

# Junk Yard Owner Salvages Image

Mike Nolan of Effingham, Illinois, believes in that old saying, "Beauty is in the eyes of the beholder", and he's doing his best to convince others. The sign in front of his auto salvage yard reads, "This is NOT a junk yard, this is my ROSE GARDEN."

Nolan, owner of the Y Yard, is especially interested in improving the poor image of the salvage business nationwide and it is his goal to make his salvage yard look like a "rose garden" to everyone. Recently, he surrounded the property with climbing rose bushes provided for beautification purposes by the state of Illinois. Nolan hopes these bushes will eventually grow into a high, thick wall to block his salvage autos from the view of passing motorists.

He appreciates the value of a weed-free salvage yard. Weeds and tall grasses are not only unsightly, but they also increase the threat of fire and provide a haven for rodents and snakes.

Mowing is time-consuming and it is almost impossible to mow around cars once they are placed in the yard. Seeking better methods of weed control, Nolan and other salvage yard owners have been successful with the use of herbicides around and under the cars.

"We need to keep weeds and grass under control," Nolan says. "I've been pleased with the results of 'Hyvar' X-L bromacil weed killer, applied at a rate of four gallons per acre. It is a water soluble liquid that is easy to spray."

In nearby Terre Haute, Indiana, Kenny Palmer, manager of the Big 4 Auto Wrecking Co., has discovered



*This sign puts Mike Nolan's point across. He really believes his salvage operation is his "rose garden."*



*Vegetation surrounds autos in Big 4 yard prior to use of herbicide.*

that "Hyvar" X-L and "Trysben" 200 work best for him.

"Trysben" 200 was applied to eliminate thick growth of vines and brambles. A surfactant was added at a rate of two quarts per 100 gallons of water to increase the contact activity of the herbicides on tall vegetation.

Palmer explains, "We put the 'Hyvar' X-L on heavy (seven gallons

per acre) because we wanted to get those weeds for sure."

Weed control at Big 4 is part of a continuous program to improve roadways and generally upgrade the appearance of the salvage yard. Palmer has nearly 3,000 cars on nine acres of a 17-acre tract. He can't afford to let the weeds and brambles get the best of him.

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cuts to construction. "Drainage is the most important factor in building greens," Holmes said, "if you don't do it right the first time, you simply have to go back and do it again later. There are no ways to cut corners."

Holmes said of his specialty, greens, "It would be nice to just heap up a pile of dirt and grow grass and start putting, but we can't do that any more; we have raised standards so high that now we have to have superior drainage to satisfy." Holmes' formula for greens includes about 16 inches of top mix that will compact down to about 12 inches. He said the top mix should be any material that will infiltrate four to 12 inches per hour. He then recommends a two-inch sand layer, four inches of pea gravel and then perforated drainage tile surrounded by gravel for the best green drainage.

Herschel Martin, superin-

tendent at Ridgeway Country Club, Memphis, Tenn., explained when the greens at his club were first built, compaction figures and percolation rates were explained informally to course owners, not held to, and the greens were not good enough when built. He said his greens were so hard he needed a sledgehammer to pound his cup-cutter into the green, and that golf spikes would not penetrate the green. "The club's golf committee paid off the architect, cancelled his bond, then started to complain to me." The architect later had to rebuild the greens when it was proved they did not meet United States Green Section specifications.

Martin, Stewart and James L. Johns, superintendent at Lake Park Country Club, Germantown, Wis., agreed that it is important to have definite specifications spelled out in black-and-white before work begins. Johns is currently embroiled in a lawsuit between the owner and archi-

tect of Lake Park. He has been called as a witness in the lawsuit, and said it is very hard to defend the owner's position when "you only have two pages of loose specifications to work from in court." Johns said the specifications contract is an insurance policy to the club and should lay out in detail exactly what is to be done, what materials should be used and when the responsibility of the architect, contractor, superintendent and owner begins and ends.

"Many owners and architects think the superintendent is not needed until grass begins to grow on the course, but this is not true any more," Johns said. "Today's superintendent is aware of the pitfalls that can result from faulty construction and is intelligent enough to head off future maintenance problems at the design and construction phase." And that was one of the reasons for the turf symposium in the first place. □

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"In the past, we've spent lots of time and money just cutting through the vines and brambles so employees could remove needed parts from cars in the yard," he says. "Herbicides have helped us minimize that problem."

Nolan faces many of the same problems but he has more land (60 acres) for his "rose garden" near Effingham. He points out, "This large tract allows me to organize my 1,500 cars in a 20-acre section. However, it also increases my need for excellent weed and grass control. I'm convinced an annual program of herbicides is the best way to go."

Herbicides are available in farm supply stores and most areas have custom applicators who will put them on. However, Palmer and Nolan elected to handle the application themselves. Palmer borrowed a neighbor's sprayer and gun, while Nolan built a sprayer from pieces of "junk".

If Nolan has his way, his dream of a "rose garden" will become a reality to lots of people in the near future. □



Clean yard results from use of bromacil weeds killer around and under salvage autos. Mike Nolan's yard is laid out by row according to automobile make.