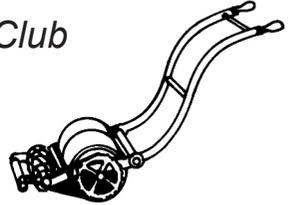


Grassbox

The magazine of The Old Lawnmower Club

Number 75





Left. The 8" Gamage side wheel mower as restored. This attractive little machine hides a very unusual free wheel mechanism, described elsewhere in this magazine.

Below: The display of mowers at RHS Wisley's Mad about Machines event last summer, with Geoff Christopher on the left and Dusty Miller in the background. See Rally Report opposite.



CONTACTING THE CLUB

Chairman: Peter Hampton. T: 01225 755864 E: peter.hampton@blueyonder.co.uk

Club Secretary: Michael Duck. T: 01460 241374

Treasurer/Club Renewals: Dick Hardwick T: 01462 816018 E: treasurer@oldlawnmowerclub.co.uk

Souvenirs/Regalia: Bernard "Robbie" Robinson, 10 Burchester Avenue, Headington, Oxford OX3 9NA T: 01865 450899 E: bernard.robinson@oldlawnmowerclub.co.uk

Grassbox Editor: William Proudfoot, The Old Rectory, Fawkham, Longfield, Kent. DA3 8LX T: 01474 707513 E: wproudfoot@firenet.uk.net

EDITORIAL

Writing about mowers and lawns always seems difficult in the depths of winter somehow, and so it is again this year. However, this issue of Grassbox should reach you as the weather starts to warm, and the possibilities for the summer become apparent. There is quite a bit of information about the annual rally at Milton Keynes on the 14 and 15th May in the adverts section, and I do hope that as many members as possible will be able to attend.

You should find enclosed a separate piece of A4 paper which has on it the entry form for the annual club auction, and also the application for the club's third party liability insurance, which should be taken out by all those who attend rallies in the summer. The auction has been a success now for several years and it seems to grow each time, so I hope that this trend can continue in 2011.



This Edwardian picture comes from the University of Leicester Botanic Garden advertising leaflet, and shows a Greens Pony Mower (26", 28" or 30") a 14" Silens Messor and a 12" Silens Messor, lined up and posed for the camera.

RALLY REPORT

The last issue of Grassbox carried a rally report from Colin Stone referring to an event at Wisley last summer where Dusty Miller was able to hold court for an entire week. Dusty has sent in some details of this event, and some photos, some of which are on the colour pages of this magazine. Over to Dusty....

Earlier in the summer, I received a phone call from a representative of RHS Gardens at Wisley in Surrey who had met me four years previously at a show where I was exhibiting my mowers. He asked whether I would be prepared to exhibit for one week at Wisley Gardens from the 24th - 30th July, in an event which was entitled Mad about Machinery. I was, of course only too pleased to agree to do so. Two representatives came to my home to select which mowers they would like me to exhibit. So with Richard Jones, Colin Stone and Geoff Christopher we took 39 mowers to the show.

This involved using two large 4 wheel trailers and 2 large vans. We were really treated well with luncheon vouchers and travelling expenses, and Wisley were amazed at our collection. There was a parade of the vehicles involved in the event, which we led with my 1925 Dennis with the trailing seat, the Mower Pusher and Colin's 1928 Ransomes motor mower. There were hundreds of people each day, and a lot of interest was shown in the collection, and luckily the weather was good all the week.

Dusty Miller

A MATTER OF A PINION

By William Proudfoot

The basic design of a side wheel mower is not one that is overburdened with interesting varieties, and the arrangement of pinions and pawls in the drive mechanism is not something that I had ever paid much attention to until recently. This is mainly because the majority of side wheelers have exactly the same mechanism, that being with a loose flat pawl in a slot in the cylinder shaft, and a pinion with 3 internal ratchet teeth to engage with said pawl. (Fig 1)

