



MEETING NOTICE

Date: October 20, 1971
 Place: Elmwood Country Club
 Luncheon: Buffet Luncheon will be available from 11:00 – 12:15
 Golf: Superintendents Invitational – 12:30 – Shot gun (Please make reservations in advance for carts.) If at all possible bring your own caddies. If you are not bringing a caddy, please call Caddy Master 592-6600
 Cocktails: 5:30
 Dinner: 7 PM
 Speaker: CBS TV Sports Personality
 Host: Harry Nichol. Harry is a graduate of Penn State University in Agronomy. He has been at Elmwood for the past four years. He has done extensive renovation on all his fairways. Presently he is Vice President of MGCSA. As Chairman of the By-laws committee he has done an excellent job in up-dating our bylaws. He also has done a great job as co-chairman of the recent Field Day. Harry and his wife, Pat, and three children, Timmy, Laurie and Kenny, live in a lovely home across the river in Valley Cottage, N.Y.
 Directions: Take Exit 4 off Westchester Expressway (287), go south to third light. Make a right onto 100B. Club is less than a mile on the right, across from driving range.
 Note: Class B and C members are welcome to come to the cocktail and dinner events. If possible, please call the club to let them know you are coming.

*Program "72" – Members should contact their clubs for meeting dates now so you can request dates at annual meeting.

Membership: The following candidate has been approved for membership by the executive board, Dominic DeMarzo, Chairman.

Jerry Scafa
 Dellwood Country Club
 New City, New York
 Class A

Coming Events:

- Oct. 14 Labriola Picnic and Outing
Whippoorwill Golf Club
Golf Prizes and Cook Out
Bring Own caddies
- Oct. 20 MGCSA Invitational
- Nov. 4-5 Wisconsin Golf Turf Symposium
(Management)
Pfister Hotel, Milwaukee
- Nov. Annual meeting
Date & Place to be announced.
- Dec. 9 Christmas Party
Hampshire Country Club

Everett Wood, President, has made the following appointments:

Voting Delegate to National: Edward Horton
 Advisory Delegate: Ron Boydston

The members and staff of the Elmwood Country Club cordially welcome the participants in the annual Superintendent's Invitational Golf Tournament.

The Elmwood Club was constructed in 1924, and after several changes in layout due to public and private land condemnation, comprises 110 acres with a playing yardage of 6530.

In the fall of 1969 the fairways were renovated, seeded to bentgrass and major efforts continue towards up-grading the turf. The warm, dry fall of 1970, the abnormally cool spring of 1971 and this summer's over-abundant rainfall, prevented rapid fill-in of bentgrass, but did prove helpful in terms of ridding the fairways of poa annua, aided by continuing applications of Tri Calcium Arsenate. The present level of Tri Calcium is 7 pounds actual per 1000 square feet and seems to be controlling regrowth of poa. We overseeded this fall at the rate of 50 pounds per acre and as of this writing, we are most encouraged with the fairway conditions. We feel that although the weather brought some pitfalls, our overall improvement program is still essentially intact, and prospects look better than ever for substantial improvement in 1972.

Come see for yourself. Our 26 acres of fairways have received 2 1/2 pounds of Nitrogen per 1000 square feet this year, the 100,000 square feet of putting surfaces are fertilized at 5 1/2 pounds, while the tees receive about 4 pounds per 1000.

We are continuing a major tee enlargement program each year

and have increased our teeing area by about 20 percent. The tees and greens are mowed exclusively with the triplex Greensmower at a height of 7/32 on greens and 1/2 on tees. The fairways are mowed slightly under 3/4 of an inch and the rough mowers are set at 2 1/4 inches.

Elmwood operates on a maintenance budget allowing for five greensmowings, two tee mowings and two fairway mowings per week, although for most of this season we mowed greens six times and fairways three times each week. Our maintenance force includes 7 men and one foreman-mechanic. The foreman and two additional men are year-round employees. We have for the past three seasons expended about 8% of our operating budget for equipment replacement and about 5% for other capital improvements. An ambitious tree purchasing and maintenance program is continuing each year, and is not included in our operating budget.

Our efforts to maintain and improve Elmwood have gone smoothly in general, and if we are ultimately successful, it will be due in no small measure to the energetic and dedicated cooperation of our Green Chairman Dr. E. Raymond Topol, and our Co-Chairman Mr. Martin Rakowitz. I would also like to acknowledge an understanding and hard-working maintenance crew, headed by Pio Salvati.

