

It's in the Hole

Nicholas David Shumansky along with his parents, Steve, Superintendent at Perham Lakeside Golf Club, and Nikki, are happy to announce the arrival of **Benjamin Stephen Shumansky**.

Benjamin was born on July 26, 2004 and weighed a whopping 3 pounds 8 ounces and was 16 inches long. He was a little early but is sure to be a brute like his big brother Nick, who is 3 1/2. Ben wants everybody to know that "I may not be real big, but I sure am little!" After a week at the hospital, Ben joined the Shumanskys at home and is already up to 5 pounds. "Thanks to everyone for their gifts and prayers. I hope your greens are as nice as mine!" added Steve.

* * * *

As you're probably aware, recently the **Minneapolis Star Tribune** and **KSTP-TV** ran reports on the issue of **water cooler safety on golf courses**. This has been a visible issue since the reporting a couple of years ago of the tragic case of a teenager in Phoenix dying from contaminated water he drank at a local golf course. Neither of the local reports found any problems with water at local courses.

This editorial is to bring you up to date on conversations that Doug Carnival, our lobbyist, and MGA Executive Director Tom Ryan had with officials at the Minnesota Dept. of Health regarding the guidelines they published in the spring of 2004.

Because water cooler guidelines fall under food codes associated with the sale and distribution of food and beverages prepared inside a clubhouse, there was no need for public hearings or legislative activity which would have brought this issue to our attention sooner.

While the safe handling of drinking water and proper care of water coolers is obviously very important and not to be taken lightly, the Health Department made it clear to both Doug and Tom that they intend to be practical about compliance - they want to work with clubs and help them meet the published guidelines. On the other hand, some counties have adopted guidelines slightly more aggressive (which they can) than the state guidelines and may follow them more aggressively than the state might. Those courses located in counties where this is the case I'm sure are already aware of this.

There is a change to the state guidelines which I've been told is already in effect and that is that water in the container does not have to be drained and refilled every four hours.

This point was part of the food code related to prepared food and is not practical for water on a golf course. It's good the Health dept. recognized this and made the change.

(Editor's Note: -You can look at the state guidelines at www.health.state.mn.us/divs/eh/food/fs/golfwater.html)

* * * *

Urban golf: The return of the featherie?

More than 100 years after its demise, it looks like the featherie might be making a comeback, thanks to an urban version of the game of golf.

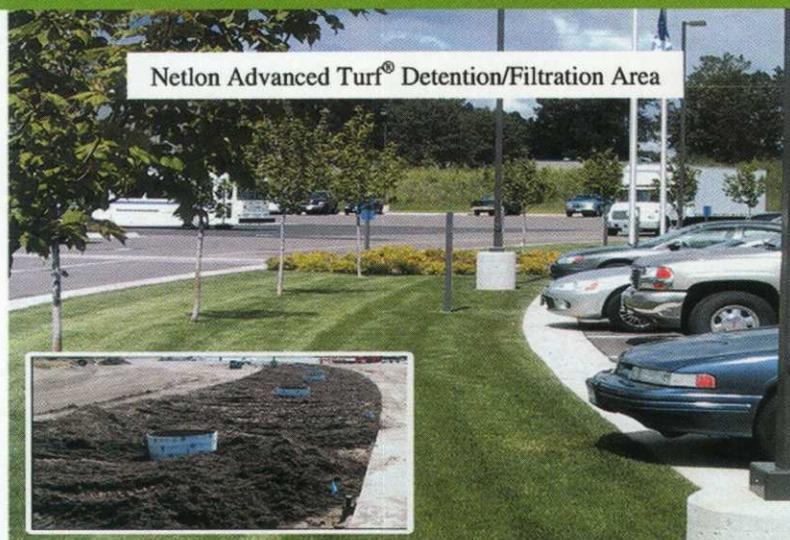
According to the BBC, it's taking off in European cities, and there's even a few serious competitions con-

ducted.

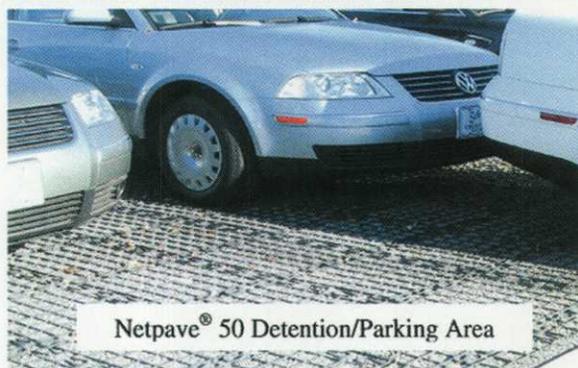
These courses, obviously, aren't noted for their quality of turf, so players get to bring along a square of artificial turf. But where urban golfers take a real turn away from the modern grass-course golfer is in their selection of golf balls.

