

Merchandise



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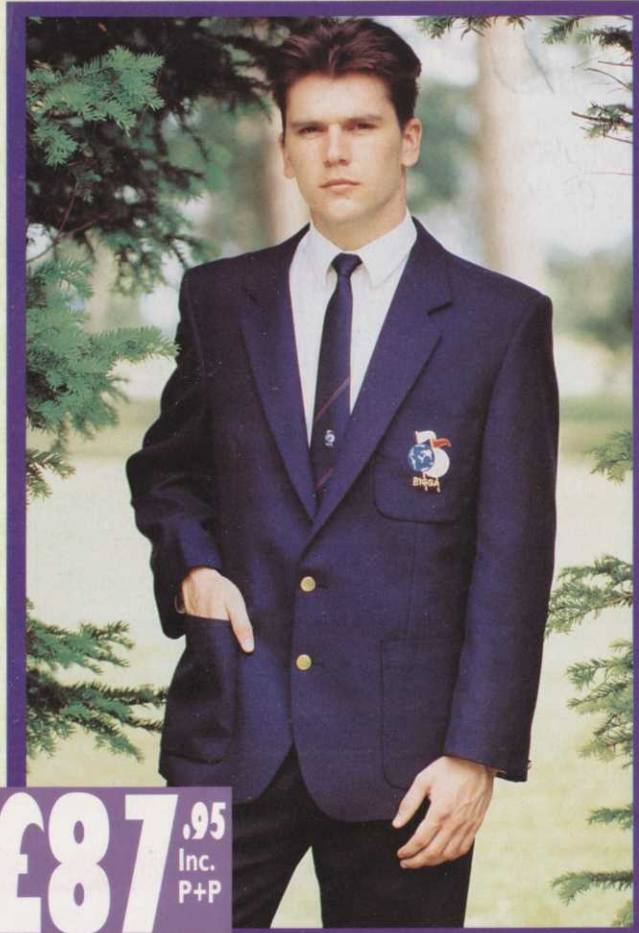


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Be proud of your profession with a BIGGA Blazer. This high quality garment is recommended by the association and can be worn on any occasion when the image of a professional greenkeeper is all-important. Supplied complete with embroidered BIGGA logo, this is an investment which will provide many years of service.Order No. B16.

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Ref No.	Product Description	Colour	Size	Quantity	Price

Name:

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Prices are inclusive of postage, packing and VAT. Photocopy this form, or use a plain sheet of paper, if you don't want to cut up your magazine.

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Use the post-paid Reader Reply Card facing Page 42 for further information on the products and services advertised in this issue. Just state the companies' Ad Ref numbers and leave it to us.

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a quick reference guide

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Official publication of the British & International Golf Greenkeepers Association
JULY 1992



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Greenkeeper International is the official magazine of the British and International Golf Greenkeepers Association and is published monthly at BIGGA Headquarters, Aldwark Manor, Aldwark, Alne, York YO6 2NF.
Tel: 03473 581/2 • Fax: 03473 8864

Please address all advertising, subscriptions and address changes to BIGGA.

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Circulation is by subscription. Subscription rate: UK £29 per year, Europe and Eire £39. The magazine is also distributed to BIGGA members, golf clubs, local authorities, the turf industry, libraries and central government.

Editorial Offices

All magazine contributions should be sent to: The Editor, Greenkeeper International, 13 Firlie Close, Seaford, East Sussex, BN25 2HL.
Tel: 0323 891291. Fax: 0323 895593. Although every care will be taken, no responsibility is accepted for loss of manuscripts, photographs or artwork. Opinions expressed are not necessarily those of the Association and no responsibility is accepted by the Association for such content, advertising or product information that may appear.

ISSN 0961-6977
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GREENKEEPER

International

FREE CAR STICKER

All greenkeeper members of the association receive a smart, colourful car sticker free with this month's magazine. It's yours to display with pride, either in your car or maybe in an office window!

