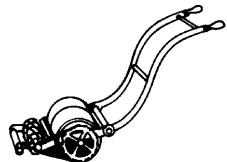


Grassbox

The magazine of The Old Lawnmower Club

Number 113

Winter 2021



EDITORIAL

Welcome to Grassbox 113. This issue you will be relieved to hear has much more in depth mower content than the last one, so hopefully plenty to keep the mower mind busy.

With lockdown enduring it seems a long time since we have been able to meet up, but on the plus side it seems many members have been busy in their sheds, and I'm pleased to say some have been busy putting pen to paper for this magazine as well, so please keep up the good work for the next issue!

I would also like to remind members that my address changed a year or so ago, if you are sending me something please make sure you are up to date, the correct address is on this page.

WEBB 1970S COLOURS

Edward Brickley is after some help as he needs to repaint some 1970s webb grassboxes, and wonders what the correct green for this would be. I would imagine that it is possible to identify the actual colour used from that date, so perhaps you know and can help. If so, then please email Edward at edward.brickley@btinternet.com.

VALERIE SUTTON

I am extremely sad to report the recent death of Valerie Sutton after a long illness. In addition to being a club member herself, Valerie was married to another of our founding members, Ted. That made them unusual in our club as being one of very few married couples who were both members. In fact, they have been coming to our events, particularly the annual rally and Banbury Steam Rally, since the early 1990s. Their interest in mowers originally stemmed from an even longer standing passion for motor cycling: most of the mowers in their collection have some biking connection (eg Royal Enfield). Ted still has the bike he had when courting Valerie in the 1950s and they always had some funny stories to tell about their expeditions over the years. They were married for well over 50 years and lived in a village on the border between Northamptonshire and Oxfordshire. I am sure all members will want to join me in offering our condolences to Ted and their friends and family.

Keith Wootton

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EVERY PICTURE TELLS A STORY

By Clive Gravett

Front cover picture:

I have many interesting lawn mower related photographs, several of which have been in previous Grassbox magazines. More often than not when they are acquired there is no indication of the date taken, location or indeed names of any people present. Whilst in most instances we can approximately date and identify the mower present, this could of course already be say 30+ yrs old when photographed. As to people, with wealthy families we can usually date to within around five years by the clothing they wear, although some gardeners or labourers are more difficult due to wearing less trendy clothes, sometimes hand me downs.

I was pleased to acquire the photograph and had been given a possible location in Cumbria, no date or name of the mower operator were present. With a bit of detective work using 'Google Earth' I was able to establish the image was taken on the sports fields at Sedbergh School. The mower a Thomas Green & Sons 36in Motor Mower appears to be brand new and certainly the same as the model shown in Greens 1910 catalogue (*right*).

So I had a reasonably accurate date, my initial contact with the school archivist proved fruitless; they had no

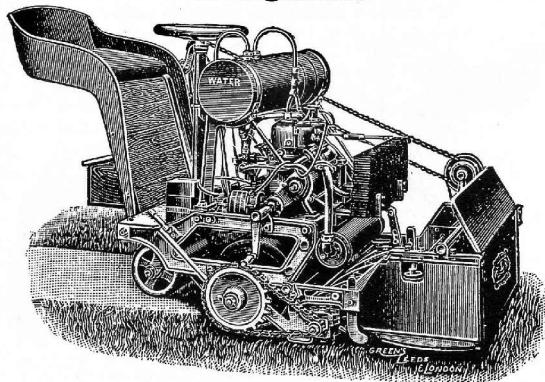
knowledge of the mower, photo or the operator. With the help of a local historian the full story has now emerged, dating the photo, and better still identifying the man on the mower, as Bryan Thomas Bracken (Tom Bracken) 1844-1912, the 1911 census describing his occupation as 'Groundsman on Cricket Ground'.

At the time of writing I am trying to make contact with any of Tom Bracken's living descendants, with a similar article being published in the Sedbergh local history magazine.

Reading the school's yearbooks for 1909 and 1912 revealed the familiar story of the gardener often not being confident in using a new motor mower. It was for this reason that many larger houses employed their chauffeur, who had more knowledge of engines, to do the mowing.

1910 Catalogue

GREEN'S Patent 30 in. and 36 in. MOTOR MOWER, With Driver's Seat and Steering Arrangement.



