

Golf Car **OPTIONS** Magazine



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A CONVERSATION WITH....

Don Wallace, COO U.S. Battery Manufacturing Company

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JULY, 2020

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GOTTA HAVES

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SOUTHERN RODS & PARTS

Folding Golf Cart Top

From the
Editor

EDITORIAL

Welcome to summer...the official start of the golf cart season. Even though this is a unique time for all of us, summer vacations put on hold, not sure what lies in the months ahead, we can always enjoy the pleasures we get taking our golf carts out. Be it neighborhood parades, helping deliver food and essential to our neighbors, or just spending quality time with our family. For those that prefer some quiet time, we are now the exclusive distribu-

tors of Golf Car Classics, a 317 hard cover, full cover book chronicling the history of golf cars between 1946-1969. See page 30 for details.

"A perfect summer day is when the sun is shining, the breeze is blowing, the birds are singing, and the lawn mower is broken."

James Dent

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JULY 2020

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BINTELLI RELEASES BEYOND SERIES OF LOW SPEED VEHICLES

For the last two years, Bintelli has been hard at work developing its vision of a new line of electric vehicles, the Bintelli Beyond. What once was just an idea has finally started to roll off the production line. Packed with more standard features than any other brand of street legal golf cart in its price point, the Bintelli Beyond is already the talk of the industry.

Each Bintelli Beyond is built in South Carolina and includes an aluminum chassis, Bluetooth sound system, reverse camera, AC motor, 3-point seat belts, 14" wheels, premium two-tone seats, LED lighting, 4-wheel hydraulic disc brakes, onboard smart charger... and more. Bintelli President, Justin Jackrel adds, "As an LSV manufacturer for the better part of two decades now, we knew our newest lineup had to wow not only our dealer family, but also their retail customers... and I couldn't be happier! There isn't a single cart in our current price point that has all of these standard features. The aluminum frame is really important to us because most of our customers live within driving distance of the water. Additionally, over the last several

years we have seen that customers wanted sound systems, reverse cameras, and larger wheels... so we just decided to include them with each cart. After all of the hard work our team has put into this project, it's exciting to finally be able to start shipping the Bintelli Beyond line-up to dealers and customers across the country!"

Bintelli offers exclusive territories for its dealers and is running its Beyond program independently from its other product lines, meaning that many territories across the country, and internationally, are still available for interested dealers. To keep up with the increased demand, Bintelli has added seven new employees in the last six weeks. Bintelli Vice President, Jason Perske adds, "We work hand in hand with our dealers to constantly improve our products and offerings. The feedback we've received over the years has helped shape the Beyond program. Including premium equipment in a turnkey package is what our dealerships and customers have both been looking for, and now we've made that a reality. I'm proud of our team for all the hard work they've put into this project

ED



and I'm excited to share these incredible LSV's with everyone."

Bintelli has partnered with Northpoint Commercial Finance to floorplan units for its dealers. The Bintelli Beyond will start shipping to dealers in early August and the first production runs are already selling out quickly. "This

initial roll-out is just the beginning. We have new colors, features, and add-ons already in the works to release over the next few months." Jackrel adds.

If you are interested in carrying the Bintelli Beyond lineup, contact Bintelli directly at (866) 542-8677 or email Sales@Bintelli.com.



BEYOND: SPECS



ABOUT BINTELLI

Bintelli is a Charleston, SC based Power Sports manufacturer and distributor specializing in electric vehicles, electric bicycles, gas powered scooters and mopeds, golf carts, and low speed vehicles. They have been in the industry since 2005 and are continuously expanding product lines and the Bintelli Authorized Dealer Network. In 2016 and 2017, Bintelli was named on the Inc5000 list marking it as one of the fastest growing companies within the powersports industry. More information about Bintelli's wholesale offerings of electric vehicles, golf carts, and LSVs can be found at www.BintelliEV.com.

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SERIES

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RELiON BATTERY

GIVES BACK TO THOSE ON THE FRONT LINE



A portion of proceeds from every RELiON Battery online order will be given to Frontline Foods Charlotte

Rock Hill, SC (May 7, 2020) – Rock Hill-based leading global lithium battery provider, RELiON Battery, is giving back to those on the frontline of the COVID-19 pandemic. RELiON recently announced a program that will support the efforts of Frontline Foods Charlotte. The company will donate \$20 for every online order and a portion of proceeds from commercial account sales to the organization. Frontline Foods is an organization that donates healthy meals to hospital clinicians and first responders by partnering with local

restaurants.

“We are thrilled to be giving back to Frontline Foods Charlotte in order to help both our local restaurants and frontline essential workers,” said CEO Paul Hecimovich. “Charlotte is our home-base as many of our employees live in the area. We want to do our part to support the community we all love and thought this would be a great way to give back to those protecting our health and safety, along with restaurants in the area that have been affected by the pandemic.”

In addition to giving back, RELiON Battery is currently offering 10 percent off online for all lithium battery products. RELiON's lithium battery products are a safer, cleaner and environmentally friendly energy solution that can be used for sailing, bass fishing, recreational vehicles, golf carts, renewable energy and more. Many of RELiON's supporters live off-the-grid, are outdoor enthusiasts or interested in clean energy.



During this unprecedented time, RELiON's batteries are beneficial to power essential care facilities, such as hospitals or temporary mobile care units. Lithium batteries provide a shorter charging time, longer lifespan and reliability under unpredictable circumstances. For mobile medical facilities, RELiON's lithium batteries offer portability and easy installation compared to generators. The battery banks to power these pop-up facilities are similar to what RELiON offers for off-grid housing or recreational vehicles.

To help RELiON Battery donate to Frontline Foods Charlotte and receive 10 percent off your online order, visit relionbattery.com and use the code HEALTH10 at checkout. To learn more, connect with RELiON Battery on Facebook , Instagram and LinkedIn .

ABOUT

RELION BATTERY

RELiON is a global innovator of battery storage ideas. Founded in 2014, the company is on a mission to bring LiFePO₄ battery solutions to the global market. RELiON products power a range of applications including, Recreational Vehicles, Marine, Electric Vehicles, Solar Powered Solutions and more. The company offers a full range of services and high-quality products that continue to pave the way forward to a greener and more efficient future for energy storage. For more information on RELiON, visit www.relionbattery.com.

MONSTER CARTS



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krazykartsinc.com

Krazy Karts Inc. specialize in high performance golf carts. We build theme carts, hunting carts, street carts and all types of work horse carts. Our carts are great for off-road style camping, hunting, and fishing. We customize each cart to our clients needs.



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The World's Longest Golf Cart built by Mike's Golf Carts, LLC and was officially measured by Ocmulgee Surveyors on May 30, 2013. It is pictured in the 2015 Guinness Book of World Records (page 193).



