

Spring 2016 • Volume 16 • Issue 1 • 912Registry.org

# 912 REGISTRY







## We Are Here To Help

### Not everyone gets to start a restoration with a one-owner cream puff —

We work with what we've got. If that means replacing the floor pans, rocker panels or even the inner torsion housings, Stoddard has all of those exclusive parts ready to weld in. Once the car is more metal than rust and air, we also have the trim and mechanical parts you will need to put your Porsche on the concours green.

### Help is Here...Since 1957.

#### Complete Floor Pan Kits

For all 356, 911 and 912. We have all panels from the front trunk and battery box back to the rear floor — including all required mounts.



#### New Steel Wheels

Disc or Drum Versions  
Chrome or Paint Available  
From \$149



#### Frame Repair Panel

Fits all 911/912 1965-89  
Our production  
SIC-501-963-00 Left  
SIC-501-964-00 Right



#### Fuel Tanks

From Early 356 through 911 Carrera. Our exclusive late 356 tank shown  
NLA-201-001-07



#### Concours Correct Lockposts

With all original features  
SIC-503-043-21  
Left Lock Post for 911 912 1965-1968 shown



#### Ignition Wire Sets

Available for 356 911 912 Correct size and ends. Made in USA.  
NLA-100-951-00 Shown



#### Door and Window Seals

For 356, 911 and 912  
Made in USA and Europe with Correct Extrusions.  
NLA-542-921-20  
Early Cabriolet Side Window Seal shown



#### Precision Bent Brake Lines

9-Piece Kit for 1964-1967 911 912  
SIC-355-600-10 Shown



#### Stoddard/Hawk Brake Pads

Fitments for 356, 914, 911 and 912, 1964-1989  
Exclusive matched front and rear compounds.  
M-caliper part number  
SIC-352-950-HP

**The Source - Stoddard NLA-LLC** More Authentic parts at: [stoddard.com](http://stoddard.com)

Highland Heights, Ohio 44143 USA 800 342 1414 | Reno, Nevada 89431 USA 800 438 8119

# 912 Registry Magazine

Spring 2016 • Volume 16 • Issue 1 • 912Registry.org



- 4**    **Message From The President** by Charles Danek
- 6**    **Dreams Can Come True** by Michael Newlon
- 8**    **Let's Go!** by Michael Newlon
- 10**   **Highway 101** by Michael Newlon
- 14**   **Highway 395** by Michael Newlon
- 22**   **Highway 95: "Desolation Highway – Porsche Style"** by Michael Newlon
- 26**   **Obituary: Michael R. Newlon 1945-2015**

Don't look now, but the 912 Registry has gone social!

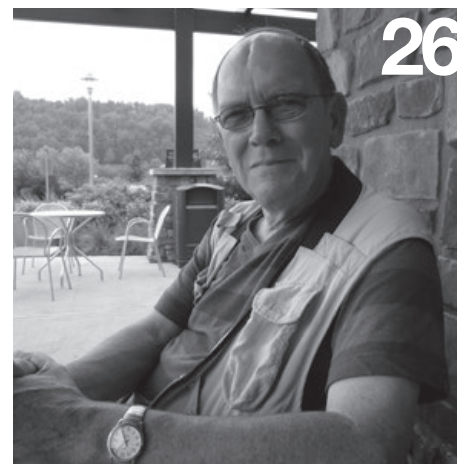


/912Registry



#912Registry

Official Site: **912Registry.org** or access the forums: **912bbs.org**



*On the cover: Heading out on the road with Mike Newlon.*



# MESSAGE FROM THE PRESIDENT

---



## Dear 912 Registry Members -

On October 15, 2015, our club lost beloved member, Mike Newlon. If you are reading this, chances are you are someone who is passionate about 912s, and are no stranger to automotive adventure. What made Mike so special, is that he not only embodied these things, but also wrote about them in 6 published books.

Mike was the original owner of a 1969 Porsche 912 Coupe. On of his books "What's so Special About a 1969 912" delves into the unique set of features Porsche bestowed

on the 912 for this year only. Mike drove his car daily for 8 years, and then on special occasions for another 6 years, before placing it into storage, hoping that one day he would be able to revive it. Many people restore their cars, but Mike took it one step further by reinvigorating his into a purpose-built long distance highway traveling machine. "Building Your Own Highway Cruiser?" is how-to chronicle of all of the modifications Mike made to his 912 in order to render it capable of thousands of miles of worry-free driving. Both of these books are available in digital form on Mike Newlon's blog at: [http://70milesofhighwayhistory-part1.blogspot.com/2013\\_01\\_01\\_archive.html](http://70milesofhighwayhistory-part1.blogspot.com/2013_01_01_archive.html)

Mike also wrote four travelogue books, where with words and pictures he has documented 4 of America's early western highways, all from behind the wheel of his 912.

Because Mike was not just a dedicated 912 enthusiast, but also such a prolific author on the subject, we have decided to dedicate this entire issue of 912 Registry Magazine to Mike Newlon and to sharing some of the adventures he has written about. With permission from his wife, Bernadette, we are reproducing in these pages excerpts from 3 of Mike's 4 travelogue stories, along with pictures from each.

At the end of the day Porsche 912 is a thing. As owners, we all pride ourselves on obsessing over our car's every last detail. Thank you Mike, for reminding us that the real purpose of preserving our cars is to be able to enjoy them.

So as Mike would say -

*Lets Go!*

Onward!

A handwritten signature in black ink that reads "Charles Danek". To the left of the signature is a circular stamp containing a stylized letter 'A'.

Charles Danek





# DREAMS CAN COME TRUE

by Michael R. Newlon

**Shortly after graduating** from college and getting a job, I decided I deserved a new sports car. I gave little heed to the fact that my life wasn't settled or that I could barely afford what I wanted. But I had the urge and, with my entire but uncertain future ahead of me, I jumped off the automotive deep end.

My new Porsche 912 Coupe was completed on May 13, 1969 and delivered on June 25, 1969. The only factory option it came equipped with was tinted glass all around. It was very basic, even for 1969. Long after delivery, I discovered the car was built on a Karmann 911S/E chassis, complete with dual battery boxes up front, rocker panel trim, factory 911 suspension fittings and cable harnesses.

I drove the car regularly until I was given a company car by my employer in 1976. Now having two cars, I drove the Porsche occasionally for the first year or so, then only rarely.

It wasn't long before neglect took its

toll. Things started to dry up and not work properly because the car just sat for extended periods of time. By 1981 the 912 could not be driven safely and just sat under a dusty car cover in my garage.

