



NORTHWEST OHIO REGION

# *Cadillac & LaSalle Club* *Northwest Ohio Region News*

December 2016

Volume 9, Number 12

*Club Activities Page 19*



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***CLC/NWO monthly meeting***  
***Saturday, January 14, 1:00***  
***Uncle John's Pancake House***  
***3131 Secor Road***  
***Toledo***

## CLC/NWO Region

### 2016–2017 Elected Officers and Board Members

**President/Director**.....**William Shepherd**  
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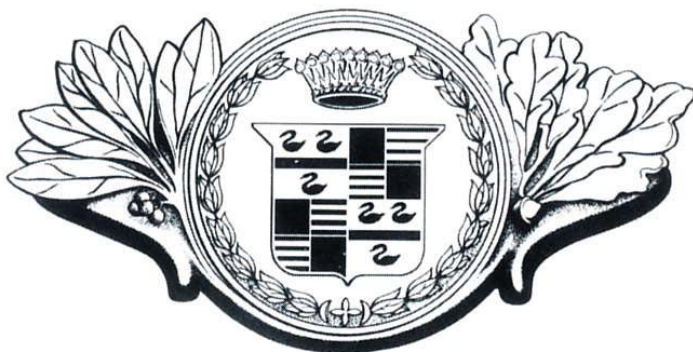
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### Club Activities Page 19



## No December meeting means time to read by Elden Smith

**T**HERE IS NO DECEMBER MEETING because this is a busy time of year. Holidays and year-end activities mean we will not gather until January 14 at Uncle John's Pancake House. Meeting and lunch will happen at 1:00. Please note the cover for the event and address. Also, please remember our January 21 Winter Event—see page 6 for details.

The cover shows a 2013 ATS crest posted January 2014 by *Automobile Magazine*. Let us hope that the ice and snow picture does not predict a hard winter.

Happy holidays, and a great 2017 to all.



There is no point in asking Santa for one of these (above) because a release date, if there is one, will not happen until at least the end of 2017. In addition, the guestimated price will be at least \$100K±. For all of us who have hoped for a new Cadillac convertible, this **Ciel** concept car might be the answer. Maybe Cadillac will name it Eldorado! This is, of course, nothing but speculation and pipe dreaming. These are great ways to spend a quiet evening by the fire. When TV lets us down, think about concept cars of the future. An interesting article appears at <http://mycars2016.com/2017-cadillac-ciel-concept/>.

I wonder what might have happened had Buick's Cascada (Spanish for waterfall) been a Cadillac.





***President's Message***  
***by William Shepherd***

**W**ELL, NOW THAT WAS A GOOD TIME. I'm talking about activities that were coupled with our November meeting in Blissfield, MI. Model trains aren't everybody's thing, but as one who grew up in the '50s, I certainly enjoyed the two stops. The first was a model railroad club that coincidentally had its open house the same day as our scheduled meeting. Their HO train layout operated on many levels with excellent scenery as a backdrop. The time frame of the layout was roughly the mid-'50s to the mid-'60s with model cars and other period pieces to blend in. The second stop was an equally nice O gauge layout in the basement of an acquaintance of our tour guide Bob Stahl, Jr. The walls around the basement also had posters and maps with a railroad motif. We owe Bob Stahl Jr. a big thank you for arranging this enjoyable afternoon for the club members.

Popular culture makes much of the fins from the 1950s cars that first appeared on Cadillacs, and then later on other cars. This styling gimmick seems to capture the 1950s, just as art deco defined the 1930s. What gets overlooked is that most of Detroit's offerings back then were also roomy, comfortable, and big. While they weren't fuel efficient, so called "economy" cars weren't much better. Those big cars give you enough room to move your limbs more than a few inches and a cross-country trip doesn't cause you to feel every bump in our deteriorating highway system. Old cars may have more of a future than just collectibles or nostalgia generators.

The fall weather so far this year has been exceptionally nice. I wish I could say that I've spent hour after hour in the barn working on old cars, but the reality is I've done more yard work and work in the house than anything else. With the advent of grandchildren, I seem to have less free time than was ever the case when my own children were growing up. I need to get this all figured out. Maybe I could get a younger family member interested in working on old cars. Or maybe not.

Young people today seem much more interested in the latest and greatest electronic devices, and the capabilities and speeds of these devices, than they do in old cars. While old cars occasionally serve as a backdrop in commercials for products these youth might buy, there really is little appreciation amongst many of them for the old car as an artistic and mechanical marvel. I'm reminded of life in the 1950s, where the newest work-saving and time-saving gadget for the home was all the rage. The old car hobby really didn't start gaining momentum on a universal scale until well into the 1970s, by which time the various gadgets of the 1950s either had become commonplace or were deemed to be useless. We're probably another 15–20 years away from the next old car renaissance. A nice thing about old cars is that they are conspicuous. You can drive your old car through your neighborhood to the smiles and thumbs up of those around you. You really can't publicly celebrate old pocket-sized electronic devices. I predict that today's young people will come around eventually.

I'll see you on the Cadillac road.



