



**J.D Classics**<sup>®</sup>

— VOLUME 2 —

**J.D Classics**<sup>®</sup>  
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WONDERFUL CARS. MADE PERFECT

1965 Ford-Lotus Cortina Mk1

Class 21

BRITISH TOURING CAR CHAMPIONSHIP -  
50 Years of Britain's Most Popular Race Series

1959 Lister-Jaguar 'Costin'  
SUSSEX TROPHY

1959 Lister-Jaguar 'Costin'  
SUSSEX TROPHY 208  
SHELTER



1959 Lister-Jaguar 'Costin'  
SUSSEX TROPHY 245  
SHELTER



240  
SHELTER 1954 Cooper-Jaguar T33  
FREDDIE MARCH MEMORIAL TROPHY 240  
SHELTER

258  
SHELTER 1954 Cooper-Jaguar T33  
FREDDIE MARCH MEMORIAL TROPHY 258  
SHELTER

300  
SHELTER 1954 Cooper-Jaguar T33  
FREDDIE MARCH MEMORIAL TROPHY 300  
SHELTER

1958 Lister-Jaguar 'Knobbly'  
SUSSEX TROPHY



1958 Lister-Jaguar 'Knobbly'  
SUSSEX TROPHY 245  
SHELTER

15 JAGUAR Type C 1952 13400 cc





12  
 CONNAUGHT A TYPE  
 CREDIT SUISSE 1953 Chopard MONACO

**1953 Connaught A-type**  
 RICHMOND TROPHY



06  
**1953 Connaught A-type**  
 RICHMOND TROPHY



**LE MANS CLASSIC**  
**AFFICHAGE OFFICIEL**

**1963 Jaguar E-type lightweight**  
 ROYAL AUTOMOBILE CLUB TT CELEBRATION







Jaguar E-type lightweight  
AL AUTOMOBILE CLUB TT CELEBRATION

SERIE 38 JAGUAR C TYPE  
CREDIT SUISSE 1952 Chopard MONACO



1951 Jaguar XK120  
FORDWATER TROPHY











# MEMBERS MEETING

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75<sup>TH</sup> EDITION

*the season opener was one to remember as JD Classics started the year in flying form on Lord March's Sussex estate*

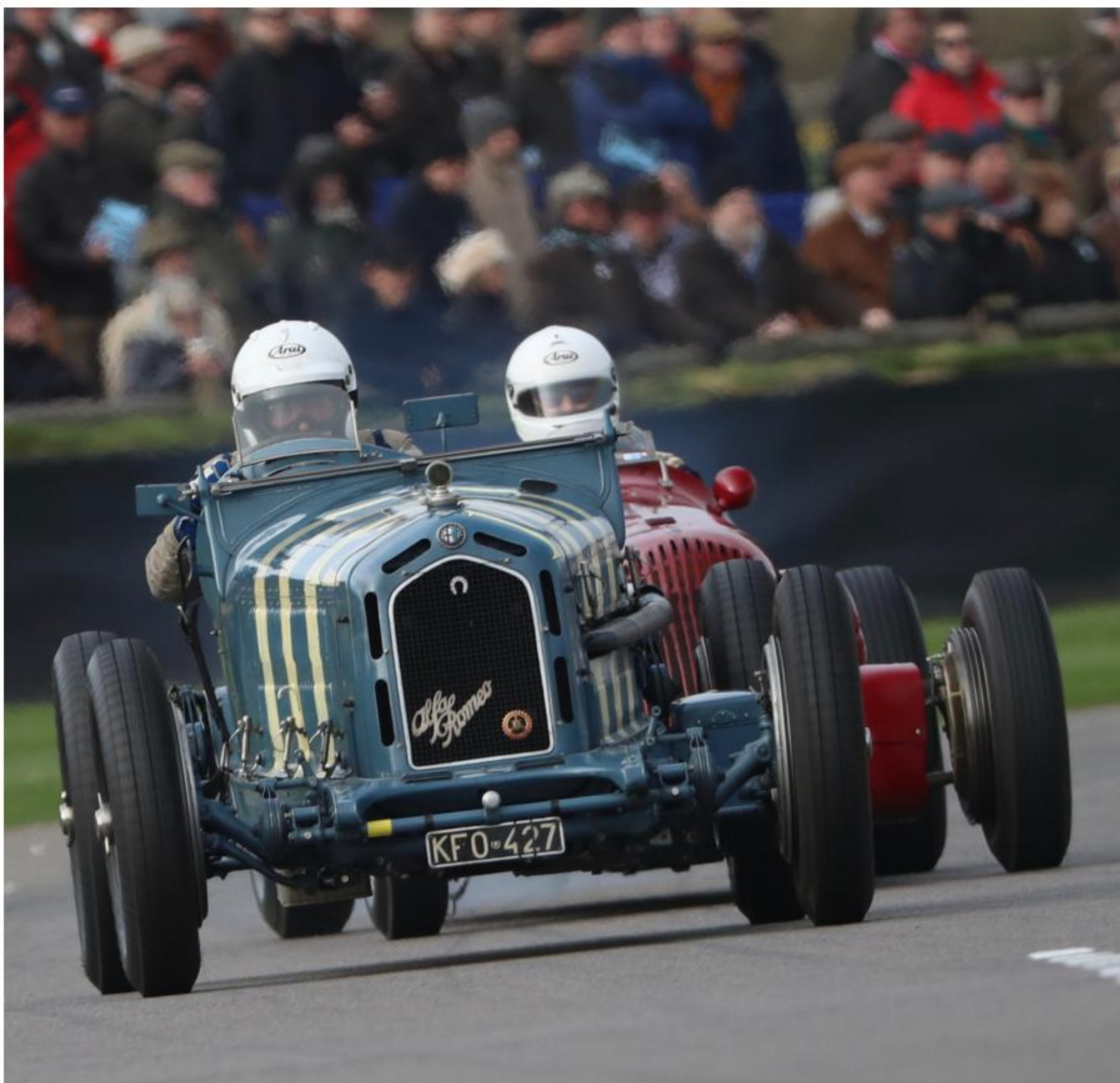


THE GERRY  
MARSHALL TROPHY



SCOTT BROWN  
TROPHY





# T

he 2017 historic racing calendar kicked off for JD Classics at the 75th Goodwood Members Meeting. The stable brought with it a strong seven car line-up. Leading the team was the Patrick Motorsport Rover SD1 which, having raced regularly at the meeting, hoped to reclaim its victory from 2014. Competing cars throughout the weekend also consisted of our GT40, Costin Lister, Lister Knobbly, Cooper T45 and the newest addition to the team, the 1932 Alfa Romeo 8C 2600 Monza which made its JD debut in the weekend's Varzi Trophy race. The ex-Tom Walkinshaw Jaguar XJS also demonstrated its powerful touring car prowess during the weekend's Group A demonstrations.

With a host of on-track action to enjoy, JD Classics were hosted at a suite throughout the weekend. The Jackie Stewart Pavillion, located adjacent to the pits, allowed invited guests to enjoy its prime track side position whilst enjoying JD Classics' hospitality.

The Gerry Marshall Trophy qualifying session got underway in cold and damp conditions as the field were deployed from the pit lane and onto the track. With damp on track conditions, traction proved tricky for the JD Classics Rover as Chris Ward battled against the weather. Completing six laps and currently running in first place, Chris brought the Rover into the pits handing the wheel to Gordon Shedden. With the car continuing to battle against the treacherous conditions and struggling for traction, the Rover SD1 qualified in 8th position ahead of Saturday evening's 60 minute Gerry Marshall Trophy race.

On its first competitive outing for JD Classics, the Cooper T45 of John Young had a vast field of fellow single seater Grand Prix cars all vying for pole position to compete against. With weather conditions failing to improve, it wasn't long before the 20 minute session was red flagged and the field were brought into the pits whilst a stranded car was recovered. 10 minutes later and with play now resumed, the field returned to the track to make good the remaining eight minutes of the session. Running in third place until the final lap, the Cooper Climax of Gareth Burnett managed to claim position with John Young qualifying in fourth place.

