



Above: BT Internet 2 (Runners-up) pictured receiving their prizes from Ian Mercer.
Below: Third placed Turf Mech receive their prize from Ian.



Below: Ian Mercer displays a touch of style, and a lovely pair of knees, on the 1st tee



Winner of the putting competition Iain MacLeod (above) and the nearest the pin Frank Flaherty receive their hip flasks from Ian.





Right: Golf Day sponsors, BT Mobile display their wares.

Below: BIGGA Executive Director, Neil Thomas, mistook this wedge for a cricket bat.

Below right: The Rovers with a beer garden? I think not! Ian Mercer and pals relax after a hectic day.



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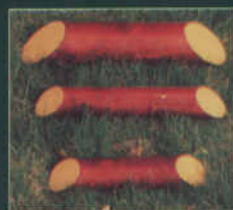


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Prime sta

World renowned golf course photographer and regular Greenkeeper International contributor, Brian Morgan, gets one of his real gripes of his chest and comes up with an idea which could make golf courses look a lot tidier...

I call it the "Augusta Rule" - If it stands still paint it green.

Many courses would look a lot better if they applied this rule and painted everything dark green. From the maintenance building to the rain shelter and from the bunker rakes to the hazard stakes.

Hazard Stakes? I hear you say, yes instead of long yellow or red stakes why not green with a red or yellow strip and Out of Bounds with a white strip.

As a golf course photographer I've lost count of the hours I've spent tidying up even very well groomed courses. Moving bunker rakes and hazard stakes. I photographed Augusta for 16 years, re-photographing each hole every year for their publications. Augusta has no hazard stakes, you are either in the hazard or not. Even during the Masters the only concession they make to the professionals is to paint a thin red or yellow line around the places where there may be a dispute.

Most golfers don't even know the rules concerning balls in hazards except to drop back under the penalty of one stroke.

For those of you who don't know, there are different options for relief, depending how it is marked. Even professional Tour players are often unsure of these options so the simpler we can keep it the better.

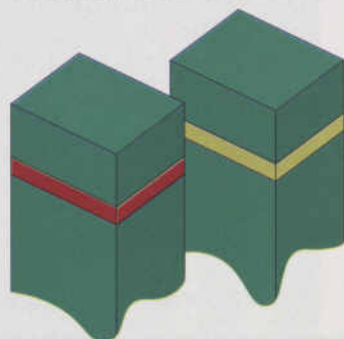
I don't see hazard stakes along the Swilcan Burn at St Andrews or Out of Bounds signs or stakes along the 16th by the old railway line or the 17th or the 18th. The out of bounds are only mentioned

on the scorecard. If the Swilcan Burn was on most courses I'm sure there would be dozens of red and yellow stakes. For the burn not only crosses the 1st and 18th holes it bends to run almost parallel at times.

If famous courses which host major tournaments can do without stakes why not your course? Golf's ruling bodies don't make any mention of the size or colour or ways to mark hazards. The European Tour has its own people who work with the greens staff to mark the tournament courses for GUR and paint lines along hazards which may be unclear.

Clubs should designate all Out of Bounds on the scorecard and if a hazard has to be marked do it as subtly as possible. My design for hazard stakes should be adopted and recommended by Golf's governing bodies so that we have a standardised system and the stakes can be made simply and cheaply.

Here is my idea.
If stake is at junction of red and yellow - two lines



Like



The "Morgan" hazard stake is not exactly new. I'm sure I have seen it before but from an aesthetic viewpoint it certainly does the job. I am sure some golfers will say they have to see the hazard from a distance but there is nothing in the rules of golf which say you have to be able to see every hazard. In fact many courses have blind holes and to go back to the Old Course it is not easy to see the burn on the 1st or on Augusta to see where the pond starts when playing your second shot from the right side of the fairway on the 11th.

In a lot of cases the old adage applies "It's only blind the first time." So off you go and pick up all the stakes on the course, have a nice bonfire and think about not having to move them every time you mow!

See how long it is before anyone notices and see how few complain. Swat up on the rules concerning hazards and see how many of these "know it all" complainers can recite all the options for all the situations.

Restake the course with my type of markers but only if you have to!

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Derek Farrington, South East Regional Administrator chats to some of his members about the difficulties they encountered when new roads were routed through their golf courses...

The price of roads

If you are from north of London and heading for the continent on a holiday, a 'booze cruise' or even the golfing paradise of the Kent links courses, there is a fair chance that you will take the M25 and then head for the coast and ports of Kent along the A2/M2.

