

# The Trojan Museum Trust

Patron Tim Schenken



News Sheet No. 33  
Summer 2022



Dear Friends,

I hope that you are enjoying what has at last become a more normal year, after all the challenges of the last two years.

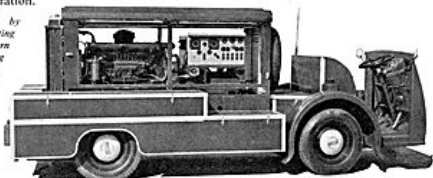
The front cover to this issue shows a Trojan vehicle which came as quite a surprise when the photo came into our archives. It was a surprise because it was a Trojan vehicle which I had never seen before, occasionally small unknown Trojan machines or variations on known vehicles come to light but it is rare for a whole type of Trojan vehicle to come knew to the Trust. The photo was labelled 'Murex starter unit' which allowed me to do a little bit of internet searching under the name Murex and it brought up the following advert, which is obviously for the same Trojan based machine, you can just make out Trojan on the hubcaps.



*The new*  
**MUREX SELF-PROPELLED**  
**GROUND POWER UNIT**

A new self-propelled aircraft ground power unit has now been introduced by Murex, who developed the first engine driven ground power units for servicing and starting all types of jet aircraft. This new self-propelled unit has many advantages and it is propelled by a 6 h.p. 60/70 volt D.C. series wound electric motor. Standard Murex starter units are made for both 28 volt and 112 volt operation.

*Murex units are backed by unrivalled experience in starting the most powerful and modern aircraft in the world, including the "Viscount", "Comet", "Britannia", "Valiant", "Canberra" (Sapphire), "Meteor", "Princess" and many other types. Please write for full details.*

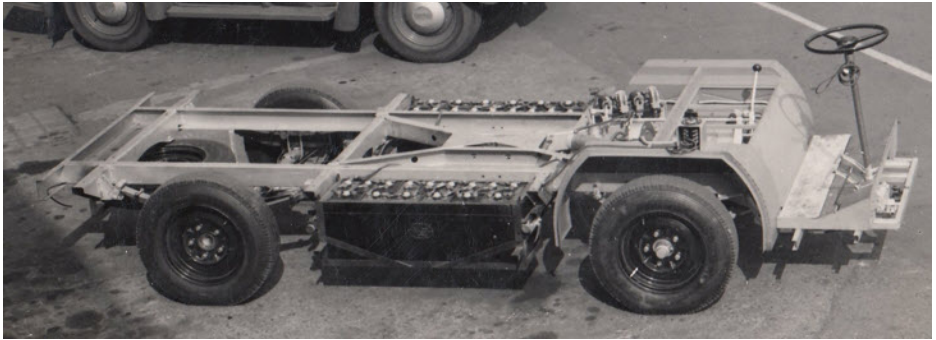


**AIRCRAFT GROUND POWER UNITS**

**MUREX WELDING PROCESSES LIMITED., WALTHAM CROSS, HERTS.**

Telephone : Waltham Cross, 3636

The advert also came with a very useful date of 10<sup>th</sup> December 1954 and on close inspection of the advert and photo it is obvious that this vehicle is based on Trojan's forward control electric chassis, which we had assumed was only made as a prototype for possible milk float us.



So perhaps the chassis was never used for a milk float or maybe not even intended for one? This then raises the question as to how many of these Murex starter vehicles were made, perhaps just one using the prototype chassis, having found there to be no market for such a machine. (Trojan had in the past produced brochures etc. for vehicles that never went beyond the prototype stage). But it is equally likely that a number were made, though I rather feel not a large number as otherwise we would probably have heard about them before. How much was built by Trojan and how much by Murex is another question. Trojan must have at least made what we see in the chassis picture, but could also have made the rear body work. Whilst Murex almost certainly put together the starting unit including the recharging engine. I wonder if this engine could also recharge the vehicles batteries? Many questions, so if any of you ex Trojan workers can provide any answers we would be very grateful. It's good to think that Trojan were still involved in the starting of planes business even after their Trolley Accs. of the war, which again had a starter recharging unit made elsewhere fitted to the Trojan trolley chassis. The only other airport linked vehicle, made by Trojan, that I've ever heard of is again a vehicle of which we have no photos or any information about. In an interview with Peter Agg he told me that they built and sold quite a number of plane access vehicles based on the late 50's early 60's forward controlled van chassis. He said they were

effectively a staircase mounted on a vehicle. We have never come across any photos or information of any sort on these vehicles, so again if anyone can recall them it would be great to hear from you.



