

rience under the guidance of PGA Tour agronomists. During that period, he earned a turf management certificate from the University of Georgia through correspondence courses and a proctored examination.

MacEwen said, "The TPC experience was a great training ground and great place to work. The excitement and anticipation of the annual PGA Senior Tour event was fun and I have met some great people who are now good friends. But that chapter is closed and now I'm looking forward to focusing on the needs and expectations of the members and new owners of Pasadena. We will have our own special events to prepare for."

The 80-year-old course underwent major renovation during the mid-1970s by golf course architect William Dietsch, Jr., and the Palmer Design Company redesigned the 18th hole completely in the late 1980s. While the soil tends to be sandy loam mostly, the high salt content of the irrigation water may be contributing to a black mucky layer found in many of the wetter areas. MacEwen cites the salty water and drainage as two of the biggest challenges in managing the turf at Pasadena, followed by tree roots and nematodes.

The original course layout relied solely on surface drainage to sheet-flow the water off the course. In subsequent years the mounding and wall-to-wall cart-path installation has blocked this flow in many areas. The ever-resourceful MacEwen has cut gaps in the concrete paths where it's damming up the water and installed creative metal grates over the drain channels, allowing the water to move on.

MacEwen strives to follow a deep, infrequent watering regimen saying that he prefers to manage a drier, firmer golf course.

"By the time that third or fourth day

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View of the approach of the 15th hole. Photo by Daniel Zelazek.

rolls around the grass is thirsty, but it the roots are deeper too,” he said.

His cultural program for the greens includes frequent, light verticutting and topdressing, which is recognized as a proven way to keep thatch on the greens under control. During the winter on his overseeded greens, light brooming replaces verticutting. The greens receive an aver-

age of 10-12 lb. of nitrogen; 3-4 lb. of phosphorus and 15-22 lb. of potassium per year. He rotates treating the fairways and roughs annually with Chipco Choice to control mole crickets and monitors damage thresholds to identify trouble spots.

While at TPC Tampa Bay, MacEwen registered and certified the course as an Audubon

Cooperative Sanctuary. He wants to do the same at Pasadena once the renovations are complete.

“I really enjoyed improving and providing habitat for the birds and animals, and modifying our practices to be as eco-friendly as possible,” he said. “We have different surroundings here. It is a more urban location, but we have plenty of shorebirds, regular songbirds and

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## Bud Quandt



No story about the Pasadena Yacht & Country Club would be complete without a tip of the hat to Charles “Bud” Quandt, who was the “Boss of the Moss” at this venerable course for 23 years from 1968 to 1991. That he is a highly regarded and revered leader in the West Coast GCSA is evidenced by naming the chapter’s premiere

fundraising event, The Bud Quandt Tournament, after him.

I’d say that Bud has abandoned the hustle and bustle of city life when he retired to his retirement getaway in the little burg of Steinhatchee, but he made his way there by way of a general manager’s job at Airco G.C. after “retiring,” and he just

finished an odyssey of nearly two months that ended in Mexico with six teenagers in tow. That’s Bud. Always on the go.

But during his Pasadena days, Bud grew up with the industry and all its changes and advancements. He was there when golf course architect Bill Dietsch, Jr. undertook a three-phase remodeling of the course in the early 1970s and Palmer Design’s rebuilding of the 18th hole in 1988. Bud reports that the PGA Tour used to make stops at Pasadena during the Hogan and Snead era, and he was totally involved while hosting 16 or 17 LPGA Tour events during the 70s and 80s.

Then there were the 33 Bud Quandt Tournaments held at Pasadena. This event has been responsible for raising tens of thousands of dollars over the years for turf research and local charities.

Bud, thanks for your professional integrity and your personal vitality and sense of humor over the years.

