

# BETA COUPE'



*the sporting dimension*

It has always been so that if you want a coupé, you must go to Lancia for it.

Because it has always been so that Lancia translates into matchless cars the concept of Grand Touring, created by Lancia in the 1950's with the unforgettable Aurelia.

The Beta Coupé is in every sense and for every reason the worthy successor of the Fulvia Coupé, the car which filled pages of enthusiastic writing during the most severe international rallies.

Not only this.

The Beta Coupé was conceived from the same stable that created the triple World Rally Championship winning Stratos.

That's why the Beta Coupé is a car able to do everything desired of it by a connoisseur of driving. Its performance is at the top of its class in terms of power, maximum speed, acceleration, and pickup. The engineering is unequalled. A very thoroughly tested engine. The traditional Lancia front-wheel drive, manoeuvrability, road holding and braking unparelled at international level.

All these qualities are accompanied by an interior designed to allow the driver to fully enjoy the power of the car. And of course, the excellence of a car of Lancia level in line, accessories and finish.

For the fascination of a true coupé lies precisely in this uncommon equilibrium between elegance and power, between class and sport.

An equilibrium which in the Lancia Beta Coupé is achieved in a manner today without comparison.

# The Beta Coupé Concept.

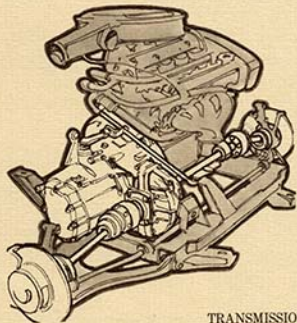
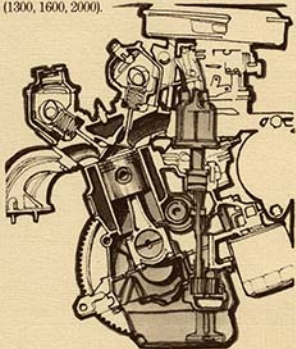




# The world of tested engineering.

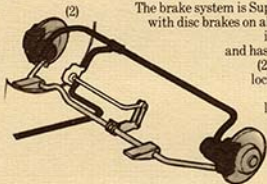
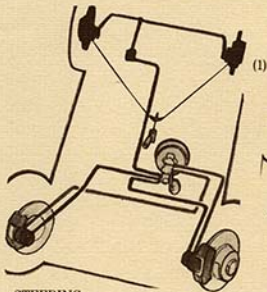
## ENGINE:

The four cylinder engine is positioned transversely and tilted backwards by 20°. Its arrangement makes it possible to reduce the longitudinal space taken up by the engine and final drive in benefit of the passenger space. The engine is extremely well proven and absolutely reliable. It is fitted as standard with electronic ignition in all versions (1300, 1600, 2000).



## TRANSMISSION

Gearbox with 5 synchronized forward gears on all models to make best use of the engine's performance according to the conditions. Automatic transmission is available for the 1600 and 2000 models. The drive is to the front wheels to give maximum road holding in any situation, even in hard, sporting driving.



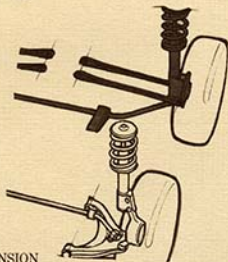
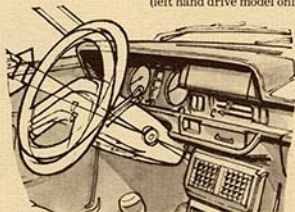
## BRAKES

The brake system is Superduplex with disc brakes on all four wheels (1). The system is servo assisted and has a brake balance compensator (2) to prevent rear wheels from locking whatever the load.

The car has a warning light for low fluid level and a warning light for brake pad wear.

## STEERING

The height of the steering wheel is adjustable to allow complete adaptability and permit optimum control of the car. Power steering standard on the 2000 model (left hand drive model only).



## SUSPENSION

The front and rear wheels are independently suspended to ensure perfect adhesion on any type of road surface and maximum comfort for passengers.





*The world of those who want the best,*







*the reliable, the tested.*

The Lancia Beta Coupé: the car based on a supremely tested automotive and engineering concept of absolute reliability. A car created to give many pleasures to those who enjoy driving.

The Lancia Beta Coupé brings together and expresses Lancia's long experience in the field of sports cars; an experience in benefit of all devotees of true sports driving.



