

The Trojan Museum Trust

Patron Tim Schenken



News Sheet No. 38
Winter 2024



Dear Friends,

Welcome to your winter news sheet, I hope that you have all managed to weather the various storms which having been pounding us recently?

Over the last couple of months the Trust has been gradually gaining the parts to put together a completely new Trojan. By a series of chance offers the Trust has managed to gain all the parts to reconstruct a Trojan Milk Float. Firstly I was put in touch with David Evans who years ago had rescued a Trojan diesel personnel carrier and a Trojan diesel milk float with the intention of restoring them. Over the years they deteriorated a bit until he decided that they were only good for spares, though if he hadn't rescued them in the first place then nothing would have survived. The remains of the chassis' were recovered by a Trojan owner to use for his vehicles, but that left the original milk float rear body and the remains of an all steel cab.



The Remains of the Milk Float Body as we Found It

Being mainly aluminium the body was in surprisingly good condition and on collecting it from near Ipswich, we were told that it included around 100 period milk bottles, period crates and various milk churns, all of which will be essential when the vehicle is eventually restored. Now

the Trust already has a spare chassis, gear box and engine, which we had indeed ear marked to use to reconstruct a milk float from scratch, so it is ideal now that we have the chance to rebuild a real milk float. What we would rebuild would be similar to the front cover photo.

A couple of weeks later I received an email from a chap in Yeovil who had the very much remains of a Trojan personnel carrier and a restorable Marley Tiles van. He intended to sell the Marley Tiles van but would we like the remains of the other Trojan. So a pleasant day was spent on his small holding removing everything salvageable, the chassis itself had completely rotted as had the body. This gave us axles, wheels but more importantly wings, bonnet and bulkhead, so most of the front end we were missing.



Then a few weeks on from that I was contacted by Andrew Robertson who lives near Barnards Castle and he offered us various spares which were left over after he had restored his Trojan Ice Cream van, and by coincidence I was going to be passing near to him so could easily pick them up. Another very pleasant morning with Andrew was had, which also gave me a chance to see his Ice Cream van and Trojan Three Door, both in wonderful condition. Andrew gave the Trust various parts includ-

ing a front grill, dashboard and steering column which we were missing from the milk float. Other parts included some rear doors and one cab door from a National Coal Board Trojan personnel carrier, these will be used on a rather sick personnel carrier that the Trust owns and will allow us to restore it as an NCB vehicle. The other parts will also be useful in restoring our other post war Trojans.



National Coal Board Rear Doors

After much travelling to various corners of England the Trust now has pretty well all we need to reconstruct a Trojan Milk Float, which we have always sort to do due to the fairly large number of milk floats originally made by Trojan, but until now with no known survivors.

TROJAN
for farmwork



...a triumph of
efficient, economical construction

A five-seater car under £200! A car large enough to hold two trunks and half a dozen suitcases inside the car, stacked entirely away from both driving controls and passengers. A car with no rotating gears to engage—no teeth to grind; with a minimum of working parts and the maximum of reliability. A car that is economical to run, and will keep up a steady effortless 40 miles per hour, for hour after hour. You would think a car combining all these attributes was impossible. Actually you can see it on Stand 27. It has many other wonderful features, too. Come and examine them.

The 'Blackdown' Tourer and 'Cranleigh' Saloon (both at £179) include fabric body, disc wheels, chromium plating, lavish equipment, pneumatic upholstery, etc.