***Club Activities Page 19***



**NORTHWEST OHIO REGION**

***CLC/NWO monthly meeting***  
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***3131 Secor Road, Toledo***

## *Sportsmanlike Driving was more than a driver education textbook title*

by Elden Smith

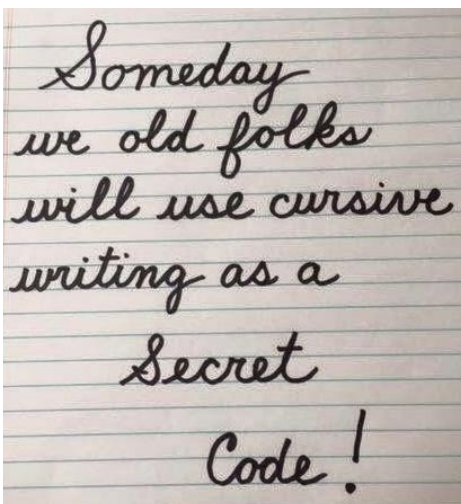


**I**N MY LIFE STORY, “GEEZERHOOD” PREDATED “curmudgeonhood” by a couple of decades. When I hit 55 and became eligible for senior discounts, my children informed me that I had reached “geezerhood” status.

They were wrong—I had held that standing for many years. I just kept it concealed from my family. To celebrate my delicate condition, the four offspring, egged on by my late spouse, presented me with a DVD copy of the 1993 *Grumpy Old Men* movie starring Jack Lemmon, Walter Matthau, and other Hollywood notables. Now that I have advanced to being a grumpy old man, I believe my correct group identity might be “curmudgeonhood.” This qualifies me to give unsolicited commentary. That seems an appropriate “swansong” for a retiring editor.

The following recital of gripes accumulated while driving a small car (Allanté) amid summer’s swarm of large vans, SUVs, and pickups.

- Toledo drivers frequently make left turns by crossing to the left of the center stripe in an intersection—an area reserved for oncoming traffic. I learned about this error the hard way as a new driver sixty-plus years ago. Not noticing the presence of a patrol car, I earned my first traffic ticket—driving left of center. As I recall, it cost me only \$10, but the lesson has lasted many years and I have avoided head-on and sideswipe accidents.
- Some folks ignore clearly marked left turn lanes by making turns from traffic lanes. Perhaps it is because they discovered their destination too late to use the proper turn lane, but my opinion is that they simply ignored the paint stripes telling them where to go. The typical response from other drivers brings a cacophony of honks from vehicles following them.
- Lane closures abound in our area. A 100-mile radius on I-75 from home north to Detroit and south to Lima displays an array of orange barrels and concrete barriers. Warning signs give plenty of notice, but there are folks who race ahead in lanes that will soon end. Then, at the last moment, they butt in as though the road had their names on it!
- Tailgating is another favorite pastime of the urban driver in this neighborhood. Some drivers merely grow agitated by a car that wants to ride in their back seat. Others will abruptly brake to startle the tailgater. This is an open invitation to bumper, taillight, and trunk damage, but it is a tempting response.
- Horn honking accompanied by a thumbs-up signal intends to show admiration for one’s collector car, but it is often unnerving in a heavy traffic setting.
- Inappropriate speeds are common for those in this area. Traffic often flows ten to fifteen miles per hour above the speed limit. Selective enforcement means that there is no way to “nail” every speeder or slowpoke with a citation. As members of a collector car organization, perhaps our best behavior is to model good and courteous behavior.





*Welcoming the New Year also means welcoming a new editor* for this newsletter. I compose these messages far in advance of the event, so I do not know that person's name as I write. I feel certain that CLC/NWO will offer its customary patience and kindness to my successor. Words from our bylaws seem to be appropriate reminders to all about the nature of this club and the responsibility of the Editor.

"The purposes for which the club is founded are: develop, publish, and exchange information pertaining to Cadillacs and LaSalles; to encourage maintenance, preservation and restoration of all Cadillacs and LaSalles, and to promote social fellowship among the club members. The club is intended to be a chartered local region of The Cadillac & LaSalle Club, Inc., a national club."

"Editor: The editor shall publish and mail a monthly newsletter to all club members in good standing. He/she will include in the newsletter summaries of the monthly business meeting as well as items of interest to the club or for club action."

### *In closing...*

**This issue marks the ninety-ninth newsletter issue of my editorship.** By counting the September Extra issue, it makes exactly one hundred issues.

In our first year, Northwest Ohio published only three issues beginning in October of 2008—following our founding in September. Each year (because I took our Region's bylaws literally) twelve issues informed readers of the "news and views" of the Region and of contributing writers. Many Regions publish eleven issues because they plan no December issue as well as no December meeting.

**The ninety-ninth issue milestone reminds me of a song** from the far-distant past. In the 1950s, we sang it on boring school bus trips to various functions. Here is a truncated quotation. Please provide the remaining verses and sing along if you feel the inclination. **To celebrate this final issue of my editorship, I offer this farewell song and my thanks for the joy I have had in nearly nine years in this office.**

"99 bottles of beer on the wall, 99 bottles of beer.  
Take one down and pass it around,  
98 bottles of beer on the wall.

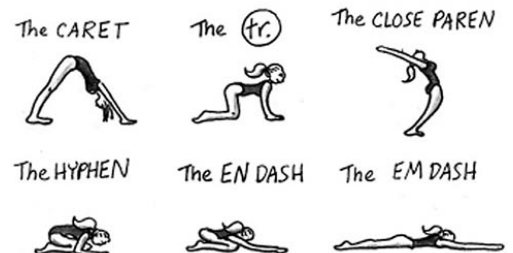
1 bottle of beer on the wall, 1 bottle of beer.  
Take it down and pass it around,  
no more bottles of beer on the wall.

