

Editorial #4 - 2026

Australian Pulsar Racing Association **NEWSLETTER**

Where Passion Meets Community

As another exciting chapter of the 2026 APRA Championship comes to a close, we'd like to welcome you to the latest edition of the APRA Newsletter.

With four rounds now complete, it's been fantastic to witness the passion, commitment and sportsmanship that continue to define the Australian Pulsar Racing Association. Every qualifying session and every race has showcased not only close and competitive racing, but also the strength of the community that exists both on and off the track.

Our club is built on much more than motorsport. It is built on the dedication of volunteers, officials, sponsors, supporters and members who generously contribute their time, knowledge and enthusiasm to ensure every race meeting is a success. Their efforts, combined with the respect and camaraderie shown throughout the paddock, are what make APRA such a welcoming and enjoyable place to race.

As we look ahead to Round 5 and the remainder of the season, there is plenty to be excited about. Together, we will continue to grow our club, strengthen our community and promote the exciting, affordable grassroots racing that APRA is proud to offer.

Thank you for being part of the journey. We hope you enjoy this edition of the newsletter and look forward to seeing everyone at the next round.



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/>

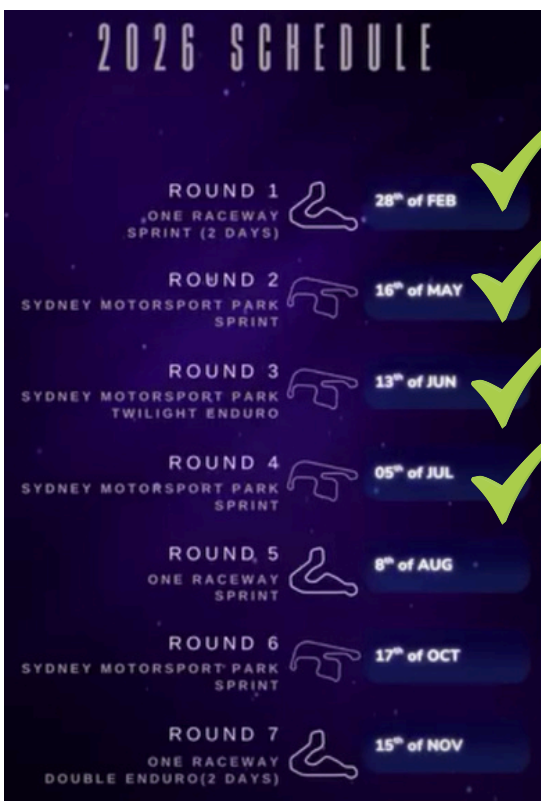
We also warmly welcome several new partners to the championship.

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/>



Round 4 – @Sydney Motorsport Park

Qualifying | Race 1 (20min) | Race 2 (20min) | Race 3 (30min)

	Driver	Category
1st	Karl Raper	Outright
2nd	Scott Tidyman	Outright
3rd	Adam Tomsett	Outright
1st	Ian Joyce	Masters
2nd	Mark Crutcher	Masters
3rd	Simon Kendrick	Masters





