

BEFORE WE DEVELOPED THESE PROBLEM-SOLVING TURFGRASS MIXTURES, WE MARCHED THROUGH ACRES AND ACRES OF PROBLEMS.

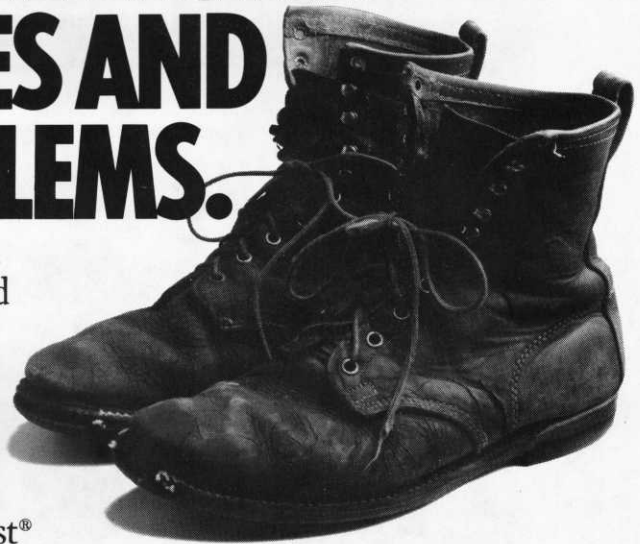
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HOLE NOTES

OFFICIAL PUBLICATION OF THE
MINNESOTA GOLF COURSE
SUPERINTENDENTS' ASSOCIATION

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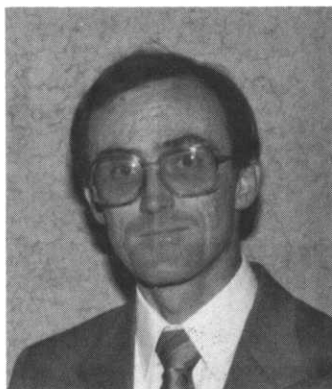
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FROM THE PRESIDENT'S DESK

DALE CALDWELL

In January I expressed my thoughts on the importance of the human resource as the basis of our organization. Two means we have of serving our membership most directly are through education and research. I am most impressed with the recent developments in these areas over the past few years.

The educational opportunities which we are presented with are getting better annually and will remain a high priority. Presentations and equipment shows at the monthly meetings, the Spring Mini-seminar, the Annual Conference in December, the National Conference last month as well as numerous publications are at your disposal for self and professional improvement. I would encourage you to take advantage of as many of these opportunities as you can.

The growth and direction of our research commitment is evidence of where our priorities and the priorities of the clubs and organizations for whom we work lies. Each succeeding year we are able to seek answers to questions and solutions to problems which concern us specifically. This we will continue to pursue, thanks to the generosity exhibited by our membership and their employers.

Progress is realized through education and research. With education and research we can continue to provide the golfing community in our area with the best possible playing conditions which they have come to demand and expect.

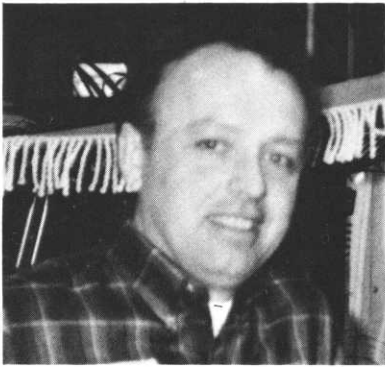
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Superintendents who have attained the status of Certified Golf Course Superintendent, please call the office, 612/927-4643. This information is for the Membership Roster.

