

Upper photo: The incomparable Gran Cushman.

Lower photo: The economical Trophy.

USE Marketeer table in Models ONLY!

**BRANDS—4-wheel electric**

VISION (pic)	COLUMBIA CAR CORPORATION Pargo 804 (4-wheel)	WESTINGHOUSE Marketeer 436 (4-wheel)
Body, Floor & Trim: Floor, floor cover, panels, body parts are all made of steel. Rear bumper is standard.	Body is one piece, hand laid fiberglass. Quite strong construction. However, when damage does occur, the entire body must be replaced or repaired by an expert body man. No repair because the majority of fiberglass has not proven successful. Repairs are quite costly. Front and rear bumpers are standard equipment.	Steel body. Floor is acceptable however body is quite susceptible to rust and corrosion. Body panels are easily damaged for small and/or replacement. Front and rear bumpers are standard.
Access. Rear	Automotive - Standard	Automotive - Standard
Access. Rear	Seat type - not adjustable in any way.	Seat type - individual backs. Entire bench adjusts up or back. No provision for individual adjustment.
Access. Front	To service batteries, seat cushion is removed. To service any other part, the entire rear body section must be removed. Definitely a two-man job. Extremely good arrangement - very costly in labor to service.	Accessibility relatively good. Seats tilt to give accessibility to batteries and most parts.
Shock Absorbers	A good suspension system - leaf springs, front and rear, with shock absorbers and torsion bar.	Front coil springs with no shock absorbers. Rear coil springs with shock absorbers. System.

**BRANDS—3-wheel electric**

VISION (pic)	COLUMBIA CAR CORPORATION Pargo Model 800 (3-wheel electric)	WESTINGHOUSE Marketeer Model 437 (3-wheel electric)
Body, Floor & Trim: Floor, floor cover, panels, body parts are all made of steel. Rear bumper is standard.	Body is one piece, hand laid fiberglass. Quite strong construction. However, when damage does occur, the entire body must be replaced or repaired by an expert body man. No repair because the majority of fiberglass has not proven successful. Repairs are quite costly. Front and rear bumpers are standard equipment.	Steel body. Floor is acceptable however body is quite susceptible to rust and corrosion. Body panels are easily damaged for small and/or replacement. Front and rear bumpers are standard.
Access. Rear	Automotive - Standard	Automotive - Standard
Access. Rear	Seat type - not adjustable in any way.	Seat type - individual backs. Entire bench adjusts up or back. No provision for individual adjustment.
Access. Front	To service batteries, seat cushion is removed. To service any other part, the entire rear body section must be removed. Definitely a two-man job. Extremely good arrangement - very costly in labor to service.	Accessibility relatively good. Seats tilt to give accessibility to batteries and most parts.
Shock Absorbers	A good suspension system - leaf springs, front and rear, with shock absorbers and torsion bar.	Front coil springs with no shock absorbers. Rear coil springs with shock absorbers. System.
Steering	Steering wheel mounted. Good construction. Very convenient.	Individual back seats on front rear wheels. Tilted upward. Seats has tendency to wobble and rattle. Difficult to use. Hand operated parking brake. Expedient to use. Control of the clutch like the early model automobiles.
Brake	Hand operated. Cable operated. Cable has a tendency to stretch and require difficult to adjust. Parking brake is integral part of foot pedal. Leaf brake not available.	Leaf brake. Cable operated. Cable has a tendency to stretch and require difficult to adjust. Parking brake is integral part of foot pedal. Leaf brake not available.
Light	Light has back not adjustable in set for average size but space not adequate for large size-type back. Club accessibility good.	Light has back - not adjustable. Very cramped space for even the medium size back.
Engine	A mixture of electrical. EXTREMELY complicated wiring requiring a high degree of knowledge in electrical systems for repair and maintenance.	A Kettering generator back is used. Each wheel is not rotated by its own generator. Extra resistance would allow car to operate at a satisfactory speed while still being in protective gear, that waste power.
Mounting	Mounted on the tiller bar handle. Unpleasant to use. Not of light construction and easily damaged.	Mounted on the tiller bar handle. Unpleasant to use. Not of light construction and easily damaged.
Access. Front	Lack of individual distribution system. Many dealers factory sales to customers. Parts and service not available at many areas. District factory customers less likely to have extended access to parts and service.	Leaf spring distribution system. Complete lack of parts and service in many areas.
Access. Rear	A stable vehicle but lacks most safety features found as standard equipment in CUSHMAN model.	A stable vehicle but lacks most safety features found as standard equipment in CUSHMAN model.
Access. Front	Seat-type seats with no adjustment does not give proper support to riders. Only limited leg room. Difficult to get in and out of due to location of steering column and arm rest. Three wheel base results in "choppy" ride.	Individual seats good, but passenger seat does not adjust. Leg room not adequate for large person.

