Before you buy a fairway mower, have your Toro dealer take this test.

1. Can the Toro 450-D perform on hilly terrain? **The Ransomes 350D can.** Because the engine is over the drive wheels, the 2-wheel drive Ransomes 350D is surefooted enough to tackle challenging terrain. For the ultimate in traction, there's the 4-wheel drive model that gives new meaning to the words rugged performer.

2. Can the Toro 450-D cutting heads be adjusted by hand? **The Ransomes 350D can.** Reel/bed knife and cutting height adjustment is easily made with a simple twist of a knob. No tools are required. What could be easier?

3. Can the Toro 450-D operator visually monitor cutting performance while mowing? **The Ransomes 350D operator can.** All cutting units are located in front of the operator. The Toro 450-D wing units are positioned behind the operator, limiting visibility.

4. Can the Toro 450-D be transported at an efficient speed? **The Ransomes 350D can.** It offers 15.5 mph transport, while the Toro 450-D lags behind at 12.5 mph.

5. Can the Toro 450-D mow in wet conditions without footprinting? **The Ransomes 350D can.** It doesn't leave its mark—even on wet ground. The 350D is designed to evenly distribute weight to reduce the ground pressure which causes footprinting.

* Toro® is a registered trademark of The Toro Company.

The Toro 450-D has met its match — and then some — in the Ransomes 350D. So go ahead. Ask your Toro dealer these five questions, and your next question will be: how soon can I get a Ransomes 350D?

Call 1-800-228-4444 for a free on-site demonstration.

Built to Last

GOLF COURSE NEWS

Nelson & Wright eye projects on Chinese Mainland

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gion. "They have to offer them something. They expect to sell a lot of memberships to the industries going in there. A lot of those memberships will be bought as investments."

Haworth added, "If two sites are vying for a manufacturing plant, the company will go to the site with the golf course."

Golf courses, land ownership and environmental controls are creatures of another persuasion in China. "They treat golf courses as part of the infrastructure as they build roads, parks, water mains..." said Nelson. "I think there will be a flash boom [in golf course construction], then it will slow down."

Land ownership? "The idea of owning land is a fairly new concept in China," said Haworth. "In one of our projects in China we got to choose the property lines. In new areas and out in the country, there are no real deeds or titles. The government is building an eight-lane highway that will run next to our site and they've asked us to tell them where to put it."

Environmental controls? Haworth said if land for a manufacturing plant needs to be level, construction crews will take soil from nearby hills — without reparation.

Nelson said his firm will design two courses in Shenzhen — one a 36-hole facility and the other 27 holes. The third facility calls for 36 holes in Guanhao. They will all be private clubs with housing developments.

Construction will begin in the first half of the year, he said. Nelson added that he and Wright are also involved in one project in Vietnam and two others in China — one in the west and on the coast in the north.

Developers are adamant that a low profile be maintained until all government approvals are received.

"To get things done you have to know somebody in the government. So developers don't want others to find out about their ideas and 'steal' them," he said.

Japanese debut for Graham/Panks

HAKODATE, Japan — David Graham and Gary Panks will design the new Hakodate Nikkatsu Golf Club in Hakodate, Japan.

"We have been searching for the right opportunity to make our appearance in the Japanese golf market, and now we've found it," Graham said. "The Hakodate-Nikkatsu Golf Club is a great project."

The private golf club is being built by the Japanese conglomerate Nikkatsu Corp. The course is located in the historical port city of Hakodate on the southern coast of Hokkaido, Japan's northernmost island.

Construction crews are slated to break ground on the project in September clearing the land and creating the infrastructure of the golf course. Graham and Panks have begun the design work, and shaping will begin in May 1993, with an opening date set for the spring of 1995.