

## THE B.R.D.C.'s 500 MILES RACE—continued.

Horton, after a bout of misfiring, was going well again now, and began to regain his lead, especially as all was not well with

its "expensive" reputation, Ashby's Riley, Derrington's Austin, Outlaw's Maserati, and Whitcroft's official Riley

113.06 m.p.h.

2. R. T. Horton (M.G. 746 c.c. S.), 95.41 m.p.h.

3. C. Paul (Riley 1,087 c.c.), 100.11 m.p.h.

4. Sir M. Campbell (Riley 1,087 c.c.), 99.41 m.p.h.

The end drew near. Lewis's Talbot, now driven by Cobb, was leading, but as the car had been 300 r.p.m. down all day, it was by no means a certain winner. Added to this Horton began to put on speed, so it was very problematical who would win. Even the announcer himself was quite in the dark, for it came as a great surprise to everyone when the chequered flag was finally waved to the little red Midget, and Horton came up the Finishing Straight to endure "ordeal by 'mike.'"

Second came Cyril Paul and "J. Phillip," on the Riley entered by A. G. Miller, and third the wonderful single seater Talbot, Cobb at the wheel.

Horton has finished up the season splendidly, with the 750 lap record and the "500." As to the M.G. Midget, how can one possibly add anything to the plain facts?

## PROVISIONAL RESULTS.

1. M.G. (746 c.c. S.), R. T. Horton and J. H. Bartlett, 5h. 42m. 13 secs., 96.29 m.p.h.

2. Riley (1,087 c.c.), C. Paul and "J. Phillip," 5h. 46m. 58secs., 99.61 m.p.h.

3. Talbot (2,965.5 c.c.), Hon. B. Lewis and J. R. Cobb, 5h. 47m. 43 secs., 111.60 m.p.h.

4. Riley (1,087 c.c.), W. A. Cuthbert and C. W. Fiennes, 97.41 m.p.h.

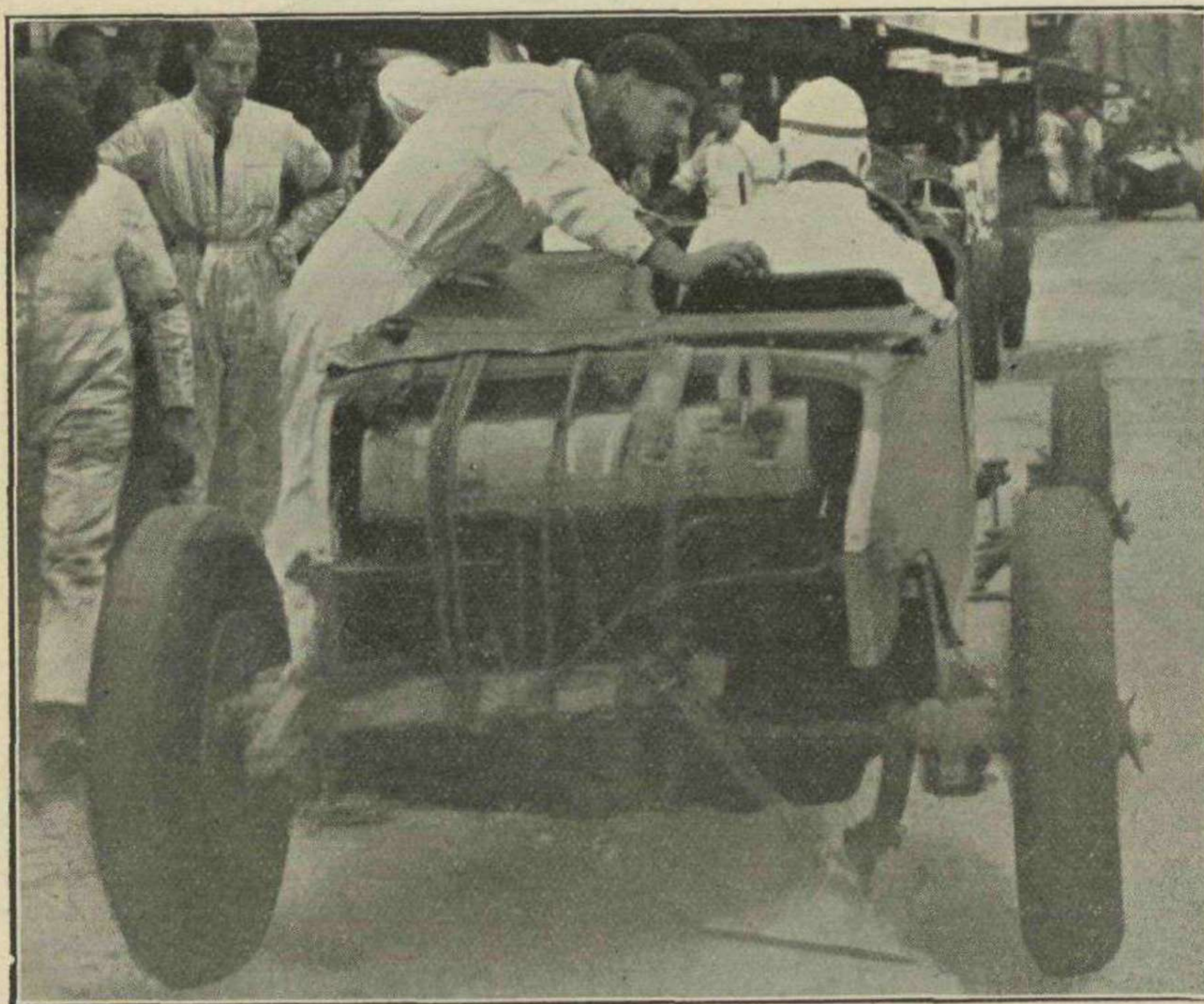
5. Riley (1,087 c.c.), Sir M. Campbell and C. S. Stainland, 97.4 m.p.h.