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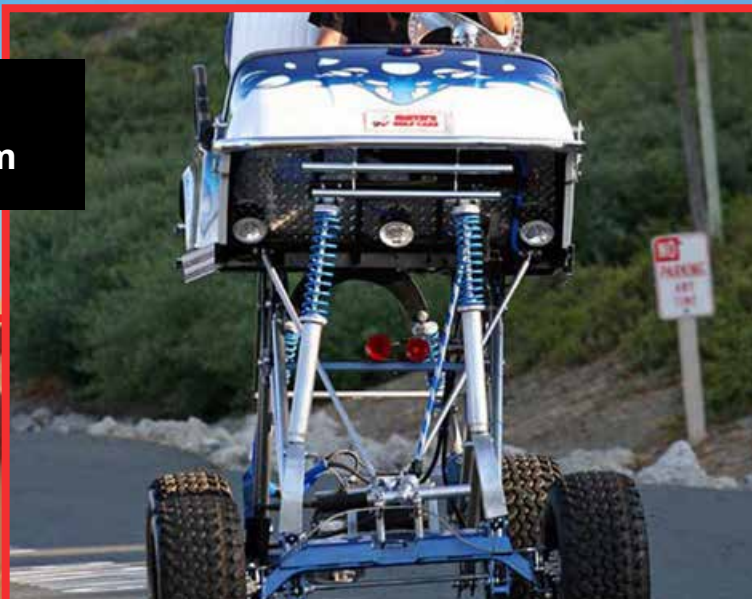
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ckdgolfcarts.com

Located in the Houston, TX area, CKD began in 2003 when we built our first tricked-out street legal golf cart. Pictured is one of our unique, limited production vehicle. We usually have stretched "limo" golf carts in our inventory for sale. Or let us build one your way! (Available with or without "monster" lift.)



Xtreme Kartz
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Built by "good country folks in Custer, KY". This it truly a party on wheels. The Tee Time Monster Cart is powered by a Toyota 22R four cylinder motor, automatic, 4x4 and has 38.5" tires. We take it to parades, bike rallies, mud festivals and monster truck gatherings!





How to Golf Safely During the COVID-19 Pandemic

By Julie Starr, Owner
WHEELZ Custom Carts & Accessories

Golf courses are beginning to reopen across the country in spite of rising COVID-19 cases. While it may seem like golf is a safe way to escape from COVID-19 fears, there are several risks on the golf course. PGA Tour caddies and players have been reported as testing positive for COVID-19 as well as several golf course employees across the country.

Staying safe on the golf course requires following recommendations from the National Foundation for Infectious Diseases including:

- Wear a face mask.
- Practice social distancing.
- Practice good personal health habits.
- Avoid touching your face.
- Disinfect high touch surfaces.
- Avoid the 19th hole.

The actual golf course doesn't pose the greatest risk. The locker room, the golf car, and the 19th hole are the areas that pose the greatest risk.

1. Avoid the Locker Room

Although the locker room is typically a place to relax, socialize and get ready for

the course, it poses the risk of COVID-19 transmission. Several high touch surfaces increase chance of exposure. Arrive at the course in your athletic wear, put your shoes on in your car or outdoors, and head home to change after play. If you must use the restroom or the locker room, bring sanitizing wipes and plenty of hand sanitizer. Wear a mask when inside the clubhouse or locker room.

2. Sanitize Your Golf Cart

If you have your own golf car, use it. If you need to rent one from the golf course, bring sanitizing wipes and wipe the entire cart before using it. Apply hand sanitizer frequently throughout the day and remain six feet away from anyone not in your immediate golf car. Consider using a disposable steering wheel cover or temporary protective film on high touch areas. Bring your own drinks, if possible, to limit exposure.

3. Avoid the 19th Hole

Many golf courses have limited or completely shut down hospitality services to prevent the spread of coronavirus. If your golf course is serving food and drink, it is recommended that you sit outside and distance yourself six feet or more from other patrons. The most common form of

transmission is from interpersonal contact. As much as we want things to be normal again, protecting ourselves and others should be the priority.

Golfing is one of the safest sports to play during the pandemic. It is outdoors, is not a contact sport, and doesn't require sharing equipment. As long as you take the proper precautions, golfing is a great way to enjoy the outdoors during this uncertain time.

COVID-19

SYMPTOMS & TESTING

Centers For Disease Control
And Prevention
www.cdc.gov/coronavirus/



The Owner of WHEELZ Custom Carts & Accessories, Julie Starr was one of the industry's first on-line retailers of golf car products. Her eCommerce store, www.WHEELZLLC.com, has been serving golf car owners since 2008 and the store remains a popular on-line shopping experience for golf car owners who want to take their golf cars to the next level.

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"Right now, I have more new and used cars than I've ever had before," owner Mike Heinen said, "including the new Club Car ONWARD® six seater."

Customize a car to fit your style and interests.

With the six-seat passenger Club Car ONWARD® from Golf Cars Unlimited you can bring along the whole family, pick up neighbors for dinner, or party with your crew (or krew) while you're on your way to the party.

Purchase the good-looking, high performance ONWARD® six-, four- or two-seater base model. Or, customize it with a lift kit, speaker system, LED light kit, fold-down seats, wheels, tires,

brush guard, decorative grill accent, steering wheel, enclosure, fender flares, and the color of your choice: candy apple red, platinum, sapphire, mocha, glacier white or black.

"When it comes to color and design, the sky is pretty much the limit," said Heinen. "Oh, and we can do the sky, too, if that's what you want."

Customize a car to fit your style and interests.

Heinen and Golf Cars Unlimited Manager Chris Gentry have been busy this week. They just finished up a purple, green and gold Mardi Gras-themed golf cart that will be used in a giveaway promotion. This week they're at the national Club Car dealer meeting.

Why lithium batteries?

In addition to having the new ONWARD® six-seater in stock, Golf Cars Unlimited now has lithium batteries.

"Usually a standard quality lead-acid battery is good for about 200 to 300 cycles," said Gentry. "The lithium battery is good for 10 times that amount. It's lighter. It charges faster, and

you'll enjoy a more powerful riding experience climbing hills and so forth."

Preventative maintenance

Warmer temperatures will be here before you know it, which means more opportunities to enjoy the sunshine and fresh air as you drive your cart to the grocery store, the lake, or the Little League game.

"Now's really the perfect time to bring in your golf car for preventative maintenance or to get it customized," Heinen said. "Whether you use it for fun or you're in charge of maintaining a small fleet, you can trust us to service your golf car in a way that can help keep it running at its best for longer – and we can turn around the job quickly."

ABOUT

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The Phoenix™ body is made of high-impact ABS plastic with a high-gloss acrylic cap.

