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L6 years ago, Peter Tognola bought his dream car. After pouring over spec sheets and taking long test drives at OPC dealers, he decided a black 993 Carrera 4S with some select options was for him. He took delivery on 1 August 1996, and remembers every detail of the day perfectly. It was a once in a lifetime experience.

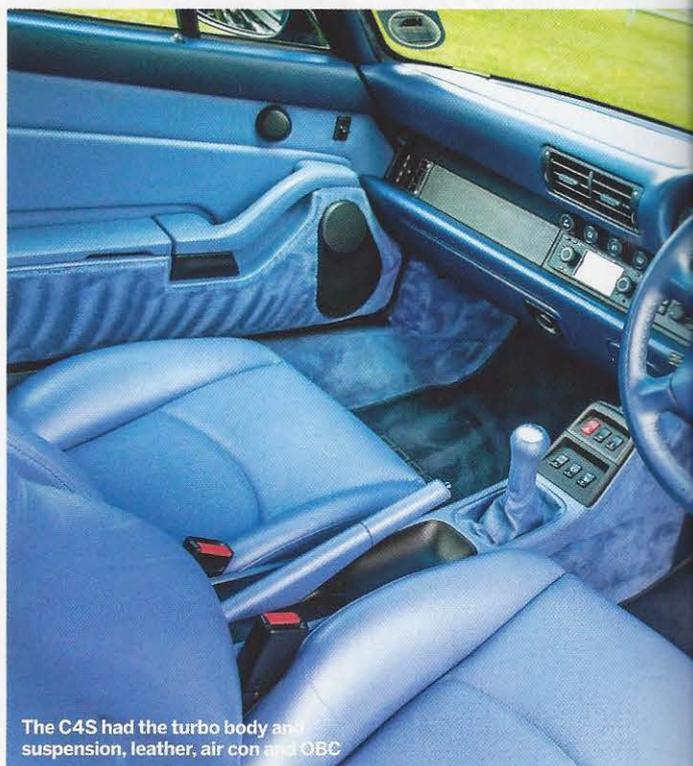
Only it wasn't once in a lifetime. This year, he repeated the experience, and bought the same car back. And that's not the only way in which this story requires a double take...

Many readers will already know Peter. He's the driving force behind Porsche experts Tognola Engineering in Datchet, Berkshire, the well-known and highly regarded engineering specialist. If anyone's ideally placed to select one of the most perfect Porsches out there, it's him. But, even in 1996, it was a tough call, as he explains.

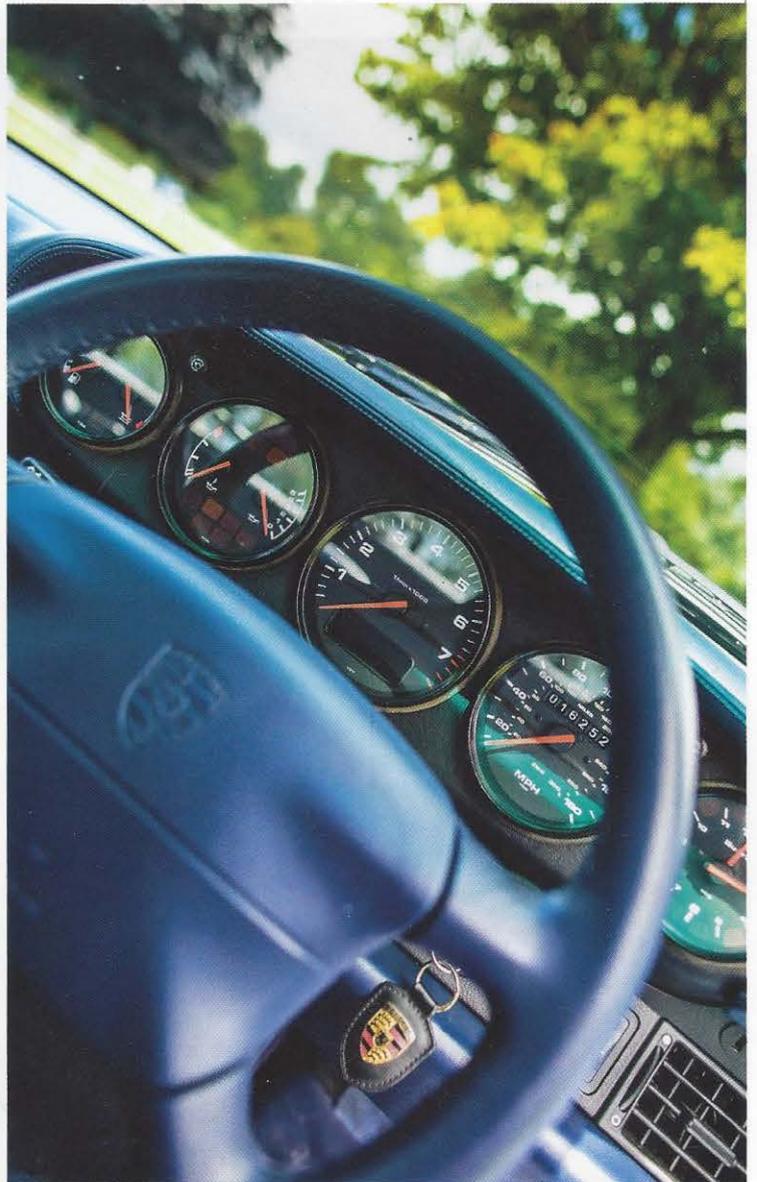
“Being an enthusiast, I took my spec'ing up pretty seriously,” he says with a grin. “I'd noted that the spec of the C4S was already quite high: by then, it was cheaper than ordering a standard 993 and adding on many of the things it had as standard.

