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5 Great Reasons for dealing with LOFTS

The Lofts Men... each one an experienced expert in developing and marketing turf products... and backed by the company with 50 years of leadership in the turfgrass industry. Plus the Lofts line of performance-proven certified turf seeds, each variety adapted to fill a special need:

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The aristocrat of the Kentucky Bluegrasses, low-growing and disease-resistant.

Manhattan Perennial Ryegrass

A fine-textured, fast-germinating perennial ryegrass for turf conditions.

Jamestown Chewings Fescue

The golfers' delight. An extra dark green fine fescue highly recommended for southern over-seeding.

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The bentgrass that lives up to its name. Plush, fine-textured and easy to maintain. The putter's choice.

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The hardy bentgrass that greens up fast in the spring and stays green longer in the fall. Ideal for fairways.

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Kentucky Bluegrass (P-84)

A specialized hybrid variety, exceptionally disease-resistant, with a rich, dark green color. Attractive, but tough.

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The first Certified Poa Trivialis to be developed under the Plant Protection Act.

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A new Bluegrass variety selected and developed by the United States Golf Association, Green Section, in conjunction with Rutgers University and marketed by Loft Seed Co.

Georgetown Kentucky Bluegrass

A new Kentucky Bluegrass selected especially for use where turf may be subjected to extreme heat.

In addition, all of the following well-known varieties of certified turf seeds are available from Lofts:

- Fylking Kentucky Bluegrass • Pennfine Perennial Ryegrass • Merion Kentucky Bluegrass • Nugget Kentucky Bluegrass • Penncross Bentgrass • Pennstar Kentucky Bluegrass • Highlight Chewings Fescue
- When you need seed, or solutions to any turf problems, talk to a Lofts Man.



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Johns-Manville

CLUB CAR®



The "Club Car" golf car,
your vehicle to higher club
profits... with safety,
style and easy maintenance.



Optional accessories shown include canopy and hubcaps.

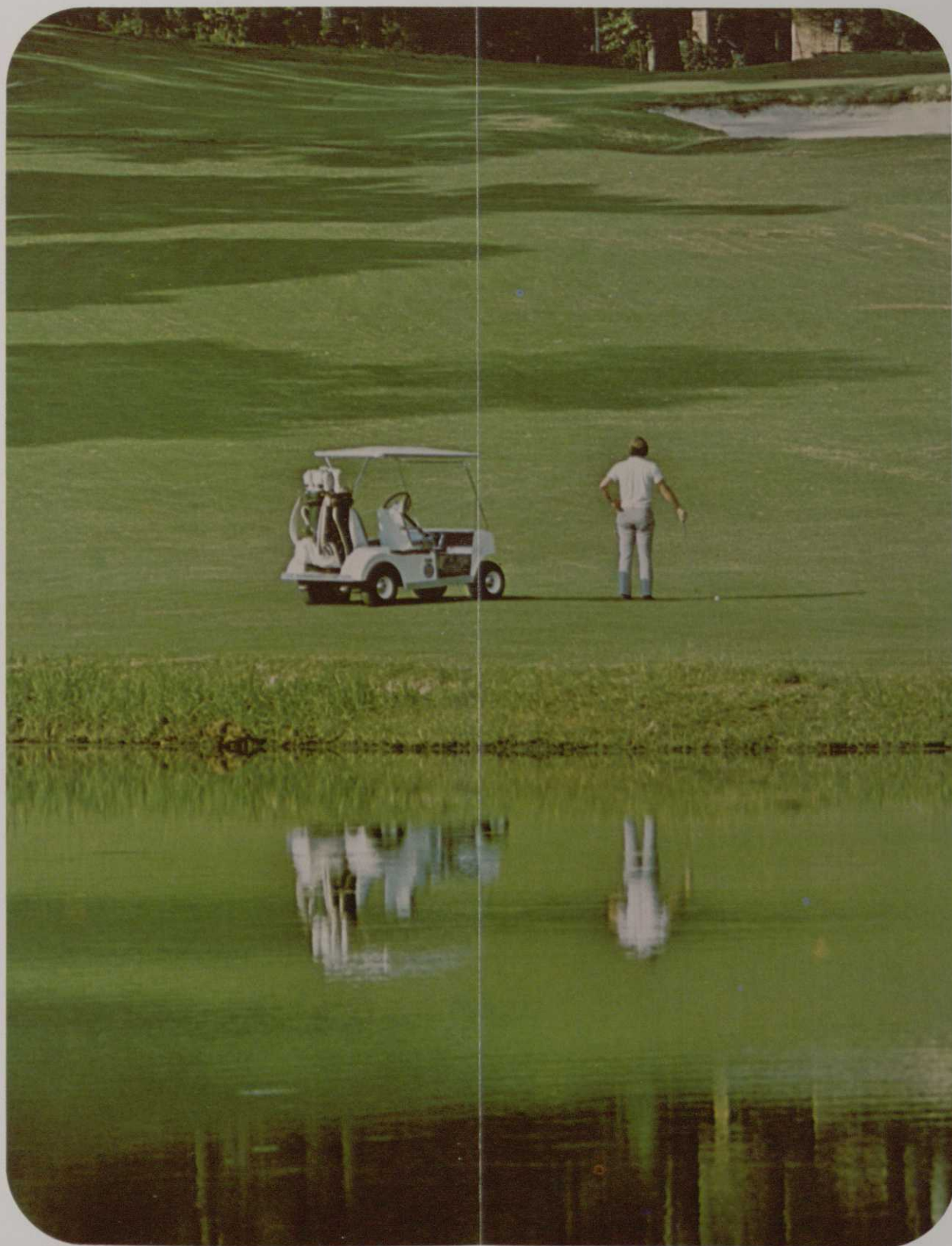
Profit's the name of the game.