At first I considered selling it. But, since the 912 had been discontinued in 1969, I felt I had something very special that would be worth keeping and eventually putting back on the road.

In May of 2005 I delivered my sadly neglected but complete, well preserved and rust-free car to North American Racing Werks (NARW). My instructions to NARW's Klaus Holthaus were to, "...make the car roadworthy".

Klaus and I also agreed this was not a restoration project. We would improve and modernize the car where doing so made sense with the objective of making it suitable for safe and economical long-distance highway driving.

NARW's first job was to completely rebuild the engine all the way down to

the main bearings, and to make modern improvements which included increasing displacement to 1,750cc, remanufactured carburetors, an improved oil cooling / filter system, a Bursch exhaust, and Pertronix ignition, and other touches.

The chassis received NARW's equal attention with a new fuel tank & sending unit, fuel lines, brake lines, brake cylinders, master cylinder, axle boots, instrument panel, Hella H-4 headlights, clutch and transmission bushings.

Klaus and his associate, Mark, devoted many hours over several months to produce a mechanically "new and improved" antique Porsche.

Pico Wheel completely cleaned, sandblasted, aligned, balanced and repainted my 6" factory steel wheels.

Concurrently, on another temporary set of wheels / tires and sans engine, we delivered the chassis to Automotive Innovations & Restoration for a complete top quality paint job. This entailed





performing some minor body work, and afterward supplying new chassis rubber, wheel opening trim, driving lights and a new windshield.

My car's 1969 factory paint was Light Ivory 6804-131, a standard '68-'69 color. When it came to finalize paint color, owner I decided on Grand Prix White for three main reasons: First, this more modern "clear coat" finish would be easier to maintain than "original" enamel paint. Second, my plan was to drive the car often in desert areas where a car color should be as light as possible. Third, Grand Prix White is a Porsche factory color.

After mostly just sitting for 30 years, the black vinyl seat center panels were intact but had seen better days. Since I had to do something, I wanted to do something different. My 1969 912 Owner's Manual has a single black and white photograph of a hound's-tooth upholstery in the seat panels. That was interesting! Competition Motors also gave me a now rare 1969 issue of "Christophorus"

magazine featuring, among other things, a full page Recaro ad showing hound's-tooth upholstery on those panels. My interest was growing. Finally, the 1969 movie "Downhill Racer" starring Robert Redford and Gene Hackman includes scenes where the Redford character and his girlfriend are in her yellow 912 with this upholstery in the seat panels. That was enough for me - I wanted cooler fabric seat panels with a direct factory connection and this was it.

After some electronic looking I finally found and purchased the material from a custom upholstery shop in Oregon. They certified in writing that this was a 1969 Porsche pattern. The new upholstery arrived promptly but sat in my garage for several months while other work on the car was in process.

NARW and North Hollywood Speedometer upgraded the 912 instrument panel to a more functional and very "911 looking" instrument panel.

The factory Blaupunkt AM / FM / SW radio worked but the tuning knob

was balky. I took the radio to Hi-Tech Electronics (an authorized Blaupunkt service facility) for a complete cleaning, new rubber knobs and any necessary adjustments. It is a 1969 monaural unit, but still has that great Blaupunkt sound.

After I picked up the beautifully re-conditioned steel wheels at Pico Wheel, I put on a set of P195/HR65 X 15 Dunlop Sport Plus (DOT rated 400-AA-A) tires. They would do just fine for long distance, moderate speed highway driving.

After the body / paint, engine and chassis work were done, North Hollywood Auto Upholstery carefully installed my black and white hound's-tooth in new black vinyl upholstery for both seats. They also put the hound's-tooth fabric on both door panels and the horizontal strip across the dash. What a difference!

My 912 had been languishing in various garages for thirty years. With lots of help from, some of the finest automotive talent in Southern California, my 30 year dream had finally come true! ■■■





**Readers who were not** at least teenagers when Dwight Eisenhower was President may not fully appreciate what the Interstate Highway System has done for, and to, our country. My travelogues celebrates the U.S. Federal Highway System as it existed in the western U.S. roughly from 1926 to the mid 1960s, before the Interstate's were put in place.


Before hand-held GPS units, distinct signs and paper maps helped American highway travelers get from point A to

point B as safely as possible. The 1926 U.S. federal highway system used what is called the "Federal Shield" as a distinctive marker for all U.S. highways. If you saw the federal shield, you could probably find out where you were on the free gas station map in the glove compartment. Yes, they were usually free back then!

A map that has guided me in my travels along the old roads I explore in my travelogues is an atlas published for a national oil company in 1959. The atlas, by the way, originally sold for a hefty

seventy-five cents!

My travels in my 1969 Porsche 912 have taken me through Washington, Oregon, California, Arizona, Nevada, and Idaho. I have gone as far south as the Mexican boarder. And as you will soon read about, I have even driven as far north as into Canada!

I hope you enjoy these scenes from America's lost but not forgotten highways. Lets go! 





# VDO

*Your 356 & 911 Instruments  
Service & Concours Restoration  
Shop since 1955*



## NORTH HOLLYWOOD SPEEDOMETER & CLOCK CO.

6111 Lankershim Blvd.,  
North Hollywood, CA 91606

Phone: **818-761-5136**  
Fax: **818-761-4857**

Email: [info@nhspeedometer.com](mailto:info@nhspeedometer.com)  
[www.nhspeedometer.com](http://www.nhspeedometer.com)

OVER 50 YEARS OF SERVICE  
AND SATISFACTION

Quartz clock conversions  
6 to 12 Volt conversions



Restoration of  
Solex 40P11-4  
and  
Bosch  
Distributors

Throttle body restoration  
service includes:

new bushings, shafts,  
pump links, shaft screws,  
butterflies  
and free shipping thru 2011

Solid Shaft	\$595
Split Shaft	\$645
Split to Solid conversions	\$675

your stripped carb bodies  
or exchange

928.204.0507  
[356carburetorrescue.com](http://356carburetorrescue.com)



**Little parts**

• USED • NEW • REBUILT PARTS  
• Transmission Specialists • Gears • Torsen Limited Slip

# Carquip

7191 Arapahoe Road, Boulder, CO (303) 443-1343



**Big parts**

# ***Autos* INTERNATIONAL INC.**

*Escondido, CA*

## ***Custom Auto Interiors***



# **(760) 737-3565**

[www.topsandinteriorsforporsches.com](http://www.topsandinteriorsforporsches.com)

[info@autosintl.net](mailto:info@autosintl.net)

**U.S. Route 101** is the western-most part of the original 1926 federal highway system. Since then, much of it has been upgraded from the original two lane concrete ribbon that once connected Tumwater, Washington to our Mexican border at San Ysidro, California. U.S. 101 is a historic route of the first order. In California between San Francisco and the Mexican border, it generally follows “El Camino Real” (The Royal Road) that connected all the Spanish Missions starting in the 1700s. Some of those missions are off the beaten track today, but others, including San Diego, Santa Barbara, San Jose, are quite familiar.

