

2007 VW Beetle Cabriolet Review

"Drop the top, turn up the stereo and put on your sunglasses – Beetle Cabriolet provides classic cruising at its best."

Style, substance, character and a fun drive, too: the Volkswagen Beetle Cabriolet is more than a pretty face. It's been around for a while now – and its Golf chassis was long-in-the-tooth even when the model was introduced in the late Nineties – but its characterful style has an undeniable attraction, and it's still fun behind the wheel. VW stiffened the car's body to make up for the fact the Beetle Cabriolet lost the rigidity of the metal roof, but this still inevitably affects the handling – whether that's an issue depends on how much you rate driving dynamics over looking cool. The roof is electrically operated on all but the base model, while the capable five-strong engine range, along with the kind of solid build quality you'd expect from a Volkswagen, make this a sound buy.

"The Beetle Cabriolet is just as much fun as the MINI convertible, but with fewer practical compromises."

Like the [Volkswagen Beetle](#) hatchback, the convertible version has plenty of retro charm, but adds to this appeal with the opportunity of top-down motoring for those few days of the year when the sun comes out.

There's more space in the Beetle Cabriolet than in the equally retro [MINI Convertible](#), with just enough space for four, plus the roof doesn't eat into boot space when it's down because it sits on top, rather than folds away into the boot.

The Beetle Cabriolet has the same range of engines as in the hatchback, so there's a choice of petrol and diesel engines ranging from 1.2 to 2.0-litres, and 104bhp to 217bhp. The 217bhp 2.0 TSI is almost as fast as a Golf GTI, but don't go thinking it's a sports car. It's fast in a straight line, but it's much better suited to cruising along than blasting down a country lane.

You can specify the same retro colour choices as the hatchback, too, while there's also the option of choosing different colours for the fabric roof, as opposed to just opting for a black canvas roof.

It's not the most exciting car to drive, but if you approach it like most Beetle drivers will – that is a fun, retro car that looks great – then you'll love the convertible. It won't win any practicality contests, but it's got bags of character, and that's what helps sell cars like the [MINI](#) and [Fiat 500](#), too.

MPG, running costs & CO2 ~ Similar low costs to the VW Golf Cabriolet

All the engines in the Beetle Cabriolet offer reasonable performance and decent fuel economy. The 1.2-litre turbo TSI with the DSG automatic gearbox returns 51mpg and emits 127g/km of CO₂, while the 1.4-litre turbocharged and supercharged engine promises to return 47mpg and emit 138g/km of CO₂. The most efficient engine on offer is the 2.0-litre TDI diesel, fitted with BlueMotion Technology, which claims to return 64mpg and emit 115g/km. While still not road-tax free, this engine will only cost a small amount to tax.

And because the Beetle shares most of its components with other VW products servicing costs are significantly reduced, and should be on a par with the Golf's – though fixed-price service plans are available, as well.

Engines, drive & performance ~ Drives better than the previous model

The old version of the Beetle Cabriolet had some problems compared to the coupe version, specifically to do with the chassis not being strengthened enough once the roof was removed. That meant you could feel it flexing when driving over bumps, which could be somewhat disconcerting for anyone in the car. The current car is an improvement thanks to plenty of extra bracing but hasn't entirely solved the problem. That said, it's still lots of fun to drive, even if, admittedly, it still doesn't feel quite as responsive as the smaller [MINI](#) convertible, but most customers will likely be willing to

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sacrifice a little bit of driving fun for the a more comfortable ride over the MINI. The VW's engine line-up does impress, however.

Interior & comfort ~ Fine with the roof up or down

Head and legroom in the Beetle Cabriolet are reasonable in both the front and the back, and the seats offer a good amount of bolstering to hold you in place when driving through the corners and support your back over long journeys. It comes fitted with a multilayered fabric hood that provides plenty of insulation from engine, road and wind noise – in fact, it's not noticeably noisier to travel in than the coupe. With the roof folded down there's hardly any wind buffeting, either – as long as you have installed the easy-to-fit wind deflector, but even without, it's not as bad as in some of its rivals.

What's more, lowering the roof couldn't be any easier – it folds away in just nine seconds at the simple press of a button and can even be operated while on the move at speeds of up to 31mph. The rest of the Beetle's controls are just as easy to use, are clearly laid out and convenient to get to while on the move, while the pedals, steering and clutch are well-weighted and not too heavy, either. The Cabriolet comes in three equipment levels, but we'd go for the mid-level Design as it provides you with everything you really need, including air-conditioning and DAB radio, while the decent options list includes a touchscreen sat-nav and a Fender sound system.

Practicality & boot space ~ More practical than the tiny MINI Convertible

Let's be honest, you're looking to buy a convertible of any kind for its practicality – you're seduced by the idea of having the wind blowing through your hair on [hotter](#) sunny days driving through the Cotswolds. So, due to its smaller boot and the lack of a hatchback tailgate, the Beetle Cabriolet isn't as practical as the standard coupe, which in turn really isn't as practical as the VW Golf. But, outside of its siblings, the VW is a lot easier to use on a daily basis than the even less practical [MINI](#) convertible.

The roof folds down in only nine seconds and at speeds of up to 31mph, so you can be confident that you won't get caught short by any April showers. Further more, the 225-litre boot can happily hold a couple of small suitcases, but it's only just possible to squeeze full-sized adults into the back, and even then it's strictly only for short journeys. In the front, there are two centre-console cup-holders, two glove compartments and small door bins with elastic sides that can hold a 1.5-litre water bottle.