OUTRIGHT POINTS

Car No.	Full Name	Member	Category	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Drop	Sub Total	Total	Gap
48	Scott Tidyman (N14)	0	Outright	335	0	290	258					883	883	0
58	Karl Raper (N15)	0	Outright	0	283	282	303					868	868	1
79	James Kittos (N14)	0	Outright	170	210	207	216					803	803	3
444	Daniel Pirozzi (N14)	0	Outright	225	196	189	180					790	790	4
78	Kane Alderton (N15)	0	Outright	250	249	200	85					784	784	5
24	Michael Potts (N15)	0	Outright	199	170	154	192					715	715	7
29	Adam Tomsett (N14)	0	Outright	328	123	0	257					708	708	8
88	Kristoffer Harvey (N15)	0	Outright	220	152	152	182					706	706	9
14	Adrian Sarkis (N14)	0	Outright	234	0	234	216					684	684	10
10	Pietro Lidano (N14)	0	Outright	196	148	160	148					652	652	11
999	Mark Cella (N15)	0	Outright	202	156	118	152					628	628	12
53	Nick Muller (N14)	0	Outright	219	123	150	96					588	588	15
1	Chris Manning (N15)	0	Outright	239	252	71	0					562	562	16
7	Paul Spicer (N14)	0	Outright	168	74	116	132					490	490	18
222	Mitchell Cadell (N15)	0	Outright	0	114	194	114					422	422	20
67	Kris Albronda (N15)	0	Outright	0	186	193	0					379	379	24
22	Gavan Reynolds (N15)	0	Outright	165	0	204	0					369	369	25
64	Jacob Wolf (N15)	0	Outright	161	101	0	0					262	262	27
28	Nik Hough (N14)	0	Outright	218	0	0	0					218	218	28
525	Alex Pirozzi (N14)	0	Outright	0	0	163	0					163	163	29
51	Ben Sheedy (N14)	0	Outright	156	0	0	0					156	156	30
22	Marcus LaDelle (N15)	0	Outright	151	0	0	0					151	151	31
55	Joel Luke (N15)	0	Outright	0	0	28	76					104	104	35
200	Adam Leacy (N15)	0	Outright	0	82	0	0					82	82	37
22	Will Foot (N15)	0	Outright	0	0	68	0					68	68	38
68	Harry Hayak (N14)	0	Outright	0	0	56	0					56	56	39
22	Jamie Arratoon (N15)	0	Outright	0	0	0	0					0	0	40
18	Kerry Avramadis (N14)	0	Outright	0	0	0	0					0	0	

MASTERS POINTS



Car No.	Full Name	Member	Category	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Drop	Sub Total	Total	Gap
3	Ian Joyce (N14)	0	Masters	101	240	255	234					830	830	2
5	Simon Kendrick (N15)	0	Masters	198	254	77	192					721	721	6
4	Mark Crutcher (N15)	0	Masters	0	232	184	204					620	620	13
16	Ian Ashcroft (N15)	0	Masters	260	102	54	173					589	589	14
113	Jerome Pirozzi (N14)	0	Masters	259	186	0	58					503	503	17
888	James Garrett (N14)	0	Masters	231	0	144	106					481	481	19
67	Michael Elvidge (N15)	0	Masters	132	0	193	88					413	413	21
44	Greg Oliver (N15)	0	Masters	136	146	120	0					402	402	22
68	Matthew Larsson (N14)	0	Masters	90	176	57	60					383	383	23
2	Jamie Canellis (N15)	0	Masters	0	0	144	156					300	300	26
27	Greg Duffy (N14)	0	Masters	0	142	0	0					142	142	32
85	Graeme Manning (N15)	0	Masters	0	0	72	42					114	114	33
45	Bernard Roberts (N14)	0	Masters	0	0	106	0					106	106	34
42	Gary Potts (N14)	0	Masters	0	0	0	86					86	86	36
51	Shane O'Brien (N14)	0	Masters	0	0	0	0					0	0	41

as at 9th July 2026

Simon Kendrick



Racing with APRA since 2021

Motorsport has always been in my blood. Like many people, I grew up fascinated by cars and racing, but life took me down a different path first. I was always the kid that beat my mates at hire karts and wondered how I'd go if I actually raced. But first I built my career in business and eventually established Beaches Sea-Doo and Can-Am on Sydney's Northern Beaches. While business kept me busy, the desire to go racing never really went away.



Once the kids grew up, I was finally able to start karting. Over the next five years I learnt the craft, won a club championship and competed successfully in Stars of Karting events. Unfortunately, as age started catching up with me, the G-forces of karting became a bit hard on the old bloke!



The next logical step into motorsport came through APRA, as that's the path a few of my mates from karting had taken. What attracted me to the category was the affordability, the variety of cars and, most importantly, the people. APRA felt like a club where competitors genuinely wanted to help each other improve, and that sense of community has kept me coming back year after year.