EARLY DENNIS MOWERS

by Tim Stubbs

The very first Dennis mower was displayed to a slightly surprised public at the Royal Agricultural Society's show at Derby in July 1921. It was quite novel in its design and was not a success. It is believed that none were sold. The resulting re-design led to the introduction of a more conventional machine which immediately became accepted by users as it was well up to the job, acclaimed for its robustness and simplicity. It incorporated differential gearing in the three-part main roller, making it easy to turn what was in fact a quite heavy machine. It also used the grass box engine cover design which had been a feature of the very first machines. Initially, proprietary engines from Bradbury and Blackburn were used. The Bradbury engine came



Early Dennis mower with Bradbury engine, showing the split tank. Note also the chevron cutter, another early feature. Photo courtesy of Seb Austin.

The author's 24 inch 1925 Dennis mower with Blackburn FEA engine, showing the two positions for the starting handle





Roger Wilkinson's immaculate 1933 Dennis mower at a Milton Keynes rally. This has a Dennis engine and flanged edges to the main frame Photo courtesy of Seb Austin

first and mowers thus fitted had a distinctive recognition feature, a rectangular tank which incorporated a separate compartment for lubricating oil, fed to the engine as a total loss system.

Dennis mower design steadily evolved and when Bradbury engines became unavailable, Dennis started to use Blackburn engines. These were offered from 1924 and the rectangular tank design was retained, but without the separate oil section. Oil for this engine, again a total loss system, came from a cast tank bolted to the mower frame. All the Bradbury machines and the early Blackburn engines (type FE) had but one start handle position. From 1925, the FEA design was introduced and a second geared-up start handle position

was provided, necessitating a modified design of oil tank through which passed the shaft for the second position. With the engine exhaust valve lifted with the de-compressor, the engine could be spun quickly, bursting into life as the de-compressor was released! From 1924, the cutter became a more normal cylindrical style, the chevron design being dropped. 24 inch and 30 inch width models were offered.

A more radical design change took place in 1928. At this stage, Dennis introduced their own manufacture of engine. A fixed head design, this engine remained the standard for many years. The frame of the mowers was altered and the drive chains for the roller and cutter were relocated outside the frame, being protected by a cast alloy cover. This made access for maintenance and adjustment easier. The drive chains had previously been located inside the frame. At this stage the cylindrical petrol

tank appeared, another feature remaining standard for many years. With the introduction of the Dennis engine, the number series started afresh at 7000.

By 1932, some further design changes had taken place. The frame was redesigned with flanged edges for added rigidity and the exhaust arrangement was revised.

Later pre-war Dennis engined mowers incorporated revised engine castings and thus re-introduced the second start handle position but this time with an internally geared arrangement. Mower design remained largely unchanged up to the start of the second world war. The last pre-war mower produced was number 13409, although this was not actually sold until 1941, presumably

being taken from stock as by then wartime production needs would have caused mower building to cease.

After the war, production resumed in 1946 and the design was a direct extension of pre-war practice. Mower numbering in the Z series commenced, fitting in with notation used with other Dennis products such as goods vehicles and bus chassis. From 1948, mowers engines were fitted with a twin flywheel although these can sometimes be found on earlier machines as no doubt mower operators would sometimes exchange engines between mowers as part of normal overhaul practice.

The author is Hon Secretary of the Dennis Society who continue to collate data on Dennis designs and would be pleased to hear from restorers of Dennis Mowers, my email address being: secretary@dennissociety.org.uk

I acknowledge help from previous Grassbox articles and several members of the Old Lawnmower Club for providing information for the content of this article. Particular thanks to Keith Wootton, Sebastian Austin, Clive Gravett, Andrew Hall and Angus Shapland.



An early post-war Dennis 24 inch mower on display at the British Lawnmower Museum in Southport. This is machine number 442Z7 dating from 1948. The frame with flanged edges, the twin starter sockets and exhaust arrangement have a family resemblance to the pre-war design. By this time a twin flywheel had been introduced.

THE MOWERS OF SAMUELSON

By Paul Harvey

Bernhard Samuelson took over the Britannia works in Banbury from the iron-monger James Gardner in around 1848. (Reported in *The Gardeners' Chronicle* in 1852.)

At the Great Exhibition of 1851 Samuelson & Co. had a stand (no 185); the official catalogue mentions only their agricultural equipment, notably their Turnip Cutters (originally Gardner's invention). Other sources tell us they were producing Lawn Mowers at this time, under licence from Ferrabee. The only officially mentioned exhibitors of lawn mowers at the Exhibition were Ferrabee and Alexander Shanks, apart from some London-based wholesalers, like Cottam & Hallen. Thomas Green exhibited Wire Aviary & Ornamental Seats (one place along from Shanks's stand), having yet to promote their lawn mowers.

