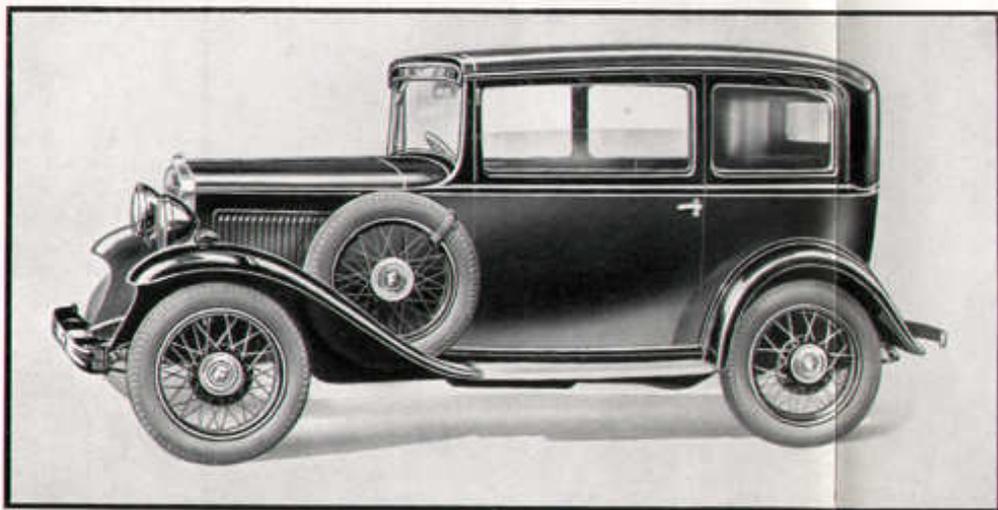


BUILT TO BE THE BEST



FIAT

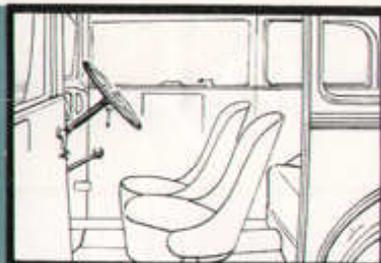
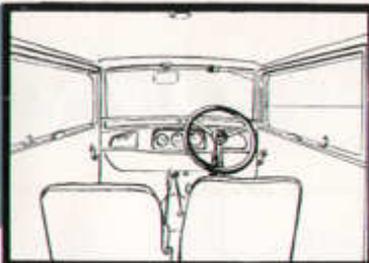
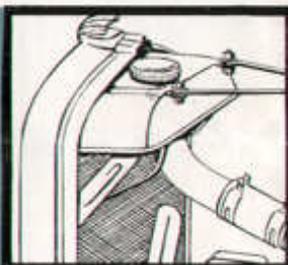
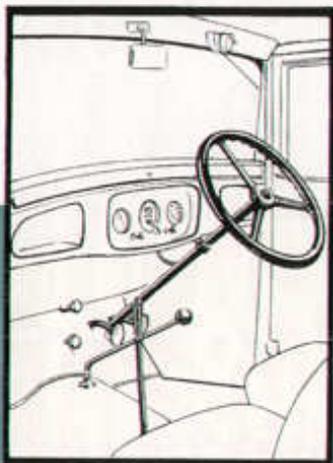
FIAT 508



COACHBUILT SALOON.

Fully powered, lively, indefatigable, and easy to drive, the new model 508 FIAT provides the pleasure of features associated with much larger cars with the running costs and handiness of the small car. Smooth power, smooth brakes, smooth suspension, all combine to produce really effortless running.

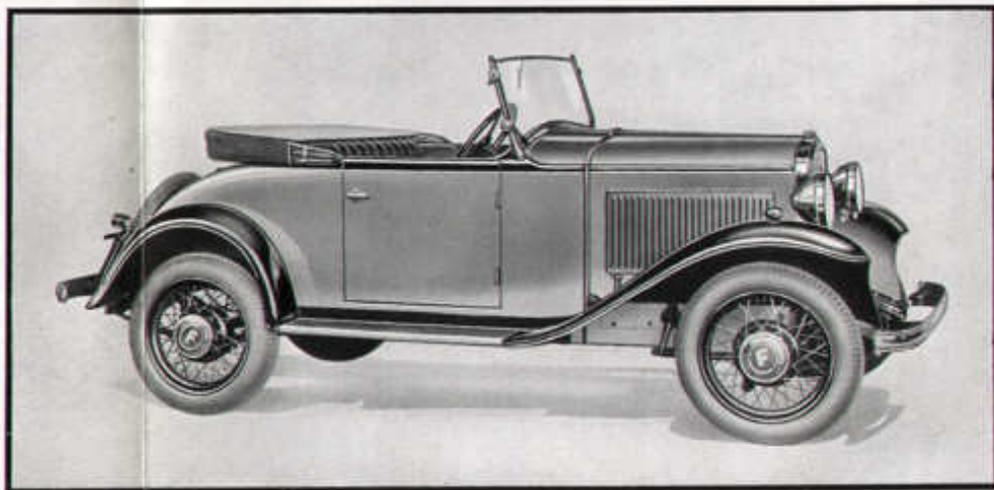
FOUR commodious seats, the front pair being of the adjustable bucket type with folding back squabs. The doors are provided with wind-up windows, pockets and locks, large quarter lights are fitted. Single pane folding wind-screen with driving mirror and automatic wiper. The upholstery is in furniture hide with head linings and finishings to match. Radiator stone-guard. Equipment includes driver operated rear blind, folding luggage grid, interior light and stoplight. Bumpers front and rear. Spare wheel is carried in the nearside front wing. The very low wide frame allows the fitting of a commodious and wide body without necessity for foot-wells. The dash includes the instrument panel flanked by two large cubby holes. The rear seat has comfortable arm rests. Rubber covered metal edged running boards are employed with stove enamelled black finished wings. The coachwork is finished in brilliant and durable cellulose with contrasting waist mouldings to choice of blue or plum.



