



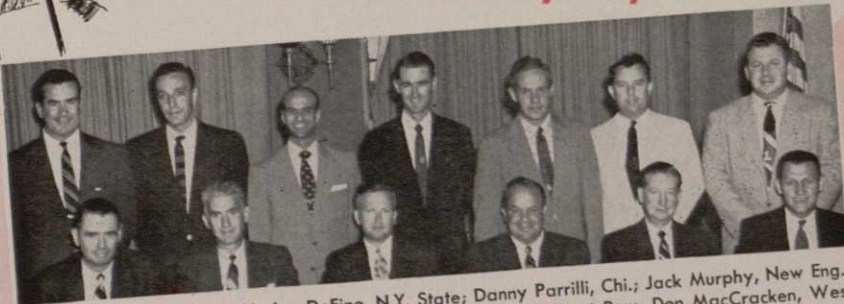
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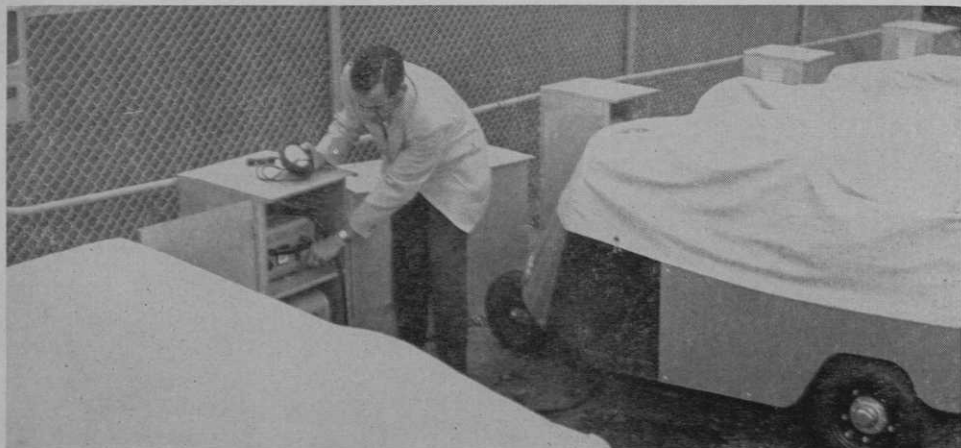
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Our men are NOW on their way to show you these NEW 1955 styles.

# Rules for Golf Car Use Call for Study and Foresight

By WILLIAM J. FREUND



Charley Grant, pro at Barrington Hills (Ill.) CC, checks the battery charging of the Electri-Cars he has conveniently parked for member service. Cars are protected with tarps against weather.

**T**HE MEETING will come to order! The committee assigned to investigate golfer cars will make their report."

This was the club president at a board of governors meeting at 7:00 P.M. At the stroke of midnight the president rapped for order and said, "Gentlemen, shall we say, off the record that we can't agree on a single subject related to golf cars."

Thus did many meetings adjourn with member pitted against member in question and disagreement. Other meetings adjourned after having accepted golf cars for their courses under various rules and procedures but with no less controversy feeding on a "wait-and-see" attitude among members.

Like the ladies, golf cars will win their rightful place on American fairways. This seems certain because of the many other board meetings which adjourned with happy agreement on the controlled use of cars much to the delight and golfing pleasure for many an old timer. It is clear that the pros at semi-private clubs and the public clubs which are operated for profit have found a new source of revenue in the cars. For them it worked two ways. One, the rental profit they get, and two, the play they take away from other

courses where cars are either outlawed or so restricted.

## Progress Breeds Problem

New products create new opinions, new ideas and new facts. These clash with old habits, traditions and personal feelings. Intelligent questions are too often somberly answered with personal bias by those who feel qualified through experience. Yet how can many be qualified as an authority on golf cars when the idea is so new, the experience so brief and what is most important, usually limited to a special situation, a single area or an isolated application of the whole new concept of the "riding golfer."?

Because of age or ailment many who haven't swam, danced or otherwise enjoyed the pleasures of the club they helped build and sustain find themselves again playing golf for the first time in years, or playing more golf faster thanks to the electric cars.

Others say that the energy and ability to walk the distance is so much a requirement of the game that such accessories as the electric car should be outlawed by the governing body of golf.

