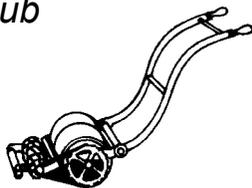


# Grassbox

*The magazine of The Old Lawnmower Club*

Number 94

Autumn 2015



## EDITORIAL

Welcome to Grassbox 94. Having not had an editorial in the last issue (owing to lack of space), this one will have to serve as the usual thanks for all the material submitted both for this issue and issue 93. I am delighted that several people have contributed to this issue as it has meant that for the first time in a while have have hardly had to write anything myself, something that probably comes as a relief to you all! I am also pleased to report that Stan Hardwick was featured with his collection in the Daily Express on 19th September. Well done Stan!

I expect you will be wondering why there is a picture of a steam locomotive on this page, so bare with me while I explain. This is Barber, a 2' gauge loco built in 1908 for Harrogate Gas Works. It has recently been restored by the South Tynedale Railway, based at Alston in Cumbria, after a great many years stored and on static display. So why is this of interest to us?

Well, Barber was built in Leeds by Thomas Green & Son. Even the railway people acknowledge that Greens were best known for their Lawnmowers, but as well as tram engines and road rollers, they built 38 railway locos, of which 4 survive, and only Barber is in the UK. It is worth a visit to Alston to see in action, and the railway have produced a handy booklet charting this now unique loco's history and restoration.



## CONTACTING THE CLUB

**Chairman:** Bernard 'Robbie' Robinson, 79 Templar Road, Oxford, OX2 8LY.

T: 01865 450899 E: [bernard.robinson@oldlawnmowerclub.co.uk](mailto:bernard.robinson@oldlawnmowerclub.co.uk)

**Secretary:** Alec Hillyar, Field House Farm, Watford Road, Crick, Northamptonshire NN6 7TG T: 01788 822224 E: [al.h@mail.com](mailto:al.h@mail.com)

**Treasurer/Club Renewals:** Dick Hardwick, 117 Clifton Road, Shefford, Beds. SG17 5AG T: 01462 816018 E: [treasurer@oldlawnmowerclub.co.uk](mailto:treasurer@oldlawnmowerclub.co.uk)

**Souvenirs/Regalia/Garfitts spares:** Richard Jones, 13 The Avenue, Hambrook, West Sussex, PO18 8TZ. T: 01243 575937

E: [lawnmower.jones@hotmail.co.uk](mailto:lawnmower.jones@hotmail.co.uk)

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

**President:** Keith Wootton, 9 Blisworth Road, Gayton, Northampton, NN7 3YT. T: 01604 859402 / 07778 315966 E: [keith.wootton@oldlawnmowerclub.co.uk](mailto:keith.wootton@oldlawnmowerclub.co.uk)

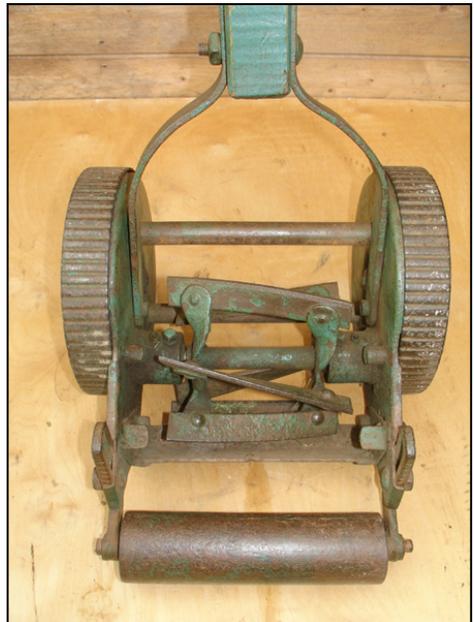
# MAGIC OR AN ILLUSION?

By Clive Gravett



I have considered John Barnard (see Grassbox No 81) who made several Ransomes Ajax 6in mowers, could it be?  
No that's ridiculous, unless his ancestors were of the same mentality!

