

991 Gen 2 on Test in the Dales 14-16 Oct 2016



Martin Davis Reports:

Our car was a C4S on a 66 plate in GT silver from the OPC Wilmslow. Our car was absolutely stunning and whilst we didn't receive a specification sheet we know that the car came with at least the following options:

20" Carrera Classic wheels with an electric tilt and slide glass roof, cruise control, park assist front and rear with rear reversing camera, fully electric sports seats, extended leather, Bose, rear wiper, model designation in black on both doors, rear privacy glass and rear axle steering. Interestingly the car did not have the Sport Chrono package, not having had it before I didn't miss it, but I guess that I would have wanted it if I were buying it new. As mentioned earlier I am not certain of all of the options that were fitted to our car but a rough check on the configurator with the above, comes out at around £107K.

Our car was pretty much brand new and had only done 214 miles when we collected it. One of the salesmen talked me through the controls, although the car looked so good I could hardly take in what he was saying! To my mind the car looked very impressive in GT silver and was well presented with half a tank of fuel.

After loading our luggage for the weekend easily into the front boot we filled up with fuel and followed Phil and Nette Graham onto the M60 and onwards to the Higher Buck in Waddington near Clitheroe. We had a steady run and the car performed well as a comfortable tourer without feeling too harsh. The ride was smooth and the engine note impressive without being intrusive, even in Sport mode.

The PDK in automatic mode was easy to use and felt very smooth, although the engine / exhaust note was much quieter than I thought it would be, so much so that I didn't even turn off the Sport Mode for the three days that I had the car.

Once we left the Higher Buck and headed off towards Hawes at a much faster pace the car stepped up immediately and sounded much better. The car was incredibly responsive although the sound of the twin turbos spooling up are probably an acquired taste, that said there was no lag that I could tell and the acceleration was immediate. I feel sure that the car being a 4S with the rear axle steering made the fast pace for a novice to this kind of driving, easier for me to keep up with the more experienced drivers.

The car is extremely well balanced and felt noticeably different to the 996 and 997's that I had driven in the past, it was certainly a lot more forgiving than my Boxster. Perhaps this is to do with the slightly longer wheel base, wider front track and 4WD / Rear steering.

There is no doubt that the car was made for roads like those that we experienced over the three days and yet it is forgiving, perhaps the more experienced drivers might prefer the rear wheel drive with less assistance. The car came with 420 bhp and when you put your foot down you can really feel it, there is no doubt that this is a very fast and responsive car, despite the wider body and weight of the running gear. After two days, I really started to get the hang of the car and in particular using the PDK manually, which was much more satisfying and involving. I have definitely been converted from manual to PDK.

We added the best part of 400 miles to the car and mpg wasn't much better than 20 for the three days. I also expected better but once again the car was very new and it certainly delivered plenty of smiles to the gallon if not so many miles...

Internally the car felt smart and comfortable, all of the controls were easy to use and the PCM was intuitive as well as simple to learn and operate. Especially when we got left behind and were looking for Kiplin Hall. I particularly liked the small screen for the sat nav within the instrument binnacle. From the passenger's perspective Angela also loved the car, there were plenty of cubby holes for her bits and pieces, she found the heated seats really comfortable and supportive and liked the ability to charge her phone via the USB.

I would love to try a gen 1 car and gen 2 car back to back, both in the 2S and 4S form. Would I buy the car as tested? Yes I would, although I think that I would also add the Sports Chrono pack, otherwise the car as specced was pretty much ideal. The most impressive thing about this car is that it could suit as a daily driver, a continental tourer as well as a machine for a spirited blast across the Dales. It would also be great to see what it is like on the track, where I am sure it would also perform as expected, although I think that it might be hard to generate too much oversteer for those who like to get the back out.

Thank you all once again for making Angela and I so welcome, we are really looking forward to getting our gen 1 C2S with its normally aspirated engine and will look forward to meeting with you all again soon.

Finally many thanks to the OPC Wilmslow for lending us the car and to Phil Graham for arranging it for us, it was very much appreciated.

Phil Graham adds:

Having washed and refuelled the car on late Sunday afternoon Martin returned it to my house for me to return to P C Wilmslow on Monday morning.

I couldn't resist taking the car out for a short drive before putting it away for the night. It was an ideal opportunity just for a comparison with my 430 bhp 50th Anniversary which is basically a wide bodied 2S with a 30bhp powerpack.

The 4S has the Power Steering Plus and coupled with the 4 wheel steering makes it a dream to manoeuvre and drive at slow speeds. The engine is really smooth and the power is there throughout the rev range and in my opinion it is a little bit quicker than my car. This was also confirmed when I tried to pull away from Martin on a fast stretch of dual carriageway on our way back from the Dales. It is very easy to drive and so easy to drive very quickly.

The 4 wheel drive and 4 wheel steering give superb handling, putting the power down reassuringly when you accelerate out of corners. The steering is light but very positive at low and high speed and the ride is firm but not too harsh, coping well with the poor road surfaces.

The following morning, I took my son to work as he had to collect his company vehicle and this meant a 16 mile test in commuter traffic. The PDK makes it so easy to drive in heavy traffic and would make commuting a pleasurable experience.

The exhaust noise is very different to the normally aspirated cars but I like the sound without the sports exhaust on and I think the turbo whistle adds a nice accompaniment. Certain situations do require the added drama of the sports exhaust though.

It is a great all-rounder and my choice would be a 4S Cabriolet, perfect for the trips abroad and the none rainy days here.