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TEARING UP TARTAN



by JOE MORIS
Superintendent
Tartan Park Golf Course

Tartan Park is a recreation area for 3M employees and their guests. The Park covers 483 acres and has multiple uses that consist of 4 lighted ballfields with participation of 120 teams, 12 tennis courts, 2 large pavilions, 1 mini pavilion, Radio Control Airplane Club, Ham Radio Club, Astronomy Club, 2 bocci ball courts, 2 Frisbee golf courses, 4 sand volleyball courts, 4 horseshoe courts, 2 football fields, a nature center, groomed snowmobile and cross-country trails and, until this winter, downhill skiing and tubing with five rope tows and 6 snow making machines. The ski hill has now been lowered by 37.5 feet for the new 18th hole which gets me to the article I intended to write.

In 1975 the problems began...rain, rain, and more rain! The creek from Lake Elmo which had been dry during my lifetime began to run. It destroyed two of our nicest holes and partially destroyed two others. The flow stopped about one year later, just long enough to allow us to rebuild four holes only to see them disappear in the "flow" again in 1978. Yes! They are still under several feet of water.

"Enough waiting for the water to recede," said 3M management. We did not want to reconstruct the old back nine anticipating some day to recover its original beauty. So, on with a complete new nine hole course and a redesign of the 17th and 18th holes of the old back nine to allow access to the Clubhouse for the new course.

We divided the contract into six schedules: 1) heavy earthmoving; 2) building greens and tees; 3) irrigation; 4) seeding and sodding; 5) pumping station; and 6) trees and shrubs. The total cost of this project is two million dollars.

The new eleven holes are going to be an exciting challenge for me. Upon completion we will have 27 acres of prairie grass and wild flowers and a new 1600 g.p.m. multi-purpose pumping station that will do the following: supply the new double row irrigation system, dewater the old back nine into five lagoons on the new course, irrigate four ballfields and the old back nine which we hope to keep partially out of the water.

Holes 1, 9 and 18 required 200,000 yards of dirt moving and 1140 feet of 36 inch sewer pipe while staying clear of an existing 24 inch gas main. These three holes greatly contributed to the cost.

Construction began during an extremely wet October, 1984. At Christmas we were 90% complete with the heavy earthmoving; in my mind ahead of schedule.

We are planning to seed during the second week of August, 1985 with play beginning early July, 1986. Did you ever make promises to your Greens Committee???

1985 and '86 are going to be busy. We are also completing a 9,375 square foot Maintenance Building and two new mini pavilions.

Our Maintenance crew consists of three full time employees, including myself, one permanent part time and ten seasonal employees. Our golf course is maintained with less than 300 work hours per week.

I am looking forward to hosting the M.G.C.S.A. soon.

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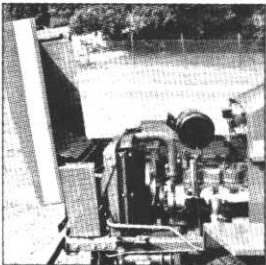
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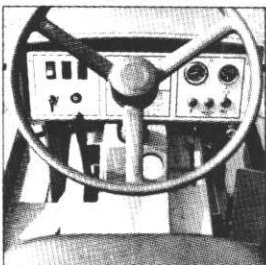
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COMBATING WATER PROBLEMS

by SCOTT LIESTMAN
SUPERINTENDENT
RUM RIVER GOLF CLUB

Rum River Golf Club is a small nine hole golf course located in Princeton, Minnesota with the Rum River running adjacently. Since its beginning in 1953, we have had a problem with flooding. In the mid 1960's the membership constructed a dike that is still in tact today, but just hasn't solved all of our problems. There has always been some seepage through the dike and our floodgates are not completely watertight. Every time the river comes up, enough water seeps in to create a large pond in the middle of our fourth fairway and create a channel of water about forty yards wide across our sixth and seventh fairways. Thus limiting our play to only several holes. This condition would occur two to four times yearly causing us to lose two to four weeks of revenue a year. So the question was, what should we do?

We proposed to build a new pond on the left side of our fourth fairway, and use the fill from the pond to raise our problem areas. There was little if any opposition from the board and stockholders, so our next question was when do we do this major reconstruction? Mother Nature helped us with the answer. In June of 1984 we received 10.5 inches of rain in eight days and were completely flooded causing us to shut down for a period of almost four weeks. When the water finally receded we had six acres of dead turf. The time was now.

