



Lancia Beta Spider

The Beta Spider, a superb blend of elegance and exhilarating performance in an open car. A concept destined to reintroduce the style and pleasure in motoring, last seen some 20 years ago in the Lancia Aurelia B 24 Spider. Like the Aurelia, the Beta Spider also carries Pininfarina's hall mark. His signature represents the three fundamentals of its design. First to conform to international safety standards, second to reflect Lancia's traditional finesse in its styling, third to match its effortless performance to exceptional refinement. So this is the result, a

Italian... Exotic... Exhilarating...

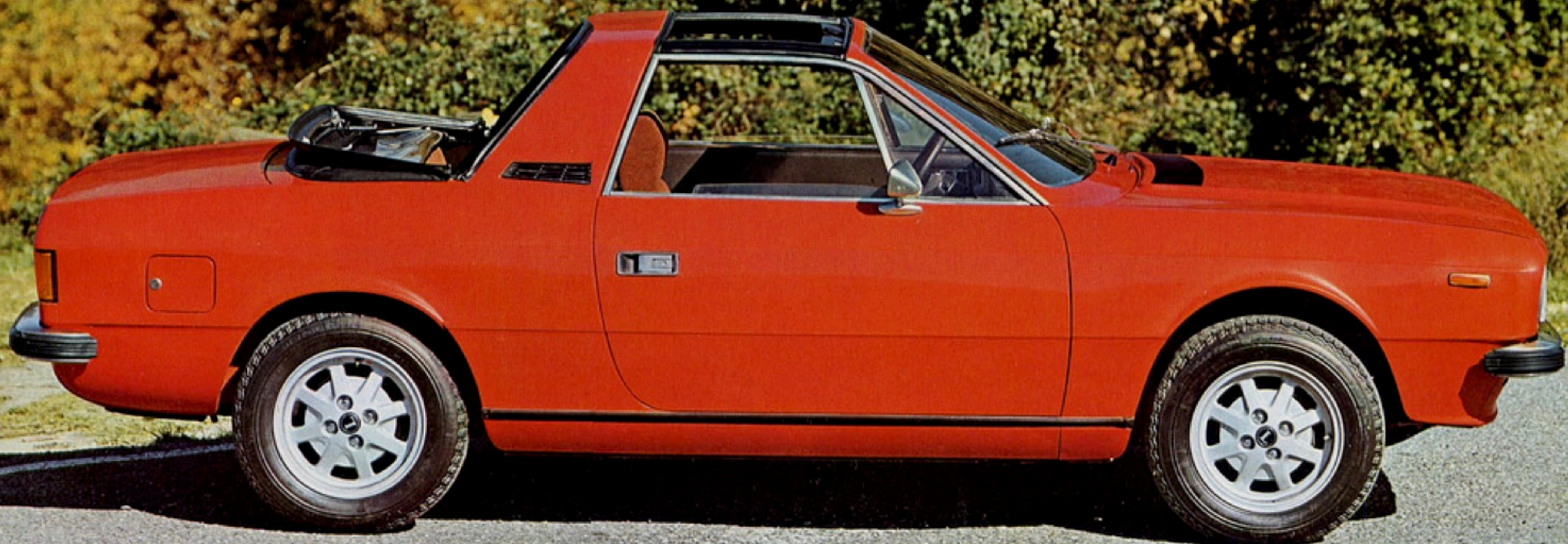
genuine 2+2 car within extremely compact dimensions (overall length is approximately 4 m = 13ft) without sacrificing any luggage space which far exceeds that of other