THE full width seat upholstered in coloured real leather provides ample accommodation for two persons in extreme comfort, and is of the semi-bucket type. A fully opening windscreen with adjustable driving mirror and automatic windscreen wiper is standardised, and an easily erected hood, provided with an envelope complete with rigid but readily detachable side curtains, converts the car into a completely weather-tight yet airy coupe. Ample luggage accommodation is provided in the boot. The spare wheel is carried on a substantial bracket mounted at the rear. The black finished stove enamelled wings are provided with rubber covered metal edged running boards. Two large cubby holes flank the central instrument panel. The coachwork is finished in brilliant and durable cellulose with contrasting waist mouldings to choice of blue or plum. Equipment includes stoplight, front and rear bumpers, toolkit, licence holder, and radiator stoneguard.

The question of consumption is of supreme importance for a utility car. Under touring conditions with average gradients, petrol consumption with the standard carburettor setting at an average speed of 35 m.p.h. approximates 35 m.p.g. allowing a road speed of 55 m.p.h. Oil consumption works out at approximately 1,300 miles to a gallon.

TWO-SEATER.



THE MEANING OF "FIAT."

"If the younger reader says 'Why do you say it is a Fiat?' I must ask him to step back with me twenty-five years, when cars which had powerful, willing engines, easily used gear boxes, light, pleasant but dependable steering, and unquestionable brakes, were few and far between. The Fiat has always been built in Turin, immediately outside Turin, every road, in what a horse-using person would call 'all uphill or downhill'. Either up or down, usually, steeply up or down. For twenty-five years Fiat has been road-tested in such country, with mountain roads to negotiate which one has to be prepared for long, long grades on any, every occasion, to be prepared for wickedly hairpin curves. To motor even tolerably round about Turin, one must have no misgivings as to engine, clutch, change-speed gear, steering, brakes or springs, and the better the seasonable available, the more tolerable the driving."

How ever so many years ago the Fiat had to be a real motor car, or every Fiat road-tester would have cut his throat inside his first month's work. Fiat designers started, any time this past ten or fifteen years, with knowledge which other firms' designers have not to acquire."

EDGAR N. DUFIELD

BUILT TO BE THE BEST

FIAT 508

CHASSIS SPECIFICATION.

WHILE the basic design follows very closely the lines of development along accepted Fiat practices, yet the new Model 508 Fiat embodies many highly interesting and original features. The use of an almost equal bore-stroke ratio results in an engine developing maximum power at a comparatively low engine speed, and therefore considerably decreasing wear both on bearing surfaces and moving parts alike.



When this feature is considered in conjunction with the use of a three-bearing crankshaft, and a cylinder block with the sides extended well below the crankshaft centres thus allowing substantial stiffening webs to be fitted, it will be realised that a degree of smoothness and silence is achieved not previously associated with what may be called the general type of small car.

The cylinder head and sump are both detachable, giving extreme accessibility. The engine is carried on four rubber mounted bearing points, two of which are behind the actual gear box casing. The bi-metal special alloy pistons with four rings have invar struts giving uniform expansion, hence the entire absence of piston slap. All moving parts are accurately balanced, both statically and dynamically.

Although of the side valve type and with a normal compression ratio, the engine, thanks to the particular design of the combustion chambers with inclined side by side valves, and 14 m.m. sparking plugs, develops 22 h.p. at only 3,400 revolutions per minute.

The valves are operated from a submerged camshaft with adjustable mushroom tappets. An inspection port is provided on the offside of the engine. The timing drive is by double roller chain working at a much lower load than it is capable of carrying so as to reduce wear on the link pins and consequent stretching.

A horizontal carburettor of the latest self-starting type is standardised

and is provided with both air and petrol filters, the feed being from a gravity tank.

Forced lubrication is used throughout the engine, the pump being submerged in the sump and fitted with efficient strainers both on the suction and the delivery sides.

The positive gear type pump is driven by a vertical shaft from skew gear on the centre of the camshaft, the upper end of the shaft driving the ignition distributor which is provided with full automatic spark advance.

