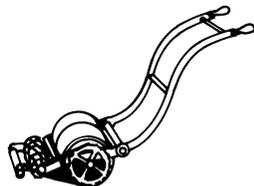


# Grassbox

*The magazine of The Old Lawnmower Club*

Number 99

Winter 2017



## EDITORIAL

Welcome to Grassbox 99. Sitting here in the freezing weather of January the mower shed, never mind the summer mowing season, feel quite along way away! Nevertheless, this issue includes preliminary information about the Club's annual rally in May, also included as usual is the auction entry form, it is hoped that a good number of lots will be supplied as this is a popular part of the day, and is also a good way of ensuring disposal of unwanted machines.

This issue has ended up having something of an antipodean theme to it; however, I hope the article on page 6 will interest readers in this country as well since it is broadly about a UK made machine.

Meanwhile the two pictures on this page were supplied by Tony Walley after a visit to New Zealand to see his son. Above is a Tin Plate "statue" (Sculpture?) of a man and lawnmower from Christchurch city centre, while Tony also



found this brew, possibly suitable for club members!

Finally, some members will notice that the next issue will be number 100. This is quite a milestone for both myself and Keith, who will have between us edited all 100 editions! Despite that, we could not have done it without your help, and I hope members will be able to supply some great material for the 100th issue, which will if all goes to plan come out just before the AGM.



## 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)

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# FINDING A USE FOR A WORN OUT MARK 3 RANSOMES AJAX

By John Barnard

I decided my museum shed needed a bit more decoration, so I dug out a Mark 3 Ajax which was beyond economical repair. I stripped it down and kept all the parts I would need as listed below.

- LH side
- LH front roller support
- complete handles
- RH side complete without the internals
- RH front roller support

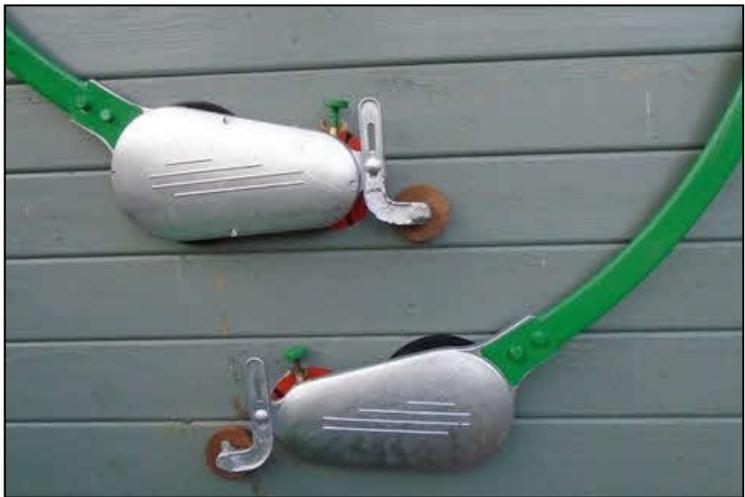
I then cut the tie rods on the handles leaving about 3" on both sides, and I painted and re-assembled both halves. I then fitted short stubs to the front roller supports and also short stubs for the rear roller.

I marked the side of my shed where I needed to drill the holes to mount the 2 halves. After placing them in position I used a long screw through one of the bolt holes used for holding the handles to the side frame.

I used an old 45rpm record as

a dummy rear roller and a CD painted red with black stripes as a cutting cylinder. I cut a quarter inch slice off an old front roller for the front roller.

They would make good garage door decoration as well.



