

## Editorial #3 - 2026

# Australian Pulsar Racing Association NEWSLETTER

### Three Rounds Down – The Best Is Yet To Come

As we reach the halfway point of the 2026 season, there is plenty to celebrate.

Three rounds in, we've seen outstanding racing, strong fields, new faces joining the category, and countless examples of the sportsmanship and camaraderie that make APRA unique. While the on-track action continues to deliver some of the closest racing in Australian motorsport, it is the people behind the helmets, in the pits, and around the paddock that truly define our club.

APRA has always been about more than racing. It is a community built on respect, encouragement, shared knowledge, and a passion for motorsport. Whether you're a front-runner, a first-time competitor, a volunteer, sponsor, family member, or supporter, every person contributes to the success of our club.

As we look ahead to the remaining rounds, we encourage everyone to continue supporting one another, welcoming new members, and demonstrating the professionalism and sportsmanship that APRA is known for. Together, we are not only building great racing—we are building a stronger community.

Thank you to our members, officials, volunteers, sponsors, and supporters for helping make 2026 another memorable season. We can't wait to see what the second half of the championship brings.



**NEW**

## Winmax Brakes Discount Code

**Winmax**

**MSB**  
MOTORSPORT BRAKES

To help drivers prepare for upcoming race meetings, MSB will activate a Winmax brake discount code two weeks prior to each round.

All drivers will be able to use this code to purchase Winmax brake pads at a discounted rate ahead of the event. To ensure your brakes arrive in time for race day, please place your order early. A unique round-specific code will be emailed to all drivers prior to the validation date for each round.



# Thank you to our 2026 Sponsors

APRA is proud to enter the 2026 season supported by an incredible group of partners, both long-standing supporters and new organisations investing in Australian grass-roots motorsport.

We are honoured to welcome back Winmax Brake Pads, supplied locally through Marty and Motorsport Brakes, as our Title Sponsor for a third consecutive season.

Our partnership continues to grow stronger each year, with Winmax remaining APRA's controlled brake pad of choice and a product trusted and endorsed by our competitors across the category. More information found via logo link below



APRA has always been more than a race category, it is a community.

We are especially proud to recognise our member-owned sponsor partners for 2026:

Townsend Signs – <https://www.townsendsigns.com.au/>

Noizee Engineering – <https://noizee.com.au/>

Pure Property Group – <https://purepm.com.au/>

Eggy – <https://www.eggy.as/>

Ashcrofts Group – <https://www.iga.com.au/stores/ashcrofts-iga-summer-centre/>

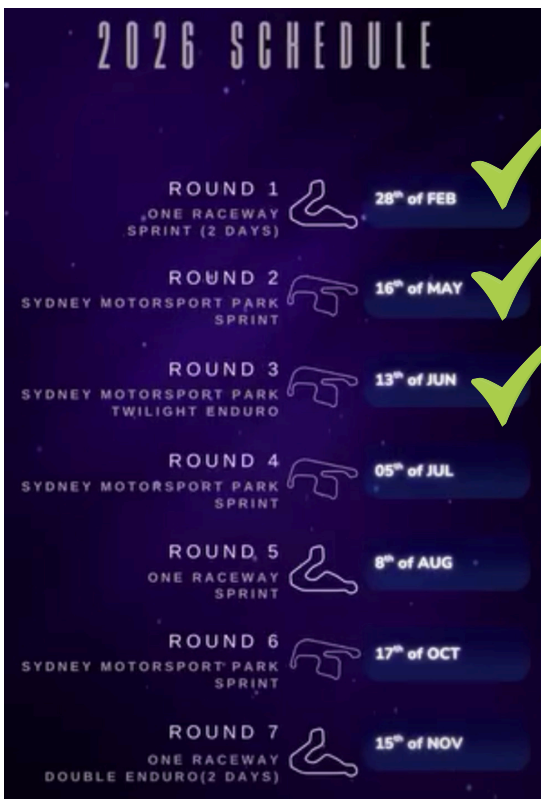
We also warmly welcome several new partners to the championship.