The stickers are also available on request for anyone else who wants one - just call BIGGA HQ on 03473 581



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More than 10,000 people work in the greenkeeping business in this country. A new survey turns up several surprises.....Page 9

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Around the Green

COVER PICTURE:

A panoramic vista of Muirfield, venue for this year's Open. Photograph: Glyn Satterly, Still Moving Picture Company



Take a closer look at what Greenkeeper

International can do to promote YOUR business

Here's what one of our advertisers has to say about the industry's most effective magazine:

"Our initial optimism for Greenkeeper International was obviously well placed. It has become the most effective vehicle for contacting those involved in the construction and maintenance of golf courses."

- RICHARD BISHOP
UK Sales Manager,
Ransomes Sims
and Jefferies Ltd.

Find out more:
call Bill Lynch
on 091 413 7218,
Carol Dutton
on 0207 570117
or BIGGA HQ on 03473 581.



The BIGGA Turf Management Exhibition and Seminar Programme is now recognised as the industry's most significant indoor event. Contact Debbie Savage on 03473 581 for a BTME 1993 Information Pack and find out how your company can take part.

Greenkeeper Education and Development Fund

Launched by Viscount Whitelaw at BTME 1992, the Fund provides the key to the future for greenkeeper, golf club and game. Individuals and companies can join the Golden Key Circle and Silver Key Circle. For details, contact BIGGA on 03473 581.

GOLDEN KEY CIRCLE COMPANY MEMBERS:
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Sample the Sun,

the Sand
and the Surf...

in Anaheim and
San Diego, California, whilst attending the

GCSAA CONFERENCE AND SHOW 1993

TRAVEL WITH BIGGA to the Golf Course Superintendents Association of America's prestigious annual Conference and Show next January – and while you're there, enjoy the holiday of a lifetime!

If you're ready to catch the magic, Anaheim, California, is ready for you! BIGGA has this year joined forces with Thomas Cook to transport you to 'the Magic Kingdom', with the option of a four day trip to San Diego after the GCSAA Conference – sun, sand and surf!

We have this year chosen two outstanding luxury hotels:

◆ **The Anaheim Hilton and Towers**, a superior first class hotel, is situated 50 feet from the Anaheim Convention Center and two blocks from Disneyland. Guest rooms have climate control, colour cable TV and radio. There is an outdoor heated pool and four jacuzzis, full health club with sauna, massage, tanning beds, steam room, exercise equipment and aerobics, games room, and beauty salon. There's also a vast range of entertainment and dining facilities – sample Italian, Japanese and of course Californian cuisine.

◆ **The Hyatt Islandia**, another superior first class hotel in San Diego, located on Mission Bay. Guest rooms are air-conditioned with private bath, remote-control colour cable TV, radio and phone. The Islandia Bar and Grill offers fine Mediterranean cuisine with bay views at lunch, dinner and Sunday brunch. There is a heated outdoor pool, whirlpool, tennis courts, sail boat rentals, windsurfing, water-skiing, snorkeling, scuba diving and parasailing and whale watching (in season!).

Details of the GCSAA programme will be available from headquarters at a later date.

◆ Package 1

25th January to 5th February 1993
London Gatwick/Los Angeles on Virgin Atlantic – 25th January
Transfer to Anaheim Hilton
6 nights Anaheim Hilton – 25th January-31st January
Transfer to San Diego – 31st January
4 nights Hyatt Islandia – 31st January-4th February
Transfer to Los Angeles Airport
Los Angeles/Gatwick on Virgin Atlantic – 4th February (to arrive in UK on 5th)
Cost: Twin Room £842 per person
Cost: Single Room £1,266 per person

◆ Package 2

25th January to 1st February 1993
London Gatwick/Los Angeles on Virgin Atlantic – 25th January
Transfer to Anaheim Hilton
7 nights Anaheim Hilton – 25th January-1st February
Transfer to Airport
Los Angeles/Gatwick on Virgin Atlantic – 1st February (to arrive in UK on 2nd)
Cost: Twin Room £689 per person
Cost: Single Room £1,004 per person.

Insurance: Anaheim/San Diego £42.95; Anaheim only £34.80.

BOOKING FORM

GCSAA Conference and Show, Anaheim

Please return to BIGGA, Aldwark Manor, Aldwark, Ane, York YO6 2NF

Full name:

Address:

..... Telephone:

Name(s) of additional passengers:

PACKAGE 1: ANAHEIM/SAN DIEGO

Twin Room: £842.00. Number of persons:

Single Room: £1266.00. Number of persons:

PACKAGE 2: ANAHEIM

Twin Room: £689.00. Number of persons:

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G1.7.92

I shall/shall not* require Insurance (*delete as applicable)

CANCELLATION PROCEDURE

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Total enclosed:

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A GRASS ROOTS BUSINESS



Manufacturers & Suppliers of Golf Course and Driving Range Equipment.

