



EDITOR'S CORNER

FRED ANDERSON, JR.

It looks like Dale Caldwell caught the biggest fish at Mille Lacs Lake, an eight pound walleye. Rumor has it that he was seen coming out of Morrey's Fish House with a package under his arm (about the size of an 8 pound walleye). Congratulations are also in order for Dave Krupp, Mike Redmond and Lyle Olson for landing the "elusive Mille Lacs Lake Silver Sucker", a fish noted for its fighting and great leaping ability. Again guys, a great job of fishing! A great deal of thanks go out to Wally Benson and his staff for another super day of fishing, excellent meal and friendly atmosphere. I know that every one in attendance had a very enjoyable outing. Thanks also go to Dan Miller of R. L. Gould's, Richard Berscheit of P & H Warehouse Sales Co., and to Rick Frederickson of Rolling Green C.C. for their contributions of knowledge and ideas that they shared with us all in last month's newsletter.

According to the 1984 Tax Reform Act effective January 1, 1985 anyone who has a company vehicle will be responsible for recording all mileage. If you comply, you will keep your business vehicle tax benefits. If you fail to comply, the IRS will disallow all deductions and credits (i.e. no depreciation, no investment credit, no oil, gas or maintenance deductions) regardless of how legitimate your arguments may be regarding business use of the vehicle. What it amounts to is no daily mileage log - no deductions. Also this must be done to protect your club's tax depreciation. If this log is not properly maintained, besides the loss of the club's deductions, you will be issued a form 1099 or W-2 treating the value of the use of the vehicle entirely as compensation. I would suggest you contact your club's accountant for a more exact explanation of properly keeping your mileage log.

Don't forget to mark on your calendar the date March 11 for the Mini-Seminar to be held at Majestic Oaks. It sounds like a great slate of speakers will be on hand.

CHANGING TIMES

by KURT ERDMANN
SUPERINTENDENT
ROCHESTER GOLF & COUNTRY CLUB

Golf course maintenance forty years ago was quite different from today's demand for perfection. In 1944 I began working at Soldiers Field Municipal Golf Course in Rochester. There were three people employed for golf course maintenance. One man did the fairway mowing which also included mowing the collars with one wheel running on the greens and cutting the tees with the same mower with the tractor driving right over the tees. The second man would change the cups and come in early in the morning to water the greens and tees with the old California type sprinklers which had to be moved about four times. This left the third person to cut greens which were mowed every other day. We used a Worthington Overgreen which was a walk behind triplex. The tractor would pull the mowers that were roller driven. Obviously, triplex mowers are not anything new but rather they are much more efficient today. They are now hydraulically driven and have a much smoother and superior cut. We also had one 18" Toro pony greens mower.

In those days there weren't many pesticides used compared to the number used today. We would use milorganite to fertilize the greens, in the spring and fall a muriate of potash would be mixed in and in the summer arsenate of lead was mixed in to get rid of insects. As I think back to those days, we didn't know what poa anna was....we never had any. The probable reason for its non-existence is the use of arsenate of lead and there was as little watering done as possible. Thatch did accumulate on the greens and to combat this we used a delmonte rake which had to be pushed by hand to accumulate a two-wheel trailer load which was removed from each green in the spring. The only other pesticides used were calo clor and thiram for summer disease which was mainly brown