Instead of looking for the latest, and longest, balls, they opt for something a little less harmful to their course's hazards, which can include buildings, vehicles, and people. Some use a leather-covered ball filled with goose feathers, which sounds suspiciously like the featherie of the late 19th century. Others opt for a variety of foam balls that allow play to proceed safely in an urban environment.

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Snow Mold Control –

(Continued from Page 29)

Discussion

Only *Typhula ishihariensis* was active at this site. Disease pressure was considerable compared to other sites, with the untreated control averaging 51.67%. Six treatments provide 100% control (Trt#s 6, 18, 23, 26, 46, and 50). Limited damage in the first replication was caused by *Sclerotinia borealis*, particularly that of treatment #49.

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Trt No.	Treatment Name	Form	Rate	Appl. Timing	% Snow mold Apr-15-04	Quality**
30	Chipco 26 GT	2 SC	4 FL OZ/1000 FT2	Late	20.33	c-j 4 f-i
31	Daconil WeatherStik	6 F	5.5 FL OZ/1000 FT2	Late	18.33	d-m 4 f-i
32	Turfcide 400	40 F	6 FL OZ/1000 FT2	Late	8.67	h-n 5 c-g
33	Compass	50 WG	0.25 OZ/1000 FT2	Late	20.83	c-i 4.3 e-i
34	Bayleton	50 WG	1 OZ/1000 FT2	Late	18.33	d-m 4.7 d-h
35	Signature	80 WG	4 OZ/1000 FT2	Late	43.33	ab 3 ij
36	Iprodione Pro	2 SE	4 FL OZ/1000 FT2	Late	18.33	d-m 4.3 e-i
37	Banner MAXX	1.3 ME	2 OZ/1000 FT2	Late	13.33	f-n 4.7 d-h
38	Banner MAXX	1.3 ME	3 OZ/1000 FT2	Late	4.5	i-n 5.3 b-f
39	AND3118 (chlorothalonil)	5 G	15.1 LB/1000 FT2	Early	20	c-k 3.7 g-j
40	AND3219 (PCNB)	15.4 G	6.36 LB/1000 FT2	Late	14.17	f-n 4.7 d-h
41	AND3224 (PCNB)	15.4 G	6.36 LB/1000 FT2	Late	20	c-k 4 f-i
42	AND3226 (PCNB)	15 G	6.36 LB/1000 FT2	Mid	36.67	abc 3.7 g-j
43	AND3238 (iprodione)	1.3 G	7.21 LB/1000 FT2	Early	26.67	b-g 3.7 g-j
44	AND3131 (chloroneb)	6.26 G	5.95 LB/1000 FT2	Late	13.33	f-n 4.7 d-h
45	AND3099 topsin/chloroneb	4.9 G	5.76 LB/1000 FT2	Early	25	c-h 3.7 g-j
46	AND3237 (triadimefon)	1 G	12.5 LB/1000 FT2	Three	0	n 6 a-d
47	Fore	80 WP	8 OZ/1000 FT2	Late	12	f-n 5 c-g
48	Heritage	50 WG	0.7 OZ/1000 FT2	Late	12.5	f-n 4.7 d-h
49	Prostar	70 WP	4.5 OZ/1000 FT2	Late	3.33	k-n 5.7 a-e
50	Prostar	70 WP	4.5 OZ/1000 FT2	Late	0	n 6.3 abc
	Turfcide 400	40 F	6 FL OZ/1000 FT2	Late		
51	Prostar	70 WP	4.5 OZ/1000 FT2	Late	1.5	mn 6.3 abc
	Banner MAXX	1.3 ME	2 OZ/1000 FT2	Late		
52	Fore	80 WP	8 OZ/1000 FT2	Late	8.33	h-n 5.3 b-f
	Turfcide 400	40 F	6 FL OZ/1000 FT2	Late		
53	Heritage	50 WG	0.7 OZ/1000 FT2	Late	1	n 6.7 ab
	Turfcide 400	40 F	6 FL OZ/1000 FT2	Late		
54	Banner MAXX	1.3 ME	2 OZ/1000 FT2	Late	7.5	i-n 4.7 d-h
	Chipco 26 GT	2 SC	4 FL OZ/1000 FT2	Late		
55	Banner MAXX	1.3 ME	2 OZ/1000 FT2	Late	7	i-n 5.3 b-f
	Daconil WeatherStik	6 F	5.5 OZ/1000 FT2	Late		
56	Banner MAXX	1.3 ME	2 OZ/1000 FT2	Late	8.67	h-n 4.3 e-i
	Bayleton	50 WG	1 OZ/1000 FT2	Late		
57	Banner MAXX	1.3 ME	2 OZ/1000 FT2	Late	6.67	i-n 5 c-g
	Curalan	50 EG	1 OZ/1000 FT2	Late		
58	Curalan	50 EG	1 OZ/1000 FT2	Late	36.67	abc 3.3 hij
59	Emerald	70 WG	0.18 OZ/1000 FT2	Late	31.67	b-e 3.3 hij
60	Emerald	70 WG	0.18 OZ/1000 FT2	Late	8.67	h-n 5.3 b-f
	Turfcide 400	40 F	6 FL OZ/1000 FT2	Late		
61	Emerald	70 WG	0.18 OZ/1000 FT2	Late	14.17	f-n 4.3 e-i
	Iprodione Pro	2 SE	4 FL OZ/1000 FT2	Late		
	Daconil WeatherStik	6 F	5.5 FL OZ/1000 FT2	Late		
62	Emerald	70 WG	0.18 OZ/1000 FT2	Late	28.33	b-f 4 f-i
	Insignia	20 WG	0.9 OZ/1000 FT2	Late		
63	Spectro	90 WG	4 OZ/1000 FT2	Both	20	c-k 4.3 e-i
	Endorse	2.5 WP	4 OZ/1000 FT2	Late		
64	Spectro	90 WG	4 OZ/1000 FT2	Early	11.67	f-n 5 c-g
	Endorse	2.5 WP	4 OZ/1000 FT2	Late		
	Spectro	90 WG	5.75 OZ/1000 FT2	Late		
65	Spectro	90 WG	4 OZ/1000 FT2	Both	3.33	k-n 6.3 abc
	Endorse	2.5 WP	4 OZ/1000 FT2	Late		
	Alude	46 L	5.5 FL OZ/1000 FT2	Late		
66	Endorse	2.5 WP	4 OZ/1000 FT2	Late	9.17	h-n 5 c-g
	Spectro	90 WG	4 OZ/1000 FT2	Late		

