

# Tips for the hour meter: sparking efficient use of course vehicles

By TERRY BUCHEN

Some good news for superintendents who want to put an hour meter on small one- and two-cylinder engines that do not have a 12-volt electric system feature to operate a conventional hour meter: Tiny-Tach, a digital tachometer and hour meter, is now available that is powered by a non-replaceable lithium battery that will usually last from five to seven years and can be "reset" so it can be transferrable to other pieces of equipment back to zero

hours. When the engine is off, the Tiny-Tach displays only the hour-meter function. When the engine is operating, it displays the actual engine RPM's from an inductive on/off/rpm sensor. It is 3 by 1-1/2 by 3/4 inches. The display numbers are 5/16 inches tall and the meter is sealed for



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moisture resistance and tamper protection. Hooking up the meter is simple, as the red wire must be wrapped around the spark-plug wire three or four turns with the excess length cut off, the white ground wire is attached to any bolt on the engine or frame and then slip solder a lug between the engine and bolt head and retighten. The black wire

leads back to the meter and the extra length of this wire should be taped or zip-stripped to an out-of-the-way place. Attach the meter to the frame of the equipment using double-sided tape, or with screws.

When the "reset" is pushed, the meter will perform a self-diagnostic test, displaying all segments to ensure that everything is OK.

During the last portion of the self-test, it will show one of three models that are available and

then turn back to 'O' hours:

- 2C is the standard model to be used when there is one spark firing on each revolution of the crankshaft.

- 4C is for engines which have a spark for every two revolutions of the engine crankshaft such as those with a distributor driven from a crankshaft.

- 1C is for twin-cylinder engines with a spark firing every 180 degrees of the engine crankshaft.

To safeguard against employees inadvertently pushing the recessed "reset" button, attach a service sticker, made from a labelmaker, over the button. State the hours when the equipment servicing is due, accomplishing two goals at once.

Some suggested uses for the meter are walk-behind greensmowers, one- or twin-cylinder leaf blowers, walk-behind 21-inch rotary mowers, sod cutters, trash pumps, portable generators, or any one- or two-cylinder engine without a 12-volt charging/battery system.

The Tiny-Tach Meter is available from engine-part distributing companies nationwide and comes with a one-year warranty.

This meter will make a golf course mechanic's job more efficient and easier.

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## Canada geese count is down

WILMINGTON, Del. — An October survey by state fish and wildlife officials reveals something that might surprise most golf course superintendents: the state's Canada geese count was the lowest number on record.

The Division of Fish and Wildlife's survey on Oct. 16 and 17 counted 20,636 birds. The previous low count for October was 29,990 in 1992. The October 1994 count was 35,000.

Tom Whittendale, a biologist with the Delaware Division of Fish and Wildlife, said the low count suggests "the population throughout the Atlantic flyway is having serious problems. The numbers suggest closing the Canada goose season in the flyway was the right decision."

Contrary to the perceptions of superintendents at courses where the geese gather, the Canada goose population of the Atlantic flyway has experienced several years of poor breeding success. This is partly due to the harvest of breeding adult birds and due to weather conditions in the Eastern Canadian provinces, where the birds breed during the spring. Unseasonably cold spring seasons have hampered the population's breeding success.

The U.S. Fish and Wildlife Service and Canadian Wildlife Service closed the Canada goose season in the Atlantic flyway to try to help the population's recovery.

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