



The Bull Sheet

Official Bulletin

Midwest Association of Golf Course Superintendents



PETER VOYKIN
Superintendent Idelwild
Country Club

JUNE MEETING

IDELWILD COUNTRY CLUB

MONDAY, JUNE 5th, 1961

DINNER — 6:30 P.M.

BUSINESS MEETING FOLLOWING

Mr. Ben Chlevin
Assistant Publisher of Golfdom
“Superintendents Are Human”

also Panel Discussion
— Wetting Agents —

THE BULL SHEET, official publication of THE
MIDWEST ASSOCIATION OF GOLF COURSE
SUPERINTENDENTS.

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8700 So. Western Avenue
Chicago 20, Illinois

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PRESIDENT'S MESSAGE

We are now in the busiest time of the season. More and more of our personal time will be spent at the golf course and less time will be spent at home with the family. We should not allow ourselves to become disorganized during these busy times. This is the time to rely on our executive abilities. More supervision and less physical labor is required when work is getting ahead of us. To some of you this may sound impossible and foolish but just analyze the statement and you will agree. You cannot supervise your crew properly if you are working in some remote spot on the golf course. To get the most out of your men at all times you must supervise them and not work yourself.

Sometimes a small problem will cause us to lose sight of the big picture of big problems. This is why we should all use some type of plan chart on which our main objectives are listed in a chronological order. It is so easy to forget what our aim is if we do not keep a program in front of us at all times. You will be surprised to see how well your work will go if you remain organized.

Order materials early — do not rely on suppliers for immediate service and delivery of important and necessary chemicals this time of year because they too are busy.

Keep your members informed of your difficulties as well as your progress. Sometimes a simple explanation of what is happening on the course will prevent undue criticism from the membership. Let them know what your plans are for the future so they can plan ahead also. They may have some important guests scheduled to play the course on the very day that you are planning to aerify or top-dress the greens. He would appreciate it very much if you would keep him informed.

Relax at least one day per week. Do something that will take your mind off your work for a few hours. This will keep you fresh both mentally and physically. You will find that you are not the only one with a problem. Perhaps you will find an answer to one of your problems by discussing it with one of your friends. Play at this meeting and enjoy yourself.

In behalf of Beverly Country Club I would like to say that we were happy to have you meet at our club last month. We were sorry that the weather was not better so that more of you could have played golf. Despite the foul weather we still had approximately 40 golfers. There were 86 people attending the dinner and business meeting.

Next month we will see you at Idelwild Country club. Peter Voykin will be our host. Bring your golf clubs and lets have some fun.

Sincerely yours,
Ted Woehrle

THE PICTURE TODAY

By C. O. Borgmeier

There is at the present time an abundance of equipment and supplies available to the turf man. Like with automobiles, the capacity for manufacturing mowers and other grass maintenance equipment is not unduly taxed. This heavy supply of all items like grass seed, plant foods, chemicals and equipment has left prices stable or below average. The 1961 season has given us the lowest grass seed prices existing for years. This situation will not prevail much longer. Next Fall, seed prices will be higher, how much higher will depend on the 1961 crop.

With the pick up in business activity this Spring, prices will reflect increased costs of labor and taxes. There is no ceiling on either of these cost factors. It will soon again be a question of whether higher prices can be blamed on the dollar or on labor. The end result is the same: a lower value of the dollars we have to spend.

A very considerable factor in doing business today is handling and delivery costs. Freight rates are high and going higher. It costs almost as much for transportation as the value of the shipments involved. For instance, the minimum stop charge by commercial truckers from Chicago to the suburbs is around \$4.00 each on 1000 lbs. or less. \$1.08 per cwt. and on 5000 lbs and over 52¢ per cwt. The considerate buyer will keep this in mind when ordering. It costs your supplier from 5 to 10 per cent for handling and delivery. Give him a break with a pay load avoid frequent small purchases if at all possible.

The turf industry did not feel the recession of 1960 as much as the appliance and hard goods lines. Building and real-estate development in the metropolitan areas will continue with renewed life in 1961. The tax collectors are breathing down everyone's neck with increasing force. The tendency: cheaper money and higher prices.

