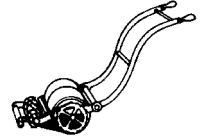


Grassbox

The magazine of The Old Lawnmower Club

Number 125



"Super Panther"
BALL BEARING ROLLER MOWER

... (text describing features and specifications) ...

QUALICAST

12" SUPER PANTHER

THE WORLD'S MOST POPULAR ROLLER MOWER

£7.15.9 COMPLETE

Guaranteed For 10 years

MOWERS FOR LOVELIER LAWNS April 1965

Reason why every lawn mowers that would have been better, in fact, and the subject of admiration. One of the best mowers in the class.

The Hefkott Cultivator's biggest selling feature is its roller which gives your lawn a smooth, even surface and keeps it in the best of health.

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HAINE & CORRY LTD

WHERE GOOD GARDENS BEGIN

Southing House, Gloucester, 213 High Street, Chatham; South Street, Carham; Radley Road, Abingdon

Qualicast Super Panther
Cuts edges and borders

... (text describing features and specifications) ...

COMPARE THESE FEATURES AGAINST ANY OTHER HANDMOWER RESPECTIVE OF PRICE

... (text describing features and specifications) ...

ALL QUALICAST HAND MOWERS ARE GUARANTEED FOR TEN YEARS

Model 'B.I.' de luxe

... (text describing features and specifications) ...

Model 'E.I.'

... (text describing features and specifications) ...

Model only £4 4s. 9d.

Model only £4 0s. 9d.

STOP STRUGGLING WITH THAT OLD MACHINE!
Buy the Streamlined

Super Panther

... (text describing features and specifications) ...

Model 'B.I.' de Luxe ... £5-0-3.2d

Model 'E.I.' ... £4-13-3d

Model 'B.I.' de Luxe ... £4-13-3d

Model 'E.I.' ... £4-13-3d

... (text describing features and specifications) ...

Qualicast Super Panther
BALL BEARING

... (text describing features and specifications) ...

QUALICAST

SOLE MANUFACTURERS QUALICAST LTD, DERRY, ENGLAND

Ref No. 948

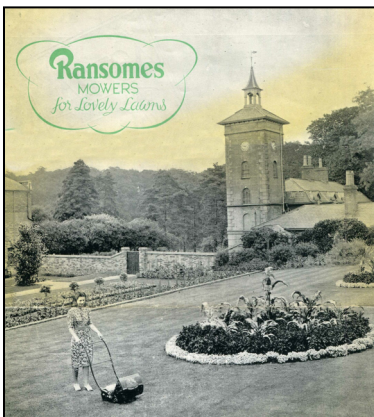
DETACH THE BOTTOM HALF OF THIS CARD AND POST TO THE MAKERS OPTION - DATES FROM DATES OF PURCHASE TO HAVE YOUR GUARANTEE INCREASED.

EDITORIAL

Welcome to Grassbox 125.

A couple of house keeping items on this page to draw members attentions to in the yellow box below containing the contact details of club officers. Firstly can I remind members of my correct postal address, I've had a couple of items recently that have kindly been forwarded on from my old address which I moved from in 2019. If you post mail to me, please check you are sending to The Old Windmill, not elsewhere! Secondly, as many of you know Keith Wootton spends much of his time living in France, and as such there is no point posting mail to him, so we have removed his postal address and landline number. Any club admin going by post should be sent to Alec Hillyer at the address below, otherwise it may go unopened for many months!

Front Cover: Rob Bain's collection of Super Panther paperwork, much of which came with the machine described on pages 4 and 5



CUTTINGS

Dear Editor,

It was good to see that 1947 Ransomes leaflet cover on the front of Grassbox 124 (*repeated on this page*).

