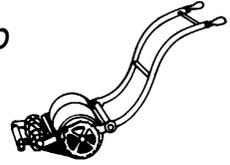


# Grassbox

*The magazine of The Old Lawnmower Club*

Number 114

Spring 2021



## EDITORIAL

Welcome to Grassbox 114. Hopefully this issue finds you all in good spirits and looking forward to better times ahead.

Having said that, collecting and restoring old machinery is something that we have all had more time for over the last year, and I'm pleased to report that this is reflected in the number of projects that you have all been sharing with other members through Grassbox.

The downside for the club of course has been the lack of any rallies or events to get us together, and we are unfortunate in the traditional timing of our annual Milton Keynes event being the weekend before a significant easing of restrictions. Hopefully however, it will be possible to get to ether at one or two events in the late summer and autumn.

## DAVE STANFORD'S COLLECTION

Members will recall that Dave passed away last year, and his widow Brenda has asked that we let all members know that Dave Stanford's large collection of mowers are coming up for dispersal on two Saturdays in June, the 5th and the 26th. They will be mostly for sale at very reasonable prices, or just for free collection in some cases. Plus a few spares and tools as well. Please contact Brenda if you intend to come and have a look, her telephone numbers are either landline 01543 373063 (this has an answerphone on it) or mobile 07736 769659. Her address is 29 Lichfield Road, Brownhills, Walsall, West Midlands WS8 6HR. She would much appreciate it if you could let her know in advance if you plan to visit.



*My own family has increased during lock down; Alice was born a year ago, and now not far off walking she is showing a keen interest in this 12in Silens Messor. And yes, in case you wondered, I have only restored the grassbox, maybe I'll get round to the mower as well some day!*

## CONTACTING THE CLUB

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

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**David Fisher** sent in the photo *above* of a Greens 36in ride on, the same as the one on the front cover of the last issue, in use at Wentworth Woodhouse in Yorkshire. This great house endured the indignity in the late 1940s of open cast mining right up the black urns visible in the image above including the lawn where the mower is, as can be seen in the photo *right*. Fortunately the lawns have subsequently been restored.



With reference to the cover photo on the last edition of Grassbox and Clive Gravett's article 'Every picture Tells a Story', there was a suggestion on the club website forum that the twin cylinder Greens 36in was not introduced until 1920! Having checked, the twin cylinder

36in was in fact advertised in the Greens catalogue for 1909, also an article appeared on 24th June 1909 in Commercial Motor magazine confirming the introduction of this model. Sedbergh school state that their new mower was acquired in 1909 and as Bracken, the groundsman pictured on it, died in 1912, the 36in mower pictured must indeed be the one purchased then.

# MORE DENNIS HISTORY

by Tim Stubbs

I am indebted to William for publishing the article on Early Dennis Mowers in Grassbox number 113. I am delighted to report a good response from OLC Members and as a result several additional restored (and some unrestored) mowers have come to light. As the Honorary Secretary of the Dennis Society I take a great interest in this and we hope eventually to be able to add to the list of known examples of Dennis lawnmowers still extant. Following input from

several OLC members who are Dennis mower owners, the list now stands at the pleasing total of 27 machines. Those currently recorded are shown in the table attached. There must be many more Dennis mowers out there and any members prepared to add any further information are invited to contact me at [secretary@dennissociety.org.uk](mailto:secretary@dennissociety.org.uk) When recording the machines, we do not publish any owner details or the location of the mowers. The aim is sim-

Year New	Frame No	Type	New to
1923	1359	24 inch / Bradbury engine	
1923	1432	24 inch / Bradbury engine	
1924	2974	24 inch FB	
1924	3500	24inch FEA	
1925	3890	24 inch FEA	
1926	5351	30 inch FEB	
1926	5755	24 inch FEB	
1926	5962	24 inch FEB	
1927	6018	24 inch FEB	
1932	10979	24 inch RC	Burrows and Welcome
1935	11354	24 inch RC	Miss M M Nive
1935	11645	24 inch RC	New Zealand Express
1946	110Z2	30 inch Z2	Kingston House Estate
1947	281Z5	30 inch Z5	Wilson Purves
1948	44Z27	24 inch Z7	T Lockshaw and Sons
1950	790Z7	24 inch Z7	Kirby Brothers
1952	159Z30	36 inch Z30	W H & J Rogers Ltd
1953	257Z30	36 inch Z30	B & S Lawnmower Co
1954	179Z47	30 inch Z47	S H Tidmarsh
1955	239Z47	30 inch Z47	Brown Estate Office
1955	276Z47	30 inch Z47	Kingston House Stores
1955	194Z48	36 inch Z48	Bushell Bros
1956	176Z52	24 inch Z52	Boxsford & Sons
1959	322Z60	36 inch Z60	J Britton Parks Ltd
1965	W145	27 inch Swallow rotary	
1966	PA813	24 inch Premier PA	
1968	PB1421	30 inch Premier PB	



