



PORSCHE

Press Release

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Porsche 911 Turbo S is fastest production car at 2017 Brighton Speed Trials

World's best selling sports car sprints to the top of the world's longest running race

First run in 1905, the Brighton Speed Trials can lay claim to being the longest running motor race in the world, and in 2017 saw the best selling sports car in the world – the Porsche 911 – feature in a starring role. Fifty years after winning its first competitive event on British soil, the 911 emerged as the fastest production car and took a class win with a place in the overall shootout final after covering the quarter-mile sprint along the Brighton seafront in just 11 seconds.

Driving the twin-turbo 580 hp 911 Turbo S in class C4 (road going series production & modified series production cars over 3501cc) was Esmee Hawkey (19) from Chislehurst. The Kent-based racer, usually accustomed to winning races in her Cayman GT4 Clubsport MR, quickly adapted to the unmodified four-wheel drive 911 proudly bearing the iconic '911 HUL' registration plate, a long-standing Porsche Cars GB press car moniker.

Two timed runs produced a fastest of 11.0 seconds with a terminal speed of 130 mph, a second run of 11.07 seconds proving nothing was due to chance. Hawkey and the 911 Turbo S covered the first 64 feet of the quarter-mile run in just 1.99 seconds, motorsport-derived technologies such as Porsche Traction Management (PTM) four-wheel drive, launch control and Sport Response combining with Hawkey's skill and experience to result in a class win by over half a second.

This impressive performance earned car and driver a surprise place in the shootout finale, with only the fastest six cars overall invited to take part. An evening mist that

was beginning to settle onto the rubber laid down at the start line during the day was reducing grip and favouring the production 911 over the competition, which comprised five racing specials. However, Hawkey's racing instinct and the abilities of the car were stretched to the maximum when she was forced to navigate an oil spill on her final run.

Despite this challenge, a time of 11.28 seconds (2.15 seconds to 64 feet) was still enough for fourth fastest time and secured Hawkey the Chater Lea Trophy as fastest female driver of the day. Reinforcing the everyday versatility that has been a hallmark of the 911 for over half a century, the 911 Turbo S returned to the road once more for its journey home having added another chapter to the story of its famous '911 HUL' registration.

Class C4 results – top three

- 1 131 Esmee HAWKEY Porsche 911 Turbo S 11.00
- 2 128 Tony CLARINGBOULD McLaren 12C 11.60
- 3 122 Joe EAGLE McLaren 650S 11.87

Shootout results - full

- 1 253 David MARSHALL GD Lola T70 2.00 134.7mph 10.69
- 2 146 Gerry BUNN Westfield Type R-SC 2.23 130.0mph 11.11
- 3 161 Tony BEESLEY Jedi Mk4 2.18 124.9mph 11.27
- 4 131 Esmee HAWKEY Porsche 911 Turbo S 2.15 127.8mph 11.28
- 5 246 Derek HODDER Westfield Type R-SC 2.14 128.5mph 11.38
- 6 155 Jim TILLER Allard J2 2.19 128.5mph 11.73

Ends

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Editors' Note:

Porsche can claim more than 30,000 race victories in almost every motor sports series worldwide, and while many of these successes have been achieved with immensely powerful specialist race cars like the evocative 917 and 956, the iconic 911 sports coupe is the bedrock on which the peerless racing reputation of the Stuttgart marque has been built.

The 911 demonstrates perfectly the Porsche philosophy of not only building sports cars in order to win races, but also to gain development know-how that can be incorporated into the evolution of its road cars. Successive generations of the rear-engined 911 have been honed on the race circuit since its debut in 1963, with customers benefitting from continuous improvements in key dynamic areas such as engine performance, braking and aerodynamics.

Porsche is the world's largest manufacturer of racing cars; the Porsche 911 GT3 Cup race car competes in the Mobil1 Supercup, the world's fastest international one-make championship, which supports Formula One Grands Prix. The 911 GT3 Cup also entertains spectators around the world racing in the many domestic Carrera Cup Championships in Germany, Asia, France, Italy, Japan, Scandinavia and Great Britain.

The Porsche Carrera Cup GB held its first round in April 2003 and to the end of 2016 has competed across 14 seasons, 270 races and crowned nine different champions. The record number of outright wins stands at 36, with the most in a season at 12.

The GT3 R is the next step for drivers moving up to GT racing, while the all-new for 2017 911 RSR is the standard-bearer for the Porsche Works teams in IMSA and the WEC, contesting international blue riband sports car events like Daytona and the Le Mans 24 Hours.

With a record number of overall victories, Porsche is the most successful manufacturer in Le Mans history. In 2014, Porsche returned to Le Mans and the World Endurance Championship (WEC) with the factory-run 919 Hybrid sports prototype race car in the top LMP1 category, and scored its first outright victory in its debut WEC season in the final race in Brazil.

In 2015, Mark Webber (AUS), Brendon Hartley (NZ) and Timo Bernhard (D) clinched the Drivers' World Endurance Championship, and the WEC Manufacturers' Championship, for Porsche. The Stuttgart company also triumphed at Le Mans, with

the 919 Hybrid of Britain's Nick Tandy, Earl Bamber (NZ) and Formula 1 driver Nico Hulkenburg (D) scoring an emotional triumph, and leading the sister car of Webber/Hartley/Bernhard across the line for a 1-2 finish.

Porsche scored its 18th success at the 2016 Le Mans 24 Hours when Romain Dumas (F), Marc Lieb (D) and Neel Jani (CH) took the chequered flag in their 919 Hybrid LMP1. This trio went on to clinch the WEC Drivers' Championship, and the Porsche Team also won the WEC Manufacturers' title for the second year in a row.

For the 2017 season, Nick Tandy is contesting the complete WEC season in the 919 Hybrid LMP1, joined by Neel Jani and André Lotterer in car #1. At the 24 Hours of Le Mans in June, Porsche scored its most recent and 19th victory, the third in succession, with car #2 driven by Timo Bernhard, Brendon Hartley and Earl Bamber.