Aluminium posts and inset panels have made these colourful new tee plates an attractive addition to the wide range already available, and were well received by the visitors to the Harrogate Exhibition



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AD
REF
35



■ Robert Dryden has joined the Commercial Products Division of Kawasaki Motors (UK) Ltd as their regional sales manager for the Northern Region.

Robert is responsible for servicing the needs of existing Kawasaki ATV, Engine and Generator dealers, plus the appointment of new dealers in open-point areas. His region includes the north east of England, Northern Ireland, Scotland and its islands.



■ Representing Lloyds in London and the Northern Home Counties is Steve Fletcher, appointed to sell the company's range of professional grass cutting equipment. Many golf Clubs and local authorities will already recognise Steve, who has been working the territory for the past two months. Although new to the industry, he has a wealth of business experience and a keen interest in golf.



■ Tom Murray, head greenkeeper at Ratho Park Golf Club and recently elected to the BIGGA East of Scotland section committee, has been awarded the 2,500th Chain Saw Operation Certificate of Competence issued in the UK. The scheme is operated by Scottish Skills Testing Service, the National Proficiency Tests Council in England and Wales, and the Forestry Training Council.

Based at Inghliston, SSTS conduct practical skills tests for the land based industries in Scotland. Tests available also cover pesticides applications.

Tom also holds a full Certificate of Competence under the statutory pesticides application scheme operated as part of the Control of Pesticide Regulations.

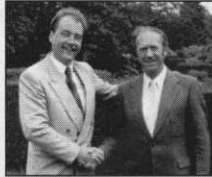


■ The former deputy principal of Merrist Wood College, George Shiels, and our very own Jack McMillan, former BIGGA chairman and course manager of Sunningdale GC, have established a new golf course consultancy, McMillan-Shiels Associates, intent on supplying a complete specialist service which will include course maintenance, training, conservation, ecology and arboriculture, operating through a network of selected consultants. Shiels, who set up the first HND in golf studies, has quit full-time education in some frustration following long delays in establishment procedures for the diploma course at Merrist

Wood, which after nearly five years has only just been given the OK to proceed.

The linking of McMillan/Shiels, who are old friends, boasts a combined greenkeeping/agronomic experience of over 50 years, brought together in 'team' form at the Wildwood course in Surrey last year, where their paths were inextricably linked for the greater good. McMillan-Shiels Associates are at 21 York Road, Woking, Surrey. GU22 7XH.

■ The Course Care division of Highspeed has appointed Paul Shaw as technical sales representative to take responsibility for development of the Course Care range to the turf maintenance market in Lancashire and the West Midlands. The Course Care range includes high quality lubricating oils, fuel treatments, greases, spray dispersants and cleaning products. Paul will be based in Stoke on Trent.



■ Keith Wishart, Rigby Taylor's technical representative for North Yorkshire and the north east, has retired after 16 years service. At a retirement party, Keith was presented with a portable TV by Bernard Hedley, chairman of Rigby

Taylor Limited.

Taking over this important area for Rigby Taylor will be Paul Taylor (BASIS certificated), who has many years experience as both a head greenkeeper and with Trident as an equipment salesman. Pictured: Paul Taylor, left, and Keith Wishart.

■ The Lancashire College of Agriculture and Horticulture was awarded the BALI-CHALK Trophy and £50 for the best college stand at the Landscape Industries '92 exhibition at Stoneleigh. There were a total of 16 colleges from all parts of Britain exhibiting at the show. Jeffrey Bernhard, Chairman of the BALI Chalk Trust and one of the panel of judges said: "we were disappointed with many of the stands this year, as we felt that they lacked imagination - we were looking for a stand that presented the college with creativity and flair, and Lancashire achieved this".



■ Ransomes has appointed Jeremy Chowns, FCIMA, as chief accountant.

Jeremy, with some 24 years experience in both manufacturing and distribution, has joined Ransomes at their Ipswich headquarters.