It raised one or two questions. Firstly, the mower being pushed ('deployed' would no doubt be the trendy word now) by that lady in a summery frock is not an Ajax Mark 3, it is a pre-war model, probably a Mark 2. Nothing unusual in that; it is common for publicity photographs to be taken before a product is in full production, and a prototype or, in this case, an earlier version, has to be used. Only we train-spotting collectors

three quarters of a century later would notice. But look also at that garden. The leaflet was printed in December 1946, so the photo shoot must have been in the summer of that year – or earlier? How many country house gardens in 1946 would have managed to revive so quickly that formal Victorian bedding?

CONTACTING THE CLUB

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

Souvenirs/Regalia: Colin Stone, Home Farm, St. Michael South Elmham, Bungay, Suffolk, NR35 1NF. T: 01986 783870 E: stonethemows@btinternet.com

Grassbox Editor: William Proudfoot, The Old Windmill, Throwley Forstal, Faversham, Kent. ME13 0PJ. T: 07712 229714 E: wproudfoot81@gmail.com

President: Keith Wootton. 07778 315966
E: keith.wootton@oldlawnmowerclub.co.uk

The gardeners would have been called up in the war, and the gardens turned over to vegetable production. Very few would have been restored by the summer of 1946, and indeed there would probably have been no desire to restore that style of gardening. Simplicity was the thing, with large areas 'laid to lawn', as the estate agents say.

It would be interesting to know where the garden was, and maybe still is – probably in East Anglia. Does anyone know? And can anyone date the lady's attire with any accuracy? Could it have been 1939, perhaps taken for a 1940 sales leaflet that never saw the light of day?

Yours sincerely,
A.J. Axe

Yes we do know where the photograph was taken, it is Holywells Park in Ipswich, so a handy site for the Ransomes Factory. My wife found this out by doing what she calls a reverse Google - i.e. photograph the image then search online for identity of the photo.

1989 then over to Tai Tapu working until 2003. Greg purchased it in 2013. He has not had it running but was running when parked. Fairly complete with the exception of 3 or 4 nick nacks. Having seen Robin's machine, Greg is keen to get in touch. I am happy to



ANOTHER LARGE RANSOMES

Hot on the heels of Robin Maitland's large Ransomes ride on appearing in GB 124, Greg Atkinson from New Zealand sent a couple of images of his Ransomes 40" Water Cooled MK-1 Lawnmower. Ransomes said it was built around 1948/49 by the serial number 437 . They were made 1st June 1947 to November 1958. The machine was parked up in 2013 after a long working life here in the South Island NZ. Based in Horarata from 1955 to

present more on this grand old machine. I have a nice letter from Ransomes about this machine.



MOWERS AT THE NEC

Tom Morley writes:

I took my van along to display on one of the Vauxhall stands so I thought I would take two mowers to have on show.

It just so happened there was a stand next door exhibiting horticultural equipment and tractors. They were delighted to have my Webb Witch and Qualcast Panther 30 as part of their varied display and they seemed to attract quite a lot of attention from all the car enthusiasts visiting during the weekend!



I was lucky enough to win the bidding, with just £5 left on my maximum bid of £100. The mower came in its original box along with the spanner, parts list diagram and a guarantee card dated 10th May 1965.

I like to acquire original adverts/brochures etc for my mowers and I have been lucky enough to find a brochure, advertising sign, and with thanks to Clive Gravett, some magazine adverts.

QUALCAST SUPER PANTHER

By Rob Bain

Last December I saw a Qualcast Super Panther coming up for sale at an auction house in Blythe, Northumberland. As it looked in really good condition I decided to bid on it.

(See front cover)

I'm Looking forward to using it when the weather allows and shall be giving it a good clean/oiling etc beforehand.

See image on the next page.

Rob Bain's Qualcast Panther. This is a really exceptional survivor and although the cylinder does show some use, the rest of the mower is virtually mint. Of particular interest are the white arrows on the top of the grassbox; Rob Bain tells me these are "swathe indicators" which Qualcast applied to show the edge of the width of cut. This would have been a particularly useful feature partly because the Panther grass-box had always been very much wider than the cutting width of the mower, and also because the edges of the blades were quite well hidden by the sheet metal cover over the rear roller. Ed.



