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President's Message

The North Central Turfgrass Exposition held this year at the O'Hare Expo Center was a tremendous success. The Midwest Clinic, which was held on Wednesday, December 12, was done very professionally. Dave Behrman and his committee did an excellent job in getting speakers from the ranks of the G.C.S.A.A. and the M.A.G.C.S. These speakers responded with excellent presentations. A big "thank you" is in order to all those people who had anything to do with N.C.T.E. I have not received any word from the University of Illinois, but at the registration desk, the ladies estimated that around one thousand people would register for the conference. On the floor of the exhibition hall, I talked with many of the distributors who were elated at the attendance and the fact that they were all on one floor.

It was great to have the President of the G.C.S.A.A., Mr. Jim Timmerman C.G.C.S., give the keynote address on the history of golf. Also, Mr. Bill Roberts C.G.C.S., from Wisconsin who is running for director at the conference in Washington, D.C. shared with us his flower operation at Sentry World Headquarters.

While at the conference, I had the privilege of attending the board meeting of I.T.F. on Thursday morning. At that meeting, I made the statement that the Midwest Clinic had been and will remain in the Chicago area. Mr. Don Spier, who is president of the I.T.F. for 1985, asked that the membership of the M.A.G.C.S. be a part of the program. I said that we would be happy to participate, but we did not want to have a "M.A.G.C.S." day on the program or participate as a group. I am sure that the entire membership joins me in wishing the Central Illinois Superintendents and the University of Illinois the best of luck in organizing the 1985 N.C.T.E. I am sure that they will carry on the outstanding quality in Peoria that has been started in Chicago.

If you have not sent in your 1985 dues, please do so as soon as possible. Also, don't forget to fill out the disclosure statement that was sent with the dues statement. This information will allow our executive secretary to keep better records on our membership. Also, our records will be updated to include all current information.

Hope to see you all in Washington, D.C.

Joe P. Williamson, C.G.C.S.

MAGCS DIRECTORS COLUMN

“Spreadin’ the Wear”

Julius Albaugh

Westmoreland C.C., Wilmette, IL

Hardly a movement should be made on a golf course unless some consideration is given to spreading wear or traffic patterns. Turfgrass wear, soil compaction, soil displacement, turf removal or any combination of the four are our major sources of problems in maintaining quality golfing turf. The wear problems are enhanced as weather conditions reach extremes, as play increases, under poor drainage, and when the time allowed for recovery from a wear condition is limited. When uncontrolled, foot traffic, golf club damage, golf ball damage, cart traffic or any golf course maintenance equipment operation can get out of hand and accelerate turf grass damage. Maintenance programs, cultural practices, renovation operations and rebuilding projects are all influenced by wear. We are always looking for a better method of reducing wear, promoting recovery from wear and ultimately preventing damage from wear completely.

Let’s review a few wear problems and methods of coping with golf course traffic. Traffic control must begin at the locker room door. The first signs of turfgrass deterioration often appear next to the walkway leading to the first tee. Golfers wearing spiked shoes tend to avoid walking on a hard surfaced path if there is grass to walk on nearby. Often along an unbordered path a secondary path worn from foot traffic develops along side. One method of correction is landscaping along the pathway. It can be simple as a border of fuchsias or more elaborate by using a hedge planting along the path. Low curbing or a low rope and stake arrangement are of little use because they are too easily stepped over.

If there is one area on the entire golf course we would like to keep in the best of conditions at all times, it is the first tee. After all this is the area where a golfer gains his first impression of golf course conditions. The first tee can easily become the most troublesome to maintain if traffic is not controlled. The problems are often caused by the waiting of foursomes to tee off, signing up for golf events and activities such as warming up and practice swinging. Much of the additional traffic can be averted by communication with the Pro Shop staff. Avoid setting a table on the teeing surface for sign up of golf events and suggest that warm up activities and practice swings be directed to the practice range. The entrance to the first tee is often another problem area. Where golfers seem to always enter in the same location wear soon develops. Here a decorative stake and chain arrangement may be used to vary the entrance way. It is a must to move the entrance daily or the wear can be worse than no direction at all.