At a recent sale I spotted in the distance a small sidewheel mower, as I made hastily towards it my thoughts were, Follows & Bate Manchester? Ransomes Anglo Paris? As I got closer my excitement waned as it looked more 1930s, although with a cutting cylinder width of only 5in I was curious. The wheels revealed patent numbers which I was aware related to Follows & Bate from 1932/3, therefore the mower appeared to be their 'Magic' model. Closer inspection revealed that the mower started life as a 10in model and had been cleverly 'Cut & Shut' as they say in the motor trade, to make a neat little 5in one. As to why a mower so small was required we may never know, possibly a salesman's sample/display piece or perhaps engineered for a specific job?



# FROM MOTORCYCLES TO MOWERS

## PART 1. TWO STROKE ENGINES

By Walter McClellan and Grant Simpson

Prior to 1920 the few manufacturers of motorised lawn mowers were using rather heavy and cumbersome air or water-cooled engines, which were costly to purchase or manufacture.

It seems that the decision by ATCO to use a Villiers motorcycle engine for their first lawn mower, led the way for other makers to use engines that were more efficient, lighter and mostly cheaper while providing adequate power. This use of motorcycle type engines brought power mowing within the reach of a wider spectrum of users, culminating in power mowers for the home gardener.

### Villiers

#### ATCO

From the development of the Villiers flywheel magneto in 1920, ATCO started fitting standard motorcycle units to

their oval frame model beginning with the 269cc Mark IV and Mark V two stroke engines.

When Villiers introduced their new range in 1922, ATCO started using:

- 147cc Mark VI C, 16 inch mower (14 inch and 18 inch sizes introduced in 1926.)

- 247cc Mark VI A for 22 inch mowers

Then in 1924 – 26:

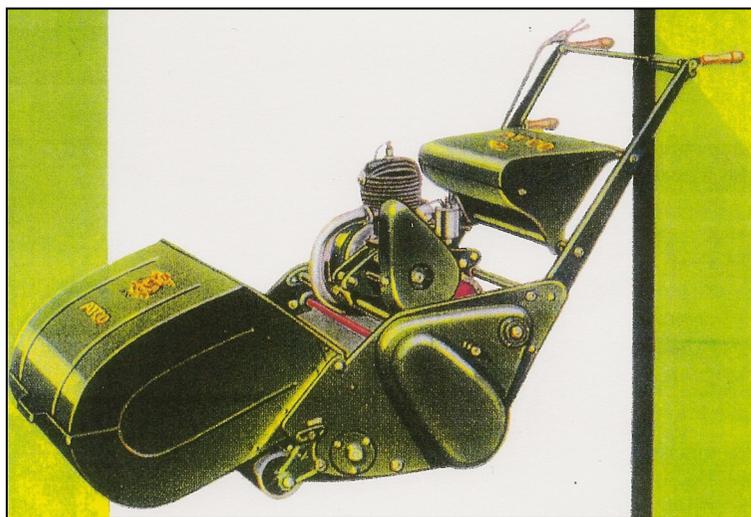
- 342 cc Mark VII B for 24 inch, 30 inch mowers

Although Villiers motorcycle units were progressively developed, the earlier units were found to be quite satisfactory for lawnmowers and their use continued. There is little doubt that ATCO was the biggest buyer of the 147cc units, which proved very successful.

By the late 1920s, ATCO brought out their so-called HY range, which initially used the Villiers 147cc unit, but with the compression release valve removed, a

modification for ATCO.

However, at some time in the late 1920s, ATCO suggested that Villiers produce a smaller unit of 98cc capacity for their HY model. This was a scaled down version of the 147cc Mark



ATCO De-Luxe

VI C and as far as I can ascertain, was made just for ATCO. (See front cover image)

From this time, the late 1920s, Villiers began to produce other units exclusively for ATCO. The De Luxe range used 147cc and 247cc units, described as "Made for ATCO by Villiers". (Image on page 4)

The engine configuration was the same as for earlier units, except the intake manifold was at the rear and the compression release valve, in most cases, was removed. A few years later these units were fitted with a Villiers made aluminium fan and cowling, making the cooling self-contained. Meanwhile, in 1931, Villiers introduced their 98cc Midget engine for motorcycles. ATCO took up this engine size in 1935, but the

engine, although basically the Midget, was built to ATCO's specification, which included vertical fins on the cylinder head, wider fins on the exhaust outlet and a flange fitting exhaust. Also, their engine was designed to be fitted vertically, as distinct from the basic 98cc Midget, which was designed to slope at an angle of 45 degrees. Post War, the 147cc continued unchanged except, without the fan and cowling, it being considered the fins alone were adequate for cooling (Image on this page). The 98cc was not used immediately post-War. Instead, an ATCO exclusive model 79cc engine with sloping fins

was produced for the lightweight models. The fins bore a resemblance to those on the pre-War auticycle "Junior" engine.