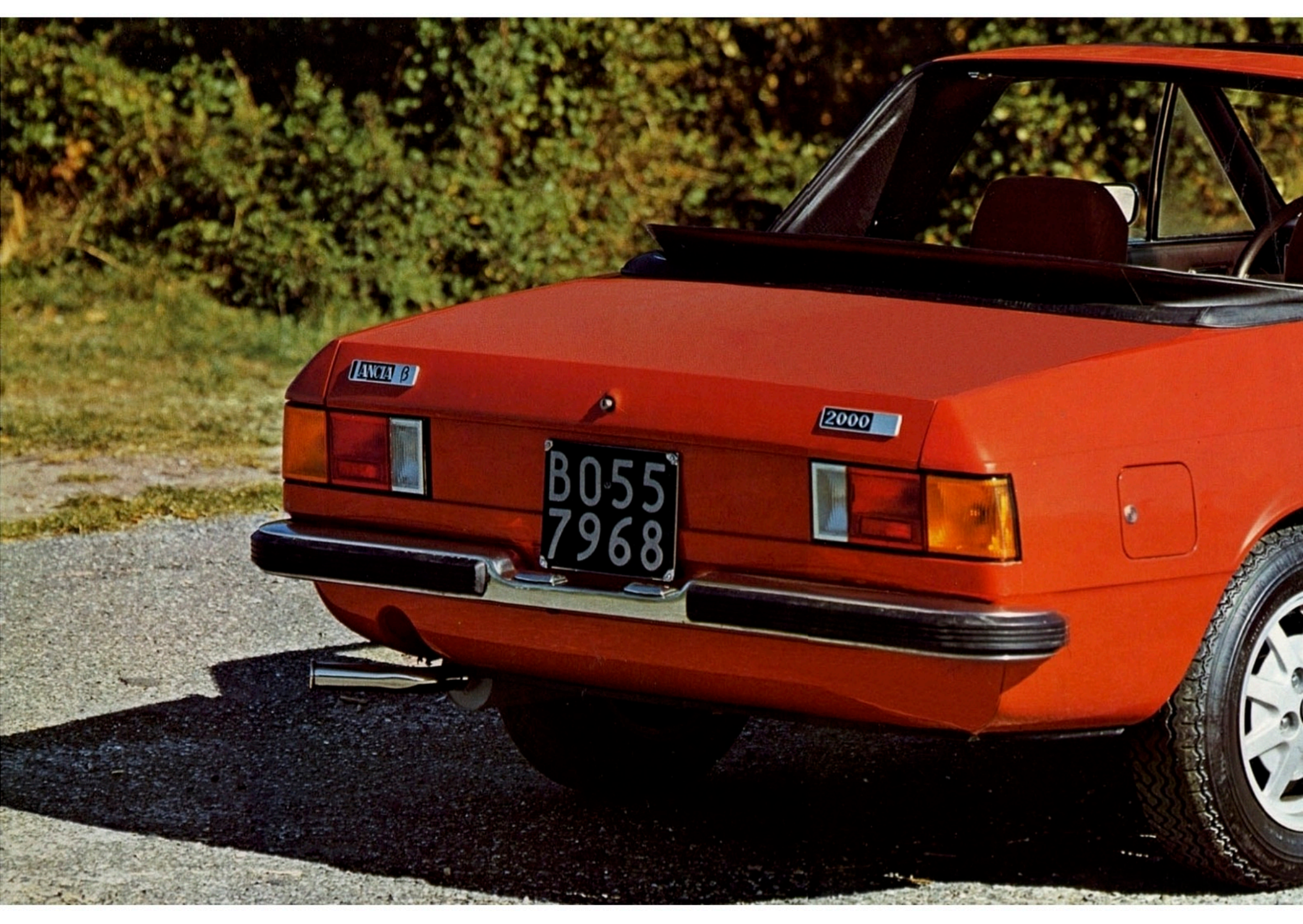
contemporary sports cars. And in meeting safety standards for an open car, the roll bar has been blended into the styling to enhance the spider's elegant lines. The roof panel is detachable and

stores in the boot, when out of use, while the rear window panel folds down to lay the interior open to sun and sky. Not surprisingly, the Spider's performance, refinement and range of equipment match the already high metier that Lancia has already set for the Beta range. The Beta Spider is available both in the 1600 and 2000 versions.

