

The Daily Journal—

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mind like it was yesterday, just like I remember it being 90 degrees out and spraying for the bearded beast (pythium). I was wearing the wrong spray suit and I had to stop because of heat exhaustion. The suit was cooking me on the inside.

Details of large events stick out in everyone's mind but it is the smaller ones that we have trouble recalling. Six years ago, we linear aerified our greens at Nakoma Golf Club and I remember physically doing it and some of the challenges we faced but I don't remember how deep we went or how much topdressing we put on them. These finer details would've been nice to have when I was at Dellwood Hills and we decided to do the same process to their greens. The good news, I was only a phone call away from answers to all our questions with the help of my old boss at Nakoma. He had everything written down in his own journal and he sent those pages off for us to use as a guideline. This was the first time I thought it was a good idea to keep my

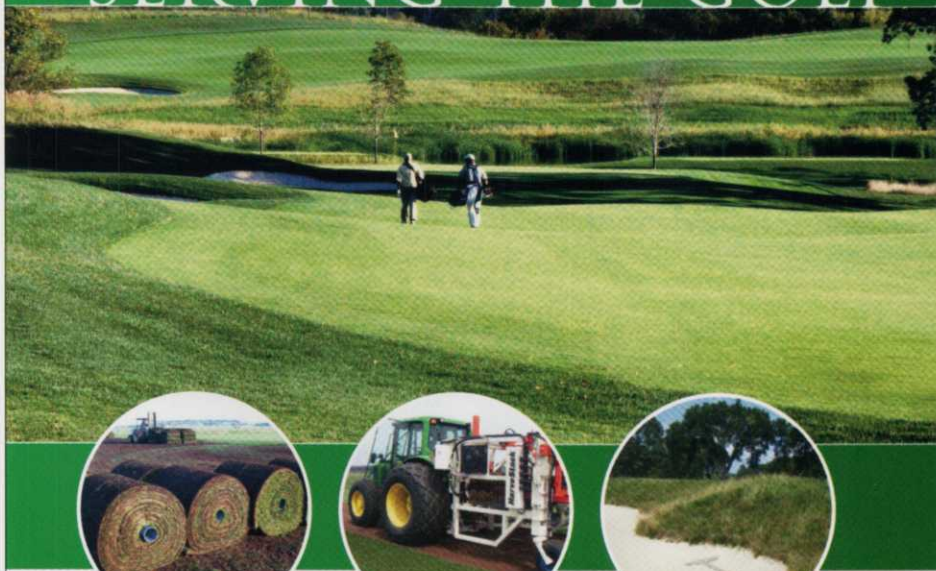
own personal journal but I never acted on it. Three years later, I am at a different golf course and facing similar challenges that I've faced before. I'm fortunate to have my own record of maintenance practices to look back upon and help assist our operations here at the Bridges. I only have a couple years of data but it is a start to a long career of helpful knowledge.

While working at Dellwood Hills, we kept a daily journal of basic maintenance practices and small projects accomplished. It was a prefabricated entry system where we had all the duties typed out that typically happened in one days work. All we had to do is fill this sheet of paper out with the names of the employees who completed the task on that day. It was an easy way to have proof of completion for our basic maintenance standards set forth by the golf committee. Having a paper trail comes in handy when questions arise from members about certain tasks on the golf course. Eric Peterson, the Superintendent, always kept a separate and more detailed journal with all other projects we undertook.

Recently, I started coaching track at Winona High School. I coached for three

years in Burnsville when I lived in the cities but I took last year off when we were unsure of our timeline for being relocated. Starting out coaching again is like riding a bike, getting up is alright but things might be a little shaky until you get going. I have all these ideas running through my head of what I want to do but I was having trouble organizing my thoughts and scheduling them on paper for the best results from the athletes. I again returned to my old running journals and my journals from coaching to help me out with what to do. I never expected to be coaching this year but in my heart I always had a passion for it so I kept everything from prior years because you never know what may happen. I feel I have more success from reading my running journals because I have been keeping them since 1997 compared to my golf course journals where they are only of the last couple years. For the past 15 years I've been working on a golf course and gained a vast amount of knowledge. Now, I am transposing my knowledge to paper for many more years to come to help not only myself out but others who may ask.

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Travel: An Important Part of Our Lives

BY RANDY WITT, CGCS

Senior Superintendent, Hong Kong Golf Club

Travel is something that we all do on a daily basis and generally think little about, but is an important part of our daily lives. Even with the increasing prices of petroleum products in recent years, our methods, modes and frequency of travel have continued.

