

What to Do if You're Pulled Over

Keeping a clean driving record is a necessity, especially for professional drivers. But sometimes even the most careful drivers get stopped. There is no way to completely avoid receiving a ticket, but there are some things you can do to avoid increasing the odds.

If you are stopped, turn off your truck, and place your keys on the dash so the officer will not worry that you will try to escape. Be pleasant and professional. Avoid being argumentative.

Do whatever the officer asks and do not reach under your seat or in the sleeper for your wallet. Doing so may make the officer suspicious.

Never admit guilt. You always have the right to remain silent, but during a traffic stop, the officer does not have to

Once the officer begins writing the ticket, he must complete it. Nothing you say can change that, so keep quiet.

advise you of this right. In states with a signature line on the ticket admitting guilt, do not sign if you intend to dispute the ticket.

Once you are sure the officer is going to write a ticket, ask to have it tried in the county seat. For cases tried outside the county seat, points are multiplied by 50%. This can save points on your MVR and fines.

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As soon as the officer leaves, make notes about what happened. Record the make and model number of the radar or laser unit, where you are parked, road, weather and lighting conditions and mile marker number. Review the ticket for errors. Check for an incorrect date or time, license number or plate number and make sure the offi-

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Harold Frederickson Migratory Bird Management

Goose Control

Have Dogs Will Travel



AKC Reg. Border Collies



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If we don't answer our phone, we're on

ANOTHER WILD GOOSE CHASE

The View From M.S.U.

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The studies conducted here at Michigan State by Eric Miltner, Bruce Branham and myself compared late fall nitrogen treatments with those emphasizing spring applications. There was no significant leaching of nitrates from either treatment. If the nitrogen is applied while the plant is still physiologically active, the soluble nitrogen should be taken up and used so it will not be available for leaching over the winter.

While there may be a small increase in growth during the fall or spring, most turf managers are satisfied the benefits are far greater than the potential negative effects. There is no evidence that late fall N increases susceptibility to low temperature or crown hydration injury. In fact, if there is such winter injury, recovery may be faster if late fall N has been applied. There is evidence from a study done at Ohio State that late fall nitrogen may increase thatch accumulation to some degree.

Benefits of late fall nitrogen include good carbohydrate levels in the turf the next spring, good early spring root growth, good fall and spring color and good turf density so there is less potential for establishment of spring weeds.

With many advantages apparent for late fall nitrogen and few disadvantages, it is clear why so many turf managers have adopted this practice. I have not talked to anyone who has tried late fall nitrogen fertilization who has not continued to utilize the practice for agronomic reasons. This is the best testimonial for late fall fertilization. ■

Toughening Up Turf Through Fall Feeding

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and herbicides, which makes its inclusion in a preventative spray program a basic part of fall maintenance at no added cost in labor.

We demand a lot from our turf. We want it green at all times and to heal itself, even after we repeatedly drive over it, trample it, and beat it with a club. There aren't many plants that would survive all that we put our turf through. Most gardens would be devastated just to have someone carelessly walk through them. All of this resiliency demands specialized care and feeding. Pushing here and tweaking there. Giving the turf what it needs to survive winter stress is one of those little things that can pay off big. ■

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cer's name badge matches the name on the ticket. Mistakes could result in the dismissal of the ticket.

There are three ways to respond to a ticket. First, you can plead guilty. This is usually handled by mailing the fine. Second, you can negotiate a plea bargain which may result in fewer points on your MVR but may result in a larger fine. And finally, you can fight the ticket and hope to have it dismissed. Whatever you do, don't just ignore the ticket. This can result in suspension of your license and a warrant for your arrest.

Drive safely and remember that avoiding a ticket is always your best defense. So keep on trucking—safely! ■

Credit: New World Van Lines

Greg Johnson -N- Eagle Brook C.C.

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yard hole has an island green surrounded by wetlands. After you survive that hole, you will be glad to relax in the new \$7+ million clubhouse. Eagle Brook can play to a demanding 6,736 yards from the green and gold tees.

Throughout Greg's tenure at Eagle Brook, his first year was the most challenging. "The summer of '95, right after Southwest bought it," Greg said, "our maintenance facility was an old barn with a dirt floor—and you remember the summer of '95?" Yes, Greg, I think we all do; and thank God for the law of averages. "The biggest challenge now is trying to keep pace with the competition, the other private country clubs, in the Chicagoland area," Johnson noted.

Johnson gave special praise to his assistant Tod Hopphan. "Eagle Brook is a very environmentally sensitive property. With over eighty acres of wetlands, Tod has been very instrumental in working towards the Audubon Cooperative Sanctuary Program certification." (Note Tod's article in the June 1997 issue of *On Course*, "Membership Has Its Price!")

Greg and his bride Cathy have been married for 19+ years and have a future quarterback, Alex, that is eight. Greg states that "Alex is very athletic, and I would not be surprised to see him in a Packer uniform some day." Sounds like Greg's boyhood dream?

I have had the sincere pleasure to know Greg for a number of years. I know his FAVREite colors are green and gold. I know his aspirations ten years down the road are not to stay at Eagle Brook; but if you ever want Packer/Bear tickets, call the superintendent in Titledown, and ask for Greg. ■