

The Trojan Museum Trust

Patron Tim Schenken



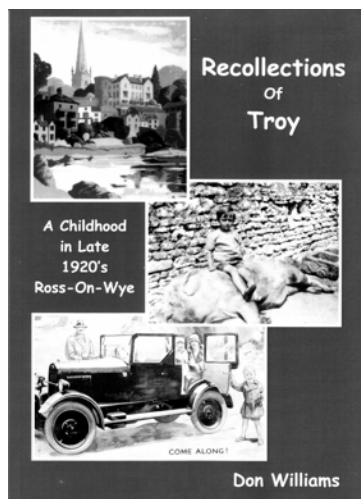
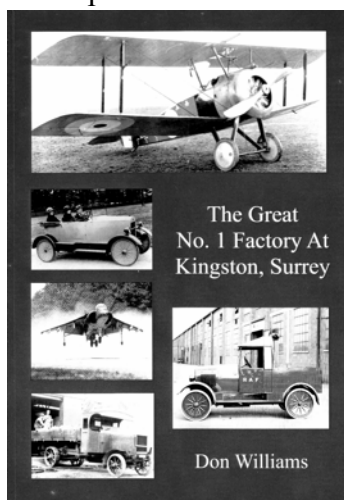
News Sheet No. 41
Summer 2026



Dear Friends,

Welcome to your summer news sheet, I trust that you are keeping well and surviving the various very hot spells we've been having.

Since the last news sheet I received the sad news of the death of one of our strongest supporters, Don Williams, shortly after his 100th birthday. Don had owned and run his Trojan Three Door Tourer for over 60 years and was one of the very early members of the Trojan Owners Club joining in the 1950's. Don was a skilled engineer and worked for many years as Economic Analyst Engineer for Hawker Siddeley. But it was his interest and knowledge of Trojan's history which has been of such a huge help to the Trust. He wrote with Eric Rance, the definitive history of the Hounsfield Trojans, 'Can You Afford to Walk?', then later the Trust was able to publish two further books. 'Recollections of Troy' which is a memoir of his childhood in Ross-On-Wye in the late 1920's and 'The Great No. 1 Factory at Kingston Surrey' which is a history of Leyland's Trojan factory at Ham. Both of these books are still in print and still sell well through the Trust's website. The Trust did try to obtain permission to reprint 'Can You Afford To Walk?' as Don was very keen for us to do this, but sadly we could not persuade the original publisher to allow us or to buy the rights from them. Don's extensive knowledge of Trojan's pre-war history has been so useful to the Trust and I have very much appreciated his personal help and support in all aspects of the Trust's work. Don will be very much missed within the Trojan community and by myself in particular.



In January I had the pleasure of giving a talk about Trojan at the Croydon Museum. There was an excellent turn out, including a couple of Friends of the Trust who it was lovely to chat with. The museum said that it was the highest turnout that they have had for an evening talk, so it does show that there is still quite an interest in Trojan within it's native Croydon.



*Photo sent in for our archives by Allan Bedford.
We did not know that this company used Trojan vans before
Allan found this photo, so a great addition to our archives.*

We've recently received a large amount of paperwork from Mike Read. As you will probably know, the Trust published Mike's story of his time as an apprentice at Trojans in the 1950's and what he sent to us were all the files and papers he had put together whilst writing his book. It included all the originals of photographs that were used in the book, plus a whole raft of material which he eventually didn't use. It is great to now have these in our archive for the future. Amongst the files were a couple of photos which stood out. The first is of the Trojan Home Guard unit. We knew that Trojan had it's own Home Guard due to it's importance to the war effort and we even have a couple of Home Guard certificates

from Trojan workers who were members, but this is the first photograph that we have ever seen, so an important item for the archive. The second photo on first glance seems of lesser importance as it is a photo only taken in the 1990's. However it is a photo of the former war time Trojan works at Bridgewater and again is the only known photo, the factory was demolished shortly after Mike photographed it. Very early in the war Trojan were instructed to set up a satellite factory so that their important war work could continue if the Croydon works was bombed.



Bridgewater was chosen and a completely new factory built, staffed by a combination of Trojan workers and new recruits. Sadly this is almost all we know about this factory other than that a couple of directors meetings are known to have been held there. Frustratingly the company minute book for the war time period was missing from Peter Agg's collection and so we only have the minute book for Trojan Holdings, which contains no details of the actual work of the company. Therefore we don't know if Trojan owned the site or leased it. Whether they commissioned the building or if the government built it for them, or which workers moved there and perhaps stayed there after the war. It is believed that the

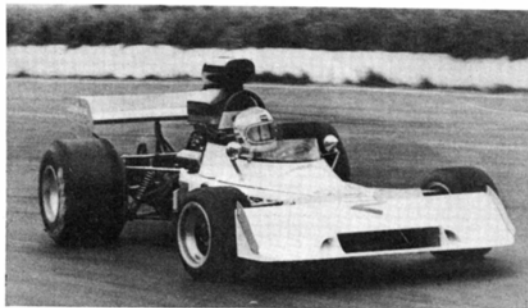
factory was sold / transferred soon after the war and that it later became a piston ring factory. It is believed that this was under Wellworthy Piston Rings, as the area where the factory used to stand is known as Wellworthy Business Park. We would love to know more about this fascinating period of Trojan's history.



