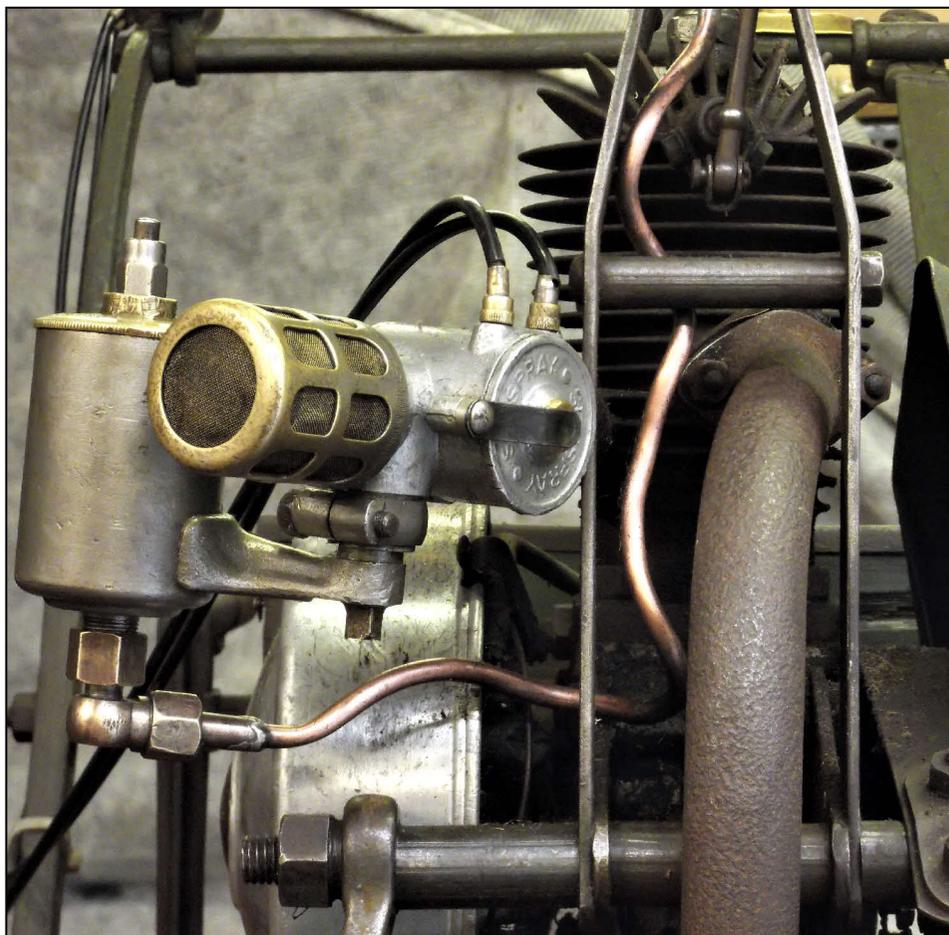
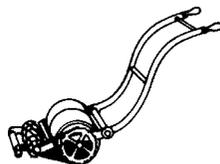


# Grassbox

*The magazine of The Old Lawnmower Club*

Number 109

Autumn 2019



## EDITORIAL

Welcome to Grassbox 109. This issue as ever carries a couple of reports of rallies that club members have attended, though with a month of rain and wind already behind us such summery times seem a long way off. As well as rallies, this edition has a variety of other subjects covered, and with Colin Stone's research on Barnard, Bishop and Barnard ongoing, a follow up article will hopefully appear in due course. The most important thing to notify you all of now is that I will, all being well,

have moved house by the time I start on the next edition, so for the next few months anything posted to me should be sent to my parents' address at Fawkham. That's the one you used to send things to until 3 years or so ago! It is in the yellow box on this page.

