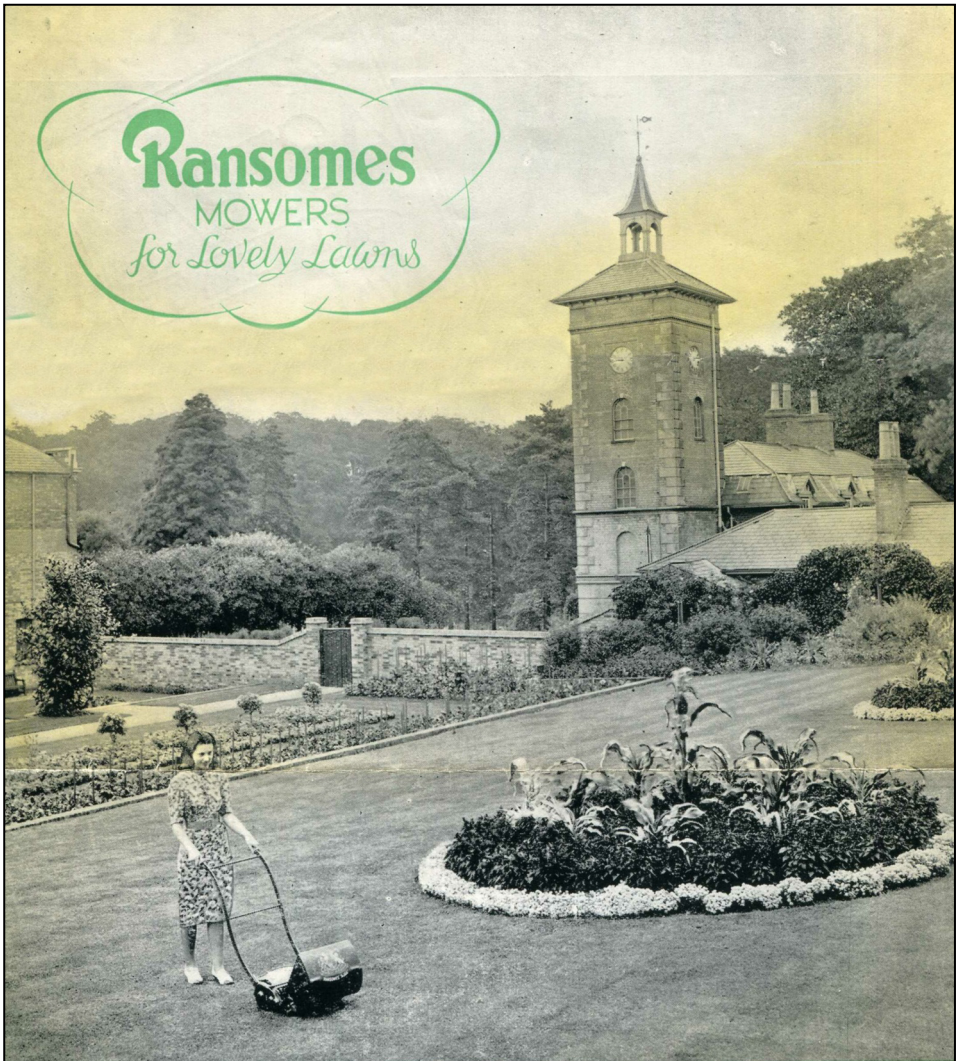
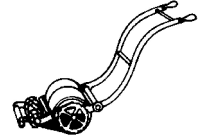


Grassbox

The magazine of The Old Lawnmower Club

Number 124 Autumn 2023



EDITORIAL

Welcome to Grassbox 124. This issue has been written as the winter storms are rolling in and indeed it has been quite a wet summer, with the grass never turning brown,

Nevertheless, this has been a good year at the rallies without any of the regulars turning to a swamp as can sometimes be the case, and this issue carries reviews of three events that club members attended.

This issue also includes a section called *Cuttings* that I run occasionally whenever the number of small items mount up sufficiently. It's good to have these little bits and bobs of news and events, so please do keep sending them in.



RALLY REPORTS

NORTON & CHISELBOROUGH FLOWER SHOW, SOMERSET 19TH AUGUST 2023

We thought we'd try something different this year and had a brilliant samba band led by a huge seven foot puppet which led the parade from the Lord Nelson to signal the start of the show at the recreation ground. This went down a treat!

