



Motorsport and Car event electronic magazine

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Historic and Modern
The VSCC Pomeroy Trophy



Classic Car and
Restoration Show



A7 Back to Track



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Possibly the most unusual vehicle in this years Pomeroy Trophy - Matt Tomkins 1969 Morris Minor Traveller



**Austin Single Seater.
Classic car &
Restoration Show.
See Page 31**

© Peter McFadyen

Front cover:
 VSCC Pomeroy Trophy: Harry Leston Austin Healey 3000 (1960) leads Keith Bond Mazda 2 (2010) © Simon Wright.
 Classic Car and Restoration Show : Barn Find 1974 Austin Allegro Mk1 © Peter McFadyen
 A7 Back to Track : Austin 7 saloon © Simon wright

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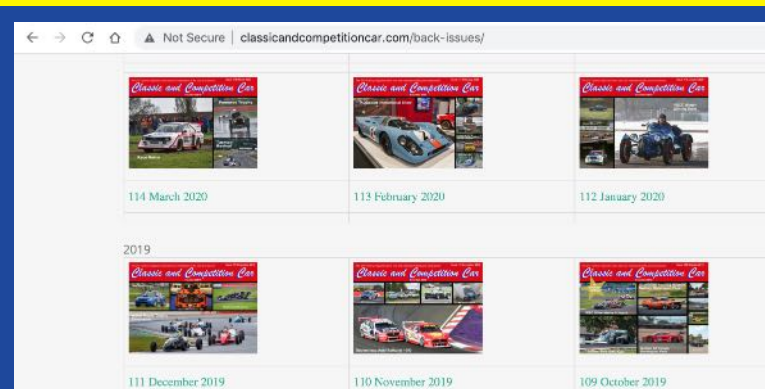
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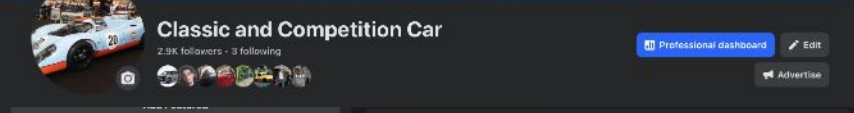
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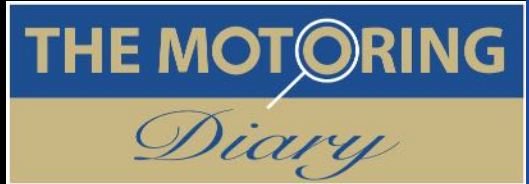


Photo of the Month

By David Goose of
Motorsport Imagery.



There was a parade of historic cars during the lunch break at the VSCC Pomeroy Trophy meeting (See page 7). SWB Audi Quattro sport, followed by Ari Vatanen's Ford Escort RS2000 and Colin McRae's Subaru Impreza WRC



Goodwood celebrates Sir Jack Brabham.

This year, 2026, marks the centenary of Sir Jack Brabham's birth and also marks the 60th anniversary of his third World Championship. Goodwood announced, on what would have been his 100th birthday (April 2nd), that the Goodwood Revival, 18th to 20th September, will celebrate the life and career of Sir Jack Brabham, the legendary driver, engineer and innovator.

Sir Jack Brabham competed in Formula 1 from 1955 to 1970. He won the World Championship in 1959 and 1960 driving a Cooper, but in 1966 he became the only person so far to win the World Championship in a car of his own make. He co-founded his Brabham team in 1960 and showed himself to be a pioneering engineer as well as an exceptional driver. His achievements were recognised in 1979 when he became the first Formula 1 driver to receive a Knighthood.

The revival will bring together up to 50 cars from his career for a track parade.

Formula 1 driver Lance Stroll to race Vantage GT3.

Aston Martin will field an ultra-strong seven car Vantage GT3 line-up for the opening round of the GT World Challenge Europe at Paul Ricard on Saturday 11th April 2026. This constitutes more than 10% of the sixty car grid.

Aston Martin Aramco Formula One team driver Lance Stroll from Canada, will race in the fourth Comtoy Racing Vantage GT3 alongside GT driver Roberto Merhi and Aston Martin Aramco Academy driver Mari Boya, both from Spain.

For 2026, the teams regular line-up consists of Pro Class Vantage for Drudi, Thim and Sørensen, Silver Cup entry for Sebastien Baud (France), Pauwels and Oliver Söderstrom (Sweden) and a Bronze cup car for Marcelo Tomasoni (Brazil), Aaron Muss (USA) and Kyle Marcelli (USA)



Comtoy Racing Aston Martin Vantage GT3

ALAN STACEY

HIS LIFE AND LOTUS CAREER



Kevin Guthrie
Alan McG. Stacey
Foreword by Mike Costin
Afterword by Clive Chapman

Book Review By Peter McFadyen.

Alan Stacey His Life and Lotus Career. Kevin Guthrie and Alan McGregor Stacey; BHP Publishing; hardback, pp192 with over 280 images. £35.00 (£50.00 with signed bookplate). ISBN: 978-1-7385085-9-4

As Kevin Guthrie points out in his introduction, it is unfortunate that Alan Stacey is mainly remembered for his death during that terrible Belgian GP weekend in 1960 on the old Spa circuit which also claimed the life of another rising star, Chris Bristow, and, to a lesser extent, for the fact that Stacey had achieved as much as he did despite having lost his lower right leg even before he began racing. Initially intended as a chapter in their earlier book *Forever Young*, BHP soon realised that the amount of archive material which Alan McGregor Stacey, son of Alan Stacey's younger brother Philip, had collected was worthy of its own book. The result shows how correct they were.

In September 1950, the 17 year old Stacey's motor cycle was in collision with a local grocer's van for which the van driver was held totally responsible. Sadly, his broken leg became infected. The silver lining of that cloud was that Stacey eventually received just over £5,000 in compensation which enabled him to buy a Lotus Mk VI in kit form which the de Havilland apprentice soon assembled and made his race debut at Silverstone in June 1955. He upgraded to one of the new Lotus Elevens for 1956, became a Team Lotus member in 1957 driving the works small engined sports cars, Elevens and Fifteens at various events including Le Mans and having his first single-seater race in an F2 Lotus 16 at Crystal Palace in 1959. 1960 began with an oppressively hot Argentine GP before Stacey's first Monaco GP and the Dutch GP at Zandvoort. Then came the disaster which was the Belgian Grand Prix. What happened to Stacey that day has never been properly explained but it involved fire and a possible bird strike, the latter having become the favoured explanation. This book will go a very long way to establishing the reputation Alan Stacey certainly deserved as a talented and upcoming grand prix driver as yet nowhere near the peak of success he would surely have achieved. From the beginning, Alan Stacey was a keen photographer and the book owes much of its success to his own photographs which he diligently pasted into albums and which, rather than risking damage by removing them, are reproduced together with his hand-written captions - and all the better for that. There are many other excellent photographs notably of the small sports car races so redolent of the time and at the end of the book a 36-page section is devoted to more of Stacey's own work including some excellent colour images.