*Front Cover image: Alistair Kinross sent in this picture of Mr Keddie, aged 9, at the helm of a JAP powered 30" Atco heavyweight at The Lawn, Rochford in April 1939. Mr. Keddie still lives at The Lawn.*

# LADYBIRDS

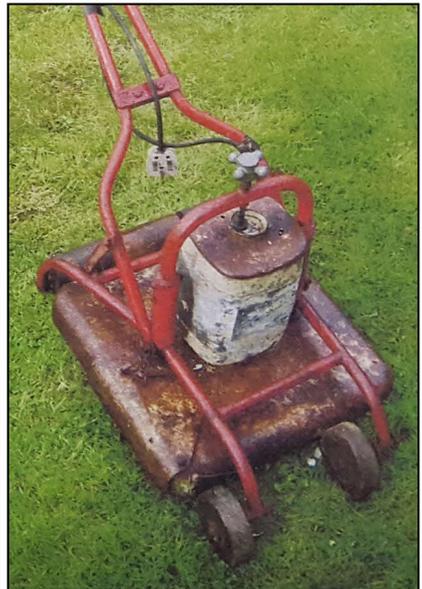
By Clive Gravett

While most members will be familiar with the domed, space age looking Ladybird rotary mower of the 1940s/50s (see *image, right*), I have recently acquired a different version, which I considered could be a DIY job, especially the colour! However while visiting a collector recently I was shown an image of a similar mower, same colour scheme but with a different handle arrangement, and a cut of 18in, mine being 12in. (see *images, below, 12" on left.*)



tion and indeed the cream/red paint job, although no mention of the single handled 12in model.

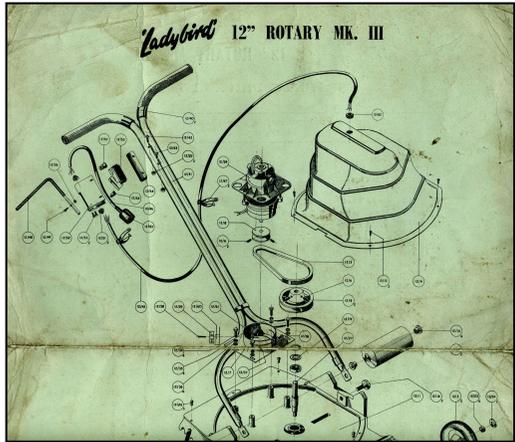
Now aware that my mower would appear to be a production model, I contacted Jack Czulowski, OLMC member in Tasmania who has undertaken some excellent research on this subject which he has published on the internet. Jack has now provided a brochure for the 'Ladybird 18' which confirms its produc-



Since the above conversation I have discovered reference (see right) to a Mk 3 12in model with a shell like dome cover, also I understand Brian Radam has one of the cream/red models on show in the British Lawn-mower Museum.

A point of interest, the early 12in Ladybirds were fitted with a .285hp 8500rpm motor, with the later 18in claiming 90 cuts per second from a 1/2hp 2800rpm motor.

I believe the Ladybird story is a major influence on electrification of the lawn mower. For further in depth information and to see Jack's research visit [www.outdoorking.com/forum](http://www.outdoorking.com/forum)



While we are on the subject of rotaries, Graham Tait from New South Wales, Australia sent Christopher Proudfoot this image of a very early Victa rotary, from circa 1952/53. Christopher remembers them being sold widely in the UK in the 1960s, though was unaware of them from the early 50s. Graham Tait recalls a nasty fault with these early Victas, which were affectionately (or otherwise!) nicknamed "toe-cutters":

"The reason for this is that when in operation, the blades of these mowers extend very slightly past the edge of the base-plate. So if one was over-exuberant when mowing, and your shoes came too close to the base of the mower, you might get an unpleasant surprise. Later on Victa did make a circular guard that attached around the edge of the base-plate to prevent slashed tootsies! I remember, many



years ago as a child, mowing my Grandfather's lawn with his early Victa. He had concrete edging around his garden and did the sparks fly when I mowed around it!"

# GODIVA ENGINEERING – THE MARVEL ADVENTURE

By Jack Czislawski

In late 2015, Geoff Nowak, from South Australia, sent me some perplexing images depicting a most unusual reel mower described as a 'Marvel'. But there was something not quite right ...

