



Dear Members,

Coronavirus

Well not too much club news to report on this month. We have been in lockdown for 3 months and with the recent good weather we should have been out in our cars. However, we are reliably informed that we have passed the COVID-19 peak and although lockdown is being eased we must do what is sensible and the right thing to maintain our members safety.

Many of our cars will not have been further than the end of the drive during spring, and it is still unclear when we can meet up as a club again. Some events where social distancing can be observed may take place in August and September so please keep an eye on your email, our facebook page and our website for the latest information. Please Stay Safe and Stay Alert

SCAMS

Please be aware that unscrupulous peoples are taking advantage of these turbulent times. There are many scams including TV Licence Renewals that starts with ***'Something went wrong with your payment. We're sorry to let you know that the TV Licence could not be automatically re-newed. We tried to take the latest payment from your bank account but we encountered an error, so you must pay the amount by setting up a new Direct Debit.'***.... and a telephone call that purports to be from the Covid 19 tracking App. This starts by saying ***'you have been near to an infect-ed person'*** and goes on to say ***'that you need to be tested and that you will need to pay for this test'***. In a genuine case of needing to be tested this would be free under the NHS.

New Cars – Keyless Vulnerability

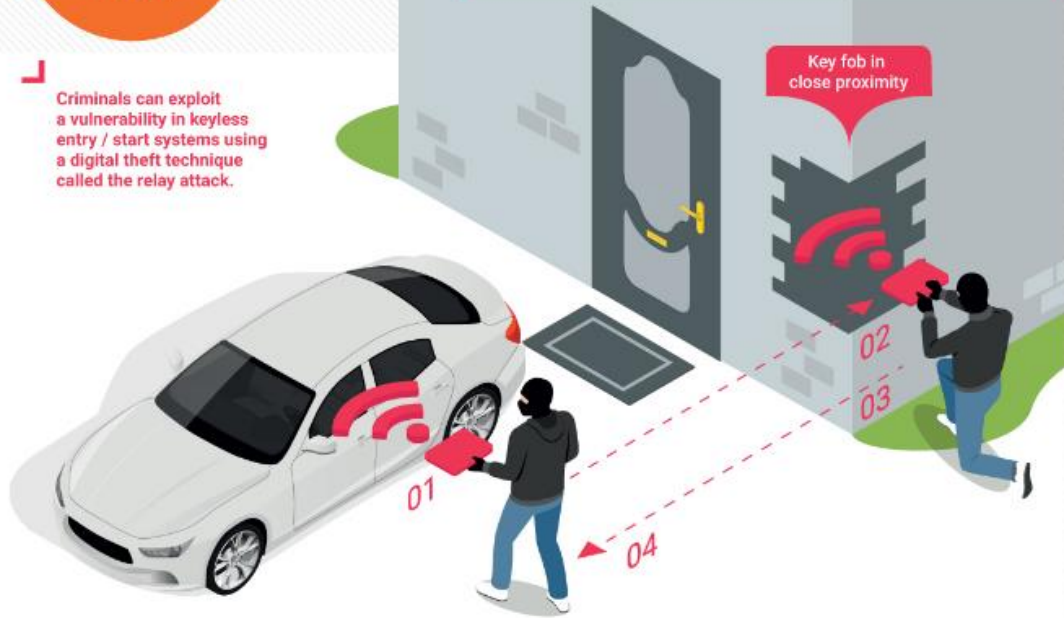
Now is a good time to buy or lease a new car, but you should be aware of the vulnerabilities of vehicles that use keyless entry systems. Keyless entry is where the fob has no keyblade and as you approach within 1.5 metres of the car it allows entry and once inside you simply press the stop/start button and drive off.

Thatcham Research (the insurance research association) carry out specific 'relay theft' tests on keyless entry cars, and the results can be found on www.thatcham.org/what-we-do/security/consumer-rating . Classifications are Poor, Basic and Superior.

Theft claims in the first quarter of 2019 were at their **highest level** for any quarter since 2012 (ABI)

Criminals can exploit a vulnerability in keyless entry / start systems using a digital theft technique called the relay attack.

How the relay attack works



01

Thief stands within close proximity to the vehicle and uses a device to relay received signals to the second thief.

02

Second thief stands as close to the house as possible, typically by the front door holding a second device.

03

The second device transmits the relayed signal up to 10-15 metres into the house

04

When the key stored in the house receives the signal it replies in the normal manner fooling the system into thinking the owner is close by, allowing entry into the vehicle.

What can drivers do about it ?

