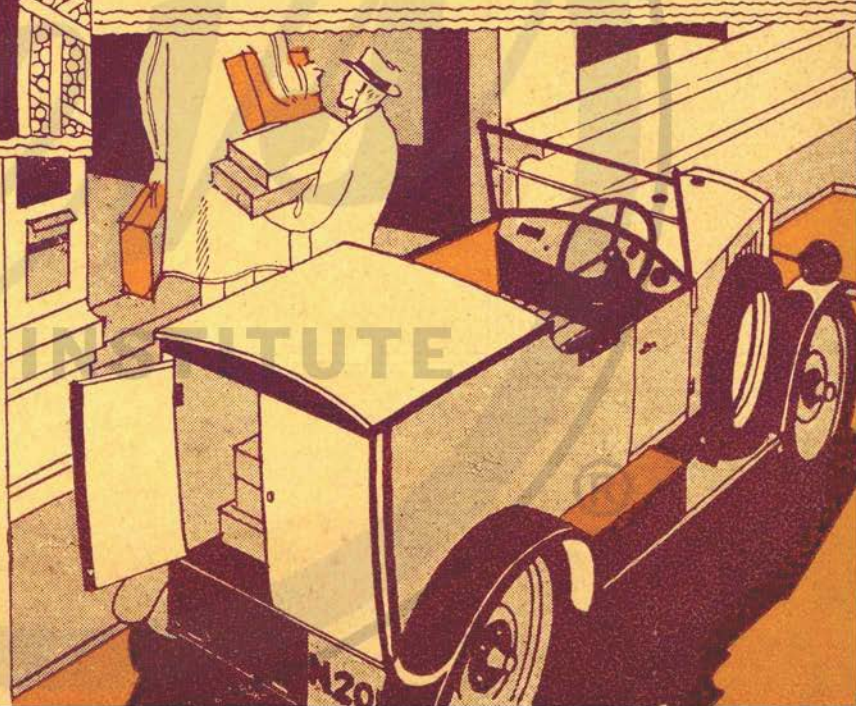
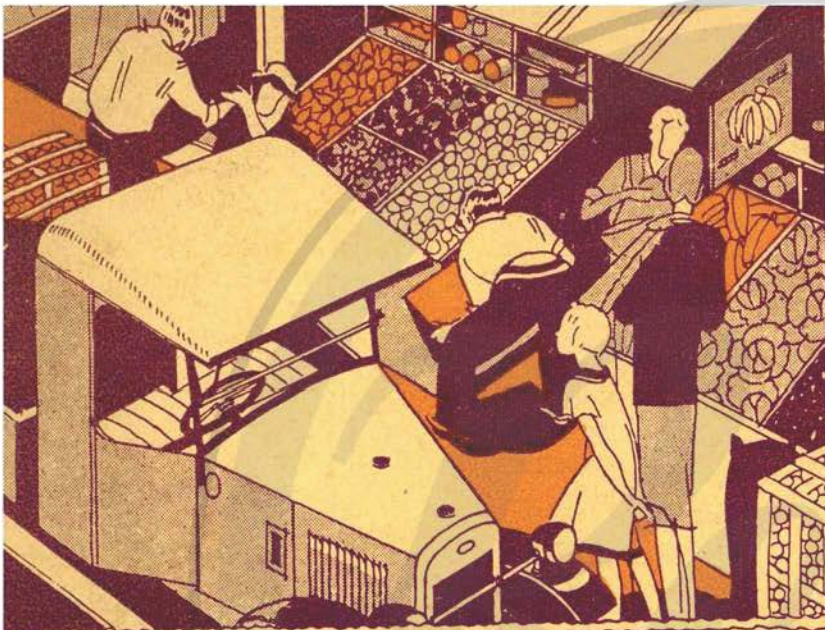


TROJAN VANS



Trojan Limited

MOTOR MANUFACTURERS

Telegrams :
TROJAN, CROYDON.

Telephone :
CROYDON 0066.
(3 lines)

Purley Way, Croydon

AND AT

MANCHESTER - - - CHESTER ROAD, STRETFORD. Telephone: Trafford Park 735

The full list of Trojan Service Stations will be sent on application.



The Trojan Commercial Vehicle

The TROJAN Commercial Vehicle is unique in that both engine and chassis have been expressly designed, in line with the soundest engineering practice, for simplicity, reliability and economy.

The average 4-cylinder engine to-day comprises anything from 26 to 43 moving parts, each of which is a potential source of trouble. In the TROJAN engine, by complete redesigning, including the simplification of the essential constituents, and the elimination of all the fussy, trouble-giving components, the number of moving parts has been reduced to 7. The chances of trouble on the road are therefore minimised—there are no valves, valve springs, tappets, rocker arms or camshaft. The specially devised carburettor needs neither "tuning" nor adjustment: it gives a maximum of power on a minimum of petrol, ensuring easy starting in all weathers and even running at all speeds. The ingenious epicyclic gear makes gear changing absolutely foolproof. No matter how careless or inexperienced the driver, it is impossible for him to crash the gears

or "strip" the teeth. The unconventional chassis, specifically planned for use on solid tyres without the sacrifice of comfort, includes long cantilever springs both front and rear, widely spaced and rigidly attached to the axles, giving an exceptional degree of stability and smoothness.

The TROJAN can be driven with perfect safety by your errand boy or odd job man after only a single lesson. Its extreme simplicity of design gives you more miles on less petrol. Its British sturdiness of construction ensures that it will do its work, day in, day out. Its low initial and upkeep costs make even horse-and-van delivery expensive.

This has been the experience of many of the largest firms—the keenest buyers—in the United Kingdom. Their frequent repeat orders provide the most convincing testimonial to the worth of the TROJAN—proof that unless you use the TROJAN, your transport is costing you more than you can afford.

STANDARD BODIES FOR



For average delivery requirements, where simplicity of operation, low running costs and long life are essentials, the TROJAN 7-cwt. Van stands supreme. Because it has been specially designed for its job—not merely adapted—it has proved itself easily the most economical van of its kind, requiring the minimum of attention and capable of slogging delivery work all day and every day.

The TROJAN 7-cwt. Van has an exceedingly roomy interior to which easy access is afforded by two wide swing doors at the rear, opening the full width of the body. Petrol consumption up to 35 m.p.g. can be obtained. Engine

lubrication is automatic, making it impossible to run without oil, while the other parts requiring lubrication are fewer and more accessible than in any other commercial vehicle. On solid tyres.

PRICE complete, painted grey .. **£135**

DIMENSIONS.

