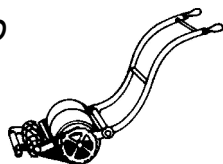


Grassbox

The magazine of The Old Lawnmower Club

Number 102

Autumn 2017



EDITORIAL

Hello and welcome to the latest edition of Grassbox. I'm afraid it has been sometime since the Summer issue but the recent changes in my own life brought on by marriage have lead me to be rather busy, and as Keith explains below, we are taking this opportunity to bring the timing of Grassbox more sensibly into line with the various club events throughout the year. We hope club members will continue to enjoy and contribute to Grassbox as always!

NEW GRASSBOX SCHEDULE

Ever since William took over as editor, the quarterly production of Grassbox has been much more regular and predictable. However, we have been aware for a while that the current schedule – January, April, July, October – can present a few minor irritations. In particular, the April edition which contains the bulk of the pre-Annual Rally/AGM information can be sent out a bit too close to the event. This doesn't always leave enough time for members to plan or respond to some of the information, especially any details specific to the particular year such as the themes for the rally, deadlines for the

auction and so on. William therefore suggested that we should aim to get this edition out a few weeks earlier. This makes sense but to ensure we maintain a regular "every three months" schedule there is a knock-on effect for the other editions. Broadly, this means each one will now be a month earlier.

After a brief discussion the committee agreed with William's suggestion. To make the new schedule work, we could have tried to produce this edition in October, another in January and another in the new early April slot but this would have required too much work for the team in a shorter timeframe than normal (we're all volunteers with other things going on after all). Instead, we decided to push this edition back a bit and then produce the next edition in the new pre-Annual Rally slot in early April. Strictly speaking this means there will only be three editions during this membership year. However, we feel this is a sensible move which ultimately benefits all members. The March/April edition will set the new schedule. That means the post-rally edition will be in June/July (which is obviously sooner after the event which will make it more newsworthy), followed by Sep/Oct then Dec/Jan.

Keith Wootton

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TALE OF A DENNIS

By Roger Wilkinson



My name is Dennis and I have a 24 inch cutting cylinder and a matching sit-upon roller seat that my current owner sits on to steer me and show me off! My impressive single cylinder 4-stroke side valve engine has a capacity of about 640cc and will keep me cutting grass all day without sweat.

I left the great Dennis factory in Guildford in the spring of 1935, brand spanking new and despatched by railway freight to my first owner, a wealthy lady by the name of Miss M M Nive who lived in Luton. I'm fairly hazy about where I lived and worked for the first few years, but I do remember coming to the village of Eaton Bray after the war to cut the

grass in the churchyard of St Mary's Church. Eventually I broke down and was left to rot in a corner by the grave-stones until a new vicar arrived to live in the newly-built vicarage. He persuaded 'Jack the Lad' who cut the grass around the church to get me going again so that I could be used to cut grass in the vicarage garden. I worked with the new vicar for most of the 1970s and then he left – replaced eventually by a mechanically inept vicar who could not even get me to start! Then in the summer of 1992 my current owner, Roger, was talking to the inept vicar before he retired and quietly asked him if the stories about his hapless attempts with the old mower

were true. Not only were the stories true, but the vicar lifted the branch of a big fir tree under which I had stood for many years and showed me to Roger. I must have looked awful, water in my grassbox, green mould everywhere, (see below) plus bird-droppings all over me. The vicar offered to give me away there and then and by the following morning I was in Roger's garage.

Over the next two years I was totally dismantled, cleaned by shot-blasting back to bare metal, primed, re-assembled and painted in my original colours with smart silver lining work. Roger located a roller seat also made in Guildford for me with matching grooves to my drive roller, which incidentally has a differential and three separate pieces so that I can 'turn on a sixpence'. My engine didn't need much work, just cleaning inside and out plus some new oil. New bearings, cutter grinding, re-chroming and polishing of all brasswork turned me into a real eye-catcher of a lawnmower and I can still cut grass like a razor. Best of all I have an impressive King George V Royal Warrant Holder's badge and wording in full view on the

front of my grassbox! I started restored life with a peculiar engine silencer, but about 18 years ago I was fitted with a pattern silencer and I now sound just as I did when I was first made.