The next area where traffic problems develop is at the end of the cart path at the first tee. Even though the end of the path was flared to vary the exit, people tend to always exit in the same area unless directed otherwise. Methods of spreading the wear can be as simple as a painted 4 by 4 moved daily to route the exit. Flower planters look better and can serve the same purpose. Both require attention daily to be effective. Often the wear at the end of the path is caused by poor drainage and excessive runoff. Especially, if the path ends on the low end of

a slope, rain and irrigation water keep the exit wet. One solution to the problem is to use plastic egg crating type material such as Grasscel blocks at the end of the hard surfaced path. The material when laid over sand or gravel will correct the drainage and excess water problem. Sod can be rolled into the blocks and the area appears as sod. But the wear is absorbed by the crating material, not the turf or soil. Increased maintenance on heavy traffic turf areas also aid in the wear tolerance. Fertilizing, irrigation and aerification of these areas help to reduce wear by producing a healthier turfgrass plant.

It is generally better to allow cart traffic complete freedom from the tee to the approach area of the green. But as conditions of stress develop, a decision must be made in regard to cart traffic control. Under wilt or wet conditions many opt to direct cart traffic to roughs only. Often by this action we trade one problem for another. Under heavy play or a few days of carts in rough only, one easily develops wear problems in the near rough area. The turf at rough height soon lies down in the direction of travel and besides producing a poor golf lie it creates a mowing problem. Reel type mowers will not pick up and cut the matted turf. Some have gone to rotary mowing these areas and found it to be the answer. Ropes and stakes have been used from tee to green and moved daily to spread the wear in the rough area.

The next heavy wear area occurs around the greens. A golfer on a cart has a tendency to drive as close to the greens as possible. Someday someone is sure to report catching a golfer on the green in a cart attempting to putt. Most golf carts have decals suggesting that carts not be taken any closer than 30 feet off the green or be driven on slopes. Signs are generally not enough. Signs, ropes and stakes are often used across approaches and around greens to direct traffic. Besides being a nuisance to mowing operations, ropes and stakes take from the natural beauty of the golf course. Also, they never seem to stay in place; an hour after they have been straightened it always seems half of them have been knocked down. An alternative to ropes and stakes may be a painted line or a more permanent Roundup line around areas where golf carts should not be taken. It works with a good public relations program. Golfers soon learn to police each other and will correct one another when they see someone cross the line.

We now find ourselves at the second tee and another short cart path with the bottom of a slope as one edge. The area soon becomes unsightly because cart traffic keeps cutting into the slope. Here is an excellent location to use railroad tie curbing. They will keep the carts on the path and maintain an edge.

It is a fact; as rounds of golf play with golf carts increase, so does the number of unrepaired ball marks. Why? As a golfer is walking, he generally approaches the green on the line of flight of the golf ball, sees the ball mark and repairs it. A golfer on a cart will drive around the green as near as possible to his ball, thus forgets or never sees his ball mark nor repairs it. The problem seems to be getting worse. Signs on the golf carts and hole pins have little effect. All we can do is repair the ball marks before the green is mowed the next morning, too late for fast healing. Somehow golf etiquette must be stressed.

Today the demand for the best of playing conditions throughout the golfing season is greater than ever before. To meet the demand and survive the wear problems we must find

(cont’d. page 4)

(Spreadin the Wear cont'd.)

more time for basic turfgrass management and cultural practices. Teeing areas must be utilized to the fullest, spreading the wear evenly and allowing ample time for recovery. It is a general tendency to leave too much room between tee markers. On most holes the heaviest wear occurs within six feet of the right or left marker, the rest of the teeing area receives little wear. By narrowing the tee marker width to 12 to 15 feet one can often double the rotation area and increase the turfgrass recovery time from three to six weeks. Soiling and seeding of divots should be a weekly operation, more often on par 3's. Some clubs have even gotten the golfer involved by providing buckets of soil and seed mix at the tee for divot repair. Others are aerifying problems areas more often; some are even sand topdressing tees to improve soil conditions. Unlike greens, tees seldom have an improved soil mix. Tees that are being rebuilt nowadays have. On most golf courses the size of the teeing area has not increased along with the increase in play. Where wear is severe and recovery time is limited because of size, sometimes the only answer is enlargement.

The days of seven, nine and eleven gang fairway mowing units are limited. Those using three and five gang mowing units and removing grass clippings have found the answer to fairway wear problems. More frequent aertification and more aerifier holes are in. Frequent soiling and seeding of driving area divots are in. The most interesting results found with the intensified maintenance and cultural practice programs is that the percentage of desirable turfgrass is increasing.