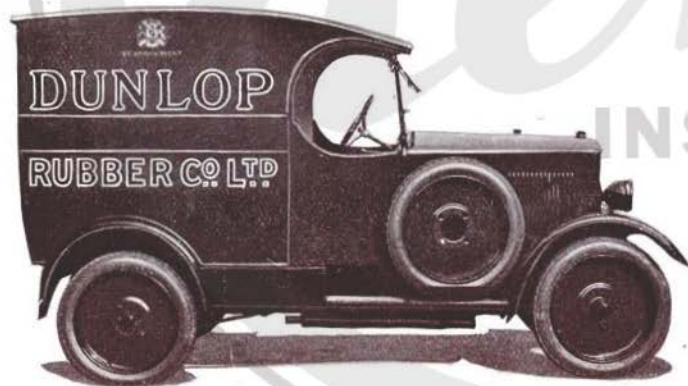
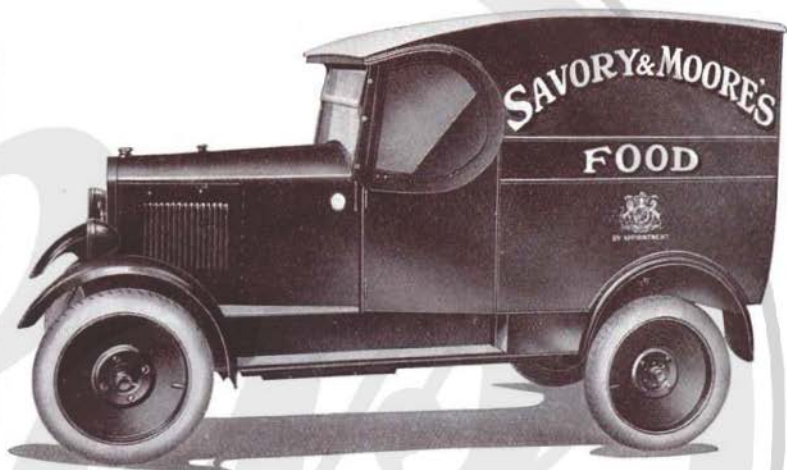
Size of floor ..	3 ft. 4 ins. × 4 ft. 3 ins.
Height inside ..	4 ft. 3 ins.
Capacity ..	65 cubic feet



COMMERCIAL VEHICLES

The TROJAN chassis was specially planned to enable smooth riding on solid tyres, the long cantilever springs being designed and arranged to absorb every jolt. On pneumatic tyres, however, the 7-cwt. TROJAN Van provides at a slight extra cost a revelation of luxurious transport—a point appreciated by many big business houses, including the two well-known firms whose Trojan Vans are illustrated on this page.

For all kinds of delicate and fragile goods the good-looking TROJAN 7-cwt. Van on pneumatic tyres provides the ideal form of transport—sturdiness and stability with a remarkable degree of smoothness. In every



other respect this van is exactly similar to the ordinary 7-cwt. Van described on the previous page.

On both the 7-cwt. and 10-cwt. Vans the wide rear doors can be opened to the full width of the body to enable detachable sliding shelves to be fitted if required.

PRICE complete, painted grey .. £140

DIMENSIONS.

Size of floor ..	3 ft. 4 ins. × 4 ft. 3 ins.
Height inside ..	4 ft. 3 ins.
Capacity ..	65 cubic feet.

STANDARD BODIES FOR



THE TROJAN 10cwt. (LARGE CAPACITY) VAN

The well-known 10-cwt. (Large Capacity) Van whose remarkable performance has won the approval of discerning buyers in every variety of trade, not only in the United Kingdom, but throughout the world.

COMMERCIAL VEHICLES

The TROJAN 10 cwt. Van was introduced to satisfy the need for a van with the simplicity of operation, economy in running, and long life of the Trojan 7 cwt. Van, but with a greater load and cubic capacity. Its appearance on the market was immediately hailed by traders everywhere, until to-day its increasing popularity bids fair to outdo that of the Standard 7 cwt. Van. If you require a large capacity Van, TROJAN LTD, recommend the 10 cwt. Van to you with complete confidence.

In all essential features, the engine and transmission of the 10 cwt. Van are the same as in the well proved 7 cwt. Van. The body is 1 ft. 4 ins. longer, with a low floor level to facilitate easy loading and a $38\frac{1}{2}\%$ greater cubic capacity, including an extra well below the floor boards and a cupboard under the dash which can be illuminated at will. There is also a full width fixed partition behind the driver and louvre ventilators in the rear doors.

PRICE

ON SOLID TYRES - - **£150**

ON PNEUMATICS - - **£155**

STANDARD BODIES FOR

THE 10-cwt. LORRY

The sturdy chassis of the TROJAN lorry illustrated on this page has been further strengthened by the addition of stout ash body bearers, extending from the rear right forward to the dash pillars, making this vehicle capable of standing up to the roughest treatment and the most exacting jobs.

The driving cab is covered in green water-proof canvas, a roll-up canvas back behind the driver affording protection from the weather. The drop tailboard facilitates quick loading and unloading.

PRICES ON 10-CWT. CHASSIS:

Solid Tyres **£152**

Pneumatics **£157**

Green canvas tilt, hoops and back screen can be supplied, if required, at an extra cost of £6

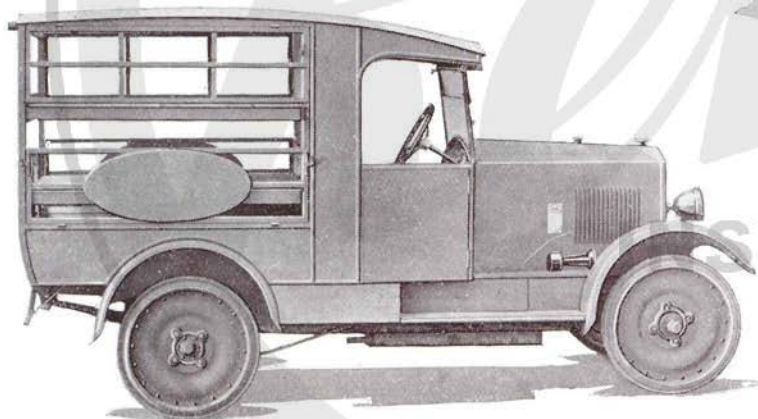
DIMENSIONS: FLOOR SPACE 5 ft. x 4 ft. 7 ins.

HEIGHT OF SIDES 12½ ins. LOADING LEVEL 3 ft.



10-cwt. MILK FLOAT

This vehicle, on the 10-cwt. chassis, with a maximum load capacity of 35 gallons (bottled and crated) and a drop well beneath the floor boards for butter and eggs, is specially designed for efficient and economical bottle delivery. The halves of each door open simultaneously, the lower falling, while the upper rises, enabling full bottles to be withdrawn from the lower shelf and empties replaced on the top. The tail door also lowers, and is conveniently fitted with a step. All doors are securely fastened when closed. Complete with two shelves, an enamelled container for butter, and door and screen on driver's side only to save unnecessary delay and to facilitate quick serving.



