Keeping courses looking good and playing well has been our focus for more than 35 years. So it’s not surprising that we have continued to improve products like Daconil® fungicide. Syngenta has researched and created our formulation to make Daconil the optimum form of chlorothalonil, even developing Weather Stik®.

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How healthy is your turf?

so it would stay where you put it. Syngenta understands that good health takes work. To learn more, call the Syngenta Customer Resource Center at 1-866-SYNGENTA or visit us at www.syngentaprofessionalproducts.com.
Editors note: The stories that begin on pages 40 and 48 focus on employee relations.

Sometimes a Great Notion
Have you given any thought to implementing an employee think tank that could improve your operation's productivity and make your employees happier?
By Becky Mollenkamp

Power Played
Superintendents seek to save money in other areas of their maintenance budgets to offset increased fuel costs.
By Larry Aylward

Status Quo
As shocking as sky-high gas prices may be, it's environmental issues that are driving equipment makers to revise their strategies.
By Thomas Skernivitz

Pledge of Allegiance
As superintendents, we expect loyalty from those under us. But we must not expect it blindly.
By Ron Furlong
cover story

Fifty-two percent of superintendents are worried that increased gas prices will have a major negative impact on their courses' maintenance budgets. See our two-part Special Report and read how the industry is handling this energy crisis.

About the cover
Kentucky-based illustrator Rob Schuster was able to capture the golf industry's sentiments toward increased gas prices in a vivid and artistic fashion.

52 Petal to the Metal
Taking care of ornamentals isn't the only thing being asked of full-time horticulturists these days.
By Thomas Skernivitz

64 Gettin' the Dirt
Renowned professor Beard offers tips for proper soil testing.
By Larry Aylward

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67 TurfGrass Trends
This month Golfdom's practical research digest for turf managers discusses precision-sensing fertilizer spraying among other topics. See pages 67-83.
What we learned from building this machine...
...is what we use to build yours.

A greensmower is not just a greensmower. At least not at John Deere. With every golf & turf product we design and build comes the readily available resources of our entire company.

Which allows us to work with folks in our Agricultural Division to come up with flat-faced O-rings on hydraulic fittings to guard against leaks. Or to join together with our friends in the Construction and Forestry Division to produce sealed electrical connectors that protect against moisture.

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BUSINESS STAFF
Patrick Roberts PUBLISHER 440-891-2809 proberts@questex.com
Mindy Moczulski ADMIN COORDINATOR 440-891-2734 mmoczulski@questex.com
Jill Hoof PRODUCTION MANAGER 216-729-9129 jhoof@questex.com
Rhonda Sande PRODUCTION DIRECTOR 216-729-9536 rsande@questex.com
Jessica Borgren CIRCULATION MANAGER 216-729-9556 jborgren@questex.com

ADVERTISING STAFF
CLEVELAND HEADQUARTERS
7900 OLD OAK BLVD.
CLEVELAND, OH 44135-3909
Kevin Stoltman ASSOCIATE PUBLISHER 440-891-2772 FAX: 440-891-2670 kstoltman@questex.com
George Casey NATIONAL ACCOUNT MANAGER 440-891-3146 FAX: 440-891-2675 gcassy@questex.com
Michael Harris REGIONAL MANAGER 440-891-3152 FAX: 440-806-2966 mharris@questex.com
Leslie Montgomery ACCOUNT EXECUTIVE 440-891-3199 FAX: 440-806-2966 lmontgomery@questex.com

MARKETING SERVICES
Jude Dustman REPRINTS (500 MINIMUM) 440-891-2662 jdustman@questex.com
Dave Kenney CIRC. LIST RENTAL 440-891-3113 dkenney@questex.com
Subscriber, Customer Service 216-729-9477; 866-527-7008
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arty Ebel enjoys playing golf. He hits the ball pretty well for the average Joe, usually scoring in the 90s. While there is an issue with Ebel’s golf game, it has nothing to do with his skill level.

Ebel says the golf industry doesn’t embrace him as a player. Because he’s an amputee — he doesn’t have legs from above his knees — Ebel says he’s been made to feel like an outcast at some golf courses. Worse, Ebel says others with similar disabilities, including paraplegics, have been treated the same.

What a pity — not for Ebel but for the people in the golf industry who have caused him this humiliation.

Ebel doesn’t want you to feel sorry for him. He’s a strong soul who’s out to prove that he and others with such disabilities belong on the same golf courses as able-bodied players.

The 47-year-old Massachusetts lawyer played golf long before he lost his legs in a front-loader accident 21 years ago, and nobody is about to stop him from playing now. In fact, when Ebel plays now he says the game feels the same as it did when he was able to walk a course with his two feet.

And it’s a beautiful feeling. But unfortunately, that good feeling can quickly turn into a sinking feeling in Ebel’s gut when the dark clouds of presumption and prejudice roll in. That’s when others — from golf course employees to players — cast Ebel and his specially designed single-rider golf car in a dubious light and charge that:

“He’s going to slow everybody down with his plodding play.”

“He’s going to tear up the green with that funky golf car.”

“He has no business being out there.”

Ebel doesn’t get that treatment everywhere, but he still says the golf industry has a long way to go when it comes to servicing some disabled golfers appropriately.

It sounds from Ebel that some courses are downright discriminatory in their approach, not to mention ungracious. While other courses are undoubtedly less insulting, it’s probably safe to assume they would rather not have to deal with disabled golfers like Ebel if they don’t have to.

Like a lot of folks, Ebel has heard everyone from the leaders of the National Golf Course Owners Association (NGCOA) to the superintendent of the nine-hole public golf course in Smalltown, America, clamoring that the stagnant golf industry needs to do something to attract new golfers and increase rounds played. So Ebel doesn’t understand why golf courses don’t do a better job of rolling out the welcome mat to attract players with disabilities like his own.

The industry would benefit with a spike in rounds played if it did, insists Ebel, a trustee with the National Amputee Golf Association.

Golf courses by law are required to make their facilities accessible to disabled people, according to the Americans with Disabilities Act. But Ebel insists that most courses have not made a concerted effort to do so.

This is where the matter gets murky. If the law says golf courses must be made more accessible to the disabled, shouldn’t that require golf courses to purchase single-rider golf cars? While Ebel admits the law isn’t explicit, he does believe its wording is clear enough to require golf courses to supply single-rider cars. Incidentally, only a small percentage of the nation’s roughly 17,000 golf courses do supply them.

Ebel believes that one reason golf courses have balked at buying single-rider cars is because they believe there isn’t a large enough audience of disabled golfers to use them. For that reason, Mike Tinkey, the deputy executive director of the NGCOA, believes golf courses shouldn’t be required to purchase single-rider cars. But Ebel insists

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