We began by measuring and marking all of our areas to be filled and used a transit to figure the depths and grades of fill and estimated that we would need approximately nine thousand cubic yards of earth moved. We then staked and measured all of our sprinkler heads that would be covered over so we could relocate them with the least amount of effort. Next we received bids from several construction companies and decided who to go with. I drew up a contract stating each area to be worked on and that each area worked on was finished only when all grade readings were approved by myself.

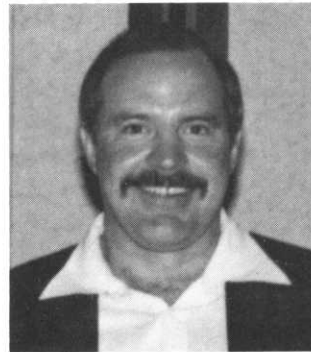
The heavy construction began the second week of August and ended about the first of September. We then finish graded each area and seeded with Athletic Pro at a rate of 150 lbs./acre on fairways and 100 lbs./acre on roughs using a Jacobsen overseeder. A balanced fertilizer was applied at a rate of 1 lb./1000 sq. ft. in some areas prior to and in some areas after germination. Germination was excellent and areas first seeded around September 1 were playable late this past fall. Areas seeded around the 15th of September I feel will be playable by mid May. There was one

seeding on September 20th that may have been too late for adequate bluegrass germination due to cold weather that came early. We still have about one acre of drainage ditch that we were unable to seed because of the wet fall. When the weather would not allow us to seed any more we installed 6100 feet of drain tile which all flows into our new pond. The pond in turn overflows into the river when the river drops low enough to open our flood gates.

It didn't take long to find out if our project did what it was supposed to for the Rum River left its banks again late this fall. The water that always backs into the course was contained quite well in our new pond. I see no reason why all nine of our holes will not remain playable throughout the season also with the use of carts. We feel that our club will be able to open one to three weeks earlier in the spring and that we now can avoid having water problems every time we get a heavy rain. This project cost us about twelve thousand dollars, but we feel we should be able to recover this within three years with the playing time gained.

Because of all the rain we had this past year, I have worked with the National Weather Service Hydrology Department in trying to get Princeton as a river forecast point. Thus hoping to enable us to know when the river should crest. At this time, Anoka is the farthest point North that any forecasting is done on the Rum River.

1984 was a very busy and interesting year for me, but it has come to a close. Now I look ahead to 1985 to see what loose ends to clean up from last year and what new projects to take on this year. I hope you all have as great a year as I am planning to have.