PRICES.

ON 10-CWT. CHASSIS (Solid Tyres) **£162** (Pneumatics) **£167**

COMMERCIAL VEHICLES



**THREE DOOR
FOUR SEATER
WITH DROP
TAIL BOARD**

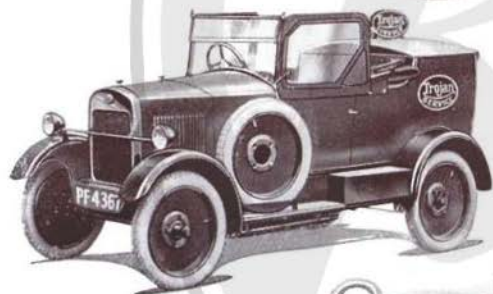


The popular dual-purpose model illustrated here was specially introduced for country use, where farmers, poultry keepers, market gardeners and commercial travellers now find it indispensable, combining as it does real facilities for work as well as for pleasure. It takes only a moment to change from one to the other. The back of the body constitutes a tail board supported by two leather-covered chains, the hood rolling up at the back to give a clear loading space after the removal of the rear seat cushion and back squab. In all other respects, the Car is completely standard and with the tailboard closed, is indistinguishable from an ordinary tourer.

PRICE.

On N.A.P. Tyres	.. .. .	£147 10s.
On Pneumatics	.. .. .	£152 10s.
For complete conversion of existing 3-door touring model	.. .. .	£7 10s.

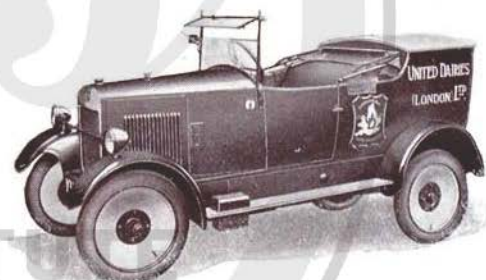
SPECIAL BODIES FOR



Although the Standard TROJAN 7-cwt. Van and 10-cwt. Van have been found ideally suited to all ordinary trade requirements, the chassis only can be purchased in each case to enable a special body to be fitted if required. Prices are as follows:—

7 cwt. Van Chassis (on Solid Tyres) **£115.** (On Pneumatics) **£120.**
10 cwt. Van Chassis (on Solid Tyres) **£125.** (On Pneumatics) **£130.**

COMMERCIAL VEHICLES



The following equipment is supplied with the chassis :—

Two seat boxes.
Kit of necessary tools.
Standard windscreen.
Front mudguards only.
Front lamps.
Tail Lamp Wire.
Running Board L.H. and R.H.
Lin Rubber and nosings for ditto.

Top step with lin-rubber.
Valance.
Front and rear cross beams.
Tie Bar for ditto.
Front floor boards.
Battery.
Speedometer.
Dash Light.



WHAT ARE THE RUNNING

A famous firm, operating in the South of England, has furnished the following figures taken from their very carefully kept records. These three Trojan vans (10-cwt.) are running six full days a week in the London area—a fact which must be borne in mind when studying the petrol consumption figures. Traffic alone is equivalent to a loss of 5 to 7 miles per gallon quite apart from the loss which is entailed in stopping and starting, on an average nearly one hundred and twenty times a day.

The depreciation is reckoned at 20% per annum. This figure is put somewhat high in spite of the fact that the useful life of a Trojan van is normally well over five years.

The average garage rent works out at 5/9 per week for each vehicle. In the case of some owners this item is often eliminated.

Tax (£15) and Insurance (£11) are included in full. Each of these vans cost £150 complete and since that sum would ordinarily return interest to the investor, a sum equivalent to 5% per annum of the capital outlay has been added to the running costs.

The wages may seem to be on the low side, but it should be remembered that it is not necessary to employ a driver for a Trojan van who is thoroughly skilled mechanically and who must therefore be paid high wages.

Period—1 year.					Average Mileage—13,906.	Petrol Consumption—22 m.p.g.				
					Average Cost per Mile.					Average Cost per Mile.
Petrol, Oil	..	..	..	..	.83d.	Garage	..	..	..	.25d.
Tyres	..	..	..	..	.16d.	Tax	..	..	..	.26d.
Maintenance	..	..	..	..	.33d.	Interest 5%	..	..	..	.13d.
Depreciation 20%	..	..	..	..	.52d.					
Insurance	..	..	..	..	.19d.					4.13d.
Wages	..	..	..	..	1.46d.					

COSTS OF THE TROJAN?

Here too are the carefully kept running costs supplied by a baker living in the country near the mouth of the Thames. There are 150 calls a day on his round—approximately 45,000 calls per annum and the figures cover the period of his first twelve months' running. He chose the 7-cwt. Trojan van for his work and although no mechanic, he has been able to carry out the small repairs that have been necessary himself.

Mileage—9,560. Period—1 year. Bread round—150 calls per day. Petrol Consumption—28 m.p.g.

					Average Cost per Mile.						Average Cost per Mile.
Petrol, Oil	..	..	..	..	.62d.	Garage	..	..	..	..	.24d.
Tyres	..	..	..	..	.10d.	Licence	..	..	..	..	.37d.
Maintenance	..	..	..	..	.01d.	Interest, 5%	..	..	..	..	.17d.
Depreciation, 20%	..	..	..	..	.67d.						
Insurance	..	..	..	..	.26d.						3.94d.
Wages	..	..	..	..	1.50d.						

These figures deserve studying carefully. Certain large fleets of Trojans and single Trojan vans owned by small tradesmen are running even more economically than those whose figures have been set forth here. The above may be considered a fair average reckoning, however, and as such are conclusive evidence of the superiority of the Trojan van for delivery work.

WHAT TROJAN SIMPLICITY MEANS



Trojan simplicity means that no mechanical knowledge is necessary to keep your van in running order. The engine has no valves, valve springs, tappets, rocker-arms, camshaft, oil and water pumps, or timing gears to let you down unexpectedly. The gear-box affords the easiest known gear-change in the world—it is impossible for the most inexperienced driver to “crash” his gears.

An ordinary engine requires decarbonising about twice a year—a job which (with the necessary valve grinding) costs approximately £2—£3. The Trojan engine never needs to be decarbonised, and this expensive item of maintenance is therefore completely eliminated.

The Primer on the dashboard prevents the extravagant waste experienced on ordinary vans with the “flooding” of the carburettor. Instead of a wasteful swill of petrol, a sufficient *mixture* is injected by the Trojan primer into the engine to start immediately, even on the coldest morning.



