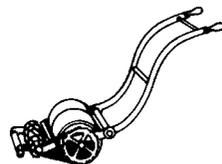


# Grassbox

*The magazine of The Old Lawnmower Club*

Number 108

Summer 2019



## EDITORIAL

Welcome to Grassbox 108. We hope very much that you enjoy this issue, which hopefully contains something for everybody interested in machines for grass cutting.

The picture (*right*) shows that my son is coming along very promisingly with his mower interest. He is now 18 months old and mower is one of his more commonly used words, especially when he sees my father! This was his first go with the Webb Children's model back in April.

**William Proudfoot**



## OBITUARY DOUGLAS HARDWICK

I don't know what it is about the surname Hardwick that seems to have an affinity with old lawnmowers. There were at least five members of the Club who fall into that category. Last summer of course we lost our Treasurer Dick Hardwick, but rather less well known was Douglas Hardwick who passed away towards the end of the year. Douglas lived at Midhurst in West Sussex and regularly met up with other members at various events in Sussex and Hampshire.

As a young school leaver Douglas joined the Post Office as a telegram boy and then spent eight years in the Royal Signals. After the Army he became a mechanic, later joining the Metropolitan Police where he served for thirty years rising to the rank of Superintendent. Richard Jones recalls the first encounter with Doug as being like something from 'Last of the Summer Wine'. This was at past Club member John Lovell's Annual Vintage Meet in Hampshire. Doug was with a couple of his motorbike chums, all in biker gear, looking at the lawnmower display. They were

*Cover photo by Paul Channon*

## CONTACTING THE CLUB

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*Above: Doug with his unusual trailer at West Dean Gardens*

interested in the engines of course; Doug had a particular interest in early Villiers and turned out to have a meticulously maintained Atco Standard.

This machine was very original, had every nut and bolt tightened to the correct setting and was regularly buffed up with an oily rag. Needless to say it was also totally reliable and started 'on the button'. Doug duly joined the Club and, accompanied by his wife Gladys,

brought his machine to many events His real claim to fame was that the Standard was transported on a purpose built trailer beautifully converted from a vintage motorcycle sidecar chassis.

Over the years the trailer attracted just as much interest as the mower and in fact Doug had several offers to buy it from vintage motorcycle fans. He was also a great one for

amusing banter. On starting up the Standard on one occasion in a cloud of blue smoke he said to a watching bystander "just stand there for a couple of minutes Sir, you'll have no more trouble with moth in that jumper".

His enthusiasm and knowledge were an inspiration, he became a real friend and a great member of The Old Lawnmower Club. Latterly with failing health Doug decided that the Standard and its accompanying trailer were becoming too much for him so it was a sad day when they went to a new home. However, undefeated, Doug still turned up to one of our regular late season indoor events with another of his mowers over his shoulder to go on display. It was a more manageable Husqvarna Dux Minor !

Douglas was a very affable, unassuming, gentle character, a true gentleman, more consistent with his nickname of 'The Vicar' than his actual career path. Typically when asked what he had done in his working life he would reply "Oh, I was a telegram boy"

### **Colin Stone**

*Below: Doug and Colin Stone giving the Budding Replica its first run.*



# ANNUAL RALLY 2018

By Keith Wootton

This year's annual rally on 19/20 May was the 30th time we have held our annual get-together at Milton Keynes Museum and a number of members made an extra special effort to be there. It was good to see everyone. Although this year also marked the 30th anniversary of the first mower rally at the museum, we didn't form the club until 1990 so next year will be a very special milestone.

There were, sadly, also some notable absentees. Our chairman Robbie Robinson was in hospital at the time recovering from a routine operation (he is now well and recently attended the Banbury Rally). Stan Hardwick also missed the event for the first time in many years. And of course we all missed Dick Hardwick.