One aspect of living in Hong Kong or Asia has been the culture difference as it relates to travel.

In the United States, travel has been and continues to be an important part of most Americans' daily lives. For most Americans, commuting by vehicle to their jobs is a daily and important occurrence. We've all experienced the stress of dealing with a vehicle that doesn't work and trying to make alternate arrangements for getting to work or some other venue. For most people, travel or finding a way or means to get around other than walking has been and is important. As children growing up we used different modes of transportation that includes tricycles, big wheels, bicycles, skateboards and, more recently, roller blades. A rite of growing up was obtaining that first big goal in life of getting a drivers license. Many of our adolescent means of transportation were then left behind for the lure, convenience and excitement of the automobile. Walking or using various forms of public transportation soon lessen considerably in our daily lives.

For the Asian people, and particularly the Chinese, travel too is an important aspect within their lives but to a much different

"One peculiar habit that I have observed while riding with the Chinese is that when stopped at a stoplight, the driver will invariably put the car into park while waiting for the light to change."

extent than we are accustomed to. The Chinese base their transportation needs around three major means: walking, bicycles, and public transportation. Very few of the Chinese people own a vehicle for any of a number of reasons. New vehicles are very expensive to own and operate. Vehicle taxes, licenses, insurance and gasoline are very expensive. To license an auto in Hong Kong will cost in excess of \$1,000 U. S. Current gasoline prices are in excess of \$8 U. S. per gallon. In most instances, the Chinese will only purchase new vehicles as buying a used automobile are seen as losing face. Losing face is an important concept in the personal lives of the people on a daily basis. The few young Chinese that can afford a vehicle will purchase a used vehicle, but for the most part purchases are for new vehicles only. In Hong Kong the vehicles range from beaten up pick-ups to very luxurious Japanese and British manufactured automobiles. The British influence is seen in that travel is on the left hand side of the highway or street, and the automobile steering wheel is on



the right side of the vehicle. In Red China, travel is on the right side of the highway, and the steering wheel is on the left side of the vehicle. American vehicles are common in the cities that I have visited in Red China. The people that are able to own vehicles prefer U. S. manufactured vehicles, but for the most part are not always affordable. There are Chinese automobile manufacturers that manufacture autos that are much smaller, cheaper and poorly built when compared to U. S. vehicles. An individual can purchase a new Chinese vehicle for less than \$6,000 U. S. The new middle class that is quickly developing within China is leading the charge to buy American and other luxurious foreign manufactured vehicles. While the Chinese that are economically fortunate to be able to own a vehicle, their driving skills are terrible at best. Fender benders, serious accidents and tremendous traffic jams are a common occurrence. The one peculiar habit that I have observed while riding with the Chinese is that when stopped at a stop light, the driver will invariably put the car into park while waiting for the light to change. Many times the driver will put on the parking brake also. No one has ever given me a reason other than that is the way driving is taught.

Another curious and interesting aspect of owning a vehicle in Hong Kong is that most automobile owners also employ a driver. Labor is abundant and cheap. To save on the stress of driving, employing a driver is rather common. With driving being a harrowing experience, most auto owners employ someone else to drive so that the auto owner can just sit back and relax and enjoy the ride.

For most of the Chinese, personal transportation still is by

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Adventure in Life—

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walking or abicycle. Only the affluent or small developing middle class is able to own a vehicle. Using a bicycle or walking has a tremendous affect on the Chinese daily life. One of the reasons I've observed as to why the Chinese only buy a few items when shopping, especially in the markets, is the limiting factor of how much a person can carry when walking. The American way of going to a super-market buying six bags worth of grocery items doesn't happen when you've gotten to the market by walking or riding a bicycle. An interesting off-shoot of this transportation lifestyle is that most all businesses provide locker room or changing facilities as part of employing people. With the heat, humidity and rainfall of the summer season, being able to shower and change clothes is an important part of employment. With such a large number of bicycles used, most of the streets have special bicycle lanes for bicycle travel. Without these lanes, the pedestrian is taking his or her life into their hands when walking. Most Chinese expect the pedestrian to give way to the bicycle when both are on a sidewalk.

