

The Trojan Museum Trust

Patron Tim Schenken



News Sheet No. 29
Summer 2020



Dear Friends,

Welcome to your summer new sheet. I hope that you and your families have been able to keep clear of the virus and have been able to cope through all the restrictions of the lockdown. At least we are now starting to see a little bit of light at the end of the tunnel.

Not surprisingly activity for the Trust has been rather subdued due to the lockdown, but we have still managed to follow up a few enquires and have had a number of exciting new contacts.

One of them being a recent email from Neil Forbes, in Scotland, who wanted to know a little more about his father's Trojan tractor. At first I assumed that he was talking about the miniature Trojan made garden tractor the Toraktor which survive in some numbers. But he enclosed photographs and that's when I realised he had a Trojan Monotractor This was very exciting as the Monotractor was the only mass produced Trojan vehicle of which we believed there to be no known survivors.



*Brian Forbes
Trojan
Monotractor*

The Trust has quite a lot of information about the Monotracors including recordings from an interview with Peter Agg on the subject. The Monotractor was designed jointly between Trojan and Silsoe Agricultural College in Bedfordshire, though work started at the Agricultural Colleges original base in Essex. The remit was to design a basic tractor for the third world and in Peter Aggs words ‘one which could be repaired with a hammer and a handful of spanners’. This all happened in the first year of Silsoe, the tractor being launched later in 1963.



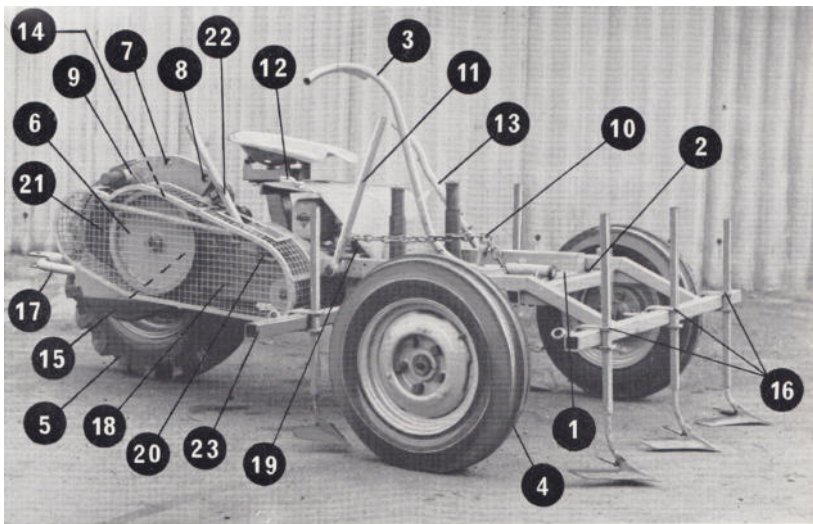
*Testing the Prototype Monotractor
in Africa*

The design was very basic, three wheels with one large rear wheel, hence the name Monotractor, it had tiller steering and was offered with a variety of engines, though they were usually supplied with a Clinton 4 stroke engine.

Silsoe undertook most of the development work and testing, even shipping the prototype out to Africa for ‘field’ testing. Trojan organised a grand launch event inviting many African ambassadors and other dignitaries. Peter Agg told us that they made over 5000 tractors shipping all

but 50 to various third world countries. The 50 that remained in this country were sent to the various Trojan Agricultural dealers around the UK, they received one each. None came back and there were no re-orders, so we always knew that there had at least been 50 sold within the UK. However we also knew that they were a very basic tractor with limited use and so the chance of one surviving was fairly slim.

This was a big product for Trojan, to put it in it's place Trojan made just under 10,000 vans between the war and van production finishing in 1961, they made just over 6000 bubble cars and around 5000 Trokarts. So not having a surviving Monotractor was a big chunk of Trojan's history to be missing. Thankfully we now know that at least one has survived and it is in good and complete condition and is being looked after well by Brian Forbes.