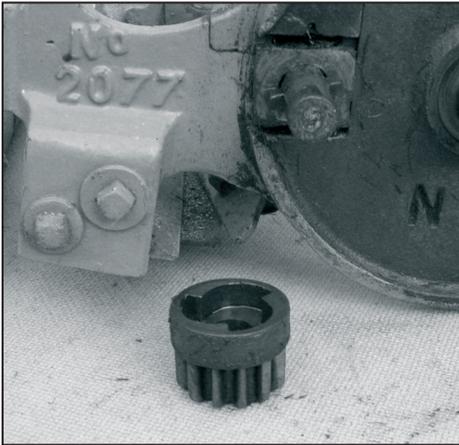


Fig. 1. A standard pawl and pinion, in this example on an 8" Greens New Monarch. The pawl is just visible still in its slot on the cylinder shaft.

However, a number of machines are very different, and it is intriguing to see which mechanisms failed to last. Of all the designs described below, the thing I notice about all of them is that they seem better, more long lasting and less susceptible to wear than the conventional drive method described above.

Many variants are from the USA or Canada, however, Ransomes produced the best known British non standard drive mechanism in its Anglo Paris model from the turn of the last century. Aside from most examples having been painted light blue rather than green, the pinion is this mower's distinguishing feature. There is still a slot through the cylinder shaft, but the pawl is secured with a pin, and rocks back and forth rather than sliding. The teeth on the pinion are therefore on the inside edge, and this means that the pinion has to be prevented from coming off the end of the cylinder shaft with a large cast iron washer and a screw into the end of the shaft. This of course adds to the expense, but in my experience the design doesn't seem to wear out

Fig. 2. The pinion and pawl of a 10" Anglo Paris No. 1. To the left of the pinion is a the retaining screw and cast iron washer that holds the pinion onto the shaft.



with the speed that a more conventional one does. Ransomes also used this design on the Bent cutter, and sometimes if the parts did eventually wear out, the slot has been enlarged and a conventional sliding pawl and pinion from a Ransomes Lion has been used as a replacement.

At the annual rally last year, the auction contained an American machine sold by Gamages in London (illustrated in



Fig. 3
the colour section of this magazine). This mower turned out to have a most unusual and apparently quite effective pawl mechanism, the pinion having two sliding pins though it parallel to the cylinder shaft, which engage with a cast iron two toothed ratchet, the pins being forced into place by a secondary outer ratchet on the other end of the pinion. The parts are shown in Fig. 3. The larger casting is the driven part, while the two pins in the pinion are clearly

visible. This second illustration (*fig 4*) shows how it fits onto the cylinder shaft.



Fig. 4
This design, and that of the Anglo Paris, where the pawls (or pins in this case) are forced to engage with the teeth removes the great disadvantage inherent in the standard sliding pawl mechanism. Once the conventional arrangement is slightly worn, the pawl can get stuck with a bit of grease or muck and won't engage at all. Even though the pins on the Gamage mower have worn rounded ends, it still works perfectly.

Another rather strange arrangement is to be found inside the wheels of mowers produced by the Enterprise Manufacturing Company in Philadelphia, USA. Stan Hardwick has displayed one recently at the annual rally, and though our example is slightly different in other respects it has the same mechanism. The wheel itself contains a single pawl, as in a Pennsylvania, which engages

with the ratchet on a large gear inside the wheel. However, as this is a conventional side wheeler unlike a Pennsylvania, this gear wheel has on the internal ring gear normally found inside the drive wheel, which engages with a pinion secured firmly to the cylinder shaft. This adds considerable weight and expense to the mower, as it effectively has two cast iron wheels on each side, one inside the other. The top photo, *Fig 5*, shows the inside of the outer wheel and the ratchet on the inner



Fig. 5

Fig. 6



wheel, while the lower photo (*fig. 6*) shows the inside of both wheels and the pinion. Note that the ratchet has teeth both inside and outside, to ensure easy engagement with the single pawl.

JP can usually be relied on to produce something a bit unusual, dedicated as they seemed to be to finding a completely new (even if unnecessary) design for the lawn mower. They only produced on side wheel machine and this was not till the post war years, when the Matchless appeared. Amazingly, they stuck to the conventional pinion arrangement, but came up with a new drive mechanism.