Geoff Nowak is the Grandson of Sid Bowditch, one of the great lawnmower designers of the pioneering Scott Bonnar Company of South Australia, and had sent me these images not because of that family connection but because of his love of photography and his recording of SA history – museums, towns, industry.

The lawnmower was a collection piece held by the Saddleworth Museum, a small town located in the Mid North region of South Australia in the local area known as the Gilbert Valley.

The lawnmower was not so big - 18 inches cut – but had a massive twin-

cylinder engine to power it, and I recognised it as a Douglas motorcycle engine. There appeared to be signs of modification to the original machine. The alarm bells sounded...

With heart palpating, I wondered whether the secret signature on this machine said Scott Bonnar – because I had identified and written about an early Scott Bonnar photograph depicting a large Douglas-powered reel lawnmower. Was it possible this was, in fact, an imported lawnmower that Scott Bonnar powered? Their first mowers, after all, were just that!

I knew that 'Godiva' was the famous brand used by Barford & Perkins, a company dating back to the 1880s and with a factory at Peterborough, England. I assumed there was some connection between Godiva Engineering





and that original company. My mind was set on three possibilities about this particular Marvel:-

[1] It was an original Marvel mower, designed as a motor mower and fitted with a Douglas engine.

[2] This was a repowered lawnmower. At some point the original power unit had been replaced with the Douglas engine. There were clear signs of modifications having been made.

[3] This was originally a hand-propelled lawnmower, to which a motor was added.

This view favoured the Scott Bonnar connection. They started their lawnmower business by adding electric power units to imported lawnmowers (Shanks, Greens, etc.). In the 1920s it is recorded that they did fit a Douglas to

an imported lawnmower. It is also recorded that they fitted a Douglas to one of their own machines, but it probably never entered production.

With these possibilities in mind, I asked Geoff to supply more images, and he was most helpful and obliging. The beautiful maker's plate supplied good information. It says something like:

18" MARVEL  
THE GODIVA ENGINEERING CO.  
SLOUGH BUCKS ENGLAND

The last image that Geoff supplied - of the fuel tank and lube information - immediately proved a vital clue. For one thing, 'The Marvel Motor Mower' appeared on the transfer. This meant the tank was an original fitment - the mysterious Marvel had given up three secrets here; when one considers the fuel ... it was 'petroil', a mix of oil and petrol used for two stroke engines. The sec-

ond secret was that the Marvel was a powered lawnmower when it left the factory. (image below of tank transfer)



The third revelation was that this excluded the twin Douglas motor as being an original fitment – it was, after all, a four stroke! [Look at the exposed tap-pets in the Part Two images].

So, that told me what the Marvel wasn't; but I wanted to know what it was! A final image Geoff supplied was of the grass-box transfer. It wasn't in great condition, but it did reveal a confirmation of other clues:- The transfer appeared to be a 'testimonial' that the Marvel had a heritage. It was good evidence that the original company – Barford & Perkins – had awards for lawnmowers dating back to the 1880s. However, the transfer revealed that the maker of the Marvel was not Barford & Perkins – but Godiva Engineering of Slough. That was the clue and the next approach ... There were two memorable breakthroughs in this marvellous story. The first was a careful search of the Australian National Library TROVE database.

I found a few ads and that was it. The rewarding thing was that they gave a little detail and some poor newsprint illustrations. They also helped date the Marvel. The ads came from a Queensland newspaper from late 1924 and mid-1925. I had no doubt this was the machine, even if the illustrations lacked detail, specific design details matched. The two stroke was a Villiers 2-stroke of the day. Interesting features were the 8 blade reel [cylinder] and a '14 plate Villiers Clutch'. All I needed was more information – and confirmation – of the design, and hopefully, with a better image. That did come with a second breakthrough...