Below: The Uni-Horse in unlikely surroundings - see article on following pages.



RESTORING A UNI-HORSE 38" MID MOUNTED ROTARY GRASS CUTTER

By Paul Harvey

Following on from my Uni-horse ride on Tractor write up in issue No. 124, I have been encouraged to go into further detail into the cutter-deck rebuild.

A mid mounted grass cutter was a welcomed tractor accessory, priced at £65 which could also be retrofitted to earlier Uni-horse models. A cutter also required an implement lift lever, if not already present on the tractor, at a cost of £10 10s.

To recap; I showed another Uni-horse at the Banbury Steam Rally in September 2009, and an elderly gentleman on noting my enthusiasm and complete obsession for the Uni-horse brand, kindly offered me a grass cutter deck.

So the restoration commenced straight away; this was two years into tractor restoration and having the cutter deck, I felt made the whole restoration more interesting and better for displaying at OLC events.

As the tinwork was pitted a new fabrication was decided upon. I marked out the steel plate and my friends at a local Fabricators cut out and pressed the

apron top and sides and my father welded them together.

I purchased hole saws to bore out the 4" diameter cutter spindle holes in the apron and new channel rail, this machining took a long time on a normal pillar drill with copious squirts of cutting oil, the oil mist becoming like fog in the garage.

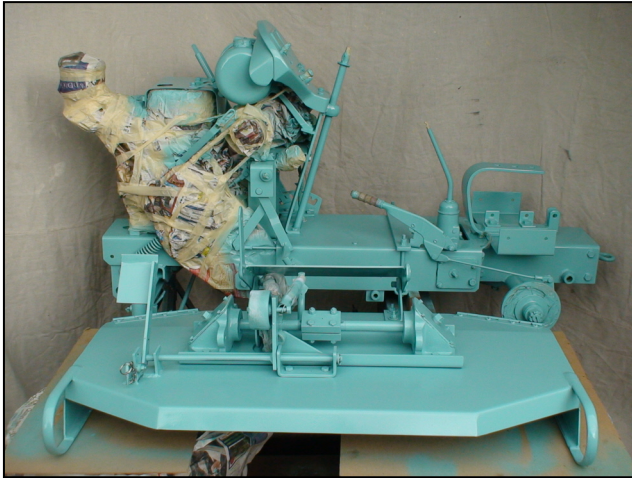
For the curved skid rails which come in contact with the turf, I ground and finished mild steel, till it was semi-circular in profile. All the linkages on the deck and the cradle to fit to the tractor were missing, so I saw another Uni-horse and grass cutter at a rally and took detailed measurements, photographs and video footage.

The new mild steel material for the linkages I also ground down to imperial dimensions as was original specification, naturally fixed using UNF bolts and fixings throughout as was original. The blades were rather over-engineered with a boss riveted to a wide rotor with wide pressed plates. Each end of the plates has finger bar blades bolted on.

These were pitted and buckled as compressed under the wood pile, so unbalanced and beyond use, so I made new bosses using a large hole saw and using a Jones & Sweeney Fly press, pressed the blade rotor plates.

I also made a new implement lift lever with





fitted, hence my log-pile find cutter-deck is from latter production as the duplex pulley is fitted.

Lots of North American ride on mowers of the 1950s had this mid mounted mower deck set-up, with two bevel gear-box units and twin blades phased so as not to collide with each other, so when Edward Williams Engineering launched the 38" mid mounted rotary grass cutter in mid 1963,

locking quadrant from mild steel. As a mower collector more interested in traditional cast iron once said to me "that modern thing you've got is all bloody rubbish tin and no cast iron!" The only cast parts on the cutter-deck and linkages being the two bevel gear cases. Having been unused from around 1965 to 2009 and stuck in a pile of logs, the gear units had to be dismantled and new bearings and oil seals fitted. The Achilles heal in these units is usually gears chipping due to the shock of hitting objects in their path or prematurely wearing due to poor lubrication. The manufacturers specified gearbox oil is EP 140, and "to be checked every 8-10 hours".