Despite rain the week before, the weather was generally kind. This really helped because it allows everyone to spend more time displaying and discussing their machines. This year our theme was "the first mower in my collection" and many members were able

to bring the machine that started their passion for old lawn mowers. It was interesting to see the variety on show and some members were even prepared to admit that their first mowers were not as old or scarce as the ones they now covet.

As always, the Saturday was more relaxed because there is less formal business to arrange. That left more time for discussing new finds and restorations, solving technical (ie why won't it start?) problems, or wheeling and dealing. Some of our regular attendees, such as Dave Hewison and Tom Lucas, are only there for the day so they probably have a different view of the event to those who come for the weekend or Sunday only.

Some members had travelled great distances to be with us. Jim Ricci and Alan Hardwick were both over from the USA but their flights probably took little longer than the drives by Peter Barlow from Morecombe Bay, Ian Coulthard from Carlisle, Brian Radam from Southport or Seb (see *image opposite*) and Chris



Austin from Cornwall. Stewart Baillie flew down as usual from Scotland. However far people had travelled it was great to see them. The auction on the Sunday morning proved as popular as ever. This year we had more than 100 lots and prices were on the whole realistic although I am sure sellers always hope they could be slightly higher. That meant buyers were able to pick up



mowers at sensible prices although one or two lots attracted eye-catching bids, including a William sidewheel made in the USA. The total amount bid for all lots was, I think, the highest for some time which meant the 10% commission (5% from buyers and sellers on the hammer price) ended up being over £150 which we present to the museum as a donation. There is a full list of lots and sale prices on the website.

The AGM also passed off smoothly although I found myself in the somewhat unusual position of making most of the reports and speeches because I was standing in for Robbie and have also been acting as interim treasurer since Dick's death. As stand-in chairman I reported that the club continues in much the same way and that we have maintained our membership at just over 500 which is the level it's been at for a few years now. It may be interesting to reflect that what this means is that broadly the same number of people join each year as the number whose membership lapses (it's around a 100 of each). We also have a steady overseas

membership of around 50 members, mostly in USA/Canada, Australia/NZ and western Europe.

As interim treasurer I was able to report that the club had made a small surplus of £741 (based on £6832 income and £6091 spend) which means no need for an increase in subscriptions. Grassbox printing and postage continue to represent the largest areas of expenditure. We also have a healthy bank balance of over £8000 which is available to support additional activities and act as a reserve against unexpected expenditure. The committee would really like to spend some of this on projects that benefit the membership so please let us know if you have any ideas.

Shop manager Colin Stone (who took over from Gerry Norris midway through the year) explained that sales were steady and that we are hoping to expand the range of transfers soon (keep an eye on the full list on the website). Colin was also running the shop on the day and sold a number of souvenirs and clothing items.

All of the existing committee and principal officers were re-elected during the meeting. We have been looking for a new Treasurer and I think that we have found one. The person in question is currently having a trial run and hopefully we will be able to confirm an appointment in the next Grassbox.

I presented Brenda Stanford for a garden plant to thank her for her work in enrolling new members. Brenda has been doing this for some years now and it's an invaluable contribution to our club. This year the Charlie Jones Award was presented to Dusty Miller. He's been a regular at our Annual Rally for almost two decades and also attends events in the south of the country, often with other members in a group. Now one of our oldest members, Dusty is always willing to share his knowledge with other members. Many will appreciate his unique sense of humour too.

William Proudfoot outlined how Grassbox had been going over the past year and, as always, reiterated the need for

contributions to help him prepare each edition. The winner of the prize for the best article in Grassbox over the past year was announced as LJ Parker for his pieces on Coldwell in GB103 and Montamower in GB104. As he is based in the USA we will have to make a special arrangement to get his prize to him.