The second breakthrough was an exciting find of a specific reference on the Marvel in the great British Commercial Motor Archive database. The article, from 19 May, 1925, was titled The Trial of Motor Mowers and it was a summary of several lawnmowers conducted on the cricket pitches of Regent's Park, London. The lawnmowers included 24in and 42in Green's machines; 24in and 30in Dennis Bros machines, several Atcos; 18in and 24in Auto-Mower machines; 16in and 24in Shanks' machines; 22in Shaw's Governor; the 22in New Godiva and 18in Marvel machines from Godiva Engineering; and the Mitchell Automow. There were also the G.N. Motors and the Rendle Limited mower attachments. Specifically, the article said:

Two machines—the New Godiva, 22 ins., and the Marvel, 18 ins.—were entered by the Godiva Engineering Co., Ltd., of Slough, Bucks. The larger model is priced at £60, and has a 2½ h.p. Villiers engine driving by chain to a countershaft provided with two lever-operated clutches, one

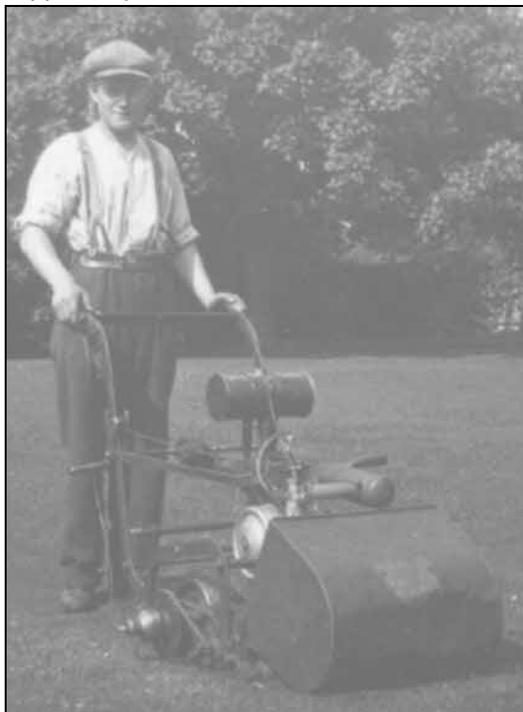
for the roller and one for the cutters, the rollers having differential ratchets.

This was a particularly rewarding story in that identity was given to an almost forgotten lawnmower that played its small part in our history.

It also played its part in British lawnmower history. At about £75, it would have made the Marvel lawnmower an extremely expensive lawnmower in the mid-1920s. It was a mower perhaps bought for a wealthy South Australian estate.

It appears the Marvel was the smaller sister to the New Godiva for the 1920s. Whilst the New Godiva was an all-new design – with plate steel sides – the Marvel presents as having been based on a push reel-roller mower. Note how

*Below: A Marvel mower in use, photo supplied by Keith Wootton.*



there is a steel frame above the main frame that suggests this. I hope, some day, that we know more...

How the Marvel at the Saddleworth Museum came to have a twin cylinder Douglas motorcycle engine on it will remain a mystery. It would be tantalising to think that our pioneering firm of Scott Bonnar was somehow involved; given their known use of the Douglas in experimental or prototype machines. Who knows? I big thank you must go to Geoff Nowak in recognising and recording this mower from our past.

*Below: Marvel advert from The Brisbane courier, October 1924*

**Motor Lawnmowers,  
"THE MARVEL."**



For Bowling Greens, Tennis Courts, Golf Greens, and Lawns.  
The Engine is a 1½ H.P. Villiers, Magneto Ignition, Transmission is controlled by a 14 plate Villiers Clutch. The engine is coupled direct to cutting cylinder, consequently turns all corners cutting grass.  
Speed 2 to 6 miles per hour.  
Controlled from handle bars,  
8 blade cutting cylinder cuts 18in. wide.  
Adjustable bottom blade.

