



Members Cars - Pt 2 - James/John T/Ian/Phillipe/Rob/Julie

Logged in as: Richard Hamilton

Users viewing this topic: Richard Hamilton

[Management](#) [Tree Style](#) [Subscribe](#) [Printable Version](#)

[PostReply](#) [All Forums](#) >> [\[Porsche Cars \(Registers\)\]](#) >> [996](#) >> [Members Cars and Running Reports](#) >> [Members Cars - Pt 2 -](#)

Page: [1]

James/John T/Ian/Phillipe/Rob/Julie

[Login](#) [Message](#)

[<< Older Topic](#) [Newer Topic >>](#)

[Members Cars - Pt 2 - James/John T/Ian/Phillipe/Rob/Julie - 11/11/2006 11:40:52](#)

[Delete](#) [Reply](#) [Quote](#) [Edit](#) [Fwd](#) [Lock](#)

Richard Hamilton

PCGB Member



Moderator



Page two of our Contributing Members Cars.....

James Fuller
John Taplin
Ian Banneville
Phillipe Jeffery
Rob Kellock
Julie Knox

< Message edited by **Richard Hamilton** -- 5/3/2007 12:44:48 >

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

Post #: 1 [↑](#)

[James Fuller - 2000 C2 Coupe Manual - 14/11/2006 8:52:38](#)

[Delete](#) [Reply](#) [Quote](#) [Edit](#) [Fwd](#) [Lock](#)

Richard Hamilton

PCGB Member



Moderator



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

James Fuller – 2000 C2 Coupe 6-speed



My brother reminded me recently that I had told him I would have a Porsche 911 by the time I was 30. I was in my teens when I made this outlandish statement. At the time I didn't even know what I wanted to do with my life let alone how I was going to afford a 911! Well I got my 911 at 34, but I like to think I look 30 so in my eyes I like to think my prediction did come true after all.

My wife Rachel and I have been together for 9 years and in that time I have had 10 cars. Some of those cars were great, Golf GTI Mk1, M3, Lancia Intergrale, Evo 1, Corrado VR6 and MB SL500. But they always left me wanting more. It was time to negotiate with Rachel for the purchase of my first 911.

Further to a successful negotiation (now that's another story), I was to be able to realise a dream and I would be the proud owner of a 911. But which one? I had read plenty of magazine articles but had never actually driven a 911. The reason for this is that I had said I never wanted to drive a 911 until I could actually afford to buy one. So for my 30k budget, I was looking at 2 very different models, the 993 and the 996. After reading all the reviews and posts on websites I was still none the clearer as to which one I should look at. All I did know was I wanted a 2 wheel drive manual. After several visits to the indi's it only made my confusion worse. Some said 993 as it made more financial sense and was aircooled. Others said go for the 996 as the 993 was a dinosaur. AArghhhhhh! And then it dawned on me, I wasn't buying the car as an investment or because it was air or water cooled, I was buying the car to drive and

enjoy it!

So I went for a 996. Yes the 993 is a great machine, some say the last of a great air cooled line of 911's. But from Monday to Friday I sit on the M4, I also travel as part of my job. I wanted a comfortable modern GT/sportscar, happy and comfortable at cruising (or sitting in traffic!) but still rewarding when pushed hard on the twisties - when I can find them. And I actually really like the look of the 996, it looks sleek and modern. The interior of the 993 to me was just too dated and I do spend a lot of time inside my car. The 996 also has less wind noise, which meant that after a recent 5 1/2 drive from Manchester to London I got out and wasn't tired. The 996 so far seems a very economical car, most of the cars mentioned above have cost me £1,000 to insure which is more than the 996. Servicing on some is on a par with the 996. And I won't even mention the fuel bills on the Lancia or the Merc! I am getting 31mpg in the 996.

The car ticked all the boxes for me. The spec had the 3 important bits I was looking for - 2 wheel drive, manual gearbox and PSM. The only 2 items I guess I wish it had would be heated seats and xenon lights. The lights I might retro fit at a later stage and warm weather is only 6 months away.