There was a good selection of machines on display throughout the weekend. Among these was a highly unusual Automower conversion made by F Mitchell of Nottingham in the 1920s fitted on a JP Super and recently restored by Ricky Gowan. It was no surprise when this won the Andrew Grout Plate on the Sunday afternoon, although a few other machines ran it close. Among these were Seb Austin's Ransomes horse mower, under restoration, John Barnard's immaculate Atco Standard and the selection of hand mowers brought along by Jonathan Hardwick. Among those running machines over the weekend were Ian Tabernacle, Steve Smith,

James Rudling, Richard Dent, Roger Wilkinson and John Truluck. Please accept my apologies if I have missed anyone out.

The weekend was rounded off by the usual presentations for the various competitions and awards. In addition to those already mentioned, Alec Hillyar won the Spot the Part competition organised by Richard Jones.



# MORE ON SUNBEAMS

Readers will recall from Grassbox issue 103 that Henry Ellis wrote about the very sudden change of name from the JP Sunbeam to Simplees shortly after the mower was launched. This was due to another product of the same name already existing, and in issue 104 Christopher Proudfoot showed us the instruction manual for the little known mower that already went under the Sunbeam name.

Clive Gravett has now supplied Henry with a photo of a Sunbeam rotary, an American made electric rotary, in his collection.

The accompanying colour advert shows clearly what this machine was, and why another mower on the market under the same name would have been somewhat undesirable to the Sunbeam Corporation of America that made it.



**NOW! Faster, Easier, Better Mowing!**  
*Another FIRST by*  
**Sunbeam**  
THE BEST ELECTRIC APPLIANCES MADE

**TWIN BLADE ELECTRIC ROTARY MOWER**

- The most powerful electric Lawn Mower made.
- Full 1 Horsepower motor (operates on 110 V. residential current).
- High speed twin blades for smoother cutting.
- Twin discharge chutes spread clippings more uniformly.
- Lightweight—weighs only 29 lbs. • 18-inch cut. • Only \$77.50.

Again Sunbeam steps OUT AHEAD with a great NEW Lawn Mower—the Sunbeam Twin-Blade Electric Mower—completely NEW and DIFFERENT. Here, for the first time, is an electric mower so COMPACT, so LIGHT and so FAST it makes lawn mowing easier than ever before. AND what a beautiful job it does—out-performs all others. Your big thrill comes when you flip the switch and this Sunbeam goes into action across your lawn.

Leaf Mulcher attachment at slight extra cost

**CLOSER TRIMM**  
Right up to edge walks, fences, etc.

**LIGHTWEIGHT**  
Only 29 lbs. Easiest-to-use—easiest-to-store

**TWIN BLADE**  
Smoother mow—guards up scalping

# EXPERIENCES WITH A HAYTER CONDOR

By Tim Skerry

I am keen on perfectly flat lawns with the striped finish from a cylinder mower, but my own grass cutting needs are rather less sophisticated. We have several acres of land and most of that is cut for hay in the summer, but about an acre of it is kept short for trampolines, games and dogs etc. I also cut paths in the field, ostensibly because it gives some interesting views of wildlife (herons walking the paths picking off frogs in the longer grass, kestrels taking mice as they scuttle across between long areas and fox cubs playing). Coincidentally it also makes for a go-kart track for the boys and their friends. That means I need I need some fairly heavy duty equipment and this year has been a problem with my quad-towed flail mower and ancient Jacobsen lawn tractor both waiting for parts. So to

bridge the gap I decided to look for a serious heavy duty cutter for as little as possible and after a bit of searching found out about the Hayter Condor. This was a mower which seemed to be just what I needed as it was used by local authorities to cut verges before the days of air conditioned tractor cabs. The mower has two disc cutters rotating in opposite directions, each with small replaceable blades mounted on the edge of the bobbins or drums. Because the cutters are mounted on the bobbins well below the underside of the deck, they cut long grass without mincing it up like most smaller rotaries. The cutters are belt driven from the engine with a belt "clutch" that removes tension on the belts to allow them to slip. The engine also drives a second slipping belt clutch to a 5 speed gearbox operat-



ing the driving wheels. Each wheel has a ratchet drive so that you can turn by pushing the outer wheel faster than the inner. That means there's no reverse gear, which given the weight of the machine would have been useful.