Is it a coincidence that Thomas Green's stand at The Great Exhibition was next to that of Shanks, given that in 1855/6 the two companies made virtually

identical forward-controlled "Mowing and Rolling Machines"? No mention of Mowers on Ransomes' stand, only their agricultural equipment. Ransomes' as we know were among the first agents for Budding's Patent machines and did not produce mowers to their own design till the 1860s! Shanks being outside the English patent jurisdiction, their mower was of its own superior design, whereas Samuelson and the rest of the exhibitors were all displaying Budding's patent machines, naturally on current Ferrabee lines.

The *British Farmer's Magazine* of 1852 notes that Samuelson exhibited "three sizes of Budding's Lawn Mower Machine." One can assume trade stands were restocked with varying wares, or not noted by contemporary reporters, and 1851 was still within the 25-year Budding Patent No. 5990, so licensees (in England) did not or could not introduce their own improvements. Another 1851 edition of the *Farmer's Magazine* reports that Samuelson & Co.

"exhibited 5 sizes of mowers".

In the *Agricultural Gazette* in 1852, Samuelson apologizes for "the disappointment experienced last season" in the delivery of their "Budding's Lawn Mowers." Just below this small article, either by coincidence or more likely by de-

May 26, 1860.] THE GARDENERS' CHRONICLE AND AGRICULTURAL GAZETTE. 477

PATENT LAWN MOWING AND ROLLING MACHINES.

30-inch wide PONY POWER MACHINE, made also of Smaller Sizes for Hand Power.

B. SAMUELSON'S LAWN MOWERS,
WITH BOYD'S PATENT IMPROVEMENTS,
CAN BE USED IN WET AS WELL AS DRY WEATHER.

sign, there is an advertisement for Boyd's Self-adjusting scythe, retailed by William Dray & Co. Accounts of 1853 describe Budding mowers still having the wood roller between the cutting cylinder and roller and therefore of the original 1830 design. We know that by 1854 the original Budding Patentee, Ferrabee & Co, had introduced the "Budding Improved Mower," with side-wheels for height adjustment, and in the same year Samuelson's had their own "Registered Improvements" to Budding's lawn mowers. The slogan "Lightening the draft; fully one-half!" was used in advertisements.

In the *Agricultural Gazette* of 9th May 1857 Samuelson's were using the now familiar engraving of a Buddings Registered Improved Patent mower, as produced by all the English Patent Licensees. Sizes available were 9, 16, 19, 22, 25 & 30 inch.

The patent filed on February 17th 1858 by James Boyd of Lewisham (still in Kent then) "For Improvements in Lawn Mowing and Grass Machines" was a long-winded and vague treatise to capitalise on the expiry of the Budding patent, with many claimed improvements already adopted by Ferrabee, Green's & Shanks, but he did find Samuelson & Co. agreeable to fitting his self-sharpening, adjusting and cleaning devices. In the *Gardeners' Chronicle and Agricultural Gazette* of April the 16th 1858 we observe the option of Boyd & Samuelson's "Patent cleaning, sharpening and adjustment apparatus" being available on all Samuelson mowers, (except the 9-inch and also the 12-inch model, which was first advertised in 1858.) It was claimed "Some thousands of these machines" had been built. Deane & Co. of London were the

main London retailer, or "any other respectable ironmonger". Interestingly, on the same page Boyd's Patent is also being advertised, using a slightly different engraving, by retailer W. Dray & Co. Advertisements by Ferrabee, and Pick-sley & Sims (Picksley who you say?!) also appear. The new Samuelson & Co. 12-inch model costs £4-5-0d.

In *The Gardeners' Chronicle* in May 26th 1860 we see a lovely illustration of the 30-inch Pony Model, describing the 1859 sales as "nearly 1000," with Samuelson now receiving orders for twenty to thirty mowers a day.

In *The Athenaeum* June 8th 1861 we see one of the first mentions of the wording "Silent-Working". We have the two-specification option of "Boyd & Manwaring's Patent" (12-inch costing £5) fitted with William Manwaring's improved gearing and James Boyd's Self-cleaning Horizontally fixed brush or "Manwaring & Boyd's Silent Gear only" (12-inch costing £4-12-0d.), with just the improved gearing.

In 1862 Samuelson, like Greens, had a Dublin warehouse. Samuelson had Stand no. 2178 at The International Exhibition of that year, sporting various sizes of cut with and without Boyd's cleaning brush and "improvements."

