

2. Hugh Carpenter.
3. George Aulbach.

## Ohio.

Held August 12 at Springfield C. C.

1. Clem Wiechman.
2. Denny Shute.
3. James Brophy.

## Pittsburgh.

Held August 19 at Westmoreland C. C.

1. Fred Baroni.
2. P. O. Hart.
3. E. Loeffler.

## Illinois.

Held September 16 at Evanston C. C.

1. By Chamberlain.
2. Al Espinosa, Jock Hutchison.
3. W. Hutchison.

## Start Now to Get Equipment Re-conditioned

HERE seems to be some kind of a curse on agricultural equipment and its cousin, golf course equipment, judging by the amount of abuse to which this class of machinery is exposed. If the preventable rust and depreciation were eliminated from the farmer's equipment there would be the red figures that stimulate a good part of the loud clamor for farm relief, according to the observation of the unleashed farm boy who writes these lines. If the same factors were kept out of the golf course picture the annual maintenance costs in many clubs would show a decided reduction.

But we have to deal with facts instead of conditions in the millennium, hence this timely admonition to let down the curtain on the season properly by getting equipment overhauled so it will start out the next year in the best possible condition. One of the first things that should be done is for the club that hasn't a dry shelter in which its equipment could be placed every night to immediately plan the financing and construction of such an equipment shed. The cost of an adequate layout isn't much, a few dollars pro-rated expense to the members will handle the job.

But regardless of the facilities for protecting equipment and its excellent design and strength, the high speed of motor operation, the trying operating conditions of golf course machinery and labor that goes wrong despite the most conscientious supervision of competent greenkeepers, make it necessary to give equipment a thorough overhauling at the end of each active season. Repairing, replacement of parts, lubricating and painting all should

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be done while there is plenty of time and the most effective life of the equipment thus prolonged.

### It Costs NOT to Care

Green-chairmen who will make even casual figures on what it costs their club NOT to care for equipment will see that this policy of putting the equipment back into shape after a season's wear and tear will make things a whole lot easier for their striving greenkeepers and for their budgets.

Some of the work may be done in the club's own shop if the men and facilities are properly qualified, but a whole lot of it is best done by the service stations of the various manufacturers, and to a certain extent by mower and automotive repair shops of recognized merit.

One of the leading manufacturers in the golf equipment field advises sending equipment to the nearest shop of the manufacturer, and gives the following three reasons for his advice:

"(1) By sending the work to the factory, the work can be done up to factory standards and the only difference in expense between handling it that way and sending it to local repair men is in the amount of the freight.

"(2) Unless the models are too old and therefore badly out of date, recent improvements can be put on while the machines are at the factory.

"(3) The work is done by the manufacturers who know more about their particular product than any outside repair man.

### Don't "Stall" on Repairs

The club that delays in attending to its repairs is in danger of being "out of luck" for the last minute rush prior to the season's opening is a strain on everybody.

Manufacturers regard the repair business as a good selling tool and as something that helps them to keep the good men of their forces employed during the slack season. For this reason the re-conditioning business is handled at a price that provides an attractive inducement for golf club co-operation.

On the cost and time phases of the repair business, so far as the manufacturer is concerned, one of the well known men in the equipment field tells us:

"It is becoming more customary as the years go by for clubs to send their mowers in for overhauling during the winter months.

"Although there is not a great deal of money in running a repair shop, at the same time it helps to hold the overhead down during the dull season, and I think all of the factories feel as we do, that it is desirable work to have.

"After the first of February, however, repair work is somewhat of a nuisance, because the spring rush sets in and it is necessary for the factory to stay as much on production as possible, and as repair work is always special order stuff, it disrupts the regular routine for that reason.

"We would like to see all repair work sent in here not later than the first of November if at all possible to have it in here at that time. That would give us the months of November and December to work on it, and we would have it back in the hands of the clubs in ample time for the opening of the spring season. As it stands now, we get a little work in November, more work in December, a lot of work in January, and too much work in February and March, with the customary amount of late minute arrivals, who want shipment by return freight, which, as you know, can't be done."

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