



The handsome new foursome from Harley-Davidson.

Photographed at: The World Of Palm Aire, Pompano, Florida.

Until now, if you compared ease of operation, stability, economy, styling, maneuverability, quiet performance, service, comfort—you've really had just one choice among golf cars. Harley-Davidson. Now you have another choice; now

you can get those advantages in the new Harley-Davidson 4-wheel cars, too. Like their 3-wheel brothers; our new 4-wheel cars are available in gas or electric models. And independent suspension on all four wheels provides the safest,

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Brookside



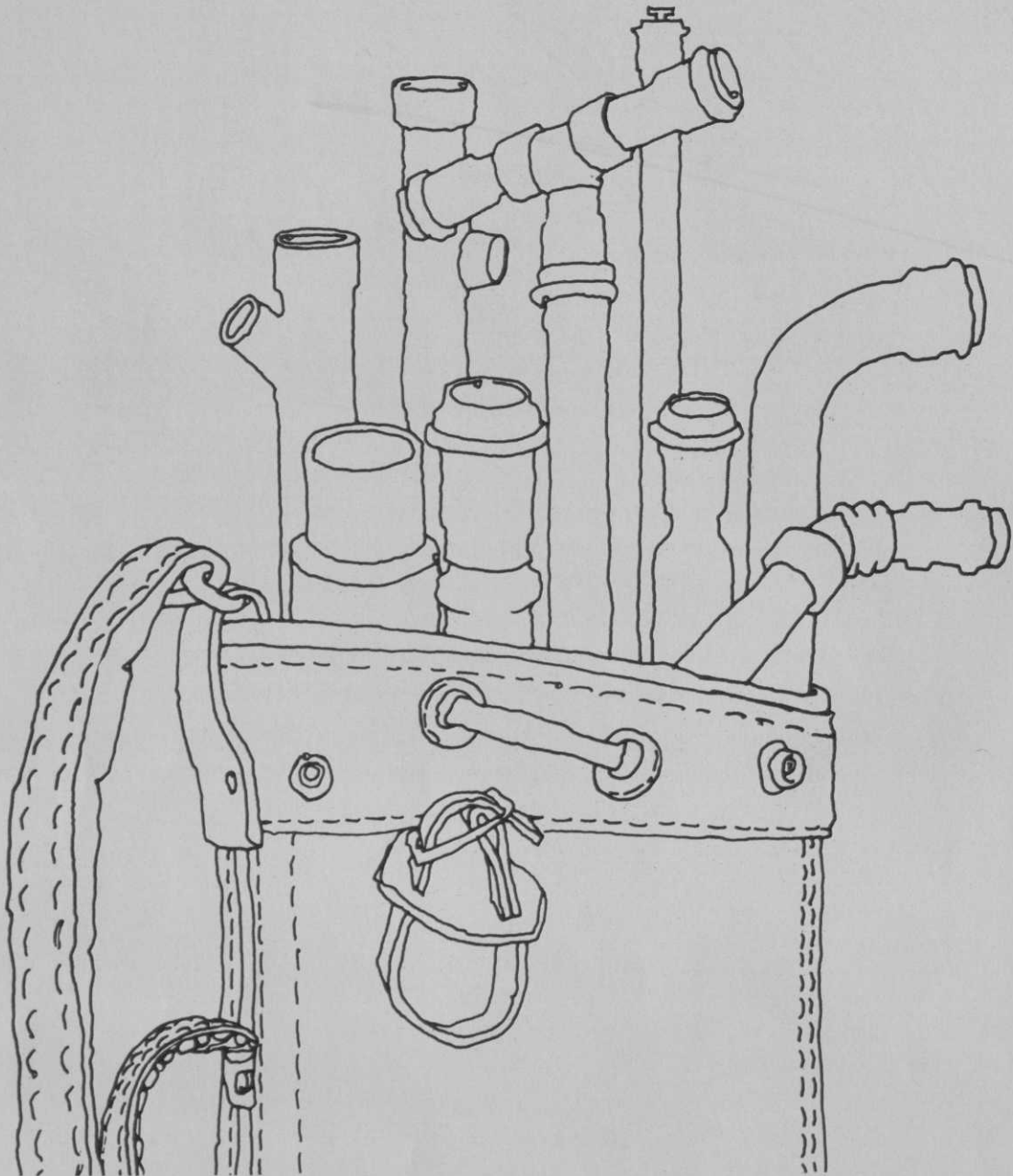
ABOVE, JIMMY SWAGERTY, P.G.A. PROFESSIONAL AT BROOKSIDE
ONE OF THE FINEST GOLF SHOPS IN THE COUNTRY;
ALSO SHOWN ARE PART OF JIMMY'S FLEET OF 80 TAYLOR-DUNN T-BIRD
GOLF CARS, ALL EQUIPPED WITH TROJAN 217 BATTERIES.

