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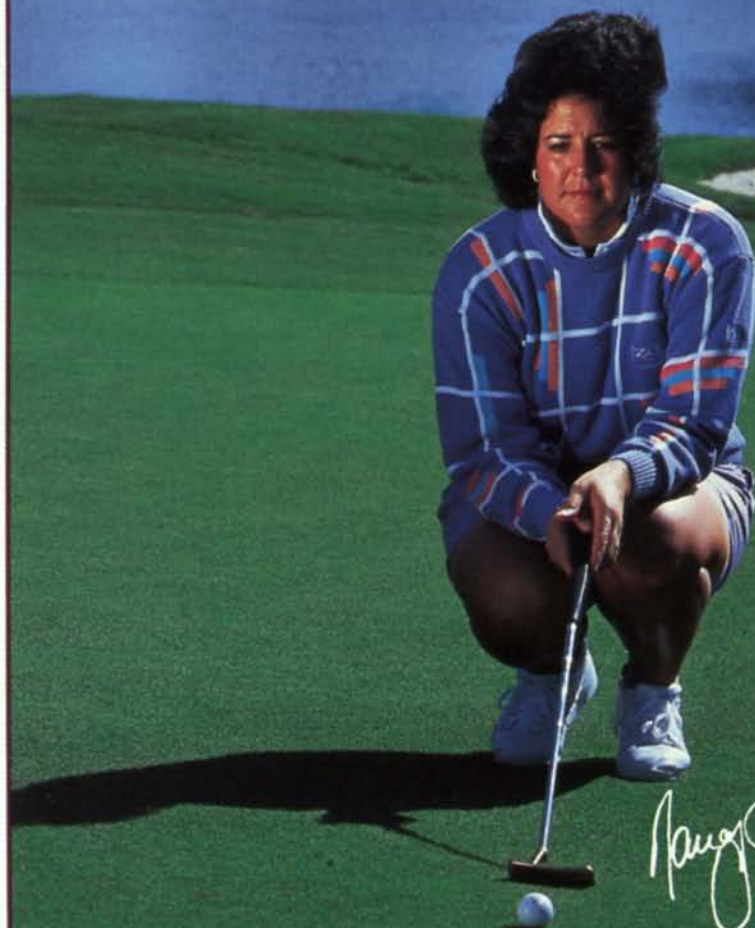
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## MAIN EVENTS

### 8 GOLF CAR MAINTENANCE: KEYS TO LONGEVITY

Golf car fleets generate significant income for courses nationwide. These maintenance and management tips can help you maximize the return on your electric and gasoline-powered golf car investment dollars.

### 12 BIG GAME PREPARATION: GRACE UNDER PRESSURE

For Ed Mangan and his crew at Atlanta-Fulton County Stadium, every game is a big game. Here's an inside view of their winning routine.

### 16 WINTER WEED CONTROL IN WARM SEASON ATHLETIC FIELDS

Given the chance during the winter, weeds can proliferate in warm season turf. Dr. Bert McCarty of the University of Florida, Gainesville, offers cultural and chemical methods for preventing and eliminating these often tenacious nuisances.

### 22 SPORTSTURF 1992 MAN OF THE YEAR: ROGER BOSSARD—FAMILY STYLE

Like his father and grandfather before him, Roger Bossard is a Major League Baseball groundskeeper. Yet Bossard had an opportunity not afforded his elders—a chance to design and oversee construction of a field himself. The result is the diamond at the new Comiskey Park.

## LINE-UP

- |    |              |    |                  |
|----|--------------|----|------------------|
| 6  | FRONT OFFICE | 29 | EQUIPMENT UPDATE |
| 6  | EVENTS       | 31 | STMA IN ACTION   |
| 7  | DOC'S DUGOUT | 32 | ROOKIES          |
| 26 | CHEMICAL LOG | 34 | SCOREBOARD       |

**ON THE COVER:** Properly maintained, golf cars are real money makers for courses around the country. Photo courtesy Yamaha Golf Cars.



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# THE FRONT OFFICE

## OPINION PAGE

### STMA Fire Rages At St. Elmo's



**T**here were 15 of us, jammed around a long table between other long tables, on a crisp December night at St. Elmo's Steak House in Indianapolis. Each of us squared-off against a steak that was not "man-sized," but men-sized. In most cases, the steak won.

We came to Indianapolis for the Sports Turf Managers Association's Annual Conference. We came with common goals—to learn, to share ideas, to help build the organization. We came to give and gain.

Seated at the table that night was a cross-section of the association's driving forces. STMA stalwarts like Mike Schiller and Richard Caton talked turkey (but ordered beef). "New guard" leaders like Bill Whirly and Scott Gaunky shared war stories. Outgoing commercial board member and potential game show host Larry Perotti held court at one end of the table, across from a contemplative Dr. Henry Indyk, while President-Elect Greg Petry, at the other end, quietly surveyed the scene with a look of pride.

You probably don't know most of these people. Neither did I when I first sat down with them. And it didn't matter because there was an atmosphere in the group that night, one thick with camaraderie and an anything-is-possible attitude. I'm told that when STMA founder Harry Gill was alive, such nights were common.