We had three great OLC displays and I would like to thank Lee, Joy and Jonathon who came last year and Paul who came along for the first time. Between them they had over 40 machines on display. Lee brought two Webb miniatures for children to try. This proved to be very popular. Get them young! *(image, left)*

In addition to the OLC displays and the ever popular flower and vegetable marquee we had birds of prey, Bubble Man, samba band, beekeepers, craft stalls, artisan food stalls, the list goes on! So there was plenty to see and do for young and not so young. See you next year?

NICK FAIRWEATHER
nickfairweather@hotmail.com

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BEDFORD STEAM FAYRE

Our second year at the new location for the Bedford Steam Fayre was another success. As usual we were sharing a marquee with the modelmakers but there was ample space for our display across one end.

Our display comprised mainly hand mowers and there was a good selection, enabling us to create a number of “mini sections” where interesting or similar machines were placed alongside each other. This included, for example, a selection of catalogue mowers brought by various members and a gaggle of Silens Messors centred around Paul & Mike Harvey’s examples with some nice display boards they had prepared.

Andrew Grout had assembled a selection of three Watkinson hand mowers, all made in Bedford which made them the most “local” exhibits in our display (perhaps the whole rally) by far. Inter-

estingly, each of these mowers had a slightly different design although one had to look closely to spot some of the variations. While these mowers were fascinating for us collectors, Andrew’s most popular “exhibit” with the visiting public was most definitely his bloodhound Freddy – it was a cause of non-stop conversations over the weekend.

James Rudling brought along a nice selection of runnable motor mowers as usual. The largest mower on show, and the one that probably attracted the most interest, was Jonathan Hardwick’s Ransomes Overgreen complete with its three gang units. Thanks to everyone who took part and get well soon to the members who were unable to join us this time.

KEITH WOOTTON

ANOTHER MARVELLOUS MALVERN

The Malvern Autumn Show is our final event of the year and one of our most popular: this time was no exception. The organisers had relocated our dis-



play to a different part of the vintage area to make better use of the allocated space. Despite some trepidation on my part before the event this turned out to be an excellent position, with a lot of visitors seeing our display while enabling us to retain a large working area alongside the marquee to show some mowers in action. The weather was just about OK too and in almost 25 years of our club being there we have never had a really wet one, although it was quite cold during the evenings this time.

Regular exhibitors included Alec Hillyar, Paul Channon, Bruce Bentley, Paul and Mike Harvey, Laura Harper, and Neil Burke who between them brought along a nice selection of mowers spanning the Victorian to Elizabethan (can we say that now?) eras to help create the display. Jan and Ray Williams and Ann and Dave Price had their usual assortment of mowers and gardening tools to augment the overall display - they have all been going to the show as long as any of us.

Robin Maitland brought his large Ransomes ride-on motor mower, now named Bodmin in honour of where he found it. Robin is always ready and willing to jump on and show it off, trundling around and hooting the horn. This year he surprised us by turning up with a trio of roller seats which were towed behind Bodmin to great effect – most of us had a go as passengers at some time (*see image below*). Another surprise was a British Anzani Lawnrider which Robin has recently converted to electric battery power, à la “Vintage Voltage” (*image opposite*). Although not yet able to cut, the mower was nevertheless very mobile although Robin thought it was perhaps a little slow. It was certainly an interesting way to update and display an “old” mower and Robin had added a few real bells and whistles to enhance the effect. Robin has promised a hovercraft at some future event!

Joining us for the first time this year was Brian Woodcock who had a nice work-





sets our display apart. It's not possible at many of the other shows we do because of the ground they are held on. So, it's particularly gratifying that all of our team makes an effort to bring at least one machine – and often many more – that will be shown off during the weekend. Thanks to everyone who took

ing example of a Qualcast Panther which has apparently been in the family for many years. Another first-timer was Richard Cowell who had an original-condition Suffolk Colt. Both of these mowers were in working order and added to our working area immensely. They are typical of their type and attracted a lot of interest from visitors, many of whom had memories of using mowers just like them in the not-too-distant past. It is easy to forget that for many people these relatively recent machines are just as interesting, if not moreso, than some of the much older machines on view.