Often bodgers have filled the gearboxes with grease, but in their defence, this may be born of frustration due to the oil running out the oil seals.

Regarding the drive-train; power is taken from a cross-shaft pulley, referred to by the manufacturer as the "Central Power Take-off." Early models had a single pulley, but by 1965 presumably due to belt slippage on paddock type grass, a duplex pulley arrangement was

the design was nothing innovative or new, but possibly a first for a UK manufacturer.

The final question is practicality; the 1964 Sales brochure calls the cutter-deck a "grass cutter" and pictures it on a finely manicured and well cut striped lawn at a chocolate box comely farm or manor house somewhere in the Midlands. Do any readers know the location of the photo? On close scrutiny the tractor is heavily doctored as the new glass-fibre bonnet was pencilled into the photograph. (*The brochure image is on the previous page*)

When I took the freshly finished machine to the Malvern Autumn Garden Show in 2013, (paint only dry a weekend prior). The "Vintage Mowing area" was more highways verge grade, but nevertheless with the apron lowered fully down, the blades would not reach the grass, so proving it would never cut fine grass as in the brochure photograph! So I machined aluminium spacer bosses to lower the blades down. As stated on my last article; I took the tractor and grass cutter to the AGM in 2017, a very memorable weekend.

BEARING IN MIND

Part one

By William Proudfoot

Bearings have consumed an awful lot of my time and thoughts over the years, as I'm sure they have for many collectors of old machinery. In a lawnmower though, the cylinder bearings take on a level of importance seldom found in otherwise quite crude horticultural equipment. While it doesn't really matter very much in the greater scheme of things if the rollers or wheels of a mower have a little slack in them, the cylinder bearings have to be perfect with absolutely no play in them for a mower to work properly.

Why? Ironically if you are cutting a fine sward of turf on a bowling green or cricket pitch it perhaps is actually less important as you hopefully won't be encountering any rye grass. This tough beast is a favoured agricultural grass crop but it has a quite incredible strength when confronted by a newly sharpened cylinder and bottom blade. It can wilfully exploit the few thousandth of an inch gap a less than perfect bearing may allow to wedge itself between the blade and bottom blade, for a fraction of a second, before emerging uncut but with a bruised appearance. The rye then seeks revenge on you for having the the temerity to try and cut it by turning brown and ragged over the coming days.

All this means that bearings and cylinder shafts need to be machined extremely

accurately before a mower leaves the factory and the alignment of the frames needs to be perfect as there will be no room for error. Early mower manufacturers simply bored a hole in the cast iron side frame or carrier and seemingly washed their hands of the problem once it left the works. From around 1865 Greens were the first to introduce a bearing that could be tightened up as it wore over time.

Back to this later though, for now let's consider the long suffering mower repairer confronted with say an 1870s Ransomes Automaton. The cylinder on one of these beasts is mounted in a cast iron pivoting arm, adjusted with a bolt pushing from above and another going through it with a nut on the end to pull it up from below. (*see below*)

This one I bored out and fitted a brass



bush into the hole. I got this 10" model absolutely perfect at first yet with very little use it now has a bit of slack in it, and no means of adjusting it except for

making a new bush. A whole generation of mower repairers must have sucked their teeth and sworn with exasperation when one of these beasts came in for maintenance. I wonder if Ransomes recommended replacing the entire bearing arm as a solution? Maybe but the cylinder journals would have worn too so the result was hardly likely to be much better.