Carburettors used: ATCO, Senspray (by ATCO) and later Villiers Midget.

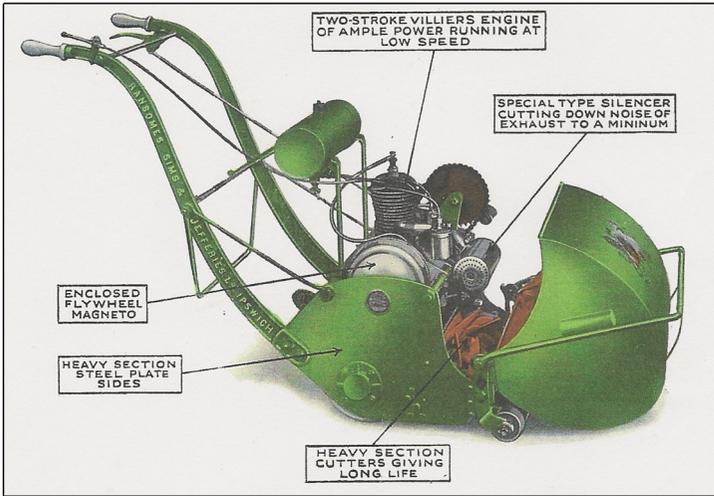
## Ransomes

Ransomes started, as did ATCO, with



the early Villiers Mark IV and Mark V engines, then moved on to the 147cc Mark VI C for their light weight models. (Page 6, top image)

In the late 1920s, Ransomes began using the 147cc Mark VIII C engine (page 6, bottom image) which was then replaced in the late 1930s by the Mark XI C industrial engine which was made by Villiers for general use and was usually fitted with an aluminium fan and cowling. The VIII C had the intake stub at the front but on the XI C this was moved to the rear. The only difference between the Mark XI C and the ATCO variant was that the latter had the ex-



**Shanks** Villiers Mark V 269cc was used on the 20" Jehu model throughout the 1920s, while the Villiers Mark VI C 147cc was used on the Wizard. Surprisingly, Shanks mowers with these early engines were still being advertised until the late 1930s. It is as-

sumed these engines had been bought in earlier and were not still in production. Also, the Villiers 98cc Midget was used in Shanks Fairy model.

From 1936, Ransomes introduced a 247cc Villiers engine on their 20 inch model. This engine was virtually identical to the ATCO Villiers variant with the same aluminium cowling. These units were essentially modified Mark VIA engines and identified as Mark XII A.

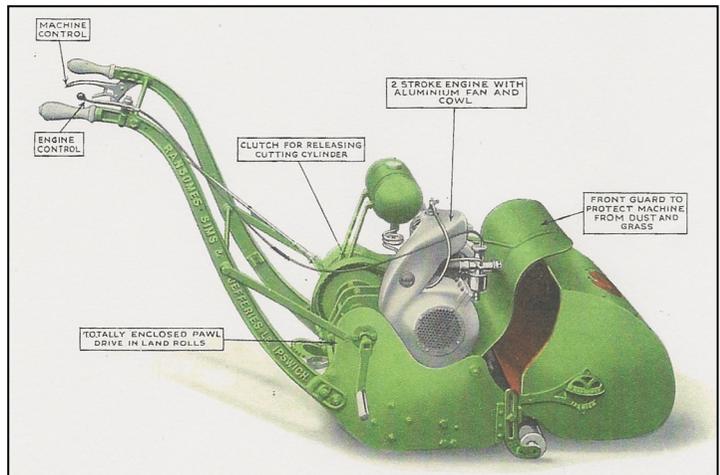
The Midget engine was used in the Ransomes Midget model and this also used an aluminium cowling and fan, but from 1939 onwards, the variant used was without any assisted cooling.

