

# Sustainable Fuel Panel Discussion

## Goodwood Revival

### Friday 8 September 2023

**Host:**

- **Ian Waterhouse**

**Panel:**

- **Emanuele Pirro**, 5-time Le Mans winner, racing at Goodwood Revival. Member of the FIA Drivers' Commission, FIA Circuits' Commission and FIA Historic Motorsport Commission.
- **Anders Hildebrand**, owner of Anglo American Oil Company, involved in developing and mixing sustainable fuels.
- **Richard Tuthill, Tuthill Porsche**, prolific Porsche specialist, responsible for the preparation of many of the cars participating in the Fordwater Trophy.

**Ian Waterhouse (IW)**

Good morning everybody, and welcome to our sustainable fuel panel discussion here at Goodwood Revival 2023. As you're aware, this year will see the Fordwater Trophy take place, which we believe is the first historic race to be run entirely on sustainable fuel, with a grid of 30 pre-1966 Porsche 911s running to comply with the FIA's advanced sustainable fuel requirements and use a fuel which has a minimum of 70% advanced sustainable components. Now with that taking place, it seems like a good time here at the Revival to gather you, the press, and our knowledgeable guests to discuss not just the Fordwater Trophy's drive for sustainable fuel solutions, but the entirety of motorsport to see where we are now and where we're heading in the future. What a panel of guests we've got. Let me introduce, over on the far left: Richard Tuthill, Porsche specialist, preparer of many of the cars participating in the Fordwater Trophy. Richard, thank you for joining us, really appreciate it. In the middle Anders Hildebrand, owner of Anglo-American Oil Company involved in developing and mixing sustainable fuels. And just to my left, here Emanuele Pirro, a Le Mans winner racing at the Goodwood Revival, as you can probably tell this weekend, and member of the FIA Drivers' Commission, FIA Circuits' Commission and FIA Historic Motorsport Commission.

**Emanuele Pirro (EP)**

Thank you for not mentioning that I won twice with a diesel car in Le Mans.

**IW**

There we go Press, you've got a question lined up for you there!

**EP**

Which we were very, very proud.

**IW**

Fantastic!

**EP**

But times are changing.

**IW**

Yeah, times are changing. And talking of changing times, Richard, let's just start with you if we may. Obviously, you have prepared a number of these Porsche 911s. We had a quick chat

outside, didn't we actually. Have there been many challenges faced with you in the adaption of the cars? Is there anything different that you had to do in the setup for the Fordwater Trophy?

**Richard Tuthill (RT)**

Well, I ought to make this a longer discussion than it will be. We're running ten cars this weekend. On the back of ten cars in Paul Ricard last weekend, so it's been a busy week. And of course, we're running different fuels at different events. I'm pleased to say there are no adverse effects. In fact, just chatting to Anders, we gather, that there are a few more horsepower if you spend the time with this fuel. So no, the cars adapt very, very well to it. I wish I could make it sound really, really difficult, but it isn't, it's wonderfully easy.

**IW**

Well, tell us more about fuel.

**RT**

Well, I think Anders is going to say a little bit more about the fuel, but from our perspective, we have run sustainable fuel at Goodwood before. We did some trials and we supplied the fuel to some testing on the Dino. And we were discussing that even the current fuels that you take out of the pump are not brilliant for carburettor cars, particularly if you leave them for long periods of time. So, we do face some challenges. But in terms of changing between race to race, pour it in and away you go, and I don't think that's specific to a 911, there's no reason it should be.

**IW**

Anders, let's touch on and have a quick chat with you about that as well and Anglo American Oil Company in total. What sort of challenges have you faced over the last few years in developing and mixing sustainable fuels? Because obviously it's a big part of what you do and going forward as well.

