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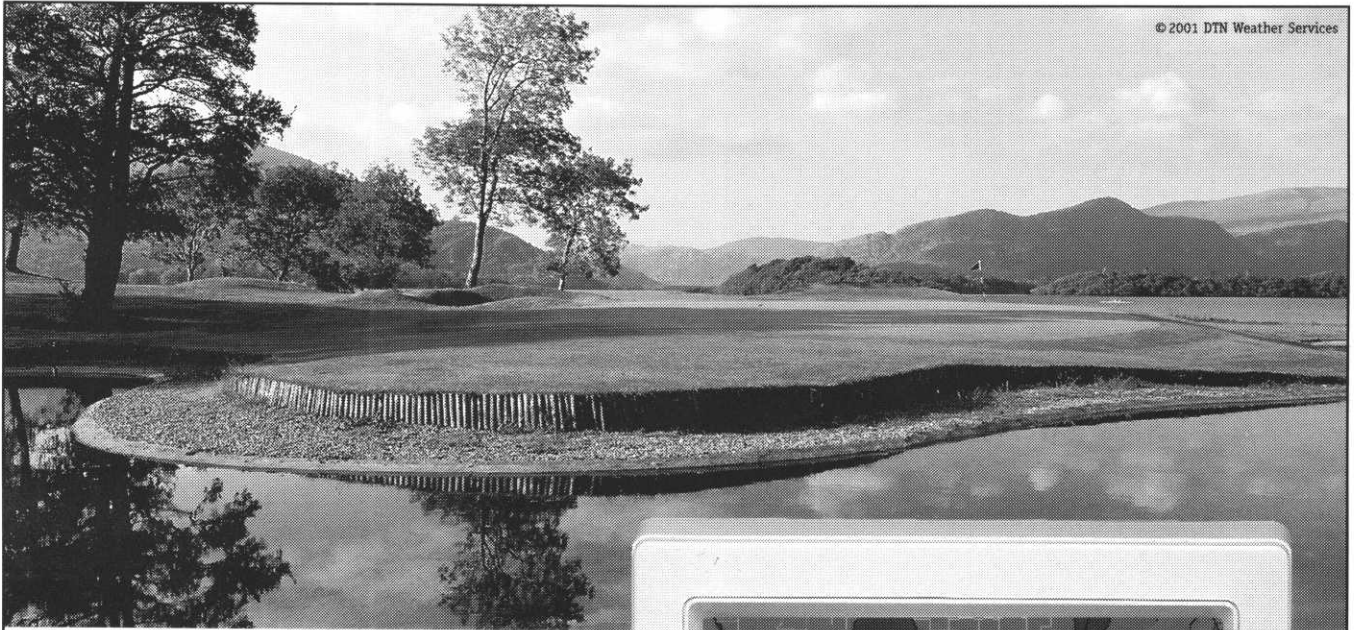
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Simplot Partners Announces the Debut Of PolarKote™ Products

San Diego, Calif. - Simplot Partners, a nationwide turf and horticulture distribution company based in San Diego, Calif., has announced the addition of PolarKote to their product line. PolarKote is a preventative fungicide that has proven effectiveness in controlling Gray Snow Mold (*Typhula* spp.) and Pink Snow Mold (*Microdochium nivale*).

The new PolarKote products are available in 10G, a 10% granular formulation, and 4F, a liquid sprayable formulation.

The granular product is available in 50-pound bags and contains five pounds of PCNB per bag. The flowable product is available in both 2.5-gallon containers and 30-gallon drums, and each contains four (4) pounds of PCNB per gallon.

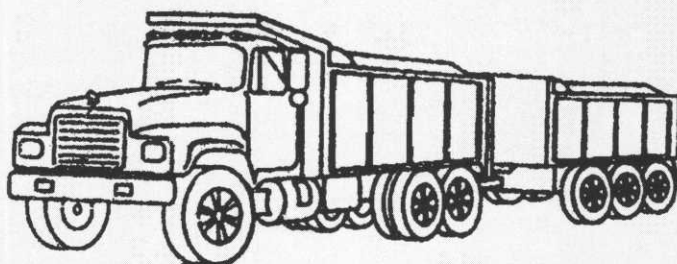
PolarKote is a special new addition to the Simplot Partners product line because it provides the best economical insurance to protect turf from winter disease activity. This versatile product protects turf on golf courses, sod farms, home lawns, and institutional areas.

Nick Spardy, vice president and general manager of Simplot Partners, is excited about the new addition. "As our product line continues to grow, we are especially pleased that we are able to bring PolarKote to the market in

PolarKote is a special new addition to the Simplot Partners product line because it provides the best economical insurance to protect turf from winter disease activity.

time to protect turf this fall and winter." PolarKote is a preventative disease controller, so it should be applied prior to the first snowfall.