Your support of APRA and Australian grass-roots motorsport is sincerely appreciated:

Sunnyholt Auto Electrics – <https://www.sunnyholtautoelectrics.com.au/>

HMO Customer Racing – <https://www.hmocustomerracing.com.au/>

Direct Plasterboard Outlet – <https://dpo.com.au/>



## Round3 Twilight Recap – @Sydney Motorsport Park

Qualifying | Race 1 (15 min) | Race 2 (30min) with pit stop

	Driver	Category
1st	Scott Tidyman	Outright
2nd	Karl Raper	Outright
3rd	Adrian Sarkis	Outright
1st	Ian Joyce	Masters
2nd	Michael Elvidge	Masters
3rd	Mark Crutcher	Masters



## My name is Kane, and I've been racing with APRA for 8 years.

Racing is something I've wanted to do since I was a little kid. Back then, I played both baseball and soccer, with baseball becoming my main focus as I got older. I played representative baseball and was fortunate enough to travel to America at the age of 13 to compete in a baseball tournament, which our team went on to win.

I started my trade at 14 and began earning adult money. Real car racing wasn't something I could afford at the time, so I got into nitro RC car racing instead. As these things often do, it quickly grew into much more than a hobby. It took my dad and me all around Australia and New Zealand competing in RC events, where I was lucky enough to win multiple events and state titles along the way. I met a lot of great people through RC racing, and some of those same people are now racing in the APRA Series as well.

RC racing taught me a lot about vehicle setup and the fundamentals of making a car work. Many of those lessons translate directly into real-world motorsport and gave me a solid foundation before I ever sat in a race car.

My best mate raced RC with me for years before deciding he'd had enough and bought a Formula Vee. I tagged along to help him out, and that's when the motorsport bug really bit me. I started looking at different categories and eventually stumbled across the APRA Series. My now-wife and I went to watch a race, and I loved what I saw. The very next weekend, I bought a Nissan Pulsar N15 SSS from a bloke in Marsden Park for \$400 and started building my first race car.

Not long after, my wife fell pregnant with our first daughter. She told me that I needed to finish the car before our daughter was born or I'd never finish it and never race it. Thankfully, she was right.

I had my first race with APRA in 2019, and what a journey it has been since. Like anyone involved in motorsport, I've experienced plenty of highs and plenty of lows, but I've never stopped learning. Through the hard work put in by the club and Terry, I've now had the opportunity to race at Bathurst four times. Bathurst is bucket-list material and a dream come true for any racer.

Along the way, I've met so many incredible people within the category who have helped me, supported me, and shared their knowledge. I'll always be grateful for the assistance I've received throughout my racing journey.

It's fantastic to see our club growing again. One memory I'll never forget was racing at Wakefield when we had two grids and around 60 cars competing. That was an unbelievable experience and showed just how strong the category can be.

I'm looking forward to many more years racing with APRA and can't wait to see where the club goes in the future. The friendships, experiences, and opportunities it has given me have been priceless, and I'm proud to be part of such a great community.



**THANK YOU!**

# STAYING CONNECTED

## — THROUGH SOCIAL MEDIA AND OUR WEBPAGE —

Our club uses a variety of online platforms to keep members informed, connected, and involved. Follow our pages, engage with our content, and visit our webpage for all the latest news and updates!



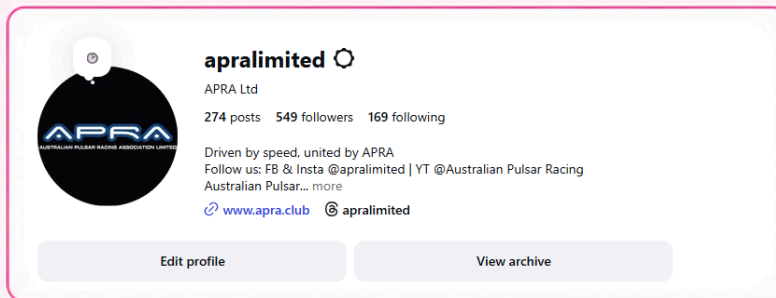
### FACEBOOK

We use Facebook for important announcements, event information, reminders, and community updates. It's a great place for members and families to stay informed.



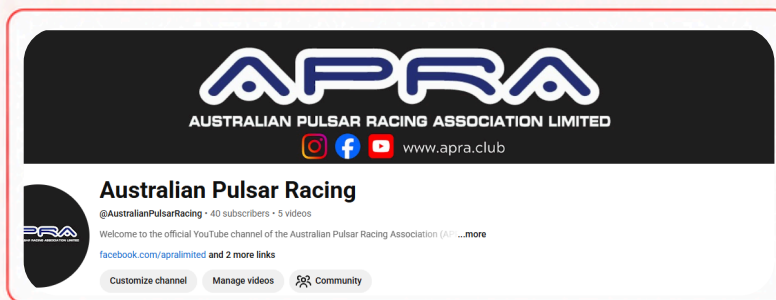
### INSTAGRAM

Instagram is where we share photos, reels, stories, and highlights from events and activities. It's a fun and engaging way to see what's happening around the club.