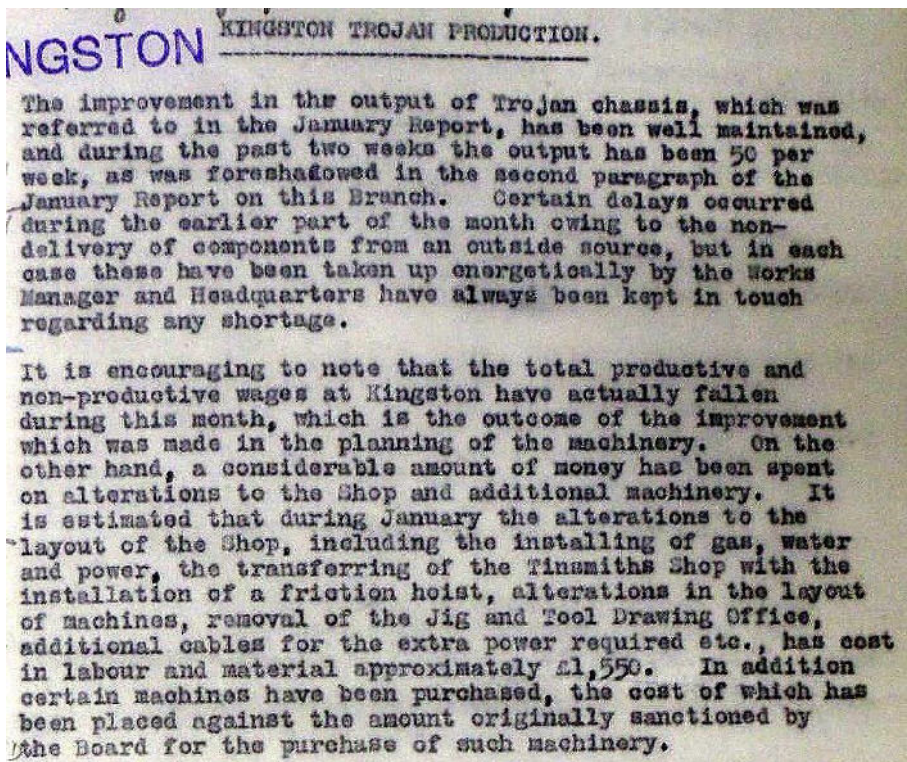
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| 1. Five position front axle adjustment permits inter-row cultivations in all row widths. | 12. Engine throttle control. |
| 2. Extensible track rods to suit each wheel position. | 13. Mid-mounted tool bar operating lever. |
| 3. Positive and direct tiller steering for simplicity and accurate inter-row work. | 14. Gearbox oil filler cap. Capacity 2 galls. Recommended lubricant Tractor Universal. |
| 4. Front tyres: 5.00 x 16, 4-ply. | 15. Oil level plug. |
| 5. Rear tyre: 8.20 x 24. Water ballast as required. | 16. Tool stalk mounting clamps. |
| 6. Reduction gearbox: Spur gears giving two forward and one reverse gears. | 17. Draw Bar. |
| 7. Reverse gear position. | 18. Belt guard. |
| 8. 2nd gear position. Speed 5—8 mph. | 19. Engine. See specification for models available. |
| 9. 1st gear position. Speed 1½—2½ mph. | 20. Slip Belt Clutch. |
| 10. Tool bar lifting linkage. | 21. Disc brake. |
| 11. Tool bar lifting lever. | 22. Brake and Clutch control lever. |
| | 23. Mid-mounted tool bar. (optional extra) |

You may remember from the last news sheet the ‘Appreciation on Behalf of the Board of Directors’ by F. L. Blow which we reprinted. It mentioned an MBE being awarded to Trojan’s shop superintendent for work he had carried out during the war. We had assumed that this work was linked to all the fire watch and Home Guard duties that are mentioned in the booklet. However about a month ago I was contacted by the grandson of Ted Tovell. Ted Tovell was the shop superintendent who was awarded the MBE, his grandson was clearing out his fathers house and had a number of photos and items which he wanted the Trust to have. Sadly due to the lockdown we haven’t yet been able to collect these, but hopefully we soon can. Ted’s grandson told me the real reason that Ted had received an MBE, it was for designing the first 1000lb bomb rack for use in war time bombers. This was seen as such an important invention for the war effort that it’s designer was singled out for this honour. Trojan then went on to build these racks as part of their war work. We are excited to see what paper work comes to us, we have already been told that it contains Trojan Sports Club magazines, which are something we have never seen.