Also adding to the working displays were Dan Mortimer and James Rudling who both brought along a good selection of hand and motor mowers that were spotted running around the working area throughout the weekend. In total we had around 60 mowers on display. The working aspect is what

part. Marvellous!
KEITH WOOTTON



RESTORING A 1964 UNI-HORSE MKIII GARDEN TRACTOR

By Paul Harvey

FINDING:

I bought the Uni-horse at the Tractor World auction in Malvern in 2007. I had been interested in a "64" model for over 10 years, but had seen nothing in honest condition, not seriously worn out, realistically priced (aren't they all over priced?) or ones local to me to transport. At the auction, the vendor's "mechanic" demonstrated the machine running in forward and reverse. I did external checks such as axle "wobble" to see what the shafts and bronze bushes were like, then I got hooked into the usual bidding frenzy.

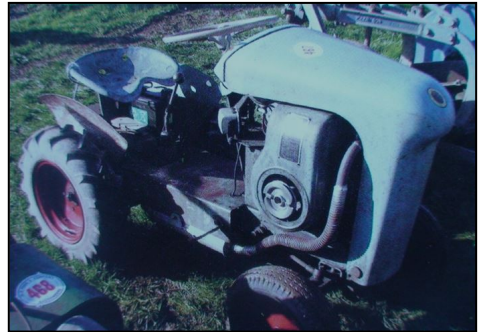
The machine had a few parts missing, all the handbrake / band brake mechanism, the rear implement lever and linkage and the front PTO pulley; plus an automotive size exhaust silencer and flexible pipe. The badge and VIN plate were present, so I was happy that everything that couldn't be reproduced in house was present.

INTO THE GARAGE:

Restoration work started immediately; (in between previously started projects) I drew up an exploded parts diagram of all the components to colour in parts on the diagrams once individual parts were restored, so I knew when all parts were ready for reassembly.

The rear axle drive train and gearbox were removed first. The bespoke-made straight cut spur gears were all in excellent condition, so no major expense in specialist gear cutting or donor parts required.

The word "Half-shafts" in the plural sense would not apply on this Pre-fix 1000 serial number Uni-horse as the



rear nearside axle half-shaft from wheel flange runs all the way to the off-side, with the offside wheel hub running on it.

The differential also runs on the nearside half-shaft; when made it was steel on cast steel, and the differential gear and what with poor grease packed lubrication was extremely worn if not to say very loose; a common fault on these early / "un-improved" Uni-horses.

When advertised new the final drive was described as a "grease-tight compact unit," in reality lubrication depended on the user being religious in maintaining the (few) grease points every 8-10 hours as recommended in the Owner's Manual. Plus the whole design of the differential gear drivetrain cantilevering on the offside axle and flexing on rough ground plus the flimsy thin pressed steel gear casing (no doubt borrowed from a motorcycle) not impervious to water or dirt, was a great cause for problems. Hence Uni-horse developing and launching the "improved" 66 tractor at the Royal Smithfield Show in Late 1965.

I contracted a local company to metal spray the worn half shaft and make new

bronze bushes; and bush the differential where it fits on the half-shaft. Due to demand for the service this took a year for the engineering company to do. All the less complex machining of shafts and bushes for perch bracket, steering system, etc was done on our Boxford Lathe.

The main 3-speed gearbox utilising Ford components was comprehensively overhauled with new main shaft bearings, primary pinion bush, lay shaft bushing, etc. to make a smooth and clean gear selection.

The rest of the tractor was dismantled, and all the parts individually restored, primed then wrapped up in boxes. The engine was rebuilt by my father, using parts from a selection of donor engines bought at autojumbles from the pre-internet age and new old stock parts.

The bonnet and dashboard are of Glass-fibre, and quite damaged, My father the ever great artisan; very skilled in Glass-fibre work restored these over many months, reinforcing the bonnet hinge with extra bushing.

I found some new rear chevron tyres online in Chesterfield, so my parents took the train up to collect.

I fabricated all the missing parts; rear lift linkage and lever, handbrake mechanism, and found a handbrake lever exactly right.

All this progressed slowly over several years due to work, hobbies, holidays and chores as all the parts had to be refurbished to new spec. All the aerosol primed parts were expertly sprayed by my father in synthetic enamel the colour of which I had specially mixed.

As stated, I wanted maximum possible visual condition as of January 1964 when built, so minor details such as correct Schroeder valve caps on wheels, correct switchgear on dashboard, even the spare ignition key having the protective rubber cover on.

In 2009 I attended a Steam Rally with another Uni-horse and was kindly given an unused 38" twin cutter mid-mounted cutter deck, contemporary for the machine. Albeit without any fitting / height adjustment parts, which again I fabricat-

ed after measuring one up I saw at a Rally.