I found a Condor for a what looked like a good price and collected it. Technically it was a non-runner but the Kohler Magnum 8 side valve engine had chuffed a few times when pulled over so there was a spark, compression and fuel. With a bit of tinkering I got it

running and set off to cut about 100 metres of tall grass before the engine died. There was no compression and I suspected a stuck valve so I took off the head to find that wasn't the problem. Ominously, the piston did not move up and down as I turned it over, so I took the engine out and opened up the bottom to find a series of bits of metal that had been the big end cap, con rod and piston skirt. Rather like the TV pathologists I think I have worked out the cause of death. The previous owner had replaced the piston and con rod just before laying up the mower.

One big end cap bolt was sitting in the sump with the stripped out alloy threads from the con rod suggesting that the replacement part had been made from rather soft metal which wasn't up to the job (or the bolt was overtightened)(see *image, right*). When that bolt fell out, the end of the conrod broke off and the



crankshaft whipped round and demolished everything within reach.

While the cast iron bore and crankshaft were not damaged, I needed a quicker fix than finding parts and waiting for them to arrive, as the grass was now knee-high. In my reading about the Condor models, I'd noticed that they used Honda engines in later versions so I measured the shaft from the Kohler engine and looked for a used Honda GX engine that matched the shaft size and the 8hp output. I found a 9hp engine and thought that it should be easy enough to drill new mounting holes in the base plate and swap it over. I'd rather under-estimated Honda though, as the base plate included holes and slots that matched the Kohler mountings with no drilling, and all I needed were longer bolts for the Honda's thicker alloy base. The Honda output shaft was a perfect match for the Kohler - 1" diameter with a 1/4" keyed shaft. What I'd expected to be a day's work took about 90 minutes (the opposite of my usual experience) and in a very short

time the machine was up and running. I'd given the Honda engine a quick once over and found that while it ran, it was a bit patchy and that turned out to be rust in the carburettor from having been laid up with the fuel turned on, so that condensation in the tank could rust the carb float bowl. I cleaned that out and picked bits out of the main jet (the best tool I've found for that is a sewing machine needle)

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ble) and it ran much better. I was caught out by the Honda's "oil warning system". This is a float switch that cuts the spark if the oil level is low. If you mow steep banks, that means the engine will cut out unless the oil is right at the full level on the flat.

I noticed quickly that the wheel drive for the Hayter wasn't perfect and that clutch was slipping. I turned the whole mower on its side (better as a 2 person job) to get at the belt clutch for the wheel drive. (Turn the mower so that the oil doesn't flow through the engine breather into the carb – so on the left for the Honda engine). I took off the cover underneath and found that a good quality Kevlar belt had been fitted but it was a little too long so that even with the clutch tensioner at the limit of its travel the belt could not grip the pulleys and it slipped. At short notice from my local motor factor, I could only get one that was a little too short, so I put that on to get going. I worked out how to push the mower forward and then engage the gears, as pulling in the clutch lever did not disengage drive fully. I would not recommend this as it makes it hard to stop the mower if it runs into what you think would be an immovable object. The tractor pattern tyres give the Condor a lot of grip and some immovable objects were nearly mown before I could get it out of gear! For my machine, 36" is too long and the metric 34"ish belt is too short so I have a 35" on order.

I took off the small blades and sharpened them and filled the various gear-



boxes with EP90 oil or grease and the Condor is now doing a great job. It will take long grass down to a level where a rotary or cylinder mower will manage very easily. In the future I will swap the clutch belt or get a 35.5 if the 35 is too tight. I think it would be worth getting a cheap digital no contact tachometer as I think the peak governed revs of the Honda (which had been in a generator) are a bit below the ~3,000 suggested for the Hayter. There is a brake lever, but it does nothing, so another job is to see if the shoes need relining or just freeing off. In the long term, I would like to strip it all and get the deck and frames sand blasted and powder coated to smarten it up. Overall I am very impressed with the Condor – it is a heavy thing to use, but to paraphrase Samuel L Jackson talking about guns in the film "Jackie Brown" (with profanities removed)..... When you absolutely positively have to cut down all the \*\*\*\*\* long grass in the field. Hayter Condor. Accept no substitutes.