Taking part in the weekend's Group A demonstrations, the Tom Walkinshaw Racing Jaguar XJS demonstrated its powerful touring car qualities as it took to the track amongst fellow power houses such as Rover's and BMW's. Driven by sports and touring car driver, Steve Soper, the daily ten minute high speed demonstrations proved a popular addition to the weekend's on-track action.

The powerful Costin Lister of Chris Ward and Lister Knobbly of Derek Hood took to the track for the Scott Brown Trophy qualifying. Paying homage to the iconic British marque, a 25 strong field of Lister's headed out onto track for the 15 minute session. Running a fast first lap, the Lister of Chris Ward began its charge as he continued to improve on his time with every lap. Looking set for a second place, the Lister Knobbly of Jon Minshaw made a late surge and claimed second with a gap of just 0.2 seconds separating the pair. Derek Hood's Lister Knobbly also ran consistently despite being caught in traffic.

As the racing progressed into the afternoon so the weather conditions improved and the track dried as the Alfa Romeo Monza ventured onto the famous Goodwood tarmac for its debut outing with JD Classics. Driven by Derek Hood, the session was a chance for the team to familiarise the car with the track ahead of tomorrow's race. After three laps, however, the Alfa came into the pits complaining of a misfire. Having been checked over by the team, the car was soon back out onto the track. With another couple of laps the problem had cleared and completed the 15 minute qualifying session without further problems.

The final qualifying session for the JD Classics team was for the Surtees Trophy and combined a powerful field of GT40s, Lola T70's and Chevrolet's. Chris Ward was once again behind the wheel and, as expected, put in consistently competitive times producing a 1:22.7 as his fastest. Despite such competitive times the session was dominated by the Lola T70 Spyder of Simon Hadfield and Tony Sinclair who qualified in first and second respectively. In spite of this, the GT40 still maintained the pace to claim eighth position on the grid for Sunday's race.

Saturday afternoon's Gerry Marshall Trophy was the first of the weekend's races for JD Classics and with the Rover SD1 of Chris Ward and Gordon Shedden sitting in eighth position, there was work to be done. As the flag fell the field roared away from the grid, Chris Ward got off to a flying start powering up into third place by the time the field had come down into Madgwick. By the end of the first lap, the JD Rover was now leading the field in a strong first position. Continuing to build up the lead over the coming laps, the Chevrolet Camaro of Stuart Graham and Nigel Garrett began its charge. It continued to match the Rover's pace and within four laps, the two front runners started to encounter traffic from back markers. With both cars negotiating the traffic successfully, the chase continued, however, on



## 75TH GOODWOOD MEMBERS MEETING

### DID YOU KNOW?

#### The History of the Members Meeting...

The origins of the Members' Meeting go back to 1948 when the 9th Duke of Richmond opened the circuit and held the first in a series of meetings for members of the British Automobile Racing Club. There were 71 such meetings, the last one being on 2 July 1966, after which motor racing at Goodwood ceased. The Members' Meeting was revived in 2014 in response to demand from Members of the Goodwood Road Racing Club. In 2017 celebrated its 75th edition.

“

It contains all the delights of the Revival, but access all areas for everyone. The best event of the year.

”

---

ANDREW METCALFE







TWR JAGUAR

2  
JAGUAR

TWR

MOTUL

DUNLOP

MOTUL

GARA



lap eight, the Camaro ceased an opportunity to steal the lead.

Coming in for his changeover on Lap 17, Chris Ward handed the drive to Gordon Shedden who, thanks to a quick stop by the JD Classics team re-joined the race in second place. Now 38 seconds behind the Camaro, Gordon had to maintain the pace. Lap 21 and the front running car finally made its stop; an opportunity the JD Rover took full advantage of. A slow pit stop meant that by the time the Chevrolet Camaro returned to the track, the Rover SD1 was now a clear 46 seconds in the lead ahead of the now second placed Ford Capri of Andy Priaulx and Patrick Watts with the Camaro now sitting down in third.

As the race entered the final 25 minutes, Gordon Shedden continued to pull away from the field extending the Rover's lead to 53 seconds. With the Camaro now on a late surge, it wasn't long before the Chevrolet had worked its way back up into second place. A heavy crash into the tyres for the Mazda RX7 of Mike Wilds and Ian Cowley on Lap 27 saw the safety car deployed closing the field back up and losing the JD Classics Rover its significant lead. After five laps behind the safety car and with the stranded Mazda now recovered, the race resumed and the JD Rover continued its charge around the Goodwood circuit undeterred for another four laps to take the chequered flag a clear 13 seconds ahead of the Chevrolet Camaro of Graham and Ollie Bryant.

The weather got Sunday off to a cold and windy start as the field of rear engine Grand

Prix cars lined up on the grid for the Brabham Trophy. John Young made a flying start behind the wheel of the JD Classics Cooper T45 moving up to third by the first corner and by Lap two was hot on the heels of the second placed Lotus Climax of Sam Wilson. Having dropped back into fourth place by Lap three, John Young chased the Cooper Climax of Roger Wills as they battled it out for position with only 0.1 seconds separating them to the chequered flag. Despite applying the pressure, the JD Cooper was unable to pass its adversary and so claimed a respectable fourth place. A great first outing with JD Classics for the single seater T45.

A flying start for the JD Classics Costin Lister saw the Scott Brown Trophy race get off to a high octane start. Racing up from third position, Chris Ward drove the car into a flying lead as the field headed down into Madgwick, however, by the end of Lap one, the Costin Lister was now running in second behind the Lister Knobbly of Phil Keen. The Knobbly of Derek Hood was also on a charge having gained three positions in the first lap alone. Not to be outdone, Chris Ward responded to the front running Knobbly's speed by producing a lap time of 1:24.6; the fastest lap time achieved in the Lister to date.

By Lap eight and with just seven minutes remaining, the two front running cars had pulled away from the rest of the field with 17 seconds separating the JD Costin from the Knobbly of Sam Hancock. As the race reached its final stages, leader Phil Keen continued to



dominate the race and with a gap of 9.6 seconds took the chequered flag with a well-deserved second place for the JD Classics Costin Lister of Chris Ward. The Lister Knobbly of Derek Hood also ran a strong race and maintained position having made up three places at the start of the race. Comprising of both Italian and French pre-war grand prix cars, a variety of the finest racing examples lined up ahead of Sunday afternoon's Varzi Trophy race. The impressive Alfa Romeo Monza of Derek Hood lined up on the grid amongst a field of contemporaries including Maserati's, Talbot's and fellow Alfa Romeo's. With the rain continuing to hold off, the field pulled up into their starting positions on the grid ahead of the 20 minute race. Despite it being the car's first outing at Goodwood for JD Classics, this didn't deter Derek Hood from testing the car's limits having moved up a place by the end of the second lap alone. Running well throughout the race, the Alfa came across the finish line without fault.

A 15 minute sprint race, the second Gerry Marshall Trophy race on Sunday afternoon got underway as the influx of saloon cars took off from the starting grid. A reverse grid for this race, the Rover SD1 of Chris Ward started the race in 19th place and within the first lap alone had fought through the field up into ninth place. Maintaining the momentum, the Rover was soon running in fifth position by Lap three and showed little sign of slowing.

Racing wheel to wheel alongside fellow Patrick Motorsport Rover of Stuart Hall, both cars powered towards the chicane with Chris

“  
Give me  
Goodwood on  
a sunny day,  
and you can  
forget the rest  
of the world  
”

ROY SALVADORI

Ward making a bold move taking the outside line and moving through into fourth place. Another half a lap and now into second, the front running GTI Volkswagen MK1 of Jim Morris was now within sight. With five minutes remaining, the Rover made its move as the two cars ran side by side down the start finish straight before pulling ahead and into the lead down into Madgwick. Increasing the lead over the final couple of laps, the JD Classics Patrick Motorsport Rover crossed the finish line to take a double victory in the weekend's Gerry Marshall Trophy.