So I have had the 996 for almost 6 months now and I am still blissfully happy. It's great on long motorway drives and really comes alive on our wonderful B roads where it seems to shrink into a smaller car. I do wonder what a 996 GT3, 996 C4S or the 993 might be like, but I believe I would have to compromise on something to own each one of them. No, for me it has to be the vanilla 996 C2.....for the next couple of years anyway.

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

Post #: 2 ↑

John Taplin - 2004 C4S Cabriolet - 16/11/2006 9:07:39

Delete Reply Quote Edit Fwd

Richard Hamilton

PCGB Member



Moderator



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

John Taplin – 2004 C4S Cabriolet



This is my first Porsche, an 04 plate 996 C4S Cab bought from Swindon Porsche (even though I live in Solihull, West Midlands) in Sept 06 so it's pretty new to me!

I held off slightly in writing this report both to get to know my new car a little better and to report on Swindon Porsches after sales service as it needed a few 'tweaks' after purchase. More of that later.

I'll confess now, cars are my biggest weakness, a few years ago I had a 225bhp Audi TT, great car but lacked soul. After that a TVR Cerbera, an emotional beast that wrapped itself around a lamppost after 3 1/2 weeks with me in it! Okay, I might've had something to do with that, damp road 30mph, bit too much right foot, slide, swing, bounce, blur, lamppost, whoops. Won't have another one of those - I need computerised help!

Since then business has been down and back up so I've gone through a Volvo, a Golf an X5 4.4i sport (the wife's got that now) and onto my new baby, and am I in love or what!

I grew up loving Porsche 911's so it wasn't a tough choice and in true impetuous form, my weakness for cars kicked in. I decided on a budget, then looked around, and found the ideal car based on bits per buck. I made the call, negotiated, they bought it to me, I said 'yes' and a few days later I had my first 911 after having had a range of test drives across various cars that amounted to 1, yes that's right - I bought the first car I saw and drove. Am I going to regret it?

So far no, thankfully. It's everything and more that I could ever have wanted. Awesome performance, handling and braking and it makes me feel great. It's not hugely practical but its not supposed to be, its an easy to use everyday car which amazes me totally and I've now got over the self conscious feeling I had driving it I get a buzz every time I'm in or near it! Even my daughter loves it and she's not even 6 yet!

Current MPG is just over 21 to the gallon, which is mainly urban driving with the odd quick blast but as I don't do huge mileages it's not really an issue.


As to the service from Swindon Porsche, all I can say is excellent. Not only did they allow me to negotiate £5k off the screen price (they must've been close to target!) but when I had a little grumble about a couple of points here and there they came and collected my car, left me with a Cayman, fixed everything and a little bit more and returned my car cleaned and with as much fuel in it as it went down with! I'm a happy customer!

I also need to add that the forum has been a huge help, so a big thanks to everyone's postings that have helped me understand so much more and made me feel that I'm not quite so daft in buying the first car I saw but also count my blessings that I seem to have got a good car thankfully!

In conclusion, so far my Porsche owner's experience has been great. I love my car and all that goes with it. Long may it continue.

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

Post #: 3 

 Ian Banneville - 2003 Carrera 4S Coupe - 23/11/2006 19:58:58

Richard Hamilton

PCGB Member



Moderator



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

Ian Banneville - 2003 Carrera 4S Coupe



My Porsche ownership started with a 2.5 Boxster (following an Elise). I became a 4S owner after I convinced my wife Angela that if we were going to start a family we needed to sell it and buy a sensible car with rear seats...

This is actually my second 4S. I had specified factory collection, but my dealer did not tick the right boxes and it turned up "unexpectedly". Not as bad as one of our local members who picked up his car from the factory and found they had ordered the wrong colour!

The first car went through three radios and amplifiers (in retrospect, I think my phone might have been responsible...), a new clutch master cylinder (to try to cure an odd clutch action that felt like the clutch cable – if it had had one, was about to snap), used a litre of oil every 600 miles (and was getting worse) and had more rattles than Fisher Price. My dealer had stored the car for two weeks with the windows down making them very sluggish, and then comprehensively destroyed two wheels by kerbing it while delivering it to me.