*Front Cover image by Colin Stone*

*Below: This isn't my son in black and white, though it could be as it shows an Ajax Mk 2 which is the same model of Ajax that I cut my lawn with. This image is from Clive Gravett's collection.*



## CONTACTING THE CLUB

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

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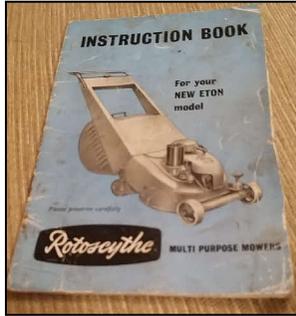
# ROTOSCYTHES

By Andrew Midgley

I spotted this Shays Rotoscythe Eton lawn mower on Facebook Market Place a few months ago up in Lincoln. After a few texts between the seller and myself a figure was agreed and a cheque was sent off to secure it. I organised a courier to collect it on my behalf. I asked about its

history and the seller said it was owned new by a gentleman who fastidiously maintained it throughout his ownership. Sadly he passed away and his wife gave the mower to the gardener as she was down sizing. The gardener is the seller and he kept it for a few years until he decided to move it on.

My understanding is that JE Shay from Basingstoke, Hampshire, produced four of these models during the 1960s. The Windsor, which I believe is self driving, the Eton, County and the rarest of them



all the Countryman. This particular example had the optional extra large wheels added which are known as 'Orchard Wheels'. The mower also came with the original owner's instructions booklet too. At some point it was sympathetically restored a few years ago and does run. My intention

is to use it on my lawn as and when required. I was pleasantly surprised at how easy it is to manoeuvre the mower and of course its construction is from that era when everything is built to last. The engine is a 2 stroke BUX120 made for Rotoscythe running on a 20:1 mix. I hope to be in possession of a Windsor model soon which will need some TLC but the price is ludicrously cheap to pass up on it. This hobby is addictive and I have an addictive personality so my wife tells me.....



# FOUR BEES AND A CAST IRON SUNFLOWER

By Colin Stone

What on earth has that got to do with lawnmowers I hear you ask, here's the answer – four B's refers to Barnard Bishop and Barnards. A common error is to overlook the 'S' at the end of the second Barnard. This relates to the two sons of the founder who joined the Company in 1859. Charles Barnard (1804 – 1871 ) started his business in 1826 as Ironmonger, Oil and Colourman, near to Norwich Market.

Trading as Barnard and Joy, Matthew Joy was Barnard's father-in-law. As you walk around Norwich today it is clearly a thriving commercial centre with a long history but its industrial importance is less immediately obvious. In 1700 Norwich was England's second City, larger and more prosperous than its medieval counterparts like Bristol, York, Newcastle and Exeter. At the time it was a major centre for textiles and later became important for heavy engineering and aircraft.

Business went well for Barnard and Joy, their most popular product being a mangle. By 1840 retail business workshops opened in Pottergate, Norwich for the manufacture of domestic and agricultural products. By 1844 they had invented a loom for producing wire



fencing ('chicken wire') - a world first. This machine was powered by a man and a boy, sounds familiar. In 1846 the original partnership dissolved and John Bishop came on board to form Barnard and Bishop. 1851 saw prize winning exhibits in the Great Exhibition – wrought iron hinges and knocker.

Things moved up a gear in 1859 when Charles' two sons Charles Jnr. and Godfrey joined the Company which became Barnard Bishop and Barnards – Norfolk Iron Works. The Company's cryptic heraldic logo – the two smaller bees represent the two sons. At this time the Company became associated with Thomas Jeckyll (1827 – 1881) architect and designer. He designed many of the decorative ironwork pieces the Company produced, particularly cast iron stoves and fireplaces. This is where the sunflower comes in, it was an iconic, much used motif to become associated with the Aesthetic Movement. It is said that it was Jeckyll's participation that made Barnard Bishop and Barnards reputation. Outside of the old lawnmower world Barnard Bishop and Barnards are far better known for their wire fencing and decorative cast iron. Most people are largely unaware

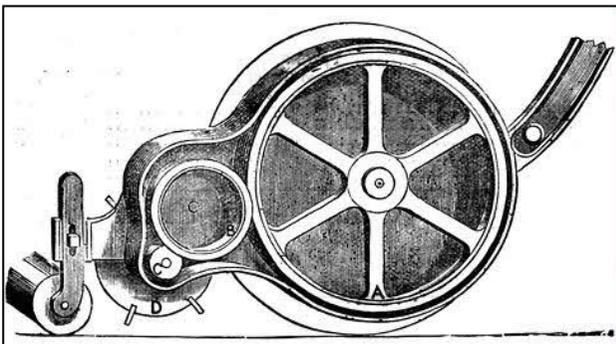
of the lawnmower production, if they've heard of the Company at all. Perhaps the most famous product is the Norwich Gates, made in 1859 and given to the Prince of Wales on his wedding in 1863.

