

MOSES LAKE  
CLASSIC CAR CLUB GENERAL MEETING  
April 12, 2018

Meeting was called to order by President Karen Crook, followed by the Pledge of allegiance.

Total members attending tonight's meeting was 33.

The newest owner of the Duck Gary, somehow finagled his way out of ownership and, presented it to the new owner Paul Boehm. It was explained that Paul had been in a fender bender of some sort but please correct me if I am wrong, don't you have to be broke down, unable to drive your vehicle to be awarded the Duck!! I guess I need more clarification. [Guidelines for 'Duck' ownership](#)

1. If you have ownership of the 'Duck', it should be in your possession and visible at club meetings and in your classic car at the shows you attend.
2. To be eligible for 'Duck' possession, "[something](#)" must happen to your classic car. (not your personal daily driver)
3. Passing of the 'Duck' can be done at the next meeting or at the car show where the "[something](#)" occurred.
4. If problems or disputes occur during the passing of the 'Duck' at car shows, the newly appointed 'Duck' [recipient](#) can dispute the honor at the next club meeting and a vote by the members shall be binding.
5. REMEMBER: IT'S JUST FOR FUN!!!!!!!!!!

Up and coming event's Moxee Park May 20th, Dayton June 15-17, Old Times 50th rod run 1968-2018 July 13-15 in Port Angeles, Grande Rodeos-A-View Car Show July 20-22 and, Ephrata Car & Toy Show & Shine July 21st.

WEBMASTER - Paul Boehm: talked about the amount of hits on our web site - 18,000.

Ritzville's 22nd Gum Ball Rally will meet at the park up town around 8:30.

Treasurers Report: Bob Kent talked about the total amount in the account of \$ 6A50, not including \$1,640 for trophies. Bills to pay – CruZin' Magazine \$375, Venue bill for \$257, Paul motions that we pay, and, Ann 2nd motion.

The Car Show at Wal-Mart gave the community a chance for not only our club but others to see what it takes to create these beautiful automobiles and, having an article on our event posted in the Moses Lake News Paper, was a great way to end a well-represented show. For those that attended, Thank You!!

Gordon Radom has graciously volunteered to be the official escort for the Moses lake Queen in the Spring Fair Parade. The Queen's throne will be none other than Gordon's beautiful 1966 Thunderbird.

A Poker run this year will be held down town to help promote Moses lake business.

Old Business: Bob Duffin has asked whether our club is going to continue to provide funding for the Big Bend Automotive Scholarship Program. It was brought to the attention that it felt like the students didn't appreciate the tools that our club provided for them.

LaDell addressed the club about giving money to the Scholarship tuition to Big Bend Foundation, LaDell motioned to give \$1,000 to the college, motion passed by all club members.

Bob Duffin expressed what a pain it was to go out and get local business to donate products or pay for trophies and how the club us to buy all the trophies. Bob suggests that maybe we should go back to the past to lessen the burden put on a club member. The cost for the trophies is about \$2,500 dollars. There was a discussion about cutting back on the amount of trophies given out, but this is part of why people like coming to our show and if we cut out categories that bring people to our event who knows what the next year's show will bring. We have around 40 trophies not including private ones.

Bernie has offered to provide another basket to be auctioned off and if anyone else has any items to donate the more we have the more fun our event will be.

Cheryl Simmons is in the hospital, and, Penny Ogle has had a heart attack.

Paul has again volunteered to take on the Freedom Fest car Show that usually was held out at the Grant County Air Port will be held this year across from McCosh Park July 7.

This year the Chamber of Commerce is going to give the club all the proceeds from the show. They will have a band along with the Farmers Market and, they will also be buying all the trophies for the event.

Happy birthday to Bill another day older but still going strong.  
Congratulation to Burnie & LaDell on their 50th Anniversary they told about when they went back to the place where they got married and sending their grandkids copies of their journey back in time.  
50/50: Goes to Vicki winning \$29 Dollars.  
Door Prizes: Where the 7 figurines provided by Kathy who also decorated the tables plus a copy of CruZin' Magazine.  
Car of the Month went to Don Haack.  
Meeting was adjourned at 7:50pm

## Car Of The Month

April 2018 Car of the Month



Don Haack - 1957 Desoto Firedome

### Don & Kathy Haack - 1957 Desoto Firedome

It was 1963 when my father traded in our 56 Ford wagon for a 57 Desoto Firedome in the city of Everett. I can still remember being seven years old and thinking how long the hood looked as I peeked over the dash from the passenger side. I was always impressed with the fins or "wings" as I thought of them back then. I thought we could just about takeoff and fly. I was also intrigued to learn that the previous owner of the car was the Everett Fire Chief.

Well, after a few years went by, I guess my Dad wanted to downsize and get something easier for my Mother to drive since the Desoto had no power steering and was a bear to park. He decided on a 1962 Rambler.

As we drove out of the car lot, I looked back at that big red and white car one last time. I never forgot that car. It took me a while but, finally, in the late 1990's, I decided I had to look for one. By that time, I already owned a '54 and a '55 Chevy truck along with a '49 Ford.

First, I put a want ad in the Seattle Times. As it turned out, there were lots of '57 Chevy's but not a Desoto to be found.

In March of 2000 I came across an ad on the internet for a '57 Firedome which was red and white, just like the one my Dad had owned. The car was located in Springfield, Missouri. After seeing some pictures and being assured by the owner that it was a turnkey car, I made the deal and paid to have it shipped to a freight handling company in Kent, Washington.

When the car arrived, I was pretty disappointed because it was obvious the seller had misrepresented it. In pictures the car looked much better than in person. The ignition switch was hanging below the dash and nearly caused a fire when I tried to start it. There was straw and mouse droppings on top of the motor. After paying to have the car towed home to Renton I felt deflated.

One thing in its favor was that these Mopars in those years, especially the 57, were really prone to rust and this one, as it turned out, was really clean. Another good thing was that it had 57,000 original documented miles.

The car had never been molested or cut on. It was in all original condition and in need of a paint job. The interior was sun baked and the upholstery stitching was coming apart in places.

One other thing in favor of the car was that it ran like a top after a tune up and oil change. It did come from indoor storage which really saved the old gal. It took roughly 10 years to finish the restoration. That includes a few years of looking the other way and hiding it in the garage under boxes and junk.

I had even advertised it for sale for a short time in 2005. When it didn't sell, I covered it back up with junk again and let it gather dust for a couple more years.

In late 2007 I was standing in the garage one Saturday, leaning on my work bench looking at the pile of debris covering the car -- which you could hardly see except for the bottoms of the tires that were getting oh so low. I got inspired and started pulling all the stuff off the car, hooked a cable to the rear bumper, pulled it out of the garage into the light of day and gave her a wash.

When my wife walked out and took a look, she was amazed at what it looked like after being cleaned up. That was all it took. For the next three years, I worked on the '57, sanding and taping and priming and painting, etc, etc, etc. Restorations are a lot of work and, of course, they are never cheap; especially when it comes to the chrome -- and these big old 50's fin cars have a lot of it.

As I look back at all my photos showing the progression of the restoration, I get tired just thinking about all the work that went into it.

I'm the first to admit that I'm sentimental and stuck in the 50's and 60's. When I drive that big, red and white car and look over the hood, it all comes back to me. Once again I am seven years old and "flying", wings and all.

Don Haack