



Members Cars - Pt 1 - Richard/Rodney/Julian/John W/Peter/Nick

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Members Cars - Pt 1 - Richard/Rodney/Julian/John W/Pete... - 30/10/2006 11:29:57

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Richard Hamilton
PCGB Member
★★★★★
Moderator

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Richard Hamilton
Rodney Naghar
Julian Young
John Ware
Peter Bull
Nick Ramsey

< Message edited by Richard Hamilton -- 2/3/2007 10:32:07 >

Posts: 1018
Joined: 8/10/2004
From: Maidenhead, Berkshire
Status: online

Post #: 1

Richard Hamilton - 1998 C2 Coupe Tiptronic - 30/10/2006 11:32:39

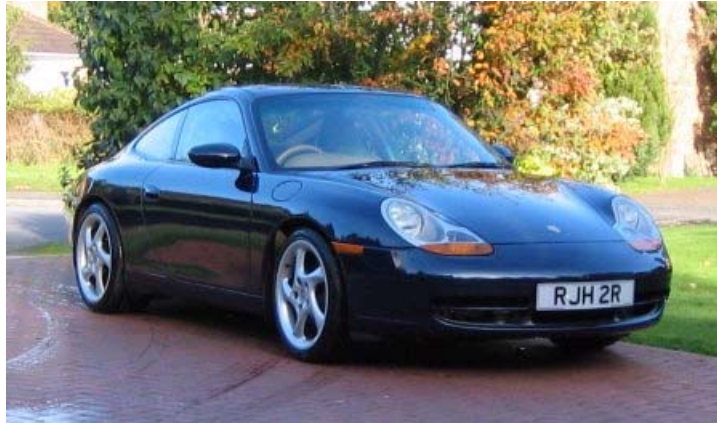
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Richard Hamilton
PCGB Member
★★★★★
Moderator

Richard Hamilton - 1998 C2 Coupe Tiptronic



Posts: 1018
Joined: 8/10/2004
From: Maidenhead, Berkshire
Status: online



The 993 was a slightly early 50th birthday present to myself. I had previously had a series of Quattro Audis followed a Subaru WRX. I was at that point in life when you spend 95% of the time in the car by yourself, and it was time to buy the sort of car that I really wanted, and not one to suit the family as well. My best friend had just started his own specialist Porsche workshop, so what better than a 993? My daily commute is across town, and I chose a tiptronic for that reason, and also because my size 10's had trouble with the narrow, offset pedal arrangement of the manual car. It was the first auto that I have owned, but I soon got to love the tiptronic S, which suited my use perfectly (fun when you want it, lazy when you don't).

After about 18 months, I fancied a change. I started to really miss the creature comforts – a decent climate control system, more modern cabin layout, decent lights, etc. I am not knocking the 993 in any way as it is a fabulous car, and I would have another tomorrow if it were just a plaything. I had in my mind exactly what I wanted – a dark metallic blue 996 C2 tiptronic, and soon found one at Autobahn in Coventry. The deal was done (and I lost very little money on the 993) and away I drove. The difference was night and day. The 996 is a bigger car, for a start – it feels so much roomier and lighter. It is much quieter – too quiet at times, perhaps, but a lot more relaxing on a long journey. It feels much less 'nervous' than the 993, probably because it has a much stiffer bodyshell, and my 996 has the M030 sports suspension, whereas the 993 was standard. The single thing I miss about the 993 is the sound of the engine and exhaust – maybe I need a PSE! Other than that, I don't regret a thing about making the change.

After a couple of months I felt the urge to tinker and personalise, which always makes me feel more like the car is my own. The list of mods to date is: Phone Kit, Camera Detector, CD changer, 3-spoke Steering Wheel, HID Lights, On-Board Computer, Cruise Control, Rain Sensor Wipers, Footwell Lighting and Rear Storage Box.

I have owned the 996 for 2 ½ years now, and still love it. It has been relatively cheap to run, with no major disasters. Other than general service items (new disks etc), some of the 'common' problems I have experienced are Anti-roll bar drop links (about £30 each), Lower suspension control arms (£150 each), Front PU respray (£250), MAF sensor (£150 – not surprising after 74000 miles), Glove box hinge (£12) and Door switch assembly (£125). Generally I get 23-24mpg using Shell V-Power in a mix of cross-town commuting and spirited local short runs. On a long run I get about 27mpg, cruising at 80-90, but can hit 30mpg if I keep below 75.

