



Words: Chris Knapman Photography: Antony Fraser

# WHAT'S IN YOUR GARAGE?

With a collection of Porsches that spans from 912 to Cayenne S and key roles within the PCGB, Helen and Larry Goff are without doubt genuine Porsche addicts.





**T**here are thirty-seven years of Porsche history in Helen and Larry Goff's four-car collection. Thirty-seven years that demonstrate the diversity, tenacity, and in the flat-nosed SE, the audacity, of a manufacturer that has always adapted to the times.

It's a diverse bunch that covers many of the bases of Porsche ownership: front-engined, rear-engined, air-cooled, water-cooled, four, six and eight cylinders, two- and four-wheel drive. It's also a collection that values the classic over the modern for, excluding the Cayenne, all of these cars were built pre-1990.

For Helen and Larry though, Porsche ownership didn't start with a love of classic cars, but rather with a model that ushered in a new era for the Stuttgart concern.

"It was about six years ago and my kids had talked me into going into Porsche Swindon to have a look at the cars," remembers Helen. "I somehow ended up ordering a brand new Boxster. This should have been a 2.5-litre car but by the time it was delivered the engine size had increased to 2.7 litres and the price had been reduced!"

Such unexpected bonuses no doubt contributed to Helen quickly catching the Porsche bug and despite having a history of only hanging on to cars for a short time the Boxster remained in her possession for an unprecedented four years. When it finally came time to move on Helen decided that rather than following the conventional route of climbing another step on the Porsche ladder she would go for something a little, er, different.

"I couldn't decide what to replace the Boxster with and ended up getting a Peugeot 206 GTI. It was a big mistake though and I only kept the car for six weeks before moving on to a Boxster S," she explains.

It wasn't until November 2004 that the collection

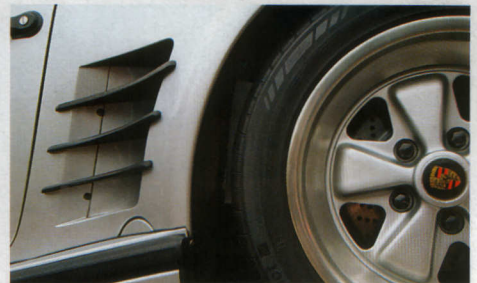
as it stands today really started to take shape, Helen buying her 1967 912 and entering the potentially rusty world of classic Porsche ownership. It was a move she has no regrets about: "The 912 opened my eyes to the purer nature of older cars and the friendly reaction they provoke in other drivers. I have to say that it is the one car I would keep over all the others, and provided I am in the right mood it's my favourite to drive as well."

It's easy to see why Helen has formed such a strong allegiance to the 912, a car that not only oozes charm and character but is also in excellent condition, having undergone a ground-up restoration in 1998 following a period of 15 years where it was unused.

Charming as the 912 is though it's the curvaceous rump of the silver 930 Turbo SE that grabs my attention out of this collection. Built in the mid-1980s as a 911 Turbo for those wanting that exclusive extra edge – and prepared to pay through the nose for it – the slant-nosed SE is nothing short of stunning to behold, and it was this along with the car's unique nature that attracted the couple to it, as Helen describes:

"At the end of last year I was looking at getting a classic 911 Turbo and drove a couple of 930s. Then I saw this 1986 SE at Gmund Cars and was so impressed with it after a test drive that I just had to have it. Compared to the standard Turbos the power delivery of this car was very smooth and predictable, plus I love that it's genuinely rare, with only 50 cars made for the UK."

From the strictly limited edition, 330bhp turbocharged 911 we move to a more common, albeit handsome-looking, Guards red 944S2 from 1989, but far from an anti-climax Helen finds the front-engined coupé almost perfect.



944 S2 and Cayenne are everyday cars, 930 SE is saved...



...for special occasions. 912 remains the firm favourite





"I bought the S2 to use as a track car but it was in such good condition and I enjoyed driving it so much that I have ended up using it every day," she says. In fact Helen loves the S2 so much that she decided to cancel her order for a Cayman S and use the 944 as an everyday car: "I like the Cayman but there are too many gadgets. With the older cars you have to put so much more into driving to get the best from them and that's why I love the 944," she says.

Of course, while it is true to say that older cars can often offer the purer driving experience they do also have their drawbacks, as Helen and Larry discovered to their cost when the S2 had to undergo a full engine rebuild last year. "The engine had started to sound really rough, like something was going to go wrong," explains Larry. "So we took it to Mike O'Hanlon at Zentrum in Nottingham, who looks after all the cars bar the Cayenne. He started from the bottom of the engine and rebuilt it from the ground up, so it's basically only the block that's the original. It was a costly experience but the car now runs beautifully – much better than before."

With Helen claiming custodianship of the three classic Porsches Larry chose something a little different for his car, opting for a manual gearbox Cayenne S. In contrast to the other three cars it looks enormous, its very being an illustration of Porsche's lateral thinking when it comes to keeping ahead of the competition. Just as the 912, 944 and 930 Turbo SE had catered for very specific

sections of the market in their day, so too does the Cayenne today. And if further proof were needed that things haven't changed all that much it still borrows parts from VW!

As well as being a useful tow car for the 912 this black Cayenne, complete with manual gearbox, is also a regular sight at PCGB Cayenne Register meetings, with Larry being the secretary for this division of the club, as well as a former PCGB director.

Helen too is a keen PCGB member, acting as organiser for Region 8, meaning that both make regular appearances at club events. "We seem to spend most weekends at one Porsche meeting or another, particularly in the spring and summer," says Larry. The only problem the pair must have is deciding which of their fleet to take

