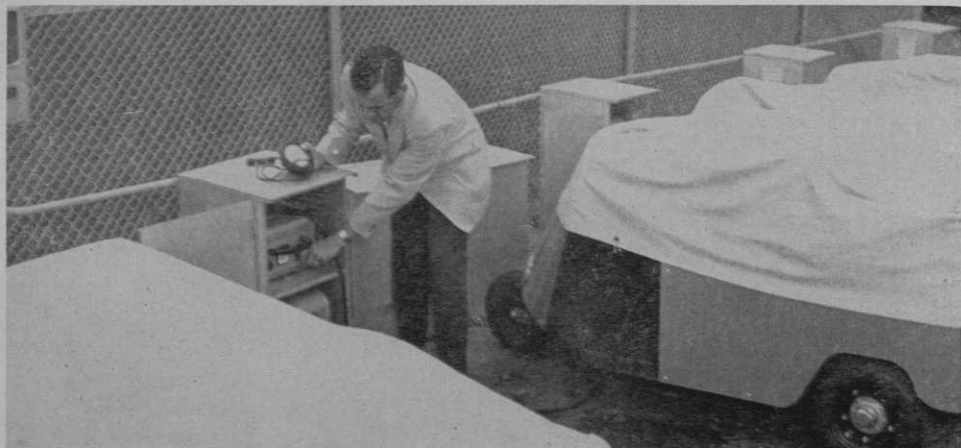


Rules for Golf Car Use Call for Study and Foresight

By WILLIAM J. FREUND



Charley Grant, pro at Barrington Hills (Ill.) CC, checks the battery charging of the Electri-Cars he has conveniently parked for member service. Cars are protected with tarps against weather.

THE MEETING will come to order! The committee assigned to investigate golfer cars will make their report."

This was the club president at a board of governors meeting at 7:00 P.M. At the stroke of midnight the president rapped for order and said, "Gentlemen, shall we say, off the record that we can't agree on a single subject related to golf cars."

Thus did many meetings adjourn with member pitted against member in question and disagreement. Other meetings adjourned after having accepted golf cars for their courses under various rules and procedures but with no less controversy feeding on a "wait-and-see" attitude among members.

Like the ladies, golf cars will win their rightful place on American fairways. This seems certain because of the many other board meetings which adjourned with happy agreement on the controlled use of cars much to the delight and golfing pleasure for many an old timer. It is clear that the pros at semi-private clubs and the public clubs which are operated for profit have found a new source of revenue in the cars. For them it worked two ways. One, the rental profit they get, and two, the play they take away from other

courses where cars are either outlawed or so restricted.

Progress Breeds Problem

New products create new opinions, new ideas and new facts. These clash with old habits, traditions and personal feelings. Intelligent questions are too often somberly answered with personal bias by those who feel qualified through experience. Yet how can many be qualified as an authority on golf cars when the idea is so new, the experience so brief and what is most important, usually limited to a special situation, a single area or an isolated application of the whole new concept of the "riding golfer."?

Because of age or ailment many who haven't swam, danced or otherwise enjoyed the pleasures of the club they helped build and sustain find themselves again playing golf for the first time in years, or playing more golf faster thanks to the electric cars.

Others say that the energy and ability to walk the distance is so much a requirement of the game that such accessories as the electric car should be outlawed by the governing body of golf.

Some superintendents predict damage to fairways, approaches, greens and tee

banks. Others say, "We've used them for up to two years with no serious damage." Still others say, "What if there is a little damage. It's our job to maintain good grounds under conditions of play determined by the board of governors, cars or no cars."

Caddy masters are equally divided. Some say cars don't cut down caddy interest at all, and having them stops players' gripes about caddy shortage. Others maintain caddies resent the cars, and the choice will grow to be that of cars or caddies without compromise.

Some pros say cars don't speed play when one passenger hooks and the other slices.

Some club governors protest costs of modifying bridges and constructing adequate storage and re-charge facilities.

A number of clubs say players abuse both cars and courses treating the game like a new toy instead of an improved sport, and after freely permitting cars these clubs have formulated strict controls. Others have had golf car "courtesy" just as they have golfing etiquette and additional cars are being used.

Numerous pros are going all out for electric cars and are solving the problems of rental, storage, operation and servicing as they arise.

Makers of golf cars have mushroomed and range from mechanics assembling reworked scrap parts from automobile grave-yards to AAA-1 manufacturers using design and other specialized engineers, precision equipment, special tooling and highly skilled workers to build fine machines.

Methods of selling range from direct mail at all kinds of prices to anyone who has ready cash. Buyers are taking chances on quality, service and stability of some makers. One manufacturer is building a national network of factory franchised distributors who rate in their community as well as that manufacturer rates nationally. His distributors maintain factory trained mechanics and full stocks of replacement parts to assure years of satisfaction and service.

Pros Putting Over Cars

The pros' rental work is going far to popularize golf cars. Their rewards are attractive in some cases, less in others. It is big in places where the season is long, there are two rentals per car per day the riding habit an accepted way of golf and an operational system is followed

closely. Rental arrangements and profits vary widely from east to west and from north to south as well as from one club to another and one operator to the other.

Insurance men are watching the accident record of this new "thing" too. It must be reported in an article of this nature that there have been too many accidents. Causes include improper car design, mechanical failures, inexperience of drivers, improper operation, carelessness and "horsing around." Most accidents have been minor. Seldom have drivers been injured although some cars have been badly damaged.