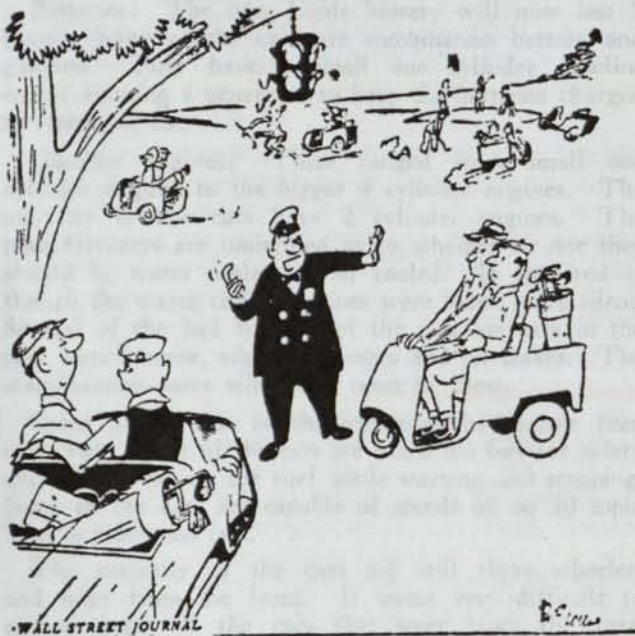
MAINTENANCE COSTS CLIMB

The golf course maintenance dollar, a premium more often squeezed than squirted, spiralled to new highs in all sectors of the country. Rising labor costs, materials and increasing taxes all joined efforts to push a heavier load onto the backs of private and public golf courses. An annual report released by Harris, Kerr & Forster, Accountants, shows it still takes more dough for your golf cake in the west than any other area. Since 1952, Western cost percentages have risen 42%; nationally the increase has been 45%.

PER HOLE COST OF WESTERN GOLF
COURSES - EIGHT YEAR COMPARISON

1951-52	\$2623	These figures do not include golf shop, caddy nor committee expenses. Nor does it include fees and admissions credits.
1952-53	\$2835	
1953-54	\$2949	
1954-55	\$3021	
1955-56	\$3204	
1956-57	\$3332	
1957-58	\$3453	
1958-59	\$3567	
1959-60	\$3692	

Avg. 18 Hole Cost — \$66,456.



GOLF CARS

Just five short years ago we here in the Chicago area were wondering what would ever happen if golf cars would become a part of the game of golf. Since that time we have learned that they are here to stay and now we must cope with the problem as best we can. They have caused us to reconsider the designing of golf courses, new maintenance practices, and the building of roads and paths. Compaction of the soil seems to be the biggest problem as I see it. On wet days we must be careful not to allow the cars out on the course too soon. The above cartoon depicts what could conceivably happen to us if they continue to increase in number.

On May 2nd John Coghill, the President of the Chicagoland Golf Association invited members of the PGA, CDGA, and the MAGCS to attend a Golf Car Show at Hickory Hills Golf Club. Marty Walsh, the owner and Ed Braunsky the Superintendent were our hosts. There were some 20 or more manufacturers represented at the demonstration and they brought about 46 cars for us to look at and examine. The show started with a parade of cars passing a reviewing stand. As they were being driven by they were described in detail. The cars were then driven over a marked course out on the golf course. They were made to maneuver over some rough terrain which included several side hills as well as climbing some very steep grades.

After all the cars went through the demonstration they were returned to their designated spots and we were allowed to ask questions of the Company representatives. Some of us even took the cars out for a trial spin.

It was amazing to see so many cars with so many new ideas. There were big ones, small ones, wide ones, narrow ones, three wheelers, two wheelers, and even four wheelers, electric and gasoline models were both shown. I was surprised to note that over 60% of the cars represented were gasoline powered.

One of the big items shown at the demonstration was the new wide tire. Most of the new models will come equipped with the Terra Tire if you so desire. In most cases however, they recommend the large tire on the rear or drive wheels and a smaller or more narrow tire on the steering tire or wheel for ease of handling.

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Batteries: The new Exide battery will now last 5 years. Some of the cars are combination battery and gasoline. They have a small one cylinder gasoline engine running a generator to keep the batteries charged for constant use.

Gasoline engines: These ranged from small one cylinder engines to the bigger 4 cylinder engines. The majority of the cars have 2 cylinder engines. The manufacturers are undecided as to whether or not they should be water cooled or air cooled. It appeared as though the water cooled engines were much more silent. Several of the bad features of the gasoline cars in the past were: noise, vibration, fumes and oil leaks. The manufactures have eliminated most of these.

Speed is still one of the problems that hasn't been corrected. Most of the cars are much too fast for safety and for tearing up the turf while starting and stopping. Some of the cars are capable of speeds up to 30 mph. This is much too fast.

The majority of the cars are still three wheelers and steer from the front. It seems very difficult to operate some of the cars that steer from the rear. They are awkward around trees and buildings. I noticed several single passenger cars that are available. One of them was a two wheeled car similar to a motor scooter. There was a 4 passenger car also displayed. It could be used for the entire foursome. Fiber glass bodies were quite common on some of the models. One car came equipped with leopard skin seat covers and another with a radio. The most sensible accessory was the sun and rain canopy.