Carburettors used: Senspray, Binks, Villiers Light-weight.

From their start with motor mowers in 1934, Qualcast used the Villiers 98cc Midget engine, the same as used on motorcycles, but without a compression release valve.

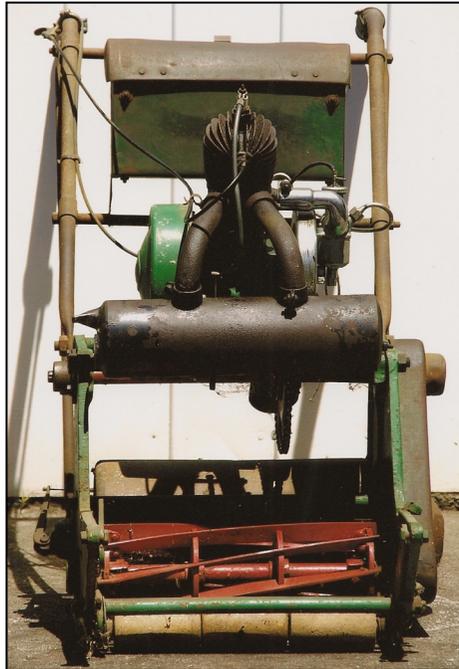
**Qualcast**

From their start with motor mowers in 1934, Qualcast used the Villiers 98cc Midget engine, the same as used on motorcycles, but without a compression release valve.



Interestingly, from the late 1930s, Villiers produced an altered version of this engine. These were available for mowers, also using improvements embodied in the ATCO design with vertical fins on the head, a centrally located spark plug and more finning around the exhaust outlet. Qualcast took up this engine in the late 1930s, using it until 1947.

*Below: A Villiers Mk V fitted Jehu in use*



### **Monarch**

Monarch used the rare Villiers Mark VI D 122cc twin port engine for a short time. It is assumed these engines were bought as a job lot from Villiers as the demand for their use on motorcycles was disappointing. From the mid 1930s, Monarch used the Villiers 98cc "Midget" engine.

*Left: Monarch with 122cc Mark VI D engine. Note the twin exhaust ports*



# THE BUDDING LEGACY

By Clive Gravett

On 22nd April this year I was pleased to attend the unveiling of a new blue plaque to commemorate the vision and achievement of Edwin Beard Budding, the inventor of the lawnmower in 1830. The plaque was donated to Stroud District Council by Chris Biddle, editor of trade magazine Service Dealer, the UK's leading magazine for grass and farm machinery dealers. The plaque has been mounted on the outside wall of Stroud brewery only yards away from the site of the Phoenix Ironworks where the very first lawnmower was made.

David Withers president of Ransomes Jacobson, who had travelled over from Jacobsen headquarters in the US for the event said, "At Ransomes we are

proud of our history which dates back to 1789, and our association with Edwin Budding having taken one of the first manufacturing licences in 1832. The mower making tradition continues today in Ipswich, none of which would have been possible without Budding".

We spent a pleasant couple of hours at the brewery primarily discussing mowers and drinking their award winning Budding Pale Ale. In addition to myself and fellow trustee Lawrie Stevens of The Budding Foundation, also present were Peter Hampton former club chairman together with Andrew Hall and Michael Duck, Hall & Duck Trust who brought along their Budding replica mower.