If anyone out there would like more information on the jobs I have done or needs engine parts for a Kohler Magnum 8 please get in touch. [tim.skerry@yahoo.co.uk](mailto:tim.skerry@yahoo.co.uk)

# RANSOMES EDGE TRIMMER RESTORATION

By Ray Hogben



were expertly made for me by fellow OLC member Angus Shapland to a drawing and dimensions taken from a Ransomes edger in my friend's collection. One of the cutting blades was found to be broken but a new one was cut out of a scrap blade from a rotary mower.

Here are some before (*above*), during (*middle*) and after (*below*) photos of a Ransomes Lawn Edger that I took pity on at Ashford Market some years ago. I recall Christopher Proudfoot was present at the sale although I had not spotted him until he tapped on my shoulder to congratulate me on getting it for a good price (£11.00 after Market fees were added). I think I was the only bidder.



It has been on the waiting list for rather a long time but I have recently completed its restoration from an absolutely solid pile of corroded metal to a machine that looks fit for purpose, though I have not tried to disguise the pitting in the handles. The wooden handles were completely rotted away but replacements



# DREADNOUGHTS TO MOTOR MOWERS

By Clive Gravett

Admiral Sir Percy Scott, 1st Baronet, KCB, KCVO LL.D (1853 –1924) (*right*) served in the Royal Navy for 50 years being involved in many battles/wars and a pioneer in improving accuracy and speed of loading battleship guns.

Not content with having helped in winning world wars, in later life he turned his attention to reducing the effort and labour required to mow the lawn!

Following the first world war labour was in short supply, however, the average push

mower with a cutting width of 12in upwards required two people to operate, one pushing the other pulling.

Manufacturers including Ransomes and Rendle designed mower pushers,



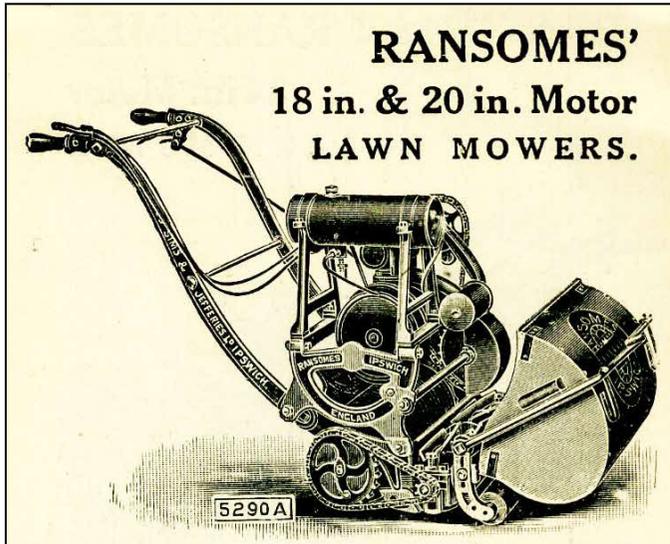
consisting of an engine on a roller, sometimes with a seat so that a push mower became a motorised ride-on.

At this time (1920) little had been done to produce a small motor mower for the

domestic market, with Atco not yet on the scene.

In 1921 Ransomes did offer a conversion whereby their 18 & 20in Patent Chain Automotons could be converted to petrol engine power. (*Image left*).