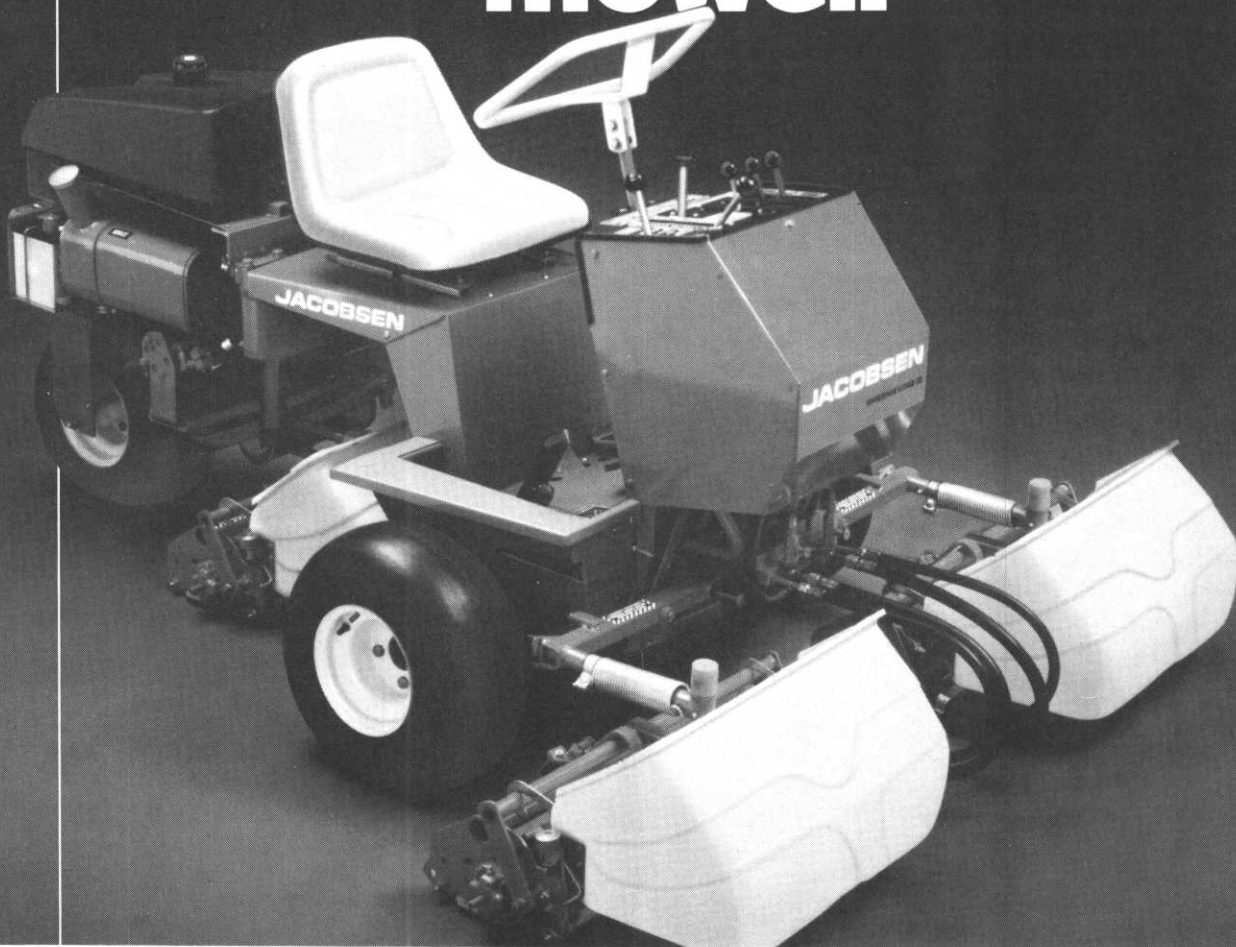


EDITOR'S CORNER

FRED ANDERSON, JR.

Winter got you down? Tired of looking at your shop walls? All fished out? Well, I'm here to help you get rid of the winter blues. You have many options that are very enjoyable and quite inexpensive. For those who live in the Twin Cities area or get to visit on a regular basis, the following attractions will help recharge your batteries and help keep your mind off your ice greens or desiccated greens at least for a few hours. continued on Page 7

You just can't buy a better greens mower.



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ACRE AFTER ACRE.

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- 1) Take a tour of the State Capitol
- 2) The Walker Art Center
- 3) The Minnesota Zoo
- 4) Minneapolis Institute of Art
- 5) The Guthrie Theater
- 6) The Ordway Music Theater
- 7) The Science Museum of Minnesota, home of the Wm. McKnight Theater (this is a must).

As you can imagine this is only a partial list but you get the idea. All you have to do is pack up the kids and wife and go.

Again, thanks go out to many people which include Dale Caldwell and the staff at Town and Country for hosting the Dr. Vargas Seminar (also to Dr. Stienstra for keeping Dr. Vargas here an extra day). It seems like we just learn the name of a disease and after a few years, it gets a facelift and the name changes. I guess it's progress. Thanks also go to our HOLE NOTES writers, Boots Fuller, Mankato Country Club; Kurt Erdmann, Rochester Golf and Country Club; Scott Proshek and Bob Adams, New Prague Golf Club; Stan Kinkead, National Mower Company and Scott Weiler,

Foley-Belsaw Company. It's contributions from you, the membership, that will continue to make the HOLE NOTES strong and interesting.