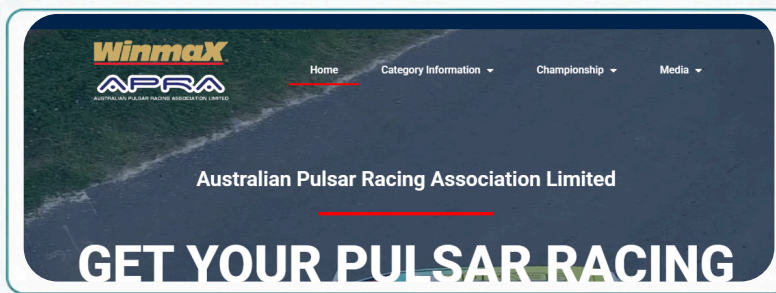
### YOUTUBE

Our YouTube channel features longer videos including event recaps, interviews, performances, tutorials, and memorable club moments. Subscribe and never miss an update!



### OUR WEBPAGE

Our webpage is your central hub for everything about our club. Find details about upcoming events, meeting times, news updates, resources, and contact information — all in one place!



Together, these platforms help strengthen communication within our club and allow us to connect with the wider community. Every follow, like, comment, share, and visit helps support the club and spread awareness about what we do.



LIKE



COMMENT



SHARE



VISIT

STAY CONNECTED. STAY INVOLVED. BE PART OF OUR JOURNEY!

Every item purchased = 1 X TCR Ride Experience Raffle Ticket  
**1 purchase = 1 raffle ticket / Buy more, get more entries**

 <b>CUSTOMER PRODUCT CATALOGUE</b>				
Item Code	Description	Graphic	Garment Colour	\$
10YRTEE	APRA Tshirt with 2026 graphic back and APRA logo front & 10 Year celebratory Logo on chest		Black	\$30.00
2026TEE	APRA Tshirt with 2026 graphic back and APRA logo front		Black	\$25.00
2026LSTEE	APRA long sleeve Tshirt with 2026 graphic back   APRA logo front   APRA down right hand sleeve		Black	\$35.00
2026HOOD	APRA Hoodie with 2026 graphic back and APRA logo front		Black	\$50.00
2026TRKI	Black truckie hat with grey mesh displaying APRA and Winmax logos on front		Black/Grey	\$30.00
BEANIE	Black woolen fold up beanie with APRA logo embroidered on front		Black	\$20.00
2026POLO	APRA 2026 Sponsor Polo incorporating 10year graphic and all 2026 sponsor logos		Black	EOI*

\* Expressions of Interest

**Next Order  
NOW OPEN**



**Orders close 5pm 19th June**

**Collection @ Round 4, 2026**



# ***BRAKE VIBRATION EXPLAINED***



***Brakes. Parts. Performance.***

## **MSB Explains Brake Vibration: The Difference Between Disc Thickness Variation (DTV) and Pad Contamination**

Few braking issues concern drivers more than a steering wheel shake or brake pedal vibration under braking. Sometimes referred to as brake judder, vibration can range from a mild annoyance to a severe shudder that affects driver confidence and vehicle performance.

One of the biggest misconceptions in the automotive industry is that all brake vibration is caused by "warped rotors." In reality, there are several different causes of brake judder, and understanding the difference is critical when diagnosing and fixing the problem correctly.

What Causes Brake Vibration?

Brake vibration typically occurs when the braking system develops uneven friction or uneven brake disc thickness. As the brake rotor rotates through the caliper, these inconsistencies create fluctuations in braking force, which are transmitted through the vehicle as vibration.

The most common causes include:

- Incorrect brake pad bedding
- Brake pad contamination or incompatible friction materials
- Disc Thickness Variation (DTV)
- Excessive hub runout
- Suspension or steering component wear

In this article, we'll focus on the three most common brake-related causes.

### **Incorrect Brake Bedding**

Modern brake pads partly rely on a process known as friction transfer, where a thin and even layer of brake pad material is deposited onto the brake disc surface during the bedding-in process.