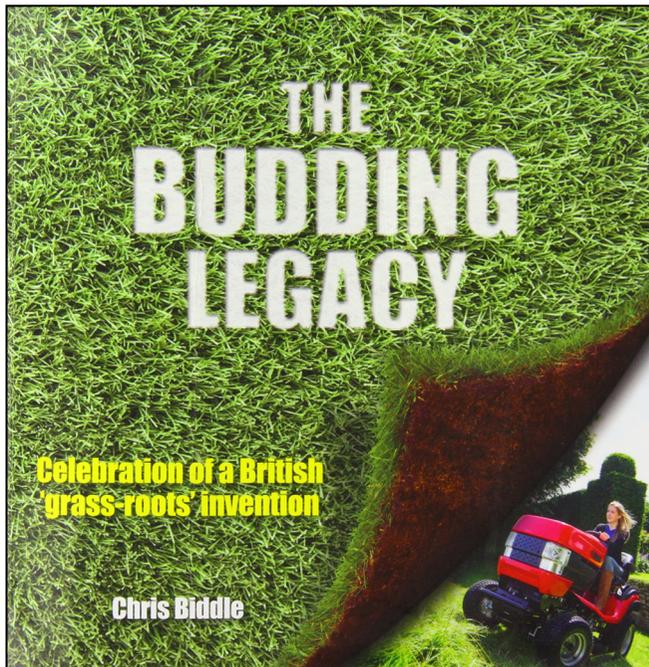


Chris Biddle has also written and published his book 'The Budding Legacy' which in addition to celebrating Buddings original achievement, looks at how the mower has progressed across the centuries and celebrates the fact that the UK is still a manufacturing centre of excellence. Chris's book is available on Amazon for £12.99.

*Left: David Withers unveils the plaque.*

*Right: The cover of Chris Biddle's new book.*

*Below Andrew Hall and Michael Ducks' Budding replica at the Malvern Rally.*



# RALLY REPORTS

By Keith Wootton

## BANBURY STEAM RALLY

Writing this report in the middle of October, the end of June with its warm, long days seems a fair way off. But there were over the weekend of 27/28 June at Banbury Steam Rally. The contingent included most of the Banbury "regulars" with a couple of new faces at the event - Dan Mortimer and John Truluck.

There was a good display of machines – totalling 60 or 70 - although nothing that was "new" to the regular exhibitors or visitors. Nevertheless with our collective efforts we were able to display representative mowers from the 1850s through to the 1970s. Among the motor mowers a pair of British Anzani Lawnriders and a trio of Automowers caught the eye.

The rally layout had been changed this year and the marquee, which we shared with an exhibitor of hand tools, was in a more accessible position next to a pleasant fairground organ and near to the model tent. That meant we had a steady stream of visitors throughout the weekend. Thanks to Robbie for organising another excellent event.

*Above: Dick Hardwick getting a Suffolk Punch into life at Banbury.*

## MALVERN AUTUMN SHOW

26/27 September

We wanted to make an extra special effort at the Malvern Autumn Show in memory of Tony Hopwood who died earlier this year. As the

instigator of our participation at this event Tony was always keen for us to display as many working mowers as possible. Our display included a discreet memorial to Tony and everyone who exhibited made a great effort to live up to his aims:

Paul Harvey had a Dennis Premier (formerly Tony's) which was the largest working machine on display; Andrew Grout had an unusual 1930s Presto motor mower; Andrew Pyne had a Qualcast Six-

teen and it was interesting to compare this with the Presto; Dave Stanford showed a number of hand mowers including a Greens Zephyr and an SM De Luxe which both performed well; Paul Channon had a number of hand mowers; Alec Hillyar demonstrated machines including a Ransomes Ajax and a Greens New Monarch; I had a 14" Atco Standard making its first rally appearance for many years.

These machines and others were running regularly throughout the weekend.





Our display at Malvern is part of the vintage section which is growing every year. We have an excellent position and in addition to the marquee we have generous working area in which to display the larger static and all working machines. The surface is level which means we can easily demonstrate all types of machine.

We hope that even more members will be able to join us at the event again next year.

In addition our display featured numerous static mowers including some excellent examples of early and unusual hand models. These were displayed in the marquee and we even managed to cut the grass inside using a 1930s Herschel sidewheel.

Elsewhere as part of our display Janet and Ray Williams and Anne and Dave Price presented a great selection of gardening tools including some Rotoscythes.

Andy & Mike from the Hall & Duck Trust had a separate static display of rarely-seen Samuelson mowers.

*Above: Andy Grout with his Presto Motor mower at Malvern.*

*Below: One of the Hall & Duck Trust's Samuelson machines on display at Malvern.*





# MOWING AT HER MAJESTY'S PLEASURE

By Clive Gravett

The photograph opposite was taken at Strangeways prison, Manchester. Four prisoners are shown using what is probably a 30" Greens Silens Messor Pony Mower. Three people were obviously considered equivalent to a pony!

