

## More News on WCFB's

Roy—

In response to your "WCFB - To Know or Not To Know" article, I would like to add my two cents, with some information that we gathered during the formative years of drag racing.

The Chrysler Carter Quads are exactly the same as the Corvette's, with the exception of the casting numbers being different, the weights being somewhat thicker, and the air bleed screw using a hex-head instead of being knurled. The Venturi was larger than the 'Vettes also.

Back in 1958 when I first started to race, I put a set of 1957 Plymouth Fury carbs on the 'Vette. They fit like a glove, and the linkage connected up perfectly. I locked the linkage in full throttle, which opened all jets at once. What a kick!

Nobody picked up on the fact that I was running Chrysler carbs instead of 'Vette carbs. I ran stock class, so you can see just how out of class I really was when you take into account that my car was a '56 'Vette. However, I ran it as a 1957 283 with Chrysler Carter Dual Quad Carbs.

In three years, I only lost eight races with this setup. The performance difference between the carbs seemed to be that the larger Venturi gave me more "kick" and they just ran more smoothly. They gave me no problems whatsoever.

Now I have the correct ones, "my originals," back on my "original" 265-240 HP engine, and they are somewhat "touchy." They don't have quite the kick as the carbs from Chrysler. Don't even ask about mileage, as we didn't pay any attention to it back then. I'll tell you, though, that I'm only getting 10 mpg. now.

These Carter Carbs were on all the 300's, DeSoto Adventurers, Plymouth Furys and Dodge 500's. Last year, while attending Bloomington Gold, I found a vendor trying to peddle a set of Chrysler Quads as 1956 'Vette Quads. When I questioned him about them, he said "I was the only one who knew what they were," and that he fully intended to sell them to the highest bidder as 1956 Corvette carbs, even though he knew they were Chrysler carbs!

About 18 months ago, I answered an ad in a national publication, from a well-known used parts dealer, stating he had a set of 1956 dual Quads. His asking price was \$1,400.00 for a pair which was in need of rebuilding.

After asking a few questions, I finally convinced him that what he had were Chrysler carbs and not Corvette ones, as he thought. He had no idea that the same carbs were used by Mopar, and thanked me for setting him straight!

So, Roy and fellow SACE members, yes, you can make up a set of dual Quads that will look like the original 1956 quads — from Chrysler Quads. Numbers won't match, but the inexperienced and untrained eye will not be able to detect them.

Be aware that the 1956 Corvette carbs are the hardest to find, as they were used only for 1956 and changed in 1957. Still, if you find them (Chrysler carbss) get them, because the internal parts can be used.

During my drag racing days, I really had fun, and nobody was the wiser in regard to my carbs!

—Ken Kavalchek

## 1957 Chevrolet Horns — A Suitable Replacement for 1958-1960 Corvettes

—Robert Vugas

During the restoration of my 1959 Corvette, I determined that both of my original horns were inoperable. At a cost of \$200-300 per pair for repair, I decided to find a suitable replacement.

The 1958-60 Corvette horns are Delco-Remy 12 volt Type S, with the low range stamped 351 and the high range stamped 352.

The Chevrolet passenger car horns are also Delco-Remy 12 volt Type S, with the low range stamped 325 and the high range stamped 326.

Both sets of horns are identical in appearance, excluding the part numbers and position of the mounting brackets. The Corvette horn is designed to mount downward, and the Chevrolet to mount upward.

I was able to gently pry off the mounting bracket, which is spot-welded in three spots, rotate it 180°, and re-weld it so that it now mounts downward. There is a hole, approximately 3/8", drilled through the mid-section of the mounting bracket, and when re-positioned for Corvette use, it is directly over the adjustment screw, which still allows adjustment, if necessary, for the horns.

I now have a set of working horns for my Corvette, which cost me \$5.00 at a swap meet.