As the mower has aluminium wheels, and JP clearly wanted a more durable gearing system, they made a separate internal ring gear and screwed it into the inside of the wheel. This appears to have been a die casting, and in had much finer, and therefore more, teeth than the normal cast iron internal ring. This means that the mechanism is smoother as more teeth are engaged at any one time. *Fig. 7* shows the internal ring and the pinion, while *fig. 8* shows the internal ring as it sits in the wheel.

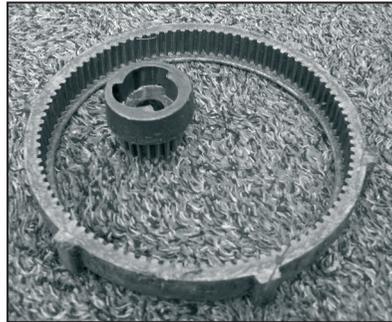


Fig. 7



Fig. 8

LAWN SWEEPERS

By William Proudfoot

Lawn sweepers are one of the many other gardening machines made by many of the mower manufacturers in addition to lawn mowers. This picture shows the model Ransomes had on offer in their 1906 catalogue. I would imagine that it was an extremely heavy beast to use, with its heavy cast iron frame, rear roller and handles. A sweeper also has to have brushes that re-

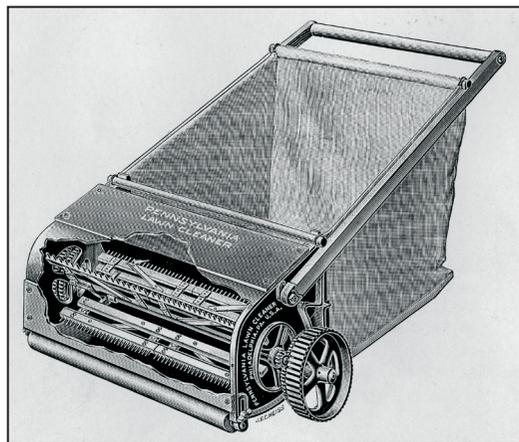
than inches in the catalogue, ranging from 1' 3" to 4". Only the smallest one was reckoned to be for one man use, while the 4" model required a horse.



The draw bar is clearly visible on this illustration. Notice also the huge air vent with a mesh over it and cowling, presumably to allow air to escape from the otherwise sealed box as leaves were forced into it.

olve the opposite way to the cutting cylinder in a mower, hence the complex drive mechanism seem on this machine. There is a block chain from the roller to an intermediate shaft then a gear and pinion to the brushes. The leaf catcher seems to be a huge wood and sheet metal affair made in the same style as a grassbox of the time, right down to a typical Ransomes cast iron handle on the side. This must have been very heavy to move about and empty. It came in 4 sizes, curiously given in feet rather

cleaner, a basically similar idea, but with iron prongs like a wire rake instead of brushes. An arrangement of springs and hinges allows the metal teeth to give way when they hit an obstacle rather than break. This machine is seen in the lower picture, and came in 24" and



Pennsylvania produced a lawn sweeper, a basically similar idea, but with iron prongs like a wire rake instead of brushes. An arrangement of springs and hinges allows the metal teeth to give way when they hit an obstacle rather than break. This machine is seen in the lower picture, and came in 24" and 36" sizes. There is an open canvas bag, a much simpler drive mechanism and a much lighter construction. The later Ransomes Sweeper was of virtually the same design, but with brushes rather than the metal tines.