# Everything you always wanted to know about golf cars\*

**\* (but didn't have time to dig out for yourself).**

If you're thinking about new golf cars—or even if you just think you might be thinking about them someday soon—do yourself a favor. Mail in the coupon below.

The engineers at Cushman just completed an in-depth comparative study of the 5 major golf car brands. (They do this sort of thing frequently to be sure Cushman cars always lead the pack in value and desirable features.)

It occurred to us that anyone weighing the purchase of golf cars would be interested in what our study disclosed. So we organized and condensed the findings. It could take you months to dig out the kind of data you'll find in these sheets. Yet they'll take only about ten minutes to read.

We've done our best to be fair. And the information compares important mechanical and other features like body construction, service accessibility, suspensions, braking systems, bag racks, engines, parts availability, safety, stability, rider comfort, convenience—and more.

You really owe it to yourself to find out all you can about golf cars before you make a final decision. These sheets will really help. If nothing more, they make an excellent checklist of questions to ask if you want to dig out your own facts. No cost, of course.

## CUSHMAN MOTORS

907 N. 21st Street, Lincoln, Nebraska 68501

Please send me the new golf car Comparative Analysis and literature on Cushman Golf Cars.

Name \_\_\_\_\_

Title \_\_\_\_\_

Club \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_





by Herb Graffis

## SWINGING AROUND GOLF

working for welfare, hospital, business research, educational, veterans' hospital and benevolent causes as the club professionals do.

Last year their National Golf Day was a record \$145,000 net. It went in these grants: \$38,425 to caddie scholarship programs; \$13,775 to United Voluntary Services for use in veterans' hospitals; \$4,350 for the National Amputee Golf Assn.; \$20,300 for United States Golf Assn. Green Section Turf Research; \$18,850 for Golf Course Superintendents Assn. of America scholarship fund; \$31,900 to the PGA Educational Fund; \$17,400 for PGA Benevolent and Relief Funds.

Leading PGA Section in National Golf Day fund raising in 1970 was Michigan with \$45,569. Second was Mid-Atlantic with \$12,392. The Section having the most clubs contribute was Carolinas with 103 clubs and \$6,181 and was seventh place in the nation.

An embarrassing last in National Golf Day fund-raising was the Tournament Players' Division, which has the largest part of its \$7 million annual purse a major expense of fund raising for hospitals and welfare opera-

tions where tax exemptions and free work do very well for tournament golfers.

To the 1970 National Golf Day the TPD contributed only \$176! There was a blunder somewhere in the TPD that made tournament players look bad on professional golf's own fund raising. The boys really aren't that close. Several of them offered their services free for fund-raising exhibitions, but the figure of \$176 out of \$7 million is in print.

May 31st at Old Warson CC, St. Louis, Mo. (where the Ryder Cup matches will be played September 16 to 18) the National Golf Day challenge round will be played by Jack Nicklaus, PGA champion; Tony Jacklin, National Open champion; Shirley Englehorn, LPGA champion, and Donna Caponi, 1970 Women's Open winner. The lower scores of the men and women contestants, in relation to Old Warson's pars, will be targets for men and women paying the \$1 entry fee, who'll play during a two-week period either side of May 31. Chevrolet will sponsor telecast of the Round of Champions.

**Frank Sadler**, professional at Bell-  
(Continued on page 14)

### National Golf Day: nothing like it

Professional golfers may be justifiably proud of the Professional Golfers' Assn. **National Golf Day**. There's nothing else in professional sports that has richly paid athletes giving and

## Ten good reasons you should

# Recommend Golden Ram!



1 It has the liveliest center of any golf ball made. Outrebounds liquid centers by as much as 50%.

2 The Golden Ram has maximum high-tension windings.

3 It features a Du Pont Surlyn "A" cover that simply will not cut.

4 Its windings adhere to the cover so the Golden Ram can never lose compression . . .

5 Or go out of round.

6 Thanks to its unique cover material, the Golden Ram plays well in extreme hot or cold weather.

7 It has a sparkling white finish that will remain white and new looking for the life of the ball.

8 Its outstanding construction provides a crisp "click" and distance equal to, or better than any ball made.

9 The Golden Ram must pass more tests (Air-cannon, initial velocity, compression, rebound, extreme temperature, etc.) than any other ball.