DoubleTake® bodies are never painted, so the color will never chip or flake. Instead, each body is formed from plastic with solid-coloring throughout. The Phoenix™ is part of the DoubleTake® Color-Match System™, which features 20 color options, each harmoniously integrated throughout the DoubleTake® product line. Four powerful LED lamps, with full-edge running lights, provide generous visibility, while precision sculpted lenses and an integrated front grille complete the automotive-inspired styling. Add an optional Max Lightbar to the mix to enhanced the look and to

easily blaze through even the darkest of nights. Precision-molded from high-strength plastic, for incomparable detail and durability, the prominent grille is available in two designs, Diamond or Slotted. Each design (and separate outside frame) is available in a black or chrome finish, providing eight combinations for fine-tuning the look of the already gorgeous, DoubleTake® Phoenix™.

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CAMO

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U.S. Battery is a 94-year old American company that has become a leader not only in the golf-car industry but in many other industries worldwide.



A conversation with Don Wallace, COO U.S. Battery Manufacturing Company

We would like to **thank** Don for sharing this insider look at US Battery

Can you give us a brief history of U.S. Battery Manufacturing?

U.S. Battery Manufacturing was founded in 1926, in the San Diego area of Southern California. John Anderson, who was an experienced executive in the battery industry, subsequently purchased U.S. Battery and moved the company to Corona, California. At that time, the industry was becoming segmented, and it was becoming more difficult for one battery manufacturer to proficiently meet the needs of all the various industries that were utilizing different types of batteries. As a result, John decided to specialize in the manufacturing of deep-cycle batteries; because they showed a greater potential of growth. Over time John expanded the company by opening two additional plants in the Augusta, Georgia area. He also believed that it was essential for deep-cycle batteries to evolve to keep up with the technologies of tomorrow.

What kind of evolution has deep-cycle batteries gone through?

Deep-cycle batteries in their basic form, are a 150-year old technology. Over the years, however, we've been able to improve upon their capacity and efficiency. Using new additives and exploring the use of advanced carbon nanotubes, flooded lead acid batteries have made great strides in recent years, allowing them to remain at the top of the list when considering the most cost effective solution to applications requiring batteries with long run times and long cycle life.

Batteries have positive and negative plates within an electrolyte that create a voltage of two volts per cell. The precursors for the active materials in the positive and negative plates are composed of basic lead sulfates. Most premium deep cycle batteries use tetrabasic lead sulfate rather than the tribasic lead sulfate



used in automotive batteries that are not optimized for deep cycling. These precursors, in the form of crystals, are grown in the plates during a process known as hydroset. Traditionally, this process resulted in uneven or non-uniform crystal sizes. In recent years, U.S. Battery developed a proprietary formulation and process to make the crystals much more uniform resulting in increased initial capacity, faster cycle-up to rated capacity, higher peak capacity, and improved charging capabilities. We call this XC2. Essentially, we made deep-cycle batteries more efficient and longer-lasting to lower operating costs, especially when considering vehicles such as golf cars require anywhere from four to eight batteries.

How has the company been able to be in business for such a long time?

It would be difficult to discuss the company's overall success without mentioning John Anderson's legacy. It is what ignited the company's growth and continued success. He was insistent on providing great customer service and realized that our employees put the power in U.S. Battery. He made sure that they were properly trained, had a great working environment, and were supported in every way to perform their function within the company. Today, one of our biggest successes is having one of the longest employee working histories found in the marketplace.

U.S. Battery's facilities in Evans, Georgia; Augusta, Georgia; and Corona, California employ more than 400 families and support the local economies in these areas. You can't grow a business without having the right people behind you, and we think John would be pleased to see that we are continuing the important company culture he set out in the beginning.



Contact Info

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Corona, CA 92879

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Road, Evans, GA 30809

Manufacturing Plant 3: 1895 Tobacco
Road, Augusta, GA 30906

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Colorado Golf **CART** Laws & Regulations (What You Need To Know)

Colorado has many different rules and regulations that dictate what kinds of vehicles can ride on its roads. Like most states in the country, it specifically regulates golf cart travel or low-speed vehicle transportation.

The rules for this state vary depending on the needs of individual areas and may be different depending on what these communities claim that they want.

How Federal Law Affects State Law

When it comes to low- and medium-speed vehicles, the federal government mostly lets the states decide what rules and restrictions they want to implement.

This factor is due to a few different elements.

First of all, the federal government does set laws for all motor vehicles that travel over 45 miles per hour. These vehicles are considered high-speed ones at this point.

The federal government gets control of these vehicles for a simple reason – they are fast enough to travel on federal roads.

As a result, they need to set the standards for these vehicles to create coherent traffic situations.

However, they do not allow low- or medium-speed vehicles on these roads. As a result, they let states and cities take control of these laws themselves.

For example, Colorado allows medium-speed vehicles on state and city roads that have a posted speed limit of 45 miles per hour or less.

These vehicles must contain stop lamps, turn signals, tail lamps, reflex reflectors, parking breaks, rearview mirrors, seat belts for each passenger, and windshields.

Vehicles without these items are not road safe and cannot be on state roads. Low-speed vehicles in Colorado are typically restricted to city roads in areas that allow them.

While some state roads may be under 25 miles per hour, Colorado may restrict travel on them with low-speed vehicles.

And any golf cart that a rider wants to take on a road must be outfitted as a low-speed vehicle.

Necessary Elements for Low-Speed Vehicles

Golf carts are not classified as low-speed vehicles after manufacture.

Most can't pass speeds of 20 miles per hour, which is another reason why the federal government doesn't interfere with them.

However, people have learned how to upgrade their carts to make them road-ready.

This process allows riders to tweak up their cart in a way that allows them to take to certain city roads. For example, all golf carts need to be upgraded to reach speeds of at least 20 to 25 miles per hour.

Slower carts are not considered low-speed vehicles and cannot be on any roads. Typically, you need to add enhanced motors to your cart to reach these speeds.

The exact motor will vary depending on your cart, so make sure to pay attention to the various options available.

Beyond these upgrades, you must also take the time to add new safety elements to your cart.

For example, you must have headlamps, taillights, front, rear turn signals, stop lights, reflex reflectors, parking brakes, windshields, and seat belts for each driver.

Though some areas may not require you to have windshields, Colorado does ask that its cart riders add one for safety purposes.

Other restrictions include the necessity of a slow-moving vehicle sign on the back and front of a cart.

Riders must hang these to warn people who may not otherwise seem them on the road.

Carts must also not operate faster than 35 miles per hour or on roads that have a limit above this rate.

These last two restrictions are necessary as protection for the rider and for others on the road as well.