No more bottles of beer on the wall,  
no more bottles of beer.  
Go to the store and buy some more,  
99 bottles of beer on the wall."

**Enjoy the December holidays!**



### COPY EDITOR YOGA



# *Winter Party Time*

After the holiday decorations are down  
and the collector cars are put to bed for winter,  
it's time to come together for fun, conversation,  
and naturally, a meal.

This year we will gather at  
Treo Restaurant and Bar,  
5703 Main Street, Sylvania.

*Saturday, January 21*

Time: Social Hour 6:30  
Dinner Hour 7:30

Cost: \$25 per person

## *Menu choices*

- 6-oz. broiled salmon, rice and vegetable
- Chicken Wellington, mashed potatoes and vegetable
- Applewood bacon-wrapped 6-oz. pork medallion,  
mashed potatoes and vegetable

Coffee, tea, and soft drinks included

Cash bar

**Your check (payable to CLC/NWO) is your reservation.**

Please make your reservation  
on or before January 15 and send to:

Alan Haas

6127 Cross Trails Road

Sylvania, Ohio 43560

Questions: Alan and Vicki Haas 419-472-5396





## Activities Report

by George Louthan, Vice-president, Activities Director

**I**T IS MY JOB TO REPORT TO YOU ON CLUB ACTIVITIES—current and long range—as they appear or are reported to me. This is done to keep you all informed and interested in the club. Part of that process has been a prompt and accurate newsletter that reaches all of you. Let's all hold that thought for now as we will continue with it further in this article, and for now, I will continue with activities.

**November Meeting** promised to be a great event in Blissfield. Planned by Bob W. Stahl, I have no doubt it was a great event. Being sidetracked with a bout of pneumonia along with Mary Ann's sinus infection, we were forced to be absent, so I will leave those details for others to report on.

**CLC/NWO Holiday Party** will be held on Saturday, January 21. Time is 6:30. Place is Treo's on 5703 Main Street, Sylvania. This is hosted by Vicki and Al Haas and promises to be a great time. See details on page 6 opposite.

**Long Range** is a spring crank up tour being planned by Phil Compton. It will include a tour of the Neil Armstrong Space Museum in Wapakoneta. Stay tuned for details. See activities calendar on page 19 for future meeting dates. **Happy holidays to all and to your families.**

### ***A Retrospect View (from yours truly)***

**Back in 2006**, several CLC members approached me to start a CLC region in our area, but under duress of personal obligations, I declined to be involved. When the Almighty took Suzie from me in the spring of 2008 after 50 years together, it left a large void to be filled.

**In the summer of 2008**, I decided to pursue this venture of a region and sent out a letter to those of interest asking if there was support for such a venture. We had our first organizational meeting at Taylor Cadillac in September 2008 with over twenty folks attending and eighteen pledging to join. We immediately applied for provisional status with the CLC and were granted permission. The Northwest Ohio Region of the CLC was born.

Now came the task of convincing other members to join me in managing the region. Some old friends stepped forward: Duke Gercke treasurer, Phil Vrzal secretary, I would do activities. Now where do we go from here? A relative stranger in Steve Kasprzak agreed to be membership chairman. That left one hole to fill. I needed someone to write a newsletter. Another stranger by the name of Elden Smith stood up above all, literally, and said I will try it. Why not? No one else volunteered. I

knew little of Elden other than meeting him and his lovely 1990 Eldorado on the show circuit. Later I learned he was a retired Episcopal minister with experience in drafting newsletters. I thought why not try this as long as he understands this is a "car guy" thing and not a religious experience—although some of us think of it that way.



As the publication grew, (now known as the Northwest Ohio Region News), so did Elden's knowledge of automobile collecting and his ability to put that into print. His knack and thirst for research gave new dimension to articles and held our interest. As I stood back, I witnessed him turn this into a newsletter above newsletters. It became an award-winning publication of the CLC—locally and nationally with many awards to prove it.

**Here we are in 2016**, most of the original 2008 board has moved on and Elden would like to also. Elden will make this his last newsletter and I can't tell you all how much I will miss his guiding hand. He has been my right hand, my left hand, my first hand, my common sense, and my literary guide throughout eight years. Why did I ever question his ability to learn this? I became the student not the teacher. Elden, we look forward to seeing you at meetings and events in the future and hope you enjoy your editor's retirement.

### ***Trivia—by George***

**The October question** was: Can you name the origin of the Chevrolet bow tie emblem?

**There are multiple answers to this question.** The most common by folklore is Billie Durant saw the configuration on wallpaper in a French hotel around 1908. Another version by his daughter Margret says he was always doodling and came up with the bow tie on a napkin during a train trip somewhere between the soup and fried chicken. Another version by his wife Catherine says they saw an ad in a newspaper while on vacation in Hot Springs with a similar logo and Billie remarked that would be good for the new Chevrolet. Later research determined there was an ad in the Hot Springs newspaper nine days prior to his vacation that advertised coal with the merchants name (Coalettes) encompassed with a bow tie. You choose the one you like. (There will be no advance trivia until we have a new editor.)



## ***Crand-down took Club to view Irish Hills color on October 22***

*Article by George Louthan, photos by Steve Quinlan and Bob Stahl*



# *Cadillac*



## ***Crand-down took Club to view Irish Hills color on October 22***

*Article by George Louthan, photos by Steve Quinlan and Bob Stahl*



**T**HE FALL COLOR TOUR ON SATURDAY, OCTOBER 22 was a rousing success in my book. Like the Good Book says, “Where two or three are gathered,” there will be good times.