I bought the car for £32000, and to be realistic it is probably worth around £24000 now. That's just over £3000 a year in depreciation, which isn't anything to complain about. Every time I contemplate upgrading I think about the £20000 I would have to cough up, and soon forget the idea. I prefer to keep it in the bank as insurance, and I'm quite happy with what I have got.



< Message edited by **Richard Hamilton** -- 30/10/2006 12:05:36 >

Richard 🏎️🏎️🏎️
1998 C2 Tiptronic in Ocean Blue/Savannah (76000 miles and counting)
And I'm not afraid to use it !
Previous: 1994 993 C2 Tip in Slate Grey

(in reply to [Richard Hamilton](#))

Post #: 2 ↑

📄 Rodney Naghar - 2002 C4 Cabriolet Tiptronic - 30/10/2006 11:39:29



Richard Hamilton
PCGB Member
★★★★★
Moderator

Rodney Naghar - 2002 C4 Cabriolet Tiptronic



Posts: 1018
Joined: 8/10/2004
From: Maidenhead, Berkshire
Status: online



At the ripe old age of 27 I finally decided to get my driving license. Having accrued 0 NCB and no previous driving history, all the insurers politely hung up on me when I asked for a quote on a 911! I decided a Boxster was going to be my best entry to modern Porsche driving, and soon hit upon my perfect car, an Arena red Tiptronic with Savannah leather (most people's worst nightmare combination!) The car was a real revelation, and every time I drove it I couldn't help but smile. 2 years later I could finally get insured on a 996. Although the Boxster was great, the 2.5 felt underpowered and it started becoming unreliable. The insurers 'allowed' me to go as far as a facelift 996 C4 Tip' cab', and only 2 weeks after selling my Boxster I chanced upon a fully loaded bargain!

My first impressions were that the 996 felt a lot less nimble, with heavier steering and less 'feel'. However, after a few weeks I got used to the car, and since then have not failed to be blown away by its awesome capabilities. In the Boxster I would often feel the ABS being called into service, whereas the 996 feels like it has endless amounts of traction and far superior braking power. Taking corners in the first few weeks with the 996, I was always aware of the

mantra 'Slow in, fast out'. But what I became increasingly aware of is how fast 'slow in' could actually be! Accelerating out of corners, you really feel the rear-end hunker down and give you huge amounts of traction. Any loss of control was easily correctable, whereas with the Boxster it just tended to quickly break away. The Tip' 'box feels a lot smoother and is a real joy to use in town driving. My overall impression is that the 996 has a much great performance envelope than the Boxster, meaning it's a lot easier to lose my license!

In terms of running costs the two were fairly evenly matched, especially as they share many parts. After having the Porsche 111 Point inspection carried out, I purchased a Warranty. Unfortunately since then, I have had to make use of it on several occasions. In my 6 months of ownership the water pump gasket failed, the fuel sender had to be replaced, I had an RMS failure and an oil leak from the variocam Plus. (fortunately all covered under warranty!). Apart from that, I've changed my front disks and pads (around £260) and replaced all 4 tyres (around £650). I fitted HID lights (£200) and a sports exhaust (£250 from Ebay +£150 fitting). I would gladly remove every single optional extra just to have the sports exhaust; it totally transforms the car! In terms of fuel economy (I would class myself as a 'spirited' driver) I am averaging 14.7 MPG in town, and 16.8 when combined with cross county drives. I was averaging 16.9 MPG in the Boxster in town.


In terms of depreciation, I lost almost 50% on the Boxster over 2.5 years, but I'm sure I overpaid for it in the first place. So far I don't think I've lost anything on the 996 as I got a very good deal from an unlucky chap going through a costly divorce. Come January though and I'm sure prices will take a seasonal nosedive.



