

Forecast of the Season

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WE have been asked many times recently what 1943 holds in store for golf in general and golf clubs in particular. While no definite answer appears available until we know the duration of the present ban on using automobiles for pleasure purposes, we believe that most clubs can and should continue to operate. Plans for clubhouse upkeep and course maintenance naturally should be kept on the conservative side for the time being. Later, if the gasoline situation is eased, more expansive programs can be undertaken.

Our opinion is based on the belief that it will be less costly for a club to remain open this year with reduced facilities and lowered maintenance than to cease operations and attempt to partially maintain the course. Partial maintenance is essential; it is well known that to bring back a course that has been abandoned will cost between 70% and 75% of its original construction costs.

Continued operations with reduced facilities and lowered maintenance will be accepted and expected by a majority of club members. Given the opportunity to play again this year, they will be willing to face tees that have had little attention, longer fairways with "winter rules," greens that may be mowed only for weekend play, traps that have had but infrequent raking, and rough that may be longer and harder to get out of. They undoubtedly will be contented with nine holes instead of eighteen if such a reduction is absolutely necessary. They also will be willing to carry their own bags much of the time.

Golf is a game that cannot die irrespective of conditions. Think back 25 or 30 years and recall the conditions under which golf was played. Transportation was none too good; automobiles were

available only to the very well-to-do; course conditions were decidedly inferior to what they can be today; and clubhouse facilities were next to nothing. Yet golf thrived and grew up to be one of the most popular sports of all times. There were only a few golf "bugs" then; think of the millions of them today.

Club officials should emphasize, particularly to those members who are considering resigning for the duration of the war, that the continued support of clubs is essential if they want any golf course left to play on when the war is over. There can be no doubt that if enough members resign, their community clubs must dissolve, and their golfing activities after the war will have to be undertaken at clubs perhaps ten or more miles farther away from their homes. Impress upon them the inconveniences to which they will be put.

We believe, however, there is a will on the part of most golfers to play the game this year in spite of current difficulties. They enjoy the game and need the health-giving qualities of it. If they cannot play at your club, the chances are very good that they will play at some other club. This nation needs now more than ever before citizens of healthy body and mind. Golf can further this need and it is up to the clubs to help as much as possible.

It is possible that some private clubs may have to convert to public or semi-public clubs. Others may have to offer reduced dues to their members to offset reduced facilities. If such is the case it might be well to consider an Equitable Dues plan that has recently come to our attention. Such a plan could be combined with Special Service or War Worker memberships or with special Duration memberships for people living within a limited distance of the club. These special memberships might ease the financial burden during current difficulties and might also be the source of additional regular members after the war has come to a close.

The Equitable Dues plan is based upon low monthly dues plus a sliding scale of dues for golf playing privileges depending upon the number of rounds played by the

Our chef's Victory recipe of the year.
TAKE one tired over-worked business man
STIR from his office two afternoons each
week—DRESS in cool sport clothes—MIX
with others of his kind—BAKE in fresh air
and sunshine for 18 holes. Then SOAK in
a hot shower. This dish is what every
home-fronter needs to keep fit to do
his bit.
—Amarillo (Tex.) C.C.



Tractor plowing six acres of property at Wykagyl CC (New Rochelle, N. Y.), for member V-gardens. By April 1, over 50 families had reserved plots, some as large as 10,000 sq. ft., under the strict requirement that all plots neglected by the members will be maintained by the club and the cost assessed against the members. (N. Y. Times Photo).

member. It results in a low cost for members who do not use the club very much and higher costs for those who play a lot of golf.

As a means of offsetting a lot of resignations, we recommend that your club immediately appoint a Transportation Committee whose duties will be to draw up a map of the principal localities in which your members live and work and to find out all means of public transportation—trains, street cars, buses, taxis, etc.—between said localities and the clubhouse. A summary of this information, together with timetables of the various local transportation services available, should be placed in the hands of your members as soon as possible. The Transportation Committee should also look ahead to the possibilities of a little gasoline being available for pleasure driving and arrange car pools so that all members can reach the club regularly and share the burden equally.

As respects gasoline for use in tractors and mowers, the USGA has ascertained that such tractors come under the off-highway classification just as does all farm maintenance equipment and accordingly are entitled to an allotment of gasoline. Coupons are necessary to obtain gasoline for any off-highway use, but your local rationing boards should give you enough of an allotment to maintain your course. An OPA official in Washington has said that he feels confident that there will be no restrictions limiting gasoline

used for the actual maintenance of the course and other club property.

As far as tournaments are concerned, all two, three and four day events should be abandoned. One day open tournaments will be acceptable provided transportation difficulties can be justifiably overcome. If gasoline is available, we suggest as an inducement that entrance fees be waived for those players who drive three other contestants to the course. Week-end sweepstakes should be continued and large turnouts encouraged for the special USGA sponsored relief tournaments. All prizes should be in war bonds and stamps with total prizes based on a percentage of the entrance fees so that clubs will not stand any chances of a loss.

In general, every attempt should be made to continue operations within a reduced budget and every inducement offered to make members play as often as possible. The health of the community is involved and clubs should feel obligated to do their part. Naturally nothing should be done to interfere with our country's war effort and we know this thought will be uppermost in your minds in whatever you do.

Above all, place the management of your club in the hands of members who can and will devote the time and thought necessary to pull your club successfully through the current difficulties. If golf can still be played in England, and it is being played every day, it can be played in this country.