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KEEPING GOLF COURSES GREEN.

BUCTRIL® HERBICIDE LABELED FOR TURF

According to Rhone-Poulenc Inc., Agrochemical Division Marketing Manager Lionel Wells, BUCTRIL® herbicide may now be used on established turf to control a wide variety of broadleaf weeds.

The recently approved addition to the existing BUCTRIL herbicide label permits turfgrass managers to apply BUCTRIL herbicide to established bentgrasses, Kentucky bluegrass, fescues, ryegrass, Bermudagrass and St. Augustinegrass to control seedling broadleaf weeds.

"BUCTRIL herbicide is a contact weed killer that controls weeds more quickly than most other available selective turf herbicides, and is very effective against prostrate spurge, a hard-to-control turf weed," says Wells.

To control a wider spectrum of weeds in established turf (except bentgrass greens), BUCTRIL herbicide may be tank mixed with MCP, dicamba, MCP and dicamba, or 2,4-D and MCP.

Other uses for BUCTRIL herbicide, previously labeled, include broadleaf weed control in barley, oats, wheat, rye, flax, garlic, newly planted grasses for sod or seed production and non-crop areas. ■

NEW LESCO SPREADER

Lakeshore Equipment & Supply Co., Elyria, OH, has produced a new, high-quality rotary spreader designed for professional, multi-use spreading of dry materials such as seed, fertilizer and granular pesticides.

The push-type rotary LESCO Spreader is virtually corrosion-resistant with a polyethylene hopper; stainless steel on/off assembly, impeller shaft and axle; Delrin gears and impeller and powder-coat epoxy frame coating; 4.10/350-4 pneumatic tires and ball bearings and zerk fitted wheels. The material capacity of the LESCO Spreader is about 2,700 cubic inches. The weight capacity varies from 50 to 80 pounds depending upon bulk density of material. The full hopper contents can cover from a few thousand to more than 80,000 square feet depending on factors such as particle size and bulk density. The material is metered through the stainless steel on/off assembly and dropped onto the spinning impeller.

An electric power attachment with battery kit to make units self-propelled is in the prototype stage and will be introduced in 1983. ■



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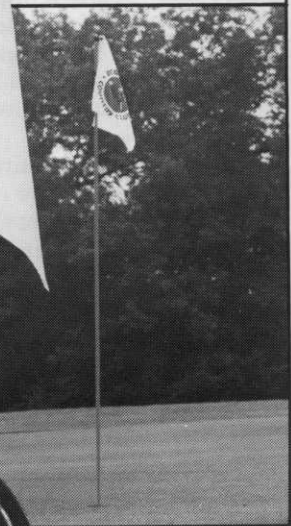
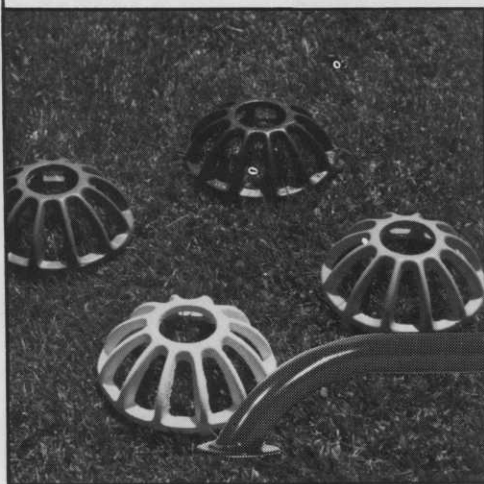
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ON THE NATIONAL SCENE

by: John P. Hayden CGCS
Director, GCSAA



The fall Board meeting was held in Orlando, Florida on the 30th of October thru November 3rd and many items were discussed and reviewed. The most important and critical being the dues structure of your national association over the next few years. As you know, I, and your state association, favored giving the Executive Board the authority to set the dues for the membership in the coming years but this was defeated and a one year dues structure of \$105.00 was adopted.

After reviewing the budget and the programs that GCSAA will be giving the membership in the next few years it became obvious to me and the rest of the Board that for good fiscal planning a dues structure should be adopted that we could live with in the coming years. It was therefore unanimously adopted that we present to the membership for their approval a rate of \$145.00 for 83, 84 and a \$20.00 rate increase for each year thereafter for 2 years.

I feel this is a sound dues structure and if you add up all the +'s you receive from your national association (I.E.: Insurance, National Trade Shows, Continuing Education) you receive greater benefits than you pay for under the present dues collected.

The other item your Board worked on while in Florida was the proposed move of headquarters from Kansas to Florida. On Monday afternoon we met with the committee of 100 from Tampa. This city wants the association very badly and showed us some sites that we might consider. They also presented us a plan for financing such a move.

On Tuesday we met with the Orlando Orange County Convention Bureau and toured their new facility where we are tentatively booked for the 1988 convention. While this is a very nice facility it appears to me to be somewhat small for our convention and show. Hopefully by 1988 their 2nd phase will be completed and we can hold our show in Orlando as planned as this is a most desirable, family oriented city for our meeting.