One of the highlights of my APRA journey so far has been competing at Bathurst, a circuit every Australian racer dreams of driving.



Over the years I've owned and raced a variety of cars, including an EVO X and a V8 Commodore, and I've had the opportunity to sample different categories. However, I always found myself returning to APRA. The control nature of the category reminds me of karting—everyone has essentially the same equipment, so success comes down to preparation, setup and driver skill.





I raced a Nissan Pulsar N15 SSS, a car that has become much more than just a race car. I've owned N14s in the past, but the N15 suits my driving style better. Like many APRA competitors, I've spent countless hours in the garage learning, improving and developing the car. One of the things I enjoy most about motorsport is that the learning never stops. Every race meeting teaches you something new, whether it's driving technique, setup, strategy or simply solving problems under pressure.

Some of my favourite memories have come from the friendships I've made through APRA. Race weekends are about much more than what happens on track. The camaraderie in the paddock, the willingness of competitors to lend a hand and the shared passion for motorsport are what make the category special.

Away from APRA, I run several automotive and powersports businesses, so machinery and competition are a big part of my everyday life. Racing provides a different challenge, though. Once the helmet goes on, business doesn't matter—it's just you, the car and the stopwatch.

One of the things I'm most proud of is continuing to improve as a driver. There are always faster laps to find and new goals to chase. Whether it's fighting for a podium, chasing a personal best or simply enjoying a great battle with another competitor, the enjoyment comes from pushing yourself to be better than you were at the previous meeting.

Recently I achieved my first outright race win and overall Masters round win. It was a reminder that success in motorsport comes from preparation, planning and persistence. The countless hours spent in the workshop, studying data and refining the car finally paid off.

I've also taken on my own race workshop and started a project I've wanted to build for years—a Nissan Pulsar GTi-R powered by an SR20VE engine. It combines two of my favourite things: Nissan performance cars and workshop projects. Like racing, it's another opportunity to learn, experiment and challenge myself.

Looking back, joining APRA was one of the best decisions I've made in motorsport. The category has given me incredible experiences, lifelong friendships and plenty of stories along the way. I'm excited to see the club continue to grow and look forward to many more years of racing with APRA.

Thank you to everyone who volunteers, organises events and supports the category. Without those people, none of us would have the opportunity to do what we love.

Sponsors thanks

MoneyMe Autopay Finance
Castrol Oils and Lubricants
Chery Northern Beaches
Beaches Sea-Doo and Can-Am



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!



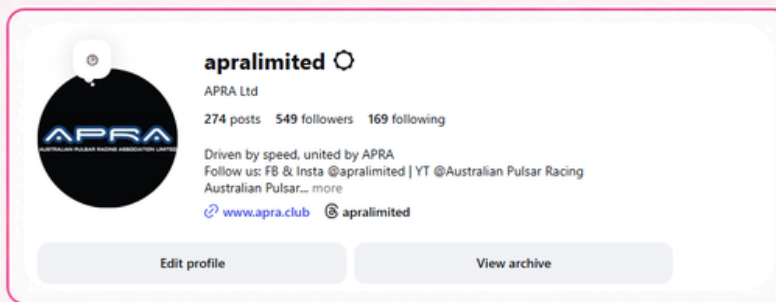
FACEBOOK

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



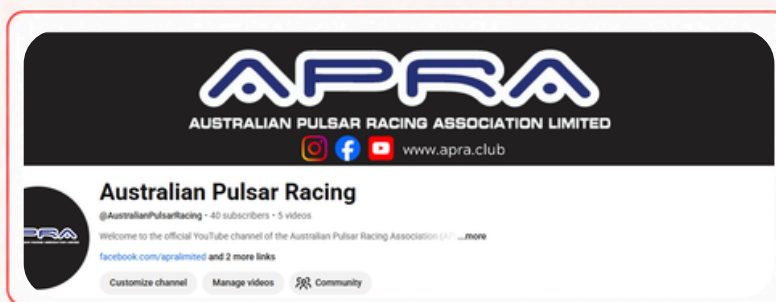
INSTAGRAM

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.