The gates are still to be seen in use at Sandringham. One of the more unusual products came in

1860, a lighthouse for Brazil, in kit form. In 1861 there were about 163 employees.

It is not clear exactly when the Company started manufacturing lawnmowers but in 1863 they patented the Noiseless Lawnmower. This was revolutionary in not having gears or chain, the drive being effected by means of an India Rubber tyre tightly applied to an intermediate wheel. *See illustration above.* This model was available in sizes from 8" to 22" in two inch increments, starting at £2-10 Shillings.

The rubber tyre was expected to last one to two seasons and a spare was supplied with every new machine.



Thereafter apparently spare tyres could be purchased for a few pence. As might be seen from the drawing drive to the cutting cylinder is engaged as the mower is pushed forward and dis-engaged when the mower is pulled back. In theory this should have been a great advancement, as significant as Follows and Bate's Climax. In reality the idea obviously did not survive the test of time and everyday experience. I imagine that one of the problems was keeping the rubber clean, free from oil and grease to ensure sufficient grip.

The Patent Noiseless appeared in adverts and catalogues for many years, and was still listed in the 1928 catalogue reproduced at the

end of this article. This rather implies that the stock was slow to sell. In 1867 the Noiseless machines were being advertised in one of the regional newspapers in direct competition with Ransomes and Sims' Automaton.

In the early 1870's the Company also produced

*Top view of an 8" Patent Noiseless*



the Cottage, a gear driven rollermower in 6", 8" and 10" sizes. Concurrently there was the slightly strangely named Miniature available from 10" to 18", so not that small. This was also a gear driven roller mower. Later in that decade came the Simplex, only available in a 10" cut and specifically designed not to have a grassbox so that the cuttings were fed back to the lawn. Must be the worlds first mulching mower? In addition to the push mowers the Company also produced pony and horse machines, the largest of which ( 48" ) cost £30.

Another move to larger premises in 1871 had a workforce of around 400 producing a wide range of goods, everything from mincers, garden chairs, netting, hose reels, rollers, grates etc.

etc. to architectural ironwork for the new Norwich stations; some of which still survives. Lawnmowers however did not seem to be high on the list of priorities or achievements. This part of the 19th. Century saw Barnard Bishop and Barnards exporting their goods world wide, they became a Limited Company in 1887.

There were however various liquidation actions between 1894 and 1897, these not being finally resolved until 1899. The Company was re-formed in 1907 as Barnards Ltd. In 1910 the Company gained a Royal Warrant as Manufacturers of Gates and Fencing and inevitably during the Great War were actively involved in war production. 7000 miles of wire netting and hundreds of tons of castings for the Admiralty and other

**Stan Hardwick's Barnards Limited machine at Milton Keynes in 2016**





# JP MOWERS IN WW2 - AND AFTERWARDS

By Henry Ellis

Like many engineering firms JP Engineering became involved in work for the war effort specifically making components for the Merlin aero engine which powered the Spitfire and other aircraft. There is some history for this as JP made engine components for the Supermarine S5 racing float planes which won the Schneider Trophy races in the late 1920s/early 1930s. However, it would appear that although most lawnmower production ceased for the duration a few of their signature mower – the 12” Super hand mower – were made throughout the war.

All the pre-war models were in effect killed off by the war, in particular the 24” and 16” Super Power mowers, the 12” Major, the 9” and 11” Minors and the 12” Maxees hand mowers; although the last two models did reappear after the war but in modified form. 1946 saw full production resume of the 12”, 14”, 16” Supers and the Maxees although the first record of the Minor (now only an 11”) was not until 1949. The Simplex power mower was first produced in 1948; this was a 14” or 16” Super hand mower with a superstructure to hold the engine and clutch and a side cover over the belt drives; there were mains electric versions of these, and it was also made in 12” size. A feature of the early post-war Maxees and Minors was the use of aluminium for the rear rollers and the backplate - steel being in short supply after the war.