Legally, riders must also take several steps to keep their cart safe. Each must be registered with the DMV of the state.

Registration requires getting a vehicle identification number installed on your cart.

This number helps to track your cart and keeps you safe on the road. You will pay a fee for this registration but will be able to sell your cart as a road-ready vehicle once you get it.

Beyond that, you also need to insure your cart with Personal Injury Protection and Property Damage Liability.

These options make sure that you are safe if you get injured during a cart crash.

They also help to pay for any property damage that you might cause when you crash.

If you want, you can buy more extensive insurance options but these are usually too expensive for most cart drivers to tolerate.

Don't forget that you also need to have a valid driver's license whenever you take your cart out on a public road.

Pay attention to the roads on which you can travel in this state. Some communities may ask that you don't drive on their roads and make it illegal to do so.

Also note: you don't need a license to ride a cart on a private road, only on public ones.

Federal Golf Cart Laws
www.colorado.gov

ABOUT **COLORADO**

Colfax Avenue, in Denver, is the longest continuous street in America.

Colorado has 15 craft breweries for every 500,000 people, ranking #5 of all states.

State Nickname: The Centennial State. (Colorado was admitted to statehood during the 100th anniversary of the signing of the Declaration of Independence.)

Famous for: World-Class Skiing, Rocky Mountain National Forest, Pike's Peak, Great Sand Dunes, Mesa Verde Ancient Cliff Village, World's Highest Highway

Colorado has approximately 163 golf courses.

In the southwest corner of Colorado, the state borders three others, Arizona, New Mexico, and Utah.

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INSIDE THE GATED C

New Vehicle Varieties Serve Golfers, While Fleets Sustain Manufacturers

A significant proportion of gated communities have their own golf courses, and along with private resort courses and publicly owned municipal courses, comprise about 13,500 or so courses across the nation. Despite the fact that closings have far outpaced openings now for many years, as seen in the table below, fleets remain a bulwark in the overall market.

Coronavirus impact

The coronavirus pandemic has closed golf courses earlier in the year, but around the country now golf courses are reopening, and it looks like that most of season will survive. Unlike other sports golf has almost a built-in social distance protocol, including social distancing. Nonetheless, the coronavirus will have an impact on we move about the golf course.

With regard to traditional golf cars, they may be regulated to single users, rather than the usual two. In addition, we will likely see a variety of vehicles, including solo riders and remote-control caddies, such as Club Car's Tem-



Club Car Tempo Walk

po™ Walk. Club Car introduced the Tempo Walk at last January's PGA Show. Talk about timing! It should be noted that several other companies exhibited remote-controlled caddies at the Show, and I believe, they actually made their appearance in the 2019 Show.

Another innovation coming out the coronavirus pandemic is partitioned vehicle compartments. I have not seen this type of accessory introduced yet by man-



COMMUNITY

By Stephen Metzger
Managing Director
Small Vehicle Resource, LLC
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www.smallvehicleresource.com

ufacturers, but it would not be surprising at all to see dealers and course management introduce their own home-grown varieties. Among small vehicle manufacturers, Polaris is now marketing side-by-side and front and back partitions for their off-road work vehicles.

The central role of the fleet market

The fleet market has been the mainstay of the golf car industry for decades and only recently has it been superseded, in terms of units, by the combined components of the non-fleet market, PTVs and LDUs. Nonetheless, the fleet market continues to be a sustaining factor in the overall market. Fleet car demand is relatively predictable and because of the unit volume of the market provides the benefits of economies of scale in production. Other benefits include:

- Economies of volume production relate primarily to the frame and drive train of the vehicle across a wide range of models, including for PTVs and LDUs;
- On-going replacement demand provides a key source of used vehicles, which are refurbished and recycled into various markets;

Used vehicles off golf courses continue to provide an alternative to a new purchase

As noted, the on-going replacement demand results in a steady flow of used vehicles into the market. Thinking about buying used? Could be a good idea to look for an official refurbishment or remanufactured certificate. E-Z-GO and Yamaha have third party refurbishers which the companies recommend. The Club Car remanufacturing program is

impressive as the following list of do-overs and replacement procedures indicate. Trained Club Car technicians break each used golf cart down to its aluminum chassis, inspect every component and system and replace worn or damaged parts including:

- Front and rear beauty panels
- Seats
- JCI 8 volt batteries
- Light components
- 4 Ply Kenda DOT Tires
- Wrap around 360 degree bumper
- Rack & Pinion assembly
- Pedal assembly
- DC to DC Converter
- Floormat

If your preference is another manufacturer, the above list would be handy to have in negotiating a deal with your local dealer.

Contact Steve at smetzger@smallvehicleresource.com. Or check out our website at www.smallvehicleresource.com, where you will find an extensive database of vehicle models and can make side-by-side comparisons of vehicles based on a full set of specifications.

The consequences of introducing lithium power to the fleet vehicle lineup

At the present time, most batteries in use and factory-installed in new vehicles shipped to courses are flooded lead acid. The introduction of lithium batteries by the two major fleet golf car suppliers, E-Z-GO and Club Car has begun to change the makeup of battery power across the fleet market, with some important consequences.

- Lithium batteries have a significantly longer life than lead acid batteries;
- Lithium battery warranties now exceed 5 years and
- Even after 8 years of service may be still usable;

Impact of used vehicles powered by lithium batteries

Much longer battery life has two consequences: 1) Fleet recycling periods can be extended, and 2) Recycled vehicles have quite operable batteries and do not need replacing.

The fact that recycled vehicles coming off golf courses--those with lithium batteries--will not need a new battery in the refurbishment process means that they will become both cheaper to refurbish and more valuable to consumers. While the price differential between new and used vehicles will be maintained, the price and value of used vehicles, largely because of their lithium batteries

Life is a two-edged sword, and our collective experience over the last months, whether we be golfers or not surely has proven this aphorism with Biblical roots. So, stay healthy, innovate, and move to the next stage!