Although it is still 1,550 miles long, U.S. Route 101 has been shortened in California, where it now extends south only to the downtown Los Angeles freeway interchange, where it is also known as the Hollywood Freeway. The original alignment extended further south to the Mexican border. That segment was decommissioned when Interstate 5 was completed between San Diego and Los Angeles. The roadwork for this book was southbound from U.S. 101’s unmarked northern terminus technically in Tumwater, Washington (just south of the State Capitol in Olympia) to the aforementioned freeway interchange in downtown Los Angeles, California. Skirting the Pacific Ocean in many places, U.S. Route 101 remains one of our most beautiful highways, as you’ll see in these pages. Because the routing of the highway was based on historic trails established long before the United States even existed, U.S. 101’s beauty is rivaled by its historic significance, as you’ll also see.

U.S. 101 survived the 1964 decommissioning of most of California’s U.S. highways and continues to serve travelers today as a major west coast north-south transportation corridor. If you like what you see and learn in these pages, I suggest you enjoy historic U.S. Route 101 soon, before it’s too late. Things happen quickly today.

This is the story of a drive I took in my 1969 912 with my wife, Bernadette, following U.S. 101 southbound from beginning to end.



## Washington

We started directly across the street from the Washington state capital in Olympia. We could not find a highway sign on the expressway that said, “U.S. 101 - End” in nearby Tumwater, the official northern terminus of U.S. Route 101. To drive south to Los Angeles from Olympia on U.S. Route 101, one must first drive north, then west, then, near Sappho, finally turn south. All this time, massive Mt. Olympus (el. 7,954) was off to our left as we made this giant counterclockwise start to our journey.

Washington’s coastline and forests are gorgeous. There’s just no other way to describe them. The state of Washington has also done a great job setting aside vast stretches of Pacific Ocean beach for State Parks. Since we were in

no particular hurry, we left the highway near Seaview to visit the North Beach Peninsula and historic Oysterville. With a name like that we just had to stop and check it out. After a delightful couple of hours on the North Beach Peninsula, we again found U.S. 101 and continued south across the Megler-Astoria Bridge, which is huge because the Columbia river is huge. About half-way across, we simultaneously said good bye to Washington and hello to Oregon. We had a view from the bridge to end all views. Or so we thought. Oregon awaited us.

## Oregon

The Astoria-Megler Bridge is a grand introduction to Oregon on southbound U.S. Route 101. The beauty of Oregon’s beaches, rocky and otherwise, cannot be





overstated. Oregon's coastline is affected by geological forces churning away just beneath the earth's surface. The process most evident is "subduction" - where the Pacific Plate is sliding beneath the North American Plate offshore. We saw unmistakable evidence that this process is happening now.

Volcanoes are one result of subduction and Oregon has plenty of both. Mt. Hood, Mt. Jefferson, Three Sisters, Newberry Crater and, of course, Mt. Mazama (Crater Lake) have had volcanic activity in the last 2,000 years or have the potential to become active volcanoes at any time. Yikes!

Tillamook, justifiably famous for high quality dairy products, was a trip highlight in Oregon. Likewise the almost uninterrupted string of State Parks along



the Oregon coast are individual jewels in a ruggedly beautiful necklace worn proudly by Mother Nature.

Newport, Coos Bay and Brookings are wonderful coastal towns with their own history and charm. My wife and I were so impressed by this area that we came back. We rented a modest home about a block from the ocean in Brookings so we could enjoy the area and avoid some of Palm Desert's summer heat.

Coastal Oregon is a "must visit" destination. And a great way to see it, I think, is from behind the wheel of a classic sports car driving along U.S. Route 101.

### Northern California

"Northern California" as used here, means the segment of U.S. Route 101, and adjacent areas, from the Oregon border southward to the Golden Gate Bridge.

Just north of Crescent City we passed the western terminus of U.S. Route 199, which once connected former U.S. Route 99 (now I-5) at Grant's Pass, Oregon with U.S. Route 101. U.S. Route 199 was one of the three U.S. Route 99 spur routes that served California drivers on U.S. Route 101 between, roughly, 1935 and 1965.

U.S. Route 101 took us south over the Klamath River and directly through several groves of magnificent California Redwoods. Not to be confused with the Giant Sequoias further south in the western High Sierras, Redwoods are the taller variety - many growing to over 300 feet. The wine country of Napa, Sonoma and Mendocino Counties north of San Francisco Bay has enjoyed justifiable fame for many years. Not taking anything away from their proud tradition, California's climate and geography are such that excellent, indeed world famous, wine

grapes are now grown in a much larger area of the state extending as far south as San Diego County. Northern California is quite a place.

### Central California

For present purposes, "Central California" is that portion of the state served by U.S. Route 101 between the Golden Gate Bridge on the north and Mission La Purisma on the south. A very early (original?) alignment of U.S. Route 101 remains in service - or is visible - between Santa Maria and Solvang.

Central California is quite different from northern California. The huge northern forests are no more. Mother Nature has replaced them south of San Jose with California Live Oak and Scrub Oak trees that have adapted to the warmer and much dryer climate. There were, and are, many other differences.

### Southern California

For current purposes, "Southern California" consists of that portion of U.S. Route 101 from San Luis Obispo to the highway's 2013 terminus in downtown Los Angeles.

Wave after wave of change, and asphalt, has swept over this segment of U.S. Route 101 over the last 60 or 70 years. Because of the dramatic growth of the greater Southern California Megalopolis (roughly from Goleta south to the Mexican border), U.S. Route 101 remains important but has happily lost much of it's long-haul truck traffic to Interstate 5. Topography has severely limited development of the highway. It just costs too much to put a modern highway through all the hills and canyons that make this part of U.S. Route 101 so special from an aesthetic point of view.

We've seen many alignment

changes in these pages. The current highway is well marked, but it takes an old map and a good eye to find some of the former alignments. Few people know, for example, that parts of today's Ventura, Cahuenga and Whittier Boulevards were once signed as U.S. Route 101 in the Los Angeles area.