My first outing as a fully restored mower was to the Hatfield Festival of Gardening in June 1994. Since then I have been almost every year to the OLC Rally at Milton Keynes and marvelled each time at the many different new (old) mowers on show each year. I have also been almost every year to the Bedfordshire Steam Rally at Old Warden where organiser Dick has always told Roger to park me by the entrance to the OLC marquee in order to attract the punters! I've even been known to drive around the traction engine playpen at the show with my best mate – a British Anzani Lawnrider – with both of us dodging all the heavy steam vehicles! My only regret is that I have never made it to the fabled Malvern Autumn Show.

In 1995 the Dennis Company invited me to their two centenary events. The first was in May, the Surrey Show in Guildford and the second in July at the Science Museum at Wroughton airfield near Swindon. Both events were fabulous and I was very proud to be the only one of their lawnmowers on display. I even made fleeting glimpses on 'Top Gear' and in 'Classic Commercial Vehicles' from the two days spent at Wroughton, much to the disgust of Roger's workmates! The event that really



made me swell with pride was the Banbury Steam Rally held at Bloxham in 1998. I was awarded the John Batsford Memorial Cup for being in the judges eyes' 'the best machine at the show'. I still don't know why I won this prize because there were some mighty steam traction engines, rollers and commercial vehicles exhibited there that weekend.

Roger purchased a new Lfor Williams trailer for me quite early on, so I have lived on this trailer for many years in Roger's garage. The trailer (*below*) has

balloon tyres and can take a payload of 580kg, which is ideal for me since I weigh about 400kg with my sit-upon roller seat. The trailer wheels stay off the ground in the garage so the suspension is still pretty good.

Why should I tell you all this? Well, Roger has decided for many reasons that it's time that I found a new owner.

Preferably someone who will keep me clean and polished and take me out so that lots of other people can smile when they see me. It is absolutely correct to say that the enjoyment that Roger and

his lovely wife, Helen, have had from owning me is seeing the enjoyment that I have given to many, many other people.

If you think you would like me to live with you and be part of your lawnmower life, why don't you contact Roger and make him a realistic offer for me and the trailer that I live on. Phone: 01525 221137 or email rog.wilkinson@btinternet.com



The Bedford rally saw the usual good turnout of club members this year, as well as a very handsome marquee and a fine mower display too. Picture from Keith Wootton.

LLOYDS AUTOSCYTHE

by Clive Gravett

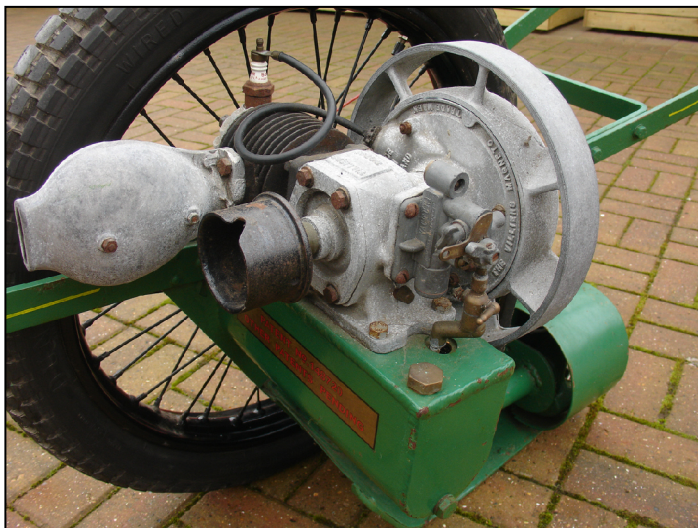
Lloyds was founded by John Post Lawrence in 1878 as an agency for the import and sale of American 'Pennsylvania' mowing machines and based in London. In 1913 it was decided that Letchworth would be an ideal new location for the company and so began its long association with the First Garden City.