Some superintendents predict damage to fairways, approaches, greens and tee

banks. Others say, "We've used them for up to two years with no serious damage." Still others say, "What if there is a little damage. It's our job to maintain good grounds under conditions of play determined by the board of governors, cars or no cars."

Caddy masters are equally divided. Some say cars don't cut down caddy interest at all, and having them stops players' gripes about caddy shortage. Others maintain caddies resent the cars, and the choice will grow to be that of cars or caddies without compromise.

Some pros say cars don't speed play when one passenger hooks and the other slices.

Some club governors protest costs of modifying bridges and constructing adequate storage and re-charge facilities.

A number of clubs say players abuse both cars and courses treating the game like a new toy instead of an improved sport, and after freely permitting cars these clubs have formulated strict controls. Others have had golf car "courtesy" just as they have golfing etiquette and additional cars are being used.

Numerous pros are going all out for electric cars and are solving the problems of rental, storage, operation and servicing as they arise.

Makers of golf cars have mushroomed and range from mechanics assembling re-worked scrap parts from automobile grave-yards to AAA-1 manufacturers using design and other specialized engineers, precision equipment, special tooling and highly skilled workers to build fine machines.

Methods of selling range from direct mail at all kinds of prices to anyone who has ready cash. Buyers are taking chances on quality, service and stability of some makers. One manufacturer is building a national network of factory franchised distributors who rate in their community as well as that manufacturer rates nationally. His distributors maintain factory trained mechanics and full stocks of replacement parts to assure years of satisfaction and service.

### **Pros Putting Over Cars**

The pros' rental work is going far to popularize golf cars. Their rewards are attractive in some cases, less in others. It is big in places where the season is long, there are two rentals per car per day the riding habit an accepted way of golf and an operational system is followed

closely. Rental arrangements and profits vary widely from east to west and from north to south as well as from one club to another and one operator to the other.

Insurance men are watching the accident record of this new "thing" too. It must be reported in an article of this nature that there have been too many accidents. Causes include improper car design, mechanical failures, inexperience of drivers, improper operation, carelessness and "horsing around." Most accidents have been minor. Seldom have drivers been injured although some cars have been badly damaged.

### **Four Conclusions Reached**

The season's collection of travels, interviews, discussions, debates and experiences indicate four conclusions of value to pros, supts., and officers of golf clubs.

1. Very few are willing to be quoted either "for" or "against" the golf cars. Most seem to fear they will "hurt" the feelings of a friend or fellow club member with whom they disagree on the subject. (It may be that the boards which vote on the subject will have to use a secret ballot to get a true expression.)

2. Rules regulating electric golf cars at clubs permitting them run from the ridiculous to the sublime. (Imagine such unsportsmanlike rules which limit use of cars by the player's age.)

3. Electric golf cars are here to stay and their use will grow in 1955. (The growth will be guided by leaders who have a faculty for reconciling the split opinions through meditation and foresight.)

4. There will be more car discussions than ever and the subject will come up in tournament rule meetings. (Senior tournament committees had requests from players that cars be permitted in tournaments in 1955.)

Many pros and their clubs are working on the rules governing the car ownership, purchase, use, leasing, renting, maintenance, insurance, etc. Wherever cars are used, rules are made. Whenever rules are made they are broken. Whenever they are broken they are both enforced and changed. Golf clubs have created more golf car rules in 1954 than the O.P.A. did directives in its several years, and many of them as complicated to follow.

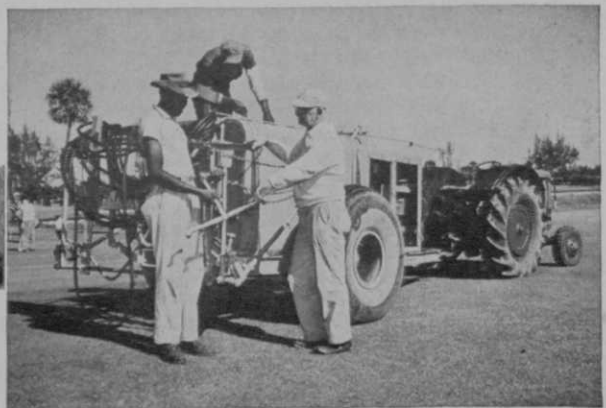
### **Making Car Rules**

This winter will see more golf car rules created including one which says, "Cars may not be driven on the south-west patch of new fairway within 26 feet of

