

winter storage, topping-off the gas tank—or partially draining old, stale gasoline and refilling the tank—will help the engine run smoothly. Elements in gasoline begin to break down immediately, and a fresh gas mixture will increase the octane level necessary for proper combustion.

Replacing a gasoline golf car's air filter will go a long way toward ensuring maximum engine horsepower. A dirty air filter upsets the air-to-fuel mixture, and in doing so will make the engine run rich. Left unattended, the car's spark plugs will quickly become fouled and the car will go down.

Refer to the manufacturer's suggested guidelines on filter replacement. Or, if the fleet is subjected to unusually heavy use, a simple visual inspection of the air filter will quickly tell you whether replacement is necessary.

Your gas fleet cars probably have 12-volt batteries, which require similar initial maintenance as do those on electric cars. Check the battery's specific gravity and fluid levels (use only distilled water), remembering not to overfill individual cells. Warm batteries cause the fluid levels to rise, and overfilling will result in battery terminal corrosion—or worse—as the sulfuric acid seeps out.

Implementing a program that equally distributes work load on the entire fleet is especially important for electric golf cars. Disproportional use on select cars severely impacts the depth of charge and a battery's ability to maintain a charge.

Make it a point to keep an electric car's battery at least three-quarters charged at all times. This not only improves performance, but keeping a battery at or near peak charge significantly extends its service life. Consistently discharging batteries to 50 percent or less of capacity will result in less than half the cycles generated in the life of the batteries compared with discharging 30 percent of capacity.

For the electric golf car fleet, controlling the depth of charge and the time at which charging occurs are probably your two most significant challenges. Batteries operate at peak performance when warm, immediately following a full charge. But often an electric fleet will come off-charge during early morning hours, permitting the batteries to cool down.

Timers enable your maintenance staff to control when batteries will come off-charge, but timers typically overcharge an average of 22 percent, wasting energy and damaging the battery. The maintenance staff may use automatic chargers, which can better

control the depth of charge, but lose the ability to regulate the timing of the charge. Whatever option is used, you should consider which system works best for your particular situation, taking into account such variables as seasonal temperatures, the number of early morning tee-times, and battery condition.

For any golf car fleet, tire pressure remains a key factor for obtaining the most

***Make it a point to
keep an electric car's
battery at least
three-quarters
charged at all times.***

rounds per gallon/charge. Too little pressure causes increased rolling resistance, inhibits handling, and requires more energy to run. Too much pressure causes premature tire wear. Look at the manufacturer's recommended figures for proper tire pressure. And at the same time you're attending to the wheels, check to make sure the brakes are correctly adjusted. An optimum adjustment ensures that just enough drag will safely stop the vehicle, while too much drag will inhibit rolling efficiency, waste energy, and cause premature wear of brake parts.

As basic as these practices may seem, not adhering to the specific maintenance procedures suggested by your fleet manufacturer can result in costly downtime. Once again, not only will you be faced with an inoperable car, but you will also dip into the maintenance budget with unanticipated labor and parts costs.

Apart from the financial advantages a well-running fleet affords, golf cars that are in consistent tip-top shape speak well for the course itself and help to foster a positive image—an important fact in our world of business.

Today's generation of golf cars, whether electric or gas, utilize the latest practical technology available and in doing so make a fleet manager's job easier than ever. But this technology does have its price, as the sophistication of most golf cars makes it impractical for the average golf course maintenance staff to perform many on-site repairs.

Like anything mechanical, periodic scheduled maintenance remains an absolute must. With a well-thought-out program enacted, you've ensured that your fleet will be a top money-maker and one of the golf course's top assets.

Editor's Note: As field service manager in the Golf and Utility Vehicle Division of Yamaha Motor Corporation, U.S.A., John Allison oversees all service activities for the firm's golf car line and functions as liaison between Yamaha and its network of more than 60 independent dealers nationwide.



A maintenance schedule ensures equal use of all fleet cars by rotation.