10 The Golden Ram is field tested and played in tournaments by many of the leading touring and home Professionals.



## GOLDEN RAM GOLF BALLS

SOLD THRU GOLF COURSE PROFESSIONALS ONLY

THE BALL WITH THE  
\$ MILLION COVER

DAVE GOLF CORP., 2225 INDIAN BOUNDARY DRIVE, BELLEVILLE PARK, N.J. 07003

Longer  
driving  
starts  
here.....and here!



**DON'T HANDICAP YOUR GOLF CARS.**

Use Trojan Golf Car Batteries with years of proven quality — standard of the industry is the Trojan J-170.

For extra rounds of golf plus extra months of service use the Trojan J-190 — or for the finest of all, the Trojan J-217.

**THE CLEAN QUIET GO FOR YOUR GOLF CARS...**

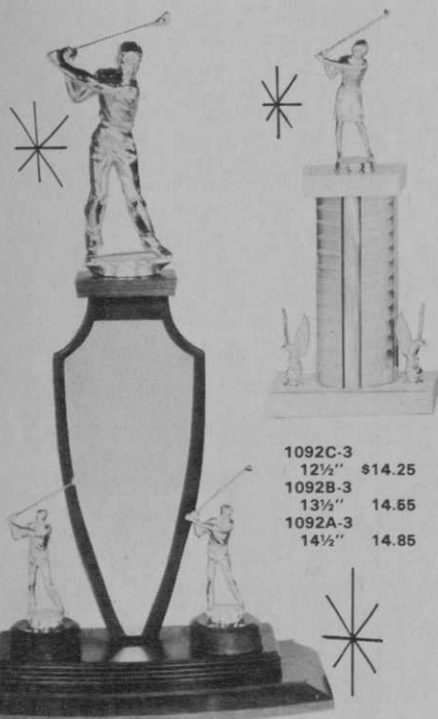
**GO ELECTRICALLY...GO TROJAN**

**TROJAN "MILEAGE MASTER" GOLF CAR BATTERIES**

TROJAN BATTERY COMPANY • 9440 ANN STREET • SANTA FE SPRINGS, CALIFORNIA 90670

For more information circle number 212 on card

# GOLF AWARDS

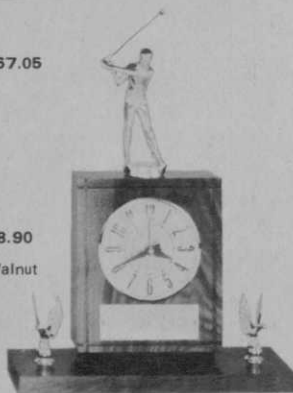


1092C-3  
12½" \$14.25  
1092B-3  
13½" 14.55  
1092A-3  
14½" 14.85

384-14 24" \$67.05

397-3 14" \$48.90

Electric Clock in Walnut Case



WRITE FOR OUR NEW  
FULL COLOR CATALOG

FEATURING FAST SERVICE  
FOR OVER 30 YEARS

Let us carry the inventory • You  
make the sale • We ship on open  
account to rated professionals.

## SPORTS AWARDS CO.

4351 Milwaukee Ave • Chicago, Ill. 60641  
Phone 282-8060 • Area Code 312

For more information circle number 239 on card

14 • GOLFDOM/1971 JUNE

Graffis

continued from page 12

ingham (Wash.) G & CC for 40 years, has retired and is succeeded by **Tom Parkhurst**, formerly assistant at Broadmoor GC, Seattle . . . **Wayne Sloan** now superintendent at Jacaranda CC, Plantation, Fla. He switched from Timuquana CC at Jacksonville, Fla. . . **Ted Kroll** goes from Franklin Hills (Mich.) CC to be professional at Emerald Hills CC, Hollywood, Fla. Ted, once a star of the tournament circuit, now is mentioned as one of the most resultful teachers.