I also had a vibration from the back of the car above 65mph. Not too much of a problem in Guernsey with a 35 mph speed limit, but very difficult to diagnose! While on the first Leipzig factory visit (during which I met Bob Lovelace who persuaded Angela and me to become regional organisers for Guernsey) I found that the wheel balancing had not cured it; it was diagnosed as a transmission problem and I spent an unhappy birthday trying to get the wheels dynamically balanced (i.e. on the car) in Stuttgart.

My birthday improved dramatically when my dealer rang to say that due to the issues I had encountered Porsche were going to replace the car! Happy Birthday!

My current 4S has, with one caveat, been the dream car I imagined. It also gave the opportunity to add some extras that we could not stretch to the first time – Slate Grey paint, red seat belts and stitching, and Litronic lamps in addition to the previous bits on the first car (not least the Sport Exhaust). We also did the factory collection, and made 125 mph within ¾ hour of picking it up; just make sure we had no vibrations! We went on to meet my brother and sister in law with their TVR at Spa to seal our fresh start. The factory collection is a very special experience which I can highly recommend.

I can also highly recommend the club factory visit. This has now become (at least) an annual pilgrimage, and I was privileged to lead a group from Guernsey on Stephen Robinson's last trip – the story of which was in Porsche Post. This has allowed us to have the car serviced at the dealership in Stuttgart; you feel the car is in very safe hands when you see they have, for example, three Carrera GTs in for a service! Prices compare well (even though we have no VAT) - you have to ignore the £300 of fuel to get there and back, obviously. For the peace of mind (and the great trip) this is definitely worth it.

The 4S is a brilliant all round car. I use it every day to commute (dropping my little boy off at the child minder on the way - the Recaro Start baby seat fits perfectly in the back), on holidays (you can just get the three of us in it and 10 days' luggage), and the odd track day. We have done Brands Hatch (twice; once the wet – awesome), Donnington, Nantes and Le Mans Bugatti circuit and a driving course at Bruntingthorpe. These conspired to finish off a set of tyres in 14k miles; Michelins to replace Continentals. I had Pirellis on the first one, so have now tried the full set.

I had my first problem with this car last April. On the way to the club factory visit I had driven 10 miles into France when the engine suffered intermediate shaft failure. Being Good Friday, I gambled that paying the French recovery service (£2k!) to take the car to Stuttgart would give the most favourable outcome. The gamble paid off; although out of warranty by nine months they agreed to replace the motor as a goodwill gesture (FOC). "Your service will be very cheap – the new motor comes with oil!". The full story appeared in a piece "written" by my 14 month old son in the June 2006 Porsche Post.

All was well until late summer when I noticed drops of oil under the car and suspected the RMS curse had been visited upon me. After my dealer (under new ownership) failed to return my calls I booked the 4S into AFN Reading (I don't muck about!) to investigate this and a knock through the steering. "Fortunately" a failed oil separator (an "original" part from the first motor) and weeping cam covers were diagnosed, and worn track rod ends for the steering problem. I was very impressed with AFN's professional and enthusiastic manner, the specification of their workshops, and the amount of coffee I managed to drink while I was there... and got to see the 997 GT3. I felt that it had been a very pleasant experience despite the bill.

Ah the bill. The engine had to come out and the total bill was around £1,700 (after Porsche Club discount). Initially Porsche would not contribute due to the generous goodwill gesture in April.

Now please do not think I am ungrateful; I have been very fortunate overall in the way I have been treated by Porsche over the years. Also I did not buy an extended warranty (I thought the new motor was actually covered under a parts warranty; apparently this did not apply as I did not contribute – bizarre). However, as I pointed out to need a motor after 17k miles, and for the replacement motor to have to come out after 4k miles was just not acceptable.

On reflection, Porsche agreed to pay a further £600 against the bill, which bearing in mind the other work needed I felt satisfactorily addressed my point of principal.

I am now hoping to resume the trouble-free running of the first two years, nine months but am of course coming up to the worst part of the year when I am trapped within Guernsey's traffic and 35 mph speed limits until regular ferry timetables return in the Spring!



