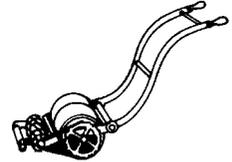


Grassbox

The magazine of The Old Lawnmower Club

Number 117

Winter 2022



EDITORIAL

Welcome to Grassbox 117. I am afraid that this issue has ended up taking even longer than usual, and consequently will be arriving with you somewhat later than I would have liked. It has been good to see a number of contributions from overseas members in this edition.

One problem caused by my slowness in producing this issuer is that it is quite likely that the next issue will not be out in time for the Annual Rally on the 21st and 22nd of May. Keith has written a bit more about this near the end of this issue, but please save the date, and bear in mind that more detailed information will be available on the website nearer the time. It is of course also worth noting that this will be the first full annual rally since May 2019. Obviously quite a lot of rallies went ahead as normal later last summer, but as this is the only exclusively OLC event it would be good to see a large turnout and I'm sure that there will be two years worth of newly found and restored machines to display.

Front cover: Front and back cover of the shanks 1908 catalogue

Next Edition: Spring 2022
Edition 117 Edited by William Proudfoot

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REVIVING AN OLD FRIEND

By John Kruspe

As a new member of the Club I would like to introduce myself. I am a Canadian from Ottawa, Canada. I learned of the Club this past September when I took a new interest in an old push lawnmower that had not been in use while in my possession for the last 30 years.

I was born and raised in a rural Ontario village named Clifford (after a village in Yorkshire) My father and his father before him owned and operated the Mansion Inn Hotel in the village. The mower in question was purchased in the early 1930s and was used to cut the grass of the hotel's extensive backyard. The picture (*opposite, top*) shows me at work in the yard in 1945 at war's end. In the late 1940s we sold the hotel and moved to a house in the village and the mower came with us.

The early 1950s brought many varieties of power mowers. My father purchased the first power mower in town and thus the old push was relegated to our car garage. The push sat unattended and unused for many years. On the passing of my mother I decided that it should



After using the Club's website I was spurred on to learn about the history of the Canadian manufacturer Taylor-Forbes of Guelph Ontario and to the refurbishing of the old mower. One bolt had to be sheared and replaced and much sanding helped to reveal the old paint design. With a little paint, new lettering and oil this old push mower will live anew for

follow me to Ottawa, where it has been, many more years.
under my front porch since 1999.

Thank you Old Lawnmower Club.

Last August for some reason I decided I should try to mow my small backyard with the old push. Well what a surprise. With a little oil, it made a smooth, fine cut of the lawn. After inspecting the machine, it was in remarkable condition despite not having cut grass in about 60 years, only being rusty, having a faded wooden handle and no damaged parts.

I could make out the faded labelling TAYLOR- F _____ and further down OIL OFTEN Having never paid attention to the faded lettering, I thought it must be the name of the manufacturer. How to find out? Of course the Internet!

I typed in: "Taylor- F lawnmowers." Result: Taylor-Forbes in Old Lawnmower Club.



1968 AND ALL THAT A PROFESSIONAL MOWER MARKET SURVEY

by Tim Stubbs

As Honorary Secretary of the Dennis Society, I have access to a fair range of Dennis Archive material. Some recent research has uncovered a Market Survey undertaken by Dennis in 1968. It sheds an insight into the Professional Mower Market at the time.

National Survey

No doubt, the survey was inspired to make an assessment of future mower sales of Dennis products. The exercise was conducted by sending questionnaires to potential Dennis Mower customers, these being mainly Municipal Parks departments. A total of 1684 questionnaires were sent out, 619 were returned completed and this enabled some statistics to be recorded. The recipients were London Boroughs, County Councils, Borough Councils, Urban Districts and Rural Districts in England and Wales. Other recipients were Scottish Boroughs and Councils. Of the 619 survey results returned, 151 were users of Dennis Mowers, about 24%. Once the figures were received, the totals were grossed up to represent the total population of 'Professional' Mowers in use in the UK.