**Maurie Luxford**, for years tournament director of Bing Crosby's annual pro am, got the Internal Revenue Service to rule that expenses of "celebrities" playing in pro-am events for charities were deductible. He was a spark plug in keeping the LA Open going. He did many good things for golf and did them ably, enthusiastically and free. Just before he died recently, he was appointed advisor to the 1972 National Open at Pebble Beach. Maurie was awarded numerous honors for his services. Unofficially, he was named the Nicest Guy in Golf by many who have been around the game for years.

**Joe Rouse**, one of a fine family in golf, is professional at Bonaventure CC, Fort Lauderdale, Fla. He came from pro post at Normandy Shores, Miami Beach . . . **Joe Marschall** now professional at Pine Brook GC, Gloversville, N.Y. He was assistant to Billy Farrell at Stanwich CC, Greenwich, Conn.

**Mike Souchak** at Oakland Hills CC (Detroit District) gives away \$400 worth of tees and \$300 worth of peppermint candy a season in his pro shop. Mike says it's good business. He sells 1,200 dozen golf balls a year; most of them personalized with name markers he has in the shop. The tees and candy are in large bowls which reminds me of a time when George Low Jr. was an assistant, and a member reached into a bowl and came up with a fistful of tees. "Whatcha gonna do, heat your house with wood?" George asked. Members at the new de luxe Innisbruck apartments-club development at Tarpon Springs, Fla., where Mike is in residence in winter says that Mike is a bright reason for the attractiveness of the place.

Looks like here we go again in the battle of the PGA versus the landlord. PGA's lease of office space at John

MacArthur's Palm Beach Gardens is due for renewal in a couple of years and with it the sponsorship of the PGA National golf courses. Those PGA angles, plus the annual PGA show, numerous winter tournaments, the big circus of the 1971 PGA championship and the up-coming world All-Star pro show of the International Golf Assn. have added and will continue to add millions of dollars in sales value to the scrub land out in Nothingsville that the shrewd John picked up for pennies, promises and trading stamps and made a very attractive residential area.

Whether or not the wasteland northwest of Palm Beach might have been developed as quickly without the PGA connection, even with MacArthur's credit, cash and lawsuits, is anybody's guess.

The guesses, of course, will be directed by lawyers. The wily MacArthur is no stranger to the machinizations of the legal arena.

Keep your shirts on boys, or you may get your backsides burned. It'll be a long time, if ever, before the PGA learns not to be taken by real estate interests. PGA hasn't made a nickle out of Palm Beach Gardens, Dunedin or Pacific Coast real estate promotions, which have handled canny professional golfers like old time country boys standing in front of the sideshow tent.

The PGA-MacArthur lease renewal argument is funny if you're safely out-of-bounds. It already is at the point where talented guys with low boiling points are putting their opinions in writing and their opinions of each other start with something like "dirty crooked son of a bitch" being practically a term of endearment.

Warren Orlick, as PGA president, gets his baptism of fire with the lease fight. Luckily he is a "wait-a-minute" guy and the situation may cool down to normal business IQ on both sides.

**Russell Hurt** returns as Twin Hills superintendent after being superintendent at the building of Shangi-La Lodge course at Afton, Okla., which will open soon. □

### Correction

In the March issue, page 29, of Swinging Around Golf, Al Baka was mentioned as being professional at Purpoodock Club, Cape Elizabeth, N.J. The Purpoodock Club is located in Cape Elizabeth, but in Maine.

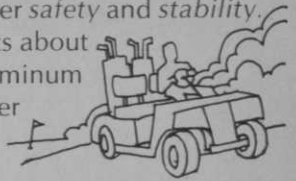
# The Golf Car of 1975 NOW!



The Best *DRIVE* You'll Ever Make  
The Best *MAKE* You'll Ever Drive

## Why is it a 4-Wheeler?

A leading insurance authority predicts an end to the 3-wheel golf car by 1975. The 4-wheel CAROCHE outperforms a 3-wheeler, with greater safety and stability. Lighter than most 3-wheelers, it costs about the same. And its sturdy aluminum frame and fiberglass body will never rust, corrode or need painting.



## Why is it electric?

Congress has set 1975 as the deadline for eliminating harmful exhaust from cars. The electric CAROCHE will go 36-54 holes on hilly courses, without the pollution, smoke, noise, odor or fire hazard of gas cars. In addition, independent studies have proven electric vehicles cost considerably less to operate and maintain than those powered by gasoline engines.