Production of the first Letchworth-made 'Pennsylvania' professional mowers started in 1934 and around the same time the first Lloyds Autoscythe was introduced. The Autoscythe was fea-

tured in the 'Lloyds Messenger' Vol .1, No.1 in May 1935. The format of this publication was similar to early issues of our magazine, with this issue including articles about the 'Dextor Electric





Power was from a 68cc air-cooled Mar-vil engine introduced by Villiers in 1933, drive to the cutters by belt and the machine being hand propelled. Whilst the weight was 160lb, the engine and cutting bar were counterbalanced to a total operating or lifting weight of only 15lbs. A standard Autoscythe was offered at £35 complete

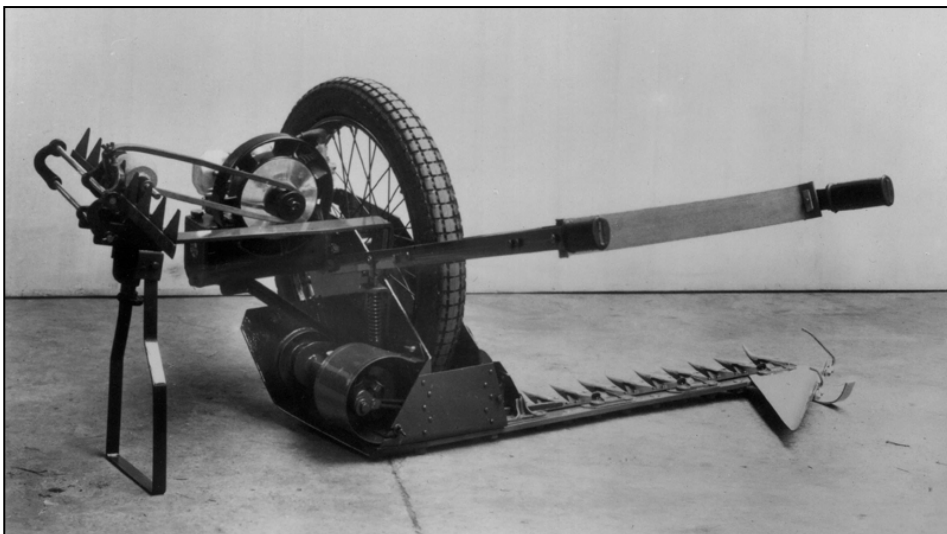
Hedge Trimmer, the new 'Rainmaker', together with Planet Juniors and Wheeled Hoes.

The Autoscythe was described as '*an ingenious machine which has the cutting mechanism power driven, offers much greater scope for dealing with difficult conditions than the hand-scythe*'.

with 2 knives, or £36.10s if fitted with a pneumatic-tyred wheel.

Also offered was a Grinder (see image below) that utilised the Autoscythe's power enabling the blades to be sharpened in the field.

Our machine pictured is on permanent display in the museum and always attracts a great deal of interest.



CHAIN REACTION

By Christopher Proudfoot

The scarcity of spare block chain is a well-known problem in old mower circles, so when many years ago I saw an early Shanks's Caledonia with no chain, I thought 'No problem, this needs a roller chain'. (The Caledonia was one of the first mowers, if not the first, to have a roller chain.)

Roller chains, as I now know, come in a bewildering array of sizes, with permu-



tations of width, pitch and roller diameter. This one needed to be half an inch wide, and half an inch in pitch. The width is measured between the inner link-plates, and the pitch is the centre-to-centre distance between the pins. Alas, $\frac{1}{2} \times \frac{1}{2}$ in. is not among the many currently available sizes. So the Caledonia, a 12-inch with grassbox, remained chainless.

