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Fiat model Coupe (model 175) belongs to sports car class. Represents the "S (sport cars)" market segment. The car was offered with fastback coupe body shapes between the years 1994 and 2000. Cars were equipped with range of engines of 1747 - 1998 cc (106.8 - 122.1 cui) displacement, delivering 96 - 162 kW (131 - 220 PS, 129 - 217 hp) of power.

Fiat Coupé (175) data and specifications catalogue

The Fiat Coupé (type 175, officially titled the Coupé Fiat) was a two door, four seater coupé produced by the Italian manufacturer Fiat between 1993 and 2000. The car was introduced at Brussels Motor Show in 1993. Fiat Coupé (175) When the wraps came off the Tipo 175 Coupé Fiat in 1993, both press and public alike were deeply divided.

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The Fiat Coupé, internally designated as the type 175, was a two door, four seat coupé manufactured and marketed by Fiat between 1993 and 2000 across a single generation. The Coupé was introduced at Bologna Motor Show in December 1993 and is noted for its distinctive, angular exterior design by Chris Bangle at Centro Stile Fiat.

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The Fiat is the one with the tacky Abarth badges that look big enough for a pickup. Longer by 5.5 inches than the Mazda, the Fiat has its own bodywork that borrows cues from the original 124 Spider.

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The most fun you can have on four wheels Sports cars are the athletes of the automotive world. Always nimble and quick, often powerful, sports cars fly where other cars lumber, and dash where others plod. The definition of a sports car is somewhat fluid, and the question "What was the first sports car?" will often incite a heated debate among enthusiasts. Still, most car fans feel that they know a sports car when they see one and when asked to name a few will rattle off a remarkably similar list of name plates: Jaguar, Corvette, Triumph, MG, Aston Martin, Ferrari, Lotus, Alfa-Romeo, BMW. Pressed harder, more exotic and obscure brands will emerge: DB, Alpine, Bugatti, Lancia. Sports cars have offered road and track excitement for nearly 100 years. The original cars evolved for racing, but their appeal and popularity ensured that production versions were soon available for those whose sporting intents never left the boulevard or winding back road. Along the way, sports cars became more comfortable, sometimes almost practical, and above all handsome. But never have they been boring. The Art of the Classic Sports Car offers enthusiasts a beautifully illustrated review of several decades of high-performance cars, featuring cars from around the globe all shot in the studio to ensure a handsome and desirable book. Each featured car includes a profile discussing the car's place in sports car history along with technical and performance specs as well as a smattering of historical images and period ads.

Buying any classic car can be an expensive business, and mistakes can prove costly financially and in terms of time, effort and stress. Wouldn't it be great if you could take an expert with you? With the aid of this book's step-by-step guidance from a marque specialist, you can! This book is a complete guide to buying one of these iconic cars secondhand: what to look for (15min and 60min evaluations); spares prices; guides to auctions and paperwork; lists of useful contacts in the FIAT Coupé community; and just as important, consideration of whether it 's the right car for you. You'll discover all you need to know about the FIAT Coupé you want to buy, working step-by-step through the car 's strengths and weaknesses. This book 's unique points system will help you to place the car 's value in relation to condition, while extensive photographs illustrate the problems to look out for. This is an important investment--STOP! don't buy a FIAT Coupé without this book 's help. One hundred color photos, useful appendices and expert advice mean this book could save you thousands.

This book is an authentic historical document, supported by extensive analytical information, in which former Fiat top manager Giorgio Garuzzo passionately recounts his experience within Fiat between 1976 and 1996. It is a narrative from the inside that sheds new light on events that have remained cloaked in mystery: the arrival and departure of Carlo De Benedetti, the "march of the forty thousand", the sacking of Vittorio Ghidella, the clashes between Umberto Agnelli and Cesare Romiti, the Group 's involvement in the "clean hands" scandal, the role of Gianni Agnelli and his relationships with his brother and Cesare Romiti and the intervention of Mediobanca. Garuzzo discusses the issues connected with the range of cars and marques, touching on major themes of national or international relevance that were unrelated to Fiat but nonetheless conditioned its activities: terrorism and the unmanageability of the factories, inflation, the devaluation of the lira, the role of the trade unions and the General Confederation of Italian Industry, Japanese competition and European integration.

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