The Mixture Lever on the dash enables the van always to be run on the minimum petrol supply. It also permits the engine to be run on “full rich” when starting up in the winter: this immediately gives full power without it being necessary to run the engine for a few minutes in order to warm it up. By this means, a considerable saving of petrol and time is effected.

A single switch on the dashboard combines the duties of ignition switch, horn switch, petrol and reserve tap, and ensures the petrol being turned off altogether when the van is stopped. The one-gallon petrol reserve, brought into use by turning this switch, prevents the driver beginning his round districts, causes the waste of much valuable time in seeking a filling station and replenishing.



The Trojan lubricating system is fool-proof, and there are only 14 greasing positions which occasionally need the attention of a grease gun.

Wherever possible, trouble-giving components have been done away with altogether or so simplified in their design as to render them comparatively fool-proof. Because of this, the Trojan carries out punctual delivery of goods at a lower cost than any other vehicle of the same size and load capacity.

Trojan Simplicity means, therefore, that your running costs are lower and your profits higher.

BRIEF SPECIFICATION

ENGINE.—Two-stroke four-cylinder; water cooled; bore $2\frac{1}{2}$ ins., stroke $4\frac{5}{8}$ ins.; capacity 1488 c.c.; Treasury rating 10 h.p. (Tax £16.)

LUBRICATION.—Petroil system. Oil is forced continuously to all bearings.

IGNITION.—Coil and Battery.¹

LIGHTING.—Dynamo, with combined head and side lamp, dash lamp and tail lamp.

GEARS.—The change-speed gear is epicyclic, two speeds forward, one reverse; operated by gate-controlled lever and clutch-pedal. Ratios: top, 4—1; bottom, 12—1; reverse, 16.8—1.

BRAKES.—Two independent brakes are provided, one acting on the transmission and the other on the rear axle. In emergency, the epicyclic reverse gear is also available.

SUSPENSION.—Cantilever springs front and rear (7-cwts. Van). Cantilever springs front and semi-elliptic springs rear (10 cwt. Van)

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

REAR AXLE AND FINAL DRIVE.—A single duplex chain transmits the power to a differential-less axle shaft, which drives both wheels. This shaft runs on ball-bearings and is completely enclosed.

ROAD WHEELS AND TYRES.—Steel disc wheels. Solid or pneumatic tyres, as fitted to the various models.

BODYWORK.—See general description.

EQUIPMENT.—A serviceable and complete set of tools and tool-boxes is included, also a licence holder. (See page 9.)

DIMENSIONS.—See page 14.

GUARANTEE.—See page 24.

NOTE

The engine, lubrication system, flexible-coupling, starter, gearbox, change-speed gear control suspension system, disc wheels, part of the ignition system, priming device, and reserve petrol provision, etc., are all protected by patents.

The Trojan Standard 7-cwt. Van, the 10-cwt. Van, and the 10-cwt. Lorry are complete in priming grey, and supplied with driver's cushion and side-screens.

The 10-cwt. Milk Float is complete in priming grey, supplied with driver's cushion, and fitted with a door and screen on the driver's side only. The door on the near side is omitted in order to spare the driver inconvenience and delay on his delivery round.

Two-and-a-half inch solid tyres on the rear, and $2\frac{1}{2}$ -in. N.A.P. tyres on the front, are standard on all Trojan Commercial Vehicles, with the exception of the three-door drop tailboard model, on which vehicle $2\frac{1}{2}$ -in. N.A.P. Tyres are fitted both front and rear. $2\frac{1}{2}$ -in. solid tyres can be supplied on all wheels of any Trojan vehicle at a slight additional cost. Except in this paragraph the term "Solid Tyres," used elsewhere in this catalogue, is used in a general sense, applying both to solid tyres and to N.A.P. tyres. When ordering vehicles, tyre requirements, as specified in this paragraph, should be clearly stated.

COMMERCIAL VEHICLE DIMENSIONS

Model	Track	Height to Top of Body	Overall Width	Overall Length	Weight		
					Front Axle	Rear Axle	Total
	ft. ins.	ft. ins.	ft. ins.	ft. ins.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.
Standard 7-cwt. Van, Solids	4 0	6 9	4 11	11 4	6 2 14	8 1 7	14 3 21
Standard 7-cwt. Van, Pneumatics ..	4 1	6 9	4 11	11 4	6 2 21	8 1 14	15 0 7
10-cwt. Van, Solids	4 0	6 11	4 11	12 7	6 0 14	9 3 0	15 3 14
10-cwt. Van, Pneumatics	4 1	6 11	4 11	12 7	6 0 21	9 3 7	16 0 0
10-cwt. Milk Float, Solids	4 0	6 10	4 11	12 4	6 0 21	10 0 14	16 1 7
10-cwt. Milk Float, Pneumatics ..	4 1	6 10	4 11	12 4	6 1 0	10 0 21	16 1 21
10-cwt. Lorry, Solids	4 0	6 10	5 0	12 8	6 3 7	10 0 21	17 0 0
10-cwt. Lorry, Pneumatics	4 1	6 10	5 0	12 8	6 3 14	10 1 0	17 0 14
Chassis, Solids	4 0	—	—	10 7	6 0 7	5 3 0	11 3 7
Chassis, Pneumatics	4 1	—	—	10 8	6 0 14	5 3 0	11 3 14

The following dimensions are identical on all models :—

Wheelbase .. 8 ft.

Ground Clearance .. 9 ins.