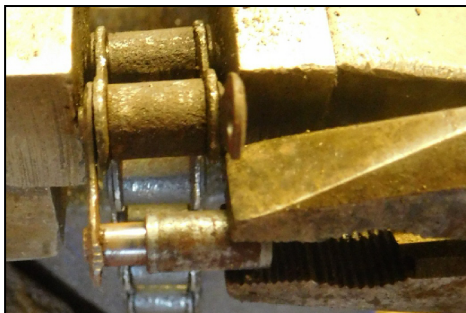
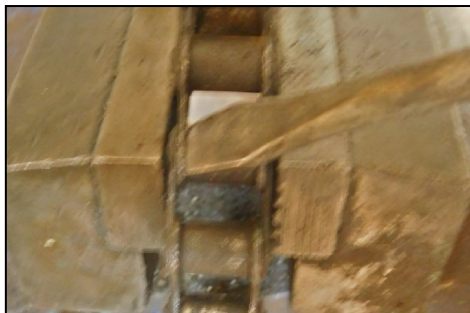
A year or two ago, another early one turned up, this time 8-inch, and complete with chain. The chain was rusted solid, but appeared to be sound. It was clear that this mower had seen no oil-can in many decades, but it also became clear that it had not had a great deal of use, and the joints in the chain

were still close fitting – so that most of them had rusted solid, and did not want to be freed off. Attempts to force them merely resulted in the outer linkplates swivelling, rather stiffly, on the rivetted ends of the pins. That is the one bit on a roller chain that is NOT meant to swivel.

I decided that the only way to proceed was to dismantle every seized joint.

Now, there are special tools you can buy for undoing joints in transmission chains. I went online, and found that here, too, there was a variety, and that they were specifically aimed at different sizes of chain, identified by a number. I had no idea which number my chain was (probably none of them, since it was an obsolete size). So I went into Halfords, where they sell such tools, to see whether one would fit. The tools they had in Halfords were clearly intended for occasional use on a feeble bicycle chain, and would never have survived working on all the seized joints in the fat chain on the Shanks.

So I followed the advice of someone on the internet who didn't like spending money on special tools, and set about dismantling the chain by hand, as it were. I put each joint in turn in the vice, which gripped the projecting riveted ends of the pins, and forced the link plates off with hammer and punch. The inner linkplate is not rivetted in place; it is a tight fit on the central sleeve of the joint (I will call this the sleeve for the purposes of this article), and to minimise damage to the thin plates I punched them both together (see



above left). If I had been really keen, I could have made a special semi-circular punch to fit against the perimeter of the roller (which is what I am calling the outer sleeve), but I managed with an ordinary round pin punch, applied at intervals round the joint, although its localised force tended to distort the plates, and I found that a screwdriver was better. It had a plastic handle, and survived the ordeal unscathed.

This only worked, of course, until the outer plate hit the vice jaw, but by that time it was past the head of the rivet and could be levered off. Both plates were then swung out of the way (a bit of careful force needed here, as the adjacent joint was usually also solid) and then the fun began. Each joint has three parts: the outer sleeve or roller, the inner sleeve and the central pin. (See *image below right*) The sleeve is supposed to revolve on the pin, and the roller revolves on the sleeve. When they're rusted together, they don't revolve, neither do they come apart. The method of dismantling varied from joint to joint, some being seized more firmly than others, and in different stages. For most, the only effective method of unseizing was to apply heat from a blowtorch, and then twist each segment off with pliers, although if two came apart together, they could be up-ended on the

top of the vice, with the jaws slightly open, and the inner part punched out with a pin punch.

It was a long laborious process, and a couple of the outer plates developed a split in the section round the rivet when being forced off. I might have had to make new plates, but I found there was just enough slack in the chain to remove two links altogether. The re-riveted pins are probably not as secure in the plates as they should be, but this is an 8-inch mower that is never going to have hard use, and at least it now works (and cuts very well). I am still hoping to find, one day, a $\frac{1}{2}$ in. x $\frac{1}{2}$ in. chain for the 12-incher. It needs a small sprocket, too, but I don't think it would be beyond me to make one. Incidentally, the two ends of this early roller chain are joined, just like a block chain, by a screw and nut replacing one of the pins.