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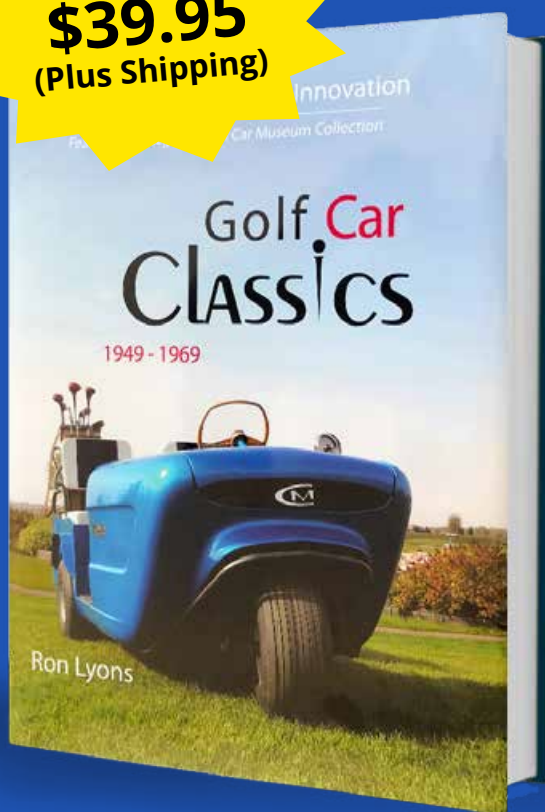
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MAKE YOUR GOLF CART COVERS LAST

It is true that golf carts cost you a great deal of money. So, it is really important to take extreme care of the vehicle, if you want to extend its longevity. Thanks to some covers, specially designed for golf carts, it is not that difficult to get the carts covered when not in use. The market houses multiple covers for your golf carts, and you may have purchased one already. But, you have to maintain those covers for a long time as well, so that they can do their work of covering the golf carts for a long time. Some simple steps can work a long way to maintain golf cart covers, on your behalf. Let's earn those steps in detail.

Take care of the golf cart seats with the covers

It is not that difficult to state that golf cart seats will always take maximum abuse as passengers to ensure to get in and out of the cart continuously. Tears and cracks will usually take place with an extended period of use. So, it is manda-

tory for the golf cart owners to keep their seat cushions clean and maintain them on a regular basis by wiping down the cushions regularly with protective moisturizers designed for the best marine-grade vinyl.

Or else, you can invest some bucks in the best golf cart covers, which will specifically cover the golf cart seats in its full form. When the carts are not in use, you can use the covers to take care of the golf cart seats, and the entire machine.

A simple wipe is all you need

There are various reliable companies, manufacturing the best golf cart cover to get the job done right. Once ordered, the items will get delivered to your given address within three business days. Once purchased, it is up to you to maintain the golf cart cover to extend its longevity well.

- It is true that a simple wipe is all you need. Take a water hose and start cleaning the golf covers.
- The water pressure is enough to clean the accumulated dirt from the golf cart's covers.
- Sometimes, using a mixture of soapy water is what you need to clean stained marks from your golf cart cover.

The steps are simple and will help you big time to clean the covers for your golf cart and make them last for a long time.

Aim for the waterproof options

It is true that you need to get hold of the golf cart covers, known for their water-resistant features. The reliable covers have a line of stitching, which has a waterproof tape covering for ensuring zero water leakage. Moreover, there are proficient uses of the elastic bottom hem, buckles, and Velcro straps, which will make the cart cover, wind-proof, and will fix it well to your cart.

There are various ways to maintain the longevity of the golf cart cover. The points mentioned above will help you big time. So, waste no time further and get in touch with the best golf cart covers now!

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JET POWERED STAR WARS

Landspeeder Looks Like It Actually

Star Wars is a big cinematic universe filled with many alien species, armies of robots and ships as big as planets. However, many argue that the original movies are great because they've got the gritty qualities of a Western. So Luke's Landspeeder is like a wagon, smuggling some tin cans past a couple of stupid soldiers.

ED

Flies

The Landspeeder isn't exactly the most epic sci-fi vehicle of all time, and it's difficult to explain its popularity. But it's kind of obtainable, like a wheeled version of the Stormtrooper costume. Did we say wheeled?

Yes, because many people have tried to recreate George Lucas' epic 1977 movie prop. The latest to successfully do so is Colin Furze, a YouTube inventor, car enthusiast and one of the few people who can pull off a tie and short-sleeve shirt.

He was commissioned by eBay to fabricate various Star Wars craft using parts he can find on their website. He starts out with a golf cart chassis and decides on a more powerful 13kW motor. A lot of custom fabrication is necessary to ensure

the exterior and even the cockpit are accurate. And because the Landspeeder has external propulsion pods, some small jet engines get fitted too. These are the kind you'd find on hardcore RC planes and cost a pretty penny. He even managed to copy the idea of putting mirrors underneath, which George used to make it seem like it was actually flying.

We'll end this story with a couple of Landspeeder facts for you Star Wars fans to scrutinize and say we got wrong. Luke's iconic beat-up vehicle cost 10,500 imperial credits new, but only about 2,500 when used, which is equivalent to a couple of blasters. It was 3.4 meters or 11 feet long, so about the size of a Fiat 500. Its top speed was 250 km/h (155 mph), the same as nearly all

German cars these days.

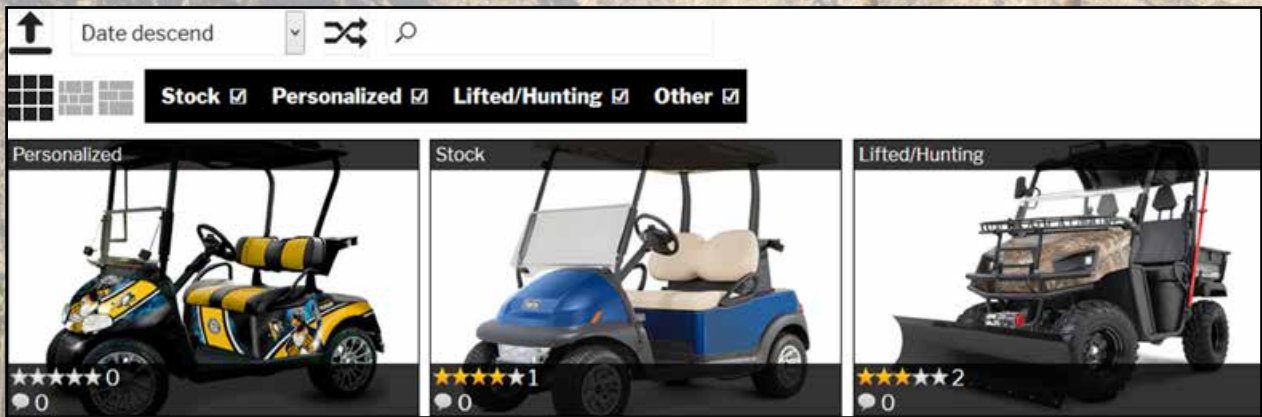




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SOCIAL DISTANCING

IS GIVING RISE TO THE BIGGEST MOVEMENT IN GOLF CART HISTORY

As businesses reopen around the country, brands are pivoting to meet the new demands of social distancing. Even golf, a sport known for being traditional and slow to change, is adapting to restrictions imposed due to the coronavirus pandemic.

When courses began to reopen, they were open to walkers only. Soon thereafter, golf carts became available, but only for single riders. Enter the single rider golf cart movement.

