Everything you always wanted to know about golf cars*

* (but didn't have time to dig out for yourself).

If you're thinking about new golf cars—or even if you just think you might be thinking about them someday soon—do yourself a favor. Mail in the coupon below.

The engineers at Cushman just completed an in-depth comparative study of the 5 major golf car brands. (They do this sort of thing frequently to be sure Cushman cars always lead the pack in value and desirable features.)

It occurred to us that anyone weighing the purchase of golf cars would be interested in what our study disclosed. So we organized and condensed the findings. It could take you months to dig out the kind of data you'll find in these sheets. Yet they'll take only about ten minutes to read.

We've done our best to be fair. And the information compares important mechanical and other features like body construction, service accessibility, suspensions, braking systems, bag racks, engines, parts availability, safety, stability, rider comfort, convenience—and more.

You really owe it to yourself to find out all you can about golf cars before you make a final decision. These sheets will really help. If nothing more, they make an excellent checklist of questions to ask if you want to dig out your own facts. No cost, of course.

CUSHMAN MOTORS
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Please send me the new golf car Comparative Analysis and literature on Cushman Golf Cars.

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Professional golfers may be justifiably proud of the Professional Golfers’ Assn. National Golf Day. There’s nothing else in professional sports that has richly paid athletes giving and working for welfare, hospital, business research, educational, veterans’ hospital and benevolent causes as the club professionals do.

Last year their National Golf Day was a record $145,000 net. It went in these grants: $38,425 to caddie scholarship programs; $13,775 to United Voluntary Services for use in veterans’ hospitals; $4,350 for the National Amputee Golf Assn.; $20,300 for United States Golf Assn. Green Section Turf Research; $18,850 for Golf Course Superintendents Assn. of America scholarship fund; $31,900 to the PGA Educational Fund; $17,400 for PGA Benevolent and Relief Funds.

Leading PGA Section in National Golf Day fund raising in 1970 was Michigan with $15,569. Second was Mid-Atlantic with $12,392. The Section having the most clubs contribute was Carolinas with 103 clubs and $6,181 and was seventh place in the nation.

An embarassing last in National Golf Day fund-raising was the Tournament Players’ Division, which has the largest part of its $7 million annual purse a major expense of fund raising for hospitals and welfare operations where tax exemptions and free work do very well for tournament golfers.

To the 1970 National Golf Day the TPD contributed only $176! There was a blunder somewhere in the TPD that made tournament players look bad on professional golf’s own fund raising. The boys really aren’t that close. Several of them offered their services free for fund-raising exhibitions, but the figure of $176 out of $7 million is in print.

May 31st at Old Warson CC, St. Louis, Mo. (where the Ryder Cup matches will be played September 16 to 18) the National Golf Day challenge round will be played by Jack Nicklaus, PGA champion; Tony Jacklin, National Open champion; Shirley Englehorn, LPGA champion, and Donna Caponi, 1970 Women’s Open winner. The lower scores of the men and women contestants, in relation to Old Warson’s pars, will be targets for men and women paying the $1 entry fee, who’ll play during a two-week period either side of May 31. Chevrolet will sponsor telecast of the Round of Champions.

Frank Sadler, professional at Bell-

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Longer driving starts here and here!

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In the March issue, page 29, of Swinging Around Golf, Al Baka was mentioned as being professional at Purpoodock Club, Cape Elizabeth, N.J. The Purpoodock Club is located in Cape Elizabeth, but in Maine.
The Golf Car of 1975 NOW!

Why is it a 4-Wheeler?
A leading insurance authority predicts an end to the 3-wheel golf car by 1975. The 4-wheel CAROCHE outperforms a 3-wheeler, with greater safety and stability. Lighter than most 3-wheelers, it costs about the same. And its sturdy aluminum frame and fiberglass body will never rust, corrode or need painting.

Why is it electric?
Congress has set 1975 as the deadline for eliminating harmful exhaust from cars. The electric CAROCHE will go 36-54 holes on hilly courses, without the pollution, smoke, noise, odor or fire hazard of gas cars. In addition, independent studies have proven electric vehicles cost considerably less to operate and maintain than those powered by gasoline engines.

Why is CAROCHE ahead of its time?
When CAROCHE was introduced in 1970, it caught the golf car industry by surprise. For instance, it was the first golf car to employ both automotive type hydraulic wheel brakes and a mechanical braking system on both rear wheels. It was the only golf car available with supplementary bag racks—easily attached or detached at rental point—enabling it to carry either three or four bags. Its combination of light weight, compact size and easy serviceability made it an instant winner with fleet owners. And how do you make the best even better?

That's the story for CAROCHE in 1971.

Why don't you at least ask for a demonstration?
Some golf cars will have obsoleted themselves by 1975. CAROCHE may be as much as a decade ahead of its time. Write or call today for a free demonstration of the golf car of the future — CAROCHE.