**Anders Hildebrand (AH)**

Yeah, well sustainable fuel is a small part as it is for, for racing. We, part of our business, we sell sustainable fuel for garden machinery, equipment. We sell special diesel made from natural gas to Transport for London. So we sort of have fingers in many, many pies. So our passion is, of course, racing and that's what makes it all fun. And we have been looking at what can we do to introduce a fuel that doesn't make engines go sour, carburettor gets eaten, etc. because this, as Richard said, is a big problem if you have your classic vehicle, classic bikes or even sort of lawnmowers and chainsaws. So you put normal fuel in it with bio components 5%, 10% as it is now, because the problem is that the ethanol absorbs moisture from the air, it becomes acidic because of the formation of a bacteria called Acetobacter that aggressively attack all the metals in the fuel system which destroys these old cars, modern cars after 2000 / mid-2000 not a problem, but old vehicles are suffering massively. So we've always been a bit sort of reluctant to go full speed into an unknown territory. But because we've been involved in so many different areas, we've gained a lot of information and a lot of knowledge about what you need to do to a sustainable fuel to make sure it doesn't cause issues for the racers, and that is, as I said, to make sure you don't damage the fuel system. They can cause also oil dilution, because ethanol molecules – all our fuel doesn't contain any ethanol – but all the bio components are based on ethanol. You can get fuel dilution into the oil, which then can cause bearing seizures, etc. So, when we looked at making our fuel, I mean, I must say, we stood back, we got the information, looked at what other companies have done, we have spoken to those who are affected by what they have missed. And then we have made our fuel, which we are premiering now at this event. And I'm very, very pleased because out of the box bang on, we have all the right ingredients to stop any nastiness happening, and as Richard said, it gained more power.

**RT**

I think what he's also said then is he's just guaranteed my engine. So at the end of the week, what was it, on the end of the 45-minute quali or something or a race, you're going to if there's any problems, you'll sort that. I think that's what he said.

**AH**

If I do get to drive one of your 11,000-revving new...

**RT**

Oh we can give you a run in that. That's a good deal, that's a good deal.

**AH**

Good deal.

**IW**

There you go, we've got that on camera, there we go. Just touching on that as well, you mentioned obviously the sustainable fuel. First time really running it here. It's still a bit of a test, though, isn't it? There's still a lot more work to do right?

**AH**

Both yes and no. It will be lots of information gathering from this. 100% confident that the fuel is very close to as good as it can get. But we always continue to fine tune, like we do with all other fuels. We always make sure that if there's any issues, we fix it. But I don't foresee any issues because we have – for one year – we have been gathering information and with everything else we do, we know what the pitfalls are in biofuels. It is, I said it, these fuels, what makes the fuels sustainable, is that you make it from ethanol, but the ethanol which you make from sugar beets or other food, you can even make it from forest waste products. The key thing is to make it from waste. So we are not going in and taking crops that we should eat. Or taking down rainforest, this is actually waste products from the production of food that we make into race fuels.

**IW**

Fantastic. Emanuele, let's come to you actually because we're talking about the environment as well. And we know Sebastian Vettel with his 'Race Without Trace', it's very important for him. But for yourself, you're a member of the FIA Historic Motorsport Commission, for the FIA and Historic Motorsport, is there a concern with the cars – I mean, we're seeing the cars out there now, you know – Maseratis, obviously we've seen the Porsches longer term. What would you say to sort of people who are worried about, you know, the internal combustion engine and the noise and the smell of motorsport in the long run, especially historic as well, because we know Formula One nowadays, but we're talking 50 years in the future running a Jaguar E-Type.

**EP**

Thank you. What I'm saying is not an FIA, all I'm saying is what I think and not what the FIA thinks. Just to be sure because it's a rather delicate topic and sometimes emotions and facts are quite far away and sometimes the reactions to things are bigger than they should be. I think a milestone for this was the Dieselgate of Volkswagen because this triggered a lot of actions and I think we are now in a world quite different to where we would have been without the Dieselgate with a milder and slower and smarter in my opinion introduction of electric vehicles. But motorsport in today's world I think has got a mission to show that it is not a bad thing, you know. And unfortunately, the perception of people because motorsport burns fuel apart from Formula E of course, we burn fuel and we think this is the only sport that actually it's bad, to

