ARE GOLF CARS GOOD FOR THE GAME?

Two noted golf course architects recently debated that issue in Golf Magazine and their comments are noteworthy since paths must be integrated into a course's design if the cars are to be moved efficiently.

Pete Dye, a world-famous architect known for his difficult layouts such as the Tournament Players Club in Florida, summarized many architects' views: "I hate golf cars and never ride one for more than a hole, but they are definitely beneficial to the game in this country, allowing many older people to play and providing needed income for courses and clubs."

Dr. Michael Hurdzan, president of the American Society of Golf Course Architects, disagrees: "The widespread or even required use of golf cars—a growing and pernicious trend—is a practice contrary to the spirit of golf. I have no problem with the limited use of cars by individuals who need them. Seniors, we're told, have to ride because they're not in shape. I believe they're not in shape, in many cases, because they ride. A lot of old folks, men and women, play golf in Scotland—and walk. But in this country, yesterday's joyride has become today's necessity. We think we need the cars. We don't."

Dye points out that "senior and resort golf can't exist without golf cars. Do we want to go back to some purist tradition at the expense of millions of people for whom the game is a wonderful pastime? Do we want resorts to struggle financially? Do we want the pro tours to suffer with smaller galleries because there are fewer golfers? In short, do we want the game to contract?"

Hurdzan states that "the rapidly growing number of liability suits resulting from accidents, prohibitive insurance costs and inspection procedures may turn the tables. The clubs won't be able to afford the cars! And they'll survive as they have in the past and as they do in the rest of the world—and their members will enjoy the game more." continued on Page 11
Dye and many other golf architects are trying to "hide" cart paths in their newer designs. "I am experimenting with a cul-de-sac system which would carry the golfers well away from the fairways, through woods or whatever, then bring them back in a series of cul-de-sacs. The car paths are changing golf course architecture, but I don't think too detrimentally."

Hurdzan concludes, "We're told we need cars because there aren't enough caddies. Again, turn it around! Perhaps there aren't enough caddies because the clubs make more money from cars. Furthermore, I'm afraid that we're losing future players at the entry level due to the lack of caddie programs. This can be addressed, easily."

Credit: American Society of Golf Course Architects

ARCHITECTS CITE DOBEREINER

Peter Dobereiner, who since 1964 has traveled more than a million miles and written twice as many words on golf for The Londer Observer, has been named the 1985 recipient of the Donald Ross Award by the American Society of Golf Course Architects.

Dobereiner, who also has authored ten books and contributes to both GOLF DIGEST and GOLF WORLD, will be honored for his raising the awareness level of golf course architecture at the Ross Award Banquet to be held at the Park Country House in Killarney, Ireland, on April 20 during the annual meeting of the ASGCA.

Society members will visit nine of the most famous Irish courses during the meeting, as well as hear from local architects, superintendents and agronomists.

Previous winners of the Donald Ross Award include: Robert Trent Jones, Herbert Warren Wind, Herb and Joe Graffis, Joe Dey, Gerald Micklem, Gov. James Rhodes of Ohio, Geoffrey Cornish, Al Radko and Dinah Shore.

Credit: American Society of Golf Course Architects

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