The June 27th 1863 issue of *The Gardeners' Chronicle & Agricultural Gazette* mentions that Samuelson & Co. introduced their "12-inch and 16-inch New Pattern Lawn Mowers". Wholesaler Deane & Co. were still selling Samuelson machines, apparently non-branded, as well as the previously mentioned Boyd's self-adjusting scythe. 1864 is the year we first see a picture in the *Gardeners' Chronicle* of the Samuelson "Improved Lawn Mowing Machines," with the illustration of the better

meshing "Silent Gears." Long gone is Boyd's gimmick brush option which had already disappeared by 1863. (The 9-inch model was no longer listed.)

In the 1864 illustration, whether it be a new or late design at that period, we note the fixed handlebars and lack of covering over the side gearing. One claim is "the use of malleable iron," not liable to break, a claim too far, as will be noted on our later made Samuelson "Senior."

For the next few years, it seems mower design has been standardized; Samuelson & Co. do develop their extensive range of agricultural equipment, including their horse drawn mowers (one survives in Usk Rural Life Museum). Often magazine correspondence relating to Samuelson mowers refers to the farm type.

In the 1868 G. C & A. G. illustrations we first see the ornate gear cover, described as a new feature to prevent damage to flowers and shrubs. The 10-inch model is introduced at £3 10s.

The much revered "Budding Improved" at Milton Keynes Museum (which was found at Banbury) may be a Registered Mower made by Samuelson in the 1850s, unbranded and possibly sold by a wholesaler like William Dray, or Boyd. In 1868 Samuelson & Co. of Banbury filed for English patent No. 1622 called "Lawn Mowing Machines" on the 18th of May 1868; this was sealed on the 17th of July 1868. The patentee was the resident engineer at Samuelson's Britannia Works, William Manwaring, who had taken out with Samuelson's several patents, mostly on improvements in agricultural machinery.

The Samuelson "Newly Patented Edge-Clipping Silent Lawn Mower" was available to the market in the Spring of 1869; a lot of correspondence can be found. The 1869 engraving shows the box strap is of cast sides with a bolted front rod, similar to Green's Silens Messor. The handlebars are now also detachable "for easy storage" The Silent Gear hand machines were available in the

FEBRUARY 10, 1866.]

THE GARDENERS' CHRONICLE AND AGRICULTURAL GAZETTE.

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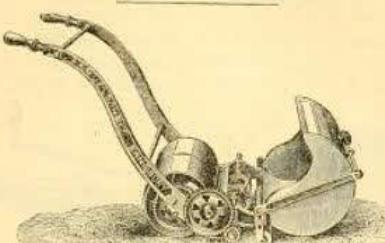
SAMUELSON & CO.'S LAWN MOWING AND ROLLING MACHINES.

EVERY MACHINE WARRANTED.

PRICES.

Delivered Free to any Railway Station in Great Britain.

Cutting 12 inches wide, suitable for a	
Boy	£4 10 0
Cutting 14 inches wide, suitable for a	
Boy	5 5 0
Cutting 16 inches wide, suitable for a	
Man	6 0 0
Cutting 19 inches wide, suitable for a	
Man and Boy	6 10 0



PRICES.

Delivered Free to any Railway Station in Great Britain.

Cutting 22 inches wide, suitable for	
Two Men	£7 10 0
Cutting 25 inches wide, suitable for	
Pony Power	11 0 0
Cutting 30 inches wide, suitable for	
Pony Power	14 0 0

Great Improvements have been made in these Machines during the last few years, in regard to all those small but important points of superiority which the practical working of a Lawn Mower suggests; while the elegance of appearance, lightness of draft, and economy in working they cannot be excelled. They possess the following advantages —

1. Motion is given to the Cutting Apparatus by toothed gearing, which experience has proved to be by far the best method of driving.

2d. The whole of the Driving Wheels are on one side of the Machine, a point of great importance in preventing damage to Shrubs and Flowers, when mowing round the edges of beds.

3d. All the smaller working parts of the Machine are made of Malleable Iron, and are not liable to break.

Illustrated Price Lists, with Selections from several thousand Testimonials, free by post on application.

SAMUELSON AND CO., BRITANNIA WORKS, BANBURY.

LONDON OFFICES: 16, CANNON STREET, E.C.—WAREHOUSE (where Stock is kept): 10, LAURENCE POUNTNEY LANE, E.C.
END OF ALL SEEDSMEN AND IRONSMONGERS.

A 12" Samuelson Senior. This model was previously sold as the Silent Edge Clipper, with an edging blade on the cylinder shaft



same sizes of 10, 12, 14, 16 & 22 inch, and Pony Mowers 25, 30 & 36 inch.

