

The Trojan Museum Trust

Patron Tim Schenken



News Sheet No. 35
Summer 2023



Dear Friends,

Welcome to your summer edition of the Trust's news sheet, I hope that you are all enjoying the warmer weather.

I open this news sheet with the sad news that Peggy Agg past away at the end of last year. Peggy has been such a loyal supporter of the Trust over the years in many different ways, taking over supporting us after the death of Peter over ten years ago. After Peter's death, along with her stepson Charlie, she donated Peter's extensive archive of Trojan papers to the Trust, along with various Trojan small machines, including a Trokart, Trobike and a Mini-Motor. She then went on to host various Trojan related events with the final one being a lunch for ex Trojan workers. This was a wonderful event which brought together around 15 former employees for what was really the last Trojan Ltd Dinner. Peggy also was often in touch with me with various advice and encouragement which was really lovely to receive. Peggy will be greatly missed by all of us in the Trojan world but especially by myself.



British Designed—British Built

These vehicles embody the following points of interest

ECONOMY. Both in first cost and maintenance the Trojan is the most economical vehicle of its class.

The tax is £15 on all models except the Lightweight van which is £10.

The petrol consumption—even on local delivery work—defies competition.

Replacements—if required—are exceptionally low in cost—and immediate delivery of spare parts is ensured.

SIMPLICITY. A high salaried experienced driver is NOT required for the handling of the Trojan. It will stand up to abuse and mishandling as no other vehicle could.

The epicyclic gears call for no experience or skill in use.

No special knowledge is required by the driver to carry out running repairs and adjustments. The oiling and greasing on the vehicle is the minimum to be found on any van.

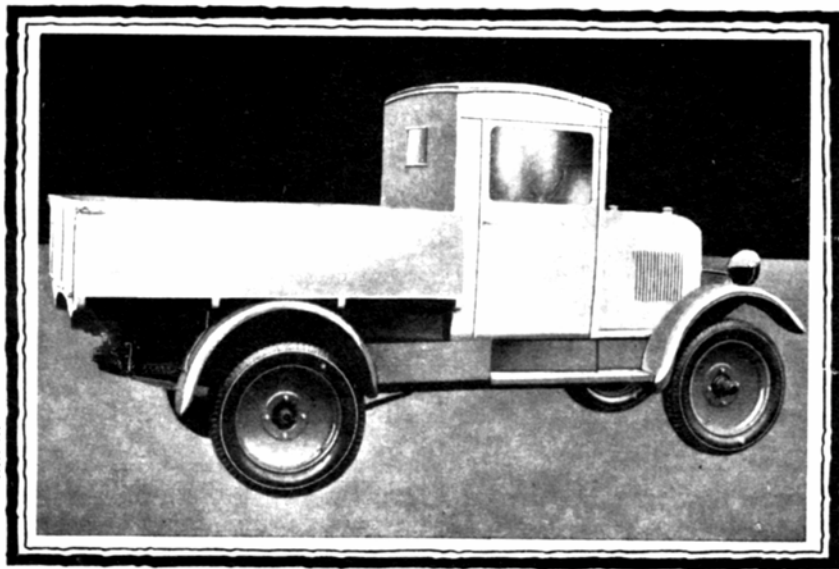
RELIABILITY. Day in, day out—the Trojan will do the work required of it.

The unique design has eliminated all unnecessary parts such as valves, cardan shafts, differential gears and pinions, etc., so bringing the number of wearing parts down to the minimum.

Repair bills are negligible—the engine need never be decarbonised.

COMFORT. Comfort and the safe carriage of goods have been carefully studied. Patent cantilever springs, similar in design as used on the private car models are fitted to the vans—ensuring comfortable riding and the safe transport of goods over the worst surfaces. Driver comfort is also to be found on all models: plenty of leg-room and all-weather protection.

£165 EX WORKS



Lorry Body on Trojan 12 Cwt. 'Victory' Chassis

The illustration above shows a strongly constructed lorry body fitted on a Trojan 12 cwt. 'Victory' chassis. We are in a position to design and fit special styles of body to any Trojan chassis to meet the peculiar needs of practically every trade.