### U.S. Route 101

U.S. Route 101's present-day southern terminus is in downtown Los Angeles where the southbound Hollywood Freeway unceremoniously ends and the southbound Santa Ana Freeway begins near Los Angeles' Union Station. This shortening of U.S. Route 101 happened when Interstate 5 was completed between Los Angeles and San Diego in the 1970s.

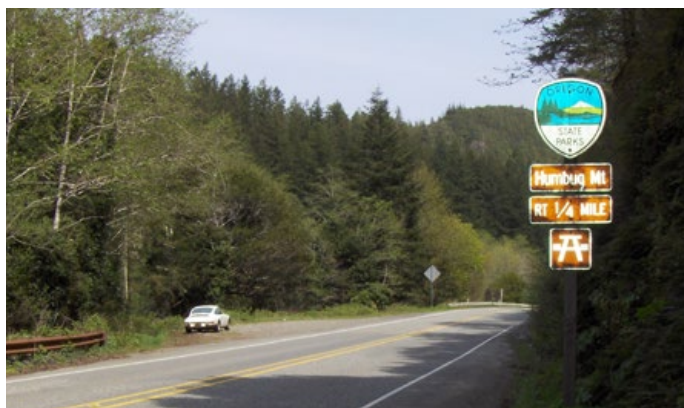
U.S. 101 remains a major north-south transportation corridor, which is good. Also encouraging are many Historic Route Markers in certain communities along the roadway.

In the hurried transition from a Eucalyptus-lined divided coastal highway of the early 1950s to today's 8 (or 10!) lanes of Interstate 5, something has been clearly gained. And, happily, not all has been lost.

\*

(Sidebar)

Do you enjoy nostalgia? Exit southbound I-5 at San Juan Capistrano and drive south through San Clemente, Oceanside, Carlsbad, Encinitas, Del Mar, San Diego, National City and Chula Vista to San Ysidro on former U.S. Route 101. You will likely experience a hint of the joys of driving a U.S. highway through most of Southern California's most spectacular coastal scenery. ■■■















# HIGHWAY 395

by Michael R. Newlon





## Beginning circa 1926, U.S.

Highway 395 originally ran north-south through Washington, Oregon, Nevada and California connecting our Canadian and Mexican borders. This routing led to it being called the “Three Flags Highway”. The original highway has been decommissioned and replaced by I-15 from the Mexican border to just south of Hesperia, CA. Other sections are briefly shared with I-90 and I-84 in WA and OR. Some sections have been realigned, while others have earlier and later alignments side by side. But the vast majority of U.S. Hwy 395 today is very much like it was in the 1950s. This is the story of my driving the 1,305 length of this historic and scenic highway in my classic 1969 912.

I drove southbound from the northern terminus of U.S. Route 395 at the Canadian border near Laurier, Washington to where the highway unceremoniously merges with I-15 and ends near Hesperia, California. Extra equipment on board included a

cellular phone, digital camera, laptop computer, western states road map, two small ice chests (in lieu of a passenger seat), a 912 shop manual, additional emergency equipment and my previously developed sense of adventure.

## Washington

My adventure on U.S. Route 395 began at Laurier, Washington on the Canada / U.S. border. Northeast Washington was beautiful. The drive was mostly mountainous or hilly. The route included some mountain valleys in full spring growth and surrounded by snowcapped mountains. Snow flurries at high altitudes were a constant concern because April weather in Washington can change quickly above 4,000 feet. Spokane is Washington's principal city on U.S. Route 395, though many smaller towns have character, history and charm all their own.

In this respect I was particularly impressed with Ritzville, about 65 miles southwest of Spokane. The downtown

area is quite interesting. The route between Ritzville and the Oregon border is mostly at high altitude with several mountain passes over 4,500 feet elevation. My highway adventure in Washington included encountering a large nail just outside Spokane that destroyed one of my new 195/65X15 Dunlop Sport tires. Oh well.