ply to get to know what still exists and enable owners, restorers and enthusiasts the chance to learn more about the breed and compare notes.

The list already reveals some interesting facts. For example, the Z7 type was in production from 1948 to 1950. Z numbers, it appears, were issued in groups of three, Z1 being 24inch cut, Z2 30inch and Z3, 36inch. The sequence was repeated with Z4, Z5 and Z6, and so on. Unsurprisingly therefore Z7s are 24inch, as are Z28, Z30 in turn being 36

inch. The numbers also indicate changes to the design, some of which were quite small.

**Tim Stubbs is Hon Secretary of the Dennis Society who continue to collate data on Dennis designs and would be pleased to hear from restorers of Dennis Mowers. [secretary@dennissociety.org.uk](mailto:secretary@dennissociety.org.uk)**

*Above: No. 3500, a 1924 24" Dennis.  
Below: No. 790Z7, a 24" from 1950.*



# THE TROJAN MOWERISER

By Clive Gravett

Trojan Ltd of Croydon Surrey were a diverse engineering company; formed in 1914 they manufactured numerous styles of motor vehicle, the first Trojan car being produced by founder Leslie Hounsfield in 1910. This was followed by many different designs including numerous types of van which became fleet vehicles for Brooke Bond Tea, G.P.O. etc.

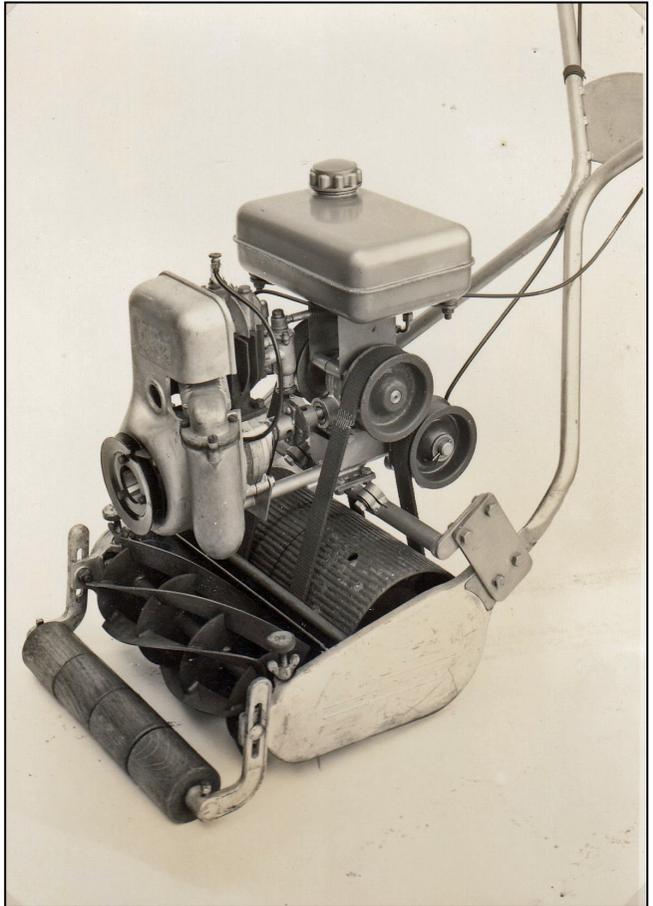
In 1955 Trojan supplied T. Walls & Son ice cream makers with their 200th van, this being powered by a Perkins diesel engine, Trojan having produced the world's first diesel vehicle of one ton capacity. Further collaborations resulted in production of Lambretta scooters, Heinkel Bubblecars & Elva Sports Cars which led on to the production of McClaren racing cars until vehicle production finally ceased in the 1970's.