*Joel Jackson*

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## Fun Facts



Scott MacEwen, right, goes over bunker plans with operator William Skidmore. Photo by Joel Jackson

Here are some things you may not know about our cover story superintendent:

1. **Car:** Dodge Durango

2. **The last good movie I saw:** Castaway

3. **I stay home to watch:** U. S. Open on Father's Day

4. **The book I've been reading:** Playing by the Rules by Arnold Palmer

5. **Favorite meal:** Eggplant Parmesan

6. **Favorite performer:** Dustin Hoffman, Bruce Springsteen, Robin Williams

7. **Prized possessions:** Wine collection, boat, memories, my library

8. **Personal Heroes:** My children – Kyle, Clayton and Colleen

9. **Nobody knows that I:** Have a temper

10. **I'm better than anyone else when it comes to:** Diplomacy

11. **If I could do it over:** Nothing. I have been very fortunate. I appreciate life's pleasures as I experience them.

12. **I'd give anything to meet:** Neil Armstrong

13. **My fantasy is:** To visit Scotland. Fly in an F-1

14. **The one thing I can't stand:** Lying. Being tickled

15. **If I could change one thing about myself:**

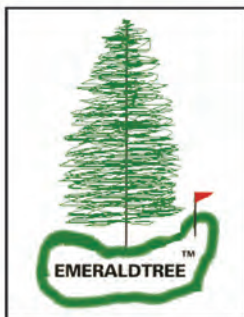
Better memory

16. **My most irrational act:** Hmmm...what was the question again?

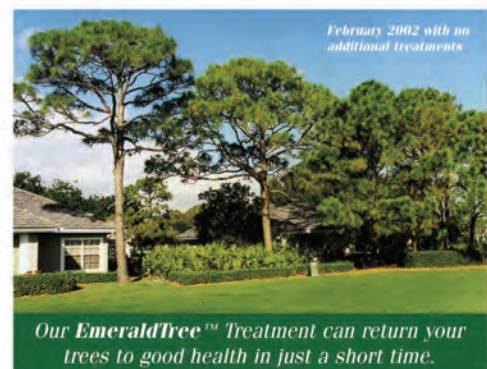
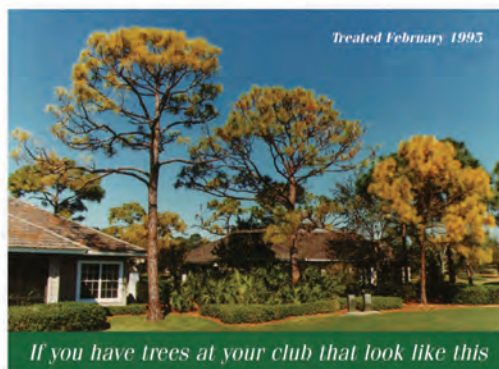
17. **My most humbling experience:** My sister's death

18. **The words that best describe me:** Intelligent, humorous

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*This decorative grate across this cart path was created from an old mower reel by Equipment Manager Larry Jordan. Several paths were cut to provide drainage for water trapped on the course. Photo by Joel Jackson.*



*Assistant Superintendent Keith Lamb. Photo by Joel Jackson.*

a few small animals, like otters, on the course. I don't expect to see deer running across our fairway, but I have seen bald eagles and osprey and that's just as exciting."

During a quick tour of the course, I spotted 12 species of birds without even trying. The most striking was the flock of skimmers

resting on one fairway and on the shores of the nearby water hazard. Several of the lakes and ponds are connected to the bay and teem with redfish, snook and tarpon. Actually I had fished those lakes back in the 1970s when I worked for the architect, Bill Dietsch, who was doing the design renovations. I have caught and released

some of the great, great granddaddies of some of those fish in there today.

But that was only 30 years ago, and this trip helped to uncover another 50 years of golf history that the new owners are embracing as a foundation to return the Pasadena Yacht & Country Club once again to prominence in Florida's golf community.

