

The Trojan Museum Trust

Patron Tim Schenken



News Sheet No. 34
Winter 2022



Dear Friends,

I trust that you have had a good year and are able to look forward to getting together with friends and family over the Christmas season.

I thought it only appropriate to use this lovely photo of our late Queen, King Charles and Edward, for the front cover of your latest news sheet.

The then Prince Charles had his Trojan Trokart at Windsor Castle and judging by the photo below of him racing Princess Anne, they later had a second Trokart. Roly Finn has told me the story of when he was an apprentice he was sent to Windsor Castle to repair the engine of the Trokart and had to do the work under the supervision of the Duke of Edinburgh. Quite a nerve wracking experience for a young apprentice. Apparently he was told to simply take a replacement engine rather than attempting to fix the old one. Roly do let me know if I'm remembering any of the details wrongly of your royal visit.



Photo taken in May 1969 at Windsor Castle. The Trokarts are both fitted with an unusual Clinton engine for a Trokart.



“The Little Red Van”



A modern Bedford in the fleet.

Brooke Bond, one of the best known names in the grocery trade, originated nearly a century ago in Manchester where the Company founder, one Arthur Brooke, saw the advantages in both standardising tea blends and pre-packaging, becoming a pioneer in both fields. Requests from the trade soon led to Brooke becoming a wholesale supplier and by the end of the century the Company had established itself in London.

The small, fast, road motor made possible another change and, a few years before the Great War, the wholesale trade was abandoned, the Company assuming distribution of its blends direct to grocers in its own vans.

For many years Brooke Bond were identified in the Southern Counties at least—with the Trojan van and the upper photograph shows a typical sales ‘line up’ of the late ‘twenties.

Incidentally, there never *was* a ‘Bond’ in the business—Arthur simply thought it sounded better that way!

A few weeks ago I had to make an interesting collection of items donated to the Trust. Recently the Trust has been in discussion about putting on a possible museum display using its Three Door Tourer, nothing is finalised yet, but we realised that for the display the car would need a driver, ideally a lady driver. So we started making enquiries about acquiring a mannequin to use for the display. You can buy standard shop mannequins second hand or new on ebay, but these all looked rather unlikelike and most didn't even have faces. However proper museum standard mannequins come in at around £2000 each and have to be custom made. So the challenge was to source a quality seated lady mannequin at a sensible price. Then after a chance email conversation with the London Transport Museum, based in Covent Garden, we received a very generous offer from them. Basically would we like five museum quality mannequins in period clothing, which they had in their stores and had no plans to reuse?



They included a very well dressed lady in a seated position. Not surprisingly I booked in with them to make the collection. For this I had to drive to the London Transport Depot in Acton, which is effectively a huge store of all the items which don't fit into their Covent Garden Museum. It is a very well funded property which contains their archives plus many whole tube trains and buses. If you've ever watched the program 'Secrets of the London Underground' then this depot features on most programs. It is not normally open to the public so just a chance to have a look around was worth the trip alone. I was shown around by one of their curators and then with the help of two more we loaded the mannequins into my car. They included the seated lady, two other seated people who like the lady should be adaptable to appear as driving vehicles, plus a couple of standing men. It was a tight fit in the car and I had some bemused looks from other cars whilst stuck in the traffic jams on my journey home. The museum also made our Trust the offer of the loan, in the future, of various of their vehicles, such as buses, if we could make use of them in displays. It was great to receive what amounts to £10,000 worth of mannequins which I'm sure will all come in useful for future displays, but also it was reassuring to gain such tangible support from one of the major museums of the country, as we work towards our own museum.



IT'S HERE! *The New Trojan-*

INCREASED LOADING CAPACITY.

MODERN APPEARANCE

MAXIMUM ROAD VISIBILITY.

ALL WEATHER DRIVER COMFORT.