Now to the lawn mower connection; in 1946 Vincent Piatti designed a 50cc engine for driving portable lathes and this was also used to power a bicycle frame in the form of the Mini Motore. Piatti later licensed the design to Trojan for production in Britain as the Trojan Minimotor.

From 1949 to 1947 around 75,000 Mini Mo-

tors were produced; the majority for bicycle conversions; however it is understood a few hundred were incorporated in a kit to motorise push lawnmowers and advertised in the early 1950s as the Moweriser!.

Priced around £20, advertisements stated that the unit could be fitted to any push mower 10" to 16" in 20 minutes, 'No dismantling or holes to drill – four nuts & six screws'





I acquired an example last year fitted to a Qualcast Panther (*opposite page, top*) with a Mk 2 Trojan engine from 1951/2 and more recently club member James Isaac has acquired a Mini Motor conversion on a 1925 Ransomes Automaton Minor, fitted with a similar en-

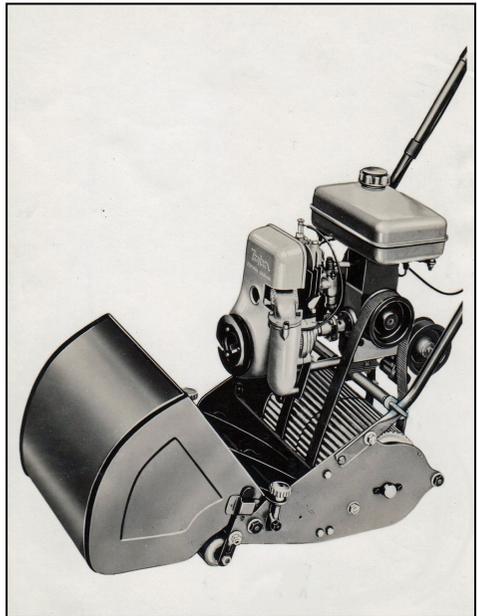


gine (*Below*). Another example held by the Trojan Trust is fitted to a Presto Rollmo. I also have advertising images with the conversion shown on a Ransomes Ajax (*facing page*) and Webb Witch (*below*)

The drive is via two leather belts that go round the rear roller; whilst this enables a very quick non-mechanical conversion, one must ask how effective it would have been, especially on damp/wet grass!

Another mower related machine produced by Trojan in the early 1960's was their Toraktor, a mini tractor with many attachments including mowing, apparently only 500 of these tractors were produced.

There were a number of Australian companies who used Trojan motors for lawn mowers including Ogden, Mofast & Precision. Trojan were also the sole distributor of Clinton engines in the UK from 1959 onwards.



# RENOVATION OF A 1956 DENNIS Z TYPE

By Peter Fryer



I have owned this Z type for over twenty five years having bought it from under an oak tree at Stoke Place, Stoke Poges. I took it back to Farnham cleaned out the fuel system, cleaned the spark plug and away she went for the next twenty five years. After a few years later I bought a new cutter bar from Geoffrey Brookes and had the cutter reground. A year later the inlet valve broke but Geoffrey sold me another one. The last five years she has not been used so I was inspired last summer to start her again and after a couple of hours cleaning her up, away she went.

However her age was beginning to tell, one of the clutches was slipping, starting was difficult, the cutter bar was loose and rust was starting to appear. I decided to purchase four Z types as a job lot from Richard Finch and collected the lot from Suffolk last October and over the next few weeks took those

parts I needed to fix my Z type. One 36 inch remains intact, the others are badly rusted though the engines and lots of other parts, I still have.

To get at the clutches I took out the engine and gearbox and then decided to clean up the chassis roller, cutter and replace the front rollers. With the engine out I managed to take off with difficulty the brass spark plug and decompressor valve inserts which give one access to the valves which I reground.

The next challenge was to take the clutches out of the chassis and remount them with replacement ones with good linings - off one of the other spare gearboxes

I made a crude compressor for the centre spring to release the inside circlip and again to reassemble, a bit tricky but all went well. To get the clutch assembly



*Clutches back on the gearbox, note the longer canted grease nipple.*

in and out of the chassis you need to remove the canted grease nipple from the withdrawal bearing and this gives you clearance through the two chassis holes.