The 70th Pomeroy Trophy

Silverstone Grand Prix circuit,
Saturday 14th February 2026.

By Simon & Janet Wright with additional photos by
David Goose & Stuart Yates of Motorsport Imagery.



Typical scene in the VSCC Pomeroy Trophy, ancient and modern in the same event. Patrick Blakeney-Edwards 1975 BMW CSL won the Gordon Spice Cup for the first non road-legal car and 1st in Class 2. Behind is Paul Pochciol in a 1955 Jaguar D Type



Andrew Smith, Frazer Nash Super Sports on one of the morning Trials with the hood up. Winner of the Pomeroy Trophy

You always know when the track season starts in England when we all turn up at a freezing cold Silverstone in February for the Vintage Sports Car Club Pomeroy Trophy. This year was the 70th anniversary event and the VSCC had arranged a massive entry of over 150 cars and even managed to get a lovely sunny day in the middle of one of the wettest starts to the month for several years. It didn't even feel that cold!

© Simon Wright



Winer of the Densham Trophy - Theodore Hunt 1932/28 Frazer Nash TT replica



Richard Stott MG PA won the Pom Voiturette Trophy

The Pomeroy Trophy is a special event, open to any closed wheel vehicle. It consists of a series of tests in the morning, followed by a forty minute high speed trial in the afternoon. Due to the size of the entry, they were split into three separate high speed trials, with the cars grouped to similar speeds where possible. This is the only event in the VSCC calendar where any aged vehicle can compete, so

© Simon Wright



Pomeroy Edwardian Trophy winner - Andrew Howe-Davies 1914 Straker-Squire TT Racer



Start of the first high Speed Trial

as well as the usual large entry of vintage sports and saloon cars, you also get more modern cars, like a road going original Ford GT40, a Toyota Yaris GT and this years more unusual car was a Morris Minor 1000 'woody' Estate. The morning tests included having to be able to fit some standard size suitcases in the car and having a suitable hood or roof fitted over the driver in open top cars. Penalties are added if they can't comply. Then individual

runs against the clock on a short slalom course, an acceleration test down the Hanger Straight and a straight line braking test where they must stop between two marker cones. The afternoon high-speed trials are not a race, but a handicap event where each driver has a target number of laps to complete in the 40 minutes. Penalties are again applied for those that don't complete, or over complete, their target round the full Silverstone Grand Prix circuit.

© Simon Wright



Simon Blakeney-Edwards Frazer Nash Super Sports Class 1

© Motorsport Imagery



The 1979 Vauxhall Chevette HSR of Charlie Martin was the first modern road car to finish, with a 1st Class award



Martin Short Toyota GR Yaris Class 1 leading
Jason Wright Ford GT40

The provisional results are then released a few days later, which can be subject of appeals by the drivers.

The final results show that the Pomeroy Trophy was won by Andrew Smith driving a 1929 Frazer Nash Super Sports. He also took a 1st Class award in Class 1 Road Legal Cars



Second of the Non road-legal cars was Julian Hindle Ford Lotus Cortina Mk1 with a 1st Class award.

with a total score of 437.39

Continuing the Frazer Nash theme was Theodore Hunt in a 1938 Frazer Nash TT Replica, who won the Densham Trophy with a score of 436.48. He also was got a 1st Class award in Class 1.

The next overall award winner was Patrick Blakeney-Edwards who won the Gordon Spice Cup driving a 1975 BMW CSL, the first in Class 2 for Non Road-legal cars. He also took a 1st Class award in Class 2 with a score 418.64 The Pom Voiturette Trophy was won by Richard Stott in a





Start of the third High Speed trial

1934 MG PA with a score of 321.59.

The final overall award was the Pomeroy Edwardian trophy which went to Andrew Howe-Davies driving a 1914 Straker-Squire TT Racer. His score was 342.97. Completing the Frazer Nash dominance was Simon Blakeney-Edwards who was 3rd overall, taking a 1st Class award with a score of 433.42. The first modern road car was the Class 1 1979 Vauxhall Chevette HSR of

© Janet Wright



The Hon Martin Hunt 1952 Frazer Nash Targa Florio 1st Class award chased by Nick Leston 1959 Riley 1.5 2nd class award and George Fordy 1959 Elva Courier

Charlie Martin, with a 1st Class award and score of 430.9.

The first modern road car was the 2021 Toyota GR Yaris of Martin Short. He took a 1st Class award with a score of 411.09. Not far behind was Julian Hindle in a 1963 Ford Lotus Cortina. His score of 410.37 got him a 1st class award in Class 2 Non Road-Legal Cars. Next was Tom Waterfield in a Ford Capri. He took a 2nd in Class 2 award with a score of 406.87. The Hon Martin Hunt in a



Matthew Goodrich Austin Mini Cooper 1st class award



Geraint Owen Triumph TR4 1st class award

1952 Frazer Nash Targa Florio scored 406.48 and got a 1st Class award in Class 1. Matthew Goodrich in a 1965 Austin Mini Cooper scored 405.67 and also received a 1st Class award in Class 1.

© Simon Wright



David Richards Ford Escort Mk 2 1st class award

Next up was the Chairman of Motorsport UK and ProDrive boss Dave Richards, at the wheel of a Special 1981 Ford Escort MkII rally car. He also got a 1st class award in class

1 with a score of 401.91. Also gaining a 1st class award in class 1 was Geraint Owen in a 1962 Triumph TR4 with a score of 400.63. Another famous face taking part was

former Force India Grand Prix team owner Dr Vijay Mallya.



Dr Vijay Mallya BMW 328 Class 1

Driving a 1937 BMW 328 he scored 400.32 and took a 1st Class award in Class 1. Next up Oliver Nuthall in a 1966 Ford Lotus Cortina Mk1 with a score of 400.21, getting a 1st Class award in class 1.



Oliver Nuthall Ford Lotus Cortina Class 2

Also just getting over 400 was Brett Dillon in a Class 1 1959 Sebring Sprite at 400.14. This gave him the final 1st class award.