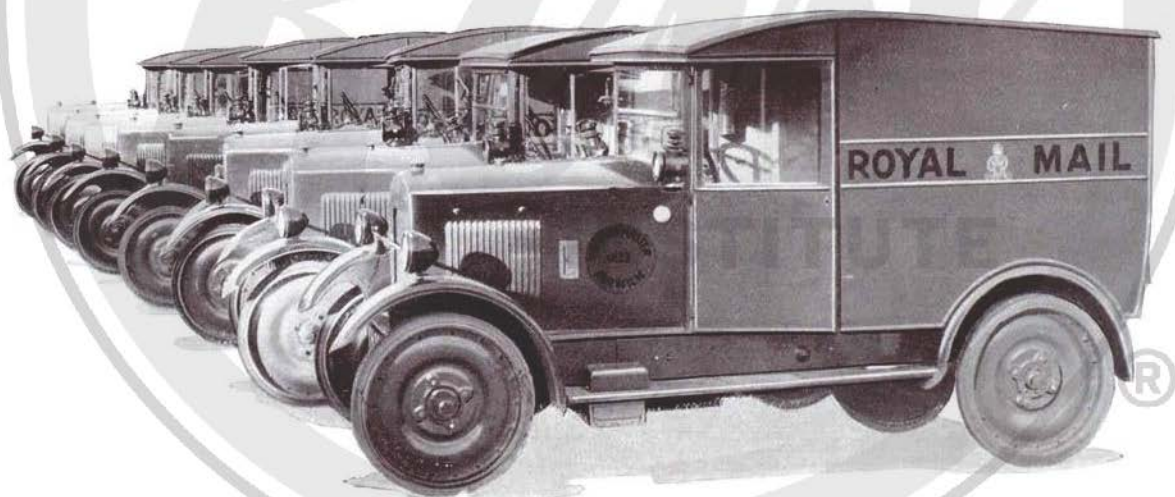
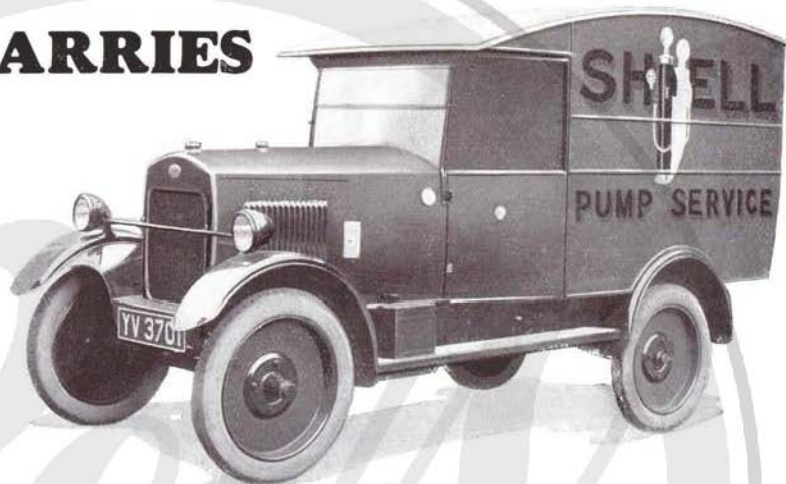
Height to Top of Screen .. 5 ft. 8 ins.

SHIPPING DIMENSIONS.

Model.	Case Size.	Weight.
7-cwt. Chassis	8' 11" × 4' 10" × 3' 9"	17 cwt.
Two 7-cwt. Chassis in one case ..	8' 11" × 5' 5" × 4' 11"	38 "
10-cwt. Chassis	11' 4" × 4' 10" × 3' 9"	18 "
Two 10-cwt. Chassis in one case ..	11' 4" × 5' 5" × 4' 11"	35 "
7-cwt. Van	10' 7" × 4' 11" × 6' 0"	28 "
10-cwt. Van	11' 10" × 4' 11" × 6' 5"	29 "
10-cwt. Chassis fitted with platform body ..	12' 0" × 5' 0" × 6' 1"	27 "

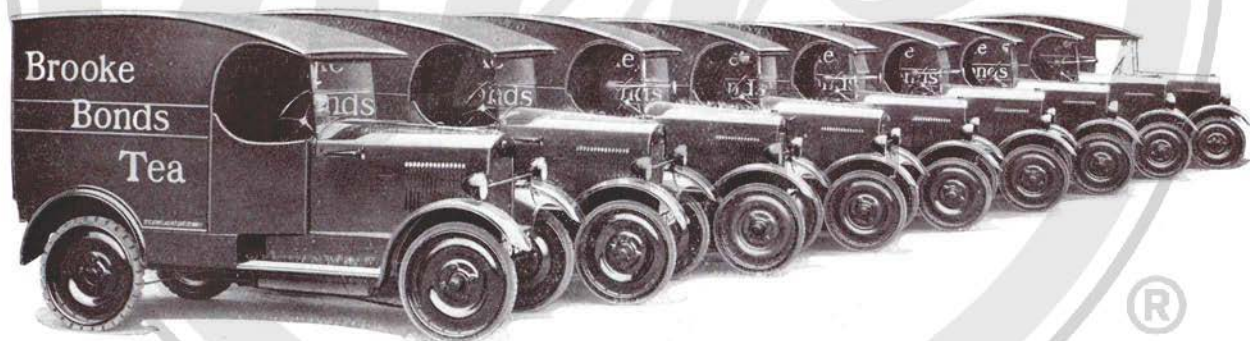
THE TROJAN CARRIES THE MAILS

This fleet of TROJAN Vans ably maintains the reputation of the Royal Mail for dependability and punctuality. Other large organisations and business houses have selected the TROJAN after the most exhaustive tests, which demonstrated beyond question the outstanding characteristics of the TROJAN—complete dependability and ease of operation at the very lowest price.



BROOKE BONDS COMPLETELY

MESSRS. BROOKE BOND & CO., LTD. bought their first TROJAN 7 cwt. Van in February, 1924. They subjected it to gruelling tests—under all sorts of conditions—on all sorts of roads—in all sorts of weathers. They kept a careful record of its petrol and oil consumption. The result? They have now ordered a total of 1,865 TROJAN Vans (7-cwt. and 10-cwt.)—their latest repeat order being for 200. Like the Royal Air Force, Brooke Bonds use no Commercial Vehicle under 15-cwt. but the TROJAN.



EQUIPPED WITH TROJANS

BROOKE BONDS ORDERS OF TROJAN VANS

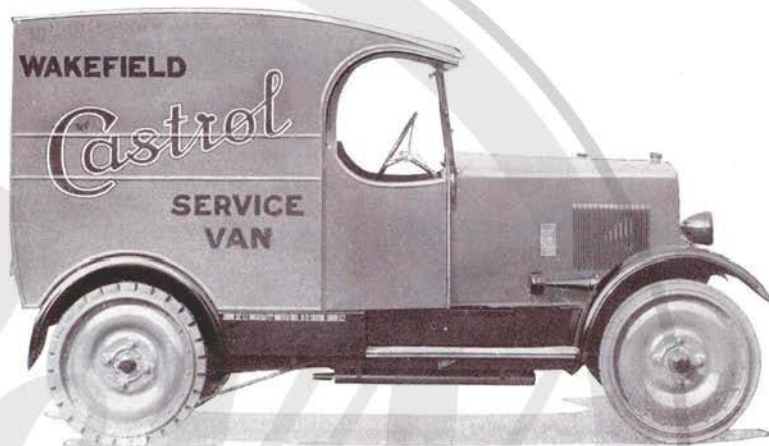
1924	..	..	..	41
1925	..	..	..	100
1926	..	..	..	354
1927	..	..	..	570
1928	..	..	..	400
1929	..	..	..	400
TOTAL	..			1,865



MORE TROJAN USERS

The TROJAN VAN is employed in no less than 65 different trades, and by many of the largest organisations, some of whom use no van under 15-cwt. but the TROJAN.

