

Metropolitan Report

Under "Current Census of Golf Cars," 32 clubs reported having 1 to 10 cars; 11 were in the 11 to 20 category; six clubs have from 21 to 30 and three clubs from 31 to 40. The average per club is thus 11.8. In the ratio of cars to members, the 10 highest clubs report from 7.6 to 14.7 per cent.

As to limitations because of storage and servicing facilities, 19 clubs that permit cars said that they are limited because of lack of available storage space, battery charging facilities or consideration for the course. Among clubs limiting car usage, four have waiting lists of members who would buy cars and 16 clubs have rental requests in excess of supply. At the 52 clubs where cars are permitted, the average length of time they have been in use is between three and four years.

Physical, Age Restrictions

In the "Club Policies and Rules" section of the MGA survey, it is pointed out that 22 of the 52 clubs permitting cars have age and physical condition requirements. At 80 per cent of these clubs, caddies are required but are permitted to handle the bags of two players using one car. Caddies are forbidden to ride in cars at about 60 per cent of the clubs.

There are various regulations as to weight of cars and tires and use of horns and radios. Eighteen clubs require insurance certificates from players to cover bodily injury and property damage, and five clubs demand that cost of litigation arising from use of his car by a member be paid by the member. About half of the clubs permit guests to use cars and about 40 per cent permit spectators to do so. More clubs than not allow players to use golf cars in club tournaments.

Usage and Service

Control of car usage and service is pretty much controlled by boards of governors and green committees. Green committees and/or supts. usually have authority to suspend car operations because of weather, although in 13 cases the pro can make the decision. About 60 per cent of the clubs have attendants who handle garaging and battery charging service. Rules violations complaints and penalties are handled in most cases by green or golf committees although one club has a Golf Car Assn. that has

(Continued on page 119)

Chicago Report

Northside club has 60 cars, titles to which are owned by members. None of the Westside clubs has more than 50 cars. At the Southside clubs, two have 50 or more cars. At one location, the pro has rental rights on 40 of 55 vehicles with the balance being owned by members. At a second club, the 50 cars are owned outright by players. No Out-of-Area clubs report as many as 50 cars.

Rental Situation

Rentals at North and Westside clubs are predominantly controlled by the clubs, but at Southside and Out-of-Area locations the professional, for the most part, is in charge of the rental business. Of the total cars in operation, 98 per cent are electric powered and the balance, of course, are operated by gasoline.

Here is the breakdown of cars in the Chicago Dist. for the last three years:

	Clubs Reporting	Allow Cars	Total	Ave.
1958	44	38	446	10.1
1959	53	49	666	12.6
1960	66	66	1421	21.5

Ownership is divided in the following manner:

	Owned by Member	Rented by Club/Pro
Northside	182	347
Westside	80	171
Southside*	127	124
Out-of-Area	187	183

*At one Southside club 20 cars are leased by members.

International Miniature

Franchises for the International Miniature Golf Tournament, to be played at Asbury Park, N. J., Sept. 10-11, are pouring in from course owners throughout U.S. and Canada, according to George Zuckerman, tournament dir. His office is located at Convention Hall in Asbury Park.

It Pays in L. A.

Persons who oppose the building of municipal golf courses should study the Los Angeles situation before voicing their opposition. In 1958-59, L. A.'s 11 municipally operated courses grossed \$1,406,911 and returned a general fund net of \$292,285.