STMA hasn't simply been through the wringer since it first began—it's been hung out to dry and pressed with a red hot iron. It has faced growing pains that would have extinguished most fledgling organizations, setbacks that easily could have caused even its most tenacious supporters to surrender. Yet STMA survived.

There are still developmental mountains to scale, despite the strong footholds established in 1992. Building an association is a long, thankless job, a labor of love that requires an undying fire in the bellies of its leaders and members.

From what I saw at St. Elmo's on that crisp December night, and throughout the 1992 conference, that fire is alive and well.

And contagious.

Matthew Trulio

# EVENTS

## CALENDAR

### FEBRUARY

**1-4** Program, "Working with the Media and the Public," University of Guelph, Guelph, Ontario, Canada. Contact: University of Guelph Office of Continuing Education (519) 767-5000.

**1-26** 34th Annual Turf Managers Short Course, University of Guelph, Guelph, Ontario, Canada. Contact: University of Guelph Office of Continuing Education (519) 767-5000.

**3-4** Ohio State University Athletic Field/Sportsturf Short Course, Holiday Inn on the Lane, Columbus, OH. Contact: Barbara Bloetscher (614) 292-7457 for course content or the Department of Conferences and Institutes (614) 292-4230 for registration.

**3-4** Southern Illinois Grounds Maintenance School, Gateway Convention Center, Collinsville, IL. Contact: Ron Cornwell (618) 692-9434.

**3-5** American Sod Producers Association 1993 Midwinter Conference and Exposition, The Fairmont Hotel, New Orleans, LA. Contact: ASPA (708) 705-9898.

**4** Northeastern Pennsylvania Turfgrass and Grounds Maintenance School, Mt. Laurel Resort, White Haven, PA. Contact: Department of Agronomy (814) 865-2543, or Pennsylvania Turfgrass Council (814) 863-3475.

**17** Sixth Annual Inland Northwest Turf and Landscape Trade Show, Spokane Interstate Fairgrounds, Spokane, WA. Contact: Julie Boyce (509) 534-4161.

**17-19** International Conference on Resort and Golf Opportunities, Sheraton Maria Isabel, Mexico City, Mexico. Contact: Executive Conference and Seminars (415) 453-1184.

*Send announcements on your events  
two months in advance to:  
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# DOC'S DUGOUT

## BACK IN PLAY

*Editor's Note: Beginning in February, 1993, sportsTURF will feature a monthly column called "Doc's Dugout." Authored by Dr. Kent Kurtz, professor of turfgrass management at California Polytechnic University, Pomona, and former executive director of the Sports Turf Managers Association, the column will tackle real-world sports turf management problems and offer practical solutions.*

*We could not be more pleased that Dr. Kurtz has volunteered for this monthly mission. His experience, knowledge, and wisdom—not too mention his good humor—will certainly enhance this magazine, as well as the profession itself.*

It is a real pleasure to resurrect "Doc's Dugout," a column I enjoyed writing for the STMA newsletter when the organization was headquartered in California.

My life and involvement with the sports turf industry during the past four years might well be compared to the winter dormancy of warm season grasses. In these grasses, dormancy is initiated under high light intensity and when temperatures fall below 55 degrees F for consecutive days or nights. The green pigment in the leaves, known as chloroplast, is metabolically disrupted by the interaction of light and temperature. The plant turns brown, thus subjecting the turf surface to excessive wear because there is no growth or recovery potential.

As environmental conditions improve in the spring, this quiescent period ends and a transition period is initiated. The result is rejuvenation, green-up, and new life for warm season turf.

In effect, I have been "dormant" since stepping down in early 1989 as STMA's executive director, due to the illness and eventual death of my wife, Patricia. However, I have worked through my own transition period and presently am ready and willing to once again give the sports turf industry the impetus and nudge it onward and upward.

Viewed from a distance, the sports turf industry appears to have lost some of the momentum and enthusiasm so apparent in the late 1980s. This may be due in part to the weak economy, but possibly also because of the loss or retirement of several dedicated and tireless leaders such as Dr. Fred Grau, Harry Gill, Jack Murray, and Eliot Roberts. I am very con-

cerned for the future of this industry and, for this reason, will work closely with my long-time friend, Bruce Shank, and sportsTURF editor, Matt Trulio, to help turn things around and rejuvenate the dream we all once had of achieving recognition, professionalism, and a quality product.

My goal is to help each and every sports turf manager out there in need of guidance and support provide safe, high-quality fields for today's athletes. It is a pleasure to be back and once again share my knowledge, experience, and friendship. □  
Kent Kurtz

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# Golf Car Maintenance: Keys To Longevity

By Joe Stahl



Golf cars should be cleaned regularly, since a well-maintained appearance can encourage golfers to treat them more carefully. Photos courtesy Yamaha Golf Cars.

**G**olf car fleets are among the largest and most reliable sources of income for golf courses.

*The fees they generate from rentals can significantly impact operational budgets and affect overall course revenues.*

Just as with other machines, routine care and common sense affect their reliability. Even if out-of-pocket repair expenses are covered by warranty, properly maintained cars can minimize the inconvenience associated with a breakdown or other repair. Preventive maintenance should be a high priority for every fleet operator.

The specific gravity of both gas and electric batteries should be measured every three months with a hydrometer, which extracts electrolyte from the cell. Read the hydrometer at eye level with liquid surface.

