

# TURF TWISTERS

## THE BUFFER

**Question:** Can I substitute extensive back-lapping for the tedious and time-consuming job of grinding reels and bedknives? (Vermont)

**Answer:** Actually all the back-lapping operation does is to buff or polish with liquid emery the cutting surfaces on a reel and bedknife. It is not a sharpening operation (which is the removal of metal by stone grinding) but rather one of honing the edges. If a ripple develops in these surfaces, all that can be done is to grind it out. This is not to discount the back-lapping operation. It remains as one of the most important maintenance procedures that can be performed to help keep the mowers clipping off the grass blades with a nice sharp, neat cut.

## BETWEEN

**Question:** I have asphalt roads on my course and in low areas where water stands, there is constant repair of asphalt. What is my best solution? (Mississippi)

**Answer:** Excavate where the water stands or flows and construct a 4-inch reinforced concrete slab.

## ASPHALT OR CONCRETE

**Question:** We will be installing asphalt cart paths next spring. Your suggestions will be appreciated. (Arizona)

**Answer:** Firstly, you might want to do some comparative shopping. Check the cost of asphalt versus concrete paths. With oil prices continuing up, clubs in certain areas have found concrete paths no more costly than asphalt (i.e., if the golf course crew furnishes the labor). Concrete will also require less maintenance in the future. Secondly, study each hole individually for the best path location. Traffic flow varies from one hole to another (tee location, terrain, yardage, trees, bunkers, etc.). There's more to it than meets the eye. Thirdly, cart paths must drain well, be at ground level and a width of six feet is generally accepted today.