Oil filler, dip stick, pressure relief valve and filter are grouped accessibly on the near side of the engine. Cooling is by Thermo-siphon and fan, the radiator filler cap being placed inside the bonnet on the nearside. Very large water pipes, header tank and cylinder block water passages combine to maintain the reputation FIATS have always enjoyed for efficient cooling.

The dynamo is mounted on the top of the cylinder head in tandem with the fan and driven by rubber belt with adjustable pulley.

A special feature of the self-starter, which is spigot mounted on the near side of the engine lies in the fact that engagement of the starter pinion is effected mechanically by the starter pedal, thus entirely eliminating harsh engagement which is such a pronounced feature of the more usual inertia type starters.

A single plate fabric faced clutch working dry is built in unit with the engine. It has a generous friction surface and is ad-

justable from the outside easily and quickly so that wear of the lining is taken up as it occurs. The special elliptic construction of the driven plate ensures gradual smooth engagement without snatching or jerking. Provision is made for simple lubrication of the clutch spigot shaft by means of an internal oil pipe terminating in a non-return ball valve on the clutch casing.

The gear box gives three forward speeds and reverse. This number of forward speeds is quite sufficient owing to the engine power available in proportion to the weight of the car. The short shafts are carried on substantial ball and thrust bearings, the control being by central lever.

The open transmission shaft is fitted with two flexible joints, the hand transmission brake operating on a drum placed between the gear box and the forward joint.

The rear axle casing of electrically welded built up steel is light and strong. Final drive is by silent helical bevels with external adjustment.

The internal expanding brakes are hydraulically operated, the main cylinder being mounted rigidly on the chassis frame on the near side of the engine and connected by a short pipe to the reservoir tank on the engine dash.

The semi-elliptic springs give the maximum possible spring base and incorporate many features of interest. The

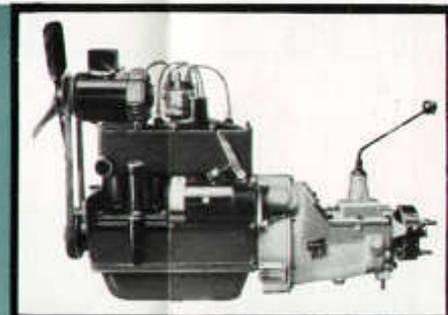
front springs are shackled at the forward end, the forward anchorage of the rear springs is direct to the cruciform bracing which forms the backbone of the chassis. This design permits of the use of a chassis frame running the full width of the body.

Hydraulic shock absorbers are standardised, the wheels being wire with medium pressure semi-balloon tyres.

Steering follows the Fiat practice in being worm and wheel, adjustable both for thrust and mesh with spring loaded ball joints.

The lighting set specially designed and built by FIAT for the Model 508 is of the single pole type, with an Exide battery, the head and side lamps being operated by a conveniently placed switch on the fascia board.

The instruments include oil pressure gauge, ignition switch lock, choke and hand throttle controls, speedometer and dynamo charging pilot light, the dynamo output being controlled thermostatically.



DIMENSIONS.

No. of cylinders	- 4	Tyre size	- 17" x 4"
Bore and stroke	- 65 x 75 m.m.	Lighting set	- 12 volts.
Piston displacement	- 995 c.c.	Petrol tank capacity	- 6 gallons
R.A.C. Rating	- 10.48	Wheel base	- 7' 4½"
Compression ratio	- 5.88	Wheel track	- 3' 10½"
Rear axle ratio	- 8/39	Chassis weight	- 7½ cwt.

GUARANTEE.

IN consideration of you having taken delivery of the Vehicle (more particularly described in the schedule hereto) hereinafter called "the said Vehicle," we undertake to repair or supply free of charge a new part or parts in exchange for or (as the case may require) the requisite materials for the repair of any part or parts of the said Vehicle which may be or become defective through faulty material or bad workmanship, providing such part or parts is or are within 12 months of delivery of the said Vehicle sent carriage paid to our Works in London, stating the number of the said Vehicle, its H.P. and date of purchase. Failing compliance herewith no notice will be taken of anything which may arrive, but such articles will remain at your risk, and this Guarantee or any implied Guarantee shall not be enforceable. This guarantee is limited to the said Vehicle provided it has not been let out on hire, and it does not apply to defects attributed to wear and tear, improper adjustment, dirt, misuse, neglect or accident, nor to the said Vehicle if prepared by others without our previous written consent or the equipment which differs from our standard specification. We do not guarantee goods manufactured by other firms, such as tyres, magnetos and other fittings, supplied with our Vehicles or otherwise. This guarantee is given in lieu and to the exclusion of all Warranties and Conditions implied by statute or otherwise, and our liability hereunder is limited to supplying free of charge, new parts in exchange for or materials for the repair of, any such defective part or parts as above mentioned. All labour, including labour expended in dismantling or fitting will be charged to the Owner of the said Vehicle. No Purchaser or other Owner shall be entitled to claim in respect of any consequential loss or damage.

FIAT (England) Limited reserve the right to effect modifications in the design, equipment or details of Vehicles marketed by them without notice to the Purchaser.

FIAT (ENGLAND) LTD.

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