Brett Dillon Sebring Sprite 1st Class award



1

© Simon Wright



2

© Simon Wright



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© Janet Wright



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© Janet Wright



6

© Janet Wright



7

- 1 Tom Waterfield Ford Capri Class 2
- 2 Mark Daniell MG A Twin Cam Class 2
- 3 Josh Sadler Porsche Carrera RS
- 4 Michael Berry Austin Healey 100m 2nd class award, chased by John Sykes Triumph TR3S, Geraint Owen Triumph TR4 and Ivan Dutton Alvis Grey Lady
- 5 Tony Bianchi Lotus Elite Class 1
- 6 Adam Smith 1926/29 Frazer Nash Super Sports
- 7 Martin Whitlock MG B Class 1

2nd Class Award winners



1



4

© Motorsport Imagery



6

© Simon Wright



2



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© Simon Wright



7

© Motorsport Imagery

© Janet Wright



3

- 1 Nicholas Pellett Talbot 105 Team Car class 1
- 2 Lewis Floyd BMW 325i
- 3 Nick Leston Riley 1.5
- 4 Tony Murray Alfa Romeo Coupe Class 1
- 5 Stuart Dean MG Dick Jacobs Special Class 1
- 6 Chris Mann Alfa Romeo RL Targa
- 7 Capt Shaun Harborne Bentley 3 Litre Class 1
- 8 Tom Andrew MG B Roadster Class 1

© Simon Wright



8

3rd Class Award winners

© Simon Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Janet Wright



8



3

© Simon Wright



6

© Janet Wright

- 1 Thomas Pringle Alfa Romeo Giulia Super
- 2 Lewis Fox BMW E30 M3 DTM Class 2
- 3 Jon Giles Frazer Nash TT Rep 2STR
- 4 Mike Thorne Austin A30
- 5 Nicholas Topliss GN Gnome
- 6 Geraint Lewis Frazer Nash TT Replica
- 7 Mark Ingarfield Renault Clio Cup 200
- 8 Andreas Halusa MG B leading Ms Sabina Reece Mini Cooper

3rd Class Award winners



1



4

© Janet Wright



6

© Simon Wright



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© Simon Wright



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© Janet Wright



7

© Simon Wright



3

- 1 Benjamin Atkinson Citroen C1
- 2 Jason Kennedy Nissan Skyline GTR
- 3 Klaus-Peter Mutschler German registered Audi TT Roadster
- 4 George Diffey Nissan 370Z
- 5 David Ogden BMW 2002 Tii
- 6 Richard Baxter Frazer Nash Ulster.
- 7 Dougal Cawley Lexus LS400
- 8 Peter Batty Frazer Nash Super Sports

© Simon Wright



8

3rd Class Award winners



1



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© Simon Wright



4

© Simon Wright

© Janet Wright



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© Janet Wright

- 1 Archie Miller Citroen C1
- 2 Lady Adele Hunt Mini Cooper S
- 3 David Yorkstone Ford Focus
- 4 Marc Wojtanowski Mini Cooper
- 5 Archie Bullett Frazer Nash Super Sports



Saturday Meet Up
Saturday 7th March 2026.
Stoke Prior Sports & Country Club,
Bromsgrove
By Simon & Janet Wright.



Organised by Shakespeare Rally Promotions Ltd at Stoke Prior Sports & Country Club, Bromsgrove, the March meeting was the latest of the regular free monthly meetings. Held between 11 am until 2pm on the first Saturday of the month, they are open to all makes and models of vintage, classic and special interest cars and motorcycles and usually attract a reasonable attendance of some interesting vehicles.

The oldest vehicle on display was a 1934 Morris Ten Four and the newest were a pair of 2006/2008 Mini Coopers, a JCW Mini Cooper S convertible and a Mini Cooper S hatchback. The new Mini is made by BMW since 2001 following the acquisition of the Mini Marque by BMW. The new hatchback design retains the front engine, front wheel drive configuration, using a 1.6 litre Chrysler 4 cylinder engine until 2006 and then a BMW 1.6 litre engine.



2006 JCW Mini Cooper convertible & 2008 Mini Cooper S



1934 Morris Ten Four.

The Morris Ten was launched in 1933 as a medium-sized saloon in the important 10 hp sector and continued until 1948, with over 49,000 built. It changed the name to the Ten Four in 1934, when a 6 cylinder Ten Six was launched. The Ten Four was powered by a Morris 1292cc Side-valve four cylinder engine with a single SU carburettor, producing 27 ½ bhp at 3,200 rpm. It drives the rear wheels through a 4-Speed manual transmission with synchromesh and a wet cork clutch. It had 18 inch wire wheels, with Lockheed Hydraulic brakes. When launched at the 1932 Olympia Motor Show, the introductory prices were £127 10 s for the chassis and £169 10s for a coach built saloon body. When the Ten Four was announced, the chassis was strengthened, engine mounts were revised and the synchromesh was added to the gearbox at this point.

1967 Morris Minor 1000.

An economy car designed by Sir Alec Issigonis and produced between 1948 and 1971, with over 1.6 million built. It was the first British car to sell over a million vehicles. The Minor 1000 was the third version of the model, running from 1956 until 1971 with over 847,000 built in Cowley and Longbridge, plus Ireland, Australia and New Zealand. It was powered by a 948cc A Series engine driving the rear wheels through a revised manual gearbox, with taller gear ratios to help with motorway cruising speeds. A remote gear selector was also added, allowing a shorter gear lever to help speed up the gear changes. It had a top speed of 75 mph and could accelerate from 0-60 mph in 31.3 seconds. This was the same engine and gearbox used in the Austin A35, Austin A40 and the Austin Healey Sprite/MG Midget.





1964 Volvo 544 S B18 Overdrive

1986 Lotus Esprit 3

1956 Ford Zephyr





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1 1967 Triumph Vitesse 2 overdrive Convertible and 1967 Triumph Herald convertible.

2 1996 Rover Maestro

3 2004 Rover 25

4 1954 MG TF 1250



2



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1 1991 Volkswagen Golf GTi Convertible

2 1968 Austin A60 Cambridge modified.

3 1958 Ford Popular 5.7 Litre Hot Rod

4 1949 Hillman Minx.

5 2018 Pemleton V-Sport 3 wheeler.

6 1982 Austin Mini 1000

7 1968 Morris Minor pickup.

8 1972 Volkswagen T2 Bus.



3



6



8



1968 Sunbeam Alpine



1999 TVR Chimaera



1986 Citroen Visa GT Tonic



1965 Volvo P1800

Jon MacKenzie Autotest 2026.

8th March 2026.
Curborough Sprint course, near Lichfield.
By Simon & Janet Wright.





Drivers Briefing

The first round of the Demon Tweeks Bested BTRDA Autotest championship took place at Curborough at the beginning of March 2026. Organised by the Hagley & District Light Car Club, the Clubman's permit Autotest took place at Curborough sprint course, Fradley, near Lichfield,



Willie Keating Sylva Striker won the Harvey Cup, 1st in Class C, 3rd

Staffordshire. The event was a round of the Motorsport UK British Autotest Championship, the Demon Tweeks Bested BTRDA Autotest championship 2026 and the BTRDA Allrounders Championship 2026. There were five classes for the event

A - Saloon cars under 11ft overall length including Minis with non-original engine and transmission layout driving the front wheels.