1. A "Club Car" golf car spends more time on the course than in the shed. It's capable of traveling farther than any other four-wheel electric on the market without tapping the 50% power reserve of the battery. If need be, it can go up to 72 holes on a single charge.
2. Our tests show that by maintaining this 50% power reserve, you'll be able to save as much as \$300 in batteries and electricity on a single car over a 4-year period. Multiply that by the number of cars in your fleet—your savings are substantial.
3. Johns-Manville is so confident of its product that the "Club Car" full year warranty covers both parts and labor.

Consider "Club Car" safety features.

- Four wheel balance.**
A low center of gravity and four wide track tires give the "Club Car" golf car a proven 45° angle of stability.
- Two braking systems, both foot operated.**
One is hydraulic and the other is an independent mechanical system for hill holding or normal parking.
- No combustibles.**
With a "Club Car" golf car, there's no danger of fire around the maintenance shed. And, your members don't suffer the annoyances of air and noise pollution. It's all electric.

- 14 mph speed.**
The car travels quickly enough to keep the golf game moving, slowly enough to let your members enjoy every shot. Reverse speed is cut one half—to 7 mph.
- Front and rear bumpers.**
- Foot pedals hinge at the top.**
The floorboards are clear and uncluttered.



Optional accessories shown include canopy and hubcaps.

Specifications of the "Club Car" golf car*



Optional accessories shown include hubcaps

Overall Height	47.5"	Motor	2.0 H.P. series 36 Volt, 2800 rpm	Frame	Aluminum, I-beam
Floorboard Height	11.0"	Differential	Double Reduction Spur Gear 12.24:1	Seats	Individual, contoured, adjusting
Seat Height From Floor	16.0"	Tire Compaction (approx. with two passengers & bags)	420 lbs. ea. rear tire 210 lbs. ea. front tire	Tires	18 x 8.50 x 8
Length	93.3"	Turning Radius	8'6" to center	Body Protection	Bumpers, side trim
Width	45.2"	Curb to Curb Clearance Circle	21'	Standard Equipment	Bag Rack, Auto-type Steering, Bucket Seats, Ball Holder, Beverage Holders, Dash Com- partment, Kickplate, Scorecard Holder
Wheel Base	64.75"	Drive	Double reduction gear, direct	Optional Equipment	Charger, Hubcaps, Extra 2-Bag Attachment, Lights, Horn, Tail Lights, Canopy, Windshield
Front Wheel Tread	33.75"	Brakes	Two shoe brakes on each drive wheel, hydraulically and mechanically applied.	* The physical and chemical properties of the Johns-Manville "Club Car" golf car represent typical average values obtained in accordance with accepted test methods and are subject to normal manufacturing variations. They are supplied as a technical service and are subject to change without notice. Check the Johns-Manville Customer Service Center or local representative to assure current information.	
Rear Wheel Tread	36.62"	Electrical System	Ignition lock 36 V. D.C.		
Ground Clearance	4.5"	Suspension	Auto-type leaf spring		
Weight Without Batteries	500 lbs.	Color & Trim	White with blue trim		
Weight With Batteries	880 lbs.	Body & Finish	Fiber glass		
Forward Speed	14 mph				
Reverse Speed	7 mph				
Steering	Worm, automotive type steering wheel				