The photo claims to be 1890s, however, the presence of a nameplate on the mower and the two side clutch levers suggest it is late Edwardian. After about 1910 the clutch levers were made in two sections, making them easier to use. An 1890s model would have the single central clutch, as seen on the front cover of the last issue of Grassbox. This mower has the slide out grassbox rather than the lift over design depicted in catalogues, although this type was always listed as an option. Unlike the lift over type, the version on

this model was not remotely controlled from the handles, the handle on the end of the box being pulled so the two ends pulled out like a drawer.

Note the arrows on the prisoners uniform. The idea of covering the uniforms with the broad arrow was first introduced by Sir Edmund Du Cane in the 1870s after his appointment as Chairman of Convict Directors & prisons. He considered the broad arrow to be a hindrance to escape and also a mark of shame. Even the soles of prisoner's boots & shoes had nails hammered into them in an arrow shape, perhaps this was to enable escapees to be tracked down, but what if they were clever enough to walk backwards! The arrow markings were used until 1922.

---

## CLUB SERVICES AND INFORMATION

### SPARES

Contact Richard Jones on 01243 575937 or by email at [lawnmower.jones@hotmail.co.uk](mailto:lawnmower.jones@hotmail.co.uk) to order bottom blades, cutting cylinders and fixing screws from Garfitt's of Sheffield. Items ordered through Richard are subject to special terms and you only need to pay the club after the order is received. Richard will also be able to offer general advice on removal and replacement of the blades.

### ANNUAL RALLY SOUVENIR

Don't forget to ask for your annual rally souvenir if you were at the event but didn't receive one. Contact Richard Jones

([richard.jones@oldlawnmowerclub.co.uk](mailto:richard.jones@oldlawnmowerclub.co.uk)) for more details or use the address inside the front cover.

### RENEWAL REMINDERS

All renewal notices were sent out during the early part of June and the majority of members have already rejoined. If the label on the envelope containing this edition of Grassbox included the wording "Until: 2015" you have not yet rejoined. If you do not rejoin this will be the last Grassbox you receive. We will be sending reminders to all members who have not yet rejoined by email or post to arrive at around the same time as this edition.

## WEBSITE UPDATE

We have continued to update the website following all the work completed earlier this year. In particular, we recently restyled the site with a modern layout and made it much easier to view on tablets and smartphones. We have also been updating some of the major content sections, particularly the back copies of Grassbox. We have removed passwords from all previous editions and created a new page for each to contain basic details of contents including each article's title and writer. This will make it possible to search the archive

## WEBSITE PASSWORD

The generic login to the members' section of the website will change shortly after this edition of Grassbox is published. The new details are as follows:

Username: olcmember

Password: Atco1936!

A message will be included on the site when the changes take effect. Members with their own username and password are not affected and can continue to use their own details to access the site.