Trojan Home Guard Unit. Not a very clear photo, but as the first one I've seen it's brilliant to have it in our archives



Trojan Limited (Racing Car Division)



Trojan T101

Trojan 101 the most successful F5000 this season

4—1st in Rothmans F5000

3—1st L&M Series America

T101 rolling chassis £5500. Details of T102 (1974 model) September.
Contact: Trojan Racing, 87 Beddington Lane, Croydon. Tel: 01-689 0788

Building and Racing A TROKART

WHEN karting was first introduced into this country it was hailed as the motor sport for the ordinary man. But gradually the cost increased until it looked as if it would become the domain of the rich. Now we have a step in the right direction by the announcement that Trokarts have a model costing less than £50.

We welcome this price reduction as being in the best interests of the sport, whilst at the same time realising that it could mean a price war. This is the last thing we want to see, although we do want to see more and more karts produced and sold at a price within the reach of the man-in-the-street.

Many manufacturers are not selling enough vehicles to keep them in production. This was the problem facing Trokarts. With the large production capacity and heavy overheads they decided to become the Henry Ford of karting. When Henry Ford first hit the motor industry with his mass-produced cars there was woe and despondency among his business rivals. History has proved this to be unwarranted. We venture to suggest that the same thing will happen in the karting world.

Let us face it; Trokarts, at their present prices, and with the prospects of further reductions as production increases, will attract many people to the sport. This can only be to the good of all concerned. Once the newcomers have tasted the thrills of karting they will want class machines, possibly built to specifications.

Because of this we feel that few manu-

facturers need fear for their future. Some, of course, will go to the wall. They deserve to do so unless they produce a kart which is good value for money.

If the kit we obtained from Trokart is typical, and we have no reason to believe that there was anything special about it, it is excellent value. We found no snags at all when we assembled it, the job being completed in under one hour. However, the instructions must be followed closely. For example, there is no spring link in the chain; this must be placed in position before the engine and drive sprocket are fixed.

The kit comes neatly packed in a strong cardboard carton, with each nut and bolt placed in its correct position. Only a fool can mix them up, it is simply a matter of taking each bolt out separately and then placing them back in the same hole.

Most of the assembly can be done by one person, but it is advisable to get a second pair of hands when it comes to mounting the engine. This job is so simple that an intelligent child can assist in this particular task. For that matter a normal child could build the kart.

Although we built the kart in under one hour, we would advise that this time be extended. If two to three hours are allowed, there will be sufficient time to check over everything carefully and to make sure that there is plenty of grease where it is needed.

Summing up, we would say that the Trokart in kit form is an ideal introduction to "do-it-yourself" karting for the least mechanically minded man or woman.

On the track

By John Yorke

HAVING assembled the Trokart we poured about a cupful of fuel into the tank. Then the engine, which had been greased by squirting a few drops of thin oil through the plug hole, was turned over slowly. At the first attempt it burst into life, but as agreed, we cut it out after a couple of minutes.

The next day, Saturday, I was the lucky member of the team to take the vehicle down to Tilbury for its running-in period. Iris Price and I completed



KARTOON BY KLARK

some four or five hours' steady driving, intermixed with tuning and adjusting. At last we were satisfied that the kart was ready for a real try-out at the Maidenhead Kart Club's event at Farnborough the following day.

Conditions were ideal on the Sunday, the weather perfect and the track interesting. The circuit is one-third of a mile long with tight artificial chicanes and a right-hander which is almost a hairpin, the rest being fairly straightforward with a gravel surface.

In practice the kart went well, seeming very manageable, but slight difficulty was experienced with the brake. This would

not release itself; however, after some adjustment it improved a little. After the meeting I discovered that the brake only needs careful adjustment to function properly.

With Nick Brittan and Ernest Hanwell acting as my pushers and pit attendants, I was able to enjoy a good afternoon's sport in the Class I events. After putting the Trokart to test under racing conditions, my conclusions are that this kart is a potential winner. It really handles well, is comfortable to drive and is robustly constructed with the exception of the front bumper bar. This, I feel, should be of a heavier gauge tubing.



