

Wally and Judy M.'s 36

My 1936 Master Deluxe Three-Window Sport Coupe was given to me in 1955 by longtime family friends, Josephine and Otto Earnest. The Earnests had immigrated from Czechoslovakia to southeast Alaska where they worked for a logging company. After moving to Seattle in the 1930's, they bought the Chevy new from Westlake Chevrolet Company at Seventh and Westlake in Seattle. Otto became a Building Superintendent in downtown Seattle. He rode the bus to work so the Chevy stayed home. Josephine and my mother were the best of friends. They did thousands of hours of volunteer work for the Veteran's Hospital.

The car made one trip out of state to Corpus Christi~ Texas. The rest of the miles were in and around Seattle.

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When I received the Chevy, it had 20,000 miles on the odometer. I had a 1950 (216 C.I.D.) engine rebuilt for it in 1958. In 1959, I had it painted 1953 Corvette Polo White and in 1960, it was reupholstered.

Dick Dennis, a longtime V.C.C.A. member from California, rebuilt the knee-action units in September, 1989. He told me that the best way to enjoy my car would be to join the V.C.C.A.

He gave me a copy of the G and D with an application form cover and I joined the same month.

In 1989 and in 1995, my daughters and their husbands went from the church to the reception on their wedding day in the 1936 Chevy. The picture is of my car and the Hoffinan Covered Bridge, which were both built in 1936 (see front page). It was taken on tour at the Twenty-fifth Anniversary Northwest Meet held in Salen-4 Oregon in 1994.

The Chevy is driven about a thousand miles a year on club events and cruising. To help with the cruising aspect, in 1995 I was thinking about putting in an overdrive. However, the company that I contacted had been sold and had moved out of state. To the rescue came V.C.C.A. member, Lee Folsom, and his son Dave. They came up with a plan and installed a set of 355 gears.

In 1999, the body of the Chevy was showing signs of forty years of wear. The lead seams were bubbling up and there was some body damage and rust out. Steve Ford, Auto Body and Paint Instructor at South Seattle Community College, was commissioned to paint and restore the car. I took the car apart inside and out in November, 1999 and put it back together in time for the club strawberry feed in June, 2002.

For about fourteen years I have been buying accessories at the swap meets, but the best sources have been the V.C.C.A. members --- George Kowats, Jim Farris, and Lee Folsom. They have been great suppliers of the goodies, Some of the hard to find accessories that they supplied are a trunk rack, banjo steering wheel, horn button, parking brake lever extension handle and high beam indicator, all in gray and white onyxoid, and a safety light and electric radiant heater windshield, to name a few. I am looking forward to many more years with my Chevy and the club!!!

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