< Message edited by **Richard Hamilton** -- 30/10/2006 12:41:37 >

(in reply to [Richard Hamilton](#))

Post #: 3 

 Julian Young - 2001 C4 Cabriolet Manual - 30/10/2006 14:59:31

Richard Hamilton

PCGB Member



Moderator



Posts: 1018
Joined: 8/10/2004
From: Maidenhead, Berkshire
Status: online

Julian Young - 2001 C4 Cabriolet 6-speed



This is my 'new' car, a 2001 911 C4 cabriolet with a 3.4 litre engine and 6-speed gearbox bought in September 2006 with 21,000 miles on the clock. It has soft leather seats in grey, 6 CD stacker, aluminium gear lever and brake lever, but no Sat Nav [I have a Tom Tom], OBC or cruise control. I took delivery after 2 ½ years of Boxster ownership and have enjoyed the 911 cabriolet immensely. It was purchased via the OPC in Cambridge and came with the usual 1 years' warranty. The previous owner was a lady driver who treated it with great respect. The only expenditure to date has been a wind deflector and a Tracker, apart, that is, from petrol.

The car came with a hard top which was swiftly banished to a shed where I expect it will remain for the rest of my ownership. The weather has proved so good this year that I have been able to drive 'topless' until yesterday and, with the top down, the sound of the exhaust [the basic Porsche supplied version] is marvellous! Plenty of admiring looks and calls as I drive by – although I am far too old to be a poser. Of course, every boy racer in a Vauxhall Nova or Ford Fiesta loves to try to out accelerate me – to date without success.

To date I really have no complaints. However, the car is so much more responsive than the Boxster and I really need to get used to the massive difference in handling; I tend to approach roundabouts and corners more swiftly than I am used to. The brakes have, to date, saved me from embarrassment. I noticed yesterday that the alloys at the rear seemed to have small signs of corrosion; no doubt, this will be addressed soon.

I suppose, if I wanted any 'goodies' it would be the retro-fitting of the OBC and cruise control, park assist [I really could not face a £200+ bill if I reversed badly], and heated seats. The headlights are not very good [I was spoiled by the Boxster Litronics] although the driving lights are exceptionally good on dark roads – infinitely superior to the Boxster driving lights. Perhaps this will be the first 'project' for the car – and there is no way that I would even consider fitting new lights/lamps myself. The speakers for the radio are not too hot either – again a project for the future.

As for the fuel consumption; it seems that with mixed London and A roads I am getting about 300 miles per tankful. Yes, I know that I am not a boy racer, but having seen the terrible consequences of youthful driving inexperience and stupidity, I appreciate the power of this car and also respect it; I wish to live long enough to enjoy this car to the full.

I have been promised a Porsche track day in the near future [in one of their cars!!] – and, no doubt, this will increase my understanding of 911 driving.

Other than petrol and a good wash every week and polish every two weeks being my areas of car maintenance, there is not much more to say other than the fact that this car is far better than I expected.

(in reply to [Richard Hamilton](#))

Post #: 4 ↑

John Ware - 2001 C4 Cabriolet Manual - 31/10/2006 14:47:33

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Richard Hamilton

PCGB Member



Moderator



Posts: 1018
Joined: 8/10/2004
From: Maidenhead, Berkshire
Status: online

John Ware - 2001 C4 Cabriolet 6-speed



I succumbed to Porsche ownership just over two years ago. I had been driving BMW 3-series Coupes of varying types, plus a brief dalliance with a Lotus Elise, since I got my first decent job after University but I had always wanted a Porsche. With no slight to Boxster owners intended, there was no question that it had to be a 911 of some description. I think many of us dream of having a Turbo in the drive but I set my budget and at the time, there was no way I could have afforded one. As this was to be my only vehicle I settled on a 996, simply because I felt it would be a more comfortable, practical proposition than a 993.

After visiting a number of specialists, I eventually settled upon the car which was to become mine. I had decided on a Cabriolet as I had always wanted an open car and some very good ones were within my budget. What was so special about this one? It was three and a half years old and had 21000 miles on the clock. The history, which I investigated, revealed it had been a second car and had been "over-serviced". The next service due was the major 48000 mile and the colour was not quite the norm, "Meridian" – silver but not quite, with the essential black leather. I had been keeping an eye on the car for a while and took a chance that as winter was approaching the price would have to drop, which it did. This covered the cost of the 48k service which I had carried out at OPC West London. As I had inspected the car myself, I was pleased to learn that there were no issues with it. Extras wise, the only things I felt it lacked were a CD multi-changer, which I since had fitted courtesy of a second-hand unit from Jasmine, heated seats, which I can live without and cruise-control, which I may yet have fitted by my specialist. I also had my Road Angel hardwired and have since had Smart Top fitted.