Trt No.	Treatment Name	Form	Rate	Appl. Timing	% Snow mold Apr-15-04	Quality**
67	Endorse	2.5 WP	4 OZ/1000 FT2	Late	9.5	h-n 5 c-g
	Spectro	90 WG	5.75 OZ/1000 FT2	Late		
68	Endorse	2.5 WP	4 OZ/1000 FT2	Late	6.67	i-n 5 c-g
	Spotrete	75 WG	8 OZ/1000 FT2	Late		
69	Endorse	2.5 WP	6 OZ/1000 FT2	Late	10.83	g-n 4.7 d-h
	Spotrete	75 WG	8 OZ/1000 FT2	Late		
70	PCNB12.5+Novex 9-0-19	12.5 G	96 OZ/1000 FT2	Late	20.33	c-j 5 c-g
71	Revere	10 G	120 OZ/1000 FT2	Late	18.67	d-l 4.7 d-h
72	Lesco 18 Plus	2 SC	4 FL OZ/1000 FT2	Late	0.33	n 7 a
	Lesco Manicure Ultrex	82.5 WG	5 OZ/1000 FT2	Late		
	Lesco Revere 4000	4 SC	8 FL OZ/1000 FT2	Late		
73	Lesco 18 Plus	2 SC	4 FL OZ/1000 FT2	Late	11.67	f-n 5.3 b-f
	Lesco Manicure Ultrex	82.5 WG	5 OZ/1000 FT2	Late		
74	Chipco 26 GT	2 SC	2 FL OZ/1000 FT2	Late	2.83	lmn 5.7 a-e
	Daconil Weatherstik	6 F	2.75 FL OZ/1000 FT2	Late		
	Turfcide 400	4 F	4 FL OZ/1000 FT2	Late		
75	Caloclor	90 WP	3 OZ/1000 FT2	Late	1.67	mn 5 c-g
	LSD (P=05)				16.945	1.42
	Standard Deviation				10.481	0.88
	CV				88.11	17.66

*Means followed by the same letter do not significantly differ (P=0.05, LSD)

**Quality scale 1-9, 9=ideal, 1=dead, 6=acceptable.

Are Your Trucks And Employees MN DOT Compliant?

By Jeramie Gossman

Assistant Golf Course Superintendent
Town and Country Club

Recently an employee of our golf course was returning back to work after picking up a load of shredded wood mulch. He was driving one of our one-ton dump trucks. Unfortunately for this employee, he did not realize that one of the brake lights was out. An observant state patrol officer pulled us over for this violation. The state patrol officer also noticed that there were Minnesota Department of Transportation (MN DOT) violations with the truck. At that point, he called a MN DOT inspection officer for a more thorough vehicle inspection. A big bright orange OUT-OF-SERVICE sticker was placed on the windshield and a fine for the violations was handed over. This was a complete surprise to Superintendent William Larson CGCS of Town and Country Club in Saint Paul MN, since we were completely unaware that the truck qualified as a commercial vehicle. The truck was registered and plated with the state and there was not any mention from the licensing office of this issue. Apparently, any vehicle over 10,000 pounds gross weight is considered a commercial vehicle. The fines for the violations totaled \$480.00. These violations specified on the OUT-OF-SERVICE sticker had to be rectified before the sticker could be removed and the truck cleared to drive. There were also many other items that did not meet MN DOT standards. For those not familiar with MN DOT requirements we are listing what we have recently learned.

