

Porsche 911 Cabriolet Carrera 4 S 2d

BEHIND THE WHEEL

★★★★★★★★☆☆

The 911 is compact, with good visibility from the driver's seat - often unusual for cars with this level of performance. The roof can be opened or closed on the move at speeds of up to 31mph, and takes around 20 seconds to complete its operation. When open, it sits flush enough not to cause any rear visibility problems. Dropping the roof makes the performance feel even more vivid with the wind flowing through the cockpit and the characterful engine note all the easier to savour.



COMFORT

★★★★★★★★☆☆☆☆

The 911 makes do with a fabric top in an age when folding hard roofs are becoming the norm. However, it does have a glass rear window and roof-up feels pretty much as refined as the Coupe. A rear wind-deflector can be added if you find yourself feeling excessively buffeted with the roof down, although with the side windows up it's fine at motorway speeds. There are rear seats, but they aren't suited to carrying full-sized adults due to limited head and leg room. The front seats are very supportive, but particularly large-framed occupants may find them to hug too tightly (alternative comfort-oriented seats can be specified). Different suspension and slightly smaller wheels with deeper tyre side-walls give the Carrera model a more comfortable ride, but both versions ride well enough to make touring a pleasurable experience.



HANDLING

★★★★★★★★☆☆

The Cabriolet feels every bit as solidly built as the Coupe and you can forget the old reputation for 911s being a handful to drive on the limit. It's still noticeably tail-heavy with the engine mounted behind the rear axle, but this simply translates into light, communicative steering and lots of traction. The S model adds active damper control (PASM) as standard so its body control is improved at high speeds. Hit a button on the dash to activate the sport mode and it results in firmer suspension settings.

Wheelbase:

2350 mm

SAFETY

★★★★★★★★☆☆☆☆

In the event of an accident, occupants are protected by six airbags including head airbags in the window sill - a world first for a convertible. If an incident is bad enough for the vehicle to start to roll, twin roll-over hoops behind the rear seats are triggered, springing into place to augment the reinforced windscreen pillars. Electronic stability control is standard and can help correct the car's line during a skid by braking one or more wheels individually and cutting power if necessary.



PRACTICALITY

★★★★★★☆☆☆☆☆☆

The front luggage compartment has mediocre capacity for a convertible sportscar at 135 litres. The rear seats offer extra carrying space too (because you'll be unlikely to put people in them) and they fold flat to form a luggage shelf. A hard-top can be fitted should you require additional security or high-speed refinement.

Luggage capacity (seats up):

135 litres

Turning circle:

10 m

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PERFORMANCE



There's only one: a 320bhp 3.6 flat six now water cooled. The high performance versions aren't available on the convertible but it still has ample power to deal with any situation.

BHP:	320
Engine capacity:	3596 cc
Cylinders:	6
Fuel delivery:	Multi point fuel injection
Gears:	6 Speed
Top speed:	174 mph
Torque:	273 lb/ft
Torque:	370 Nm
Transmission:	Manual
Valves:	24
Zero to sixty:	5.1 seconds

RELIABILITY



The most impressive thing about the 911 is that it can take a thorough pasting day after day after day and still remain solid and start on the button. But do not be tempted to forsake the servicing or you'll decimate reliability as well as resale value..

Car check body:	Above-average potential for accident damage so check meticulously for resprayed panels.
Car check engine:	Must have Porsche history.
Car check other:	At current sky-high prices, it needs to be spotless.

RUNNING COSTS



This is a supercar so insurance and fuel costs are fearsome but re-sale values are particularly strong so you'll recoup money when you come to sell.

Insurance group:	20
Click here for an insurance quote	
Miles per gallon:	24
Fuel capacity:	64 litres
Euro emissions standard:	3
CO2 emissions:	277 g/km

Vehicle excise duty for cars registered on or after 1st March 2001, is now based on the fuel type and carbon dioxide (CO2) emissions levels of individual vehicles.

VED Tax Band:	F
VED for 12 months:	£190
VED for 6 months:	£95

Company car tax for the year 2005/2006; for tax purposes the list price of a car includes delivery charges but not road tax and new car registration fee.

Annual tax at 22%:	£5384
Annual tax at 40%:	£9790

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