

means there is only one type of car to service and maintain. To handle the cars, Beverly has spent nearly \$6,000 for electrical charging units and their outdoor storage cabinets and asphalt pathways. This expenditure is being written off over a three year period from car income.

Beverly quickly abandoned the idea of confining cars to rough areas. Caddies must be employed by car users and since the caddies are required to carry the bags, this restrains drivers to cruising at a walking pace. The supt. is given authority to close the course to cars. Persons who violate vehicle regulations, Podesta said, get a letter of warning from the golf car committee, while minor infractions are handled verbally. Incidentally only one letter has been sent out in the two years that Beverly has had cars.

The following rules, printed on decals and posted on each car, prevail at Beverly: (1) Cars are not to be driven within 10 yards of greens; (2) They are to be kept off tees; (3) Brakes are to be locked on inclines if car is to be unattended; (4) Don't make sharp turns at high speed or on downslopes; (5) Avoid carrying clubs or dangling feet while riding.

Supt. Bob Williams, who moved from Beverly to Chicago's Bob o' Link in March, pointed out that cars can cause soil compaction, grass damage in heavily travelled areas, tire ruts if used while the ground is wet, tearing of turf by quick turning, spinning of wheels and quick stopping and starting. He said this damage may be partly offset by an additional aeration every year and by increased use of fertilizer. It is Williams' observation that watered bent fairways can take traffic of 25 to 30 cars daily.

Damage Overexaggerated?

Williams also stated that supposed damage caused by cars may be somewhat overexaggerated. The reason: A caddie, carrying a bag, exerts twice as much pressure per sq. in. on turf as a car and a workman or a golfer about 75 per cent more. A tractor, however, exerts only about half as much pressure or weight as the average golf car. Williams also pointed out that at Beverly, walking golfers play ten times as many rounds as riding ones and that possibly far more than a fair share of damage is being charged to the cars.

At Aurora, according to E. C. Brown, the club feels that cars can be better controlled if owned individually. It is felt that under this arrangement, the owner handles the car more carefully because he doesn't

Golf Day Handicaps

Men amateurs who match their scores against those of Tommy Bolt and Dow Finsterwald in the annual National Golf Day debate will, of course, play their normal handicaps. Women will be permitted to use their regular handicaps less seven strokes. Golfers without handicaps can play the Calloway system in which scores of the four worst holes are deducted from the gross to give the net. Golf Day is June 6 but players can submit their official rounds any time between May 31 and June 6.

want to damage his own property, and, as a result, the course itself is not as badly mauled as it is when car rental conditions prevail. Brown expressed the opinion that if speed is controlled, cars won't be much of a menace, either to other players or the turf.

Carl Hoppman, Aurora's supt., who has authority to rule cars off the course when weather or other conditions aren't right, feels that blacktopped paths are the answer to handling car traffic. Tests made at Aurora definitely showed that blacktop roadways are preferable to sod pathways. Hoppman added that in case of light or moderate rain, it isn't always necessary to put the "No Golf Car" sign out but low spots in the fairways and roughs should be roped off or placed off limits so that they are protected from damage.

Members Underwrite Garage Cost

All cars at Olympia Fields are privately owned, according to Arthur Millas of the green committee. Each car is garaged, but before a new garage or addition is built, 12 persons have to agree to underwrite its construction cost, which is around \$3,800. Cars cannot be owned in partnership and generally they can be used only by the member and his wife. One full time employee takes care of most of the maintenance work. His salary, and that of a man who helps him in the summer-time, are paid by car owners.

Members at Olympia who are 50 or older and need a car to play golf are permitted to own them. Millas said he thought the age restriction would be lowered this year.

Gordon Brinkworth, Olympia's supt., declared that it is the duty of the green-master to provide the best possible conditions for car operation. At Olympia, Brink-

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