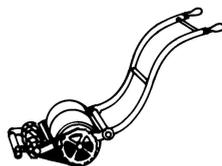


# Grassbox

*The magazine of The Old Lawnmower Club*

Number 105

Autumn 2018



## EDITORIAL

Another summer has passed and another edition of Grassbox is here! This issue however carries a rather sad feeling as Keith's obituary below of Dick Hardwick demonstrates. Dick was so much part of the furniture of the Club, a keen and active member long before he was our Treasurer, and I know he will be much missed by us all.

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### RICHARD "DICK" HARDWICK

By the time you read this many of you will already know that our treasurer Richard "Dick" Hardwick died at the end of July following a thankfully brief illness. His contribution to the club over the past ten years or so has been incalculable and I am sure that every member who had contact with him – and most of you did at one time or another – will want to join me and the committee in offering our condolences and best wishes to his wife Joyce, son Alan and the rest of the family.

Dick became involved with the club not because of his own interest, at least initially, but because he was bringing Alan to some of our events. At the time, in the early 1990s, Alan was still at

school so Dick was more of logistics specialist than an enthusiast. Nevertheless, as he saw the variety of the mowers at our events and the engineering that was in them, he became as hooked as the rest of us.

That is no surprise because Dick was by training an aerospace engineer. Born in Bristol, he was an apprentice at the Filton factory of what at the time was BAC. By the end of his career he was the engineering director of another aerospace business based in Stevenage. It must have been an interesting journey over those 50 years.

When Alan was at university and afterwards starting his own career, Dick continued coming to our events even if that meant on his own. That became an even more regular occurrence when Alan moved to the US to take up a role with Caterpillar. By then Dick had become quite involved in the club – during the late 1990s he and Alan arranged for club members to attend the Bedfordshire Steam Rally which was held near to where they lived. Apart from our annual rally this has been our biggest event of the year for some time.

*Front cover photo by Colin Stone.*

## CONTACTING THE CLUB

**Chairman:** Bernard 'Robbie' Robinson, 79 Templar Road, Oxford, OX2 8LY.

T: 01865 450899 E: [bernard.robinson@oldlawnmowerclub.co.uk](mailto:bernard.robinson@oldlawnmowerclub.co.uk)

**Secretary:** Alec Hillyar, Field House Farm, Watford Road, Crick, Northamptonshire NN6 7TG T: 01788 822224 E: [al.h@mail.com](mailto:al.h@mail.com)

**Treasurer/Club Renewals:** Contact President, Keith Wootton, see below.

**Garfitts spares:** Richard Jones, 13 The Avenue, Hambrook, West Sussex, PO18 8TZ.

T: 01243 575937 E: [lawnmower.jones@hotmail.co.uk](mailto:lawnmower.jones@hotmail.co.uk)

**Souvenirs/Regalia:** Gerry Norris, E: [norrigerry@gmail.com](mailto:norrigerry@gmail.com)

**Editor:** William Proudfoot, Pilgrim Cottage, The Lees, Boughton Lees, Ashford, Kent.

TN25 4HX T: 07712 229714 E: [wproudfoot81@gmail.com](mailto:wproudfoot81@gmail.com)

**President:** Keith Wootton, 9 Blisworth Road, Gayton, Northampton, NN7 3YT: T:01604 859402 / 07778 315966 E: [keith.wootton@oldlawnmowerclub.co.uk](mailto:keith.wootton@oldlawnmowerclub.co.uk)

Dick was elected as our treasurer at the 2007 AGM and he continued to fulfil that role ever since. On top of this he also offered to help me with the annual membership renewals. We shared this task – him doing odd membership numbers, me the even ones – until a couple of years ago when he decided that it would help me if he did them all. Because of this he has probably exchanged letters or emails with more or less every member of our club. It is a testament to his dedication to this and other club duties that he was processing renewals this year until the day before he was taken to hospital just a couple of weeks before he died.

Dick was a friend to everyone and had an uncanny knack of not getting involved in the petty squabbles and arguments that affect our club just as much as any other. Perhaps his diplomacy came from years of experience in demanding engineering businesses. Whatever, it meant you could always rely on his counsel, wise words and a sense of perspective. I certainly valued this on more than one occasion.