Reliability & safety ~ Same parts as the VW Golf so should be dependable

While the newer Beetles aren't as tank-like in their reliability and length of life as the classic Beetles of old, the latest Beetle Cabriolet hopes to get close. The Beetle didn't feature in the 2015 Driver Power customer satisfaction survey, but the Mk6 Golf on which it's based came in at a less-than-impressive 129th out of 200 cars. What's even more worrying is the 186th place for reliability. In terms of safety, the Beetle Cabriolet should prove pretty safe, too, as the Beetle hatch scored a maximum five-star Euro NCAP safety score in 2011. It comes equipped with six airbags and electronic stability control fitted as standard across the range.

Price, value for money & options ~ Hardly cheap, but good levels of equipment on Design models

You'll have to pay a few thousand more pounds for the privilege of wind-in-your-hair thrills in the Beetle Cabriolet compared to the standard Beetle. It's a couple of grand more than the equivalent MINI convertible, too. Plus, we'd recommend steering clear of the sparse entry-level model, as the best-value equipment and accessories come in the mid-spec Design model. As well as DAB radio and air-conditioning, it also adds Bluetooth and iPod connectivity, a leather multifunction steering wheel and – most crucial of all – some stylish colour-coded interior door and dash panels. The Sport spec gets bigger alloy wheels (that do make the ride a bit bumpier), handy separate air-conditioning controls for the driver and passenger, and parking sensors at the front and back of the car. Resale value on the used car market is strong, but the smaller [MINI Convertible](#) will retain more of its original purchase price after three years of ownership.



**2007[07] Volkswagen BEETLE Facelift Cabriolet 2.0Litre Petrol
115BHP/172Nm, 2 Dr Convertible, 6-Speed Tiptronic-Auto, F/S/H. with 60851 warranted**

miles. Finished in attractive Speed Blue Metallic with supple two tone Light/Dark Grey cloth interior. From any angle this Cabriolet is one of the most characterful soft tops to prow the blacktop. Drop the top, turn up the stereo and put on your sunglasses – Beetle Cabriolet provides classic cruising at its best. She oozes with breeding from every line of her curvaceous body. She has style, substance, character and is a fun drive, too: The Volkswagen Beetle Cabriolet is more than a pretty face. It's been around for a while now – and its Golf chassis was long-in-the-tooth even when the model was introduced in the late Nineties – but its character and style has an undeniable attraction, and it's still fun behind the wheel. She is fitted with 7-Spoke San Antonio 16" diamond cut Anthracite alloys with premium tyres. The list of extras also includes: Parrot 9200 multi-Media Interface, Tom-Tom iPhone SatNav with the latest updates, Parrot 9200 Bluetooth Smartphone connect, Apple iPhone 3GS 16Gb, Parrot 9200 Bluetooth Audio Streaming, LED Daytime Running Lights, Parrot 9200 iPod Audio connector cables, Air-Conditioning, CD Player, Tinted Glass, Multifunction Leather steering wheel, Seat Height adjustment, Electric windows front and rear, Adjustable steering column, Heated glass rear screen, Rain sensors, Head restraints, multiple airbags, Third Brake Light, Anti-Lock Brakes, Central Door Locking, Traction Control System, Seats with ISOFIX anchorage points, Immobiliser, Power Assisted steering, Seat Belt pre-tensioners, Electronic Stability Programme, Side Protection mouldings, Electric Power Hood, Power Sockets, Head restraints, Full size spare wheel and the list goes on and on. Her practical and capacious interior has been enhanced with supple two tone grey cloth seats, crisply lighted electro-luminescent gauges anchoring her sweeping instrument panel. With her multi-function buttons optimally located at center display unit she keeps you fully informed of all her vital functions as she offers sharp and precise handling on twisty country lanes. The way she handles corners is uncanny and inspires total confidence and pleasure in tight situations as her anti-lock brakes, traction control and electronic stability control system all work unobtrusively. Her suspension system keeps the car level admirably well under acceleration, braking and cornering. It would be most undignified to drive this car like a boy racer, but she will respond to rough treatment with rapid, smooth acceleration - hardly its raison d'être though. All in-all she is an AWESOMELY attractive Cabriolet through and through; to drive and to own.

"Car has a valid **MOT certificate** until **April 2017** and **has been recently and fully serviced** and carries a premium **Warranty** for both parts & labour valid for **6 months** from date of purchase."

SPECIFICATION

MAKE:	Volkswagen
MODEL:	BEETLE Facelift Cabriolet 6-Speed Tiptronic-Auto
Registration NUMBER:	AD07 UJC
Date of First Registration:	12th July 2007
Colour Exterior / Interior:	Speed Blue Metallic / Two tone Light/Dark Grey Cloth Interior
Number of Cylinders & TYPE:	2 Litre 4-Cylinder 8-Valve SOHC Petrol
Cylinder CAPACITY:	1984 cc
Horse POWER:	115 BHP @ 5400 rpm / 172 Nm @ 3200 rpm
Chassis/Frame NUMBER:	WVWZZZ1YZ7M412170
Engine NUMBER:	AZJ 753145
Fuel TYPE:	PETROL Unleaded
Oil TYPE:	CASTROL [TWS MotorSPORT 10W-60, [API S]/CF, ACEA A3/B3] ONLY]