6. M.G. (746 c.c.), N. Black and R. Gibson, 83.35 m.p.h.

7. M.G. (746 c.c.), G. W. J. H. Wright and W. M. Couper, 83.15 m.p.h.

8. Talbot (2,965.5 c.c.), J. S. Hindmarsh and H. F. Wolfe, 103.76 m.p.h.

The winning car was equipped with: Dunlop tyres, B.P. fuel and K.L.G. plugs.



[Motor Sport Photograph.]

An unusual breakage. The weight of the 30 gallon tank on T. E. Rose-Richard's Talbot caused a fracture fracture in the chassis frame and an auxiliary tank had to be substituted.

Eyston's car, which finally retired with piston trouble. Retirements came thick and fast, and the race began to live up to

all falling by the wayside.

At 3.30 the order was:

1. B. Lewis (Talbot 2,965.5 c.c.),

## A NEW 90 m.p.h. SPORTS FIAT.

LAST year the Fiat Company re-entered the sports car market with an extremely smart sports tourer on the 20-60 chassis. As a result of experience gained during the year, the engine and chassis have been modified for 1933, with a consequent increase in power and road-holding ability.

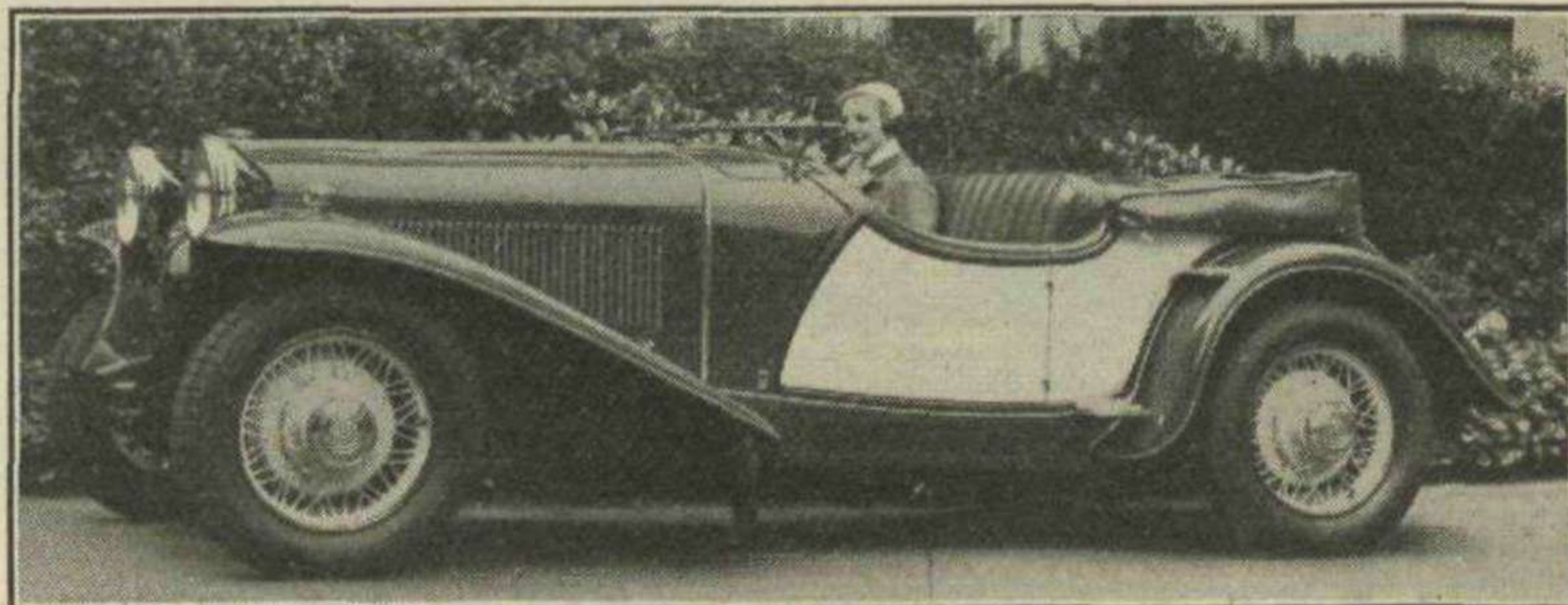
The basic design of the engine remains unaltered, and employs six cylinders of 72 mm. bore and 103 mm. stroke, giving a capacity of 2,516 c.c. Side-by-side valves are used with the sparking plugs accessible in the centre of the head. Ignition is by coil and the distributor is mounted vertically on top of the engine. Advance and retard is automatic, with a further movement controllable by hand.