For the Chinese that have to travel a distance, public transportation is the mode of travel. Buses, taxis and trains are the public transportation means that the Chinese have at their disposal. Public transportation is very inexpensive. Hong Kong Golf Club is located about 40 kilometers north of the city of Hong Kong outside of the village of Sheen Shui. A taxi to Hong Kong will cost about \$20 U. S. Train fare to Hong Kong will be \$1.50 U. S. for coach, \$2.00 U. S. for traveling first class. Trains go thru the Shen Shui train station every three minutes on the way to Hong Kong. Between Shen Shui and Hong Kong there are nine stops at various villages located on the rail line to Hong Kong with the trip taking about 35 minutes. Trains travel from 5:30 a.m. until 1 a.m. and are very safe and for the most part very modern and clean. One can see law enforcement people at all stations and on the trains themselves. Crime is not a problem due to the fact that owning any type of weapon in Hong Kong is illegal. Penalties for criminal acts are extremely severe which seems to provide a dramatic deterrent to people doing criminal acts. Performing a criminal act in Hong Kong or Red China is a good means to never seeing the light of day again. The third major means of public transportation is

the bus system. From small mini buses that carry 25 people to large British style double-decker buses that carry about 125 people, buses are prevalent and very inexpensive. Normal fare for a bus is approximately 40 cents. Bus stops abound on all city and residential street with most apartment and housing complexes having their own stop.

As a typical American who has spent his life commuting to work in his own vehicle, diligently running it through the car wash weekly to keep it clean and shiny, you might think I experience a great loss in not driving on a daily basis to work or any place that I need to get to for whatever reason. At home in the States I even keep a special little number under wraps in the form of a Black Mustang GT for that fun Sunday drive. But actually I have come to enjoy the convenience, economy and relaxation of someone else doing the driving.

And of course there is the comfort of the one mode of transport no superintendent can do without. Each morning I climb into my personal golf cart, put my Packer coffee mug in that convenient cup holder and commence touring the golf courses, the routine of home 8,000 miles around the world.

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Update of Trimmit 2SC for Suppression of Annual Bluegrass on Golf Course Fairways in Minnesota

By ANDREW HOLLMAN
University of Minnesota

Annual bluegrass (*Poa annua var annua*) is prevalent on most golf course putting greens and fairways in Minnesota. During periods of moderate temperature and adequate moisture, it performs admirably. However, an annual life cycle, prolific seedhead production, susceptibility to diseases, high water use and vulnerability to extremes in temperature often creates problems in its management. In recent Minnesota winters, extremely cold temperatures and limited snow cover led to considerable annual bluegrass death. For golf courses with very little annual bluegrass, typically newer clubs or stands of turf, this acted as a beneficial control mechanism. Unfortunately, a large number of courses in the Twin Cities are dominated by annual bluegrass and superintendents were faced with large dead portions of their fairways and greens. The massive die-off of annual bluegrass increased the desire of many superintendents to lower the amount of annual bluegrass on their courses or to eliminate it completely.

In addition to the desire to get rid of annual bluegrass, some of our older clubs are planning considerable renovation projects to restore golf course playing conditions to the original design specifications. Three of these courses are North Oaks Golf Club,

Table 1. Trimmit 2SC treatment number, rate, frequency and timing.


Trt #	Name	Product rate	Number of Applications	Timing
1	Trimmit 2SC 8	FL OZ/A	1	Fall
2	Trimmit 2SC 8	FL OZ/A	1	Spring
3	Trimmit 2SC 8	FL OZ/A	1	Summer
4	Trimmit 2SC 8	FL OZ/A	2	Fall, Spring
5	Trimmit 2SC 8	FL OZ/A	2	Fall, Summer
6	Trimmit 2SC 8	FL OZ/A	3	Fall, Spring, Summer
7	Trimmit 2SC 16	FL OZ/A	1	Fall
8	Trimmit 2SC 16	FL OZ/A	1	Spring
9	Trimmit 2SC 16	FL OZ/A	1	Summer
10	Trimmit 2SC 16	FL OZ/A	2	Fall, Spring
11	Trimmit 2SC 16	FL OZ/A	2	Fall, Summer
12	Trimmit 2SC 16	FL OZ/A	3	Fall, Spring, Summer
13	Trimmit 2SC 32	FL OZ/A	1	Fall
14	Trimmit 2SC 32	FL OZ/A	1	Spring
15	Trimmit 2SC 32	FL OZ/A	1	Summer
16	Trimmit 2SC 32	FL OZ/A	2	Fall, Spring
17	Trimmit 2SC 32	FL OZ/A	2	Fall, Summer
18	Trimmit 2SC 32	FL OZ/A	3	Fall, Spring, Summer
19	Trimmit 2SC 8	FL OZ/A	6	Every 4 wks
20	Trimmit 2SC 4	FL OZ/A	6	Every 4 wks
21	Glyphosate 64	FL OZ/A	1	Spring
22	Untreated			

Minneapolis Golf Club and Golden Valley Country Club. These three astute golf course superintendents have approached the University of Minnesota requesting information on how to transition out their annual bluegrass without harming the bentgrass.