Simplot Partners is one of the few organizations that distributes products nationwide to professional turf customers. They provide the industry with the highest quality products, support and technical expertise. The organization has annual sales of more than \$110 million.



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Stodola Research Scramble Results

September 25, 2001
Edina Country Club

59	HILLCREST GOLF CLUB OF ST. PAUL Thomas Schmidt, Al Loth, Dave Rehfeldt, Jeff Kristal	65	DEACON'S LODGE Scott Schunter, Ed Thomas, Mark Neva, John Malloy
61	ALBANY / WAPICADA Tom Kasner, Mic Saatzer, Mike Kasner, Scot Milstroh	65	INDIAN HILLS GC Dick Grundstrom, Dick Nelson, Mike Johnson, Mark Burns
61	CANNON GC Jeff Backstrom, Bob Cernel, Joe Vanderheuel, Dean Lindeman	65	BRACKETT'S CROSSING Tom Proshek, Rob Adams, Steve Allen, Cindy McVey
62	PHEASANT ACRES GC Scott Weltzin, CGCS, Joe Goetz, Amy Cheslock, Steve Fesler	66	ELM CREEK GOLF LINKS OF PLYMOUTH Michael Klatte, CGCS, Dave Small, Jason Klatte, Jesse Malsohm
62	BENT CREEK GC Tom Notch, Tom Stout, Zach Swanson, Darren Mata	66	BOULDER RIDGE / KORONIS HILLS Tom Ramier, Brad Deyak, Jason Ruhoff, Jim Johnson
62	PEBBLE CREEK CC Joe Buege, Cary Femrite, Dan Evans, Dick Williams	66	GLENCOE CC Jeff Vinkemeier, Colin Kerslake, Dave Breyer, Grant Zellman
63	HASTINGS COUNTRY CLUB Tom Feriancek, Barney Bartholomew, John Butina, Sean Conway	66	KELLER GC Paul Diegnau, Dale Parske, Brett Wenzel, Scott Paquette
64	BRAEMAR GOLF COURSE John Nylund, Ray Close, Dave Fisher, Bruce Bergland	66	HAWK CREEK Tom Rousseau, Orv Larson, Jeff Colehouk, Leo Newdecker
64	E-Z-GO, SUPERIOR TURF SERVICES, TEE SHOT MARKETING, HERITAGE LINKS Bill MacDonald, Larry Thornton, Paul Jones, Tim Vernon	67	EDINA CC Mike Kelly, Mark Petigue, Brandon Schindele, Brian Jordan
64	HYDROLOGIC Ted Schirck, Jeff Pint, Todd Folie, Tom Bjornberg	67	KATE HAVEN GC Tom Lundgren, John Stapp, Ben Sabas, Marlow Hanson
64	THE PINES Lee Horning, Mike Brenneman, Fred Boos, Eric Peterson	67	PAR AIDE PRODUCTS CO. Steve Garske, Mike Hilliard, Dan Brown, Tom McCann
64	PRINCETON GC James Sinkel, Joe Hanson, Dave Southard, Mark McBroom	68	BENSON GC Terry Negen, Bill Dethloff, Jerry Pohl, Jack Kjos
64	NORTH STAR TURF Jay Monson, Steve Pepper, Tom Fuller, Mike Korkii		

(Continued on Page 15)

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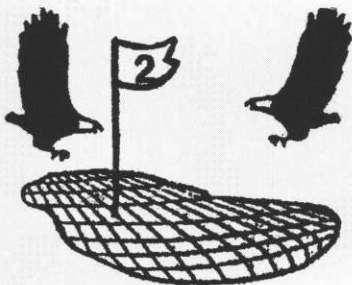
Stodola Scramble Results—

(Continued from Page 14)

- 68 HERITAGE LINKS GC
Paul Eckholm, CGCS, Dean Brown, Charlie Bargprede, Mark Marvin
- 68 THE PRESERVE
Mike Bohnenstingl, Chad Bohnenstingl, Ben Wallin, Dan Helbring
- 68 BELLWOOD OAKS
Bill Gullicks, Bill Hanson, Dan Raskob, Doug Johnson
- 69 STILLWATER CC
Marlin Murphy, Jeff Gajdostik, Justin Funk, Mark Crimmins
- 69 SIMPLOT PARTNERS
Chris Hoff, John Meyer, Joe Churchill, Dan Hinton
- 70 ROCHESTER GOLF & COUNTRY CLUB
Tom O'Driscoll, Dan Breitbarth, Scott Bearson, Allan Domnick
- 70 UNIVERSITY OF MINNESOTA
Brian Horgan, Jon Powell, Larry Vetter, Sean Bernick
- 70 LONG PRAIRIE CC
John Monson, Fred Dinkel, Bud Roman, Jim Mitzel
- 71 MTI DISTRIBUTING CO.
Jon Almquist, Dan Evavold, Bob Frank, Jeremy Stafne
- 72 WOODHILL CC
Rick Fredericksen, CGCS, Dave Schwartz, Paul Kubista, Loren Walsh
- 72 CEDAR RIVER CC
John Queensland, Brian Bergone, Mike Schneider, Jack Kleahn
- 72 DACOTAH RIDGE
Mike Nelson, Tony Rahe, Riley Kieffer, Jesse Kodet