In 1939 the Maxees had pioneered the detachable cutter unit and it was promoted as the Two-in-One, meaning that

the mower ‘never need be out of action as with a spare cutter unit this can be inserted when the original is removed for cleaning and sharpening’. This innovation was the subject of Patent No GB153493 dated 13 October 1939. In spite of changes to the chassis a 1939 cutter unit will fit all subsequent versions of the Maxees including the final Mk 3 chassis of the 1960s.

Two other patents taken out were interesting but never produced, both for folding grass boxes:

GB 540860 dated 3 November 1941 entitled ‘An improved grass box for lawnmowers’ envisaged an umbrella-like arrangement with 4 wood or metal hoops pivoting at the base and covered with fabric with over-the-centre stays at the sides to keep it open; the mounting brackets shown are of the Maxees type. GB 581032 dated 27 September 1946 also entitled ‘An improved grass box for lawnmowers’ showed a Maxees style grass box in metal and/or rigid plastic with sides and main body hinged to fold inwards so that the grass box height is halved to enable it to occupy a small storage space. (It would be an interesting challenge to attempt construction of either today.)

Another patent taken out was GB 516474 dated 22 May 1944 which described a side-wheel mower which was eventually produced as the JP Matchless in 1948. This model was unusual in that the small wood rollers were at the front along with the grass box and it had to have a heavy cast iron spacer between the wood rollers as a counter-

weight for when the grass box was removed, to stop it tipping back on to the handlebars. The Matchless was produced from 1947 to 1950 as a 10" model; a 12" model was proposed but none have been recorded.

The post-war Maxees and Minor with aluminium backplates had a novel way to achieve parallelism between the cylinder cutter and the bottom blade. This was covered by patent GB 599438 dated 12 March 1948 and which applied also to the Matchless as illustrated in the submission.

Looking at some original factory drawings for this period shows that the designers and the drawing office were not completely idle – at least not concerning mowers. A drawing dated 27 August 1939 showed the backplate for a proposed 14" Maxees but this was not produced until 1958. A drawing dated 27 July 1944 showed Maxees handlebars as solid bar (in black) and another dated 30 January 1946 showing them in tubular steel. In 1945 and early 1946 there were several drawings showing the Maxees back plate in cast aluminium with detailed differences compared to the pre-war cast iron version. There were also a number of undated drawings showing the conversion of spare pre-war 9" Minor crossbars to crossbars for the 12" Maxees by screwing two together and cutting to length. A drawing, 10 November 1945, of the spiral blade for the 12" Maxees shows that it is the same as for the proposed 12" Matchless. Various drawings for the post-war Minor are of interest; one dated 19 April 1946 for a steel rear roller and another dated 19 August 1946 for a cast aluminium backplate both in 9"

size, but that mower never materialised; also, dated 10 November 1946 a drawing for a cast aluminium transmission cover followed by one dated 13 October 1948 for the cover in 22swg pressed steel which was eventually used. Drawings for the handlebars dated 22 January 1948 showed the use of flat strip as for the pre-war version and additionally having adjustable angled hand grips, however in the production version the handlebars were conventional tubular steel. There was also an undated drawing showing an aluminium backplate for a 14" Minor (a contradiction in terms?) which was never made.

The Super range continued unchanged throughout the period except that after the war ended the handlebars were tubular instead of solid (and heavy) bar; there is a drawing dated 2 May 1945 proposing cast aluminium grass box side plates complete with a fine JP monogram in the centre but it is not clear how the aluminium covering was fixed to them – unfortunately this was not proceeded with. Interestingly, another drawing this time dated 22 June 1926 proposed a chevron-type cylinder cutter for the 12" Super, but again, this was not proceeded with.

The earliest seen post-war price list of mowers dated 1 February 1948:

12" Maxees	£11 11s
12" Super	£18 18s
14" Super	£20 10s
16" Super	£23 15s
16" Super	
(Bowling Green)	£24 15s
16" Super	
(Golf Green)	£25 15s

# BELLBANK - MOWER WITHOUT WHEELS

By Alan Mattingly

Colin Herbert Bellingham, from the suburb of Opawa, Christchurch, New Zealand filed his patent on the 9th November 1954. Patent number 110384 was published on the 11 August 1955, namely an Improved Grass-Cutting Machine, a Mower without Wheels – Rotary Blade Type.