Photo Courtesy of the British Commercial Vehicle Museum

Just before lockdown I was able to make a visit to the archives of the British Commercial Vehicle Museum and had an enjoyable and very useful day with Chris Green going through the various Trojan related items in their archive. I was able to start copying the monthly report books from the Kingston Upon Thames factory, which contain all the ups and downs of early Trojan production. These books will be really helpful in piecing together this early part of Trojan's story.



*Extract from the February 1924 Monthly Report
Courtesy of the British Commercial Vehicle Museum*

-----The---NEW---TROJANS



The Trojan Estate Van

Two new Trojans, both with right-hand drive, were recently announced by Trojan Ltd. A completely new three wheeler estate van, designed for both business and private use, sells at £297 10s., free of purchase tax. A passenger seat is available as an optional extra. The estate van has a rear-opening, wide-access loading door and a five cubic feet load capacity. A solid wooden platform is fitted in the goods compartment. A four-wheel model is obtainable for heavy duty work.

Featuring a built-in heater and demister, the Trojan estate van is available in dual tones of Grecian white, Olympic yellow and Atlas blue. Ample space is provided on the side panels and doors for sign writing.

Also announced was a right-hand drive model of the Trojan 200 saloon. This is available in white, yellow or blue at £395 15s., including purchase tax.

Commenting on the introduction of the new models, Mr. J. M. West, Director and Sales Manager, said: "The estate van will meet the traffic frustrated demand by tradesmen for a

really compact and capacious weatherproof vehicle which is easy to manoeuvre and park, inexpensive to buy and cheap to run. The Trojan at under £300 outlay and with a fuel consumption of 95 m.p.g. at a cruising speed of 45 m.p.g. is the perfect answer."

Both the Trojan estate van and the saloon model have a four-speed gearbox but, with the reverse gear blanked off and completely inoperative, they can be driven on a motor cyclist's G licence. The optional passenger seat for the estate van is priced at £7 10s.

EDITOR'S COMMENT: Many people will prefer the right-hand drive models but the door still opens as on the left-hand drive. Surely it would be better to change the door round also.



The new right-hand drive model

SILVERSTONE HIGH SPEED TRIALS

Nine three wheelers were entered in the half-hour speed trial organised by the M.C.C. at Silverstone, recently. Run in conjunction with the motor-cycle event the vehicles had to lap 16 times at 51.46 m.p.h. to collect a first-class award as did the Morgans of M. J. Guess, G. A. Sowden and D. Stainthorp. Mike Duncan, R. J. Thompson, Morgans, and B. Grindrod covered 15 laps at 48.24 m.p.h. for second class awards, but J. Karasek, Vincent Special, only covered 10 laps, and N. R. Rollinson, Morgan, 8 laps, and did not qualify. The driving was very spirited and kept the crowd on its toes as many times wheels were aviated and vehicles skidded as they dived against the clock.

FOR ALL

**HEINKEL & TROJAN
SPARES**

CONTACT:-

STANLEYS MOTORS LTD

(DEPT TN.) 44-48 Lampton Road, Hounslow, Middx
'Phone HOU 1949

Catalogue available on request By return C.O.D. service!

Trojan made just 19 of these vans, 18 were sold in the UK and 1 exported to Singapore. Two survive in this country both owned by Friends of the Trust. The Singapore van also survives.

BADGE FOR TROJAN OWNERS



Members of the recently-formed Trojan "200" Car Owners Association can now display a handsome new Trojan Owners badge on their cars.

The badge, in the form of a shield measuring four inches by three inches, has a black enamel background on which the Trojan wings are depicted in red with chrome lettering and surrounds.

It is fitted with two threaded studs on the back for easy fitting to the front or rear of any Trojan car.

The new badges will be available to all Trojan owners on the Lambretta-Trojan stand at this year's Motor Cycle Show at Earl's Court.

Mr. Derek Guy, Secretary of the Trojan Owners Association will be attending the show to give members up-to-the-minute information on the Association which now offers an entirely new Personal Accident Insurance Scheme based on the same lines as the very successful British Lambretta Owners Association policy.