A number of us were privileged to attend Dick's funeral in Bedford at the end of August. Here we met many other

people whose lives he had touched, from work, the local community, other clubs and the masons. In most of these he had taken responsibility at some level and the sheer number of people

present showed how much he was appreciated. Dick met Joyce in Bristol and they were married for over 50 years. In addition to Alan, the youngest, they had three other sons, all of whom have made their careers in technical or engineering jobs. We had a chance to say hello and pass on our best wishes at the funeral. Joyce was able to join us at this year's Bedford-

shire Steam Rally on the Saturday afternoon and evening. All of our exhibitors had made an extra special effort to be there and to put on a good show in his memory. I know he will not be forgotten.

### **Keith Wootton**

*Keith will be taking care of the club's accounts until we can appoint a permanent new treasurer to replace Dick. Similarly, if you have any queries about your membership or renewal, please let Keith know.*



# YELLOW MOWER CHALLENGE

By Richard Skinner

Having always been interested in reviving old items back to a fully useable condition, I felt something of an even greater challenge when I was sent an image of this machine in its resting state of abandonment.

It took me some time to even identify what model of ATCO it was from the minimal information available from online searches. After all, I was of the naive understanding that most or all ATCOs were green! (rather like my knowledge of mowers). The owner had purchased it from new and he still had all the paperwork for it



somewhere, but in the meantime, I had to continue researching it where I was slowly compiling enough detail and luckily found a full Illustrated Parts Manual to assist with parts availability.



Opportunity arrived to inspect and collect the machine from Dorset where seeing it first hand, said to me it was borderline scrap. I collected it anyway and got it back to my workshop to start the strip down and detailed assessment. Nearly everything on it was derelict, seized, modified or broken. This was really going

to try my perseverance and my bank balance.

I'll not go into all the problems I had and what had to be done to bring this mower back to a condition resembling a good likeness of its original condition, only to say they were many and varied over the two years it took me to finish it.

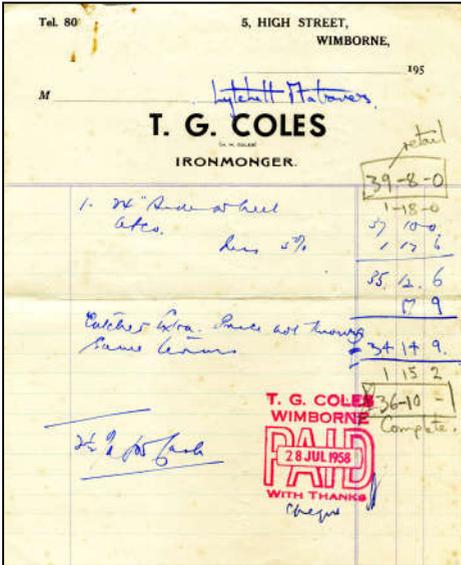
There were many things about this machine which drove me on, the main one was that it has a full family history with all of the purchase paperwork and with the probably rare optional Grass Catcher. It was also originally purchased on the day of my birthday.

The mower had been modified by the owner around 1960 where he mounted a frame carrying a horizontal rotating

blade driven from a pulley mounted on the flywheel side of the Villiers Mk2. A figure of 8 drive belt orientation used to drive the blade, which enabled the cutting of quite tall rough grasses, and quite successfully the owner pointed out to me. He had removed this unit before allowing his sons to use it. I had been sent a photo of his oldest son with it around 1963.

Being a paddock/orchard type machine anyway, it probably earned its keep over the years, evidence of which was found on the tyres where the tread had worn away. To add some kind of grip to them, the owner had applied something like the disc edge of a grinder to cut new grooves across the tyres. Yet another restriction to achieve a revived likeness.





had seen one of these mowers at a property where he was helping the owner to clear and sell off many machines. A later model (c1960), but the correct size, so I was able to finish the mower to what it now is. The engine runs very smoothly and is still started with the original rope and handle.