I swiftly put 12000 miles on the clock enjoying the handling and the power. What surprised me the most was the fact that it was so useable and felt like a much smaller car. Having worked out my average speed on some regular long runs, I found I was covering the ground significantly faster without even having to try. It is truly an effortless machine. "Slow in, fast out" is relative!! In terms of handling, it can't dream to compete with a Lotus Elise but a 3-series doesn't come close. The other thing that surprised me was that I was achieving around 27mpg on a mix of long fast runs and round town. It was at this point that I made the decision to keep the car for the long term and I was starting to get concerned that it was sitting in the car park at work for long periods surrounded by many cars whose owners didn't share my enthusiasm, so I bought myself a little runabout for work and the Cab is now used for long runs and weekend blasts with the annual mileage reduced to about 6000.

There are two big advantages to deciding to keep a car long term, particularly a 996. First, I don't have to worry about depreciation. If I were to sell the car privately tomorrow, it would have cost me around £3000 per year since I bought it, although that will stabilise over time. My feeling is that it will settle at a value around the £25000 level eventually but as I intend to keep it, it's pretty irrelevant. The other advantage is that servicing costs start to reduce. I did some research and found a superb specialist within a short drive of home, the same one used by Richard Hamilton in fact, which reduces the cost of a 12000 mile service from OPC levels to £130+vat. The other services are reduced by a similar

proportion. The true value for money comes from the fact that this specialist is an enthusiast and I know my car will be taken care of, even if I have to make my own tea!!

As the Cab now has 42000 miles on the clock, what problems have there been in the past 21000 miles of my ownership? First, the lack of quality of the alloy wheels. I have the 18-inch multi-spoke alloys which started to show evidence of corrosion on the chrome rims fairly soon after I took on the car. £400 later, including a PCGB discount, I had them restored to better than new. The chrome rims are notorious for corroding so the guys at Specialist Paintwork in Reading restored them using paint from Lotus Exige alloys on the rims to retain the chrome effect whilst giving them a projected life of ten years before they will need doing again.

Second, I had an oil leak. I noticed a small spot on the drive one day and crawled around underneath to find a drip. My first thought, as most probably was yours, was the infamous RMS. I went straight round to my specialist who diagnosed a leaky timing chain tensioner gasket – a 20p part which would take just over an hour to fix. £50 to you, sir.

The only other issues I have are the hard-top which is an absolute pain in the neck to store and fit and the plastic rear window, which I find objectionable in a £75000 car and which is the reason for the hard-top in the first place. Porsche obviously agreed with me as this was one of the things they changed during the facelift. There is a new hood available in the US with a heated glass rear window which can be retrofitted to the pre-facelift cars. When this becomes available in the UK, it will be the next thing on the shopping list.

Overall though, I have been delighted with the car. It is one of the most cost-effective cars I have ever owned, particularly now that depreciation is no longer a factor. I have looked at 997s and 996 Turbos since but the thought of shelling out an extra £20000+ for a car which won't give me significantly more enjoyment than my current mount puts me off.

A word of warning though, if you test drive one you *will* want one.

< Message edited by **Richard Hamilton** -- 12/11/2006 10:56:46 >

(in reply to [Richard Hamilton](#))

Post #: 5 ↑

 Peter Bull - 2000 C2 Cabriolet Manual - 4/11/2006 18:32:47

Richard Hamilton

PCGB Member



Moderator



Posts: 1018
Joined: 8/10/2004
From: Maidenhead, Berkshire
Status: online

**Peter Bull - 2000 Carrera 2 Cabriolet 6-speed
(Now with Turbo Wheels)**



Thought I'd just start with how I came to the Porsche family.

It was completely by accident, having initially set my heart on a Lotus Esprit! In 1989, and after years of struggling to keep my faithful Lotus Europe S2 on the road I could no longer cope with the routine roadside repairs that were ruining my weekend trips to visit my girlfriend, who later became my long suffering wife, Ann Marie. When she found out how fanatical I was about cars in those days she had the chance to bale out then, but she stayed the course, so no excuses now eh!