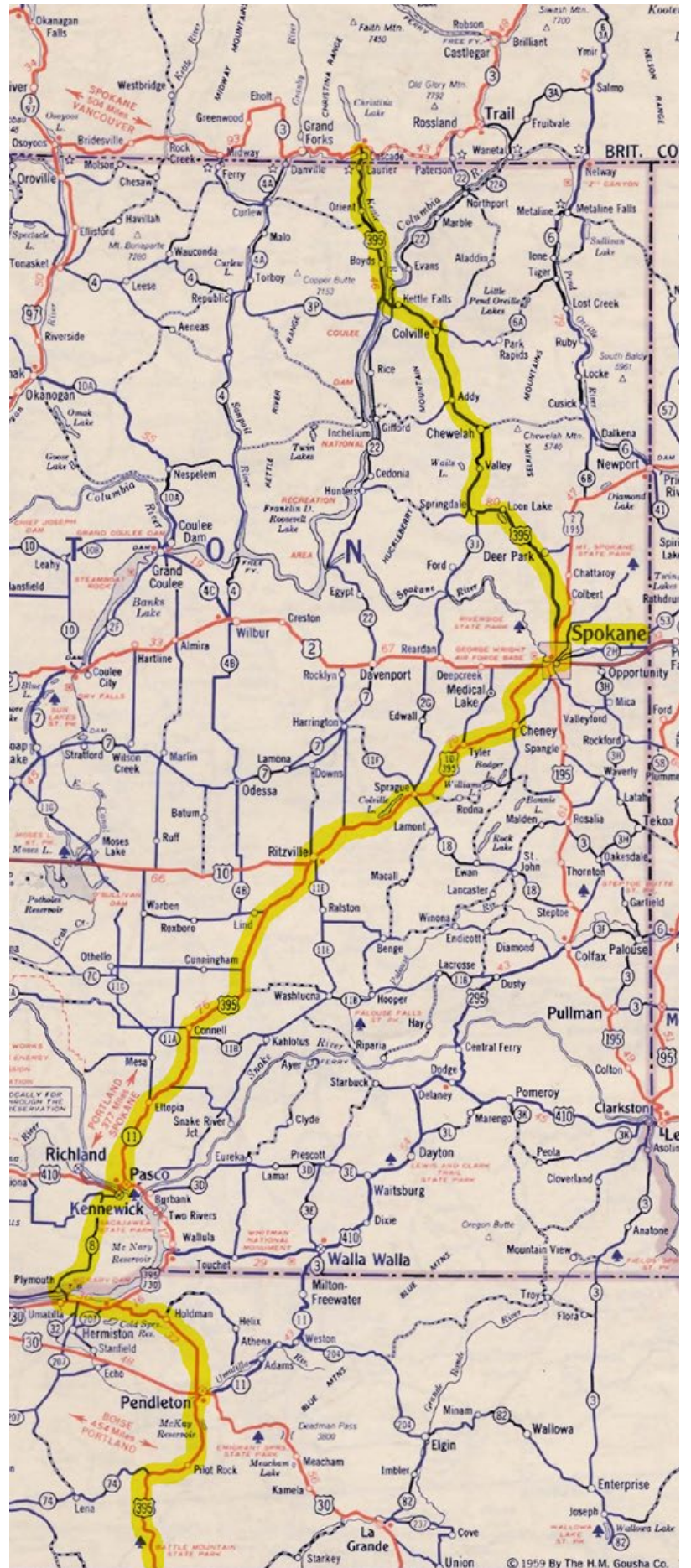
## Oregon

I entered Oregon over the mighty Columbia River via the 1955 Sturgis Bridge at Umatilla. The Sturgis Bridge serves southbound traffic. A newer (1987) adjacent highway bridge handles northbound traffic.

World famous Pendleton Mills in Pendleton was a trip highlight. One building open to the public is half museum and half retail store. Wonderful products were in abundance.

Just south of Pendleton, after an uneventful encounter with a herd of cattle on the roadway, the highway climbed again into spectacular mountain scenery.







The morning weather was quite cold but, as you'll see in the photos, it couldn't have been better for mid-April. I crossed highway summits at Battle Mountain (elev. 4,270), Meadow Brook (elev. 4,127), Long Creek (elev. 5,075), and Beech Creek (elev. 4,708) on this wonderful stretch of gently curving mountainous road that seemed designed for my eager 912.

After one night in John Day (named after an early American Explorer), my scenic Oregon journey continued the following day. My route crossed highway summits at Canyon Creek (elev. 5,152) and Divine Ridge (elev. 5,340) before reaching Burns where U.S. Route 395 is co-signed with U.S. Route 20. From Burns south to the California border, the highway was virtually deserted and mostly straight. The scenery seemed ideal for inclusion in a college-level geology textbook. Continue your ride with me through central Oregon and see what I mean.



## Northern California

U.S. Route 395 enters northern California near the east shore of Goose Lake and the Modoc National Forest. The late afternoon weather was threatening. I had to hustle to reach Alturas in daylight and before things got nasty. The air cooled 912, on the other hand, seemed to thrive on the combination of falling temperatures and increasing humidity. My timing was good, because the fast-moving storm hit Alturas just after I had checked into my motel. Fortunately I was only a short, but brisk, walk from a casual restaurant.

The weather forecast for the following day was good but I was concerned about an early morning crossing of Sage Hen Summit (elev. 5,556) about 30 miles south of Alturas. The following morning, a leisurely breakfast took just enough time to get me over Sage Hen Summit in good weather and only melting snow along the roadside.

The drive further south toward Reno took me past Honey Lake and the sprawling (92,743 acres) Sierra Army Depot. I was still behind the fast moving storm front. The sky was clearing but morning temperatures were still in the low 40's. Snow covered mountains on both sides of the dry and clear highway presented many photo opportunities. Around noon, I anxiously crossed the state line into Nevada (which means "Snowy" in Spanish) and started looking for a gas station. I was

nearing the end of my Oregon fuel and didn't want to fill up in gas tax-happy California unless it was absolutely necessary.

## Western Nevada

Entering Reno from the north, U.S. Route 395 became Virginia Street at the city limits, bisecting the University of Nevada campus before passing beneath the world-famous Reno sign. There was no urban sprawl in 1866 when Carson City's U.S. Mint was built. Not surprisingly, the former U.S. Mint is on former U.S. Route 395 (now Carson Street) and is a key component of the Nevada State Museum System.

Highway improvements are evident in the Reno-Carson City area. U.S. Route 395 has been re-routed around the two cities and cosigned with Nevada State Route 430, known locally as the Reno By-Pass. The new alignment will be co-signed as U.S. Route 395 and I-580 when construction is completed.

There is much to see and do in the greater Reno / Carson City area. Virginia City is a major historic attraction southeast of Carson City. Lake Tahoe's year-round recreation starts only about 15 miles west of Carson City via U.S. Route 50. When Topaz Lake's water level is high, the lake straddles the California state line about 37 miles south of Carson City. When the water level is lower during most summer months, it's a scenic Nevada lake.

I made a photo stop near Topaz





Lake. I also topped off my tank with relatively inexpensive Nevada gas, then drove smugly back into California. Remembering important lessons from my college Statistics classes, I stopped in Nevada only for photos and fuel.

### Central California

“Central California” for present purposes, extends southward from the Nevada border at Topaz Lake to Bishop.

The highway passes over Devil’s Gate (elev. 7,519), Conway (elev. 8,138), Deadman (elev. 8,041) and Sherwin (elev. 7,000) Summits. The highway also crosses a major geological feature called the Long Valley Caldera. This spectacular route is a geological wonder.

U.S. Route 395 is the gateway to the full length of the eastern High Sierras. Mono, Crowley, Convict, June, Twin and Mammoth Lakes are popular recreation destinations, as are Mammoth Mountain, Devil’s Postpile National Monument, Bodie State Park (a wonderful ghost town), and, in summer, a scenic road over Tioga Pass (elev. 9,945) to Yosemite National Park.

Though my 912 and I cruised through this area in a single afternoon, I could have spent at least a month absorbing the scenery, history and geology on or near this roughly 140 miles of U.S. Route 395. This stretch of highway will see me again.

### Southern California

For the purposes of this travelogue











“Southern California” extends from Bishop, where I spent one night, to the southern terminus of U.S. Route 395 near Hesperia.

One segment highlight was Independence, the county seat of Mono County. This small town of about 800 residents boasts the historic 1927 Winnemah Hotel, the Eastern California Museum, the former home (now a state historical site) of author Mary Austin and unforgettable views of the eastern Sierras.

The Manzanar National Historic Site is south of Independence. Now operated by the National Park Service, this one square mile tract was the involuntary home of up to 10,000 Japanese-American internees during WWII. It's well


worth a stop at Manzanar to see and learn more about an interesting period in our nation's history.