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by Dr. James B. Beard
TURFGRASS RESEARCH REVIEW

Evaluation of various types of mulches


The objective of this study was to evaluate the effectiveness of 17 different mulching methods in establishing an adequate grass cover. The experiments were conducted on steep 2:1 fill slopes in eastern Nebraska that had a silty clay, loam soil texture. Following preparation of a firm uniform seedbed, the fertilizer was lightly incorporated into the surface of the soil at a rate based on the soil test results. The area was seeded to smooth bromegrass that was raked lightly into the surface of the seedbed.

Eleven mulch treatments were established September 6, 1966; eight more mulches were included in a study established August 30, 1967. The mulch treatments were asphalt, bark dust and asphalt, corn cobs and asphalt, prairie hay and asphalt, fiberglass and asphalt, wood chips and asphalt, wood shavings and asphalt, excelsior and asphalt, excelsior, excelsior mat, excelsior and wood cellulose, wood cellulose, compost, jute net, NC 1556L polymer and an unmulched check treatment. The plot size was approximately 9 by 18 feet. The treatments were replicated twice in a randomized block design.

The mulch treatments were evaluated in terms of their effects on soil temperature, soil moisture content and grass cover achieved during the critical period of seed germination and seedling establishment. Soil temperatures were measured at the 0.5 inch depth at 6 a.m. and 2 a.m. Soil moisture determinations were made on two-inch diameter by 0.5 inch deep soil cores taken at two random locations within thirds of each plot. Grass cover evaluations were determined by density counts using random samples within quarters of each plot followed by dry weight determinations of the total vegetative cover present.

Excelsior and excelsior mat had the greatest moderating effect on soil temperatures which averaged five to nine degrees F lower than the unmulched plots on clear days. A second group of mulches which provided significant, although somewhat less temperature modification, included jute net, prairie hay and asphalt, corn cobs and asphalt, wood chips and asphalt and wood shavings and asphalt. Soil temperatures under these mulches averaged three to five degrees F lower than unmulched treatments. The other mulch treatments did not produce temperature moderating effects significantly different from the unmulched check treatment.

Mulches which contributed to a substantially higher soil water content included excelsior mat, excelsior, asphalt, prairie hay and asphalt, bark dust and asphalt, and wood shavings and asphalt. A number of other mulches contributed to improved soil moisture although at a significantly lower level than the other treatments listed.

An assessment of the grass cover in terms of shoot density and total dry weight production showed the excelsior to be superior. Other mulches that produced fairly good vegetative covers included excelsior, jute net, prairie hay and asphalt, wood chips and asphalt and fiberglass and asphalt.

Comments: The practice of mulching ensures rapid uniform turfgrass seed germination and establishment. It is a particularly valuable practice where there is a high erosion probability or in areas that cannot be

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irrigated. A mulch should serve two functions: (a) control erosion and (b) provide a favorable microenvironment for seed germination and seedling growth.

The erosion control not only stabilizes soil from the erosive action of wind and water, but also prevents the displacement of seed and fertilizer. Mulching also minimizes surface crusting problems. This improves water infiltration into the soil and reduces water loss through surface runoff.

The favorable microenvironment provided by a mulch should include (a) a moderation in temperature extremes, (b) improved, higher soil moisture levels resulting from a reduction in the evaporation rate and (c) reduce wind movement across the soil surface that can increase the moisture loss.

Straw and prairie hay have been effective mulching materials for many years. The study reported in this review, plus several others, indicate that some of the newer synthetic mulches, such as excelsior mat, excelsior and wood chips plus asphalt, provide adequate soil erosion control as well as a favorable microenvironment for successful establishment of a vegetative cover. The wood cellulose mulches have failed to provide an adequate microenvironment for seedling development where periodic moisture stresses are experienced. The fiberglass and asphalt mulch combination has not been effective in successful establishment of vegetative cover and is prone to severe shock erosion.


This study involves a continuing evaluation of new fungicides for the control of Fusarium patch (Fusarium nivale Fr.). The experiments were conducted on two different experimental turf sites in the Puyallup, Wash., area. Fungicides under evaluation included benomyl, Bromosan, For, thiabendazole, Calo-Clor, PMA and a wettable sulfur.

Fore (Dithane M-45) applied at eight ounces per 1,000 square feet has been one of the better fungicides for Fusarium patch control under western Washington conditions. Benomyl (methyl 1-butylcarbamoyl)-2-bensimidazole-carbamate) has been the best of the new fungicides for the control of Fusarium patch in the recent tests. Comparisons of the one and two ounce per 1,000 square feet application rates at two, three and four week intervals indicate that the best control was achieved with the two ounce rate of benomyl applied every two to three weeks in 10 gallons of water per 1,000 square feet. Bromosan (a mixture of PMA, thiram and tribromo salicylanilide) is another new fungicide that shows promise when applied at four ounces per 1,000 square feet.

Comments: Fusarium patch, sometimes called pink snow mold, should not be confused with Fusarium blight.

It appears from the report that there are several promising new fungicides for the control of Fusarium patch. This development is quite timely because of potential legislation that may restrict the use of the heavy metal fungicides that have been used so successfully on turfs for many years.