

Clippings

Brief bits of news from in and around the golf business . . .

A four-man team of golfers representing the **Michigan Association of Public Golf Courses** managed to beat a team representing the **Ohio Association of Public Golf Courses** at Rosemont Golf & Country Club in Orlando, Florida. Witnessed by at least eight golfers, Bob Jereb, on the Ohio team, hit an alligator with an orange from number six tee.

A government hydraulic engineer has found that most rain gauges that are placed above ground catch five to 15 percent less rain than those placed in pits. He found that the error factor for individual storms ranged from zero to 75 percent. The determining factor was protecting the gauge from the effects of wind.

The **Toro Company** has reported record sales for the first quarter period which ended October 31. It was an increase of 52.8 percent over the same period last year. Toro Chairman McLaughlin said the increase was due to a 59.6 percent increase in sales of snow removal equipment. Snow removal equipment sales accounted for 64 percent of total sales; consumer lawn equipment accounted for 18 percent; professional turf equipment sales was nine percent; and irrigation equipment was eight percent.

Potash Corporation of Saskatchewan has reported a net profit of \$46.2 million on sales of \$210.6 million for the 1978-79 crop year. The company will add another 600,000 ton capacity to the present 5.18 million tons. It has started the first Canadian unit train to alleviate transportation problems to the midwestern U.S.

John R. Hamilton was promoted to Superintendent of the golf course and grounds of the Jack Nicklaus Golf Center at Kings Island near Cincinnati, Ohio. John has been with the Golf Center since January 1974 as Assistant Superintendent under **Richard B. Craig**. Craig is now Property Manager for Taft Broadcasting Company who owns the center. Hamilton graduated from Purdue University in 1973 with a BS, majoring in Turfgrass Science and Management.

Robert L. Miller has been appointed Superintendent of Lakeshore Yacht and Country Club in Clay, New York. Bob was

formally with Enjolie Golf Course in Endicot, New York. He is a Director of the Central New York Golf Course Superintendents Association and a Class "A" member of GCSAA.

Bob Strait CGSA, has been named Superintendent for Deer Creek in Deerfield Beach, Florida. He was Superintendent at Boca West for the past seven years. Strait earned

his degree in turf management from Lake City Community College, in Florida.

Dr. Al Turgeon associate professor of turfgrass science at the University of Illinois has been named professor and resident director of the Texas A&M Research and Extension Center in Dallas. The center has eight scientists, turf plots and plans are in the works to add a turf breeder soon, according to Dr. Turgeon.

Dr. John Street, assistant professor and turfgrass extension specialist at the University of Illinois, has accepted a post as associate professor of turfgrass and turf-

grass extension specialist at Ohio State University. He begins February 1.

The Charles Machine Works has opened a new engineering center at its headquarters in Perry, Oklahoma.

Omega Perennial Ryegrass has been registered by the Crop Science Society of America. It was noted for resistance to brown patch, with resulting superior summer performance in comparison with some of the other varieties. Omega is a 32-clone synthetic cultivar developed by Turf-Seed, Inc., from germplasm obtained from the N.J. Ag Exp. Station.

Idea file

Golf car traffic control

By Ken Mangum, Superintendent, Lagoon Park Golf Course, Montgomery, Alabama.

Golf car traffic damage and control is a problem faced by almost every golf course superintendent. Courses with 200-300 players each day find the problem magnified. Golf cars must be controlled around greens and tees without slowing play. Golfers find it much easier and faster to drive the golf car as near as possible to the tees and greens. As a superintendent, I know the damage that can be caused by uncontrolled traffic.

At Lagoon Park, I quickly realized that I would have the task of controlling damage without slowing play. Lagoon Park, which opened in June, 1978, is the only public course in the Montgomery area. The challenging design and comprehensive maintenance program have made it the most popular course in the area. Along with the heavy play come the problems caused by golf cars.

The only real solution to the damage problem is restricting cars to the paths, but this slows play tremendously and hurts rental revenue. Chain and rope do not appeal to me from a maintenance or player standpoint. Cross tie barricades are too expensive and installation is time consuming.

My goal was to direct wear into areas that are not



in play, rather than try to eliminate wear completely. I have accepted the fact that some wear will always result from heavy traffic and play.

After several hours of thought and conversation, I came up with a method that, after one year's use, has proven very effective in controlling damage without slowing play. I took 6-inch by 8-foot treated posts and cut them into 8-inch sections. These sections had a hole drilled four inches deep into one end. A 10-inch piece of 3/4-inch concrete reinforcing rod was then driven into these holes. Holes were made by driving a 3/4-inch rod into the ground beside the car paths.

These small posts were placed on 3-foot centers beside all greens and tees. They are easily moved for play or mowing. The rods are flexible enough to bend and not damage a golf car. It will give the driver enough of a jolt to let him know he is in the wrong place. Periodic additions of posts change the areas of wear that occur where cars leave the paved paths, thereby enabling the superintendent to save an area from complete destruction.

The expense is small for this method. The treated posts cost \$.33 per 8-inch section and the concrete reinforcing rods cost \$.07 per 10-inch piece. Using 3-foot centers, this computes to \$.13 per foot. I have spent less than \$500.00 and have finished 90 percent of the golf course.

Maintenance costs have been minimal. By using a growth retardant, the areas only required three mowings this season. We spend four to five hours per month straightening or replacing damaged posts. I am pleased with the results and comments I have received with this method. It fits in well with the overall design concept of the park, it is inexpensive, it has low maintenance cost, it adds to the overall appearance of the golf course, and most important of all . . . it works.