Enter Admiral Sir Percy Scott who In 1920 aged 67 devised a means of motorising his Greens 14in Silens Messor. Popular Science magazine indicated in an article that



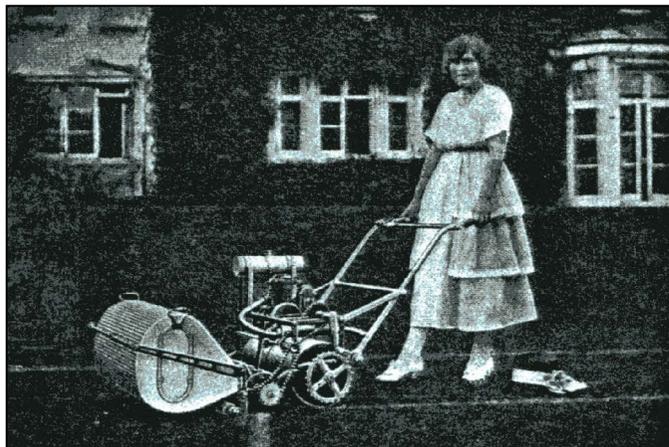
the mower did not require pushing, they were wrong, the engine only controlled the cutting cylinder and did not give drive to the rear roller.

Sir Percy stated that his daughter could easily use the mower (*below*), with it

cutting much better than before, at a walking speed of 3 mph the knives revolved at a rate equivalent to a walking speed of 5 mph.

The kit was sold through Kingston Engineering Company at around £10, Scott was chairman of the company who also manufactured the Kinsbury Junior, a lightweight car together with motor cycles & scooters.

In later years 1950/60s there was again a surge in motorising push mowers with small petrol engines or electricity, this time not due to labour shortages but perhaps people were becoming lazy and lacked time!



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## CLUB SERVICES AND INFORMATION

### MALVERN AUTUMN SHOW

**Saturday 28/Sunday 29 September**

Anyone who wishes to exhibit as part of our display can find out more details from Keith at the usual address.

### CLUB SHOP

Colin Stone has recently taken over the running of the club shop. All club items for sale can be found on the website at [www.oldlawnmowerclub.co.uk/members/souvenirs](http://www.oldlawnmowerclub.co.uk/members/souvenirs) and [www.oldlawnmowerclub.co.uk/members/transfers-decals](http://www.oldlawnmowerclub.co.uk/members/transfers-decals) (both in the Members-Only section). Ideally, members should contact Colin Stone by email at [stonethemows@btinternet.com](mailto:stonethemows@btinternet.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 notifications were sent out during June to all members whose renewal date falls this year. All renewals received so far have been processed so if your envelope label contains the

wording Until: 2019 in the bottom tight hand corner, you still need to rejoin. If it says anything else, you don't need to rejoin this year. Remember, we process all renewals at the same time each year and we'll contact you when you need to rejoin. If you have any queries about your membership status please contact Keith at the usual addresses.

### Website

We have made a few minor tweaks to the website since the last edition of Grassbox. Among these, we have allowed all visitors to view the online Directory of Mower Manufacturers and Models without having to log on. Similarly, any visitor can now view the full list of available transfers and decals. Don't forget, if you want to access Member Only content you can use the "generic" username of olcmember and the password Folbate99! (including the

!). If you want to post content such as Forum discussions or Classified Ads you'll need to register with your own username or password.

### Grassbox Gremlins

We are sorry that the last edition of Grassbox was sent out late to all our members. This was caused by a delay at the printer which meant it was only sent out a week before the Annual Rally rather than in early April as we had intended. By luck this did not cause any major problems but we have decided to change the printer to another one recommended by Christopher Proudfoot. All being well this edition of Grassbox will be the first of many printed by them. We are also taking the opportunity to get the printer to distribute Grassbox for us.

