

RESUME

STEPHEN MICHAEL CRAMP

Age: 51 YEARS
Born: Middlesex, England
Immigrated to Australia: 1978
Reside: Adelaide, South Australia
Employment: Owner / Manager - Manta Racing Services Pty Ltd - Adelaide (SA)
Marital Status: Married with 2 daughters – 26years and 21 years
Qualifications: Motor Vehicle Technician, National Craftsman U/K
Interests: Motor sports, Snow and Water Skiing, Jet Skiing

MOTOR RACING HISTORY

27/4/86 – Baskerville Raceway, Hobart – First race
Won “Driver of the Day”.

1986/87 – Winner of J&A Parr F2 Series.
Confederation of Australian Motor Sport “Rookie Driver of the Year”.

1986 – 89 – Winner of all club day race meetings attended.

1987/88 – Hobart Sporting Car Club “Sportsman of the Year”

5/2/89 – Baskerville Raceway “Driver of the Day”

1988/89 – Hobart Sporting Car Club “Driver of the Year”
Winner of Wreckair F2 Series.
Acquired C.A.M.S International Racing License.
Baskerville Raceway “outright Fastest Lap of the season” and new residential “Lap Record” (this record still stands today)

1989/90 – Hobart Sporting Car Club “Driver of the Year”
C.A.M.S Tasmanian “Driver of the Year”
Winner J&A Parr F2 Series.
Baskerville Raceway “Outright fastest lap of the season”

12/8/90 – Mallala (S/A) – 3rd, Round 4, Australian F2 Championship.

8/9/90 – Sandown 500 – Sandown – 3rd in class 0-Formula Holden / F2 event.

14/10/90 – Winton “1st Place” Round 5 Australian F2 Championship.

4/11/90 – Australian Grand Prix – ADELAIDE – 2nd in Class F/Holden – F2 event.

25/11/90 – Winton “1^{1th}” Round 6, Australian F2 Championship.

1991 Race Season 86 Ralt RT30

10/3/91 – Symmons Plains DNF, Round 1 Australian F2 Championships (Qual on pole) Battery Cable broke in race.

21/4/91 – Mallala – 4th Round 2 AF2 Championship.

19/5/91 – Sandown 3rd Round 3 AF2 Championship.

23.6.91 – Mallala 2nd, Round 4 AF2 Championship.

11/8/91 – Oran Park 1st, Round 5 AF2 Championship.

25/8/91 – Eastern Creek 4th, Round 6 AF2 Championship.

13/10/91 – Winton DNS Round 7 AF2 Championship (engine parts delayed from U/K)

2/11/91 – Adelaide AGP 2nd AF2 support race.

Finished 3rd in National AF2 Championship

1992 Race Season - Formula Holden

8/3/92 – Sandown 3rd Australian Drivers Championship – Round 1
15/3/92 – Symmons Plains 8th Australian Drivers Championship

Finished 6th overall in 1992 Australian Drivers Championship

7/11/92 – Australian Grand Prix – DNF Accident during race.

3/10/93 – 1993 Bathurst 1000
Retired after 6hrs & 14 min due to mechanical problems.

6/11/93 – Australian Formula One Grand Prix
Formula Holden
Qualified 3rd – Finished 4th

1994 Peter Jackson International series
“New Zealand”

Round 1 – Finished 3rd
Round 2 – DNS Failed computer due to weather conditions
Round 3 – Finished 4th
Round 4 – DNF Fuel Pick up fault.
Round 5 – Finished 4th
Round 6 – Finished 4th.

1994 Australian Formula One Grand Prix.
Formula Holden
Qualified on “Pole” in first session. – Finished 2nd

1995 Australian Drivers Championship.
Rounds 3 & 4 – Finished 2nd in both races
Rounds 5 & 6 – Finished 3rd in both races

Finished 2nd Overall in 1995 Australian Drivers Championship.

1995 Australian Formula One Grand Prix
Formula Holden
Round 1 – DNF Due to accident at start of race
Round 2 – DNS Due to damage caused in round 1

1996 Australian Drivers Championship

1996 Australian Grand Prix - Formula Holden

Round 1 – Finished 2nd

Round 2 – Finished 2nd

Overall winner of event (including beating Current F1 driver Mark Webber)

Finished 1st overall at event and currently leading Australian Drivers Championship.

Phillip Island – Round 2

Round 1 – Finished 2nd

Round 2 – Finished 11th due to faulty injectors.