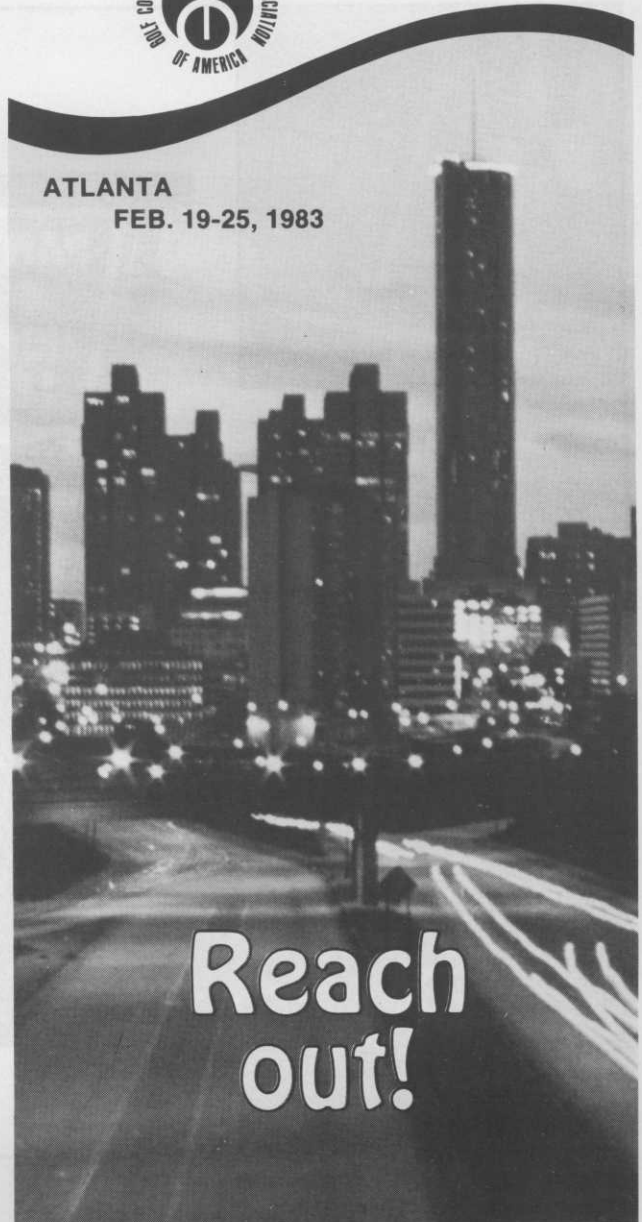
It has been almost a year since I took office and it has become more obvious to me each day how critical it is to have a dedicated and professional staff at national headquarters representing us and giving us the programs that will make us more professional in our every day work place.

If I can be of any help to you or if you have any ideas to benefit our association do not hesitate to call. ■

54TH International Turfgrass Conference & Show



ATLANTA
FEB. 19-25, 1983



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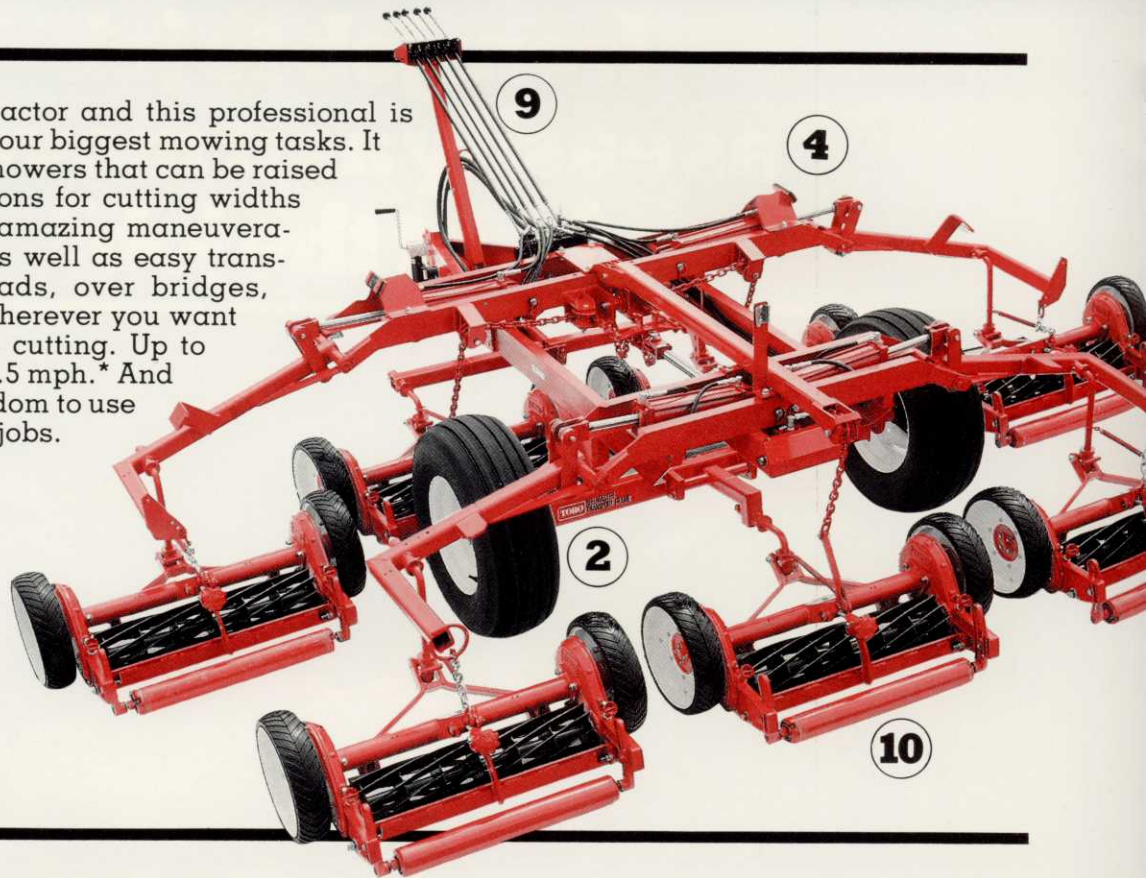
**What moves
from job to job
as easily as it moves
about the job?**