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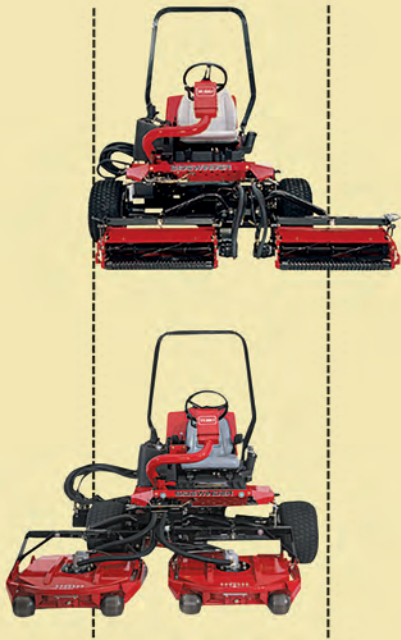
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Ropes, stakes and signs are staples in the arsenal of tools to control damage from cart traffic. Photo by Joel Jackson

chance for good root growth to survive the busy winter season.

The only other recourse seems to be erecting and moving portable barriers of all shapes and designs to keep changing traffic patterns to distribute wear of the turf. Generally these are directional signs, moveable stakes (wooden, metal or plastic) and rope; vertical posts and horizontal barriers. While the message is clear, “Don’t drive here!” somehow these portable barriers often get knocked down or moved by golfers in the course of the day and have to be set up again and again. Of course they have to be moved anyhow to relieve the latest worn “path” since golfers can’t seem to vary where they get off the path on their own.

The search for rustic and attractive barriers is one of the challenges for superintendents as they strive to keep the course looking natural and attractive and not like a safety zone at a manufacturing plant. Much of the challenge could be avoided if golfers would take a more active role in distributing their travel about the golf course, but the herding instinct is too great to overcome.

# Traffic Control — Defending the Turf

By Joel Jackson, CGCS

There are three major components to traffic control on a golf course, and two of them are beyond a superintendent’s control so you’re behind the eight-ball before you even get started. Those two factors are course design and the golfers themselves.

Greens and tees with narrow, confined entry and exit points concentrate foot traffic, creating “goat trails.” They offer very little in the way of options for the superintendent to maintain healthy turf in those areas except continuous aerification and re-sodding. Golfers aren’t thinking turf damage when they drive golf carts through obviously low, wet areas one after the other in sheep-like fashion, following the tracks in the dew ahead or they hang tires off the path on curves and at tee and green stops, creating chuck holes and bare spots.

I would be remiss if I didn’t also hide maintenance personnel who often take the road most traveled as they move about their daily tasks.

I’ve seen my share of maintenance “roads” worn into the turf as routine short cuts are used day after day. A little variety in direction would do wonders to avoid creating these ugly potential weed gardens.

The third component is defense and that is about the only proactive action a superintendent can take and even that often depends solely on the cooperation of the golfers to make it successful. Many maintenance operations spend lots of time and labor on routing traffic and protecting high-wear areas from becoming dirt and/or weed patches.

The most diligent turf managers adopt an aggressive aerification program in these high-traffic areas and perhaps the most diligent program I have come across lately is the one Greg Kriesch has adopted at Heritage Palms down in Ft. Myers. Kriesch says he’d rather wear out aerifiers than his turf along cart paths. He rotates his aerifiers back and forth almost nonstop between his two 18-hole courses during the growing season to give those built-in, necessarily high-traffic areas the best

Meanwhile after hours and hours of moving ropes, signs and barriers, the curve-cutters have still worn out potholes and bare strips along cart paths. To correct these ankle-twisting hazards and unsightly dirt patches, superintendents often pour concrete to straighten out those lovely flowing curves so adored by architects and so blatantly ignored by golf-cart, beverage-cart and maintenance-vehicle drivers. When that doesn’t stop the corner cutters; posts, boulders and cobblestones are implanted to deter the violators.

By the way, it doesn’t matter if the cart path is 4-, 6- or 8-foot wide with flare-outs for passing traffic. There hasn’t been a path designed yet that a driver won’t hang a tire off of to drive on the grass (or dirt).

In responses to an e-mail questionnaire, superintendents Matt Taylor of the Royal Poinciana Club in Naples and Jim Walker at Greynolds Park Golf Club in Miami, Peter Powell at the Boca Greens Golf Club in Boca Raton and Joe Pantaleo at the Indian Creek Club in Miami offered some