**£75 each.**

**PERRY BROTHERS LIMITED,**  
Corner ALBERT and ELIZABETH STREETS, BRISBANE.

# GREENS CHAIN TENSIONING

By William Proudfoot

For some time I have been aware of a curious design fault in the late chain driven Multum In Parvo. This model was made in the 1920s and 30s, and had several malleable iron components, making them a quite different design to the earlier models (*image 1*). Apart from the obvious, the other great difference in the design of a block chain driven hand mower and the gear driven versions of the same machine was that the rear roller had to be able to slide further back in the frames to take up the wear that would develop in the chain over the working life of the mower. Therefore the normal way to allow for this was a slot in the side frame so that the rear roller bracket could be bolted in place further from the cylinder as the mower wore.

Now this is not a particularly complicated piece of engineering, yet it seems to have taxed the designers at Greens quite considerably. If you try and adjust a late Multum In Parvo, you will almost



certainly find that the chain cannot be tightened up enough to stay on the sprockets without the rear roller hitting the mounting bosses of the scraper bar behind it. The scraper can be pivoted to a more upright position as the roller moved back, but long before the back of the slot is reached the roller hits the scraper even at its most upright angle (*image 2*).

What makes this odd is that there is never a problem on ordinary domestic sized Silens Messors, so it is a fault that was built into the design of the MIP after decades of making mowers without it. Basically, the distance between the back of the slot and the mounting for the





as it can go. (image 4) This seems to be a fault in the 26", 28" and 30" type of Pony Mower, the smaller 24", having frames made to a different design does not suffer the same fate.

A previous owner of the 30" had got round the problem by turning the scraper back to front, which means that

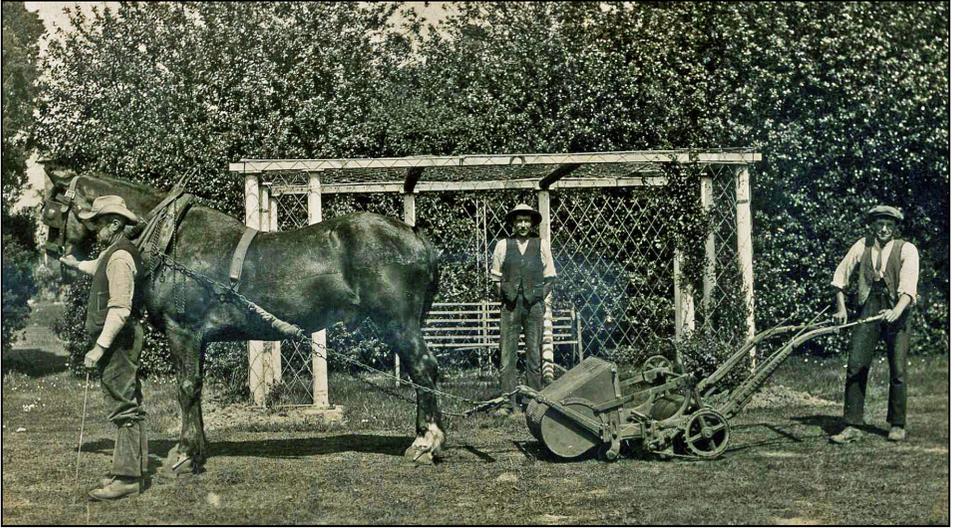
scraper bar is too short, so the back third of the slot is totally pointless and cannot ever be used.

What is even more extraordinary is the Greens had made the same mistake before on its Pony Mowers. Our 30" (image 3) suffers from exactly the same issue, and with that the slot is in the bracket rather than the side frame, and there are two of them, as it has two bolts on each side. The added complication on the Pony Mower is that the scraper bar cannot tilt as it has the clutch levers bolted to the top of it, so

Greens thought of this and made a slot in the side frame for it to slide back in as the roller is moved back. The trouble is when the roller is forward and the chains new, the scraper is already halfway back up its slot. So as with ours, the roller needs to be nearly half way back but the scraper is as far

the bolt on name plate cannot be attached. What I have not established is if this was a long term fault with the Pony Mowers or if it was a particular batch of castings made from one pair of patterns that was at fault. The Multum in Parvo problem was certainly across the board as it applies to Populars too, which have a different side frame to accommodate their ball bearings. Why did Greens not change it? Did their own repairers not notice the problem? Did it provide an excuse to fit new chains more often than was really necessary?