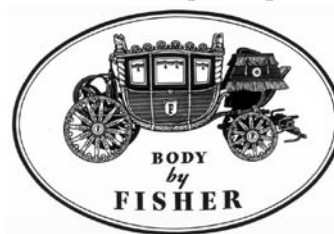
Ten cars with twenty members and associates attended. The cars ranged in years from 1948 (2) to 1956(2), '64, '65, and '76—all Cadillacs with one exception. The weather showed varied sunshine and moderate temperatures to enhance the blooming fall colors.

We started in Sylvania at 10:00. Traveling up old US223, we gathered the Michigan group (including several from the Detroit area) in Blissfield around 10:30. We continued up 223 to the Adrian MI area where we turned north on Wolf Creek Road. This starts as a rural residential road winding through picturesque settings and blends to a complete rural setting spotted with colorful farms and rolling hills.

As we continue north, the road blends into Pentecost Highway that we followed to M50. A right hand turn took us to Hidden Lake Park. The three-dollar entry fee was well worth it as this is an arboretum wonder with winding roads and breathtaking views. Some roads were so steep they could not be seen over the top of the Eldorado hood at times.

After thirty minutes of that, we returned to M50 and Pentecost Highway. Going north to old M12, we went west to Egan highway that we followed around Wampler's Lake where we found Jerry's Pub—a welcome break for all. Jerry's is a quaint pub and grill overlooking the lake where we dined for lunch with long conversations.

At the conclusion of lunch, part of the group departed for Detroit on US12 while the remainder of us followed Onsted highway as a return route to US223 returning through Adrian and Blissfield. The total trip encompassed about four and one-half hours. Thanks to Vrzals, Alan Haas, The Stahls, R. C. and Nancy Young, Tom Todd, the Pashukewichs, the Buchlers, the Tapps—and anyone I missed for your participation.



## Minutes of November 12 meeting

by Philip Compton

**B**EFORE WE GATHERED FOR A MEETING, the club met at the Blissfield Model Railroad Club in Blissfield MI arranged by Robert W. Stahl (the younger). We saw a large and wonderful model railroad display on several different levels. The club then traveled to a private residence to see another awesome train display in his basement. This hobby is probably as expensive as owning several Cadillacs. The club then went to the Main Street Stable and Tavern in Blissfield for dinner.

**President Bill Shepherd opened the meeting** at 6:30 while waiting for a wonderful meal. Six Cadillacs were driven and nineteen attended.

- President Shepherd reminded all to be sure to renew their membership. Bob W. will be sending out reminders around the first of the year.
- Since officers are elected for a two-year term, there will be no election of officers this year.
- January, February, March, and April meetings will be at Uncle John's Pancake House. Check the newsletter for dates and times. [See page 19.]
- We are still looking for an editor of our newsletter.
- A special thanks went to Bob W. for arranging the model railroad tours and reserving the restaurant.
- **Bill presented the treasurer's report** as Andy Shepherd was unable to attend. The beginning balance was \$1,826.86. After bills were paid, the ending balance is \$1,778.88. He suggested that we could still purchase CLC/NWO mugs as Christmas gifts.
- **Al Haas informed the group** that he would like checks for the winter banquet made out to the CLC/NWO at \$25 per person sent to him so that he can get a reservation count. The banquet will be January 21 at the Treo Restaurant in Sylvania, Ohio—and not January 14 as stated in the previous minutes. January 14 will be our regular meeting at Uncle John's.
- **Phil Compton reported** that the Table One restaurant has reopened after a roof collapse, and he will schedule the Spring Crank Up tour to the Air and Space Museum. Most agreed that the end of April would be a good time for the tour.
- **Al Haas reported** that the CLC museum will decorate for Christmas along with other Gilmore buildings. He indicated that if members wanted a national CLC directory, they will have a reply card to fill out, as they will not be sent automatically. He also stated that the 2017 CLC calendar is now available for \$15.

**We will not meet in December**, so I wish you all a Happy Thanksgiving, a Merry Christmas, Hanukkah Sameach (happy Hanukkah), a Happy New Year, and a wonderful holiday season. We will meet at Uncle John's on January 14. [See above right.]

After a wonderful meal, the meeting was adjourned.



NORTHWEST OHIO REGION

**CLC/NWO monthly meeting**  
**Saturday, January 14, 1:00**  
**Uncle John's Pancake House**  
**3131 Secor Road, Toledo**

**Club Activities Page 19**



### **Treasurer's Report** by Andrew Shepherd

|                           |            |
|---------------------------|------------|
| Beginning balance .....   | \$1,826.86 |
| Newsletter expense.....   | (\$47.98)  |
| Balance November 20 ..... | \$1,778.88 |



## *A look at the history of Willys*

*by George Louthan*

**I**HAVE WRITTEN ABOUT SEVERAL OF THE ICONS of the automobile connected to the Toledo area that include the Stranahan brothers with Albert Champion and Charles Dana but the best known is John North Willys.

