Wheels: *Jim M. from Springboro writes by e-mail: "My 1960 Corvette (283cu. in./ 270 HP), completely rebuilt 3 years ago with the correct radiator for this engine all stock runs fine in all situations when it's cooler outside, like, let's say 80 degrees or under (preferably under!).*

It runs fine on any hot day while we're moving or if we haven't run at highway speeds for a while. It will run fine while we're running highway speeds even for a long time but, after we've run highway speeds for a long time and we slow down, it runs poorly at low RPM's until it cools down some. This will also be true if we sit idling for a long time on a hot day.

My theory (and others as well) is that the alcohol/ethanol that's in virtually all fuel today lowers the boiling point of the fuel and after building up heat in the engine and under the hood, it reaches a point where it boils the gas.

Modern cars with fuel injection run with the fuel system under pressure which lowers the boiling point and eliminates this problem. Carbureted engines run with very low fuel system pressure.

The engine usually runs around 180-200 degrees (by my gauge) and will rise some under these situations but isn't running too hot by the gauge. Under the right circumstance, I can see the fuel boiling in the fuel filter. I would expect there may be an additive that might help this but I'm unaware of what it is. The guy that did my carburetor work gave me an additive that basically boosted the octane and I really didn't see much improvement. Can you give me any help or advice?"

Halderman: I asked around for some advice from others. Here is what Dick Krieger from Michigan said:

"If I remember correctly, there should be a phenolic type insulator/spacer about a ½ inch thick located between the intake manifold and the carburetor. This part may be missing and creating your problem"

From Darrell Deeter from Saddleback College in southern, California:

"Mount an electric fuel pump back at the tank. Datsun 240Z's had a problem with vapor lock and solved it by adding an additional pump at the tank."

Thanks Dick and Darrell. I think these two together will help solve your concerns.