Calder – Round 3

Round 1 – Finished 7th

Round 2 – Finished 6th

Mallala – Round 4

Round 1 – DNF (Broke 1st gear at start)

Round 2 – Finished 4th

Sandown – Round 5

Round 1 – Finished 5th

Round 2 – Finished 4th

Finished 5th Overall in Australian Drivers Championship

1997 to 2001

Manta Racing imported a latest spec Reynard 94D into Australia for the “1997 Australian Drivers Championship series”.

The car being fitted with the latest sequential gearbox, raised nose, and Magneti Marelli data logging system.

Due to limited budget only a number of rounds in the Championship were attended with a best place being 5th at the second last round of the Australian Drivers Championship held at Eastern Creek.

1998 also saw only a select number of rounds attended with a best placing of 5th at the 1998 Australian Grand Prix in Melbourne.

Soon after the 1998 Grand Prix, Wynn’s Australian made an offer to buy our teams Reynard 94D race car, spares and transporter – the car was duly sold in late April that year.

At the same time Dale Brede from Canberra, approached Manta Racing and asked for assistance to run his Ralt RT23 Formula Holden he had bought from our team in late 1997.

Manta Racing commissioned to prepare Dale’s Ralt RT23 racecar and maintain it for the duration of the 1998 Australian Drivers Championship.

At the end of the 1998 series, Manta Racing was commissioned to build, prepare, and run a new Reynard 94D Formula Holden car for Dale for the 1999 Australian Drivers Championships.

During this period, Manta Racing approached the “Racing for Life” team with an offer for our “team principal” to drive their EL Ford Falcon in the 1998 5 ltr Touring car endurance series.

The drive was duly granted however, due to circumstance beyond our control the car did not run at either the 98 Sandown 500 or 98 Bathurst 1000 events.

Manta Racing's results during the 1999 Formula Holden series to date have been encouraging with a best result being 3rd at round three for the "Australian Drivers Championships" held at Victoria's Phillip Island in May 99.

Bathurst 1000 - November 1999

Competed as co driver in 3 hr endurance race at Bathurst 1000 in group E class
Finished 4th in class – set new lap record for team.

Bathurst 1000 – November 2000

Competed as co driver in 3 hr endurance race @ Bathurst in group E class
Lap times set during race were consistent with winning car in class – Finished eighth

Le Mans Adelaide GTP Support event

Competed in Mazda MX5 – Set 17th fastest time out of 26 cars in field.
Ran third in class and 17th outright in main 40-minute race (until engine failed due to over heating)

Sandown 500 GTP 5 Hr Endurance event.

Competed in BMW 323I – Team qualified third.
Finished "**Second**" in class (B) and 14th outright.

Bathurst 1000 GTP 2hr Endurance event.

Competed in BMW 323I – Team qualified second
Finished "**First**" in class (B) and 18th outright

2002 GT Production series BMW 323I

Competed in complete 8 round 2002 series.

Four 1st place

Seven 2nd place

Five 3rd place

Pole position once

Finished Second outright in class

Finished Third outright in series

Bathurst 24hr Event BMW M Coupe

Qualified in third place in class (21st outright)

Ran for 19.5 hrs (until car written off in accident)

Team was running 2nd in class and 7th outright, after 380 plus laps and 2,500km plus until accident – car destroyed in incident - DNF event

2003 GT Performance series

Developing brand new car for the series, given brake upgrade after round 3 at Wakefield Park

Round 1 Clipsal 500	- South Australia	Finished 7 th Overall
Round 2 Symmons Plains	- Tasmania	Finished 10 th Overall
Round 3 Wakefield Park	- New South Wales	Finished 6 th Overall
Round 4 Queensland Raceway	- Queensland	3 rd in race 1 2 nd in race 2 1 st in race 1 Finished 2 nd overall
	Set fastest lap of the race	
Round 5 Oran Park	- New South Wales	DNF
	taken out of race due to accident in race two with lapped traffic.	
Round 6 Phillip Island	- Victoria	Finished 1 st in race 1
	Set fastest lap of meeting in race 1	
	Given 30 sec penalty for start of race two due to incident in race one – appealed to stewards / race incident – did not win appeal	
		Finished 11 th in race 2
	Set second fastest lap of meeting in race 2	
		Finished 6 th in race 3
Round 7 Winton	- Victoria	Finished 7 th in race 1
		Finished 6 th in race 2
		Finished 4 th in race 3
		(5 th in results due to dispute with final placing on track)

Placed 5th overall in 2003 GT Performance championship.

