



The Bull Sheet

Official Bulletin

Midwest Association of Golf Course Superintendents

GOLF

DINNER

AUGUST MEETING

MONDAY, AUGUST 9, 1966

RAINBOW SPRINGS COUNTRY CLUB

MUKWONAGO, WISCONSIN

WANTED

BIG TURN OUT

IN WISCONSIN

THE BULL SHEET, official publication of THE MIDWEST
ASSOCIATION OF GOLF COURSE SUPERINTENDENTS.

DOUG JABAAY, Editor
P. O. Box 305
Naperville, Ill. 60540

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Thomas Burrows Edwin Wollenberg



Oscar Miles, Superintendent Olympia Fields Country Club.

The President's Message

One thing a Superintendent **can't** do when the weather gets hot is sit in the shade and sip a cool drink. Hot weather makes things happen fast and we had better be one step faster to keep out of trouble. Watering systems going on the blink don't help matters either.

Some of our north side courses had very bad tree damage due to summer storms. So far, the only prominent fungus to show up is "dollar spot", and then just in unsprayed areas.

Walter Fuchs, we commend you, your crew, and the club manager for a very fine meeting. Gleneagles is always under heavy play, and keeping such a course in the manicured conditions takes constant supervision and inspection. Your course speaks well of you and your men, Walt, keep it up.

Don't forget our joint meeting with our friends from Wisconsin. This meeting will be held at Rainbow Springs in August. They always show us a good time, so plan on making it.

Adolph Bertucci,
President

JULY MEETING

A bright sunny day was what Oscar Miles brought out for us at Olympia Fields. Sixty golfers turned up to play this well-conditioned course. Seems that the three weeks of 90 degree weather showed no signs of hurting this beautiful south course. Comments about the excellent putting surfaces and fairway turf came from all who were lucky enough to play.

The outstanding steak dinner was real good, many thanks to the manager and his staff for a job well done. About one hundred enjoyed the hospitality of the wonderful Country Club.

Low score for the day was 75 by Jim Arendt. Tournament prizes were won in the following order: Walter Simon, Al Purst, Marshall Victor, Jim Arendt, Chas. Schultz, Bob Black, Tom Veirueg, Gerald Dearie, Vern Rasher, Bob Breen and Jack Hanson.

Fifty-three entered the Par 3 holes closest to the Pin Contest. Ken Goodman won with a shot 4' 10" from the hole with a well hit 8 iron.

In the business meeting Ted Woehrle was elected as our representative for the National board, and Walter Fuchs as voting delegate.

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RETIRED

Ben Gee has retired as Course Superintendent effective July 12. Until such time as he can relax and stop worrying about weather, golfers, golf cars and turf diseases, he will remain on Nordic's staff as a consultant.

Ben has helped to make Nordic one of the finest courses in the country. Jimmy Meyer, a prodigy of Gerald Dearie, has taken over the full responsibilities as Course Superintendent.

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NEW BRUNSWICK, N. J.

O. J. Noer of Milwaukee, Wisconsin, died on July 12th after an illness of three months, at the age of 76. He was an honorary member of Midwest. His passing marks the end of an era. Not many greens superintendents are left who came under O. J.'s influence in the twenties and thirties. He became synonymous with Milorganite in 1924 when as Agronomist for the Milwaukee Sewerage Commission he established a market for Milorganite in the turf field. His sales and service work took him to all parts of the United States and Canada. A graduate of the University of Wisconsin, O. J. continued his keen interest in research and this coupled with wide practical experience with turf problems established him as an authority on turf and the most sought after trouble shooter in the field. He retired in 1960 as sales manager for Milorganite, but found retirement a bore so became associated as Agronomist first with the late Dick Wilson, Golf Course Architect, and more lately with Robert Trent Jones.

Upon his retirement, his friends established the O. J. Noer Research Foundation. This will continue to honor his memory and perpetuate his work.

COMING EVENTS

Illinois Turfgrass Field Day — Sept. 9, 1966.

Illinois Turfgrass Conference — Dec. 1-2, 1966
Both events will be held at Urbana, Illinois.

The Midwest Regional Turf Foundation Field Day
— Monday, August 8th — repeated Tuesday, August 9th, 1966 at Purdue University, Lafayette, Indiana.

