

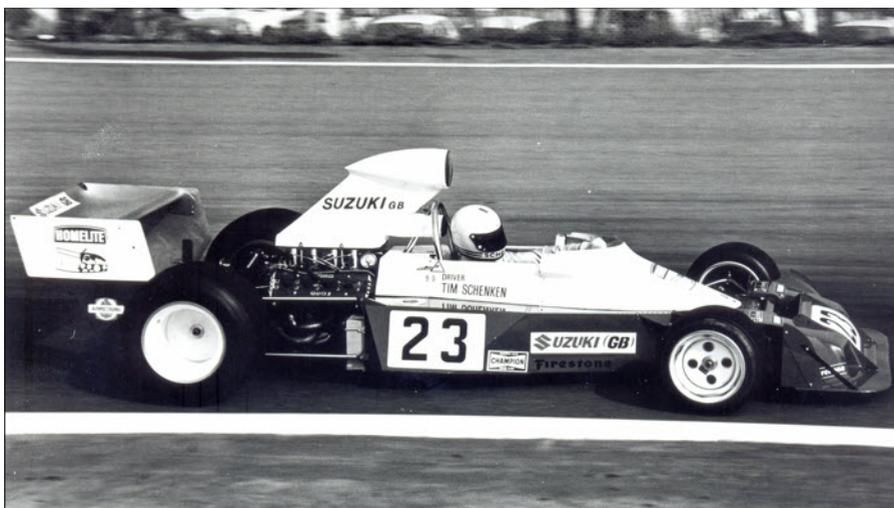
# Tim Schenken, The Trojan Museum Trust's New Patron



Dear Friends,

I'm pleased to announce that Tim Schenken has kindly accepted the invitation to become patron of the Trojan Museum Trust. Tim suggested we meet him in London in early February, where he shared with the Trust his memories on all aspects of his involvement with Formula 1 racing and Trojan Ltd.

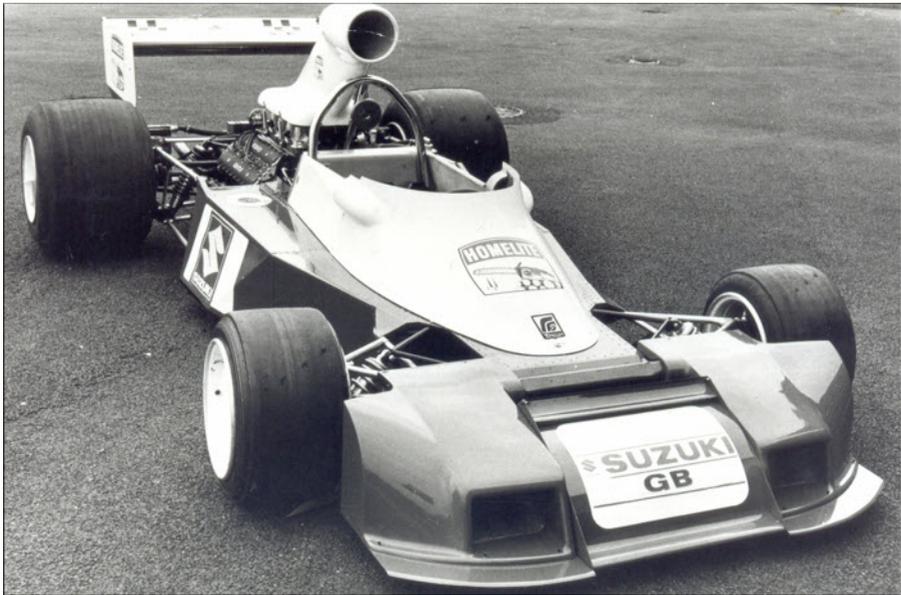
Australian born Tim Schenken is a former racing driver, he started his European racing career in formula Ford in the late 60's and by 1970 was racing in Formula 1 for Frank Williams and then later he joined the Brabham team under Ron Tauranac. In 1974 he became the driver for the Trojan Tauranac Formula 1 racing team. He continued racing until 1977. In 1976 he co-founded Tiga Racing with Howden Ganley so becoming a racing car manufacturer. Tim is now Director of Racing Operations for the Confederation of Australian Motor Sport, the FIA affiliated in Australia.



*Tim Schenken driving the Trojan T103*

In 1973, after selling Brabham to Bernie Ecclestone, Ron Tauranac, a well established racing car designer, joined Trojan to develop Trojan's Formula 5000 racing cars, designated the T101 and the T102. Then in early 1974 Peter Agg

asked Ron to develop a Trojan Formula 1 car, this resulted in the formation of Trojan Tauranac Racing. Everything had to happen in a hurry as the decision to form a Formula 1 team had been made just 11 weeks before the Spanish Grand Prix which had been fixed as the teams debut. Ron quickly put together his team of 4 mechanics and asked Tim Schenken to be the teams driver. With 8 weeks to go before the Grand Prix, work was started on the car. Ron's plan was to develop the Formula 5000 car, the T102, into a Formula 1 car to be named the T103, this involved extending the chassis by 4 inches to accommodate an extra fuel tank, and slight alterations to take the Cosworth DFV engine. The wheelbase, suspension etc. were identical to the F5000 cars.



*Trojan T103*

The car was given it's first test session by Tim on Easter Monday at Goodwood where it performed reasonably well. Sponsorship for the team came from within Trojan so the car bore the names of Homelite Chainsaws and Suzuki, the team never had any external sponsorship. At the Spanish Grand Prix a lot of time was spent setting up the car and in the end the car only qualified by

default due to Brambilla withdrawing after an accident. But despite this the Trojan team finished a respectable 14<sup>th</sup>. Later that season they came 10<sup>th</sup> in the Belgium Grand Prix and then 10<sup>th</sup> again in the Austrian Grand Prix. Sadly the car had a basic design fault with the rear suspension and aerodynamics which resulted in the car struggling to get the power from the tyres onto the track. Add to this the fact that the team were forced, by financial reasons, to use lower grade tyres resulted in the car being uncompetitive. So by the end of the 1974 season it was decided to wind the team up, thus ended Trojans Formula 1 dreams.



*Tim and Myself Meet in London*

Tim Schenken has played a very important part in Trojan's history, and it is a real honour for the Trust to have him as our patron.

David Hambleton

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