Ask the dealer

- Can the keyless fob be switched off over night ?
- Is keyless entry / start optional or standard fit ?
- Are there any software updates ?

- Is a motion sensor enabled fob available ? i.e the key is 'put to sleep' when it is not moving (such as when stored overnight) and it will then not interact with any other device.

A Faraday pouch or container can block the signal from a keyless entry fob, but test they are effective first.

Stay safe
NHAEG Committee

The following article was by [ROB HULL FOR THISISMONEY.CO.UK](https://www.thisismoney.co.uk/author/rob-hull/)
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Fuel stations will switch to greener E10 petrol next year, but experts warn it may cause catastrophic damage to classic cars and models built before 2002

- Petrol stations will switch to E10 unleaded fuel with 10% bioethanol mix in 2021
- Government claims this will reduce vehicle emissions by 750,000 tonnes a year
- However, the fuel isn't compliant with older cars and classic vehicles
- If used in these models it can cause significant damage to components
- E10 fuel can corrode brass, copper, lead, tin, zinc, rubber, plastic and fibreglass parts commonly found in older machines



E10 arrival in 2021: Owners of older cars build before 2002 are being warned of the risks posed by newer greener petrol that will be sold at UK filling stations from next year

Filling stations across the UK will switch from E5 to E10 petrol in 2021.

While it might seem like just another case of obscure letters and numbers, those with classic and older vehicles are being warned that they need to take additional measures to prevent the new unleaded fuel causing significant damage to their cars.

A new investigation by classic vehicle insurer Hagerty UK has highlighted the risks E10 petrol poses to hundreds of thousands of owners of classic cars, modern cars and motorcycles alike.

The report claims that the introduction of E10 is the biggest threat to old cars since the switch from leaded to unleaded fuel two decades ago.

Four-star fuel was banned in Britain from 2000, on environmental grounds.

This resulted in owners of classic cars designed to run on leaded fuel needing to use additives when they filled up at forecourts to protect the vehicle's engine.

Alternatively, some cars could be adjusted by mechanics so that they could accept regular unleaded.

And it's for similar concerns over air pollution and CO2 emissions that E10 will soon be dispensed by the nation's petrol pumps - which could cause problems for drivers of some cars built just 10 years ago.

What is E10 fuel?

Unleaded fuel currently sold in the UK contains up to five per cent bioethanol, hence the name E5.

Bioethanol is produced solely from crops, such as sugar beet, and isn't a fossil fuel, so is deemed a renewable source.

Filling stations have by law had to label petrol pumps to state they are E5 in 2019.

However, E5 will soon be phased out and replaced by petrol with twice the bioethanol make up.

From 2021, E10 will become the new standard with up to 10 per cent bioethanol in the blend.

Classic and performance car owners who buy super unleaded higher octane petrol will not immediately be affected, as this is set to remain at the E5 mix for five more years.



- The introduction of E10 fuel will cut UK carbon emissions from vehicles by 750,000 tonnes per year, it has been claimed

Why is E10 being introduced?

With the Government targeting net zero for CO2 emissions in 2050, vehicle pollution is high on the agenda.

It's for this reason that ministers plan to ban the sale of new petrol, diesel and hybrid cars from 2035 - **possibly fast-tracked to 2032** - as motorists are pushed towards zero-emission electric vehicles.

The introduction of E10 fuel will be part of these efforts too, as it is claimed to cut carbon emissions by 750,000 tonnes per year.

That's the equivalent of taking 350,000 cars off the road.

Why is E10 going to be a problem for older cars?

Although many cars run E5 without any problems, doubling the amount of bioethanol in the fuel can cause a variety of issues in older cars.

Because ethanol is hygroscopic, it absorbs water from the atmosphere. And that water, in turn, finds its way into your car.

This can lead to condensation in fuel tanks, fuel lines and carburetors and cause corrosion in brass, copper, lead, tin and zinc components.

As ethanol is also a solvent it can eat through rubber, plastic and fibreglass, so hoses and seals are likely to perish more quickly because of the higher concentration of ethanol in E10.

Department for Transport (DfT) tests have identified problems including degradation to fuel hoses and seals, blocked fuel filters, damaged fuel pumps, corroded carbs, blocked injectors and corrosion in fuel tanks. Rubber is particularly affected.

In addition, ethanol isn't as energy dense as petrol which means that the fuel-air mix could be leaner and may increase fuel consumption (in comparison to E5).



Classic cars designed to run on leaded petrol are at greatest risk of danger from E10 fuel due to its high bioethanol content

How many UK cars could be damaged if owners fill up with E10 fuel?