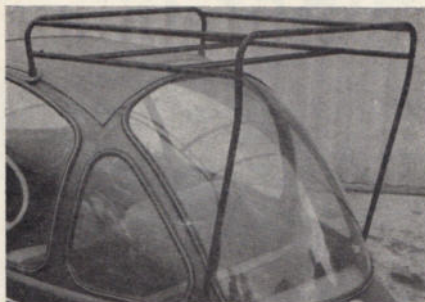
NOVEMBER 1962

These Roof racks were never a great success, as you had to drill holes in your car to fit them. This also made it difficult to take them on and off.

We don't know why Trojan went for this design, as there was already available a more conventional clip on roof rack for the earlier Heinkel cars. The Trust does have one of these Trojan racks.

This Club was set up by Trojan Ltd in much the same way that they set up the Lambretta Club. Both were intended to encourage members to meet up for events and so help promote the vehicles and products. The Trojan association did not last more than a year or two, whilst The Lambretta Club is still going Strong today. The Trust has a few of these badges in the archive.

Trojan Rack . . .

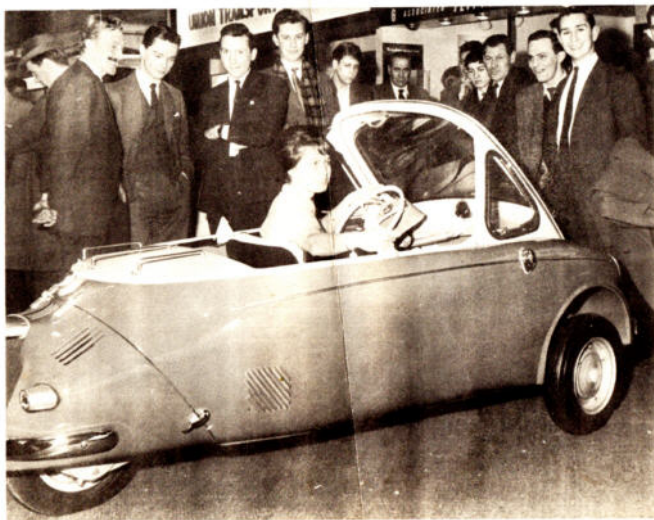


Holiday luggage problems for owners of the Trojan 200 are solved with the introduction of a specially designed roof rack.

Capable of carrying as many suitcases and as much holiday equipment as could be desired, the rack is easily fitted and can be removed and dismantled in just a few minutes for winter storage.

A big advantage of the rack is that it in no way interferes with the Trojan's sun roof. Priced at £4 17s. 6d., the rack is available from Trojan dealers or direct from Trojan Ltd.

The New **Trojan '200'** Convertible.



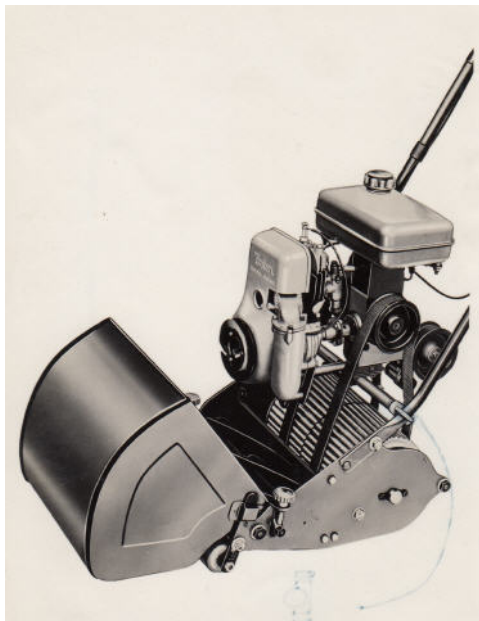
Available NOW, complete with hood.

It is believed that Trojan only made one convertible Trojan 200 and the above is the only known brochure, which is simply a single sided printed sheet. They did advertise them on price lists and so it is unclear why the car never went into full production. I have ridden in a Heinkel which has been made into a convertible using this picture as a guide and it is a brilliant car to travel in.