RESEARCHER HONORED BY SEED COMPANY

Extensive research in improving turfgrass species has earned Terry Riordan, a University of Nebraska-Lincoln associate professor of horticulture, Seed Research of Oregon's 1990 Excellence In Research Award. Riordan was honored for developing new cultivars of buffalograss, St. Augustine, and Kentucky bluegrass.

According to Riordan, the new buffalograsses will have a favorable impact on the environment because they require less fertilizer, water, pesticides, and mowing than conventional cool-season turfgrasses. Reduced mowing translates into fewer grass clippings for landfill disposal.

Research that led to the development of these grasses was supported by the U.S. Golf Association and the Nebraska

Turfgrass Foundation. Interdisciplinary studies were carried out by involving graduate students and scientists in agronomy, horticulture, plant pathology, entomology, biological systems engineering, and agricultural biochemistry. Basic research was conducted on drought avoidance in turfgrasses, roots, the inheritance of characteristics, management, and vegetative propagation.

TURFGRASS CONFERENCE FOCUSES ON BENTGRASS

Strengths, weaknesses, history, and future use of bentgrass in the upper Midwest was the focus of the 25th Annual Wisconsin Golf Turf Symposium. The event was co-sponsored by the Wisconsin Golf Course

Superintendent's Association and the Milorganite Marketing Division.

Program highlights included Dr. Joe Duich of Penn State speaking on bentgrass research in Pennsylvania. "The cost of the seed is probably one of the least significant considerations in the construction of putting greens," Duich pointed out. "Inferior or bogus seed mixtures can ruin an otherwise flawless construction effort. Seed purchasers should carefully assess seed lot numbers and keep accurate seed purchase records to ensure they get what they pay for."

Kevin Dushane, golf course superintendent at Bloomfield Hills Country Club, Union Lake, MI, discussed the maintenance of original bentgrass fairways. "Players, principally lower handicap players, would like to have a fairway lie where the ball sits up on the turf," he said. "Mowing at 1/2-inch with a good stand of bentgrass can deliver that playing condition. With the new lightweight mowers, I feel that fairways can be maintained at a consistent high level."

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AWARDS TO HONOR WATER MANAGEMENT EXCELLENCE

Rain Bird Sprinkler Mfg. Corp., Commercial Division, has introduced its Care Awards Program, designed to recognize outstanding achievements in water management. It will provide public recognition to irrigation projects that exemplify the skillful application of water management principles and to those responsible for their creation.

The program will recognize irrigation projects that use water effectively and efficiently in terms of their design, installation, and/or management. However, it is not a competition.

Honors will go to projects deemed to be among the nation's truly outstanding examples of effective water management. Criteria will include the proper use of water management projects, thoughtful and appropriate system design to meet a site's unique requirements, and use of water management schedules and programs.

Submissions are currently being accepted for consideration for the 1991 Care Awards. For more information contact Rain Bird Sprinkler Mfg. Corp., Commercial Division, 155 N. Grand Avenue, Glendora, CA 91740, Attn: Care Award Program. Telephone (800) 458-3005.

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SUPER BOWL RETURNS TO TAMPA FOR 25TH ANNIVERSARY



Tampa Stadium during Super Bowl in 1984.

The countdown to Super Bowl XXV has begun. The National Football League's turf team and the staff at Tampa Stadium started counting the days this past spring and are now counting the hours until the National and American Conference champions face off for the 25th time on January 27th.

Tampa hosted the "mega-event" once before in 1984. That year it rained during most of the week preceding the game. Rick Nafe and his staff at the stadium are hoping for better weather this year. Weather is the one thing about the Super Bowl they don't have under control.

The NFL turf team headed by George and Chip Toma and Nafe have worked together during each of the last seven Super Bowls. Nafe is the NFL's coordinator of facilities for the event as well as for the practices required by the two best teams in American football.

This year the game is in Nafe's own territory, the stadium for which he is director of operations. For this reason, the condition of the stadium and the two practice facilities, the University of Tampa and the Tampa Bay Buccaneers Training Complex, is about as perfect as he can make it. If the

weather cooperates, Super Bowl XXV should be one of the smoothest productions in NFL history.

