

Fiat 850 Coupe byl představen na ženevském autosalonu roku 1965. Níže následuje test amerického automagazínu Road&Track z roku 1966. Udávaný výkon 52 bhp odpovídá hrubému výkonu dle normy SAE platné do roku 1972. V Evropě výkon činil 47 k podle staré normy DIN.

Několik poznámek k výsledku testů:

max. rychlost	138,5 km/h (1 míle = 1,609 km)
spotřeba	6,7 – 8,4 l/100 km

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SCOTT MALCOLM PHOTOS



# FIAT 850 COUPE

*One of the handsomest, best-balanced designs ever seen on a small car*

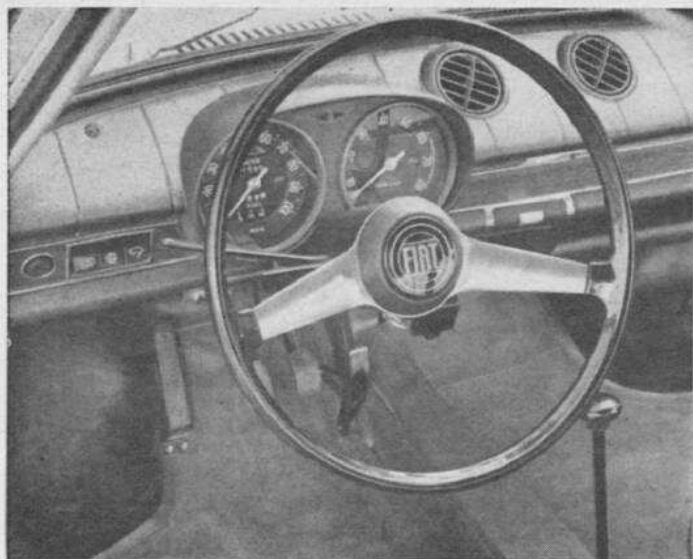
**FIAT** To THOSE WHO appreciated the nimbleness and economy of the Fiat 600, but wanted additional power, better brakes, handsomer lines and a more attractive interior, the newly-imported 850 Coupé will be more than welcome. The 850 sedan, introduced in Italy in the spring of 1964, was a scaled-up 600 incorporating the familiar layout: 2 doors, 4 seats, all-independent suspension and a rear-mounted water-cooled 4-cyl engine. It was an immediate success, but man does not live by bread alone, so the Coupé and its sister, the Bertone-bodied Spider, were designed to capture the small-displacement sporting market in Europe. They did so with such unexpected success that production has lagged far behind demand, and the Coupé is just now becoming available in the U.S., more than a year after its introduction. The Spider, produced at the rate of about one for every 20 Coupés, may not be marketed here for some time.

It is not hard to understand the popularity of the 850 Coupé. Following the current rage for fastbacks, but producing an all-new body rather than simply adding a sloping roof to the existing sedan, Fiat has come up with one of the handsomest, best-balanced designs we've seen on a small car. Achieving elegant simplicity on a 79.8-in wheelbase is no easy task. Clichés and gimmicks have been avoided, the closest thing to this being the Ferrari GTB look of the neatly chopped-off tail. This favorable first impression is backed up by the interior, with a very attractive vinyl upholstery that

would be fitting on a car costing \$1000 more. Although most staff members thought the wood veneer on the dashboard was useless (and unsuitable on *any* modern automobile), the large, round speedometer and tachometer are exactly right for the sporting character of the car. Besides the usual warning lights, there are fuel level and water temperature gauges, but none for oil pressure. There is no glove box, but a shelf under the dash and door pockets are useful for small objects. ➡

## FIAT 850 COUPE AT A GLANCE...

Price as tested.....	\$1834
Engine.....	4 cyl, ohv, 843 cc, 52 bhp
Curb weight, lb.....	1590
Top speed, mph.....	86
Acceleration, 0-60 mph, sec.....	18.0
50-70 mph (3rd-4th gear).....	15.6
Average fuel consumption, mpg.....	29.7



## FIAT 850 COUPE

A wide seat adjustment range suits drivers of all heights, and the steering wheel position is very good. The same cannot be said for the pedals, however; only the smallest, best-trained feet can work comfortably in the space available, which is limited by the intruding wheel wells. The rear seat is strictly for children, as the shortest member of our staff found his head grazing the roof even when hunched forward. Nevertheless, families with two small children will be well accommodated. We felt the fold-down rear seat of the 600 would be useful for extra luggage in the 850 Coupé, since normally only two persons would be carried. The regular luggage compartment under the hood also houses the spare wheel and battery (below a quickly removable panel), while the fuel tank is at the back, behind the rear seat.