The 1870s were a time for Samuelson & Co. to increase variety. Very little changed on the Silent Gear models, except that by 1876 the box retaining bracket was changed to a wrought iron forged one-piece band (like the one in Banbury Museum).

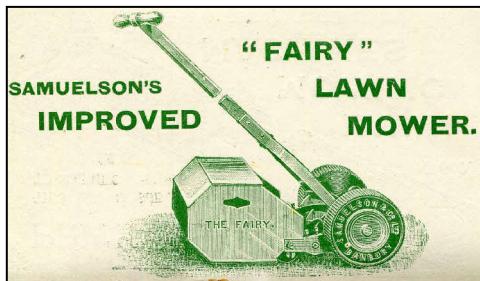
In 1873 the new "Amateur" model was introduced, 8-inch with an American style wooden T handle (like the Pennsylvania) and 10-inch "Amateur" model with two side handles, more compact, stronger and lighter in draught. (See the *British Bee Journal* of 1st May 1873. Samuelson also produced the 6-inch "Model" mower, an uprated "Amateur" model with a very ornate side cover, in slight homage to the 1868 Edge-Clipper cover. One rare survivor of the 6-inch "Model" is owned by OLC Founder Keith and regularly showed and cherished.

With the advent of these new models, in the late 1870s Samuelson rebranded the "Silent Edge Clipper" as "Senior". The name change came around the

launch of the more refined "Favorite" in 1878, which was promoted at trade fairs in Paris and the U.S.A. that year. All "Favorite" models had fully enclosed gearing and a removable thrower plate, described as "wind guard", for

mulching. Available in sizes 8, 10, 12, 14 and 16 inch, the 8-inch had American style pram handlebars (like an Archimedean). The early "Favorites" had an iron band supporting the box (as the one in The Southport Lawnmower Museum). From 1888, only the 14-inch model was so equipped, the box on smaller sizes being fixed directly on to the mower.

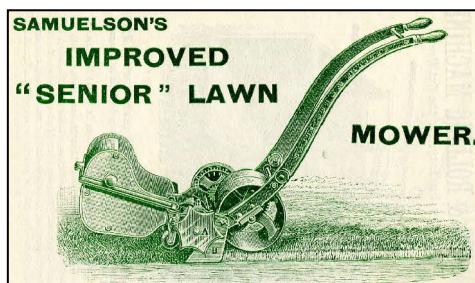
By 1880 Samuelson & Co. were following the trend for sidewheel machines with the Patent "Villa" design in sizes 9, 12 and 15 inch. A lighter version of sidewheel known as the "Fairy" was also introduced a few years later in 12 & 15 inch sizes with angular rear box and sunburst pattern cast on the wheels. By 1881 the 16-inch Favorite seems to have been dropped from advertising. The "Senior" was still available in 8, 10, 12 & 14 inches, with the 12-inch still priced at £4-5s. as was a 12-inch in 1858. Latterly the 8-inch "Favorite" was dropped in favour of the lighter wooden T-handled "Model 6". Also by 1881 an eye for a towing rope was formed at the front of the grass box band on some



models (shown in Samuelson's January 1881 catalogue). Ours has this, the Banbury Museum one does not, so ours may be slightly later.

In 1888 Samuelson's became a Limited company due to financial problems, and 'Ltd' was added to the lettering on the handlebars. There was also introduced a chain lawn mower in sizes 8, 10, 12, 14 & 16 described as "new" in April 1888. The company were still advertising their "Senior", "Favorite," sidewheel and larger machines.

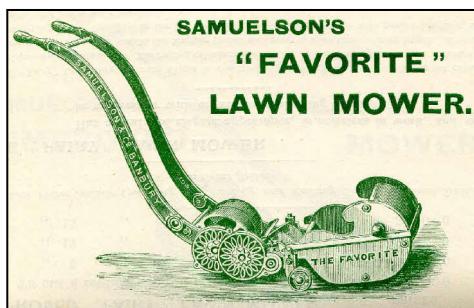
It seems that Bernhard Samuelson feared the unlimited financial burden should the Company go into liquidation, hence the change to Ltd status in 1888. Increased competition from other man-



ufacturers (including International Harvester Co.) meant the rationalisation of its products and diversifying into milling. I have not discovered yet when mower production ceased, but the company was wound up in the early 1930s. A

catalogue of mowers was issued in 1897, but by 1908, *The Ironmonger's* list of manufacturers made no mention of Samuelson's under the Lawn Mower heading, though they were still listed as makers of a lawn mower grinding machine, and produced a new model of this in 1933, as reported in *The English Mechanic* of March in that year. That was also the year the firm went into liquidation.