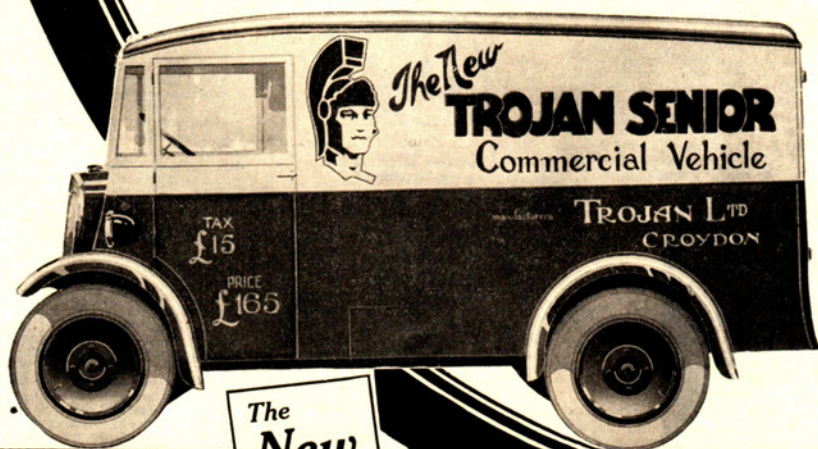
LOW INITIAL COST.

● The most up-to-date Van ever introduced to Commercial users; full of 'bigger business' possibilities for every kind of Trade. There are 2 Types: the Trojan "Senior," £165, with self-starter; tax £15; and the Trojan "Light 10," £155, tax £10.

Both models afford larger loading space than any other similarly priced vehicle; and their extremely smart appearance attracts approving interest everywhere. Large areas of Advertising space at sides and rear can be used with great effect. The loading capacity of the "Senior" is 120 cubic feet; the "Light 10," 91 cubic feet. Initial costs are low, compared with other makes, and running costs are lessened by the extra carrying capacity.

Write to us for trade terms and full particulars of the "Senior" and the "Light Ten." Both these vans will be first-class sellers to every conceivable trade, and it will be to your advantage to make immediate enquiries.

TROJAN LIMITED, PURLEY WAY, CROYDON



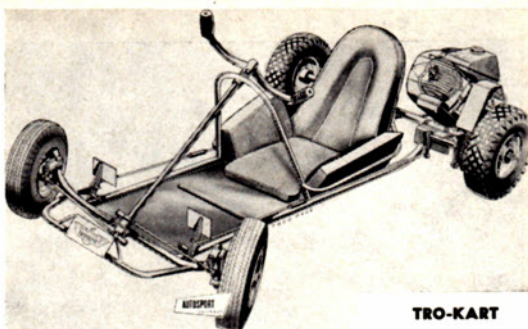
The New

TROJAN SENIOR

We recently took delivery of two excellent model bubblecars kindly donated by Robin Spalding. The first was a rare model of the Trojan 200 van. Trojan only ever made 19 vans as the purchase tax inspector told Trojan that the van could hold no more luggage than the car and so they weren't going to classify it as a van. Three Trojan vans survive, two of which are owned by Friends of the Trust.



The second model was of the Heinkel version of the Trojan bubblecar. Heinkel designed and built the original cars, they then were made by Heinkel Ireland in Dundalk, before Trojan bought the rights to manufacture. A small number of cars were also made under Heinkel in Argentina. It's great to have these models as they will make a great display with the Trojan Convertible which Robin previously donated to us and the more common Dinky Trojan vans etc which the Trust already has in it's collection.



TRO-KART: Manufactured by Trojan, Ltd., Trojan Works, Purley Way, Croydon, Surrey, this is a light and low-built kart for which superior road-holding is claimed.

*Taken from an
article in Autosport
Magazine .*

*11th March 1960
The whole magazine
kindly donated by
Mike Shepherd*



This photo forms part of a series of photos in our archive, all taken during some sort of expedition in Africa. Sadly we have no more details about the expedition. We've used this photo on our new website for the 'Links' page to Trojan related Clubs and Societies. It seemed sort of appropriate to use a photo of a Trojan being transported by raft to illustrate the website user being transported to another site.

DAVIS THEATRE.

ANNIVERSARY GIFT DAY.

The third anniversary of the opening of the Davis Theatre, Croydon, will be celebrated on Thursday when free gifts will be given to all patrons.