The purpose of this research project is to develop an annual bluegrass removal/transition program that golf course superintendents can use in Minnesota. Previous research has been conducted using Trimmit® in North Carolina (Fred Yelverton) and Illinois (Bruce Branham). Unfortunately, our winters in Minnesota are unique and provide an opportunity for research that North Carolina and Illinois can not duplicate.

In order to determine the treatments that would be included in this study, the current label was consulted. The Trimmit® 2SC label recommends application rates of 16 to 32 fl oz of product/A for a single application with a maximum use of 128 fl oz of product/A for a single season when used on cool season grasses that are not putting greens. If the product is being used on turf areas with large populations of annual bluegrass, the rate should be cut in half in order to limit the discoloration of annual bluegrass. The label recommends that applications be spaced at least eight weeks apart with a maximum of three applications per season. With this information in hand we developed our treatments.


In order to address what rate of Trimmit® is needed, treatment rates of 4, 8, 16 and 32 fl oz/A were chosen for the study. These rates cover the full range of recommend rates for fairways with and without large populations of annual bluegrass.



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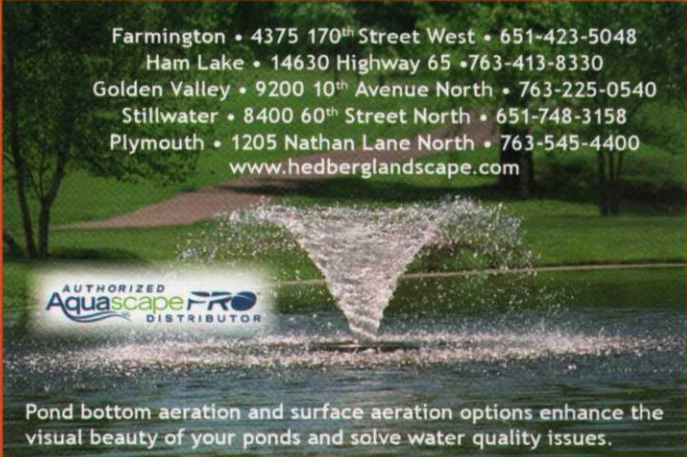
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Trimmit 2SC Update-

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The issue of application timing is addressed by single applications in the spring (May), summer (July) or fall (September) for the 8, 16 and 32 fl oz/A rates. To address whether multiple applications are needed, treatments were included for the 8, 16 and 32 fl oz/A rate that contained either two or three applications based on the seasonal timing with an 8-week reapplication interval. To further examine the effect of multiple applications, two treatments using the 4 and 8 fl oz/A rates were included at 4-week intervals from April through September. The goal of these two treatments is to evaluate whether low rates at closer intervals can effectively suppress annual bluegrass with a limited decrease on turf quality. For comparison purposes, a control treatment and a glyphosate treatment are included. The glyphosate treatment will only be carried out in the 2006 growing season. Table 1 lists all 22 treatments with their respective rate, timing and frequency.

Besides chemical control of annual bluegrass, many superintendents have implemented slit-seeding programs in an attempt to increase creeping bentgrass

populations on golf course fairways. The invention of the Turfco® TriWave™ slit seeder, which creates minimal surface disruption while effectively cutting slits and placing seed into these slits, has allowed this practice to occur at almost any time of the year without interruption to play. When done in bare or thin areas, the creeping bentgrass seedlings have a good chance of becoming established. In areas dominated by annual bluegrass, the likelihood of seedling success is questionable. In these areas the competitive advantage favors the established turfgrass. If the annual bluegrass can be suppressed before slit-seeding, an opportunity might arise for the creeping bentgrass seedlings to become established.

Since the goal of this trial is find an effective means of increasing creeping bentgrass on fairways, slit-seeding was incorporated into select treatments to see if it is advantageous. The treatments that received slit-seeding were those plots receiving a single application of Trimmit® or glyphosate during the growing season. Seeding was done four weeks after chemical application. This duration was based on recommendations from other researchers in order to prevent the Trimmit® from having a detrimental effect on the seedlings. Table 2 lists the exact

dates of slit seeding and treatment applications.