“We’ve been using  
Tersan<sup>®</sup> for 10 years  
and we’ve never had  
a serious problem  
with large  
brown patch!”

says **Mr. Glen Byrd**  
*Superintendent  
Miami Shores Country Club  
Miami, Florida*

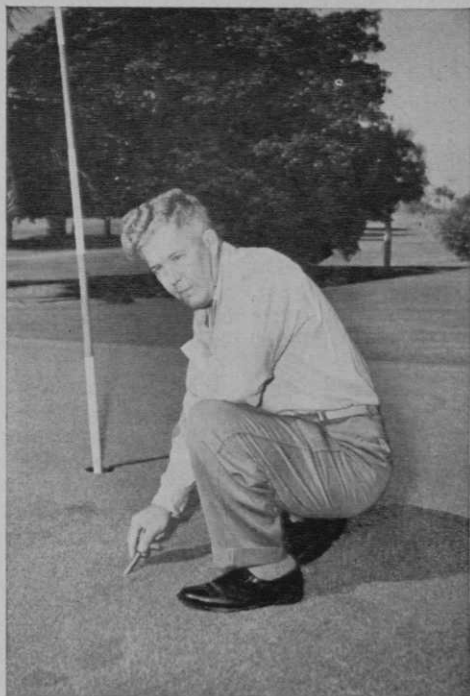
In 1940, Mr. Glen Byrd helped lay out the Miami Shores Country Club; he then supervised the 2 years of its construction and he has been superintendent of this beautiful course ever since. In the photo below Assistant Greenskeeper J. L. Bernard inspects the club’s spray equipment. Spraying is begun early in November and is done every 10 days until the middle of April.





“And I’ll tell you something else!

“There’s another ingredient added to our ‘Tersan’ Fungicide mix. It’s a soluble plant food. We’ve been using it for 2 years now, and you can see for yourself how effective the combination is. On this Bermuda grass, we use 24 pounds of plant food to 6 pounds of ‘Tersan’ in our 300-gallon tank. Takes 50 gallons per green, and we cover 6 greens and then reload.”



Here's Glenn Byrd instructing his spray crew on Miami Shores' famous 18th green, a "showcase" green in front of the clubhouse.

“I’m of the opinion that ‘Tersan’ is a better preventative than a cure. Of course, this is only my impression. As I told you, ‘Tersan’ has always checked the patch before it got started, so I wouldn’t know for sure.”

If you’d like to be in this enviable spot of never having encountered serious brown

patch, then we suggest you use ‘Tersan’ Turf Fungicide, too. It’s the real protection against this turf destroyer. If you want to add a mercurial to your mix, add “Special Semesan.” To feed your turf at the same time, add Du Pont soluble Plant Food, a balanced fertilizer available now in convenient 50-lb. bags.

*On all chemicals always follow directions for application. Where warning or caution statements on use of the product are given, read them carefully.*



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from your golf supply dealer

BETTER THINGS FOR BETTER LIVING . . . THROUGH CHEMISTRY

the fourth tee on days preceded by three-tenths of an inch or more rain with two people whose combined weight is 371 pounds or more. With one person aboard it's O.K. except if the rainfall the day before exceeded six-tenths of an inch."

Kidding? Well, maybe a little bit, but many rules are so forbidding or so involved that the player has to quit concentrating on his game and devote himself completely to his golf buggy piloting lest he meet a horrible fate at the hands of the rule makers. Keep your rules broad and simple.

Make rules that suit your particular club. Some are basic at almost all clubs such as a rule designating the supt. as top authority as to the use of cars when grounds are water soaked. Another basic rule is that cars must be driven and

parked not closer than 30 ft. away from tees, greens, traps, bunkers and water holes.

Accentuate the positive when you write your rules. Make them friendly and encouraging. Keep them in the spirit of the club. Try to avoid such words as "don't" and "forbidden".

Good enforcement also eliminates the need for adding new rules or re-writing old ones.

Help your members learn and understand your few reasonable and simple rules. It requires repeating them in bulletins, posting them prominently, "talking them up" to others who are less familiar with them than you are and keeping after the subject just as you keep after golf etiquette, divot replacing, etc.