As was the case last year every patron that day will receive a gift of some kind on entering the building. In addition they will be entitled to compete in a competition in which many valuable prizes are offered.

The first prize will be a handsome five-seater Trojan "Purley" saloon motor car, presented by Messrs. Trojan, Ltd., of Croydon. The second prize will be an oak bedroom suite of four pieces given by Messrs. Batchelar, of North End. Messrs. G. Roberts and Co., of North End, are the donors of the third prize, which is a cabinet gramophone.

Other prizes include a walnut bureau valued eleven guineas, the gift of Messrs. Allders, Ltd., two return tickets to Paris by air, the gift of Imperial Airways, Ltd., a Melrose easy chair given by Messrs. Berkeley, Ltd., and a pair of boots and a pair of skates given by the Imperial Ice Bank, Purley.

*Croydon
Advertiser
12th
December
1931*



MRS. FRANCIS, who won the first prize—a Trojan car—in the Davis Theatre Anniversary Competition. A complete list of prize winners appears on page 4

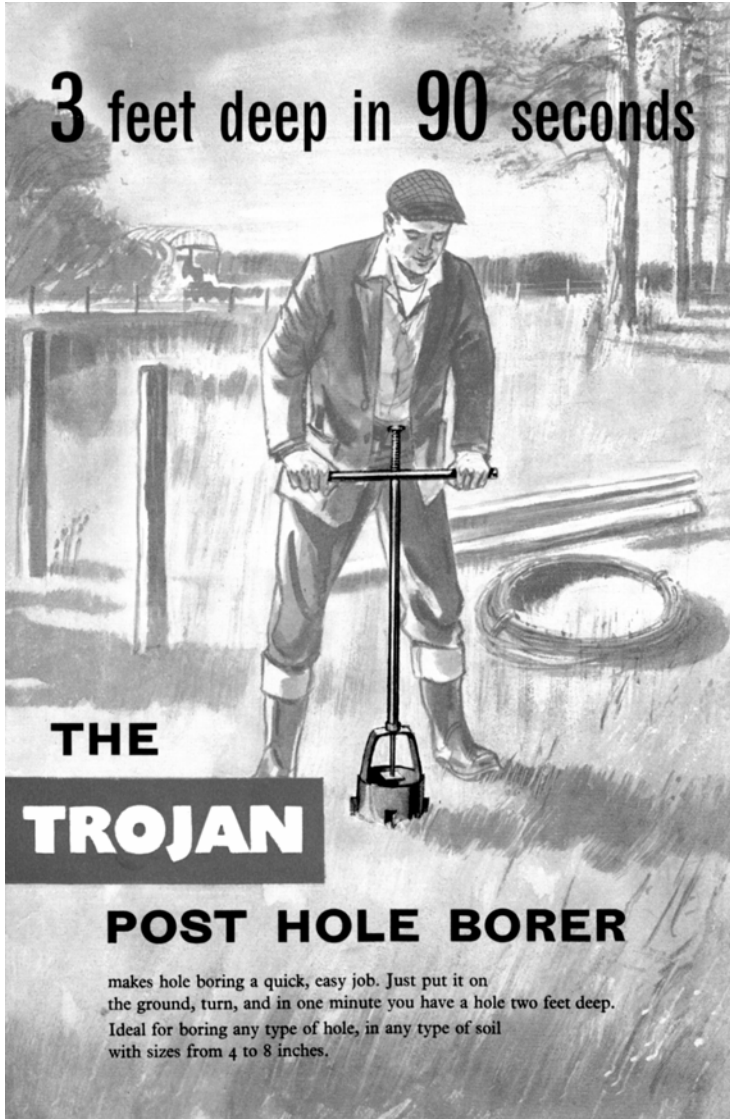
Croydon Times 20th December 1931

The Trust acquired a mention on national television a few weeks ago which in turn led to a new contact. A Friend of the Trust was watching the program 'Reel Detectives' on the Talking Picture channel, which shows random film clips from their archives of which they know nothing about, hoping that viewers might recognise the locations or other details. Well apparently the clip started by a chap on a Lambretta drawing up to the curb and taking off a rather fine deer stalker crash helmet. The person in question was Peter Agg. The clip then went on to show more Lambrettas, many being ridden by people who were recognisable as Lambretta Concessionaire employees. The film was obviously a Lambretta promotional film probably made in the mid 50's. This information was sent into the program under the name of the Trust and they later broadcast our information. This resulted in a gentleman contacting me via our website. His father Frank William Staveley had worked for Peter Agg as an accountant from 1978 to 1984. He had been based at Effingham Hall and had worked on all the accounts of Peter's museum and hotel at the hall. This has allowed us to add Frank's name to our ever growing list of Trojan and Trojan related, workers which now contains well over 800 names. Such publicity is very welcome and helps to spread the word about what we are doing.