## Why is CAROCHE ahead of its time?

When CAROCHE was introduced in 1970, it caught the golf car industry by surprise. For instance, it was the first golf car to employ both automotive type hydraulic wheel brakes and a mechanical braking system on both rear wheels. It was the only golf car available with supplementary bag racks—easily attached or detached at rental point—enabling it to carry either three or four bags. Its combination of light weight, compact size and easy serviceability made it an instant winner with fleet owners. And how do you make the best even better?



That's the story for CAROCHE in 1971.

## Why don't you at least ask for a demonstration?

Some golf cars will have obsoleted themselves by 1975. CAROCHE may be as much as a decade ahead of its time. Write or call today for a free demonstration of the golf car of the future —CAROCHE.



*Caroche*

What a golf car should be.



P.O. Box 897 Augusta, Ga. 30903 (404) 798-8687

**We'd like a CAROCHE demonstration.**

NAME .....

CLUB .....

ADDRESS .....

CITY ..... COUNTY .....

STATE ..... ZIP .....

Limited Number of Dealerships Available. . . Write for Details

# THE NAME OF THE GAME!

IN GOLF IT'S

## Warren's® A-20 Bluegrass



### THE FINEST GOLF GRASS FOR TEES FOR FAIRWAYS FOR APPROACHES

- Heals more rapidly from divot injury.
- Requires less maintenance.
- Greater disease resistance.
- Stiff upright growth supports ball better.
- Thrives under short mowing down to  $\frac{3}{8}$ ".
- Hardy. Withstands traffic.

RATED "EXCELLENT" BY  
LEADING UNIVERSITIES AND  
RESEARCH ORGANIZATIONS.

Available only  
as sod or plugs



For more information circle number 143 on card



by Dr. James B. Beard

## TURFGRASS RESEARCH REVIEW

### Evaluation of various types of mulches

*Mulches for grass establishment on fill slopes. A.E. Eubeck, N.P. Swanson, L.N. Mielke and A.R. Dedrick. 1970. Agronomy Journal. 62(6):810-812. (from the Department of Horticulture and Forestry, University of Nebraska, Lincoln, Neb. 68503).*

The objective of this study was to evaluate the effectiveness of 17 different mulching methods in establishing an adequate grass cover. The experiments were conducted on steep 2:1 fill slopes in eastern Nebraska that had a silty clay, loam soil texture. Following preparation of a firm uniform seedbed, the fertilizer was lightly incorporated into the surface of the soil at a rate based on the soil test results. The area was seeded to smooth brome grass that was raked lightly into the surface of the seedbed.

Eleven mulch treatments were established September 6, 1966; eight more mulches were included in a study established August 30, 1967. The mulch treatments were asphalt, bark dust and asphalt, corncobs and asphalt, prairie hay and asphalt, fiberglass and asphalt, wood chips and asphalt, wood shavings and asphalt, excelsior and asphalt, excelsior, excelsior mat, excelsior and wood cellulose, wood cellulose, compost, jute net, NC 1556L polymer and an unmulched check treatment. The plot size was approximately 9

by 18 feet. The treatments were replicated twice in a randomized block design.

The mulch treatments were evaluated in terms of their effects on soil temperature, soil moisture content and grass cover achieved during the critical period of seed germination and seedling establishment. Soil temperatures were measured at the 0.5 inch depth at 6 a.m. and 2 a.m. Soil moisture determinations were made on two-inch diameter by 0.5 inch deep soil cores taken at two random locations within thirds of each plot. Grass cover evaluations were determined by density counts using random samples within quarters of each plot followed by dry weight determinations of the total vegetative cover present.

Excelsior and excelsior mat had the greatest moderating effect on soil temperatures which averaged five to nine degrees F lower than the unmulched plots on clear days. A second group of mulches which provided significant, although somewhat less temperature modification, included jute net, prairie hay and asphalt, corncobs and asphalt, wood chips and asphalt and wood shavings and asphalt. Soil temperatures under these mulches averaged three to five degrees F lower than unmulched treatments. The other mulch treatments did not produce temperature moderating effects significantly different from the unmulched check treatment.

Mulches which contributed to a substantially higher soil water content included excelsior mat, excelsior, asphalt, prairie hay and asphalt, bark dust and asphalt, and wood shavings and asphalt. A number of other mulches contributed to improved soil moisture although at a significantly lower level than the other treatments listed.