The cutter-deck despite being unused from 1965, had been left in a pile of fire wood, so all the tinwork / apron was replaced, I had local fabricators cut and press this for me.

The gearboxes were refurbished with new seals and bearings. The original blades and bosses being rotten,



I fabricated and used a friend's large fly-press to form. Ever wanting everything to be as originally produced, the machine took over 6 years to restore and debuted publicly at the Old Lawnmower Club stand at the Malvern Autumn Garden Show in 2013. And in 2017 we brought it to the AGM and demonstrated it for the whole weekend.

“WHAT MODEL IS IT? WHEN WAS IT MADE?”

For those unacquainted with the modern era sphere of the 1960s ride on; this Uni-horse Compact tractor is a Mark 3 model (i.e. having centre PTO and electric start options) Made by Edward Williams Engineering, completed in January 1964.

Most 1963-5 built Uni-horses such as this one are often incorrectly called the “Mk 2” and claimed to be made in 1962, which is not the case! Edward Williams Engineering took over production from Lea-Francis Cars of Coventry in Spring 1963 and the so called “Mark II in its 4 basic types was produced till 1965.

Only in late 1965 with the introduction of the more robust “improved” Tractor called the “66” were the older models denoted prefix “64” Several hundred were built and are often seen at Steam Rallies or posted online.

COLLECTING:

Like Most mower collectors wishing to collect one mod-

el of each of their favourite mowers and one of each cutting width within that model; the endless possibility of mower combinations, so too here would a collector of the Uni-horse tractor be on an endless completist quest, (or in this case fruitless quest) to own every model produced as each year 4 basic models were produced, (Mk1-4) but to these different options such as 12” or 16” rear wheels, hydraulic implement lift and linkage and other special highways use options!

The 38” mid-mounted cutter deck was introduced in 1963 by Edward Williams Engineering as a logical and popular accessory and can be fitted on all Uni-horses with the standard 12” rear wheels of the MK1 & MK3 type (i.e. no rear p.t.o. fitted.)

Naturally having the contemporary cutter deck fitted to my machine certainly fits in with the ethos of the club and particularly the “Vintage Mowing” area at the various OLC events that it has attended in the last 10 years.

Paulharvey78@btinternet.com



CUTTINGS

BANGOR HORTICULTURAL SOCIETY ANNIVERSARY part of the

By Peter Lyons

Alistair Ritchie is a member of the Vintage Horticultural and Garden Machinery Club and a friend of mine. Living in Bangor Co. Down he has retired now for some years and is able to devote lots of time to his passion for collecting. Alistair collects old mechanical things. Stationary engines and old lawnmowers are his favourites. He also has some marine engines in his collections.

May 2023 was the 100th Anniversary of Bangor Horticultural Society (BHS), one of the oldest gardening clubs still active after 100 years. We are based in Bangor Co. Down, where Alistair lives. When I mentioned this to Alistair he suggested that he lend one of his many old lawn mowers to the BHS for exhibition that had been arranged at the North Down Museum. We looked at using one of his motorised machines from the 1920s, an Atco Standard 22, but the logistics of getting it into the Museum was just too much and put us off. Alistair lent us instead one of his push mowers, a Pennsylvania. This is an amazing piece of machinery, still cutting grass after 100 years. It has an amazingly smooth action.

We took this to the museum at the beginning of May 2023 and it formed



BHS Exhibition in the Museum's Long Gallery on from then until the end of July. The old lawnmower has generated considerable interest from the museum visitors. The Exhibition has been a great success with BHS getting quite a number of new members.

BHS would like to thank Alistair for his willingness to help us with our celebrations and for the loan of his lawnmower. If anyone wishes to contact him use rathgill20@gmail.com.

Peter Lyons
Membership Secretary,
BHS

THE RANSOMES MAGIC LION **By Christopher Proudfoot**

The interesting ideas that eBay sellers (and auction cataloguers) sometimes come up with are a good source of amusement for collectors. At the time of writing (June 22) there is someone asking £500 each for a couple of 'early 19th century' Silens Messors, with 'original' grass boxes. No SM could be early 19th century, of course, and these two were both post 1905, so our hopeful is only 100 years out. And both the grass boxes have been rebuilt, the rusty non-corrugated metal adorned with brand new transfers.