*The Beta Coupé 1300,*



*1600, 2000 - unequalled inside and out.*

The chief characteristic of the Lancia Beta Coupé is its uniqueness. No other car in this class offers comparable performance value. No other car in this category offers the class, the degree of refinement, the quality of the interior of the Lancia Beta Coupé. A car of which much can be demanded, because so much has been built in.



*Inside: a custom-built d*

A black and white photograph of a car's interior, focusing on the driver's side. The steering wheel is prominent in the foreground, featuring a small circular emblem on the left side. Behind it, the dashboard and center console are visible, with various controls and a gear shift knob in the lower right corner. The gear shift knob has markings for 1, 2, 3, 4, and 5 gears. The overall aesthetic is functional and classic.

*river's position for rally performance*



*and equipment*

A photograph showing the interior of a car from the driver's perspective. The front seats are upholstered in a blue, ribbed fabric. The steering wheel is black with a silver emblem in the center. The dashboard and instrument cluster are visible on the right side. The driver's side door is open, revealing a black door panel with a handle and a window control switch. The car is parked on a grassy area with yellow flowers in the background.

*ent, elegance, convenience, rationality.*



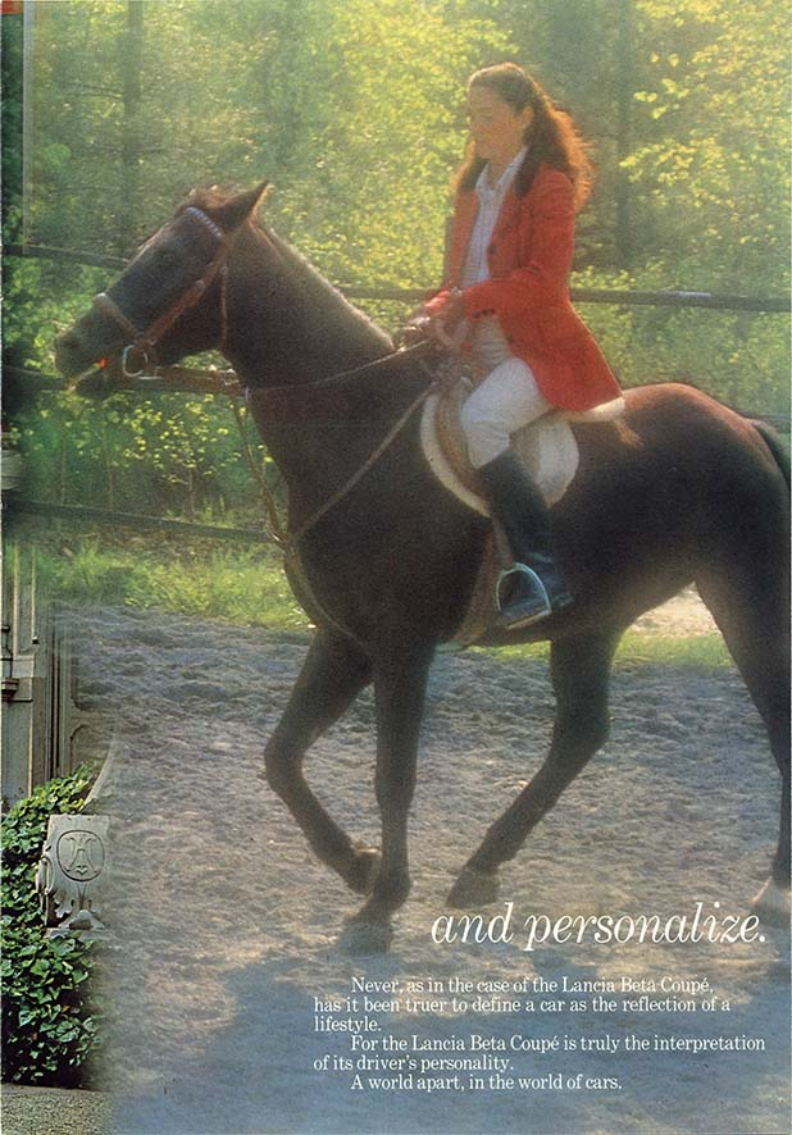
*Outside, unmistakable lines, un*



*unique in their kind, which distinguish*

ARREDAMENTI





*and personalize.*

Never, as in the case of the Lancia Beta Coupé, has it been truer to define a car as the reflection of a lifestyle.