I felt this machine needed to be saved and given an opportunity to be seen and demonstrate the variety of machines produced. The original owner was kept in touch with my progress on it. Needless to say it made his/their day to see it as it looked on the day he purchased it in 1958.

The real problem I had was the 24" cylinder where the 5 heavy section blades had broken and bent and I counted 25 weld repairs to them. Much difficulty ensued trying to repair it and the need to find a replacement nearly saw an end to the project. My saviour was a friend/fellow forum member who

The project was covered on a forum [myoldmachine.com](http://myoldmachine.com) titled as the 'Yellow Mower Challenge' if you wish to view all the work done and the story behind it with many photos. I am pleased to say that the mower now resides at the Museum of Gardening in Hassocks, West Sussex where it can be admired by the many thousands of visitors each year.

## MEMBERS' MACHINES

### SINGER GOES TO PARTY

Well, not party perhaps but rally anyway! Clive Gravett's Singer motor mower was on display at the Association of Singer Car Owners (ASCO) rally at Breamore House, Fordingbridge, Hants on July 15th. Clive wonders if the Association should now be called the Association of Singer Car and Lawn Mower Owners....

Here is Clive's machine with a Singer motor car.



## RANSOMES MOTOR MOWERS

Ricky Gowen sent in a couple of images of two Ransomes motor mowers. The first (*below left*) was picked up from the Club's web site classified section and



turned out to be just a couple of miles from Ricky's house. It had been used at a cricket club then a private estate nearby. It was recovered from there in a partially dismantled condition and Ricky was lucky enough to find the parts stored with it. Note the separate oil tank added from a later machine, required as the partition between the two original tanks had started to leak.

The other two images show an earlier model, this being a 24". There are several parts missing but it is quite untouched condition overall. It was apparently given to the gardener on a large estate in Norfolk on his retirement, apparently at his request. Ricky hopes



to have the mower up and running soon, and to be able to leave the paintwork in as found condition.

*We always welcome images of members mowers, and we are happy to publish photos and/or stories of their histories and restoration.*

# THE RANSOMES AUTOMATON

By Christopher Proudfoot

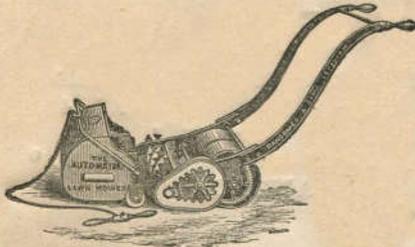
In Grassbox 103, I wrote about making a grassbox for a Ransomes Sims & Head Automaton, including a picture of the machine from a Ransomes sales leaflet. The leaflet was one of those little fold-out affairs in which each page is no wider than a single column of Grassbox text, so it was only when I saw it enlarged by about 100% in the magazine that I noticed the name on the handles, and on the gear cover: Ransomes, Head & Jefferies.

That was the company name from 1881 to 1884, during which period a fair number of Automaton mowers must have been made. But I cannot recall ever seeing an actual Automaton with that name on its handles. Is it just coincidence that none have survived from that period, or did Ransomes continue to sell mowers with the old name on the castings? Can anyone point to a mower with the R, H & J name on it? (Just to remind readers, the company name from 1852 to 1869 was Ransomes and Sims; from 1869-

1881 Ransomes, Sims and Head; from 1881-1884 Ransomes, Head and Jefferies and thereafter into modern times, Ransomes, Sims and Jefferies.)

As for the grassbox, I am grateful to Ken Austin for a photo (*opposite*) of an early 8-inch Automaton with an undoubted original grassbox. This shows pretty well what the hangers looked like, and no cast iron handles, just bits of wood, similar in shape to those on larger, later Automaton boxes (New and Patent), where the wood handle doubled as a support for the box on the draw-rope cradle. It also shows the box with a flatter bottom than the one I made. Both these features appear to belong to early examples (as in the 1868 ad (*below*), which shows a larger model with similar wood handles and a flat bottom to the box. The name on the handles is Ransomes & Sims, and I have heard of a machine with such handles, although many early handles have no name at all.) The main rollers

THE GENTLEMAN'S MAGAZINE ADVERTISER, JULY, 1868. 7



PRICES OF THE AUTOMATON MOWERS.