---

# ADVERTISEMENTS

- Atco kick start, 1950s, c/w box, £25 C: John Truluck E: scootpals@tiscali.co.uk (Kent)  
Variety of spares for mainly 1950s mowers onwards. C: Andrew Pyne E: andrewmartinpyne@hotmail.com (Brecon)
- 16" Ransomes Mercury Mark 1 (in running order), c1960s, c/w Villiers 7/1 (spare engine of same type also available), c/w box, offers C: David Hammond T: 01387 375875 E: dmdmhammond@gmail.com (Carlisle)
- 24" Garfitts Trimmer, 1980s, c/w Briggs 5HP, c/w box C: Derek McMullan T: 01444 259654 E: derek.m@premierplanters.co.uk (Brighton)#
- 12" Webb Hand push, two speed & neutral for cutters, rear split roller, c/w box, Cost of delivery C: David Palmer T: 0116 237 4288 E: dandj34@o2.co.uk (Loughborough)#
- 18" Victa VC 125, 1971, c/w Victa 2stroke, c/w box, FTGH C: Gordon White T: 016974 75478 E: gordon@margor.plus.com (Carlisle)#
- Allen Allen Scythe F?, 1950?, c/w Villiers 4 Stroke, FTGH C: Richard Illman T: 01675 465565 E: j.illman26@btinternet.com (Birmingham)#
- British Anzani Lawnrider, 1950-60, c/w box, FTGH C: Clare Wadley T: 0790 2521493 E: cwadley@agamatrix.com (Wallingford)#
- 12" Qualcast, 1959, c/w jap, c/w box, offers C: Gary Collins T: 07588 007400 E: d18cec@live.co.uk (Tamworth)#
- 19" Atco Balmoral17 S, c/w box, offers C: Teresa Hungate T: 07584 296628 E: teresahungate1@gmail.com (Ashford)#
- 13" Suffolk Punch 24A, c/w 75G14, c/w box, FTGH C: Carole Rakodi T: E: carolerak@talktalk.net (Cardiff)#
- 24" Dennis, 1952, c/w box, FTGH C: Brian Paul T: 01209 711979 eve 01209 314567 wk E: cwn.paul@talktalk.net (Camborne)#
- 53" Cub Cadet 1811, 1984, c/w Kohler C: Gary Britton T: E: gdbpastor@aol.com ()#
- Shanks Britisher, c1900, offers C: Katherine Smith T: 07720 394829 E: katy.lavender@btinternet.com (Flitwick)#
- 36" Ransomes Mark 5A C: Michael Robinson T: 07798 576900 E: m.robinson@ry.tm (Bury St Edmunds)#
- 12/15" Suffolk Punch Model No 24A, c/w 75G14, c/w box, FTGH C: Nino Binns T: 0778743 5070 E: nino.binns@nbconsulting.eu (Pwllheli)#
- 12/14" JP Maxees Super?, c1950s?, c/w box, 25 C: Sally Wilkes T: 07985 021788 E: chadwick17@btinternet.com (Lichfield/Walsall)#

- 12" Ransomes Ajax Mk5, c/w box, 25 C: Les Booth T: 07957 300695 E: lesbooth@gmail.com (Chorley)#
- 10" Greens The Greenson Ballbearing model, c/w box, offers C: Rod Allman T: 01925 752641 E: wallman@toucansurf.com (Warrington)#
- 18" Presto Rollmo Six-Eighteen (brand new and still in box), c1961, c/w box, offers C: Graham Manders T: 07710 332679 E: graham.manders@btinternet.com (Cheltenham)#
- 36" Allen Allen Scythe, c/w Villiers, FTGH C: Richard Bell T: 07767 383383 E: richard@quickserver.co.uk (Ascot)#
- 14" Atco Atco, c/w Villiers, c/w box, Reasonable/Best Price C: A Howlett T: 0114 2367797 E: t@baskey.force9.co.uk (Sheffield)#
- 24" Ransomes motor mower, model unknown, c1950s, c/w JAP side valve/kick start + sit-on tractor seat with roller, c/w box, FTGH C: Dr Anthony Jones T: 02920-529345 E: tonyjonescamelot@aol.com (Cardiff)#
- 24" Dennis Paragon, c/w Villiers, c/w box, £50 C: Jon Blackham T: 07739 368558 E: tkd-jon@hotmail.com (Brackley)#
- 12" Webb Battery Model series 276, 1970, c/w Standard Electric, c/w box, FTGH C: Andrew Barnard T: 07801 791329 E: andy.m.barnard@gmail.com (Reading)#
- 12" Qualcast B1, 1960s, c/w box, FTGH C: Andrew Barnard T: 07801 791 329 E: andy.m.barnard@gmail.com (Edinburgh)#
- 18" Ransomes Mk 3, Unknown, c/w B & S, c/w box, offers C: Wyn Alexander T: 07977 066127 E: wyn.alexander99@sky.com (Swansea)#
- 18" Ransomes Auto Certes, c/w B&S, c/w box, offers C: Wyn Alexander T: 07977 066127 E: wyn.alexander99@sky.com (Swansea)#
- 10" Ransomes Automaton Chain Drive, £65 C: Derek Tapping T: 07762 433488 E: spottypigs@btinternet.com (Horncastle)#
- 8" Ransomes Gear Drive Auomaton, 1901/1910, c/w box, £100ono C: John Ainsworth T: 0118 9712955 E: johnainsworth@outlook.com (Reading)#
- Presto Rollmo, c/w spares list and box. C: Alan Bryant T: 01438 717666 E: alan2bryant@btinternet.com (Welwyn)#
- 12" Suffolk 21A, c/w 75G14 Model No 21A, c/w box, £30 C: Brian Green T: 01484 865690 E: greenpearl20@hotmail.co.uk (Huddersfield)#
- 16" Qualcast Model Sixteen, 40s, c/w Villiers, 30 C: Mark T: E: marklearmonth@outlook.com (Falkirk)#
- Qualcast B1, FTGH but send me a pic when it's finished C: Andy Gray T: 07753 708702 E: andygray66@hotmail.com (Aberdeen)#
- 14" Atco motor mower, Model 1459/60, c/w 4S engine no 223C 43358 C: James barber E: j.r.barber@ntlworld.com (Unknown)#
- Ransomes Ajax Mk5, FTGH. C: Rachel Hall E: rachel.hall25@btinternet.com (Unknown)#
- 20" Greens Motor Mower, model no 20/4/1762, c/w Tecumseh engine. C: John Miller T: 01908 374433 E: johnmiller626@hotmail.co.uk (Milton Keynes)#
- Ransomes Ajax Mk3. C: Victoria Jarvis T: 01493 441187 E: victoria@bjcommunications.co.uk (Norfolk)#
- Suffolk Colt. C: Derek Nickless E: gill.derek@pobroadband.co.uk (Unknown)#
- Atco Commodore B14, FTGH C: Roy Foster E: royfoster1952@btinternet.com (Norfolk)#
- Ransomes Ajax Mk3, no box. C: Glen Parry T: 07943 508417 E: glenparry@btinternet.com (Chester)#