A friend of mine wanted to visit a garage in Bournemouth (I lived in Dorset in those days before I saw the light and went back to civilisation!) to look at a TVR that he quite fancied. We had nothing else to do that day, and besides, they also sold Lotus!! What a wasted journey that turned out to be. The TVR's were, well, TVR's and the Lotus were no better. Tired and used, but with a hefty price tag to boot!

It was then that my friend said he would also like to visit Heddell & Deeks the OPC in Ferndown and little did I realise that this would be the start of a love affair that continues to this day. No problem I said, but on my then limited budget, Porsche's will be too expensive for me, but it's worth a look.

Wow! I instantly fell in love with the 944's and despite 911's being in abundance; it was the 944 that I really did it for me. I just loved the front and rear wing bulges, the modern smooth shape and, what to me at the time, was the tremendous power of the engine and the brakes. A few months later I bought a 3 year old 944 Lux with 17K miles only, that was to become my pride and joy for the next 5 years. I even purchased the number plate – RUT 44 from the guy, hence this and all subsequent Porsche's are called Ruddy. I was smitten and just loved that car. It turned heads, it was reliable, economical, and a real joy to drive and it brought a smile on my face whenever I drove it. It even came on our

honeymoon to the Lake District!

For some reason I felt the need to go the 911 way, I can't explain why really, but what followed was a very sad and expensive experience with a 3.2 Carrera Targa. It was a real handful to drive and just felt 'old'. I loved the Targa roof which gave a superb experience of open air driving without the buffeting from the rear. What a pity the bodies rot so badly, despite all the hot dip the galvanising. After that I was extremely lucky to get hold of an '82 SC with just 17K miles on the clock. This car was in perfect condition in every way and I even won the national Street Concours in 2000. Again it was not the most sophisticated of cars, a little agricultural to say the least and it did my poorly back no good at all.

Sadly, I hungered for a modern Porsche once again and I really did miss my 944. I got an excellent price for the SC and then set about looking for a replacement. I must confess that I really wanted a 993 4S prior to getting the 996 but after a number of visits to private sellers and garages, they just felt too old and worn for us. It was my wife who coined the phrase, "we're not looking at another stinker are we" It was 2003 and although I couldn't push the boat out for a new 996, I was extremely fortunate to come be able to purchase my current 'Rutty' in gorgeous Rain Forest Green with Savannah leather.

Role back to the year 2000. My mother in law saw this very car in the Liverpool OPC (then called then Road Range) as it was displayed in the showroom ready to be put on the road as a demonstrator. I was with her and my father in law at the time when she fell in love with it and purchased it there and then! £68K worth – wow! For many reasons, not least her health, she hardly used the car covering just 900 miles in 2.5 years of ownership. At the time I had an order in for a new Boxster S but when the chance came to buy this 911 it was too good a chance to miss, I made an offer on the car and in early 2003 I became the owner of Rutty number 4. The Boxster order was cancelled and my deposit refunded! Phew, close call!

Not sure if I can remember what 'extras' it has, but here goes: soft ruffled leather seats, Xenon headlights, headlight washers, upgraded sound packaged, CDR 22, 18" Sports Classic II's, colour coded dials, 3 spoke steering wheel, wind deflector, colour crested wheel centres, chrome exhaust tips.

We all have different reasons for the way we use our cars and I have taken stick from my friends over the way I pander to my 911, but hey ho – its my choice, and I just love to mess about with it. What a joy it is to drive, so easy, powerful and competent in all aspects it's just a pity that the 996 has been given such bad press in recent years. This car was and still is like new, and is it definitely a garage queen, used only on dry sunny days and has covered just 6800 miles. I've been caught out a few times in the wet and my wife thinks I should get "the damn thing out and use it" rain or shine! Perhaps she's right, but I get plenty of fun the way I use it right now.

I changed the wheels a few months ago from what you see in the photo above, as one of the Classics had shown signs of discolouring under the lacquer about the size of my little finger nail. Rather than let them get worse I bought a set of refurbished Turbo wheels (genuine) from Simon Butterworth (Porsch-Apart) and they have transformed the look of the car. They look superb and they fill the wheel arches with silver that much better. I've kept the original ones just in case, but I may be tempted to sell them for the right price.