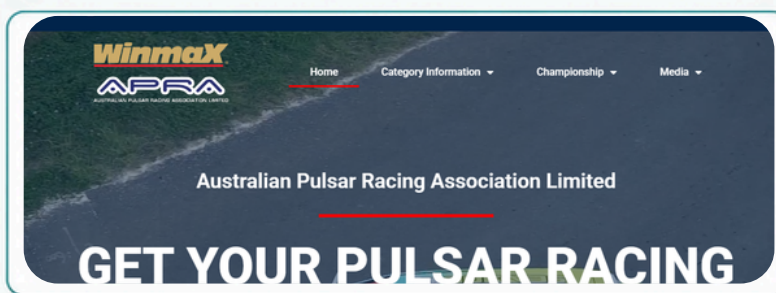
YOUTUBE

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!



AUSTRALIAN PULSAR RACING ASSOCIATION

THE SPIRIT OF APRA

RACE HARD. RESPECT ALWAYS.
ONE CLUB. ONE COMMUNITY.



TOGETHER, WE CREATE AN ENVIRONMENT
WHERE EVERYONE CAN ENJOY MOTORSPORT
AND BE PROUD TO BE PART OF APRA.



OUR COMMUNITY

RESPECT. SUPPORT. BELONGING.



We welcome everyone and value the contribution of all members, families, volunteers and supporters.



We support each other on and off the track.



We celebrate achievements and encourage new participants.



We are stronger together and committed to growing our sport.



DRIVING STANDARDS

DRIVE IT HARD, DRIVE IT RIGHT.



We compete with skill, focus and determination.



We prioritise safety and follow all race regulations.



We give respect on track – clean racing, no shortcuts, no excuses.



We accept results with grace, win or lose.



CODE OF CONDUCT

RESPECT IS OUR RESPONSIBILITY.



We treat everyone with respect and courtesy.



We use positive language and constructive communication.



We do not tolerate abuse, harassment or unsportsmanlike conduct.



We respect officials, volunteers, fellow competitors and our environment.



VOLUNTEERS
MAKE IT HAPPEN



COMPETITIVE
RACING



RESPECT ON
& OFF THE TRACK



PROUD OF OUR
SPONSORS



CAPTURING
THE MOMENTS



ONE CLUB
ONE COMMUNITY

GREAT RACING. STRONG COMMUNITY. THAT'S APRA!

BRAKE VIBRATION EXPLAINED



Brakes. Parts. Performance.

Brake Fade or Long Pedal??

Explaining the difference between Brake Fade and a Long Pedal

Introduction

In the motorsport braking industry, it is very common for people to mix up 'brake fade' with 'a long pedal'. This page will dive into these issues along with causes, symptoms and potential solutions. But in summary:

BRAKE FADE is where your brake pedal is still 'up', but the brakes lose effectiveness which is caused by a loss of friction at the pad/disc interface.

A LONG BRAKE PEDAL is where the pedal travel increases which can result in losing braking caused by fluid 'boiling' or mechanical and/or hydraulic issues.

Whilst these two issues are not the same it is important to note that one can cause other!

What are the causes of brake fade?

Temperature is the culprit in most cases. If your brakes are too hot the interface between the pad and disc starts to deteriorate – which can be pad material breaking down or a buildup of gases generated by the materials involved getting between the pad and disc causing a 'barrier' that restricts the effectiveness of the pads.

Introducing too much temperature in the first place can be caused by a lot of different inputs, such as brake pad quality, disc type, cooling, driving style, mechanical issues, condition of hydraulic system including caliper seals, master cylinder seals etc and more! To give one example, if your calipers are not serviced properly, there can be stiction around the seals causing the pistons to not retract properly when you take your foot off the pedal, which will cause drag in the brake system which will then introduce more temperature.