whatever degrees for the environment. But if you think about a bicycle race with all the cars following a bicycle race, a football match, so if you look at it on a broad picture, it actually comes out different figures. But we are on the spotlight. And I think it's our responsibility if we want to preserve our beloved sport. I think if we are here, I can say that we all love this sport very much. And the fact that also we love so much historic racing, it's an added value. So sustainable fuel, in my opinion, are one strong selling point to show to those who are sceptical, to those who are, let's say, enemies of motorsport, that motorsport has got a strong sense of responsibility, although the actual impact of motorsport in the world pollution is almost non-existent. But we've got the responsibility and I think we need to set examples and to make sure that another thing is safety. You know, in the '60s, '70s, '80s, a lot of people were dying and this was part of motorsport. There were a lot of tears, but nobody really thought, "Let's stop motorsport". In my Formula One days, the qualifying fuel, maybe you are aware of them, talking about power. You put the fuel, it's like someone is kicking your bum like 30, 40 horsepower like this. But you follow a car burning that fuel you can't breathe. So I don't want to know. I don't think it has been disclosed how toxic this was, but it was okay. I mean, this was maybe not yesterday, but day before yesterday. Fortunately, the perception has changed. And I think really, what motorsport is doing is really good because we are showing the world that we can do car racing in a good way. You like it or not, but it should not be attacked from the environmental side. I'm happy you don't like motorsport. That's good, you know. But if you want to attack motorsport because it's not sustainable, I think you need a very good lawyer to bring up this case because I think motorsport is doing well. I think you can always do better. Like the fuel. It's maybe as good as it can get, but the way I see always things is that you can always do better. But I think we are in the right path. Yeah, the way I see it.

## AH

We can definitely do better. And the next level after a bio-based fuel is e-fuels and we are already investing in that. We're a shareholder of one of the major companies that are on the forefront, Zero Petroleum, run by Paddy Lowe and they are now getting into production or actually making e-fuels i.e. from hydrogen and carbon dioxide, making a proper fuel. So that is the ultimate, extremely expensive now, but maybe within ten, 15, 20 years it's going to come down on parity with fuel made from crude oil. And that's what it's all about is, we are in the I think what's very encouraging is that we can show that you don't have to use crude oil to run cars. We can use other things. We don't have to scrap all the millions of cars that are on the road and use lots of carbon dioxide, lots of energy to make an electric vehicle and build an infrastructure for these electric vehicles that impact the world a lot. It's much easier to make a fuel so you can put in the cars that has already had the carbon footprint sorted and we can enjoy driving cars that makes noises and are engaging to drive. I'm sorry, I'm a bit passionate about cars, but it's sort of there's a lot of people thinks, "Oh, we go that route and we scrap everything else" and we make new things and we have zero tailpipe emissions, but all the rest that comes with it. So electric vehicles have their place, town centres, but the best would be to actually make a fuel, that doesn't impact the environment. And this is a first step and we have many steps to go. And the ultimate is to make fuel from capturing carbon. So now that's where we are going towards.

## IW

Well, let me ask you, I'd like all of your opinions on this. Richard, I'll start with you, because what we've just said and when we watch motorsport on TV, or we go trackside, sustainability and especially fuels are obviously a big topic, we know about the environment. What we've just been talking about there as well there Emanuele, does motorsport, perhaps not get enough credit then for what it's actually doing? Certainly, you know, Goodwood's been a big part of it as well. Last year The Duke of Richmond used Zero® Syn95™ synthetic petrol in his bike and we're seeing obviously what we've got here at the Revival. We had things last year, we've got things

coming up as well, based on 20% of the cars going up the Hill actually at Festival of Speed used some sort of synthetic fuel. So does motorsport get a bit of an unfair tag then because it seems to be doing more than most and I'm involved in a few other sports, you mentioned football.

**EP**

I have one idea, for the environment. If we would go down the Hill, it would be a lot less, instead of uphill. Sorry, it's a serious matter.

**IW**

That's one for The Duke of Richmond!