Washington D.C. was this year's site for the G.C.S.A.A.'s Annual Conference. It's been a long time since I've had to sit and take notes in a classroom type environment for three days and then walk through miles of suppliers' booths full of everything from fish to computers. It seems to get bigger and better every year. Some of my members think I'm on vacation!

Get your calendar ready and mark down the following dates: The Mini Conference is March 11 at Majestic Oaks (flyer has been sent). I've talked to Randy Nelson, Arrangement Chairman, and the following are our 1985 monthly meetings sites:

April 15 - New Prague Golf Club, Scott Proshek and Bob Adams, host superintendents.

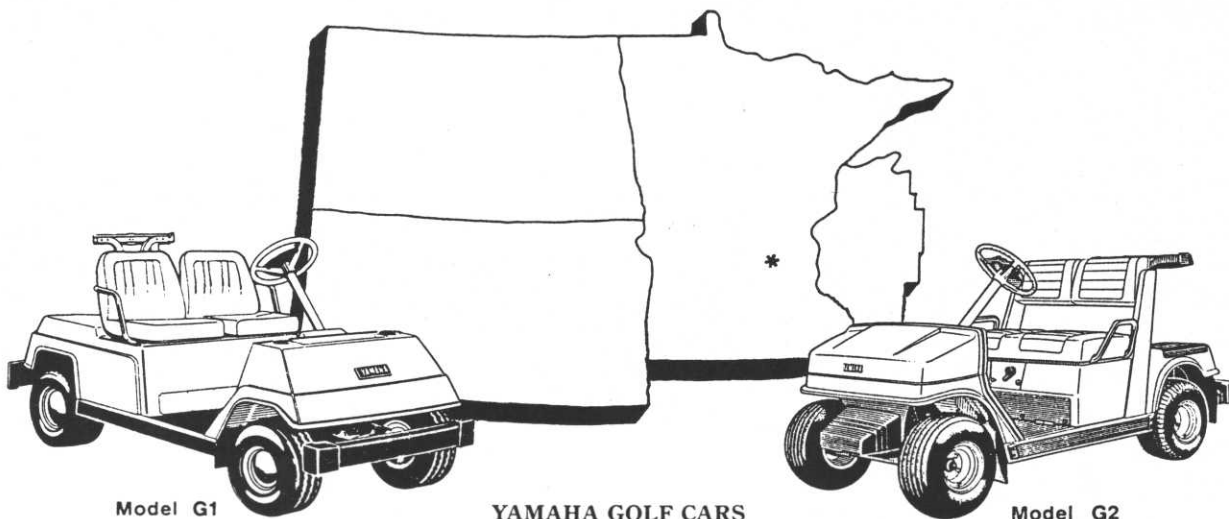
May 13 - River Falls Golf Club, Scott Ainsworth, host superintendent.

continued on Page 8



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June 19 - Turf Expo

June 30 - Annual Picnic

July 8 - Northland Country Club, Mike Netzel, host superintendent.

Aug ? - Island View Country Club, Mark Poppitz, host superintendent.

Sept. 9 - Guest Day Scramble at Hazeltine National Golf Club, Chris Hague, host superintendent.

Oct. 7 - Golden Valley Country Club, Mike Olson, host superintendent.

See you at the Mini Conference!

ASSOCIATE'S CORNER

by JIM LESTER
EGEBERG GOLF CARS

Egeberg Golf Cars started in the golf car business over twenty years ago as a distributor for Harley-Davidson. In those days they were a strong motorcycle dealer for Harley-Davidson and had no interest in selling golf cars. But the factory kept prodding until they convinced Egeberg's to give the golf car line a try.