David Driver, recently head greenkeeper at Henley and formerly of Royal Eastbourne, has joined the prestigious new Buckinghamshire Golf Club as course manager. This is the course where Kevin Munt has done such a grand job of management during the 'growing in' period.



Where?

...the north of England

January 18 - 22!



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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For FREE brochure complete the coupon or phone 0235 813936 NOW!

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 Please send FREE Allen Mustang details. G1.7.92

Name.....
 Address.....

.....Postcode.....

SOME SUPPLIERS

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, Oakhanger 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.

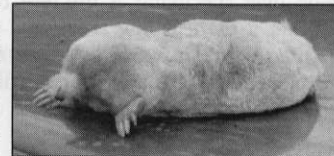
Flying Divots

■ **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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GREENKEEPING IN THE UK: WORTH £187m A YEAR

Key findings of the BIGGA/Golf Research Group maintenance survey show a number of surprises.

There was a fantastic response to the survey from greenkeepers all over the country, with just under 200 survey returns received and with a depth and quality of return that researchers have described as "excellent." With this number of completed questionnaires, it has been possible for the first time to produce statistically accurate figures for the size and nature of the UK greenkeeping industry.

The availability of these figures may well have a significant impact on the greenkeeping industry in this country. Whilst in America I undertook a very similar study in 1985 for the Golf Course Superintendents Association of America (GCSAA). The effect of this work in the USA has been considerable. This survey for the first time showed the sheer scale of the American greenkeeping industry: over \$2 billion annually. Superintendents and the greenkeeping industry generally became marked for respectful treatment when it became known how large their business had become.

Secondly, the publication in the States of standardised 'average' greenkeeping budgets had a significant effect. Prior to the survey there were about as many charts of accounts for greenkeeping budgets as there were golf courses, though afterwards the standard budget, hammered out so carefully for the survey, was increasingly adopted as the uniform budget for American superintendents. Further, with these 'average' budgets figures now available, the American superintendents had a firm ruler by which to measure their own operations and a strong tool assisting them when pressing home budgetary requests.

A strong indicator of the success of this first US maintenance survey is the subsequent establishment by the GCSAA of a whole department which today does nothing else save producing a whole series of surveys of the American greenkeeping industry, these surveys being continually updated.

This diversion across the Atlantic is useful in setting the scene for the BIGGA maintenance survey and gives an indication of the considerable effect this work may have on the UK greenkeeping business.

The UK survey shows the UK greenkeeping business to be of a considerable size, worth £187million annually and employing over 10,000 people. Labour is the largest single component of this expenditure, accounting for £92million annually. Capital spending is the

second largest item accounting for £36million. Two thirds of this spending goes on new machinery, one third on course projects such as extending tee boxes and re-laying greens. In fact, the amount spent on course projects is likely to be somewhat higher as the labour for these projects is not always properly accounted, the work simply being added to the duties of the regular green staff.

Looking at the use of chemicals, golf comes out looking very 'green'. On average a golf course spends £16 per acre per year on chemicals (pesticides and fertilisers) whereas arable agriculture spends £75. This is a very important area indeed, one where golf can say it is environmentally friendly – all the more important in the current climate when new golf development is increasingly under attack as being evil incarnate.

Parkland courses spend less on maintenance than heathland or links courses

The UK average for a golf facilities maintenance spending is £95,000 per year. Labour is the largest item, accounting for just over half of the money spent. Clearly there is considerable variation around this average in the maintenance spending by individual courses.

Facility size is the most obvious impact on maintenance spend. While 18 hole courses average £94,000 per year, 9 hole courses average £45,000 and 36 hole courses average £145,000. Looking at these figures on a cost per hole basis, 36 hole courses spend £4,000 per hole per year whilst 18 hole courses spend £5,200. This certainly does not mean the 18 hole courses are better maintained than the larger facilities, for if anything the reverse would be true, with many of the larger facilities being prestige courses. Rather, the lower maintenance spend per hole at larger facilities is an indication of economies of scale. For example, a 36 hole course does not need twice the equipment inventory of an 18 hole course, nor does it require two course managers.