Images on this page from the 1897 Samuelson catalogue.



NOTES:

I have only researched online during lock-down using contemporary source material and am very grateful to Christopher Proudfoot and Clive Gravett for giving guidance and sharing original literature which has further enlightened me on Samuelson & Co. from the 1870s and later.

We recognise that manufacturers' advertisements can be misleading, often using obsolete illustrations and specifications; for example a mower described as "New" when introduced several years previously, and not necessarily listing the full range of available models.

Further reading on the history of Samuelson & Co. can be found online, as compiled by the Banbury Historical Society.

GAMAGES CATALOGUE MOWERS HELP REQUIRED.

Large mower manufacturers from the late 19th century supplied machines to large retailers bearing the retailers name on handles and castings. Many different types are held by members for example, Selfridges, Bentalls, Timothy Whites etc together with a number of smaller ironmongers.

A popular catalogue mower is the Gamages Champion & Improved which has certainly been around since 1897, and Gamages were still selling badged mowers in the 1970s.

The mower pictured has a rather nice cast badge, but the majority have the name on the handle or wheels only.

Speaking to a few other members recently it was suggested that we try and pull together some more detailed information on the Gamages sidewheel mowers held by members, certainly some of the Champion models were numbered and I do know of a No.18. Can we produce a full set?

To help with this exercise I should be grateful if members could send details of their Gamages mowers together with clear photo's by email if possible to clive@museumofgardening.co.uk .

Once we have pulled in and collated the information, the results will be displayed with a gallery of images on the clubs website as a reference point for the future. I look forward to hearing from you.

Clive Gravett

MORE ON ETHANOL

The comments about Ethanol in petrol prompted me to see what Google had to say about its removal.

Ethanol at normal temperature is liquid and soluble in water, so can easily be

extracted from petrol by the following method, which I have tried out and can confirm that it does work! Get a clear plastic screw top bottle such as a 2ltr Coke bottle and a short length of flexible fuel line hose as used in strimmers. Drill a hole through the screw top to make a friction fit for the hose and feed this through so that it just protrudes into the bottle. Fold and clamp the hose with something (washer/cable tie/clothes peg/bulldog clip) to seal it. You need to have something handy ready to secure the bottle inverted (vice/workmate/even a plant pot). Fill the bottle with petrol, leaving room to add about a cup full of water and a small air space. Fit the cap and check that it is leak proof. Shake the bottle to fully mix the contents then secure inverted, with the pipe clamp accessible. To avoid leakages, I actually left it the right way up overnight, and still managed to keep the liquids separated when I turned it over to drain it. Leave for some hours, (I left it overnight) then with the separated liquid visible in the bottom, keeping the bottle inverted release the clamp and drain this visible mix of water and ethanol off, leaving you with pure petrol. If you drain this back into the same container you will notice that you get back more than you put in, I got about 25% more, the extra made up by Ethanol. Don't ask what to do with this! This makes me think that if higher grade petrol has less % Ethanol then it may be the more economic buy as you are removing less. I probably wouldn't bother with this for most old mowers, though it is probably useful for modern strimmers and the like to prevent pipe rot.

Ken Austin

**Next Edition: Spring 2021
Edition 113 Edited by William Proudfoot**

CLUB SERVICES AND INFORMATION

CLUB SHOP

The Club Shop, run by Colin Stone, continues to be open as normal. As well as a new stock of clothing we have some new transfers on the way, and some earlier Souvenirs at bargain prices. All Club items for sale can be seen on the website in the Members section. Contact Colin Stone, ideally by email at stonethemows@btinternet.com, to check stock availability and postage costs etc. Please quote your membership number as this does save time and effort.

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 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.

ANNUAL RALLY

With the current lockdown in the UK showing no signs of ending it is unlikely that we will be able to hold our Annual Rally in May as usual. However, we don't need to cancel it just yet, so keep the weekend of 15/16 May free in case. Please keep an eye on the website for updates.

If it isn't possible to hold the rally at the usual time, we might be able to arrange something later in the year if enough people have been vaccinated and travel and meeting restrictions allow.

In the meantime, we will repeat some of the online activities from last year. This will include the "virtual" rally and some quizzes. All being well I would expect to get these up and running on the site from early April.