The machine consists of a housing carrying an electric motor and cutting blade, and a handle with the ability to pivot. The housing is in the form of a cylinder, open at one end with an outer flanged portion adjacent to the open end. The flange is “adapted to bear on a surface and to support the cutter in a desired position relative to such surface”. The flanged portion consists of a collar forming a sliding fit over the curved wall of the housing, and adjustable with the use of three bolts and wing nuts.

The machine was designed to cut grass on sloping banks and lawn edges, where it is usually difficult to cut grass with known grass cutting machines. When used on sloping banks, the mower is swung to and fro over the grassy surface in a pendulum like movement. I wasn't aware if any examples existed or if it had even gone into production until one appeared on a local internet auction site late last year.

BELLBANK, bearing the patent number 110384, was manufactured by Richard-



son McCabe and Co. Ltd (a machinery supplies company) in their Christchurch factory. According to a former employee, they were in manufacture when he joined the company in the early 1960's. He thought they were a bowling green edger, quite a few units were sold annually.

The name BELLBANK is probably a combination of the two words BELL (the inventor Colin Bellingham) and BANK, designed to be used on sloping banks.

This production model appears to have a fixed flange, not the adjustable flange mentioned in the patent.

It has also been modified with the addition of three wheels. I'm not sure if the

electric motor is original to this machine, presently he has an English manufactured Klaxon, 1/8 hp single phase 230/250 volt example.



# RALLY REPORTS

By Keith Wootton

## Banbury Rally

Our annual trip to the Banbury Steam Rally coincided with one of the hottest days of the year. This year, some of the regulars were unable to attend due to a range of personal commitments. But everybody who was able to be there made an extra special effort to fill the gaps so the display was probably as big and varied as ever.

We were also pleased that Robbie was able to be there with us as he had an extended stay in hospital which had also prevented him being at this year's Annual Rally. Thankfully, he was

cleared for release just a week or so before Banbury and it was good to see him looking so well. Other exhibitors included Dan Mortimer, who'd come down from Yorkshire, Barrie Sowerby, all the way from South Wales, and Andrew Grout, who somehow managed to get a weekend away from work to be with us for the first time in a long time, John Bloxham from Hertfordshire, and Alec Hillyar who probably had the shortest journey.

*Below: Some members and their display at Banbury.*





The majority of the display was an eclectic mix of hand mowers. These included newly-restored examples of some relatively unusual machines making only their first or second appearance at one of our events. Among the motor mowers were a Mower Pusher, complete with Ransomes mower, an Automower, 20" Ransomes Motor Mower Mk2, and an Oval Frame Standard, all from the 1920s.

### **Malvern Autumn Show**

The weather forecast in the days leading up to the event had not been good. In the end a few brief showers on Sunday were all that came during show hours and none of those posed any serious inconvenience or deterred many visitors. Overnight Saturday was a different story...

We had our usual display with a good selection of hand mowers and a fair

sprinkling of motor mowers, many of which ran at some point over the weekend to provide some working entertainment for visitors. Among these were a number of Atcos, including a few Standards and a Deluxe from the early 1930s. These were all very interesting but the undoubted star of the show was the large Ransomes ride-on dating from the 1950s, brought to the show by Robin Maitland (See *image above*) making his first visit to be with us. Robin's ebullience and willingness to show off the machine at the merest suggestion meant we were treated to a number of live runs. Robin told us that he still uses the machine at home and he certainly knew how to control it. Despite its size it proved to be relatively easy to drive – many of us were able to have a go – and the turning circle was surprisingly tight.

One of the best parts about the way we put on our displays at Malvern, and elsewhere, is that everybody contributes what they can. The mowers are displayed together without marking out each member's individual machines. Because of this the display is always a joint and shared effort, whether members are able to bring a single machine or a full car, van or trailer load. This year was no exception and the display comprised a good selection of machines from the 1860s through to the 1960s, with most dating from the first half of the 20th century. Thanks to Andrew Grout, Alec Hillyar, David & Brenda Stanford, Paul Channon, Janet & Ray Williams, Peter Barlow, Daniel Mortimer, Paul & Mike Harvey, Laura Harper, Dave &

Anne Price, Neil Burke, and Robin Maitland for all their contributions.

