



George & Ana Maria  
Haley's 1938

I got my '38 Chevy in Missouri in 1960 from my great uncle's estate who lived in a small town named Mt. Vernon in a southwest part of the state with a population of 1500. I paid \$35.00 for it. The car wasn't driven very much so it was a lucky purchase. It had 31000 miles.

At the time, I was living in Kansas so I took it there to use as a second car. I drove it daily to work all thru the 1960's. During this time I had it painted twice as sitting at work in the hot Kansas sun was very tough on paint.

In late 1969, I moved to Seattle so I took the Chevy back to Missouri where I stored it in my aunt's garage. Over the years, each time I went back there on vacation I drove it for a week or two, taking trips to Arkansas, Louisiana, Texas and Oklahoma.

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### **1938 Master and Master Deluxe (From "Chevrolet, The Complete History)**

The Car that is Compete was Chevrolets' unimaginative advertising slogan for 1938. It was a year of refinement, for only minor modifications differentiated the 1938 Chevys from their 1937 counterparts. There was a smart new grille designed by Franklin Q. Hershey, a recent arrival from Pontiac, which featured horizontal, rather than vertical bars; but otherwise styling was unchanged. The engine was fitted with heavier valve springs, and the car tread was widened by two inches.

Once again, 12 models were offered six in the Master series and six in the Master DeLuxe. Coach and sedan sales very nearly fell off the charts, as buyers defected to the Town Sedan and Sport Sedan models, both offering the convenience of built-in trunks for just a few extra dollars.

In 1984, I lost the storage space so between foreign assignments Ana and I flew back there (just married), had it serviced and hit the road to Seattle. I was short on time and the national speed limit was 55 mph. We made the 2150-mile trip in 5 days and didn't have not even one problem. Guess that proves old Chevy's are very tough.

Before our next assignment in Saudi Arabia, I stored it in Oak Harbor area and every two years or so during our home leave in US, it was nice to drive the car at least for a couple of days. Needless to say I have bought a lot of batteries.

In 1997, when I retired, we finally brought the coupe to our home in Federal Way.

Since the paint on the car was 30 some years old, we decided to give it a new paint job. Right away, we started looking for a responsible painter. We found this retired executive who has a beautiful body shop and restores antique cars and builds street-rods as a hobby. This took seven months as the body was completely disassembled and "Bob" was very particular. The only thing left in was the interior. The body had no rust and all the pieces were painted and reassembled.

After getting it back on the street, I found that traffic in this country had changed considerable over the 20 plus years of absence and I did not feel safe driving 55 mph on the freeways. I was too used to driving my Mercedes Benz in Africa at 20 mph among donkeys, goats, cows and pedestrians in the street. I drove a Mercedes, as there are no Chevy's there.

As a result, I have made numerous upgrades, most not very visible but I now have it where I can drive at freeway speed and feel safe.

The upgrades includes:

- Radial tires mounted on the original wheels, tubeless.
- 235 CU in. engine rebuilt and balance (1954 125HP)
- 55 and later transmission inters, installed in original case (not visible)
- 3.55-1 ring & pinion installed in original housing (not visible)
- Tapered roller front wheel bearing (not visible)
- Turn signals and 3rd. Brake light added
- Modern tubes shocks installed
- 6V alternator installed to upgrade the original 6V system
- Truckstill overdrive installed. This is a dealer option that was normally installed by authorized Chevrolet Dealers.



The car has about all options offered in 1938 and they all work (even the original clock and radio).

It is not a show car and it is what it has always been, a daily driver. It is now where I enjoy driving it in today's world and feel very confident going anywhere cross-country. It has been around the US quite a lot, even to Illinois in 2001 and has never been hauled on a trailer or truck.

It has never been restored as such. Over the years, it has just had anything repaired as necessary when needed. It still has 64 years of dirt & grease on the underside.

I enjoy driving "Betsy" (that's what we call her) every day. Many people like to see her and talk about it. We take "Betsy" to car shows and get a few trophies each summer even though I am not a trophy collector. We enjoy the Car clubs, tours, functions and members friendship. That's what counts.

Betsy will never sit in our garage collecting dust as she is always on the go, rain or shine as she has always been when I was around.

*George Haley*

(This car will be on display at the March Meeting)