An assessment of the grass cover in terms of shoot density and total dry weight production showed the excelsior to be superior. Other mulches that produced fairly good vegetative covers included excelsior, jute net, prairie hay and asphalt, wood chips and asphalt and fiberglass and asphalt.

*Comments:* The practice of mulching ensures rapid uniform turfgrass seed germination and establishment. It is a particularly valuable practice where there is a high erosion probability or in areas that cannot be

(Continued on page 20)



Introducing  
the no-chip no-rust no-fade

# color coating

Standard completely eliminates the Spring ritual of touch-up paint-up chores, with the unique new coating that makes paint old-fashioned. Our new coating is baked for a lasting sheen.

The result is a coating that is ten times tougher than baked enamel — enough to stand up to any beating the weather or a temperamental golfer can give it!

No chipping, no fading, no rusting . . .

NO Spring maintenance.

And our new coating is available on many of our products, including Tee Markers, Litter Caddie<sup>(R)</sup>, our Tee Console stand and on the legs of our Fiberglass Tee Bench.

Eliminate the Spring Ritual with Standard's new color coating. Write for more information.



Standard Manufacturing Company - Cedar Falls, Iowa 50613  
220 East Fourth Street - Phone 319 / 266-2638

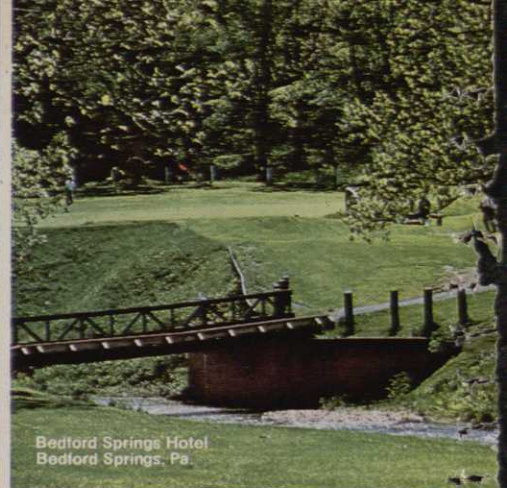
For more information circle number 249 on card



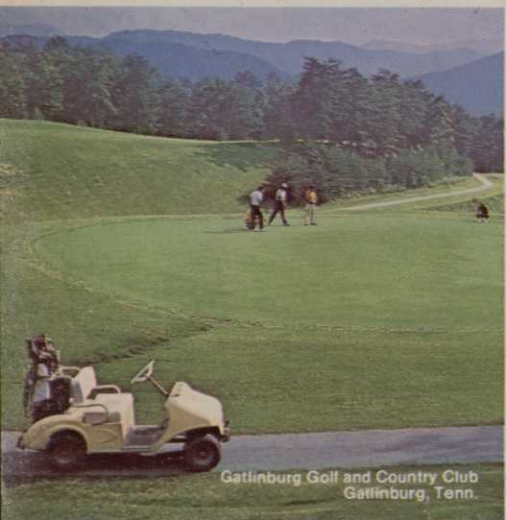
Ojai Country Club, Ojai, Calif.



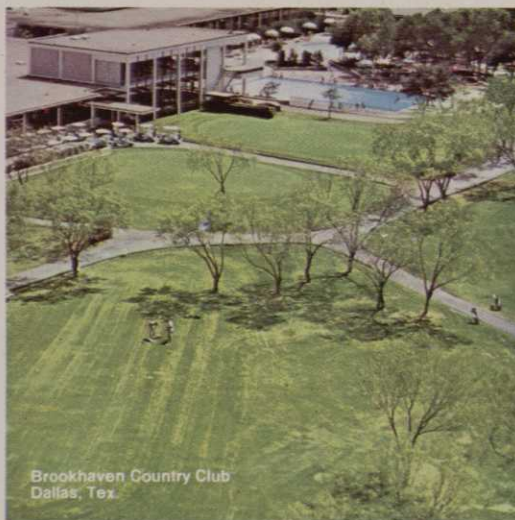
Hound Ears Golf and Country Club  
Blowing Rock, N.C.