(in reply to Richard Hamilton)

Post #: 4 ↑

Phillipe Jeffery - 1998 Carrera 4 Coupe - 11/2/2007 12:16:38

Delete Reply Quote Edit Fwd

Richard Hamilton

PCGB Member



Moderator



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

Phillipe Jeffery - 1998 C4 Coupe



I purchased my car in November 2004, a 1998 Carrera 4. Previously I had owned a Caterham 7 which was great fun but it seemed to spend far too much time in the garage every time I wanted to use it there was never enough space to put anything in it, let alone my girlfriend. I made the decision after many years of dreaming of owning a Porsche 911 to go for it, my father owned two SCs when I was younger and I have been hooked ever since. I started out by looking for a 993 and was put off by the lack of good cars as well as the high prices they were fetching, and decided in the end that I would rather have a decent 996 instead. I was very fussy in the search and wanted a full OPC Service history and no more than 3 previous owners and the car also had to have low mileage. I came across my car which had full OPC service history, 32.000 miles on the clock and 1 previous owner, the colour was what I wanted as well, Ocean Blue with blue leather, perfect, the deal was done. I have had all the usual wear and tear items replaced since, discs and pads, the RMS went which I was very disappointed about as the car had been inspected by a well known specialist who had not mentioned it, prior to purchase. All was well as the garage I bought it from contributed towards the replacement of the RMS, which I had done at my OPC. At the same time I asked them to put a new clutch in which was looking a bit worn. Sadly, the clutch has been replaced since as it was juddering, this was done under warranty. The RMS since has gone as well this was also replaced under warranty. The baffles in one of the exhaust boxes was the next thing to go and I replaced the whole system

with a PSE which I love, it sounds so good. I also had to have the front bush joints replaced after they started to creak, one started making a noise on the day I was setting off to do a 1000 mile trip through France my OPC replaced it there and then the other side went a few months later so I replaced this too.

I did have the original 17" C4 wheels, but upgraded to 18" turbo wheels, I waited until the tyres needed replacing and got the wheels with new tyres for the same prices as just the tyres would have cost and it looks so much better.

I have very much enjoyed owning my 996 even though I have suffered a few problems but hope to have ironed out the wear and tear items that most seem to suffer over time, and think it is such a good all round car, you can get one hell of a lot of things in it when going away etc. I tend to keep it tucked away in my garage which I am sad to say I painted the walls and floor to make it a nicer place for the hours I spend out there cleaning the car. I am pleased to say that I have used the car in all weather conditions and it has been brilliant to drive. I have a Renault Clio Diesel I use every day as I do so many miles per year the Porsche tends to do around 6000 miles a year. I may keep it for another 3 years and then upgrade to a 997 and hope to have the minimum amount of depreciation, if I can not afford to upgrade I shall keep this one until I can, I thought about upgrading to a 3.6 but then thought that, I may buy something that has problems that needs sorting out which a few of I have been through with this car.

I enjoy Porsche ownership and have many friends who would like to be in the same position as me, by owning one, so I look after my car and have almost as much fun going to the odd club event, looking on the Forum, cleaning and having it maintained how it should be as I do driving the car. I also believe that if I have not driven it for a few months and then have a great B road fast journey it is one of the best experiences, and puts a smile on my face every time.

(in reply to Richard Hamilton)