*Above: A period photograph from Clive Gravett of a Greens Horse mower in use.*

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## **CLUB SERVICES AND INFORMATION**

### **MEMBERSHIP RENEWALS**

Don't forget, all memberships are renewed at the same time each year, soon after the Annual Rally and AGM. We will send a notification during June or July to every member scheduled to renew.

### **WEBSITE PASSWORD TO CHANGE SOON**

The current username and password for basic access to the website are as follows:

Username: olcmember

Password: Atco1936!

Please note the password will be changing shortly after this Grassbox is sent to members. The new password will be Dennis1930! (including the !). We will put a warning on the website homepage when the password is about to change.

Members with their own username and password can log on as normal.

### **ANNUAL RALLY**

This year's Annual Rally will be held on the weekend of 20/21 May at Milton Keynes Museum. We envisage that arrangements for the event will be much the same as in previous years. Members are welcome to arrive on the Friday afternoon if they are coming for the weekend.

We have decided on two themes for this year's event. First, mowers whose names have an animal (including bird) connection. We've had this theme at the annual rally and we know it's something that many members can join in with. We'll expect to see numerous Ransomes Lions, Leos and Cubs but we're sure that there are some much more unusual names out there. Second, to mark the 50<sup>th</sup> anniversary of

Milton Keynes we'd like to see mowers that were made in the 1960s (ideally 1967 of course) or perhaps a local connection. Extra kudos to members who can be a bit "creative" with the mowers they bring.

The committee also decided to retain the schedule on the Sunday with the auction in the morning and the AGM after lunch. More details about the event will be included in the next edition of Grassbox which we expect will be in April. We'll also post detailed information on the Members-Only section of the website.

### **CLUB INSURANCE**

Please let Keith know if you would like the free third party insurance this year. This is the insurance that is required for attendance at most events and rallies. You don't need the insurance if you don't go to events.

### **WEBSITE**

We've revamped the section dedicated to the Directory of Mower Manufacturers and Models. This now presents each entry in a clearer format which we hope will be easier to read. The navigation has also been altered to make it easier to find individual entries. Each page also now includes links to allow readers to submit additions and corrections. We are particularly keen to build this important database with additional entries (including images) so please let us know if you have evidence of manufacturers or machines that are not currently included.

### **NEW SHOPKEEPER**

Following our appeal in the last Grassbox we have appointed a new shop-

keeper to take over from Richard Jones. Gerry Norris from Reading is the new contact. All club items for sale can be found on the website at [www.oldlawnmowerclub.co.uk/members/souvenirs](http://www.oldlawnmowerclub.co.uk/members/souvenirs) and [www.oldlawnmowerclub.co.uk/members/transfers-decals](http://www.oldlawnmowerclub.co.uk/members/transfers-decals) (both in the Members-Only section). Ideally, members should contact Gerry by email on [norrigerry@gmail.com](mailto:norrigerry@gmail.com) to check stock availability and postage costs etc.

### **SPARES**

The Garfitt's spares service will continue to be run by Richard Jones. He can be contacted 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.



*Left: Clive Atkinson's 12" Ransomes Minor, A very smart restoration, and for sale. See advert on Page 14 for details.*

# ADVERTISEMENTS

## FOR SALE

OLC member Brian Hornsey has decided to downsize his collection of hand mowers quite substantially, and those machines available are listed below. The photograph gives an idea of the condition of the machines and Brian's high standard of restoration. **Brian is based in Basingstoke, Hampshire, and can be contacted on 01256 816188 or by email at brianhornsey26@gmail.com**

### Greens Silens Messors (straight handles).

393941, 8-inch, chain, no box, £60;  
304796, 10-inch, chain with ribbed box (white inside) £55;  
352717, 10-inch, chain, no box, £50;  
374173, 10-inch, chain, £50;  
452860, 10-inch chain, £50.