When brakes are bedded correctly, this transfer layer creates a consistent friction surface, resulting in smooth braking performance and optimal stopping power.

However, if the bedding process is carried out incorrectly, uneven pad deposits can form around the brake disc. These high-friction areas create inconsistent braking forces as the rotor rotates, leading to brake judder. You can imagine the left and right rotors 'gripping' and 'releasing' at different times, resulting in a vibration you can feel through the steering when, and sometimes brake pedal.

This issue is particularly common when:

- New pads and rotors are not bedded according to manufacturer recommendations.
- The vehicle is driven aggressively before bedding is complete.
- A driver comes to a complete stop and holds heavy brake pressure while the brakes are extremely hot.

In motorsport, this can often occur during pit stops when a driver remains on the brake pedal after stopping. The hot pad effectively imprints material onto one section of the rotor, creating a high spot.

### Symptoms of Incorrect Bedding

- Steering wheel vibration during braking.
- Pedal pulsation that becomes worse as brake temperatures increase.
- Judder that may feel quite violent under heavy braking.
- Brake pedal generally feels normal compared to DTV-related issues.

### How to Fix It

In many cases, the rotor surface can be cleaned to remove the uneven deposits, followed by a proper re-bedding procedure. Severe cases may require rotor resurfacing or replacement.

Pad Contamination (Friction Material Incompatibility)

Pad contamination is often misunderstood. In many cases, the issue is not oil or grease contamination, but rather incompatible friction materials being used on an existing brake rotor.

Every brake pad compound deposits its own friction transfer layer on the rotor surface. When a new pad material is installed over a disc that already contains significant deposits from a different compound, the two materials can sometimes react badly together.

The result is a build-up of uneven friction deposits that produce exactly the same symptoms as incorrect brake bedding.

### Symptoms of Pad Contamination

- Steering wheel shake during braking.
- Brake judder that develops shortly after changing pads.
- Uneven braking feel despite relatively new components.
- Vibration often increases as brakes heat up.



**PROUD PARTNER OF APRA since '24**



**Brakes. Parts. Performance.**

## How to Prevent It

Whenever changing to a different pad compound, it's good practice to clean the rotor surface before installing the new pads.

A proper bedding procedure should then be performed to establish a fresh and uniform transfer layer.

## Disc Thickness Variation (DTV)

Disc Thickness Variation, commonly known as DTV, is a completely different issue.

Unlike pad contamination or poor bedding, which are friction-related problems, DTV is a physical dimensional problem within the brake rotor itself.

DTV occurs when certain areas of the rotor are thicker than others. As these thicker sections pass between the brake pads, they push the caliper pistons back and forth, creating hydraulic pressure fluctuations that the driver feels as brake pedal pulsation.

DTV may result from:

- Manufacturing tolerances being exceeded.
- Uneven rotor wear.
- Excessive heat cycling.
- Rotor damage or improper machining.

## Symptoms of DTV

- Noticeable brake pedal pulsation.
- Vibration felt primarily through the brake pedal.
- Secondary vibration through the steering wheel.
- Consistent pulsation that occurs at the same wheel speed regardless of brake temperature.

## How to Fix It

Unlike pad deposition issues, DTV cannot be solved through re-bedding.

The rotor must either be:

- Machined to restore a consistent thickness (where specifications allow), or
- Replaced with a new rotor.



## How to Tell the Difference

<b>Symptom</b>	<b>Pad Deposits / Contamination</b>	<b>Disc Thickness Variation (DTV)</b>
Main vibration location	Steering wheel	Brake pedal
Cause	Uneven friction layer	Uneven rotor thickness
Related to bedding procedure	Yes	No
Often temperature dependent	Yes	Usually no
Can be fixed by re-bedding	Often yes	No
May require rotor replacement	Sometimes	Often

## The Bottom Line

Not all brake vibration is caused by warped rotors. In fact, many brake judder complaints are the result of uneven pad material deposits caused by incorrect bedding procedures or incompatible friction materials.

Understanding whether the problem is friction-related or caused by genuine Disc Thickness Variation is the key to diagnosing and fixing brake vibration correctly.

If vibration is felt mainly through the steering wheel, uneven pad deposits are often the first area to investigate. If the pulsation is predominantly through the brake pedal, DTV may be the more likely cause.