One company poised to grow, in response to social distancing measures is Phat Scooters, which introduced its golf-specific single rider scooter three years ago. President Derrick Mains admits the reception was slow going at first. Most golf courses already had group carts, and golf is not a sport known for embracing change.

"All of a sudden the golf cart is potentially a paperweight or a liability," Mains told ESPN's Tom VanHaaren. "Even from the courses that would traditionally tell us never in a million years, now all of a sudden they're telling us, 'Maybe we'll use them.'"

Aside from meeting the need for social distancing, the scooters have other obvious benefits.

Players enjoy a faster pace of golf, because each person can hit off the tee and then head directly to their own ball. With a group cart, players zig zag back and forth across the course if one player slices and the other hooks, to reach everyone's ball. By allowing each player to follow only their own ball, the scooters dramatically speed up the play of the game.

Greenskeepers also appreciate the lower impact to the course. Since scooters weigh about one-tenth the weight of a traditional golf cart, they create less wear and tear on the course. That means fewer bumps and ridges on the fairway, and less maintenance.

Courses that introduced the scooters before

the pandemic say that users find they're more fun, too. What started as a potential fun and affordable new trend in golfing has now become a solution to the problem of social distancing on the golf course. With the added benefits of faster play and lower impact to the course, it feels like an idea ready to take off.

"We're now recognizing that the pivot point has occurred," said Mains of Phat Scooters. The way you drive the course—yourself, not the ball—seems likely to be the next big change in golf.



PHOTO: www.phatscooters.com

GOLF CART



Street legal? Questions arise around golf carts on Isle of Hope, Tybee Island after recent accident

With more people getting out and about following the COVID-19 quarantine, residents of Savannah and Chatham County might be a bit confused about what's legal and what's not when it comes to operating golf carts or off-road vehicles on public streets.

Both the city and county codes indicate that it's unlawful for golf carts to be driven on public streets within the city and the unincorporated areas of the county, with the exception being a section of Isle of Hope and The Landings Club, according to a Chatham County Police Department spokesperson.

In 2015, Isle of Hope was approved to be a golf cart-friendly neighborhood by the Chatham County Commission when that panel passed a "motorized cart ordinance." The neighborhood had petitioned the county to be designated as such and acquired the necessary number of residents' signatures as called for by the ordinance.

What could come as a surprise to many city residents is that golf carts are prohibited on Savannah's streets.

"The city has no ordinance that allows golf carts on public streets," said Amanda LaBrot of the city's public information office.



Residents of local neighborhoods, such as Isle of Hope, and municipalities, such as Tybee Island, which allow golf carts on streets, appear to be divided about the golf cart issue. Social media platforms regularly show pro and con posts about golf carts. People regularly express concerns about adults holding unrestrained babies and toddlers, teenagers driving too fast and underage drivers behind the wheel.

Thompson pointed out that ATVs and golf carts have different safety standards. Whereas golf carts can be operated only by those who have a driver's license, there is no driver age requirement for ATVs. "Owners of ATVs are not required to carry insurance (like residential golf cart owners are)."

In 2011, a state law went into effect that set standards for towns and counties wanting to create ordinances allowing drivers to use golf carts on residential streets. The law requires that golf carts have brakes, a reverse warning device, headlights, a horn, blinkers, seat belts and other safety measures. Chatham County's ordinance has followed suit.



How Long Do Golf Carts Last

Spending thousands of dollars on a golf cart is a tough decision that many buyers need to carefully research before making a decision. For example, they need to know how long their cart will last before it starts to either wear down or suffer from damage to the engine or exterior.

The average lifespan of a golf cart will vary heavily based on a multitude of factors. For example, some experts estimate that the average golf cart has a useful life range of about 5-7 years. That said, golf carts can still be used for 10 years or more depending on how well they are maintained and how much money a buyer wants to put into their vehicle.

Therefore, anyone buying a golf cart needs to fully understand how the lifespan of a cart is affected by various elements. These include not only the design and maintenance of the vehicle but aspects such as the battery lifespan and much more.



Battery Lifespan Matters

While the typical golf cart frame may last for 30-40 years, the average battery won't last anywhere near that long.

Battery packs for a golf cart include the battery and the charger and typically range in age anywhere from four years to 10. However, the age range of a battery will vary depending on a multitude of factors, including how it is used.

For example, carts used at golf courses – often called fleet vehicles – get much more use than those used privately.

During the golf season, a cart will typically go through 2-3 rounds of golf every day. By contrast, a private golf cart will typically be used for the equivalent of 3-5 rounds of golf per week. Therefore, fleet batteries tend to run out more quickly than private ones.

Experts state that a fleet cart battery typically ranges between 4-6 years before it needs to be replaced.

By contrast, a private golf cart battery often lasts between 6-10 years. As always, though, the lifespan of the battery will vary depending on how often it is charged and the mainte-

Average Lifespan of a Golf Cart

Typically, electric and gas carts have around the same lifespan when they are well maintained.

As mentioned in previous questions, gasoline carts cost more to maintain and require more regular maintenance procedures.

However, their durability is the same as that of an electric vehicle, which is nice for those who are interested in gasoline or diesel golf carts.

That said, some manufacturers claim that the average golf cart will last 30-40 years if the engine is properly maintained, repaired, or even replaced.

This estimate is based not on the longevity of the engine but the durability of the cart frame. As many carts use stainless steel to produce a reliable and robust vehicle, that estimate is reasonably accurate for most model

nance it receives from the owner of the battery.

For example, owners should avoid overcharging the battery and instead use an automatic one that turns off the moment that the cell has enough juice.

The battery water level should also be checked every month and refilled, as needed, to ensure that it doesn't run dry.

Maintenance Improves Cart Lifespan

One of the most important elements of a cart's lifespan is the maintenance it receives.

For example, individuals who don't refill their battery with water when needed or check the engine wires for frays will greatly shorten the length of their cart life. Furthermore, leaving a cart out in the weather during the off-season will also cause issues with its operation due to weathering damage.

As a result, owners should store their cart in a covered shed when it is not in use.

Beyond this simple step, owners should check the

batteries after every use to make sure that there is no damage on them from the previous golf outing. Monthly watering should be more than enough to help avoid this damage, though results will vary depending on how often you use your cart.

And at least twice a year, owners should check the tire pressure, get their brakes checked, inspect the electrical system, adjust the wheel alignment, lubricate all proper engine parts, and much more. These simple steps can be done by owners who fully understand the mechanics of their vehicle.

Those who do not should find a professional to take these steps for them.

Wear-and-Tear Factors Influence Cart Operation

Golf carts typically go through a lot of wear and tear over the years. For example, driving a cart in wet conditions can cause multiple problems.