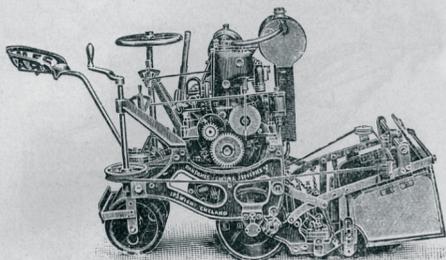


I haven't included many period photographs in Grassbox for a couple of issues now, but as I have been sent several recently I thought it might be time for a few more. Clive Gravett kindly passed on this great image of a 22" Atco Standard in use on a tennis court. This machine has the original style Atco petrol tank transfer visible, a feature so often eradicated by the factory overhauls that Atcos regularly received, when the later style transfer was always applied to the new paintwork. Considering how many Standards survive, it is curious that there are not that many photographs of the them in use. Certainly images of Automaton and Silens Messors seem for common, though this may be a reflection of there being less of a tendency to photograph gardeners and other everyday events as the novelty of photography had worn off by the inter war years. Never the less, this operative is still smartly dressed as all those of earlier pictures are, with a waistcoat and tie. The waistcoat is probably not a bad piece of safety equipment as a tie could easily become entangled in the unguarded cooling fan on the end of the crank shaft. The Atco is by far the easiest to use of the 1920s domestic motor mowers, being better balanced, lighter weight, with easier controls and a simpler drive train than its rivals. It is also blessed with one of the best grass boxes ever designed, it being shaped in such a way that it is possible to entirely fill it with cuttings. The numbers surviving today are testament to the excellence of the design, as well as the aforementioned Atco servicing.



Another of Clive Gravett's pictures, this ride on machine is a Ransomes, and appears to be of the second largest design they made, i.e. the 30 or 36" model. It is very similar to the mower illustrated (right) in the 1915 catalogue. The operator has his right hand on the grass box emptying handle, which is connected by a wire on pulleys to the sliding paddle. Ransomes advised that this size of machine was more suitable for undulating ground a cut as wide as 42" might not be possible. It would have represented quite an investment at the time, a 36" model being priced at £175, though the catalogues listed the many peers of the realm who had these machines for their estates.

RANSOMES'
36 in. & 30 in. Motor
LAWN MOWERS



For use on undulating grounds
with moderate gradients.