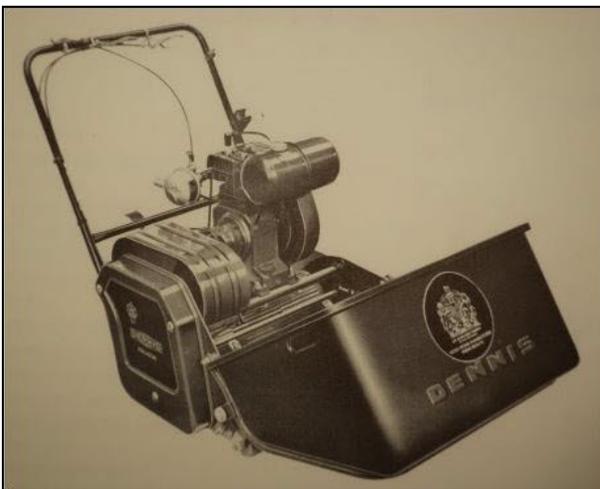
Results

The survey indicated that the best coverage of Dennis products was with London Boroughs, County Councils and Borough Councils with

less coverage in Urban and Rural Districts, and Scotland. From the survey, it was estimated that the total number of 'Professional' mowers in use in Great Britain was about 160,000, made up as follows:

Cylinder Mowers	48,000	30%
Gang Mowers	28,400	18%
Motor Triples	1,600	1%
Rotary and Flails	82,000	51%

At the time, the Dennis Premier and Paragon machines were the Dennis contribution to the total and in effect only competed in the cylinder mower category, about 30% of the market. The Dennis machines had been available for many years in 24, 30 and 36inch widths and a further analysis gave the total number of Cylinder Mowers in use as Cylinder Mowers



	Total in use	Dennis in use
36inch	3200	1100
30inch	11200	2900
24inch	13600	2000
20inch	20000	-

of price comparisons from the survey report makes interesting reading, set out in the table below.

Outcome

Dennis were clearly aware of the competition which was growing in their traditional markets. The discovery that significant numbers of the earlier well-regarded Z types were still in use was some comfort and they saw the replacement business for these users as being a positive factor. The introduction of the more competitively priced Paragon machine (*image previous page*), becoming available in 20 and 24inch widths, was hoped to give them some advantage in selling to the many users of professional mowers.

The Dennis Premier Mower (*image this page*) had achieved a market share of 28% in the 36inch and 30inch sizes, the 24inch giving less than half this figure. Dennis saw the introduction of the Paragon machine as having the potential to increase the market share, being more competitively priced than their earlier products. In deciding which machines to buy, 88% of buyers put machine reliability at the top of their list, 77% mentioned price as a main factor and 65% the availability of local spares and servicing as important. In 1968, a fair proportion (38%) of Dennis mowers then in use were pre-Premier types and of these, half were more than 15 years old. The Z type was obviously regarded highly by some users and no doubt the robustness of these machines contributed to their longevity.



Prices

The survey also interestingly assessed the competitors products and the following table

Maker	36in	34in	30in	28in	27in	26in	24in	20in
Dennis	£378		£348				£198	£180
Ransomes	£349		£318		£196		£208	£96
Allett	£395							
Atco		£194		£174			£134	£85
Greens			£309				£129	£97
Hayter			£199			£160		£89
Webb							£124	
Mountfield		£275						

SHANKS 48 INCH HORSE MOWER

By Alan Mattingly



The mower belongs to the Ferrymead Heritage Park in Christchurch, New Zealand. I've known of its existence for about twenty years and have seen it moved to various outside locations within the park. We know nothing about its early history.

During our last Winter the Rural History Society, one of a number of different societies at Ferrymead, decided to take ownership. My task initially was to unseize it. The mower is fairly complete but has had a long, hard-working life, the worst damage being the rotten bottom blade. The frame has many steel plates applied to repair cranks, many of the gears have had repairs to the teeth, these I will leave. A lot of nuts and bolts

have been replaced and the machine is now moving freely. When time permits, I'll apply some rust treatment and paint. As yet, we have been unable to find a suitable indoor location to display it.