After passing the 1.1 million acre China Lake Naval Air Weapons Station north of Ridgecrest, U.S. Route 395 passes through more than a hundred miles of the Mojave Desert before ending, without notice, as an on-ramp to southbound I-15 near Hesperia. U.S. Route 395 once continued south through San Bernardino, Riverside, Temecula and Escondido to its original southern terminus in downtown San Diego. Though U.S. Route 395 is known unofficially as the “Three Flags Highway”, it never reached the Mexican border.

#### **U.S. Highway 395**

I found the entire 1,305 mile route of U.S. Hwy 395 to be in remarkably good physical condition. Most of U.S. Route 395 is two-lane asphalt. Some portions are four-lane expressway. Three relatively short segments are co-signed with Interstate highways.

Traveler accommodations on the route were adequate; motels, gas stations and restaurants were readily available. Good trip planning and careful fuel management were needed, though, because of occasional long distances between traveler services.

Now, that you have shared my journey, lay out your map of the western U.S., grab a highlighter and start planning your adventure on U.S. Route 395! 

# HIGHWAY 95:

## “DESOLATION HIGHWAY – PORSCHE STYLE”

---

**Beginning in 1926**, U.S. Highway 95 originally ran north-south through Arizona, California, Nevada, Oregon and Idaho connecting our Mexican and Canadian borders. Today's highway shares routing with short sections of I-10, I-40 and I-80, but is otherwise much as it was in the 1950s for the vast majority of its 1,574 mile length.

My trip started at the U.S. / Mexican border in San Luis, AZ. When I arrived and stopped for photos, I was stopped and questioned by a U.S. Border Patrol / U.S. Customs private security agent, who told me President Bush was going to be there at 10am the next morning. I told the security person I was there to start a border to border trip in my 1969 Porsche parked nearby, that I planned to write an article about the trip, and I assured him I would be 300 miles away by the next morning. Apparently satisfied, he drove off. So did I.

### Day 1

U.S. Hwy 95 is Yuma's principal street, typical of the way things were done in the pre-Interstate Highway days. Yuma was the first of many traditional “Main Streets” I would encounter on this trip. I drove north through farm country. It was beautiful in early April, largely because of the desert weather and abundant water from the nearby Colorado River. Had I not known otherwise, I could have been in Kansas in June.

The US Army's sprawling Yuma Proving Ground sits astride U.S. Hwy 95 north of Yuma. Being little there I could see, I noted the location and continued northbound from Yuma.

In this segment of highway I noticed what appeared to be relatively new drainage culverts that seemed to be exceptionally wide beneath the two lane asphalt highway. The concrete ends of the culverts looked new. I wondered if a widening of the roadway was planned. In the miles ahead, I would see more evidence of this possibility. In Idaho, I would see firsthand that a major improvement of U.S. Hwy 95 had already begun .



Today's routing of U.S. Hwy 95 continues north to Quartzite, AZ, then west to Blythe, CA ,on I-10 (over what used to be U.S. Hwy 60). The old Highway 60 is now the principal east-west street, Hobson Way, in Blythe. I turned north on Hwy 95 in downtown Blythe and drove parallel to the Colorado River until I encountered I-40, where I drove about 12 miles west-bound to Needles, CA then exited north, again on 95, toward Las Vegas NV.

U.S. Hwy 95 enters the Las Vegas area between Boulder City and Henderson, NV, on a section co-signed with U.S. Hwy 93. I drove through the Las Vegas sprawl then deviated north a short distance on I-15 (also co-signed with U.S. Hwy 93) to what is now Nevada State Highway 215, part of the “loop” around the greater Las Vegas area. The portion I took was still under construction to the point where I exited to the north on U.S. Hwy 95.

Much of the sprawling tract of land northwest of Las Vegas was formerly called the “Nevada Proving Ground” then “Nevada Test Site”. This is where atmospheric and underground weapons tests have been carried out for many years. Somewhere in this vast territory is also said to be the U.S. Air Force's “Area 51”, but I would never stop to look for

something that, of course, isn't there.

Beatty, NV, is on U.S. Hwy 95 and near the eastern entrance to Death Valley National Park. NV State Route 374 enters the Park over Daylight Pass (el. 4,317) and gives visitors access to spectacular scenery, hellish summer weather and, some 50 miles into the Park, the lowest point in North America at 282 feet below sea level.

North of Beatty on US Hwy 95 is Scotty's Junction and NV State Route 267, giving closer access to historic “Scotty's Castle” in the northern portion of Death Valley.

Southwestern Nevada is beautifully desolate. The highway is at fairly high altitude, crossing Stone Wall Pass (4,636 ft.) north of Scotty's Junction and Goldfield Summit (6,087 ft.) just south of Goldfield. A short distance north, the Tonopah Summit reaches 6,256 ft.

In this highway segment between Las Vegas and Fallon it was possible to see the highway from one pass across a wide plateau and up to another pass on the horizon at least 30 miles away.

I stopped in Goldfield and visited the local Chamber of Commerce. I learned about the history of the town, current status of the 1908 Goldfield Hotel (presently vacant), the Cook Bank building recently acquired and undergoing restoration, the





1907 Goldfield High School also undergoing restoration, a recently restored Fire Station building.

Just north of Tonopah Summit is Tonopah (elev. 6,030 ft) where U.S. Hwy 95 merges briefly with westbound U.S. Hwy 6. When I visited Tonopah, the 1908 Mitzpah Hotel was closed and for sale. Directly across Main Street (also Hwy 95) from the Mitzpah, the 5 story Belvada Hotel was being refurbished.

I took a photo of the Silver Peak Historic Marker just west of Tonopah then turned north from U.S. Hwy 6 (which continued on to Bishop CA) toward Hawthorne, NV.

Hawthorne is the home of the Hawthorne Army Depot, opened in 1930 and first operated as a U.S. Navy ammunition depot serving the west coast of the U.S. At its peak of activity in WWII the depot property consisted of about 327 square miles of arid desert and contained about 3,000 munitions storage bunkers of various types and sizes. At present, the facility is operated by a private contractor under agreement with the US Department of Defense.

While making a fuel stop in Hawthorne, Tom Woodford saw my white 1969 912 and pulled into the station. He was transporting a highly modified 914

rally car to California. He noticed my original factory gray steel wheels and asked if I was interested in a set of Fuchs wheels. I said I preferred my original wheels but thanked him for his interest. He left a business card with me and continued southward.

It began to rain lightly as I drove north from Hawthorne toward Walker Lake, where I made a photo stop.

U.S. Hwy 95 continues 34 miles north of Fallon past dry Carson Lake, through Fallon, and past the Carson Sink (another very large dry lake) to intersect with I-80. U.S. Hwy 95 is co-signed with I-80 for about 94 miles to Winnemucca, NV, where I spent the night.

