



Date 24/05/2025

Motorsport UK Permit Number CH2025 / R104 (c) & CH2025 / R106 (c)

Dear Competitors and Team Managers,
Please find below the Meeting Report for Round 3 at Brands Hatch GP

Brands Hatch GP Meeting Report

Drivers Briefing

- Carried out in person to all Drivers by Mandy Sear and Andy Stevens MSVR

Qualifying 24/05/2025

- Track Damp, Weather Cloudy.
- The session commenced at 09:34 and concluded at 09:52
- During the session, **Cars 52 & 53**, Transponder not working- regulation Q12.8.1 refers.
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Race 3 – (your race 1) Round 3– 24/05/2025

- Track Dry, Weather Overcast
- The session commenced at 13:37 and ran for 16 laps. The chequered flag was shown to the winner at 14:03.
- **DNF- Champ – 32 -AM 78, 88.77**

Issues- None

Race 7 (your race 2)– Round 3 –24/05/2025

- Track Dry, Weather Bright.
- The session commenced at 16:40 and ran for 14 laps. The chequered flag was shown to the winner at 17:06.
- **Car 144** - 10 second penalty – Ch.2 Ann A Art.1.3 Gaining an unfair advantage.
- **DNF-** Cars **AM 52 & 78**
- **DQ** - Car 9 - Ch.2 App.8 Eligibility - Post Race Car 9 was secured following the final race and transported to Parr Motorsport for mid-season power tests. The test was conducted on Tuesday 27May 2025, following the procedure set out in appendix 3 of the 2025 Porsche Club Motorsport Championship regulations. The vehicle power was found to be 215.7 kW at the rear wheels, which exceeded the maximum power of 211 KW at rear wheels as laid out in championship regulation 45.1, appendix 1. The championship scrutineer submitted a non-compliance form, reference 2025BHCM-H. A hearing was held by telephone on 29May 2025, where the driver was asked if there was any exceptional reasons why the penalty of disqualification from the relevant results could not be applied. The driver mentioned the car was new to the championship last year and had use of the

"black box" power and was told it was underpower and then later was on power during the end of last year.

DQ - Car 9 (2)- Ch.2 App.8 Eligibility was secured following the final race and transported to Parr Motorsport for mid-season power tests. The test was conducted on Tuesday 27May 2025. During the test, the engine number was examined and found to be "MA121R/CB00636". The second part of the number was etched on, obscuring another number. The R represents the engine is from a Cayman R model, which is not permitted in the championship, rather than the S model which is. I spoke to the driver (Chris Dyer), and the car owner (Dave Forrest of Strasse Porsche). They explained that the vehicle was new to the championship last year. They had purchased the car as an insurance write off rolling shell to build into the race car. The engine that came with the car was not fit for purpose, so they purchased a replacement from a local breakers yard, which was sold to them as an S engine. At the start of this season, the championship reinforced the need to register engine numbers, and Chris stated they wanted the number on the car to match the one on the V5. As such he etched the old S engine number on. He said that this was not an attempt to cheat. Both Dave and Chris stated that they believed all the major components of the R engine have the same part numbers as the S engine, and as such there was no performance advantage. Clearly, the hand etching of the number across another makes the engine to appear to be a different engine to that actually in the car.

The results of **Round 3 are provisional pending the appeal from Race 2**
Complied by Mandy Sear – Date 30/05/2025.