Airport. Ground breaking ceremonies links-style 18-hole course and only 275 golf club here. Devoted exclusively to new Austin/Bergstrom International plan to build a member-owned luxury are scheduled for this summer. Rob-sociation with 1992 U.S. Open Cham-
opera Turnberry Isle Resort & Clu's $117 million renovation to the 18-hole North
407-743-8818.

KITE/CUPP SELECTED IN AUSTIN AUSTIN, Texas — Glenfield Devel-
oment, Inc. and Kite/Cupp Design plan to build a member-owned luxury
golf club here. Devoted exclusively to
golf, Glenfield Golf Club will feature a
links-style 18-hole course and only 275
tees. The course will be located
along Onion Creek, southeast of the
new Austin/Bergstrom International
Airport. Ground breaking ceremonies
are scheduled for this summer. Rob-
ert Cupp will design the course in as-
soiation with 1992 U.S. Open
Champion Tom Kite.

TURNBERRY REDO COMPLETE AVENTURA, Fla. — The greens are ref-
ubt to U.S Golf Association speci-
cifications, the tees and bunkers are newly sculpted, com-
pleting Turnberry Isle Resort & C’n’s $1 million renovation to the 18-hole North
Course. An entirely new drainage sys-
tem was installed, new layers of gravel,
sand, and topsoil were added, and each
was replanted with Bermuda grass.

WILSON A VP AT LANDSCAPES LINCOLN, Neb. — Landscapes Un-
limited, Inc. has promoted Roy Wilson to vice president. Wilson heads up the company’s Irrigation Division. In add-
tion to manage-
ing 10 irrigation instal-

Clark AFB course resurrection renders insights

By MARK LESLIE

M I M O S A, The Philippines — Resurrected from the (literal) grave, the former 18-hole Clark Air Force Base golf course has been transformed into a 27-hole private-resort club, with memberships, that is expected to open in October.

Called Mimosa Resort, the project is one of several built on property that served as Clark AFB until Pinatubo erupted in October 1991, dumping about three feet of ash on it and devastating the course. When the Americans left the base, the Philippine
government took over and auctioned off portions to private developers. The
government expects to open a major
airport here in 1998.

Robin Nelson of golf course design-
ers Nelson, Wright, Haworth said 18
holes — a mammoth facelift of the old course — will open in October along with a brand-new nine holes.

While it covered the property with ash, the Pinatubo eruption left the huge mimosa trees lining a number of fairways, and Nelson, Wright, Haworth
used them in their new design, rerouting the fairways so none of trees were lost. Builders also added six lakes, encompassing seven acres, all of which come into play.

The developer, Mondragon Interna-
tional Philippines Inc. — headed by
Tony Gonzalez, the country’s former
director of tourism and ex-chairman of
Philippine Airlines — plans to con-
struct a lodge for the project.

One blessing of the Pinatubo ordeal, Nelson said, was that “we were able to study the effect of ash on the turfgrass. We found that in small quantities it’s an excellent top dressing material.”

The Mimosa Resort course was built with a future volcanic eruption in mind. It is fitted with massive hoses able to wash ash off the fairways, and with several vacuum-like devices able to sweep ash off the greens.

Meanwhile, Nelson, Wright, Haworth has designed another 27-hole course in San Pablo City 90 miles south of
Continued on page 46

Free-standing ranges up 236 M ID L O T H I A N, Va. — The number of free-standing
goal ranges (those not associated with a golf
course) in the United States has grown by 236 facilities, according to preliminary re-

The Range Exchange brings together buyers and sellers of golf range facilities, striving to reduce the time involved in purchasing and/or selling a golf range.

Continued on page 47

April 1995 45
Q&A with Brauer

Continued from previous page

environmental concerns and the ever present desire for a "new look" among better architects are the primary causes of the new wave of golf course design. I see that everyone, including me, is working to create a unique "place." This is the first lesson any aspiring landscape architect learns in Landscape Design 101.

Minimalism has been an important feature in my work, primarily as an insulation in cost control. On a well-graded site the cost of golf course construction faster than stripping topsoil, shaping the fairway to create man-made rolls and knobs, and re-top-soil the fairway. Of course, erosion control measures must be implemented for all areas graded. Typically, the cost of such fairway shaping can run between $2,000 and $4,000 per acre, resulting in a total increase in golf course construction costs of $200,000 to $400,000. On rolling sites, I have never believed that it is worth the money to grade in the fairway unless a change of grade will create visibility to the target areas, level the fairway to provide a fair stance or lie, or to create drainage that would not otherwise exist where the site is so flat.

Only the most egotistical designer would think that he could better create naturalistic rolls than what was provided by nature itself. In fact, most designers tend to have a limited palate of ideas in creating fairway rolls as compared to the infinite variety of nature. Thus, we often see golf courses in which extraordinary amounts of money have been spent for grading, but the effect is more repetitious than if no changes were made to the landscape at all.

Beyond these changes, I do not expect golf course design to return to copies of early American design. No designer, whether golf course architect, building architect, or civil engineer, has ever been successful by copying styles of the past and ignoring the current needs of his/her client. Golf courses must now be designed as business entities and design elements such as bigger greens and tees to distribute foot traffic, better drainage to allow quicker re-turn to the golf course after a rain, not to mention the new design challenges of incorporating environmental sensitivity and wheelchair accessibility according to ADA regulations, plus a myriad of other new regulations in requirement that must have precedence in design over mimicking a particular historical style.

The great designers of the past were following the same rule I've outlined. They were satisfying the needs of their clients, utilizing existing construction technology, and responding to the economic realities of the day as they knew them. Since these have changed dramatically over time, we should not expect that the final result of today's designers would resemble the final results of the past.

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April 1995 49