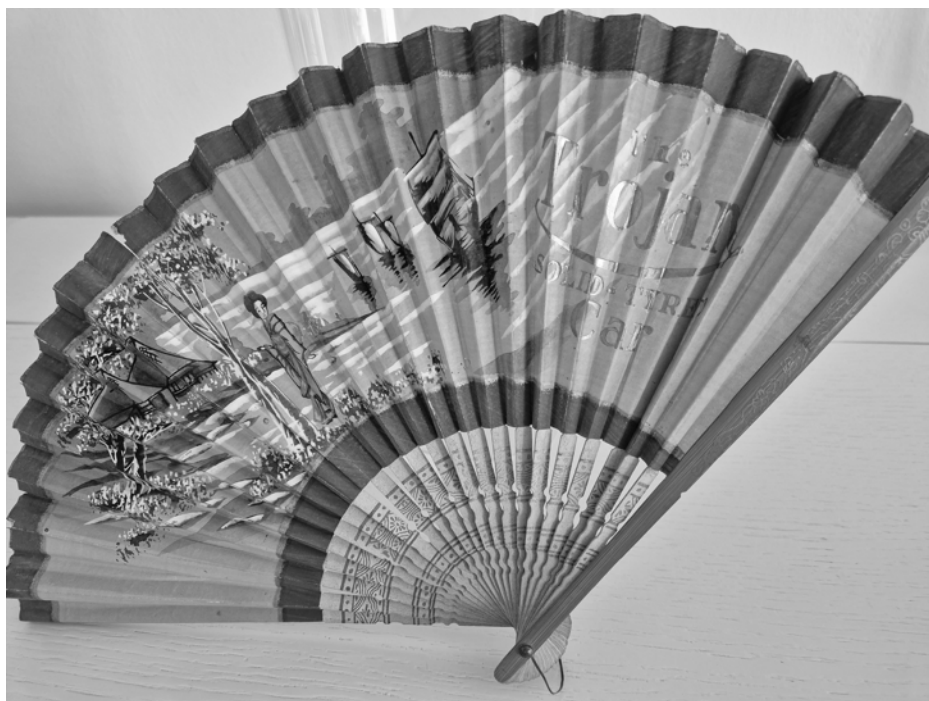
'Guildford' Saloon de Luxe. With all the equipment of a big car, including wire wheels and bumpers £98.

TROJAN MODELS ON STAND 27

AT THE SCOTTISH MOTOR SHOW

Full particulars may be obtained from the following agents: Malcolm & Allan, 529, Eglinton Street, Glasgow.
Brandon Motor Co., Pitt Street, Edinburgh. Lawson & Stuart, 28, Queen Street, Broughty Ferry.
Seagate Motor Co., 171, Seagate, Dundee. Errington Ross Jnr., The Garage, Castle Heather, Inverness.
Ayrshire Motor Co., Symington, Ayr.

A chance email from a chap living in Vienna has resulted in two very rare Trojan items arriving in the post. The chap in question had recently cleared out his parent's house and it included many items which his grandfather had collected, amongst these were two different coloured Trojan advertising fans. The reason for Trojan producing these fans is not really known, I've heard it said that they were produced to promote Trojan vehicles in Japan, but if this was the case then surely the writing would be in Japanese. So perhaps they were simply produced to promote the cars in the UK, as a give a way at shows to encourage sales. But either way it is brilliant to now have these in our collection.



Another TROJAN for work!

A Day With a Utility Car.



SOME OF THE MANY USES FOR THE 10 H.P. TROJAN. CARTING HAY, CARRYING SHEEP, TRAVERSING OPEN COUNTRY OR CLIMBING GRADES OF 1 IN 3 COME AS READILY TO IT AS TAKING THE CITY MAN TO HIS OFFICE OR THE LADY OF THE HOUSE TO HER SHOPPING.

Another contact via the website came from Dan Webb who lives in the USA, he sent us photos of his father's, Douglas, epic journey in the mid 50's from Manchester to Greece and back in a 1920's Trojan Three Door Tourer.



Not surprisingly the trip was filled with breakdowns and many repairs. Dan has also found a diary of the trip and is planning to copy it for our archives. His father sadly died just recently but it is wonderful to be able to have the record of this trip in our archives which will mean that this part of Dan's father's life will be preserved into the future.



A mystery Trojan object has recently arrived in our collection, it is a small brass plaque clearly produced by our Trojan Ltd. as it mentions Croydon. (There are various other Trojan companies around the world varying from Trojan Boats, Trojan Tractors and Trojan Condoms in the USA and Trojan Records and Trojan Batteries in the UK, to mention just a few.) But the other details on the plaque are a bit of a mystery, especially as it is very unusual for such a plaque which was meant to be attached to an item, to have writing on the back. The plaque measures one and three quarter inches by one inch and on the front properly stamped by a die is 'Trojan Ltd Croydon DRG No. L/AE 983', then stamped on the back with individual letter stamps is 'Citadel Egypt Army 1932'.



A quick bit of research shows the Egyptian Army, which at this time was part of the British Army, was based at the Salamin Citadel in Cairo but where did the plaque come from. Trojan did make munitions at this time, but they are unlikely to fit a name plaque to these, so my best guess is that it comes from an early Trojan camp bed. From the mid 20's to mid 30's Trojan made a Hounsfield designed camp bed with wooden edges and flat steel sprung legs and marketed it as the Trojan Bed, then from the mid 30's Lesley Hounsfield, having now left Trojan and almost literally 'picking up his bed and walking' marketed the Hounsfield Bed with the familiar round steel legs and side rails. The Trust has a few of the later beds but has never traced an early Trojan Bed. The wooden sides would be wide enough to take such a name plaque. So perhaps a soldier sleeping on one of these beds in Cairo, worked loose the plaque and then stamped it up on the back using the standard engineering letter stamps which were probably in the garrison's workshops.