Easy on the turf.

The exclusive "Club Car" aluminum I-beam frame makes this golf car the lightest on the market. This light weight and its distribution over 4-wheels instead of three, means there's less tire compaction – less ground pressure per square inch.

Maintenance of the car is simple.

A. The 93.3" length, 45.2" width and a 21 foot turning circle make the "Club Car" golf car easy to maneuver and park in the shed.

B. The charger plug is located on the outside of the car... there's nothing to lift or remove when it's time to recharge.

C. The aluminum frame and the polished fiber glass body both resist corrosion and never need painting.

D. Batteries and solenoids are easy to get to. Simply hinge the seat plate forward and out of the way, or remove it completely by pulling out the hinge pins.

E. Solenoids are wired independently. You never tow a "Club Car" golf car back to the shed for a solenoid failure.



First class comfort, practicality and style.

Individually contoured seats adjust to your needs for leg room. Members ride easy in the rough with "Club Car" automobile-type leaf spring suspension. The efficient Terrill drive transmission allows for smooth, quiet acceleration and deceleration.

There's plenty of space for your belongings. Recessed holders in the dash keep beverages from spilling – put sweaters and rain gear in the roomy dash compartment – there's a place for your scorecard, and for extra golf balls. When it's time to reach for a golf club, you'll find the bags are mounted low and your clubs are easily accessible.

Equipped with everything you need for a round.

There are optional accessories available: hubcaps, an attachment for carrying two extra bags, windshield, lights, horn, tail lights, a tow bar and a canopy for protection from the sun and rain.



Optional accessories shown include canopy and hubcaps.

The "Club Car" golf car is practical — but it's also an accent to a country club setting. See for yourself. Contact your local Johns-Manville "Club Car" distributor.

"Club Car" Warranty

Johns-Manville warrants for a period of one (1) year from the date of delivery to the original retail purchaser that the "Club Car" golf car is free from defects in materials and workmanship.

Johns-Manville makes no other representation or warranty of any kind, expressed or implied, in fact or in law, including without limitation, the warranty of merchantability or the warranty of fitness for a particular purpose.

The limit of Johns-Manville's liability for failure of the product to meet the foregoing warranty shall be, at our sole option, repair or replacement of the defective part, including parts and labor, and shall exclude any damages caused by misuse, abuse or accident. In no event shall Johns-Manville be liable for incidental or consequential damages. A product of Johns-Manville, a worldwide corporation with a 100 year reputation for technical excellence, reliability and dependability.



Johns-Manville

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GOLFDOM

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ARTICLES

COVER STORY

On the third at Tanglewood, the gallery watches competition during the PGA 56th National Championship. And Mother Nature was sponsoring a contest of her own: a handsomely groomed golf course versus nine inches of rain in a week. Tanglewood, the estate of the late W. N. Reynolds near Winston-Salem, North Carolina, has two championship courses. The original course, site of the recent PGA championship, was built in 1957.