In summary, we must analyze our wear problems and formulate maintenance programs, cultural practices, renovation methods and rebuilding projects to reduce the wear damage potential. We must inform the golfer, our staffs and the Pro Shop operation of habits with high wear potential. Public relations is important. Common sense must be used with every program. The best designed pin placement program must be flexible, in that under wet conditions one should avoid placing a pin on a lower, wetter area of the green. We must say abreast of new techniques and put the highest effort toward better methods of "Spreadin the Wear".

Editor's note: Ken Zanzig has come up with a poem this month that really hits the nail on the head, on the feeling of many of us over our newsletter.

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Kenneth R. Zanzig




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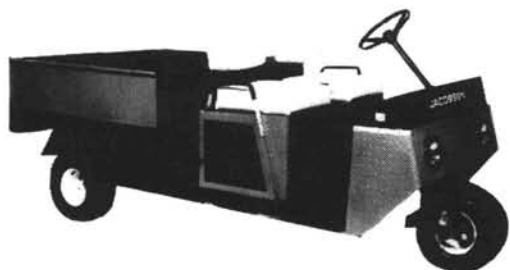
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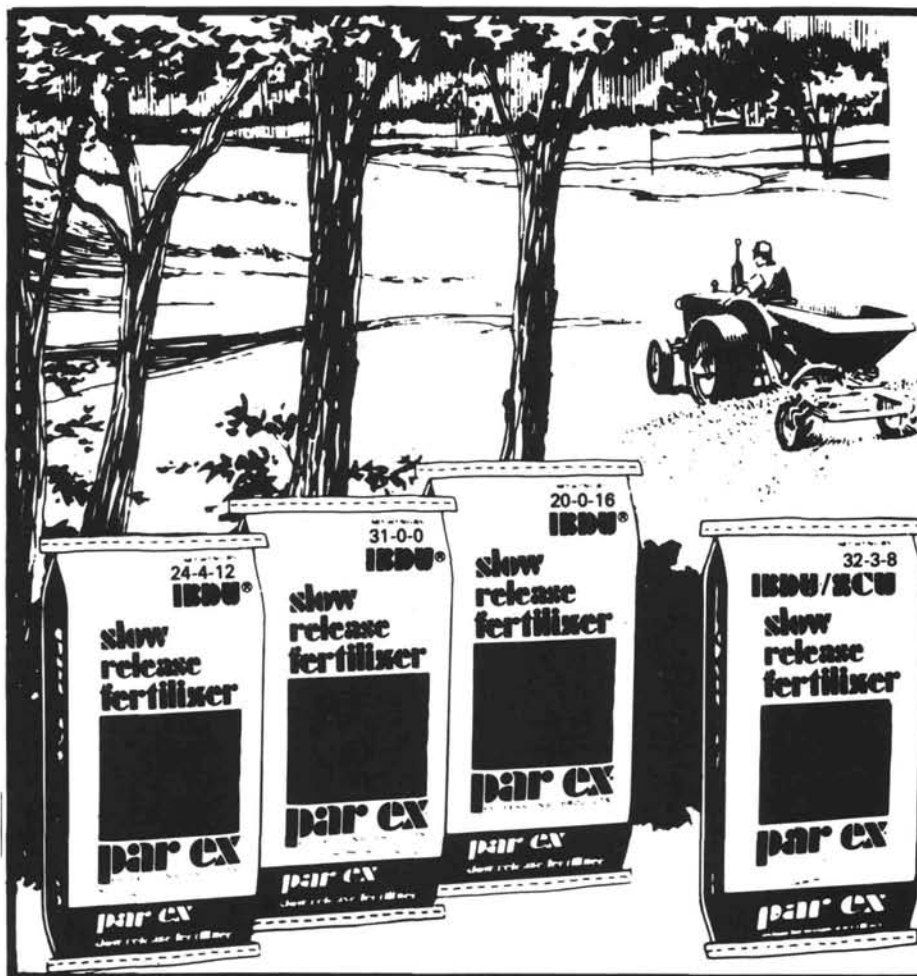
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Editor's note: The following is a report prepared for John Ebel by his assistant as part of his training. John thought it was pretty good and thought enough of it to share it with us.