ADVERTISEMENTS

FOR SALE

- 16" Atco Standard 1920s, no box, £5 12" Atco Kick Start 1950s, no box, £5 16" Qualcast 16 1940s, no box, £5 C: Clive Dunmow T: 01702 389002 E: lew_93@hotmail.com (Hadleigh)
- 14" Ransomes Mk8, Villiers engine. Free to good home; 18" Ransomes Marquis, 1970, c/w grassbox, £85 C: Alan Carter T:01992 551221 (Hertford)
- Flymo MP070 , no box C: Chris Crosland T: 0208 9404626 E: chris@dynevor.org.uk (Richmond, Surrey)#
- 14" Suffolk Punch x 2 Suffolk Punch Series III 1950s/1970s, c/w box, £20 donation to charity C: Hugh Sawyer T: 01256 840092 E: sawyerhja@aol.com (Basingstoke)#
- 12" Qualcast Panther Pre 1950, c/w box, £20 C: Ian Woollett T: 07808 049607 E: sentinel.sd4@googlemail.com (Hemel Hempstead)#
- 24" Ransome 24 1970s, c/w B&S engine, c/w box C: David Greenwood T: 07779667482/01430432384 E: d.greenwood@tiscali.co.uk (Goole)#
- 12" Ransomes Ajax c1968, c/w box, FTGH C: A Macaulay T: 07909 886723 E: macaulaj@hotmail.com (Aberdeen)#
- 14" Suffolk Punch Mk VII c1970, c/w Suffolk engine, c/w box, FTGH C: A Macaulay T: 07909 886723 E: macaulaj@hotmail.com (Aberdeen)#
- Qualcast Commodore MP084 1960s, c/w Suffolk engine, c/w box C: Richard Bartholomew T: 01842 819969 E: r.bartholomew@freeuk.co.uk (Thetford)#
- Allen Scythe , no box C: Alistair Baird T: 01436 676043 E: bairda@supanet.com (Paisley)#
- Follows & Bate A6 , no box C: Sean Hollis T: 001 256 476 6601 E: seanhollis@charter.net (Huntsville, AL, USA)#
- 24" JP Super MK5 , c/w Villiers engine, c/w box C: Stuart Hutchings T: 07875 597807 E: stuart_hutchings@hotmail.co.uk (Chichester)#
- 12" Qualcast Unknown 1930s, c/w box C: Alastair Petrie T: 01246 590103 E: petrie.alastair@talktalk.net (Chesterfield)#
- 12" Webb Wasp 1975, c/w box C: Alfred Williams T: 01948 840874 E: sueandalf@waitrose.com (Whitchurch Shropshire)#
- 12" Qualcast L 5B , c/w box C: Alfred Williams T: 01948 840874 E: sueandalf@waitrose.com (Whitchurch Shropshire)#
- 14" Atco Super Raker 14 electric 1970s, c/w box C: Alfred Williams T: 01948 840874 E: sueandalf@waitrose.com (Whitchurch Shropshire)#
- Webb Whippet Mk3 , c/w box C: Neville Lawrence T: 02476 716011 E: N.LAWRENCE4@SKY.COM (Coventry)#
- 70" Locke , C: Chris Roberto T: 001 203 545 2142 E: rbberto@aol.com (Bridgeport)#
- 16" Atco Standard c1925, c/w Villiers engine, no box C: Ray Soan T: 07816 557522 E: raysoan@btinternet.com (Bath)#
- JP Super Mk5b , c/w Norton Villiers F12 engine, c/w box C: Olejnik T: 00 32 2 384 11 83 E: simonetline@skynet.be (Waterloo/Braine L'Alleud)#
- 30" Dennis No 11906 1960s, c/w Dennis engine, c/w box C: S Oakley T: 01243 538394 E: OAKLEY_S2@sky.com (Sussex)#
- 24" Dennis No 314Z46 1960s, c/w Dennis engine, c/w box C: S Oakley T: 01243 538394 E: OAKLEY_S2@sky.com (Sussex)#
- 14" Atco 1960s, c/w box, FTGH C: Roger Pearce T: 01490 412215 E: mail@rogerpearce.plus.com (Corwen)#
- Allen Mayfield 8 Scythe , c/w Kohler 8hp engine, C: Jill Bowring T: E: jilbowring@aol.com (Saxmundham)#
- 16" Honda H 16 , c/w Honda G100 engine, c/w box, £250 C: Bruce Donaldson T: 01572 770670 E: bruce.donaldson@btinternet.com (Oakham)#
- 24" Dennis Paragon Mk1 , c/w Villiers engine, c/w box C: NAJ Cutler T: 07966 914065 E: NAJCutler@aol.com (Droitwich)#
- 30" Dennis Premier Mk1 , c/w Dennis engine, no box C: NAJ Cutler T: 07966 914065 E: NAJCutler@aol.com (Droitwich)#
- 19" Atco 1921, c/w Villiers engine, c/w box C: Tom Tucker T: 07890 622288 E: tomtucker00@aol.com ())#
- Allen Scythe , C: Alison Robbins T: 01568 613828 E: alisonrobbins@btinternet.com (Leominster)#

36" Dennis c1946, c/w box C: Hearn T: 0775 270 1886 E: thomashearn@btinternet.com (Portsmouth)#

24" Atco , c/w Honda engine, c/w box, £50 spent on parts C: Ken Moules T: E: ken.moules@talk21.com (Shepton Mallet)#

Supa Swift , c/w Villiers engine, no box, \$2000no C: Mark Hayes T: E: markgeoffreyhayes@hotmail.com (Launceston)#

Follows & Bate Speedwell c1890s, no box C: Phil Sunderland T: 07711 503755 E: phil@rochdalehc.com (Rochdale)#

12" Qualcast , c/w JAP engine, no box, £30 C: David Davey T: 0208 578 1110 E: daveandjoyce7@hotmail.co.uk (Ealing)#

12" DB Swallow c1936, no box C: Gordon Sutherland T: 001 705 429 8723 E: rapolis@rogers.com (USA)#

10" Webb Whippet Mk 11 , c/w box, Donation to charity C: Terry Turner T: 01622 842331 E: jean.kildare@btinternet.com (Maidstone)#

