American Colloid buys German firm

ARLINGTON HEIGHTS, Ill.—American Colloid Co. has announced the acquisition of certain assets and intellectual property related to the operations of Wennigsen, Germany-based Piepho Abwassertechnik, a specialist in wastewater treatment technologies. Piepho was the originator of the technology American Colloid and its Colloid Environmental Technologies Co. (CETCO) subsidiary used in developing CETCO's clay-based waste-water treatment chemical flocculants, now sold under the trade name JM-10. "The German operation will be known as Colloid Abwassertechnik and will be managed through our Volclay Ltd., subsidiary located in Wallasey, England," said John Hughes, American Colloid president and chief executive officer.

CARB emissions
Continued from page 81

their area as one that needs the air cleaned up. Either they clean it or lose highway funds or something like that. The California regulatory community has no choice."

Indeed, the new CARB emission standards have been welcomed by some in the industry, as they give manufacturers a glimpse of where the country is headed with regard to regulation. Performance has also been enhanced, said Doug Podevels, senior principal design engineer at The Toro Company's Commercial Products Division.

"Long before these standards there were requests for better fuel efficiency," said Podevels. "So I think it's positive. We've seen already that our products are more reliable and fuel consumption is down. We've seen it happen with our 3100 Greensmower. Customers like it better.

"People must understand, however, that you have to give the engine-manufacturer the opportunity to say, 'Is this profitable?" Engine manufacturers are working with EPA to determine what's feasible. Do you test mowers like cars, on a regular basis? They're trying to address it from a practical, technical aspect. And so it's a better approach than what's going on in California."

Podevels noted that it can cost the manufacturer $40,000 to conduct an emissions run on a single engine model. Chemical manufacturers may scoff at that figure, especially compared with what it costs to register an herbicide. "There's a better approach than the nature of CARB standards make it a tough call for engine manufacturers."

And, as Podevels pointed out, "They haven't even addressed the diesel issue yet."

The CARB has addressed the golf car issue. No gas-powered golf cars will be sold in California following Jan. 1, 1997, though existing vehicles will be grandfathered until they fall apart or die.

Clute & Associates
Continued from page 73

Clute pointed to The Quarry course in Palm Desert, Calif., on which the entire playing surface was sodded. "We started construction in June and they played Jan. 22. That is phenomenal," he said. The Clute crew on that job, excluding sub-contractors, was normally 70 to 80 people, and sometimes soared to 200.

"When you compress schedules, it becomes riskier and one thing or another happens [to add cost]. Planning, design, permitting and financing often take far greater time than the owner anticipates, Clute said, adding: "Then they try to compress the construction schedule to hit the same opening date. That generates difficulties. People get short-sighted and try to move too fast."

Often, the fallout is that the course builder — at least in Clute's case — must overstaff and allow enough time to do each phase properly — land planning, golf course design, etc. — have the highest probability of getting the best product and at the best price.

"When you compress schedules, it becomes riskier and one thing or another happens [to add cost]. Planning, design, permitting and financing often take far greater time than the owner anticipates, Clute said, adding: "Then they try to compress the construction schedule to hit the same opening date. That generates difficulties. People get short-sighted and try to move too fast."

"When you compress schedules, it becomes riskier and one thing or another happens [to add cost]. Planning, design, permitting and financing often take far greater time than the owner anticipates, Clute said, adding: "Then they try to compress the construction schedule to hit the same opening date. That generates difficulties. People get short-sighted and try to move too fast."

Highland Bentgrass

Highland Colonial Bentgrass is the high performance veteran of golf course fairways, greens and tees.

Experts like Dr. Roy Goss and S.E. Brauen have clearly demonstrated that blending Highland Colonial Bentgrass with modern creeping bentgrass can result in excellent quality when cut at 3/4 inch on fairways. In their research, blends with Highland resulted in turf quality improvements of .56 on a scale of 1 to 10 in comparison to creeping bentgrass seeded alone.

For a free brochure on this fairway trial and information on an inexpensive way to improve your overall turf performance and appearance write to:

Highland Colonial Bentgrass Commission
Post Office Box 3366
Salem, Oregon 97302