MALVERN SHOW REPORT

By Keith Wootton

A good contingent of club members made the annual trek to the Malvern Autumn Show over the last weekend in September. All in all, it turned out to be a rather good weekend. Despite being at that time of year when the nights become longer than the day it's surprising how often the weather is good. This is doubly odd when considering that Bedford Rally, usually one or two weeks before, can be wet and cold more often.

Our display is a small part of a growing vintage section in what is, after all, a major regional gardening show. It is a big event with many thousands of visitors over the weekend. Our position at the start of the vintage section and close to one of the main entrances and a popular flower/vegetable marquee means we get a steady stream of visitors



from the start of the show at 9am on the Saturday until the close at 6pm on the Sunday.

We are fortunate that, as with many of the shows we attend, the organisers are able to provide us with a small marquee to use as the focal point for our display. This is also one of the few shows where we can demonstrate machines working

properly – because of the flat show-ground and reasonable grass – and we encourage members to bring at least one working exhibit.

Many of our regular attendees were on hand again this year. The Harvey family brought along a couple of excellent working machines while Bruce Bentley also had a nice selection. Among the static display Jan & Ray Williams had a nice selection of Shay rotary machines

among a collection of gardening tools. These were displayed alongside similar items brought along by Anne and Dave Price. Paul Channon contributed to the marquee display with a nice selection of hand mowers, as did Peter and Marian Barlow. Dave and Brenda Stanford also brought some

hand tools, including a very impressive watering can that had apparently been part of a shop display until they acquired it earlier this year. Committee members Alec Hillyar and Andrew Grout pitched up with some fine examples of Ransomes and Greens machines.



We were joined on the Saturday by Andrew Pyne who came to the show in his vintage car which he was able to park behind the display area, providing an unusual and impressive backdrop. It should come as no surprise as so many of our members collect other items in addition to the lawn mowers we all love and cherish.

On the Sunday, Mike and Pam Tomkins brought along a small part of their collection of toy and model mowers. Pam and Mike have been attending various club events since we started and it's always great to see them. Their presence meant that on the Sunday we could claim to have well over 100 mowers on show!

Other members of the club were present at the show, contributing to the overall vintage displays. Chief among these were the Hall & Duck Trust who were joined by fellow members Peter Hampton and John Dyer in putting on their usual display of Victorian and Edwardian machines. More or less everyone in the gang participated in the

working demonstrations over the weekend, with Paul and Mike Harvey and Bruce being particularly active.

For my own part, I have a small confession. I had taken my trusty and reliable 14in Atco Standard motor mower to use on the weekend but it completely failed to start on either day. I've owned this original-condition machine for well over thirty years and had it running within an hour or two of buying it back in 1983. No such luck at Malvern where the joint efforts of myself, Mike, Paul, Alec and Andy – with plenty of advice from both sides of the safety fence – failed to get more than a minor splutter out of it. There was a spark, just, compression and fuel in the pot so all we could think of was the petrol was stale. It was a big fail and the only time I can remember that it has never started at the many shows it's been to over the years.

It was good to see so many members of the club contributing to another successful weekend and I am sure we will be back again next year.

PRISONERS RESTORE VINTAGE MOWER FOR LOCAL MUSEUM

This piece was found on the Facebook page for the town of Whanganui in New Zealand by Tony Whally, And the admin for the facebook page kindly allowed us to reproduce the article here.

High security prisoners at Whanganui Prison have been busy lately restoring weed eaters and mowers in a move that will help the community and help the prisoners gain valuable skills.

Bob Little, a local businessman who has retired after 40 years in business, recently donated 50 old weed eaters, 20 mower motors and old vintage mowers to the site for the prisoners to repair.

Up to eight men work in the prison's small motors workshop at a time and learn to rebuild, repair and service small machinery, including lawn mowers, weed whackers and brush cutters. The men earn NZQA unit standards throughout the course via the open polytechnic which adds to part of a level 2 NZ certificate.