This study is being conducted at North Oaks Golf Club, Minneapolis Golf Club, and Golden Valley Country Club. Due to an application error by the study directors, the study at Golden Valley Country Club was discontinued and data will not be discussed. In April of 2006 the sites were visited and locations with high populations of annual bluegrass were chosen. All treatments were applied by a five foot wide CO2 powered backpack sprayer equipped with four TeeJet XR 8010 nozzles using 77 gal H2O/A. Treatments were irrigated with 0.25 inches of water during the evening following application. Plots were evaluated monthly for turf quality with ratings being heavily dependent on the amount of phytotoxicity. Annual bluegrass reduction was calculated as percent reduction from the difference between the October and April ratings for annual bluegrass. Slit seeding was carried out in two directions using a Turfco® TriWave™ slit-seeder applying 0.5 lbs creeping bentgrass seed per pass. Preliminary data analysis was done on treatment mean turf quality for each rating date and on annual bluegrass reduction using the program Agricultural

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Trimmit 2SC Update-

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Research Manager.

Annual bluegrass ranged from 55 to 81% at Minneapolis Golf Club and 70 to 96% at North Oaks Golf Club before treatments began. The 2006 data displayed a 20 to 70% reduction of annual bluegrass at Minneapolis Golf Club and a 5 to 60% reduction at North Oaks Golf Club. Both locations also displayed a trend of increasing reduction with increasing rates of Trimmit®. Since the study was initiated in 2006, the effectiveness of timing cannot be evaluated with only one year of data. The specific differences in timing and number of applications will be fully evaluated after the 2007 data is collected.

Although higher rates of Trimmit® appear to cause a greater reduction in annual bluegrass, there is also an inverse relationship with turf quality. Figures 1 and 2 display the turf quality for Minneapolis and North Oaks Golf Club respectively. Each figure is comprised of four separate graphs so that turf quality can be easily compared between the same application rates. The LSD value at 5% is

given for comparisons within or across graphs at the specific rating date.

Figure 1 shows a decline in June turf quality at Minneapolis Golf Club for plots receiving spring applications. The difference between spring treated and untreated plots is greater as the rate is increased from 8 to 32 fl oz/A. The summer applications only showed a turf quality decline at the 32 fl oz/A rate. October turf quality ratings displayed a similar pattern to the June ratings, with an increasing difference between plots which did and did not receive a fall application.

Figure 2 illustrates the differences in turf quality at North Oaks Golf Club. All treatments for October ratings which received Trimmit® applications in the fall had significantly lower turf quality ratings than those that did not receive fall applications. The August rating did not clearly show this difference for treatments receiving summer applications versus those that

Table 2. Trimmit 2SC dates of treatments and slit seeding applications for North Oaks and Minneapolis Golf Club for the 2006 season.

Timing	Minneapolis Golf Club		North Oaks Golf Club	
	Trimmit	Slit-seeding	Trimmit	Slit-seeding
Spring	16-May	13-Jun	17-May	14-Jun
Summer	11-Jul	8-Aug	12-Jul	8-Aug
Fall	7-Sep	10-Oct	6-Sep	10-Oct
Every 4 Weeks	18-Apr, 16-May 13-Jun, 11-Jul 10-Aug, 7-Sep		17-Apr, 17-May 14-Jun, 12-Jul 8-Aug, 6-Sep	

did not. The June rating clearly displayed a significant difference between plots with and without a spring application at the 32 fl oz/A rate, but rating differences were not as apparent for the lower rates.

At both courses a similar trend was seen with the 4 and 8 fl oz/A treatments applied every 4 weeks. During May and June the 8 fl oz/A treatment had lower turf quality ratings but eventually the plots recovered to the level of the 4 fl oz/A treatments. Another similarity between the trials at these two courses was the rate of recovery of the glyphosate treated plots. At each course it took

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Trimmit 2SC Update-

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course it took roughly 4 months before the plots had recovered.