As you must appreciate with this mileage I have had no problems at all and certainly none related to low mileage. I always dry my car off with a short run after its been washed and give the brakes and good bit of use to get them hot enough to dry the discs and pads. Hence my disks are like new, front and back, inside and out!

I love this car but I must confess that I was almost tempted to put my name down for a Cayman a month or so ago, but as great a car the Cayman is, its not a 911. It may well be better in some aspects, but for me the ultimate icon in the Porsche range is the 911 and they don't come much better than the 996.

(in reply to Richard Hamilton)

Post #: 6 ↑

Nick Ramsay - 2004 C4 Coupe Manual - 5/11/2006 19:49:12

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Richard Hamilton

PCGB Member



Moderator



Posts: 1018
Joined: 8/10/2004
From: Maidenhead, Berkshire
Status: online

Nick Ramsay (NX120) - 2002 C4 Coupe 6 speed



My early motoring background features exotic motorbikes & fairly mundane cars. Nearly 20 years ago I decided that fast motorbikes and a long life were probably not reliable bedfellows, so I concentrated on cars. A succession of hot hatches and my (slightly) exotic VW Corrado VR6 Storm didn't really compensate for the loss of the motorbikes.

When my wife of 25 years died of cancer quite suddenly earlier this year aged only 48, it was an opportune time to re-assess life's priorities. I already had a nice lump of cash tucked away to pay for my daughter to go to university & while we were on holiday this summer I decided that I would use part of it to buy a 911, a car I had always promised myself I would own one day. I can always sell the 911 in 2 years when she's actually ready to go to university, I told myself...

I had, as you do, been idly dreaming of 911's for years & bought a good few 911&PW magazines to feed the hunger. Even though it would be a third car, I had already decided to buy a 996 as I'd been in several air-cooled 911's and they seemed a bit too unrefined and retro for me. Having got as far as deciding on a 996, the next problem was: which one? To help with this choice, my daughter (although only 16, a confirmed petrol head!) and I went to the PCGB annual meet at Eynsham Hall. It was a great day out and afforded me a fantastic opportunity to talk to owners about their cars. We both came away agreeing that we had to have the facelift Lapis blue C4 coupe with grey leather interior, 18" Carrera wheels, the Carrera rear spoiler & GT3 style skirts – that was the easy part over with!

The hard part was convincing myself that parting with more money than I'd paid for my first house for a mere car was the action of a responsible single-parent. Well, OK, it wasn't that hard! Finding the right car – now that *was* hard. I trolled through the Autotrader & Petrolheads websites for weeks, occasionally seeing something superficially interesting but ultimately being disappointed with what I found when actually seen & driven. A chance sighting of what turned out to be my car on Petrolheads led me to visit Northway Porsche. What a revelation! Ray Northway came across as a thoroughly nice & honest individual with no "hard sell" and evident knowledge of all things Porsche and best of all; he just gave me all the documentation & the keys and left me to pour over it – my kind of trader!

Having seen a number of low mileage cars and not been that impressed with how they drove (with assorted rattles, squeaks and clunky drive trains), I was pleasantly surprised by what I found: a 2002 C4 which looked stunning inside & out and drove very well, even with 47,281 miles on it. Not only had it obviously been well cared for by the three previous owners, it also seemed to have responded well to actually being used. It had all its OPC stamps & Ray threw in a 48K mile service as part of the deal, along with a new MOT, front discs & pads. One slightly amusing issue emerged during purchase: the VIN had been wrongly copied down by the original OPC at registration and was therefore wrong in the V5 and the HPI database. In four years, nobody had noticed as they had all obviously used the V5 as their reference point when quoting the VIN!

So, what did I pay & what did I get? £36,995 got me the car, a 1 year warranty and a bunch of goodies: Litronic headlights (brilliant), CDR-22 with 6 CD Changer, Bose system (highly recommended), stainless steel sill plates, a carbon centre console and coloured centre caps. See my running report for what has been changed & added since purchase.

Nearly two months on, I am very happy with my purchase & because I suspect it will always be a joy to drive such a great car, I'm now busy scheming up ways of keeping a Porsche in the garage whilst also sending my daughter to university. Hmm, I notice the price of the 996 Turbo is getting down into my new-found comfort zone too... Must resist!

(in reply to [Richard Hamilton](#))

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