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## ADVERTISEMENTS

- 14" Greens c/w JAP engine and grassbox; 14" Suffolk Punch, no Grassbox; 14" Ransomes, no Grassbox; 17" Suffolk Punch c/w grassbox, all free to good home. C: Alan Carter. T: 01992 551221 M: 07934 993404 (Hertford)
- 14" Atco Standard HY, c1930, c/w Villiers engine, £100 C: Tim Colledge T: 07779 387085 E: timgnford@gmail.com (Alton)
- 12" Atco Standard HY, c1930, c/w Villiers engine, c/w box, £100 C: Tim Colledge T: 07779 387085 E: timgnford@gmail.com (Alton)
- 14" Atco Lightweight, c/w Villiers engine, c/w box, £20 C: Paul Channon T: 01225 790088 E: paul\_channon@sky.com (Melksham)
- 17" Qualcast Royal Blade, c/w Villiers engine, c/w box, £25 C: Paul Channon T: 01225 790088 E: paul\_channon@sky.com (Melksham)
- 19" Suffolk Super Colt, c/w 75G14 engine, FTGH C: Trevor Berry T: 07444 100507 E: trev.berry80@gmail.com (Northampton)
- 20" Ransomes Marquis, FTGH C: Trevor Berry T: 07444 100507 E: trev.berry80@gmail.com (Northampton)
- 21" Hayter 21, 1973, c/w B&S 4hp engine, FTGH C: Alastair Pringle T: 01580 240 600 E: alastairpringle@talktalk.net (Cranbrook)
- 14" Atco, 1940-1950, c/w Unknown engine, c/w box, offers C: Anthony T: 07738 798061 E: tonyadams106@yahoo.co.uk (Birmingham)#
- 24" Wards Unknown, 1965, c/w B&S 8hp engine, offers C: Kevin Borts E: kevin@brokenroadwhitetails.com (Columbia, Mo, USA)#
- 12" Atco Battery, 1950s/1960s, c/w Battery engine, c/w box, FTGH C: Paul Hildreth T: 07790 351534 E: pmh@vxinternational.com (York)#
- 24" Dennis Z Type, 1938, c/w Dennis engine, c/w box, £200 C: K.M. Snoxall T: 01442 267556 E: keith\_jazzzer@hotmail.com (Hemel Hempstead)#
- 36" Atco, 1922, c/w Villiers engine, c/w box, FTGH C: Alan Olley T: 07836 369079 E: alanolley@waitrose.com (Ashford)#
- Victa Corvette-era alloy mulch deck, 1960/70s, £45 C: Mr Fisher T: 07907 802028 E: roy.boy1@sky.com (Pontefract)#