After a few miles along this motorway, on the right hand side you will get your first glimpse of a golf course, Rochester and Cobham Park, a fine course dating back to 1891.

From that part of the A2 where you can see the course, you are now travelling over what was the 18th green, one of the first casualties to the development of our road system in this part of Kent, for the course had to be re-designed to allow for the dualing of the then A2 during the 60s. You can also see the

building that served as a very fine Clubhouse until a few years ago, but more of this golf course later on.

This area of North Kent has seen massive investment in road development over the past few years, mainly to enable us to convey goods and people quickly and easily to and from our trading partners on the Continent. One such investment has been the A299 which has now opened large stretches of motorway quality road around the Herne Bay/Whitstable area.

Driving along this road will take you under a tunnel some 300 yards long. Above you will be Chestfield Golf Club. That tunnel, the road development and the consequential work load has been a real challenge to the Head Greenkeeper, Gary Mills, and his staff, at this course.

No doubt the Department of Transport, Kent County Council and the District Valuer have been very fair and generous to the Club in compensation to enable the Club to employ an architect to re-design and a contractor to carry out the work. In fact a large number of people not connected with the Golf Club have probably earned their living for their involvement with this particular project. Gary, in fact was given an extra member of staff to help cope with the extra work load. But as to compensation for the stress involved, I'm afraid not, that particular item does not appear in the equation for compensation. I use the word stress, for that is often the real word for what is euphemistically called a "Challenge"!

I'll not bore you with all the facts and figures at Chestfield. Suffice it to say that Gary had nine holes affected by the road works. As holes are altered, new greens and temporary greens have been constructed and as a result Gary now

Below: Rochester and Cobham Park during reconstruction





Right: Chesterfield Golf Course during the road construction

Below: Rochester and Cobham GC's splendid new clubhouse

has 26 greens to maintain for this 18 hole course. As work progresses he will of course end up with 18, but of those nine will be to USGA specification and the original nine will be old style on clay.

Before I left Chestfield, I returned to the tunnel. Work is soon to commence on seeding the top of it. At present the access road on it has been left in such a condition as to make it dangerous to take any machinery on to it. After it has "grown in" and tees have been constructed it will form part of a very formidable par 5 and perhaps will not be the only hole on the course where a tee-shot (like mine that can resemble a drive through extra cover) could put vehicles travelling the new road at considerable risk.

A considerable amount of Gary's stress has been caused by new areas (greens and fairways) being used far to soon. Members, however, have been very understanding, as has his Chairman of Green, who is only a voting member of the Golf Development Committee which makes most of the decisions. The main reason however that Gary has coped so well with all of these alterations to his course has been the support that he has had from his staff, who have worked long hours to keep the course in a playable condition whilst these works have been and are still going on.

Although this has only been about Chestfield Golf Club, Phil Hirst and his Staff, at Herne Bay Golf Club six miles along the same stretch of road have had the same sort of problems (and stress) to cope with, as have David Horne, at Sittingbourne and Milton Regis and Steve Johnstone, at Gillingham. No doubt many more Greenkeeping Staff throughout the country have been affected by this never ending policy of appeasement to the motor car.

Back to Rochester and Cobham Golf Club. As mentioned before the A2(M) is now routed over what was the 18th green. A few years later the Club built a splendid new Clubhouse alongside the newly widened A2. Then came the Channel Tunnel and the demand for a 'high speed rail link to the Continent. That's right - you've guessed it - through Rochester and Cobham Park Golf Course.

Barry Coveney is the Course Manager and he seems the sort to deal with stress very well. Fortunately. The first big change was that the splendid Clubhouse had to be re built. Right in the very spot that the Club had wanted it some years before but the Planners would not allow! The new building

is splendid, with a profusion of oak fittings that are beautiful. What was needed was nine new greens and rather than players having to play on greens of a different type (as at Chestfield) it was decided that although the compensation provided for the nine new ones the Club at its own expense would build all 18 greens to the same specification. Lucky Members!

Barry has been at Rochester and Cobham for over 20 years and appears to have taken all this work in his stride, and with one extra member of staff to cope with the increased work load has finished up with a magnificent golf course. I was lucky enough to play it with a Golf Society last year, and it really is a credit to him and

his Staff, the work now complete and now only the inconvenience of access, and road and rail works going on around him. The old Clubhouse is still there, being used as offices by Kent County Council and the contractors, McAlpines.

