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Globetrotting consulting agronomist Terry Buchen visits many golf courses annually with his digital camera in-hand. He will share helpful ideas relating to maintenance equipment from the golf course superintendents he visits – as well as a few ideas of his own – with timely photos and captions that explore the changing world of golf course management.

travels with TERRY

The piece of equipment shown at the right originally was a 1988 Toro Greens Master 3000 triplex greens mower before the cutting units were removed. The self-contained leaf blower is attached to a 14-inch-by-9-inch metal platform and has angled steel plates on either side for added strength. The pieces were cut and welded together. The blower rests on rubber pieces that are about 2-inches thick to dampen the vibration from the air-cooled engine. To help support it, the platform also has diameter rods welded to it and bolted to the greens mower's frame. The engine is bolted to the metal platform. Quick disconnects on the metal framework platform are used to remove or install the leaf blower as required when servicing either machine. The cost to build the platform, including materials and labor, was \$1,290. The piece of equipment is solely used for blowing leaves and debris.

The leaf blower is moved up and down with the hydraulic system that was used to previously operate the cutting units. The mow and lift pedals are used to move the blower up and down to the desired level. The leaf blower is used mostly on greens, tees and approaches where it can be driven without damaging the turf. A 2.6-gallon portable gasoline can is attached to the rear of the unit with a light-weight frame to help balance the machine because of the weight of the leaf blower. The gas can is never below one-half full so the weight balance is maintained. The machine can be driven using a transport speed when going from one place to another because of its good front-to-back weight balance.

Norbert Lischka, master greenkeeper and course manager at The Hamburger Golf Club in Hamburg, Germany, and his greenkeeping team developed this idea.



Corrosion of wheel hubs can be caused when pressure washers or steam cleaners are used to clean maintenance equipment. The Bearing Buddy helps prevent moisture-forming corrosion from prematurely wearing out wheel hubs. The outer barrel of the Bearing Buddy is made of triple-chrome-plated steel, and the internal parts are made of stainless steel. The axle hub is filled with waterproof grease until the grease forces the Bearing Buddy piston outward about 1/8 of an inch. Because the piston is spring loaded, it exerts a slight 3-psi pressure against the grease, which maintains a slight pressure between the inside of the hub and the outside environment. When the hub is submerged, water can't enter the hub because of the pressure. An automatic pressure relief feature prevents grease overfills and overpressurization. The inner seal will be damaged without this feature. Grease can be added to the hub through an easily accessible grease fitting located in the center of the piston. The

lubricant level (and pressure) can be checked quickly and easily by pressing on the edge of the moveable piston. If the piston can be moved or rocked, it's properly filled with grease. A vinyl cover can be fitted over the Bearing Buddy to contain excess grease and to keep it off wheels and tires.

The Bearing Buddy can be used on the turning wheels of golf course maintenance equipment that turns a lot because the spring loading forces grease the other way when turning. It can't be used on any of the drive wheels. It can be used on any maintenance equipment wheel bearings that have dust covers.

The Bearing Buddy costs \$14.95 a pair, and a pair of vinyl covers cost about \$2. The total cost depends on the model and size.

Randall Pinckney, golf course manager at The Manor Country Club in Rockville, Md., and his mechanic's staff are using this with good results. GCN