**Our Reelmaster[™]
Transport Frame.**

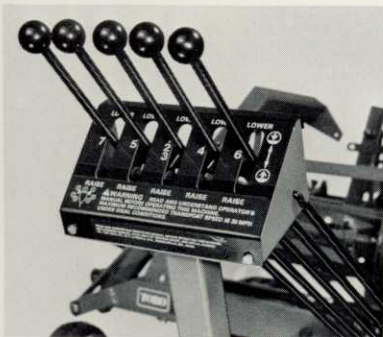
INTRODUCING THE TRANSPORT FRAME FEATURING HYDRAULIC MANEUVERABILITY COMBINED

Just hitch it to a tractor and this professional is ready to take on your biggest mowing tasks. It has a gang of 7 reel mowers that can be raised in various combinations for cutting widths of 6'9" to 14'4". Plus, amazing maneuverability in tight spots as well as easy transportability down roads, over bridges, through gateways, wherever you want high capacity formal cutting. Up to 9.4 acres an hour at 5.5 mph.* And it allows you the freedom to use your tractor for other jobs.



WE ENGINEERED IT TO KEEP YOU CUTTING. WITH AN EXCELLENT QUALITY OF CUT.

1 WE STARTED WITH 7 MOWERS THAT LIFT ON COMMAND.



The operator simply pulls the hydraulic levers to lift mowers 1, 2 and 3 as a unit, or mowers 4, 5, 6 and 7 separately.

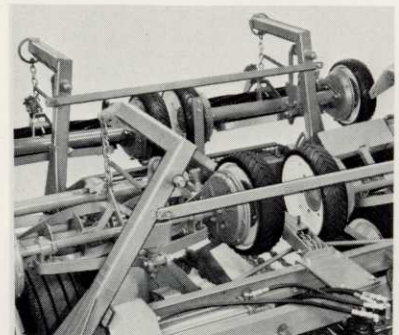
2 WE PUT ON HIGH FLOTATION TIRES, to reduce marking of turf, create more stability on hillsides.

3 WE MINIMIZED "STREAKING" OF TURF with a frame design that allows sufficient overlapping of the mowers during turns.

4 WE "FLOATED" THE FRAME ARMS to allow mowers to hug the ground, avoid mismatching.

5 WE TRANSFERRED A PORTION OF ITS WEIGHT to the tractor in the mowing mode, to increase traction and minimize compaction.

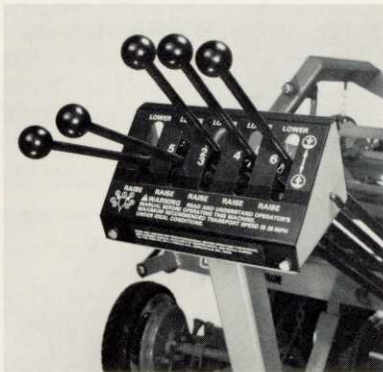
6 WE ADDED LOCKUP DEVICES to prevent lowering of mowers during transport.



NEW REELMASTER™ CAME FROM TORO: LIFT ARMS FOR AMAZING WITH EASY TRANSPORTABILITY.

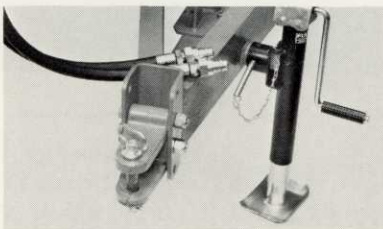
7 WE PUT DETENTS ON THE CONTROL LEVERS

so that once the operator engages the control lever to raise or lower the mowers, he can remove his hand. The lever stays in position till the desired movement is completed and then returns to neutral.



8 WE MADE HITCHING A SNAP.

With a screw type jack to lift and hold the tongue, plus quick connect hydraulic couplers.



9 WE BUILT IN ADAPTABILITY to many tractors. With an adjustable control tower for easy to reach lift controls and hitch height adjustable to most turf tractors ranging upwards of 30 PTO HP and 3,000 lbs.

