INTERNAL combustion engines power a wide range of machinery on the golf course of which the most obvious are mowers. Some manufacturers offer alternative power units as original equipment, usually if they are selling into different markets, such as professional and domestic. However there are also many other situations when a change of engine is required. The most obvious is when an engine has become ‘clapped out’ and while it is usual to replace with an identical unit, this is not always possible. Other advantages of changing engines include to improve economy, lower maintenance requirements, better resale value and not least the fact that five hundred or more hours a year will be required to provide more power from a given capacity and weight, however lightness may be at the expense of longevity and economy.

Another important reason to change engines may be to increase available power, and this may be true where the club has been sold a semi-domestic model to give a lower price. The competent dealer and importer will ensure that he sells suitable machines or tells of his reservations, however there are a number of less experienced dealers, and some clubs to whom the price on the bottom line is all important.

The competence of this service back-up is yet another reason for re-engineing, and service back-up should always be very high on the list of selecting original equipment. Each engine manufacturer has a network of dealers across the country, and selecting a competent dealer is as important as selecting make, some of these dealers may be engine specialists rather than grass machinery specialists so be prepared to look outside your normal suppliers.

For most people technical data is just a load of meaningless jargon, space does not permit explanation here. Varying the fuel injection or induction settings allows one engine block to provide a range of outputs and the use of turbo-charging not only gives more power but will also provide better fuel efficiency. Typically the engine for a rider mower needs high torque back-up, or slogging power, whereas industrial engines operate at more constant speeds and power - these variations can also be met by fuel injection settings.

More understandable will be that noise level also reduces, where engine and fuel injection settings are right, there can be no further gain. Other operator concerns relate to ease of starting, indirect injection engines tend to be more difficult to start than a direct injection engine because a glow plug is required to heat the air in the pre-combustion chamber. Cost of spares may also be an important consideration, many of the Japanese engines have relatively expensive parts and maintenance, so it may be worth costing common parts such as fan belts and filters, and even piston and crankcase parts with a petrol engine - which is more likely to require these, perhaps at around 2,000 hours. Diesel engines can be expected to run to 5,000 hours before requiring the head off.

THE ESSENTIAL BACKSTOP

Whether you upgrade your equipment on a regular basis or, due to restricted budgets, simply refurbish the machinery and power units every year, it is important to keep it in an ideal state of readiness at all times. To be able to achieve this, you need to have a partner who is able to support your spares and service programme through spring, summer, autumn and winter.

One of these support teams is a family business named Meetens, established over eighty years as one of the leading engine and spares distributors in the United Kingdom. Based in Wembley, the company distributes Robin, Mag, Kohler, Villiers and Sachs-Dolmar.

Lower noise and vibration levels from Fuji "Robin" OHV engines.
Kohler Command Engines 5HP Horizontal Shaft/12.5HP Vertical Shaft.

The manufacturers of ALCON PUMPS approve and utilise new and modern prime movers as they become available, thus giving the customer the facility of an engine of his preference. Briggs and Stratton, Honda and Villiers are still prominent in the petrol ranges and Lister-Petter or Yanmar in the diesel. As the trend is towards the use of lightweight diesel engines alongside petrol engines on the smaller pumps, the introduction of carrying frames produces a very compact and truly portable set. Wherever ALCON PUMPS are in use there exists a technical and back-up service not far away in the form of our agency network, who can call upon the manufacturers for support whenever necessary.

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THE AMAZING POWER TRIM BUNKER/ LAWN EDGER

SAVE hours of time and effort using a Power Trim to re-cut a fresh edge around sand bunkers on the golf course or to tidy up and trim around flower borders, paths, bowling greens, ornamental lawns and driveways.
REPOWERING FOR EQUIPMENT UPGRADE

There are many reasons for putting a new engine on a product. The most obvious is replacing a worn engine with the same model to renew the power, when repair becomes uneconomical. There are, however, others.

A user may repower to upgrade the products he is using. Maybe the power of the existing engine is not sufficient, maybe the quality is not good enough for the application or perhaps there is a requirement for an alternative fuel.

At Hancox we are able to offer a solution to every need from 4 to 38hp with a choice of petrol, gas or diesel fuel. Hancox now hold the UK Distributorship for Kohler petrol and Ruggerini diesel engines.