The field in Tampa Stadium is one of the simplest, yet most reliable playing surfaces in professional football. "There's nothing sophisticated about it," says George Toma. "Tampa has always had one of the best fields in the NFL. Players love to play on it. I think that will add a lot to the game this year."

Toma has been in Tampa since New Year's Eve, pregerminating perennial ryegrass (Ph.D), arranging last-minute details for field marking, and helping out at the practice facilities. "Chip is really the head of the NFL grounds crew," explains George, "but he had to stay in Kansas City because the Chiefs are in the playoffs." If the Chiefs go all the way, Chip may have a game in Kansas City the Sunday before the Super Bowl.

In the meantime, George is the field general managing the use of two truckloads of equipment shipped down from Kansas City and the experienced Super Bowl crew. It's a familiar job, one he began 25 years before at Super Bowl I in the Los Angeles Coliseum. And it's a familiar site. Both

father and son worked Super Bowl XVIII in the city between the Los Angeles Raiders and the Washington Redskins.

Tampa Stadium was dedicated in 1967, mainly to host the University of Tampa and other local events. In 1976, the facility was instrumental in helping the city obtain its own NFL franchise, the Buccaneers. At that time, endzone seating was added to boost the seating capacity to more than 74,000. For the past few years, the stadium has hosted the College Hall of Fame Bowl on New Year's Day and been the home field for the Tampa Bay Rowdies, a professional soccer club.

The field has a conventional sand/muck rootzone, underground drainage, and an 18-inch crown. Over the years, the original drain tile and irrigation system have been overhauled.

Each year, the percolation rate of the field is tested. Consultant Dan Morgan tracks any reduction in drainage. This past spring, in preparation for the Super Bowl, Morgan recommended the addition of four inches of sand to the top ten inches of the soil profile. The work took place last April following a Super Cross event and a week

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Super Bowl

continued from page 33

long workout by the Detroit Lions. Tifway 419 sod from Central Florida Turf was then laid.

The Rowdies played a dozen games in the stadium between April and August. The turf also survived concerts by Paul McCartney and the Rolling Stones this past summer. Despite precautions, an area in front of the temporary concert stages had to be resodded. By the time the Bucs played their first preseason games, the field was back in form.

Nafe didn't wait for the Bucs' last home game to start preparations for the Hall of Fame Bowl and the Super Bowl. Supervisor of Buildings and Grounds Jim Carter and Field Foreman Kevin Dawkins resodded part of the center of the field in November and began to work ryegrass into the bermudagrass between the hashmarks.

Carter used as little paint as possible on the endzones to prevent any buildup that could affect the growth of the turf. Nafe made arrangements with the Buccaneers and the directors of the Hall of Fame Bowl to forgo painting insignias in the center of the field after mid-December. "A new logo will be used for the first time during the Super Bowl," Nafe said. "We want the center of the field to be a perfect canvas of natural green turf for the new insignia." As in past Super Bowls, Mautz Paint from Missouri Paint Co. in Kansas City, MO will be used because of its safety and brightness when applied to turf. The company also supplies the stencils for the event.

Another first for both Tampa and the Super Bowl was the use of Toro's HydroJet aerifier in December. Instead of pulling cores of soil like a conventional aerifier, the HydroJet uses small jets of water to blast through the turf surface. "Chip wanted to disturb the integrity of the surface as little as possible," explained Dr. James Watson, chief agronomist for Toro and consultant to the NFL. "It's the first time we've used the new aerifier for something beside golf greens."

The advantage of the machine, according to Toro's Ben Street, is that the hole is only 1/8 inch in diameter at the surface and expands as it goes deeper. The sidelines were aerified to a depth of six inches in a three-by-three-inch pattern. The actual playing surface received a three-by-five-inch pattern. The entire field was aerified in slightly more than three hours. The goal is to maintain a high rate of infiltration and drainage in case of rain during the game.

