

The Trojan Re-introduced

THOSE operators whose work is encompassed by 15-cwt. and 25-cwt. pay-loads, as well as those whose technical leanings are towards the two-stroke engine, will be interested to hear that, after having been entirely diverted from commercial-vehicle manufacture during the war, Trojan Ltd., Purley Way, Croydon, has re-entered the market with two new models with those capacity ratings. For long an adherent of the two-stroke, the company uses a power unit of that type in its new Trojan 15, but it



The new Trojan two-stroke and the "15" van of which it forms the power unit. The vehicle has smart lines and a good road performance.



Two well-designed vans announced, which should appeal to users in the 15 cwt. and 25 cwt. classes.

differs from the pre-war engine in certain notable respects.

The new unit is a four-cylindere two-stroke with "paired" working, or power, cylinders and two charger cylinders. In the head of the latter is the inlet rotor, which is an outstanding feature of the design. This ensures that each "charger" piston, in turn, draws mixture from the carburettor on its down stroke and delivers it to the transfer ports on its up stroke. The rotor is driven from the front end of the crankshaft by spiral gears and a vertical shaft which is continued upwards to the contact breaker. The bore and stroke of the engine are 65.5 mm. and 88 mm. respectively, and its rating is 10.6 h.p. Its capacity is 1,186 c.c., and at 2,000 r.p.m. it develops 24 b.h.p. Pressure-feed lubrication is adopted for the main and big-end bearings, the gear-type pump being driven from the lower end of the rotor driving shaft.

The drive is taken through a Borg and Beck single-plate clutch and a three-speed-and-reverse gearbox (with synchromesh for top and second gears) to a spiral-bevel-driven rear axle; the propeller shaft has Layrub joints. Girling standard-type brakes are used, and the steering

is of the spur-and-pinion pattern. The backbone form of the pressed sheet-steel box-section chassis frame has triangulated bracing to give torsional rigidity. The wheelbase is 7ft. 10ins. and the track 4ft. 6½ins.

The standard body is of composite build and gives a loading capacity of 165.3 cubic feet, including the area alongside the driver.

The vehicle behaved well on the road during a short run which we undertook, and gave the impression of being well up to its job. Even under light load, its road-holding properties were good, testifying to the excellence of the progressive springing. Under normal running conditions the m.p.g. return is stated to be approximately 26. The van scales just over one ton and comes into the £17 10s. taxation category. The whole chassis is of robust build and it is quite evident that it has not been built down to a price which, however, will be competitive. The maker set out, from the initial stages, to design and construct a vehicle that would give reliable service over a long period, and it seems that that objective should be readily attained, particularly as the question of maintenance has been kept well in mind.

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A Gutmann



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