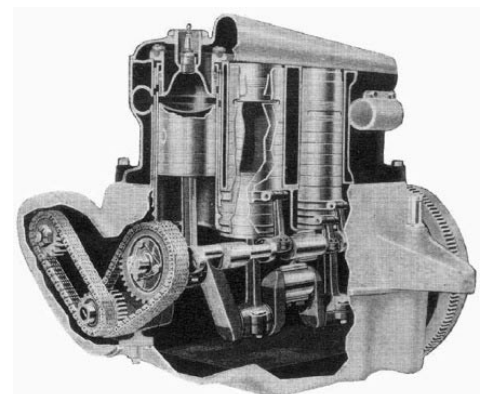
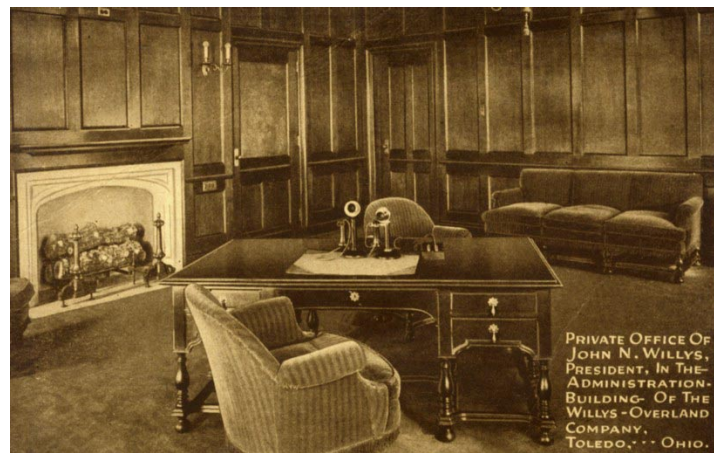
John Willys was an entrepreneur from his early years as a young man in Canandaigua Lake, New York. His father died in 1891 leaving John the responsibility to support himself along with his widowed mother. Around 1892, he started a bicycle repair business. He quickly adapted the idea that not only repairing bicycles but also selling them for several manufactures would be more profitable to him. In 1898, he purchased a bankrupt sporting goods store in Elmira and quickly expanded the business to the point of selling the entire years production of bicycles from several manufactures making a tidy sum.

In 1898 on a visit to Cleveland, he saw his first automobile and was bitten by the car bug. By 1900, his bicycle business had grown to the entire eastern United States to the tune of a tidy sum of \$500,000. With this he purchased his first automobile—a Pierce made in Buffalo, New York and used it as a demo to sell Pierce autos. He also sold Ramblers produced in Kenosha, Wisconsin. The Ramblers quickly outsold the Pierce and by 1904, Willys bought the years production of Ramblers to fulfill all his orders for the coming year.

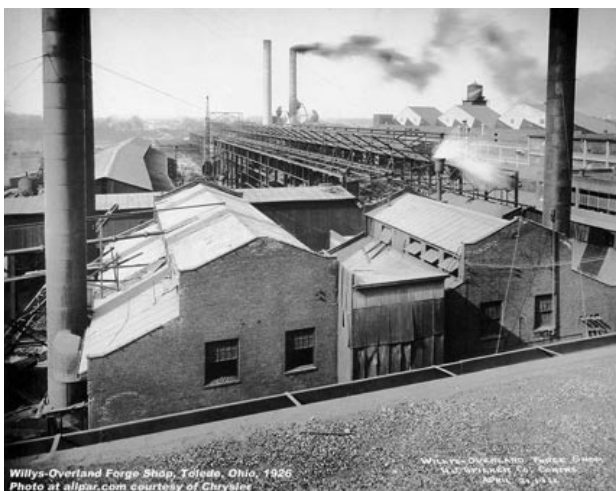
Encountering an old friend, he learned of a company of excellent reputation named Standard Wheel that planned to produce a car designed by Claude Cox. Named the Overland, it would be produced in Indianapolis. Willys decided to add this car to his portfolio of brands making it his primary source. Willys contracted one year's production of the automobile and sold them quickly. All of a sudden, orders were not being fulfilled with little response from the factory. As it turned out an explosion at the factory stopped production and the original investors lost interest. Claude Cox bought the company and re-organized it in 1906, starting production again.

Willys could sell the cars faster than they could be shipped. Willys had banked on Overland production and sent a check for \$10,000 to insure his portion of finished cars only to find shipments ceasing again after Thanksgiving. His curiosity prompted him to board a train to Indianapolis to find the plant vacated with forty-six unfinished 1907 cars within. Willys, with additional funding convinced the bankers he could save the company. Within a short time, workers were paid back wages and the forty-six cars were finished along with 423 others—all sold by Willys that same year.

The company was now known as the Willys Overland Company (sound familiar). Production grew and a new factory was built in 1908 only to find it too small. In searching for additional space, a gift was given to Willys. A small company in Toledo known as Pope Motors was in financial difficulties



*Cutaway view of Willys Knight engine*



Willys-Overland Forge Shop, Toledo, Ohio, 1925  
Photo at allpar.com courtesy of Chrysler



1910 Willys Overland



Known as the Tillinghast Willys Bell House, the 8,300 square foot home on Robinwood and Bancroft has been on the market with an asking price of \$299,900.

(Tyrel Linkhorn, Blade Business Writer, September 28, 2014)



and offered for sale at bankruptcy prices. The production area was large, modern, and set up for auto production. This gift was offered to Willys for a mere \$285,000. That he jumped on. Overland production was quickly moved to Toledo where it became the home to Willys Overland Company. By the end of 1910, production reached 4,000 cars with a one million dollar profit. With the bankers being paid back, he had snatched victory from the jaws of defeat.