LANCIA



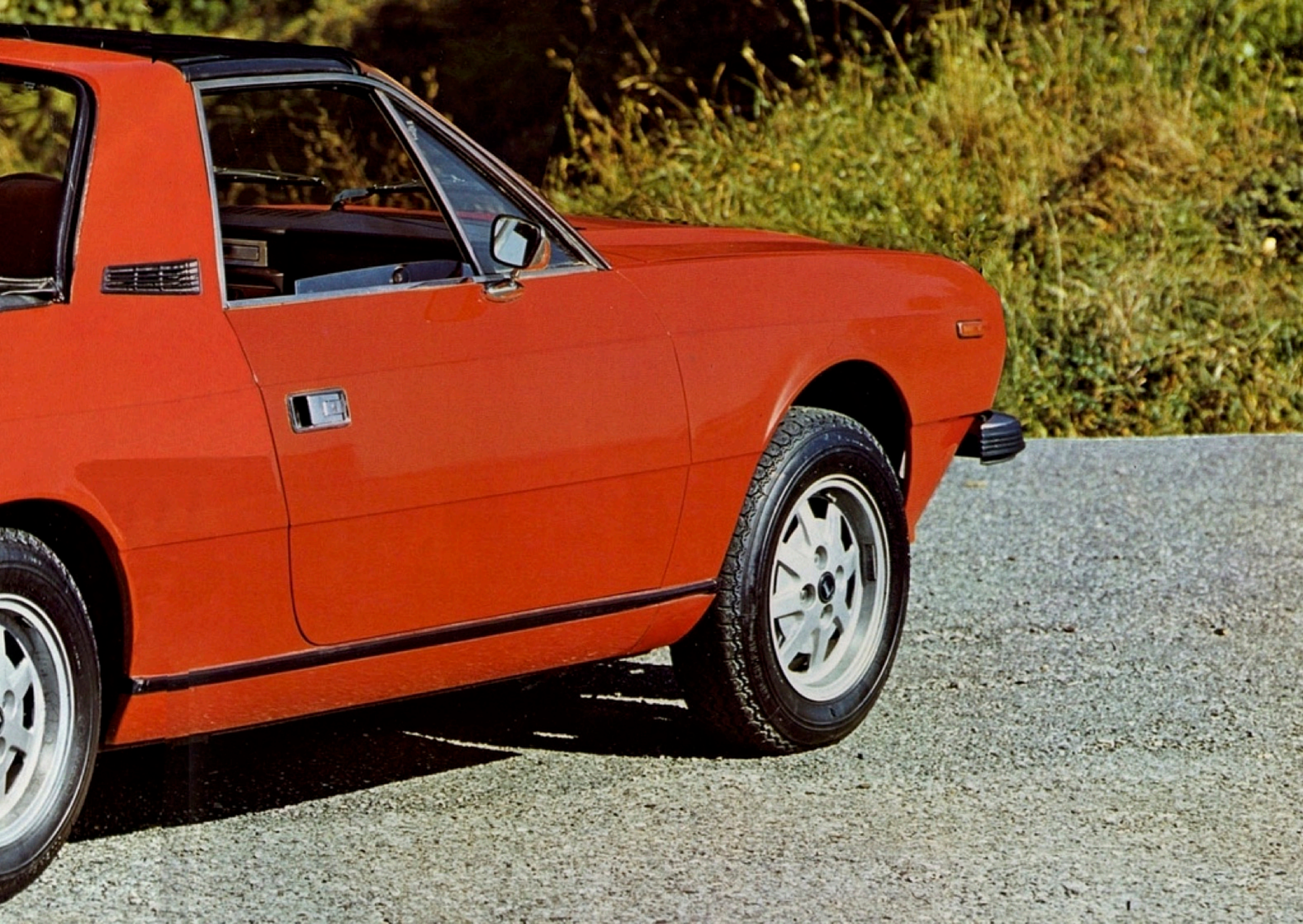




LANCIA B

2000

B055
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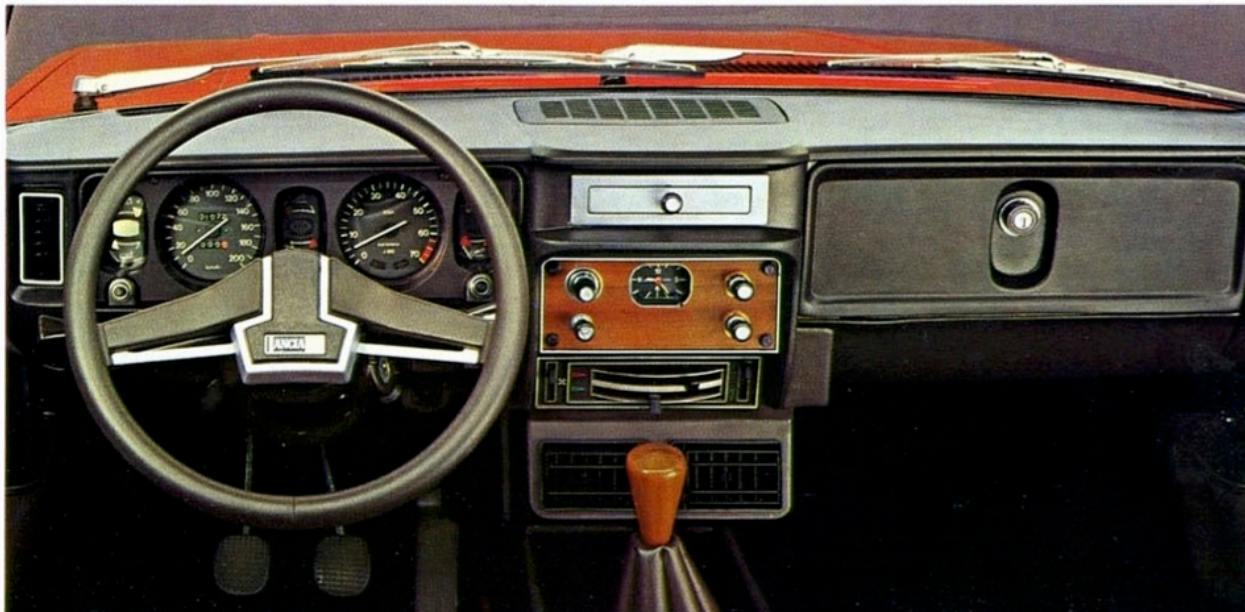


Considerable care has been devoted to the choice of the luxurious interior appointments, the rich and well finished upholstery and to the careful location of the controls. The seats have been specially designed as to shape and materials employed, in order to afford max. comfort and swift dampening of oscillations. The front seat back rests feature

micrometer rake adjustment and headrests; moreover they may be tilted forward to facilitate access to rear seats.

Nine instruments relay all the information a driver could wish for and include voltmeter, engine oil level and oil temperature gauges. In support, there are numerous protective warning lights, including warning for wear on the front brake

pads, low brake fluid and excess engine temperature. Other features include the adjustable height of the steering wheel, anti-theft steering



lock, electronic clock and rev. counter, moquette carpeting throughout, 3 point integral seat belt anchorages for all four



occupants, 2 speed wipers with intermittent sweep, anti-repeat starting and full flow heating and ventilation.

The boot is huge by any sportscar standard and, like the engine compartment, is lit from within, on opening, from the side light circuit. Inside, it houses the accessible spare wheel with its protective cover, the comprehensive tool kit and jack.

A rubber mat covers the boot

platform while the sides are lined with moulded felt panels.

Both doors are equipped with three directional anti-burst locks with push button safety catches, incorporated armrests and open door indicators. The curved side windows housed in both doors are manually operated.

External rear view mirrors are fitted on both the driver's and passenger's doors.