John Yorke is all set to race the Trokart

Emergency Repairs

A bent track rod made no difference

During the afternoon, a slight shunt with a metal track marker bent the front bumper and right-hand track rod. It was a simple matter to straighten out the bumper enough to clear the track rod, but the rod itself proved to be stubborn.

With no spare track rod and with a fear that force would break it before we straightened it, I decided to put the kart

to a severe test with a bent rod. Although the offside front wheel had more than its fair share of toe-in, the steering was not noticeably affected.

I was so pleased with the results of my test that I, as team manager, allowed John to carry on racing. From the performance he put up I am sure that no spectators and few of his competitors were aware that the Trokart had been injured. What better testimony for this inexpensive Class I machine?

Ernest Hanwell.

We've received a very useful, though not perhaps very exciting in terms of Trojan, donation to the Trust. It consists of five specialist archive cabinets which became surplus to need at the Bodleian Library in Oxford. They are lockable steel cabinets with multiple drawers about six inches deep. They will be very useful for storing our archives, in particular the more unusual items such as model vehicles, official company stamps and the large Trojan company photo albums. They have also mentioned that there might be other types of cabinets available in due course. Such donations allow us to preserve our limited funds for more interesting directly Trojan purchases.



AUTOCAR, 8 JUNE 1962

51

ERECTED IN SIXTY SECONDS

DO YOU EVER TOUR?

GO AWAY FOR WEEKENDS?

VISIT RACE AND SPORTS MEETINGS?

IF SO YOU NEED A

Please fill in the coupon and see if we are right, or if you know we are, please send us 32 guineas, plus £1 carriage and delivery.

Trotent

MONEY BACK GUARANTEE.

H.P. Terms available.

TO TOR EQUIPMENT COMPANY LTD., MILL LANE, CROYDON, SURREY.

From

Of

Please send me full particulars of the TROTENT. I am/am not interested in credit facilities.

TE23/6.

We have also had a wonderful donation of original Trojan brochures and photos from Mike Shepherd, including a copy of the third edition of the rare early Trojan brochure 'Can You Afford to Walk?' which is of course where the title for Don's book comes from. This edition of the brochure has price alterations through out showing that you can now save even more money by driving a Trojan rather than by walking!



THE SAVING

TIME—"Trojan," 8 hours. Walking, 60 hours.
Saving 52 hours. 29/5

COST OF JOURNEY—"Trojan," 31/75 Walking, 36/-
Saving, 4/9 for one person only, 6/7
40/9 for two persons. 42/7
76/9 for three persons. 78/7
112/9 for four persons. 114/7

That is to say, the "Trojan," with normal and comfortable complement of passengers, effects a saving over walking two hundred miles of—

£5-12-9

or over 6d. per mile.
nearly 7d.

IT IS AN EXTRAVAGANCE
TO WALK IN THESE DAYS!

□

LEYLAND MOTORS LTD.

Head Office and Works:

LEYLAND . . LANCs.

"Trojan" Factory:

KINGSTON-ON-THAMES

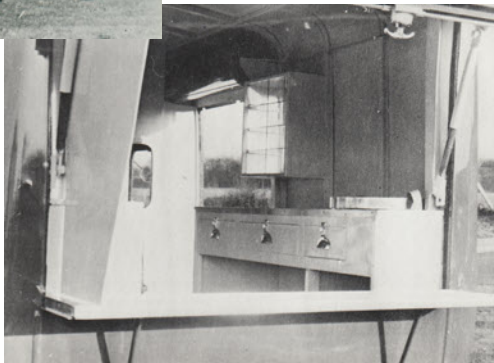


Trojan Choral Society Photo Sent in by Mike Read



***RAF Malcolm
Club
Tea Wagon
1957
Sent in by
Mike Read***

Interior View



All the hot weather we've been having has made me think about ice cream and so of ice cream vans. Mainly thanks to Walls Ice Cream, ice cream vans were one of the major Trojan products during the 1950's. Wall's fleet being the second largest Trojan fleet after Brooke Bond Tea. There are a few surviving ice cream vans around with even one still in use at classic car events and other period shows.



*Photo sent in
by Mr. Dyer
showing a
restored van
in modern
use.*

We hope that one day the Trust will own an ice cream van as we too would plan to put it to use once we have premises, as the ice cream stall for the museum site. It would be wonderful to have a queue of eager children behind the van again as in the photo below, so putting a Trojan back to it's original purpose.





Two photos of Trojan Ice Cream vans found on line by Mr Dyer both from Windsor Great Park, the top photo shows a second van in the background. These vans were run by Ice Sales Ltd.



Thank you all for the various photos and information that you have sent in for our archive and I hope that you have a lovely summer. Do please get in touch with any of your Trojan queries or memories.

David Hambleton

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