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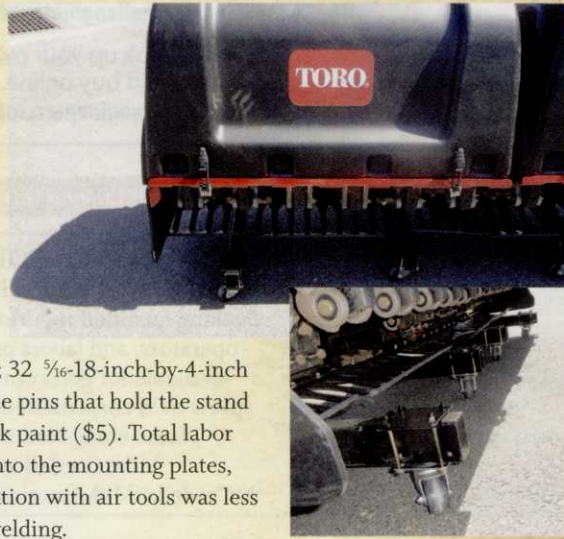


## Travels With Terry

Globetrotting consulting agronomist Terry Buchen visits many golf courses annually with his digital camera in hand. He will share helpful ideas relating to maintenance equipment from the golf course superintendents he visits – as well as a few ideas of his own – with timely photos and captions that explore the changing world of golf course management.

## FAIRWAY AERIFIER PORTABILITY

This Toro ProCore 1298 Fairway Aerifier comes equipped with a 3-inch-by-2-inch tubular-steel stand mounted horizontally underneath the main frame that is used for storing it when not in use. To make the aerifier more versatile for re-mounting it to a tractor, or for simply moving it around the maintenance area, caster wheels were added by David Zollinger, equipment manager, and Les Miller, equipment technician at The Ridgewood Country Club in Paramus, N.J. Eight caster wheels (model # 16D120) were acquired (\$80) from Graingers, which were mounted to the tubular frame using eight 4-inch-by-4-inch by 1/8-inch thick flat-steel stock mounting plates (\$10); 32 5/16-18-inch-by-4-inch bolts and 32 flanged nuts (\$15); Eight 3/4-10 nuts to replace the pins that hold the stand on machine, two per stand (\$8); and a can of spray gloss black paint (\$5). Total labor time was a little more than an hour after holes were drilled into the mounting plates, which were pre-cut at a local fabricating shop. Actual installation with air tools was less than half an hour, as everything was bolted-on without any welding.



## PROPER STEERING MECHANICALS:

Standard steering mechanicals and basic steering alignment is being done properly on this Cushman Turf-Truckster by Jacobsen. The tires were wearing unevenly on the inside and the handling was suspect where the vehicle was "wandering" and hard to hold in a straight line due to a negative camber condition and from improper tire pressure.

Jacobsen offers a shim (part #841737 for about \$3.50 each) that can be added between the upper control arm and the frame to push the top edge of the wheel geometry out and correct this condition. Each shim moves the wheel one half of a degree. A digital level from Sears (\$40), which has a magnetic base that attaches to a used bed knife cut to length, is used to measure the camber. To install the shim, the two upper control arm bolts are loosened, the shim is slid into place and the bolts are then re-tightened. To make the camber more negative, the bolts are loosened and one shim per 1/2 degree is removed. The number of shims added or removed depends on the camber measurement and how many degrees the alignment is out. The process takes less than 15 minutes.

Mark Yarick, is the customer service specialist for North Florida and North Central Florida for Golf

Ventures, Inc. and he is the former professor and program coordinator for turf equipment management at Florida Gateway College. Yarick also offered these tips: Regularly check the tie-rod ends, ball joints, spindles and wheel bearings for excessive play. Jack-up the steering axle off the ground and wiggle the tire from top to bottom and in and out to check for play. Grab the tie-rod ends and move up and down and in and out to check for play. With the steering axle on the ground, start the engine and have a helper move the steering wheel right and left while watching the tie-rods and spindles for "slop." Any steering wheel movement that does not result in tire movement is an indication of excessive steering component wear.