### 320471, 14-inch, chain, with D/bar, £60;

### Ransomes Patent Chain Automaton.

8-inch, open-spoke drive sprocket, £55;  
8-inch, closed-spoke drive sprocket, £55;  
10-inch, no box, £50;  
12-inch, no box, £45;  
14-inch, no box, no D/bar £60.

### Ransomes Patent Gear Automaton.

12-inch, no gear covers, no box, £44;  
12-inch, with gear covers, no box, £65;  
14-inch, with box & gear covers & D/bar, £70;  
14-inch, no box, with gear covers & D/bar, £65.

### Ransomes Ajax & Anglias.

12-inch, Ajax Mk2, with box, £20;  
12-inch, Ajax Mk3, with box, parallel shafts, £20;  
12-inch, Ajax Mk3, with box, crossed shafts, £20;  
14-inch, Anglia, no box £35.

### Ransomes Sidewheels

Lion, 9-inch, £30;

Lioness Mk1; £20;

Leo, 10-inch, original green livery, £30;

Lion, 11-inch, £30;

Leo, 14-inch, 'Pifer' trade label, £30;

High Wheel Cub, 12-inch, original livery, £30;

High Wheel Cub, 10-inch, restored, £30.

### Edge Trimmers.

Ransomes, with blade cover, £40;

Ransomes, no blade cover, £35;

ATCO, wood handle/shaft, £15;

ATCO, metal handle, £10.

### Sidewheel Mowers – Various.

Lloyds Pennsylvania, £50;

Flexa, 15-inch, £25;

Gordon TWT, 10-inch, £30,

Folbate, 10-inch, £30;

Qualcast, 12-inch, original blue/orange, Model E, £35.

**Silens Messor Spares.** 10-inch rear roller assembly in clean original condition, complete with shaft, ratchets and drive sprocket, £15.

12" Ransomes Minor Mark 6, Reg No.AO2723, c1952, c/w Ransomes engine, c/w box and instruction manual, Offers. See photo on page 13. Further images available. C: Clive Atkinson T: 01270 620414 E: cliveatkinson1@me.com (Nantwich)

Grass box for 18" Atco Standard; grass box for Suffolk Super Colt C: Adrian Gray T: 07760 311215 E: grayadrian3@gmail.com (Oxford)

18" Ransomes Auto Certes MK7A REG. No. DD1403, c/w Villiers engine, c/w box, £250 C: Robert M Houston T: 01334 653692 E: thehouston@aol.com (Dundee)

20" Ransomes Marquis Mk5, c/w B&S engine, c/w box, Offers C: Robert Cunnington T: 07771 996568 E: rccunnington@btinternet.com (Market Harborough)

24" Webb Motor Mower Series 283, c/w Aspera engine, c/w box, Offers C: Robert Cunnington T: 07771 96568 E: rccunnington@btinternet.com (Market Harborough)

17" JP Super MkIV machine no E/317/2H, c/w electric motor, c/w box, Offers C: Robert Cunnington T: 07771 996568 E: rccunnington@btinternet.com (Market Harborough)

Ransomes Ajax Mk 3, c/w box, good order, £25 C: Chris Armour T 01473 822000 (South Suffolk)