NEW PRODUCTS DEPARTMENT

Mr. Tom Mascaro of West Point Products Corporation announces a new product in West Point's continuing program to supply the Superintendent with time and labor saving tools. It's the West Point T-3 Truck.

Unique in design, the three-wheeled, gas-powered vehicle is both mechanically simple and ruggedly built for long maintenance-free use. Extremely maneuverable—14' clearance circle, 52" turning radius, it practically turns itself. No waste cargo space—the 436 Cargo Carrier has a capacity of almost 17 cu. ft., the 536 Cargo Carrier capacity is over 23 ft. Ramp tailgate lowers at 10% angle for easy one-man loading of a greensmower or other powered equipment. Power unit maintenance is simplified; everything is at work-bench height, brake and reverse easily accessible, no difficult-to-reach parts.

The T-3 Truck is available with either a 6 HP or 8 HP engine, with or without electric start. Four models from which to choose.

The T-3 Truck carries a workman to and from work areas fast, at speeds up to 10 MPH. The average workman walks at a speed of 2.5 MPH. The T-3 Truck eliminates walking time between greens or tees or to and from any work areas. It helps solve the manpower shortage. It speeds up maintenance work to reduce golfer delays. It reduces wear and tear on equipment.

A GUIDE TO SUCCESSFUL MAINTENANCE — Golf Cart Operation

Reprinted from Golf Digest

Proper Maintenance Procedures

Successful operators of golf car fleets have no secret. But they do have one thing in common. All know and follow a simple two-word formula to ensure complaint-free service and the highest possible profits. The formula: proper maintenance.

They know that regular maintenance is as essential for a golf car as it is for an automobile. A golf car given reasonable care will always start, never break down on the course, run smoothly for many seasons.

Before a professional, board or course owner leases or buys cars, they should make arrangements to learn from an expert on such service. Any reputable dealer or manufacturer's representative can provide this help.

A few minutes spent each day, and a few hours each year, to service engine, batteries and running gear means that no dollars will be lost in downtime.

Personnel

Every golf course owning or running a fleet of golf cars should have a person to watch over them. At many courses he is the golf professional, or one of his assistants. Sometimes he is the caddie master; sometimes a man from the grounds and green staff. The title does not matter so much as the need for that person to know and do the job. If a preventative maintenance schedule is followed faithfully, major repair jobs will seldom be needed. Most golf cars are traded in after three to five seasons, so a major overhaul is a rarity. But a club with as many as 25 cars should still have a full-time service man, for daily care alone. He should be a mechanically inclined man, not a boy with no experience or sense of responsibility. Given the right tools and authority to order spare parts, he can take care of both regular and annual service, even rebuilding a gasoline engine.

If there are fewer than 25 cars, it might be possible to hire a mechanic from a local garage on a part-time basis. The golf car dealer or salesman might suggest a competent person. The manufacturer will see that he has instructions and training on maintenance of the cars.

In some areas an expert service man is shared by several courses on a rotating basis and for major repairs. The important thing is not to skimp in having a qualified person on call.

Daily Care

On a daily basis these are the important demands in caring for a car:

To present a good impression, the body and seats of all cars should be washed, wiped or swept before a car goes out.

Electric—Batteries must be checked for charge before a car is sent out. A hydrometer is used to make sure each cell is fully charged. Water must be added as needed. After 18 holes, certainly 36, electric golf cars must be recharged.

Gasoline—The gas and oil level (on 4-cycle engines) must be checked. It is also a good idea to visually check the rotating oil screen, starter-generator and air cleaner to see that they are reasonably clean and not damaged.

Periodic Maintenance

Every golf car—electric or engine-driven—requires periodic service to its running gear. This includes wheels, brakes, drive line and steering assembly.

Golf cars are uncomplicated and usually well built, so that running gear seldom causes problems. Tire condition should be checked weekly to manufacturer's recommended pressure. Over-inflated tires put wear on the course and give a rough ride.

Monthly, the brake shoe operating cam should be greased. Cables, such as for brake and throttle, should be oiled at the same time.

Steering should be thoroughly tested at least every 25 rounds to make sure it is neither loose, nor turns hard from lack of grease.

Twice a season, wheel lugs should be tightened and brakes adjusted too. If drive belts are used, these should be properly tightened and belt dressing applied.