Hancox offer a complete engine replacement service, which embraces the correct choice of engine for the product, a fitting kit and a full time Engineer to ensure engines are fitted correctly, economically and to fulfil legislation.

Hancox have test facilities available to control both the acoustic and power output of engines they supply. Bespoke silencers are regularly supplied with performance well in excess of that provided by many engine manufacturers.

Hancox are supplying both Magnum and Command engines to a wide range of users. The smooth power provided by Kohler has long enjoyed an enviable reputation on greens triple. Currently all the major UK suppliers list Kohler engines. Some users choose to convert their engines to run on propane. Calor provide kits specifically designed for Kohler engines. Kohler vertical shaft engines are now widely used on more robust grass maintenance equipment.

The Ruggerini diesel range has four engine families which give a horse-power range from 7.5 to 38hp. Engines are available with both shafts and direct coupling hydraulic motor mountings. An ancillary drive facilitates the fitting of a second hydraulic pump. Special quiet air cooled and water cooled diesel engines are available. For those who really want to diversify we can offer fully marinised units too. Both horizontal and vertical shafts are available.

Should the power required be between 4 and 38hp, with quality and economy the criteria, then Hancox must be worth a call.

Ruggerini MD150 Engine 16.3HP Twin Cylinder Horizontal Shaft.

WE TOOK OUR TIME... AND GOT IT RIGHT.

Rome wasn't built in a day. And neither was the new range of OHV engines from Fuji "Robin". Had they been, the engines wouldn't have been so durable, reliable and quiet. They wouldn't have been so easy to start, so smooth running and so frugal on fuel and oil. They wouldn't have twin balancer shafts to reduce vibration by up to 30%. Nor a vertical cylinder layout for a greater operating angle.

In short, they wouldn't have been Fuji "Robin". Now available through a 70 strong dealer network in 9, 11 and 13hp models (lower horse power engines will follow soon), they represent sheer enginuity in OHV technology.

We think you'll agree that the new Fuji "Robin" range was well worth waiting for.

Ruggerini MD150 Engine 16.3HP Twin Cylinder Horizontal Shaft.

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NN6 9EU. Tel: (0604) 882088
Fax: (0604) 882015.
BRITAIN'S leading independent outdoor power equipment specialist, Sachs-Dolmar (UK) Limited, have won the Garden Machinery Association's annual award for the "Commercial Machine of the Year - 1989" with their revolutionary Robin Dagger Soil Ameliorator.

Introduced into the British Isles in 1988 the compact and versatile Dagger has made many converts. They have found the machine invaluable in improving drainage, stimulating root growth and very effectively alleviating soil compaction.

Chris Hindle, Sachs-Dolmar (UK) Sales Director said: "The Robin Dagger has been widely accepted by the industry and this award justifies Sachs-Dolmar's belief in what was an entirely new concept."

The Dagger Soil Ameliorator is powered by a robust Robin 40.2cc two-stroke engine which drives a spike between 10cm (4") and 50cm (20") as desired, into the ground and injects a 35 litre blast of compressed air at 150 psi. This aerates the subsoil in a circle of two metres diameter.

NEW RANGE OF SACHS-DOLMAR PORTABLE GENERATORS

SACHS-Dolmar (UK) Ltd, has also launched a new family of portable generators in the power output range 2 to 4kVA.

The generators will be readily acceptable for use by the farmer, plant hire businesses, builder and many other professional users who require a generator that is robust, rugged and functional.

Each petrol driven generator in the range is available with a choice of engine.

The engines are from the well respected manufacturers Briggs and Stratton, Honda and Robin.

Highly competitive prices for the 2kVA models start at £445 ex VAT, the 3kVA models start at £675 ex VAT, the 4kVA diesel is £1,495 ex VAT, and the welder-generator is well priced at only £1,960 ex VAT. Backing up the Sachs-Dolmar generator range is the Sachs-Dolmar (UK) countrywide network of distributors who provide an advice, parts and service capability second to none.

Here at Meetens we have recently celebrated our 80th anniversary as one of the leading engine and spares distributors in the United Kingdom.

Since 1908 we have continually updated our range of engines and suppliers to provide the most efficient service to our customers.

We also promise a same day despatch service from what is probably the largest range of spares available from one source.

For a stable, reliable service CALL US NOW

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