

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



### Nick West Reports:

My loan car courtesy of OPC Tewkesbury was a base model C2 Coupe PDK in Carrera White with glass panorama roof and turbo 20" wheels, sports exhaust and sport Chrono. No cruise control seemed a strange omission but otherwise a nicely specified car. A quick check on the configurator suggests around £89k.

The 66 plate car had only done 1000 miles when I picked it up and to all intents and purposes was brand new. It certainly felt very tight and squeak and rattle free.

The first part of the trip was M5/M6 and proved slow going through the 50 mph average speed areas of which there are miles and miles. With the car in Normal mode and light throttle there is a tendency for PDK to adopt very high gears, often with only 1200rpm showing. The result is that the drive train lacks smoothness and feels slightly laboured. No doubt we can thank tree huggers, yoghurt knitters and Polar Bears for this but heh ho.

Things brightened up considerably after we left the Motorway at Jct 31. Having picked up fuel we headed for Waddington and the start of your Friday afternoon route. Once in sport mode the C2 attacked the narrow roads to High Bentham with alacrity. You can ride the torque with no discernible turbo lag and make very satisfactory progress, all the while accompanied by a crisp exhaust note.

By the time we got to Ingleton we were settling into it and over the next 17 miles to Hawes the C2 came into its own giving a cracking, spirited and involving drive. Comparisons in these matters are inevitably subjective but if the Ingleton to Hawes road in the C2 were to be compared with the run we

all did in April over the Black Mountains when I was in the 991.1 GTS I would say there was not much to choose between the two cars.

A quick look at the figures shows they weigh about the same and though the GTS has more power (430bhp v 370bhp) the 991.2 C2 has more slightly more torque (450Nm v 440Nm) but from 1700rpm rather than the 5750 rpm of the GTS. The result is that the C2 performance is very accessible from lower in the rev range. Now some may prefer to have to rev the nuts off to make progress in a wall of exhaust noise but I have spent too long being pushed along by a tidal wave of torque in a muted turbo S so would probably chose a 991.2 C2 over a 991.1 GTS.

Mpg was 24 for the week end and just shy of 30 on the run home. I expected better to be honest but there again the car was very new and no doubt will loosen up over time.

The most noticeable difference inside the cabin is the new PCM. I didn't explore Connect Plus features but the new navigation works just fine without it. The graphics are much clearer and crisper than PCM3 and the zoom and map control features nicely done. No doubt time with the manual would reveal other secrets but the basic operation is very accessible.

So all in all the base C2 is a very competent package and out in the real world all you actually need, though at £90k it's not exactly cheap. But there again it is easy to spend quite a lot more without necessarily having that much to show for it other than in the car park at the Dog and Duck.

### **Simon Gwynne adds:**

Great report Nick! I really enjoyed it and can identify with much that you write, having driven 200-300 miles in that same Tewkesbury car.

It is also nice to hear that again the base model in the range could indeed be the pick of the bunch for real world motoring without breaking the bank.

I have driven the white 991.2 C2 that Nick drove, on a couple of occasions.

From memory it had:

Carrera white paint	Sports Seats Plus
Heated multi-function steering wheel	911 Turbo wheels
Black leather interior (standard)	Sport Chrono
PASM (standard)	Porsche Sports Exhaust
White dials and Sports Chrono clock	Glass sun roof

Compared to my 991.1 C2, it felt faster, partly as a result of the extra 20bhp, but mostly because of the greater low down torque that the turbo 3.0 engine provides. It felt a more comfortable ride than my C2, maybe down to now having PASM fitted as standard. For me, the main downside was that the turbo 991.2 just doesn't make quite such a pleasing sound as my naturally aspirated 3.4 litre 991.1 (comparing both with PSE).

Many thanks to OPC Tewkesbury for providing the Carrera for this trip. It is a huge responsibility to borrow a vehicle such as this but it is fair to say that they are treated with great care and respect and the experiences are greatly appreciated.