The final race of the weekend, the Surtees Trophy celebrated the life of the race's late namesake. Led by Lord March in a Lola T70 similar to the one used by John Surtees to win the inaugural Can-Am title in 1966, the field of sports prototypes did a lap of honour whilst cars in the paddock revved their engines in celebration of the great World Champion.

Starting from eighth position, the race looked set to be an exciting finale to the weekend. A clean start for the JD GT40, the field were led away by the Lola T70 of Simon Hadfield. As darkness descended over the iconic Goodwood circuit, a crash between a Cooper Chevrolet and Ford GT40 led to the deployment of the safety car. With Chris Ward now running in sixth, the field were grouped together with 15 minutes remaining. With the debris cleared, the race got underway again and the JD Classics GT40 raced home to a respectable fifth place in the last race of the 75th Members Meeting at Goodwood.



# THE DONINGTON

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## HISTORIC FESTIVAL





STIRLING MOSS  
TROPHY

*four cars headed for Donington as JD Classics sought to replicate the form of the Members Meeting and bring home the silverware*

# W

With a successful opening race meeting of 2017 at Goodwood Members Meeting in March, JD Classics headed to Donington hoping to emulate the success at the inaugural event of the season with similar results at Historic Festival. Their four car line-up saw the 1951 Ecurie Ecosse Jaguar XK120 and 1959 Costin Lister compete in the Stirling Moss Trophy while the powerful ex-Tom Walkinshaw Racing XJS and 1986 Bastos Rover took their place on the grid for the ever competitive Historic Touring Car Championship race.

Former touring car driver Steve Soper started off qualifying in the powerful Bastos Rover with JD Classics' resident driver, Chris Ward, behind the wheel of the XJS. Given it was the first outing since Silverstone Classic in 2015 for the Rover, the team were keen to see how it would run. Having completed three laps, the Rover made an unscheduled return to the pits with a breather tank issue which was quickly rectified by the JD engineers and returned to the track for the remaining 15 minutes now with Chris Ward commanding the drive. John Young was now in charge of the powerful XJS and both cars continued to improve on their times with every lap, the Bastos Rover achieved its fastest lap of 1:16.267 to qualify in pole position ahead of Saturday afternoon's 60 minute race. The XJS completed the session in a respectable 11th place.

A busy weekend lay ahead for JD Classics' Chris Ward as no sooner had he completed qualifying for the Historic Touring Car Challenge race, he was now placed behind the wheel of the Costin Lister in the Stirling Moss Trophy. Having competed in the Motor Racing Legends series in 2016, the father-son duo of Steve and Josh Ward were back behind the wheel of their distinctive blue Ecurie Ecosse Jaguar XK120 for another season. Comprising of a variety of pre-1961 sports cars, the grid



began to filter out onto the track as the session got underway. Steve Ward was first to drive and consistently improved his times with every lap before coming in to hand over to Josh Ward. With a fastest lap time of 1:19.38, the Costin Lister had far surpassed the fastest lap of the session and having completed just six laps, the team made the decision to bring the car into the pits. As the session grew to a close, the second placed Lister Knobbly failed to beat the JD Lister's fastest time despite having completed a further 11 laps as Chris Ward achieved another well-deserved pole position. The XK120 continued to run well throughout the remainder of the session to finish in 26th place and an impressive three seconds faster than the car's 2016 qualifying time.

A variety of Ford Capri's, Mustang's and Chevrolet's were just a few of the power house cars making up the 30 car grid for the Historic Touring Car Challenge race. Driving the first stint of the race, Steve Soper led the field over the line in the pole position JD Classics Rover as the race got underway via a rolling start while Chris Ward sat on the grid in 11th place in the Tom Walkinshaw Racing XJS.

Leading down into the first corner, the Rover faced pressure from the Ford RS1800 of David Tomlin as it battled the JD car for position, however by the end of the first lap, the Rover was firmly back at the front of the field and already beginning to pull away. The XJS was also making an early impression as Chris Ward steadily moved up through the field and into fifth place by lap five alone. An electrical gremlin meant the XJS made an unscheduled pit stop on lap 13 however was quickly rectified by the JD engineers and re-joined the race in eighth place.

As the pit window opened for mandatory driver changeovers, the Bastos Rover continued to dominate the race producing a fastest lap time of 1:16.58 as the Jaguar XJS received orders to pit early in the window. Having completed the 60 second stationary stop and now with John Young behind the wheel, the XJS returned to the race now running in 17th place. With increasingly quicker lap times as the race progressed it was only another eight laps before John Young had driven the XJS back up into 10th. With an impressive 45 second lead, the Bastos Rover came into the pits for its stop and

Chris Ward was back into the driver's seat, re-joining the race in second place with just over 20 minutes remaining on the clock. Within two laps, the Rover was soon back into its former front running position where it continued to extend its lead throughout the latter stages of the race to take the chequered flag with an impressive 39 second lead over the second placed Ford RS1800 of David Tomlin. Despite handling issues in qualifying, the XJS worked its way through the field to finish the race in an impressive sixth place.

The final race of the weekend for JD Classics, the Stirling Moss Trophy was led through its rolling start by the ever-dominant Chris Ward in the pole sitting JD Classics Costin Lister and made good his advantage as he maintained position into the races early stages. The Jaguar XK120 of Steve and Josh Ward also produced consistent lap times early in the race with Steve Ward running an average of three seconds a lap faster than in 2016's Donington Historic Festival.

By lap eight and still in the lead, the Costin Lister began catching the backmarkers subsequently losing time as Chris Ward negotiated the car through the field yet still managing to keep the pursuing Lister Knobbly at arms-length. With the pit window now open, the Lister was instructed into the pits first. A solo drive for the ever-experienced Chris Ward, the team checked the car over while it sat for its 60 second stationary stop before re-joining the race in fifth. On lap 21, and now running in 22nd, the Ecurie Ecosse XK120 was brought into the pits and the drive passed to Josh Ward.

With the race now into its final stages, the Costin Lister was now back up into the lead but with the ever persistent Knobbly just 0.4 seconds behind. Whilst progressing into the last few laps, Chris Ward gradually began edging away from second placed car and came over the finish line with a 1.1 second gap to claim the second victory of the afternoon for Chris Ward and JD Classics.

Continuing the momentum, Josh Ward and the Jaguar XK120 progressed through the field and up into 19th place. By the time the chequered flag fell, the father-son driving duo of Steve and Josh Ward had claimed a well-deserved 1st in class and another great race result for JD Classics.





MILLE  
MIGLIA  
2017









As their third year as gold sponsors, JD Classics once again took ten cars to compete in the 2017 edition of the Mille Miglia. Consisting of both JD Classics and customer owned cars, this year's team included a wide range of varied marques and models including Jaguar XK120s, a Lincoln Capri, Porsche 356 and an AC Ace to name but a few of those making their way to the Northern Italy start line in Brescia.

With competing crews arriving at the town's Fiera di Brescia, the 450 car field began to congregate in the hangar like building as scrutineering got underway whilst competitors enjoyed JD Classics' on-site hospitality suite.

With all ten JD cars having successfully completed scrutineering and all drivers signed on, the cars were escorted down to Brescia's Piazza della Vittoria where each car had a lead ring placed around the steering column in the sealing ceremony; a traditional and long standing part of this magnificent event.

The first leg of the rally began in hot and sunny conditions on Thursday afternoon. The ten JD Classics cars lined up at the start ramp ready to embark on their 1,000 mile challenge. The first car of the event left the start line at

2:30 p.m. and with approximately three cars per minute, the first of the JD team departed Brescia at 4:00 p.m.. With consecutive start numbers, all ten competing crews were on their way within five minutes of each other as the rally got underway.

Heading to the first night stop of Padova, the JD Classics cars began to arrive after an approximate seven hour run. With all ten cars having arrived safely by midnight, the service crews set about prepping each car for Friday's long run down to Rome.

With a gruelling 15 hour leg from Padova to Rome, Friday got off to an early start with the JD Classics team departing at 8:00 a.m.. With service crews in pursuit throughout, the route tested both car and driver as the rally headed up through winding roads and tight corners towards San Marino for the official lunch stop. From here, the rally continued down to Rome with the treacherous mountain terrain proving challenging throughout the remainder of the day. As the cars began arriving in Rome later that night, the weather began to set in and torrential rain and thunderstorms plagued the evening's service with conditions proving too difficult to work in and subsequently postponing any evening work to the early morning.