The other thing to consider is that temperature issues that cause brake fade can be self-perpetuating. This means that as temperatures increase too much and friction reduces and the brakes begin to fade, most drivers will simply push harder on the brake pedal to try to stop the car. This of course makes the problem worse, and the cycle continues!

How do I fix brake fade?

The only thing to do is to reduce the use of the brakes and cool them as much as possible. This will sometimes bring the temperature back into a good temp window and fix the issue. Sometimes though the problem won't go away until the brakes are fully cooled. It is important to then analyse how to reduce brake temperature in your car on the 'track'.

You may also consider increasing brake cooling using some aftermarket solutions like the Speed Engineering kits. **Check them out via the link below:**

<https://www.msbgarage.com/brand/speed-engineering/>



What causes a long brake pedal?

Unless there has been some sort of mechanical problem or failure in your mechanical brake system, the primary cause of brake pedal 'going long' – which is a horrible feeling – is by pushing your brake fluid beyond its boiling point. If the fluid is over-heated it will develop small gas bubbles which are compressible. This compression is what will cause the long pedal known as 'brake fluid fade'.

Most people will be aware that brake calipers have pressure seals in them to keep the brake fluid inside the caliper. These seals end up with a very small amount of brake fluid behind them that is forcing the pistons to push the pads – and hopefully slow your car! What many will not realise is that it is this very small volume of brake fluid that takes most of the punishment from the sometimes very high temperatures in a brake system. Also, this small amount of fluid does not really circulate around the caliper much. So, it gets repeated temperature cycles and will deteriorate and be less able to deal with temperature if not replaced regularly.

Most times, a long brake pedal which is caused by 'boiling' brake fluid is something that gets progressively worse, rather than a sudden failure. Like brake fade described above, a long pedal is normally caused by excessive heat. And remember we mentioned above that one issue can cause the other? Imagine you are starting to get brake fade whereby the pads are overheating for example, and you start pushing the pedal harder to try to achieve the stopping power you want. As you are doing this you are also introducing more temperature into the brake system, including the brake fluid. If this fluid is not up to the task, it will start to vaporise and pedal travel will increase.

The other common cause of a long brake pedal is 'brake pad knock-off'. Knock-off happens when the loads passing through the front wheel from high lateral g-forces or hitting a kerb can overly load the wheel bearing which allows movement in the area between the disc and caliper. This movement can cause the disc to 'knock' the pad back into the caliper enough that when you get back on the brake pedal, the initial part of the pedal travel is pushing the pads back 'out' to the disc face. This means that the pedal is longer than it should be. The good news here is that 'pumping' the pedal is normally enough to bring the pedal back. This is why you see drivers checking the pedal down the straights as they bring the brake system back into alignment!

How do I fix a long brake pedal?

Assuming the mechanical system in the car is in good condition and the long pedal is a result of overheating brakes, the only thing to do is cool the brake system, replace the brake fluid with the highest quality you can afford and potentially increase cooling directed at the caliper itself.

Make sure to replace your fluid regularly as brake fluid is hydroscopic (will absorb moisture) so over time it will have higher content of moisture, causing the boiling point to reduce. It is a regular servicing point that should not be overlooked.

Make sure your brakes are bled regularly, particularly after copping a hard time at the track or in the forest and always choose a high-quality fluid to give yourself the best chances of avoiding the dreaded long pedal.

For more information on brake fluid click link below:

[News and Blogs Brake Fluid – What should I use?](#)

To solve knock-off issues you need to review your mechanical system. There can be movement caused by under-performing wheel bearings that need replacing or servicing, or a solid kerb strike! To help reduce knock-off you can fit fully floating disc assemblies that allow a certain amount of movement of the brake caliper vs disc and allows this movement without the pads being pushed back into the caliper.

There are a many issues and topics surrounding these brake problems and causes so for more specific information or advice on your car set up, get in touch with us at MSB. We are always happy to help!

