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 of the Chairman was read and approved. The Green Committee elected for 1923 includes a few changes.  

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. Pippin, 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, "Servicce. 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.