10 inches	£3 10 0	16 inches	£6 10 0
12 "	4 10 0	18 "	7 10 0
14 "	5 10 0	20 "	8 0 0

Free Delivery to all the principal Stations in England.

R. & S. guarantee these Machines to perform their work perfectly, and if not approved of, they may be returned, Carriage Paid, within a month. Those sold last season gave the greatest satisfaction.

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**THE AUTOMATON LAWN MOWER.**  
Upwards of 1000 sold the First Season, 1867.  
RANSOMES & SIMS, ORWELL WORKS, IPSWICH.



on the mower in Ken's photo, incidentally, have been adapted from a much later 'Patent' Automaton.

Then Clive Gravett sent me a photo that was available on the website of MERL at Reading back in 2013 from the Ransomes scrap book (*see page 12*), showing all the parts of an Automaton, with numbers against each part which obviously referred to a list that has not survived. However, it was clear from this that there were indeed two kinds of grassbox for the smaller Automaton, with different fittings and different means of fitting to the mower. Some other differences also became apparent.

Three different handlebars were used over the production period of the Automaton. On early models, the handles usually seem to have had no name on them (although Ransomes and Sims has been seen, as I mentioned earlier), and to have had no provision for height adjustment.

The second type (normally carrying the Ransomes, Sims & Head name) has a wide slot in place of the upper of the two bolt holes near the base, with a corresponding bulge in the edges of the casting. Thirdly, the shape of the handle was flattened out slightly, and the slot was reduced, removing those bulges.

Other changes: early models have open gears on the inside of the frame, with a simple guard to the outside gears, clearly intended to look vaguely like a Silens Messor chain! The concave on these models is of cast iron (and doubles as a name plate). Later models have a sheet iron concave which is removable, and has a cast nameplate attached (giving the size and model name only, not 'Ransomes'). These changes did not necessarily happen at the same time. For example, the 10-inch model of which I wrote previously has a removable concave, but was clearly designed for the earlier grassbox fittings. Its inside gears have a cover, so I assume that the (missing)

cover for the outer gears was of the later, fully-enclosing type and have equipped it accordingly. It has the third type of handlebar.

Since writing about the grassbox I made for a 10-inch Automaton, I have acquired an 8-inch model, and this was

designed for the later type of grassbox, of the shape that I copied previously. This I know because the side-frames have slots cast into their front ends to take the later type of bracket, (*see image opposite*) the type that doubles as a handle. This type of grassbox fixing is incidentally similar to that used on the

Anglo Paris, and even by Suffolk many years later! Note also from the picture that the the castings still incorporate the round lug for the earlier fixing, even though this would be unusable without removing the later arrangement.



*This photograph shows all the parts for an Automaton, including the second and third types of handlebar, both types of outer gear cover, and both types of grassbox. The cast concave does not appear (unless it was in the missing part of the photo). The inner gear cover appears in right and left-handed form, showing that the list refers to parts for the 8 and 10 inch sizes (which have the inside gears on the right hand side) as well as the 12-inch and larger, which have inner gears on the left hand side. Note that this is a period photo of actual components, not an engraving, as most illustrations were at the time, and it is the R, S & H name that appears on the castings.*



It is otherwise similar to the 10-inch, with fully enclosed gears and the Ransomes Sims & Head name on the handlebars, except that it has six knives in the cylinder instead of five.

To sum up, Automaton have:  
3 types of handlebar  
2 types of gear guard  
2 types of concave  
2 types of cylinder  
2 types of grassbox

I expect there are other differences I have yet to find, and of course the handlebars come not only in three different shapes, but also with no name, or at least two other names. It is even possible that the very last 'original' Automaton had Ransomes, Sims and Jefferies handlebars. There will also be variations in the larger models.