With all cars finally serviced once the weather had subsided early Saturday morning, the first JD car left Rome at 8:00 a.m. as the route headed back up the country towards Parma. Stopping just outside Siena for a time check point and the lunch stop after a gruelling seven plus hours of driving already, cars continued to filter through and continue their journey through Modena and into Parma.

Arriving in the dark for the last time, cars began to congregate in Parco Ducale in the middle of Parma's city centre. Once again, the support crews thoroughly examined and serviced each car to ensure its peak performance for the final stint back to Brescia.

Another hot and sunny day and the cars departed early for the short leg back to Brescia. After a relatively short seven hour journey, the first of the 450 competing cars began arriving back in Brescia to a large crowd of spectators cheering each car to its Mille Miglia completion. With all ten JD Classics cars completing the gruelling 1000 miles without fault, the Jaguar XK140 of father son duo Steve and Josh Ward topped the results list for JD Classics with a final classification of 165th place followed closely by JD Classics' MD Derek Hood and Team Principal Steve Riedling in 185th.



“

It is the race of the people.  
It is a day when I feel my  
life is useful.

”

ENZO FERRARI

# BRANDS HATCH MASTERS HISTORIC

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## FESTIVAL

*on one of the greatest tracks in the UK, JD Classics dispatched their Costin Lister, Jaguar XK140 and Ecurie Ecosse XK120 to contest the Brands Hatch Masters Historic Festival*



STIRLING MOSS  
TROPHY



RAC TT CELEBRATION  
- 2ND IN CLASS



Image : Nat Twiss

# A

variety of historic saloon, single seaters and Formula One cars gathered at Brands Hatch for the annual Masters Historic Festival. Just returned from having campaigned a total of ten cars in the Mille Miglia the week prior, JD Classics ran their distinctive Costin Lister with Chris Ward behind the wheel. Having also taken part in the Mille Miglia the weekend previous in their Jaguar XK140, father-son racing duo of Steve and Josh Ward competed their Ecurie Ecosse XK120 within the Woodcote Trophy race for the bank holiday's racing action.

A sudden heavy downpour on Saturday morning resulted in treacherous conditions for the weekend's first few qualifying sessions, however, by the time the Stirling Moss Trophy qualifying session started the sun had emerged and had dried out the track ahead of the 30 minute session. Continuing its dominance from the Donington Historic Festival in April, the Costin Lister tore around the 2.4 mile long circuit and within just five laps produced a blistering lap time of 1:43.065 before returning to the pits. With the remainder of the field completing in excess of 11 laps, the JD Classics Lister maintained an unrivalled pole position qualifying over two seconds faster than the second placed Lotus 15 of Michael Gans.

The RAC Woodcote Trophy field qualified on Saturday afternoon with Steve Ward taking the first stint of the 30 minute session. Continuing to better his lap time and after six flying laps, the remainder of the session was handed to Josh Ward who maintained the momentum to qualify the XK120 in 22nd place.

The JD Classics Costin Lister led the grid through for a rolling start as the 60 minute Stirling Moss Trophy race got underway. True to form, the JD Lister got off to a strong start and dominated the first few laps before the deployment of the safety car on Lap six bunching the field back together. After one lap, the safety car came into the pits and the race continued, albeit short lived, as another incident brought the safety car out again one lap later. By Lap 11 and with the safety car now

back in the pits, the race resumed as the JD Classics Lister continued to lead the field hotly pursued by the persistent Lotus 15 of Michael Gans. With the pit window now open, the Lister came in for its mandatory pit stop. Remaining stationary for 60 seconds, the JD engineers checked over the car before exiting the pits and re-joining the race in fourth.

As the race entered its latter stages, the Lister had worked its way back up to the front of the field and despite the mounting pressure from the pursuing Lotus, the gap gradually increased with each lap and by the time the chequered flag fell the gap was up to an impressive 13 seconds.

Steve Ward was first up in the driver's seat of the XK120 for the 60 minute RAC Woodcote Trophy as the race got off to a rolling start. Two on-track incidents saw the safety car team kept busy as they were deployed twice within the first 10 laps. Nevertheless, Steve Ward continued to maintain consistent lap times producing a fastest lap time of 2:10.4 before coming into the pits and handing the remainder of the drive over to Josh Ward. Producing an impressive fastest time of 1:59.8, the XK120 was also driven to a second in class position within the Woodcote Trophy; the second consecutive class position for the distinctive Ecurie Ecosse XK120 of Steve and Josh Ward.

Speaking of the weekend's result, Chris Ward said; "It is fantastic to be back on Brands Hatch's Grand Prix circuit as there are very few opportunities to race on one of the best circuits in the country. Qualifying offered ideal conditions allowing me to use the first few laps to re-familiarise myself with the circuit before putting in three flying laps to claim pole position. Despite leading the race from start to finish, the Lotus 15 of Michael Gans drove exceptionally well pushing me harder than I expected to be pushed. The safety car interrupted the race but made for good viewing for spectators as it kept the field close. I am already looking forward to coming back to Brands for next year's Masters Historic Festival".



BRANDS HATCH  
MASTERS HISTORIC FESTIVAL

#### FACT FILE

**How long has the event been running?**  
The 2017 event was the 11th edition of the spectacle.

**When does it take place?**  
The festival is traditionally held on the May Bank Holiday weekend.

**What is the main event?**  
The Masters Festival is headlined by the FIA Masters Historic Formula One Championship, featuring spectacular cars that competed during the Kent circuit's tenure as a Grand Prix venue.





STIRLING MOSS  
TROPHY

# SILVERSTONE CLASSIC

*the home of the British Grand Prix was home to the over  
100,000 classic car fans during the last weekend of  
July for a smorgasbord of classic motorsport*







Image: autoaddicts.com

# W

With an entry list of over 1000 cars taking part across the weekend in displays, demonstrations and on-track competitive racing, the Silverstone Classic has continued to grow in popularity with over 100,000 people in attendance. Established as one of the largest classic car festivals in the world, JD Classics were pleased to compete with seven cars over the three day period.

The Costin Lister of Chris Ward made the weekend's debut for JD Classics as it headed out to contend with the large field of pre-1961 sports cars for the Stirling Moss Trophy qualifying session.

Dry but very windy weather made for challenging on track conditions for the field with an array of Lister's Lotus's and Lola's all vying for the coveted pole position. Setting a first lap qualifying time of 2:43.1, Chris Ward continued to improve on this with every lap running in third place by Lap seven. Coming into the pits for a quick check over, the Costin soon returned to the track, and with the session nearing its end, produced a flying lap of 2:24.6 to qualify in pole position. As the position looked set for the JD Classics team, a last minute surge from the Lotus 15 of Graham and Ollie Bryant clinched first place on the final lap to claim pole ahead of Sunday's race with Chris Ward qualifying in a close second with just 0.599 seconds separating the two.

The rain continued to hold off as the Woodcote Trophy field exited the pits for their 27 minute qualifying session with three JD Classics cars in contention for position within the field; the 1954 Lister Maserati, 1954 Cooper T33 and the 1951 Jaguar XK120 of Steve and Josh Ward. 45 cars made up the field meaning the competition was going to be fierce. Sharing the weekend's Cooper drive with Andrew Smith, Chris Ward drove the session's first section charging the car into second place within three flying laps. Similarly, the Ecurie Ecosse XK120 was also performing well with Steve Ward completing a couple of warm up laps before passing to Josh Ward to complete the session. John Young captained the ex-Archie Brown Scott Lister Maserati in its debut racing appearance with JD Classics qualifying in a respectable 13th place. Having handed the drive over to Andrew Smith, the Cooper returned to the session in a bid to catch the front running Jaguar D-Type of Gary and John Pearson. Despite producing an impressive fastest lap of 2:29.8, half a second faster than last year's pole position lap time produced by the Cooper, competition proved tougher and so the T33 qualified in third place behind the Pearson's D-Type and the Cooper T38 of Fred Wakeman and Patrick Blakeney-Edwards.