**RT**

I stake the claim, I think I won the first soapbox race, which was downhill, and that was equally dangerous, by the way, because the second year they ran that, which I didn't take, they started everybody lower down the Hill because there was a right-hand corner – and I should know the name, but I don't – but yeah, a few problems even going downhill with no engines. But look motorsport has pushed development of all cars from year dot. So the reason our cars handle better, they're more efficient, all of this comes from motorsport. So I think, we continue to do that. And as Anders was just saying, I could probably argue that we are in the recycling business. So yes, Dieselgate was a moment for the politicians to jump on it, but actually in many ways unfairly so. And all these cars that we're driving around in [at the Revival] have been here much longer than most of us. So for those reasons, we should encourage the use of them and we shouldn't be throwing things away. I think the use of tyres needs looking at, I'm a firm believer in using less tyres for motorsport weekend. If you give a racing driver an option to have ten sets of tyres, he will always take ten sets of tyres. But if you give him an option to have four and they're all black and round

**EP**

These things are down to the rule maker.

**RT**

Exactly. But I think they have to understand that we must keep the cost, we must keep we must be responsible.

**EP**

I am 100% with you.

**RT**

The Porsche race, in theory, will be 30 plus identical cars. Now, no car is identical, but they're very, very close. And we race all over Europe in the two-litre cup. And it took me three years to get the series to only allow us to use five tires for a weekend, which is more than enough. But at the beginning people had 15, 20 tyres, qualifying tyres. I mean, just ridiculous for historic motorsport. So I think fuel is a great thing. We can also work with tyre manufacturers. There's no reason why these wonderful things shouldn't be around a lot longer. And I think motorsport has an awful lot to do with making the world a more efficient place.

**IW**

Especially for you Anders as well, because we know the government scheme from 2030 to ban obviously the sale of new petrol and diesel vehicles. I guess what you're doing now is only preparation for that. You're going to have big part to play in it.

**AH**

We hope so. I mean, we are a small player. We don't sell any fuel through petrol stations. We are focusing on the specialist market but there is in all areas of fuel things are happening. We sell aviation fuel as well. There's lots of development to clean up that part of the transport. But there's – I think the fuel is one thing, it's a bit of tyres, but I think one thing that has happened very, very quickly the last 20, 30 years is we've gone from an industrial society to throwaway society. I mean, if you don't have the latest iPhone, you're not cool at all. And they work three, four, five years old. They actually work. But everything is - clothes. My grandfather, I love telling this story. My grandfather, this is actually his hat. He had a sawmill. He had 20 or 30 employees. They were not rich, but they were okay. They could afford to buy a car. My grandmother, when the shirt was worn on the collar, she turned the collar around and he can use it even more. Nowadays, you go and buy five new shirts every third month because we can and that's a problem we are throwing away and we are damaging the environment because throwing away stuff. If we could all just tip it back to maybe spend by 30% less unnecessary thing. We don't need a new jacket, we don't need a new pair of trousers, or different colours. We can actually slow down. And if everyone did that, that would impact the wasting of the earth quite quickly.

**IW**

(To EP) You're smiling.

**EP**

No, yeah, because this is a super-hot topic and I cannot agree more. I cannot agree more. And unfortunately, it's not for here, but economic interest they clash big time with the environment. So I am a very what is a contrary of hypocrite? I'm a very honest person and sometimes you know I smile when I see that people are looking at the small thing in the eye and I don't look at the big trunk, which is what is happening now. And so I cannot agree more. And I can only see big things happening if the whole world would stop competing against each other and start really thinking seriously. Because, you know, we were brought up paying attention to, you know, to turn the lights off and to use an economical washing machine and refrigerator. And we were happy, more or less everybody was happy to do so. Then you go to the Far East and see this incredible amount of energy and you ask yourself, well, you know, all the good feeling that I had so far of being a good person for the environment, was it worth it? I mean, what am I doing here? Since I was a kid, for instance, I sometimes I tend to look ahead and we were, of course, the waste. And I always thought that this waste, you know, we put one waste bag a day and so all the other families, where do they go? I was imagining a big mountain growing and at one stage it would explode. And this is another big topic, but not for today. But we can do a lot more.

**IW**

We must get another press conference in.