For the Lancia Beta Coupé is truly the interpretation of its driver's personality.

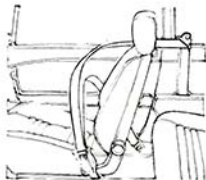
A world apart, in the world of cars.



*Outside, a car to meet the ta*

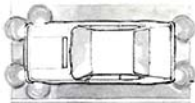


*asks of everyday with power in reserve...*



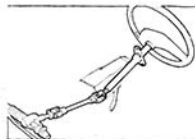
#### SEAT BELTS

Inertia-reel seats belts on front are standard. Locations for rear seat safety belts.



#### EMERGENCY LIGHTS

The direction indicators of the car are provided with emergency flashing switch.



#### STEERING COLUMN

The steering column is built in three sections with energy absorbing articulations.



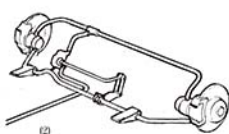
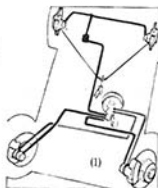
#### HEATED REAR WINDOW

The rear window has wiper and an electric de-mister, allowing maximum visibility in every situation.



#### FUEL TANK

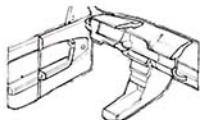
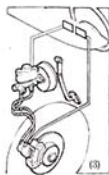
In the interest of safety, the fuel tank is located beneath the luggage compartment in a protected position.



#### BRAKES

Maximum accuracy and reliable operation of the Superduplex braking system.

Disc brakes on all four wheels (1) with servobrake and brake balance compensator (2) to prevent the rear wheels from locking whatever load. Two warning lights (3) on the fascia indicate insufficient fluid level and excessive wear of brake pads.



#### UPHOLSTERY

The inside of the car has been designed to have no dangerous projections. Parts against which passengers might collide are fitted with safety padding.

Special padding on the fascia and ceiling. The arm rests yield and are made of soft material.



#### SIDE PROTECTION

The doors are provided with an inner longitudinal reinforcing member for protection against collision from the side.



#### DOOR LOCKS

The door locks grip at three points and have a safety closing device.



#### BODY SHELL

The shell has a collapsible structure giving the engine and luggage compartments maximum potential to absorb energy in case of collision, thus limiting longitudinal deformation of the passenger compartment.

...and so safe.

# What the Experts think

## FERIEN PANORAMA

Alle Ansprüche die man an einen Sportwagen stellen kann, bringt das Coupé mit, dazu kann man allerdings auch sagen, manche lieben den Komfort, und manche wollen's sportlich und nicht auf Komfort verzichten. Wie schon gesagt, zweckmässig und schön! Wie kompakt diese Form ist, erkennt man nur, wenn man die "Handlichkeit" des Wagens, die geräumigen Innenmasse und die Länge und Breite miteinander vergleicht. Ohne klein zu wirken, lässt sich der Wagen mit nicht ganz vier Metern Länge leicht überall einparken. Ohne gross zu wirken, bietet der Wagen einen geräumigen Innenraum.

## GLASGOW HERALD

The 2000 Coupé is a perfectly civilised car, and can be pottered about in low-speed traffic just like any more stolid machine. But it comes alive out on the open road, especially in winding and hilly conditions. It is here that its instant response and very good handling come into their own, making ordinary business journeys exhilarating rather than a bore. The Lancia has the kind of cornering capability that is engineered into a basic design, and not modified into it as an afterthought...

## AUTOCAR

...In the case of the Beta Coupé there is no doubt that Lancia's reputation for good-looking cars that feel right is most definitely enhanced and this new model will take its place among the many cars that have built up the company's reputation over the years...  
...the standard of finish and the generous specification mark it out as outstanding value at this time. There are so many delightful touches in the design of the car that it is even beyond the scope of an AUTOCAR Road Test to mention them all. Clearly, Lancia engineers are having a great sigh of relief now that they are not quite so restricted by lack of resource as they were before Fiat stepped in. They can now introduce all those touches into the design that make the car a "Lancia" and not just "another" motor car. Truly a car in the Lancia tradition.

## READING EVENING POST

...For the driver, comfort, controls and instrumentation are superb. There is considerable fore and aft adjustment on both front seats, which have built-in head restraints, and with the steering wheel vertically adjustable the driver can be accommodated to be not only comfortable but in complete control...