The engine starts instantly from cold and warms up quickly, the floor-mounted choke being needed only briefly. Like all Fiats, the 850 Coupé is extremely maneuverable, and a joy to drive on winding roads and through light traffic. Steering is initially a bit vague, but more precise at higher speeds where it counts. As with other light rear-engined cars, the 850 is susceptible to side winds, but there is no problem keeping it in line. Adhesion is good in all attitudes, and it is obvious that Fiat has gone to great lengths to eliminate oversteer. Under most conditions the car understeers, with a gradual shift to neutral characteristics as cornering speeds increase. Only by entering fast turns at near maximum can the tail be hung out, and this is easy to anticipate.

Despite its 843-cc capacity, the engine is extremely willing if kept above 4000 rpm. Using maximum revs in every gear, it surpasses quite a few cars of greater displacement in acceleration and top speed, and cruises easily at 70-75. More power is wanted when climbing steep grades or passing slow cars on the highway, as the 850 does not recover lost ground quickly. A third gear which only goes to 61 mph (at recommended revs) complicates this situation. While the acceleration and cruising speeds come easily, and an occasional 7000 rpm doesn't seem to bother the engine, the continued use of high rpm to maintain this performance level is not conducive to long engine life, even if the Fiat unit gives every indication of robust construction. The speedometer and tachometer on our test car were both very accurate, steady and easy to read, the former actually being a trifle slow, in contrast to the usual optimistic Italian instruments. The all-synchro gearbox functions better the

harder it's used. Making slow, casual shifts, the action is a little chunky and first gear is sometimes hard to find, though it is always right there when the lever is moved decisively.

Riding comfort is good for such a small car. The pitching which occurs on major bumps and dips is well damped, and the overall comfort level is high. A valuable feature is the locking mechanism of the backrests, preventing them from pivoting forward on braking.

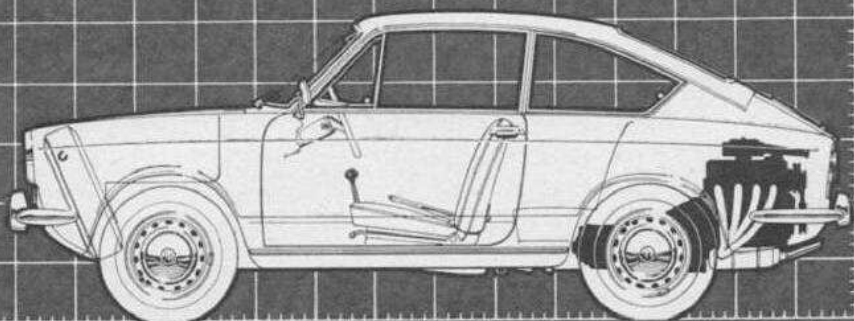
The brakes are well up to the job, stopping the car quickly and smoothly with no loss of control. Repeated use brought no fade or appreciable increase in pedal pressure. Some earlier Fiats have been under-braked, but the fitting of discs to the front has transformed the cars in this department.

Considering how hard the engine works, it is a remarkably smooth and quiet unit; at idle it can hardly be heard at all, and it purrs along unobtrusively at moderate speeds. In the 5000-6500 rpm range its note changes to a satisfying, sporting growl. While this sound is suited to fast acceleration, it is not so enjoyable at cruising speeds, especially with the windows rolled up. This is a consequence of a small engine and a low final drive (13.5 mph/1000 rpm); it sounds as though it wants another gear for continuous cruising above 60 mph. The structure of the car is very rigid and rattle-free.

Although we had no opportunity to call upon the heater, the ventilation system is excellent, delivering cool air where wanted through swivelling ducts on the dashboard which serve as defrosters when turned toward the windshield. A two-speed blower insures an ample supply under varying conditions.

Several technical features should be mentioned which are normally not apparent in the operation of the car. A sealed year-around cooling system, using a mixture of water, glycol and rust inhibitor, gives protection to minus 31° Fahrenheit. Sudden losses of coolant can be remedied by adding water to the expansion tank, but permanent coolant is required for major replenishment. The engine incorporates a crankcase vapor recirculation system to reduce exhaust emissions. Gases are conveyed from the valve cover through the air cleaner to the carburetor, with a valve to restrict the return of most vapors at idling speeds. Fuel consumption was expectedly low, and even lower than expected during the flat-out performance runs at 25.7 mpg. Under ideal cruising conditions 36-38 mpg should be obtainable.

The Fiat 850 Coupé is an excellent car in the Sprite class for those wanting stylish good looks and space for children in addition to the excellent performance. Driven moderately it should be a durable car as well. Considering the many sophisticated features it offers, its price of \$1834 is almost too good to be true.