I must confess that the manufacturers are beginning to consider the Superintendent and his problems of growing grass. They are making cars lighter and the tires wider so there is as little damage to the turf as possible.

LET'S LOOK TO THE FUTURE

by O. J. Noer

Golf, once a rich man's game is now popularly played by men, women and children in every walk of life. There has been a tremendous surge in golf course construction since World War II and a corresponding increase in the cost of golf course maintenance. One 36-hole club with year-around play listed a 1960 budget of \$239,000. In addition to increase costs of operation, the increase in golf play per facility is placing an increased tax on turf-grass condition and an increased burden to the superintendent in planning maintenance time. Despite these problems, golfers will continue to demand and seek the best in golf facilities and turf maintenance standards. To meet these challenges, the superintendent of tomorrow must be well versed in turf-grass technology, business management, employer relations and in the personality equation so necessary to keep golfers happy.

Youth is the hope of the future and its opportunities are many and great. College education and research development offer him the basic tools to do the job. Apprentice training programs are becoming more available to provide practical aspects of golf course management. Turf-grass conferences have sprung up in most sections of the country to emphasize research developments and to review basic principles. Several superintendents' organizations have developed important educational conferences, and local chapter meetings emphasize problems in this growing era. G.C.S.A.A. has a great challenge to meet the educational requirements of its growing industry. The Association's Annual Conference and Show is a prime example of what can be done through coordinated efforts. The correspondence course program projected by the Association will be another very important educational tool.

In preparing for the challenge of the future, it is important to review the developments of the past. Many great developments in management techniques have resulted from the combined effort of turf research centers, industry and progressive superintendents. Familiarity with these important developments provides us a base upon which to build continued improvements. Along with the problems of growth, one of the real challenges of the future will be the rebuilding of many older and antiquated golf course facilities. These changes will call for careful design and efficient use of labor, materials and money. Improperly constructed greens and inadequate watering systems are two of the principle problems of older, out-dated golf course facilities. The key to good turf tomorrow will be the professional superintendent. The future will be bright for those who accept its challenges. You will carry my cordial best wishes as you march forward.



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GENERAL RULES AND REGULATIONS FOR THE USE OF GOLF CARS AS RECOMMENDED BY THE MIDWEST ASSOCIATION OF GOLF COURSE SUPERINTENDENTS

We feel that each and every golf course in America will have rules and regulations which only pertain to their particular course. This set of rules which we are recommending are general rules and regulations which will pertain to all golf courses. They are being listed here to help stress the proper use of carts so there will be a minimum of damage to the golf course and all people using them will receive maximum enjoyment from the cart as well as the golf course.

1. Carts shall NOT be operated on the tees. Use parking areas provided whenever possible. Do not park on the slopes of the tees.
2. Carts Shall NOT be driven within 15 yards of any putting green, particularly through areas between the green and the adjacent sand traps.
3. DO NOT operate carts on the Slopes of the greens.
4. NO MORE than two persons shall ride on a cart at any time. This rule is recommended to prevent over weight on the tires which will cause severe compaction of the soil.
5. Children under 16 years of age shall not operate the carts.
6. FOR PRIVATE CLUBS. Members shall be responsible for the actions of their guests while the guests are operating the carts.
7. Excessive speed or reckless driving is prohibited.
8. Avoid all low wet areas.
9. Upon posted notice at the starting tee, carts may be prohibited entirely because of course conditions.
10. Obey all path indicators on the course.
11. Remember, these carts can be tipped and serious injuries may be the result of improper use.
12. Lock parking brake when vehicle is left unattended, on an incline. Be sure parking brake is released during operation.
13. It is extremely dangerous to carry a club in your hand while driving or riding in a moving cart.
14. Do not make a sharp turn at high speeds or on the downslope of a hill. The cars can be upset.
15. The car is yours for pleasure — Respect the condition of the turf and obey the rules so that the use of cars can be practical.

Along with these rules we would also recommend the following.

Clubs should consult with their Superintendent in matters of golf cars. He will be able to advise them on such things as tire size, weight, and what type of brake system a cart should have. We have no recommendations to make concerning electric cars vs. gasoline cars. Both types have their good points as well as their bad. Many of the present cars are too fast.

The golf course Superintendent should be the only one to make the decisions concerning the use of the carts on wet days and the club officials should back up his recommendations.

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"Well, I'll tell you," he said. "These glasses of mine are bifocals. When I line up a putt, I look through the edges of the two lenses so I see two balls, one small and one big, and two holes, one small and one big.

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