

SOLVING THE CAR STORAGE PROBLEM

Hidden Hills CC planned for maximum number of cars to be used ultimately—and the result is no tie-ups

by John D. "Pat" Patterson

It was in the summer of 1965 that Dr. Wayland T. Coppedge, a successful Jacksonville, Fla., doctor and businessman, decided that the golfing facilities in Northern Florida left much to be desired, since for the most part, the golf courses were flat and usually extremely crowded. Dr. Coppedge owned sufficient acreage for the installation of a championship course, a short 20 minutes away from Jacksonville, so he decided to take matters into his own hands.

There were five ground rules that Dr. Coppedge laid down for the building of Hidden Hills Country Club in Jacksonville. They were: 1. It had to be one of the best designed courses in the Southeast. 2. It had to be accessible not only to its in-town membership, but also, its out-of-town members. 3. It was to be a club for golfers only; there would be no swimming pools, tennis courts, and, last but not least, there would be no women allowed on the course. 4. The clubhouse had



to be strictly functional, while beautiful, and revolve around some central area. 5. That the course be pre-planned in every respect—not only from tee to green, or the location of the equipment shed and clubhouse, but down to the number of glasses in the bar. The planning also included the number of golf cars and provision for their ultimate usage. It would be an understatement to say this preparation has paid off.

Even though Jacksonville is a metropolitan city, the advisors knew that there would be a definite lack of caddies, and any caddies available would be taken by the old established clubs in the area. Also, there are no pull carts allowed at Hidden Hills. In view of these facts, it was necessary to have golf cars immediately available in sufficient quantities, not only for the beginning membership, but also their final membership. Storage and charging facilities have been made for 90 cars, though only 40 cars are there now.



Cars are stored (far left) at end of day in 38' by 80' storage area that houses 50 cars. Concrete patio (left) surrounds command post on three sides. Exit for pro shop is at the right. The well-planned, easy-to-get-around layout is evidenced by tracing the route beginning (below left) in pro shop where there is a lead-in to the bag storage area, and from bag storage area (below) which has an entrance to the golf car housing section.



During the planning stages, it became evident that not only should the advisors plan on the maximum number of cars that would ultimately be used, but that they be maintained with the minimum of overhead. There is no large distance between car shed and pro shop. The pro controls the cars at the outset, and then by visual contact at the 10th and at the 18th. Even on the busiest days, when there are 60 or 70 rounds played with the 40 cars, there is special concern to give the members quality service. Automobiles are even met in the parking lot to pick up the bags of guests of the members.

Both first and second floors are built in the form of a cross. The command post, located on the first floor, is at the east end, and is approximately 38 feet by 22 feet. It is surrounded on three sides by a concrete patio. Directly to the rear, and accessible from the pro shop, is the bag storage area, that will store up to 150 bags. Farther to the rear, and

extending to the south, is the main car storage area, which measures 38 feet by 80 feet, and has ample storage area for 50 cars. The cars are parked facing the bag storage area, so they are ready to go when called. The car is then loaded, and pulled out on the patio, where it awaits the player. The member plays his round and returns the car to the south door, where it is unloaded, washed, and returned to charge. The north wing of the building contains the same amount of car storage area for future use.

In the past, electrical outlets and facilities have been a sorely neglected item with many architects. Early in the planning stages at Hidden Hills, the architect was contacted and advised as to the amperage draw of each charger. To follow through with the planning, as soon as the electrical plans were submitted to the electrical contractor, they were checked by the supplier of golf cars. In the presently used south wing, electricity



Anxious golfers need not go hiking to get started. Last minute needs can be picked up at pro shop here on the far right. Then, only a stone's throw away, is the golf car storage room (under fenced balcony).

is provided by the use of 22 duplex receptacles. Each line going to the receptacles is rated for a 30-amp maximum load, to accommodate two automatic chargers, and circuit breakers are used. The north-end area is also wired, but not as heavily as the car room now in use.

By advance planning, Hidden Hills Country Club has prepared to meet any and all eventualities in the golfing world. The membership and their fleet of cars can grow without disturbing existing items or adding others. Pre-planning did it—and, incidently, Hidden Hills Country Club opened on schedule. □