Contact MSB for expert advice.

Phone: 07 3412 3643

www.msbgarage.com



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



0428 449 414

Mal Rose
Driving Standards Officer (DSO)

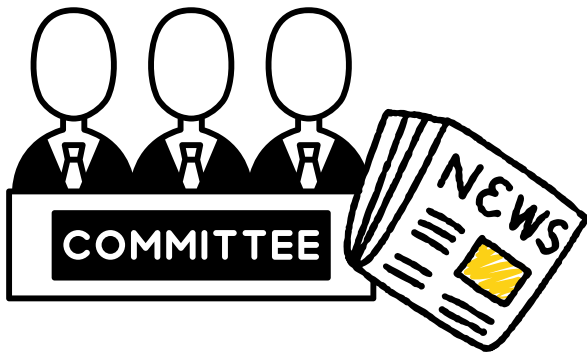
 mro75117@bigpond.net.au



0419 249 049

Leanne Potts
Category Social Media

 admin@apra.club



The Committee continues to work diligently behind the scenes to ensure the Australian Pulsar Racing Association remains a well-organised, welcoming and professionally managed grassroots motorsport category.

While race meetings are the most visible part of our club, there is a significant amount of planning and preparation that takes place between each event.

From coordinating race meetings, managing club administration and supporting members, through to communications, sponsorship, governance and long-term planning, the Committee remains committed to continually improving the APRA experience for everyone involved. As we move through the 2026 Championship, it is encouraging to see the continued enthusiasm of our members, the dedication of our volunteers and officials, and the support of our sponsors and partners. Together, these contributions allow APRA to continue providing competitive, affordable and enjoyable motorsport.

The Committee continues to place a strong emphasis on promoting respectful driving standards, good sportsmanship and positive competitor behaviour. Through ongoing communication, education and the reinforcement of our shared values, we are committed to fostering a racing environment where close competition is balanced with respect, fairness and consideration for fellow competitors—both on and off the track.

Our focus remains on strengthening member engagement, enhancing communication, growing participation and ensuring the long-term sustainability of the Association. Every member, volunteer, official and supporter plays an important role in achieving these goals.

On behalf of the Committee, thank you for your continued support, passion and commitment to APRA. Together, we will continue building a club that delivers great racing, fosters lifelong friendships and provides a welcoming environment for current and future members alike.



Adam Tomsett,
Congratulations!

Key Communications Since Our Last Newsletter

- ✓ DSO Report from Round 4
- ✓ Message from APRA Board

Thank you for your ongoing support, and we look forward to seeing everyone back on track for Round 5

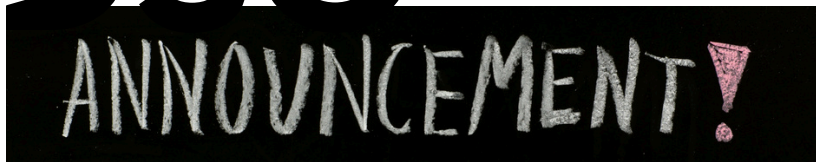
**APRA
Christmas Party
Presentations
& AGM**



More information



Mal : 0428 449 414



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



**DRIVING STANDARDS
OFFICER**

SUPPORTING SAFE, RESPECTFUL AND COMPETITIVE RACING ACROSS APRA.



**WORKING TOGETHER TO PROMOTE
RESPECT. FAIR RACING. SPORTSMANSHIP. SAFETY.
HELPING MAINTAIN THE HIGH STANDARDS THAT DEFINE APRA.**



RESPECT

Promoting respectful behaviour on and off the track.



FAIR RACING

Encouraging clean, fair and consistent competition for everyone.



SPORTSMANSHIP

Upholding the APRA Code of Conduct and our shared values.



SAFETY

Supporting safe driving standards for all drivers, officials and our community.



ONE CLUB. ONE COMMUNITY. ONE PASSION.