Full sets of tarps are ready for pregame weather at the stadium or either of the practice facilities.

The biggest threats to the field the month before the Super Bowl were the Bucs' final home game on December 30th and the Hall of Fame Bowl on January 1st. The two games took place just 44 hours apart. They required switching the lines from pro to college and back to pro. "The damage between the hashmarks was a little more than we planned," admits Dawkins. Pregerminated seed was planted by the NFL crew within hours after the Hall of Fame Bowl.

"Everyone has been extremely cooperative about measures to protect the field."

Having a bermudagrass base is a great advantage, Watson points out. "Bermudagrass is the very best of the sports field turfs," he states. Furthermore, the Tifway has escaped dormancy for the most part, thanks to above-average temperatures in the 80s in December and January. The heat has also accelerated the establishment of the ryegrass. With both types of grasses green and growing, there will be little need for touchup with green paint to satisfy the fans and the television cameras.

The cameras won't show the two practice facilities in Tampa. The NFL crew goes to great lengths to keep the teams separated and the curious public from seeing the closed workouts. Thousands of feet of security fence have been installed around the soccer stadium at the University of Tampa and the Buccaneers Training Center. The AFC champion will work out at the University of Tampa. Since the school no longer has a football program, goals must be added and the field marked to professional specifications. The NFC champ will be the guest at the Buccaneers' complex.

Nafe has also arranged sites for rehearsing the pregame, half time, and post game shows. Bands from Florida A&M and Cookman College will have just two days to practice on the stadium field the week before the game. "Everyone has been extremely cooperative about measures to protect the field," Nafe says.

The grounds crew also has limited access to the field. Carter plans to complete the first coat on the lines on Sunday. On Monday, the NFL crew goes to work on the base coat of the new center logo and the endzones after mowing. The irrigation will be shut off Monday night to let the field dry down.

Tuesday is picture day, during which the stadium will be a backdrop for photos of the players and teams. Wednesday is the last full day the grounds crew has to work. Thursday and Friday are reserved for rehearsing the three different entertainment segments of this year's production. Saturday morning the teams work out in the stadium. That afternoon, the field is mowed for the final time and the finish coats of the insignias, endzone, and lines are applied. Sunday morning, Toma and his crew make the finishing touches.

After the game, the field is swept, divots are repaired, and the irrigation controller is switched back to its normal schedule before the NFL crew starts reloading the trucks. "We try to leave the field in good condition," says Toma. "We want to be welcome when we come back."