Here's wishing you a pleasant day and a relaxing off-season.



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ELMWOOD'S FALL RENOVATION

Here's some information on what we did this fall to improve our maintenance program. The new twist worked well for us. Think it over, maybe it will work for you.

At 6:00 P.M. Labor Day Night, our course was closed to all play, and remained so until Saturday Morning, four days later. The purpose was to complete all fall aeration of the course, without interruption, and with minimum inconvenience to the golfer. We felt that the usual way was, at best, too piece-meal and spread over several weeks. Prior approval was given by the Board of Governors and the tournament and golf committees scheduled events accordingly.

Fortunately, the weather was ideal, and the plan worked as scheduled. A three-gang aerator and a vertical mower were borrowed from neighboring clubs. All fairways were aerated using the 3/4 inch open spoons at least three times over. Weak fairway areas needing special attention were aerated more severely, and vertical grooving was done on about five acres. The areas were then overseeded and matted. A light watering followed. The tees, collars and approaches were aerated with 1/2 inch open spoons, using a 36 inch aerator, pulled with a 12 HP tractor. These areas were also seeded, matted and watered.

Another crew was, at the same time, completing the usual fall aeration of the twenty putting greens, using a hydraulic, plug-type aerator. The plugs were pulverized with vertical mowers, the soil matted in and the debris removed by blowing.

All signs, flags, markers (and other obstructions) were removed from the course, to speed-up the operation, as the golf course resembled more nearly a park for four short days. Member reaction was surprisingly favorable, due partly to early scheduling of the here-to-fore untried plan. Many weekday golfers were

gratuitously accepted at nearby clubs.

Saturday morning arrived, and the course was ready for a normal weekend, a little shaggy we admit, but the overall goal was achieved. The aeration and seeding was accomplished at near optimum time and the maintenance crew was free to begin work on other fall operations and projects.

The total procedure was financed without supplemental appropriation of funds, save one extra laborer for one week, (\$156.00) and only \$200.00 extra overtime paid to our existing labor force.

Try it! I frankly had some reservations in requesting the plan of the members, and wondered if it could be successfully implemented. Now I know! It Works!

MGCSA News: Yes, the September meeting went on as scheduled but we got rained out on the golf course. Yes, the golf course can be closed for superintendents too. Poor Al Moore, our host, had almost 9 inches of rain so he needed more than an umbrella to keep dry. We had a small turn out for the special business meeting, but we had enough for a quorum. All the by-laws changes presented to the membership were passed after an explanation by By-laws Chairman, Harry Nichol. Harry was thanked for a well done job. The Field Day Committee was also congratulated for the excellent job done on this year's Field Day.

Jim Fulwider was appointed Chairman of the Nominating Committee. The committee will consist of the past presidents of MGCSA.

Al Tretara had a little excitement with his last load of top



What can I say Al; I didn't know your Cushman was on that side.

dressing. Chuck Martineau is putting in irrigation around all greens and tees, pop-ups. Ted Horton will be putting 5 holes to automatic this fall. All 36 have been approved for conversion to automatic. Art Twombly has taken a job in Bel Aire CC, Calif. Al Caravella is the new Superintendent at Brae Burn CC. Another Jersey boy has come across the river. I am sure that there will be some great golf matches between Jim and Al as new neighbors. Sherwood Moore, busy as usual, now President of Darien Rotary.

We wish a speedy recovery to Jack Martin from his recent boat accident. He can be reached at Community Memorial Hospital, Room 215, Toms River, New Jersey, (201) 349-8000.

TWO CYCLE ENGINE OIL

What should the owner or operator of two cycle engines expect in the performance of two cycle engine oil? Because the shelves are loaded with books full of fancy technical data on this subject, — most of it quickly and easily forgotten, the purpose of this article is to present some of the “grass roots” facts without the decimal points.

Although it may seem elemental, it is helpful to look at the basic difference in the lubrication of a four cycle engine compared with the two cycle version. The four cycle engine is lubricated by oil distributed to the parts involved, by a pump drawing from a reservoir to which the oil is later returned. The two cycle engine is lubricated by a mist produced in a gasoline-oil mixture supplied via the carburetor, — none being recovered or retained in the engine.