LIGHTWEIGHT VAN (7/10 CWT.) TAX £10. PRICE £140

Ask for separate leaflet containing full details

Donated by Mike Shepherd

We've had a number of great donations to the Trust's archive over the last few months, various photos and original Trojan related articles and adverts. The largest donation came from Mike Reed who sent us his large collection of Trojan Apprentice magazines. These magazines were completely written by the apprentices through the 1950's and then printed for them by the company. As you can imagine there are very few surviving copies of these magazines as they were only produced for the apprentices at the time. Mike's collection was partly his own copies that he had kept, but with extra copies added that he had picked up from other former apprentices during more recent years. Mike also sent us all of his apprentice reports. These are very like school reports and were sent by Trojan to his parents to keep them informed as to his progress. They were marked on a wide variety of acquired skills and I'm pleased to say that by the end of Mike's apprenticeship he had gained the top marks out of all the others and so was awarded the Dykes Cup at the end of his apprenticeship. Mike also sent us many photos and other items for the archive.

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15cwt Trojan Mini-bus used for transporting crew around the Airfield, this is one of two owned by Eagle and is pictured at Blackbushe in 1958.



Both of these photos were sent in by Tony Etheridge who coincidentally Lives in Oxhey Hall, which is where Leslie Hounsfield was born on 20th July 1877

Another Mike, Mike Shepherd sent in some interesting items, they included original complete 50's magazines with articles and adverts on various aspects of Trojan, but also two items I've never seen before. The first being a Trojan matchbox holder, produced as a marketing give away and dating from somewhere between the 30's and the 50's. Also a 'blank' Trokart medal. I say blank as although it is cast with the picture of a Trokart race on one side, it is blank on the other, so this one was never awarded. Two brilliant items to have in our collection.



THE TROTENT

Among the more elaborate of the tents, attached to, or carried on cars, this example appeals to the man . . . and his wife . . . who wants something very easily erected, capable of keeping out the sun and rain when necessary; yet not needing a grass base.

Said to be erected in 2 minutes it certainly seems the answer to the problem of wet sites, and also has the advantage of being on the roof of the car, and so not taking up any car interior space.



The Amazing *Trotent*

HIGH-DRY SLEEPING IN 60 SECONDS

It was bound to come—this revolutionary item of camping equipment is a “must” for the motorist. No ropes or pegs. Easily erected. Warmth with comfort. Safe from the elements. Fits most makes of car in 10 minutes. Light and compact—quality equipment.

Further details from:



PRICE FROM

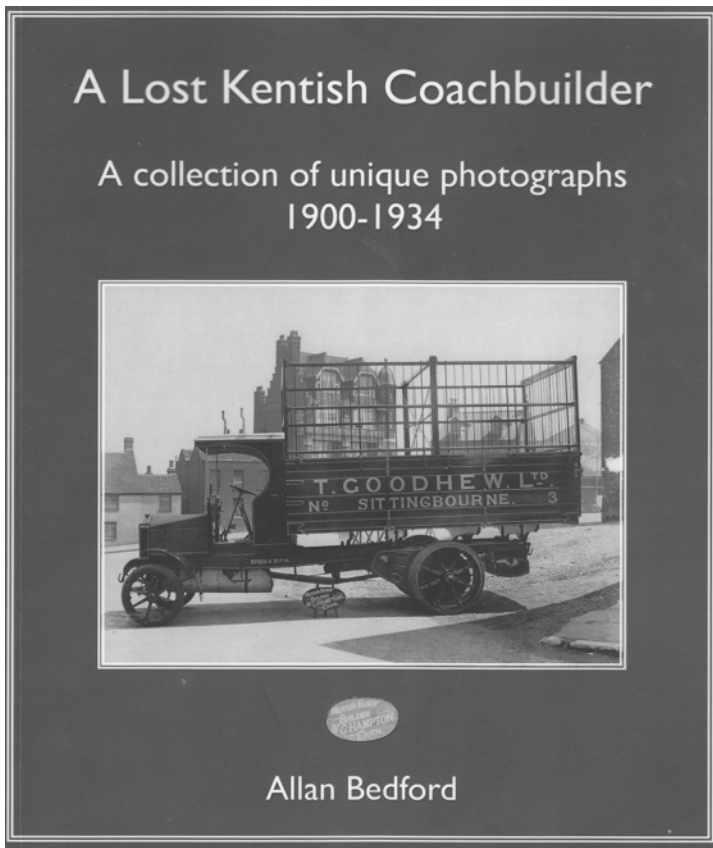
£39.10.0

TROTENTS,

Lambretta Conc. Ltd., Trojan Works, Purley Way,
Croydon, Surrey. Telephone: MUNICIPAL 2499 (30 lines).

