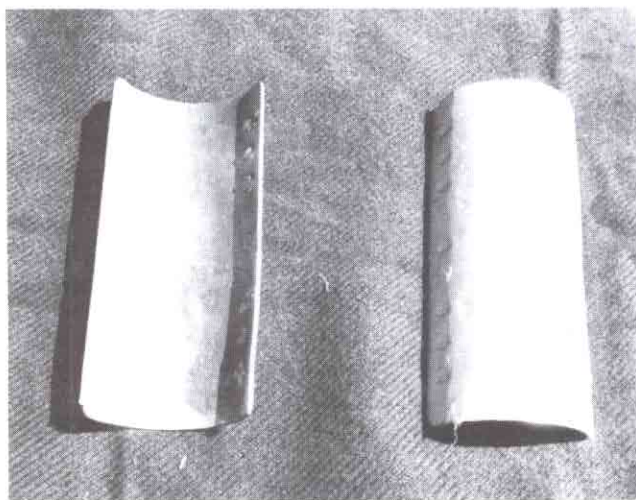# SHOCK GUARDS

The picture showing the shocks that are still available from GM in Vol. 1, No. 3 look and are correct, but are missing the rock guards that Corvettes and cars had back then. Figure 1 shows a rock guard that I removed from an old shock. I then cleaned the paint off the area of the shock where the guard would go and soldered the rock guard on. If you don't have any used shocks to remove the guard, use the picture to make yourself one. The job is not easy, but worth the time to me knowing most people are suprised, thinking, "Where did I find N.O.S. shocks?"
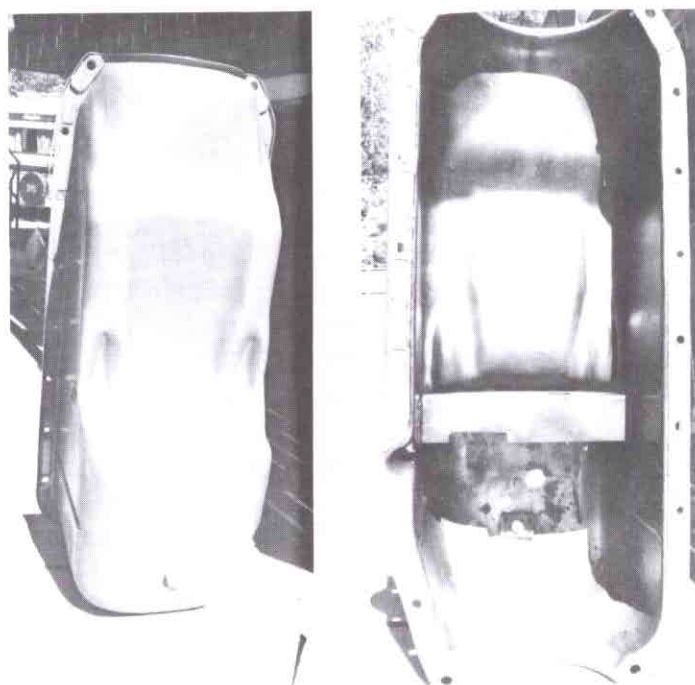

Rock guards removed from an old shock.

'56 - '57 OIL PAN

In our last issue, Vol. 1, No. 3, I explained there is one and only one oil pan that will fit a V8 '55 car or Corvette engine.

Now, because GM added on in the block oil filter in '56, they made a change in the oil pan. GM number 3735640 is the standard pan listed for '56-'57 and early '58 Corvettes, as well as cars. Fig. 1 shows the design that is easily noticeable by looking under the car or Vette with the drain plug at the bottom center area.

The optional RPO pan using the oil door is one I don't have a picture of. I've had owners tell me they have seen other pans in Corvettes. I can only say they may be second design or replacement pans. From '56 up, nearly all oil pans will interchange and that would explain a replacement number creating a different looking oil pan.

'56-'57 Original oil pan, same as car. GM still lists the oil pan, but is a second design replacement

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Jack Reeves, the new owner of Rohner Co., sent us his new reproductions of the R and L Dog Leg rubber for the '53-'55 door area. In comparing them to original ones, we can't tell the two apart. His even has the moulded metal in the rubber. They're A.A in our opinion.

Jack also sent us the '53-'55 windshield to convertible top end cap rubber fillers. Again, we find them to be A.A. If anyone would like to send us their repro. of any parts for us to rate, please do.