After that it was progressive re-assembly, Tim Stubbs kindly sent me an original set of Dennis Z type notes to adjust the clutches, he also confirmed my Z type was a 1956 build. During the rebuild I cleaned out all the grease ways and replaced several grease nipples. I completely stripped the front roller bar and cleaned out the internal grease passage which was totally blocked. I fortunately had another complete mower to check how things were. I have a veteran car and often when I strip an assembly I take lots of pictures on my iphone.

I started her up before I put all the covers on. A useful tip is to disconnect the fan with the top cover off as with the fan whizzing round, it is pretty dangerous. The fan and top pulley are on an eccentric so I had previously cleaned that assembly up. The belt was tied to the chassis away from the bottom pulley. The Blackburn Engine appears to need a lot of fuel from cold so I tip neat petrol or lighter fuel into the open decompressor tap, then close it and flood the AMAL carburettor (stripped cleaned and re-assembled) with the throttle wide open which allows the choke button to click in position.

So with repairs to the grass box and a lot of painting, a new tool box, driver's roller seat ( ex Atco!) also repainted, hopefully she is good for another 65 years.

*Brass inserts on the top of the cylinder head; remove to regrind valves, tricky job!*



# COLDWELL MODEL J RESTORATION

By Jim Ricci

For many years now I have owned both a 1917 and a 1920 Coldwell Model J "Clipper Built" Combination Roller and Motor Mower. Sadly both had missing parts, i.e., bucket seats and 40in cutting reels. Ironically the missing cutting units may have been what saved them from destruction as they may have been used for lawn rolling duties. Due to sitting outside for a long time the earlier example had wood that was extremely rotten with a few sections missing. The "newer one" had replacement body panels which were poorly and inaccurately made.

Two years ago I finally started the long term project of resurrecting the 1920 Model J.

Detailed measured drawings were made of the original though rotten pieces. Measurements between the frames of the two motor mowers showed that there were slight differences which was not surprisingly due to their low production numbers. Almost 50 pieces of wood were cut out, shaped, modified, and fitted into place. The most complicated parts were the mortise and tenon jointed floor board assembly as it included hinged access panels for the mechanicals located beneath. Off the shelf hardware store paint is sort of close to the original color.

The motor is a four cylinder Continental Model U. Design began in 1914 as a collaborative effort between Continental



Motors and William Richard Morris. At the time Continental was the world's largest manufacturer of automobile engines, and Morris was looking for a small engine for his new Cowley model automobile.

The Splitdorf magneto had a spark. The old and cracked spark plug leads were replaced with vintage style cloth covered spark plug wire sourced from the late Lee Pederson. The Zenith HP4B

took a very quick spin around the yard, and backed it into the barn again.

Wooden patterns for the two missing control levers were made up and sent to Cattail Foundry, Gordonville PA. One month later the newly cast replacement parts arrived ready to be machined and fitted.

Next on the list was the recreation of a bucket seat. Enlarged photocopies of period advertisements were made. A



comparison between the copies and the actual mowers allowed scaled proportional measurements to be made. A Ford Model T Speedster steel bucket seat shell was purchased from Rootlieb, Inc. This steel shell needed to be cut down to fit the mower. That was the easy part. The harder part was making a wood frame to fit inside it, something I had never tried before.

With the shell nailed to the frame the seat was taken

carburetor needed some work which was aided by a donor carburetor. The gas tank was coated inside with sealer.

With everything seemingly in order the priming cups were filled with gasoline and then drained directly into the cylinders. Happily the motor sprang to life on the first crank! I drove it out of the barn,

to upholster Lea Archbald who lives four miles down the road. Due to the effects of being cooped up by COVID-19 her order book was full well into the fall. Surprisingly three days later she called to say 'stop by and pick it up!'

I am still missing cutting units and an owner's manual.