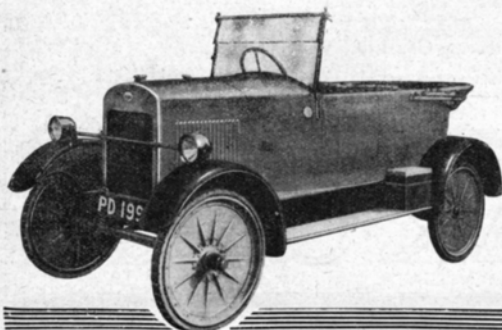
## ***Trojans Don't Care!***

Up hill or down, it's all the same to the Trojan! Not even the notorious "Struggle" between Ambleside and Kirkstone dismays it. An engine that will take the fully loaded car up a gradient of 1 in 7 on top gear (4 to 1) will climb anything on the low gear (12 to 1). Two good brakes—with the reverse gear available in emergency—make the descent of "Anything" equally steady.

Trojans don't care what the surface may be—the solid tyres and Wonder-Springs are your guarantee against punctures and road-shock, while the ingenious simplicity of construction precludes all possibility of mechanical breakdown.

And the Trojan doesn't care how poor you may be—its

**RUNNING COSTS LESS THAN WALKING.**



*The new price of the Trojan 4-seater Car is £148 complete. For further particulars please write to the Manufacturers:*

**Leyland Motors**  
- Ltd -  
LEYLAND . . . . LANCs.

See our Exhibit at the  
SCOTTISH MOTOR SHOW,  
KELVIN HALL, GLASGOW.  
**STAND No. 143.**

Barry Baker got in touch with us to tell us about his father Arthur Baker who worked for Trojan from soon after the war until vehicle production came to an end. Arthur worked in the trim shop and was also an active member of Trojan's cricket team. Barry sent us various photos for us to copy then return the originals, the two of George working in the trim shop are the first we've seen of this area of the works.



Barry also has fond memories of attending Trojan children's Christmas parties and he included a lovely photo of one of these parties.



It is really great to get this sort of personal account and photos of life in the works and it also means that these memories can then be permanently preserved for the future. Barry also kindly donated a Trojan made saucepan which many ex workers will be familiar with.



*Trojan Cricket Team*

## THE TROJAN REDUCED TO £170.

**T**HE Trojan utility car, which was introduced this summer by Leyland Motors, Ltd., created considerable interest on account of the fact that the wheels were shod with solid tyres, this being made possible by an exceedingly

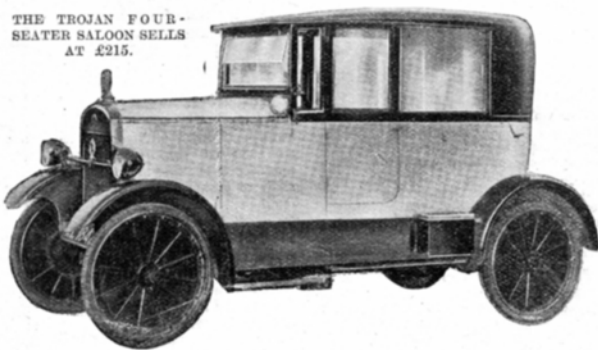
tial-less back axle of tubular section.

The standard model, which is equipped with electric light and a neat mechanical starter, operated without leaving the driver's seat, with accommodation for four people, sells at £175. A new model

siderably greater than where pneumatics are fitted. We can testify to the fact that such is the excellence of the springing that it is impossible when driving in the car to realize that solid tyres are fitted, the suspension being very much better than on 50 per cent. of touring cars fitted with ordinary tyres.

The standard Trojan engine was recently run on the bench for nine days at full power without a single stop, which speaks well for the reliability and durability of the novel form of two-stroke engine. The Trojan will be exhibited for the first time at Olympia on Stand 317, while full particulars can be obtained from the makers, Leyland Motors, Ltd., Leyland, Lancs.

THE TROJAN FOUR-SEATER SALOON SELLS AT £215.




efficient and cleverly designed system of suspension. The power unit also is distinctly novel, and includes a four-cylinder two-stroke engine, each pair of cylinders having a common combustion space; an epicyclic two-speed gear is fitted, the final drive being by chain to a differen-

is now being built with a saloon body and double windscreen, which will sell at the amazingly low figure of £215, complete and ready for the road. The fitting of solid tyres removes at once any risk of punctured or burst tubes, while the wear obtained from them is very con-

A copy of Scooter World magazine from January 1959 was donated to the archive due to the photo on the front cover. It features Peter Agg being awarded the 'Cavaliere dell Ordine Al Merito della Repubblica Italiana' by the Italian Ambassador Count V. Zoppi. This award is roughly the equivalent to a British knighthood and according to Peter he was awarded it due to the huge number of Lambretta scooters he was selling in the UK. At this time he was selling more Lambrettas in the UK than Lambretta were selling in Italy.



Denis Redrupp kindly donated to our archive an original Castrol recommended oil sheet for cars from 1930 – 35. It is particularly interesting as it refers to Trojan chain drive and worm drive cars. The only pre -war worm drive car that Trojan produced was the Wayfarer of which only a handful were made, so to be included on such a sheet is quite amazing.

