



## THE FACTS STACK UP AGAINST E-15

Recently, the government authorized a 50 percent increase of ethanol content in auto fuel – that means gasoline would contain 15 percent ethanol (E-15). A hard look at the facts shows that the purported benefits of ethanol are an illusion. Please join the Historic Vehicle Association in our campaign against E-15, as we strongly OPPOSE ethanol mandates and subsidies on the following grounds:

- **Impact on Historic Vehicles.**

Government studies show, at higher blend levels, ethanol's chemical properties cause corrosion, reduce fuel economy, burn hotter and can wreak havoc with fuel mixtures and injectors.<sup>1</sup>

- **Not Cost-Effective.** A gallon of ethanol costs \$2.24 to produce compared to 63 cents per gallon for gasoline. \$1.4 billion in government subsidies and mandates are needed to fill this gap.<sup>2</sup>

- **Uses More Energy Than It Generates.**

Research shows that 29 percent more energy is required to produce ethanol than the energy that actually is contained in ethanol.<sup>3</sup>

- **Negligible Environmental Impacts.**

Studies show that blending ethanol with gasoline increases nitrogen oxide (NOx) and other smog-forming emissions.<sup>4</sup>

- **Lowers Gas Mileage.** Ethanol-blended gasoline decreases gas mileage by 3 to 5 percent at 10-percent ethanol blend and worse at higher blends – increasing costs to consumers.

- **Hurts Livestock & Poultry Farmers.**

Higher corn prices generated by ethanol hurt livestock and poultry producers because the cost of feed stock increases.<sup>5</sup>

- **Increases Food Prices.** By increasing the cost of feed stock for livestock and poultry producers, ethanol production increases the price to consumers for meat, milk and eggs.

- **Won't Improve Energy Security.**

Ethanol can never realistically become a large enough share of our energy to make a difference. Even if we increased ethanol production by 1,000 percent it would only account for one percent of total energy consumption in the U.S.<sup>6</sup>

<sup>1</sup> U.S. Department of Energy, "Effects Of Intermediate Ethanol Blends On Legacy Vehicles And Small Non-Road Engines, Report 1 - Updated" (2009); U.K. Department of Transport, "Assessing compatibility of fuel systems with bio-ethanol and the risk of carburetor icing" (2010)

<sup>2</sup> David Pimentel, "Ethanol Fuels: Energy Balance, Economics, and Environmental Impacts are Negative," Natural Resources Research (June 2003)

<sup>3</sup> ibid

<sup>4</sup> State of California Air Resources Board, "Comparison of the Effects on a Fully-Complying Gasoline Blend on Exhaust and Evaporative Emissions" (November 1998)

<sup>5</sup> National Center for Policy Analysis, Ethanol Subsidies: Idea House (September 2002): <http://www.ncpa.org/pd/ag/ag6.html>

<sup>6</sup> Ralph Brown, "OPEC vs Ethanol," PowerPoint presentation: <http://www.usd.edu/~rbrown/ethanol.ppt>



## SIGN OUR PETITION AND SAY ETHANO!

Add your voice to the thousands who are saying "NO!" to E-15. Visit [historicvehicle.org/no-ethanol.php](http://historicvehicle.org/no-ethanol.php) to learn more and sign our online petition.