Even worse though were mowers like the New Excelsior. As this had an adjustable sole plate rather than cylinder, the bearing was literally just a hole in the main frame, rather a costly piece to try and replace regularly so boring and bushing was the only real option. (see below)



The cheapest way of arranging a bearing must surely be that found on a Follows & Bate Tennis. (see right) This type has no fine adjustment screws at all with the cast iron bearing block just sliding up and down in a slot on the frame, and the securing bolt being tightened when you've managed to get it to about the right place. As an aside, This machine must win awards for being one of the worst mowers ever sold, not only is the bearing design awful, but the gear

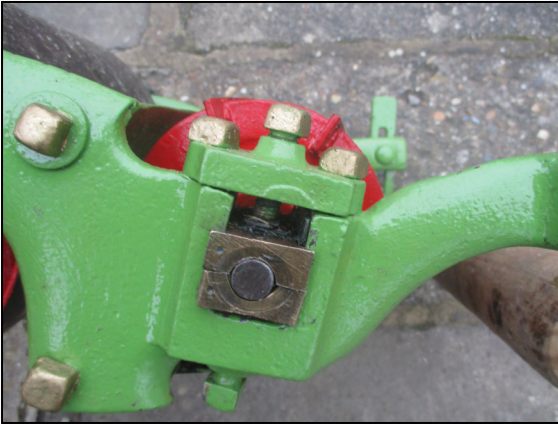


cover on the cylinder pinion end offers no scope for adjustment so it can't be tightened up without the pinion scraping on it. Even if you overcame these two problems, this specific example had a party piece to prevent it ever having seen much use. Out of the five blades in the cylinder three have been put in back wards so that the soft wrought iron edge is leading and the hardened cutting edge is uselessly trailing.

Green's big innovation was the split brass bearing and was the most widely used type on the better made models until the 1920s. Split brass bearings also slide up and down in a large slot in the frame and usually have a flange inside and out to keep them in the slot. As well as the bearing being a good fit to the shaft it is also crucial that there is



no slack in the slot as this can have the same effect as slack in the bearing itself.



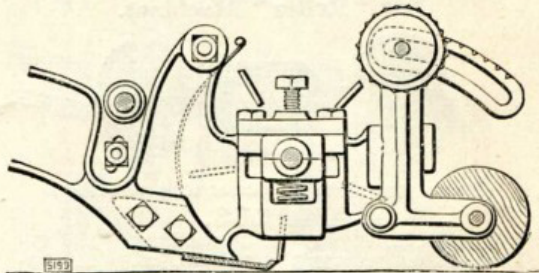
Removing the wear from a split brass bearing is quite a skilled job. Often the hole turns oval in the front to back direction rather than the vertical. Signs of this are visible in the image above. This happens in part because a bearing of this type can be quickly and superficially tightened using a flat file to remove metal from the mating surfaces of the two halves. Repairers after a quick fix often did this repeatedly till a large oval hole resulted with front and back play quickly emerging.

The Greens, Shanks and Follows & Bate design was fiddly to adjust too as it had a screw above and below, though this does allow for a repairer to cheat a little by squashing the brass slightly if there is a tiny amount of slack or by leaving it slightly loose if he's over done the filing. The Ransomes innovation that came in with the New Automaton in 1885 featured a spring underneath the bearing so that all adjustment

was by the screw on top. (see below) This meant you couldn't cheat so much and had to do the job properly. It is noticeable that all Ransomes machines I have worked on seem to have less severely worn and misshapen bearings than Greens ones do, presumably because there was no choice but to do it properly in the first place.

In order to re-round the hole it would be possible to turn it back true on a lathe, or with a reamer but more often the job was done by hand with round files and scrapers. Given that the cylinder shaft is usually worn as well, fitting the two together perfectly is a time consuming task. Often it seems to be just right but the actual running surface is very small and quickly wears down so it comes loose again. Not of course that I would ever give as much use to a single machine as it would have had in the past!

Single-Screw and Front Roller Adjustments.



The Single-Screw Adjustment to the cutting cylinder has a strong spring **under** each of the bearings. The set-screw, fixed **above** each of them, forms the simplest and most effective means of adjustment ever brought out.