Shown below is the club House of Beautiful Brookside . . .
An extremely popular Municipal Golf Course located adjacent to the
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18 hole courses, the first being built in 1928. Home of the L.A. Open in 1968
and now the Ladies' P.G.A. Open in May, 1972.



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Cement pressure pipe for large mains, FLINTKOTE Bell Joint PVC Pipe for mains and laterals, Orangeburg SP service pipe for laterals around greens and tees, and Orangeburg drainage pipe for greens, tees and other wet areas.

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Follow the leader.

Again this year,
the PGA Championship course
is groomed by Ford.

FORD TRACTOR





Mileage and the electric golf car.

How many holes should an electric golf car get on a battery charge?

Course and battery conditions aside, it depends on the car's design and, to a very small degree, its weight.

A Cushman car is designed to use less power in its higher speed ranges (over 4 mph). Research shows a golf

car is normally driven in this range over 75% of the time.

A competitor's car is designed to use less power in its low speed ranges. In order to get all the extra distance claimed in its advertising, it would have to crawl over the course at less than a walking pace, hardly what a golf car is intended to do!

As far as weight is concerned, the Gran Cushman is a little heavier. There are good reasons why. It has an all steel body for added strength and comes with standard features only available as options on other cars, if at all. Like an automatic seat brake, automotive steering, adjustable seat backs and many more.

The Cushman weighs more because there's more in it, but a fully charged Cushman will cover all of the holes you normally demand of it each day.

And consider this: Cushman consistently enjoys, by far, the highest resale values in the industry. Add that to a history of lower maintenance costs and you'll find a Cushman is the most economical car you can buy or lease.


Send for our exclusive analysis sheets. Write: Cushman Motors Division, Outboard Marine Corporation, 1004 North 21st Street, Lincoln, Nebraska 68501.

Cushman

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VOL. 46, NO. 8, AUGUST, 1972, INCORPORATING GOLF BUSINESS

 A PUBLICATION IN THE UNIVERSAL PUBLISHING AND DISTRIBUTING CORPORATION FAMILY OF SPECIAL INTEREST MAGAZINES

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GOLFDOM, Incorporating GOLF BUSINESS, August 1972. Published monthly January through October by UPD Publishing Corp., a subsidiary of Universal Publishing & Distributing Corporation at New York, N.Y. Executive Offices: 235 East Forty-fifth Street, New York, N.Y. 10017. Volume 46, No. 8. Arnold E. Abramson, President; Robert J. Abramson, Executive Vice President; Morton Waters, Senior Vice President; David Rowan, Senior Vice President; Mortimer Berkowitz Jr., Senior Vice President; John Fry, Senior Vice President; A.H. Morse II, Vice President; Peter J. Abramson, Vice President; Robert Arrix, Vice President; Robert Dorin, Vice President; Edward Hughes, Vice President; Dorothy M. Sheehan, Secretary; Edwin J. Harragan, Assistant Secretary; Shirley Collins, Assistant Treasurer. Copyright © UPD Publishing Corp. 1972. Published simultaneously in Canada. Copyright under International, Universal and Pan-American Copyright Conventions. All rights reserved, including right to reproduction, in whole or in part, in any form. Printed in the U.S.A. For advertising rates, apply to Advertising Manager. Controlled Circulation postage paid at Canton, Ohio. Please send change of address notice to GOLFDOM Magazine, Service Department, 155 Allen Blvd., Farmingdale, N.Y. 11735. The Company and its subsidiaries also publish SKI Magazine, SKI BUSINESS, SKI AREA MANAGEMENT, GOLF MAGAZINE, THE FAMILY HANDYMAN, NATURAL GARDENING, GALAXY Magazine, Worlds of IF, Award Books, Award House Books, Tandem Books, Newsletters and Modes Royale. Members of Business Publication Audits, Magazine Publishers Association and National Golf Foundation. Subscription rates \$4.00. Foreign \$5.00 per year. New subscribers are advised that it takes six to eight weeks to receive the first copy of GOLFDOM. A similar period is required to effect a change of address.