## WANTED

- 12" **hand** mower in good working order with grassbox. Must be sound and quality mower. Will collect. C: Geoff Brazendale T: 01228 549445 (Carlisle)
- Grass box for 12" Atco Standard. C: David Meredith T: 01332 862304 E: greswood23pro@btinternet.com (Derby)
- Steel tubular linkages for Ransomes Junior Gang Mowers, c1970, C: Paul Harvey E: paul\_m\_harvey@btinternet.com (Tewkesbury)
- 16" Ransomes Certes Mk10 or Mk12, push mower. C: David Bolland T: 0161 427 5669 E: dbolland@talktalk.net (Stockport)
- 16" Ransomes Certes Mk10 or Mk12 push mower. David Bolland T: 0161 4275669. E: dbolland@talktalk.net, Stockport
- Pre 1940 lawn mowers. Anything considered, except Atco, including individual machines and whole collections. Write to Michael Duck, 1 Belmont Terrace, Shepton Beauchamp, Somerset TA19 0JX.

**Adverts can be submitted by filling in a form on the Club website, this is by far the easiest method as it helps to ensure that all the necessary information is provided. Adverts are also welcome by post or phone and are free of charge. Non members are denoted by a '#'.**

## SOUVENIRS/CLOTHING

### Fleece £25

Most sizes available to order.

### Sweatshirt £15

XS/Small/Medium/Large/X/L and XX/Large

### Polo Shirt £14

XS/Small/Medium/Large/X/L and XX/Large

### Pilot Shirt £14

15"/16"/17&1/2/18"/19"

### Overalls £26

Reg Leg 31"

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

### Baseball cap £8.50

### Car sticker (Round) £1

### Sew on badge £5

### Pin badge £2

### Tape measure £3

### Exhibit log sheet £0.10

### Mug (2007) £5

### Glass (2010) £5

### Grassbox binder £6

(To fit smaller Grassbox magazine)

### Spark plug NGK £4

Large type to fit most Villiers 2 strokes. Only two left.

### B&W Photo set £10

### Ransomes van £5

### Ransomes poster £1

## 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](http://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 rollers

hq@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)

[themowercentrehaulsham.com](http://themowercentrehaulsham.com)

Next Edition: Winter 2016

Edition 94 - Autumn 2015. Edited by William Proudfoot

Published by the Old Lawnmower Club. Email: [olc@oldlawnmowerclub.co.uk](mailto:olc@oldlawnmowerclub.co.uk)

Printed by Murrays the Printers, Milton Keynes