## AUTOSPORT

...The Beta Coupé stood up magnificently to the treatment we gave it; and after several hours at or around its maximum permissible rpm in the lower three ratios, the engine was as sweet, tractable and unmoved as when we first threaded it through the busy streets of Montecarlo, and swung on to course for the mountains.

## OBSERVER

...The brakes are excellent, requiring only gentle pressures to produce a well-controlled straight-line stop. There is a complex but versatile heating and ventilation system...

## L'AUTOMOBILE

...Le dessin maison de la carrosserie propose une voiture dont les formes sont assez anguleuses, avec un arrière très tronqué, l'ensemble est sans doute un peu plus lourd par rapport au Coupé Fulvia, mais aussi beaucoup plus viril, ce qui, à notre sens, n'est pas sans importance. Quant à l'aménagement intérieur, il est incontestablement l'un des plus originaux et des plus complets que nous connaissons. Les sièges qui se veulent très "design" et anatomiques, font en particulier oublier tout ce qui dans ce domaine se voulait inédit et de bon goût.

...les accélérations restent un bel atout de cette voiture dans le trafic actuel...  
On ajoutera à cette qualité que ce moteur a plusieurs personnalités qui se manifestent toutes autour d'un silence de fonctionnement assez remarquable pour être séduisant.

## ACTION TOURISTIQUE ET AUTOMOBILE

...C'est indéniablement une voiture très sûre et fort plaisante. Quant aux performances, comme la consommation, elles constituent une heureuse surprise. Cette 1300 dépasse les 160 km à l'heure en cinquième et ses accélérations et reprises sont assez brillantes. Élégant et spacieux, bien équipé, bien fini, rapide et économique, le coupé 1300 qui paraît cher à l'achat devient - si l'on considère ses qualités - un véhicule qui soutient aisément la comparaison avec tous ses adversaires.

## L'AUTO-JOURNAL

...Cette carrosserie a été dessinée par le centre de style Lancia et fait preuve d'une sobriété élégante, exempte de toute originalité particulière. Les lignes sont d'une agréable raideur, avec des volumes agréablement distribués et une ceinture de caisse disposée de manière très classique. En matière d'habitabilité, les sièges paraissent avoir été



dessinés avec un soin très particulier, aussi bien sous l'angle du confort que de la sécurité...

Pour le conducteur, le premier démarrage est une bonne surprise.

Quoi que très discret et fort bien équilibré, le moteur monte vivement et puissamment en régime, avec un grondement bien équilibré et tout le monde devrait être satisfait, aussi bien les amateurs de performances que les amoureux du confort...

## GENTE

Pur essendo una trazione anteriore, la Lancia Beta Coupé si comporta in modo neutro, sempre attaccata al fondo stradale, pronta a rispondere a qualsiasi comando del pilota e molte volte a correggere automaticamente qualche errore del conduttore.

Le marce sono ottimamente scalate; i freni potenti ed in grado di sopportare qualsiasi sforzo. Il motore ha una accelerazione scattante. Ma ciò che più vale è che il consumo di carburante è estremamente contenuto anche a forte andatura.

## IL MESSAGGERO

Sono emerse qualità nettamente positive in fatto di accelerazione e ripresa, tenuta di strada, frenata. Il grado di finitura e di confortevolezza sono da Lancia vecchio stile; nulla da eccepire per silenziosità e visibilità, comodi e razionali i due posti anteriori, discretamente ampio lo spazio a disposizione degli occupanti i due posti posteriori.

## LA STAMPA

L'impressione globale man mano che macinavamo chilometri di salite e discese, tornanti secchi e curve veloci, era un crescente apprezzamento per questa macchina che per inciso conferma la fondamentale bontà di impostazione meccanica della Beta Berlina: maneggevolezza, precisione dello sterzo, elasticità del motore, sicurezza della frenata. Sono doti sollecitate in modo particolare sul nuovo coupé, che ha un ingombro di appena 4 metri e motori più potenti e qualche modifica alla sospensione e alla trasmissione... In sostanza, un magnifico coupé.

## LE QUOTIDIEN DE PARIS

...Les conducteurs plus calmes seront séduits davantage par la souplesse de la Lancia: une excellente boîte, des rapports intelligents sur les 5 vitesses et une grande facilité de conduite.