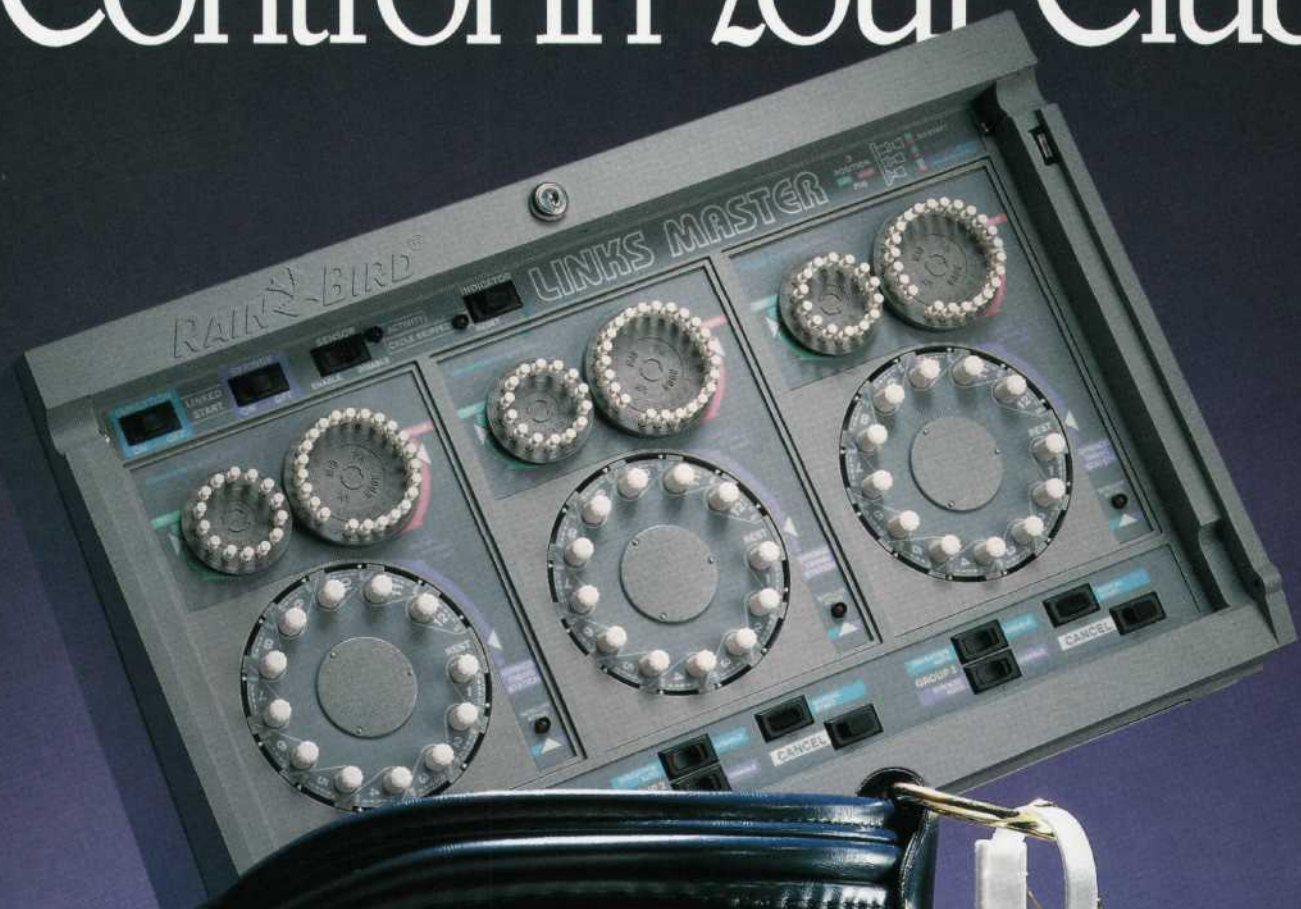
If the Super Bowl goes without a hitch and the Chiefs play in it, the year will have been a banner one for Chip Toma. 1990 was his first year as the Chiefs' head groundskeeper. He also supervised construction of the fields at the team's new training center in Kansas City. But he'll have to wait until after the Pro Bowl in February before he can sit back and absorb everything that has happened to him in the past 12 months.

After the Pro Bowl, George Toma flies back to Florida to the Royals' spring training center outside of Orlando. The pitchers arrive the end of February. In between stops, he has to help find a way to make 12 stadiums in this country meet specifications for World Cup Soccer '94. The governing body of world soccer, FIFA, requires full-size natural turf fields for its events. Toma has devised a way to build such fields on scaffolding, above artificial surfaces.

Nafe has his own project to keep him busy, construction of a 20,000-seat arena for a new National Hockey League franchise in Tampa. He, too, turns to baseball in February as the Yankees' farm teams arrive at his complex for spring training.

When you turn on your television Sunday, January 27th, to watch Super Bowl XXV, you will know more about the event than the announcers. There is a lot more than meets the eye, and a big part of it involves turf. ●

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PRODUCT UPDATE

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Minute Grass provides the benefits of sod without the drawbacks of soil. Because the product is grown in sanitized bark on top of plastic, it is three times lighter than traditional sod and is free of weeds. A patented process allows the grass to grow

with less water, under artificial light, and on top of nearly any surface. It can also be stored up to six months under refrigerated conditions.

Minute Grass was developed in France in 1974 and is currently used by 75 percent of all golf courses and indoor facilities there, according to inventor Michel Chamoulaud. It can be grown on hard surfaces successfully or be ready for play on prepared soil in 20 days.