Your second step to healthier turf

2

Summer is the time to take it

During the summer, Dollar Spot and Large Brown Patch can spoil the playing surface and appearance of your turf.

But, if you start spraying your tees, fairways and greens with TERSAN 1991 now, you can prevent these summer diseases before they get a chance to cause trouble.

TERSAN 1991 is particularly effective against summer turf diseases because its properties provide a unique combination of systemic, curative (eradicator) and protective action for turf.

The application of TERSAN 1991 in the summer is the second step in the Du Pont TERSAN 1-2-3 Disease Control Program. A program that's highly effective, economical and completely *non-mercurial*. Proven at research stations and golf courses throughout the country, the TERSAN Program prevents or controls all major turf disease problems.

NOTE: Be sure to have TERSAN SP on hand to be ready for Pythium when it strikes.

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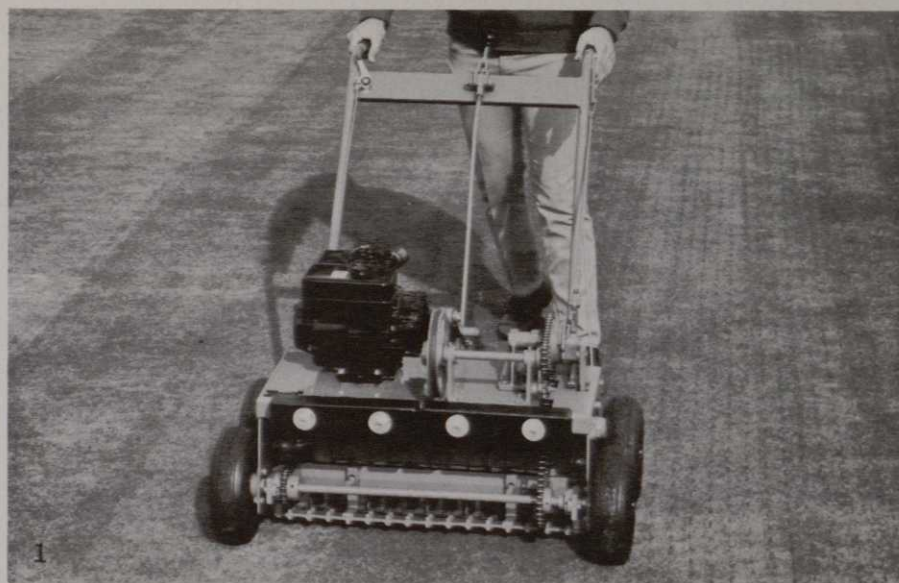
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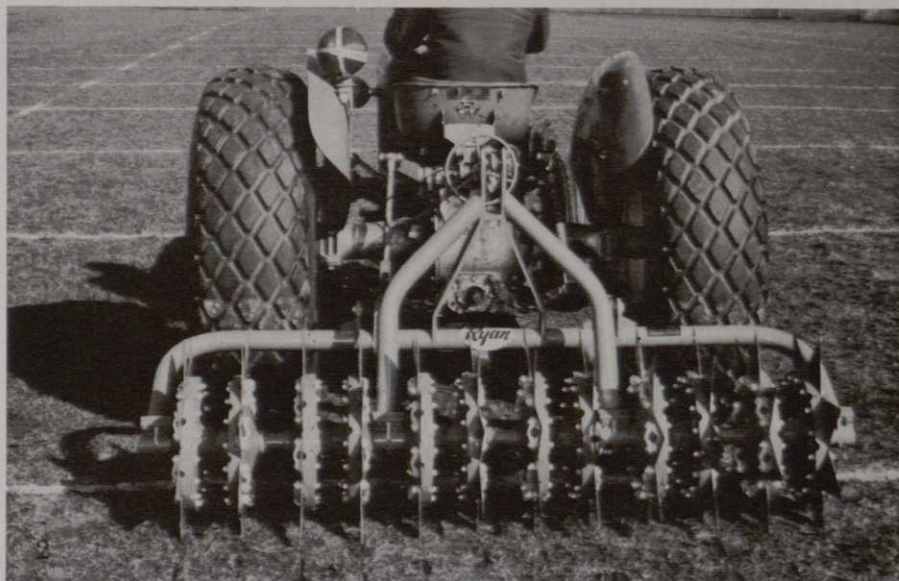
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When things get hot, spike with Ryan!