B - All other saloon cars.



Peter & Chris Grimes shared their Mini Special 1800. Peter won the Jack Grainger Shield, 1st in Class D with Chris 2nd in class D





Christopher Chapman Raw Striker was 2nd in Class C, 4th overall

C - Sports cars and sports kit cars.

D - Specials.

E - Road-going Series Production Cars and Road Going Kit Cars which comply with Motorsport UK technical regulations.

The tests were spread out on three layouts round the circuit and paddock, with drivers completing fifteen tests over the day.

A total of twenty four drivers were entered with two non-starters, leaving twenty two drivers who took part in the event, spread over just three classes. At the end, winner of the Harry Yapp Memorial Trophy for the Fastest Time of the Day went to Alastair Moffatt in his regular Mini Special 1380. His total time was 840.4 seconds.

The Jack Grainger Shield went to Peter Grimes in his shared Mini Special 1800. He was 1st in Class D, with the



Jet Trophy winner Toby Cook Nissan Micra 1400, 1st class B, 15th



2nd Class B, Liam Harkness Vauxhall Nova 1600, 17th overall



Novice award winner Rian Upton complete with marker cone under his Vauxhall Nova. Finished 19th overall

second best overall time of 846.9 seconds.

The third fastest overall time went to Harvey Cup winner Willie Keating driving a Sylva Striker 1700. He was 1st in Class C, with a total of 850.6 seconds.

Fourth overall and taking 2nd in Class C was Christopher Chapman in a Raw Striker 1700 with a total time of 879.9 seconds.

Fifth overall and 2nd in class D was Chris Grimes in the shared Mini Special 1800 with a total time of 893.6 seconds.



© Janet Wright

6th overall was Stephen Morten in a Raw Striker, third in class C



Ben Haigh Retrotester 1600 7th overall,

Completing the top six overall was Stephen Morten in a Raw Striker 1800. His score was 949.7 also saw him finish third in Class C.

The Jet Trophy for 1st in class B went to Toby Cook in a Nissan Micra 1400, who was fifteenth overall with a total time of 1018.9 seconds.

Taking 2nd in class B was Liam Harkness driving a Vauxhall Nova 1600, with a total time of 1083.5 which put him seventeenth overall.

The Novice award went to Rian Upton in a Vauxhall Nova. He finished nineteenth overall despite dragging a cone under his car during his first run on the paddock test. His total time was 1304.0

© Janet Wright



Lee Valentine Westfield SE 1600 8th



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- 1 Dave Evans Blitz 2000 9th
- 2 Ian Chapman Xmoor Riot 1700 10th
- 3 Chris Atkinson Sylva Riot 1600 11th
- 4 Steven Haigh Westfield 1700 12th
- 5 Paul Fobister Fobby Special 1600 13th
- 6 Gordon Holmes Westfield 14th
- 7 Cameron Pinkney Caterham 7 1700 16th
- 8 Chris Morrison Vauxhall Nova 1600 18th

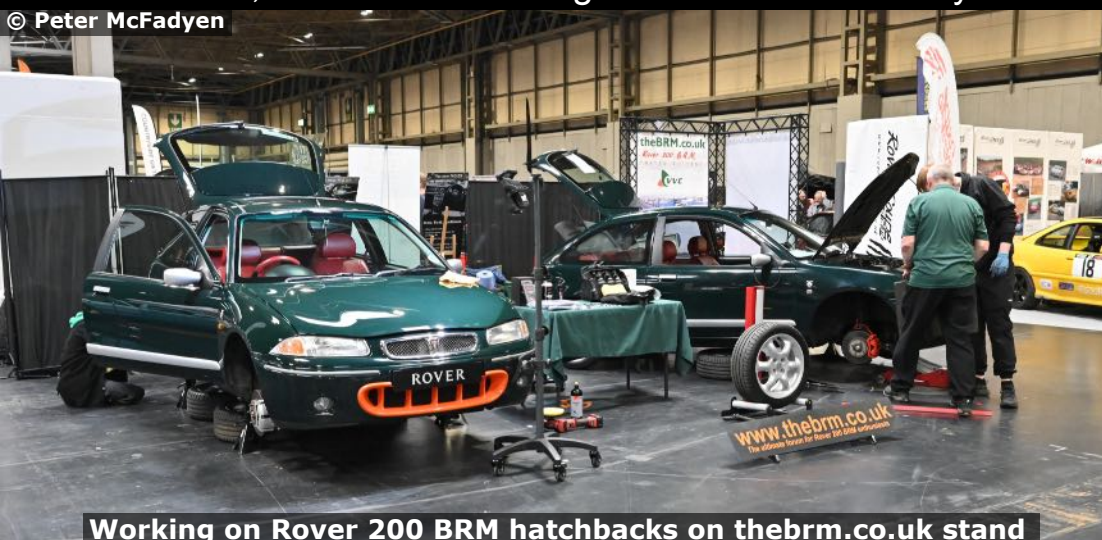
Practical Classics Classic Car & Restoration Show, National Exhibition Centre, Birmingham. 20th-22nd March 2026. By Simon Wright with all photos by Peter McFadyen.





1926 Morris Oxford on the Pre 1940 Morris Register stand

The last of the big, regular, 'off-season' in-door car shows in the UK is the annual Classic Car & Restoration show at the NEC in Birmingham. This baby brother to the November Classic Car Show differs in one very important aspect - Restoration. Instead of just displaying immaculate classic cars, this show encourages car clubs to actually



Working on Rover 200 BRM hatchbacks on thebrm.co.uk stand

work of vehicles during the show on their stands, showing all types of restoration work, from basic maintenance to body panel bashing and major part replacement.

There were over 1.300 cars on display from over 160 car clubs. Various stages scattered throughout the show demonstrated various restoration techniques. Plus a large number of trade stands together in one hall provided a market area, selling tools, parts and memorabilia. This years show was bigger than ever with a record 120 live restorations taking place across the various halls by various car clubs on all types of classic vehicles.