MINUTE GRASS

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REPOWER KITS

Two repower kits from Repower Specialists, Ltd. contain everything needed to replace the engines on turf or industrial Cushman Trucksters or Jacobsen walk-behind greens mowers.

Repower kits for Trucksters offer either 16- or 20-hp Onan performer engines. The engines feature electronic ignition, solenoid shift starter, replaceable valve seats and camshaft bearing, full pressure internal lubrication system, single piece aluminum block with cast-iron liners, and a rotating steel blower screen. In addition to the engines, the kits include mounting components, wiring harnesses, accelerator cables, fuel lines, and hardware. Tool kits and service videos are available from Onan.

Repower kits for Jacobsen walk-behind greens mowers include a five-hp, four-cycle Kohler Command 5 engine, which eliminates the need for oil and gasoline mixing. It features overhead valves, Oil Sentry oil protection, automatic compression release, and a five-quart fuel tank. Tool kits and service videos are available from Kohler.

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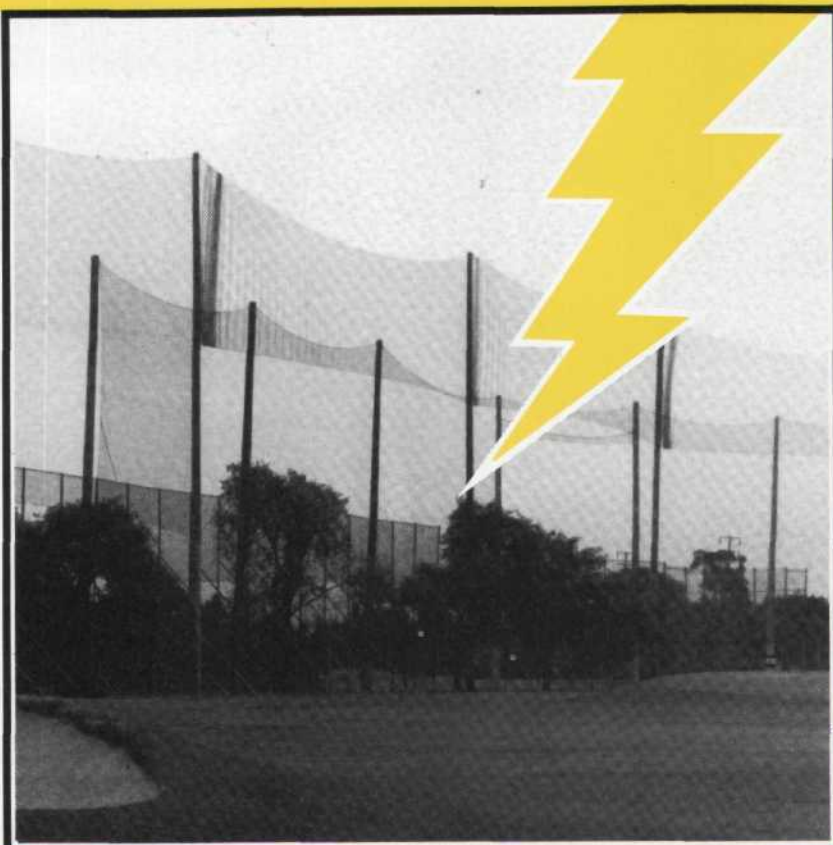
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Classic	5.9
Challenger	5.8
Ram I	5.7
Julia	5.7
Eclipse	5.6

Rated 1-9; 9 = Best

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Chateau	7.0
Baron	6.9
Fylking	6.8
A34	6.5

Rated 1-9; 9 = Dark Green

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NATIONAL TURFGRASS
EVALUATION PROGRAM 1987

VARIETY	AVG. SCORE
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Challenger	7.2
Bristol	7.1
Julia	7.0
Liberty	6.8
Nassau	6.6

Rated 1-9; 9 = Maximum Density

Shade Performance

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Eclipse	2.20
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Rated 1-4; 4 = Best



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ROOKIES

PRODUCT UPDATE

BAHIAGRASS CONTROL



DMC Weed Control effectively controls bahiagrass in bermudagrass areas. The herbicide acts upon the annual grassy weed as it sprouts. In addition, it fights foxtail and more than 25 broadleaf weeds including chickweed, henbit, dandelion, wild garlic, white clover, and plantain.