Although there were similarities between the ratings on these two courses, it is hard not to notice the differences in annual bluegrass populations, reduction percentages and turf qualities. When taking soil samples from these two sites a major difference was found that might explain these differences. At North Oaks Golf Club the soil depth is only inches deep before rock is encountered. This very shallow root zone has led to management practices that prevent moisture stress and have allowed the annual bluegrass to flourish. This increase in irrigation might explain why the differences in turf quality seen at lower rates of Trimmit® were not as pronounced as they were at the higher rates. Further observations revealed that areas of the test fairways that tended to dry out sooner exacerbated the effect of Trimmit®. For superintendents planning on using Trimmit®, increased irrigation might help prevent a decrease in turf quality; however it also might also limit the increase bentgrass percentages. This project will continue through 2007 and future results will pinpoint which treatments provide effective annual bluegrass reduction with limited turf quality decline.

This research would not be possible without the support of the Minnesota Golf Course Superintendents Association and Syngenta Professional Products. We are also extremely thankful to the superintendents and golf courses that have so willingly accommodated this research: Jack MacKenzie at North Oaks Golf Club, Dale Caldwell at Minneapolis Golf Club and Jeff Ische at Golden Valley Country Club.



Turfco Germination (Germination of bentgrass seedlings in a glyphosate treated plot seeded with a Turfco TriWave slit seeder at Minneapolis Golf Club).

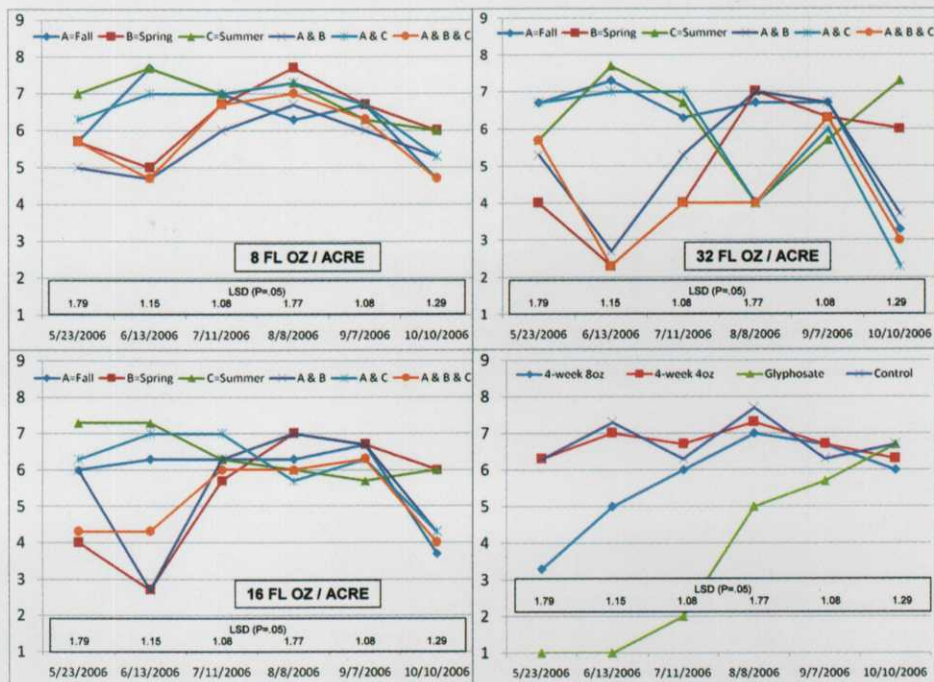


Figure 1. Turf quality ratings (1-9, 9 = Ideal) for Minneapolis Golf Club over the 2006 season.