10 WE GAVE YOU A CHOICE OF THREE MOWERS. The best. Our Spartan® 5 or 7 blade, or our new Reelmaster 11 blade.

11 WE INCORPORATED TORO QUALITY THROUGHOUT. Proven design and components to keep you cutting day in, day out.

AND FOR HIGH ACREAGE CUTTING WITH LOW TRANSPORT REQUIREMENTS, NOTHING BEATS OUR REELMASTER UNIVERSAL FRAME.

This rugged professional, which utilizes Spartan 5 or 7 blade, or Reelmaster 11 blade reel mowers, offers you four cutting widths:



3 Gang: 7' Wide
4.7 acres an hour*



5 Gang: 11' Wide
7.2 acres an hour*



7 Gang: 16' Wide
10.5 acres an hour*



9 Gang: 21' Wide
14.1 acres an hour*

The heart of our Reelmaster Universal Frame is a durable 3 gang unit with a 7' width of cut. You can easily and inexpensively expand this to a 5 or 7 gang configuration. The 9 gang configuration is

available as a complete package. And you get all these features:

a. A FRAME BUILT TO LAST. It's constructed of reinforced, welded angle iron and heavy gauge steel tubing.

b. A FRAME THAT FLOATS. To allow the mower to hug ground contours.

c. LOW DRAWBAR POINTS on the mowers. For positive traction.

d. REEL DISENGAGEMENT KNOBS AND LIFT LEVER. To raise rollers during transport.

e. ADJUSTABLE HITCH HEIGHT. For various tractor drawbar heights.



*Assumes no reduction in total area mowed due to overlaps, turns, stops, etc., with a ground speed of 5.5 mph.

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Specifications**

REELMASTER TRANSPORT FRAME — 7 UNIT (MODEL NO. 33457)																														
TRANSPORT WIDTH	7'11" with Reelmaster 11 blade mower 7'10" with Spartan 5 or 7 blade mower																													
CUTTING WIDTH	14'4" with Reelmaster																													
CUTTING CAPACITY	9.4 acres per hour @ 5.5 mph. (Assumes no reduction in total area mowed due to overlap, turning, stops, etc.)																													
LIFTING MECHANISM	Hydraulic Lift — 1st, 2nd and 3rd cutting units operate together. Cutting units 4 through 7 operate individually. Units can be raised or lowered in any sequence.																													
MAIN FRAME CONSTRUCTION	Tubular and structural steel; bolted and electrically welded construction.																													
WING LIFT ARMS	Tubular steel, reinforced welded construction.																													
AXLE ASSEMBLY	Implement type. Maximum load capacity is 4940 lbs. at maximum tire inflation of 28 psi.																													
TRAILER TRANSPORT WHEELS	6 bolt, 15 x 8 LB implement style wheels, with 11 L-15, 6 ply rating implement rib tires; 18-25 psi tire pressure.																													
TRAILER TONGUE	Tubular and structural steel; welded construction. Trailer hitch is adjustable to 3 positions.																													
CONTROL TOWER	Adjustable 12½" horizontally and 7" up and down; operable from tractor seat.																													
JACK	Side-screw type trailer jack. 10" stroke. Stores inside trailer tongue when not in use. Load capacity 2200 lbs.																													
HYDRAULIC SYSTEM CAPACITY	Two gallons hydraulic oil with cylinders retracted.																													
HYDRAULIC SYSTEM COUPLERS	Quick-disconnect couplers for easy hookup to tractor.																													
HYDRAULIC VALVE	Open center, directional control valves, parallel circuit, stack design. Cast iron valve bodies, with hardened spools and plated for corrosion protection. Primary relief valve (1500±50 psi), non-adjustable. Relief valve prevents excess pressure build-up in the hydraulic system and safeguards the hydraulic pump and hoses. Field adjustable, hydraulic detents with automatic kickout return to neutral. Detent retains spool in raised or lowered position until system pressure returns spool to neutral.																													
HYDRAULIC CYLINDERS	Tie rod construction, 3" bore, double-acting cylinders; chrome-plated rods 1½" diameter for units 1, 2, 3, and 1½" diameter for units 4, 5, 6, 7; all with precision finished bore in cylinder tubes.																													
HYDRAULIC HOSES	SAE J517C, one-wire braid, ½" I.D. feed lines hoses from tractor to valve body. SAE 100R7, two braid, ¾" I.D. cylinder hoses with swaged fittings from valve body to hydraulic cylinders.																													
CUTTING UNITS	Spartan 5 or 7 Blade; Reelmaster 11 Blade Mowers.																													
FRAME DIMENSIONS	Approximate shipping weight is 1800 lbs. (transport frame without mowers).																													
	<table border="1"> <thead> <tr> <th rowspan="2">TRANSPORT FRAME WITH:</th> <th rowspan="2">TREAD WIDTH</th> <th rowspan="2">LENGTH</th> <th colspan="2">WIDTH</th> <th colspan="3">TRANSPORT</th> </tr> <tr> <th>TRANSPORT</th> <th>MOWING</th> <th>HEIGHT</th> <th>WEIGHT</th> <th>GROUND CLEARANCE</th> </tr> </thead> <tbody> <tr> <td>SPARTAN MOWER</td> <td>68"</td> <td>150"</td> <td>7'10"</td> <td>14'3"</td> <td>57"</td> <td>3560 lbs.</td> <td>7½"</td> </tr> <tr> <td>REELMASTER MOWER</td> <td>68"</td> <td>150"</td> <td>7'11"</td> <td>14'4"</td> <td>57"</td> <td>3560 lbs.</td> <td>7½"</td> </tr> </tbody> </table>	TRANSPORT FRAME WITH:	TREAD WIDTH	LENGTH	WIDTH		TRANSPORT			TRANSPORT	MOWING	HEIGHT	WEIGHT	GROUND CLEARANCE	SPARTAN MOWER	68"	150"	7'10"	14'3"	57"	3560 lbs.	7½"	REELMASTER MOWER	68"	150"	7'11"	14'4"	57"	3560 lbs.	7½"
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REELMASTER™ UNIVERSAL FRAME