# ROYAL ENFIELD RESTORATION

By John Budgen

The mower was purchased a few years ago and at the time it was buried in a hedge, in a back garden and had been there for years. It had to be dragged out as nothing rotated and then into the back of the car. Initially I removed the petrol tank, stripped it back to bare metal and repainted it in British Standard Green (221). When prepping the tank, I could just see an Enfield transfer, and managed to obtain a suitable



one from Hitchcocks, I refitted the tank, then the mower was put to one side... Then Lockdown came! and decided to take the mower completely apart removing soil and rust and stripped all components to bare metal and repainted. Reassembling was time consuming to say the least. I did not have a grass

box so by looking at manuals and photographs of mowers and boxes decided to construct one. The only part which still needs to be repaired is the lower section of the gear drive cover which has completely rusted away. This section will have to be fabricated and welded. As and when!

## And Finally...

Brian Radam of the British Lawnmower Museum in Southport sent it this picture of some fairly adventurous and imaginative mower transport. I wonder if the car ever recovered?



## CLUB SERVICES AND INFORMATION

### 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](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

The Annual Rally scheduled for 15/16 May has been cancelled. We are currently waiting to see if it will be possible to arrange an alternative date later in the year, possibly during September, at Milton Keynes Museum. Keep an eye on the website for updates.

In the meantime, we are repeating the Annual Virtual Rally on the Club's website. The two main themes are Atco and JP to celebrate the centenary of both companies. You can also display any mower in the General section.

### CLUB WEBSITE

The generic password for the olcmember username remains as Dennis1931! (including the capital D and the !). This is only for people who use the olcmember username to log on to access restricted content. If you log on using your own username and password you do not need to make any changes.

We are planning to upgrade the website during May and early June. Most of the work will be "behind-the-scenes" but we are taking the opportunity to change the appearance of the site and the structure of the different sections. The changes will allow us to keep the site secure and

allow us to add new features more easily if we want to.

We will also be changing the way that certain users are able to register for and access the site. This will not affect anyone who is already registered. Please keep an eye on the website for updates and more information about the changes.

### CLUB SHOP

The Club Shop, run by Colin Stone, continues to be open as normal. As well as a new stock of clothing we have some new transfers on the way, and some earlier Souvenirs at bargain prices. All Club items for sale can be seen on the website in the Members section. Contact Colin Stone, ideally by email at [stonethemows@btinternet.com](mailto:stonethemows@btinternet.com), to check stock availability and postage costs etc. Please quote your membership number as this does save time and effort.

### CLUB MEMBERSHIP & RENEWALS

We will be issuing all notifications for Membership renewals during June. We will send you an email if you are due to renew this year. If we do not have your email address, we will write to you by conventional post.

You will only need to renew your membership this year if the label on your envelope containing this edition of Grassbox will say "Until: 2021". If your address label says anything other than Until: 2021 you do will not need to renew this year.

Please do not write to us or send any payment before we ask you. Remember, we process all membership renewals at the same time because this is simpler for the club and the people who are doing the work.