By 1915, production reached 150,000 cars making them second only to Ford. Willys Overland was now the number two auto manufacturer from 1912–1917 surpassing the likes of Buick, Olds, Packard, and others. Willys always thought he could pass Ford with a new design but never pursued the thought although the Overland was considered a superior car to the Model T for little more money. (My closing comments will cover this). By 1917, he changed the company to a holding company to allow them to acquire suppliers such as Auto Lite etc. and the Moline Tractor Company. By now, the factories were producing 1,000 cars per shift.

On a side note, John Willys constructed a beautiful new home called Tillinghast on Robinwood Avenue in what is now known as the Old West End. The home is presently for sale if you have a quarter million you don't know what to do with. Along with this, they built a new eight-story state of the art office building next to the factory.

This is where Willys takes a slight turn left in his thinking. On a vacation ordered by his doctors in 1913, he meets Charles Knight on an overseas cruise, who had been manufacturing a revolutionary new engine known as the sleeve valve. This engine used a second cylinder sleeve that acted as the valve release, eliminating the use of poppet valves and valve trains. By the end of the trip, John was convinced this was the way of the future. Not wanting to pay royalties, he found the Edwards Motor Car Company of Long Island for sale, and they had a license for a sleeve valve engine. He immediately bought the company in 1914 and started producing a sleeve valve engine called the Willys Knight. The auto production moved to Toledo while the engine was produced in their Elyria, Ohio plant. Through 1919, several configuration sleeve valve engines were produced with a total production of only 2,750 units. In 1918, Willys moved his headquarters to New York that proved to be a bad decision. In the meantime, he continued to acquire other related companies to expand his empire. With the move to New York, he lost touch with the labor in Toledo and a huge strike shut down the plant in 1919 for several months. This along with a recession and overextended credit forced the company into receivership.

With this development, a court appointed agent, Walter P. Chrysler, recently retired from Buick, was sent in to run the company. Chrysler was paid an enormous salary of \$1,000,000 to do so at the displeasure of Willys. John never trusted Chrysler, as his motives were to use this as a vehicle to start his own company as he had already bought a large interest in the Maxwell Company. Chrysler did his job and reduced Willys Overland debt from 48



million to 18 million by 1921. In the meantime, the stockholders rejected a move by Chrysler to have Willis removed from the company. Chrysler left shortly after to join his new venture at Maxwell. John North Willys now had his company back in control.

With the proceeds of the sale of the Elizabeth, N. J. plant and New Process Gear Company, dictated by the receivership, John returned his company to profitability by 1922. In 1925, Willys buys the Sterns Motor Company, a high-end car considered equal to Packard and Pierce Arrow utilizing the sleeve valve engine. It became the Stearns Knight. Production of the Willy-Knight, Overland, and Sterns-Knight cars increased production to 50,000 units a year by 1926. Unfortunately, the looming great depression of 1929 saw production drop to 3,000 and then to 1,000 cars by 1929.

In the meantime, John was busy with a new project called the Whippet. The car was a small lightweight car featuring a lively four-cylinder engine with pump-forced cooling and fully pressurized lubrication. The car also had 4-wheel brakes making this lively little car superior to Ford's Model T. The car was introduced in 1926 with one million people visiting show rooms to get a look at this new star priced at a mere \$595. The new car impacted Ford and Edsel Ford convinced his father to introduce their new Model A in 1928 as a counter to the Whippet. Whippet production climbed to 100,000 units by 1929, joining the other lines for a total production of 320,000.

John Willys with advance warning resigns as president and sells his 25 million in stock before the October 1929 stock market crash. He accepts an appointment from the President [Herbert Hoover] as Ambassador to Poland. Willys Overland lost approximately \$35,000,000 by 1932 and went into receivership by 1933. John North returns to try to save his company once more but fate did not allow this to happen. He became president again in 1935 only to die of a fatal heart attack in October 1935 at his home in New York.

Willys Overland limped along through the post-depression years until the start of World War II when a gift was given to them by the government. They were given a contract to produce an all-terrain vehicle designed by American Bantam but could not produce it as required by the government. This vehicle known as the Jeep was mass produced through the war and kept the company going. In 1946, Kaiser buys the company renaming it Kaiser Jeep Corporation dropping the name Willys that would never be used again—although we of Toledo origin will always remember it as the Willys Jeep. The company flourishes today in Toledo known only as "Jeep."

In my perspective, the Willys name is still with me. The company has changed hands many times since Kaiser but one thing remains constant: Jeep was and still remains a separate company residing in Toledo regardless of what parent company owns it, a lasting tribute to John North Willys.

The opinion of many automobile historians that I share is: if Willys had introduced the Whippet several years earlier instead of concentrating on the high-end cars, they most likely would have eclipsed Ford in production numbers and this would be a totally different story.



*Willys Overland Administration Building*



## *Adventures of a 1959 Cadillac, conclusion of a serial as told to Donna and Duke Gercke by "Red"*

### *Day 11: Oatman, AZ*

One of our favorite stops is the ghost town, Oatman. The burros wander the streets and get pretty close to me, although we saw fewer this trip than in the past. Donna, Duke, and Marcia had breakfast at Olive Oatman Restaurant & Saloon and then did some shopping along the main street. Unfortunately it was raining when we left and we weren't able to put my top down for some of the best views traveling the winding, steep road out of town.

### *Day 11: AZ—Hackberry, Seligman, Williams*

After Oatman we continued following old Route 66 and stopped at a number of historic spots. We stopped at the General Store in Hackberry, Seligman, and Williams where Duke checked by belts and my fan, which didn't appear to be running.

