

## Will U.S. follow California's emissions lead?

By HAL PHILLIPS

SACRAMENTO, Calif. — The state of California is generally seen as America's bellwether. As California goes — economically, culturally, politically — so goes the country.

In light of the recent ruling from the California Air Resource Board (CARB) — forbidding the sale of gas-powered golf cars after Jan. 1, 1997 — do golf car manufacturers see other states or federal agencies following suit?

"First of all, the amount of emissions a golf car produces is insignificant," said Todd Sauvey, president of Columbia Par Car. "But I don't think the rest of the country will pursue similar measures that quickly. They won't change as fast as automotive emission standards, for example.

"I think other states will see how California fares and phase restrictions in over the next 20 years."

Ron Skenes of E-Z-GO believes most of the country will let the market decide between gas- and electric-powered golf cars.

"It's up to the consumer," he said. "But we're watching the California situation very carefully. I'm not sure whether it's an indicator of things to come. It's too early to tell."

from the National Golf Car Manufacturers Association (NGCMA) — received a two-year reprieve.

The ARB staff has ruled that gas-powered cars not be sold in California any time after Jan. 1, 1997. However, all gas-powered cars in use at that time will be grandfathered for the duration of their lifespans.

The ban on gas-powered golf car sales after 1996 is only valid in

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— Joseph Stahl, VP  
Yamaha Golf Car  
Division

Joseph Stahl, vice president of Yamaha's Golf Car Division, concurs.

"We're all looking at ways to make the electrics perform to

higher standards," said Stahl. "If it's mandated by the market or the government, what's the difference? We have to meet the needs at the golf level and the federal level.

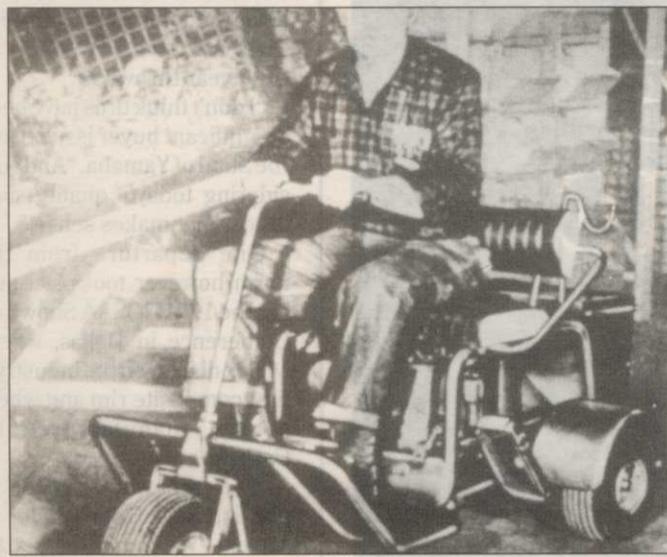
"If 1997 is the magic year, so be it. But I don't necessarily think California will set the tone on this issue. I think there may be other urban areas that explore standards similar to those laid down by CARB, but the EPA won't follow CARB.

"If it does, then we'll have to respond with the kind of product improvement — with electric cars — that makes the situation work."



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President Dwight D. Eisenhower provides a bit of historical perspective on the evolution of golf cars. In photo below, we see another relic, circa 1947.



## California Air Resource Board bans sale of gas-powered golf cars after Jan. 1, 1997

By HAL PHILLIPS

SACRAMENTO, Calif. — The state Air Resource Board (ARB) has accepted the recommendation of its staff, mandating an eventual transition from gas- to electric-powered golf cars in California.

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



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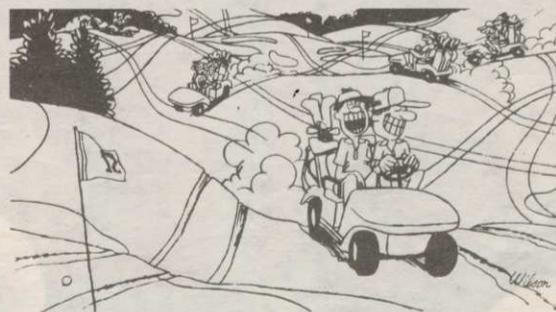
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