The images above show two historic repairs to the teeth on the gear wheels, made by putting screws into the gap where the teeth have broken off, then filing the projecting part of the screw to gear tooth shape. (Ed)

ATCOS DOWN UNDER

Trevor Smith from Queensland, Australia writes: I bought an old Atco from a guy on marketplace. He had stripped it and assured me it was all there. I was of course dubious but I thought what the hell. 38 hrs later I had restored it and this is the result. These old mowers are drawing good money here in Queensland so I'm restoring as many as I can get my hands on.



RETIRED RIDE ON?

David Fisher writes: My son bought a house that came with a (dreadful) Lawn Flite 504 mower. He was going to scrap it but me being a member of the old lawnmower club (and already having 3 other ride on mowers and reluctant to scrap any old machine even if ugly and uncollectible), I attempted repair. But it wasn't worth it. The whole cutting deck was shot away, But the engine was fine. Answer: remove the cutting assembly and make it a mobile umbrella stand. It may sound crazy, but it's now one of the most useful things in

my garden. I simply drive it to where I need the shade.



GRASSBOXES, THEIR CARE AND REPAIR

By William Proudfoot

This article concerns wooden sided grassboxes, a type common from the 1860s right up until the Second World War. By the mid to late 1920s, boxes increasingly became all steel affairs, lead by Atco, Qualcast and some other new entrants to the mower market, though J.P. stuck to wood for a good few years.

The timber used for wooden sides varies enormously in type and quality. Ransomes, Greens and Shanks generally used softwood, which was always painted. Using softwood may be cheap but it's not always that strong and sometimes warps easily. The vast majority of wooden grassbox sides have at some point split, which given the rough life they had and the fact the timber is usually no more than half an inch thick is not surprising. Splitting is made more likely too by the expansion and contraction of wood across its grain, while the metal sheet screwed onto it stays the same size.

Whatever the cause, repairs are often needed. Now, you could replace the wooded sides, but then it's not the original, and would you rather buy a mower whose grassbox is half new or one that is almost all original material? Gluing together splits in wooden sides is really not very difficult, especially if the joint fits perfectly together. Modern PVA based wood glue is much stronger than glues of old, and more damp resistant too. It is common on Greens grassboxes to find the sides are made of two pieces of tongue and grooved board, which come apart as the old glue has dissolved. Its a simple job to glue them back together.





The best thing to do if the bits don't really match up any more is to cut out a strip and sandwich in a new piece of wood. I did this on the Silens Messor box, *pictured, page 10*, which now painted shows no hint of the join. The key to it is planing all four surfaces perfectly straight and true, that way a good joint can be made. It's also easier to leave the new strip of wood projecting on both sides, then plane it down to match the original afterwards.

The images on the previous page show the side of a 1920s Ransomes Automaton Minor box which has been split for at least the 30 years and probably a good bit longer. One sash cramp and a bit of packing top and bottom is all that's need, plus a long thin screw put in very carefully where the split meets the edge to reinforce the repair.

The image *above* on this page shows a Patent Automation grassbox side with two splits and also various small splits where the screws holding the metal on have forced the wood apart. This explains the multiple cramps needed to get all the bits to glue together properly at the same time. Note that in both these images, the wood has a lot of original paint on it; as a rule wooden grassboxes are the best places to find large areas of the original colour, and is less susceptible to discolouring from rust or oil than on metal surfaces.

It becomes a bit more complicated if the split is damaged or goes round a knot.

Follows and Bate tended to use hardwoods, and seem to have left them unpainted. Elm was common, though some were ash, so presumably they were not too fussy. Elm is very hard to split and was traditionally used for thin wide objects like chair seats for this reason. This makes it useful for grassbox sides, though it is not much more rot resistant than softwood, so repairs like those to this Chain Tennis box (*below*) which had rotted away at the bottom are still needed. The lighter colour of the new wood is clearly visible on the bottom third of the side. On page 10 is another Follows & Bate box, this one made of ash from an Army and Navy





Auxiliary, (a re-badged Chain Tennis) showing a new strip of wood let into the side to replace a multiple split and badly damaged section.

