris Chiles Snr and Jnr now also in hot pursuit, the pressure was well and truly on for the Jaguar E-Type of John Young. With only four laps gone at this point, it was clear to see that the race was going to be an eventful one as the 2 hours unfolded.

30 minutes in and John Young was called into the pits for the first of two driver change overs. Due to injury, Derek Hood was removed from the drive last minute meaning the team would be penalised being given two one minute mandatory stops to be performed during driver changeover. A quick swap over from John Young to Chris Ward and once the stationary 60 second penalty had been completed, the E-Type headed back out to re-join the race. A well timed strategy for the E-Type to have completed first changeover early in the pit window as it helped the team avoid any pit lane traffic to bring the car back out onto track still in the lead. The deployment of the safety car meant that Chris Ward lost his extensive lead as the field was bunched back together.

On Lap 22, the safety car returned to the pits and the race got underway once more with Chris Ward now being pursued by the 2nd placed AC Cobra of Carlos Monteverde and Gary Pearson. As the race approached the halfway mark, the green JD Classics E-Type remained at the front of the field with a 15 second lead above the rest of the field.

Reaching its latter stages with just 25 minutes of the race remaining, the car came in for its final driver changeover. Another 60 second penalty and a quick driver change and John Young re-joined the race in the lead with a 24 second lead. Despite the comfortable lead, the third placed AC Cobra which had been on the attack earlier in the race was once again making its presence known as Chiles consistently became the fastest car on the track. Lap 43 and with just 15 minutes remaining, the AC Cobra was now in 2nd and in hot pursuit of the JD Classics car.

With just 9 minutes remaining and John Young instructed to take advantage of his lead by





easing off to conserve fuel, the Cobra continued to edge ever closer gaining a couple of seconds with every lap. Now on the final lap, and with John Young back on the throttle, the AC Cobra was breathing down his neck a mere 4 seconds away from clinching the victory from JD Classics. As the team watched from the pit lane, the gap closed with every corner as they nervously waited to see which car would come over the curve and take the chequered flag first. A nail biting finale to an exciting race saw the green JD Classics E-Type just metres ahead to take victory in the coveted GT & Sports Car Cup.

The final race of the weekend for JD Classics saw the Group 44 XJS return to defend Saturday afternoon's victory in the second of the two round Historic Touring Car Challenge. With the grid for Round 2 decided based on the results of the race previous, the powerful JD Classics Group 44 Jaguar XJS was front of the pack for the start of the 40 minute race. Having not long raced the team E-Type to victory, it was once again down to Chris Ward to steer the touring car to hopefully a second victory.

As the field completed the first lap, Chris Ward maintained his lead followed by the Ford Capri of Rick Wood and the third placed BMW of father son duo Harry and Nick Whale also in contention. With the pressure on, Chris Ward responded and by the end of Lap 2 had extended the lead to just over 6 seconds. Producing consistently fast laps, the XJS continued to edge away from the remainder of the field and by the time the pit window opened and the JD touring car was called in, the lead now stood at an impressive 14 seconds. With all competing cars required to perform a 60 second stationary stop, the JD Classics team checked over the car and quickly returned it to the track in 5th place. An early stop in the pit window ensured some clear track space for Chris Ward to make up lost time as the remaining front runners pitted. With just 15 minutes remaining, Chris Ward was now running in second place behind the Ford Capri of Wood and Pearson. Having reclaimed the lead in a matter of laps, the Whale father son duo were now in pursuit and chased Chris Ward across the finish line completing a hat trick of wins for the JD Classics team at this year's Algarve Classic Festival.

J.D *Classics*[®]