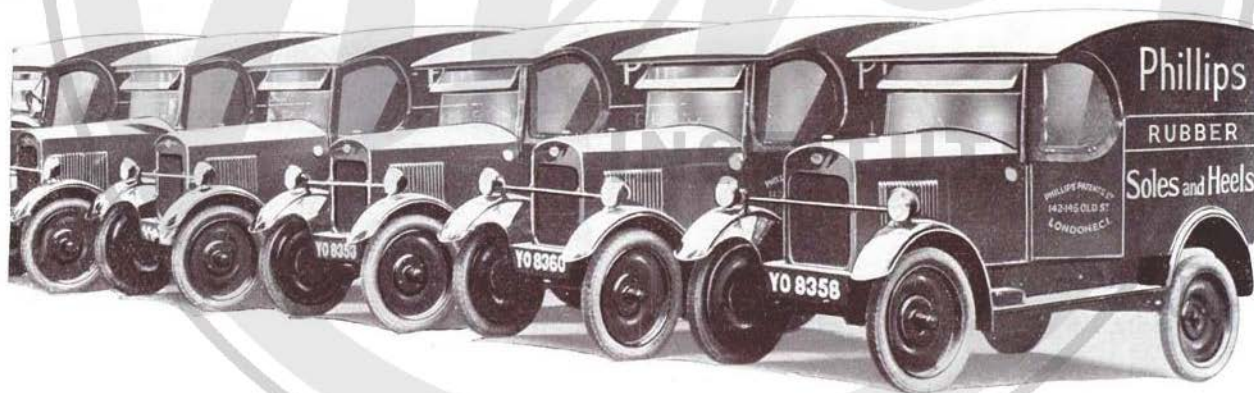
Amongst them can be numbered Messrs. G. Waterman Ltd., the Dyers and Cleaners, who find the services of their large TROJAN fleet indispensable.



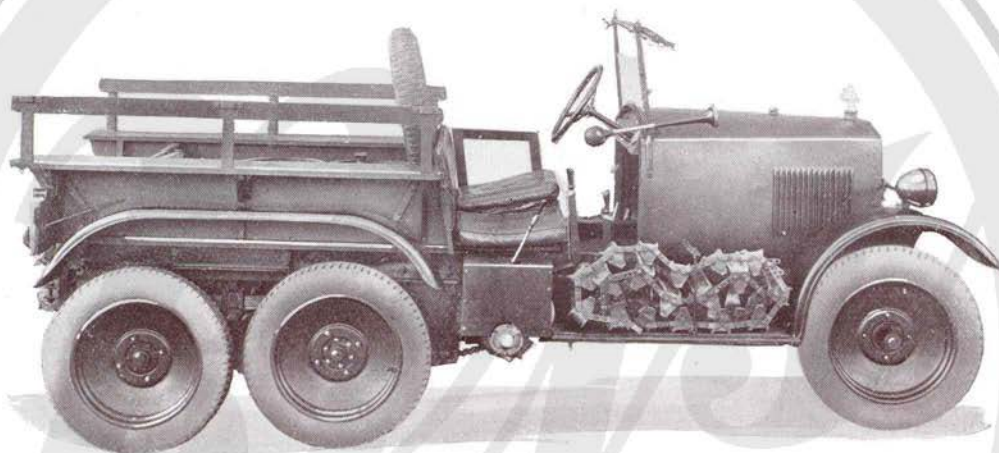
SOME TROJAN USERS

Absolam, Crocker & Co. Ltd.
Anglo-American Oil Co. Ltd.
Associated Newspapers, Ltd.
Brooke Bond & Co. Ltd.
Cardiff Rural District Council
Chelsea Borough Council
Co-operative Wholesale Societies
Crosse & Blackwell, Ltd.
David Greig, Ltd.
Duckham, Alexander & Co. Ltd.
Dunlop Rubber Co. Ltd.
Ealing Borough Council
Farmers' Association
Forestry Commission
Friary, Holroyd & Healey's Breweries, Ltd.
Genatosan, Ltd.
General Post Office
Hackney Borough Council.
Hammerton, C. & Co. Ltd.
Hovis, Ltd.
Kodak, Ltd.
Lipton, Ltd.

London General Omnibus Co. Ltd.
Lyons, J. & Co. Ltd.
Norwich Electric Tramways Ltd.
The Observer
Pearks' Dairies, Ltd.
Phillips Patents, Ltd.
Price & Co. (Bakers) Ltd.
Primrose & Len Dairies, Ltd.
R.S.P.C.A.
Royal Air Force
Salvation Army
Sharp's (Kreemy Toffee) Ltd.
Shell Mex, Ltd.
Trust Houses, Ltd.
United Dairies (London) Ltd.
United Yeast Co. Ltd.
Victoria Wine Co. Ltd.
Wakefield, C.C. & Co. Ltd.
War Office
Watney, Combe Reid & Co. Ltd.
York Corporation
etc., etc



TROJAN SIX



Rarely has such intense and widespread interest been aroused by any commercial vehicle as by the recent advent of the wonderful new TROJAN Six-Wheeler—interest which, after a demonstration of the vehicle, has in every case been followed by the most sincere and unqualified praise.

The ability of this amazing six-wheeler to negotiate the most difficult gradients and the roughest tracks is only one feature of the series of strenuous and exacting tests which it has passed with such complete success. Formidable trenches, broken ridges, loose shifting shingle, bog and slippery chalk—this TROJAN can tackle them all.

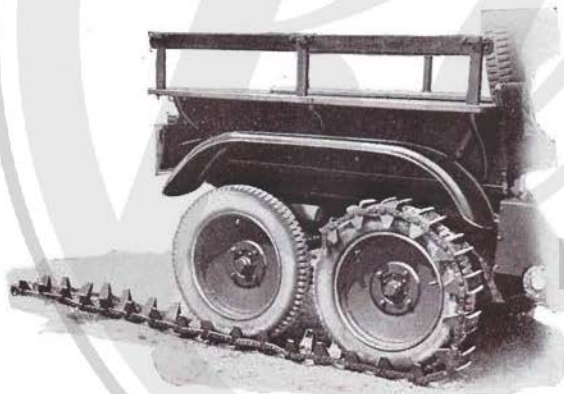
The TROJAN six-wheeler can go anywhere. Its compactness and low weight, allied to its inherent TROJAN virtues of simplicity, low operating charges and thorough dependability, make it ideal for use over the worst country,

WHEELER

particularly overseas, where conditions prohibit the employment of any but the most roadworthy and reliable commercial vehicles.