24" Ransomes Matador MK.3M 1945, c/w B&S engine, c/w box, £800 C: Robert Crowe T: 07866 128492 E: crowe-robert@SKY.COM (Bishop Auckland)#

14" Atco 1957, c/w Villiers engine, c/w box C: Jim Begg T: 01357 522169 E: jamesbegg@btinternet.com (East Kilbride)#

12" Greens Zephyr , c/w box C: Ben Ashdown T: 07969 213589 E: benashdownalec@hotmail.com (Braintree)#

Wheel House , C: Todd T: 001 405 382 2297 E: n_beattie2006@yahoo.com (Shawnee, OK, USA)#

14" Ransomes Mk. 7 c1960, c/w Villiers 2S engine, A\$ 200 C: Colin Slater T: 00 61 733 763071 E: csl57834@bigpond.net.au (Brisbane, Aus)#

Allen Scythe 1940s/50s, c/w Villiers 2S engine, no box, £250 C: Rick loach T: 07787 777519 E: r.loach@ntlworld.com (Peterborough)#

17" Atco MPO30 1950, c/w JAP engine, c/w box, £50 C: Raymond Hewertson T: 01946 841325 E: hewertson@btopenworld.com (Whitehaven)#

Allen Sythe , c/w Villiers engine, no box Mike Luxford T: 07890 001660 E: mikeluxford@tiscali.co.uk (Crawley)#

Allen Scythe. C: Sue Albentosa E: suealbentosa@hotmail.com (Maidstone)#

WANTED

Ransomes Anglo Paris mower, for cash or swap for a Ransomes 8-inch Chain Automaton.

Also wanted, scraper plates for a 14-inch Ransomes Anglia & for a 12-inch Ransomes 12-inch Gear Automation. C: Brian Hornsey T: 01256 816188 E: brianhornsey26@gmail.com or write to, 6 The Crofts, Hatch Warren, Basingstoke RG22 4RF

Still looking for a Drummond Willing Worker motor mower. C: Dusty Miller. T: 02392 632620 E: dusty@pmiller7.fsnet.co.uk (Portsmouth)

Pre 1940 lawn mowers. Anything considered, except Atco, including individual machines and whole collections. Write to Michael Duck, 1 Belmont Terrace, Shepton Beauchamp, Somerset TA19 0JX.

Adverts are best submitted through the Club website as this gets them into the standard format for the magazine. However, all adverts are welcome by post or phone and are free of charge. Non members are denoted by a '#.

HALL & DUCK INFORMATION SERVICE

The Hall & Duck Trust can provide information on almost any make and model of lawn mower. For just £6 per machine they will search their extensive information archive and provide copies of documents found, dates of manufacture and more. Special rates for multiple queries. Please make cheques payable to "The Hall & Duck Trust". Send queries with cheques to: **Andrew Hall, Archivist, The Hall & Duck Trust, 1 Belmont Terrace, Shepton Beauchamp, Ilminster, Somerset, TA19 0JX. T: 01460 241374 /E: archivist@hdtrust.co.uk W: www.hdtrust.co.uk**

GARFITTS SPARES

Contact Richard Jones on 01243 575937 or by email at richard.jones@oldlawnmowerclub.co.uk to order bottom blades, cutting cylinders and fixing screws from Garfitt's of Sheffield. Items ordered through Rich-

ard are subject to special terms and you only need to pay the club after the order is received. Richard will also be able to offer general advice on removal and replacement of the blades.

WEBSITE UPDATE

We've been adding a lot more content to the website over the past couple of months. New features include mower engine settings and an increasing archive of operating manuals which you can download. The visitor surveys are popular and provide some interesting insights into enthusiasts' habits. The forums are being used but not as much as I would like. I'd really like to hear from people to find out more about why they don't use them. I'll do what we can to make them more "user friendly". I'd also like to encourage more members to contribute to the other parts of the website, perhaps adding information on specific makes of machine in the technical or restoration sections. This is really easy to do and I'll be happy to talk anyone through it if they are interested.