Over the next ten or so years the decision to enter the golf car business proved to be a good one. That decade saw the emergence of the golf car as a viable and growing part of the overall golf course picture. While at the same time, those years signaled the beginning of the end of the dominance Harley-Davidson motorcycles once enjoyed. This flip-flop in sales strength between the cycle and the golf car brought about a stronger emphasis toward the golf course market by Egeberg's.

continued on Page 9

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The years to follow, up to the present, were filled with change in the golf car industry and for the Egeberg Company. New golf cars were being introduced with improved performance and reliability and many of the old ones were beginning to disappear. Harley-Davidson decided not to make the changes that were needed to be competitive and instead, they sold their golf car division to the Columbia Car Corporation in 1982 and they in turn sold it again in late 1984. Egeberg's left the cycle business during this time and became a distributor for Club Car Golf Cars. These decisions were part of a rebuilding process designed to make the company more competitive by concentrating efforts and by offering a golf car that met the requirements of golf courses.

Today, Club Car is a leader in the golf car industry and a major part of the Egeberg Golf Car business. The Club Car Company recently introduced their gas golf car with a four stroke engine in a successful attempt to set a new standard of performance. This new golf car along with Club Car's well established electric car and their gas and electric four

passenger and utility vehicles will give Egeberg's a complete product line to present to golf courses. Full service is the goal of the Egeberg Company from batteries and tires to a rental fleet for tournaments and utility work and of course, full parts stock for Club Car and Harley-Davidson golf cars.

The sales staff at Egeberg's, John, Chuck and Jim, look forward to serving your needs. Please call for more information or a demonstration.

VARGAS EXPLAINS SUMMER PATCH TURF DISEASE

The special research meeting at Town and Country Club on February 1 attracted 130 interested superintendents who were rewarded with a fine presentation on "Summer Patch" disease by Professor Joe Vargas of the Department of Botany and Plant Pathology at Michigan State University. He was followed by Dr. Ward Stienstra who gave a report on the status of M.G.C.S.A.'s research programs.



DR. JOE VARGAS

RESEARCH REPORT

If you would like to have some input into Dr. White's M.G.C.S.A. funded research on Poa Stress Management you will have an opportunity at the March 11 Mini-Seminar at Majestic Oaks. Dr. White will be passing out surveys to be completed and returned at the Mini-Seminar. Come prepared with any ideas you have that may aid Dr. White in directing his research toward areas of greatest concern.

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ARE GOLF CARS

GOOD FOR THE GAME ?

Two noted golf course architects recently debated that issue in Golf Magazine and their comments are noteworthy since paths must be integrated into a course's design if the cars are to be moved efficiently.

Pete Dye, a world-famous architect known for his difficult layouts such as the Tournament Players Club in Florida, summarized many architects' views: "I hate golf cars and never ride one for more than a hole, but they are definitely beneficial to the game in this country, allowing many older people to play and providing needed income for courses and clubs."

Dr. Michael Hurdzan, president of the American Society of Golf Course Architects, disagrees: "The widespread or even required use of golf cars--a growing and pernicious trend--is a practice contrary to the spirit of golf. I have no problem with the limited use of cars by

individuals who need them. Seniors, we're told, have to ride because they're not in shape. I believe they're not in shape, in many cases, because they ride. A lot of old folks, men and women, play golf in Scotland--and walk. But in this country, yesterday's joyride has become today's necessity. We think we need the cars. We don't."

Dye points out that "senior and resort golf can't exist without golf cars. Do we want to go back to some purist tradition at the expense of millions of people for whom the game is a wonderful pastime? Do we want resorts to struggle financially? Do we want the pro tours to suffer with smaller galleries because there are fewer golfers? In short, do we want the game to contract?"

Hurdzan states that "the rapidly growing number of liability suits resulting from accidents, prohibitive insurance costs and inspection procedures may turn the tables. The clubs won't be able to afford the cars! And they'll survive as they have in the past and as they do in the rest of the world--and their members will enjoy the game more." continued on Page 11



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