



Huxley's Muxtrux, left, and the Sisis Hydromain Twin 25

Get moving

HUGH
TILLEY goes
through the
ABC of ATV
and TMV

Tractors, trailers and turf maintenance vehicles (TMVs) are the means of getting men and materials around the golf course, a job almost as traditional as shanks's pony. However, time is money and the (golf) world becomes increasingly impatient, with a growing demand for faster and more efficient means of transporting machinery and bodies around. Tractors and trailers are a normal part of the golf course scene and a legacy of agriculture, with turf tyres a simple and increasingly common semi-effective customisation. TMVs are purpose built, but it is one sector of the industry which had seen little development save those one or two manufacturers with specific ranges of implements. There are also a number of utility vehicles, mostly adapted for the golf and amenity market, whilst All Terrain Vehicles (ATVs) have received a mixed reception on the golf course.

Some golf courses can manage with a conventional road pick-up vehicle, gaining the advantage of being able to travel on the road at the expense of non-acceptability on greens, tees and (possibly) fairways.

Trailers

The ubiquitous golf course trailer is invariably a 3 or 4.5 tonne capacity hydraulic tipping trailer of agricultural origin, usually with relatively narrow tyres. However it is usually possible to get special wide flotation wheels and tyres, even though these may extend beyond the trailer body. Most have all steel construction with drop sides, but those with hardwood sides and deck resist abuse better and are more easily repaired using standard greenkeeper carpentry. Most will have brakes of some sort, but whether these still work is another matter – for the most part do they need to – as tractors are designed to do the braking for them. Gross trailer weight should not exceed two and a half times the weight of the tractor, but even this can be excessive on wet grassy slopes – thus it is sensible to ensure that the trailer brakes work in conjunction with those of the tractor. Legislation sets maximum weights and requires brakes that operate from the tractor when on the public highway, and these requirements could be construed as a 'code of practice' under Health & Safety legislation, even for off road use – especially if there is sloping land or tracks.

While agricultural trailers are devoid of springing there is an almost infinite range of designs of trailers of up to about 3.5 tonnes gross designed primarily for road use. These have suspension, lights and over-run brakes, however they may suffer the disadvantage of narrow wheels. For transporting heavy machinery and ease of unloading, consider the benefits of tilt-bed four-wheel versions with steel mesh sides, these giving added security to such small items as fuel cans and hand tools. Standard coupling is the 50mm ball hitch but most offer options. Very light trailers such as those designed for ATVs seldom need brakes and as they inevitably have balloon tyres they are ideal for golf course use. However they lack capacity – normally little more than 500 kgs. There are also a large number of relatively small trailer manufacturers who buy components from suppliers and undertake the simple fabrication work. Thus it is easy and inexpensive to get a trailer custom built. Most trailers



Above, tilt-bed galvanised trailer by Indespension
Right, the Kawasaki KLF300B with 'Logic' attachment
Below, Jacobsen's new 610/810 utility vehicle





Cushman three-wheel Turf Truckster

can be physically loaded with significantly more wet soil, sand, gravel etc than their intended capacity, but be aware that this is a recipe for tyre, axle and tipping troubles. Generous 'over specifying' is the best recipe for a trouble free life, and if there is one additional piece of advice on purchasing trailers, it would be to plump for galvanised framework. The ease of maintenance will remain long after the extra cost has been forgotten.

Turf Maintenance Vehicles

Without doubt the best known name in TMVs is the Cushman Turf Truckster, and the success of this system, which has interchangeable attachments which cater not only for top dressing but also spraying, spreading and even aerating, has resulted in many other manufacturers producing similar designs. Hydraulic linkage and pto dimensions on TMVs are

usually different to tractor standards, however the use of adaptor brackets (or a little welding) make it possible to utilise and interchange most attachments. Flexibility is a most important feature of these machines and the ability to tow a dragmat, pull and lift a slitter or carry and operate a sprayer or topdresser is a prime reason for purchase. Equally important on many courses, however, will be the light tread of the machine which makes it acceptable on greens. Mounting a sprayer or topdresser over the back axle gives advantageous weight distribution, and this also applies to carrying bulk loads such as soil or sand in a 'box' on the back, although the capacity will not match that of a trailer. The Huxtruk is particularly suitable for spraying in having an electronic speed control, while for straight forward transport operations it has a top speed of 20

mph, a 680 kg load capacity and is equipped with a passenger seat. Similarly, this applies to the Sisis Hydromain Twin 25: twin seats, good capacity and a 15 mph speed. These machines have the speed to take the greenkeeper quickly to any part of the course and because they are 'of golf' they can 'slip across' the fairway without raising too much wrath.

Others - including ATVs

When sophistications such as pto and hydraulic lift are an extravagance and the prime need is simply to move personnel, tools and a limited bulk of materials around, there is a diversity of utility vehicles. Some are born to golf club use but a greater number are of industrial parentage. There are also several machines built to work difficult terrain, having either large flotation tyres or multi-axle drives, or both. Some of the 'works trucks' lack speed - it wasn't 8

SOME SUPPLIERS

- Turf Maintenance Vehicles (TMVs)**
 Huxtruk - Huxleys Grass Machinery, The Dean, New Alresford, Hampshire.
 Cushman - Ransomes Sims & Jefferies, Ipswich, Suffolk.
 Hydromain - Sisis Equipment, Shoresclough Works, Macclesfield, Cheshire.
 Argo - Crayford Special Equipment, Luton Road, Harpenden, Herts.
 Jacobsen - Jacobsen House, Telford Way, Kettering, Northants.
 Mallard - Mallard Trucks, Fiskerton, Lincs.
 Bonza - Martin Trucks, 61 Battlefield Road, Shrewsbury, Shropshire.
 Mule - Kawasaki Motors (UK) Millboard Rd, Bourne End, Bucks.
 Hauler - Hauler (Europe), 12 Oakdale, Clayton, Newcastle, Staffs.
 AMT - John Deere, Harby Rd, Langar, Notts.