A good place to start is with the mixing of the oil and the gasoline. Is there any special technique in mixing? The answer is no, unless agitation may be considered a technique. If the oil is free from undesirable components it doesn't make much difference whether the oil is added to the gasoline or the gasoline to the oil as long as the mixture is thoroughly blended by agitation. One exception is very cold weather. If it is impossible or impractical to store the oil and the gasoline at a temperature from fifty to sixty degrees (F) then it will help to first dilute the lubricating oil by mixing in a small quantity of gasoline, mixing thoroughly before adding to the main container of gasoline and agitating again. Once mixed, a good quality of two cycle engine oil will not settle out.

The next point to be considered is how much lubricating oil should be added per gallon of gasoline. The safe and simple answer to this is, — whatever the engine builder recommends. Tests have usually been run by the engine manufacturer to determine a suitable mixture ratio for each type or model of engine. After the warranty period has expired and the engine is thoroughly “run in”, experimentation may show the operator that less oil per gallon of gasoline may produce even better performance. Some confusion is caused by a few engine builders having their lubricating oil packaged for them for resale under their own brand. Although a recommendation for an unusually small amount of oil per gallon of gasoline implies something superior about the product carrying their brand, in most cases such a recommendation is based upon a formulation of the oil governed largely by the economics of reaching the consumer market via a somewhat devious route. The oil to gas ratio may vary from as much as a half pint (8 ounces) of oil per gallon of gasoline at one end of the range to as little as 1 ounce per gallon of gasoline at the other extreme.

The carburetor is next in line after the tank has been filled with the oil-gas mixture. There are very few problems in this area except when the mixed fuel is allowed to stand over long periods. Certain conditions will then produce gums and deposits. This can be avoided by shutting the supply valve and letting the engine run until the system is empty.

When the fuel mixture leaves the carburetor and enters the crankcase, is the time that the first critical test of performance occurs. During the compression stroke, the piston acts as a pump to draw the fuel mixture plus air for combustion, into the crankcase through a reed valve or similar device. Although the gasoline part of the mixture is vaporized, the lubricating oil is carried by the vapor in the form of very finely divided droplets or mist. On the down stroke or power stroke of the piston, again acting as a pump, the crankcase contents are compressed slightly, the valve system being closed, and this causes the fuel mixture to pass through the intake passage into the combustion zone over the piston head. It is important that the oil droplets or mist remain suspended in the fuel vapor during this slight compression so that all moving parts, particularly the bearings, will receive the necessary lubricating bath. A correct formulation of two cycle oil plays a very important part at this point where the oil is called upon to perform most of its work.

When the oil and fuel mixture leaves the crankcase, most of its lubricating work has been done. About all that remains to be lubricated is the top ring area of the piston. Again, correct

formulation of the lubricating oil is important in this stage of its passage through the engine. This may well be labeled the “self destruct” phase. The lube oil part of the mixture must burn quickly and completely to prevent smoking and the process of burning must leave a minimum of ash and carbon deposits in the combustion and exhaust zones. The nature and amount of ash deposits are partly controlled by the selection of chemical components and base stocks, blended to make the finished product. It is practically impossible to entirely eliminate carbon, but the control here is the use of oil stocks which burn with a minimum residue of light fluffy carbon which does not bond to the surfaces and consequently is self purging through the exhaust system into the air. Ecological reasons dictate a minimum as a desirable objective.

Having presented this somewhat broad brush and over simplified treatment of the subject it may be appropriate to summarize a few musts:

1. A good two cycle engine lubricating oil must mix completely and readily with the fuel and stay mixed.
2. When diluted with gasoline the oil must retain good lubricity and film strength.
3. The oil part of the mixture must burn readily with a minimum of residue which does not attach to surfaces, including spark plugs.

It becomes obvious from reviewing these points that a good two cycle engine lubricant is NOT just another oil. It is equally clear that some of the desired characteristics of this type of oil are decidedly different from those found in modern four cycle engine oils, yet to do all that is expected of it there is need of special compatible additives blended into carefully selected fractions of base oils. The old expression, “oil is oil” certainly does not apply to modern two cycle engine oils!

Ray Henshaw
Texas Refinery Corp., Rep.

From C. E. (Scotty) Stewart

It will probably come as a shock to some golf course superintendents to learn that a free house on the golf course grounds plus free utilities such as gas, light, water, telephone, etc. is not as free as they imagine.

A recent court case was won by the Internal Revenue Service against a golf course superintendent who lives on the grounds and which now forces him to add a fair house rental value, plus the cost of all his paid utilities, to his **yearly salary** and he then must pay an income tax based on this **gross taxable income**.

The IRS stated that a superintendent's residence on the golf course grounds was not required as a condition of his employment for the majority of superintendents live off the grounds.

From Chicago Bull Sheet



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