...L'équipement intérieur est très complet... Enfin, deux grandes réussites: le freinage qui se révèle très efficace grâce à quatre freins à

disque avec servo-frein et régulateur et la direction qui est d'une précision d'horlogerie. Tout cela fait de la Beta Coupé une voiture très séduisante et sûre.

## REVUE AUTOMOBILE

...L'organe propulseur à double arbre à cames développe sa puissance en douceur et en souplesse et témoigne d'une marche particulièrement silencieuse et d'une grande économie...

Ce coupé qui ne pèse pas moins de 1150 kg avec deux personnes à bord nous a impressionnés non seulement par ses performances, mais aussi par son silence de marche et sa sobre consommation de super-carburant...

Même avec un petit moteur 1300, ce coupé 2+2 à traction avant a peu sacrifié de sa puissance et de sa race. Grâce à sa maniabilité et à sa sécurité de marche, il convient aussi bien pour les longs voyages que comme voiture urbaine de luxe à l'usage de ceux pour qui l'arrière peu spacieux, en raison de la fonction qui lui est dévolue, ne joue pas de rôle...

Mais dans l'ensemble, ce modèle remplit les conditions que les conducteurs et conductrices stylés et sportifs exigent d'un petit et solide coupé tiré à un nombre pas trop élevé d'exemplaires.

## AUTO MOTOR UND SPORT

Bei den Probefahrten mit der 1800er Version demonstrierte der Zweinockenwellen-Motor seinen sportlichen Charakter... Zu dem Fahrvergnügen im Beta Coupé trägt auch das leicht und exakt zu schaltende Fünfganggetriebe bei: Seine Abstufung harmonisiert so mit der Charakteristik des Motors, dass die zur Verfügung stehende Leistung gut genutzt werden kann... Mit vier einzeln an Federbeinen aufgehängten Rädern bringt der Beta gute Voraussetzungen für ein unproblematisches und komfortables Fahrverhalten mit.

## AUTOMOBIL REVUE

Volle Beschleunigung im 4. Gang aus 40 und aus 50 km/h im 5. Gang nimmt der 1.3 Liter klaglos und geschmeidig, wenn auch mit geringeren Brio hin.

Ebenso eindrucklich wie die Fahrleistungen des mit zwei Personen immerhin rund 1150 kg wiegenden Coupés ist die Laufruhe des 1,3 Liters, aber auch dessen Genügsamkeit hinsichtlich Konsum an Superbenzin. Trotz der kurzen Antriebsachse, welche bei einer Motordrehzahl von 1000/min die Geschwindigkeit im obersten Gang auf bescheidene 26,7 km/h beschränkt, ist der Geräuschpegel im Wageninnern ausgesprochen niedrig.



# LANCIA BETA COUPE



## Body colours



Ice White (182)



Morocco Beige (111)



Capri Blue (129)



Ascot Dark Green (109)



Lancia Blue (105)



Nearco Red (108)



Amaranth (125)



Racing Red (123)



Black (122)



\*Metallized Grey (135)



\*Metallized Blue (132)



\*Metallized Beige (144)

\*To order at additional charge.

# Technical features

## ENGINE

Four cylinders in line, positioned transversely and sloping backwards. Displacements 1301, 1585 and 1995 cm<sup>3</sup>; maximum DIN power 60.3 kw (82 HP) at 5800 rpm, 73.6 kw (100 HP) at 5800 rpm and 84.6 kw (115 HP) at 5500 rpm; maximum DIN torque 107.9 Nm (11 mkg) at 3300 rpm, 134 Nm (13.2 mkg) at 3000 rpm and 175.5 Nm (12.9 mkg) at 2800 rpm. Maximum speed 6400 rpm.

## TRANSMISSION

Front-wheel drive. Clutch: single dry plate with diaphragm spring and flexible hub. Gearbox: cascade with 5 forward speeds, all synchronized, plus reverse. Floor-mounted control lever. On request, automatic transmission with 3 forward speeds plus reverse with torque converter for the 1600 and 2000. Differential: integral with engine-gearbox group.

## WHEELS

5J×14" rims for the 1300 and 5 1/2J×14" for the 1600 and 2000 (light alloy rims for the 2000). Tyres: 155 SR 14" for the 1300, 175/70 SR 14" for the 1600 and 175/70 HR 14" for the 2000.