Vehicle Requirements

In order for trucks that are over 10,000 pounds to be compliant they must meet the following:

- + The vehicle must possess the proper license plates that contain the letters Y and A vertically over one another.
- + A sticker on the plates specifying that the vehicle weighs over 10,000 pounds.
- + Vehicle must be identified with the companies name, city and state on the exterior of the power unit of the vehicle. It must be clearly legible from 50 feet during daylight hours while the vehicle is stationary and the colors must contrast that of

the vehicles background color.

- + A US DOT # is required and must be displayed if the vehicle is going to be used for interstate driving.

- + Must have a filled and secured fire extinguisher in the passenger area of the vehicle.

- + Carry spare fuses and light bulbs and a screwdriver for changing them.

- + Safety triangles must be carried in the vehicle.

- + The load must be properly secured and not obscure the drivers vision.

- + There are required bumper and mud flap specifications that must be met.

Driver Requirements

- + The driver must have access to the proper vehicle registration form for the vehicle in which they are driving.

- + There must be proof that the vehicle has proper insurance coverage.

- + The driver of the vehicle must possess a current license for the vehicle of which they are operating.

- + You must be 18 years of age or older to operate a commercial vehicle.

- + A medical examination certificate, which is acquired from a certified physician for MN DOT licensing must be in the driver's possession at all times while operating a commercial vehicle. The medical certificate must be renewed every two years.

- + The driver must be able to adequately read and speak English well enough to do the job.

- + Must be able to drive the vehicle safely.

- + Know how to properly load and secure cargo.

- + The driver is responsible for inspecting the vehicle prior to departure to ensure that safe operating conditions and all compliance regulations are met.

Even though a vehicle that has a gross weight of 10,000 pounds or over is considered a commercial vehicle, does not mean that the driver has to possess a commercial drivers license. If the gross weight of the vehicle is over 26,000 pounds then a commercial drivers license must be obtained. If a vehicle has been labeled

with an OUT-OF-SERVICE sticker and is driven from the scene of which it has been ticketed without rectifying the compliance issues, the driver may be disqualified for at least 90 days and fined not less than \$1000, and the employer may be fined up to \$10,000.

This experience has been an eye opener for us. Hopefully the information provided in this article will prevent other courses from running into similar problems. All of this information is easily obtained by calling MN DOT. One simple phone call can save a lot of headaches DOWN THE ROAD.

Further Information Can Be Obtained by Calling:

MN DOT - (651) 215-5691
or toll free 1 (888) 472-3389

1110 Center Pointe Curve
Mendota Heights, MN 55120-4152
** Request the handbook Minnesota
Commercial Truck and
Passenger Regulations*

MN DOT office of Freight and
Commercial Vehicle Operations
(651) 405-6060

Minnesota State Patrol
(651) 405-6171

Websites Where Information Can Be Found:

For Federal Motor Carrier Safety
Administration and medical forms:
www.fmcsa.dot.gov

Minnesota Department
of Public Safety
www.dps.state.mn.us

Minnesota Department
of Transportation
www.dot.state.mn.us

Trees—

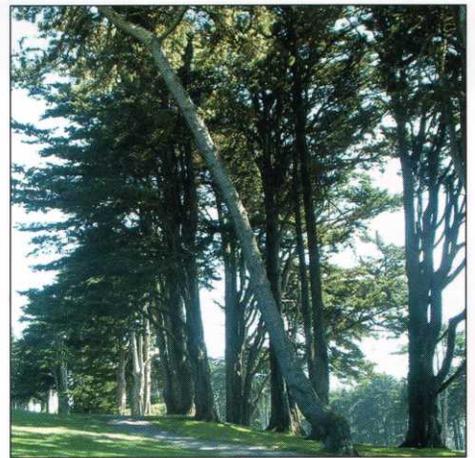
(Continued from Page 29)

dead and decaying (crown cleaning). Large branches with cracks along the lateral plane should also be removed before they break and create an exposure route for decay. Be aware that taper on branches is important and tree branches that have poor taper are best removed. Branches that contain galls and cankers should be cut. A good rule of thumb is not to remove more than 25% of the canopy of a healthy tree. Doing so could stress the tree and begin a mortality spiral that may take years to finally kill a tree. Be mindful of any history associated with your trees. Important things to remember are irrigation installation around trees, cart path construction, root pruning, large equipment movement, mechanical damage from equipment, chemical damage from runoff or drift, vandalism. It can take years for a stressor to show on a tree. Make sure all pruning cuts are done appropriately, without cutting into the woody collar that surrounds the branch

where it attaches to the tree. Trees have a unique ability to compartmentalize decay, but the right conditions will favor the decay over the tree's defense mechanisms.