This mini article and advert both came from the Daily Mail Motor Show Review Magazine 1961, which was donated by Mike Shepherd

An exciting new development has come up for the Trust. We have agreed to work with another charity to put on a joint display with one of our vehicles, in a very popular motor museum. The display will be initially for two years but can be extended if all parties agree. I'm afraid I can't give you more details at this early stage, as the museum and other charity wish to keep things under wraps until the display is about to open. But I will keep you informed as to progress and it will be great to get one of the Trust vehicles on public display along with information about Trojan Ltd and the work of the Trust.

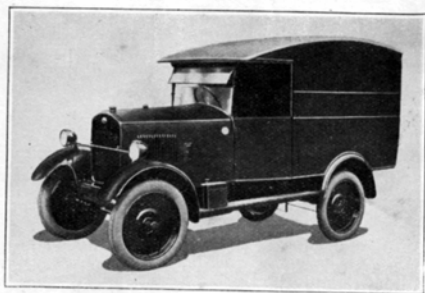


The above book has just been published and contains a wonderful collection of photographs including a page about Grooms Bakery of Erith who used Trojan vans. It has been written by a Friend of the Trust who has sent to us copies of many great photos which he has found. To get a copy please contact Allan directly allanbbedford@yahoo.co.uk

TROJAN Ltd., Croydon.

On the Trojan Stand No. 84 may be seen specimens of the well-known 7 cwt. and 10 cwt. vans, as well as one of the new Trojan Six Wheelers.

The Trojan engine, together with the whole chassis, was designed primarily to do away completely with certain trouble-giving components of the ordinary engine, and to simplify other essential parts in order to reduce the likelihood of their going wrong. The Trojan engine possesses no valves, valve springs, tappets, rocker arms, camshaft, etc. These intricate items are included in the 26-43



TROJAN Light Van.

moving parts of the ordinary four-cylinder engine. In the whole Trojan engine there are only **seven** moving parts.

No change has been made on the Standard Vans, which have proved themselves so well suited to average delivery requirements.

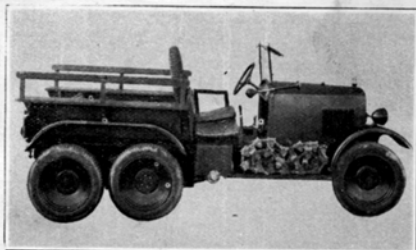
With a load capacity of 7 cwt., the small model has an exceedingly roomy interior (65 cubic feet) and easy access is afforded by two wide swing doors, opening the full width of the body, at the rear.

The Trojan's long cantilever springs and careful weight distribution makes the use of solid tyres a practical and comfortable proposition, but pneumatic tyres can be fitted if desired.

Price—Solid tyres, £135; with pneumatics, £140.

For those who require a van of larger capacity the long chassis 10 cwt. model should be eminently suitable. This van has proved its worth throughout the country in many different trades and is just as inexpensive to maintain as the 7 cwt. van. The body, which is constructed throughout of the very best material, has a low floor level to facilitate easy loading.

The price on solid tyres is £150, and on pneumatics £155.



The New TROJAN Six-Wheeler.

Special type bodies are also supplied to suit particular trade requirements.

Chief interest will undoubtedly centre around the new Six Wheeler, the engine of which is the standard Trojan design, two-stroke, four-cylinder, water cooled; bore, $2\frac{1}{2}$; stroke, $4\frac{5}{8}$; capacity, 1,488 c.c.; Treasury rating, 10 h.p.; fitted with electric starter.

Cooling is effected by the Thermos Syphon System. A "Still" tube radiator, which possesses exceptional cooling properties compared with the ordinary type of radiator, is fitted together with a fan which can be used if required.

The front axle is of tubular construction; the steering is of the spur and pinion pattern, enclosed and working in oil.

An epicyclic gear-box is fitted with the planets running on ball bearings throughout, giving three speeds forward. This is operated by the standard change speed lever. It drives through an auxiliary gear box of the sliding gear type, having two forward speeds and one reverse, so that there are six forward speeds provided in all and three reverse.

The first range of three gears is designed to meet all likely requirements on the hard road, the other three allowing for cross country running, enabling the vehicle with a load of 10 cwt. to climb up grassy banks of 1 in 2, this load including the weight of the tracks.

Independent hand and foot operated internal expanding brakes are fitted, taking effect in drums on the four rear wheels.

The rear bogie is of the rigid type and of tubular construction, giving great strength. Chain and brake adjustment are of simple design and both operations are very easily carried out. Both rear axles are of the differential-less type. The bogie is so pivoted as to enable it to conform to inequalities in the ground, while the position of the pivot

is so arranged that the weight is uniformly distributed when the vehicle is being driven under load. The axis of the pivots is above the axles so as to transfer weight to the rear axle when ascending stiff gradients; this is done to neutralize the tendency of the front axle to rise under such circumstances.