Either way, we already know that two of the themes for the rally will be Atco and JP because it's the centenaries of both companies in 2021. Get your photos and stories ready for the website and look out for when the section goes live. And, of course, if the proper rally goes ahead this year we will expect to see the real items at Milton Keynes.

CLUB MEMBERSHIP

Our membership stands at record levels and more than 700 of you will receive this edition of Grassbox. That's a long way from the 30 or so who were sent No 1 in 1990! At the time of writing around 100 of our 2019/20 members have not rejoined for the current year (which is about the average based on recent years). You can tell if this is you because the label on your envelope containing this edition of Grassbox will say "Until: 2020". If you have not rejoined this will be the last Grassbox you will receive. Reminders were sent after GB112 and we won't be sending them again.

If your address label says anything other than Until: 2020 you do not need to do anything because your membership will run until this coming July at the earliest. We will send you a reminder when you need to renew your membership. Please do not write to us or send any payment before we ask you.

Remember, we process all membership renewals at the same time because this

is simpler for the club and the people who are doing the work.

CLUB WEBSITE

The generic password for the olcmember username will change shortly after this edition of Grassbox is sent to members. We will post a note on the website when this happens.

The new password will be Dennis1931! (including the capital D and the !). This is only for people who use the olcmember username to log on to access restricted content. If you log on using your own username and password you do not need to make any changes.

The forum section continues to generate some interesting discussions and is

generally popular. Please remember to keep all postings courteous and bear in mind that not everyone has perfect spelling or grammar.

We have continued to add more content, including a number of operating manuals and brochures. Many of these can be found linked to mowers listed on the Atco, JP, and Suffolk timelines. These timelines are evolving all the time and the intention is for them to become useful identification and dating references (Atco pre 1940 and JP are more or less complete). Please send the club any photos and/or manuals and brochures so that they can be shared with other members and enthusiasts.

ADVERTISEMENTS

FOR SALE

- 36" Allen Scythe, GWO, c/w Villiers engine, £350ono C: John Hope-Hawkins T: 01400 251052 E: jhopehawkins@icloud.com (Grantham) Atco Standard; 24" Dennis, 1947; Ransomes Marquis C: Douglas Wragg T: 01444 811349 E: dgwragg@gmail.com (Sussex)
- 14" Atco B14, 1959/60, c/w Villiers Mk7 engine, £45ono C: Mick T: 07773 635043 E: mick.gill1951@outlook.com (Wolverhampton) #
- 21" Hayter, 1960s, c/w B&S engine, FTGH C: Dave Gould T: 07947 368485 E: davegould60@gmail.com (Bristol) #
- 16" Atco Light - Two Stroke, 1950, c/w Atco engine, c/w box, FTGH C: Melissa Mantle T: 07989 778315 E: melissamantle20@gmail.com (Worthing) #
- 10" Ransomes Ace Ballbearing MK1, c/w box, £500 C: Sean Williams T: 07793 754129 E: swirleos@gmail.com (Worcester) #
- 12" Shanks Silver Comet, c/w engine, c/w box, C: Ruth Shorttle T: 01844 342195 E: ruth.shorttle@gmail.com (Aylesbury) #
- 12" Atco, c/w engine, c/w box, FTGH C: Philip Pringle T: 07770 376136 E: billpringle@blueyonder.co.uk (Bradford) #

- 12" Hayn Super, 1950s/60s, c/w box, £45ono C: Vincent Fuller T: 07795 121569 E: vpfuller@msn.com (Croydon) #
- Atco, 1950s, c/w box, 150 C: Ann Butler T: 07786 911806 E: annb1971@btinternet.com (Bridgewater) #
- 14" Ransomes Minor Mk6, c/w box, Offers C: Mark Benstead T: 07795 070279 E: mark.benstead@ntlworld.com (Northampton) #
- 12" Ransomes Patent Chain Automaton, c1910, £75ono C: Howard Wilson T: 0333 0113563 E: huntworth@hotmail.co.uk (Settle) #
- 14" Atco, Bought new in 1948, c/w unknown engine, c/w box, FTGH C: Philip Howard T: 01452 770776 E: philip.g.howard78@gmail.com (Stroud) #
- 14" Atco, 1910-20s, FTGH C: Kevin Hatch T: 07811 868202 E: kdh-cptctraining@hotmail.co.uk (Bristol) #
- Suffolk Punch, 1960s, c/w Unknown engine, c/w box, Donation to charity C: Sarah Corr T: 07757 360341 E: sarah.lou111@hotmail.co.uk (Bournemouth) #
- 40" Unknown model, 1965, c/w No Engine, FT-GH C: Taruna T: E: taruna2235@gmail.com (Leicester) #

