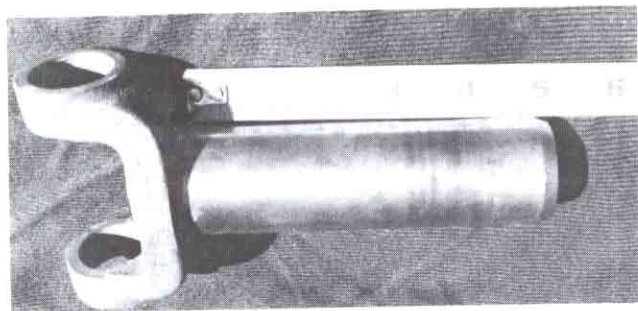
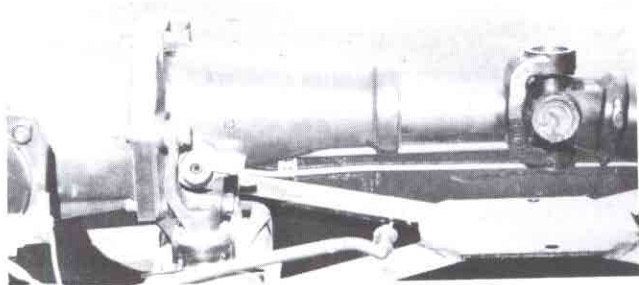


CORVETTE YOKE '53 - '62 No. 3712379

The Corvette yoke is like no other yoke used on any other GM product that I know of. The reason for the extra length is to keep from damaging the transmission rear seal if the 3706114 rear rebuild straps are broken. The rebuild straps are to limit rear end drop in hard turns. If you're missing the original long yoke, the shorter car yoke will work if the rebuild straps are good and measured correctly, keeping the drive shaft (in and out) travel within limits. If you replace your rebuild strap with the second design GM straps, be sure to cut and measure the distance using the old ones as your guide. Locating the long yoke is nearly impossible if you don't have one, so if your yoke has a ring or rig cut into it from an old hard rear seal, replace the seal with a new double lip seal that can be bought today from your local parts store.



5 in. long. Casting numbers are Spicer USA on one side and No. C2-3-2593 X on the opposite.

WHITE ROCK SWAP MEET

By Tony Catalano

This past May 1st our two and a half square mile city of White Rock held the fourth annual Corvette swap meet. This meet is put on by the British Columbia Corvette Club of Vancouver. The club has chosen our seaside resort to hold this event. It provides a nice 25 mile drive out of the big city plus the swap meet. The club does a great job of organizing and seeing that all the vendors and people attending are taken care of.

At this meet I was helping work the vending tables of my friend, Harold Barker of Harlin Corvette Supply. Each year this event has become larger and more successful, filling the ice arena. There were over 100 vending tables sold at this year's meet and attendance was very good with over 2000 people admitted. The event has grown so large the past four years, that it will be expanding into a second building in the future.

With so many people driving their special cars to the meet, it makes the parking lot an equally interesting place to walk around to view the cars.



Harold Barker (left), owner of Harlin Corvette Supplies and Tony Catalano, chapter representative of British Columbia.

'57 RED TOP WASHER

First design, original red top had a raised bar on the top. The jar was a soft milky white plastic. The same assy was used later in all '59 cars that used the foot-operated pump. Try your Chevy meets!

The second design is usually what is sold today as N.O.S. It's correct but the raised bar is now gone and the jar is now grainy white and hard. This second design was used on many other GM makes of cars in the '60's.

