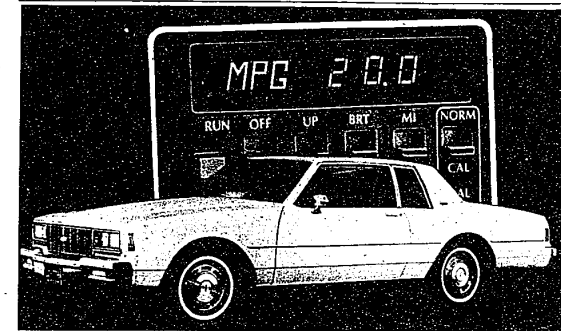




High-mileage Chevy

The 20-mile-per-gallon barrier for full-size cars on the EPA's estimated city schedule has been broken by this 1980 Impala. It will be available after Dec. 1. Called the Impala SE, the car is rated at 20 mpg in the city and

28 on the highway. It is equipped with a 3.8-liter V6 engine and automatic transmission. It also has a special rear axle and oversize tires. The SE can not be bought with air conditioning.

Alternative fuels supplement gasoline

The current gasoline situation has resulted in increased interest in natural gas, propane and an alcohol-gasoline mixture.

The two non-gasoline fuels are possible replacements for gasoline, but they have drawbacks, according to the Automotive Information Council.

The alcohol-gasoline mixture, gasohol, is gasoline based and so does not offer the advantages of a non-gasoline fuel.

Propane, a liquid petroleum gas, is in worldwide surplus and sells for considerably less than gasoline.

The most abundant supply of natural gas comes from underground wells, which are non-renewable. But natural gas can also be derived from the almost endless supply of waste materials such as garbage or rotting agricultural plants.

The city of Modesto, Calif., runs many of its city-owned cars and trucks on gas produced from its sewage treatment plant.

Both fuels burn clean. For this reason, they lead to long engine life with fewer emissions.

However, industry experts don't see either propane or natural gas becoming the immediate answer to our energy problems. Any surplus of propane could disappear if sizeable numbers of cars or trucks were converted.

There are only 35,000 propane dealers in the United States, as compared to 171,000 gasoline stations. Because these dealers are usually in rural areas, finding a place to fill up isn't an easy task.

Natural-gas refueling stations are now generally only available to government and privately owned fleets.

Technologically advanced propane conversions can cost anywhere from \$1,000 to \$1,800.

Natural gas conversions have not been as popular as propane conversions. Private car owners, especially, have shied away from converting their autos to run on natural gas.

The initial cost of the conversion and the need for a base refueling station, priced at over \$40,000, have hurt the popularity of natural-gas conversion. It makes economic sense only for large fleets of vehicles at this time.

The big pluses for gasohol are that it stretches the supply of gasoline (or reduces imports) while requiring minimal modification of a gasoline engine. In addition, the alcohol for gasohol can be produced from farm products such as corn or sugar beets.

Making gasohol with American-made alcohol reduces the amount of money sent overseas by buying farm crops instead of the non-renewable oil.

878 Oldsmobile

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880 Pontiac

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884 Volkswagen

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