

## California emissions ruling expected this month; regulatory issues remain

By HAL PHILLIPS

SACRAMENTO, Calif. — If the state Air Resources Board (ARB) accepts the recommendation of its staff, the mandated transition from gas- to electric-powered golf cars should be smoother than expected.

Under a previous proposal, gas-powered golf cars were to be banned from sale in California beginning Jan. 1, 1995. But the golf car industry — after lobbying from the National Golf Car Manufacturers Association (NGCMA) — may get a two-year reprieve. The ARB staff has suggested that gas-powered cars not be sold in California any time after Jan. 1, 1997, according to ARB spokesperson Jerry Martin. However, all gas-powered cars in use at that time will be grandfathered for the duration of their lifespans.

Further, gas-powered cars may be repaired and/or serviced for as long after the 1997 deadline as their owners see fit.

The ARB will meet Jan. 13, to hear the staff proposal. According to Martin, the board has the option to accept, reject or amend the current staff recommendations. The ARB usually makes final decisions at such meetings, he said, but the board could postpone the decision further.

"I don't think there's ever any victory in terms of clean air," said Fred Somers, general counsel to the NGCMA. "I just think it needed to be more realistic. The board finally realized its 1995 deadline wasn't feasible. It's a victory in a sense that the small California operator with a gasoline fleet has more time to make the conversion

*'The board is postulating that operators won't be hurt because they'll switch over gradually. It's a typical administrative whitewash. They're selling regulation.'*

— NGCMA General Counsel  
Fred Somers

[to electric]."

The repair issue could be seen as victory, though Martin maintained the ARB had long ago compromised on that point.

Another potential easement: The ban on gas-powered golf car sales after 1996 is only valid in areas of California that have not met federal ozone level requirements. Most urban areas have not complied, and 90 percent of the state's population resides in urban areas, said Martin.

However, Martin added that the San Francisco area is very close to meeting federal ozone requirements, meaning the post-1996 ban on gas-powered golf cars — should the ARB approve it Jan. 13 — would not be enforced in the Bay area.

Northern California cities like Eureka and Crescent City are already in compliance, Martin said.

Even if the boards should okay the proposal Jan. 13, there remain some disagreements.

"We still can't agree on the number of



**WITEK NAMED PRESIDENT, CEO OF MELEX**

Melex USA, Inc. the Raleigh, N.C.-based golf car manufacturer, has announced that Tadeusz "Ted" Witek (above) has been named president and CEO of the company. Previously, Witek served as assistant managing director of Melex' European parent company, WSK "PZL-MIELEC". In other Melex news, Jim R. Moran (left) has been named vice president, Golf Car Division. Moran assumes the position after nine years with Melex, most recently as vice president, Field Sales.

gas-powered golf cars in the state, which is important when you're attempting to measure the resulting pollution," said Somers. "We project 14 to 16,000 and they believe there are 40,000. I don't know where they get their numbers. I can't believe there's a better source for that kind of information than us."

Somers also believes the board has

"glossed over" the projected increased capital operating expenses. Somers said operators would pay \$.88 per round more by using electric cars.

"The board is postulating that operators won't be hurt because they'll switch over gradually," said Somers. "It's a typical administrative whitewash. They're selling regulation."

**GOLF COURSE NEWS**  
THE NEWSPAPER FOR THE GOLF COURSE INDUSTRY

ASIA-PACIFIC

## The Asia-Pacific connection for suppliers to the golf course industry.

*The Official Golf Publication of Golf Asia '94*

Reach →

Target →

Schedule →

Over 6,000 decision makers at golf facilities throughout the Asia-Pacific region, including Australia & New Zealand.

Course Managers, Directors, Owners, Developers, Architects & Superintendents.

Next issue: Golf Course News Asia-Pacific edition, March '94 - then May, Sept. & Nov. 1994. Plan your schedule today!

*Golf Course News/Asia-Pacific* is the only golf course industry publication to offer circulation to the entire Asia-Pacific region. Call or Fax now to receive advertising information.

**Phone (813) 898-7077 • Fax (813) 825-0923**

Contact Charles E. von Brecht, Publisher  
227 Second Avenue North, St. Petersburg, FL 33701 USA

In Asia, contact Tom Gorman  
CCI Asia-Pacific Ltd.  
Suite 905, Guardian House  
32 Oi Kwan Road  
Happy Valley, Hong Kong  
Phone (852) 833-2181 • Fax (852) 834-5620