“

Maggotts-Becketts has legendary status for good reason, it's one of the most exhilarating corner combinations of any circuit on the Formula One calendar

”

JENSON BUTTON

Qualifying in 29th place overall, the Jaguar XK120 of Steve and Josh Ward's fastest lap was an impressive 35 seconds faster than their best time at Silverstone Classic in 2016.

Saturday morning's Stirling Moss Trophy got off to a rolling start as led by the pole sitting Lotus 15 of father son pairing Ollie and Graham Bryant with the JD Classics Costin Lister following closely in second place. A slow start for the pole sitting car instantly offered the advantage to Chris Ward as he stormed into the lead ahead of the now second placed Lister Chevrolet of Gary Pearson. With the track now clear ahead, the Costin Lister began to pull away from the field and by Lap four had created a nine second gap from the rest of the 40-car grid. Having slipped back into fifth place at the start line, by Lap five the Lotus 15 of Ollie Bryant had fought its way past the Lister Chevrolet and into second place. Continuing to apply the pressure over the next couple of laps, the Lotus continued its chase of the JD Lister, however a technical issue on Lap eight ended the race for the Bryant's.

With the pit window now open and stops compulsory between the 20-40 minute mark, the team brought the Costin in on Lap 11 with a 13 second lead over the, now second placed, Chevrolet of Richard Kent. Having completed the 60 second stationary stop quickly, Chris Ward re-joined the race. With just over 20 minutes left and now running in second place, the leading Lotus 15 of Rob Barff came into the pits allowing the JD Classics car to regain the lead. By Lap 15 and with just over five minutes of the race remaining, Chris Ward had

distanced the Costin from the rest of the field and despite being caught in traffic by some backmarkers, charged to a dominant victory 14 seconds ahead the next competitor and also achieving a fastest lap of 2:24.018.

This year Silverstone Classic celebrated the 25th anniversary of the iconic Jaguar XJ220. The celebrations culminated in a special field of over 40 XJ220s, JD Classics were pleased to be involved in this year's parade showcasing their XJ220 LM. Competing at the iconic Le Sarthe circuit in 1993, the car was raced at Le Mans by John Nielsen, David Brabham and David Coulthard and in keeping with the car's history, David Brabham returned to the drivers seat once again to demonstrate the car during Saturday afternoon's very special display along with Tom Walkinshaw's widow Elizabeth.

The first of a two race round of the Jet Super Touring Trophy got underway on Saturday afternoon as the rain that threatened to plague the day's racing continued to hold off. Having suffered with technical gremlins during Friday's qualifying, the Bastos Rover and TWR XJS were starting the race from further down the field as the large field was split into two grids and both led through into a rolling start ahead of the 20 minute race. As the lights turned green the XJS of Chris Ward was quickly on the attack and by the end of Lap two had powered through the field by 15 places.

Equally, the Bastos Rover of Steve Soper continued to storm its way round the 3.6 mile circuit as he continued to improve on every previous lap time. As the chequered flag fell, both JD touring cars completed the race.



## SILVERSTONE CLASSIC

## FACT FILE

## What is it?

A spectacular historic motor racing on the world famous circuit, free access to the paddocks and grandstands, displays from over 100 car clubs featuring more than 10,000 classic cars.

## The auction:

Event partner, Silverstone Auctions, hosted three sales over the weekend of the Classic. In total, sales amounted to over £5.5m during the three sales.

## What's on apart from the cars?

There's plenty of entertainment to enjoy too, with live music from headline acts, air displays, a vintage fun fair, and a shopping village all included within the grounds of the circuit.

## When is the next Silverstone Classic?

Tickets are on sale from early November and the provisional dates for 2018 are 20-22 July.





# PEBBLE

# BEACH

## CONCOURS D'ELEGANCE

*to be invited to Pebble Beach is an honour in itself, to walk away with an award is a privilege reserved for the best in the world. JD set out to do just that.*



VIVA POSTWAR TROPHY  
BEST PRESERVED AND  
REGULARLY DRIVEN CAR

Image: Alexandra Patil for Choppra

# “ If I had only one more round to play, I would choose to play it at Pebble Beach ”

JACK NICKLAUS

**R**ounding off this year's Monterey Classic Car Week, Pebble Beach Concours d'Elegance gathers 200 of the world's finest classic cars and motorbikes on the famous 18th fairway of the Pebble Beach Links. JD Classics were once again pleased to be invited to enter the event with both a 1954 Bentley R-Type Continental and a customer's 1962 Shelby 260 Cobra which had recently undergone a JD Classics concours restoration.

As one of just five pre-production Cobras ever built, chassis number CSX 2005 was shipped from AC Cars base in Surrey to Shelby America, California. Following a colour change from white to black, the car was loaned to Universal Studios and featured heavily in the 1964 film *The Killers*. Post filming, the car was bought by the Carroll Shelby School of High Performance Driving and went on to be painted in the Shelby American team colour as per 1964; Viking Blue. During its tenure at the school, the car was driven by many a noteworthy name including actor James Garner and well respected automotive journalist John Jerome. Passed between subsequent owners, CSX 2005 was bought by Donald Bell in 1975 and stayed under his ownership for 35 years. In 2016, JD Classics purchased this historically significant Cobra before being bought by a customer who commissioned concours restoration work in preparation for this year's Pebble Beach concours d'Elegance.

The 1954 Bentley R-Type Continental was bespoke ordered from new by world-class golfer Philip F. Scrutton. Coach built by H.J. Mulliner, the car was specified with many unique features including one-piece tail lights and cut away rear wheel arches. While the instruments and steering wheel were colour

matched to the red leather upholstery all adding to its rarity. Its next owner was Stanley W. Hailwood, a successful pre-war racer and father to renowned racing driver Mike Hailwood. In 1968, it was sold to a family in Australia where it remained until JD Classics purchased it in 2015 and returned it to the UK. Remaining completely unrestored, Pebble Beach was its first public outing in over 50 years.

Sunday's Concours d'Elegance is preceded by the Tour d'Elegance which sees participating cars drive 80-miles along the Monterey Peninsula across Big Sur before heading back towards Carmel-by-the-sea. With successful completion of the tour adding favour to the car's standing at the final Concours, the JD Classics Bentley R-Type Continental completed the tour successfully.

Both the Bentley and AC Cobra gathered early on Sunday morning ahead of the Concours d'Elegance and drew much attention within the respective classes; the AC Cobra in Class 0-1: Postwar Open and the Bentley in Class L-2: Postwar Preservation. With the competition stronger every year, JD Classics were privileged to receive the FIVA Postwar Trophy for the best preserved and regularly driven car with the Bentley R-Type Continental.

Derek Hood, Managing Director of JD Classics, said: "With more than 100 judges, many of whom have over 30 years' experience judging events like this, the Pebble Beach Concours d'Elegance is the most competitive classic car event in the world. Even for our two entries to be invited to compete is an absolute privilege, let alone our Bentley R-Type preservation being awarded the FIVA Postwar Trophy. It's another standout example of the dedication and expertise of all our craftsmen at JD Classics' Maldon headquarters."



JD Classics' unrestored 1954 Bentley R-Type Continental took home the FIVA award for the best preserved and regularly driven car

## 2017 WINNERS

### Best of Show

1929 Mercedes-Benz S Barker Tourer

### Best of Show Nominees

1932 Packard 906 Twin Six Dietrich Convertible  
1957 Ferrari 315 S Scaglietti Spyder

### Elegance Awards

Gwenn Graham Most Elegant Convertible  
1932 Packard 906 Twin Six Dietrich Convertible  
J.B. & Dorothy Nethercuff Most Elegant Closed Car  
1937 Bugatti Type 57S Gangloff Coupé  
Most Elegant Open Car  
1929 Mercedes-Benz S Barker Tourer  
Strother MacMinn Most Elegant Sports Car  
1955 Ferrari 375 Plus Pinin Farina Cabriolet Speciale

### Special Awards

FIVA Postwar Trophy  
1953 Bentley R-Type Continental - JD Classics





Images: classicandperformance.com



All images this page: The Telegraph





RAC TT  
CELEBRATION



WHITSUN  
TROPHY



FREDDIE MARCH  
MEMORIAL TROPHY

THE  

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GOODWOOD  
REVIVAL  
2017

*the iconic Goodwood Revival got underway in traditional British weather as the heavens opened to make for testing condition as millions of pound of metal were navigated around the 2.4 mile circuit in southern England*



# I

nto their third year of sponsorship, JD Classics attended this year's Goodwood Revival with eight cars both competing on track and on display over the weekend.