## Day 2

I was greeted the following morning by a chill in the air and the sight of my car covered in early April snow outside my hotel window.

I looked at my map and realized I had not reached the half-way point in my northward journey. Would I see more snow? (Yes, I would.) If so, would it be a problem? (No.) With a heightened sense of adventure, I packed up, loaded the car, checked my engine oil (which had the consistency of cold pancake syrup) and headed north.

I drove about 65 miles to the Oregon border and, just after crossing the border, I went over Blue Mountain Pass (elev. 5,293 ft.). Much snow had fallen the previous night, but the road was clear. I glided gently over the pass at about 3,500 rpm in 3d gear.

This portion of extreme southeastern Oregon is desolate to the extreme. Desolate, though, does not mean ugly or unpleasant. The scenery had a strange and pure beauty about it, which I found both refreshing and invigorating.

As a city dweller, I also came to appreciate the vastness of the area through which I was driving and the almost complete absence of traffic. I was somewhat amused to see "Open Range" signs, warning motorists that cattle or other animals might be seen on the road at any time. As it turned out, this sign was prophetic.

At Jordan Valley, OR, U.S. Hwy 95 turns north toward Nampa, ID, and the greater Boise area. South of Nampa I stopped on the spectacular mountain road to take photos of Boise, clearly visible about 50 miles to the northeast, and a previous routing of U.S. Hwy 95 which was narrow, twisting and probably quite dangerous due to the absence of visible guardrails. Driving on predecessor



routings of the U.S. Highways, as I would see several times on this trip, must have been a multi-faceted challenge for early- and mid-20th century travelers.

The valley areas around Boise are agricultural and spring was in full bloom during my April trip. The soil appeared rich in organic content and the relatively short growing season was already taking advantage of longer spring days at this latitude. Agriculture is big business in Idaho and it clearly showed during this segment of my journey.

Around Mesa, ID, I began to transition from farm country to higher elevations and pine forests. By New Meadows, ID, I was again in mountain country and came upon a chance to see current and previous routings of U.S. Hwy 95 practically side by side, including two highway bridges. The old highway routing was being used as a local street and the old highway bridge had clearly seen better times. (photo 8 – Hwy 95 Original Bridge 01)

As I photographed the old bridge,

I was moved by the relative frailty of the Federal highways that for many years helped hold our country together.

I spent that night in Riggins, ID, at a new hotel in a spectacular setting on the banks of the beautiful Salmon River. I wish I could have stayed longer.

### Day 3

Leaving Riggins the next morning to the north I left the Salmon River Canyon over a new and very attractive concrete arch suspension bridge. Neither the predecessor bridge nor roadway was visible in the narrow canyon.

I was still in the Idaho mountains, though, with spectacular scenery all around. Snow was present above me on the higher mountains, and became proximate as I crossed a mountain pass (el. 4,421 ft.) just south of Grangeville, ID.

This section of west central Idaho is part of the ancestral home of the Native American Nez Perce tribe, who are still very much a part of the state's contemporary scene. I stopped for a picnic

lunch at the Nez Perce National Historical Park's Spalding Site outside Lapwai, ID. Early American Missionaries Henry and Eliza Spalding settled here, on the banks of the Clearwater River in the early 1830's. Their home may have been primitive by modern standards, but the setting for it was absolutely beautiful on the spring day I was there.

Several excellent institutions of higher education exist in this region. Continuing north I passed through Clarkston ID, home of Lewis & Clark State College. (Lewiston WA is adjacent, just across the Idaho / Washington state line. Both towns are namesakes of early American Explorers.)

U.S. Hwy 95 continues north to Moscow, ID, home of the University of Idaho. The University of Washington's Pullman campus is just 10 miles west. After crossing yet another spectacular mountain pass (el. 3,600 ft.) I quickly descended into tiny but picturesque Tensed, ID.

I passed beautiful Rose Lake south of Cour d' Alene, ID, and continued northward toward Sandpoint, ID.

I spent the night in Sandpoint, ID, after crossing a long highway bridge over Lake Pend Oreille.

### Day 4

I was now about 60 miles south of my destination; the Canadian border at Eastpoint, ID, and the northern terminus of U.S. Highway 95.

Weather was clear and cold early the following morning. The forecast called for partly cloudy skies and a 40% chance of rain in the afternoon with light snow possible in the higher elevations. I put on a second sweatshirt, packed the car, checked my engine oil and tires, cleaned my windshield, topped off my fuel tank and headed north.

The drive north from Sandpoint took me through Bonner's Ferry, ID, and some of the most beautiful mountain valley farmland (mostly in Alfalfa) I had ever seen. The combination of deep green spring Alfalfa surrounded by snow covered mountains was a visual treat of the first magnitude.

Just south of the international border, extensive road work was in process adjacent to U.S. Hwy 95. A major highway improvement project was in process and present U.S. Hwy 95 would soon be either relegated to service road status or disappear completely on completion of the





new roadway. I couldn't resist a photo of the current highway bridge and the new bridge under construction.

When I arrived at the international border I stopped briefly to document my arrival and inquire about the latest weather forecast with the U.S. Customs officer. She was exceedingly polite. She said the weather should be fine for driving and no road closures were in effect or predicted. She did remind me, however, that things can change quickly this far north. I suspect this reminder would not be necessary for a native but the California license plates on my 1969 Porsche 912 most likely prompted her extra measure of consideration. I told her I just wanted to drive over the border to take a picture of something Canadian and return. She said that would be fine.

I drove another hundred feet or so to the Canadian Customs Station. There was no other traffic at the border so I was reasonably confident my brief stop and conversation on the American side were fully observed by our Canadian neighbors.

When I drove slowly to the Canadian Customs Station, a very nice Customs Officer leaned slightly out of his window, looked at my Porsche with more than casual interest and said, "I'm glad you finally brought my car back." We both laughed. Whatever ice there may have been, he had completely melted it. He asked if I had some official Identification, which I quickly produced to his satisfaction. When he asked why I was coming to Canada I told him I had reached my destination and merely wanted to take a photo or two of the nearby "Welcome to British Columbia" sign then turn around and return to California. He must have silently thought I was crazy. I gave him a couple of short toots on my Hella air horns as I returned the hundred feet or so to the United States.

The United States Customs officer was visible as I drove slowly back toward her class-enclosed booth. She waved me across (I'm sure she hadn't lost sight of me during my micro-tour of Canada) with a wave and nice smile. I tapped my Hellas a couple of times for her, too, and headed south.