Four Conclusions Reached

The season's collection of travels, interviews, discussions, debates and experiences indicate four conclusions of value to pros, supts., and officers of golf clubs.

1. Very few are willing to be quoted either "for" or "against" the golf cars. Most seem to fear they will "hurt" the feelings of a friend or fellow club member with whom they disagree on the subject. (It may be that the boards which vote on the subject will have to use a secret ballot to get a true expression.)

2. Rules regulating electric golf cars at clubs permitting them run from the ridiculous to the sublime. (Imagine such unsportsmanlike rules which limit use of cars by the player's age.)

3. Electric golf cars are here to stay and their use will grow in 1955. (The growth will be guided by leaders who have a faculty for reconciling the split opinions through meditation and foresight.)

4. There will be more car discussions than ever and the subject will come up in tournament rule meetings. (Senior tournament committees had requests from players that cars be permitted in tournaments in 1955.)

Many pros and their clubs are working on the rules governing the car ownership, purchase, use, leasing, renting, maintenance, insurance, etc. Wherever cars are used, rules are made. Whenever rules are made they are broken. Whenever they are broken they are both enforced and changed. Golf clubs have created more golf car rules in 1954 than the O.P.A. did directives in its several years, and many of them as complicated to follow.

Making Car Rules

This winter will see more golf car rules created including one which says, "Cars may not be driven on the south-west patch of new fairway within 26 feet of

the fourth tee on days preceded by three-tenths of an inch or more rain with two people whose combined weight is 371 pounds or more. With one person aboard it's O.K. except if the rainfall the day before exceeded six-tenths of an inch."

Kidding? Well, maybe a little bit, but many rules are so forbidding or so involved that the player has to quit concentrating on his game and devote himself completely to his golf buggy piloting lest he meet a horrible fate at the hands of the rule makers. Keep your rules broad and simple.

Make rules that suit your particular club. Some are basic at almost all clubs such as a rule designating the supt. as top authority as to the use of cars when grounds are water soaked. Another basic rule is that cars must be driven and

parked not closer than 30 ft. away from tees, greens, traps, bunkers and water holes.

Accentuate the positive when you write your rules. Make them friendly and encouraging. Keep them in the spirit of the club. Try to avoid such words as "don't" and "forbidden".

Good enforcement also eliminates the need for adding new rules or re-writing old ones.

Help your members learn and understand your few reasonable and simple rules. It requires repeating them in bulletins, posting them prominently, "talking them up" to others who are less familiar with them than you are and keeping after the subject just as you keep after golf etiquette, divot replacing, etc.

"Daisies Won't Tell" About Idea Henry Land Used

HENRY LAND, supt., Tacoma (Wash.) C&GC, and sec., Pacific Northwest Turf Assn., says he, and other supts. attending, have received many useful ideas from the monthly meetings of the Northwest Greens Supts.' Assn. and the Pacific Northwestern Turf Assn. annual conference at Washington State College, Pullman, the last week of September.

Of all these ideas the one that probably showed most conspicuous results to the players was for the control of daisies during May, June, July and August.

The control is to use a formula of Weedone 2, 4D plus 2, 4, 5T which is a low volatile ester formulation. Mix this with Penite 35, sodium arsenite solution.

Land instructs to mix 5 qts. of Weedone with 3 qts. of Penite 35; add this to 45 gal. water. This will cover 3½ acres.

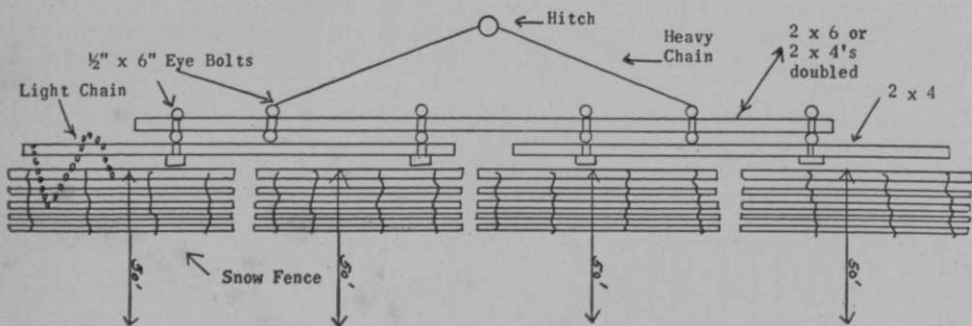
Inexpensive Leaf Crusher Extends Playing Season

CLARENCE YARN of Woodside GC, Des Moines, Ia., made himself a leaf crusher and spreader that saved thousands of man hours, broke up the leaves for course conditioning and has extended the playing season several weeks in the fall.

The device cost Clarence under \$75 to build. Outline of the idea is shown in the accompanying illustration.

Standard 4 ft. snow fencing of 50 ft. length is used. Shorter lengths aren't very efficient. To operate simply fasten slats to the hitch by intertwining small chain thru 2 or 3 slats, drag thru the leaves and out into the open fairway. Drag in spiral paths for best results.

Leaves in inaccessible spots of course must be raked out to where the drag can get to them.



Clarence Yarn's leaf crusher and spreader.