Post #: 5 ↑

Rob Kellock - 2002 Carrera 4 Coupe - 4/3/2007 11:38:41

Delete Reply Quote Edit Fwd

Richard Hamilton

PCGB Member

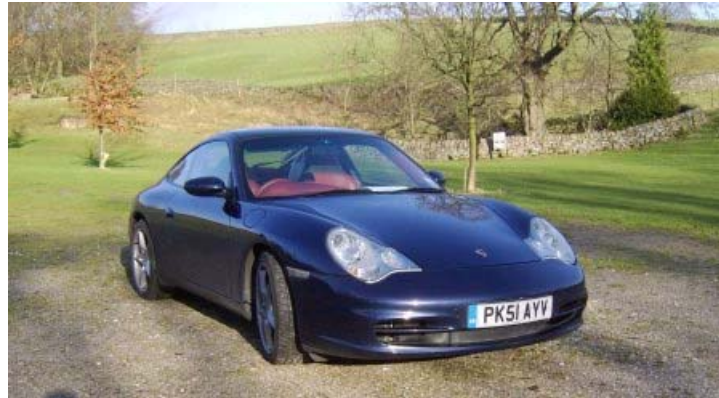


Moderator



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

Rob Kellock - 2002 Carrera 4 Coupe



Date acquired: September 2006
Mileage then: 28400
Mileage now: 35100

Why choose a 996? I had been driving a Mercedes CLK240 for the last two years and whilst it didn't go round corners or accelerate like a sports car, it was a fast comfortable cruiser, utterly reliable and the only car I have ever had that was completely fault free from the day it was delivered to the day it was taken away. My only problem with it was a harsh excess mileage penalty which led me to buying a cheap 944 a year ago and joining PCGB. I rapidly became hooked. I had wanted a 911 since I was in short trousers but didn't know which model until I had a brief ride in Peter Bull's as new C2 cab. I think the 996 strikes the right balance between something special and something that can be used, characterful but with modern creature comforts.

I found my car by happy accident. I had started some internet searching with a view to getting an early model but work commitments prevented me from travelling to see any that I liked – the closest one was 150 miles away. I went to the R18 August meeting and was introduced to a club member with a 996 and when I asked him for a bit of advice he said "buy mine"...so I did! Other club members had told me not to buy any 996 without an expert's inspection but said that they all knew the car, it had never been thrashed, it had been looked after well and the facelift model was worth paying a premium for. It never ceases to amaze me how many people on the 944 forum start with "Help please, I've just bought a car and..." – I was one of them and I can certainly recommend joining the club and talking to members first if you are considering buying any Porsche.

To say that I have been pleased with the car would be quite an understatement. Just starting it up puts a smile on my face and its performance and handling are quite remarkable. My children (aged 8 and 5) absolutely love it and long may their legs remain short enough for that to continue! I have had quick cars in the past and driven a fair few more but nothing I have ever driven comes close. I have never driven a C2 so can't compare but the 4 wheel drive inspires confidence, particularly in the wet. Its abilities well exceed mine. Whilst my car went in for service I was loaned a brand new Boxster S which was an interesting comparison – if I didn't have children I'd be quite tempted – but it felt somehow softer/more accessible than my car but it went sideways on the first wet roundabout when my car would have remained planted. Fun though!

That it uses no more fuel than the Mercedes did is remarkable considering the performance advantage – current average (with too many short runs and traffic jams) 24mpg according to the computer on an

exclusive diet of Shell V-Power. I once achieved 35mpg on a trip to North Wales when busy traffic capped maximum speed to 65mph for most of the way. As far as depreciation costs are concerned, I would hope to get back close to what I paid for it at the moment but it's not for sale. Compared to a new car I must have saved a fortune already. Insurance costs a couple of hundred pounds more than the Merc. It would no doubt be less if I fitted a tracker but my view is that if some toe-rag goes joyriding in it, I don't want to see it again.

Dislikes? The boot; I never leave anything on display inside a car and whilst you can pop it open from the key fob, it can be a nuisance scrabbling around for the bonnet release lever especially when you have your hands full and it's raining. The boot is a bit too small for my needs too. I miss cruise control and would consider retro-fitting and I miss automatic wipers. I don't like feeling nervous when I leave it in car parks and having to hunt for distant spaces in supermarkets where no-one will open a door into it. The Bose hi-fi is by no means the greatest although you can always turn it off and listen to the engine but the Xenon lights and heated seats are fabulous. The built in phone works a treat and even though it's out of date, the satnav hasn't let me down once.


In conclusion, the 996 is the best car I have ever driven, let alone had the privilege to own. Running costs are more than reasonable considering the quality of the driving experience. The Carrera 4 is an extraordinarily quick and civilised way of getting from A to B with the minimum of effort and the maximum of pleasure. I love it.