Next door to our display was a separate selection of mowers presented by Andrew Hall and Mike Duck with help from Peter Hampton. As these are all long-standing members of the club there was, of course, quite a bit of friendly banter to and fro. The organisers have asked us to consider a combined "horticultural machinery" display next year to include not just the two mower displays but different equipment from other clubs. This seems an eminently sensible way to expand the display and make it a bigger feature of the event so we will be investigating ways to do this over the coming months

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## CLUB SERVICES AND INFORMATION

### 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/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 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 Shef-

field. 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 was due this year. All renewals received so far have been processed so if the address on your envelope contains the wording Until: 2019 in the bottom right hand corner, you still need to rejoin. If it says anything else you do not need to rejoin this year.

We plan to send reminders to everyone who hasn't rejoined before this Grassbox arrives. If that's the case, and you rejoined as a result, please bear in mind that the label may have been printed

before we had a chance to update our records.

If you have any queries about your membership status please contact Keith at the usual addresses.

Please also remember that if you pay your subscription by cheque these must be made payable to The Old Lawnmower Club. If it's anything else, there is a risk it will be rejected by the bank which is tedious and time consuming for everyone concerned.

### GRASSBOX DISTRIBUTION

You may have noticed the envelopes containing Grassbox 108 looked a little different to previous editions. This is because we have switched to a new printer who is able to print your address automatically on to their envelopes and send your copy direct. This removes one of the steps needed to produce each Grassbox and saves club members considerable time and effort. We also expect that the new company will be able to complete each newsletter for us more quickly than the previous printer. That means you'll receive future editions sooner and in line with our

schedules. Don't forget, all previous copies of Grassbox can be viewed online at the Club website.

### CLUB'S 30TH ANNIVERSARY ANNUAL RALLY

Next year will be the 30th anniversary of the very first Club Rally, held at Milton Keynes Museum in May 1990. Although we had held a couple of mower get-togethers at the museum before then, including an event in 1989 where we decided to form a club, 1990 was our first official event so that's when we really got started.

The provisional date for next year's Annual Rally is 16/17 May (it's always the third weekend in May) but we will confirm this officially in the next Grassbox after the Museum has set its own events calendar. As it's a major milestone for the Club we hope as many members as possible will make an extra special effort to be there to join in with the celebrations. We'll have news about the theme for the rally and a few other special announcements in the next Grassbox.

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## ADVERTISEMENTS

Webb Childs mower, average condition with grassbox. C: Mike Tomkins. T: 01902 759714 (Wolverhampton)

12" JP Maxees, c/w box, Offers C: Chris Biggs T: 01462 442148 E: cbmgt@hotmail.com (Hitchin)

20" JP Super MkVB, c/w Villiers D15 engine, £100 C: Chris Biggs T: 01462 442148 E: cbmgt@hotmail.com (Hitchin)

16" Atco, c1922, c/w Villiers engine, Offers C: Rachael Grime T: 07921 711777 E: rachael.grime@btinternet.com (Derby)

17" Suffolk Punch, 1960s, c/w Suffolk Punch 98cc engine, c/w box, FTGH C: David Brand T: 07913 692292 E: moggybrand@btopenworld.com (Swansea)#

36" Atco scythe, 1950s, c/w Villiers engine, £40 C: David Cullen-Smith T: E: davidcullensmith@gmail.com (Gloucester)#

14" Ransomes Fourteen, c/w BSA engine, c/w box, FTGH C: David Hunt T: E: dnhunt@btinternet.com (Coventry)#

Ransomes Mastiff 91, c/w Kubota 9hp petrol engine, c/w box, £2,750 C: Clive Clark T: 07889 599944 E: livesgardeningservices@gmail.com (Accrington)

Ransomes Matador 71 (1999 model), 1999, c/w Kubota GS200 5.2hp engine, c/w box, £850 C: Clive Clark T: 07889 599944 E: livesgardeningservices@gmail.com (Accrington)

