

Haynes Manual Fiat Coupe

Fiat 1300 and 1500

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The Fiat 1300 and Fiat 1500 are a series of front-engine, rear-drive automobiles manufactured and marketed by Fiat from 1961 to 1967, replacing the Fiat 1400 and Fiat 1200 coupé, spyder and cabriolet. The 1300 and 1500 were essentially identical to each other except for their engine displacement, as indicated by their model names, and were offered in sedan/saloon, station wagon, convertible and coupé body styles which shared little mechanically with the other body styles except the 1500 engine.

The 1500 offered a 75 hp engine, lightweight construction, front disc brakes and rear alloy drum brakes.

The 1300/1500 and their derivatives were also assembled by Yugoslavia's Zastava and Fiat's German subsidiary, Neckar Automobil AG, as well as in South Africa. The floorpan of the 1500 C was used as...

Ferrari 250 GT Coupé

The Ferrari 250 GT Coupé represented a series of road-going, grand touring cars produced by Ferrari between 1954 and 1960. Presented at the 1954 Paris

The Ferrari 250 GT Coupé represented a series of road-going, grand touring cars produced by Ferrari between 1954 and 1960. Presented at the 1954 Paris Motor Show, the 250 Europa GT was the first in the GT-lineage. The design by Pinin Farina was seen as a more civilised version of their sporty Berlinetta 250 MM. Series built cars were an answer to the wealthy clientele demands of a sporty and luxurious Ferrari Gran Turismo, that is also easier to use daily.

Common among all the 250 GT cars was the 3.0-litre Colombo V12 engine and the fact that all were two-seaters. The predecessor to the series was the Lampredi-engined 250 Europa, built in very limited numbers.

The Europa GT was soon followed by the Pinin Farina-designed 250 GT Coupé. As the Carrozzeria Pinin Farina's production capacities were...

Dino 206 GT and 246 GT

hand drive only. The same 2.0 L (1,986.60 cc) engine was used in the Fiat Dino Coupe and Spider, produced during the same period. The conversion of the

The Dino 206 GT, 246 GT and 246 GTS are V6 mid-engined sports cars produced by Ferrari and sold under the Dino marque between 1967 and 1974.

The Dino 246 was the first automobile manufactured by Ferrari in high numbers. It is lauded by many for its intrinsic driving qualities and groundbreaking design. In 2004, Sports Car International placed the car at number six on its list of Top Sports Cars of the 1970s. Motor Trend Classic placed the 206/246 at number seven in their list of the 10 "Greatest Ferraris of all time".

Convertible

plastic roof is manually removed and often stored in the trunk). Other terms for convertibles include cabriolet, cabrio, drop top, drophead coupé, open two-seater

A convertible or cabriolet () is a passenger car that can be driven with or without a roof in place. The methods of retracting and storing the roof vary across eras and manufacturers.

A convertible car's design allows an open-air driving experience, with the ability to provide a roof when required. A potential drawback of convertibles is their reduced structural rigidity (requiring significant engineering and modification to counteract the side effects of almost completely removing a car's roof).

The majority of convertible roofs are of a folding construction framework with the actual top made from cloth or other fabric. Other types of convertible roofs include retractable hardtops (often constructed from metal or plastic) and detachable hardtops (where a metal or plastic roof is manually removed...

Targa top

such as the Hispano-Suiza H6B Dubonnet Xenia. The 1957 limited-production Fiat 1200 "Wonderful" by Vignale, designed by Giovanni Michelotti, was the first

Targa top, or targa for short, is a semi-convertible car body style with a removable roof section and a full-width roll bar behind the seats. The term was first used on the 1966 Porsche 911 Targa, and it remains a registered trademark of Porsche AG.

The rear window is normally fixed, but on some targa models, it is a removable plastic foldable window, making it a convertible-type vehicle. Any piece of normally fixed metal or trim, which rises up from one side, over the roof, and down the other side, is sometimes called a targa band, targa bar, or wrap-over band.

Targa tops are different from "T-tops", which have a solid, nonremovable bar running between the top of the windscreen and the rear roll bar, and generally have two separate roof panels above the seats that fit between the window and...

Dino (marque)

Ferrari turned to Fiat to produce a more affordable sports car for this purpose. Fiat produced two models with the Dino engine in coupé and spider form

Dino (Italian: ['di:no]) was a marque best known for mid-engined, rear-drive sports cars produced by Ferrari from 1957 to 1976. The marque came into existence in late 1956 with a front-engined Formula Two racer powered by a brand new Dino V6 engine. The name Dino was used for some models with engines smaller than 12 cylinders, it was an attempt by the company to offer a relatively low-cost sports car. The Ferrari name remained reserved for its premium V12 and flat-12 models until 1976, when "Dino" was retired in favour of full Ferrari branding.

Ferrari 250

GT coupé. After the 250 GT Coupé Boano/Ellena, Pinin Farina's Grugliasco plant expanded and now had the capacity to produce the new 250 GT Coupé Pinin

The Ferrari 250 is a series of sports cars and grand tourers built by Ferrari from 1952 to 1964. The company's most successful early line, the 250 series includes many variants designed for road use or sports car racing. 250 series cars are characterized by their use of a 3.0 L (2,953 cc) Colombo V12 engine designed by Gioacchino Colombo. The 250 series designation refers to this engine's cylinder displacement of approximately 250 cc. They were replaced by the 275 and 330 series cars.

Moskvitch 402

432 Moskvitch 407 coupe (Moskvitch 409) — a 407-based sports car, produced in 1962. Thompson, Andy. Cars of the Soviet Union (Haynes Publishing, Somerset

The Moskvitch 402 is a compact car manufactured by the former Soviet automobile maker MZMA, first time introduced in 1956 as a second generation of the Moskvitch series. In comparison with its predecessor, the Moskvitch-401, the M-402 model featured many improvements which included independent suspension with double wishbones, telescopic shock absorbers, 12-volt electrics, more solid and comfortable car body, more modern trunk, heater, standard car radio, wider viewing range for the driver, etc.

Nissan Skyline

sport-oriented sedan and coupe, while the Bluebird was unique to Nissan Store locations. Its appearance shows some resemblance to the earlier 1961 Fiat 2300, designed

The Nissan Skyline (Japanese: ニッサンスカイライン, Hepburn: Nissan Sukairain) is a brand of automobile originally produced by the Prince Motor Company starting in 1957, and then by Nissan after the two companies merged in 1967. After the merger, the Skyline and its larger counterpart, the Nissan Gloria, were sold in Japan at dealership sales channels called Nissan Prince Shop.

The Skyline was largely designed and engineered by Shinichiro Sakurai from inception, and he remained a chief influence of the car until his death in 2011.

Skylines are available in either coupé, or sedan body styles, plus station wagon, crossover, convertible and pickup/sedan delivery body styles. The later models are most commonly known by their trademark round brake and tail lights. The majority of Skyline models are rear-wheel...

List of badge-engineered vehicles

Camry/Vienta and Holden Apollo Automotive Repair Manual, Mike Forsythe, John Harold Haynes, Haynes Publishing Group, 1997 Guntara, Aswin (11 July 2017)

This is a list of vehicles that have been considered to be the result of badge engineering (rebadging), cloning, platform sharing, joint ventures between different car manufacturing companies, captive imports, or simply the practice of selling the same or similar cars in different markets (or even side-by-side in the same market) under different marques or model nameplates.

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