Second Annual Meeting of the Green Section

The second annual meeting of the Green Section was held Saturday, January 13, 1923, at 10 a. m. in the Blue Room of the William Penn Hotel, Pittsburgh. About 200 delegates and visitors were in attendance when the meeting was called to order by Mr. W. C. Fownes, Jr. The Annual Report [1] of the Chairman was read and approved. The Green Committee elected for 1923 includes a few changes.[2]

No formal scientific program was arranged for the meeting, but interesting addresses were made by the following gentlemen, each of them occasioning some lively discussion: Dr. R. A. Oakley, Prof. Lyman Carrier, Mr. W. C. Fownes, Jr., Mr. John Morley, Mr. J. S. Clapper, Dr. E. O. Fippin, Mr. J. C. Wright, Mr. F. B. Barrett, Mr. H. C. Toomey, Mr. W. D. Vanderpool, Mr. J. F. Burke, Mr. Egloff, and others.

The meeting adjourned at 1:30 p. m., with the general feeling that the time allotted was much too short.

Winter Care of Motor Equipment

C. C. Ross

The article in the December BULLETIN entitled, "'Service.' Who is Responsible?" should be heeded by every green committee which has any motor-driven equipment in its control. Mr. J. S. Clapper has made some pertinent remarks upon the subject in that article. Too often valuable pieces of machinery, such as tractors and lawn mowers, are put into the hands of operators who know only how to drive them, and are given no attention until something goes wrong, and that frequently happens just before an important match or a tournament, much to the embarrassment of the committee, to say nothing of the expense involved of having hasty repairs made.

A question may be raised, however, in regard to some of the suggestions made in the article for the preparing of tractors for winter storage, and also some suggestions may perhaps advantageously be added. With regard to the use of gasoline for the flushing purpose, mentioned in the second suggestion, it should not be overlooked that gasoline cuts oil and evaporates, leaving a surface subject to oxidation (rusting). Kerosene is as good for the purpose and leaves a film of oil which will prevent rust. Kerosene has the further advantage of being both cheaper and less inflammable. Sometimes it may not be necessary to remove the motor crankcase, under which circumstance the old oil may be drained off and the crankcase flushed with regular cylinder oil. It is not advisable to use either gasoline or kerosene for this purpose, as some of it is bound to remain in the crankcase and dilute the fresh oil afterwards put in.

Just as modern surgery frequently finds it preferable to allow a bullet to remain in the human body rather than to incur the risk involved in cutting the flesh, so should a gasoline motor be left intact and not disturbed unless some trouble is indicated. Therefore, do not remove the pistons to examine the piston pins and rings, and do not even remove

[1] The Annual Report appears in full in this issue of THE BULLETIN.
[2] The members of the new committee are shown on the title page of this issue.

the cylinder head unless some indication is given that trouble exists. Grind the valves only when there are external indications that grinding is necessary or when for some other reason the valves are accessible. Defer the tearing open of the motor until such time as trouble may develop or until the motor is thoroughly overhauled by the manufacturer, his agent, or his representative. More troubles develop with gasoline motors from operators trying to improve them than from all the faults of design and manufacture put together.

The pouring of oil into the radiator is of very questionable value. In the first place, radiators are made of copper or terne-plate, which will not rust; in the second place, oil will rot the rubber hose connections and thus cause trouble; and in the third place, the oil is liable to settle in the pockets of the circulation system, there to dry and become gummy and sooner or later to stop up the radiator. Drain the water from the circulation system and leave the outlets open so that air can circulate and thus dry the interior.

A half-pint of oil in each piston is not only more than is necessary to prevent winter rust but is so much that it is likely to cause trouble. It would be better to limit the quantity of oil to about two tablespoonfuls.

In the magneto breaker box use the vaseline sparingly. Only a thin coating on the bright metallic parts is necessary to prevent rust, and, even at that, when spring comes it may be necessary to wipe the parts clean before the distributer will function properly.

In addition to the other precautions mentioned by Mr. Clapper, it is well to slush all bare metal with grease and store the machine in a clean, dry place. A tarpaulin covering of the equipment is also well worth while.

Construction Costs of the Nine-Hole Course of the Ashtabula Country Club, Ashtabula, Ohio

A. F. HUBBARD

Our course is built on 70 acres of just fair agricultural land, with a creek valley 30 feet in depth having three laterals of 1 to 500 yards in length, which give hazards to all the holes except one, each one much different from the others. Two of the greens which lie on the crest of a hill required much grading, and two which are in low spots required raising. These cost about $400 each to grade; the others cost from $100 to $250 each. Most of the greens have raised and undulating borders and surfaces varying from 18 inches to 3 feet, but none are built up high above the surrounding land, so that the natural moisture relations are not much changed. Three greens are well underdrained with 3-inch tile.

The fairways were plowed in the fall and were disk-harrowed every week from April to seeding time. The grading of all but two of the fairways consisted in leveling the old dead furrows. The two fairways in the valley required changing the brook and bringing them up to a surface drainage, as well as extensive subdrainage.

The water system connects with city water, and the pipe is 2 inches. Smaller pipe is unsatisfactory, unless the pressure is very high.