

ATLANTIC NEWS Letter



Mid-Atlantic Association of Golf Course Superintendents to aid in the Advancement of the Golf Course Superintendent through Education and Merit

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NEXT MEETING

The next meeting of the MAGCSA will be held May 11 at Beaver Creek C.C. in Hagerstown, Maryland. Our host will be Bert Yingling, the President of the Mid Atlantic.

DIRECTIONS TO THE CLUB

To reach Beaver Creek from either D.C. or the Baltimore areas, go 70W and at Frederick go towards Hagerstown. Get off at the Boonesboro-Smithburg cutoff which is Route 66. Turn left on 66 and go about ¾ of a mile. The club is on the left.

LETTER FROM ED

To all the Members of the Mid-Atlantic Association:

I would like to take this opportunity to thank each of your for bestowing on me the distinct honor in naming me "Superintendent of the Year 1970 for the Mid-Atlantic Association."

I regret I have not written sooner but even now, words fail to adequately express how humble and grateful I feel upon receiving this honor. I was sorry that I could not have publicly accepted and thanked all of you for this award, but as many of you know, my wife Kay was seriously ill at the time.

In all sincerity I would like to say that the six years that I have spent in the Mid-Atlantic Association has proven that nowhere could one find a greater and more dedicated group of superintendents than in this association. It has been my pleasure being associated with each of you.

Please stop in to see us anytime.

Sincerely Ed Dembnicki

LEFT OUT

Got a speedimemo from Jack Hurley at DuPont. We forgot to mention he and Mrs. Hurley were with us in Denver. I guess the reason we didn't put Jack in as going is that Mrs. H. kept him off the streets and out of the hospitality rooms and no one knew he was around! Well anyway, they

were there and we're sorry we missed putting you on the list.

SURVEY

Get those forms back!! As of the 5th of April, only 50 forms were back! Out of 103 sent out, that's a crummy percentage! The only one your laziness is hurting is YOU! Turn 'em in!

FUNGUSHEAD SEZ:

You know it's going to be a rough year when the man driving the tractor tells you he's lost some parts and he came in with just the steering wheel.

You know it's going to be a rough year when you ask your water man who shut down the pump and he says "What pump?"

You know it's going to be a rough year when golfers start improving their lie by going over to the service road for their free drop.

You know it's going to be a rough year when your chaiman refers to the course as "yours" instead of "ours."

You know it's going to be a rough year when the pool manager asks if you can do anything about the dust, and it's coming from the golf course.

PUT-PUT-PUT

The following is from the Outdoors Section of the Washington Post, February 7, 1971

When Gene Hansen of Lanham, bought a new 9½ horse power outboard, he took due note of the fuel recommendations and resolved to buy only unleaded gasoline.

Then last week he received a letter from the manufacturer stating that its technical staff recommends "at this time only regular or premium leaded gasoline be used for both old and new outboard motors."

Ironically, the change in orders comes at a time when ecologists are pushing in the other direction — toward a total change to unleaded gasoline for all uses.

Hansen checked with other owners, marina

operators and outboard salesmen, becoming only more confused at the answere he received.

"That statement is correct," says Donald Reed, director of engineering of the Boating Industry Association, "and is an industry-wide recommendation for all two-cycle engines.

"The difficulty comes not from the gas itself," he says, "but from the phosphorus that oil companies are adding in place of lead. The phosphorus has to be added to prevent valve recession in automobile engines. Without the additive of lead or phosphorus the valves would in time cut into the valve seats and cause difficulty.

"The phosphorus is necessary in unleaded gas for cars," he continues, "but is sure death for many two-cycle engines. And that includes outboards, lawnmowers, chain saws. snowmobiles, and similar vehicles."

When a leaded gas has been used previously in an outboard and then the unleaded gas with phosphorus additive is used, the phosphorus causes the lead to glow. This causes preignition which melts the top of the aluminum pistons, burning holes in them.

"The damage is most to large horsepower outboards," Reed adds. He noted that one large outboard tested was ruined in less than 12 hours running on unleaded gas, after having been run previously on leaded gas.

Even if an outboard is brand new and has no lead deposits, unleaded gas is still harmful. If there is no preignition problem, the engine builds up varnish-like deposits that cause the rings to stick. This in turn scuffs the cylinder walls and causes a general deterioration of the engine. A brand-new engine run on unleaded gas gould be ruined in 50 to 60 hours.

Reed cautions that the problem is particularly severe with air-cooled engines such as those often used in snowmobiles, lawnmowers, chain saws, and other power tools.

He does emphasize that low-lead gas has a half cc or less lead per gallon as opposed to leaded gas which may have as high as 3.5 cc lead per gallon. The phosphorus in no-lead gas is measured in different units and amounts to 70 milliliters per gallon.

"Low lead gas is recommended not because the lead is good for the outboard," Reed continues, "but because its replacement, phosphorus, is bad. Gas without either would be best for outboards.

Nor is the problem restricted to two-cycle engines. Inboard four-cycle engines are also damaged by the unleaded gas.

"In fact," says Reed, "we know of a controlled test using identical six-cylinder marine engines and identical gasoline, except that one

contained phosphorus and the other did not.