The product offers application timing and rate flexibility, depending upon weed and turf type. Combined with water, the 60-percent dispersible granular herbicide is applied as a foliar spray.

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FERTILIZER INJECTOR

Dosatron's 100-gpm fertilizer injector can be manifolded for greater flow rates, used on a bypass system, or mounted in a series. The compact, portable self-priming injector can be hooked up easily to irrigation systems, including those with solenoid valves. It has externally adjustable injection ratios of 1:50 to 1:500.

Features include side injection and a built-in mixing chamber, operation at low flow and pressure, a bypass system, and an anti-siphon valve. The injector requires no electricity to operate. It is powered by water in the pipe.

DOSATRON INTERNATIONAL, INC.

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IRON WASHER

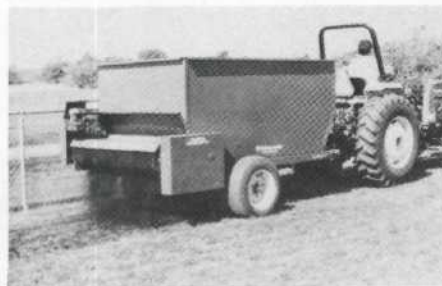
The Par Aide Club Washer scrubs dirty golf irons in front and back, using a pair of brushes. It can be mounted almost anywhere on a golf course, including below a ball washer in tandem with a spike brush or shoe cleaner.

Housed in durable plastic, each unit comes with a flanged base for mounting on horizontal surfaces. For vertical surface mounting, an optional mounting bracket is available.

PAR AIDE PRODUCTS CO.

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SPREADER/TOPDRESSER



The Bear spreader/topdresser has a five-cubic-yard capacity. Its 60-inch nylon brush spreads various materials evenly and without clumps.

The unit features tough steel gauge construction and a chain-driven floor. Wide flotation tires minimize turf damage during topdressing.

PRSM, INC.

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PESTICIDE STORAGE GUIDELINES

A guidebook entitled "How To Build Your Own Integrated Pesticide Storage-Containment-Recycling System" details an efficient system for pesticide storage which has been approved by the Ohio Environmental Protection Agency and the Ohio Department of Agriculture.

Used in either newly constructed or retrofitted facilities, the system provides protection from pesticide spills and leaks and

can reduce or eliminate storage and disposal of chemical wastes or residues. It also helps increase safety and speed during mixing and loading operations.

F.R.H., INC.

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SPRAYER



Cushman's 240-gallon sprayer is designed for the fifth wheel attachment to its Turf-Truckster vehicle. It attaches to the vehicle with a two-inch ball hitch.

The Turf-Truckster must be equipped with the special quick-attach hitch and power take-off accessory for operating the sprayer pump. The quick-attach hitch can also be used for all fifth-wheel implements from the company.

The sprayer is equipped with a 240-gallon fiberglass tank which has high-strength structural properties and designed-in resistance to chemical corrosion and ultraviolet rays. The sprayer trailer features a heavy-duty tubular steel frame, equipped with electric brakes, jack stand, and an access step. It has 24-x-13-inch turf tires on 12-inch rims.

Spray operation of one, two, or three booms is controlled from the vehicle's seat, as is spray application pressure. The spray boom has a self-leveling feature for accurate application over uneven ground surfaces. Boom height can be adjusted from six to 24 inches. The sprayer also comes with a high-pressure hand spray gun equipped with 50 feet of 1/2-inch hose.

The Turf-Truckster's ground speed governor control helps ensure accurate spray application over all types of terrain. A 440 Raven computerized controller is available for fully automated spraying.

CUSHMAN, INC.

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