

# Sierra Scenery Enhanced By Addition of Fiberglass

By Steve Banich

The SACE second national convention road tour was an exciting and rewarding drive for all those partaking in it. After gathering Friday morning, our group of classic plastic on Chevy chassis left Nevada City bound for Donner Pass, and a day of Sierra sunshine. This glimmering caravan consisted of numerous years of Corvettes from '54 to '85, and made a colorful band of fiberglass touring the black asphalt roads of the California mountains. The majority of vehicles were straight axle cars, a couple of newer Corvettes, with the additional enhancement of Rich Mason's SR-2.

The freshly redone SR-2 is an eye catcher wherever it goes; its large shark-like fin, gleaming blue paint and pale blue metallic upholstered interior give it the appearance of a spaceship. I found being a participant in the road tour with one of these Chevrolet engineering beauties along adds to the enjoyment of the scenery.

Our group motored up state highway 20 and traced the path of the Bear River Canyon out of Nevada City, enjoying the ridge top vistas and climbing through the oak, cedar and pine forests to join with U.S. 80. We traversed this highway only briefly before retreating to lesser traveled roads. Winding our way through the granite peaks and sparsely forested slopes of the High Sierra, to an overlook of the Donner Lake landscape, we then coasted down and skirted the shores of the lake to reach our stop at the site of the Donner party's tragic winter encampment.

Within a mile of this site, where more than twenty members of the gold rush party starved or resorted to cannibalism for survival, now stands a McDonald's restaurant. Some of our group headed to there for lunch, while others of us opened our picnic baskets, relaxed and socialized. After lunch, we toured the Memorial museum, grounds and ruins of the Donner party's stay. There are tree stumps still standing here, cut by the freezing pioneers, which attest to that harsh winter's twenty-two foot snowpack.

On the return leg of our tour, I had the great fortune to have Joe Calcagno, the owner of the convention's only trailered car, as my passenger.

I have always driven my '60, and in the past I have harbored some disfavor for towed Corvettes; I feel they are meant to be driven. Joe enlightened me to the benefits and drawbacks of owning an unused and pampered vehicle. Unlike some owners of trailered cars who are interested in investment only, Joe has owned and driven other Corvettes, but to take his finely restored

Bloomington Gold and first flight car on the road would instantly and severely detract thousands from the value of the car. He lamented the lack of a vehicle he could drive without misgivings, to benefit from the full pleasure Corvettes are capable of giving. He seemed to have foregone the pleasure of driving a Vette for too long a time. His love of the open road was evident in his praise of the day, the scenery and the roadability of my car. His desire for a Corvette to tour the paved byways was to be assuaged the next day; he purchased a '62, brought to the convention for sale. I hope to see him at some local functions with this jewel.

I am glad so many people took the time to attend this year's convention, though promoted essentially as a gathering of Corvettes for judging, this is a social event. The tour was an enjoyable and scenic addition to the agenda. The programs and comradery of the convention make a lasting memory, and a tantalizing inducement to repeat the experience next year.



## YOUR TURN

QUESTION: Can you tell me which tack drive gears, metal or fiber, are correct for a '58?

ANSWER: All are the same. '55-'61 have 46 teeth, 1930852 Drive - 1930853 Driven.

QUESTION: Where can I find clips that hold the upper and lower moldings on the center console between the seats?

ANSWER: Try a body shop.

QUESTION: What can be substituted for the neutral kill switch on a '58 automatic shifter linkage?

ANSWER: A four speed back-up switch.

QUESTION: Where can I find the replacement bushings for the brake and clutch pedal assembly part #3709591 and 3709580?

ANSWER: Try Classic Chevy Club, uses same car or Vette.

QUESTION: Did any other model Chevrolet have the same window crank handle as a '58 Vette?

ANSWER: Cad, Buick, but GM still services them. #3725377