

Ralph Stroud Clarifies Issues And Problems Relating To Ethanol Fuels, E10 And E15

By Ralph Stroud

On my way to the AACA Gettysburg Region National Meet in Carlisle, Pennsylvania, I noticed a gas station just prior to the fair grounds that sold E85 gas (15% Ethanol). It appears that E85 is now being sold in the Northeast; so E15 (15% Ethanol) is probably on its way to your fuel tank.

The current administration and EPA are pushing to move from E10 and conducted a survey where 95 percent of consumers surveyed were NOT familiar with problems using E15 gas. Only those vehicles supporting E15 by the manufacture or vehicles identified as flex-fuel vehicles (both E15 and/or E85 are supported) should use E15 gasoline. A survey last fall showed only 12 million vehicles out of 240 million vehicles (5%) are supported by the vehicle manufactures for E15. It appears that many pre-2012 vehicles are affected by E15.

Check engine light, really?

According to the AAA article, E15 gasoline could result in costly problems such as engine wear and failure, fuel-system damage and false 'check engine' lights in some cars. Five manufactures (BMW, Chrysler, Nissan, Toyota, and Volkswagen) state their warranties will not cover E15 claims. Eight additional automakers (GM, Ford Honda, Hyundai, Kia, Mazda, Mercedes-Benz and Volvo) state that E15 does not comply with fuel requirements specified in most owners' manuals and may void warranties. Also, the E15 octane rating is lower (84 verses 87) which means less miles per gallon and the engine runs hotter. If you want to hear more, look at the has urged suspension of E15 gasoline sales in testimony to Congress,

However, the Renewable Fuels Association says E15 is safe for virtually all post-2001 vehicles and there are no corrosive issues with E153 of E15 only in flexible-fuel vehicles and those built 2001 and later³ says it is "illegal to fuel pre-2001 vehicles" with E15, but one needs to read the warning label on the pump (not likely). You determine who/what is correct about E15. E85 Gasoline: Everything described above for E15 applies but it applies to a greater degree.

Also, the EPA recommends the use E10 Gasoline in A Collector Car: More than 95% of the gasoline sold is E10 (10% Ethanol) which also corrodes metals and can dissolve plastics and rubber. In addition, the air/fuel ratio is roughly 5% lower than the recommended ratio which means the engine runs slightly lean (i.e., excess heat). Some considerations with most gas stations only

Buy E0 gasoline (no Ethanol) if you can find it. Here are two web sites: www.pure-gas.org/index.jsp or <http://www.buyrealgas.com/>

• Use a stabilizer such as Marine Formula STA-BIL Ethanol Treatment.

• One can check to see if you have water (phase separation) in the tank using Kcolor Kut (check the internet).

• At the AACA Restoration Experiences Seminar during the 2013 General Meeting in Philadelphia, one attendee had an interesting suggestion which was: 1) take five (5) gallons of gas: 2) put in some water; 3) let it sit for awhile as the ethanol and water settle to the bottom (phase separation); and 4) pump out the top four gallons of pure gas with most ethanol removed for a collector car.

<http://newsroom.aaa.com/tag/aaa-e15/>

If your CAR IS OLDER THAN 2012 you need to AVOID THE NEW E15 GAS2!

<http://video.foxbusiness.com/v/2000862202001/>

<http://www.snopes.com/politics/gasoline/e15.asp>

It's pretty clear, whatever benefits ethanol fuels provide, they come at a high price for automotive hobbyists and motorist in all areas of the country.

Ralph Stroud is a long-time member of CRAACA.

Herb Oaks, AACA's V. P. Of Legislation Doesn't Mince Words About Ethanol Fuel

Since my article on 'Action against Ethanol', a lot has happened. I think we have gotten attention with our opposition. AACA joined with SEMA and the AMA to oppose Ethanol in fuel. The Hemmings News article with pictures of the three organizations meeting at the Capital in Washington, DC in June was a powerful article. It received 76 comments, all favorable, in our fight against Ethanol in fuel. The impression is that AACA is taking a leadership role on the issue and we hope that it will continue to encourage our members to act.

I have done research on how this came about. Former Vice President Al Gore and many oil industry supporters were dubious about the feasibility of using Ethanol in gasoline blends, as mandated in the United States Renewable Fuel Standard. This regulation was intended to reduce dependence on foreign oil, make emissions cleaner and decrease gasoline prices. Causes we can all agree on.

We believe the Ethanol mandate has failed on most fronts. For instance, for many months unleaded gasoline has remained over \$3.00 per gallon. According to the American Automobile Association, this is the first time in US history that this has happened. Nationwide Ethanol had the unattended consequence of driving up food prices. The Ethanol mandate eats up about 40% of corn and 15% of global corn supply. This naturally drives up food and feed costs. The automotive industry has made great strides recently in improving fuel efficiency and the Nation needs affordable oil and gasoline to fuel its needs and economy. Ethanol is not providing the answer we need. It's time to throw in the towel and get the corn out of gasoline. (excerpted from AACA Rummage Box)