Wet weather set the scene for the weekend's racing as the Lister Maserati of Nick Riley was first to qualify for JD Classics in the Madgwick Cup. With the rain coming down heavily, the 15-minute session got underway and conditions proved treacherous for all 28 cars as developing standing water hampered the field's performance. The Lister Maserati managed to avoid becoming a victim of the weather conditions to qualify in 19th place.

With the weather continuing to worsen, qualifying for St Mary's Trophy was also hampered with a first lap incident causing the session to be red flagged. As the field congregated in the pit lane as the stranded car be recovered, the team took advantage of the time to check over the formidable looking Jaguar MKVII which, in the two-driver race, had former Formula 3000 driver Nicolas Minassian behind the wheel. As the session restarted and with little over 10 minutes left of the session, many a car continued to fall foul of the challenging on track conditions with the Sunbeam Rapier of Chris Harris skidding through Woodcote Corner just before the chequered flag. Managing to control the sheer size of the MKVII and remaining unscathed throughout qualifying, the JD Classics car ran consistently to qualify in 25th place ahead of Friday afternoon's second session.

Friday afternoon saw the first appearance

of the weekend of JD Classics' resident driver Chris Ward qualifying the 1965 Ford GT40 in the Whitsun Trophy session: a 29 car array of big powerful pre-1966 sportscar prototypes. As so many before, the Cooper T61 of Chris Jolly experienced just how tricky the on track conditions had become after an afternoon of rain spinning off on the out lap.

With under 10 minutes left of the session and with the JD Classics GT40 sitting in 18th place, Chris Ward pushed through on a flying lap hoping to get a clear run of the Goodwood circuit and successfully charged the GT40 up into second place. Despite a good lap, the late surge of two fellow GT40's and the powerful Lola T70 of Mike Whitaker meant that when the chequered flag fell the JD Classics GT40 qualified in a solid fourth position.

With no time to spare for the resident driver, Chris Ward had no longer jumped out of the GT40 then he was back behind the driver's seat this time in the familiar Cooper Jaguar T33. Having competed in the Freddie March Memorial Trophy for the past three years and taking the win in 2015, both car and driver were familiar front runners to the grid. Despite the rain now easing off, the standing water on track still made for precarious conditions. Remaining unfazed and as the chequered flag fell at the end of the session, the JD Classics Cooper T33 had claimed an impressive pole position over a second ahead of the Aston Martin DB3 of Rob Hall.

The ease up in rain didn't last long as the heavens opened up just in time for the second

of the St Mary's Trophy qualifying second this time with JD Classics MD Derek Hood behind the wheel. The field of pre-1959 saloon cars continued to struggle with the conditions and a stranded Jaguar MK1 saw the 15 minutes finish under the yellow flag. Having navigated the difficult driving conditions, the JD MKVII finished the session in 25th place and with an average overall position from both sessions, the MKVII would line up on the grid in 25th place ahead of Saturday afternoon's race.

The driving duo of Chris Ward and Gordon Shedden made their return to the Goodwood Revival this year in the distinctive green Jaguar E-Type '1196 WK' for the afternoon's RAC TT Celebration free practice session. A chance to shake down the car and refamiliarize themselves with the circuit, dropped oil meant that once again another session was red flagged and the grid were returned to the pit lane. With Chris Ward handing over the drive to Gordon, the session re started allowing the field of closed cockpit GT cars to get a feel for the cars ahead of Saturday afternoon's qualifying session.

With all the weekend's on-track excitement, JD Classics were also pleased to have their 1965 Fiat Bartoletti Transporter on display in the paddock throughout the weekend which was used in period as a team transporter for the Alan Mann Cobra race team. JD Classics also displayed their 1952 Connaught A6 which was also on static display as part of the weekend's tribute to Ecurie Ecosse. Purchased by the team, the Connaught was prepped to race



for the 1953 season; just one of many vehicles paying homage over the weekend to the Scottish team including the customer Jaguar XK120 of Steve Ward which was invited to take part in the weekend's demonstrations and parades.

A stark contrast to the day previous, Saturday's racing began in dry, sunny and warm conditions as the Lister Maserati of Nick Riley lined up on row seven of the grid ahead of the start of the weekend's Madgwick Cup. A flying start as the lights went green saw the Maserati soar past his adversaries to gain three places from the line now running in 15th place. With the track now dried out from Friday's all day drenching, competing cars were now pushing more than ever in a bid to claim position. Maintaining several consistently timed laps, the JD Classics Maserati managed to overtake a further two cars to finish the race in an impressive 13th place; a fantastic first competitive appearance for both driver and car together at Goodwood Revival.

Chris Ward was first in the driver's seat for the RAC TT Celebration qualifying session as the distinctive E-Type headed out onto track. Quick to deliver Chris Ward achieved a pole sitting time of 1:25.6 on his first flying lap. The Ferrari 250 GTO of Frank Stippler and Andy Newall, however, was hot on the heels and within one more lap had clinched the pole position from the JD E-Type. With just under 15 minutes of the session remaining, Chris handed the drive over to Gordon and returned to the field in an attempt to beat the Ferrari's time of 1:25.476.

Despite its retirement due to an incident through Woodcote, the front running Ferrari still continued to maintain the session's fastest lap and as the chequered flag edged ever nearer, the pressure was on for Gordon Shedden to produce a flying lap time. Suffering a spin through St Mary's, the E-Type was quickly able to re-join just in time to squeeze in one more lap. Continuing to match the Ferrari's sector times, the front row was going to separate by only the smallest of gaps and as the JD car flew through the chicane and down towards the chequered flag to complete a 1:25.440 pipping the pole position by 0.038 of a second.

With the pole sitting GT40 of Mike Jordan penalised to the back of the grid, the JD Classics GT40 was promoted to the front row of the grid sitting in third place ahead of Saturday afternoon's Whitsun Trophy. Under familiarly wet conditions, Chris Ward followed the now pole sitting GT40 of Nick Padmore and the Lola T70 of Mike Whitaker off the start line as the field roared down into Madgwick corner. Despite the slippery on track conditions, Chris Ward was already challenging for position and by the end of the first lap had claimed the 2nd place spot. An incident on the first lap saw the safety car deployed grouping the field together as the stranded Hamill-Chevrolet was recovered from the track. With an extra 3 minutes adding to the race to make up for the time lost behind the safety car, the race got back underway with the two front running GT40s closer than ever with a 0.6 second gap separating them. Coming down into the start finish straight side by side,



The Jaguar MKVII of Nicholas Minassian and Derek Hood fought its way through the treacherous weather conditions to complete two consistent qualifying sessions for the St. Mary's Trophy.

#### GOODWOOD REVIVAL

##### FACT FILE

###### Did you know?

The first Goodwood meet saw 85 drivers compete with over 15,000 spectators watching

The original circuit derives from an ex-military airfield

The track was officially opened by the 9th Duke of Richmond in a Bristol 400 - what was then Britain's state-of-the-art sporting saloon

On 18th September 1998, exactly 50 years since the Goodwood circuit first opened, the 9th Duke's grandson re-enacted the opening of the track, hosting the first Goodwood Revival meeting

Aviation plays a massive part of Goodwood Revival, celebrating this each year with the Freddie March Spirit of Aviation





“

The Revival is an event, which is unique in the world and absolutely second to none.