Thru the Green at Barrington Hills

**Kurt Desiderio, Ass't. Supt.
Barrington Hills Country Club**

With the New Year right around the corner, it's time to reflect back on 1984 in anticipation of what 1985 will bring. We had a very good year in 1984. The golf and the weather were great.

During 1984, we accomplished most of goals through dedicated hard work. This dedication allowed us to produce the finest golf turf to the best of our abilities. To maintain a quality golf course, we must look back to our winter maintenance procedures.

During the winter months, we were very busy performing our machinery maintenance tasks. Each piece of equipment was thoroughly cleaned, inspected, and repaired, so that down time during peak use periods was avoided. All the reel mowers were sharpened and set so that they were ready to go when the grass started to grow in the spring. The tee equipment (benches, ball washers, etc.) was also repaired and painted to look its best at the start of the golfing season.

When the equipment was finished in early March, some time was spent on shop clean-up. This involved going up in the rafters and cleaning from the top down. The whole building was scrubbed and polished paying close attention to detail. To climax the winter maintenance period, all our work was put on display during the annual open house in late March.

With open house behind us, it was time to go out on the golf course and start spring clean-up.

Our first tasks were to remove the snow fences on #5 and #2 greens, clean the skeet clay pigeons off the 18th fairway, and clean the debris from the greens and tees.

In April, the whole golf course was cleaned up to get it into playing condition for the first golf event. The skeet buildings were put back in storage for the summer and the tee equipment and practice range were set up.

We began to mow the golf course at this time. The greens were cut at 1/8" with a triplex mower. The tees and collars were also cut with triplex mowers at 5/16". The biggest change of 1984 from previous years was the way in which the fairways were mowed. The fairways were, for the most part, cut with triplex mowers at 1/2". We tried to cut through all the fairways at least once a week using greens mowers to remove the clippings. If we couldn't keep up with excessive growth, we used an 84" triplex mower to catch up. The clippings were not removed.

Mowing the fairways in this season gave us a much improved fairway turf. The turf was healthier, stronger, and more vigorous. The playability of the golf course was greatly improved, along with greater disease and weed resistancy. This mowing routine was continued throughout the entire season.

In late April, the small trees on the golf course were sprayed with dormant oil for protection from scale insects. The Elm trees were also sprayed with methoxychlor for Dutch Elm disease.

In May the greens, tees, and fairways were aerified. The greens-aire was used to aerify the greens, tees, and fairway ap-

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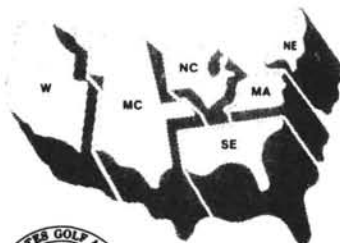
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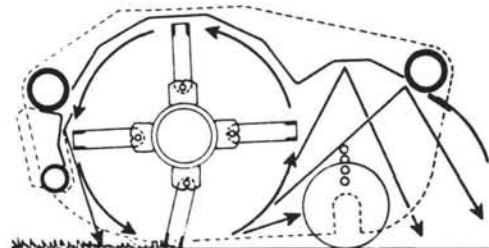
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(Thru the Green cont'd.)

proaches. On the greens, the procedure was to remove the plugs, fertilize, overseed with penncross bent, and then topdress with sand to fill the aerifying holes. On the tees and fairways, the plugs were broken up to remove the soil. The turf was then overseeded with bentgrass and fertilized, to provide a strong, vigorous, playing surface.

The greens were topdressed two times a month during June, July, and August. This topdressing frequency led to consistently smooth and true putting surfaces.

During the year, the sand traps were edged when needed and raked daily. 120 tons of sand was put into the traps that needed to be filled.

A procedure was started on the practice tee to build up the turf and soil. The tee was aerified, overseeded, fertilized, and top dressed many times during the season. This frequent topdressing built up the low areas and helped promote faster divot repairs.

Flowers were planted throughout the season in different beds and boxes. The plantings added beauty and functioned as cart control around greens and tees. These flowers take some time and effort to maintain, but we feel that they enhance the atmosphere of the course.

The weather this summer was very moderate compared with that of a year ago. Temperatures were closer to the normal for this area of the country. Rainfall amounts were slightly under average and supplemental irrigation was needed to keep the turf healthy. During the hot dry afternoons, the greens, tees, and fairways required frequent syringing just to keep the turf alive. With our manual irrigation system, this is quite a task.