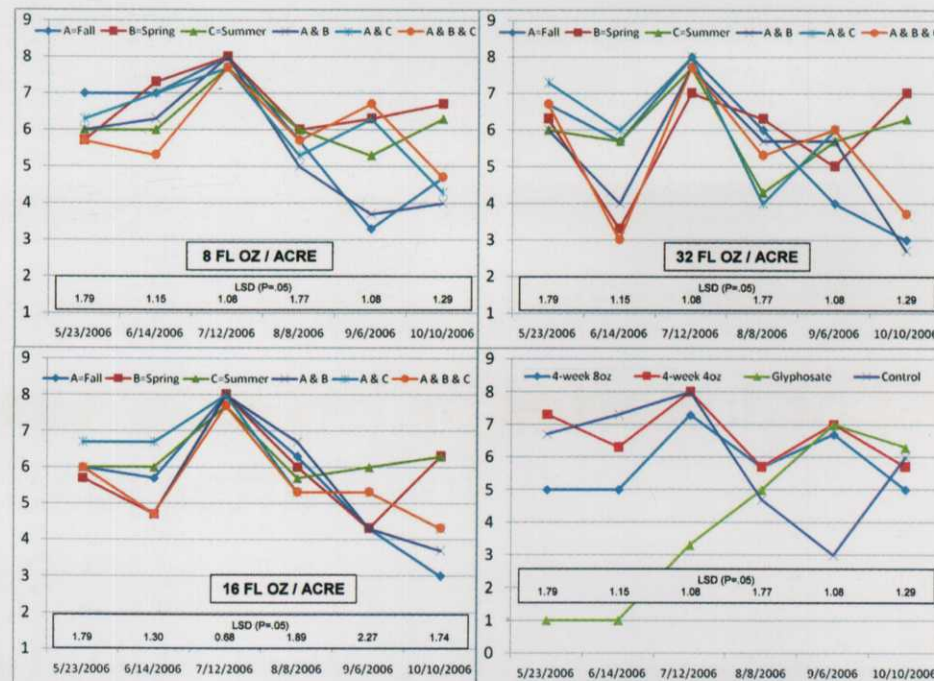


Figure 2. Turf quality ratings (1-9, 9 = Ideal) for North Oaks Golf Club over the 2006 season.



Round up regrowth (Creeping bentgrass growth one month after slit seeding at Minneapolis Golf Club)



Spring applications (Phytotoxicity of Trimmit and glyphosate one-month after spring applications)



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Retreads for Research Revisited

By JACK MacKENZIE, CGCS
North Oaks Golf Club

The Research committee still is looking for golf balls to support the new fund raising effort, Retreads for Research. Working closely with the University of Minnesota Turf Club, the MGCSA continues to collect balls for sale on ebay with proceeds going to turf research and the Minnesota Turf Club. Please, please start gathering strays, storing them and calling Scott Turtinen for pick up or deliver them to him at any of the events held during the season.

So far over 1,500 balls have been sorted and graded for sale. Although the original intent was to offer them at the Minnesota Golf Expo, a serious winter storm limited potential buyers. In fact, only three dozen were sold over the whole weekend. However, after a suggestion from Superintendent Barry Hines of Izatys, the balls are now to be sold on line to the highest bidder.

The responsibility of finding the balls and developing a central drop site goes to the MGCSA. And the task of promoting, selling and shipping the balls will be handled by the Turf Club. The proceeds will be split 50-50.

This golden opportunity will only work if we all take a part. While not everyone can participate upon a committee or even the Board of Directors, we can all collect golf balls for resale. They are readily available and free for the taking. It is an easy way to generate funds to be used only for research.

The Retreads for Research drive will not work without your contributions of balls and time. Please help support your association. Please make Retreads for Research a successful venture for both the MGCSA and the University of Minnesota Turf Club.

Thank you to these golf ball contributors:

John Steiner CGCS
White Bear Yacht Club
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In Bounds: Focus

By JOHN "JACK" MACKENZIE, CGCS
North Oaks Golf Club

The Sugarin' Snow, so called because it is formed in the early spring during freeze/thaw cycles when Maple trees are tapped for their sweet bounty, was dribbled with bright red hues. Spotted in large crimson drops was my blood, in copious amounts, expressed from my now very tender nose. No, it didn't fill my olfactory glands with a taste like copper metal, but rather like blood, a rich and almost musky sensation. What on earth had I done to precipitate this event?

Lying upon the ground in a tired heap of twisted branches, the Elm tree didn't look like much of a challenge, but I was soon to discover the energy built within years of twisted growth. In fact, this particular tree had probably been growing as long as I have been felling and splitting and storing timber (wood hoarding in a compulsive behavior of mine), over the last three decades. From my perspective not a real big job, but as I was to learn, any chore requiring a chain saw demands focus and diligent attention.

On that particular day, warm southerly breezes full of odors frozen for months, the sound of a Cardinal's song claiming territory and thoughts of my daughter and her Junior Prom filled my mind and allowed for a rude awakening. For although I had properly planned my lumber attack, and wore my PPE including glasses, long pants, boots, ear muffs and tight fitting jacket, I left my "focus" in the cart.

In hindsight my preoccupation and lack of concentration started well before that afternoon of amateur woodsmanship. My wife can attest to the fact that cabin fever had caused her husband to be a bear the previous three weeks as the excitement of the season ahead had taken hold of him. The anxiety, eagerness and hope for a successful opening filled my thoughts with too much information and too few answers. Views of my teenager's options added fuel to my fire of disconnected mindful meanderings. What I needed was a "wake up" call. And man did I get it!