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Barn Finds



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© Peter McFadyen



© Peter McFadyen



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© Peter McFadyen



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© Peter McFadyen



5

© Peter McFadyen

- 1 1986 Citroen 2CV Dolly - M25 Classics
- 2 1971 MG B Roadster - Bernard Emm
- 3 1973 Mazda 1300 Deluxe Estate - John Clements
- 4 1962 Austin Mini 850 - Andrew Grace
- 5 1984 Bedford Astra Van - Rory Clague
- 6 1972 Morris Minor 6cwt GPO Telephone Engineers van
- 7 1976 Mazda 1300 Deluxe saloon - John Clements

Barn Finds

© Peter McFadyen



Barn find winner 2026 - 1987 Ford Fiesta XR2 Mk2

One unique feature of this show is the Footman James Barn Find display. This area titled '20 Diamonds in the Rough' shows twenty classic vehicles exactly as they have been found, in garages, fields or old barns. These are far from the usual classic cars on display, often faded paintwork, rust and even damaged, but all awaited restoration by their new owners. The public are invited to vote for their favourite vehicle on the Barn Finds display. This year's winner was the Crossley Motorsport 1987 Ford Fiesta XR2 Mk2. This was a genuine one-owner car from new, discovered in a field, exposed to the weather. Despite its faded and neglected body, it only has 37,503 miles on the clock. The car has now been entrusted to Crossley Motorsport, where a team of young student engineers will undertake the restoration with the aim to preserve the character and authenticity that makes the XR2 so special. The first stage will involve a thorough mechanical recommissioning to assess the condition of the engine, drivetrain and running gear. Once the car is mechanically sound, attention will turn to the body and interior.

© Peter McFadyen



1936 Morris 10 - Iain McKenzie

© Peter McFadyen



1987 Austin Maestro - Bernard Emm

© Peter McFadyen



1984 Porsche 924



1

© Peter McFadyen



2



3

© Peter McFadyen



4

© Peter McFadyen



5

1 1964 Ford Consul Cortina Mk1

2 1974 Triumph Stag - Peter Brightwell

3 Land Rover Series 3 - M25 Classics

4 1956 Ford Zephyr/Zodiac Mk1 2.6 - M25 Classics

5 1989 Vauxhall Cavalier GSi 16v - M25 Classics



1990 Lea-Francis 'Ace of Spades'

purchased by Jacek Pawlikowski in 2021, this 1990 Lea-Francis, chassis 5506 had been left unfinished for many years in the former Lea-Francis factory after the project was suspended. It is the final unfinished example of the Ace of Spades production programme. It was sold by Barrie Price, the former owner of Lea-Francis Cars Ltd and was accompanied by a letter confirming its history and status. The project had evolved from an earlier hand-built Lea-Francis sports car developed during the 1980s. The car features a ladder type chassis with hand crafted aluminium bodywork and Jaguar power.

This car has a longer configuration than the other completed cars and is fitted with a larger capacity 4.2 litre Jaguar engine. The car has its original brass plate chassis and engine number plates. The restoration project is ongoing, still requiring wiring, interior trim, a soft top and detailing, before the car can be returned to the road.





Winner Jason Mould
Ford Escort RS 1600

Pride of Ownership



2nd Clive Moss Opel Manta GTS 3000

© Peter McFadyen

Like the main classic car show, there was also a Pride Of Ownership display, where the public could vote for their favourite of the twenty cars on the stand. The winner was the 1983 Ford Escort RS1600 owned by Jason Mould. This was appropriate as he bought the car at last years Restoration show in the Auction, It was bought with just 42,000 miles on the clock, having been SORN since 2006. It had undergone a 5 year restoration with the body stripped back to bare metal and painted in its original Sunburst red. The shark grey crushed velour interior and new headlining complemented the exterior colour. The engine had been rebuilt with new bearings, piston rings and seals. The clutch and suspension had also been overhauled. Jason then replaced the entire fuel system and overhauled the gearbox.

In 2nd place was Clive Moss and his 1981 Opel Manta GTS 3000. Completing the top three was Mark Bartholomew with a 1973 Datsun 240Z.



3rd Mark Bartholomew Datsun 240Z

Pride of Ownership

1 1990 Vauxhall Senator 3.0 24v - Lee Armstrong



1

2 1990 Mazda MX-5 Eunos - Paul White.



2

3 2000 Range Rover P38A 2.5 DSE - Dominic Taylor



3

4 1984 Rolls-Royce Silver Spirit Mk1 - Paul Burden



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5 1960 Triumph Herald Convertible - Clive Thompson



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6 1974 Ford Escort Mexico Mk1 - Giuseppe Lezzi (a.k.s Joe)



7

7 2004 Smart Roadster Brabus Coupe - Max Brandon-Bravo

Pride of Ownership



1984 Ford Transit 4x4 - Andrew Laybourne. Believed to be one of the rarest transit variants in the country. Built as a SIRA 4x4 conversion.



1981 DeLorean DMC-12 - Darren Collins.



© Peter McFadyen

1973 Mazda 1300 Estate - John Clements



© Peter McFadyen

1970 Vauxhall Viva HB Estate - Bob Meldrum



1

© Peter McFadyen



2

Pride of Ownership



3

© Peter McFadyen



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- 1 1997 Toyota Paseo - Paul Edwards
- 2 1990 Ford Escort XR3i Cabriolet - Angie Billington
- 3 1980 Rover Mini Clubman Estate Hearse - Jack Longergan
- 4 1983 Ford Capri Mk III 1.6LS - David Powers
- 5 2018 Dax Tojeiro De-Dion AC Cobra Replica - Doug Gray
- 6 1989 Ford Orion - Stuart Johnson



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© Peter McFadyen



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© Peter McFadyen



1936 Fiat Topolino - Prototype Fiat Motor Club GB



© Peter McFadyen

Ford Racing Puma. Before and after Ford Puma sports cars. The dusty one awaiting restoration while the recently restored car belongs to Ben Cosby of the VSCC. He had done a lot of the restoration himself, including bodywork and floor.

1936 Fiat Topolino A Right Hand Drive Prototype. Only 3 were produced in Hammersmith in London. Powered by a 569cc (13 hp) 4 cylinder, 4 stroke in-line engine driving the rear wheels through a 4-Speed manual gearbox. The production model was made between 1936 and 1938 with a total of 403 RHD models built in Hammersmith. Unique features on the prototype included rear side windows and rear occasional seats which were never include in the production models.

© Peter McFadyen



© Peter McFadyen





1959 Morris Minor Traveller
Morris Minor Owners Club.



© Peter McFadyen



© Peter McFadyen



© Peter McFadyen



Jowett Car Club, the World's
oldest one make Club



© Peter McFadyen



© Peter McFadyen





AstonOwners.com stand



1933 Rover 10 Special, Rover Sports Register stand





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1 1960 Austin Healey Sebring Sprite on Midget & Sprite Club stand

2 1959 Austin A35 on Austin A30 A35 Owners Club stand

3 80 years of the Austin 16. 1946 Austin 16 Austin Counties Car Club stand

4 1950 Austin A70 Hampshire Pick-up rolling chassis and engine.

