



1991 964 Carrera 4

Despite two-and-a-half pretty good years with my BMW 325 Coupe, it was time for a change. Not that I had a problem with the Beemer though, I just felt that it was time for something different. But what? To be honest, when I got rid of the car I had no idea what I wanted next, and although this will no doubt raise a few eyebrows amongst you lot, I didn't necessarily want a Porsche.

But, because BMW wasn't offering me anything that different to what I had, and being involved with GT photoshoots, I began to look at the 911 more seriously. And the more I looked, the more I fell in love with the idea of owning one.

I know Porsches can be pricey and expensive to maintain, but after doing my homework and researching a few cars, I found that if you buy a good example it should be pretty much bombproof.

This is especially true if the car has been properly serviced and looked after, regardless of how many miles it's done. So the prospect of owning a Porsche was looking less of a remote possibility.

I had a look around in the classifieds and saw a few pretty ropey cars and was just about to give up and look for something a bit more sensible when I found a nice 964 Carrera 4. It was reasonably priced, in good order, and when I took it for a test I was surprised at how taut the car felt – despite the 114,000 miles on the clock.

So I bought it, simple as that. The deal was done and a week later I picked it up. And I must admit, the car is the most fun I've had in years – with or without my clothes on.

Whilst the 964 may not be the preferred choice of the enthusiast, it won me over because it makes a

more reliable and useable everyday car. Fair enough, compared to other cars the ride is a lot harder and the road noise can be annoying on long trips up the motorway, but at the end of the day, it's a sports car and you have to make that compromise. The same goes for the 964 having the turning circle of the USS Nimitz and being just as easy to reverse park. That said, I was surprised to find there was no compromise on the level of interior refinement, which is right up to date.

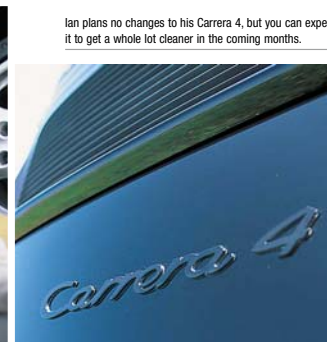
At the moment, I have no plans to modify or alter anything on the car. Past experience with the BMW told me that if you mess with one thing, another is sure to break. The indicator mechanism doesn't sound when you use them, and that will need fixing – as will the fuel gauge, which only seems to work intermittently. Bit like the rest of the

GT staff really, so I should be used that by now.

Although I'm going to leave the car as it is, I do plan on getting the rear arches blown over as there are a few stone chips that could do with being touched up. Obviously, the rear arches are going to collect stone chips again, so if anyone has heard of protectors or guards that will fit the car, give me a call at the office.

Ian Hunt

911 CARRERA 4
<i>Total Mileage:</i> 114,836
<i>Mileage this month:</i> 909
<i>Cost this month:</i> Nil



Ian plans no changes to his Carrera 4, but you can expect it to get a whole lot cleaner in the coming months.