Write for FREE Ryan Equipment Catalog.



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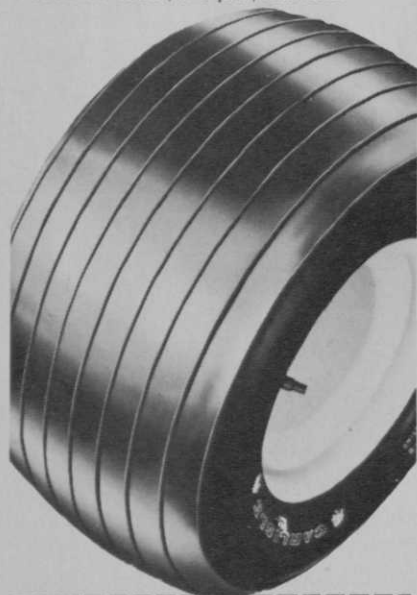
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WHEN YOU DEMAND RESULTS... CALL ON A PRO!

Long life and quality construction are expected on golf cart tires, but the demands of the course require gentle but unyielding traction and turf-pampering tenderness. It takes a pro to know the course... so specify the tire that most manufacturers demand... the tire you find on golf carts from coast to coast, the pro, Carlisle!





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EDUCATION'S THE THING
Engaging *Gary Wiren* as education director of the Professional Golfers' Assn. is the most recent reminder that educating the professional golfer was a major reason for the establishment of the PGA. Professionals had been paying increasing attention to improving teaching since the early 1900s. It was a great deal easier to get professionals who were good clubmakers than to get men who knew what and how to teach.

The early American professionals adapted themselves pretty well to course maintenance with the help, usually, of a neighborhood farmer who did most of the actual labor. *Robert White*, president of the western pro organization that was started in Illinois before the formation of the PGA, was a pioneer and persistent advocate of pro education in course management. He'd been a schoolteacher in Scotland. He was distinguished; there weren't many early professionals in the United States with formal education beyond the elementary school level.

Arthur Lockwood, a Boston lad who played well in the intercollegiate championship when it was an Ivy League competition, was the first American collegian to turn professional. Lockwood didn't star in the National Amateur. Walter Travis beat him 11 and 10 in a semi-final of the 1900 National Amateur at Garden City GC, which Travis won.

Lockwood did fairly well as an amateur in the Open for a few years, then turned professional, teaching at a New England summer resort course. He liked to teach and was good at it. For years, until the end of his career, he was profes-

sional at French Lick Springs, Ind., and made that a popular golfing resort.

George Aulbach is another New England collegian who turned professional when rarely did a college man choose that field. As a 19-year-old Boston University student, Aulbach was a medalist (by 9 strokes—139) in the initial United States Golf Assn. Public Links championship at Ottawa Park, Toledo, in 1922.

After several years as a professional in Massachusetts, Aulbach went to Texas where he continues to be active in PGA work.

Lockwood and Aulbach were far ahead of the time of golf-caddie scholarships.

Aulbach was with Emil Beck, Eddie Duino, Bill Hardy, Joe Devany, Willie Ogg, Horton Smith and Irv Schloss in the PGA Business Schools at Dunedin in the mid-50s. There the PGA education program got soundly organized on the basis that developed into today's valuable and extensive program.

Wiren's scholastic qualifications (See GOLFDOM, July, p. 55) reminds us of when the PGA and the National Golf Foundation were collaborating in pushing golf instruction in high schools and colleges. Excellent professionals volunteered their services in instruction. In some cases they were warmly welcomed by school authorities and students and did very effective work, but at many places the pro offers were refused because the professionals didn't have physical education degrees and weren't officially competent to teach.

Ted Payseur of Northwestern University, Evanston, Ill., really got the National Collegiate AA championship going as a major

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