Another thing to consider is lightning. Trees of prominence or trees that golfers seek refuge under in rains should be considered for a lightning protection system. A set of air terminals and copper conducting wire is installed on the tree and grounded in the soil to transmit the bulk of the voltage into the ground. The air terminals need to be extended as the tree grows, but the system will function normally even as the tree growth surrounds the conducting wire. Lightning protection is expensive, but the cost may be worth installation on the proper tree.

Remember to appreciate the beauty of your trees and the value and character they add to your property. Do not take their health for granted. Take in to account the massive weight of a tree. As a tree or a branch falls, it picks up momentum continually until it hits ground. Even a small branch becomes potentially fatal from 25-30 feet. Keep your eyes peeled for hazardous trees and branches around



Leaner removal

your tees, greens and other areas where there are probable targets. The life and or injury you prevent could be your own.

For more information about tree hazard identification go to www.isa-arbor.com, the website of the International Society of Arboriculture. I also recommend Golf Course Tree Management by Sharon Lilly for further turf/tree interrelationships.

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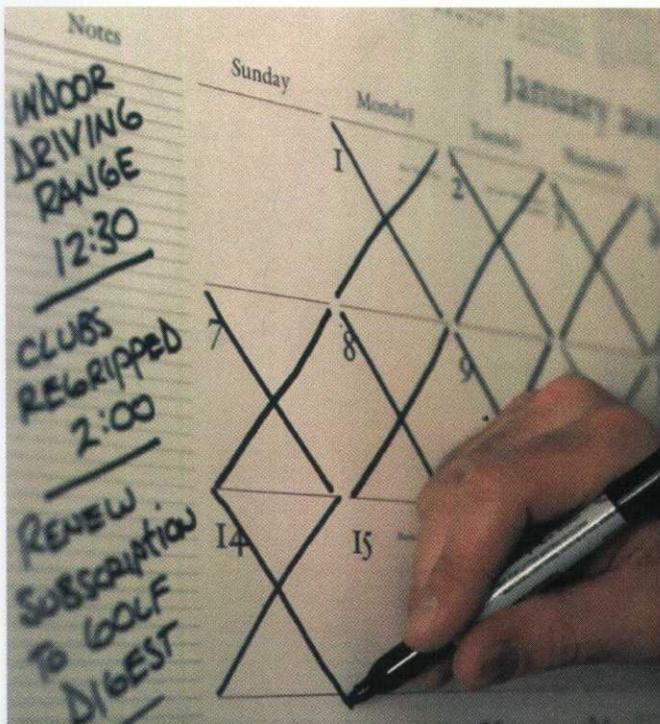
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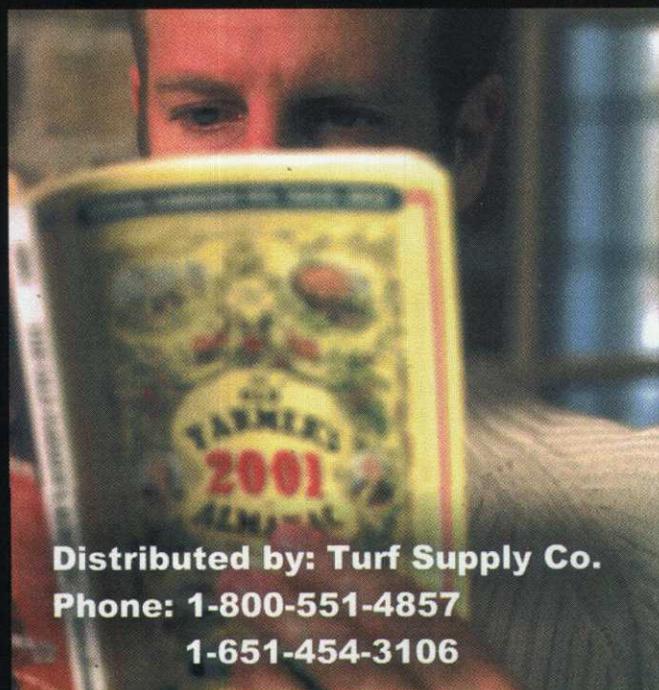
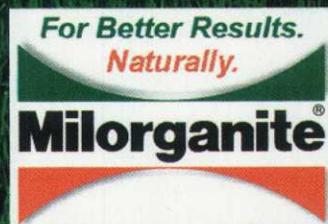
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In Bounds

By Jack MacKenzie, CGCS
North Oaks Golf Club

My mother used to share sage advice with her children on a regular basis. Perhaps her most notable comment on life was, "When it is rainy out you must make your own sunshine." This comment was very relevant to a youngster bemoaning the wet weather impact upon playtime and I heard it often. However, as I grew up I realized that "making one's own sunshine" had a much deeper meaning.