First of all, the water can cause electrical shorts that are dangerous to the operation of the vehicle. Just as problematically, water can cause dense soil and wet rides that impact

the tires on the vehicle in many ways.

Even worse, riding a golf cart in the middle of the busiest golfing time of the year – summer – may cause some problems with the vehicle.

For example, high temperatures can cause damage to a battery and even make it run less efficiently. Excessive sunlight can also damage the exterior of a vehicle by causing extreme heat and other concerns to run down the cart. This damage will be both interior and exterior on the vehicle.

All of these factors will weigh heavily on a golf cart and severely shorten its lifespan.

The benefits of covered storage simply cannot be emphasized enough here. Keeping a golf cart out of nasty conditions can minimize damage and increase its lifespan. These benefits are particularly noticeable if you park the vehicle between every year instead of letting it lounge around in the sun or outside elements.

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12 Months No Interest --Or-- \$500 Rebate

Program Period: May 15, 2020 – July 15, 2020

Program Options: 12 months no interest (Wells Fargo) or \$500 Rebate

Eligible Models: New and Un-used 2017 – 2020 GEM Models

Fair Market Value Leasing

Program Options: 36, 48, or 60 month terms, or customizable via your Dealer

Eligible Models: New and Un-used 2017 – 2020 GEM Models

COMMERCIAL INFO

CONSUMER

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Installment Promo Name: As low as 0.00% for 36 Months [0.00% APR*]

Program Period: May 15, 2020 – July 15, 2020

Program Options: 0% for 36 mos , 3.99% for 48 mos , 4.99% for 60 mos (Sheffield) or \$500 Rebate

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Thank you Elite Customs & Fabrication for modifying the lifts so the carts could ride on coil overs and also for reinforcing the hitch receiver to support the Tag-A-Long weight.

Thank you Custom Inc for shipping us the Camo limo body right away.

And thank you Shine Premium Auto Detailing for detailing our delivery rig before we head to Utah!

Thank you Heavy D and The Muscle for the business!

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Tag A Long Trailers: www.tagalongcarts.com

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All Sports: www.allsportsliftkits.com

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The Muscle: <https://www.facebook.com/TheMuscleOfDieselSellerz/>

Custom Golf Car: custom-inc.com

ABOUT

BA CARTS

Van Wert, OH

We at BA Carts have worked hard on being the best cart rebuilders in the USA, and are still working on it, so please read our business plan below to understand why we are "BA Carts and not "Just Carts".



GARIA

GARIA GOES OFF-ROAD BY INTRODUCING THEIR MOST WILD LEISURE VEHICLE YET — THE OFF-X



COPENHAGEN, Denmark. Inspired by their show car from the 2015 IAA Frankfurt Motor Show, the Danish golf car manufacturer Garia is proud to release the most disruptive edition to their fleet so far: the Garia OFF-X. Available as an option for new cars (EU street legal excluded), the model debuts in Launch Edition guise, limited to 20 cars with a myriad of free extra features.

A luxury brute, it offers more chances for adventure than any Garia before it. Simultaneously, it reimagines what we have come to know from luxury micro-vehicles. The OFF-X pack-

age was built to withstand and conquer rugged natural terrains more than that of standard cars. This is reflected in its details: a 4" lift kit, elevated driving height for more visual scope, a more comfortable drive that includes softer suspension and tyres, new and wider wheel-arches, a front bull-bar and shocks and larger tires to name a few.

Built with precision engineering and unmatched design, it aids those seeking to explore the great outdoors in reliability and style. This marriage of European aesthetics and off-road functionality ushers in a new era for compact carts. All in all, a paradigm shift on how the global marketplace views them.

The Garia OFF-X is available as an option package on all new Garia vehicles at a cost of \$2,499 + Vat. (Currently this package excludes EU street legal Garia Monaco vehicles.)

Today, Garia is a brand known worldwide for cre-



ating fun leisure vehicles that heighten the busy lifestyle. With the entry of the OFF-X, fun is transformed into thrills as drivers take their wheels to new limits. Built to take on more environments than any Garia before it, the OFF-X is a rugged side-kick that will help you explore more of what nature has to offer in absolute style.

QUICK LINKS

Images: <https://www.garia.com/download-gallery/off-x/>

Discover: <https://www.garia.com/models/leisure/off-x/>

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ABOUT **GARIA**


For over a decade, golf carts have been almost indistinguishable from one another and paid little attention to the needs of the pro golfer. For a small group of Scandinavian designers, this realization became the stepping stone to create the world's most exclusive golf car.

Through innovation, research and an unwavering passion for design, Garia has completely reimagined the traditional golf cart. Recognized as much for their functionality and usability as their modern Scandinavian aesthetic, Garia is not the average golf cart. Founded in 2005, Garia is a privately held company headquartered in Denmark, with a subsidiary in the U.S. and sales offices in UK and Asia Pacific.


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for my golf carts.

Led Lights - <https://amzn.to/2AaAoMu>

How To Make DIY LED Golf Cart Wheel
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Have a question? Send it to info@golfcaroptions.com

Golf cart clutches or the CVT (Continuously Variable Transmission) is comprised of two different clutches connected together by a thick drive belt. The components are the drive (primary) clutch and the driven (secondary) clutch).

The drive (or primary) clutch attaches to the engine crankshaft. At rest, the drive clutch faces (sheaves) are separated by the wide drive belt. The driven (or secondary) clutch bolts onto the input shaft of the differential. The driven clutch sheaves are spring loaded together and the belt, at rest, rides up at the outer edge. Both golf cart clutches look similar to a large pulley but each clutch has a sliding sheave that moves in & out along a central shaft as the clutch spins. The other sheave is fixed to either the crankshaft or the differential input shaft and it does not slide, it just spin

Golf cart clutches, working together, provide a smooth start up and take off, and smooth acceleration and deceleration. If the start up is jerky, or if there is poor speed transition from level ground to climbing a hill, or if the car has erratic (fast then slow then fast again) high end speed, bad golf cart clutches may be indicated.

The hill climbing ability of a golf cart depends a lot on how well the drive and the driven clutches transition from their top speed 'cruising' position to their low speed 'pulling'

position. These two golf cart clutches, or pulleys, must work together as a single unit and that requires both to be in good condition. What follows is my best effort to describe the interaction of the clutches with the engine and the differential (rear end) to create a smooth transition from stop to top speed and back to stop again with all speeds in between.



