

1950 AUSTIN ATLANTIC CONVERTIBLE

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Year: 1950

Chassis no:

BD2/54288

Registration: PXS388

Price: £35,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1949 Austin Atlantic Convertible

Registration Number: PXS388

Chassis Number: BD2-L/38234

This is one of a pair, this car being in Cream with the other in Ming Blue.

Purchased in Australia in totally rot & corrosion free condition. This car then nevertheless had a body off exhaustive restoration to like new.

With the government edict of "export or die", and steel allocated only to those who generated much needed revenue, the Atlantic was designed specifically to appeal to North American tastes. The car featured up-to-the-minute detailing, with a wrap around windscreen, composed of a flat glass centre section with tiny curved end panels. The front wings (fenders) sported twin "flying A" hood ornaments and swept down to a rounded tail, with spats enclosing the rear wheels. A centrally mounted third, main beam, headlight was built into the letter-box style air intake grille, and the then unheard of luxury of hydraulically powered windows and hood (convertible

top), "flashing indicators" (blinkers) rather than **trafficators**, (for the United States market at least) and the option of **EKCO** or HMV Autocrat radios.

This **Austin A90 Atlantic** Convertible is an arresting sight today: think what an impression it had sixty years ago when it appeared on America's highways and boulevards. With its curved hood, three headlights, chrome hood stripe, curved and raked windshield, sweeping envelope fenders, skirted rear wheels and sleek blind quarter convertible top it was way ahead of its time in 1950 and still looks like an auto show concept car that has somehow found its way onto the street. Its colors, a bright greenish-blue hue of tropical waters set against dark blue leather with white piping and a dark blue convertible top are emblematic of the early postwar years' enthusiasm and optimism. Sir Herbert Austin's company envisioned it specifically to appeal to the American market, giving it dual outside mirrors, whitewall tires with hubcaps and chrome trim rings, gold gauge faces, seating for five with a 60-40 split front bench seat and, for some reason known only to British designers, two glove boxes in the dashboard. Its 88hp 2660cc overhead valve four later proved its mettle as the power plant for the first Austin-Healey 100/4s.

With the body off the chassis was bead blasted & refinished to as new. Likewise the Body panels were shot blasted & all corrosion attended to. The restoration list is far too long to go into here but suffice to say included everything except the differential internals as it was found to be in perfect order as it was.

The painstaking re-assembly job was then undertaken to bring the car up to the wonderful standard we find it in today. In addition to the full rebuild, the hydraulics were upgraded for the roof & door windows with twin gauges under the bonnet displaying the hydraulic pressure. The engine is fully rebuilt as is the gear box, the brakes, a complete rewire & pretty much anything else one might imagine. Both cars we have for sale are close to perfect.

Far more was spent upon this project than the owner will ever see back & he needs now to sell the pair of them due to the onset of old age. The car comes with a massive bill & history file showing the work that has gone into it & also a Heritage certificate showing it to be matching numbers.

Body off full extensive nut and bolt rebuild,
Recon radiator recon engine recon carbs fitted me electric petrol pump new pistons with rings big end and mains bearings fitted new oil pump recon cylinder head new heavy valves and springs fitted rebuild with new gasket's and seals.

Gearbox striped cleaned rebuild new bearings gaskets and seals oil.

Recon clutch assembly.

New prop shaft fitted.

Diff removed cleaned rebuild new gaskets and seals new oil.

Recon rear suspension units fit all new wheel bearings recon brakes.

Recon front suspension units fit all new wheel bearings recon brakes.

Repairs to chassis shot blast and repainted black,

Body Small repairs to panels and replaced fine shot blasted and repainted old English white.

5 new black wall perelli tyres and tubs fitted.

Complete rewired.

Recon Radio and fit CD unit.

Recon all gauges.

all new carpets made and fitted.

New mohair hood fitted recon hood linkage.

Hydraulic system overhauled.

mot done at time of rebuild.

all lights recon.

Recon all trim.

Clean out petrol tank.

Fit new exhaust system.

Recon steering column and box.

Replace trade rod ends.

Original body number on plate

Engine

OHV 4 Cylinder in line

Bore: 87.3mm

Stroke: 111.1mm

Displacement: 2,660cc

Compression ratio: 7.5 to 1

Carburettors: twin SU

Power output: 88bhp at 4000rpm

Performance

Maximum speed: 92.5mph

Accel. 0-60mph: 16.6secs

AFC: 22mpg

Brakes

11in drums F&R

Front: hydraulic, Girling

Rear: mechanical (hydraulic from 1951)

Friction lining area: 133sqin

Transmission

Rear wheel drive

Clutch: Borg & Beck single dry plate

Ratios- Top: 3.67, 3rd: 5.18,

2nd: 8.25, 1st: 13.65

Prop shaft: Hardy Spicer open

Final drive: spiral bevel

Construction

Pressed steel tub welded to hollow box section steel chassis.

Suspension

Front: Independent coil and wishbones

Rear: Live beam axle, semi-elleptic leaf springs

Shock absorbers: Armstrong hydraulic

Steering

Burman cam and peg

Turning circle: 39ft

Turns lock to lock: 2.5

Wheels

16in Pressed steel

5.50 x 16in crossply tyres

Dimensions & Weight

Wheelbase: 8ft 0in

Track - front: 4ft 5.1in

Track - rear: 4ft 7.5in

Overall length: 14ft 9.1in

Overall width: 5ft 10in

Overall Height:5ft 0in

Ground clearance: 6.5in

Unladen weight: 26.5cwt

Fuel tank:12.5gals

Production

1949-52(convertible)

1950-52(saloon) Longbridge, Coventry

7.981 produced

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