

test was covered under warranty. We still needed new tires, though, and this time we tried a set of Bridgestone Potenza S-02s. Since the Yokos wore out because of bad alignment, we did not include the charge for the latest set of tires in our tally of repairs.

We had a few more minor problems with the 911 that required a final unscheduled stop. The dealer fixed a dislodged rear-defrost button and a malfunctioning climate-control display and replaced a plastic seatbelt cover that went missing—all under warranty. Unscheduled stops totaled four.

Scheduled maintenance ran us \$11,669, but that's just the price of owning a 911. Had we checked the alignment sooner, we're convinced we would have needed only one replacement set of S1000 summer tires. (Estimating from the wear on the current Bridgestones, we predict a 25,000-mile life with proper alignment.)

What we did take notice of, however, was the money we didn't have to spend. Suffice it to say this car was driven hard, but not even once did we have a problem with the clutch (even after two clutch-slip-ping acceleration-test sessions), something that can't be said for many high-no-four-wheel-drive cars, our long-term Mitsubishi Lancer Evolution VIII (C/D, April 2005) among them, which couldn't go the distance on the original clutch.

2005 PORSCHE 911 CARRERA 4S
Vehicle type: rear-engine, four-wheel drive, 2+2, passenger, 2-door coupe

Price as tested: \$88,280 (base price: \$82,565)

Engine type: DOHC 24-valve flat-6 aluminum block and heads, port fuel injection

	new	40,000
Displacement	219 cu. in. 3596cc	4.5 sec
Power (SAE net)	315 hp @ 6800 rpm	17.0 sec
Torque (SAE net)	273 lb-ft @ 4250 rpm	25.2 sec
Transmission	6-speed manual	13.1 sec
Standing 1/4-mile	@ 108 mph	@ 108 mph
Braking, 70-0 mph	158 ft	158 ft
Acceleration, 300-ft-a/s skidpad	0.94 g	0.94 g
Top speed (drag limited)	171 mph	175 mph
EPA fuel economy, city/drvng	17 mpg	17 mpg
200 observed fuel economy	20 mpg	20 mpg
Service and repair stops:	53	53
Scheduled	2	2
Unscheduled	4	4
Operating costs (for 40,000 miles):		
Service	\$1189	\$1189
Normal wear	\$990	\$990
Repair (at \$1.50 per gallon)	\$760	\$760
Life expectancies (estimated for 40,000-mile test):		
Front brake pads	90,000 miles	90,000 miles
Rear brake pads	more than 100,000 miles	more than 100,000 miles

Life expectancies (estimated for 40,000-mile test): Front brake pads, 90,000 miles; Rear brake pads, more than 100,000 miles.

MAY 2005

in this or that long-term 911. What we can tell you, aside from the fact that 911s are certainly expensive, is that the combination of elevated performance, visceral driving experience, and sexy shape will never get old, so don't write off Porsche's 2005 911 Carrera or Carrera S for a fifth long-term-911 test.

So now we've clocked 150,000 miles

BAUBLES AND BOLT-ONS

SNOW TIRES: Without snow treads, even all-wheel drive couldn't have kept our 911 on the road in the winter months. So we ordered a set of Pirelli Winter 210 Asimmetricos for \$816 from the Tire Rack (888-541-1777; www.tirerack.com) to cope with the slick stuff. Suddenly, driving the 911 in the snow was something we looked forward to, with the Pirellis providing excellent grip and the 911's all-wheel-drive system spinning all four wheels. This combination ensured that during a blizzard—it's the one time Explorer owners look over at a stoplight and think they can win—the 911 could out-accelerate nearly anything else on the road. Perfect four-wheel drifts have never been so easy, but you wouldn't have guessed it from the attention given sideways 911.

Sure, the tread blocks squirm when the pavement runs dry, which can confuse the stability control, but if you live where snow falls, park your 911 or pony up for the snows.

LAP-BELT TENSIONER: In an attempt to keep our testers firmly planted in the seat when using all the 911's mojo, we installed a CG-Lock (\$41.95; www.CG-Lock.com) on the driver's seatbelt. The CG-Lock attaches to the seatbelt buckle and enables the user to cinch the lap belt as snugly as desired, without affecting the shoulder belt's tension. Our drivers contended that the CG-Lock did work as advertised, but most didn't have a problem keeping their buns planted in the seat in the first place and would instead prefer a device that would keep the shoulder belt snug. Although it's certainly no replacement for a five-point racing harness, some thought the CG-Lock would be beneficial for something like autocross racing. However, the CG-Lock's added weight spoils the operation of the seatbelt retractor, so we all agreed it's not something to leave installed for the long term.

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