A KIND OF MAGIC?

by Clive Gravett



Three different Magics; Left, the later (post War) S2 version, a basic Magic in the centre and on the right a Magic sold by BHAT (see text right). The latter machine has a very basic and crude adjustment system which must have made it virtually impossible to set it to cut properly.

Many members will be aware of the Follows & Bate 'Magic' sidewheel mower. It is probably one of the most plentiful yet overlooked of all pre war hand mowers, but in many ways it is a more modern and intriguing machine than its better known rivals. Introduced in 1931, it is often seen with British Made or Made in England cast on the wheels, also with the patent numbers 389183/31 and 424138/33 which referred to improvements to the cutting cylinder design and the latter to a new type of adjustable ball bearing.

As far as we have been able to establish, no Magic has turned up with that name on it. Interestingly even in Follows & Bates own advertisements they displayed images showing British Made rather than Magic.

Magics were often supplied to other retailers and badged with different names (catalogue mowers); according to the club directory as the 'Ancos' for Army & Navy stores, the 'Spinney' for Littlewoods (someone at Littlewoods obviously had a sense of humour!) Others didn't bother with a witty model name, but still had at least one wheel cast with their own name or initials on them, such as the BHAT, standing for Birmingham Hardware and Allied Trades. The other wheel of this appears to be a standard Magic wheel. One Magic was sold on eBay in 2016 with the name Climax on it (right) - harking



It's next to impossible to wear them out!

When you buy either a "Magic" or a "Mancunian" Lawn Mower you buy for a lifetime. Their great strength and rigidity ensure their long life — they are built of the very best materials by a British firm with extensive lawn mower and general engineering experience.

The "Mancunian"

A slightly higher priced machine than our "Magic" which was the sensation of 1933. It has many special and exclusive features — each designed to make it easier running and longer lasting. **26/7**
 Nett Cash Prices — 10 in. Model
 Grass Box and Delivery 12 in. Model **28/6**
 Plate, 4/9 extra.

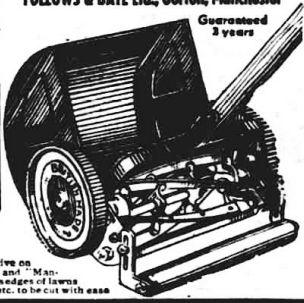
The "Magic"

This is the machine that was so popular last year. A cheap machine, but nevertheless highly efficient, and, being built on sound engineering lines, will last a lifetime. For the small lawn it is simply ideal. Nett Cash Prices, 10 in. Model **20/11**
 Grass Box and Delivery 12 in. Model **22/4**
 Plate 4/9 extra.

POINTS OF PERFECTION

- ★ Frame of unbreakable pressed steel, making Mower practically indestructible.
- ★ High driving wheels, 8 in. in diameter (10 in. on the "Magic").
- ★ Bearings. New type adjustable Ball Bearings with grit proof housing in the "Mancunian".
- ★ Five Cutters of best Sheffield Steel ground by a special process.
- ★ Weight. Size for size, these machines are approximately 8 lbs. lighter than those of cast iron without sacrificing strength.

From all good Ironmongers, Hardware Merchants, or in case of difficulty write to:—
FOLLOWS & BATE Ltd., Gorton, Manchester



Guaranteed 3 years

FRONT RUNNER ATTACHMENT FREE



Exclusive on the "Magic" and "Mancunian". Enables edges of lawns and around flower borders, etc. to be cut with ease

MADE BY THE ORIGINATORS OF THE SIDE WHEEL DRIVE

en rear roller, which is a three piece affair on a central shaft like a more expensive roller mower version. Original wooden rollers also have a concave shaping to the corners, something not seen elsewhere. The cutting cylinder is unusual too, the central spider (earlier 12 inch models have two spiders) holding the blades is floating rather than attached to the shaft.