”

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SIR STIRLING MOSS



Chris Ward edged into the lead as the race entered its latter stages. Just 0.6 seconds behind, Nick Padmore remained on the attack until a spin allowed the JD car to pull away into the lead with a six second advantage. Despite experiencing traffic through the backmarkers, Chris Ward took the chequered flag three seconds ahead of Nick Padmore's fellow GT40.

With no time to rest, Chris Ward jumped from the GT40 to the Cooper T33 for Saturday's final race, the Freddie March Memorial Trophy. Due to a technical infringement, the Cooper now lined up at the back of the grid with the now pole sitting Aston Martin DB3 leading the field away from the grid. With 28 cars all vying for the title, the JD Classics Cooper refused to hang around and by the end of the first lap had claimed 14 places.

As the time continued to tick ever closer to the chequered flag, the Cooper maintained its charge and by Lap five was up to second place and closing in on the front running DB3 of Rob Hall. With just over 10 minutes remaining, the race for the lead became a heated one with the Aston Martin valiantly fending off the advances of the persistent Cooper T33. Challenging for the lead, the Aston Martin continued to fight off the Cooper's advances and as they entered the final lap, the cars ran side by side down into the first corner at which the JD Cooper snuck through the inside and took a second consecutive win with a gap of 0.2 seconds. A short lived victory for the JD Classics team, due to the Cooper T33 being awarded a five second penalty and, as a result, demoting Chris Ward to second place.

A mechanical gremlin saw the MKVII take early retirement from the first of the St Mary's Trophy on Saturday afternoon in the first of the two part race. Sunday afternoon's second race was this time captained by JD Classics MD Derek Hood and starting from Row 10 drove a consistent race in spite of the previous day's technical issue to finish in 22nd place.

The weekend's focal race, the RAC TT Celebration's 29 car strong grid lined up ahead of the 60-minute session behind the JD Classics Jaguar E-Type of Chris Ward and Gordon Shedden. Driving the first

stint, Chris Ward got off to a slow start slipping down to fifth with the AC Cobra of father-son duo David and Oliver Hart taking an early lead. Despite the initial mistake, by the end of Lap three the JD Classics E-Type had fought its way through the powerful gaggle of Cobra's and now running in second place. 10 minutes in and edging ever closer to the leading Cobra, the E-Type ran wide through St Mary's which slipped the car back down into fourth place. With another lap and now up into third, the advance towards the second placed Cobra of Andrew Smith and Olly Bryant began as the two began to tussle for position. Running side by side through much of the next couple of laps eventually resulted in the two cars touching causing the Cobra to spin and lose position.

With a gap of just 1.6 seconds behind the front runner and with 40 minutes of the race remaining, the pit window opened and very quickly the team called in the E-Type for its mandatory driver changeover. A quick stop saw the car return to the race with Gordon Shedden behind the wheel and with the leading Cobra pitting a lap later, the race was on to try and complete a flying lap to steal the lead. An equally quick pit stop from the Hart duo however saw the Cobra rejoin to maintain the lead. Within a couple of laps of rejoining the grid, the front running Cobra began to experience problems dropping coolant on the track. As the race approached the halfway stage and despite instruction to return to the pits immediately, the AC Cobra of now Oliver Hart continued to race in an attempt to hold off the advances of the JD E-Type. With just 12 minutes remaining, the Cobra succumbed to the issue with the car and retired with a mechanical failure having already sustained a five second penalty for clipping the chicane a few laps previous. With Gordon and the JD Classics Jaguar now at the front of the field, the lead was extended over the following laps over the now second placed sitting Cobra of Wolfe and Gans. Due to contact with the Cobra of Andrew Smith and Ollie Bryant in the early stages of the race, the front running JD car was awarded a 30 second penalty thus handing the victory to Michael Gans and Andy Wolfe with the E-Type completing the RAC TT Celebration in second.



# F

resh from their win and two second place success at the Goodwood Revival, JD Classics soon found themselves at the annual Six Hours event at the iconic Spa Francorchamps.

Living up to its rainy reputation, Friday morning's qualifying sessions began under typically wet conditions as the 1965 Austin Mini Cooper S of Nick Riley and Ben Short joined the track with the remaining 39 pre-66 touring cars for qualifying. Instantly feeling how conditions had affected the track's grip, the field began to slow the pace down as the track became slippery. Nick took the first drive and fresh from his impressive debut performance at Goodwood the week previous. Having completed one lap, the Mini suffered from a distributor problem thus ending its qualifying session prematurely.

With over 70 cars making up the combined field, the Stirling Moss/Woodcote Trophy was sure to make an exciting weekend

of racing as the late 1950s sport cars take on the pre-56 sports racers. Remaining wet and cold, the field began filtering out onto the track in a bid to claim pole. A great first flying lap from Chris Ward rocketed the Costin Lister up into second place with a lap time of 3:38.3 and four seconds off the current pole-sitting Lister Knobbly of Jon Minshaw. A quick once over from the team on Lap five and Chris Ward re-joined the session maintaining his second place. The Ecurie Ecosse Jaguar XK120 of Steve and Josh Ward was also running well with continually improving lap times. After five laps Steve Ward handed the remainder of the drive to Josh Ward who completed the qualifying session in 44th place having shaved an impressive 24 seconds off their first flying lap. An electrical problem for the Costin Lister prematurely ended its session. However, its best lap continued to secure the second position until the end of qualifying lining up behind



# SPA 6 HOURS

*an iconic race at an iconic circuit in traditional challenging  
Spa Francorchamp conditions - the recipe was set for a  
great weekend*



SPA SIX  
HOURS



STIRLING MOSS/  
WOODCOTE TROPHY

pole sitter Jon Minshaw for Saturday's race.

The weekend's namesake race, the Six Hour Endurance race this year lined up with over 110 cars all vying for the coveted title. An array of pre-65 touring and sports cars, the competition was fierce as a field of Ford Mustang's, E-Type's and GT40s took to the track for Friday evening's 90-minute qualifying session. Chris Ward and Andrew Smith paired up for the weekend to compete in the JD Classics Ford GT40 as Chris took the first stint of the session. Due to the high volume of cars on track at any one time, getting a clear lap was proving problematic, however remaining unfazed by the challenge, the JD GT40 was running at the front of the field after just two flying laps. Not making it easy for him, however, was the fellow GT40 of Gavin and Rory Henderson who were in hot pursuit. On Lap four and running in pole position, the JD GT40 pitted while the team checked over

the car and the drive passed to Andrew Smith. Returning to the track in fifth place, the pressure was now coming from Richard Meaden and Martin O'Connell's GT40 which had quickly achieved a new best time of 2:44.4. Reacting to the pressure, the JD car responded with speed and by Lap eight was running back in second place. With 45 minutes remaining, the session was red flagged and the field congregated in the pits whilst the stranded car was recovered. After 10 minutes, the session resumed and the extensive field of cars returned to the track.

As qualifying reached its latter stages, it was now the GT40 of Georg Nolte, Franck Stippler and Michael Funke holding pole position, however the JD car was closing in as Chris Ward continued to produce ever quicker lap times. A flying lap on Lap 15 looked promising for Chris Ward with a middle sector time over two seconds faster than its front running adversary, however traffic slowed

the GT40 down in the final sector keeping JD Classics in second. Another red flagged incident suspended the session once again with just 14 minutes remaining and it wasn't until the clock had just two minutes left that the track re-opened. Wanting to refamiliarize himself with the track in the dark, Andrew Smith took one last opportunity to get one last flying lap in in a bid to claim pole but with traffic once again hampering performance, the JD Classics GT40 still claimed an impressive second place on the grid lining up alongside the fellow GT40 of Nolte/Stippler/Funke ahead of Saturday's six hour race.

Saturday's morning's Masters pre-66 Touring Car race was plagued by thick fog and started under the safety car with the Austin Mini Cooper starting from 30th place. Remaining behind the safety car for a total of five laps, the 61-minute race got underway in time with the pit window opening as the grid



all came in for mandatory 60 second stops at the same time making pit lane conditions chaotic. A promising start from Nick Riley, the Mini had made its way up to 29th by the end of the first clear lap alone and was gaining momentum. Unfortunately, the distributor problem which plagued qualifying once again reared its head and the Mini soon returned to the pits. Once back on track and with the issue persisting, Nick Riley continued to suffer with the problematic distributor throughout the race to finish in 33rd place.