# ADVERTISEMENTS

## FOR SALE

- 16" Qualcast motor mower, 1930s. Recently re-conditioned magneto. £65. C: Brian Loyd-Jacob. T: 020 8642 9558. (Sutton, Surrey)
- 1947 JP Super hand mower. FTGH C: Pat Davies. T: 01732 833092. E: pandadavies@hotmail.co.uk #
- 2x 14" Atco lightweights with grass boxes; 1 Allen Challenger; 1 Allen Champion; 1 Qualcast Royal Blade with grass box. All complete for restoration. Free to a good home. C: Paul Channon. E: paulchannon93@gmail.com (Melksham)
- 36" Dennis Z type, engine and gearbox turnover ok, restoration project; £50. Also many spares from 3 other incomplete machines, including 3 complete engines. C: Peter Fryer. E: peter.fryer2@btinternet.com (Farnham)
- 12" Ransomes Ace Mk1, 1940s, Offers C: Arjan T: 07983 436859 E: arjanreesink@gmail.com (Shoreham by Sea)
- JP £15 C: David T: 07999 596748 E: daviddale111@aol.com (Northampton)
- 17" Greens roller seat. 1910-1920. £100ono C: James Duffin T: 07511 653904 E: jduffin.com@hotmail.co.uk (Goole)
- 14" Atco, c1938, c/w Villiers engine, £90ono C: Michael Lavy T: 07786 824223 E: mikelavy21@gmail.com (Darlington)
- 20" Atco Royale B20, 1983, c/w Tecumseh engine, c/w box, £50 C: Mike Wells T: 07970 695438 E: mwtxexport@aol.com (Haywards Heath)
- 14" Webb 2hp Briggs & Stratton, c/w B&S engine, c/w box, FTGH C: Peter Gaines T: 07787 767303 E: petergaines955@gmail.com (Bristol)
- 24" Atco Early B24 Royale variant with roller seat, complete, 1980s, c/w Tecumseh H60 engine, c/w box, FTGH C: Robert Dawson T: 01257 270498 E: dawrob6@aol.com (Chorley)
- 24" Ransomes Mk2a, 1976, c/w Engine new replacement 6.5 HP engine, c/w box, £1250 C: Thomas Phillips T: 07904 487298 E: info@qqem.co.uk (Nantwich)
- 30" Hayter Condor, c1950s, c/w MAG engine, c/w box, Offers C: AFH T: E: tony.hordern@outlook.com (Plymouth)#
- 12" Qualcast B1, FTGH C: Allan Larby T: 07721 022842 E: allanlarby@gmail.com (Farnborough)#
- 24" Dennis Z Type, No 169Z1, 1946, c/w box, £500 C: Andrew Impey T: 07799 897829 E: ANDREW@IMPEY.COM (Winchester)#
- Atco Ride-on, 1950s, c/w box, £120 C: Ann Butler T: 07786 911806 E: annb1971@btinternet.com (Bridgwater)#
- 12" JP Maxees Mk3, good condition with original instructions, 1965, c/w box, £25 C: Bert Evans T: 01793 824550 E: bert48evans@gmail.com (Swindon)#
- 30" Dennis Z Type, 1954, c/w Blackburn engine, c/w box, Offers C: Daniel Evans T: 07970 376723 E: daniellevans449@hotmail.com (Leicester)#
- 30" Dennis, 1960, c/w Dennis engine, c/w box, Offers C: David Stimson T: 01406 330428 E: rosemarie.stimson@hotmail.co.uk (Peterborough)#
- 12" Pennsylvania P56, c1920s, c/w box, FTGH C: David Wilson T: 01324 632187 E: ddwilson@blueyonder.co.uk (Falkirk)#
- 10" Folbate Unknown, Offers C: Des Thomas T: 07531 950637 E: desandmaggie@btinternet.com (Bristol)#
- 12" Webb Witch, 1972, c/w box, FTGH C: Edwin Wilson T: 07811 388997 E: kathleenedwilson@btinternet.com (Cheshunt)#
- 12" Ransomes, 1965, c/w box, FTGH C: Edwin Wilson T: 07811 388997 E: kathleenedwilson@btinternet.com (Cheshunt)#
- 14" Atco, 1990-2000, c/w box, FTGH C: Edwin Wilson T: 07811 388997 E: kathleenedwilson@btinternet.com (Cheshunt)#
- 22" Flandria, c/w B&S engine, FTGH C: Geoff Bell T: 07974 357748 E: geoff.bell54@hotmail.co.uk (Boston)#
- 4 x push mowers (inc Folbate and Suffolk), Offers (free to young enthusiast) C: George Tait T: 07900 605349 E: geotait@outlook.com (Baldock)#
- 15" JP Super Mk IV power mower, with hand books, c1961, c/w Villiers, with handbooks engine, c/w box, £100 C: Graham Brown T: 07709 010091 E: addencow@gmail.com (Cambridge)#
- 10" Webb Whippet series 4, £75 C: Ian Barry T: 07970 287665 E: idbarry@gchdata.com (Milton Keynes)#
- 14" Atco, c/w box, £100 C: Ian Barry T: 07970 287665 E: idbarry@gchdata.com (Milton Keynes)#