Now to the 'Mancunian', introduced in 1934 this was an upgraded version of the Magic, the most distinctive feature being larger wheels of 8 inch diameter with cast iron over tyres, rather than 7 inch. A particular improvement was claimed to be the 'New type of adjustable ball bearings with grit proof housing' this being the subject of the 1933 patent referred to above.

back to Follows & Bate's first side-wheeler. The Magic appears to be Follows & Bates first sidewheel mower with pressed steel side frames making it much lighter and stronger than cast-iron machines F & B claimed that it was 8lb lighter. We do have an even lighter Magic as featured in Grass Box No. 94 2015 and pictured here, the one off edition with only a 5in cutting width! (see bottom photo) Another odd feature of the Magic is its wood-

When launched the Mancunian was priced at £28/6s for 12in and £26/7s for the 10in this being 27% above the Magic which was also only available in the two sizes. By 1938 the Mancunian was in clearance sales for only £19/11s. Christopher Proudfoot has a Mancunian (images on next page) and like the Magic it seems not to have the Mancunian name on it.





One wheel simply says Ball Bearing and the other says British Made with the same patent numbers as the conventional Magic.

In a review of the Mancunian on 1st Feb 1934 the drawing showed a spanner attached to the upper left side of the wooden handle.

Also noted from Follows &

Bates advertisements, as seen here, all Magics and Mancunians were supplied with a free front runner, a different de-



sign to those sold in the early 1900s by Ransomes and Greens.

Patent numbers do not always give an indication of the mowers exact age, as in the case of the numbers given above they were still appearing on some Folbete mowers in the 1950s. That said if you have a Magic with only the 1931 patent quoted it can perhaps be assumed to be from 1931-1933.

With thanks to Christopher Proudfoot for additional information and images.

CLUB SERVICES AND INFORMATION

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.

WEBSITE UPDATE

We are planning some changes to the Club Website in the coming months. This will include some behind-the-scenes updates to the software we use to run the site as well as revising some of the navigation and adding more content. Details of these changes, where relevant, will be highlighted on the site as they occur.

Remember, to access some sections you will need your own username and

password. This is easy to do and only takes a couple of minutes.

MEMBERSHIP RENEWALS

Currently our membership database is up to date. Your renewal date is shown on the label used to send you this copy of Grassbox. If it says July 2024 we will write to you after this date with details of how to rejoin. There is no need to contact us before we write to you. If the label says anything else you will not need to rejoin this year. If you have any queries about your membership, please email Keith.

GRASSBOX ADVERTS

We have included adverts for mowers in every edition of Grassbox since the

very first, all the way back in 1990. However, in the last couple of years the number of adverts sent in by members and non-members has decreased.

Inevitably people want to find a good home (to give away or sell) for their mowers as soon as possible. Grassbox reaches all our members, but one of the main issues we have always faced is the delay (up to three months) between when we receive information and publish the next edition.

For some years now we have also operated a Classified Advert section on the website. Registered members can add their own adverts here whenever they like. We sometimes put details of mow-

ANNUAL RALLY

The club's Annual Rally will be held at Milton Keynes Museum on 18/19 May. The auction and AGM will be on the Sunday.

General arrangements will be much the same as previous years. We are still finalising this year's themes but one of them will be "odd and quirky" mowers. These are the models and designs which have arisen over the years, but which never really became popular or widespread. A good example would be the Montamower, while others might be a hand powered rotary mower or a push-along finger bar mower. No doubt our members will be able to unearth plenty of oddities to bring along.

We will include more details about the rally in the next Grassbox which will be sent out a few weeks before the event. However, the best place to find all up-to-date information is on the website where we will include our usual section dedicated to the rally.

OTHER EVENTS IN 2024

We are attending our usual regular events this year.

Banbury Steam Rally:
29/30 June

Bedfordshire Steam Rally:
13/15 September

Malvern Autumn Show:
27/29 September

These are all popular events on the club's calendar. We would love to welcome even more members to them for a single day or the whole weekend. Please contact Keith for more information. Also let Keith know if you are organising or attending a show with your mowers. We will be pleased to include details in Grassbox and on the club website.

ers onto this section when people contact us and cannot wait for the next Grassbox.