But what really caught my eye was £750 for a 'Ransomes Sims & Jefferies'

Lion. This was dated, not unreasonably, to the 1920s (never mind that the wheels probably display a 1933 patent date) and one of the wheels had a chip out of it. Yes, the handle, complete with badge and bow irons, was from a Lion and a 13-inch one at that. But the mower was a Follows & Bate 'Magic', that steel-sided affair beloved of the catalogue mower market from the 1930s onwards, and which formed the basis in the 1970s of the Qualcast Q7.



This optimist had obviously done some research, as the name on the badge is simply 'Ransomes', not Ransomes, Sims and Jefferies. What would his price have been, one wonders, had it not been for that chip in the wheel?

A TRULY INTERNATIONAL CLUB!

By Keith Wootton

Earlier this year I was contacted by David Tindale, one of our many members in Australia to see if I knew anyone who might have a spare cover plate for a 1950s Greens Master motor mower. It's always a long shot finding this type of spare part because – unlike generic items such as nuts and bolts, bearings, and chain – they were made for a specific make and model. But I thought it was worth a try. I mentioned it to a few people at the Annual Rally, one of whom was Alan Hardwick who was visiting from the USA where he now

lives. Alan said he might have one and brought it along the next day. It looked like the right thing, and I sent David a couple of photos. He confirmed it was the piece he needed but by then I was back in France - where I now live. We agreed to finalise the arrangements to send it to him when I was next in the UK. This included working out how much it would cost to send so when I was over for the Bedford and Malvern events, I took the plate to the local Post Office to check. It was not cheap, perhaps more than the mower cost when new, but where are you going to find another one? The item

needed careful packing to make sure it didn't exceed Royal Mail's "small parcel" size limits – otherwise it would have cost a lot more to send. David agreed to the postage costs, and I duly sent it to him in Queensland where it arrived about a week later. How international is that? An item made in the UK, offered by a member living in the US to another in Australia, all coordinated by someone shuttling between the UK and France?

ROYAL ENFIELD IN GREECE

By Andreas Papadakis

As a proud member of the Old Lawnmower Club, here is a photo from the "Royal Enfield International Rally" which was held in Greece in June 2023! My 1938 Royal Enfield Lawnmower with 98cc Villiers engine displayed there, next to a 1950s Royal Enfield bicycle and of course many motorcycles.



This lawnmower made a long journey to come here from Banbury, UK.

I must say I am so grateful to longstanding club member Ted Sutton for that, and of course to Keith Wootton for all his help.

DENNIS STARTER RIG

By Keith Wootton

I recently had correspondence with a Dennis owner who is not in the club. He sent me some information about an intriguing starter rig for his machines, which are both fairly early Blackburne engine models. He built the rig a few years ago using an old mini starter motor and reduction pulleys connected by fan belts driving a crank connection which he fashioned himself out of steel tube. The rig slots in and stands adjacent to the mower and runs off the car with jump leads (presumably one could also use a separate battery or one of those self-contained jump-start packs). The connecting shaft is designed to sit at the same height as the crank on the mower to make it easy to put them together. It all works very well, apparently, and the concept

might be useful to members who need help when cranking over their motor mowers to get them running. It certainly looks like a lot less effort than doing it by hand.



POST WAR ATCO RESCUE

By Philip Pain

My grandfather lived near Birmingham and was a Director of Bellis and Morcamb. His father (my great grandfather) while working for the company invented and patented part of the forced lubrication of the internal combustion engine,



sometime in the late 1800s, so we have a bit of engineering in us, but most of it missed me!

I came across my grandfather's old two stroke Atco in my shed, must have been there for 40 years plus and contemplated donating it to the local skip recycling centre, however to my wife's dismay I have decided to try and rebuild it this winter.

I'm not sure which 14 inch model it is, so if anyone know and can point me in the right direction for advice I would be most grateful. I think built c1950s.

My e mail is phillip.pain@btinternet.com

This Atco has aluminium side plates, like the Ransomes machines in the article below. Ed.

RANSOMES AFTER THE WAR

By William Proudfoot

The front cover of this issue shows one of those delightfully improbable advertising photographs with a lady who probably hasn't seen many mowers before suggesting her brand new Ajax Mark 3 would be ideally suited to the vast lawns of a stately home. In this instance, it is the front of a Ransomes leaflet from 1947, and listed within are just three models of hand mower available, the Mk. 3 Ajax, the Lioness side wheeler and the more expensive Astral roller mower.