Anyone owning a car made before 2002 is advised not to use E10 – and it can affect cars made up until 2011.

The DfT states: 'While the vast majority of petrol vehicles in use today are fully approved for use with E10, it is not straightforward to set out which vehicles produced prior to 2011 are approved for E10 use, as there are no clear cut-off dates for determining compatibility.'

'Compatibility needs to be confirmed by manufacturers for each model.'

The government department estimates there are 700,000 petrol models in use in the UK that are not approved for use with E10 fuel. This represents around 3 per cent of all cars on the road.

Around half of these (350,000) are day-to-day use vehicles, it says. These appear as the smallest concern for ministers as they 'will eventually come to the end of their lifetime and be scrapped', according to the DfT's consultation.

However, there will always remain some classic and cherished vehicles in the car fleet that are not advised to use E10.

How will I know if a filling station is using E10 petrol?

Existing legislation already requires that a consumer message must accompany the sale of E10, informing motorists that not all vehicles are approved to use unleaded with up to 10 per cent bioethanol mix.

When fuel stations switch from E5 to E10 from next year, this will, by law, need to be stated on the fuel pump.

The Petrol Retailers Association (PRA) says that there will be an advertising campaign six months before the launch of E10 to advise drivers of the difference between the fuels, and a new website that will allow drivers to check the compatibility of their car with E10 petrol.

Phil Monger, PRA's technical director, stresses that change won't be made overnight and believes that many owners of old cars may have already made modifications since the introduction of E5 fuel.

'Vehicles that are very old will have materials that will not be compatible with E5 either. E10 will only hasten the day when it causes you some difficulty with those materials,' he said.

Given that the mechanical alterations could run anywhere from hundreds to thousands of pounds, the classic car insurer is calling for all information campaigns to be brought forward, to allow drivers sufficient time to plan and budget accordingly.

'Hagerty represents the community of owners of classic cars, modern classic cars and motorbikes, and calls on the Government and Petrol Retailers Association to accelerate information campaigns for drivers and riders,' says Hagerty editor James Mills.

'There may be extensive mechanical modifications required by some models, which can be a costly exercise – during an already challenging economic environment.'



UK filling stations will, by law, need to label pumps to say that petrol is E10 fuel. Hagerty is calling for there to be a big advertising campaign about the switch to the greener unleaded so motorists with older cars don't get caught out

My car is not compliant with E10 - what can I do?

Guy Lachlan, managing director of Classic Oils, has outlined some advice to owners of older cars and classics.

'You've either got to use fuel with no ethanol or change the materials that don't like it,' he explains.

'If you are in any doubt about your rubber fuel lines, change them. Get rid of your fibreglass petrol tank and install an aluminium one.

'The other thing ethanol really doesn't like is solder. If you are running a soldered float in your carburettor, then think about carrying a spare – they're generally quite easy to change.'

Hagerty says owners of classic and modern classic cars should consider lead additives for models that are not designed to run on petrol with such high ethanol content.

'When it comes to storing your car, if it is older than 1996 and doesn't have a catalytic converter, you can use a lead replacement additive such as Castrol's Classic Valvemaster which can help prevent corrosion as it also contains an ethanol stabiliser.

'This product has received endorsement by the Federation of British Historic Vehicle Clubs.

'For modern classics there are catalyst-friendly additives available such as Millers Ethanol Protection Additive or Lucas Oil Ethanol Fuel Conditioner, but your best advice is to check with the car manufacturer or relevant owners club.'

What if I fill up with E10 in error? Can I still drive the car?

If you accidentally pump E10 fuel into a vehicle that isn't compliant, the RAC says that, unlike putting diesel into a petrol car or vice versa, you shouldn't need to drain the tank.

While having E10 in the tank will make it harder to start the car from cold, one fill-up shouldn't - in theory - cause lasting damage to the components.

If you do make this mistake, the advice is to top up with E5 fuel as soon possible, ideally when you've used at least a third of the tank.

Motorists are warned to not put their car in storage with a tank full of E10, and to ideally use it up entirely or having a larger mix of E5.

There is a modicum of good news, in that super unleaded is set to remain at the E5 mix for five more years after the introduction of E10, according to the PRA.

With most super unleaded E5 currently only containing between 2 and 3 per cent ethanol, this should be more than sufficient for older vehicles.

However, the bad news is that super unleaded does cost more – typically 15 pence per litre. That means each fill up will cost an extra £6 to £10.