

Technical Tips

Owners need to work at avoiding problems with using today's modern fuels in their Full Classics[®]

Four Steps to minimize difficulties

By Paul Rydning

Fuels have evolved to help meet the reduced emissions requirements of today's world. In general today's fuels have much more "light ends" and in the major metropolitan areas such as Phoenix and Tucson additives such as MTBE and alcohol are used to further reduce emissions.

This may be good for the environment but it can be very bad for our Classic cars!

The following steps are those I take to reduce the negative effects I might experience with these fuels.

First, I **make sure that my fuel system is up to modern standards. I clean my fuel tank and fuel lines, install a high efficacy fuel filter, rebuild my fuel pump with modern components** which are alcohol resistant, and **install an electric fuel pump** which is alcohol resistant.

Secondly, whenever possible, I try not to use metropolitan fuels from Maricopy County or Tucson.

Third, I do not let my fuels get more than 90 days old. If I am not planning to use my car for more than 90 days, I drain out the fuel system and flush out all of the fuel from the fuel lines and the carburetor.

Finally, I try not to store or park my cars in garages

which are not climate controlled. In all instances of long storage, a fuel additive such as Stabil is recommended.

Several people I know are using aircraft fuel (low lead, high octane base) in place of pump gas with excellent results. For those of us who show cars this may be an excellent choice because these fuels do not seem to have the same problems we find with pump fuels. However, these fuels may not be legal for street use.

These steps may not eliminate all fuel problems, but the problems should be much fewer and easier to solve when they do occur.