

Director's Column

by Timothy Kelly
Village Links of Glen Ellyn

The new decade is upon all of us and the game of golf continues to expand at a very healthy rate of growth. Superintendents will have increased opportunities and very important roles to play in the future. All golfers today are very demanding!

Our counterparts Golf Professionals, and Club Managers have also strived to provide the services and amenities that golfers and club members desire. In the 1990's how do: Superintendents, Professionals, and Managers enhance their opportunities to succeed? COOPERATION!

A total quality experience, for all golfers depends on each of the individual staff efforts being coordinated and directed to a common goal. A cooperative effort will improve the golf course, or golf club's ability to provide its clientele with an enhanced golfing experience on any day.

In my own experience, I have been fortunate to be working together with Roger Warren. Roger is the Director of Golf at the Village Links. Since 1986 when Roger came to the Village Links we have been able to forge a successful cooperative working relationship. We have tried to work on mutual and individual operational problems, by working together. We both have respect for the other person's efforts, ideas, and opinions. Roger has been a true professional, and I really enjoy working with him.

In my opinion, this type of working relationship is much more workable and productive than an indifferent, or adversarial relationship. Our main focus at the Village Links is to provide our golfing customers the best golf experience every day. We do not spend time trying to out maneuver or "best" each other. We do try to provide each other with constructive criticism, and helpful feedback. We easily coordinate activities and work together as a team. This helps our staff members to also cooperate and work together. We each have a good understanding of the other's needs, goals, and problems. We are able to adapt or adjust as needed.

If you have not tried COOPERATION at your golf course, or club yet, give it a try, I highly recommend it!

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**He is the happiest,
be he king or peasant,
who finds peace in his home.**

Prediction

Dr. Roscoe Randall at our last MAGCS meeting in March predicted that the return of the Cicadas would happen on June 12 at 3 a.m. There were 84 in attendance to verify this prediction that occurs every 17 years. The following article goes into greater detail.

Periodical Cicadas Due in 1990

by Philip L. Nixon, Ext. Entomologist
University of Ill. Cooperative Ext. Service

Periodical cicadas will emerge during the last few days of May and continue to emerge in early June in downstate Illinois, spreading to the Chicago metropolitan area and most of the northern half of the state. Emergences are expected to be spotty, with large numbers in areas that experienced large numbers at the last emergence of this 17-year brood in 1973. By the end of June, most of the eggs will have been laid and most of the cicadas will have died.

What to look for

Periodical cicadas (incorrectly called locusts by many people) are black with red eyes and orange wing veins. Their total length is about 1 1/4". Periodical cicadas emerge from the soil during May and June as one-inch-long brown nymphs that have spent the last 13 or 17 years feeding on the sap of tree roots. Annual, or "dogday," cicadas are larger (over 1 1/2" long), green or brown and black, and appear each year from July to September. Their nymphs are also brown, but are over an inch long and usually feed on the sap of tree roots for two years.

How they behave

After 13 or 17 years, the inch-long brown nymphs emerge from the soil and climb up the sides of houses, trees or other plants, where they stay until their skin splits down the back and the winged adult emerges.

After drying for awhile, the adult climbs or flies up into the trees. The males then begin singing to attract females for mating. The brown shell of the nymph remains for several days before falling to the ground, where it eventually breaks apart.

The mated females lay their eggs in neat rows inside pockets they have cut into small branches and twigs. The eggs hatch in six or seven weeks. The newly hatched nymphs fall to the ground, where they burrow down to suck sap from plant roots for the next 13 or 17 years.

Damage they cause

Cicadas feed by sucking juices out of plants, but this is not the cause of damage. The adult periodical cicada feeds very little, if at all. And the root-feeding nymphs rarely cause harm. But it is the egg-laying the adults do into the twigs and small branches of trees that causes the damage. Twigs are weakened from the egg laying and are more likely to die later in the summer, and break during storms. Very young trees, with trunk and major branches yet very small, may be severely damaged or killed.

To avoid damage by periodical cicadas, do not plant trees just before emergence if all of the following conditions exist:

- The trees to be planted have a trunk diameter of less than 1 1/2".
- The planting site has trees and shrubs that have been there at least 13 or 17 years.
- The planting site was heavily infested with cicadas during the last emergence.

Larger trees are not likely to be damaged enough to warrant postponing planting because the cicadas do not emerge in large enough numbers in many areas to be a problem.

Very small trees can be protected from injury by enclosing them in screening, cheesecloth or mesh bags like those used to ship onions. Tie the mesh around the base of the trunk to

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(Cicadas cont'd.)

keep the cicadas from crawling up the trunk and underneath the mesh.

Chemical control

Homeowners as well as commercial applicators can apply carbaryl (sold as Sevin) to protect young trees. Other insecticides available to the commercial pesticide applicator that should be effective include bifenthrin (Talstar), cyfluthrin (Tempo), and permethrin (Ambush, Pounce). Permethrin can only be used in nurseries. Generally, pyrethroids provide effective control for a week to ten days. Carbaryl will probably be effective for five days or less.

Orange Lines in the Roughs

by Timothy Kelly, Grounds Supt.
Village Links of Glen Ellyn

In 1988 the Village Links began painting orange lines to help control and manage motorized cart wear on the golf courses. Most of this severe wear is on the long collars, approaches, around the greens, and in the roughs adjacent to greens and tees. This wear is especially evident from the green to the next tee. Golfers like all people take the shortest distance to their next destination, even when riding in motorized golf carts. This wear on the turfgrass has a very detrimental effect on the playability of the golf course. I and the grounds staff have tried to deal with this wear in a proactive approach. This problem had been discussed with the golf staff numerous times without a solution being discovered.

This changed suddenly in early 1988. Mr. Roger Warren, Director of Golf, suggested the use of our current orange line program. He had seen this utilized at other golf courses, especially in Florida. The program has a policy to not allow any motorized golf cart users to drive inside, or past the orange lines. These orange lines are painted in either full circles, or part circles around greens and tees where concentrated wear existed. I was skeptical at first, but I agreed to try it on a trial basis. The program was utilized throughout all of the 1988, and 1989 playing seasons. The orange lines are moved each week and are never left in a permanent spot, unless it is along a paved cart path.

The results so far are: I feel that the orange line program has been successful. Turf areas that were worn around the greens have been improved dramatically, and preserved for enhanced playability. Golfers have cooperated remarkably well to comply with the orange line system.

In the future, the grounds staff needs to learn how to better utilize the orange line program. This orange line program will be continued in the future, and will be combined with other wear fighting systems:

- 1) The continued utilization of strategically located white control fences (wickets) to evenly distribute wear from traffic.
- 2) Increased fertilization in roughs and collars so turfgrass can cope better with traffic and wear.
- 3) Aerification of rough wear areas and of collars, again to help turfgrass be tolerant of wear and traffic.
- 4) Addition of new paved cart paths were needed.
- 5) Addition of sprinklers in strategically located wear areas in the roughs to help the turf survive wear stress during drought.

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