Among the collection of mowers was an antique mower which the group was able to restore and donate to a local museum.

The prisoners took the mower apart, hand sanded and polished the pieces back to bare metal and put it back together again.

Ed Boyd, owner of Boyd's Auto-barn – a private vehicle collection in Whanganui, was very grateful

for the work the men had put in and couldn't wait to get the newly restored mower to his museum.

The skills they learn will help the men become self-sufficient in repairing the grounds equipment used on site. The prisoners have also been able to service and repair the Community Corrections owned mowers and equipment. They have also learnt skills that may help them gain jobs on release and move towards a crime-free life.

"The men are very proud of the work they have put in to restoring these mowers," says Reti Pearse, Prison Director Whanganui Prison. "Being able to finish a piece of work that can be put to use and proudly displayed in their community is a great achievement for them."



CLUB SERVICES AND INFORMATION

CLUB SHOP

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

SPARES

The Garfitt's spares service continues to be run by Richard Jones. He can be contacted on 01243 575937 or by email at 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.

WEBSITE PASSWORD

Current generic login details are:

Username: olcmember

Password: Dennis1930!

Don't forget, this is to access limited "Members Only" content on the website. If you have your own username and password these will work too.

WEBSITE

We have continued to add content to the website since the last GB. The forum section continues to be popular with many members and other enthusiasts, and there are some signs that more people are using it regularly.

It would be nice if even more people could join in. Similarly, the classified ad section could be used more. It's there so why not use it? One "under the bonnet" change we have completed has been to add a digital security certificate to the site, in line with current "best practice" for website design. This means that browsers and search engines will display the site's status as "secure" in the address bar which we hope will be more reassuring to visitors as well as helping maintain our high rankings on Google and similar search engines.

MEMBERSHIP RENEWALS

All renewal notices were sent out in August, at around the same time as the previous Grassbox. As always there has been a good uptake of renewals and we are on target to increase our ongoing membership slightly, to somewhere just over 500. Details of everyone who has rejoined so far have been updated on our database, so your address label should read Until: 2018.

However, a number of members, including some long-term, still need to renew and we have recently sent out reminders to all of these. Hopefully we will have had time to update the details of anyone joining recently as well before we print the labels but if you have rejoined since the beginning of November and your label still says Until: 2017, do get in touch and we will double check.

Incidentally, we also noticed that an unusually large number of email addresses "bounced" during the initial

renewal mailing this year. We believe this is due to old email addresses such as fsmail and freeserve becoming inoperable but we have contacted all those affected by post. If you have changed your email address this year please let us know.

It's been a while since we've had a mower spanner in Grassbox, but this Ransomes New Paris spanner from the Annual Rally 2016 seemed a good way to fill a corner!



ADVERTISEMENTS

FOR SALE

- 14" Suffolk Punch, c/w B&S engine, c/w box, FTGH C: Karen Shickell T: 01832 733596 E: kshickell@yahoo.co.uk (Kettering)Yes
- Ransomes Unknown, c/w Villiers engine, FTGH C: Karen Shickell T: 01832 733596 E: kshickell@yahoo.co.uk (Kettering)Yes
- 18" Ransomes Marquis, Late 1960s-Mid 1970s, c/w BSA/Villiers engine, c/w box, £150ono C: Andrew Compton T: 07545 044280 E: andy.compton123@hotmail.com (Hitchin)#
- 12" Webb Witch, 1960, c/w box, 10 C: John Trimmer T: E: johntrimmer@btconnect.com (Dunstable)#
- 18" Atco Colt, 1970s, c/w Suffolk engine, c/w box, FTGH C: Barry Green T: 01582 840468 E: green.barryh@btinternet.com (St Albans)#
- 16" JP Simplex, c/w box, Offers C: Dereck Beverley T: 07881 811639 E: dereck_beverley@hotmail.com (Coventry)#
- 6" Shanks The Caledonia, c1890-1911, c/w box, Offers C: Maggie Pashley T: 01246 854790 E: maggiepeto@btinternet.com (Chesterfield)#
- 12" Greens Patent, c1906, £150ono C: John Lakes T: 07977 795041 E: lakesy73@googlemail.com (Manchester)#
- 12" JP Mini, c/w box C: John Pinder T: 07817 760240 E: pinderpennyjohn@hotmail.co.uk (Bromley)#
- Qualcast Suffolk Punch 305, FTGH C: Helen T: 07790 615659 E: oxleyhelen99@gmail.com (Leeds)#
- 12" Ransomes Ajax Mk 4, c/w box, £25 C: Bob Henderson T: 01902 579813 E: Bob.A.Henderson@blueyonder.co.uk (Wolverhampton)#
- Andrews Spin Trim, 1960s, FTGH C: David Lawson T: 01436 672318 E: dwlawson@kingsburghcomms.com (Helensburgh)#