5 1999 LR Roadster D Type on Jaguar Drivers' Club

6 1934 BSA 10hp 'Tickford' Drop Head Coupe on Daimler & Lanchester Owners Club stand

7 1952 Daimler DB18 Special Sports Coupe On Daimler & Lanchester Owners' Club stand



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1 1965 Riley 1.5 Oxford University Motorsport Foundation

2 1948 Allard K1 Allard Owners Club.

3 1947 Alvis TA 14 Mulliner Saloon PV 8349

4 1935 Wolseley Wasp on Wolseley Register stand

5 1955 Riley 2 1/2 Litre Pathfinder from Australia on Riley Motor Club stand



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1 1955 Standard 8 on Standard Motor Club

2 1940 Armstrong Siddeley 16hp Six Light saloon Armstrong Siddeley Owners Club.

3 1959 Frisky Sport.

4 1936 Morgan Sports 2-seater. Morgan Three Wheeler Club

5 1971 Mercedes Benz W109 300 SEL Tribute car. Class winner and 2nd overall at Spa 24 Hours. Mercedes Benz Club UK

6 1930 Austin Seven Swallow on Swallow Register stand



Vauxhall Calibra Thundersaloon

Created by Bill Shepherd's Uniclip Automotive and designed by Pilbeam, 'Chassis 1' took a Vauxhall Calibra body-shell and converted it to rear wheel drive. It was fitted with a 6.6 litre Pontiac V8 engine which produced 628 bhp. This gave a top speed of 170 mph. In 1993 it was driven by Bill Shepherd and Nick Whale in the BRSCC Auto Express Thundersaloon Championship. The car proved to be fast but fragile. It set fastest laps at Mallory Park, Donington Park and Snetterton but only one race win at Snetterton for Shepard. Further success followed in 1994 using 'Chassis 2' before Thundersaloons disappeared in 1995.

The car now has a small block chevy engine fitted as is now up for sale at around £25,000 including various spares including 8 wheels, 42 tyres, choice of 3 gearboxes, 3 diffs, and spare panels including doors, wings, splitter and bumpers.



1958 Meadows Frisky Sprint. A 500cc micro car built in Wolverhampton. 492cc 3 cylinder Excelsior two stroke engine with triple carburetors, producing 36 bhp. Built for a motor racing formula that never materialised.

Classic Car Auction



1969 Oldsmobile 442 - Pro Street Clone Sold £20,925

There is also a live auction held during the show. Classic Car Auctions by Iconic Auctioneers held the sale where you could purchase your next classic car or car project. Four live Auction World records were set. Over 1200 bidders registered, 85% of cars were sold reaching £3.6 million across 270 lots.



1978 Ford Capri 2.0 GL Sold £4,725. 1955 Ford Consul Mk1 Sold for undisclosed sum



1968 Austin Mini Cooper Mk II 998cc Sold £9,000



1957 Jensen S41 - project Sold £3,913 1975 Mini 1000 Not Sold



1962 Chevrolet Impala SS 'Lowrider' sold £27,225 1946 Chevrolet Special Deluxe 8.2 litre V8 Hot Rod (Yellow) sold £20,812

A7 Back to the Track,
Curborough Sprint course, Lichfield,
14th March 2026.
By Simon & Janet Wright.





1937 Austin Seven saloon

The A7 Back to the Track annual track day took place for the 12th time at Curborough in the middle of March 2026. Exclusively for Austin 7 and Austin 7 Specials, the day attracts a good selection of this famous Longbridge build



1950 Austin 7



Austin 7 Single Seater

British cars.

The Austin 7 was built at Longbridge, Birmingham, between 1922 and 1939. It was a revolutionary 'baby car', offering a popular, affordable economy car, similar to the Ford Model T in America. Powered by a 747cc straight 4 cylinder side valve engine, it was cheap to run and easy to maintain. It was available as a Box saloon or open Tourer, with a 3-door van also available. Over 290,000 were built



Trying to make a quick exit through flapping door - 1932 Austin 7 Nippy



Gordon England Austin Seven Racer Replica

After the second World War, returning service personal rebuilt many Austin 7s as one-off Specials for both road use and motorsport competitions. The basic A Frame Chassis made it relatively easy to fit custom built metal or even wooden body panels. Even some of the great car firms started with Austin 7 specials, including Bruce McLaren, Colin Chapman (Lotus) and William Lyons (Jaguar).

© Janet Wright



Austin 7 Single Seater



1936 Austin 7

© Simon Wright



1935 Austin 7 Special

© Janet Wright



1932 Austin 7 Special



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- 1 1932 Austin 7 Ulster Special.
- 2 1931 nAustin 7 Swallow.
- 3 1937 Austin 7
- 4 1936 Austin 7
- 5 1937 Austin Seven Ulster Replica Special.
- 6 Austin 7 Single seater race car.
- 7 1930 Austin 7 Type EA Sport.
- 8 1931 Austin 7



Austin 7 Single Seater



1933 Austin 7 Forrester Special



1937 Austin 7 Willis Special - Offset racer



1925 Austin Supercharged race car - 'Slippery Anne'



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- 1 1936 Austin 7.
- 2 Arklay Special.
- 3 Austin 7 "Angry Brum"
- 4 1930 Austin 7 Ulster 2-seater sports.
- 5 1931 Austin 7
- 6 1949 Austin 7
- 7 1930 Austin 7 Ulster.
- 8 1930 Austin 7 Tourer.

Curborough Breakfast meeting.
Curborough, Lichfield,
14th March 2026.
By Simon & Janet Wright.





2003 Nissan Z

The Breakfast meetings at Curborough sprint course are now in their 8th year and are held monthly between March and October. This was the first meeting of the year. These are static meetings which are free to attend. An extra benefit of this meeting was that the A7 Back to Track day



1968 MG C



1937 Austin Seven

event was also taking place on the sprint course, which was free to watch. There was a good turn-out of vehicles on show, with some interesting classic cars mixed with more modern sports cars. There were even a few of the Austin 7 cars that had come out of the paddock to be part of the display.



1988 Dutton Phaeton



1958 Humber Hawk.

The hawk range was produced between 1945 and 1967. This is a Series I which ran from 1957 to 1959 with over 15,000 built. Powered by a 2267cc 4 cylinder inline engine, driving the rear wheels through a 4-Speed manual all-synchromesh gearbox. Overdrive and an automatic gearbox were available as options. It had a top speed of 83.9 mph and a 0-60 mph time of 19.7 seconds. It returned 22.5 mpg. The car cost £1261 including taxes.



