



GOLF CARS

Just five short years ago we here in the Chicago area were wondering what would ever happen if golf cars would become a part of the game of golf. Since that time we have learned that they are here to stay and now we must cope with the problem as best we can. They have caused us to reconsider the designing of golf courses, new maintenance practices, and the building of roads and paths. Compaction of the soil seems to be the biggest problem as I see it. On wet days we must be careful not to allow the cars out on the course too soon. The above cartoon depicts what could conceivably happen to us if they continue to increase in number.

On May 2nd John Coghill, the President of the Chicagoland Golf Association invited members of the PGA, CDGA, and the MAGCS to attend a Golf Car Show at Hickory Hills Golf Club. Marty Walsh, the owner and Ed Braunsky the Superintendent were our hosts. There were some 20 or more manufacturers represented at the demonstration and they brought about 46 cars for us to look at and examine. The show started with a parade of cars passing a reviewing stand. As they were being driven by they were described in detail. The cars were then driven over a marked course out on the golf course. They were made to maneuver over some rough terrain which included several side hills as well as climbing some very steep grades.

After all the cars went through the demonstration they were returned to their designated spots and we were allowed to ask questions of the Company representatives. Some of us even took the cars out for a trial spin.

It was amazing to see so many cars with so many new ideas. There were big ones, small ones, wide ones, narrow ones, three wheelers, two wheelers, and even four wheelers, electric and gasoline models were both shown. I was surprised to note that over 60% of the cars represented were gasoline powered.

One of the big items shown at the demonstration was the new wide tire. Most of the new models will come equipped with the Terra Tire if you so desire. In most cases however, they recommend the large tire on the rear or drive wheels and a smaller or more narrow tire on the steering tire or wheel for ease of handling.

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Batteries: The new Exide battery will now last 5 years. Some of the cars are combination battery and gasoline. They have a small one cylinder gasoline engine running a generator to keep the batteries charged for constant use.

Gasoline engines: These ranged from small one cylinder engines to the bigger 4 cylinder engines. The majority of the cars have 2 cylinder engines. The manufacturers are undecided as to whether or not they should be water cooled or air cooled. It appeared as though the water cooled engines were much more silent. Several of the bad features of the gasoline cars in the past were: noise, vibration, fumes and oil leaks. The manufactures have eliminated most of these.

Speed is still one of the problems that hasn't been corrected. Most of the cars are much too fast for safety and for tearing up the turf while starting and stopping. Some of the cars are capable of speeds up to 30 mph. This is much too fast.

The majority of the cars are still three wheelers and steer from the front. It seems very difficult to operate some of the cars that steer from the rear. They are awkward around trees and buildings. I noticed several single passenger cars that are available. One of them was a two wheeled car similar to a motor scooter. There was a 4 passenger car also displayed. It could be used for the entire foursome. Fiber glass bodies were quite common on some of the models. One car came equipped with leopard skin seat covers and another with a radio. The most sensible accessory was the sun and rain canopy.

I must confess that the manufacturers are beginning to consider the Superintendent and his problems of growing grass. They are making cars lighter and the tires wider so there is as little damage to the turf as possible.

LET'S LOOK TO THE FUTURE

by O. J. Noer

Golf, once a rich man's game is now popularly played by men, women and children in every walk of life. There has been a tremendous surge in golf course construction since World War II and a corresponding increase in the cost of golf course maintenance. One 36-hole club with year-around play listed a 1960 budget of \$239,000. In addition to increase costs of operation, the increase in golf play per facility is placing an increased tax on turf-grass condition and an increased burden to the superintendent in planning maintenance time. Despite these problems, golfers will continue to demand and seek the best in golf facilities and turf maintenance standards. To meet these challenges, the superintendent of tomorrow must be well versed in turf-grass technology, business management, employer relations and in the personality equation so necessary to keep golfers happy.

Youth is the hope of the future and its opportunities are many and great. College education and research development offer him the basic tools to do the job. Apprentice training programs are becoming more available to provide practical aspects of golf course management. Turf-grass conferences have sprung up in most sections of the country to emphasize research developments and to review basic principles. Several superintendents' organizations have developed important educational conferences, and local chapter meetings emphasize problems in this growing era. G.C.S.A.A. has a great challenge to meet the educational requirements of its growing industry. The Association's Annual Conference and Show is a prime example of what can be done through coordinated efforts. The correspondence course program projected by the Association will be another very important educational tool.

In preparing for the challenge of the future, it is important to review the developments of the past. Many great developments in management techniques have resulted from the combined effort of turf research centers, industry and progressive superintendents. Familiarity with these important developments provides us a base upon which to build continued improvements. Along with the problems of growth, one of the real challenges of the future will be the rebuilding of many older and antiquated golf course facilities. These changes will call for careful design and efficient use of labor, materials and money. Improperly constructed greens and inadequate watering systems are two of the principle problems of older, out-dated golf course facilities. The key to good turf tomorrow will be the professional superintendent. The future will be bright for those who accept its challenges. You will carry my cordial best wishes as you march forward.



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