

**V8**

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Aldon rolling road day

Steve Newton reports bookings of rolling road sessions at Aldon in the West Midlands on Saturday 8th September have proved popular. The event will be of interest to members who want to see rolling road sessions in action, so if you would like to attend as a spectator do contact Steve and let him know you will be coming. Full details are on our "More" webpage.

www.v8register.net/more.htm

Nearly 1,000 workshop notes

Our popular V8NOTES and RV8NOTES series launched in April 1979 and September 1999 are packed with spares and maintenance tips contributed by

fellow members. Currently there are 986 notes so with a further 14 workshop notes we will reach the milestone of 1,000 notes. Hopefully that will be achieved in this our 40th Anniversary year.

Why not contribute a workshop note sharing a maintenance or spares tip you have found with your ownership of an MGV8? You can download a template for a workshop note in Word format on our "More" webpage.

Introduction of E10 fuel not good news for classic cars

The DfT launched a consultation in July on whether and how it should introduce E10 fuel to the UK market. E10 contains more bioethanol than traditional petrol.

The consultation closes on 16th September – see our "More" webpage for the GOV.UK link where you can participate in the consultation.

The DfT publicity says E10 "would help reduce carbon emissions from petrol vehicles, helping the UK meet its climate change targets. But drivers of older vehicles should not be hit hard in the pocket as a result. We have launched this consultation in order to better understand the impact of E10 on the UK market and to ensure that drivers are protected if any changes come into effect".

The DfT adds "the changes to the Renewable Transport Fuels Obligation (RAFT) announced earlier this year require transport fuel suppliers to increase the amount of renewable fuel supplied across the UK up to 2032. To meet these new



targets, fuel suppliers could choose to increase the percentage of bioethanol in petrol beyond the current 5% (E5) up to a limit of 10% (E10). Slightly alarmist industry figures say there could be around one million cars within the UK that are unsuitable for use with E10, including 75,800 MGs".