1985 Opel Manta 1.8S Berlinetta.

The second version of the Opel Manta was produced between 1975 and 1988. It was also sold in the UK as the Vauxhall Cavalier. This car was dry stored from 1997 and has been restored since with new engine belts, water pump and core plugs, seals and gaskets replaced. New brake lines have also been fitted. A custom made aluminium fuel tank has been fitted to prevent a common problem of rusting below the mounting straps. This Coupe is powered by a 1.8 litre four cylinder OHC engine, driving through a 5-Speed Getrag manual transmission. The engine produced 89 hp with 105 lb-ft of torque which gave a top speed of 109 mph and could accelerate from 0-60 mph in 10.9 seconds. Fuel consumption 33.4 mpg.



© Simon Wright



2006 TVR Sagaris

© Simon Wright



1998 MG F 1.8i

© Simon Wright



1971 Triumph TR6

© Simon Wright



2003 TVR T350

© Simon Wright



1959 Rover 90

© Simon Wright



1990 BMW 325i Convertible

© Simon Wright



1997 TVR Chimaera

© Simon Wright



2000 Peugeot 306 Cabriolet

© Simon Wright



1987 Ford Sierra RS Cosworth

Goodwood Members meeting test day

Goodwood,
March 2026,
By Chris Willows.

Photo Gallery





The Unique Gold Leaf Team Lotus of Enrico Spaggiari, Lotus 41X F3 Car



Both Al & Chris Buncombe tested Button's E Type



Alfa Romeo GTZ



Gregor Fisker Applies Opposite Lock in His Pre-1963 E Type

Andrew Hibberd's Ex-Chequered Flag F3 Brabham BT18 Leads Richard Trott - F3 Brabham BT28



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- 1 Chevrolet Camaro Z28 Speeds past Pits
- 2 Chris Buncombe in Mini 1275 GT Leading Escort
- 3 Ex-Brian Muir 1975 Triumph Dolomite Sprint
- 4 BTCC Champion Tom Ingram Manhandles the Ex-Gordon Spice Ford Capri Through Woodcote



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62

1 Ex-Alan Curnow BSCC Ford Fiesta - Runner up in 1980 Championship

2 BMW 323i County Championship Car Ex-Martin Brundle

3 Smart Jägermeister Ford Escort RS2000

4 Richard Longman's 1979 BSCC Champion Mini 1275 GT Driven by Andrew Jordan

5 Rover Vitesse - John Saunders

Hampton Downs

Hampton Downs

Season Finale

2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series.

Hampton Downs Motorsport Park
21st-22nd March 2026.

Prepared on behalf of the New Zealand Formula 5000 Association www.F5000.co.nz





0.458 seconds adrift in his Talon MR1A — with Anna Collins (McRae GM1 #004) qualifying third at 0.914 seconds off pole. Glenn Richards' Lola T332 slotted fourth, Kevin Ingram fifth, and Tony Galbraith sixth — the top six B Class runners covered by just 2.4 seconds.

When the eight-lap race rolled away in the afternoon, it was Martin who made the decisive move. Launching from second on the grid, the Talon MR1A driver swept around polesitter Hey to seize a lead he held to the chequered flag. Martin crossed the line in 8:27.763 — a winning margin of 4.882 seconds — his fastest race lap of 1:02.058 bettering his qualifying time, an indicator of a car well suited to Hampton Downs.

Collins ran a composed third throughout, racing in clean air between Hey ahead and Ingram in close attendance behind. The approach was deliberate — bank the result. She finished 6.6 seconds behind the winner, extending her series lead to 25 points over

Richards — up from 23 at the start of the day. Richards crossed the line fifth behind Ingram, with Galbraith completing the top six. The entire B Class front group was covered by just 11.6 seconds after eight laps.

“It was good to get a strong qualifying result and be starting at the pointy end of the grid,” Collins said. “I had a good session yesterday in practice especially since I’m not that familiar with the track.”

Collins had made good use of the Friday practice session, drawing on some distinguished trackside knowledge. Looking on were three figures synonymous with the F5000 era: Kenny Smith, Graeme Lawrence and David Oxtan —

Leader of the pack – Christchurch’s Anna Collins has extended her lead for the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title with a third place finish at today’s race held at Hampton Downs. Photo: Matt Smith

Martin’s perfect weekend crowns Collins and Annabell as 2025/26 F5000 title winners at Hampton Downs

Piha’s Grant Martin has shaken the F5000 field awake at the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series season finale, sweeping to a commanding Race 1 victory as Hampton Downs Motorsport Park delivered a flawless opening day for the Legends of Speed event — with points leader Anna Collins extending her series lead to 25 points, with Sunday’s two-race conclusion still to come.

Michael Hey set the tone in qualifying, the Blenheim driver threading the ex-Graeme Lawrence Lola T332 (HU28) around the circuit in 1:01.830 to claim pole position. Grant Martin, using his spare engine, was a close second —

each with a direct connection to cars of this type in their competitive prime.

“It was good to speak with them and hear their experience — especially Kenny who is very familiar with the track,” Collins said. “They bring a lot of value so it was special to have their input and support.”

Her next objective is straightforward: bring the car home. With two races still to run and the series lead intact, the approach that has served her all season remains unchanged.

For Clyde Walters, Saturday was a landmark of a different kind. The South Auckland newcomer did not collect a qualifying result but made the afternoon starting grid, guiding the 1968 Lola T142 — the oldest car in the field and the only Ford-powered entry — to a classified finish in his first competitive outing in the car.

Toby Annabell (McLaren M10B) took the A Class honours and continues to hold a commanding lead in that category, with Tony Roberts classified eighth overall after being slowed with a brake issue.

Sunday.

Piha’s Grant Martin completed a flawless hat-trick of race wins at the Legends of Speed event at Hampton Downs Motorsport Park, but the defining story of the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series season finale was written in the championship standings — with Christchurch’s Anna Collins claiming the B Class title on 292 points and Hāwera’s Toby Annabell sealing the A Class honours on 314, as the series completed a historic first visit to the Northern Waikato circuit.

Sunday’s programme opened with an eight-lap scratch race, Martin again leading from the front to the chequered flag. Michael Hey pushed him hardest in the ex-Graeme Lawrence Lola T332 (HU28), the pair separated by just



First to the flag in each of the weekend’s F5000 races at Hampton Downs was Piha’s Grant Martin in the Talon MR1A. Photo Matt Smith

0.435 seconds at the flag — the closest finish of the weekend. Tony Galbraith delivered his best result of the meeting in third, with Collins fourth and Richards fifth. Collins’ approach remained measured throughout: race competitively, protect the car, bank the result.

The season-closing 10-lap feature repeated the pattern. Martin led from start to finish, Hey again his closest pursuer — 0.485 seconds adrift — as the Talon MR1A and the Lawrence Lola produced the weekend’s most compelling contest. Collins ran a composed third, Richards fourth, Galbraith fifth. The B Class title was confirmed.