3 UNIT	Model 33115	OVERALL WIDTH IN CUTTING POSITION	MOWERS WITH STEEL WHEELS	MOWERS WITH RUBBER WHEELS											
5 UNIT	Requires Model 33115 & 33125		3 Unit	7'10"	8'2"										
7 UNIT	Requires Model 33115 & 33125 & 33135	MAIN FRAME CONSTRUCTION	5 Unit	12'4"	12'8"										
9 UNIT	Model 33845	CUTTING UNITS	7 Unit	16'10"	17'2"										
CUTTING UNITS	3, 5, 7, and 9	OVERALL LENGTH IN CUTTING POSITION	9 Unit	21'4"	21'8"										
CUTTING WIDTH	3 Unit — approximately 7' 5 Unit — approximately 11' 7 Unit — approximately 16' 9 Unit — approximately 21'		Reinforced angle iron and steel tube construction.												
CUTTING CAPACITY	<table border="1"> <thead> <tr> <th>UNIT</th> <th>ACRES/HOUR AT 5.5 MPH*</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>4.7</td> </tr> <tr> <td>5</td> <td>7.2</td> </tr> <tr> <td>7</td> <td>10.5</td> </tr> <tr> <td>9</td> <td>14.1</td> </tr> </tbody> </table>	UNIT	ACRES/HOUR AT 5.5 MPH*	3	4.7	5	7.2	7	10.5	9	14.1		See Spartan or Reelmaster Mower specification sheet for more detailed information.		
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*Assumes no reduction in total area mowed due to overlaps, turns, stops, etc., with a ground speed of 5.5 mph.

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NORTH FLORIDA

DIVOTS

by: John P. Hayden CGCS
San Jose Country Club



When I arrived at San Jose Country Club in March of 1977 the basics of a good maintenance building existed. Namely a building that contained approximately 5,500 square feet under one roof. As we worked that first few years we cleaned and generally tried to organize the building into a workable situation.

It was very difficult to work in the wire caged shop with poor lighting surrounded by the varied collection of outdated parts and used turf equipment that had accumulated over the years. Searching for something, stumbling around in the dark while it was either hot, or cold, best exemplifies our old work area. Maintenance productivity was not on an even keel through out the year.



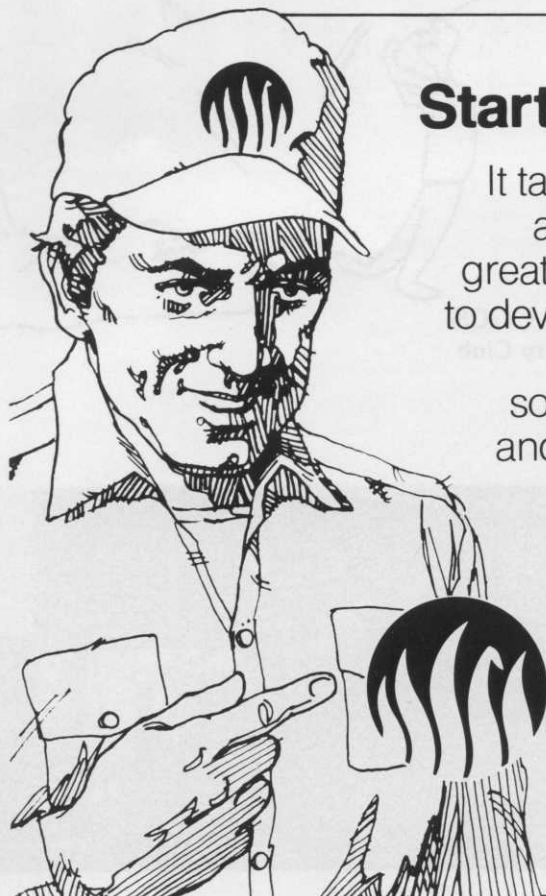
In the winter of 81/82 we completed the rest of the renovation which included painting the outside and the inside of the maintenance facility. The enlargement of my office and the addition, in the rear of the building, of more covered space for storage of large equipment was also done during this period.