Long cantilever springs in front and semi-elliptic springs at the rear, with a special shackle at each end taking the form of a sliding cross head, automatically lubricated from an oil reservoir and protected by leather gaiters. The bogie is located by radius rods adjustable for correcting chain tension.

Power is transmitted from the auxiliary gearbox by a $\frac{3}{4}$ in. pitch triplex chain to the leading axle of the bogie, and thence by a similar chain on the other side to the rear axle; both chains being fitted with strong guards.

The body is of the lorry type, strongly constructed of hard wood and provided with seats which run fore and aft above the mudguards and do not obstruct the interior for loading purposes. The green canvas tilt covering the whole body and forming the driving cab is detachable. A hook is fitted at the rear end of the frame for towing purposes.

Suitable tracks of the articulated type, with steel shoes, can be supplied if required.



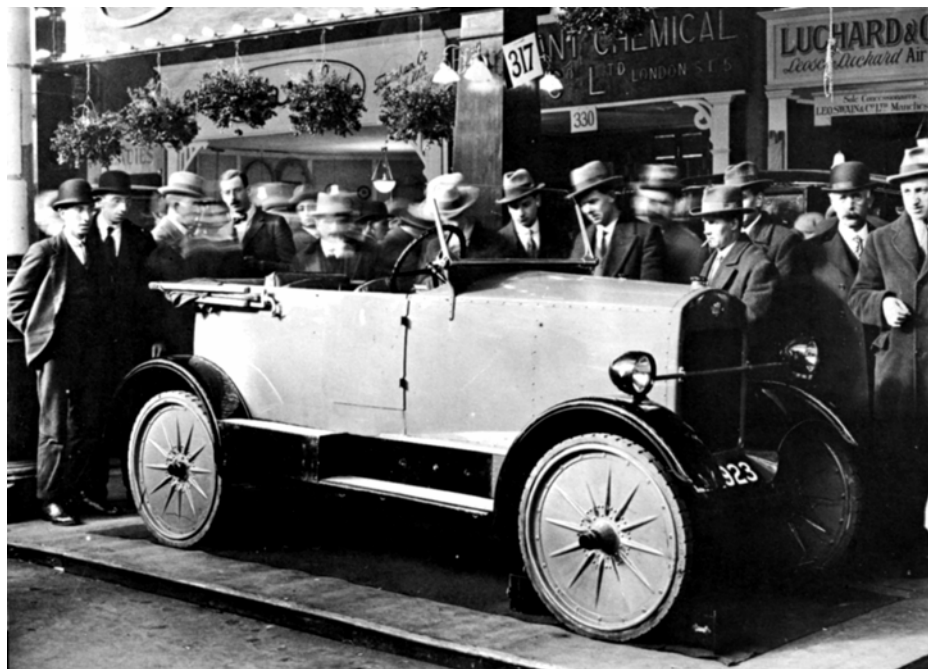
A great photo of a solid tyred Utility sent in by Tony Etheridge.



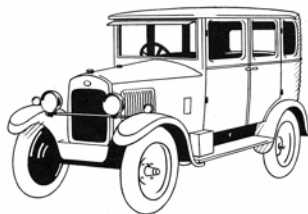
Mike Reed in his work clothes behind the Trojan Works

From a just a few lines in one of the apprentice magazines we have discovered another machine to which Trojan contributed. The mention was in the magazine from April 1951 and talks of an order being placed for 5000 epicyclic gear boxes to be used on an autotruck called the Mechanical Moke. It describes this truck as 'a type of large wheel barrow motivated by a 3 horse power engine'. It then goes on to state that preliminary planning for production has taken place and materials and components have been ordered, with the first deliveries being in early 1952. There is very little about these Mechanical Mokes on the internet, searches not being helped by so much information on the later Mini Moke, which coincidentally one of the Trust's friends owns an original 1960's example. I did find the photo below but very little else, however another friend of the Trust who used to edit the autotruck magazine is looking into the Mokes on our behalf, so more information may turn up in time for the next newsletter.





A very early photo of a Trojan Utility taken at the Olympia and White City Motor Show of 1922. And comes from a book donated to us by Mike Shepherd. The note with the photo states that Trojan were offering a 15,000 mile guarantee on the solid tyres.



I hope that you have found this news sheet interesting and do please get in touch with any Trojan queries or if you have any Trojan information which could help the Trust.

Have a lovely summer.

David Hambleton

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