The family ate dinner at Rod's Steakhouse in Williams and then traveled to the Hampton in Flagstaff, AZ for the night and some more work on me. Turns out, there was no power to my fan so Duke ran a line directly to the positive terminal of my battery.

### *Day 12: Route 66 to Old Town Albuquerque*

We started the day with a stop at O'Reilly Auto Parts to get a fuse for the power line run from my fan to my battery. We drove through Winslow, AZ and stopped at the Wigwam Motel in Holbrook, AZ—see my photo with the teepee! We stopped for the night at the Monterey Motel in Old Town Albuquerque and my people walked into town for some shopping and dinner at the High Noon. I had stalled once again during check-in, but started after 15–20 minutes cooling. I'm tired of being hot all the time!





## *Adventures of a 1959 Cadillac, conclusion of a serial*

### *Day 13: Sandia Crest and Tucumcari, NM*

I got in a good workout first thing in the morning with a trip to Sandia Crest, 4500 feet above Albuquerque—redeemed myself for my failed attempt at Pike's Peak. We then headed to Tucumcari and stopped for a late breakfast at Denny's. Unfortunately I started hiccupping 75 miles from our destination. My tank was less than half full, so Duke and Marcia filled my tank from the gas can I'd been carrying in my trunk. This helped me to make it to Santa Rosa, NM where I got my fill of gas.

To everyone's surprise, I started stalling out again not 30 miles down the highway and simply couldn't go further. We waited close to 2 hours for AAA. They towed us to Ray's Truck Center at exit 333 in Tucumcari. I spent the night there while my family traveled to their hotel, got a rental, and dined at the Pow Wow Restaurant—Tarts for dessert!

### *Day 14: More Route 66*

Before we left Tucumcari, we went to the Mesalands Dinosaur Museum and drove through town to view the murals. We stopped in Amarillo, TX so my family could enjoy their favorite steak meal at The Big Texan before continuing on to Oklahoma City. I'm still hoping they don't come after me for not paying a couple of tolls due to incorrect change!

### *Day 15*

The day started preparing for potential rain. I have a few leaks that sometimes cause water to drip on Duke and Donna, so they added some weather stripping along the top of my windshield. Once I was treated, and now hopefully leak-proof, we headed on our way along Route 66 to see one of our favorites, the Blue Whale.

### *Day 15 Catoosa, OK*

One of our favorite roadside attractions along Route 66 is the Blue Whale in Catoosa, OK. It was built by Hugh S. Davis, with his friend Harold Thomas, as an anniversary gift for Hugh's wife—on a pond enjoyed by family and friends. It took two years, 1970-1972, to build the Whale, 20-foot-tall and 80-foot-long. People swam, picnicked, and fished from 11 am until dark every day (except Monday or when it rained). The Blue Whale was closed in 1988 when Hugh's arthritis became too bad. Restoration began in 1997—the Catoosa chamber of Commerce refurbished the landmark.

Very near the Blue Whale is the site of two truss bridges originally dubbed "Felix" and "Oscar" by locals. The bridges were built more than 20 years apart. The first (westbound) was built in 1936 and the second (eastbound) was constructed in 1957. The 1936 bridge was removed in 2011 and large pieces are located at Rogers Point Park.

Another large piece guides the entrance to Molly's Landing restaurant. I got to drive across that section, but I didn't get my photo taken with it.

Once on the road again our only additional stops before reaching Marcia's house were a couple of Antique Malls. Duke's favorite is at Exit 123 on I-44 (Route 66). We had to travel through some crazy rain in Missouri. Marcia was scared! **I returned Duke and Donna safely to Ohio on Day 16.**





## *Adventures of a 1959 Cadillac, conclusion of a serial*



*CLC/NWO thanks Duke, Donna, and Marcia for sharing this narrative and their photos.*

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### *Classified*

#### **1985 Cadillac Seville.**

27k original miles. Two-tone Silver/Dark Charcoal Gray. Gray Heather cloth interior. Excellent condition. \$10,900. See Hemmings ad #1887389  
Christopher McDonald, Livonia, MI.  
Email: [www.chrismcdonald@twmi.rr.com](mailto:www.chrismcdonald@twmi.rr.com)  
Phone: 313-980-3559.



**For sale: 1976 Cadillac Eldorado convertible.** Car is mostly original and owns two national touring class awards from CLC. It was featured in the May 2016 issue of the *Self- Starter*. Priced at a firm \$18,000.

**For sale: 1949 Cadillac Fleetwood 60S.** 5/8 completed of ground up restoration. Have all the parts with many trim items and most interior restored. All mechanics restored. \$5,000 firm.

**Both cars contact George Louthan** at 419-754-4454 or [gelouthan@bex.net](mailto:gelouthan@bex.net).





## *The Editor's Inbox*

**To: Phil Compton**

**From: Larry Swint**

I've been eagerly waiting to see follow up articles from this year's event held at the Gilmore Museum. The event was well organized, well executed, and a true credit to the CLC. So many incredible pieces of automotive art were in attendance. Lots more cars than last year.



Many ties to the CLC/NWO and the local area make the gathering even more special. The 1949 engine and all the outstanding exhibits were really interesting and informative to see. I'm very proud that the CLC Museum was modeled after a Toledo dealership. Cool.