Engine

Four cylinder in-line, transverse, inclined to the rear. Displacements: 1585 and 1995 c.c. Max power DIN 73.6 kw (100 HP) at 5800 r.p.m. for 1600 and 87.5 kw (119 HP) at 5500 r.p.m. for 2000. Max torque DIN 134 Nm (13.7 Kgm) at 3000 r.p.m. for 1600 and 174 Nm (18.7 Kgm) at 2800 r.p.m. for 2000. **Timing:** two overhead camshafts driven by crankshaft through cog belt. **Fuel system:** twin choke downdraught carburettor with delayed action on second throttle and automatic choke; mechanical pump; 49 l. tank. **Ignition:** by distributor and coil. **Lubrication:** pressure by gear pump. **Cooling system:** forced coolant circulation with filling and overflow tank; motor-driven fan; thermostatic blending valve.

Transmission

Front wheel drive. **Clutch:** dry, single disc. **Gearbox:** five forward synchromesh gears (top geared-up) and reverse. Floor control lever. **Differential:** in single unit with clutch and gearbox.

Suspensions

Independent front and rear, with struts, helical springs and rubber bumpers, shock absorbers, stabiliser bar.

Wheels

(Light alloy wheels rims for 2000) 5½ J x 14". **Tyres:** 175/70 SR 14" for 1600 and HR 14" for 2000.

Steering

Left-hand drive (right-hand drive optional), rack and pinion type. Energy absorbing steering shaft in three jointed sections; steering wheel adjustable for height.

Brakes

Service: disc all round, Superduplex system, with servo-unit and balance limiter. **Parking:** disc on rear wheels, hand controlled.

Electrical equipment

12 V and 45 Ah battery; 750 W alternator; 4 halogen headlamps.

Dimensions and weights

Wheelbase 2350 mm (92.5 ins); front track 1406 mm (55.3 ins); rear track 1392 mm (54.8 ins); overall length 4040 mm (159.0 ins); overall width 1646 mm (64.8 ins); unladen height 1263 mm (49.7 ins); boot capacity 290 cu.dm (10.24 cu.ft.); kerb weight 1050 kg (2315 lb); pay load (four persons + 80 kg luggage) 360 kg (790 lb); max. towable weight 895 kg (1973 lb).

Performance

Maximum speeds in gears:

1600	
1st	* 50 k.p.h. = 31 m.p.h.
2nd	* 78 k.p.h. = 48 m.p.h.
3rd	* 114 k.p.h. = 71 m.p.h.
4th	* 151 k.p.h. = 94 m.p.h.
5th	* 176 k.p.h. = 109 m.p.h.
Rev	* 56 k.p.h. = 35 m.p.h.
2000	
1st	* 53 k.p.h. = 33 m.p.h.
2nd	* 83 k.p.h. = 52 m.p.h.
3rd	* 123 k.p.h. = 76 m.p.h.
4th	* 162 k.p.h. = 101 m.p.h.
5th	* 186 k.p.h. = 115 m.p.h.
Rev	* 61 k.p.h. = 38 m.p.h.

(* at 6400 r.p.m.)

Accelerations (2 people aboard):

	1600	2000
Standing 400 m.	17.3 sec.	16.4 sec.
Standing 1000 m.	32.5 sec.	30.8 sec.
0 to 100 k.p.h.	11.2 sec.	9.8 sec.

Max superable gradient in first gear (with four people aboard and 40 kg luggage): 49% and 59%.

Options

Metallic paint, light alloy wheels (for 1600). Power steering (left-hand drive models).



The illustrations and descriptions given in this booklet are intended as a general guide only, and must not be taken as binding. The company, therefore, reserves the right to make, at any moment and without notice, any changes it thinks necessary to improve the car or to meet any requirements of manufacturing or commercial nature.

FUEL CONSUMPTION (Energy Act 1976; Passenger Car Fuel Consumption Order 1977)			
	Simulated urban driving	Constant 56 m.p.h.	Constant 75 m.p.h.
Beta Spyder 1600	22.1	43.5	32.9
Beta Spyder 2000	21.1	40.9	31.0