As the number of adverts received for Grassbox has fallen, it would seem sensible to move everything over to the website. This will be simpler for us and ensure mowers are offered to members as soon as we receive the information. One of the main reasons we have continued to include adverts in Grassbox for so long has been so that every member sees them. But the majority of

our members (well over 95%) now have access to the web and this may be a good time to make a change.

Using the Classified Advert section means that mowers are listed more quickly and allows people to add photos and other details that are not possible in Grassbox because of space restrictions. We are therefore intending to stop including adverts in Grassbox after the next edition. This will give us time to make a few changes to the website.

ADVERTISEMENTS

FOR SALE

- 11" Qualcast 790, c1930s, £50 C: Gaynor Watts
T: 01460 281303 E: pete-gaywatts@hotmail.co.uk (Taunton)
- 18" British Anzani Lawnrider, c/w box C: Kevin Sandford T: 07788 150128 E: k.sandford@ntlworld.com (Brentwood)#
- 14" Atco, c/w box, £50 C: Mick Parker T: 07540 076641 E: mick@doctors.org.uk (Sheffield)#
- 12" Atco 1262, 1962, c/w Atco 600C engine, c/w box, Offers C: Mike Butler T: 07973 371740 E: mapbee@hotmail.com (Portsmouth)#
- 12" Webb Two Speed Deluxe, 1955/65, c/w box C: Nigel Kelly T: 01360 550820 E: kelly216@btinternet.com (Glasgow)#
- 36" Atco, 1988, c/w B&S engine, £300 C: Peter Foster Hill T: 01982 552479 E: hill.peterdowser.peter@gmail.com (Builth Wells)#
- 12" Suffolk Colts (two off), c1970s, c/w Suffolk 75G engine, c/w box C: Peter Woods T: 07818 895642 E: Contactpete@aol.com (Chorley)#
- 30" Dennis Model Z, 1930/40s, c/w box, £150 C: Robert Cowley T: 01386 840465 E: robert.cowley@yahoo.com (Chipping Campden)#
- 12" Ransomes Ajax MK3, 1953, c/w box, £60 C: S Haycocks T: 07760 126357 E: sandb.littleorme@gmail.com (Llandudno)#
- 12" Webb Witch Series 5, 1955, c/w box, £50 C: S Haycocks T: 07760 126357 E: sandb.littleorme@gmail.com (Llandudno)#

- 12" Ransomes Ajax MK4, 1955/60, c/w box, £60 C: S Haycocks T: 07760 126357 E: sandb.littleorme@gmail.com (Llandudno)#
- 12" Webb Witch Series 5, 1955/60, c/w box, £50 C: S Haycocks T: 07760 126357 E: sandb.littleorme@gmail.com (Llandudno)#
- 20" Ransomes Marquis, c/w B&S engine, c/w box C: Simon Malthouse T: 07413 886452 E: s.malthouse@btinternet.com (Bath)#
- 18" Ransomes Marquis, c1950s, c/w BSA engine, FTGH C: Steve T: E: steveclowes@hotmail.com (Oxted)#
- Six motor mowers including Atco Ensign B12; Suffolk Super Punch Dual Drive, Qualcast Suffolk Punch 35DL and three others. Photos available. C: Chris Delger T: 07769 904068 E: chrisdelger@hotmail.com (Hitchin)#
- 12" Suffolk Super Colt, c1970s, c/w box; 14" Qualcast Commodore, c1960s, c/w box, c/w operating manuals, complete but disassembled; 14" Qualcast Classic Petrol 35s, c/w box, c/w operating manual, c/w scarifier; 12" Super Swift, c1950s/60s. C: Brian Gibson E: brianalangibson@gmail.com (West Bergholt)#

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 de-

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Edition 125 Edited by William Proudfoot**

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