

UNUSUAL STEERING

Like so much of the Aurelia's specification, the steering is unorthodox but effective. A worm and wheel steering box, on the right in most Aurelias, transmits movement across the car to the left-hand front wheel via a Pitman arm and a hollow steel rod, with a second rod passing back across to the right-hand wheel.

INTERIOR

The unshowy interior sported bench seats covered in grey or beige woollen cloth, a painted dash and surprisingly unstylish plastic instruments and trim.

STYLING AND POISE

The Aurelia's styling was inspired by a short run of experimental Pinin Farina Aprilias in 1948, and bridged the gap between separate wings and subsequent 'bathtubs'. This was one of those cars that wouldn't be diminished by its successors, any more than would Gerald Palmer's take on the style by the BMC 'Farinas'. The V6 engine made a short bonnet possible, and minimal overhangs and a wide track gave it a sporting stance.

4451

PRODUCTION

BELLS & WHISTLES

The Aurelia came with a thermostatic radiator shutter, a glass louvre above each side window, aluminium hubcaps and aluminium bumpers with rubber inserts, as well as an inspection lamp under the bonnet.



TECH SPEC 1950 Lancia Aurelia B10

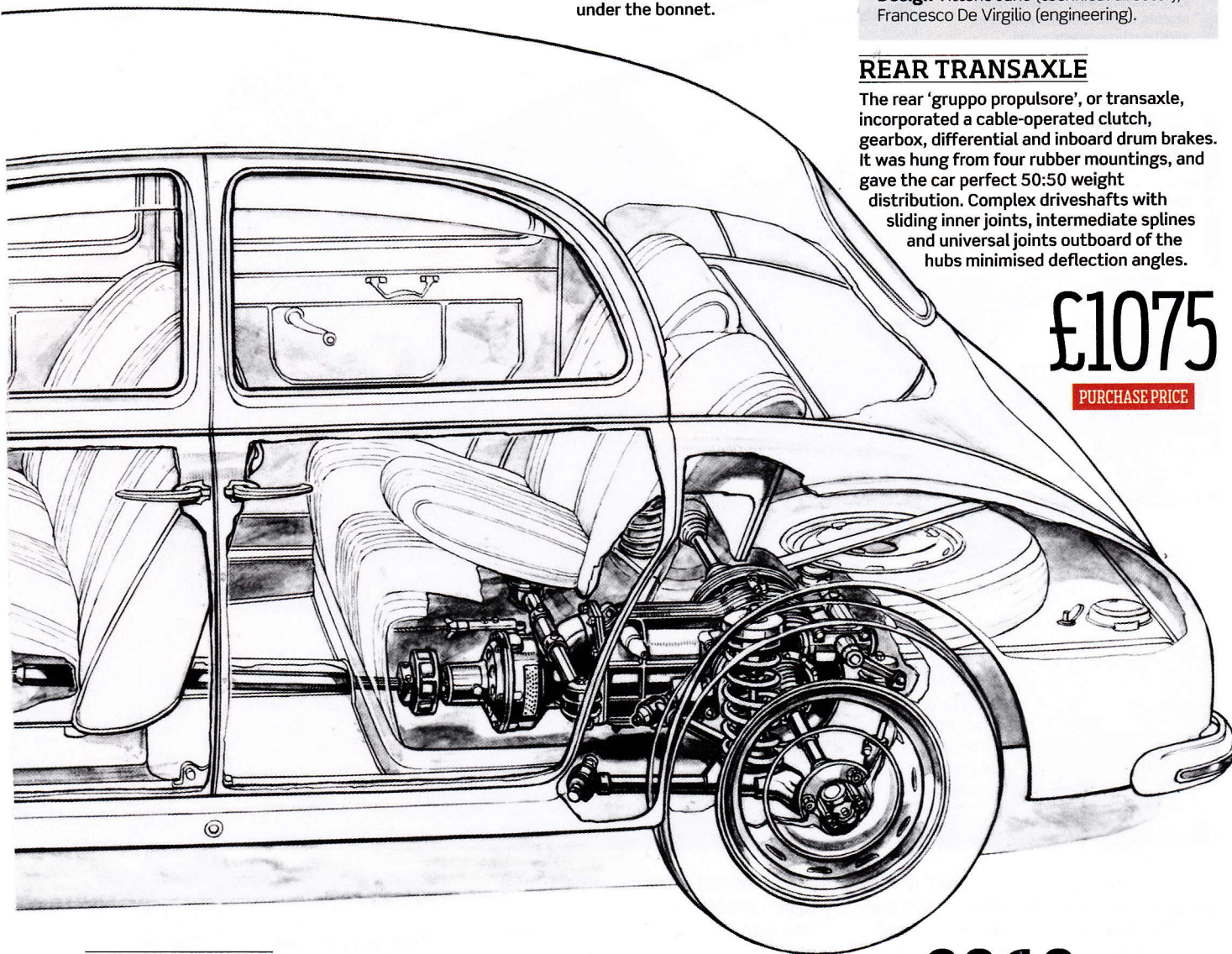
Displacement 1754cc
Power 56bhp@4000rpm
Torque 78lb ft@2500rpm
Top speed 84mph
0-60mph 21.5sec
Kerbweight 1150kg
Design Vittorio Jano (technical director),
Francesco De Virgilio (engineering).

REAR TRANSAXLE

The rear 'gruppo propulsore', or transaxle, incorporated a cable-operated clutch, gearbox, differential and inboard drum brakes. It was hung from four rubber mountings, and gave the car perfect 50:50 weight distribution. Complex driveshafts with sliding inner joints, intermediate splines and universal joints outboard of the hubs minimised deflection angles.

£1075

PURCHASE PRICE



SIX-PIN CRANK

The smooth 60° motor's secret was its six-pin crank. Subsequent V6 engines from Citroën-Maserati, Buick, Ford and PRV abandoned, to their cost, the elegant principles established by Lancia engineer Francesco De Virgilio. These later three-pin crank designs required all sorts of compromises, such as uneven ignition timing, split-pin cranks and off-centre bore spacing. Today's solution, the universal use of electronic engine management, was two generations away in the 1950s.

REAR SUSPENSION

This was the first appearance of Lancia's patented semi-trailing arms and coil springs. While this independent arrangement is now the industry standard, the Aurelia B10's 1954 replacement, the B12, would see it superseded by a leaf-sprung De Dion axle and Panhard rod that aped the contemporary Ferrari approach. The B10 was more nimble and suited the skilled driver, while its replacement curbed oversteer and was more forgiving.

2860mm

GENEROUS WHEELBASE

RADIALS AS STANDARD

Lancia had a long association with Michelin, and the Aurelia was the first production car to offer radial tyres as standard. The Michelin X tyres were mounted on metric ventilated steel wheels. Crossplies were an export option.

NEXT TIME MORRIS MINOR