Last spring when the snow melted and it became painfully obvious that my course suffered some severe winterkill, dark clouds of anxiety shadowed my heart. The turf upon the wind-swept fairway slopes and exposed greens had the color of the underside of peeled birch bark. Cool temperatures delayed recovery and the course just didn't look good until the early part of June. Life just isn't always fair.

To compensate for the blemishes created by the winter injury, we focused our efforts into shining bright the less obvious aspects of the golf course. The bunker edges were freshened, the cart paths redefined with trimming, the flower gardens re-amended with peat moss and the wood chip beds freshened with clean-smelling pine mulch. These projects kept my mind busy while my track healed itself (of course with a bit of extra TLC). And the improvements brought clarity into a somewhat dreary spring.

Then the rain came to really dampen my spirits. Concerns ranged from soft and soggy conditions to a double whammy when the temperatures turned hot and humid. I was very concerned about what Mother Nature would be doling out next. To remedy my depression my staff and I undertook the beautification of the course with many thousands of flowers. We also installed additional irrigation lines to accommodate a weak loop on the course and continued our spider line drainage program. When the sun did eventually shine, the results of these rainy day projects were no less than fantastic. Again, by focusing upon the positive present and not the negative what-if, we really made a difference in the condition of North Oaks Golf Club.

Brrrr!, so much for the rain, but how about a bunch of coold sunshine? As you know, we have had a very cool summer. Great for growing turf, but my boat has only cut a wake in the lake three times. On the flip side though, the sunny side, my children and I did work as a team on a more regular basis, saw a few movies and just hung out together during the cold snaps. It was fun sharing time with them and watching as they matured.

Mid-summer my siblings and I were dealt a rainstorm of large proportions. Sadness embraced us as we watched our too young mother pass away after a severe fall. Family memories will always bring smiles to our faces and her words of wisdom will continue to echo in our minds as we carry on. But what ray of brightness could possibly have come from this tragedy you ask? I learned to let go of my club.

*"When it is rainy out you must
make your own sunshine."*

For ten days I was unable to be much help around my shop, either I was physically or mentally preoccupied with the family matters at hand. Thus I had to rely upon my assistant, Jeff Schaefer, to continue with his job and pick up on mine in my absence.

Never in my time as a superintendent had I been so helpless to manage my crew. And never had I depended so heavily upon my assistant to fill my shoes. Sure there were long weekends and short vacations during the off-season where my associate could cut his teeth, but these limited experiences were somewhat controlled by me. This time it was different. This time I was unexpectedly out of communication during peak season.

I am proud to say that upon my return to work I witnessed a smooth running and beautiful operation. It was as if I hadn't even been away at all. Jeff Schaefer, my "Assistant Extraordinaire", didn't let me down. Nor did he disappoint my membership with less than ideal conditions. I didn't lose a single employee or blade of grass. The fears I held so tightly to, my fears of giving up control, were totally unwarranted.

This knowledge was a "bright sunny day" during my rainy period. Thanks, Jeff.

Now I am not wishing any family challenges upon anyone. However, I would encourage each of you to learn from my experience. It is okay to let go and let someone else take charge for a while. Sure you are the one ultimately responsible. But the exercise in releasing my management style has taught me two things.

The first is that my course will be there when I get back to it. And the second, much more important impact was upon the confidence my assistant gained through the experience. Today he is a greater asset to me than he was two months ago. Today both of us know that he can handle any challenge placed upon his shoulders, and mine.

Each day as my Mom watches over me and her understanding of life will reverberate in my soul, I will be thankful for her guidance. Her welcomed wisdom will carry me through the next crisis in my life and I will continue to see the sunlight through damp clouds of gray. Until next month, and always, let the sunshine in.

Board Meeting Highlights—

(Continued from Page 23)

University of Minnesota Report: Field Days (took place) on July 29. There (was) nine stations to visit. No Mow grasses, fine fescues, fairway bentgrass, etc. Phosphorous training will be held after the field day event.

Andy Hollman is the new man to take Troy Carson's place. He is a research assistant. Current stuff going on at the University includes: New turf plots, ryegrass (NTEP) bluegrass, and poa program changing from Dr. White to Eric Watkins. Undergraduate education will be pumping up the pathology class and adding a turf problem class. Troe Center Building update: Horgan met with 20-30 Architects and the University has narrowed the field to 2 or 3 that they plan to interview further.



