THE BEND CLASSIC

BEND CLASSIC COMPETITOR GUIDE

2026 EDITION

THE BEND CLASSIC

Welcome to the 2026 Edition

The 2026 edition of The Bend Classic celebrates South Australia's rich motorsport heritage, bringing historic racing cars and passionate competitors together at Australia's premier motorsport venue.

This event honours the machines, people and stories that have shaped generations of local and national competition, connecting past and present on a world-class stage. As a gathering point for the historic racing community, The Bend Classic plays an important role in preserving and showcasing the legacy of motorsport in South Australia.

Alongside a spectacular line up of on-track activities, the 2026 event running from 2–4 October 2026 blends headline live music, historic racing, trackside camping and family entertainment into a uniquely Australian festival atmosphere.

This year's Country Music Festival is headlined by Australian country music icons Lee Kernaghan and James Johnston, the festival continues The Bend Classic's evolution into a major national country music destination. This year will once again be a multi-day celebration of "country, cars and camping," with live performances supported by line dancing, BBQ activations, ute displays, nostalgia drag racing and more!

We're thrilled to have you with us at Shell V-Power Motorsport Park and hope you enjoy everything the event has to offer, from the live entertainment and racing action to the camping, food and unforgettable atmosphere.

Safe travels, have an amazing weekend, and thank you for being part of The Bend Classic.

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The Port Wakefield Trophy is a touring car race that has grown year on year to become the largest of its kind globally. Featuring classic Australian, British and American muscle from the 1960's and early 1970's, means you'll see diminutive Mini Coopers, Lotus Cortinas and Alfa Romeo Giulias pitted against gargantuan Ford Falcon GTs, Holden Monaro's and Chevrolet Camaros but to name a few.

ELIGIBILITY

Pre-1958
Production touring cars commercially available in Australia prior to 31st December 1957

Pre-1965
Production type touring cars manufactured prior to 31st December 1964

Pre-1973
Touring cars of a make and model which competed in Australia between 1st January 1965 and 31st December 1972

PORT WAKEFIELD TROPHY

FOR HISTORIC TOURING CARS

Commemorating the labour day weekend races of the same name, held at the Port Wakefield Circuit prior to its closure in 1961. The Port Wakefield Trophy is Australia's most prestigious Historic Touring Car event, with capacity fields featuring iconic touring cars of a bygone era.

ENFORCER CUP

HISTORIC FORMULA FORD

The Enforcer Cup pays tribute to 1993 British Formula Ford Champion and Australian Touring Car icon, Russel Ingall. Ranked 8th in the greatest Formula Ford Drivers of all-time by Autosport, Ingall paved the way in European open wheel racing for a generation of Australian drivers that followed.

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The Enforcer Cup is a premier open-wheel racing event, bringing together the largest fields of Formula Ford Kent and Historic Formula Ford competitors in Australia. Showcasing some of the most iconic single-seater machinery spanning multiple generations of Formula Ford competition, the Enforcer Cup delivers close, high-intensity racing where driver skill, racecraft and mechanical precision are on full display. From beautifully prepared historic cars through to hard-fought Kent machinery, the grid represents the grassroots heartbeat of Australian circuit racing, producing fast, competitive racing and a true celebration of formula racing heritage.

ELIGIBILITY

Historic Formula Ford
Vehicles with a competition history established prior to 31 December 1989.

Group S is a new addition to the 2026 Classic, showcasing Production Sportscars from the 1950s, 1960s and 1970s. Arguably the prettiest grid of the weekend, this event mixes open and closed top cars from the European powerhouses of Porsche, Ferrari, De Tomaso and MG against the brutal V8 Chevrolet Corvettes and Ford Mustangs - definitely the race not to be missed.

ELIGIBILITY

Pre-1961
Production sports cars manufactured between 1st January 1941 and 31st December 1960 .

Pre-1970
Production sports cars generally manufactured between 1st January 1961 and 31st December 1969.

Pre-1978
Non-turbo charged production sports cars generally manufactured and available in Australia between 1st January 1970 and 31st December 1977

VERN SCHUPPAN TROPHY

FOR PRODUCTION SPORTSCARS

Vern Schuppan is one of Australia's most accomplished racing drivers and a pivotal figure in the nation's sportscar racing history. A Le Mans 24 Hour winner, Schuppan brought international credibility and engineering expertise back to Australia through his involvement in local sports car competition.