*It was quite a trip!* ■■■

## International Mercantile

Since 1971

**912/911  
Front-Rear-Tunnel  
Original Type Mat Set  
\$700**  
1965-1972  
Specify if lever heater



**Manufacturer 356, 912, 911 Parts**

**Specializing in Rubber Parts & O.E.M. Fasteners**

www.IM356-911.com | 1.800.356.0012  
1.760.438.2205

**Tachometer dead or reads incorrectly after engine or ignition system upgrades?**

**Replacement Tach won't work in your car?**

**TACH-ADAPT fixes compatibility issues!**



www.AshlockTech.com 714-651-1631 Bob@AshlockTech.com

## When Performance Counts

**Shasta Design**  
Pistons & Cylinders made in USA  
80mm pre-A to 90mm outlaws.

**NEW for 356 A&B engines:**  
86mm Pistons for 22 deg heads,  
No need to machine heads!

- Scat cranks, Carrillo rods,
- Shasta Power Pulleys,
- Shasta flywheels • Full flow oil
- Fuel pump block off plates,
- Sump plates.

**NeuTek Cams**

- Ground on New Billet Camshafts
- Cams for Zenith Carbs
- Cams for Solex Carbs
- Cams: stock, improved street, rally and Vintage Racing – track proven.
- Straight cut cam gears,
- Aluminum pushrod tubes,
- Chrome moly pushrods.



**775-8NeuTek 775-863-8835**  
Visit our Websites [www.shastadesign.net](http://www.shastadesign.net)  
[www.neutekcams.com](http://www.neutekcams.com) email: [info@neutekcams.com](mailto:info@neutekcams.com)

**NOW IN STOCK!!! 12 Volt Alternators that look like stock generator**



# MICHAEL R. NEWLON: MARCH 25, 1945 - OCT.15, 2015

**Michael R. Newlon** passed away Oct.15, 2015, after being diagnosed with brain cancer two years prior. Mike was born March 25, 1945, and was adopted by his loving parents Isabelle and Max Newlon. They lived in Batesville, Arkansas, until moving to California when Mike was in the fifth grade. Mike graduated from Cal Poly Pomona in 1967. As Class President, he was instrumental in leading his class in acquiring the "University Carillon" which continues to ring on campus to this day. Mike had a career in corporate management. He also had a parallel career in the Army Reserves for 23 years, reaching the level of Lieutenant Colonel. Mike was very proud of his service in the U.S. military. Mike married his wife, Bernadette, in 2005 and they moved to Sun City Palm Desert in November 2008. Mike also retired in 2005 and started his new journey as a writer. He took many trips in his 1969 Porsche 912, on the old U.S. highways and wrote books about the highways and his travels. He felt the old

U.S. highways were becoming lost under freeway concrete and development and he wanted to preserve their memory. His Porsche and the old highways were his passions. He has published four books on U.S. Highways 95, 395, 99 and 101. He also wrote and published two booklets about his beloved 1969 Porsche 912 of which he was the original owner. Mike cared about his country very much. He was President of the Republican Club at Sun City for two and a half years. Also, many folks attended and enjoyed learning about the U.S. Constitution as he led a Constitution discussion group for three years at Sun City. Mike is survived by his wife, Bernadette, and his stepson, Ilya Magura. Donations in his honor can be made to the American Brain Tumor Association at [www.abta.org/donate](http://www.abta.org/donate).

\*\*\*\*

Mike donated his 1969 Porsche 912 to the Petersen Automotive Museum

in Los Angeles. He even included with it a three ring notebook containing all receipts for all the work he had ever done to the car, and all paperwork starting with the original window sticker. (In 1969 the suggested retail price for Mike's car was \$5,388.70.) The museum was delighted to receive Mike Newlon's Porsche 912, and for those of us who appreciate Mike and the adventures he shared with us, it is very fitting that his car be where it can continue to inspire future generations of enthusiasts.

If you enjoyed reading about Mike's adventures in this magazine, the full editions of his travelogues which include many more pictures of the places Mike visited, along with more detailed explanation of each, can be found on Amazon by searching "Michael Newlon". There is also an equally worthy 4th Travelogue chronicling Highway-99, which we simply did not have the room to include in these pages. ■■■

- Originally published in The Desert Sun from Oct. 31 to Nov. 2, 2015







## Membership Application Form

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Annual Membership (circle one): 1 Year \$35      2 Years \$70      (For outside of USA members, add \$15 per year.)

Porsche 912 ownership is not required for membership; the following items are optional:

Car Year: \_\_\_\_\_

Body Style (circle one):    Coupe              Sunroof              SW Targa              HW Targa

Original Color Code: \_\_\_\_\_ VIN: \_\_\_\_\_

Special Notes: \_\_\_\_\_

Photocopy and mail with a check or money order to:

912 Registry  
P.O. Box 3436  
Clovis, CA 93613

**B**

**Benton**  
PERFORMANCE LLC

RESTORATION  
RACING MODIFICATION  
& CUSTOM COMPONENTS

JOHN BENTON: 714.630.5025 / john@bentonperformance.com



## 912 Registry

PO Box 3436  
Clovis, CA 93613

# 912 Registry Official Merchandise



### Driving Cap

Low profile 6-panel with preformed visor and adjustable leather strap. Available in Black, Red, Blue and Khaki. All hats are a faded stone washed look One size fits all. | \$19



### Grille Badge

The original and most sought-after 912 Registry 'goodie'. Genuine cloisonné enameled badge measures 3.5" diameter and comes with mounting hardware. | \$45



### Limited Edition Red Grille Badge

A Limited Edition and numbered 912 Registry grille badge is now available. With a new red color, only 100 will ever be produced! The re-engineering of the fastener spacing prevents damage to your engine grill screen. These are available on a first come, first served basis. Measures 3.5" diameter and comes with mounting hardware. | \$65



### T-Shirt

Logos front and back. Men's \$18 | Women's \$12 (fitted)



### Polo Shirt

Available in Black, White and Grey with silver embroidered logo. Men's M-L-XL-2XL | \$28



### Key Fob

Just what you need to finish off your interior restoration, or to impress the concours judges! Genuine hand-stitched leather with cloisonné enameled 912 Registry logo. | \$10

**To Order: Send check payable to 912 Registry to: Karol Nesdale, PO Box 3436 Clovis, CA 93613**

Be sure to specify Quantity, Item, Color and Size. All prices include Shipping and Applicable Taxes.