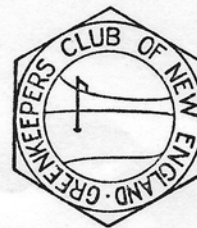


NEWSLETTER

FEBRUARY 1955



The month of February in the old days was always noted for its rugged weather—severe cold—heavy snow—sometimes a blizzard. The old saying, “As the days lengthen the cold strengthens”, was quite true then. What is happening to our Massachusetts winter weather? For four or five years it has been mild. The first two years it happened we thought we were lucky. Now it seems to be a definite pattern. Most people beyond their youth appreciate it certainly, but what is the explanation? Some scientists and meteorologists say the Gulf Stream is working closer to Massachusetts. They say there is definite evidence that warmer air is working into the polar regions. The tree line has moved northward, seals and fish have travelled farther north. It is a decided trend and will eventually end up in much hotter and drier weather in the south and a short mild winter and more frequent late summer hurricanes in these parts. What does this mean to you and me? Certainly, more winter golf has been played in the last two years than ever. Golfers demand it when there is bare ground. How will this effect our greenkeeping management?

Here at Juniper Hill we permitted winter golf for the first time. The old nine greens with heavy turf and thatch withstood the traffic fairly well during mid-day thawing but the 2½ year old greens showed definite depreciation. Consequently, we closed the course to all play after February 20 until spring. Undoubtedly conditions in this area are less favorable for winter play than for the courses along our coast line. Deeper frost, possibly heavier soils, and higher mid-day temperatures may be factors. In regard to the summer threats, how many have considered safeguards against the increasing number of hurricanes with the usual loss of power in club houses and pump houses and the possibility of floods?

“Is not he impudent, who, seeing the tide making toward him apace, will sleep till the sea overwhelms him?”—Tillotson

A most interesting educational meeting was enjoyed at Waltham February 6. Following the usual appetizing luncheon and the announcement of the attendance prize winners, who were Joe Butler, Mr. Duofold, Clayton Daly, and Albert Allen, turf sages gathered in the auditorium for an enlightening talk on engines. Mr. Victory, of the W. J. Cornell Co., Newton Upper Falls, ably presented the story on engines, specifically Briggs-Stratton Engines. Here are the editor's scrambled egg notes: The Briggs-Stratton is a single cylinder, air cooled, 4 cycle engine. They are staying with a 4 cycle because they find that the two

Ordinarily don't tinker with the adjustments. The control at the top should be ¼ to One turn and the jet control below 1½ turns. When an engine fails to start, caution your men not to fool with these adjustments. Definite harm can come from screwing the jet control tight against the seat. Don't use detergent oil. Use 20-30 regular oil. EVERY GREENKEEPER SHOULD HAVE ON FILE A SPECIAL “REPAIRMAN'S HANDBOOK” for \$1.00 postpaid. This gives complete picture and the story on every Briggs-Stratton engine, and parts. PREPARATION FOR WINTER STORAGE: Rotate flywheel until it comes up to compression. Drain carburetor and all gas everywhere. Drain oil. Put a table spoon of oil in each spark plug hole. When it comes to overhauling any engine if the cost of repair parts and labor is two-thirds of the cost of a new engine BUY A NEW ONE.

When Mr. Victory's talk and question period terminated everyone present agreed it was tops and most valuable. Every golf course employee working with engines should have heard it. Precaution and advice is more emphatic when expressed by the experienced expert. It is hoped that a similar talk might be presented at our first outdoor meeting in May. Tony Sperandio is planning an unusual educational and practical meeting for all golf course employees at that time. MORE ABOUT THIS LATER.

The heartfelt sympathy of our entire membership goes out to Mr. and Mrs. Bill Mitchell who lost their son recently in a tragic automobile accident.

Here are the addresses of two of our members who have long been absent from our meetings due to a prolonged siege of illness. They are slowly recovering and would greatly appreciate seeing you: Harold Mosher, 68 Summer Street, Weston, Mass; Ralph Thomas, Veterans' Hospital, Jamaica Plains, Mass.

“If I can put one touch of sunshine into the life of any man or woman I shall feel that I have worked with God.”

Edward Curran, Lexington Golf Club, through these columns, wishes to express his thanks and gratitude to those present at the last meeting who participated in an out of pocket presentation and good wishes in his new venture—Matrimony.

Thursday, March 10, is the date set for the informal turf conference at Amherst. It is a one day affair. The meeting will start at 1:30 at the Northampton Hotel Dining Room with the turf school graduation exercises followed by Progressive Round Table Discussions. One hour is set aside for

cycle requires more taking down. They manufacture everything from 1/4 H.P. to 8 H.P. Actually there are only a comparatively few manufacturers. There is a flywheel type magneto. MAINTENANCE. White gasoline was recommended for years. Use regular gasoline not over 60 days old. Always use fresh gasoline. Gasoline stored over winter may not work well in your spring filled engine tank. High test gas may be used but no advantage. If something goes wrong with the engine there are only three things to check: Compression, ignition, and carburetor. Under ignition check spark plugs for spark. When replacing don't rely 100% on new plugs. They have been known to fail too. Carburetor troubles are frequently caused by dirt and grass pieces in the fuel line. Gasoline standing in the tank for a long time may leave a deposit and cause trouble. Gas deposits may be removed from gas lines by putting a small quantity of lacquer thinner in the gas tank. Carburetors are adjusted for normal operation when leaving the factory.

Table Discussions. One hour intermission then an informal social dinner with an early closing to permit returning home that evening for those who desire. To aid in the round table discussion each member of our Greenkeepers Club is urged to send or bring to this editor at our Waltham meeting, March 7, in writing, his number one problem. Here is an opportunity to find a solution to your chief problem through the thoughts of many minds. I will be looking for it.

Next meeting at Waltham Field Station, Monday, March 7.

- 10:00 A.M. Instruction on Fairway Units and Parts.
- 12:00 to 1:00 Luncheon.
- 1:30 P.M. New Equipment.
- 3:00 P.M. Business Meeting.

H. DARLING, Editor