The single vertical 35 mm. Solex carburettor has been replaced by two horizontal instruments of the same size bolted on to short pipes leading to the induction ports, a balance pipe joining the two. Petrol is drawn from a 12 gallon rear tank by an A.C. pump driven off the camshaft.

The gearbox is mounted in unit with the engine, and power is transmitted by a single dry-plate clutch. The gearbox embodies a silent third gear, followed by a free-wheel, the first we can recall fitted

IMPORTANT MODIFICATIONS TO THE SPORTS TOURER RESULT IN GREATLY ENHANCED PERFORMANCE FOR 1933.

to a production sports car. The roller and inclined plane principle is used, a sleeve on the gearbox primary shaft which is provided with cams forcing the rollers into contact with a drum on the propeller shaft when not required.



Speed and grace are combined in the lines of the new Sports Fiat.

An open transmission shaft is used, fitted with metal universal joints at each end, and power is conveyed to the road

wheels through a spiral bevel back axle.

The Super-Sports Fiat is available with a short four-seater body by Viotti of Turin and has the graceful lines one associates with the continental sports car. The windscreen folds down and is fitted with dual wipers. For 1933 a pillarless saloon is also listed, overcoming the usual defect of difficulty of entry which is so often met with on sports saloons.

We look forward to publishing a road-test

of this interesting car in the near future.

The price of the sports tourer is £585, and the saloon sells at £645.