- Qualcast Super Panther, Pre-1979, c/w box, FTGH C: Roy Proud T: 01733 751908 E: r.proud53@googlemail.com (Peterborough)#
- 42" Ford YT-16H, 1987, c/w B&S engine, £600-£700 C: Lanis Johnson T: 001 901-651-9509 E: whosdatguydare@yahoo.com (Oakland, Tn.)#
- F&N A618, \$100 C: Mariann Jones T: 07154 664876 E: mariann_clark@hotmail.com (Superior, WI)#
- 22" Victa Corvette 2, 1960s, c/w Victa - spring charge starter engine, c/w box C: Kobi Samsonov T: 07985 350465 E: Kobis.d2@gmail.com (Newport, Gwent)#
- 20" Edward Thomas & Co Brott 20, c1965, c/w B&S engine, c/w box, £225 C: Eric Nicholson T: 0113 2797283 E: ecgnicholson@gmail.com (Leeds)#
- 24" Ransomes , c/w Ransomes engine, FTGH C: Edward Bates T: 01525 210391 E: etb13640@outlook.com (Leighton Buzzard)#
- Qualcast Super Panther, FTGH C: Ian Bidgood T: 01962 712504 E: ianbidgood@yahoo.co.uk (Winchester)#
- 20" Suffolk 6A, c/w Type 75G14 engine, c/w box, FTGH C: Colin Welland T: 01902 850885 E: colinsuewelland@uwclub.net (Wolverhampton)#
- Atco Lightweight, c/w Villiers engine, c/w box C: Patrick Reffell-Stevens T: E: preffells@gmail.com (Godalming)#
- Shay Countryman, c/w Shay engine, C: Patrick Reffell-Stevens T: 01483 416073 E: preffells@gmail.com (Godalming)#
- Atco Lightweight, c/w Villiers engine, c/w box C: Patrick Reffell-Stevens T: 01483 416073 E: preffells@gmail.com (Godalming)#
- Allen Scythe, c/w Villiers engine, C: Patrick Reffell-Stevens T: 01483 416073 E: preffells@gmail.com (Godalming)#
- 20" Atco Deluxe, c/w box, £10 C: Steve Booker T: 07939 173081 E: steve@bookerhome.co.uk (Kettering)#
- 20" Ransomes , c/w JAP engine, c/w box, Offers C: John Gamble T: 0116 2849084. Or