As I got to know my club officials better we presented them with plans for amore efficient and modern work area and shop. In the spring of 1980 they gave the go ahead to proceed on renovation of our maintenance facility. One of the first and best things we did was to hire a local architect to work with myself, my assistant Eddie Snipes and my service manager Bob Houser. With the four of us each putting in our ideas a workable set of plans were drawn up and put out for bids in the early fall of 1980. Work commenced in November, 1980 and was completed in the spring of 1981. The first two areas of renovation was our staff lounge and the enclosed shop area. Prior to the lounge completion our men ate lunch while sitting on the equipment, combating flies and extremes in temperatures. This was bad for good employee relations and did not produce a good working attitude to begin their afternoon jobs. Both the lounge and the shop area were totally redone with heating and air conditioning included in the original bid of approximately \$35,000. Also included was new wiring, new lights, new lockers, eyewash and drench shower for chemical use and the painting of the new areas.



With a total renovation cost of just a bit over \$40,000 I feel that San Jose Country Club has as modern and efficient maintenance building as those costing \$20 to \$30 per square foot that are bring built today.

For those of you considering renovation or the building of a new maintenance facility I can truthfully say that the pride and morale of all employees is greatly enhanced with the knowledge that their employers DO CARE and want the best for them. ■



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Watching Your Tees & Q's

by Steve Batten and Bud White
United States Golf Association—Green Section
Southeastern Region



Traffic Control

Golfers everywhere, on greens, in lakes, climbing trees, and so thick on the first tee that you can't even see the grass. The only way to herd this kind of traffic is to give clear directions on where to point their golf carts.

Florida golf course superintendents have become the experts on traffic control. There are several tricks of the trade presently being used. Each one has advantages and disadvantages.

The old white line trick has been very successful at private country clubs. This involves painting a white line across the fairway near the apron of the green. The objective is to let the golf carts travel up to but not beyond the white line. After the paint wears and can no longer be seen, a new line is painted in a different area. This system works well but is often weakened by lack of communications between the golfers and the clubhouse. During the time the paint is disappearing; so is the turfgrass on the fairway side of the white line.

A more movable line involving the use of a rope line has been successfully used by one superintendent. The rope is stretched between two cart directional signs along the ground. This kind of line is extremely mobile but it does become an object of interference for those one in a million golf balls. For this reason, use a small nylon rope, and the mobility will probably outway any golf ball interference. Whenever lines are used, the use of directional signs should always accompany them.

The most obvious traffic patterns will be visible near greens and tees. Golf cart trails should be wisely placed during construction to be accessible to foot traffic onto and off greens and tees. Installation of curbing whether concrete, railroad ties, or fallen tree trunks have saved many acres of turfgrass from being bruised by tires at parking spaces next to tees. The use of railroad ties has even been used as the stair stepped slope on the number one tee on a local golf course. At times, there are as many as twenty people seen standing on this railroad tie slope.

Of course bruising the turfgrass shoots isn't the only type of wear stress by golf traffic. The other is compaction of the root system. The use of above ground ropes will still be necessary on wet areas to avoid compaction and tire tracking. When ropes and stakes are used, select yellow for high visibility. Ropes and stakes become a golf club liability and are subject to rare cases of golf player injury. Sun roof supports on golf carts can act as bumpers against ropes and stakes.

Golf course rangers can be used very effectively to monitor golf traffic patterns. Keep communications open for daily conference on where golf cart problems are visually seen. Communications are a two way street, so educate the marshalls on some turf physiology involving wear stress.

Appreciation for traffic management tools should also be shared with the club member and guests as well. Explain that bermudagrass selections of Ormond, Tifway and Texturf 10 have been evaluated in wear stress studies among the southern universities and have ranked highest for wear tolerance among 25 other selections. Let them realize that perennial ryegrasses are the most wear tolerant species of cool season turfgrasses commonly used for winter overseeding. Of these, there are several selections which have shown more wear tolerance than others. Your selection of an overseeding surface might have been based on wear tolerance after studying progress reports among the universities, so let your membership or management team know this.

As our northern guests play golf on putting surfaces slower than those on their home courses, they often wonder why they don't have ball roll speeds similar to those of the U.S. Open. Again, from the golf pro to the shine boy, they need to know that raising the mowing height of the putting greens can have a statistical difference in wear tolerance.

So you don't have to have bright colored signs to direct traffic and manage turfgrass under high traffic conditions, all you have to have is common sense and the gift of communications. ■



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CHIPCO: "The Right Approach" End User Program

Rhone-Poulenc Inc. announces their Chipco "The Right Approach" to quality Turf and Ornamentals End User program. This program was designed exclusively for Turf Managers, including Golf Course Superintendents, Lawn Care Companies, Landscape Companies and Ornamental Growers. As the program is written, Turf Managers who purchase Chipco products will be awarded valuable points which can be redeemed for business related items.

To qualify for the program points, Turf Managers must place an initial order of \$500, or more (there is no minimum on subsequent orders). Then, based on their purchases of Chipco products, they will earn points as follows:

26019	32 points/lb.
Ronstar G	2 points/lb.
Buctril	62 points/gal.
Turf Kleen	18 points/gal.
Turf Herbicide D	22 points/gal.
MCPP	22 points/gal.
Mocap	2 points/lb.
Microgreen	20 points/gal.

In order to claim points, when Chipco products are ordered, the Distributor Sales Representative will complete a special Chipco awards point claim form and forward it to award headquarters. Periodically during the program, award headquarters will report back on total Chipco purchase, and the number of points earned to date. This program will include all purchases made between November 1, 1982 and September 30, 1983. All claims must be submitted and received at award headquarters by October 10, 1983.