Bathurst 24hr Event BMW M Coupe

Finished 2nd in class and 11th overall (after Rear hub failure 3 hrs from end of race – new hub fitted to finish in 2nd place)

2004 GT Performance series Holden HSV GTS 300kw VX

Round 1 Clipsal 500 - South Australia

Race 1 - Finished 10th

Race 2 – Finished 24th (due to rear tyre puncture during race)

Race 3 – Finished 15th (race shortened due to red flag incident – accident)

Round 2 Oran Park - New South Wales

Race 1 – Finished 14th

Race 2 – Finished DNF (Front hub failure during race)

Race 3 – Finished 14th

Round 3 Sandown - Victoria

Race 1 – Finished 5th

Race 2 – Finished 14th

Round 4 Winton - Victoria

Race 1 – Finished 10th

Race 2 – Finished 11th

Race 3 – Finished 11th

Round 5 Eastern Creek - New South Wales

Race 1 – Finished 14th

Race 2 – Finished 14th

Round 6 Wakefield Park - New South Wales

Race 1 – Finished 8th

Race 2 – Finished 7th

Race 3 – Finished 8th

Round 7 Mallala - South Australia

Race 1 - DNF – Accident during start of race.

Race 2 – 7th – after starting from rear of grid (see race 1)

Race 3 – DNF – Drive belt pulley failed after running in 4th Place overall

Finished 11th overall in 2004 Championship.

Best finishing Holden overall during season.

3rd place in 2004 Manufactures points

2005 GT Performance series

Holden HSV VZ 300Kw

Clipsal 500

South Australia

Qual - P7

Race 1 – DNF (engine)

Race 2 – 13 (Rear of grid start)
Race 3 – 8

Wakefield Park

New South Wales

Qual – P10
Race 1 – 9
Race 2 – 8
Race 3 – 10

Eastern Creek

New South Wales

Qual – P6
Race 1 – DNF
Race 2 – 6
Race 3 – 7

Hidden Valley

Darwin

Qual – P 14 (Clutch fault)
Race 1 – DNF (Drive belt failure)
Race 2 – 10
Race 3 – 10

Oran Park

New South Wales

Qual – P12
Race 1 – 10
Race 2 – 14
Race 3 – 20 (Accident in race)

Symmons Plains

Tasmania

Qual – P3
Race 1 – 2
Race 2 – 1 (set new lap record)
Race 3 – Race stopped due to accident

Phillip Island

Victoria

Qual P3
Race 1 - Race stopped due to accident
Race 2 - 1
Race 3 - 7

2006 SBS Turbo Performance car series
Holden HSV VZ GTS 300Kw

Oran Park

New South Wales

Qual – P3
Race 1 – DNF (diff failure)
Race 2 – 4
Race 3 – 3

Wakefield Park New South Wales

Qual – P 7
Race 1 – DNF (Front hub failure)
Race 2 – 9 (24 lap race)

Eastern Creek New South Wales

Qual – P3
Race 1 – 3
Race 2 – 4
Race 3 – DNF (Accident during race)

Phillip Island Victoria

Qual P 6
Race 1 – 6
Race 2 – 4
Race 3 – 4

Mallala South Australia

Qual P 2 (set new unofficial lap record)
Race 1 – DNF (Engine mount failure)
Race 2 – 3
Race 3 – 4

Symmons Plains Tasmania

Qual – P 5
Race 1 – 2
Race 2 – 4
Race 3 – 1

Eastern Creek New South Wales

Qual – 13 (steering rack failure during qualifying)
Race 1 – 6
Race 2 – 4 (24 lap race)

Due to limited budget only one event as attended during to 2007 GTP Championship series

Bathurst V8 Supercar 1000 (GTP Support event) New South Wales

Qual - P4
Race 1 – 5
Race 2 – 5

Race 3- 2 (Finished 3rd overall for event and set fastest time across top of Mount Panorama for any GTP race car)

2009 WPS Bathurst 12hr endurance event.

Mount Panorama - New South Wales
19th - 21st February 2009

Qual 19th From 48 cars

Finished 23rd outright from 47 race starters Teams HSV VY GTS race car had electrical problems with fuel pump wiring during first 3 hrs of the event, and had a L/H/F wheel failure during 11th hour or race - both issues attended to and team finished event.