

V-8s biting the dust

National Geographic News

The cowboy's saf farewell to his faithful horse,
"Goodbye, old Paint," may seen be applied by motorists to their trusty V-8s.
The familiar engine with list two slanting rows of
cylinders can't cure its drinking habit. Higher gasoline prices and the government's emphasis on fuel
conservation have brought the eight-cylinder power
plant to the end of the trail.
General Motors plans to produce no more V-8s
after 1983. In that year, only the Corvette will have
an eight-cylinder engine.
The V-8 has been around for 70 years. But the big
engine didn't become popular until the 1930s, and
demand peaked during the last two decades.
The first automobiles of the 1896s were one-cylinder affairs that were eclipsed within a few years
by cars with more powerful multi-cylinder engines
In 1902, Locomobile set the pattern for future
autos by produciong the first American car to feature a water-cooled, four-cylinder engine placed in
front of the driver.
Five years later, Edward R. Hewitt mounted two

front of the driver.

Five years later, Edward R. Hewitt mounted two
banks of cylinders at an angle atop a single crankcase and the V-8 was born.

The Hewitt was a good car, but it was so expen-

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RECENTY 1973, client, 4 door, loaded, low miles, 1970.

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PART.

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with Michigan's

876 Oldsmobile

DELTA 88, 1948 4 door. Excellent con-dition, original owner. 99,000 miles, \$650 or best offer. After 6PM, 280-0719

OLDS 98-1977. Has all extras, loaded.

dition. \$5900. 640-base REGENCY 1979, diesel, 4 door, loaded, low miles. \$3750. 651-3110

876 Oldsmobile

BARACUDA 1971 318 3 speed, with air, radio, needs repair \$1,000

Adding cylinders was not the only way to get more power from an engine, however, Higher com-pression and shorter piston strokes increased revo-lutions, power and stress on long crankshafts. High-speed engines doomed the "straight eights." By 1916, 18 auto companies built cars with V-8 engines, whose shorter crankshafts vibrated less.

to build m-line engines with four or six cymmetrs in a row.

Yet the horsepower race had just begin. In 1947.

Addillac successfully marketed a car with a V-8 engine. The next year, three other manufacturers offered eight-cylinder engines, and Packard intro-duced its 12-cylinder "Twin Six."

They included Cadillacs and Oldsmobiles, as well as such forgotten makes as the Abbott, Briscoe, Cole, King, Peerless, Monarch and Standard. V-8s powered the luxurious tourers and chauffeured limousines of the rich.

Then, in 1932, Ford brought out the first low-priced car with a V-8 engine, a feat made possible by innovations in foundry techniques that permit-ted casting the entire engine block and crankcase as a singel uni

878 Plymouth PURY 1972. For sale for parts. Engine tood. Best offer. Also Plymouth, Ford ims and drums. 425-5484

B78 Plymouth

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