The post war fuel shortages did mean a resurgence of hand mowers (of which more anon) but in fact it was not just fuel that was in short supply after the war. Many materials were unavailable too, especially steel. Aluminium by contrast was quite readily available, leading

to many cast alloy components on mowers and other domestic products.

All three models listed here had alloy frames, the Lioness in particular going the whole hog with alloy wheels as well. This made the mower so much lighter than other side wheel models of the time that another material saving was possible with the wooden handle stem being considerably thinner than pre war versions were.

Some parts did not readily lend themselves to be made from alloy castings, obviously the blades but also other parts like the grassbox and delivery plate. As the letter to the dealer enclosed with the leaflet explains, the steel shortage meant that there were simply no grassboxes or delivery plates available for the Lioness in 1947.

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28th March, 19 47.

Mr. E. R. Willis,
Ironmonger,
CLARE,
Suffolk.

Dear Sir,

We thank you for your Order No. 7566 of the 26th instant for LIONESS and AJAX Lawn Mowers, which we have entered in our books to be despatched when available.

We would mention that we have considerable numbers of machines on order and due to the present manufacturing difficulties regret that we cannot give a definite date when these machines will be despatched.

With reference to the LIONESS machine, this is manufactured in the 12" size only, and at the moment there are no Grass Boxes or Delivery Ptes available for this machine.

As requested, we have pleasure in enclosing catalogue of hand machines which are available this Season.

Assuring you of our best attention at all times,

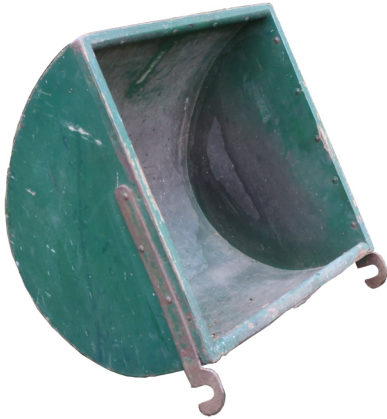
We are,
Yours faithfully,
RANSOMES, SIMS & JEFFERIES, LTD.,

Shortage of materials was not the only problem. The desperate need to generate money for the economy by selling manufactured goods abroad mean that products for domestic use were heavily restricted. This poor ironmonger in rural Suffolk was clearly going to have a long wait for his customers for their new mower, no matter how wonderful it was made to look by their advertising.

The steel shortages continued for some years, even into the 1950s, when motor mowers were again being sold as petrol rationing eased. A few Ransomes Minors were sold with extraordinary grassboxes made entirely (except for the brackets) out of plywood. One of the wonders of plywood is the ability to make thin curved shapes, enabling a grassbox with the convectional appearance to be made with no steel skin. Old

fashioned plywood made with animal based glues are very popular with woodworm, so this example is becoming a little the worse for wear but is never the less an extraordinary survivor from a particular set of circumstances in the industrial history of the country.

Note the steel strip around the whole box, and the crimped join at the bottom.



CLUB SERVICES AND INFORMATION

CLUB SHOP

The Club Shop, run by Colin Stone, continues to be open as normal. This is an ideal opportunity to purchase Club Clothing, Transfers, Souvenirs and Books for those not able to attend the Annual Rally/AGM. All items for sale can be seen on the website in the Members Section. Mugs produced as rally souvenirs are available to members who were unable to attend.

Contact Colin Stone, ideally by email: stonethemows@btinternet.com Other contact details inside front cover. Please quote your Membership number. It's a simple process; price and availability will be confirmed before proceeding.

MEMBERSHIP RENEWALS

Membership notifications were sent out during September to everyone who was 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:2023 you still need to renew your membership. You can find all the information you need on the email or letter we sent you at the time. If you cannot find this and still want to rejoin, contact Keith for more details.

If the address label says anything other than Until: 2023 you do not need to renew this year and you won't have received a notification.

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.