Occasionally, grassbox sides can warp badly. This doesn't always matter much, but occasionally it does. A Mk3 Ransomes Marquis box where both sides have become concave will no longer fit the mower; on this one I had to make special plywood spacers to push the cast iron brackets out by the amount the box sides had warped inwards.

Plywood was used a bit by Ransomes just before and after the last War, and most notably they even used thin ply in place of the steel sheet on a few boxes in the early 1950s, such was the steel shortage at the time. Sadly animal glue based plywood is the most favoured food for a woodworm, and plywood from this era is nearly always dissolving to dust if it has survived at all.

The steel part of the box often has rust holes in it, especially around the screws holding it to the wood. Here, large washers or thin steel

plates can be used to keep the metal secure to the wood, and is worth doing if it enables the original metal to be kept in place. This Silens Messor (*below*) box needed long strips down the edge to cater for the number of original screw holes that are rusted away. The metal is usually screwed to the wood with round headed screws, usually quite short, only an inch or inch and a quarter long, and these often fall out where they go into the end grain of the wood, and they often split the wood

where they rust. Shanks boxes are held together with dome headed nails rather than screws. It is often necessary to plug the holes with wooden plugs glued in before reassembling the box as the old holes will not normally take a screw. It may seem a lot of work, and grassboxes are very often overlooked, but they are a vital part of a great many mowers, and as their survival rate is probably far less than 50% of that of the mowers themselves, it is all the more worthwhile taking the trouble to preserve those that remain.



CHAIN DRIVE SIDE-WHEEL

By Clive Gravett

Many enthusiasts will be familiar with the introduction of 'Chain Drive' on roller mowers, patented in 1859 by Willoughby Green, son of Thomas Green, their partnership later to become Thomas Green & Son in 1863. Their chain drive lawn mower launched in 1860 being the familiar Thomas Green & Son Silens Messor with emphasis on it being noiseless when compared with the previous gear driven machines.

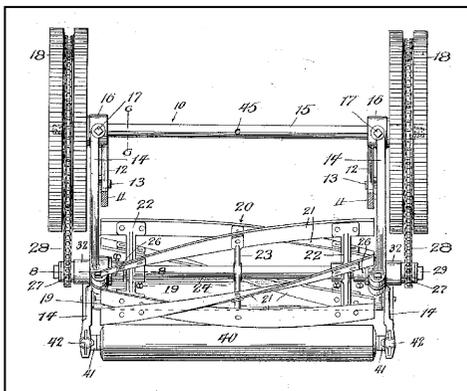
While Greens patent of 1859 referred to an endless chain, strap or band to replace the gears, it is worth noting that when Edwin Budding in 1830 patented the world's first lawn mower, he also referred to the possibility of the drive coming from endless lines or bands, perhaps where Willoughby Green got his idea!

With regard to the use of chain drive on side-wheel mowers, we do of course have the Ransomes Conquest, many owned by club members, the Conquest

story being covered fully by Colin Stone in Grass Box 110.

There were earlier chain driven side-wheels, S.P Townsend & Co, New Jersey introduced their 'Bicycle Silent' in 1899, again emphasising its noiseless operation in their advertisements. See *image on the this page, bottom*.

In 1922 George Rich patented his idea (See *image below*) for a chain driven sidewheel being produced by Rich steel Products Co, the mower had an alumin-



TOWNSEND'S BICYCLE-SILENT.