### "Daisies Won't Tell" About Idea Henry Land Used

**HENRY LAND**, supt., Tacoma (Wash.) C&GC, and sec., Pacific Northwest Turf Assn., says he, and other supts. attending, have received many useful ideas from the monthly meetings of the Northwest Greens Supts.' Assn. and the Pacific Northwestern Turf Assn. annual conference at Washington State College, Pullman, the last week of September.

Of all these ideas the one that probably showed most conspicuous results to the players was for the control of daisies during May, June, July and August.

The control is to use a formula of Weedone 2, 4D plus 2, 4, 5T which is a low volatile ester formulation. Mix this with Penite 35, sodium arsenite solution.

Land instructs to mix 5 qts. of Weedone with 3 qts. of Penite 35; add this to 45 gal. water. This will cover 3½ acres.

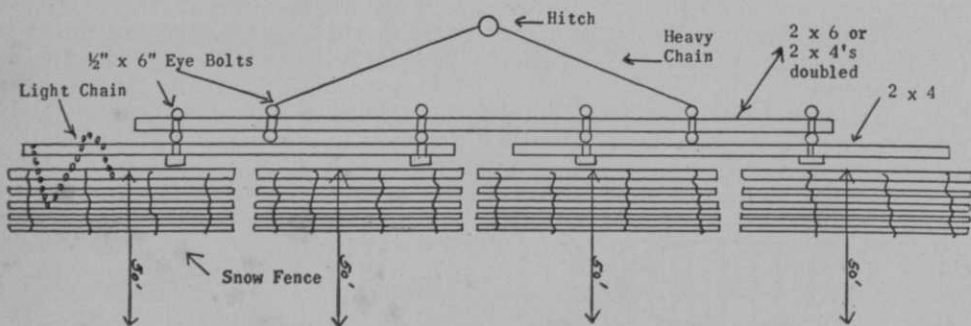
### Inexpensive Leaf Crusher Extends Playing Season

**CLARENCE YARN** of Woodside GC, Des Moines, Ia., made himself a leaf crusher and spreader that saved thousands of man hours, broke up the leaves for course conditioning and has extended the playing season several weeks in the fall.

The device cost Clarence under \$75 to build. Outline of the idea is shown in the accompanying illustration.

Standard 4 ft. snow fencing of 50 ft. length is used. Shorter lengths aren't very efficient. To operate simply fasten slats to the hitch by intertwining small chain thru 2 or 3 slats, drag thru the leaves and out into the open fairway. Drag in spiral paths for best results.

Leaves in inaccessible spots of course must be raked out to where the drag can get to them.



Clarence Yarn's leaf crusher and spreader.

# Modernizing Watering System Using Some Old Piping

By C. E. (SCOTTY) STEWART

**M**ANY golf courses are considering the rehabilitation of their irrigation systems and a modern high pressure fairway, tee and green system of irrigation can often be designed at a considerable saving when all or some of the existing pipe can be used.

Numerous hose-type systems now in use consist of pipe paralleling the fairways with hose connections at points on the pipe line; others merely supply water for tee and green irrigation. There are instances where a tee and green system of ample size has been called on to also provide water for the fairways, the result being that the pipe became greatly overloaded and much of the initial pressure at the pump, or source of supply, became lost by pipe friction due to the increased velocity. This in turn necessitated numerous sprinkler settings, due to low water pressure, to cover the fairways.

## Investigate Old Pipe

Before a decision is made to use any of the old pipe in a new high pressure fairway irrigation system the condition of the pipe should be investigated by uncovering it at points. Where black, or galvanized, steel pipe has been in use for 20 years or more it will often be found to be badly rusted and pitted, thereby weakening its structure. Furthermore its interior is often built up with scale and rust thereby greatly reducing its carrying capacity.

Where such cases are encountered a club would be well advised to not use any of the old pipe in the contemplated new system for it would give considerable trouble and create a costly maintenance problem.

However there are many excellent old type systems in use where all of the pipe is in good condition and can be used. Where such a condition exists the first step is to obtain a correct scaled drawing of the piping system. Unfortunately such a drawing is not often available. It has either got lost over the years or in some cases a drawing was not made.