 <b>RECOMMENDED GRADES FOR ENGINE , GEAR BOX REAR AXLE &amp; CHASSIS</b>				
MOTOR CARS (1930-35)				
Trojan (Chain Drive)	XL	XL	XL	Castrolase Heavy
Trojan (Worm-Drive)	XL	XL	XL	D

*Edited to Just Show the Trojan Entries*

The Trust does own a few other Castrol related items which will be of great use to help produce period displays around the Trojan vehicles. Most of these items came from a local to me village garage, which had been closed for many years, that we were fortunate enough to be involved in clearing. A group of us received permission to clear the site of all vehicles and items, the bulk of which were 1970's Simca car parts and a very sick A40 van.



*Identical Castrol  
Oil Cabinet to the  
One Owned by the  
Trust*

These general items were sold on by the others involved in the clearance, but they all agreed that anything of any use to the Trust should go to the Trust. This resulted in us obtaining many enamel signs of various eras, a 1950's petrol pump and two early 60's petrol pumps as well as the 60's lamp that went above them. One interesting item was a Castrol oil cabinet, it has Castrol embossed in the roof and still contains all the Castrol tins, it is the same sort as the picture on the previous page. This gave the Trust quite a collection of period garage items which if we had had to purchase would have been very expensive. These are all stored away awaiting being used in museum displays.

*Concessionaires Limited*

# KILLER DISEASE CLAIMS 7 MILLION ELMS

Grave concern is being voiced by government ministers over the rate of spread of Dutch Elm Disease. The exceptionally warm summer, following the mild winter of 1974, has left 7 million elm trees dead, and if the disease is not checked, a staggering 13 million elms could fall victim and be diseased and dying by the end of 1976. Out of 23 million elms counted in 1972 in the home counties, only 16 million remain.



*Part of the Front Page of a News Sheet Produced by  
Trojan's Agricultural Division*



*Photo  
Thanks  
To Allan  
Bedford*



The Homelite-Caravan.

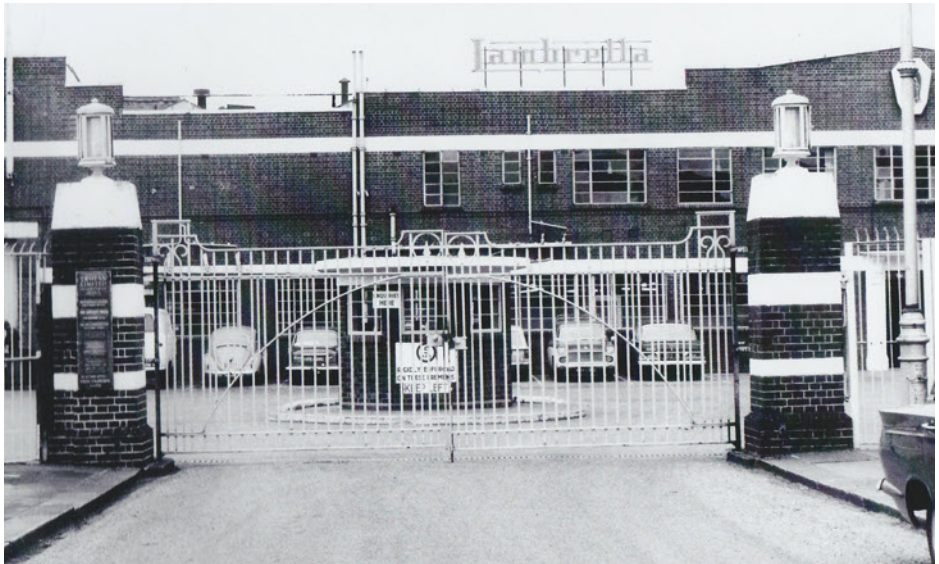
This novel log cabin type caravan the latest creation of the Homelite Chainsaw division of the Lambretta-Trojan Group of Companies. It is built exteriorly out of larch wood, cut to size with a Homelite chainsaw.

The caravan was introduced at the Forestry Exhibition at Blackbushe, Camberley, Surrey, before going on to other shows around the country.

Picture shows: Mr. D.W.R. Robinson, Homelite Sales Manager (inside), and southern area representative, Mr. Jack Holmes, with the new XL-12 Homelite super-light chainsaw.

*An Interesting Caravan Used for Promotion by the Homelite Division of Trojan. The Typed Section is the Press Release Label on the Back of the Photograph.*

Dick Sedgley who produced his fascinating book about his time at Lambretta and Trojan, kindly sent a copy of a photo he had used in his book which clearly shows the entrance gates and entrance building to the works. We were keen to get a copy of this photo as one of the Trust's ideas would be to try and build a replica of this building and the gates once we have a museum. The size of the entrance building means that it would be feasible to build a replica and as the gates and entrance building were the first things you saw when entering the works it would be great if this was also the case when entering the museum.



I hope that this has all been of interest to you and do please get in touch with us if you can help with our aim of preserving Trojan's history or if we can help with an queries or research of your own. I hope that you have a wonderful summer.

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