	16	18	20	22	24
Cut, inches,	16	18	20	22	24
Each	\$22.00	24.00	26.00	28.00	30.00

Ball Bearing, Chain Drive, 10 Inch Wheels, Five Blades.



ium chassis to reduce weight, with the chain drive said to reduce noise/friction and increase speed. An example of this model is shown (*image, left*), you will see chains revolve around a sprocket within the wheels. An article on the front page of The Los Angeles Sunday Times Jan 1922 was headed 'SONG OF THE LAWN MOWER TO BE HEARD NO MORE' stating that within three months production would be at the rate of 100,000 per year, the mower being named 'Silent Rich'. It appears that many inventors and manufacturers have worked hard to silence the push mower, however there are no doubt many of us who love to hear the noise and clatter of our machines.

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.

CLUB MEMBERSHIP & RENEWALS

All Membership renewal notifications were sent out during late August and early September. You only received a notification if you were due to renew this year. Our membership database is up to date, so if the address label that was used to send you this copy of Grassbox contains the words Until:2021 you still

have to renew your membership. If it says anything other than Until: 2021 you do not need to renew this year.

If you need to renew, please use the links we sent in your email notification. We will send further reminders in a few weeks. If you have not renewed by the end of December your membership will lapse and this will be the last copy of Grassbox that you receive.

Remember, we process all membership renewals at the same time each year because this is simpler for the club and the people who are doing the work.

CLUB WEBSITE

I have now completed the first phase of the website upgrade and the new site went live at the end of January. This upgrade was necessary because the version of the content management

system we use (Drupal 7) is out of date and will no longer be supported later this year. We are now using Drupal 9 and this should provide us with a secure website for the next few years. We should also be able to add and present content in new ways and more easily.

The big problem for me was that moving from D7 to D9 was more complicated than simply copying pages, files, images, and so on. The software is a combination of a main “core” supplemented by special “modules” to enable certain sections. There are significant technical differences between the two core versions and some of the modules we relied heavily on in D7 had no versions for D9. That presented a bit of a nightmare because all of the sections and that way the underlying content is presented must be rebuilt from scratch. This is the main reason I have been putting off the upgrade. I won't bore on with more details, but I will be happy to discuss with anyone that's interested.

Anyway, moving on with the story. I did a lot of the planning and preparation last year and carried out a couple of trial runs earlier in January. I then took the old site offline and built the new version. The first phase of the new site was basically the forum and I wanted to get this online first because it's the section that is used by most people. Over the next week or two I will be rebuilding all of the sections and updating the content. By the time you read this I will (hopefully) have made a fair bit of progress. Even if it looks like a lot of the content is missing, the majority from the old site is still there and I have backups of everything.

The new site should provide us with a great platform for the club in the coming years. I really do hope that more people

become regular visitors and participants in sections such as the forum. As part of the changes, I have decided – after discussion with the committee – on a few changes.

First, members will no longer have access using the “olcmember” username. When the previous site launched in 2009 this offered a simple way to access restricted areas but it's no longer the best solution (and to make it work prevents some other features on the site). Instead, anyone who wants to visit the members' only section or create content on the site will need their own account and password. Most people already do that anyway. Everyone can still view open sections of the site as before.

Second, non-members will no longer be able to register and participate in the forum. We have allowed this since the launch of the previous site because it was felt those contributions would add useful content and enliven discussions. At the time, relatively few full members were registered or participating. Many more do so now so there is no reason to continue with such open access. Existing registered non-members will have access for a while but we will eventually restrict them if they do not convert to club membership.

I will also be making some other changes to the website in due course. I would be pleased to hear from any member who has suggestions on how we can improve the site.

MEMBERSHIP RENEWALS

All membership renewals from last year have now been completed - final reminders were sent out during December. You can check your current membership status by looking at the

envelope that contained your copy of Grassbox. If it says Until: 2022 we will ask you to rejoin later this year, in June or July. If it says anything else you will not need to rejoin this year. Remember, we process all renewals at the same time each year. We will contact you at the right time. Please do not contact the club or send any payments before you are asked.