The accelerator pedal must operate freely and be properly adjusted. A pedal out of adjustment in an electric car will cause the switch to remain in contact and burn resistors, wiring and motor.

At least once a year, most cars also need the following service: change oil in transmission and differential, lubricate front fork, lubricate all chassis points, inspect and test shock absorbers and adjust clutch.

Wheel bearings must be packed and medium weight oil added to the differential if needed.

A service record should be kept on each car, either in the storage shed or the pro shop. Forms are often provided by the manufacturer.

Electric Car Care

Mechanically, the electric golf car is a simple machine. The power is from batteries, a switch mechanism and electric motor.

Caring for Batteries. Taking care of the batteries is the key to trouble-free service.

The most necessary tool for such maintenance is the hydrometer. Its function is simple: to tell the state of charge of a battery. This is determined by testing the acid concentration. The proper reading is usually printed on the battery connectors and may range from 1.225 to 1.260. After a round of golf, the charge reading may drop to as low as 1.100.

With a so-called "automatic" charger, the batteries may be put on charge and will return to a certain level in a given number of hours. But the hydrometer should always be used to double-check against this machine. To prevent strain on the batteries, the charger should be used for the shortest time necessary to bring the batteries up to the right level.

If chargers are non-automatic, several hydrometers which incorporate thermometers for accurate readings should be obtained. The hydrometer barrels should be kept clean and their use learned. For every 10 points below 1.260 the battery should be charged about 45 minutes at 15 to 18 amp. rate. Every morning at least one cell in each car should be checked and the battery charged more if necessary.

(Continued on next page)

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(Continued)

Do not overfill batteries, especially right after the car has been in operation. Keep the water (electrolyte) level one-half inch above the plate rather than fill them up to the triangle or split ring mark in most batteries. Wet spots on the floor under the car, excessive battery corrosion on the frame and constantly damp battery covers indicate overfilling and boiling over.

Too often entire sets of batteries are replaced when only a single battery is defective. A sensitive voltmeter, capable of reading in hundredths of a volt, should be used in checking the sets. If the cells in a battery vary over .04 of a volt in output, the battery should be replaced.

Other Parts. All battery cables should be kept tight. Once or twice a month cables and terminals should be scrubbed, with a strong soap solution, and then rinsed. A handful of baking soda in a quart of water dissolves heavy corrosion. Terminals may be coated with a small amount of petroleum jelly, if desired, but not with a heavy coat of grease which melts and ends up as a conductor or in the cells.

Water from a municipal system is sometimes satisfactory for batteries, but distilled water is safer. Well water or water from creeks or streams should not be used. Battery water should not be stored in metal containers.

Parts and equipment needed for electrical service are: sensitive voltmeter (costing about \$25.00), temperature corrected hydrometer (about \$3.00), automatic charger relay tester (about \$35.00), spare charger, ammeter, charger timer, charger plugs and receptacles, battery cables, solenoids, switch components and motor brushes.

Gas Car Care

Any advantages of a gas-powered golf car hinge on proper maintenance of the engine. Although detailed specifications and instructions should be obtained from your car's manufacturer, there are many basic rules of service.

Basic Maintenance. Keep in mind that dirt is the No. 1 enemy of golf car engines. Any defect in the air intake system that permits dirt to enter spells trouble, and can ruin an engine in a matter of a few weeks. For longer life and safety, the following are important basic rules in servicing a gasoline golf car: • Stop the engine whenever the tank is being filled. • Avoid spilling gasoline on a hot engine. • Use fresh, clean gasoline in a regular grade. • Don't mix oil with gasoline (except with 2-cycle engine). • Be sure the vent hole in the fuel tank is open. • Disconnect the spark plug cable before making an adjustment on the engine or transmission. • Always allow engine to warm up before applying load and do not run continuously at full throttle.

Note: In the case of golf cars using 2-cycle engines, oil is mixed with gasoline as fuel and there is no oil to change in the crankcase. Also there are not belts to check on some cars.

50-Hour Check. Service on the engine should include the following.

1. Change oil in crankcase—preferably when the engine and oil are still warm. Use a good brand of SAE 20 weight, heavy duty, detergent type.

2. Remove, service and replace the air cleaner. This includes removing dust by tapping it, but not by washing it in gasoline or blowing with compressed air. If it is bent or needs new seals, replace as needed.