ADELAIDE INTERNATIONAL TROPHY

FOR FORMULA 5000 CARS

Adelaide International Raceway holds a special place in Australian motorsport history as one of the spiritual homes of Formula 5000 racing. The venue hosted the annual Rothmans International each summer from 1976 to 1979 and was the home track for the eras most famous team - South Australia's Ansett Team Elfin.

The Adelaide International Trophy is a premier open-wheel racing event and the final round of the Australian Formula 5000 Series, bringing together the country's finest examples of these legendary V8-powered single-seaters. Showcasing some of the most iconic machinery from the golden era of Formula 5000 competition, fans can expect to see cars such as the Lola T332, Elfin MR8 and other period classics battling for outright honours and championship positions. Delivering breathtaking speed, raw power and demanding racecraft, the event highlights both the engineering brilliance and driver skill required to master these formidable cars.

ELIGIBILITY

Formula 5000 racing cars, being factory cars which must have been constructed before 31st October 1977 or, if an Australian built car constructed specifically for F5000 and raced in F5000 events, must have been raced before 31st December, 1977.

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The Elfin Trophy celebrates 1960s open wheel and sports cars, with an exceptional field of classic Australian, British and European machinery from the golden era of motor racing. Delicate open-wheelers and lightweight sports racers will line up alongside powerful sports cars, showcasing the diversity, engineering brilliance and racing spirit of a bygone era.

ELIGIBILITY

Historic Group M
Racing, sports racing and clubman sports cars with a competition history established between 1st January 1961 and 31st December 1965.

Historic Group O
Racing and sports racing cars with a competition history established between 1st January 1966 and 31st December 1969, but specifically excluding cars fitted with the early forms of aerodynamic devices which appeared towards the end of this period.

ELFIN TROPHY

FOR HISTORIC OPEN WHEEL & SPORTS CARS

Honouring Garrie Cooper, legendary South Australian driver and founder of Elfin Sportscars. The Elfin Trophy recognises a pioneer whose lightweight designs shaped an entire generation of open-wheel and sports car racing in Australia.

HISTORIC GROUPS P, Q & R

FOR HISTORIC OPEN WHEEL & SPORTS CARS

Historic P, Q & R racing brings together a broad cross-section of historic competition cars spanning the late 1960s through to the 1980s, typically including open-wheel formula cars (such as Formula 1, Formula 2 and Formula 3), sports racing prototypes, and early aerodynamic race cars that bridge into the modern era of downforce and ground effects

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Celebrating the golden era of 1970s and 1980s open-wheel and sports car racing, bringing together a standout field of period-correct Australian and European machinery. From nimble Formula-style open-wheelers to purpose-built sports prototypes, the category showcases the evolution of performance, engineering innovation and racing identity that defined the era.

ELIGIBILITY

Historic Group P & Q
This group caters for racing and sports racing cars with a competition history established between 1st January 1968 and 31st December 1977

Historic Group R
Catering for racing, sports racing, and clubman sports cars complying with period rules for specific racing formulae, with a competition history established from 1st January 1978

The Mallala Cup (Pre-83) celebrates one of the most evocative eras in motorcycle racing, showcasing historic machinery from 1963 to 1982 that shaped the golden age of competition at Mallala and beyond. Expect to see beautifully prepared period racers from the two-stroke revolution through to early superbike development, with screaming triples, agile lightweight machines and classic production racers battling for honours.

ELIGIBILITY

Period 4
'Post Classic' Motorcycles of any capacity, manufactured between 1st January 1963 to 31st December 1972

Period 5
'Forgotten Era' Motorcycles of any capacity, manufactured between 1st January 1973 to 31st December 1982

MALLALA CUP

FOR PRE-1983 MOTORCYCLES

From the 1960s through to the 1980s, South Australia played a significant role in Australian motorcycle racing, with circuits such as Mallala becoming key battlegrounds for the nation's top riders and manufacturers. The era saw fierce interstate rivalries and the rapid evolution of two-stroke and Superbike technology. Fast, unforgiving and deeply competitive, motorcycle racing in South Australia helped shape a golden generation of Australian road racing.