"In 100 hours running, both gasolines caused a valve recession of one-eighth inch, ruining the engines. Thus the four cycles would not be helped by taking the phosphorus out of the gas. In this case, we are recommending low-lead gas both because the phosphorus is harmful and the lead is good for the engine.

If government and the auto and oil industries continue and ultimately cause the removal of all lead in gas, the entire industry manufacturing two and four-cycle engines will have to retool.

It would mean scrapping everything now in existence and building engines specifically designed to use the no-lead phosphorus containing gasolines," Reed Says.

"To the best of our knowledge at this time" he cautions, "all unleaded gas — both regular and premium, including some that used to be safe in the past — does contain phosphorus and should definitely not be used in any two-cycle engine."

The answer to Hansen's question is clear. Until further notice outboard and other two and four-cycle users should buy only low-lead or regular leaded gas. It is hoped that industry can in time come up with a solution that can not only protect the environment, but also the outboard engine.

ZE DUEL

Supers Set for Annual Duel with "The Boss" by John Husar Chicago Tribune Golf Editor

When our listening posts reported a high turnover among golf course superintendents lately, we went to see Harry Hoopdeloo, venerable green committee chairman at Dreary Acres.

Harry is an expert on the problems of superintendents, having had seven within the last 12 years.

"What do you expect?" said Harry. "It rained all season. Revenue was down, No one came out to play. The bars lost money."

Harry explained that superintendents are in charge of rain at most courses — or at least at his club.

"Who you gonna blame, the pro?" he said.
There were other reasons for the wholesale
dismissals, however. Widespread diseases ruined
many courses. Harry contends that maintenance
personnel aren't what they used to be.

"Look at this Sam Grub, who I just let go," Harry said. "Smart alecky college kid. He blessed himself when he walked out the gate."

Sam it appears, was a poor superindendent right from the start.

"Just about the time we get on the course,

that blockhead gets a flood. I told him we had enough drainage. He just didn't know how to use

"Then a bug chews up the greens. He said it was a new bug, but what the hell? A bug's a bug. We got pesticides.

"Then - get this - right before our big calcutta some moles get into the fairways. He was lucky I paid him before I kicked him out."

> Didn't he know there were moles around? "Said he didn't. The liar."

What you gonna do now?

"Got a new fella. Knows all about moles. Says he raised 'em somewhere or other. Got him cheap. Used to be a farmer."

Think he'll work out, Harry?

"He knows who's boss. He wanted to wait, but I got him to open our greens yesterday. Told him we're always the first club to use the greens. Cars, too. He don't know about that yet. Can't wait to see his face when I tell him. See if he still knows who's boss."

You club's always first eh?

"Damn right."

But your greens died the last three years, didn't they?

"Damn lousy greenkeepers."

NEWS FROM THE VIRGINIA AREA

Virgil Robinson - Chantilly National Golf and C.C.

Virgil has been putting in drainage in a lot of the low areas on the course and has chlordaned the entire place. His last big project before the grass really starts moving is to sod his number 1

Tom Doerer – Ft. Belvoir G.C.

Tom has been building several new tee screens for golfer protection and has mowed roughs and fairways. He has also finished his second aerification. The new number 6 green has been cut twice as of the writing and they should be playing it near the end of April.

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Tom Haske - River Bend C.C.

Tom has more martin houses up. The ones this year bring the number of houses to 9 and each has 18 apartments in it. He says his place is very slow in greening up but it seems everyone has the same observation on their own courses.

Sam Kessel – C.C. of Fairfax

The two new holes are open for play. They seem to be in fine shape and it will be a great improvement to the course.

Buck Whetsell - Fairfax County Courses

Buck is well on schedule. All the courses opened for play on the 13th of March and revenue is well above last year already. Looking ahead, there are plans for two new courses, but these are still in the talking stages. All the courses are in good shape and Buck feels sure it is due to keeping the "goofy golfers" off all winter.

Lee Dieter – Washington Golf and C.C.

Lee says his course is about a week late greening up this year and it has been slower than he can remember. He has also redesigned 5 traps and has had the water system on since the first of April.

Wally Stedding – Westwood C.C.

Wally finished the new men's room in the shop for the help. It is a nice addition to the shop and was badly needed.

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June 8, Bonnie View C.C. Host – Lou

Rudinski

July 13, Picnic, Island View, Host – Bob Martino

August 4 Wednesday USDA Field Day Host

– Dr. Felix Juska

September 14 Joint Mtg. with the Philadelphia Group, Wilmington C.C. Host – Harry McSloy

October 5 First Tuesday Golf tournament Woodmont C.C. Host – Bob Shields.

November 9 Bethesda C.C. Host – Grafton Lumsden

December 14 Annual Meeting Hobbits Glen C.C. Host — Chip McDonald CHANGES:

Please make the following corrections in your new directory:

Mike Liska, formerly at Country Club Lake, has moved to Edgewood C.C. in Charleston, W. Va. His new address is 5327 Big Tyler Road, Charleston, W.Va. 25312.

Don Hendrie, formerly at Woodlawn C.C. has moved to the Naval Academy G.C. in North Severn, Md. His new phone number is 301-757-2022.

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Above are the names, addresses and phone numbers of the area editors. For contributions or information, contact the person covering your area.

ATLANTIC NEWS Letter

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