

Gold Rush

PROSPECTING FOR A NORDIC GOLD 911 TURNED UP A PERFECT NUGGET.

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The discovery of gold

at Sutter's Mill in Coloma, California in 1848 helped to shape the course of American history. Hundreds of thousands of people headed west, and the resulting Gold Rush saw \$2 billion worth of precious metal extracted from the land. The exponential population growth soon led to the territory of California seeking statehood and officially entering the Union in 1850.



Sierra Nevada Region member David Shelton's search for gold was not as historically momentous, but it was just as important—at least to him. A PCA member since 2000 (although he joined in 1971 for a short while), David began his story as follows: “We had a great Guards Red 993 C4S six-speed, but a physical issue made it difficult for me to drive long distances. I sold it and began looking for a 911 with a PDK transmission.”

At the time, David did not have gold dust on his mind. “I wanted a 997.2 in any color but mundane white, black, gray, or silver. And I really liked the Natural Brown leather interior. I spent all of 2017 looking.”

Then, like James Wilson Marshall, the New Jersey

carpenter who found flakes of gold in the American River while building John Sutter's water-powered saw-mill, David caught a glimpse of something that took his breath away.

“We saw a 2008 Cayenne in Nordic Gold, and I loved the color,” he said. According to PCA's www.rennbow.org, Nordic Gold Metallic is one of the rarer colors offered by Porsche, and is described as “roughly the color of your favorite Pilsner” and “a throwback to the shade of Metallic Gold offered in the early 1970s.” That was back when colors were colorful—blues were bold, reds were raucous, and greens were gorgeous.

“My wife, Jennifer, thought it was too much color for

a larger car, but I loved it,” continued David. “Although I saw a couple more Cayennes in Nordic Gold, I didn't know the color was available for a 911. When I saw the ad in PCA Mart for this car, a 2009 C4S in Nordic Gold with a Natural Brown interior, only a couple of hundred miles from home, I was blown away.”

But there was a potential complication. “I called immediately, only to be told that another interested party was en route to check out the car. The seller advised that the other party had first rights.”

That didn't deter David. “The car was too perfect to ignore. I couldn't wait, so I hopped in my car and headed down to see it. When I arrived, the first party had balked

at the price. I jumped at the opportunity.”

So how perfect was the car? It came with nearly \$40,000 in options, big ticket items like the full leather interior, ceramic composite brakes, adaptive sport seats, and other nice little touches such as floor mats that matched the interior, LED door pocket lighting, and gear lever trim in that glowing Nordic Gold. It was a bonanza rivaling the Sutter Mill find.

DAVID'S PORSCHE AFFLICTION began about 55 years ago. He laid blame for his ongoing malady squarely on the shoulders of his cousin Larry. “As a 16-year old, I was an American hot rodder until I drove Larry's 356C



cabriolet. His car was the first thing of real quality I have memory of. Larry and I double-dated in that cabriolet, he with his bride-to-be and me in the back seat with a girl I became quite friendly with on trips back and forth between Sacramento and San Francisco. I knew someday and some way I was going to own a Porsche. I immediately sold my Ford V8 and bought the closest thing to a Porsche that I could afford—a Bugeye Sprite. I thought it looked a little like a 356.”

A 912 found its way onto David’s driveway soon after his college graduation in 1971. From there it was a slippery slope. With only a short hiatus, David has had at least one Porsche ever since. In addition to his gold C4S, David and Jennifer presently own a 2015 Cayenne Diesel, a 1956 Speedster 1600S, and—a 1964 1/2 Mustang convertible. (Once a lover of American hot rods, always a lover of American hot rods.) “When we attend events like Hot August Nights [in Sparks/Reno, Nevada], and

we’ve been to all 33, Jennifer drives her Mustang and I drive the Speedster,” David explained. For the uninitiated, HAN is a really big car deal that began on August 1, 1986. Back then, the live event featured entertainers such as the Righteous Brothers, Wolfman Jack, and Jan & Dean. But it was the cars parading down Virginia Street that made the event a happening. Nowadays, street dancing, yipping and yelling, a little drinking, and some old-fashioned tire smoking raise thousands of charitable dollars for the Hot August Nights Foundation, which helps children who are in need or at risk.

Cars play an important role in the Shelton family’s life. With the Speedster and the 997, the Sheltons enjoy events hosted by both PCA and the Porsche 356 Registry throughout the driving season. “We are active in the Sierra 356 Club in Reno, meeting regularly for drives and breakfasts. Jennifer and I host the annual BBQ at our home in Tahoe for the group. And we have been to

The 997’s golden glow and contoured hips contrast beautifully with the angular arches of the Birkenstock facility in Novato, California, designed by John Savage Bolles and built in 1962-’63. Right: Options include discreet touches like the nameplate and headlight washers matching the exterior color.





a couple of the 356 Holidays.”

The Sheltons’ participation in the Sierra Nevada Region includes both driving tours and concours events. “Last year was my first doing zone events [with the Nordic Gold 997]. We won or tied for First in Class in three of the four events we entered. We competed in Sacramento, Livermore, Petaluma, and Reno in the very competitive 996/997 Touring class, scoring 939.2 out of a possible 940 points.” Their first Porsche Werks Reunion was in 2019 at Monterey, where the C4S won the 996/997 class.

DAVID AND JENNIFER have been together 43 years. “Jennifer is also a Porsche car nut. She once had a 924. It’s easier to drive a car six hours to an event with a great partner to enjoy the drive and to help get the road grime off and the sparkle on. Without her love and support, we would not have experienced the success

we’ve had in so many of the Porsche events.”

Their older daughter, Danielle, attends these events with mom and dad, contributing lots of elbow grease preparing the cars for show. Their younger daughter Skylene, more a watcher than a doer, prefers wind in her hair—the Speedster and the Mustang are her favorite rides. But she does like the gold C4S for one special reason, “It’s the same color as my hair.”

Does David have a nickname for his Nordic Gold C4S? Can a goose lay a golden egg? Of course. “I refer to it as my miracle. To find the car of my dreams, a 1,600-mile car optioned as I would have ordered it—well, I would like the Sport Exhaust—only a couple hundred miles from home is special. And its color, that awesome gold, matches our younger daughter’s hair. Although I love my Speedster, and it has been a 37-year affair, this one, the C4S, is the miracle.”

The 997’s interior continues the rich Gold Rush theme with console trim and matching floor mats.

Right: David and Jennifer Shelton, both Porsche enthusiasts, admire their personal gold strike.