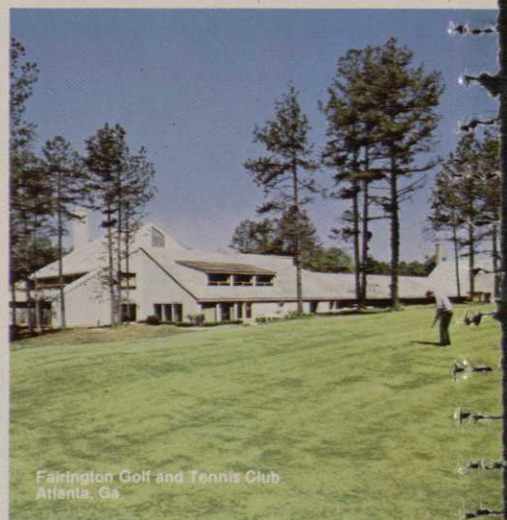
Bedford Springs Hotel  
Bedford Springs, Pa.



Gatlinburg Golf and Country Club  
Gatlinburg, Tenn.



Brookhaven Country Club  
Dallas, Tex.



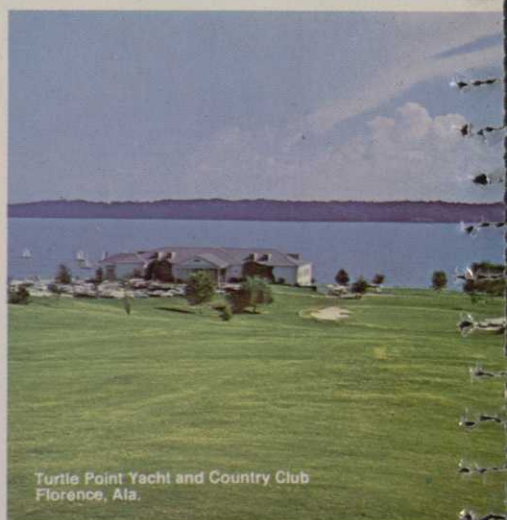
Fairington Golf and Tennis Club  
Atlanta, Ga.



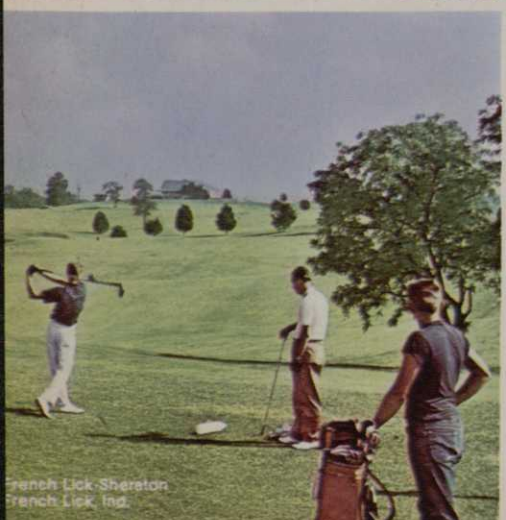
Pinehurst Golf and Country Club  
Pinehurst, N.C.



Bonaventure Country Club  
Ft. Lauderdale, Fla.



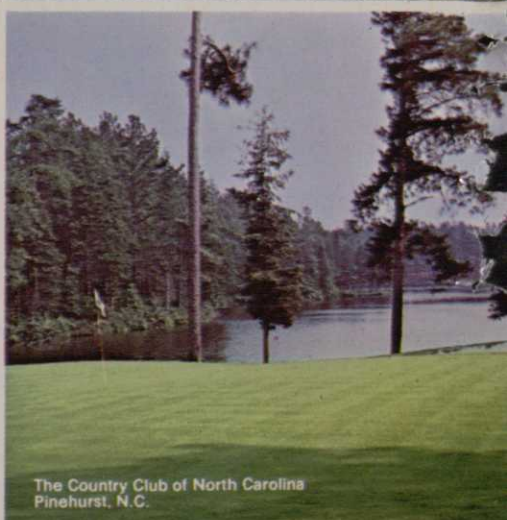
Turtle Point Yacht and Country Club  
Florence, Ala.



French Lick Sheraton  
French Lick, Ind.



Seven Springs Mountain Resort  
Champion, Pa.



The Country Club of North Carolina  
Pinehurst, N.C.



## Some of our better known showrooms.

The best place to see a Pargo Golf Car is in its natural environment: on many of the best golf courses in America. Because then you can see a lot more than you could in a regular showroom.

You can see how Pargo works. You can listen for a motor you can't hear. You can test our power going up the steepest hills. And our disc brakes coming down.