EDINA CC HOST SUPERINTENDENT MIKE KELLY, second from left, pictured here with Brandon Schindele, left, Brian Jordan, second from right, and Mark Petigue on far right.



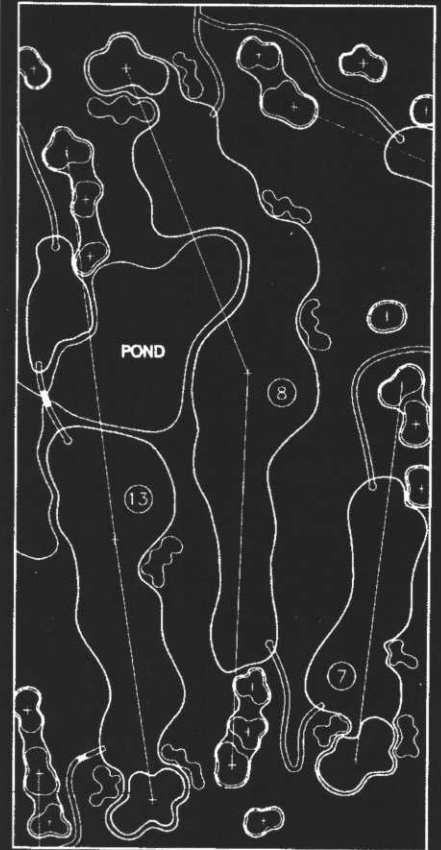
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Take Time to Winterize

By JIM BALD

Grounds Maintenance Magazine

(Editor's Note: The following article was reprinted with permission from the October 1, 1997 issue of Grounds Maintenance Magazine.)

"Pay me now or pay me much more later"--this axiom typifies the failure to prepare equipment for winter. Cold-weather woes can mean hard starts for equipment that must keep operating. And winter's woes can continue producing unseen damage to equipment you're storing until spring's arrival.

Before you put all of your equipment away for winter storage or use, then, take the time to prepare all systems to withstand the cold winter months. Most importantly, the battery and cooling system need extra protection, as does any diesel equipment in your fleet.

The battery: The engine's heart Keep your vehicles in prime condition by preparing a checklist detailing inspection procedures to carry out on each equipment's system. Tag each piece of equipment to ensure you don't overlook any steps.

On the electrical system, consider the dilemma of the battery. It--and the engine itself--operates most efficiently when the ambient temperature is 80 degrees F. But what happens when temperatures drop? At 32 degrees F, a fully charged battery has only 65 percent cranking capacity, while the engine's starting requirements increase from 100 percent to 155 percent. At 0 degrees , the fully charged battery now has only 40 percent starting ability, while the engine's starting requirements increase by 210 percent. By the time the temperature drops to -20 degrees F, a fully charged battery possesses only 18 percent of its original starting power, while the engine's starting requirements increase by 268 percent.

Based on these types of problems, it's obvious that the battery needs extra attention. Good maintenance begins with dirt-free and corrosion-free batteries. Dirt, corrosion and moisture provide a path for energy to escape from the battery. At regular intervals, then, give your battery a visual inspection. Consider the following:

Exterior and terminals: When corrosion or dirt accumulates, use a weak solution of baking soda and water to clean the battery's exterior. You may need a wire brush to scrub the terminals. Use as little of the wet solution as possible and try to keep the battery as dry as you can. Next, use an electrical-grade lubricant as a protective coating on the battery's terminals to prevent future corrosion.

Cables: The battery's cables are important too. Defective cables and poor connections are two of the top reasons for cranking problems. Keep cables and connections "bright

and tight." Pay close attention to the ground connections. When parking or storing equipment for longer than 10 days at a stretch, disconnect battery ground cables to avoid discharging the battery by parasitic electrical loads.

Electrolyte levels: Make sure you always maintain the electrolyte level between the top of the battery plates and below the vent well cap opening. Be careful not to overfill. Adding too much water dilutes the electrolyte's sulfuric acid and causes a drop in the battery's charge.

Remember also, however, that a low electrolyte level can cause the exposed portions of the battery plates to dry out. When this happens, sulfate crystals form, and you can never again recharge the battery to its full capacity. Finally, never add pure acid to your battery; add only water.