However even when a drawing is available it is always good engineering practice to verify it by staking out and measuring the footage of pipe in the field. In fact unless the drawing is of recent de-

sign it is often more misleading than helpful for over the years since the system was first installed many changes take place on a golf course — tees, greens and sometimes even fairways are moved to a new location; this means additions to a piping system which are rarely entered on the old drawing.

## Pipe Locator Makes Job Easier

Most of the pipe on a golf course irrigation system lies in a shallow trench but there are cases where it has been buried below the frost line. In either case its location can be readily determined by the use of a modern pipe locator.

Two men experienced in the use of such a pipe locator can accurately stake out from two to four miles of pipe in one day.

Once the pipe is located and its size determined a scaled drawing should be made so that points on the line can be selected to run flow tests in order to find the carrying capacity of the pipe.

## Stake New Valve Locations

The next step is to then stake out in the field the locations of the new sprinkler valves and when this is done a survey of these valves is made, the result being that a correct scaled drawing of the course as it actually exists is obtained which shows all of the new sprinkler valve locations plus the location of the existing pipe.

This data then permits the engineer to design a modern irrigation system making full use of all of the present pipe.

Where sprinkler valves are to be located in the center of the fairways it is often possible to tap into the existing main in the rough and run lateral lines at right angles to these fairway valves.

There are also cases where it was found economical to continue a new pipe line down the middle of the fairway and connect it in at each end to the existing main in the rough. This form of construction provides a parallel piping system and the engineer is quick to make full use of this additional carrying pipe capacity in his hydraulic computations.

## Use Old Pump for Light Work

It is often found that an old tee and green system of irrigation is supplied by a rather small pump which is unsuitable

for the higher pressure and greater volume of water that is required for a modern fairway, tee and green system. Although a pump capable of producing approximately 500 g.p.m. with a residual pressure of 90 lbs. p.s.i. at the sprinklers is required for a modern system, the old pump can often be retained in service for the daytime use of small quantities of water such as is required for flushing in fungicides and insecticides thereby providing a flexible and economical pumping plant.

### Hurricanes Add Expense, Cut Income, of Clubs

By HOMER C. DARLING

Juniper Hill GC, Northboro, Mass.

**H**URRICANE CAROL hit August 31 and hurricane Edna September 11. Here at Juniper Hill the wind velocity from Carol (80-100 mph) was slightly greater than Edna and therefore caused more damage in this area to trees, phone service and electricity.

A large area was without electricity from 3 to 7 days and repairs were completed just in time to be knocked out again by Edna. Provision spoilage with the home owner was pretty general from the first hurricane but they were better prepared for Edna with ice, candles and kerosene lamps.

The damage here from Carol was not serious, a few trees, many limbs and general debris over the course. The greatest damage at Juniper Hill came from Edna with extremely heavy rains; 6 in. in 14 hours making a total of 12 in. in 14 days. The brooks and rivers already at full height spread all over the place.

Four holes were out of play for a week. One green was under water 2 days. However, there has been practically no damage to the turf except isolated depressions holding water for two weeks or more.

Actually the monetary loss to this course and other nearby daily fee courses was mostly in green fees. Even though the courses flooded after the Edna hurri-



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the Joyce "faucet test".

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cane are now playable rumors persist that these courses are still under water. Consequently play has been very light during the entire month.

Ten miles east of here in Wayland, one course had 14 holes under water and another 5 holes.

The most serious damage to golf courses in Connecticut, Rhode Island and Massachusetts occurred on the coast from New London, Conn. to Cape Cod, Mass. and 20 miles inland. Golf courses near the oceanside here and there lost some greens and parts of fairways from salt water damage. Newport, R. I. and Acoaxet, Mass., were hard hit in this respect. At Acoaxet I was told debris from demolished houses caused by a tidal wave still litters the course.

Winds from both hurricanes seemed to be particularly strong 8-10 miles inland from Boston where many golf courses are concentrated.

Tree damage was quite heavy there. For example: Charles River CC lost 400 trees,

Brae Burn 200, Weston CC 100. Cleaning up debris and repairing trees will continue through the winter. Estimated cost of the clean up ranges from \$3000 to \$5000 and it probably will be higher when the job has been finished.