WEBSITE PASSWORD

Website logon details for general "members only" access will be as follows from now until the next edition of Grassbox:

Username: olcmember
Password: Sprocket#6

MEMBERSHIP RENEWALS

As always you can check your subscription status on the label on the envelope containing this edition. Your own subscription runs until May of the year shown after the "Until" in the bottom right hand corner of the label. We will send renewal notices for 2011 out to all

members after this year's annual rally in May.

ANNUAL RALLY

The Annual Rally at Milton Keynes Museum is on the weekend of 14/15 May. It's the best chance of the year to meet and chat with other members.

Accommodation

As always you can camp at the Museum on the Friday and Saturday nights. Tents, caravans and motor homes are all OK but contact Keith if you have any queries. If you come on the Friday please aim to arrive between 7.00pm and 9.00pm. There are also plenty of local hotels and B&Bs.

Saturday Evening Event

The museum will be opening late on the Saturday as part of the national "Night At The Museum" event. We don't expect this to affect the way our rally is organised and it might mean we have more visitors to enjoy our machines.

Auction

The auction is very popular and there is an entry form included with this Grassbox. We welcome all mower items for sale but please bear in mind the original idea of the auction was to make available "interesting" items to members rather than simply offer a lot of old tat. We won't be able to accept entries on the weekend.

Souvenirs

We will produce a souvenir as usual. Any club member who attends the rally at any time of the weekend is entitled to one. So if you're only coming on the Saturday (or arrive later on the Sunday) please ask for one.

Food and Catering

The Museum's tea room will be open Saturday and Sunday to provide refreshments including snacks, salads,

sandwiches and cakes so there's no need to bring your own picnic or packed lunch (although you can if you want). We hope the tea room will also be open on the Saturday and Sunday mornings for breakfast.

Cars & Parking

Lots of people come to the rally and it can get very busy with cars. Please take care when driving on the site and keep your speed to 5mph. This year there will be restricted access to the main site between 12noon and 4pm on each day. Please check at the Museum entrance or with one of the Club's committee members if you need to drive on the site during these periods. We always try to keep the display areas clear of vehicles so only park where you are asked, not where you would like. Keep gates closed on site at all times.

Working Area

We will have a special working area. Bill Outram has, once again, generously offered to sponsor the "champagne moment" for the best working mower over the weekend. There is just one rule - you must be using your mower to cut grass (or at least give a good impres-

sion of doing so). Anyone can enter and the prize is well worth winning.

For more details or queries contact Keith Wootton. T: 01327 830675 E: keith.wootton@oldlawnmowerclub.co.uk

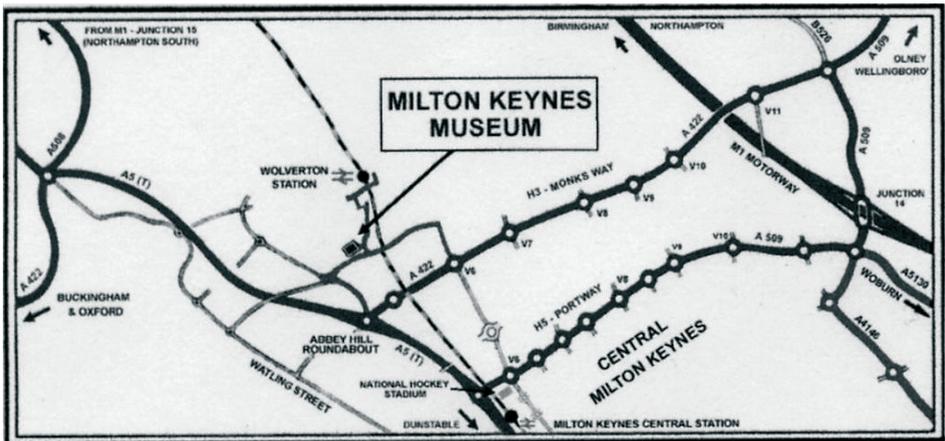
AGM of The Old Lawnmower Club

*Milton Keynes Museum,
Wolverton, Milton Keynes*
**Sunday 15 May 2011
11.30am**

Formal Business will include: selection of Committee & Officers for coming year; ratification of Accounts for 2010/2011; consideration of motions. All Members are entitled to attend the AGM. Exhibiting at the Rally is optional. Members attending the AGM are requested to bring their Membership Cards for free Museum entry

How to find the Museum

Museum is on McConnell Drive (off Millers Way, MK gridroad H2) in Wolverton at north west of city. From A5/A422 junction and locally follow brown signs for "Milton Keynes Museum". Postcode is MK12 5EL if using satnav.