- 07951799229 E: 67june@talktalk.net (Leicester)#
- Power Specialities Ltd Rotoscythe, 1930s, c/w box C: Nicola Cross T: 01559 371582 and 07805214391 E: nicky@burnettfamily.co.uk (Carmarthen)#
- 12" Qualcast Panther 30, c1980, C: Malcolm West T: 01753 886037 E: malcolm.west1941@gmail.com (Slough)#
- 18" Ransomes Auto-Certes Mk7A Reg No DD1595, c/w Kubota GS160 engine, c/w box, Offers C: Malcolm West T: 01753 886037 E: malcolm.west1941@gmail.com (Slough)#
- 18" Ransomes Auto-Certes Mk8 No EA1356, 1954, c/w Honda G150 3.5 hp engine, c/w box, Offers C: Alex Ferguson T: 01485 579070 prefeere email though E: alexpferguson12806@outlook.com (Kings Lynn)#
- 24" JP Super Mk5B motor mower, c/w Norton engine, c/w box and operating manual, FT-GH C: David Eley T: 01335 360495 E: davideley@hotmail.co.uk (Derby)#
- 12" JP Maxees, c/w interchangeable blades, c/w box, FTGH C: Bill Mee E: billmee@live.co.uk (Leicester)#
- 18" Atco Suffolk motor mower, FTGH C: Arthur Hall E: aghall1937@gmail.com (Preston)#
- 18" JP Super hand mower, no box, offers C: Rosemary Mummary T: 01784 435779 E: rose3764@btinternet.com (Staines)#
- 10" Drummond Willing Worker, silver version, no box, Offers C: Philip Hall (former Member) T: 0121 472 3787 E: phall141@btinternet.com (Birmingham)#
- 12" JP Maxees, 1961, offers C: Gordon Scott T: 01463 239655 M: 07831 821663 E: gordondscott@btinternet.com (Inverness)#
- 14" Atco motor mower, c1940s/50s, c/w box, FT-GH C: Reg Chapman T: 01708 762397 E: regchaprom@hotmail.com (Romford)#
- 12" Atco B12, 1982, c/w Suffolk engine, c/w box, FTGH C: Andrew Pyne T: 01874 636994 E: andrewmartinpyne@hotmail.com (Brecon)
- Suffolk/Atco motor mower. C: Arthur Welland T: 01684 310682 (Worcester)#
- Yardman 1040-6, 1954, c/w B&S engine, offers C: Kathy Kincaid T: 001 813 355 4137 E: kkincaid2011@hotmail.com (Tampa, USA)#
- 12" Atco, 1459/60, £10 C: Veronica Dale T: 07549 012962 E: vjdale@gmail.com (Leicester)#
- 30" Dennis, No 626Z8, Engine No 2352 E140, 1950, c/w box, offers C: Valli Murray Brown T: 07824 612387 E: vallimb@googlemail.com (Ludlow)# 10"
- Webb Whippet, c/w box C: John Hynes T: 01666 826388 E: jack.hynes1@btinternet.com (Malmesbury)#
- Locke Triplex complete and in good restorable condition, 500 Euros C: Jan Waterschoot T: 0032 474 870423 E: jantamtam@gmail.com (Antwerp, Belgium)#
- Allen Scythe, No 109152 C: Gordon Macfadyen E: gd@macfadyen.eu

WANTED

- Hayterettes; Grassbox for 14" Suffolk Punch. C: Alan Carter. T: 01992 551221 M: 07934 993404 (Hertford)
- Muffler/silencer for a Thomas Green & Son Ltd Flyweight Motor Mower No F14/5896 size 14". The silencer is cylindrical, about 6 inches in length and attaches with a male threaded coupling about 15/16 inch nominal diameter, 18 threads/inch. C: Roger Buxton E: bzsm1590@cosmos.net.au
- 6" Greens Silens Messor. C: Darryl Shrimpton. T: 07595 602016
- Nash Boadicea, prepared to travel! C: Nicholas Longford. T: 0116 2882338 (Leicester)
- Shanks Rajah, 1920s/30s, any condition considered. C: Seb Austin T: 01209 822636 E: seb@austin-uk.co.uk (Cornwall)
- Grass box for 12" JP Maxees. C: Paul Watson T: 01386 300376 M: 07794 867187 E: treeoflife369@gmail.com (Broadway)
- Grass box wanted for 20" Ransomes MK 6, 1929/1930 with Blackburne 4 stroke. Anything 18", 20", 24" or of a similar design or even poor condition box that can be adapted, used as a pattern or salvaged for iron-work please. Complete oil Pump or glass drip sight bowl & needle screw wanted. C: Darryl Shrimpton T:
- 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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