With the summer somewhat on the dry side, it gave us a good opportunity to repair and install some drainage tile.

Two new tile lines were installed in the low area of the 18th fairway. This spot has always been a problem. The new 4" perforated tile runs across the fairway and into some solid plastic pipe. The solid pipe carries the water through the rough into an existing outlet. The solid plastic pipe was used in an attempt to keep the tree roots out.

Some other tile lines on the golf course were plugged with tree roots and needed to be cleaned out. These lines included a 4" clay tile running the length of #1, #9, #10, #13, and #14. The 4" line is fairly shallow compared to the 6-10 foot depth of the 15" tile. About 1,000 ft. of tile was rodded and flushed to free the blockage. Two manholes were installed on the 15" main trunk line for easier access to the tile in the future.

This year, the turf nursery was also topdressed and reseeded with penncross bent. We had used a portion of sod in the fall of '83 for sodding our new #2 tee. The turf we used from the nursery for #2 tee is now replaced, ready for future use.

The cart path by the halfway house was also resurfaced. We blacktopped the path from the halfway house down to the shop area.

This year, the final phase of our maintenance building was completed. We razed the old building and disposed of the debris. A 40x50 ft. addition was constructed that connects with the existing shop thus completing the original plan. The new building will enable us to work more efficiently and effectively in the shop and in the field. It also enhances the general appearance of the shop area.

In late August it was decided that a new green was to be built on #17. The existing green had been in bad shape for a number of years. The green was small and the turf was thin due to poor soil, drainage, and air circulation. We have planned this project for some time. The architect plan was approved and the work began.

The old irrigation lines were isolated and shut off so the rough grading could begin. 3,500 yards of fill was then brought in to raise the area. Trees on the right hand side were trimmed so the new green would have better air circulation.

When the rough grading was completed, 1,000 ft. of 4" drain tile was installed in the new sand traps and green. The weather during this part of the project was perfect. As soon as the final grading was completed, the weather turned sour and rained quite a bit. From this point on, every day we could work on the project was a blessing.

The greens were built using modified U.S.G.A. specifications for putting green construction. Over the existing subsoil, the green consists of 5 inches of pea gravel, 2 inches sand, 300 yds. of top soil mix which consists of 70% sand and 30% peat, fertilizer, and sod.

Automatic irrigation was installed on the green and approach. 400 feet of P.V.C. pipe and 6 toro pop up heads make up the system.

Between rain showers, 4,000 yds. of sod was put down. The green was sodded in penneagle bentgrass while the approach was penncross. Surrounding rough areas we're sodding with blue grass. The new traps were then filled with 200 yards of sand.

Although the conditions were far from perfect, about 95% of the project is complete. There is much enthusiasm about this green and we hope to have it in play sometime in late spring.

Since 1968, an architect's plan for tree plantings has been followed. This fall, 16 trees were planted on various holes according to the plan. 12 more trees are scheduled for planting in the spring of 1985.

In preparation for winter, the greens, tees, and fairways were fertilized with milorganite. This dormant fertilization provides faster spring green up and healthier turf. The greens and tees were sprayed with fungicides to protect against winter turf diseases. The irrigation system was drained to prevent the freezing and cracking of lines and fittings.

Throughout the fall, the leaves were removed from the golf course and disposed of. The last of the leaves dropped late this year requiring extra effort in late November.