I was, however, disappointed to read that I was not mentioned as being in attendance on page 9 of the November newsletter. Far more unfortunate, there was no mention of my 1996 Fleetwood Brougham being awarded a first place Senior Wreath award, or a first place People's Choice award for best of the nineties. I'm very proud of that fact and surprised that my car was chosen best in both a judged format and in a "beauty contest." That, I think, is something worth mentioning. Please understand, Phil, I'm certainly not tooting my own horn, but the achievement is worth recognizing. Thanks to you and your dedication and hard work in furthering the interest in this great part of a wonderful hobby.

**To: Elden**

**From: Phil Compton**

April 16 is Easter Sunday, I have a conflict on April 22, and the Air and Space Museum is booked for April 29, so **Saturday, May 6**, is the earliest date that I can book for the museum. The group rate is \$7 per adult for admission and we will have a guided tour. Let me know if this fits with everyone's schedule.

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***The Cadillac & LaSalle Club of Northwest Ohio  
sends season's greetings to  
Steve Taylor and the Taylor Dealerships.***



***Taylor Cadillac  
6100 West Central Avenue  
Toledo OH 43615***

***The reference desk***  
**for information about automotive topics.**

***Online***

**Facebook provides car enthusiasts a number of “pages”** that might be of interest to readers. These are available to online recipients and readers of our newsletter. Those who receive this newsletter in hardcopy form will not be able to access the information, as entertaining as it might be.

- <https://www.facebook.com/Vintage-Automobile-Dealerships-and-Automobilia-280823595287791/?fref=ts>
- <https://www.facebook.com/AmericanLandYachtSociety/?fref=ts>
- <https://www.facebook.com/ClassicCarRestorationClub/?fref=nf>
- <https://www.facebook.com/CollectibleAutomobile/?fref=ts>
- <https://www.facebook.com/The-Cadillac-Eldorado-Page-366166523584642/?fref=ts>
- <https://www.facebook.com/collectorsector/?fref=nf>

**The following websites are not part of Facebook.**

- <http://www.americantorque.com/>
- <http://www.cnbcpriime.com/jay-lenos-garage/>
- <http://theoldmotor.com/>
- <http://www.sportscardigest.com>.
- <http://www.classiccarclub.org/>.
- <http://www.hemmings.com/newsletter/>
- <http://www.historicvehicle.org/>
- <http://www.oldcarsweekly.com/>
- <http://www.cadillaccountryclub.com/>
- <http://gmauthority.com/blog/>

**All of these links are free. There are no membership fees to enter.**

***Television resources***

- *The Velocity Channel*, available through many cable services, offers a variety of restoration and customizing programs. To view the *Velocity Channel* program achedule, follow this link: <http://www.velocity.com/schedule/>.
- *NBCSN (Buckeye Channel 650)* carries a number of programs about cars in addition to seasonal sports broadcasts—NASCAR topics, care of collector cars, auto auctions from various cities and auction companies. Check the program listings at <http://www.nbcsports.com/motors>.



***Feedback from readers regarding any material that  
appears in our newsletter  
is always welcome.***





### ***Winter Party Time***

After the holiday decorations are down  
and the collector cars are put to bed for winter,  
it's time to come together for fun, conversation,  
and naturally, a meal.

This year we will gather at Treo Restaurant and Bar,  
5703 Main Street, Sylvania.

**Saturday, January 21—6:30**

Meal selections are as follows:

6-oz. broiled salmon with rice and vegetable

Chicken Wellington with mashed potatoes and vegetable

Applewood bacon wrapped 6-oz. pork medallion with mashed potatoes and vegetable

Coffee, tea, and soft drinks included.



Cost: Only \$25 per person

Cash bar

Alan and Vicki Haas 419-472-5396



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### ***January–April meetings***

***Uncle John's Pancake House, 3131 Secor Road, Toledo***

Saturdays at 1:00

January 14

February 11

March 11

April 8



***McLean, Virginia***

***August 1–5, 2017***

*Northwest Ohio Region*  
*of*  
*Cadillac LaSalle Club Inc.*  
**Membership Application Renewal**

Name \_\_\_\_\_ Associate Name \_\_\_\_\_

Address \_\_\_\_\_

City/Town \_\_\_\_\_ State/Province \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

Work Phone \_\_\_\_\_ Email \_\_\_\_\_

CLC Membership Number\* \_\_\_\_\_

Check: ☐ 1 Year \$30

☐ 2 Years \$58

☐ 3 Years \$87

Check appropriate box(es) for era of Cadillac/Lasalle owned, and/or list your specific models.  
(National directory lists owners' specific models.)

|                                    |                                       |       |
|------------------------------------|---------------------------------------|-------|
| <input type="checkbox"/> 1903-1915 | <input type="checkbox"/> 1960-1969    | _____ |
| <input type="checkbox"/> 1916-1929 | <input type="checkbox"/> 1970-1979    | _____ |
| <input type="checkbox"/> 1930-1942 | <input type="checkbox"/> 1980-1999    | _____ |
| <input type="checkbox"/> 1946-1959 | <input type="checkbox"/> 2000-Present | _____ |

Make Check payable to:  
Northwest Ohio Region of CLC

Return to: Robert W Stahl  
8991 E Mulberry Rd.  
Blissfield, MI 49228-9766

\*National CLC membership required.

Find application form at:

[http://www.cadillaclasalleclub.org/wp-content/uploads/2014/07/CLC\\_membership\\_application.pdf](http://www.cadillaclasalleclub.org/wp-content/uploads/2014/07/CLC_membership_application.pdf)