RALLY DATES

Annual Rally & AGM, Milton Keynes Museum: Saturday 14 & Sunday 15 May. See previous pages for more information. For details, contact Keith Wootton. T: 01327 830675 E: keith.wootton@oldlawnmowerclub.co.uk

Banbury Steam Rally: Saturday 25 & Sunday 26 June. A club regular for many years, second only to our annual rally. Details as usual from Robbie (see "souvenirs" in the contacts list)

Bedford Steam Rally, Old Warden Park: Friday 16, Saturday 17 and Sunday 18 September. This is a three day event this year! C: Dick Hardwick T: 01462 816018 E: hadw2@aol.com. W: www.bseps.org.uk

Malvern Autumn Show: Saturday 24 & Sunday 25 September. Details from Tony Hopwood. T: 01684 592134 (Upton on Severn).

THE OLD LAWNMOWER COMPANY

Specialists in post-war Lawnmowers & Scythes (Atco, Dennis, Ransomes, Suffolk, Webb, Allen)

SPARE PARTS SALES RESTORATION OPERATION MANUALS

New blade sharpening kit now available!

See website for details: www.oldlawnmowers.co.uk

T: 07930 314187 Ivor Gregory (Old Lawnmower Club Member)

DENNIS Z TYPE SPARES

(former stock of Geoffrey Brooks)

Engine Parts - Piston Rings - Connecting Rods - Oil Pump Drive Gears

Cutting cylinders for 24" and 30" (not 36") and bottom blades

Transmission Parts, second hand cylinders and rear

rollershq@testvalleytrout.co.uk T: 01794 512453

Christopher Saunders-Davies (Old Lawnmower Club Member)

THE MOWER CENTRE

For all sorts of spare parts

Atco - Suffolk - Dennis - Villiers - JAP - Briggs & Stratton - Kohler

Gaskets - Piston Rings - Ignition Coils - Silencers - Cables - Petrol Taps - Oilers

Points - Condensers - Atco Kick Start Springs

Call Us For Our Mail Order Price List T: 01323 842477

John Cruise (Old Lawnmower Club Member)

themowercentrehailsham.com



Above: An American trade card advertising the Enterprise Lawn Mower, one of the machines described in the pinion article elsewhere in this issue. It was available in odd sizes, 7" - 15".



Left: Not every club member takes much interest in rotary mowers, however, this example was displayed at one of the clubs early annual rallies nearly 20 years ago. It is a Rotorscythe, but the 1930s version, and unusually it has large side wheels rather than the more conventional roller. Made by Power Specialities, these machines don't seem to have been sold in very large numbers, though rotorscythes became much more popular after the war.

Next Edition: Spring 2011

Edition 75 – Autumn 2010. Edited by William Proudfoot



This set of carrying wheels are of unknown origin. It appears at first very ordinary, however, none of the old advertisements ever show a design like this, and the curved parts to support the roller are mounted off centre. This may suggest they are designed for a roller mower, perhaps to allow for a projecting drive train or casing on one side. A 20" or 24" machine seems about the right size for it. There are no casting marks or other identifying features at all.



A 24" Ransomes lawn sweeper. This is very similar in design to the Pennsylvania sweeper described in the article elsewhere in the magazine. The wooden strut folds up into a metal hook on the side of the handles. This example is missing the canvas cover that should go over the top of the leaf collector. This machine also came in a 36" size, though the larger models are quite cumbersome to use, especially if the ground isn't perfectly flat.