## STEERING

Left hand (right hand on request), rack and pinion. Steering column in three sections with energy-absorbing articulations. Height of steering wheel adjustable with maximum travel of 6 cm. Minimum turning circle: 10.2 metres.

## BRAKES

Service: 4-wheel disc, Superduplex system with two independent circuits (one forward and one combined), vacuum servo brake and braking corrector.

Emergency: integrated with service brakes. Parking: disc on rear wheels with hand control.

## ELECTRICAL SYSTEM

12V with 45 Ah battery; 12V 750W (12V and 600 W for the 1300) constant capacity alternator with built-in electronic voltage regulator; four headlamps with halogen lights, automatic regulation of attitude of dipped beams according to load carried.

## INSTRUMENTS

The fascia includes no less than nine instruments (among them an engine oil level gauge) plus numerous warning lights, including one that indicates low brake fluid level or excessive wear to the front brake pads.

## DIMENSIONS AND WEIGHTS

Wheelbase 2350 mm; overall length 3995 mm; overall width 1650 mm; front track 1406 mm; rear track 1392 mm; height (car unladen) 1285 mm; weight in running order 1000 kg; capacity (4 persons + 120 kg of luggage) 400 kg; weight fully laden 1400 kg; towable weight 1070 kg; capacity of luggage compartment 360 dm<sup>3</sup>.

## PERFORMANCES

Maximum speed in the various gears in km/h (\*at 6400 rpm):

	1300	1600	2000
1st*	45	50	53
2nd*	70	78	83
3rd*	103	114	123
4th*	137	151	162
5th	over 165	178	188
Rev*	51	56	61

Acceleration (carrying 2 persons):

	1300	1600	2000
Standing 400 m	18	17.1	16.2 seconds
Standing 1000 m	34	32.2	30.5 seconds
0 to 100 k.p.h.	13	10.9	9.5 seconds

Maximum grade climbable in first gear (carrying four persons and 120 kg of luggage): 40.9%, 47.2% and 60.6%.

## PRINCIPAL OPTIONS (\*\*)

Automatic transmission (for 1600 and 2000). Metallic paint (for 1600 and 2000). Power steering (for 1600 left hand drive only). Sun roof. Air conditioning (for 1600 and 2000). Leather or simulated leather upholstery. Electric window winder (for 1600 and 2000). Tinted glazing. Alloy wheels.

(\*\*)The options can vary according to the different markets.

## PRINCIPAL CHARACTERISTICS OF CARS EQUIPPED WITH AUTOMATIC TRANSMISSION (To order for 1600 and 2000)

Automatic transmission, 3 forward speeds plus reverse, with torque converter. Option of full automatic working and manual selection.

**Gear Selector:** vertical travel with 6 positions. The selector mechanism is fitted with a locking device which restricts motion of the lever; to unlock it is necessary to depress the push button at the centre of the lever knob. A light indicates the gear engaged.

**Safety Starting Interlock:** starting the engine is possible only with the selector lever in the neutral or park position.

**Parking device:** For leaving the cars on sloping roads in complete safety; supplements the hand brake.

**Maximum speed:** approximately 173 km/h for the 1600 and approximately 183 km/h for 2000.



# Interiors

## VELVET TEXTURED CLOTH



Beige



Grey



Blue

## TVE



Beige



Black

BODY COLOURS	VELVET TEXTURED CLOTH	TVE	*LEATHER
Ice White (182)	Blue/Grey	Black	Black
Morocco Beige (111)	Beige	Beige	Beige
Capri Blue (129)	Blue/Grey	Black	Black
Ascot Dark Green (109)	Grey/Beige	Beige	Beige
Lancia Blue (105)	Blue/Grey	Beige	Beige
Nearco Red (108)	Grey/Beige	Black	Black
Amaranth (125)	Grey/Beige	Beige	Beige
Racing Red (123)	Grey/Beige	Black	Black
Black (122)	Grey/Beige	Beige	Beige
*Met. Grey (135)	Blue/Grey	Black	Black
*Met. Blue (132)	Blue/Grey	Black	Black
*Met. Beige (144)	Beige	Beige	Beige

\*To order at extra charge.

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The illustrations and descriptions contained in this brochure are understood as given by way of indication. The company however reserves the right to make such modifications to the cars at any time and without notice as it may consider desirable to improve them or for any requirement of manufacturing and marketing nature.

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