- 12" Ransomes Ajax Mk5, c/w box, £35 C: Chris Howe T: 0208 501 1469 E: wandering2003@googlemail.com (Romford)#
- 12" Ransomes Atlas Mk1, £20 C: Chris Howe T: 0208 501 1469 E: wandering2003@googlemail.com (Romford)#
- 12" Webb Witch, c/w box, £50 C: Chris Howe T: 0208 501 1469 E: wandering2003@googlemail.com (Romford)#
- 12" Suffolk Colt, 1972, c/w Suffolk 75G 14 engine, c/w box, offers C: Michael Metcalfe T: 01937 574422 E: mikemet@live.com (Wetherby)#
- 14" Webb, c/w B&S engine, c/w box, £50 C: Peter Gaines T: 0117 9027860 E: petergaines955@gmail.com (Bristol)#
- Flyweight F14 C: Denise Buchanan E: bbg@tpg.com.au (Rosebud, Australia)#
- 10" Suffolk Swift, c1940s, c/w box, FTGH C: Sue Harding T: 07763 338594 E: seharding54@gmail.com (Leighton Buzzard)#
- 17" Suffolk Super Punch, c/w Suffolk E8207 engine, c/w box, £50 C: Rodney Perry T: 01926 857363 E: rodney.perry@btopenworld.com (Warwick)#
- 24" Dennis, c/w Villiers engine, c/w box, Over £150 C: Tim Gooders T: 07712 704125 E: timgooders@yahoo.com (Huntingdon)#
- 16" Ransomes Mark 10 No 368, 1932, c/w box, £150 C: Edward Holroyd T: 01598 763534 E: ed.kipscombe@gmail.com (Barnstaple)#
- 12" Qualcast Super Panther, c/w box, C: Victoria Jones E: vicki.jones@ymail.com (Reading)#
- 12" Qualcast B1, c/w box, FTGH C: Deb Chapple E: deb.chapple@hotmail.co.uk (Bristol)#
- 18" Ransomes Marquis, 1960s, c/w Honda 100 engine, c/w box, £675ono C: Stuart Bent T: 07434 932807 E: clubmember@uwclub.net (Alfreton)#
- 21" Mountfield Emperor 21, 1995, c/w B&S Model XTE 55 engine, c/w box, FTGH C: Annette Islei T: 07944 123077 E: annetteislei@gmail.com (Canterbury)#
- 12" Atco Diplomat 300 022205/M, c/w box, £250ono C: Charles Walker T: 01404 47141 E: tony@uslotagain.co.uk (Exeter)#
- 12" Greens Multum In Parvo, c1900, offers C: Ken Burcham E: k.burcham@btinternet.com (Norwich)#
- 12" Qualcast, c1950s, c/w box, offers C: Malcolm Chalk T: 07778 464344 E: grahamghale@btopenworld.com (Reading)#
- 24" Atco, c1973, c/w box, £175 C: James Chamberlain T: 01485 210208 E: j.m.chamberlain.uk@gmail.com (King's Lynn)#
- Presto Rollmo 6-16, 1930s, c/w box, offers C: Kelly Davies E: davies.kelly@googlemail.com (Warrington)#
- 14" ATCO Standard HY, c1930, no grassbox, £100 onto. C: Tim Colledge T: 07779387085 E: timgnford@gmail.com
- 16" Atco Standard, c1922, offers C: Rachael Grime T: 07921 711777 E: rachael.grime@btinternet.com (Derby)
- 24" Webb motor mower, FTGH. C: Strachan McDonald T: 020 8767 2269 E: mline@mlinetelecoms.com (London)#
- 18" Ransomes Marquis Motor Mower, c1960s, c/w BSA engine, c/w box, £85; 18" Ransomes Marquis Motor Mower, c1960s, c/w BSA engine, £40 C: Vernon Keens T: 01271 326783 E: v.h.keens@btinternet.com (Barnstaple)#

## WANTED

- Wolsely Merry Tiller; Webb 24" C: Alan Carter. T: 07934993404. (Hertford)
- A Villiers F12 engine in running order for not too much money. If one is not forthcoming I shall have a complete JP SUPER MK5 with a broken crankshaft available free for spares. C: Michael Finnigan. E: mfinnigan99@btinternet.com
- Grassbox for 14" & 22" ATCO Standard. Also wanted, an ATCO Standard 30" JAP engine mower. C: Tim Colledge T: 07779 387085, E: timgnford@gmail.com
- 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.

**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 '#'**

## **SOUVENIRS/CLOTHING**

### **Fleece £25**

Most sizes available to order.

### **Sweatshirt £15**

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

### **Polo Shirt £14**

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

### **Pilot Shirt £14**

15"/16"/17&1/2/18"/19"

### **Overalls £26**

Reg Leg 31"

42"/44"/46"/48"/52"/54" Waist

### **Baseball cap £8.50**

### **Car sticker (Round) £1**

### **Sew on badge £5**

### **Pin badge £2**

### **Tape measure £3**

### **Exhibit log sheet £0.10**

### **Glass tumbler £4**

(2010 20th anniversary)

### **Grassbox binder £6**

### **25th. Anniversary poster £2**

### **Screwdriver multi tool £1**

### **Torch key ring £1.50**

### **Vacuum flask £2**

## **THE OLD LAWNMOWER COMPANY**

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**Christopher Saunders-Davies (Old Lawnmower Club Member)**

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**John Cruse (Old Lawnmower Club Member)**

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