THE NEXT 25 YEARS What ever became of colored sand in bunkers? In fact, where have many of the trends of the past decade taken us? National Golf Foundation Consultant Jerry Claussen takes the long look into the fourth quarter of the 20th Century and to the trends in golf business which seem to be leading us. If you will, the colored sand of 1999. **16**

ORLANDO, NEW ORLEANS, VANCOUVER Three cities, and three major shows start 1975 with a heavy accent on golf business management. They are the PGA Merchandise Show, Jan. 26-29, the Golf Course Superintendent's Turfgrass Show, Feb. 16-21, and the Club Managers Association Annual meeting, Feb. 19-22. **20**

THE MATURING OF GRAPHITE From an industry standpoint, the graphite business is just now coming of age, growing up. And this after the fanfare and flash of its early beginnings. Here, in a general article, GOLFDOM explores this new maturity. **23**

THE POE PROFILE He's the new president of PGA, Henry C. Poe. The soft-spoken college-educated club pro at Vanity Fair Golf Club in Monroeville, Alabama, is what some experts have called the model of the club pro of the future. Here, he shares his ideas about himself and the PGA in an interview with GOLFDOM. **26**

DOWNTOWN PRO SHOP West Coaster Jim Powell never considered throwing in the towel when faced with competition from downtown retailers. Instead, Powell jumped right into the fire and opened his own outlet downtown. **30**

AQUATICS: THE CHEMICAL ANSWER Water hazards add to both the beauty and difficulty of a golf course. But, they can also be a major headache to the superintendent faced with maintenance problems. Aquatic weed control is fast becoming a priority situation on some courses. **34**

FIGHTING THE PEAKS AND VALLEYS The rise and fall of labor needs does not always coincide with labor supply. University of California's Dr. William W. Wood, Jr., outlines the labor situation for a model course to illustrate a few approaches to better labor budgeting. **42**

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HERB GRAFFIS

SWINGING AROUND GOLF

Glad and sad stories: Golf has two of the most beautiful buildings in sports. The USGA's Golf House in the scenic rolling meadows of Far Hills, N.J., is a stately mansion, that once was the home of wealthy and cultured Americans. It has been transformed into the headquarters of the first governing body of American golf and a golf museum, art gallery and a library of 6,000 books. This is believed to be the world's largest golf library. It is completely catalogued.

The museum is fascinating. It is comprehensive and tells the history of the tools, gadgets and trimmings of the game so well that one cannot say he — or she — knows the exciting story of how playing the game developed unless the Golf House museum has been seen. Janet Seagle arranged the museum and the library, with the expert and enthusiastic cooperation of all her colleagues in Golf House and the officials of the USGA. The way in which the exhibits are presented for public inspection without interfering with the immense amount of work done at Golf House is an impressive example of the competent way in which the USGA conducts its business for the golfers of the United States. Not by accident has the USGA earned its regard as the most effective and efficient governing body in sports.

The USGA museum chairman, Kenneth T. Gordon, has a show-place that will delight and educate thousands of golfers.

The other magnificent show-place of golf is the World Golf Hall of Fame building at Pinehurst. It is a gem of a sports palace and is set among the pines with some of the beauty of the historic Number Two course framing the picture. When you are at this charming place you have the sort of a feeling one has

when on sport's sacred soil in Greece where the Olympic games were born.

The building is said to have cost \$2.5 million.

John Derr assembled the exhibits in the World Golf Hall of Fame so the inaugural ceremonies could be conducted with promise that the living selected Famous Ones, President Ford and others present, would not have the uncomfortable feeling of attending a house warming at Ghost Town.

The Golf Writers' Assn. was brought into the deal as co-sponsors with the Pinehurst real estate sales promoters. The writers were the babes in the woods who did not read the small type. When it was announced that after more than a century of golf in Britain and the United States only 13 golfers were deemed famous enough to be the first named to the World Golf Hall of Fame, there was criticism and even worse, laughs, about the judgment of the selectors.

Not in the starting lineup were Glenna Collett, winner of six American women's national amateur titles; Chick Evans, first to win the American Amateur and Open titles in the same year, winner of other numerous championships and creator of the Evans caddie scholarships; Lawson Little, winner of American and British national amateur championships in two consecutive years; Joyce Wethered, who is regarded by many authorities as the finest of women golfers and one who defeated our Glenna, Tom Morris, Jr., and others whose credentials as "famous" were considered as adequate as those of some who were among the original 13 saints who came marching in. The American Golf Hall of Fame at Foxburg, Pa. continues to make its selections with due deliberation and has

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