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## RALLY REPORTS

By Keith Wootton

### Carrington Carry On

Three Old Lawnmower Club members won first prizes for best exhibit in various categories at the Carrington Steam Rally in Lincolnshire over the late May Bank Holiday weekend, but none of them was for lawn mowers! Rod & Linda Child won



first prize in the hand tools section, while Jonathan Hardwick was first in the vintage motor cycle section with one of his WW1 era bikes, and John Truluck was awarded best moped

in show for one of his NSUs. Our picture shows Rod & Linda Child with their trophy at the recent Banbury Steam Rally. Well done to everyone.

### Banbury Rally

The 50th Banbury Steam Rally at the end of June was attended by a good number of club members. In all there were almost 50 machines on display, which was apt. We have been exhibiting at the rally as a club since 1992 – although a few members have been attending since well before then. Robbie asked exhibitors to bring the first mower they remember showing at the event and this led to an excellent variety of machines. Alec Hillyar brought a 1930s Royal Enfield that was his first mower and a 1960 Dennis acquired soon after. Both had been to the rally in the 1980s. Alec also brought a 1950s Atco kick-start that was Robbie's first



pher, attending the show for the first time, had a good selection of motor mowers including a couple of Atco standards and a couple of Automowers. We grouped these with my own 15" two-stroke Automower, newly restored, and Atco "Oval Frame" Standard that was first at the event in 1979. It was also good to see a number of members pop in over the weekend to say hello.

### Bedford Steam Rally

Despite the terrible news about Dick just a few weeks beforehand we were determined to make this year's rally a great success to honour his memory. As a consequence, everyone concerned made an extra effort to be there and bring along some really interesting machines *See image below opposite*. Many of these exhibits brought back

mower, also exhibited at the event before we had a club. Stan and Jonathan Hardwick had their amazing Shanks gang mower (*see above*) which had won "best in show" in 1996. Then – as this year – it was displayed with a very early Austin tractor. John Bloxham, who I think has been to every Banbury Rally (and our own annual rally) since we started, had a selection of smaller mowers. Rod & Linda Child also brought a selection of smaller machines, including a pair of nicely restored Silens Messors. Barrie Sowerby had his usual Presto sidewheel and others, although he spent most of the weekend with his miniature steam traction engine. Richard Jones exhibited some hand mowers and Dick Hardwick brought some of his rotary mower collection, including an unusual Farmfitters Sexton (for cemeteries) and a 1960s Swivel-boy from the USA. Geoff Christo-



memories of previous events at Bedford or had some connection with Dick. I won't list everyone who was there but pretty much everyone can be seen on the photo. Mike Duck was making his first visit to the event and that certainly livened things up a bit. Sadly, Robbie and John Bloxham were unable to be with us as usual because of illness - we wish them a speedy recovery. The Trulucks were also absent due to unforeseen "moving" technicalities which we hope will soon be resolved.

The organisers had provided a larger marquee this year which, although shared with the modellers, meant we had more space than usual. This allowed us to present the 70 or so mowers present much more tidily inside and along the frontage. Almost all the machines were labelled - which I am sure would have pleased Dick. There was also a good selection of ephemera on display. Pride of place went to Dick's Farmfitters Rapier and Sexton rotary

mowers (with Vincent engines no less) which we had borrowed from Joyce for the weekend. Dick often brought these to the various events he attended and I imagine he appreciated the design and engineering that went into them.

Joyce was able to join us for the Saturday afternoon and stayed for a meal with us that evening. It was good to see her and spend some time talking about the family and reminiscing about Dick. I'd like to add a special mention to Linda and Rod for being first on site to coordinate arrivals and for organising the Saturday evening get-together. I am sure we will be attending the event again next year. Look out for details in the new year.

Incidentally, this was also the 40th anniversary of the very first rally I attended back in 1978, not with a mower although I already had the first in my collection by then (but that's another story).

*Below: Club Members at Bedford Rally*



## INDIAN MOWERS

Henry Bennett has contacted the editor suggesting an appeal to members for images and stories of the wide variety of antiquated mowers being used in the Indian Subcontinent. A few issues ago we carried an article about the Ransomes Manimal, a machine designed for animal power long after the engine had taken over in the UK.

However, large numbers of much more home spun ideas have been photographed in India and Henry wanted to

know if other members had images of such machines in action. Obviously it would be great to record some of those scenes here, as many of these machines must surely be on borrowed time as the region develops.