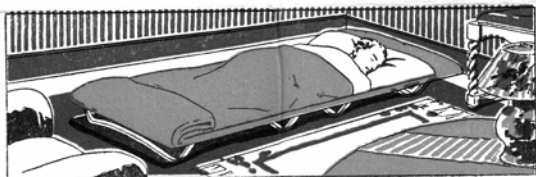


***Taken from
A Trojan Bed
Brochure.
Interesting
That it Features
Bedouin
Gentlemen.***

"A household with four persons
in it may be filled to overflow-
ing, yet Friendship will contrive
to find place there for a fifth."

*At-Tihami.
Persian Poet, 9th Century.*

The holes in the plaque would allow it to be mounted on cord and worn. It's a pity he didn't put his name on it as I wonder if his reasoning was because he had worked at Trojan before joining up or at least came from Croydon. We will continue to research this mystery, so do please get in touch if you can think of any more likely theories.



THE TROJAN UNIVERSAL SPRING BED

It can be fixed in a few seconds.

It can be folded and stored away in a cupboard until you are next privileged to entertain a friend.

It will last a lifetime.

The price is within the reach of all.

The comfort enhances rather than destroys friendship.

The perfect springing ensures sleep.

There are several additional features which make this bed particularly suitable for household use:—

There is a pillow pocket at one end into which the pillow can be slipped and thus prevent it from being pushed on to the floor

There is a specially designed flap to keep the blankets in position.

The springs and metal fasteners are rust-proof.

The bed is made in two different widths and lengths—a range of four sizes.

NOTE:—The supports of the Trojan Universal Spring Bed are so placed that the curves of the canvas conform naturally with the shape of the human body. The shoulders and hips are allowed to sink comfortably into the intervals between the first and second, and between the second and third supports respectively (counting from the head of the bed). This attention to the anatomical requirements of the sleeper is rarely to be found in ordinary camp beds.



The above illustrations show the Trojan Universal Spring Bed as it appears when fixed in position and when folded ready to be stored away until the next occasion when it is needed.

SPRINGS MUST BE INSERTED ON INSIDE OF WOODEN MEMBERS AND MUST BE SPRUNG INTO POSITION.

The bed is made in four different sizes—6 ft. or 6 ft. 6 in. long, and 25 in. or 30 in. in width. Strong waterproof material (green) is used for the covering.

PRICE 23/-

(COMPLETE WITH STRAP CARRIER).

CARRIAGE 1/- EXTRA.

The following illustrations indicate the correct way of making up the Trojan Universal Spring Bed.

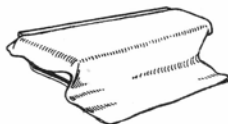


FIG. 1. Place the first blanket opened out on the bed so that the folds overlap on one side only.

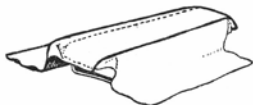


FIG. 2. Place the second blanket over the first with the folds overlapping on the opposite side to the first one. (The dotted line indicates the position of first blanket).

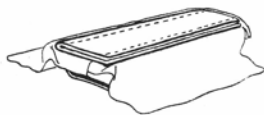


FIG. 3. Place third blanket folded double over the first two; fold over the first and then the second so that they are interlocked.

NOTE:—If four or more blankets are used, repeat the method shown in Figs. 1 and 2, interlocking all four blankets.

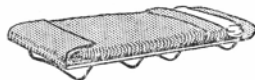


FIG. 4. Fold in the ends and turn up flap. The bed is then ready.

We've also received a pile of Trojan brochures and photographs from Mike Shepherd, which are a great and welcome addition to our archive, with many unseen to us before.



We've received some great feedback from people who have visited our Trojan Swallows and Amazons display at the Lakeland Motor Museum, so hopefully this display will help to spread the Trojan message as well as gaining us support for our own museum.

I hope that you've found this news sheet interesting and do please get in touch with any Trojan queries or information.

I hope that you have a lovely and blessed Christmas and New Year.

Kind regards,

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