

CARBURETORS, PARTS, & THE ECONOMY

I am sure it comes as no surprise that the economy is affecting the values of classic vehicles and the parts for those vehicles. As the prices of many of our classic automobiles have dropped, the prices of the parts for those vehicles have also dropped, including carburetors. In addition, people are just not spending great sums of money for restorations or parts for future restorations. We at Pony Carburetors have seen a very significant drop in the amount of "high priced" carburetors being purchased. This includes Tripower sets, Dual Quads and any of the rare four barrels. With less people actively looking to purchase these parts, it would also not be surprising that the market values of these items have dropped somewhat. We have compiled a chart that indicates the changes in the rare carburetor values that we have the opportunity to deal with. Even though the prices have dropped, they are still really tough to find. If you do find them you will notice that they are a tiny bit more affordable. There are three carburetors, D0ZF-AA, S8MS-A and S8MS-C that are still exceptionally rare. It is hard to come up with a market value for these because we only see one or two of these a year (even on Ebay). We have a lengthy waiting list for these carbs, especially for the D0ZF-AA. We have seen two in the last year that were priced at or above the value indicated in the chart.

Year	Vehicle	Part #	Old Value	Current
1969	BOSS 429	C9AF-S	\$4000	\$3500
1968 1/2	428CJ m/t	C80F-AA	\$4000	\$3200 - \$3500
1968	428 PI	C8ZX-A	\$2500 +	\$2000 +
1970	428 m/t no ac	D0ZF-AA*	\$1800	\$1800
1969	BOSS 302	C9ZF-J	\$2000	\$1600
1968 1/2	428CJ a/t	C80F-AB	\$1600	\$1200
1970	BOSS 302	D0ZF-Z	\$1600	\$1200
1968	GT350 m/t	S8MS-C**	\$1500	\$1200
1968	GT350 a/t	S8MS-A**	\$1300	\$1100
1964 1/2-66	HIPO 289	Various	\$1200	\$1200

These prices are for complete original correctly date coded carburetors with every factory piece.

* None Available

** Early Date Codes

Strangely enough, the availability of some of the less expensive carburetors is as low as it ever has been. In fact, as time goes along, it is more and more difficult to find one barrels (even with the manufacturing of the New Vaporizer by Pony Carburetors), the early 2100 two barrels and Autolite 4100 four barrels. As we all know, none of these things are being manufactured any more (with the exception of the 1100) so they continue to be trickier to locate. When it comes to Holley carburetors, 20 years ago we used to buy the 390 carbs for parts. Now, those are even difficult to find and are not \$20.00 like they were then either. They run \$250-300 for totally complete cores nowadays.

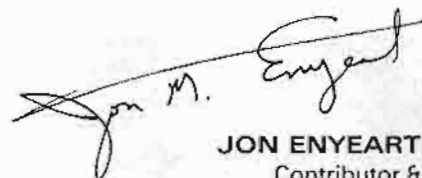
In over 23 years of restoring carburetors, the completeness of the carburetor cores that we get from everybody continues to deteriorate. More parts are rusted, worn out or just plain

missing. As expected, the older this stuff gets, the more difficult it will be to have a complete carburetor. There isn't a week that goes by that another part that we have been able to buy (from a very few vendors) becomes obsolete or is no longer being produced. This has forced Pony Carburetors to have specifically made for us, many parts made out of everything from steel to plastic to cast. Parts costs, in small quantities, are extraordinarily higher than you'd expect because of all the tooling that is required to make these parts. As an example, we make the brand new choke caps for Autolite carburetors. Just the tooling to make the mold was \$8,000 before we made the first cap. It isn't like we are making 25,000 of these caps either. We figured out many years ago that we needed to be the only source for these parts because without these parts you cannot restore 50 and 60 year old carburetors. This is the philosophy that we have had and will continue to have going forward. This allows us to furnish complete carburetors with shields and swivels and all of the parts that some people take for granted.

With parts availability being what it is, the average person trying to rebuild their carburetor using a carburetor kit will produce limited success. Buying a carb on Ebay because it was a "good deal" is usually not such a deal. In the 40+ years that have elapsed since these carburetors were brand new, a majority of them have been sent to mass rebuilders. They do carburetor rebuilding for the NAPAs and the Pep Boys of the world. To these mass rebuilders "parts are parts"; they change booster venturies and throttle shafts like they are all the same. Just because a part "fits" doesn't mean it's correct. It might run, but not well. When you start swapping booster venturies, the likelihood of it running is slim. You'd be amazed at how many of our customers buy a "good deal" off the internet, send it to us for restoration and then end up spending WAY more money on parts to get the core corrected than if they'd just ordered a carb from us.

With the summer driving season coming to an end, we hope that the economy will continue to be on the up swing despite all of the problems going on in Washington DC. We at Pony Carburetors wish you a great fall driving season and appreciate your business. If we can ever help answer any of your carburetor questions please feel free to give us a call, send an email or check out our website. We have a new Sales Manager and tech person named Scott, who is going to make a wonderful addition to our staff.

Happy Driving,



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