“The eyes were out for that final chequered flag,” said Collins. “It was so exciting to get there and a huge relief we had done it. While the aim was to get the car back in one piece, it was getting the best race result I could that was the extra thanks I could give my team — and the special thanks to dad and Alistair Hey.”



Hawera's Toby Annabell signed off the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series season with the Class A title following the weekend's race action at Hampton Downs. Photo Matt Smith

Collins' 132-point margin over the field at Round 4 reflected a season-long consistency that proved decisive. Glenn Richards finished the series in second place on 265 points — 27 adrift — with a resurgent Martin third on 242 after overcoming a difficult Round 3 retirement to dominate the finale.

For Annabell, Sunday was about completing the job with style. His A Class title was mathematically secure after Saturday's race, but the Hāwera driver had his own agenda in the final two races.

"I worked hard for it today," Annabell said. "Even though Saturday's result meant I had won the title I dropped back a little today — and why I could then set about getting the fastest lap I could, getting a 1:06." He was equally generous in his acknowledgements. "Thanks to my engine builder Richard Wagstaff from Hāwera — I'm very pleased with the new engine. Tony Roberts has had his name on



Grant Martin in the Talon MR1A took the first race win at the season's final round of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series being held at Hampton Downs. Photo: Matt Smith

A Class driver Toby Annabell from Taranaki has further extended his title aspirations for the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series, being held at Hampton Downs. Photo: Matt Smith



© Matt Smith

that trophy for far too long so it was time for it to be mine. I was trying hard — he was not easy to beat.”

Among those watching from the pitlane was Graeme Lawrence, whose Lola T332 HU28 was being campaigned by Michael Hey — the car’s original pilot seeing it in action for the first time in Hey’s hands.

“It was wonderful to see — Michael really impressed me, especially as it was also his first race meeting in the car,” Lawrence said. “Also seeing Grant Martin drive around the outside at Turn 1 to pass Michael — it is special seeing the cars driven well. There was a lot of trust between them to do that.”

Lawrence was equally complimentary about the series’ newly crowned B Class winner. “Anna drove superbly — she’s really impressive to watch race. The work that Alistair Hey and Mark Collins have put into that car really shows —

in the Lola too.”

For Clyde Walters, Sunday brought the same story twice over. The South Auckland newcomer was chasing teething problems typical of a car’s first competitive outing, retiring after two laps in the morning race and four in the feature. Each attempt improved on the last, but a finish remained elusive. The 1968 Lola T142’s Hampton Downs debut will have given Walters plenty to work with ahead of next season.

The SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is proudly in its 23rd season, supported by SAS Autoparts, MSC, NZ Express Transport, Bonney’s Specialised Bulk Transport, Mobil Lubricants, Avon Motorsport Tyres – Dold Industries, Webdesign, Exide Batteries and Pacifica Shipping.

For updates, entry lists and imagery, visit www.f5000.co.nz and follow F5000 New Zealand on Facebook.



© Matt Smith

SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title winners Anna Collins (Christchurch) and Toby Annabell (Hawera) at Hampton Downs today. Photo Matt Smith

Race 1 Results — 8 Laps

| Pos | Driver | Car | Time | Gap |
|-----|----------------|--------------|----------|---------|
| 1 | Grant Martin | Talon MR1 | 8:27.763 | |
| 2 | Michael Hey | Lola T332 | 8:32.645 | +4.882 |
| 3 | Anna Collins | McRae GM1 | 8:34.368 | +6.605 |
| 4 | Kevin Ingram | Lola T332 | 8:35.145 | +7.382 |
| 5 | Glenn Richards | Lola T332 | 8:36.872 | +9.109 |
| 6 | Tony Galbraith | Lola T332 | 8:39.408 | +11.645 |
| 7 | Toby Annabell | McLaren M10B | 9:11.936 | +44.173 |
| 8 | Tony Roberts | McLaren M10A | 8:32.584 | 1 lap |
| 9 | Clyde Walters | Lola T142 | 8:36.270 | 2 laps |

Race 2

| Pos | Driver | Car | Time | Gap |
|-----|----------------|--------------|----------|---------|
| 1 | Grant Martin | Talon MR1A | 8:26.672 | |
| 2 | Michael Hey | Lola T332 | 8:27.107 | +0.435 |
| 3 | Tony Galbraith | Lola T332 | 8:32.667 | +5.995 |
| 4 | Anna Collins | McRae GM1 | 8:33.621 | +6.949 |
| 5 | Glenn Richards | Lola T332 | 8:34.480 | +7.808 |
| 6 | Kevin Ingram | Lola T332 | 8:49.381 | +22.709 |
| 7 | Tony Roberts | McLaren M10A | 9:13.518 | +46.846 |
| 8 | Toby Annabell | McLaren M10B | 9:23.331 | +56.659 |
| DNF | Clyde Walters | Lola T142 | — | 2 laps |

Race 3 Results — 10 Laps

| Pos | Driver | Car | Time | Gap |
|-----|----------------|--------------|-----------|---------|
| 1 | Grant Martin | Talon MR1A | 10:33.908 | |
| 2 | Michael Hey | Lola T332 | 10:34.393 | +0.485 |
| 3 | Anna Collins | McRae GM1 | 10:39.474 | +5.566 |
| 4 | Glenn Richards | Lola T332 | 10:40.566 | +6.658 |
| 5 | Tony Galbraith | Lola T332 | 10:40.786 | +6.878 |
| 6 | Kevin Ingram | Lola T332 | 10:58.033 | +24.125 |
| 7 | Tony Roberts | McLaren M10A | 11:28.129 | +54.221 |
| 8 | Toby Annabell | McLaren M10B | 11:28.371 | +54.463 |
| DNF | Clyde Walters | Lola T142 | — | 4 laps |

B Class — Final Series Standings

| Pos | Driver | Car | Total |
|-----|------------------------------|------------|-------|
| 1 | Anna Collins - Christchurch | McRae GM1 | 292 |
| 2 | Glenn Richards - Clevedon | Lola T332 | 265 |
| 3 | Grant Martin - Piha | Talon MR1A | 242 |
| 4 | Kevin Ingram - Feilding | Lola T332 | 238 |
| 5 | Tony Galbraith - Te Kauwhata | Lola T332 | 213 |
| 6 | Michael Hey - Blenheim | Lola T332 | 154 |

A Class — Final Series Standings

| Pos | Driver | Car | Total |
|-----|------------------------|--------------|-------|
| 1 | Toby Annabell - Hāwera | McLaren M10B | 314 |
| 2 | Tony Roberts | McLaren M10A | 235 |



Christchurch's Anna Collins celebrates winning the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series Class B title at Hampton Downs with Graeme Lawrence (left) and association president Glenn Richards. Photo Matt Smith