

The 1929 Austin 7 “Standard Sports” Badged ‘Latrobe’

Following the introduction of the Austin 7 ‘Chummy’ tourer in 1922, in answer to popular demand the Austin Motor Company Longbridge UK marketed an Austin Seven Factory Sports Car in 1924.

A FASCINATING SPEED MODEL.

The hood when raised, does not detract from the sporty appearance of the car.

A single can of petrol is sufficient for more than a hundred miles at an average speed of thirty miles per hour.

The Austin Seven Sports

Seats are filled on both sides of the body - a convenience all drivers appreciate.

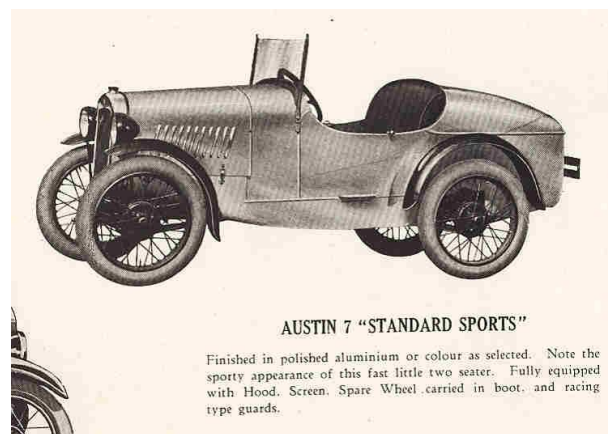
An electric starter is fitted, but hand starting is invariably available.

Although not a part of the standard equipment side curtains may be very easily fitted if desired.

The Austin Seven Sports undoubtedly ranks as one of the most fascinating speed models of the day. With an engine capable of high r.p.m. it can accomplish very serious cross-country work and can maintain an average of which the owner of a car boasting twice the engine capacity, might well be proud.

UK advertising for ‘The Austin Seven Sports’ circa 1925

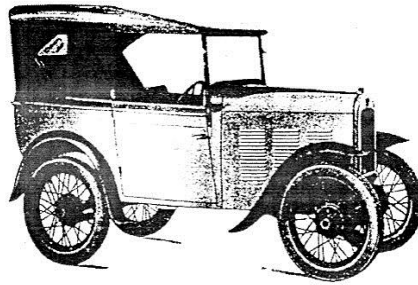
Austin Distributors of Melbourne Australia followed this in 1929 with a local sports version, which they called The Austin 7 “Standard Sports”. According to the then Australian Sales Manager C Dickason, this all aluminium body design was based on that used for Clarrie May’s 1928 AGP car No 5, both built by Flood Motor Body Works of St Kilda Road, Melbourne on the imported chassis. From the 1931 price list, the Standard Sports sold for A£245, either in aluminium finish or painted, with steel cycle guards. It was lower priced and much lighter than the Flood bodied Austin 7 sports car with a full steel body, the Meteor, which later became the Ace, priced at A£270.



Cut from an Austin Distributors Melbourne 1931 Advertising Leaflet

Latrobe Motors of Latrobe Street, later 186 Exhibition Street Melbourne, who marketed a special bodied Austin 7 ‘Chummy’ tourer shown below, also sold the same Austin 7 “Standard Sports”, adding the ‘Latrobe’ name in Austin script on the radiator.

LATROBE MODEL AUSTIN 7



Those who prefer beauty and individuality of design and construction in motor body work will certainly choose the LATROBE Model Austin 7. In the new and vastly improved model, there are all the features of dependability and performance which have made the Austin 7 so famous, together with a wonderful, newly designed body, specially constructed by experts who have given their every consideration to the most distinctive appearance with a maximum of comfort. The seating plan of the LATROBE body provides ample room—the front seats fold and have a sliding adjustment, and the back seat is so designed to give greater leg room. The bodies are in Duo-tone Duco finish, in perfectly harmonised shades.

The outstanding features of the LATROBE MODEL AUSTIN are—Superior upholstery; folding armchairs; seats adjustable to five inches; complete folding hood of the finest material; dash lamp; rear vision mirror; automatic windshield wiper; rear glass light; rubber mats; place for side curtains; framed side curtains; dash board covered in leather; rear lamp and number plate on single bracket; reduced space between tyre and guard top; nickel windshield; square doors; slam locks; duo-tone.

But this is not all: turn over to the back page and see the remarkable additions which make the LATROBE Austin 7 truly the finest looking Baby Car on the road.

LATROBE MOTORS PTY. LTD.

186 EXHIBITION STREET, MELBOURNE, C1
Opposite His Majesty's Theatre Telephone F5679

Latrobe Motors Advertisement circa 1930.