3. Readjust starter-generator belt if necessary. When thumb pressure on the belt at the midway point between pulleys deflects the belt $\frac{1}{4}$ inch, the belt is at proper tension.

4. Check for oil leaks. Wipe oil and dirt from fins, shroud and baffles.

100-Hour Check. Service on the engine should include the following:

1. Replace or reset spark plug. Recondition by filing electrodes and resetting gap to .025 of an inch. Use Champion J8 plug or equivalent.

2. Check ignition timing. If necessary adjust breaker points. Gap to about .020.

3. Drain and flush gasoline tank and sediment bowl.

4. Check carburetor mixture and speed settings. Idle speed range is 1,000 to 1,300 RPM on older models. Newer engines idle down to 800 RPM. Top operating speed is 3,600 RPM.

5. Lubricate starter-generator. Hinge caps at both ends require a few drops of light engine oil.

6. Tighten all mounting bolts and wiring connections.

Other annual service jobs on a gas-powered car include checking the transmission and differential lubricant levels, oiling brake and accelerator pedal bearing, and oiling the steering chain or joints.

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Eloquently blended into the natural beauty of the oak trees, on the moraines — the structures offer a panoramic view of this secluded area, where bird and wild life abounds amidst the breathtaking beauty of the hills and lakes left by the crevices and prongs of the last Glacial Age, 11,700 years ago.

From the moment you enter the grounds, you will discover the security of Rainbow Springs as you cross the Mukwonago River thru the Covered Bridge which spans this wild river. As you approach the Main Lodge by way of the gas-lighted Rainbow Boulevard you will see the enchantment of the hotel structure, with its huge Convention Center which can accommodate any type of convention, meeting or seminar; also the famous Carnival Street.

The original Rainbow Springs Club House is located on Rainbow Springs Lake and was the start of this interesting development in 1959.

This private club, on 950 acres of primeval land, affords a sanctuary for complete privacy, the seclusion many of us are looking for.

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A great valley where Indian tribes settled because of ease in procuring food and water; the sheltering hills affording protection from the elements of weather and known as Mukwonago — "The Place of the Black Bear" in Indian language. In this valley every animal now thrives except the Black Bear — long extinct in the area. Old fashioned raccoon hunts and fox hunts still prevail and can be arranged at Rainbow Springs.

Our fields for hunting pheasant, ducks and quail are excellent and we have migratory birds such as the whistling swan, Canadian geese, golden eye and wood ducks that drop in on us during their seasonal flights.

Our game fishing — large mouth bass, 7 to 8 pounds, and its natural companion the pumpkin seed, a relative of the blue gill, cannot be surpassed. The fighting rainbow trout will give you all the angling fun you are looking for; if you care not for this purest fishing take a cane pole and bobber and find solitude in fishing for the fighting pumpkin seed.

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(Continued on next page)



