

Generator

Mr. Mikielski has sent me the prints of the Generator using the tack drive and the Hi-po, Generator. This documents what I have said concerning the Tack drive generator brackets, where you can use your finger to calculate the correct one. About the H.P. generator, it also puts to bed the argument about the brackets that were used on the Hi-po one also. I was wrong in my thinking that the Hi-po would be the shorter one as compared to the tack drive ones, where you should not be able to put your finger between the housing and the lower bushing, on Vette, and you can on the car model. So we now know that you can put your finger between the housing on the Hi-po bracket and bolt, and that it does use the long bracket. Also (Red Roadster) is reproducing the correct one if you are in need of one.

Thanks again.

—Editor.

We are the only bearing company in the U.S. which stock most replacement front wheel tapered roller type bearings for old Chevys and Vettes.

Why roller bearings are more efficient? The roller has more surface-to-surface contact with the inner surface of the outer race (cup). It can also handle more thrust, thereby lasting longer than the old 3-piece ball bearing usually used.

1958 through 1962 rear wheel Corvette w/posi. We have 5 pieces in stock at \$60.00 each. Dimensions are: inner dia. 1.375; outer dia. 2.85; width .885, comes with spacer which is .09 wide.

Tapered roller bearings for 1955-57 Chevy. Front wheel inner roller type: 1955, 1956, 1957 is a B40 R-\$25.00. Front wheel outer, 1955 only is a B41 R-\$50.00. Front wheel outer, 1956, 1957 is a B01 R-\$18.40.

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Update

UPDATE —This next August 1993 in Reno Nevada, Car Expo will host us in a West Coast Mini National of SACE. This event will be held the Saturday-Wednesday prior to the Hot August Night Event that brings thousands of people and cars from all over the country. They are hosting other club mini nationals like Ford, Buick, Chevy, trucks and others. These people had Noland and I at their first event in 92, and I'm here to tell you that they put on a first class event.

It includes a swap meet, show, Dealers from around the country for makes of all cars, and the thing that went over the best and was full to capacity was the work shops. Where they have people from R.R. to V.V. putting on seminars that cover everything from a gas cap to the engine overhaul. Noland and I will be doing seminars covering the early Vettes and more. This is going to be the biggest and most coveted car event on the west coast if not the country within a few years. Something like Bloomington does on Corvettes, but this will cover all make of cars and clubs. This will be a must event in time. Future information about this will be covered next year by me. I will be sending out information to register for a great SACE event.