- 20" Ransomes Mastiff, 1950s complete except box and support arms. JAP engine and reverse gear. Non-runner, hence £35 C: Chris Armour T 01473 822000 (South Suffolk )  
Cast iron named handles and nameplate for Ransomes 14" Gear Automaton -- all sand-blasted and matt black. Excellent cond. and well smart! Nice wall ornaments if nothing else, £25 the set C: Chris Armour T 01473 822000 (South Suffolk)
- "Four Seasons Scrub Cutter" by The Standard Insulator Co. Ltd. of Surrey. Rare Villiers engine rotary with lethal exposed blade! Probably 1940s or 50s, no spark, £30 only C: Chris Armour T 01473 822000 (South Suffolk)
- 14" Webb, 1967, c/w B&S engine, c/w box, £45 C: Stuart Marshall T: 07713 254000 E: marshlaw@fsmail.net (Stroud)#
- 18" Ransome Marquis, c/w B&S engine, c/w box, £150 C: Simon Roocroft T: 07593 337752 E: simon@roocroft.net (Preston)#
- 16" Atco Petrol, 1950s, c/w Villiers engine, c/w box, FTGH C: Tim Greenhalgh T: 07904 003643 E: tim.greenhalgh@hologic.com (Stockport)#
- 18" Qualcast Jetstream Petrol, non runner, dud coil., c1976, c/w B&S engine, c/w box, £35ono C: Ian McCormick T: E: ian-mccormick@sky.com (Tenterden)#
- 18" Ransomes Marquis 18 Mk4A, Restored, c1968, c/w BSA F12 Sloper engine, c/w box, £450 C: John Trigg T: 07721 939405 E: jctrigg97@gmail.com (Grantham)#
- Folbate, c/w engine, c/w box, £560 C: Steven Verney T: 07540 843371 E: steven.verney@sky.com (Basildon)#
- 14" Atco Kickstart, c1950, c/w Villiers Midget engine, c/w, FTGH C: Burling T: 01276 31787 E: mavedaveburling@tiscali.co.uk (Camberley)#
- Greens Zephyr 8, FTGH C: Albert Livings E: albertlivings@hotmail.com (Unknown)#
- Ransomes Meteor MkIII, FTGH C: Chris Sweeting T: 01275 853183 E: canddsweeting@gmail.com (Bristol)
- Ransomes motor mower, c/w B&S engine, c/w box C: Kay Burton E: kay\_burton@sky.com (Unknown)#
- 22" Atco Standard "Oval Frame", complete, in same family since 1948. C: Henry Labouchere T: 01328830431 M: 07799 035868 E: henrylab@btinternet.com (Fakenham)#
- 26" Hayter rotary, c/w 8hp Petter engine, FTGH C: Brian Herbert T: 01483 415602 M: 07796 956692 (Milford,Surrey)#
- 36" Atco motor mower, c/w trailer seat, c/w Villiers engine, c/w box, c1950s. C: John Duggleby E: johnduggleby@hotmail.com (East Sussex)
- 12/14" Atco kick start, 1950s, c/w Villiers engine, c/w box, original condition. C: John Rees T: 01685 884126 M: 07881 974316 E: aberdarephoto@icloud.com (South Wales)#

#### WANTED

- Suffolk Colt, Early dog clutchtype, any condition; Atco Motor Mower, Model 12/64, 14/64 or 12/65, 14/65, with Cast iron Suffolk engine and dog clutch, any condition. C: Ian Wallis. T: 07745 569927 (Sheffield)
- Chevron cutting cylinder for 12" Ransomes Automaton chain mower, 1915. C: Keith English T: 01923 720819 E: keithjenglish@btinternet.com (Watford)
- Qualcast Royal Blade or Suffolk Pony for restoration. Would also consider a Royal Enfield. Mower should be in restorable condition - non-runner is OK. Must be willing to secure on a pallet as it's going to Northern Ireland. C: Bill Mondjack T: 07879691132 E: fmmowerengineering@gmail.com (Derry/Londonderry).
- Nameplate for Ransomes Certes Mk12. C: Stuart Campbell T: 0151 677 7047 E: stuartcampbell4@tiscali.co.uk (Wallasey)
- Tool box for 16" Atco Standard C: James McGill E: jamesmcgill@live.co.uk (Brighton)
- Lawn mower attachment for Shay Rotogardener C: William Walker T: 07967240839 E: fosbt1992@gmail.com (Bicester)
- Suffolk Colt in any condition. C: Ian Wallis T: 07745 569927 (Sheffield)
- 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 '#'**

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