< Message edited by **Richard Hamilton** -- 4/3/2007 17:12:07 >

(in reply to **Richard Hamilton**)

Post #: 6 

 Julie Knox - 2001 Carrera 4 Cabriolet - 5/3/2007 12:44:17

Richard Hamilton

PCGB Member



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

Julie Knox – 2001 Carrera 4 Cabriolet Tiptronic



After 33 years of driving a variety of cars working my way up the ladder to the last 3 years of TVR ownership, the last being a Tuscan 4.0 Red Rose, I decided it was time to have a car I could enjoy all year round not just in the summer. Didn't really know what I wanted and after looking at various options (Jag XKR, Aston Martin DB7, BMW 6 convertible) I decided the Porsche was the closest I could come to the looks and excitement, but with practicality added in and so I bought the 996, from Aberdeen OPC (they were the only ones who would take the TVR in px!) Finding a C4 cab that I liked that suited my budget was quite difficult and this was the first ever car purchase I had made via the web but there was a distinct shortage locally and I have to say the OPC was really helpful.

The 996 is much more comfortable and the electric roof is heaven. I still miss the sound of the tivs exhaust though (even with the sports exhaust fitted). The boot isn't anywhere near as big but you do have the back seats to make up for it. It is slower both 0-60 and top speed, but it is still very fast and it feels so much safer on wet roundabouts. It also seems easier to maintain, parts are in more accessible places. (You had to remove the front wheel to get to the battery on the TVR and you needed a very low trolley jack.) In all, a much easier car to live with and still quite a thrill to drive. It seems to be getting better all the time.

Servicing up to now appears to be less expensive than my last car, and there are more options to using indies if you want to. The sports exhaust was a must have on the 996 but a much better deal to be had by not using the OPC. MPG about the same - 23 average day to day running. I lost £12000 on the Tuscan in 18 months with a total of 7000 miles on the clock. I did think about changing the 996 to a 2003 model before fitting the exhaust which would have meant losing £12000 in 16 months so depreciation about the same, but lots more people willing to take the Porsche. Pleased I decided to keep what I have now. The only thing I would have liked which I haven't got on the car are heated seats for winter days with the top down, but at least the heater works on the 996 - more than can be said for the last car.. Otherwise its pretty well spec'd. Had the car autodedetailed last autumn and I have to say its made a huge difference to the look of the car, it really brought the paintwork up well. It looks just about show room condition now.

All in all I am very happy with the car. It's now possible to use and enjoy it through the winter without having to worry if the sky looks black and will I get home if it starts to snow. It's a real pleasure to drive. So on balance – a very good move and definitely no regrets. Just to end, the car club in our region has been a totally more positive experience and they have been a really friendly bunch.



The Car: 2001 996 Carrera 4 Cabriolet in Lapis blue. Tiptronic S, savannah ruffled leather, headlamp kit, small carbon fibre pack, embossed headrests, sports exhaust, 6 cd player, cruise control, 3 spoke steering wheel, sport design alloys and xenons.

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

Post #: 7

Page: [1]



[All Forums](#) >> [\[Porsche Cars \(Registers\)\]](#) >> [996](#) >> [Members Cars and Running Reports](#) >> [Members Cars - Pt 2](#) -

Page: [1]

[James/John T/Ian/Phillipe/Rob/Julie](#)

Jump to:

- New Messages
- No New Messages
- Hot Topic w/ New Messages
- Hot Topic w/o New Messages
- Locked w/ New Messages
- Locked w/o New Messages

- Post New Thread
- Reply to Message
- Post New Poll
- Submit Vote
- Delete My Own Post
- Delete My Own Thread
- Rate Posts



Posts made and opinions expressed are those of the individual members

Use of the Forum is subject to the [Terms and Conditions](#)

Disclaimer: Directors of the Board of Porsche Club GB, Club Office Staff, Register Secretaries, Regional Organisers, Forum Administrators and Moderators are often requested by Club members to provide information on matters connected with their cars. Such information, advice and assistance provided by such persons is given in good faith and is based on the personal experience and knowledge of the individual concerned. Neither Porsche Club GB nor any of the aforementioned shall be under any liability in respect of any such information, advice or assistance given to members. Members are advised to consult qualified specialists for information, advice and assistance on matters connected with their cars at all times.