Correct bedding procedures, proper rotor preparation when changing pad compounds, and high-quality brake components all play a critical role in preventing brake judder and maintaining consistent braking performance.



Show your support for our sponsor

1. Scan the QR code
2. Leave a quick Google review
3. Help support the businesses that support our club
4. Every review helps their business and strengthens their support of grassroots motorsport.



# TCR Test Opportunity

As part of this collaboration, the **2026 APRA Champion** will receive the opportunity to participate in a test day in a Hyundai TCR car, prepared and run by HMO Customer Racing.

Importantly, the APRA Directors are currently finalising the eligibility conditions associated with this prize to ensure the opportunity is awarded fairly and reflects the values of our category. These conditions may include participation requirements and sporting considerations aligned with APRA's principles of commitment, respect and positive contribution to the category. Full eligibility criteria will be released to members once finalised.

We appreciate your patience while this work is completed and we will keep all members informed.

## **Additional Member Opportunities / TCR Ride Experiences**

In addition to the Champion's test, we are pleased to confirm that two APRA members will also have the opportunity to experience a ride in a HMO TCR car during 2026.

These experiences will be awarded via a member raffle, ensuring the opportunity extends beyond championship results and recognises the broader APRA community.

## **Further details regarding:**

Eligibility

Entry requirements

Timing of the raffle

Event logistics

**REMEMBER**

## **APRA MERCHANDISE**

Every item purchased =  
1 X TCR Ride Experience  
Raffle Ticket

1 purchase = 1 raffle ticket

**Buy more, get more entries**

**COMING SOON**

# **HMO** *Customer Racing*

The support of a professional touring car team such as HMO Customer Racing is a significant moment for our category.

It reinforces what many of us already know: That APRA is more than just racing cars. It is a place where drivers develop skills, build experience, and participate in a genuine and competitive motorsport community.

We are incredibly proud to be able to provide opportunities like this to our members and look forward to sharing more information as the season approaches.





## CONTACT US

**Important contact details for a race weekend**



0412 034 923

**Rod Albronda**  
Category Manager

 [rod@apra.club](mailto:rod@apra.club)



0428 449 414

**Mal Rose**  
Driving Standards Officer (DSO)

 [mro75117@bigpond.net.au](mailto:mro75117@bigpond.net.au)



0419 249 049

**Leanne Potts**  
Category Social Media

 [admin@apra.club](mailto:admin@apra.club)



With Round 3 now complete, we'd like to take the opportunity to update members on some of the activities, discussions, and initiatives taking place across the club.

As always, there is plenty happening behind the scenes beyond race day. From planning future events and member engagement initiatives to sponsorship opportunities, club administration, and continued improvements to the APRA experience, your committee remains committed to supporting the growth of the category and our racing community.

We are incredibly proud of the close racing, sportsmanship, and camaraderie demonstrated throughout the season so far. The passion and enthusiasm shown by our members, volunteers, officials, sponsors, and supporters continue to make APRA a unique and welcoming place to race.

The Committee would like to draw members' attention to several important communications distributed over the past week or so. We encourage all members to **review recent emails** to ensure they remain informed of club updates, upcoming events, key announcements, and opportunities to be involved.

- ✔ APRA 2026 General Meeting minutes
- ✔ Technical Compliance & Scrutineering Update
- ✔ APRA Technical Regulations
- ✔ Yokohama Tyre Allocation
- ✔ APRA Incident Report Form
- ✔ DSO Notes
- ✔ Vehicle Weighing Procedures at SMP



**Thank you for your ongoing support, and we look forward to seeing everyone back on track for Round 4.**

# APRA Christmas Party Presentations & AGM

**SAVE!  
THE DATE!**



[Herbertus Country Club](#)

205 Adams Road, Luddenham NSW 2745

**More information**

**COMING SOON**

# DSC

Mal : 0428 449 414

# ANNOUNCEMENT!

## Mal Rose - Transport & Storage Services

Racecar, Trailer, Truck or  
Caravan storage in a secure  
location only 30 min from SMP  
with security cameras.  
Offers transport services with  
Futura Lowering trailer.  
Storage of Racecars &  
Transport to and from  
workshops & SMP

Mal is heading to Gold  
Coast & Brisbane Weekend  
June 20 / 21.  
He has an empty car trailer  
if anyone needs a car  
bought back to Sydney OR  
anything to take to  
Queensland.