

AUTOMOTIVE

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Porsche unveils a real winner in the 911 Carrera

by DEVIN COMISKEY

The Porsche 911. Its image evokes a case of auto lust. Its price tag puts it out of the range of most mortals. And for those lucky enough to have ever driven one, it's a driving experience like no other. Behold Porsche's latest incarnation of the 911 — the 2005 997 Carrera. It's faster, louder and more refined than any other Carrera.

New Country Porsche of Greenwich debuted its stock of the Carrera and Carrera S on Saturday, Aug. 23, much to the delight of its customers and sports car gawkers.

"The biggest difference in the 2005 is that they redesigned the entire body and went back to a similar design of the previous air-cooled 911s. It's more classic and elegant," said Patrizio Torregiani, a sales representative at New Country of Greenwich.

"Overall, it's a car that has more character," he said. "The customers never warmed up to the previous 996 styling. This car is tighter, faster and

louder."

Mr. Torregiani said there is already a high demand for the new 911. The base model Carrera comes with a 325-hp flat-six engine and 18-inch alloy wheels, while the Carrera S is bumped up to 355 bhp and is shipped with 19-inch wheels. All models are available with either a 6-speed manual transmission or a Tiptronic transmission, with gear shifting buttons on the steering wheel. A neat lap timer sits in the middle of the dash for those who will drive their 911s on the track — where they should be driven.

All models are equipped with a new active suspension system, which allows the driver to switch from comfort to sport and also automatically adjusts itself depending on road conditions.

The optional surround-sound, 13-speaker Bose stereo system will make even non-audiophiles grin, though the engine sound of the new 911 is beautiful enough to make you ignore the radio most of the time.

TEST DRIVE



PORSCHE 911 CARRERA/CARRERA S

AUTOMOBILE PROVIDED BY
NEW COUNTRY PORSCHE OF GREENWICH
WWW.NEWCOUNTRYPORSCHE.COM

BASE PRICE: \$69,300

ENGINE: Rear-mounted, 3.6 liters, 6 cylinder, 325 hp @ 6,800 rpm, torque 274 lb-ft @ 4,250 rpm (Carrera) or 355 hp @ 6,600 rpm, torque 295 lb-ft @ 4,600 rpm (Carrera S).

TRANSMISSION: 6-speed manual (Tiptronic S optional)

DRIVE: Rear-Wheel Drive

FRONT SUSPENSION: MacPherson strut type

REAR SUSPENSION: Subframe-based multi-link LSA suspension (Lightweight, Stable, Agile).

SEATING CAPACITY: 4 adults

WHEELS: 18" or 19" Alloy wheels

TIRES: 235/40 ZR 18/19 high-performance

MPG: N/A

BRAKES: ABS 4-piston aluminum monobloc fixed calipers, vacuum servo, ventilated and drilled discs.

SAFETY: side-door beams, bulkhead cross-

beam; Porsche Side Impact Protection System (POSIP) - dual front airbags, two side airbags for each front seat, front seats are fitted with thorax airbags in the side of each backrest, door panel airbags; PSM (Porsche Stability Management system); traction control, seatbelt pretensioner with belt-force limitation, alarm system with radar interior surveillance

SELECTED STANDARD FEATURES: 3-spoke steering wheel in leather with full color Porsche crest, on-board computer with continuous indication of mileage, time, and speed, driver and passenger seats with power backrest, manual height adjustment and integrated airbags, electrically adjustable and heated outside mirrors, automatic power windows with tip up/down, roofliner in Alcantara, sunroof, split folding rear seats, automatic full climate control, dual cup-holders, PCM with 5.8" color display, in-dash CD and sound package with 9 loudspeakers, footwell lighting, intermittent wipers with rain sensors.

WARRANTIES: 10-year anti-corrosion warranty, three-year paint warranty and two-year warranty on the car as a whole.

"Bottom line: there is no negative feedback from customers about this car. The older model did well, but some said they didn't like them over the air-cooled 911s," said Mr. Torregiani. "I think this will be more successful than any previous versions."

A 20-minute test drive yielded outstanding performance all around. Acceleration is instant and the handling is firm but not teeth-rattling. On a few long, sweeping but rough, on-ramps, the 911 ignored any flaws in the road surface and stuck like glue while picking up incredible speed. The car goes exactly where you steer it.

On the thruway, the speedometer climbs to higher-than-recommended

numbers in just a few seconds, making passing effortless. The monster Porsche ceramic composite disk brakes are strong enough to pop your eyeballs out when used and bring the car to a short stop even from high speeds — something that came in handy on a busy I-95.

All models also come with a little button on the console called "Sport." A touch of this button changes the electronic management of the engine and seemingly changes the 911's acceleration from "Wow" to "Whoa!"

I couldn't find anything whatsoever to complain about on this car. But then again, I may have been too giddy from driving my dream car.

While several standard models are currently available, Mr. Torregiani said, "If you want to spec one out, you're talking December or January for delivery." The options available for the new 911 are extensive, and can quickly raise the base sticker price from just shy of \$70,000 to well over \$90,000.

We should all have such problems.

Information: New Country Porsche of Greenwich (203) 302-1684 or www.newcountryporsche.com.

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