Frank William Staveley

Wanted
Trojan Van or Personnel Carrier
With Perkins Three Cylinder Engine
In Running Order
Please Contact George Moore
01780 410169 georgesherryl@outlook.com

A black and white illustration of a man in a flat cap, jacket, and boots using a hand-operated post hole borer in a field. The borer is a vertical rod with a handle and a foot. A coiled hose lies on the ground nearby. In the background, there are trees and a fence.

3 feet deep in 90 seconds

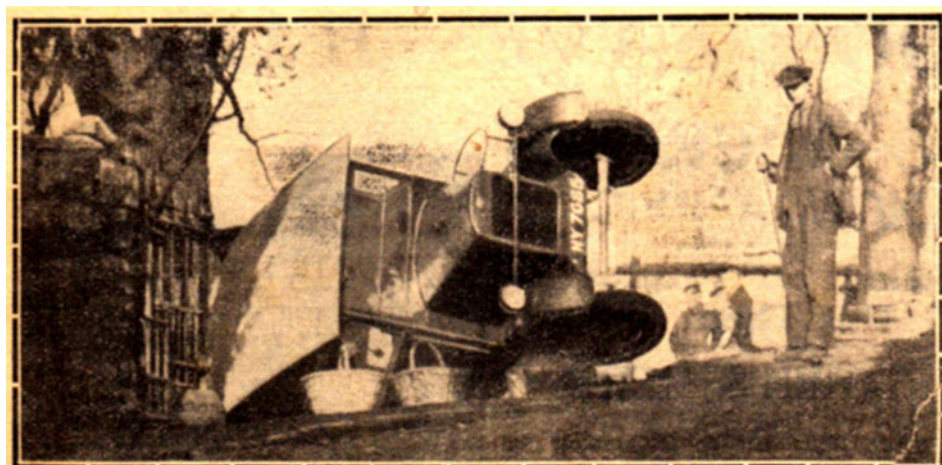
THE
TROJAN

POST HOLE BORER

makes hole boring a quick, easy job. Just put it on the ground, turn, and in one minute you have a hole two feet deep. Ideal for boring any type of hole, in any type of soil with sizes from 4 to 8 inches.



Trojan's Manchester Depot



This Bristol baker's van, which ran away while the driver was delivering bread, narrowly missed plunging 200ft. down the Avon Gorge.

Just the other day I received an email via our website from a gentleman living in Croydon. He had decided to lift the floor boards in his 1920's house as part of his renovating of the house. Pinned to the underside of one of the floor boards were a series of business cards. All of them were from automotive related businesses and one was a Trojan business card for Leslie Hounsfield. Thankfully he took the time to contact us, really because he was interested to know more about Trojan and Leslie Hounsfield. From the information on the card we deduced that the card must date between the beginning of manufacture of Trojan cars and from before the Purley Way works were bought, so probably around 1923 to 1925. I've never seen such an early card so it was a great find and the owner was more than happy to donate it to the Trust. We did start to speculate why these cards were on the underside of a floorboard, one thought was that one of the builders had been using the board as a sort of notice board and had then needed the plank to finish the floor and simply could not be bothered to remove the cards. It is great that this card has survived nearly 100 years under the floor of this Croydon house.



I do hope that you've found this news sheet interesting and do get in contact if you have any Trojan queries or information as we would love to hear from you.

I trust that you will have a lovely and blessed Christmas.

David Hambleton

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