RALLIES AND EVENTS Annual Rally & AGM

The date for the Annual Rally 2022 is now confirmed for the weekend of 21/22 May. All being well, we will return to the normal programme this year. That means the Annual General Meeting will be held on Sunday 22 May and the auction will be held the same day. Although we may decide to add some new themes, we will repeat those from last year, particularly Atco and JP, so that members who were unable to attend the small-scale event in October can celebrate the "centenaries" of these famous companies.

If you want to enter lots to the auction, please send details of the items to Keith

Wootton at least one week before the event. We will not accept entries on the day. Please send details by email (ideally) or failing that by post to the usual address. There will also be an electronic entry form on the website during April and May.

We will publish more details about the rally and auction on the club website in the run-up to the weekend.

Aldham Rally

Club member Ken Austin has been in touch to invite lawn mower collectors to attend the Aldham Old Time Rally on 11/12 June 2022. This event is well-known to vintage enthusiasts in the eastern counties and many mower collectors have attended previous events. It's organised by the North East Essex Tractor & Engine Club (NEETEC) and this will be its 43rd year, now held at the old Marks Tey Racecourse near Colchester in Essex. Ken (known on the website as Mowtown) is the horticultural section organiser and can be contacted on ken44austin@yahoo.co.uk or 01473 747007.

ADVERTISEMENTS

FOR SALE

18" Ransomes Bowlic MK4, rare early electric mower ¼ horsepower motor, no box; 14" Qualcast Suffolk Punch. Donation to Prostate Cancer UK. C: Victor Possee. T: 07909 993433 E: vicpossee@gmail.com (Ayr)

20" Atco B20 Royale, c 1982, c/w Tecumseh engine, c/w box, £50 C: Simon James T: 01753 885620 E: Simon2james@tiscali.co.uk (Gerrards Cross)

36" Dennis No 350Z9, 1950, c/w Dennis engine, c/w box, £500 C: Adam McMurray T: 07837 007647 E: aamcmurray@hotmail.co.uk (Belfast)

Stanley Bridges rotary mower. C: Chris Maddocks E: chrissnooker@hotmail.co.uk #

24" Atco Standard, c/w JAP 4S engine. C: Stephen Banks E: stevie.banks@talktalk.net (Prestatyn)#

Sidewheel, unknown model, c/w box and thrower plate. Photos available. C: Rebecca Shaw E: bshawmh@gmail.com

26" Atco Standard, 1920, FTGH C: Mike West T: 07866 487699 E: mike.west1945@yahoo.co.uk (Leeds)

16" Atco Standard, c1928, c/w Villiers engine, c/w box, FTGH C: Mike Kent T: 07836 376423 E: cowleyfour@tiscali.co.uk (Guildford)

12" Suffolk Colt, 1970, c/w box, FTGH C: John Knowles T: 07791 931061 E: john.knowles587@gmail.com (Solihull)#