**EP**

I come from Rome and we say "Rome was not built in one day." And it's like when you do charity, you know, you think, okay, I give ten or one pound. If I do, if I don't do, it doesn't matter.

**IW**

But it does matter.

**EP**

But if everybody thinks the same, it does matter.

**IW**

Yeah. We will open the floor very shortly just before we do Richard, how important is it then for events like Goodwood Revival and Festival of Speed, of course, to embrace sustainable fuels, like it done and help get the message out?

**RT**

Hugely. I mean, the events here at Goodwood are the best in the world. I think we can all agree on that. And it's a spotlight for all things automotive and more, given we're surrounded by wonderful airplanes here. So it's super important. And by taking the lead, it helps us all. So it's really important

**IW**

(To AH) Same question again.

**AH**

I fully agree you have to make a statement. You have to sort of push boundaries and prove that it can be done.

**IW**

You can tell we're after some soundbites. Right, we'll open up the floor to the press. So has anybody got any questions? Gentleman here.

### **John Marcar, Driven Chat Podcast**

Just wanted to get your views, given that we as the Motoring Press have quite an educated and quite a well-informed audience, perhaps the general motorist knows that the big golden bullet is not EVs, we know that there are many negatives that come with the positives of reducing tailpipe emissions from an EV. I feel like where we're struggling though, is trying to educate the wider market of people, people that aren't necessarily petrolheads, avid car lovers. What do we, the press, need to do to help explain and simplify the fact that synthetic fuels and e-fuels could be a fantastic, if not better, alternative solution to the future of exclusive EV?

**IW**

(To EP) Would you like, that might be quite a good one for you with the FIA.

**EP**

My personal point of view is that I struggle to believe anything I read because almost everything which has been written or said it's to support a certain opinion. So, I think if you want to be credible, a good way would be to start talking in a balanced way like you know politicians, I'm against you. All I say is against you, all you say is against me. How can I be credible? Mathematically it is impossible that all you do for me is wrong and all I do for you is wrong, you know? So, presenting the pros and cons in a balanced way. If I'm a reader, I would say this guy is telling me the truth. Because like you said, EVs there's some good things and some bad things. But whoever is pro EVs will only tell you the good things and whoever is against...so I think some good credibility could be a good start by being balanced.

**IW**

Anybody else like to?

**RT**

I guess the problem journalists face – we do a little bit of work now and then with journalists. Ultimately you want a journalist to drive your car and say nice things. So at what point is a

journalist working with a manufacturer? And it's a very fine line and the journalists have to be very brave. They have to actually say what they feel, and I'm sure many of you do, but the controversial subject, I learnt more in the 2 hours after the Brexit result about the implications of Brexit than I had tried to learn-ish for the two years before, because all of a sudden the decision was made and then everyone starts speaking the truth. And here we are as a country, being asked to vote on a pretty serious topic. And I learned more in 2 hours than I had the last two years. So we are driven by media and politics, we have to be very careful of it. And you guys definitely in the car world speak your mind. And don't be afraid if you don't get invited back.

### **Simon Hucknall, Classic & Sports Car**

You've made some excellent points. And I wholeheartedly agree with virtually everything you've said. But, playing devil's advocate here, obviously what we're up against in a way is the global car industry. And Carlos Tavares, the CEO of Stellantis, which obviously looks after about 14 brands, so it's a major, major player, has said and I think other industry heads have pretty much aligned with this, that there can be no distraction from electrification. So this was in response to questions posed to him about sustainable fuels and synthetic fuels as well. And he just blew it out of the window and he said that cannot be a factor because, and you can kind of see his point of view from a manufacturer's point of view, they can't afford to diversify. They have to go in one direction or they have to go along another direction. You know, they can't afford to do anything other than electrification at the moment because it's been mandated politically across all sorts of markets, ours included. So that's the challenge. So what would you say in response, if Tavares was with you now and I mean, he listened to this and he's a petrolhead, by the way.

**EP**

Are you sure this is not demagogy?

**SH**

No, absolutely not. No, this is this is very much from the horse's mouth.

**EP**

Okay.