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RAIN  **BIRD**

Harold Stodola Research Scramble Results August 16, 2004 at Somerset Country Club

- 56 **Stillwater CC**
Marlin Murphy, Justin Funk, Todd Samarzia, Adam Larson
- 56 **Enger Park GC / Ridgeview CC / Hydrologic**
Jud Crist, Wes Salo, Ted Schirck, Todd Folie
- 57 **Westfield GC**
Rick Kolter, Mike Bostomski, Brian Paulson, Dennis Cleveland
- 58 **White Bear Yacht Club / Lesco**
John Steiner, CGCS, Brad Marty, Jamie Olson, Mike Murray
- 58 **Albany GC / Wapicada GC**
Tom Kasner, Mic Saatzer, Mike Kasner, Scot Milstroh
- 58 **E-Z-GO Golf Cars / Tanners Brook GC**
Tom Mundy, Bill MacDonald, Mark Lies, Kevin Clunis, CGCS
- 59 **Windsong Farm**
Scottie Hines, Kristen Leighton, Sara Evans, Jeff Girard
- 60 **LeSueur CC**
Tom Meier, Dan Nelson, Bucky Distel, Bob Oberle
- 60 **Mulligan Masters**
Jeff Whitehurst, Pangie Nasdcene Schade, Chris Bach, John Means
- 61 **The Minikahda Club**
Jeff Johnson, Doug Nelson, Jim Jennings, Jeff Turner
- 61 **Tiziani Golf Cars**
Dan O'Brien, Mark Christianson, Mark Goettig, Andy Hochmuth
- 61 **Koronis Hills GC / Bent Creek GC / Boulder Ridge GC**
Jason Ruhoff, Jeff Meyer, Tom Notch, Tom Ramler
- 61 **Pebble Lake GC**
Rick Odden, Kevin Swenson, Chris Daniels, David Olson
- 62 **Pheasant Acres GC**
Scott Weltzin, CGCS, Denny Perrault, Joe Goetz, Steve Fessler
- 62 **Rochester Golf & CC**
Tim O'Driscoll, Ben Anderson, Joe McBride, Michael Larson
- 62 **Dwan GC**
Mike Hoffman, Jim Riekema, Rick Sitek, Ali Hassan
- 63 **Somerset CC**
James Bade, Dave Wetenkamp, Jose Rocha, Aaron Johnsen
- 63 **Wayzata CC**
Steve Roxberg, Jesse Trcka, Matt Schmid, Scott Turtinen
- 63 **Midland Hills CC**
Scott Austin, CGCS, Mike Bilski, Tim Ivory, Frank Heinen
- 63 **Braemar GC**
John Nylund, Ray Close, John Clifford, Dave Fisher
- 63 **Gross GC**
Rick Grannes, Steve Walters, Tim Kuebelbeck, Scott Nelson
- 63 **Thompson Oaks GC**
Walt Braunig, Paul Hanson, Roger Yackel, Tim Dickie
- 63 **Katehaven GC / Forest Hills CC**
Tom Lundgren, Pete Grover, Marlow Hanson, Dan Trudeau
- 64 **Monticello CC / Cycle Works of Minnesota**
Rick Traver, CGCS, Paul Wohler, Jim O'Neill, Doug Daniel
- 64 **Dacotah Ridge GC**
Mike Nelson, Nick Doak, Matt Stock, Brandon Kuelbs
- 65 **North Oaks GC**
Jack MacKenzie, CGCS, Mike Redmond, Mike Mulvaney, Eric Watkins
- 65 **Brackett's Crossing CC**
Tom Proshek, Paul Proshek, Todd Proshek, Jeff Schmidt
- 65 **Rich Spring GC / Eagle Creek GC / Legends Club**
Jim Johnson, Tom Wodash, Tom McCann, Rob St. Sauver
- 66 **Bellwood Oaks GC**
Bill Gullicks, Bill Hanson, Dan Raskob, Doug Johnson
- 67 **Cannon GC**
Jeff Backstrom, Scott Anderson, Roger Quam, Jim Burkhardt
- 67 **Verdicon / Oneka Ridge / Bonestroo**
Dennis Salwei, Chad Belland, Jeff McDowell, Dave Oberle
- 67 **Edina CC**
Mike Kelly, Brandon Schindele, Casey Burrow, Jeff Mold
- 67 **Davis Sun Turf / Bergerson Caswell**
Tom Fuller, Jay Monson, Jeff Churchill, Tim Berquam
- 69 **Heritage Links GC**
Paul Eckholm, CGCS, John Botter, Mark Maruin, Dean Brown
- 70 **Agrotain / Simplot Partners**
John Meyer, Joe Churchill, Dale Parske, Chris Hoff
- 70 **Keller GC / The Ponds at Battle Creek**
Paul Diegnau, CGCS, Brett Wenzel, Scott Knutson, Rob Adams
- 73 **Waseca Lakeside Club**
Robert Panuska, Seth Langager, Duane Senst, Wayne Jertson
- 76 **Lafayette Club / The Minikahda Club**
Tim Rasmussen, Tim Lause, Tim Anderson, Rick Krause