I suppose it is all very necessary, all the cost and all the work involved in the way that we pay homage to the motor car and the need to get everywhere in a hurry, but on reflection

I often wonder if it were possible to measure just how much money has been made by those involved and to what cost in stress to the Greenkeeper, who appears to have made not a penny more than his normal wage.



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Mr John Bashford, Head Greenkeeper of the Green Hotel Golf Course, The Kinross Estate

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Mr Derek Green, Head Greenkeeper,
Royal Liverpool Golf Club

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Clark Cable may not have given a damn when he was in Atlanta starring in *Gone With The Wind* but you can be sure that the 24 players who compete in the second Hayter International Cup will be extremely impressed when they play the three courses chosen for the match...

1 Frankly my dear, we all give a damn

The closing hole at the Golf Club of Georgia which might well decide the match.

The 24 competitors in the Hayter International Cup match being played in October in Atlanta, host city for the '96 Olympic Games, can look forward to the match being decided over three of the finest courses they could wish to play.

The format is along the lines of the Ryder Cup with foursomes and fourballs matches deciding who will hold an edge going into the final day singles to decide the destination of the Cup.

The foursomes will be played at Cherokee Country Club on the

Tuesday, and as always in such a difficult form of golf much will depend on the non-playing Captains Gordon Child and George Renault and their ability to find a winning formula when selecting the pairings. With five points on offer it will be important not to give too much away before the fourball matches the following day at the prestigious Peachtree Golf Club where another five points will be up for grabs.

Both Captains will be looking to take a lead into final day singles at the Golf Club of Georgia but neutrals will no doubt be hoping that there is not more than a couple of points in it as the final 12 points are played out.


"I'm sure that we are in for an exciting three days of golf but I'm particularly looking forward to a repeat of the marvellous atmosphere and camaraderie that was created at West Lincs Golf Club two years ago," said Hayter Sales and Marketing Director, Kim Macfie.

Cherokee Town and Country Club has 18 holes under construction and, at present, it isn't decided which 18 holes will be used for the tournament. Which ever one gets the vote is sure to be an exciting challenge for the opening day of the match

The Superintendent is Randy Nichols.

Peachtree was the venue for the 1989 Walker Cup match which is remembered, on this side of the Atlantic anyway for the manner of Great Britain and Ireland's victory with Jim Milligan chipping in at





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The Americas Team

- Non Playing Captain
George Renault, USA
- Paul McGinniss
Alta Mesa Country Club, USA
- Dave Fearis
Blue Hills Country Club, USA
- Tommy D. Witt
Still Waters Resort, USA
- Doug Meyer
Cedarbrook G&CC, Canada
- Dean Pillar
Cordova Bay GC, Canada
- Mike Baden
Cranbrook G&CC, Canada
- Ken Mangum
Atlanta Athletic Club, USA
- Al Pondel
Deerfield GC, USA
- Jim Dusch, USA
- Sylvain Alarie
Club de Golf St. Jerome, Canada
- Ricardo de Udaeta
Argentinean Golf Assoc., Argentina
- Alejandro Young
Argentinean Golf Assoc., Argentina

Full Rest of the World Team

- Non-Playing Captain -
Gordon Child, England
- Australia - Peter Frewin
- England - Andy Sheehan,
Bentley GC, Essex
- Finland - Jorma Eriksson
- France - Remy Dorbeau
- Germany - Andreas Kauler
- Ireland - Nick Webber,
Portstewart GC, Co Antrim
- Norway - Atle Revheim Hansen
- Scotland - Derek Wilson,
Irvine Bogside GC
- Spain - Eugenio Rezola
- Sweden - Martin Sternberg
- Switzerland - Pierre Ambrosin
- Wales - Russell Lewis,
Northop Country Club, Flintshire

The Hayter International Cup will be played in the week beginning October 11, 1998.



the final hole to grab the vital half point from American legend Jay Segal. By coincidence the Green Committee Chairman is Danny Yates, who is Captain of next year's American Walker Cup team. He will certainly be looking to avenge that famous defeat.

The course was designed by the great Bobby Jones in 1948, rounds per year, has nine water hazards and 50 bunkers and is

Above: The victorious Americas team from two years ago

Below: Kim Macfie who came up with the concept for the Hayter International Cup

Below right: The two non-playing captains from two years ago, Bruce Williams and Dean Cleaver



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