The branch looked innocent, only four inches in diameter and barely buried under the limb below my chin. Early analysis had dictated the cutting of small material followed by a systematic logging, in 18 inch pieces, of wood to be split for consumption at a later date. Then my mind went on cruise control, starting with course opening ideas and then lapsing into thoughts both happy and sad for my

daughter was now a young woman and gone were the days of Daddy, finger paints and pony camp. Cart traffic, independence, boys, course cleaning, Prom

dance, boys, irrigation fire up, phone calls, boys and winter damage attracted my attention away from the task at hand.

Reaching carefully, both hands and the chainsaw under the limb, now situated below my nose, I squeezed the throttle of the power tool, felt the rush of energy and then descended the bar upon the innocuous branch. The next thing I recall was a flash of monumental distraction as my nose exploded with numbing consciousness. Backing away from my project, muzzle in hand and thoughts suddenly, and quite oddly, upon Marsha Brady and her broken nose, I carefully regrouped myself and considered the immediate ramifications.

Why wasn't my nose, now tingly to the touch and much more visible under my right eye, bleeding? That mystery was quickly solved when I leaned over and preformed a farmer luugy onto a nearby snow bank. Impressive and abstract is the only way I can describe the blood blot pattern created upon the clean white canvas of snow.

What had happened? Grabbing a handful of coarse flakes and setting my butt upon my cart, leaning over in a hunched fashion to direct the continuous flow of blood off of my clothing, I thought about the near concussive event caused by my removing an overlying branch thus allowing a secondary reaction of a rather large limb to fly straight up and into my beak. With improvised ice pack in hand and on snout, I reflected upon the last five minutes and deduced that one; I am a lucky dog in that I didn't lose my eyes or front teeth; two, a "split second" is a conscious and quantifiable moment only after you have experienced one and three, considering all the thoughts running through my limited mind I needed to evaluate my mental processes.

Briefly I thanked my lucky stars that my position over the limb was not one inch different in any direction or I would have sustained a serious injury. An inch lower and my nose bridge would have been crushed into pieces between my eyes. An inch higher and my front teeth, the ones straightened through almost five years of orthodontics, would have disintegrated. Fortunately for me, the wooden messenger glanced across the fleshy tip of my nose, displacing some cartilage, and eventually producing one short term shiner. A brief reminder that time sometimes

passes so fast it is immeasurable.

Have you ever been involved in an actual split second action? Until that afternoon, rich with hints of green grass and the appearance of knotweed along the heat sink of the driveway into my shop, I had not. Sure I have been in vehicular accidents, close calls and near misses, but I recall that each incident was foreshadowed with a hint of what was to come. Never had I measured time in fractions, or instantaneously for that matter.

"Faster than the blink of an eye, quick as greased lightning, the snap of a finger and abracadabra", are terms that refer to events which happen without a hint of time spaciousness. Obviously my life has been in slow motion for none of these phrases refer to the quickness of my accident. Man oh man, did that tree jump at me fast!

Or perhaps I jumped at that tree too fast? No, not physically, but rather I didn't take the time and prepare myself mentally and focus on my chore. I wasn't in the game and allowed the accident to happen through my own carelessness.

Upon reflection I realized that through managing and functioning on intellectual overload, I was skipping things. To ease this 'spring mania', my higher power had sent me a strong message, "Wake up, step back, be patient, breath and take things at a more gradual pace. RELAX! FOCUS! Or else!" Hmmm, after what happened I can only wonder what exactly an "or else" could be!

As the throbbing of my nose became a slow rhythm I relaxed and thought about what I could let go to clear my mind and concentrate upon the critical job I was doing. Am I powerful enough to control my daughter's views, aspirations or actions? Nope, not hers or anyone else's. Honestly, isn't it pure arrogance to think I can really control the player's cart driving skills, their self regulation of divots and ball mark repairs and litter disposal. And beyond some preventative measures, I really am at the mercy of nature's whim when it comes to winter damage. Why was I vacillating in thought about things I had no control over. My job is to set by example and help clean up the detritus after life's events occur.

Ten minutes later I was once again working on my project. Even the slow drip of mucosal blood from my nose, as I continued cutting upon the Elm tree, did not distract me from my new and focused mission. I was living the present and mastering the moment without a mind cluttered with ideas I had no charge of. Peace was once again with me as I cranked up the RPM's of the chainsaw and tore into the limb that may cost me nasal reconstruction further down the road of life.