



Fleet of 22 Golfsters is lined up and ready to go in front of Gatlinburg clubhouse.

Tough Gatlinburg Course Puts Cars to The Test . . . *and they pass it*

(See Front Cover)

"Our 150-yard number 12 hole drops 17 stories from tee to green. And the rest of the course is almost as rugged."

That's how Pro Harry Berrier of the Gatlinburg (Tenn.) GC describes the conditions his golf cars must meet in carrying golfers around the 18-hole layout.

The cars he's referring to are Gatlinburg's 22 electric-powered Cushman Golfsters. Twenty of the units were put into service at the beginning of the 1960 season. Prompted by their successful record, Berrier added two more last season.

Hilly terrain provides a tough workout, but electric-powered units can give a full day's operation before recharge is necessary.



The municipally-owned Gatlinburg layout is a six-year-old \$400,000 layout, located in the resort country of the Great Smoky Mountains National Park. It was twice (1957-58) the site of a national Ladies PGA tournament. The rigors of the course, plus its picturesque setting, yearly draw thousands of golfers from throughout the nation.

"But even the regulars who had walked the course every year seem to enjoy it more from the seat of a car," says Berrier. "The response has been even greater than I anticipated." Of the 400 golfers who play the course in a typical week during the season, an average of 65 to 70 per cent use cars. Rental charge is \$7 for 18 holes and \$4 for 9 holes.

Berrier and many of his customers have been impressed by the ability of the cars to negotiate the demanding course. They easily operate on the specially marked trails leading over the hilliest parts of the layout. To permit all-weather and all-year operation, an asphalt trail was recently completed around the front 9 holes. It soon will be extended to the back 9.

The little maintenance required for Gatlinburg's Golfsters has added to their profit production. The units are equipped with automotive-type brake drums and linings and they haven't required replacements. At the end of the 1960 season for example, Berrier states, an inspection of the brakes on all Golfsters showed them to be in good shape considering the wear they had undergone.