ADVERTISEMENTS

FOR SALE

- 11" JP Minor, c1948, c/w box, C: Jeremy Curry
T: 01670 732223 E: jerrycurry@aol.com
(Newcastle upon Tyne)#
- Vivian Lloyd & Co 1003, C: Randell Mahoney T:
04 124 47042 E: Randzent@gmail.com
(Glenwood)#
- 12" Webb Deluxe 2-Speed, 1950, c/w box, C:
Derek Chapman T: 07795 121264 E:
ederekchapman@btinternet.com
(Southampton)#
- Ransomes Overgreen, c1940s, £300 C: Darren
Harper T: 07752 870053 E:
dazharper1966@gmail.com (Shrewsbury)#
- 17" Suffolk Super Punch, c/w box, C: Robert
Cleveland T: 07941 131852 E:
rob.cleveland11@gmail.com (Leatherhead)#
- 12" Qualcast Suffolk Punch 30S, 1987, c/w box,
£400 C: Gordon Sinnott T: 01922 684534
E: gordon.sinnott@talktalk.net (Walsall)#
- 11" JP Minor MK2, c/w box, C: Beverley White T:
07582 920661 E:
bwhite.nipper@btinternet.com (Grange-over-
Sands)#
- 12" Ransomes Ajax Mk5, 1960s, c/w box, C:
Chris Byrne T: 0208 6433025 E:
cbyrne.psi@gmail.com (Sutton)#
- 14" Qualcast Suffolk Punch, c1980s, c/w Qual-
cast Model 25A engine, c/w box, FTGH C:
Ian Thorp T: 07801 829041 E:
ianjthorp@icloud.com (Manchester)#
- 14" Greens Master, 1959, c/w Villiers engine,
c/w box, C: Mick Fairless T: E:
mick_f@hotmail.com (Lydney)#
- 10" Webb , c1950, c/w box, C: Andrew Foreman
T: E: andrew.2121@yahoo.com (Worcester
Park)#
- 12" Ransomes Ajax, 1962/3, c/w box, FTGH C:
David Peck T: 01895 833249 E:
dewp44@icloud.com (Denham)#
- 12" Ransomes Ajax, 1962/3, c/w box, FTGH C:
David Peck T: 01895 833249 E:
dewp44@icloud.com (Denham)#
- 14" Suffolk 28A, c/w box, C: Brian Curry T: E:
beecurry@hotmail.com (Harrow)#
- 12" Suffolk 14A, c/w box, C: Brian Curry T: E:
beecurry@hotmail.com (Harrow)#
- 12" Suffolk Super Swift, c1958, c/w instruction
leaflet, c/w box, £60 C: Richard Trueman T:
07909 686223 E:
RichardTrueman@btinternet.com
(Leatherhead)#
- Qualcast , FTGH C: Glynn Christopher Collins-
Beckett T: 07771 867144 E:
carperglynn@blueyonder.co.uk (Bristol)#
- Qualcast Suffolk Punch 30S, c/w box, C: Geoff
Whittingham T: E:
geoff@primesolutionsuk.com (Bidford on
Avon,)#
- Ransomes Ajax Mk4, c/w box, C: Catherine Col-
lins T: 07796 954466 E:
aitong51@protonmail.com (Melksham)#
- 16" Ransomes Certes, c/w box, Offers over £250
C: Colin Le Grice T: 01502 508076 E:
colin.legrice@icloud.com (Lowestoft)#
- 12" Qualcast , 1967, c/w box, FTGH C: Pat
Stocking T: E:
patricia.stocking@btinternet.com (Swindon)#
- 10" Ramsomes Leo, FTGH C: jonathan Hudson
T: 07864 298639 E:
jonathan@evansconsult.co.uk (Ipswich)#
- 16" Webb , 1950s, c/w B&S engine, c/w box, £35
C: James Warriner T: 07788 898 880 E:
jameswarriner@icloud.com (Warwick)#
- 22" Atco Standard, 1925, c/w Villiers engine, c/w
box, £500 C: Andrew Langton T: 01981
550123 E: arjlangton@hotmail.co.uk
(Hereford)#
- 12" Ransomes LR1, 1937, c/w box, £50 C: An-
drew Langton T: 01981 550123 E:
arjlangton@hotmail.co.uk (Hereford)#
- 12" Suffolk Super Colt, c1970, c/w box; 14"
Qualcast Commodore, c1960s, c/w box, c/w
handbook; 14" Qualcast 35S, c/w box, c/w
handbook; 12" Suffolk Swift, c1950s/60s, no
box, FTGH C: Brian Gibson or Sandy Reeve
E: brianalangibson@gmail.com or
reeve797@btinternet.com (Suffolk)#
- 36" Atco 12/36, 1988, £300 C: Peter Hill T:
01982 552479 E:
hill.peterdowser.peter@gmail.com (Buith
Wells)#

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 2024
Edition 124 Edited by William Proudfoot

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