At the special request of the Florida Golf Course Superintendents Association, Rhone-Poulenc has agreed to allow the Turf Managers to donate all or part of their award points to the Florida Turf Grass Association Scholarship and Research Fund. By pooling the award points, this will allow the FGSA and FTGA to purchase much needed equipment to assist in Turf Grass research. Rhone-Poulenc is very excited to participate in such a worthwhile cause, and feels that the Florida Golf Course Superintendents have demonstrated once again their dedication to quality Turf Grass management. ■

**54TH
International Turfgrass
Conference & Show**



ATLANTA

February 19-25, 1983

Reach out!

**“THE FLORIDA GREEN”
Receives
National Recognition**

In December 1982, The Editorial and Awards Committee of The Golf Course Superintendents' Association announced that our publication had been judged one of the 10 overall best newsletters in The National Association. In addition, “The Florida Green” was judged to be # 1 in cover and editorial content.

Our editor is proud to share the news of this prestigious award with our reporters, photographer and readers. Once again we say “Thank You” to our advertising family for making “The Florida Green” available to our readers.

Jacobsen Introduces...



This extensively redesigned mid-size three-reel riding mower, introduced by DeBra Equipment Co., mows up to 33 acres of turf in one shift. The new Jacobsen Turf King II is available in either 76-in. or 84-in. cutting widths. Low-maintenance fetures include a 14 hp electric-start air-cooled engine, a large air filter with precleaner and a cooler operating hydrostatic transmission. ■

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Senior Technical Representative

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Bob Willcox
Technical Representative

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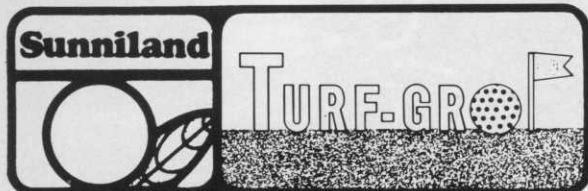
Dan McCoy
Technical Representative

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TREASURE COAST CHAPTERS EXECUTIVES

The new Executive Committee members of the Treasure Coast Chapter are: front row, left to right, Director George Ord, C.G.C.S. of Piper's Landing in Stuart, Secretary Ross Saylor of the Yacht and Country Club in Stuart, Internal Affairs Vice President Joe Snook of Riverbend Country Club in Tequesta, Treasurer Craig Baker of Indian River Plantation in Jensen Beach and Director Adam Yurigan Jr. of the John's Island Club in Vero Beach; back row, left to right, Director Sid Salomon IV of Indian Pines Golf Club in Ft. Pierce, President Jim Callaghan of Riomar Country Club in Vero Beach, External Affairs Vice President Tom Burrows of Turtle Creek Club in Tequesta, and Immediate Past President Lonnie Stubbs of Sandpiper Bay Resort in Port St. Lucie. ■



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By MICHAEL BAILEY
Boca Greens Country Club

There are three words in the golf course language that are often poorly stated and downgrade a professionally oriented turf industry. They are: "Greenskeeper," "Dirt," and "The Barn." The "Golf Course Superintendent," "Soil," and "The Golf Course Maintenance Building Complex," are far more appropriate and specifically define their true definitions.

When was the last time you went down to "the barn" and found some cows and chickens roaming around? Instead, one finds a building that often has been designed by an architect with much thought and input also designed by the course superintendent. Buildings nowadays are encompassing clean organized offices with secretarial quarters, employee lounges complete with microwaves, mens and ladies restroom facilities with showers and locker rooms, not to mention the aspects of the function of maintaining and storing of golf course maintenance

equipment. The shop areas are usually wide open with high rising garage doors to allow easy access and good cross air ventilation. Interior floors are designed with concave slopes with drains to allow thorough hosing down of the shop floor. Shop repair areas are much reminiscent of an auto dealership, complete with hydraulic lifts and parts inventory to self sufficiently operate nearly all major repairs. Irrigation rooms are ever so increasing, with the storage of all the needed parts and tools for repairs and they are kept within a designated work bench area. Storage of much respected and restricted chemicals are contained behind metal, locked doors. Fertilizer storage rooms are common sights with designed soil bins to accomodate various sands and soils. A central location of the building from throughout the project allows more efficient travel time. Buildings should be well marked for easy service and deliveries, and yes, since the maintenance building is what supports the great looking golf course — why not make "the barn" look great too!



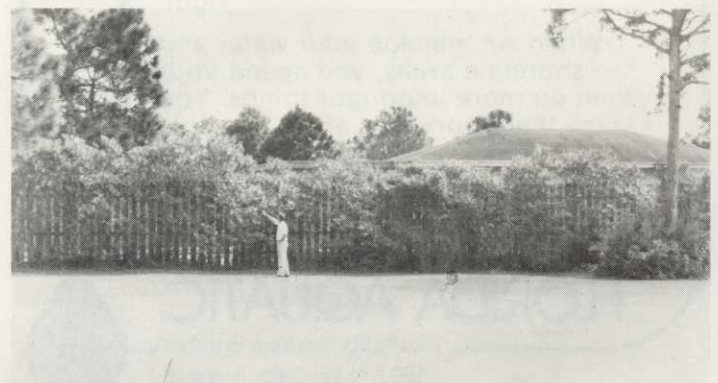
The old barn out back! "Darn Jed, I'm sure the things was over there yesterday, it must be over by them weeds."



