

tioned. All are important, because all are part of our responsibility. The club house grounds is an area in which you can sell your talents not only to the men but to the ladies.

Maintenance of the parking lot usually comes under the supervision of the supt. However, there are certain clubs where the responsibility has been delegated to the clubhouse manager.

The parking lot should be kept in good condition and give a neat appearance, free of all kinds of debris. Cracks in black top or cement areas should be repaired so that unwarranted damage can be prevented. All parking lane strips should be kept in a clearly visible condition. Bumper rails should be kept painted or covered with some other suitable material if the type of rail requires it. With all his many jobs, why should maintenance of the parking lot come under supervision of the supt.? He simply is in position to supply the manpower and equipment necessary for work of this nature. Utilizing the existing ground crew is not only economical, but allows work on the parking lot when the lot is vacated.

Maintenance of the driving range or practice range, as it is sometimes called, is to the best of my knowledge, always under the supt.'s supervision. The practice tee usually receives the worst punishment of any tee on the course. At an active club there are several thousand balls driven during a day, and all types of clubs are used. It is almost impossible to grow turf under these conditions. But one must do his best since the practice tee is where players like to warm up before going out on the course. The practice tee is also the place where the pro gives most of his lessons.

• The practice pitch green should receive the same attention as any regular green with one exception — the height of cut — since the pitching green usually is not used for putting purposes.

Maintenance of the practice grounds falls in line with the regular maintenance program on the course. This includes watering, mowing, fertilizing, treatment for diseases and insects, raking and edging the traps, aerifying and filling divots on the grass. Consequently, it follows that such maintenance should come under the supt.'s supervision.

New grounds construction certainly should come under the supt.'s supervision or inspection. He is the one man who will have to live with the results of new construction. For this reason, no other person will have the interest, much less the knowledge, to supervise its maintenance.

The supt. should have access to all plans and specifications if he is to fulfill his responsibilities satisfactorily. If a job has been let out on contract, no part should be paid without his approval. This should be the understanding between club and contractor before the work is begun. Regardless of whether the work is to be executed under contract, or by the club's own employees, the supt. should

check plans thoroughly before presenting them to the green chairman for approval.

## Emphasizes "Why" of Training .. Rather Than the "How"

By ANDY BERTONI

Supt., Meadowbrook CC, Northville, Mich.

I am going to emphasize the Why, or the reason we should train new men, rather than the How, or the method of training new men.

Actually, there is no magic formula in training new men. Teach the what, the how, the when and the all important why of greenkeeping. You then can advance from the practical to the professional plane, depending upon the receptiveness of your protegee.

Let us throw the spotlight briefly on Bob Williams' method. In the past nine years, Bob has had five trainees. Three were Purdue graduates, one from Massachusetts State, and one had long practical experience in greenkeeping. All now are progressing in turf management. Bob employs these men for technical work such as spraying, fertilizing, surveying, and as administrative assistants. In this way they work closest to that part of the job that they will eventually be charged with as supts.

Other supts. follow much the same pattern. Many work with promising men of limited formal education. They should all be congratulated for their long range thinking. Yet, it seems to me that everyone is more concerned with the welfare and the shortage of supts. than are the supts. themselves. We simply must invite and encourage new volunteers in our profession. They must enhance and propagate it. They must start where we left off — not start where we began. Common arithmetic totals the average age of our group on the mellow side of life. We must have replacements.

We produce all types of grasses and yet we hesitate to nurture our own vocation. Do we hide our heads in our own sand traps? I say again if we don't look ahead, we shall certainly stay behind.

It becomes almost a duty to supply new supts. not only to replace the aged, deceased and retiring but to supply trained men for new courses. You are aware of the population growth. And you have heard of the added number of new courses. Where will supts. come from? Our GCSA scholarship and schools cannot produce them rapidly enough.

What happens if we do not train new men? Who will take over new courses, vacancies, etc.? Will it be the pro, whose days as a golfer and teacher are numbered and who calmly reflects that he can always fall back upon greenkeeping? I bear them less malice when I know how their loyalty is prioritized. They are far better than general mgrs. who know nothing of turf grass but reap financial rewards by the sweat of some one else's brow. Or the

## Bell Heads Architects



D. W. Gordon      Bell      Watson

William F. Bell of Pasadena, Calif. was elected pres. of the American Society of Golf Course Architects at its annual meeting at the Boca Raton Hotel and Club, Boca Raton, Fla. in February. Other officers elected were: Howard Watson, vp, Lachute, Quebec, Can.; David W. Gordon, secy-treas., Doylestown, Pa. Robert F. Lawrence of Indian Creek CC, Miami Beach, Fla., is retiring pres. of the architects' organization.

farmer — while a good soils man, he is anything but a course supt. in his appearance, dress, action, and position in social life. And let me alarm you further, will there appear a central figure who will take over X number of courses? He is the man who lays out plans, programs, and budgets, etc. for these courses which he visits and checks periodically. We know that equipment manufacturers have slated courses in turf work for their salesmen and personnel. These are mentioned more as a possibility than a probability. We do not question their legitimacy, but it must be impressed that we must produce true sons from true parents. Our self-taught, trained personnel are such.

All golf has advanced. Clubs, balls, bags, styles, swings, theories, turf, management and equipment all have moved forward. The pros and managers have kept pace and profited. It seems all have progressed except the supt. and his ability to supply greenkeeping artists. It's time we got in step.

You will find a trainee an excellent comrade to discuss and understand problems and burdens. It is surprising how much more one can see with another pair of eyes. You will find him capable of accepting responsibility and one who can fill in for any job. The amazing and grand paradox is that you will learn far more from him than he will learn from you. Your reward will come back many times over.

Now for some advice! Teach the social aspects as well as the practical. Prepare trainees with the proper outlook as regards prestige, appearance, gentlemanly qualities and the social graces.

## Another Set of Rules for Golf Cars

GOLFDOM receives numerous requests for "standard" regulations governing golf car ownership, operation and charges at clubs.

There are no "standard" regulations. Almost every club seems to have different regulations. Opinions as to whether private ownership of golf cars, ownership by the pro or club with rental to players, or leasing arrangement by pro or club, with the lessor providing maintenance, is the most generally satisfactory arrangement vary widely and according to many conditions. Not the least of these conditions concerning ownership and operation is that of being able to yell loud and tough.

Kinks are being eliminated in car construction and design. Maintenance and operating costs are being reduced. Frequently, though, the charges pros make for maintaining or renting cars leave a narrow margin.

Western Golf Assn., Golf, Ill., and Metropolitan New York Golf Assn., 40 E. 38th St., New York 16, have booklets containing compilations of golf car operating regulations and charges.

Golf cars are here to stay. Their use will increase, so you might as well consider the development calmly and for the good of all.

GOLFDOM'S observation is that any set of golf car rules is "subject to change without notice."

Among regulations that have come to our attention are those of Oak Hills CC, San Antonio, Tex. This club's rules for "scooters", as announced last fall, are:

1. Any member desiring to purchase a privately owned scooter and use it on Oak Hills CC course must first obtain permission of the board of governors and approval for his use of this scooter.
2. He must provide a place to keep the scooter at the club according to specifications set up by the club.
3. A charge of \$5.00 per month will be made for electricity, gas, etc.
4. A liability policy as specified by the club must be provided for any private scooter used on Oak Hills CC golf course.

We would also like to call your attention to the fact that as of Jan. 1, 1957, no more privately owned scooters will be allowed. The club will operate all scooters used on the course.