Charge levels: Measuring the state of the battery's charge with a hydrometer is mandatory in any winterizing program. Installing undercharged batteries represents 80 percent of battery warranty claims. Undercharged batteries can freeze at 18 degrees F.

A charged battery has a specific gravity (SG) hydrometer reading of 1.265. This means the liquid acid inside the battery is 1.265 times heavier than water. If a battery is 75 percent charged, the SG is 1.230. At 50 percent of full charge the SG falls to 1.200. At 25 percent full charge, it is 1.170. If the battery is completely discharged, the SG measures 1.110.

Be aware that temperature can affect the hydrometer's reading, also.

Testing: You need a load tester to measure the charge level of maintenance-free, or sealed, batteries. When testing, set the tester's load at half of the battery's cold-cranking ampere (or CCA) rating, which is imprinted on top of most batteries. Then discharge the battery at that rate for 15 seconds. If the reading is 9.6 volts or better at 70 degrees F, the battery is in good shape and does not need recharging. If the reading is below 9.6 volts, recharge the battery and test again. If the battery fails the test the second time, replace it. Watch the ambient-temperature variance because the 9.6-voltage cutoff is based on 70 degrees . Your load tester should have a chart with a temperature-corrected scale.

Storage: Store batteries--even maintenance-free types--in a cool, dry place. A cool environment slows down a battery's discharge rate; warm temperatures accelerate the discharge rate. Ideal storage conditions range from 40 to 60 degrees F.

Place batteries in an upright position during storage. Don't stack them; they are heavy, and you can physically damage batteries at the bottom of a stack. Check the bat-

(Continued on Page 18)

Take Time to Winterize—

(Continued from Page 17)

tery's state-of-charge every 30 to 45 days during storage. Recharge the battery whenever its capacity drops below 75 percent. An open-circuit reading of 12.4 volts or less means the battery is below 75 percent of full capacity.

Handling and mounting: Because vibration is the No. 1 battery killer, make sure you properly torque the battery's tie-down clamps and secure the batteries to the vehicle. One major fleet found that more than 30 percent of premature battery failures resulted from broken battery cases caused by mishandling. To avoid damaging a battery when installing or removing it, then, don't lift a battery by its terminal posts. Also, always loosen the clamping bolts on terminal cables before installing or removing a battery.

Batteries often are the victim of a bevy of other problems that cause no-starts in winter. For example, defects in the charging system—such as slipping fan belts, a faulty alternator or high resistance in the wiring—also will cause batteries to discharge. In addition, when a vehicle's electrical load exceeds its alternator's capacity, excessive battery cycling can result, which can shorten battery life. Even slow-speed driving with several accessories operating can cause battery cycling.

Conditioning cooling systems The next step in winterizing your equipment is to pressure-check the cooling system. Let's consider each aspect.

Radiator. First, check the radiator cap. Do not apply more than the cap's specified pressure. Also, check the cap for leaks. It may pay to replace the cap, but only with one having the same pressure setting.

With the engine running, look for signs of bubbles in the coolant. Engines can't tolerate any air in the system. Check that the coolant level is 1 inch over the top of the radiator core. Also check for contaminants in the system. Take care when doing so; with the engine off and cool, remove the radiator cap. Then start the engine and visually check the water running through the radiator for any contaminants.

Clean radiator fins with

compressed air blown from rear to front, and use the light-from-behind method to verify that air passages are free.

Hoses. If you find contaminants in the radiator, it means hoses are deteriorating from the inside. Because hoses are the veins of the powerplant, it is important you keep them in prime shape. To check a hose, first squeeze it firmly. The rubber should be neither soft and lifeless nor hard and brittle. An overly soft hose indicates it has been exposed to oil, grease or atmospheric contamination. Soft hoses are dangerous because they can rupture or swell under pressure. Replace any soft hoses. If the hose is brittle, rather than soft, it may crack or break easily. An overly hard hose indicates the hose may be overcured by engine heat, which is the most common cause of hose failure. Replace hard hoses and change the hose's routing to a cooler route through the engine.

In addition, hoses should not rub against other engine and under-hood components. Check hose clamps for tightness, too.

Belts. Check fan belts for condition, tension and alignment. The most common problems are incorrectly sized belts, over-tensioned belts and under-tensioned belts. Under-tensioned belts are worse than over-tensioned belts because they can slip. Use a belt-tension gauge to check. As a rule of thumb, look for deflection of 0.016 inch for every 1

(Continued on Page 21)



PUTTING ON THE 7TH GREEN AT EDINA COUNTRY DURING THE STODOLA is Jim Johnson, superintendent at Rich Spring Golf Course. Others pictured are Tom Ramier, Brad Deyak and Jason Ruhoff.



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