“A big part of the appeal was the extra refinement it offered over the alternative, a 993 RS. I wanted a car to use as a weekend touring machine, rather like a GT. The C4S had the turbo body, turbo suspension, leather, air con and onboard computer – it seemed ideal.”

The wide-body turbo shell gave it the stance, 18-inch wheels filled it out perfectly and the fabled red caliper brakes set it all off marvellously. Peter's choice of colour, black, was the perfect finishing touch. Seeing it all laid out in the brochures, Peter's mind was made up.



The C4S had the turbo body and suspension, leather, air con and OBC



But then, during his research, he discovered something else. "Listed in the Porsche Exclusive brochure – and not in the main brochure – was an engine upgrade to 300bhp. It was simply detailed as a figure, rather than any technical details, and I was intrigued. It was almost a secret option: a very appealing-sounding one, not one that Porsche made obvious."

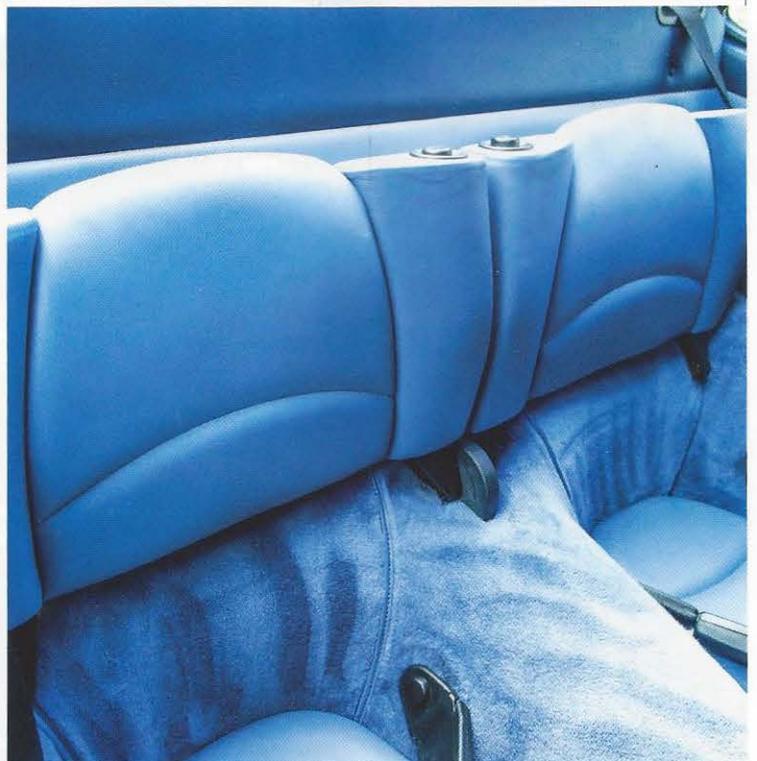
So Peter did a little research, and found it wasn't just any old power boost. This was the X51 option that, in short, saw the 3.8-litre engine from the RS installed in the C4S body. "It wasn't just a power kit – it was an entirely new engine! My mind was thus made up."

And so, 16 years ago, he took delivery and, for several years hence, began enjoying "the best 911 there's been". An exceedingly rare version of the best 911 too, as we shall see.

Still, however, the RS itch was there. "Then I got into trackdays in a big way, and the C4S suddenly became not the car to use here. It was perfect, looked so nice, had low miles and was totally original – I simply couldn't bring myself to use it on a trackday. So, after some serious soul searching, I sold it in 2001 and bought a slightly tatty 993 RS instead.

"They were, by the way, remarkably cheap back then: £30-£40,000. They were also readily available, so it was easy to find the right car. Selling my beloved C4S also wasn't hard, but the process that followed certainly wasn't conventional!"

Peter, he explains, sold his C4S to a man in the Isle of Man, sight unseen. That reputation went before him, clearly. But not only did the





One of only two right-hand drive 993 C4S 911s in the UK with a 3.8-litre RS engine