MALLALA CUP

FOR PRE-2000 SUPERBIKES

Throughout the 1980s and 1990s Mallala was a regular host of Australian championship competition, attracting the country's leading riders and emerging talents. Mallala's fast but technical layout became a proving ground for rider skill and machine development, cementing its reputation as a cornerstone of Australian road racing during the golden era of domestic Superbike competition.

The Mallala Cup (Pre-99) is a feature motorcycle event celebrating the golden era of pre-2000 road racing machinery, bringing together some of the finest classic and modern-classic bikes from across the country. Fans can expect to see iconic Superbikes and production racers from the 1980s and 1990s competing for outright honours, showcasing the sound, speed and character that defined the period.

ELIGIBILITY

Period 6
'New Era' Motorcycles of any capacity, manufactured between 1st January 1983 to 31st December 1990

Period 7
'Pre-Modern' Motorcycles of any capacity, manufactured between 1st January 1991 to 31st December 1999

The National Sports Sedan Series is one of Australia's most spectacular racing categories, featuring highly modified, full-bodied cars producing serious horsepower and unmistakable noise. Built on steel space-frame chassis with composite bodies, wide slick tyres, aggressive aerodynamics and often powered by 700+ horsepower V8 engines driving through transaxle rear ends, these 'winged and wild' machines deliver extreme power-to-weight performance and lap times that rival the fastest closed-roof cars in the country.

ELIGIBILITY

Open to Motorsport Australia Group 3D logbooked vehicles and invitational entries, as part of the National Sports Sedan Series.

NATIONAL SPORTS SEDANS

AUSTRALIAN CHAMPIONSHIP ROUND

The Bend Classic is the penultimate round of the 2026 National Sports Sedan Series and is a favourite for drivers and teams thanks to its high speed and high downforce sections, allowing cars to showcase their true capabilities!

THE BEND CLASSIC TROPHY

EXCLUSIVE TO THE BEND PREMIUM MEMBERS

Since its inception, The Bend Classic has become a defining celebration of South Australian motorsport heritage, attracting some of the country's finest historic competitors and machinery. Like Goodwood's Festival of Speed, The Bend Classic 'shootout' has witnessed everything from Le Mans prototypes and Formula 1 cars to ultra-performance road vehicles, all vying for bragging rights and the outright lap record.

The Bend Members highest motorsport award, The Bend Classic Trophy sees premium members go head-to-head in a series of timed sprints across the weekend to settle once and for all who's the fastest. Open to all Gold, Platinum and Foundation Members, expect to see a wide array of exotic machinery from the latest Porsche, Lamborghini and Ferrari road & competition models to bespoke racing and Le Mans machinery from past and present.

ELIGIBILITY

Competitors must hold a Gold, Platinum or Foundation Bend Membership.

Entry may be subject to an expression of interest, with competitors selected on an invitational basis.

Gates open from 7am daily at The Bend Classic (subject to change), giving you plenty of time to get in early and make the most of the day.

The full event schedule will be released soon, so stay tuned for more details!

EVENT SCHEDULE

THREE DAYS OF TRACK ACTIVITY

COMPETITOR ENTRY

PRICES VARY DEPENDING ON ACTIVITY

RACE COMPETITOR

Event Entry	$570
Friday Practice	$290
Pitlane Garage Space	$270
Paddock Garage Space	$240
Paddock Enclosure Space	$150

SPRINT COMPETITOR

Event Entry	$320
Friday Practice	$290
Paddock Garage Space	$240
Paddock Enclosure Space	$150

MOTORCYCLE COMPETITOR

Solo entry fee	$320
Practice	$150
Paddock Enclosure	$75 per bike

Race Categories

- Port Wakfield Trophy for Touring Cars
- Enforcer Cup for Formula Ford
- Vern Schuppan Trophy for Production Sportscars
- Adelaide International Trophy for Formula 5000
- Elfin Memorial Trophy for Group M and O
- Groups P, Q and R
- National Sports Sedans Series

Sprint Categories

- The Bend Classic Trophy for Bend Members

Motorcycle Categories

- Mallala Trophy for 1963-1982 Motorcycles
- Mallala Trophy for 1983-1999 Motorcycles

Shell V-Power Motorsport Park
RYDGES
CONSTRUCT HIRE
5
Cotton
5

GOODYEAR
BRABHAM
GOODYEAR

Automotive
19

CONTACT

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