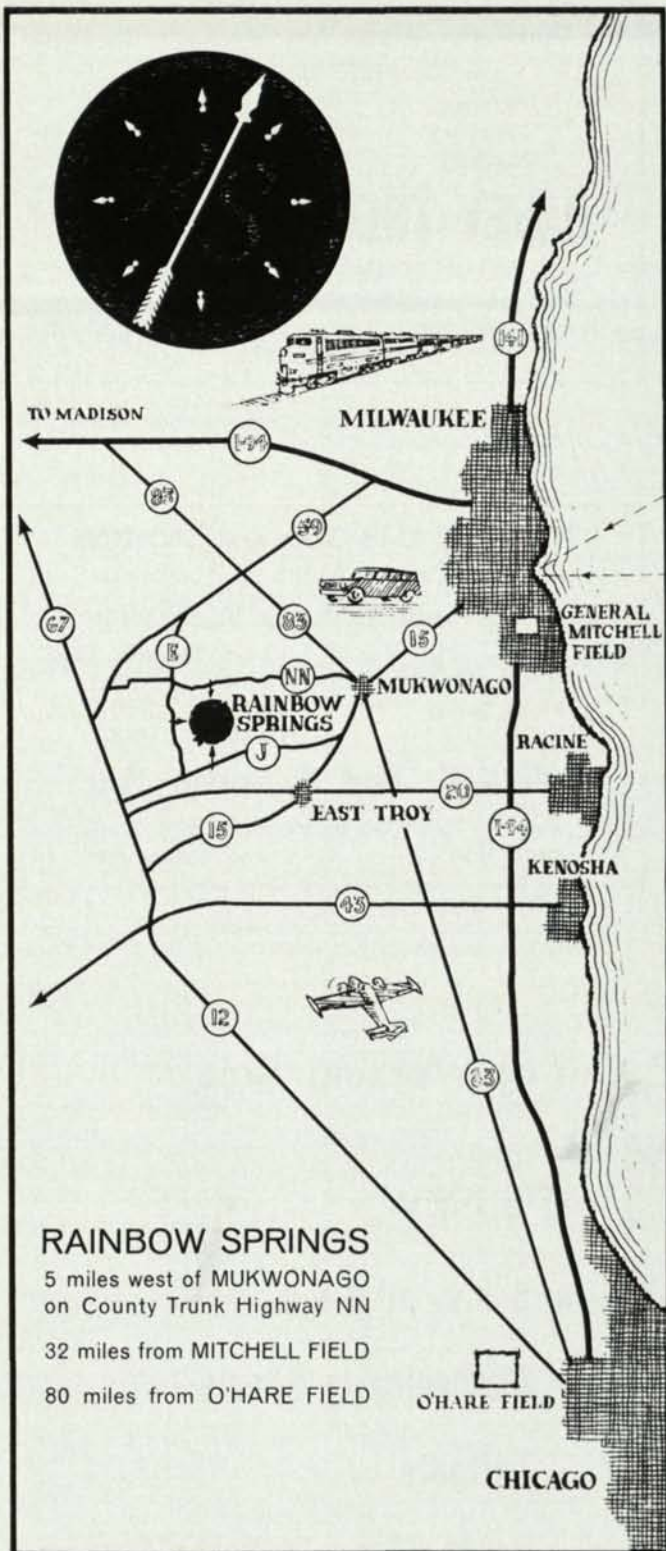
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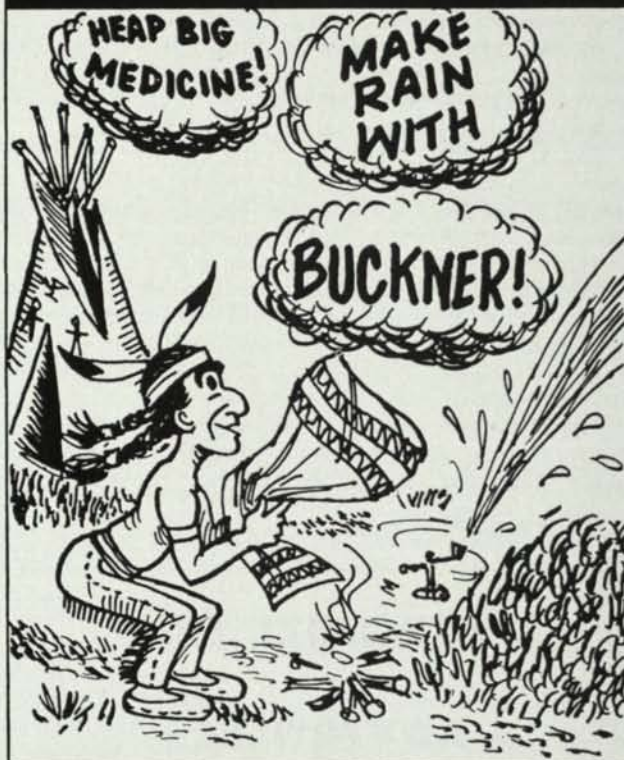


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(Continued on next page)

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For autumn sports we have game hunting, trap and skeet fields, a rifle range, dog kennels and a field house. Enjoy these facilities in the nippy autumn air when the leaves have turned a golden brown.

As winter approaches with its blanket of white snow, join our winter sports activities. We have a ski hill at Rainbow Springs, the largest man-made hill, complete with a snow making machine to give you skiing snow from mid-December to mid-March. Our winter activities also include tobogganing, snowmobiling and, of course, a good old fashioned hayride. Curling and ice skating are also provided here at Rainbow Springs in the Ice Age Building designed for this purpose.

This brings us back to spring when the new green leaves sprout out on trees and shrubbery, which will surely make you anxious to start this whole trip over again.

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