



GCSAA

"The Golf Course Superintendent and the Changing Times," is the theme of this year's 44th Annual Golf Course Superintendents Assn. of America International Turfgrass Conference and Show to be held January 8 to 12 at the J.B. Hynes Civic Auditorium in Boston.

Welcoming ceremonies and the official opening of the conference will begin Monday morning January 8 with the president of the GCSAA, Robert V. Mitchell, presiding.

The educational assembly will begin Monday afternoon at 1:30 in the main ballroom of the Sheraton-Boston Hotel, headquarters for the convention. Richard W. Malpass, a GCSAA director and superintendent at the Riverside G&CC, Portland, Ore., will chair a session on "Legislative Changes and the Golf Course Superintendent." The "Occupational Safety and Health Act"; "Noise Levels and Golf Maintenance Operations," and "Fertilization Practices and Soil Pollution," are the subjects. A one-hour session Monday afternoon will be devoted to "Superintendent Tournament Responsibilities: Before, During and After." Donald J. Makie, superintendent at Torrey Pines Municipal GC, San Diego, will chair the session. Selected panelists will discuss their experiences.

The educational assemblies continue Tuesday afternoon, after the exhibits open in the auditorium in the morning, with a discussion on "Changes in Putting Green Construction Concepts," chaired by Norman C. Dennehy, superintendent at the Abeniqui CC, Rye Beach, N.H. Viewpoints of the United States Golf Assn. Green Section, researchers, builders and architects will be discussed.

"Changes Affecting Turf Management Practices," will be chaired by Allan MacCurrach Jr., superintendent, Chevy Chase CC, Chevy Chase, Md. This is the "technical" session of the conference dealing with bunker maintenance, factors affecting root development and nitrogen fertilization. Two themes that should not be missed in this session deal with the status of mercury fungicides and anti-burning laws.

continued

GCSAA

1. HARLEY-DAVIDSON
2. CUSHMAN
3. CLUB CAR



The fifth educational session Thursday morning is on "Changes in Automatic Irrigation Concepts." Walter J. Wilkie, president of March Irrigation and Supply Company, Muskegon, Mich., will chair the session. Thursday afternoon's session is on "Changes in the Demand for Superintendents." Malcolm I. Taylor, superintendent, Elmendorf Air Force Base GC, Anchorage, Alaska, will be the chairman. An educator, student, club official and superintendent will offer their views on this topic. The final session, Friday morning, is on "Changes and the Thinking Superintendent," chaired by William E. Eckert, superintendent, Maple Bluff CC, Madison, Wis.

Although the topics in all sessions are solid, the one apparent weakness on the agenda appears to be on the time allotted for the Monday afternoon educational session on legislative changes. It is highly unlikely that John J. Spodnik, superintendent, Westfield CC, Westfield Center, Ohio, and a past president of the GCSAA, will be able to cover the highly complex, controversial and important subject of OSHA in only 45 minutes. Spodnik has considerable knowledge on the subject and is an effective speaker, but he just won't have the time for anything but a broad overview. The other topics of this session, noise levels and fertilization practices and soil pollution, each are allotted only 30 minutes and are being presented by Jacobsen and Toro personnel, respectively. This session should have been lengthened for all of Monday afternoon, and there should have been additional speakers on each of the subjects. It is interesting to note that not one Federal or state official will be speaking before the superintendents. These are the people making and implementing policy and

their views should be heard and understood. Minimum wage legislation and union problems and solutions are missing from the agenda also.

The GCSAA is hoping to eclipse last year's attendance mark in Cincinnati of over 4,000 participants. It remains to be seen whether this goal will be realized. The GCSAA should receive some criticism for selecting such an early date, within one week of the end of the Christmas holidays. Also, many superintendents use this convention as a vacation and take their wives. Cold Boston in January may not seem like their idea of a vacation. For the second consecutive year, the golf tournament will be held at a separate site from the convention.

On the following pages GOLFDOM has listed the merchandise that manufacturers, distributors and representatives will be exhibiting at the GCSAA show. The listing is not official; only the companies, not the association, have indicated to GOLFDOM that they will be at the show.

An asterisk preceding a company's entry indicates that details on its line were unavailable at press time.

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GOLF CARS AND EQUIPMENT

Club Car, Inc., features the four-wheel electric *Caroche* golf car with automotive steering, aluminum I-beam with triple-thick impact resistant fiberglass body. Offers 1,298 square inches of foot-room. Also available are the *Caroche Runabout* and *Vanguard* over-the-road electric vehicles capable of sustaining speeds of 24 to 26 miles per hour for a distance of 53 miles on a single battery charge.

Cushman Motors, Div. of Outboard Marine Corp. Eight models make up line for 1973. The four-wheel *Town & Fairway* comes with 36-volt electric or 10hp gasoline power. *Gran Cushman 400*, a four-wheel car, in electric or gasoline model. *Gran Cushman 300*, three-wheel model, in electric or gasoline. Equipment same as 400. *Trophy 400* (four-wheel) and *Trophy 300* (three-wheel) electric cars.

E-Z-Go Car Company, Div. of Textron Inc. Features three-wheel (*X-440*) and four-wheel (*X-444*) electric and three-wheel (*GX-440*) and four-wheel (*GX-444*) gasoline golf cars. Three-wheel models feature beefed-up front fork and dual hydraulic shocks. Four-wheel models have low center of gravity, higher ground clearance and shorter turning radius. Electric cars feature a 36-volt D.C. engine with a motor shaft that connects directly to the differential pinion shaft.

Harley-Davidson Motor Company offers a four- and three-wheel electric and four- and three-wheel gasoline golf car line for 1973. The four-wheel cars feature individual front wheel suspension, coil

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