A rolling start got Saturday afternoon's combined Stirling Moss/Woodcote Trophy race underway with the Lister Knobbly of Jon Minshaw and Phil Keen sitting in pole and the JD Costin Lister close by in second. Eager to maintain the Lister's impressive racing record so far this year, Chris Ward powered into the lead by the end of the first lap and with another two laps had started to edge away with a gap of over two seconds from the now second placed Lister Knobbly. The Jaguar XK120 of Steve and Josh Ward started the race from 44th place on the grid and was holding position well within the field. Lap nine and the Lister Knobbly started to retaliate as Minshaw closed the gap down to just one second as the Costin got caught up in backmarker traffic. With the pit window now open, the Ecosse XK120 was brought in on Lap 11 and returned to the race with Josh Ward now driving. A lap later, it was the Costin's pit stop and having stood stationary for the required 60 second period, Chris Ward rejoined the race to maintain first place 38 seconds ahead of the Tojeiro of James Cottingham and Max Girado; the chasing Knobbly having retired due to a clutch issue.

Josh Ward continued to run well in the XK120 having quickened the car's lap times by over 30 seconds since the start of the race. With pit stops now completed and the race entering the last 10 minutes, the JD Classics

Costin Lister held an unrivalled lead to take an almost lights to flag victory just under a minute ahead of the second placed Lotus 15 of Michael Gans. The Ecurie Ecosse XK120 also claimed position throughout the race to finish in 41st.

Celebrating the 25-year anniversary of the Spa Six Hours Endurance, over 110 cars lined up on the grid on Saturday afternoon in a bid to claim the coveted title. With the race now shortened to just over five hours due to an overrun in schedule, the lights turned green and the field roared up into the iconic Eau Rouge corner as the pole sitting GT40 of Stippler/Nolte/Funke led the field away. A slow start for the JD Classics GT40 saw Chris Ward slip into third place, by the end of the first lap, however, the place had been reclaimed and the GT40 was now running in second. A flying start from the pole sitter and by Lap three the front running car of Georg Nolte began to pull away from the field with a 4.3 second lead. Over the coming laps, Chris Ward responded to the front runner's charge and began to increase the pace.

On Lap 12, the JD Classics GT40 edged into the lead and began to pull away from the pack, however on Lap 22, and with an eight second lead, the safety car was deployed grouping the field back together and losing Ward his advantage. With five laps behind the safety car as the stranded Elva GT160 was brought back to the pits, the race resumed with the GT40 of Martin Stretton and Tony Wood now in second place, the GT40 of Nolte having pitted during the safety car. Lap 36 and it was time for the first driver changeover for the JD Classics. Now with Andrew Smith behind the wheel, the car needed to be fuelled; a task which in the true spirit of the period race has to be undertaken by the driver themselves. Once fuelled, Andrew Smith re-joined the race in ninth place and managed to gain another couple of places just as the safety car returned to the track once again.

With two hours to go, the JD Classics car was now running in second place and continuing to pull away from the third placed Wright/Gans/Woulfe GT40 and now in pursuit of the dominant Nolte who had increased his lead and was running a lap ahead having made refuelling stops whilst under the safety car thus gaining time. With a large influx of cars pitting for their final driver changes and refuelling, the team decided to leave Andrew Smith out for a few extra laps to avoid delays at the now congested refuelling pumps. On Lap 73, the leading GT40 came in for its final stop giving Andrew Smith his opportunity to bridge the time gap and close in on the lap long lead that Nolte had sustained. Making good his escape, by the time Nolte had re-joined the race, JD Classics were now in the lead but with another stop still to make.

A lap later and the safety car was on track once again; an opportunity the team took advantage of calling Andrew Smith in for the car's final stop. A speedy changeover and Chris Ward was back in the driver's seat as he drove into the fuelling station. An impressive sub four-minute refuelling, the GT40 re-joined the field maintaining the lead having pitted at the optimum time. As the race entered its final 30 minutes, Chris Ward charged the JD Classics car around the challenging Francorchamps circuit with the second placed Nolte on the chase but one lap down. As the minutes ticked ever closer to the chequered flag, Chris Ward found himself caught up in backmarker traffic making for precarious on track conditions with the competition at its fiercest. Despite this, the JD Classics GT40 powered its way to the team's first Spa Six Hours victory a lap ahead of the second placed car of Georg Nolte, Franck Stippler and Michael Funke signalling the end of a successful weekend's racing for JD Classics with two dominant wins at this year's Spa Six Hours meeting.

# BERNINA GRAN TURISMO

*connecting the famous resort town of St. Moritz and Val Poschaivo, the 5.6km Bernina Pass is a mountainous mecca where since 2015, classic cars have hurled themselves up the demanding hill climb. JD Classics sent six cars to take on this fantastic challenge.*



BERNINA GRAN TURISMO  
- COMPETITION FIELD

JD Classics were excited once again to be participating in the 2017 running of Bernina Gran Turismo having sponsored the event for the past two years. Inaugurated in 1929, the first Bernina Gran Turismo was won by racing driver Hans Stuck, however the event only ran in period for a two years before it was deemed too dangerous. Revived in 2015 by local classic car enthusiasts, the hill climb this year would see 60 sports and racing cars built up until the 1980s take on the challenging 5.6 kilometre run up the Bernina Pass, starting from La Rosa, crossing the finish line at the highest point of the pass, Bernina Hospiz.

Campaigning a total of six cars, JD Classics this year ran their 1965 Ford GT40, 1955 Austin Healey 100S, 1965 Jaguar MK II and 1952 Jaguar C-Type. Completing the line-up were the 1963 AC Ace and 1950 Frazer Nash of customer's Steve and Thomas Ward.

With scrutineering and signing on completed on Friday, Saturday morning's first of two practice runs took place in warm and sunny conditions as the field took advantage of the morning's two free runs allowing both driver and car to familiarise themselves with the challenging mountainous roads. Having

completed both practice runs without fault, the JD Classics cars returned to base camp and all six cars were checked over by JD engineers in preparation for Saturday official timed runs.

Saturday afternoon continued to remain dry as the cars lined up ahead of the weekend's first competitive timed runs. With the GT40 of Chris Ward, Austin Healey of Derek Hood and Frazer Nash of Steve Ward all running in the competition field, the first run saw Chris Ward achieve a run of 3:20.3. The time instantly placed the JD Classics GT40 at the top of the field, Chris continued to maintain momentum improving his second run with a time of 3:18.8. Derek Hood and Steve Ward also improved on their second runs with the Austin Healey of Derek Hood shaving almost four seconds off his first official competitive run up the hill.

Competitors participating in the regularity group were required to achieve a time as close to 4:25.0 as possible and with the MKII of Steve Riedling, C-Type of Phil Mouser and AC Ace of Thomas Ward all competing within the regularity field, competition was fierce amongst the sizeable 40 car group. As per the competition field, all three JD cars ran well to significantly improve on their first timed

runs with Steve Riedling driving the MKII producing a close 4:24.02.

A contrast to the previous day, Sunday's competition began under wet and cold conditions with the occasional snow shower making an appearance thus making conditions much trickier. Due to the decline in weather, the first official run of the day was changed to free practice, to allow drivers to familiarise themselves with the challenges of the hill climb in the now inclement weather conditions. With the poor weather continuing to persist for the remainder of Sunday, the final timed run was significantly slower compared to the day previous. Despite Sunday's treacherous weather hampering performance, the GT40 of Chris Ward maintained the best-timed run from Saturday to take the title within the competition field completing a hat trick of GT40 victories in as many weekends for Chris Ward and JD Classics at both Goodwood Revival and Spa Six Hours. Individual class wins were also awarded to the Jaguar MKII of Steve Riedling, AC Ace of Thomas Ward and Jaguar C-Type of Phil Mouser with JD Classics achieving a total of three class wins and overall victory in this year's Bernina Gran Turismo.









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