

Re: Ethanol gas

I'm looking for help from my fellow BCA members! Recently, President Trump made the statement that he was going to implement E-15 usage throughout the United States and in time for next summer's driving. Those of us in the hobby driving vehicles with carbureted engines know the drivability issues associated with hot temperatures, especially above 90 degrees. Therefore, I am asking for those of you interested to please contact your Congress representative, senators, the E.P.A. Administrator, and anything that could help prevent the widespread use of E-15. With these drivability problems with E-10, they will greatly worsen with E-15.

I would like to share further thoughts on the issue. Below are some excerpts from Bell Performance:

1. Only flex-fuel and light-duty vehicles with a model year of 2001 and newer are approved by the E.P.A. to use E-15.
2. Energy content of ethanol is about 33% less than pure gasoline. Pure gasoline has more BTUs (British thermal units) than ethanol fuel. In general, vehicle fuel economy may decrease by about 3% (I have experienced larger decreases than 3%--ed.) when using E-10 versus pure gasoline.



This is what a new sending unit looks like after four years of exposure to ethanol or E-10 fuel. Photo by Pete Phillips



This is what happens when E-10 fuel is allowed to sit in a relined 1956 Buick gas tank for four years. Photo by Pete Phillips

3. Ethanol-blended gas came into existence for two reasons: First, ethanol blend is used as an oxygenate which satisfies the requirement of Federal legislation known as the Clean Air Act. Second, ethanol comes from corn, which is big business. So, agribusiness influences legislatures through lobbyists.
4. All major vehicle manufacturers are exploring voiding warranties on cars using E-15 despite being engineered for more than E-10 fuel.
5. Only reason for using ethanol-blended gas is an environmental one. Regulations by E.P.A. for implementation of the Energy and Security Act of 2007 call for increases in ethanol production to 36 billion gallons by 2022. If trends continue, availability of ethanol-free gas is going to keep decreasing. By 2022, finding pure gas in the U.S. will be difficult.
6. The possible exception to this would be if there is a change in the political climate or if they decrease the mandate of the Renewable Fuels Standard. Lowering the required yearly volume would create more space in the marketplace for ethanol-free gas.

I live in Colorado. Here are some of my personal experiences with E-10 in the hot summer months. In cooler weather, say 75 degrees F. and lower, no drivability issues, whatsoever. In the 80-degree range, hard starting after the vehicle sits for 20 minutes or so. As the temperature reaches the low 90s, in addition to harder hot starting, running out of fuel under moderate to heavy throttle. Above 95 degrees, hard starting, requiring running the engine to the point that I have to raise engine idle to about 1,500 r.p.m. for about one minute to allow the fuel and engine to settle down. Also, it is more susceptible to running out of fuel under moderate throttle application (in other words, vapor lock—ed.). This E-10 fuel reminds me of the winter-blended fuel used prior to ethanol gas. Today's E-10 is too volatile in Colorado for summer use. If E-10 is to be used, it needs to be refined to greatly reduce the volatility to make it functional for use. If E-15 is brought to the market, these drivability issues will greatly increase. It may make it to where our older vehicles will be inoperable during the summer months.

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Re: Technical Tip follow-up

In the July 2018 issue of the *Bugle*, page 39, Jeff Hellman submitted a technical tip concerning the purchase of the Pitman arm output shaft seal for his 1936 Buick steering box. He went on to say his mechanic knew many other GM vehicles of that era utilized the same components. His mechanic found the exact replacement seal from "The Filling Station" company in Lebanon, Oregon.

Since I am in the process of also rebuilding my 1936 Buick's steering box, I took his advice and ordered the seal which as noted is the proper one. I also received an almost