CLASSIFIED ADS

- FOR SALE**
1990 GA 60 Aerifier,
like new, only 370 hours.
Contact: Dan or Greg
St. Cloud Country Club
320-230-3331
- FOR SALE**
Toro VT4 Controllers, \$200 each
Contact: Bob McKinney
Mendakota Country Club
651-454-1441
- FOR SALE**
1990 Greensaire 24, very good
condition \$2,000
1998 ABB V.F. Drive, 480v 3-phase
for 60hp motor \$1200
Onicon F-1100 flowmeter with
D-1201 display module \$400
4,600 gal. hydro-pneumatic tank
\$2,500 obo
Goulds 8 inch submersible pump
rebuilt/unused, 475 gpm at
100psi \$1,000
1970s Cushman topdresser best offer
2 water cooler stations mountable on
4x4 post \$50 each obo
12 480v 1000w metal halide light
fixtures \$150 each obo
40+ 30-foot metal light poles
call for pricing
Berko 480v 3-phase 10Kw
34130Btu heater \$200
Many large manual impact sprinklers
call for pricing
Contact: Jay Johnston
Country View Golf Course
651-481-3108
- FOR SALE**
9-N Ford Tractor 3pt, Turf Tires,
New Engine \$3,200
attachments:
Fert Spreader 1 yr ol, \$1800 obo
Jac seeder mint, \$1500 obo
Leaf blower, \$700 obo
Blade, \$250 obo
- Reelmaster 223-D Good
reelstock \$2,300 obo
- Cushman Sprayer 100 gal,
PTO, w/ boom \$1000
- Riding Greensmower Jac 4
Sharpened & rebuilt reels \$2200
- Turfco topdresser, new belt
\$3,000 obo
Chris Klatt Elm Creek G.C.
218-522-0812
- WANTED**
60" Deck for a Jac 4206
Will consider whole mower with bad
engine for parts.
Contact: LeRoy Bleyhl
Dawson Golf Association
320-226-0512
- FOR SALE**
7-Spartan reels, model 01077. Good
stock on 7 blade reels.
Many new and used parts included.
Best Offer.
10 Sets Barely Used Club Car Wheel
Covers. Best Offer.
Contact: Mike Cohrs
Bluff Creek Golf Course
612-799-0605
- FOR SALE**
1986 Trail Vac, pull type, 4 cyl. Wisc.,
250 hrs., fair cond. \$300 / offer
1986 Olathe Model 134 Plug Pusher,
new. Fits Toro GM3000 Greensmower.
- \$100 / offer
Tires and Rims (2) - Brand New offer
Toro GM228 23 x 8.50 - 12. -- \$150
1994 Toro RM216, 8 blade,
1,883 hrs., -- \$1,000
1996 Toro RM216, 8 blade,
714 hrs., -- \$1,500
1987 John Deere 36" walk behind
rotary, -- \$350
Six volt golf cart batteries,
new, qty. 6, -- \$100
Contact: Tom Fischer
Edinburgh USA
763-315-8575
- FOR SALE**
1996 National 68.....
electric start, transport gear,
excellent condition.....
approx 400 hours. \$3,500
Contact: Steve or Gary
218-346-6071 or 218-849-8158
- FOR SALE**
11 Toro Osmac RDR wide
band satellites
(includes Pedestal) 3 with 24 stations,
8 with 16 stations \$250 each
Vicon spreader \$200
18 Bayco ballwasher bases-black
\$20 each
Contact: Mike Bohnenstingl
218/963-7732
- FOR SALE**
1996 Toro 5100D/2200 hrs.
Contact: Mike, Dave or Jeff
Green Lea Golf Course
507-373-1061
- FOR SALE**
1991 Ryan GA 30 - \$2000
Perfect Condition
Contact: Kevin Froemming
320/587-2785
- FOR SALE**
Set of Toro Triplex Dethatching Reels.
Three years old. -- \$1,200
Contact: Hugh Lynch
StoneRidge Golf Course
651-998-0698
- FOR SALE**
Befco - Cyclone Flex - 12ft pull behind
rotary mower - never been used - new
owner receives remaining factory war-
ranty - sells for \$11,900 -
will sell for - \$9,900
Toro - Greensmaster 8 blade Reels -
SPA - Sharpened set of 3 - \$1500
Delivery may be available
Contact: Jason Ruhoff
Koronis Hills Golf Club
shop# 320-243-4119
cell# 320-493-2604
- FOR SALE**
1991 223D Toro Reelmaster
Reels ground and ready for spring, 8
blade with baskets.
Leak detector and all hoses
replaced new last year.
Good condition. \$4,000/negotiable.
Toro Parkmaster
7 gang hydraulic lift.
No cutting units
Good condition.
\$4,000/negotiable.
Contact: John
Woodhill Country Club
952-473-5811

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