

The New 4-Series is a nice looking car!



So it's Christmas and cold and I am reviewing a convertible why you might ask well actually driving this car with the roof down heater on and heated seats on a sunny winter day was really nice it's a great car.

The range comprises three petrol editions – the 181bhp 420i and 241bhp 428i (both four-cylinder units) and the 302bhp six-cylinder 435i. There are also four diesels: the four-cylinder 420d and 425d (181bhp and 215bhp respectively), and the six-cylinder 430d (255bhp) and 435d (308bhp). The last of those units is available only with xDrive four-wheel drive. We'd stick with the 420d, which pulls strongly from low revs and feels comfortable both in town and on the motorway but if you can afford it go for the 430d we drove.

The 4 Series Convertible is not a cheap car – and if you go for one of the petrol versions, you're going to pay a particularly high price in fuel economy and company car tax. On the other hand, the 420d is the cheapest to buy and manages respectable CO2 emissions, so it's the most sensible option all round. All versions have good resale value

The front half of the cabin is pretty much identical to that of the 4 Series Coupe, and that's no bad thing because you get a smart, well laid-out dashboard and an easy-to-use infotainment system with BMW's iDrive rotary controller between the front seats. The driver's seat and the steering wheel offer a good range of adjustment, too, so it's easy to get settled.



BMW is nothing if not thorough, though. The control ergonomics are excellent, the instruments are clear and the iDrive menu is foolproof. The latter is made easier to use by a touchpad found on the top of the rotary selector, which you can use to trace alphanumerical inputs for the telephone and navigation systems.



The front seats are comfortable and supportive, only lacking for good lumbar support on our test car.

The rear ones are accessible enough and offer decent levels of accommodation; you wouldn't choose to put a large passenger in one for long, but if you had to, he'd be more comfortable than in the back of an A5 and little less so than in a Merc E-class.

Over all you're not going to be disappointed with this high end convertible and it's a hard top so looks good with the roof up!!



Score 8/10
MPG = 51
Top speed = 155 MPH
0-60 = 5.8
CO2 = 144
On the road price £42,000
(Lease price £398.14+vat over 3 years with 6 payments up front based on 10k miles a year)