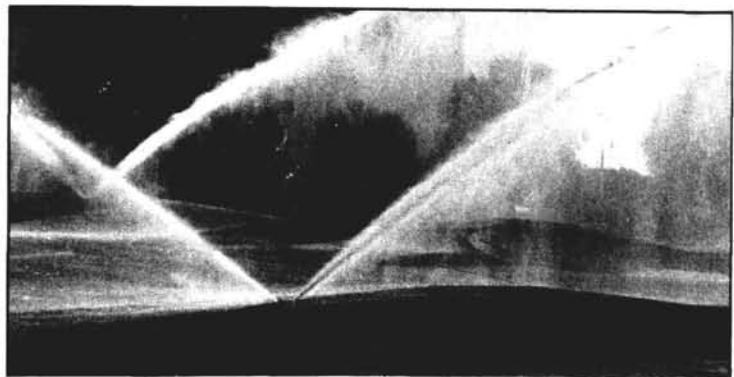
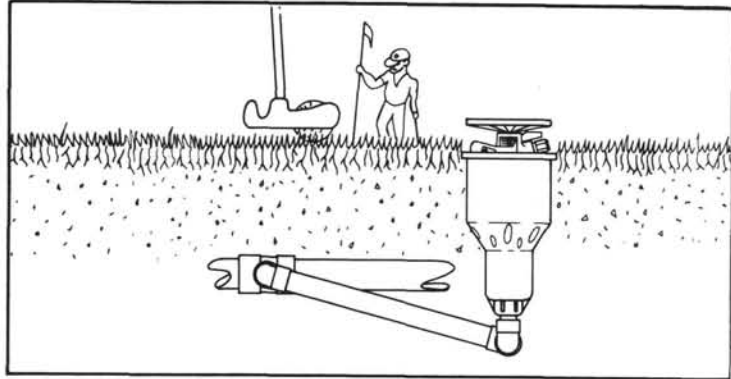
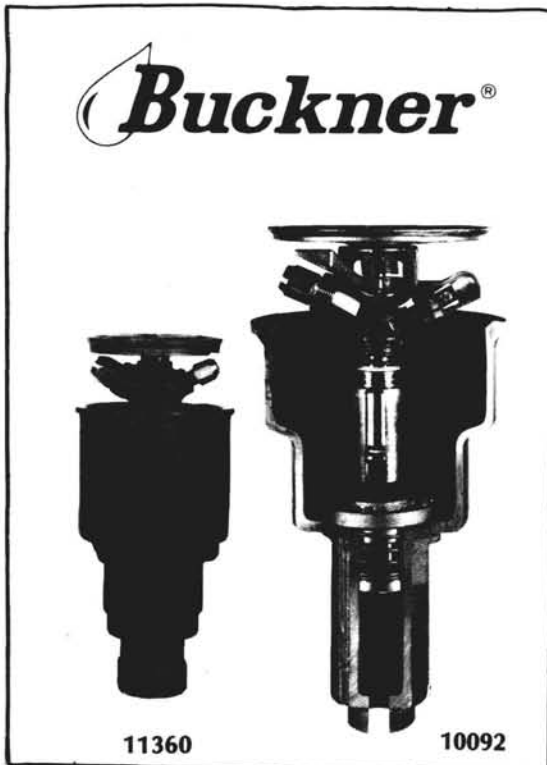
Upon finishing the leaf clean-up, snow fences were erected to drop snow onto some greens and tees. This extra snow cover protects these areas from winter desiccation.

The equipment is then steam cleaned and inspected in preparation of our winter maintenance procedures.

We feel we have accomplished many things in 1984. The results we achieved were worth the effort in producing a beautiful, quality golf course.

**DEADLINE FOR MAGCS DUES
IS MARCH 1, 1985**

green-up your greens . . . with no budget brownout!



complete underground sprinkler kit \$320.00 per green . . .

We're Builders Plumbing Supply Co. providing quality irrigation products for over 12 years. We can supply a complete kit to irrigate the average 5000 sq. ft. green for only \$320.00.

If you want to irrigate 1 green or an entire golf course, contact us. We'll help with planning, design services, and installation tips. This special ends December 31, 1985 so call us collect **312/629-8100**

Green kit using 11360
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Green kit using 10092
impact rotors \$385.00

For automatic electric
solenoid valves instead
of manual valve, add
\$100.00 to kit price

SPECIFICATIONS:

This special kit includes the following components, shipped FOB Addison. Note that 2-valve high-low configuration and automatic controls are available: 4-Buckner brass rotors, 1-Champion 200 2" valve, 1-6" valve box, 1-30" valve key, 360' x 1 1/2" PVC PR200 pipe coupled, 40' x 2" PVC PR200 pipe coupled, 4-1" galvanized swing joints, 6-1 1/2" 45° PVC Sch 40 elbows, 4-1 1/2" 90° PVC Sch 40 elbows, 1-1 1/2" x 1 1/2" x 1 PVC Sch 40 tees, 1 qt rust-proofing, 1 pt PVC XH cement, and 1 pt PVC cleaner



Builders Plumbing Supply
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