It's not just animal power either, Henry recalls seeing motorway verges being cut by two-man mowers, a real mixture of ancient and modern if ever there was one. Please send in any images you have to the usual address and let's see what gems are still in use!

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## CLUB SERVICES AND INFORMATION

### CLUB SHOP

All club items for sale can be found on the [website](http://www.oldlawnmowerclub.co.uk/member-s/souvenirs) at [www.oldlawnmowerclub.co.uk/member-s/souvenirs](http://www.oldlawnmowerclub.co.uk/member-s/souvenirs) and [www.oldlawnmowerclub.co.uk/member-s/transfers-decals](http://www.oldlawnmowerclub.co.uk/member-s/transfers-decals) (both in the Members-Only section). Ideally, members should contact Gerry Norris by email on [norrigerry@gmail.com](mailto:norrigerry@gmail.com) to check stock availability and postage costs etc.

### SPARES

The Garfitt's spares service continues to be run by Richard Jones. He can be contacted on 01243 575937 or by email at [lawnmower.jones@hotmail.co.uk](mailto:lawnmower.jones@hotmail.co.uk) to order bottom blades, cutting cylinders and fixing screws from Garfitt's of Sheffield. Items ordered through Richard are subject to special terms and you only need to pay the club after the order is received. Richard will also be able to offer general advice on removal and replacement of the blades.

### MEMBERSHIP RENEWALS

Membership renewals were sent out at the end of June and beginning of July. All responses have been processed which means the database is up to date. So if your printed label says Until: 2018 we haven't yet received your renewal and you will not receive the next Grassbox unless you rejoin. We will send (or maybe we already have sent) you a reminder if you have not yet rejoined.

### WEBSITE PASSWORD

The password is Webb99! You will only need to use this if you log on with the generic olcmember username.

**Adverts can be submitted by filling in a form on the Club website, this is by far the easiest method as it helps to ensure that all the necessary information is provided. Adverts are also welcome by post or phone and are free of charge. Non members are denoted by a '#'**

Next Edition: Winter 2018  
Edition 105 - Autumn 2018. Edited by William Proudfoot

