By the end of this century, when the world's demand for petroleum will exceed what it can produce, alternative fuels will have already begun phasing into the energy picture.

What will these new fuels be? Scientists here at the General Motors Research Laboratories long ago started exploring the possibilities. They've conducted engine studies with hydrogen, methane, ammonia, propane, acetylene, methanol, ethanol, and with liquid hydrocarbons from coal and oil shale.

![Potential Automotive Fuels Diagram]

Although the principal aim was to understand the combustion process, the overall system — from resources in the ground to power at the wheels — was also considered.

So what have we learned? Hydrogen, for example, behaves well enough in an engine. However, storage and control problems in a car severely limit its prospects.

Methanol, on the other hand, is more manageable. And we have modified production vehicles to run on this fuel. But methanol poses a serious starting difficulty below 5°C. Moreover, it would be costly.

![Relative Cost of Fuel from Source Diagram]

Which brings us to gasoline and diesel fuel derived from oil shale. Environmental, social, and political factors may favor other alternatives. But our studies, based on energy efficiency and economics, indicate that these two derivatives have the greatest potential for being the automotive fuels of tomorrow.

Alternative fuel research. It's one of the many ways General Motors is preparing for the future.

We currently have openings for Ph.D.s in engineering or the physical, mathematical, or biomedical sciences. If interested, please send your resume to: GMR Personnel, Dept. 1015. An Equal Opportunity Employer.
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