There are a number of Austin 7 "Standard Sports" in the Melbourne Austin Seven Club, mostly in aluminium finish. This red painted Austin Standard Sports, body number A8 7792 (Austin Motor Company build May 1929), chassis number 85333, engine number M 85697 has a 'Latrobe' logo on the radiator, unlike most other club cars. The earliest Club records indicate it was owned in 1970 by then Club member Graeme Clark from Bunninyong. In 1971 he entered the car in the Club National Rally seen in picture 8 from the November 1971 'Light Shaft' with the 'Latrobe' logo on view.



Picture 8, 'The Light Shaft' November 1971



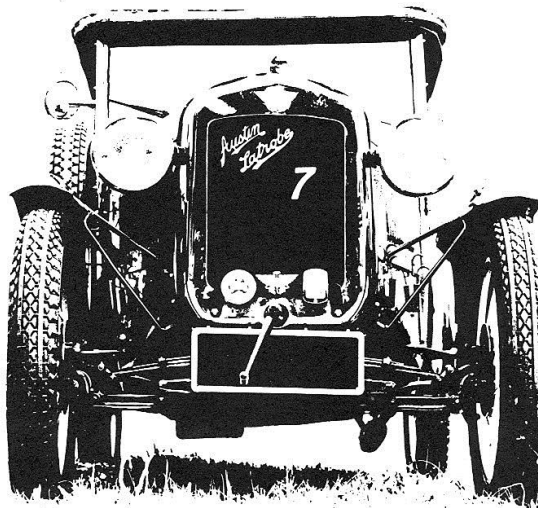
Bill Sheehan recently provided a colour picture of the car possibly from this same Rally.

In 1975 David Lowe's outline picture this car was used on the cover of the Club National Rally Program, still showing the obvious Latrobe logo.

Programme

AUSTIN 7 National Rally

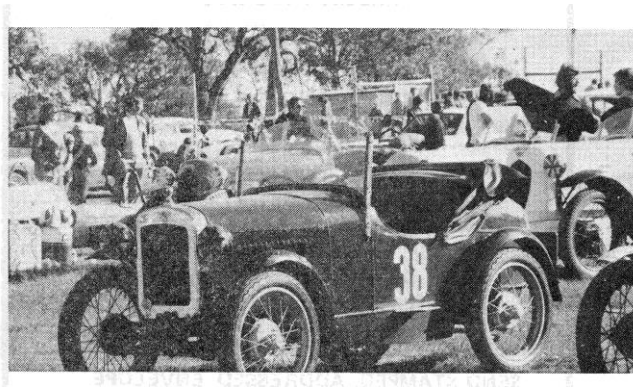
Melbourne



1975

1975 Club National Rally Program

Graeme Clark carried out a major overhaul of the Standard Sports body between 1977 and 1979 with help from his brother, an experienced car body builder. The picture below shows his car prior to this overhaul, with a painted bonnet and guards.



Graeme Clark's 1929 'Latrobe', 'The Light Shaft' August 1977

By the time it was photographed in 1979, it had been fitted with a new polished aluminium bonnet and guards, replacing the original steel bonnet and guards.



Bottom left, G Clark's Latrobe Sports, 'The Light Shaft' November 1979.

After using the car in Club events, in 1984 Graeme Clark sold it to motor dealer Murray Richards, who in turn sold the 'Latrobe' to club member Wayne Styles

When Wayne purchased the car the engine was apparently badly damaged. He had this repaired, then in 1987 arranged for club member Bob Booth to carry out a complete rebuild of the engine as noted in a Light Shaft report by the then editor John Needham.

Bob fitted the light shaft engine with a later heavy crankshaft, '1937' cylinder head, one gallon 'sports' sump, 1935 'side draught' manifold with 1 1/8" SU Carburetor on an adapter plate and reduced the cam follower radius.



Wayne and Jenny Styles in the Latrobe, 'The light Shaft' March 1991

In 1996 after extensive use in a number of Club events, Wayne sold the Austin Standard Sports Latrobe to fellow Club-member, Alistair Campbell, who only briefly drove the car before dry storing in his garage with two seized exhaust valves.



Alistair Campbell's Austin Standard Sports 'Latrobe' outside his Malvern garage August 2009.

In 2009 Alistair sold the 'Latrobe' to Tony Press, who worked with friend and fellow club member David Lowe carrying out a major 6 week overhaul of the engine and running gear, replacing all worn parts. The engine bores were honed, a new set of rings, valves and guides fitted. The chassis was fitted with new spring pins, brake cables (Alistair had already fitted cast iron rear drums), lip seals to the crown wheel axles, new hub bearings and seals, the front end was rebuilt, king pins tightened and the stub axles thrust washers replaced. The wiring was replaced and all new lamp bulbs fitted.



Alistair Campbell and Tony Press with the restored Latrobe, Malvern, November 2009



Malvern, December 2009



Malvern, December 2009



The Austin Standard Sports at speed!