- 12" Ransomes Ajax, 1940s/50s, FTGH C: Stephen Drew T: 01277 560051 E: steve.drew536@googlemail.com (Ongar)##
- 16" Atco 5072B, 1920s, c/w Villiers engine, c/w box, Offers C: Chris Lowe T: 07714 857137 E: lowech8@gmail.com (Newark)##
- 32in/24" Atco Pre-Royal, 1960s/70s, c/w Villiers engine, c/w box, Offers C: Martin Oflanagan T: 02476 689325 E: martin@jamesoflanagan.co.uk (Coventry)##
- 14" Atco, Pre-1970, c/w Shay engine, £65 C: Mark Dawes T: 07800 547760 E: markdawes@btinternet.com (Northallerton)##
- 36" Dennis, c/w Dennis engine, c/w box, 150 C: Mark Severn T: 07407 682290 E: mcs-sports-services@hotmail.co.uk (Chelmsford)##
- 14" Atco, Pre-WW2, c/w Villiers engine, £90 C: Mike Lavy T: 07786 824223 E: mikelavy21@gmail.com (Darlington)##
- 9" Suffolk Viceroy, c/w box, FTGH C: Jane Bex T: 01843 850630 E: jane_bex@yahoo.co.uk (Ramsgate)##
- 12" Ransomes Ajax, 1960s, c/w box, Offers C: Mike Sloggett T: 07856 898845 E: msloggett59@gmail.com (Plymouth)##
- Ransomes, 1995, c/w box, £20 C: Joshua T: 07751 683849 E: joshybeal@gmail.com (Kinross-shire)##
- 14" Suffolk Punch, c/w box, Offers C: Susan Baker-Brian T: 07905 370934 E: susanbakerbrian@hotmail.com (Macclesfield)##
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- Booklets for Qualcast 12/14/17"/Dennis Paragon 24"/Hayter, FTGH C: Ken Blencoe T: 07977 349141 E: kenneth.blencoe1@mymailbox.co.uk (Atherstone)##
- 12" Webb Witch, 1960s, c/w box, FTGH C: Keith Dewhurst T: 07860 735742 E: krdewhurst@gmail.com (Cardiff)##
- 20" Ransomes Marquis, c/w B&S engine, c/w box, Donation to charity C: Malcolm Moss T: 07754 184438 E: mnmosss@googlemail.com (Exeter)##
- Folbate A2. CL Cody Caldwell E: ccc5070@gmail.com (Unknown)##
- 14" Atco, c/w box, Offers C: Michael Greig E: michael.greig@hotmail.co.uk (Buckingham)##
- Webb hand mower, unknown model, c/w box C: Mike Moore E: mike@mgmoore.co.uk (South West)
- Suffolk Punch, 1960s; 18" Webb motor mower (but engine missing), for parts C: Mervyn Adams E: madams1046@gmail.com (Weymouth)##
- Two Allen Scythes, one with Villiers 2S and one with Villiers 4S, Offers C: Peter Rotherham E: peterrotherham@hotmail.com (North Warwickshire)##
- 22" Atco Standard "Oval Frame", C: Keven Wanell E: kelvinwannell@hotmail.com (Dorking)##
- Grass box for 24" Ransomes Matador and grass box for 20" Ransomes Meteor, both in excellent condition, Donation to charity C: Fair-brass Knowles E: mailto:fairbrass@crossmanassociates.co.uk (Somerset)##
- 24" 1950s Dennis, one complete in working order, one in need of work; 36" 1930s Dennis, in need of work. C: Mike Champion. T: 07973492250. E: mike.champion@btinternet.com

WANTED

- A kickstart return spring for a Royal Enfield mower C: Geoff Christopher. T: 01425 616364. E: geoffchristopher80@gmail.com (New Milton)
- Rear drive roller both halves, with or without driveshaft, for 16" Ransomes Mk9, 1932 C: Chris Mantle T: 07900 653748 E: chrismantle@live.co.uk (Southampton)
- Shanks Pony Mower, any condition, can give cash or swap etc C: Sebastian Austin T: 01209 822636 E: seb@austin-uk.co.uk (Truro)
- Compression lever and cable for my 16" Atco Standard, missing when purchased C: Mal Jackson T: 01704 894171 E: mb498@btinternet.com (Southport)
- Two stroke mower, any make, older the better. Happy to pay shipping costs. C: Roy Glass E: royglass@suremail.gg (Guernsey)
- 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 '#'

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