

SLIPPERY WHEN WET

With winter well and truly upon us, Ian Hunt is relishing the conditions in his Carrera 4, while Stephen Wright contemplates how to introduce a new member of the family to the 911S, and James Barke's Carrera 2 has started smoking again.





C4 has been treated to a 12,000-mile service this month, and loose exhaust brackets and flat battery aside, the 911 is in rude health – until the cold weather arrived and the engine refuses to tick over.

Porsche 911 Carrera 4

Typical. I come back from two weeks' holiday in sunny climes only to find that winter has arrived in my absence. Which means I'm going to have to start thinking about getting the 964 ready for the cold months ahead.

To begin with, I wouldn't mind knowing a little more about my car's cold start function. On a number of occasions when the temperature is the wrong side of, say 6°C, the engine fires, the revs climb to around 1000rpm, and rather than drop down to around 850rpm (50rpm higher than the tickover speed in the summer), the revs freefall and the engine stalls. I suspect I need to replace the cold start system, but if anyone knows different, I'd be grateful for any information.

Since I got back from holiday, the car hasn't been doing much other than commuting to and from work. But little trips to Folkestone and Melton Mowbray were enough to push it into the next service schedule, so the car's been for its 12,000-mile service. Happily enough, there were no serious problems identified, although annoyingly, the cold start problem hadn't materialised at this point.

On inspection, a few brackets were found to be loose, which was a bit of a worry. Especially as one happened to be holding part of the exhaust on! And whilst in the garage, the battery went flat for reasons best known to itself; however, it's been replaced along with the exhaust brackets.

You may recall me talking about wanting clear indicator lenses (£99) and repeaters (£18.95) fitted. Well, I finally got round to it.

Porscheshop supplied the goods and it was left up to me to fit them, which turned out to be a very easy job. Also supplied was a leather gear gaiter (£29), which wasn't so easy to fit.

Disappointingly, when I finally got it fitted after struggling with it for some time, the gaiter's leather proved too thick to be folded into the top of the lever. Subsequently, the leather doesn't sit right making the whole thing look a bit odd, and not like a new version of the original as I was hoping.

It's funny, but until the other day that special buzz you get from owning a new car had worn off. Because I'm using the car to commute every day, it's not an adventure anymore; it doesn't feel like anything special. But then I was sitting at traffic lights and caught people checking out the car. It just reminded me that I was sitting in one of the world's greatest marques.

With my rekindled enthusiasm, I decided to explore the 964's abilities by giving it some beans around the bends. I've always driven rear-wheel drive cars and am used to their handling characteristics so, needless to say, the effects of pushing a four-wheel drive car came as a bit of a surprise.

Driving through bends, I was unprepared for the push-on understeer and so lifted off. Of course, all

that did was bring the back round. Thankfully a whiff of opposite lock was enough to bring everything back in line and keep my insurance premiums out of the stratosphere.

Oversteering antics notwithstanding, I've noticed that the rear tyres will need replacing soon. They're not quite down to the wear markers yet, but it probably won't be too long before they're showing.

I'm running Contisports at the moment, and although I'm happy enough with them I'm not sure what to replace them with. I've heard Pirelli P-Zeros are pretty good, so if anyone has any information about running them on a 964 C4 drop me a line.

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911 CARRERA 4

Total Mileage: 117,964
Mileage since last report: 1067
Cost this month: £688.99 (includes 12,000-mile service and body parts see text)



New gear lever gaiter was awkward to fit and finish is not up to standard. New clear side repeaters and indicator lenses help lift 964's classics looks. All parts supplied by Porscheshop (details above).