With a Treasury rating of only 10 h.p. and a petrol consumption as low as 24 m.p.g., a load capacity, exclusive of driver, of 15-cwt. on roads and 10-cwt. cross country and a trailer haulage capacity of 30-cwt., the TROJAN SIX-WHEELER provides a revelation of efficient, reliable and economical transport under the most difficult conditions. In official tests it successfully climbed slippery gradients as steep as 1 in 2½, negotiated with ease treacherous bogs whose surface was under water to a depth of several inches, crossed a wide ford with a water depth of 1½ feet without misfiring, and traversed axle deep soft sand in figures of eight without any indication of over-heating.

The body is of the Colonial type, strongly built for the hardest wear and provided with seats which run fore and aft above the mudguards, without, however, obstructing the interior space for loading purposes. A stout detachable green canvas tilt covers the whole body and forms an effective driving cab. The rear of the chassis is suitably designed to fit a towing attachment if required. Steel disc wheels with oversize balloon tyres and a complete tool kit are part of the standard equipment.



[By kind permission of "The Autocar."]

PRICE £390

Articulated Tracks are supplied extra to above if required. They serve to reduce the pressure per square inch of road contact by about half, greatly facilitating work over treacherous ground and on steep, slippery gradients.

PRICE £37 10s.

The engine ignition, lighting, front axle suspension, steering assembly, and fuel system of the TROJAN SIX-WHEELER are identical with the Standard Trojan, except

TROJAN SIX WHEELER

that in the six-wheeler additional provision for cooling is afforded by a still radiator and a fan. A ball-bearing epicyclic gearbox, giving three speeds forward is operated by the standard gear lever, and it drives through a secondary two-speed sliding-pinion gear box, providing in all six forward speeds and three reverse. The first range of speeds meets all requirements of hard road travel, while the second is used for cross country travel and steep gradients.

The rigid tubular bogie possesses exceptional strength and is pivoted to provide uniform load distribution, while conforming to inequalities in the ground. Long cantilever springs are fitted in front and semi-elliptical springs at the rear, shackled at the ends and automatically lubricated from an oil reservoir and protected by leather gaiters. The triple-roller chain and brakes are so designed as to allow adjustments to be made with the greatest ease.

The drive is transmitted by a triplex chain to the leading axle and thence by another similar chain on the opposite end to the rear axle, both chains being enclosed in strong guards.

The dimensions are as follows :—

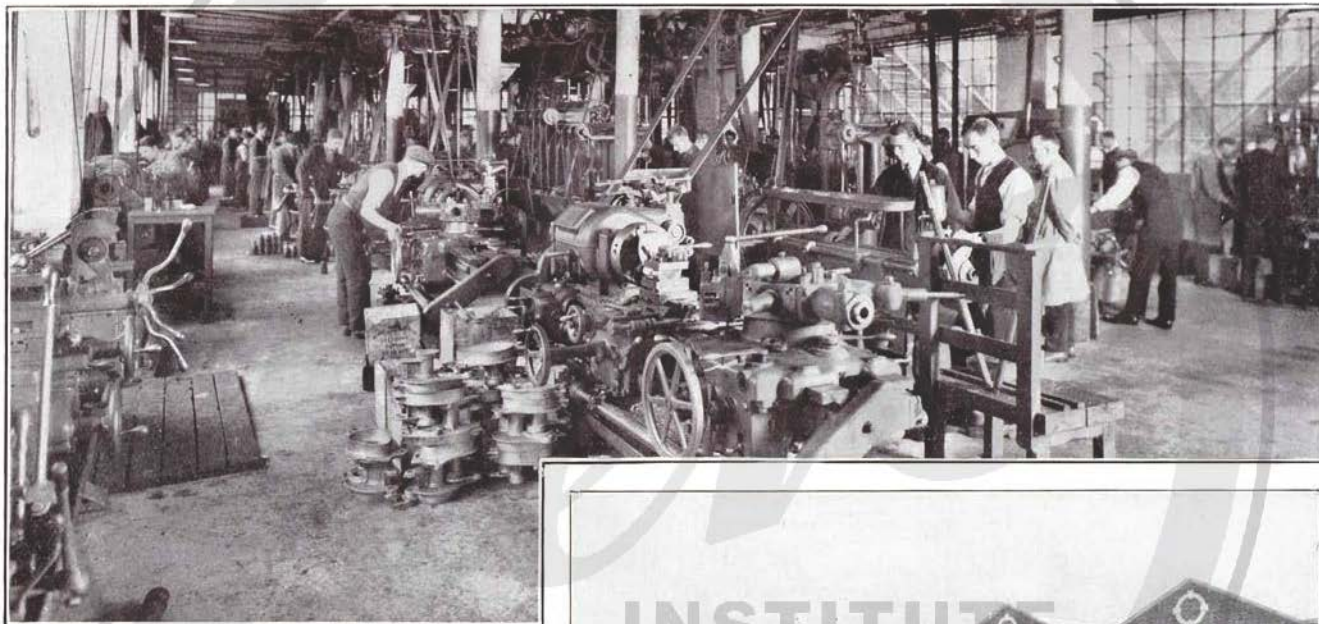
Wheelbase (Centre of front axle to point
midway between two rear axles) .. 8 ft. 6 ins.
Turning Circle 47 ft.
Track 4 ft. 8½ ins.

Overall Length 13 ft. 1 in.
Overall Width 5 ft. 3 ins.
Ground Clearance 13 ins.



[By kind permission of "The Autocar."]

DEPOTS



Above.—Illustration of the interior of one of the workshops in the new TROJAN factory, Croydon.

Right.—Illustration of the large TROJAN depot at Stretford, Manchester, where a full range of vehicles can be seen and demonstration runs arranged without obligation. A staff of expert mechanics provides service second-to-none.

Also at Penistone Road North, Sheffield.



Terms of Business and Guarantee

(TROJAN VEHICLES—From October 1st, 1929).

GENERAL—1. The following are the conditions which apply to all orders given to and accepted by Trojan, Limited, for Trojan Vehicles. The Company does not hold itself responsible for any condition other than those hereafter mentioned.

PRICES—2. Quoted prices are based on the Company's current lists and are subject to alteration without notice. They are for delivery at Trojan Works, Croydon. The terms of payment are cash on or before collection.

TIME FOR DELIVERY—3. The Company undertakes to make every endeavour to execute each order within the time promised, but is in no way liable for delays in delivery, or for circumstances arising from such delays due to strikes, lockouts, trade disputes, accidents, fires, Government action or other abnormal or unforeseen circumstances.

IMPROVEMENTS AND ALTERATIONS—4. The Company reserves the right to carry out alterations and improvements in design or methods of manufacture from time to time without notification. Any such alteration shall not affect the validity of any customer's order.

LIABILITY—5. Unless otherwise provided for, it is a condition that the Company and its Agents shall not be liable for any damage or loss, either consequential or direct, that may arise after the customer has been notified that the vehicle is ready for delivery.

