June 30th, 1953 probably started off just like any other summer afternoon did in the city of Flint, Michigan. Various factories all across the city were likely churning out hundreds of goods

government has, since the year 1974, been implementing Corporate Average Fuel Economy

CAFE standard requires an efficiency target of 35.5 mpg by the year 2016, so the new 2025 standards would mean a 53% increase in required fuel economy for all passenger cars produced for use in the United States. This is the highest CAFE increase in the history of the legislation. I propose not an elimination of the CAFE standards, but a more realistic approach to them. The newly passed 54.5 mpg standard is leaps and bounds greater than it should be, and, in the short term, has the potential to eliminate the sports cars (such as the Corvette) that many drivers aspire to own.

To put the soon-to-be required 53% increase into perspective, the current C6 generation base model Corvette gets an EPA estimated fuel economy rating of 16 mpg city and 26 mpg highway according to statistics compiled on their fueleconomy.gov web site. While those numbers might not seem very high in these fuel conscious times, the figures are nothing short of amazing when one considers that they are coming from a 430 horsepower 6.2 liter V8 powered sports car that can complete the sprint from 0-60 miles per hour in a little bit more than four seconds. (RSportsCars.com) Times have changed drastically from the dismal C3 generation that was mentioned earlier, and they have certainly been changed for the better in terms of both performance and fuel economy. Now imagine what the gas mileage would need to look like if there was a 53% increase applied to it for those of us who struggle with math that would come out to roughly 24.5 mpg in the city and roughly 40 mpg on the highway. It all sounds well and just one small inkling of a problem with those numbers: there are small economy cars that are made for commuting for sale right now that highway.

For instance, the 2012 version of Honda Civic (the non-hybrid model) manages to achieve only 36 mpg on the highway out of its 1.8 liter engine. (fueleconomy.gov)

That means that the Corvette, with an engine that is over 200% the displacement of the one in the Civic, gets fuel mileage that is only 38% lower. What does this fact mean for us, the consumers, then? Unfortunately, due to the low volume production of sports cars by most manufacturers, there is a very real chance that they may start to be phased out of production in favor of more fuel efficient models that will allow the manufacturers to reach the CAFE targets that the government requires them to. If that scenario sounds bad now on paper, wait until you think about a world with companies like Ferrari, Lamborghini, Audi, Porsche,

Launched in the summer of 2006, the rear wheel drive Tesla Roadster is now in mid-cycle refresh of its second generation (known as Roadster 2.5). This version boasts a healthy power output of 288 horsepower and 273 pound-feet of torque, which thanks to the nature of its electric power plant, is available from 0 RPM all the way up to its staggering 14,000 RPM redline something no gasoline engine is capable of accomplishing. Despite having roughly 900 pounds worth of batteries on board, lightweight materials such as carbon fiber used in the construction of the Tesla Roadster 2.5 allow it

The current mainstream technological fad, if you will, in the quest for the greatest vehicle fuel efficiency is the hybrid. Hybrid vehicle technology has the potential to do so much more for your cars than just increase your gas mileage. Imagine for a moment that your vehicle had a conventional gasoline internal combustion engine with all the whiz bang wow technology of today, and then one electric motor powering each of its wheels as well. These electric motors would be used to provide more power in addition to what the gasoline engine would give to the car. That scenario sounds pretty good, right? well-known German sports car manufacturer Porsche has done with its 918 Spyder concept car. Unveiled at the Geneva Motor Show in 2010, the Porsche 918 Spyder has a race car worthy 500 horsepower V8 under its hood, and then an additional electric motor present on each axle that together manage to produce a combined output of 218 additional horsepower. (Neff)

and it just so happens to also be a hybrid.

According to a report on the 918 Spyder by autoblog.com, Porsche claims that the car is capable of a staggering 78 mpg. For those keeping score at home, that makes this Porsche more efficient than a Toyota Prius, long thought to be the benchmark for mainstream hybrid car technology (the Prius achieves 50 mpg according to fueleconomy.gov). Granted, the 918 Spyder is just a concept car at this point, but it definitely proves that hybrid vehicle technology can be incorporated into high performance models and not just be used in efficient compacts.

capable of yet again. Their recently released race car has been dubbed the Porsche GT3 R Hybrid 2.0. Yes, you read that right: a purpose-built race car that is a hybrid

its second generation to boot. This new version of the R Hybrid makes its main power from a

470 horsepower flat-six cylinder engine (a Porsche tradition), and like its earlier 918 Spyder cousin, has two electric motors at the front wheels that account for an additional 202 horsepower on tap, bringing the total power output up to a staggering 672 horses. Thanks to all of this power, it can also complete the sprint from 0 to 60 mph in a neck-breaking 2.5 seconds, and thanks to being constructed out of some seriously advanced lightweight materials, the R Hybrid 2.0 weighs in at just 2,866 pounds which al

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