- 24" Webb, c/w Honda G150 engine, c/w box, FTGH C: Geoff Abell T: 01728 648107 E: geoffabell@btopenworld.com (Ipswich)#
- 30" Hayter, pre-1970, c/w box, Offers C: Janice Lucas T: 07788 140249 E: janice.lucas65@gmail.com (Kidderminster)#
- Suffolk Punch, c/w box, FTGH C: John Gray T: 07470 686474 E: j.gray@verdemetals.com (Oxford)#
- 14" Atco motor mower, 1968, c/w box, FTGH C: Margaret Ruth Emuss T: 01384 873357 E: margaret.ruth.emuss@gmail.com (Stourbridge)#
- 14" Atco, c1985, c/w box, FTGH C: Mel Mason T: 07967 260244 E: melm2949@gmail.com (Coton In The Elms)#
- 16 " Ransomes , BSA engine and grassbox; 14" Ransomes BSA engine. Free to good home. C: Alan Carter. T: 01992 551221 M: 07934 993404 (Hertford)
- 17" Atco, 1970, c/w Atco engine, c/w box, £175 C: Michael Bowes T: E: bowesey44@gmail.com (Leeds)#
- 14" Qualcast 35s, 1999, c/w box, £40 C: Michael Dillon T: 07814 592017 E: mdillon16@rocketmail.com (Coventry)#
- 24" Webb A6 1439, c/w Briggs & Stratton engine, c/w box, FTGH C: Neil Jessop T: 07720 072131 E: neil.jessop@gmail.com (Huddersfield)#
- 12" Ransomes, c/w box, C: Philip Gorrige T: 07966 418383 E: pwg@lowerblakemere.co.uk (Hereford)#
- 20" Ransomes. Mk2. Reg no DL3185 Auto Certes, C: Ronald Cockburn T: 01339 882517 E: roncockburn@btinternet.com (Aberdeen)#
- 10" Qualcast sidewheel, 1937, c/w box, £25ono C: Trevor Woodger T: 01327 811547 E: trevor@trevorwoodger.co.uk (Northants)#
- 12" Webb Wasp, c1970, c/w box, £30ono C: Trevor Woodger T: 01327 811547 E: trevor@trevorwoodger.co.uk (Northants)#
- 12" Suffolk Colt, c1965, c/w Suffolk engine, c/w box, £20ono C: Trevor Woodger T: 01327 811547 E: trevor@trevorwoodger.co.uk (Northants)#
- 12" Suffolk Colt, c1970, c/w Suffolk engine, £25ono C: Trevor Woodger T: 01327 811547 E: trevor@trevorwoodger.co.uk (Northants)#
- 12" Suffolk Punch, c1972, c/w Suffolk engine, c/w box, £25ono C: Trevor Woodger T: 01327 811547 E: trevor@trevorwoodger.co.uk (Northants)#
- 18" Ransomes Marquis, c1960s, c/w BSA engine, c/w box, £85.00 C: Vernon Keens T: 01271 326783 E: v.h.keens@btinternet.com (Barnstaple)#
- 18" Ransomes Marquis, c1960s, c/w BSA engine, £40.00 C: Vernon Keens T: 01271 326783 E: v.h.keens@btinternet.com (Barnstaple)#
- 20" Ransomes Marquis Mk4A, c/w box, good condition, £50 ono; Atco motor mower, 1950s, c/w box C: Tony Culson T: 01778 420065
- 14" Atco motor mower, c1974 C: JS Jenkin T: 02920 576724 E: jenkinj50@gmail.com (cardiff)#
- 24" Webb motor mower, c/w box and trailer seat, FTGH C: Strachan McDonald T: 020 8672 4912 or 020 8767 2269 E: mline@mlinetelcoms.com (London)#
- 12" Hayter Hawk rotary for grave yards, offers. C: Anthony Winship T: 07855 879481 E: winship.anthony@yahoo.co.uk (London)#
- 26" Wards Gardem Mark Lawn Trac ZYJ-38-2A, c1960s, c/w B&S engine, FTGH C: Vincent Mancuso T: 001 561-968-4080 E: berylmgem@yahoo.com (West Palm Beach, Florida, USA)#

## WANTED

Hayter 48; Hayter Condor; Hayterette. C: Alan Carter. T: 01992 551221 M: 07934 993404 (Hertford)

Wolsely Merry Tiller; Webb 24" C: Alan Carter. T: 07934993404. (Hertford)

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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 '#'**

**Next Edition: Winter 2020**  
**Edition 109 - Autumn 2019. Edited by William Proudfoot**

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