*Photo Courtesy of
The British Commercial
Vehicles Museum*

We've recently been approached for copies of photos and information by the Museum of Gardening. They have just taken delivery of a Trojan powered lawn mower. Trojan manufactured a clip on kit based around the Trojan Mini-Motor to convert your push roller lawn mower into a motor mower. They weren't a great success with only probably a few hundred ever sold. The Trust has one of these kits attached to a mower



plus most of a second kit, as well as brochures and factory publicity photos. The Gardening museum were able to see what we had from our website and so send an itemised list of what they were interested in. We also supplied them with copies of photos etc. on the various other Trojan mowers and garden machinery.

THE STALWART TROJAN '15'

TROJAN LIMITED are concentrating entirely on the manufacture of commercial vehicles and, in consequence, the Trojan '15' has been designed purely as a goods carrying commercial vehicle in the 15 cwt. load class. Because of this it incorporates many features of design with this specific purpose in mind. One of these is the retention and development of the Trojan 2-stroke engine. The new Trojan '65' 4-cylinder engine, giving

high torque at low R.P.M., gives commercial vehicle advantages not normally found and is worthy of the attention of all concerned with the carrying of goods.



TROJAN

GOODS-CARRYING COMMERCIAL VEHICLES • CROYDON



a Trojan for work!

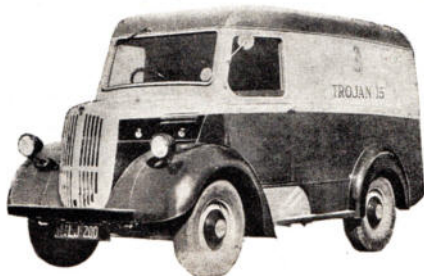
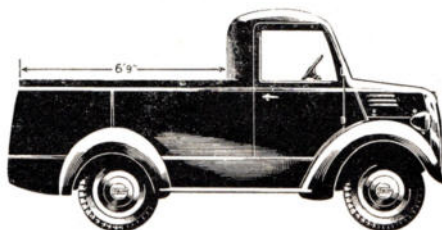
TRUE ECONOMY!

for FLEET OWNER or INDIVIDUAL OPERATOR

with the amazing

TROJAN '15'

VANS & UTILITIES



Specially designed for the job

TROJAN is the only 15 cwt.
vehicle specially designed as such.

CHECK THESE OUTSTANDING FEATURES—

- **UNEQUALLED LOAD CARRYING CAPACITY**—Full 15 cwt. load—165 cubic feet storage space in vans.
- **LOW PETROL CONSUMPTION**—28 m.p.g. fully loaded.
- **EASE OF HANDLING**—Excellent manoeuvrability allows rapid handling in city traffic and easy parking.
- **FINE WORKMANSHIP AND RUGGED DESIGN**—Designed to take a beating—and like it!
- **LOW MAINTENANCE COST**—Simplicity of engine design—no tappets to adjust, no valves to grind, foolproof electrical system.
- **LOWEST COST PER TON MILE**—Take all the elements of cost of operation and TROJAN is conclusively the most economical vehicle in use to-day.



EARLY DELIVERY



SOLE AUSTRALIAN AGENTS:

JOHN HART PTY. LTD.

414 COLLINS STREET, MELBOURNE
DISTRIBUTORS IN ALL CAPITAL CITIES

We have been making a few small steps as to progress towards an actual museum for Trojan vehicles. A site which we have been looking at for a few years is still a possibility though rather on the back burner, so this has led to us starting to pursue another site in the Oxford area which is owned by the Ministry of Defence. Again just before lockdown hit, I was able to meet up with our local MP, who was interested enough to come to my home for coffee, and he is keen to help us. He contacted his colleagues in the Ministry of Defence, who wrote back again giving support. We also have the support of another MP who was Peter Agg's step daughter. The details for developing this site are being dealt with by the local council and so we have just started, with the MP's backing, to approach them. This is all very much in the early stages as the Ministry of Defence do not plan to vacate the site for a few years, but if we can be adopted into the plans then it would result in us not only gaining a site but also substantial buildings. I will keep you posted on how things are progressing.

*Photo Courtesy
of The
British Commercial
Vehicle Museum*



I hope that the news sheet has been able to give you something of interest during these lockdown days and do please get in touch, we would love to hear from you. Have a good summer and stay safe during these strange times.

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