SCALE: 10" DIVISIONS

### PRICE

Basic list ..... \$1834  
As tested ..... 1834

### ENGINE

No cyl & type ..... 4-cyl, ohv  
Bore x stroke, mm ..... 65 x 63.5  
In ..... 2.56 x 2.50  
Displacement, cc/cu in ..... 843/51.4  
Compression ratio ..... 9.3:1  
Bhp @ rpm ..... 52 @ 6200  
Equivalent mph ..... 85  
Torque @ rpm, lb-ft. 45.6 @ 4000  
Equivalent mph ..... 53  
Carburetors ..... 1 Weber 30 DIC 1  
No. barrels, dia. .... 1 x 1.18  
Type fuel required ..... premium

### DRIVE TRAIN

Clutch type ..... single plate, dry  
Diameter, in. .... n.a.  
Gear ratios: 4th (0.96) ..... 4.68:1  
3rd (1.41) ..... 6.87:1  
2nd (2.06) ..... 10.00:1  
1st (3.64) ..... 17.73:1  
Synchronesh ..... on all 4  
Differential type ..... hypoid bevel  
Ratio ..... 4.87:1

### CHASSIS & SUSPENSION

Frame type ..... unit with body  
Brake type ..... disc/drum  
Swept area, sq in ..... n.a.  
Tire size ..... 5.50-13  
Make ..... Pirelli Sempione  
Steering type ..... worm & sector  
Turns, lock-to-lock ..... 3.5  
Turning circle, ft ..... 31.5  
Front suspension: independent with  
unequal A-arms, transverse leaf  
spring, tube shocks, anti-roll bar.  
Rear suspension: independent with  
semi-trailing arms, coil springs,  
tube shocks, anti-roll bar.

### ACCOMMODATION

Normal capacity, persons ..... 2  
Occasional capacity ..... 4  
Seat width, front, in ..... 2 x 19.0  
Rear ..... 47.5  
Head room, front/rear ..... 36.5/29.2  
Seat back adjustment, deg ..... 0  
Entrance height, in ..... 48.7  
Step-over height ..... 14.7  
Door width ..... 40.8  
Driver comfort rating:  
Driver 69 in. tall ..... 80  
Driver 72 in. tall ..... 80  
Driver 75 in. tall ..... 80  
(85-100, good; 70-85, fair;  
under 70, poor)

### GENERAL

Curb weight, lb ..... 1590  
Test weight ..... 1950  
Weight distribution (with  
driver), front/rear, % ..... 39/61  
Wheelbase, in ..... 79.8  
Track, front/rear ..... 45.6/47.7  
Overall length ..... 142.0  
Width ..... 59.0  
Height ..... 51.1  
Frontal area, sq ft ..... 15.1  
Ground clearance, in ..... 5.3  
Overhang, front/rear ..... 27.6/34.6  
Departure angle, deg ..... 19  
Usable trunk space, cu ft ..... 4.3  
Fuel tank capacity, gal ..... 7.9

### INSTRUMENTATION

Instruments: 100-mph speedometer, 8000-rpm tachometer, odometer, water temperature, fuel level.  
Warning lights: high beam, parking lights, turn signals, fuel tank reserve, oil pressure, generator charge.

### MISCELLANEOUS

Body styles available: coupe as tested  
Warranty period: 12 mo/12,000 mi

### CALCULATED DATA

Lb/hp (test wt) ..... 34.8  
Mph/1000 rpm (high gear) ..... 13.5  
Engine revs/mi (60 mph) ..... 4525  
Piston travel, ft/mi ..... 1890  
Rpm @ 2500 ft/min ..... 6000  
Equivalent mph ..... 79  
Cu ft/ton mi ..... 69.6  
R&T wear index ..... 85.6

### EXTRA COST OPTIONS

Seat belts, outside rear-view mirror, radio

### MAINTENANCE

Crankcase capacity, qt ..... 3.5  
Change interval, mi ..... 6000  
Oil filter type ..... full flow  
Change interval, mi ..... 30,000  
Chassis lube interval, mi ..... 1500

### FUEL CONSUMPTION

Normal driving, mpg ..... 28-35  
Cruising range, mi ..... 220-280

## ROAD TEST RESULTS

### ACCELERATION

Time to speed, sec:  
0-30 mph ..... 4.8  
0-40 mph ..... 7.8  
0-50 mph ..... 12.0  
0-60 mph ..... 18.0  
0-70 mph ..... 27.4  
50-70 mph (3rd-4th gear) ..... 15.6

Time to distance, sec:  
0-100 ft ..... 4.5  
0-500 ft ..... 11.3  
¼-mile ..... 21.0  
Speed at end, mph ..... 63.7  
Passing exposure time, sec:  
Car ahead going 50 mph ..... 9.9

### SPEEDS IN GEARS

High gear (6300), mph ..... 86  
3rd (6500) ..... 23  
2nd (6500) ..... 41  
1st (6500) ..... 61

### BRAKES

Panic stop from 80 mph:  
Deceleration, % G ..... 78  
Control ..... good  
Parking: hold 30% grade ..... yes  
Overall brake rating ..... good

### SPEEDOMETER ERROR

30 mph indicated ..... actual 30.8  
40 mph ..... 41.0  
60 mph ..... 60.5  
80 mph ..... 80.2  
Odometer correction factor ..... 1.001

### ACCELERATION & COASTING