GUARANTEE—6. The following guarantee is given and no other guarantee or warranty whatsoever is given or is to be implied:—

All goods are supplied and guaranteed to the original registered user against defective workmanship and/or material exclusive of coachwork or accessories not of the Company's manufacture, for a period of six calendar months from date of invoice.

The Company is prepared to supply free of charge at Works the necessary replacements for any part which may be proved faulty as above. This guarantee is limited to the supply of new parts or to the repair of defective parts. It does not imply the assumption of contingent liability nor shall it form the basis of a claim for labour or other expenditure arising, nor shall the Company be liable for any direct or consequential damages in any way arising.

This guarantee does not apply to defects arising from or caused by racing, wear and tear, dirt, misuse, neglect, nor to defects in any motor, motor vehicles or goods, the identification numbers or marks on which have been altered or removed.

The Company reserves the right to defer consideration as to whether it can accept liability in any individual case of claim under the Guarantee until the defective part has been returned fully identified and carriage paid to the Service Department, Trojan, Limited, Purley Way, Croydon, or as may otherwise be directed, for examination and report.

NOTE.—The following information should be furnished with all claims:—

- (1) Chassis number,
- (2) Agent from whom purchased,
- (3) Date of purchase.

DEFAULT BY PURCHASER—7. If the buyer make default in any payment, or become subject to the bankruptcy laws or make an assignment for the benefit of his creditors, or make any composition with his creditors, or, if the buyer be a Company which goes into liquidation whether voluntary or compulsorily, the Company may, as its option, cancel any contract with such buyer; any deposit that has been paid to the Company becoming forfeit.

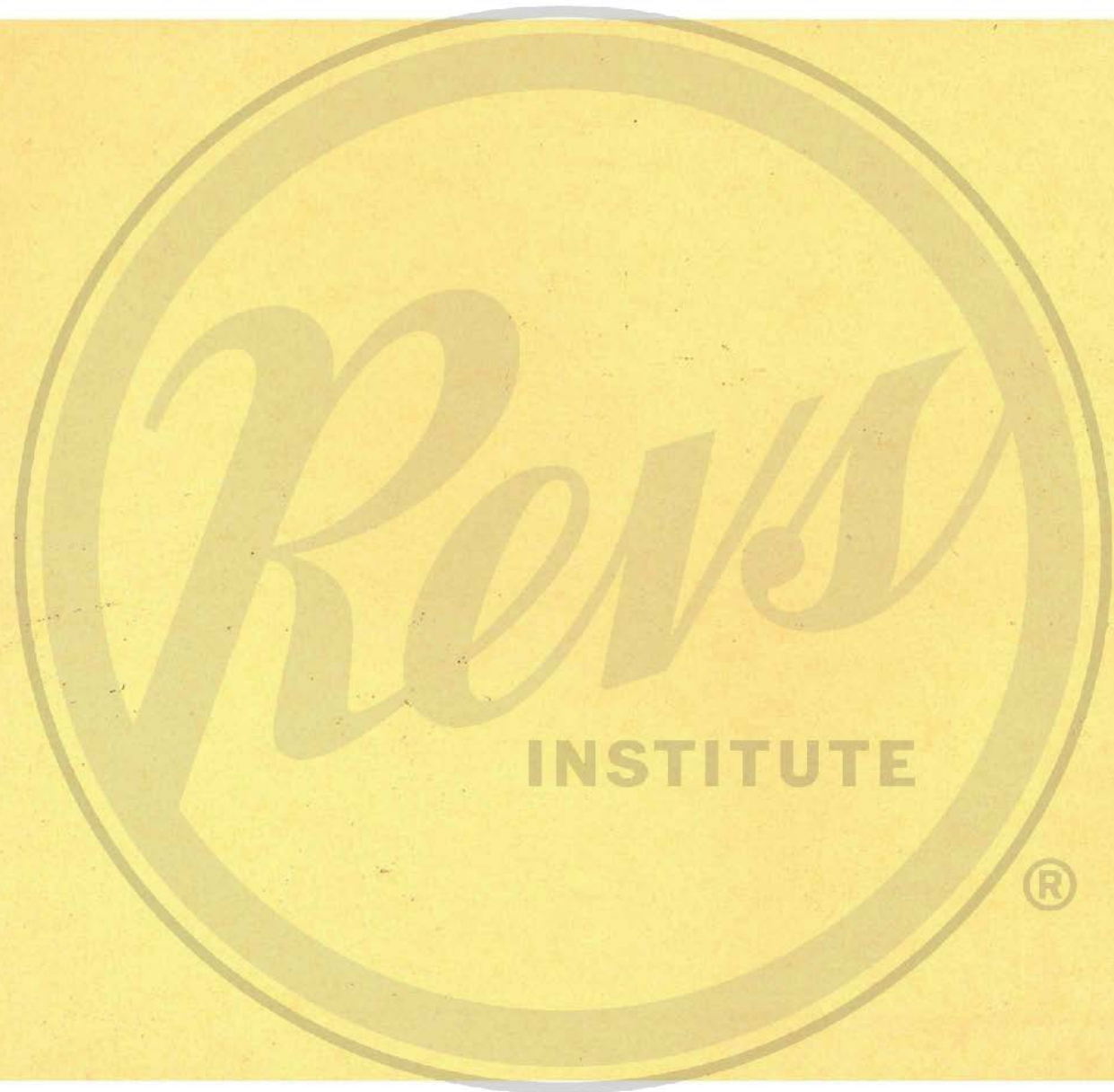
ARBITRATION—8. Any disputes on the Contract shall be referred to an arbitrator, to be nominated jointly by the Chairman of the Society of Motor Manufacturers and Traders, Limited, and the Secretary of the Royal Automobile Club, and this shall be deemed to be a reference to Arbitration under the Arbitration Act, 1889.

VEHICLES DRIVEN BY COMPANY'S STAFF—9. Customers' vehicles are driven by the Company's staff only at owner's risk and responsibility.

EXHIBITIONS—10. All motor vehicles and parts thereof are sold under the conditions that they are not to be exhibited or allowed to be exhibited at any exhibition or collective demonstration in the United Kingdom of Great Britain and Ireland without the Company's previous written permission, other than any exhibition held by the Society of Motor Manufacturers and Traders, Limited, or approved of by that Society for exhibition of motor goods by its Bondsigners. It is hereby agreed that in any case of any breach of the provisions of this clause, the buyer will forthwith pay to the Company a sum not exceeding £250 for every such breach as liquidated damages. Any sum due in respect of such damages may be assigned by the Company to anyone.

All purchasers of Motor Vehicles from the Company shall be deemed to have so purchased with knowledge of the above conditions.

This List cancels all lists, prices and conditions prior to October 1st, 1929.



TROJAN VANS