### Set More 1955 Championship Places and Dates

Recently awarded 1955 championships and their dates:

USGA Junior Girls . . . Florence (S. C.) CC . . . Aug. 15-19

Women's Western Open . . . Maple Bluff CC, Madison, Wis. . . . June 23-26

Women's Western Amateur . . . Olympia Fields (Ill.) CC.

(Women's Western has awarded its 1956 Open to Des Moines (Ia.) G&CC, and its 1956 Amateur to Guyon CC, Huntington, W. Va.)

Western Seniors . . . Scioto CC, Columbus, O. . . . June 23, 24



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81 Masonic Court, Pasadena 1, Calif.

## Clubs to Send Supts. to GCSA National Meet

**T**HE MAJORITY of the nation's foremost golf clubs — private, public and semi-private — will have their supts. representing them at the 26th annual course maintenance conference and equipment and supplies exhibit of the Golf Course Supts.' Assn.

This event will be held at Hotel Jefferson, St. Louis, Jan. 16-21.

The entire mezzanine floor of the hotel will be devoted to the Conference and Show with over 65 exhibit booths arranged to provide accommodations. The Conference room adjoins this area. Indications point to a sell-out of space again this year. Interested parties are asked to reserve space as soon as possible from Agar M. Brown, Sec. GCSA, P. O. Box 106, St. Charles, Ill. More than two-thirds of available space was assigned by Oct. 1.

The national conference and show sees the introduction of new equipment and materials. The St. Louis meeting will probably not be an exception. There have been indications this past season that revolutionary types of equipment will soon be placed on the market by several major suppliers.

Increased demands for better and better golf courses with more use of labor and time savings methods spotlight the new equipment.

Many of the foremost golf course maintenance experts will appear on the Educational Program which is scheduled for sessions on four days. In addition to portions of the program dealing with research and maintenance reports of general interest, there will be special sessions dealing with both the specific needs and interests of the warm season grass areas and the cool season grass areas. These are scheduled so that an individual can attend both sessions if he desires without interference with other sections of the program.

Representatives from club management, the professional field as well as the research stations and the USGA will have their part on the program.

### Supts. Attendance on Club Budgets

The cost of acquiring information at the GCSA National conference and show will be over-shadowed by the results obtained from its application. The course maintenance budget at many clubs provide for such meetings, and it should be general policy.

Local hosts for the meeting will be the Mississippi Valley Golf Supts. Association.

General Chmn. of the group is M. M. Parsons, Algonquin CC, Webster Groves. Assisting him will be the following Committee Chairmen: Publicity, Fred W. Maschmidt, Normandie GC, St. Louis; Educational, Al Linkogel, Link's Nursery, Clayton; Transportation, Ralph Guyer, Westborough CC, Webster Groves; District Show Sales, Thomas V. Hayes, Meadow Brook CC, Overland; Entertainment, Mr. and Mrs. Alfred Longheinrich, Sunset CC, Sappington; Ways and Means, Clarence Plein, Lakeside GC, Overland; Reception, Vertus Mitchell, Forest Park GC, St. Louis.

## Three Ideas That Paid at Hyde Park, Cincinnati

By DON LIKES

*Supt., Hyde Park Country Club, Cincinnati, O.  
Sec., Greater Cincinnati Greenkeepers' Assn.*

**S**EVERAL IDEAS I've picked up at superintendents' meetings this year have been used to good advantage in course improvement, prevention of trouble and operating economy at Hyde Park this year.

One is the compatibility of PMAS, Chlordane and Tersan. The fact that crabgrass control, insecticide and fungicide can be applied all in the same dose has cut the spraying time of our greens to one third of the old requirement.

Another idea I got concerns the judicious limitation of nitrogen on greens in the spring in this territory. This, I believe, is the most important tip on keeping greens in Cincinnati. But it's taken years to discover it. The idea is very important because Cincinnati has practically no spring. We go from winter into hot summer almost overnight.

The result is that nitrogen applied in late April and May will break down all at once when hot weather hits—usually about June 10. This causes all kinds of trouble as superintendents have observed to their distress.

Something else I've learned at the meetings that's been worth a lot at our course is the use of iron sulphate. Because of the high alkaline content of water used in Cincinnati most of the greens in the district suffer from iron chlorosis. At Hyde Park weekly applications of iron sulphate have been very effective on greens and aprons.