**AH**

Well, if you had I don't know how many cars are on earth, but let's say its 200 million cars, whatever, and electric vehicles, maybe 5/10%. And as a manufacturer, if you can quickly swap all those other hundreds of millions of cars to electric vehicles, as a manufacturer that's great, isn't it? So if I was in his shoes, I would probably say the same thing because you can sell stuff. And that's what his task is, to sell products. It would be far worse for him if they've now taken the electric route to preserve these cars and put another type of product in it.

**EP**

Little bit of demagogy.

**AH**

Yeah.

**RT**

But it was already said earlier that the decision was made overnight based on Dieselgate, and it was a perfect political weapon just to go: "Right, we're going to change". But I guess it was made far too quickly and we're now finding out the reality. So of course he's going to want to sell them. They're all geared up to do it. But he needs to maintain his other avenues as well, I'm sure,



because I think it's a brilliant stepping stone and it's making us all think that ultimately the day we all plug into electricity, we won't have any lights in this room.

**IW**

So if he's petrolhead he might be more toeing the company line than personal line.

**SH**

Yeah, has to be.

**IW**

Any other questions? Yes.

**Elliott Hughes, Magneto**

I think I'm kind of following on from what's just been said. How far do you think legislators understand the technology and do you think the ban would have been enacted if they would have known in advance how far the technology has come in just a few short years?

**AH**

Well, they already changed in Germany, haven't they, where they said no petrol cars unless they can be run on sustainable fuel. So they are starting to sort of moderate their decisions. And I'm sure that's going to be the same in England because it would be stupid not to. That's my opinion. But we also need to realize that all this hooray about electric vehicles is subsidized by the government, by everyone. Everyone that's driving a car – they don't pay any road tax, they don't pay an energy tax, there's no benefit in kind. So there's lots of positives going into that. When they start to take that away and you see the reality of the cost of having an EV –

**EP**

Like Brexit!

**AH**

- yeah, what's going to happen is sort of they've done it so many times, in Sweden, about 20 years ago they said E85, that's the business and Volvo and Saab said, "Oh, we can sell new cars – brilliant!". No benefit, no tax, nothing. Sale of E85 went like this, sale of new cars went like this. And the government said "Oh, maybe the ethanol is coming from Brazil. Rainforest? Oh, maybe not so good. Maybe needs to start to tax ethanol again." We start to lose revenue. Today, 2 / 3% of all the E85 that was sold on the heyday when it was no tax and the cars had no tax is now sold. And it's sold because you get more power, because it's not cheaper to run it now. So I think it should be fair on the tax as well.

**IW**

Excellent. Anybody else, any other questions? Yes.

**Jesse Billington, Classic Car Weekly**

Can we get some clarification on the fuel that's running? So where the carbon elements have come from, sort of what the general sustainability of it is and equally what the next step or sort of racing fuel is going to be? Where do you see this 100% tipping point being?

**AH**

That's a tricky question because the downside of sustainable fuel is the cost – it's more expensive. And if we rush into it too quickly, we may basically, some sort of amateur racers that race because they have passion, they might not be able to do it. Instead of going hey ho into this,

gradually introduce it, then we can get everyone to follow and that will have a good impact then. So but your question regarding sort of sustainability and GVG emissions, etc., it's about 65% less than running normal petrol today.

**IW**

Fantastic. Okay, anybody else, any final questions? Right, well that about wraps it up. Richard Anders, Emanuele thank you so much for joining us for this. If you do want to see Richard's cars out on the track, they will be, there's a practice session today isn't there at 1.45pm.

**RT**

Yeah, yeah, look out.

**IW**

30-minute session. And there's a number of star names taking part isn't there? I think Jenson Button is involved, Tom Kristensen's involved, Mark Webber is involved. So well worth checking out the Fordwater Trophy. But again, Richard, Anders, Emanuele, thank you so much for joining us, really appreciate it.

**EP**

My pleasure. I'm proud of myself for having been diplomatic

**IW**

Let's start again then!

**EP**

I'm getting old! Thank you for listening.

**IW**

Thank you for attending everybody, thank you.