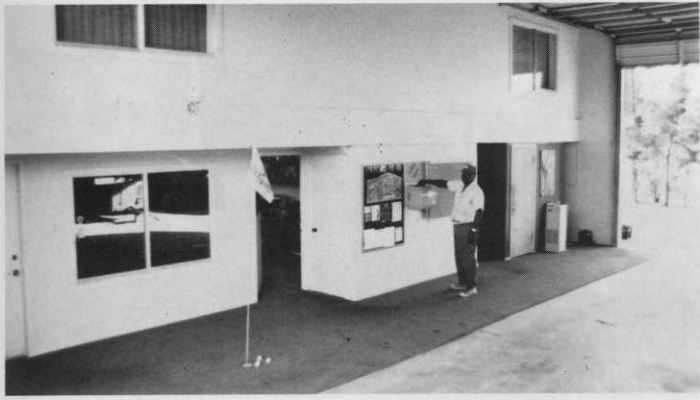
No, it is not the Taj Mahal. It's Steve Pearson in front of superintendents office at Boca Groves.



It is ideal for maintenance building to be well marked for easy delivery access along with proper landscaping.



East Pointe Maint. Bldg. is well landscaped with high perimeter fence to harmoniously blend with environment.



Boca Greens interior reveals office, lunch room, time clock area along with unique practice putting green.



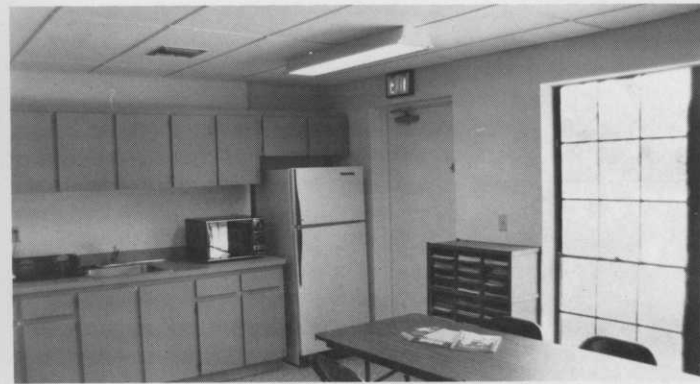
Boca Greens soil bins individually partitioned with roof overhand and high rising garage doors for easy entry.



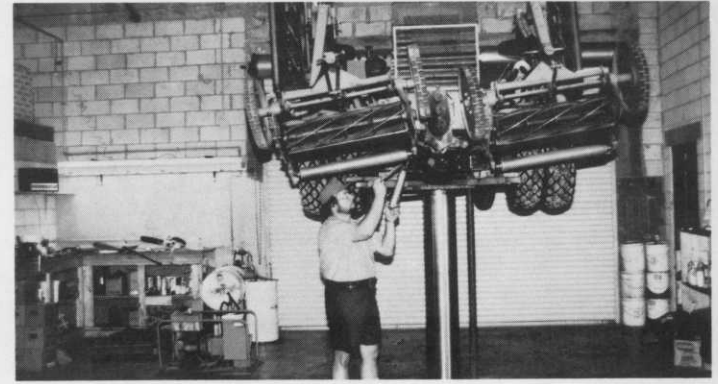
Atlantis C.C. Supt. Office with golf pictures and golf artifacts that depicts a clean organized office.



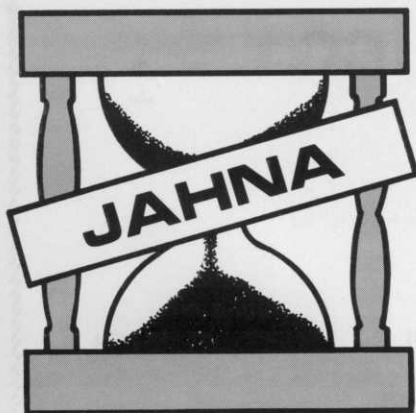
Jim Watkins of C.C. of FL. possesses an elaborate inhouse soil laboratory capable of many useful tests.



Boca Groves Lunch Room: everything from the kitchen sink to microwave oven, magazine rack, and full length window.



Boca Groves shop repair area utilizes a hydraulic lift to the max, as fairway unit access is greatly increased.



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Del Aire's parts room is stocked for major repairs and organized with labeled bins and good inventory control.



Del Aire's organized shop area. Note elaborate preventative maint. program on wall revealing pertinent info.



Frenchman's Creek maintenance building is perhaps one of the largest covered buildings in the country.



Frenchman's interior displays massive floor area allowing all equipment to park within the interior at night.



Highridge C.C. exemplifies properly locked metal chemical room door with signs posted and fire extinguisher.



Boca Greens chemical room is designed with easy entry, concave floor with drain, sink, and outside hose bib. ■



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