And you can test our riding comfort, too. Things like individual vinyl seats that'll remind you of your favorite chair back home. And enough leg room for all of your legs. And a suspension system that won't make you feel like a shock absorber.

What's more, you can talk to the golfers who endorse Pargo: the pros who use us every day. We think they'll tell you about the same thing we would. That our light weight enables us to travel from dawn to dusk on a single charge. That our dependability enables their club to get their investment back quicker. And turn a profit faster.

And, conversely, there are a few things they probably won't tell you. They may not know, for example, that we have district distribution centers in Charlotte, Dallas, Chicago, Los Angeles, Jacksonville and Miami serving a nationwide network of dealers. Or that our repair and replacement parts are less expensive than most others.

Or that we have cars on courses all over the country. And a sales manager who'll help you find them.

Call Ron Meade at 704/596-6550 or write him at our home office, P.O. Box 5544, Charlotte, N.C. 28205. He'll

not only tell you the most convenient place to see our cars. He'll send you a brochure with all our models and specifications. And settle, once and for all, one of the age old problems of golf: how to improve your drive.



## Pargo, Inc.

For more information circle number 165 on card

irrigated. A mulch should serve two functions: (a) control erosion and (b) provide a favorable microenvironment for seed germination and seedling growth.

The erosion control not only stabilizes soil from the erosive action of wind and water, but also prevents the displacement of seed and fertilizer. Mulching also minimizes surface crusting problems. This improves water infiltration into the soil and reduces water loss through surface runoff.

The favorable microenvironment provided by a mulch should include (a) a moderation in temperature extremes, (b) improved, higher soil moisture levels resulting from a reduction in the evaporation rate and (c) reduce wind movement across the soil surface that can increase the moisture loss.

Straw and prairie hay have been effective mulching materials for many years. The study reported in this review, plus several others, indicate that some of the newer synthetic mulches, such as excelsior mat, excelsior and wood chips plus asphalt, provide adequate soil erosion con-

trol as well as a favorable microenvironment for successful establishment of a vegetative cover. The wood cellulose mulches have failed to provide an adequate microenvironment for seedling development where periodic moisture stresses are experienced. The fiberglass and asphalt mulch combination has not been effective in successful establishment of vegetative cover and is prone to severe shock erosion.

**Fusarium patch experiments with new fungicides.** C.J. Gould. 1970. *Proceedings of the 24th Annual Northwest Turfgrass Conference p. 89.* (from the Western Washington Research and Extension Center, Washington State University, Puyallup, Wash.).

This study involves a continuing evaluation of new fungicides for the control of *Fusarium* patch (*Fusarium nivale* Fr.). The experiments were conducted on two different experimental turf sites in the Puyallup, Wash., area. Fungicides under evaluation included benomyl, Bromosan, Fore, thiabendazole, Calo-Clor, PMA and a wettable sulfur.

Fore (Dithane M-45) applied at eight ounces per 1,000 square feet has been one of the better fungicides for *Fusarium* patch control under western Washington conditions. Benomyl (methyl 1-butylcarbamoyl)-2-benzimidazole-carbamate has been the best of the new fungicides for the control of *Fusarium* patch in the recent tests. Comparisons of the one and two ounce per 1,000 square feet application rates at two, three and four week intervals indicate that the best control was achieved with the two ounce rate of benomyl applied every two to three weeks in 10 gallons of water per 1,000 square feet. Bromosan (a mixture of PMA, thiram and tribromo salicylanilide) is another new fungicide that shows promise when applied at four ounces per 1,000 square feet.

*Comments:* *Fusarium* patch, sometimes called pink snow mold, should not be confused with *Fusarium* blight.

It appears from the report that there are several promising new fungicides for the control of *Fusarium* patch. This development is quite timely because of potential legislation that may restrict the use of the heavy metal fungicides that have been used so successfully on turfs for many years. □



### TURF IS TENDER!

... and Carlisle treats it that way! The folks at Carlisle know that it isn't the "walker" that tears up the turf... it's the rider. We've worked with greenskeepers and pros to develop tires and treads that treat the grass tenderly... so when it comes to replacement, specify the tire that is designed to fit your needs and match your turf. For golf carts, mowers, trailers, and power equipment see your Carlisle dealer. He knows Carlisle tires, and Carlisle tires know your turf!



**CARLISLE**  
TIRE & RUBBER DIV.  
CARLISLE CORPORATION / Carlisle / Pa. 17013

For more information circle number 206 on card