- 14" Atco Windsor 14, c/w box, £240 C: Keith Bacon T: 01777 709902 E: keith.bacon99@gmail.com (Retford)#
- 12" Ransomes Ajax MK4, c/w box, £300 C: Mason T: 07828 499854 E: masonspencer1@hotmail.co.uk (Birmingham)#
- Moore Cylinder, c/w box, £3500 C: Mark Jardine T: 07748 632832 E: markjardine@gmail.com (Dedham)#
- 16" Atco, 1928, c/w Villiers engine, FTGH C: Alan James T: 07999 846109 E: felicityandalan@hotmail.co.uk (Winchester)#
- JP Minor operating manual, Offers C: Richard Hurst T: 07783 801867 E: richardhurst@fastmail.fm (Stanley)#
- 24" Webb AB1442, c1970s, c/w B&S engine, c/w box, FTGH C: Steve Watkins T: 07764 772646 E: watkis01@googlemail.com (Caterham)#
- 24" Atco AUF24, c/w box, Offers C: John T: 07758 494324 E: collycroft@gmail.com (Derby)#
- Rotoscythe manuals, brochures and sale details, 1935, £Donation C: Nicola Cross T: 01559 371582 E: audleynick@burnettfamily.co.uk (Carmarthen)#
- 14" Suffolk Punch, 1970s, c/w Suffolk engine, c/w box, FTGH C: Richard Newley T: 07823 497595 E: Richard.Newley@gmail.com (Bristol)#
- 14" Ransomes Fourteen, c1960, c/w box, £25 C: Ian Judd T: 01491 872642 E: igjudd@outlook.com (Reading)#
- 24" Webb 24, c1980s, c/w B&S engine, c/w box, Offers C: Robert Ashworth T: 07860 929331 E: robert.h.ashworth@gmail.com (Seaton)#
- 12" Suffolk Super Colt No 24A, C1970s, c/w box, Offers C: Charles Sievewright T: 07778 529806 E: sieves@shugc.com (Settle)#
- 12" Atco DeLuxe B12, c/w box, FTGH C: Adam Hackney T: 07889 261779 E: Adam.hackney87@gmail.com (Solihull)#
- 17" Greens Master L17/1867, 1958, c/w Villiers engine, c/w box, £90 C: Paul Tranter T: 07583 870428 E: plt53@hotmail.co.uk (Plymouth)#
- 20" Atco, 1948, c/w Villiers engine, c/w box, £100 C: John Rose T: 01493 700753 E: cc.rose@btinternet.com (Norwich)#
- 14" Suffolk Punch, c1965, c/w Atco petrol 4 stroke engine, c/w box, FTGH C: C Scarlett T: E: chris@farthings.myzen.co.uk (Guildford)#
- 16" JP Maxees, c/w box, FTGH C: Liz Maslen T: E: liz.maslen@outlook.com (Nottingham)#
- Webb Child Mower, 1950, c/w box, Offers C: Alice Tollworthy T: E: alicetollworthy@gmail.com ()#
- Tarpen Grassmaster, Offers C: Derek Symmes T: 07906 370264 E: wayne.bbpub@outlook.com (Truro)#
- Presto Rollmo Six-Eighteen, c/w box C: Darryl Dixon T: 07740 040338 E: ddixon108@btinternet.com (Nottingham)#
- Atco, c/w Villiers engine C: Sam Hardaker T: 07887 503908 E: samdylan@me.com (London)#
- 15" Flymo Electric 38A, 1960s, FTGH C: Catharine Bull T: 07891 637705 E: catbull@rocketmail.com (Stroud)#
- 12" Ransomes Ajax, Mk3, c/w box, FTGH C: Tad T: 07505 563552 E: tbilas@blueyonder.co.uk (Cheltenham)#
- 16" Ransomes Certes Mk8, £100ono C: Peter Blackman T: 07815 672076 E: aliblackman5920@gmail.com (Ayr)#
- 20" Ransomes Marquis Mk 4A, c/w BSA/Villiers F12 Sloper engine, c/w box, £200 C: Michael Lacy T: 01252 872115 E: michaellacy11@hotmail.com (Yateley)#
- 12" Ransomes Ajax Mk3, c1970, c/w box C: Andrew Greenow E: andrew.greenow@btinternet.com (London)#
- 14" Atco motor mower, c/w box, manual, and toolkit. C: Mike Thompson E: mikethompson1@btinternet.com #
- 24" Webb motor mowers, three examples, all with boxes. C: Mike Garner E: mikegarnerza@gmail.com #
- Ransomes Siba Marquis motor mower. C: Nick & Carole Bridge T: 07770 722296 E: curlycarole@btinternet.com (Burnley)#
- Selection of motor mowers, including Atco Lightweight (1930s), Pinnock Villager rotary, Ransomes Sprite, Webb motor mower (1950s). Photos available on request. C: Roy Forward E: randcm@btinternet.com (High Wycombe)#

WANTED

Ransomes Certes hand mower complete; also Certes 14" and 16" grassboxes. C: British Lawnmower Museum, 106-112 Shakespeare St. Southport. T: 07793825353 E: br@lawnmowerworld.com

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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Reg Leg 31"

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

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Grassbox binder £6

25th. Anniversary poster £2

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