- All Terrain Vehicles (ATVs)**
 Allen Power Equipment, The Broadway, Didcot, Oxon. OX11 8ES
 Heron Suzuki, 46-62 Gatwick Rd, Crawley, W Sussex.
 Honda Motor Europe, Power Rd, Chiswick, London W4 5YT
 Kawasaki Motors (UK) Millboard Rd, Bourne End, Bucks.
 Polaris - E P Barrus, Launton Rd, Bicester, Oxon.
 Yamaha - Mitsui Machinery Sales, Brooklands, Weybridge, Surrey.
- Trailers and other equipment manufacturers**
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Trailers and other equipment manufacturers

Conway Products Ltd., Skull House Lane, Appley Bridge, Wigan, WN6 9DW.
 Hazlewood Ltd., Bishampton Rd, Rous Lench, Evesham, Worcs.
 Rice Trailers Ltd., Portland Works, Cosby, Leicester. LE9 5TG.
 Indespension, Belmont Rd, Bolton. BL1 7AQ
 Ifor Williams Trailers Ltd., Cynwyd, Corwen, Clwyd, LL21 0LS.
 Bateson Trailers, Inglehurst Rd, Marple, Stockport, Cheshire.
 Compact Machinery, Thorpe Willoughby, Selby, N Yorks.
 Fraser Agricultural, Rothienorman, Inverurie, Aberdeenshire.
 GMS, Stonesfield, Stanton St John, Oxford.
 Iseki UK, Broadway, Bourn, Cambridge.
 Kilworth, Smisby, Ashby-de-la-Zouch, Leics.
 Lewis Equipment, Waterloo Rd, Bidford-on-Avon, Warwickshire.
 Logic ATV-Equip, Bridge End, Hexham, Northumberland.
 Charles J Marshall, Bucksburn, Aberdeen.
 Saxon Industries, Lower Everlands Rd, Hungerford, Berks.
 SCH Supplies, Holbrook, Ipswich, Suffolk.
 D W Tomlin, Old Leake, Boston, Lincs.
 Trailer Barrow Co, Buxted, Uckfield, E Sussex.
 Warwick Bros, The Dean, Alresford, Hants.
 Wessex Farm Machinery, Oakhangar Rd, Bordon, Hants.

'A go anywhere ability'

7 needed around a factory site, nor for moving from green to green – and many only have a single seat,



John Deere AMT 626

perhaps valid reasons for not buying. A bench seat to take two or three people is a significant advantage in many situations, room to carry tools, topdressing or other repair kit making them useful workhorses. Of course there is no point in buying a speed machine for the sake of it, especially if it is likely to be abused. A growing number are available with diesel engine and cab options which make them more economical and suitable for all weather use.

Prime reason for the ATV is usually the light tread, go-almost-anywhere ability and the reasonable travel speed which enables the greenkeeper to be at the ninth green while his mate on a tractor is picking his way around tracks on the rough. ATVs have succeeded in breaking away from the 'fun' image in the UK, perhaps because British weather does not promote joy riding on an open machine. Effective as they are for personal transport they generally lack load carrying capacity – nevertheless they are reasonably effective as a tug and a wide range of attachments like sprayers, mowers and trailers are available for them – they are also effective ball pickers on the practice range. The ease of operation and driving of all the above types of machine varies greatly, but most are exceptionally simple, often devoid of clutch, but frequently with electric and manual starters, thus avoiding several problems which can result in an ignominious walk back to the hut. Reliability may be as important as price, as 'workhorses' maintenance seldom has high priority so long as they do the job.

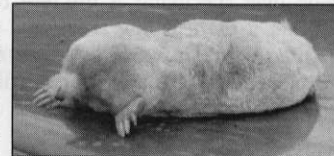
Flying Divots

■ **Allan Lofthouse**, course manager at Saffron Walden, has had a singular honour bestowed upon him and his staff from none other than the Red Arrows stunt flying team, stationed at nearby Stanstead. A number of the golf crazy pilots played Allan's course and were highly impressed with its condition. 'Watch out tomorrow morning', Allan was told as the Red Arrows departed, and sure enough, as the maintenance crew were taking a five minute 'breather' around mid-morning, overhead came the full Red Arrow formation, flying lower than ever before and with a full close formation circle of the course they appropriately dipped wings in acknowledgement of another man's job well done!

■ **A story** circulating in Dublin tells of a head greenkeeper confronted by a newly elected captain, demanding that predominantly *Poa annua* greens be cut at 3/16th or even lower and prepared to a 'glass fast' standard for a so-called 'important' Club event. 'Can't do it', sir, came the reply, 'we are in a stress situation already following minimal winter growth and current low rainfall'.

'Rubbish' came the retort, 'I am the captain and you must do as I command or take a month's suspension' – which, of course, duly followed. The greens were shaved by A.N. Other and are now in horrible shape, though thankfully our wise head man has moved to a Club where common sense prevails. The moral? Stick to your guns when you know you're right!

■ **Albinism**, a strange quirk of nature caused by the congenital absence of pigmentation to hair, eyes or skin, is rare indeed in the wild animal kingdom, though the breeding of albino rabbits still continues to amuse those who delight in exhibiting such animals. An exceedingly rare albino mole recently surfaced at Lingfield Park Golf Club, where Jim Russell is course manager. The creature shown in our picture, we are reliably informed, is one in several million!



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