# ADVERTISEMENTS

## FOR SALE

- 28" Atco Groundsman, 1956, c/w Villiers engine, £150 C: Lee Smallwood T: 07930 287567 E: lee@smallwood.it (Bristol)
- 16" Shanks Golf Lynx, Ball Bearing, 1946, £100 C: James Simmons T: 01952 820507 E: james.simmons369@btinternet.com (Newport)
- 12" Qualcast Suffolk Punch EP30, 1986, £50 C: James Simmons T: 01952 820507 E: james.simmons369@btinternet.com (Newport)
- 16" Ransome Certes Mk10, c/w Ransome engine, £26 C: Mike Armson T: 01243 867163 E: judyarmson@iclou.com (Bognor Regis)#
- 24" British Anzani Lawnrider Mk3, 1960, c/w Villiers engine, £450.00 C: Eric Smith T: 07860 288432 E: sylviasmith@42outlook.com (Burnley)#
- 17" Atco Four Stroke, c1960s, c/w Villiers engine, £30 C: Elizabeth Parsons T: 07722 473686 E: parsonsea56@sky.com (Frome)#
- 36" Allen/18" Suffolk Allen Scythe and Suffolk cylinder, c1950s, c/w Villiers engine, £30 for both C: Ian Richards T: 01394 382366 E: ecopt@btinternet.com (Ipswich)#
- 20" JP Super MkV, c1960s, FTGH C: Thomas Scott T: 07811 159404 E: thomasjasperscott@outlook.com (Ipswich)#
- 24" Webb, c1972, £50 C: Paul Merchant T: 01299 861254 E: annepritchard2@sky.com (Kidderminster)#
- Atco Commodore B20, £150 C: Kyle Drinkwater T: 01730 827128 E: kyle\_181197@icloud.com (Liss)#
- 14" Webb, c1970, c/w B&S engine, £25 C: Kenneth Rabone T: 07773 958073 E: kenneth.rabone@ntlworld.com (Liverpool/Chester)#
- 12" Ransomes Ajax Mk4, £10 C: Derek Barlow T: 07590 690440 E: d.barlow787@btinternet.com (Rayleigh)#
- 14" Ransomes Groundman, 1940/50s, c/w Villiers 2S engine, FTGH C: Peter Carey T: 0114 245 9081 E: g3uxg@stanage-rdge.com (Sheffield)#
- 17" JP Super Middleweight 5B, c/w Norton Villiers engine, £70ono C: Sue Chantrell T: 01789 763357 E: s.chantrell@btinternet.com (Stratford-on-Avon)#
- 14 inch Greens Zephyr c/w grassbox and 10 bladed cutting cylinder. C: Joe Roberts. T: 01234 740366 E: joe.val@tiscali.co.uk #
- Arundel, Coulthard & Co Rollmo Six Eighteen, c1938, FTGH C: Mark Rogers T: 01453 833588 E: mark@greyroofs.me.uk (Stroud)#
- Qualcast Panther C: Bill Sproston E: billsproston@talktalk.net (Sunderland)#
- 24" Webb, c1960s, c/w Honda engine, FTGH C: Mark Rogers T: 01453 833588 E: mark@greyroofs.me.uk (Stroud)#
- 24" Atco, c1950s, c/w Kawasaki engine, FTGH C: Mark Rogers T: 01453 833588 E: mark@greyroofs.me.uk (Stroud)#
- 16" Webb, c/w B&S engine, Offers C: Chris White T: 01760 336321 E: chriswhiteengland@gmail.com (Swaffham)#
- 14" Atco, 1940s/50s, £35 C: Tim Goodall T: 01823 490453 E: timgoodall@btinternet.com (Taunton)#
- 21" Atco, Maybe 1940s, c/w Villiers engine, Offers C: Arthur Christopher Pine T: 01823 400816 E: acprowing@btinternet.com (Taunton)#
- Ransomes Matador, C: Adam Squire T: E: adamsquire44@gmail.com (Tiverton)#
- Various Various Various, Various, c/w Various engine, FTGH C: Richard Ellis T: 01784 482331 E: dickellis@aol.com (Winsdor)#
- 10" Follows and Bate J2 grass box ONLY, £12 C: Phil Callow T: 07845 525723 E: philcallow@mac.com (Worcester)#
- Dennis motor mower. C:John Smith E: judithandjohn@icloud.com (Banbury)#
- Qualcast Panther, 1953 C: Gill Flory T: 01234 856094 E: gdf25@btinternet.com (Kempston)#
- Atco Standard, c/w box, c/w Villiers 2S, restored with recent work on clutch, offers C: Trevor Power T: 01885 410297 E: marquemodels@aol.com (Tenbury Wells)#
- 14" Royal Enfield, gear drive, pre-WW2 model C: Alan Jarrett E: karen.alanj@btinternet.com (Bristol)#

## WANTED

- Grass box, brass petrol tank and spare engine for 14" Atco Standard C: Joseph Bass T: 07724 730146 E: omegaboy2014@gmail.com (Middlesbrough)
- Pre 1940 lawn mowers. Anything considered, except Atco, including individual machines and whole collections. Write to Michael Duck, 1 Belmont Terrace, Shepton Beauchamp, Somerset TA19 0JX.

## SOUVENIRS/CLOTHING

### Fleece £25

Most sizes available to order.

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XS/Small/Medium/Large/X/L and XX/Large

### Polo Shirt £14

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### Baseball cap £8.50

### Car sticker (Round) £1

### Sew on badge £5

### Pin badge £2

### Tape measure £3

### Exhibit log sheet £0.10

### Mug (2007) £5

### Glass (2010) £5

### Grassbox binder £6

(To fit smaller Grassbox magazine)

### Spark plug NGK £4

Large type to fit most Villiers 2 strokes. Only two left.

### B&W Photo set £10

### Ransomes van £5

### Ransomes poster £1

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Specialists in post-war Lawnmowers & Scythes (Atco, Dennis, Ransomes, Suffolk, Webb, Allen)

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