- 16" Rotoscythe Rotoscythe, 1950s, c/w 2S engine, c/w box, £100 C: James Gowler T: 07916 260604 E: jamesgowler@icloud.com (Wisbech)#
- 12" Webb Webb Whippet, s/n 226-15138, 1970s, C: Jenny Sutton T: 01420 588493 E: rookery4@btinternet.com (Alton)#
- 12" Atco petrol with rear roller reference 6221/3, c1962, £30ono C: Jim McAninly T: 01914 164770 E: jimmcain@aol.com (Washington)#
- 17" Suffolk (three the same, two for spares) Punch, 1970s, c/w Suffolk engine, c/w box, FTGH C: John Broadbent T: 01522 810932 E: bodge19@btinternet.com (Lincoln)#
- 12" Suffolk Colt, 1970, c/w box, £10 C: John Knowles T: 07791 931061 E: john.knowles587@gmail.com (Solihull)#
- 17" Mountfield M4/SP, 1960, c/w B&S engine, FTGH C: Jon Hyam T: 07557 398989 E: jonhyam@hotmail.com (Norwich)#
- 22" Atco Oval Frame, 1921, c/w Villiers engine, £150 C: Jonathan Roy T: 07970 025172 E: jonjaroy@gmail.com (Lutterworth)#
- Atco Atco Power Motors Manual and maintenance leaflets 141759 and R2158, FTGH C: Martha Cowderoy T: E: alanandmartha@aol.com (#)
- Suffolk Suffolk Punch/Suffolk corporation, c/w box, FTGH C: Max Grindlay T: 07980 844993/01926 814567 E: shanrichards2011@hotmail.co.uk (Leamington Spa)#
- 16" Atco Standard, 1921, nut and bolt restoration 2019, c/w Villiers engine, c/w box, £300 C: Nigel Sutton T: 07718 540882 E: nigel.sutton@btinternet.com (Poole)#
- 21" Landmaster Sovereign De Luxe, 1980, c/w B&S engine, c/w box, £45 C: Paul T: 01675 442547 E: b\_p\_bishop@hotmail.com (Solihull)#
- 12" Black & Decker H1 Hover, 1980, C: Paul T: 01675 442547 E: b\_p\_bishop@hotmail.com (Solihull)#
- 14" Suffolk Punch Dual Drive Mark VII Self Propelled, c/w box, £25 C: Paul Hewitson T: 01278 741472 E: pghewitson@gmail.com (Bridgwater)#
- 16" JP Super, 1950-55, c/w Villiers Mk12 engine, c/w box, Offers C: Peter Riddell T: 0115 9894883 E: valerieriddell@aol.com (Nottingham)#
- 12" Ransomes Minor, 1950-55, c/w Villiers 2S engine, c/w box, Offers C: Peter Riddell T: 0115 9894883 E: valerieriddell@aol.com (Nottingham)#
- 12" Wallis Binch The Grasshopper, 1930s, £30 (charity) C: Peter Runacres T: 01728 685736 E: runacres.fam4@btinternet.com (Woodbridge)#
- 18" Ransomes, 1930s, c/w box, >£100 C: Rebecca Boyd T: 07884 264949 E: rebeccaboyd80@gmail.com (Farnham)#
- 24" Ransomes, c/w Villiers engine, c/w box, Offers C: Roger Hale T: 07745 330324 E: rwhale@gmail.com (Cambridge)#
- 12" Ransomes Ajax Mk3, Post WW2 Parallel handles, FTGH C: Steve Drew T: 07539 785405 E: steve.drew536@googlemail.com (Ongar)#
- 12" Ransomes Ajax Mk3, Post WW2, c/w parallel handles, FTGH C: Steve Drew T: 07539 785405 E: steve.drew536@googlemail.com (Ongar)#
- 16" Qualcast Sixteen, 1930s, c/w Villiers Midget engine, £100 C: Tim Vine-Lott T: 07734 288632 E: timmyvinny@gmail.com (St Albans)#

## WANTED

Shanks Pony Mower, any condition, can give cash or swap etc C: Sebastian Austin T: 01209 822636 E: seb@austin-uk.co.uk (Truro)

Compression lever and cable for my16" Atco Standard, missing when purchased C: Mal Jackson T: 01704 894171 E: mb498@btintrnet.com (Southport)

Two stroke mower, any make, older the better. Happy to pay shipping costs. C: Roy Glass E: royglass@suremail.gg (Guernsey)

**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 '#'**

*Front cover illustration: A Pennsylvania undercut trimmer, owned by Colin Stone.*

**Next Edition: Summer 2021  
Edition 114 Edited by William Proudfoot**

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**John Cruse (Old Lawnmower Club Member) [themowercentrehailsham.com](http://themowercentrehailsham.com)**

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