Probably the most surprising finding of the survey is that parkland courses spend less on

maintenance than heathland or links courses. It has always been thought that parkland courses were the most expensive to maintain. Often termed 'grass factories', their often heavy soils tend toward the robust fast growing weed grass *Poa annua* and rye grasses that need twice as much mowing as the natural fescue and bent grasses used on heathland and links courses.

The survey shows 18 hole parkland courses spending £90,000 annually on maintenance, while links and heathland spend £100,000 and £115,000 respectively. This apparent anomaly may be explained by the preponderance of premium, better manicured courses on heathland and links.

Do customers get value for money when they pay high green fees? Comparing maintenance budgets to cost of play suggest that they do. Courses charging over £25 for a round spend twice as much on maintenance as courses charging less than £10. Comparing the budgets the most notable difference is the wage bill: keeping the top end courses manicured is very labour intensive.

Looking at the average maintenance spend, by region, for 18 hole courses, not surprisingly the South East appears as the most expensive, spending on average just under £140,000 per course. Scotland is the least expensive spending just half of the South East figure. A small part of the difference in the figures between Scotland and the South is due to labour rates, however the South spends more across all budget categories, which leads to the conclusion that the large difference in budgets is mostly due to the difference in philosophy of the game. The Scottish courses are closer to the natural environment whilst the Southern courses are increasingly man-made. As a result of the significant difference in maintenance operations in each region, two thirds of the report summarising the findings of the survey is given over to presenting results individually for each region.

The report, 'Golf Course Maintenance In The UK', is available for £70 (£40 to BIGGA full greenkeeper members) by sending a cheque payable to the Golf Research Group, located at LSE, 406 St Clements Building, Houghton Street, London, WC2A 2AE (071-9557721). BIGGA members enjoying their substantial discount over non-members will, for £40, obtain a piece of market research that would cost £50,000 if commissioned by a single user.

● The author, Colin Hegarty, conducted the survey on behalf of the Golf Research Group.

Grand expedition and 'entertaining' golf

Keeping true to their highly legitimate claim in titling the Barenbrug Trophy 'International', the good folk of Barenbrug UK Ltd held a competition which included as reward a trip to compete in the third International Barenbrug Trophy at Nunspeet GC in Holland. Thus it was that a party representing and upholding the traditions of British green-keeping golf took to the air for a three day visit, included Jim Lake (Druids Heath), Barry Holt (Bur-

ford), Hugh Parry (Bristol & Clifton), John Philp (Carnoustie) and Richard Pride (Thorndon Park) and your humble editor.

The whole event – sans golf – could only be described as wonderfully entertaining and totally informative, with grand expeditions to both Barenbrug's testing, breeding and scientific plant and to the factory where literally billions of seeds are sorted, cleaned, bagged and dispatched worldwide. It was, quite literally, mind boggling and did much to further the enlightenment of those who might have imagined that seed is seed. Don't ever believe it, at Barenbrug it's a scientific act of wizardry!

I use the term sans golf, for it is not being too critical to say that the golf at Nunspeet, or more specifically the golf course, whilst being charmingly pretty and delightfully set in what should have been perfect golfing country, with pines, heather and delicious sandy loam soil, was a disappointment. I do not know the name of the architect, though I understand he is of aristocratic blood, but I hope someone will take him aside very soon and tell him what a golf course ought to be about. Here



Upholders of a proud tradition – our British team of greenkeeping golfers

we had a course laid out with Penncross which had gone horribly wrong, coupled with a lay-out that provided no facility for balancing-out, no width to speak of, no alternate routes and with treachery and disaster awaiting every shot that was even minutely off-line. Nunspeet is one to send people dashing to the bar not for mere sustenance, but to wash away the taste of doom and horror on the course.

Notwithstanding the golf, which at least was entertaining, our

Barenbrug friends – the delightful and refreshing Muchel Mulder and the ever-smiling John Bradley – were our most charming hosts and our scores – all of them – will remain a secret in order to protect the reputations of those I know to be good golfers. In passing, I can heap nothing but praise upon Mr G B Kooster, handicap 10, who succeeded where others failed and produced the almost unbelievable score of 37 Stableford points!

DAVID WHITE



Mr G B Kooster receives the Barenbrug International Trophy and congratulations from Barenbrug's Michel Mulder

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