The drive, or primary, clutch is found on the crankshaft of the engine. A thick, heavy 'drive' belt is wrapped around it and links it to the driven clutch,

on the differential. At rest, the drive clutch sheaves (or pulley halves) are separated enough that the drive belt rests in between the sheaves & against the center shaft of this clutch. As the engine spins, internal flyweights cause one drive clutch sheave (pulley half) to slide in along its main shaft toward the other sheave, which is fixed to the engine crankshaft. As the engine speed changes, the flyweight action forces the drive belt to move up or down the clutch faces thus changing the pulling ratio of the clutch (which affects the pulling power of the engine). When the belt is down near the center shaft of the drive clutch the pulling ratio is about a 3:1 advantage for the engine. As the belt rides up toward the outer edge of the drive clutch the car is near

the top 'cruising' speed (about a 1:1 pulling ratio).



The other half of this system is the driven, or secondary, clutch. At rest the driven clutch sheaves are spring loaded together, so the belt sits up at the

outer edge of this clutch, NOT down toward the center shaft. It, too, spins around and has a sheave that slides in & out along its main shaft but this clutch has no flyweights. It works only when acted upon by the force of the drive belt. As the engine spins, thus forcing the belt to ride higher on the drive clutch, the belt, in turn, forces the driven clutch sheaves to separate, allowing the belt to ride closer to the center shaft of the driven unit. In other words, as the drive clutch sheaves come together the belt causes the driven clutch sheaves to separate. This give and take between the golf cart clutches, via the belt action, is what gives the cart variable speeds...an automatic transmission, so to speak.

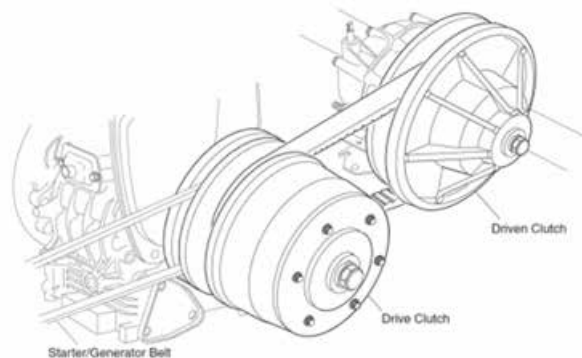
As the drive belt forces the driven clutch sheaves to separate, the PULLING ratio of the engine changes from maximum (when the belt is at the outer edge of the driven unit) to minimum PULLING power, or top cruising speed (when the sheaves are completely apart).

Picture this: As the engine spins faster, internal flyweights in the drive clutch cause the sliding sheave to move in toward the fixed sheave. This squeezes the drive belt forcing it to ride up the beveled faces of the drive clutch. The normally loose drive belt gets tighter and this forces the driven clutch sheaves to separate thus creating movement of the car. The higher the belt rides on the drive clutch, the faster the car will go, until the top of the belt reaches the outer edge.

Both golf cart clutches must have their sliding sheaves move in and out smoothly along their respective shafts. If this transition is not smooth and seamless then trouble is at hand.

If the car runs fine on level ground and then slows dramatically as it starts up a hill, comes to a near stop, and then suddenly begins to pull again, then a drive clutch rebuild or replacement might be indicated. The sequence described above is a classic symptom of a drive clutch gone bad. It cannot smoothly shift, or transition, from a higher to a lower 'gear'. The internal flyweights, pivot pins & bushings are all worn to the point that replacement is required. This doesn't get better with time. Eventually the drive clutch will lockup in the high speed position and the car will begin to jerk as it cranks and starts.

The driven clutch can misbehave in many ways. It has one main shaft and the sliding sheave has an internal bushing that will wear, and it has several inclined metal ramps (usually aluminum) with small plastic buttons that protect the ramps as they glide against one another. Frequently the buttons go away & the metal ramps start to rub against each other. It's not long before the speed transition becomes very poor.



Yamaha Tip: You can easily see these ramps by looking just inboard of the large driven clutch pulleys where the unit slims down to a smaller diameter nearer to the differential housing. You will see a central spring enclosed on each end by a funky looking cup with 3 pyramid shaped cones on the sides each cup.

These cones are the ramps I mentioned above and they interlace and interface with each other. On the outer tip of each cone SHOULD be a small flat button (2 cycle cars have 6 buttons total, 4 cycles have 3. Originally they were white). The buttons prevent the metal ramps from rubbing against one another as they move in and out. OK picture this: The engine revs up and the drive belt starts to ride down into the pulley faces of the driven clutch forcing them to separate. The inboard pulley half begins to slide along the main shaft compressing the spring and bringing the funky cup ends and their respective ramps up against one another. The small plastic buttons actually come between the metal ramps to protect them and allow them to smoothly glide in & out against each other. Sometimes one or two buttons may be gone and the whole thing still works pretty well, but not for long! When all the buttons are missing the metal ramps quickly wear away and soon the clutch can no longer function properly. Level running is fair but heavy loads and hill climbs are out of the question... won't pull! While we are on the Yamaha driven clutch another failure that occurs is almost impossible to detect but it also impairs the hill

pulling power of the car. Keep looking inboard to where the funky spring cap butts up against the differential housing. The spring cap doesn't actually touch the differential case. There should be enough of a gap that you can insert your finger between the spring cap end and the diff case. (Please don't try this with the clutch spinning. Car stopped. Key off.) What happens is that a small, difficult to see, snap ring that keeps proper tension on the main spring, fails. The snap ring comes out of its keeper groove machined into the differential input shaft, and this allows the main spring to lose much of its tension. This adversely affects the pulling power of the drive train. Once the snap ring goes south, a new one will NOT stay in its groove. A special collar can be purchased that replaces the snap ring and fixes everything back to normal. The alternative is to disassemble the differential, replace the input shaft and reinstall everything back into the car. UGLY! You will need to disassemble the driven clutch to install this special collar but it is much preferable to the alternative.



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THE GOLF CARTS CHRONICLES

IT'S A WHAT?

My name is Donald Baskin, my family and I are so-so golfers who love to practice our putting strokes repeatedly before playing a round of golf. However we understood, that option was not available during the stay-at-home restrictions in effect to slow down the transmission of the Covid-19 virus through close contact with other people affected.

PHOTO: <https://www.akumalguide.com/tours/golf-carts-2/>

So, my wife Emily, two sons, Wayne and Dwayne, daughter Erin, and I decided to build our practice area in the unfinished basement of our home. We had all the stuff needed to make it a fun-time challenging game except golf balls and clubs. There were all locked up at the golf course that was temporarily closed to prevent the spread of social for life-threatening health conditions.

We wondered what thin-gamabobs people from long ago employed to play golf. After searching the web to find additional information, it appears that some of the ancients made golf balls by; stuffing boiled wet feathers into wet pieces of leather then sewing them up into so-called golf balls. The balls were dried causing the leather to shrink and become hard leather golf balls, not exactly precision sized.

Well, we made our balls but instead of using feathers we used wet boiled rice and shaped the firmly packed sticky warm rice into 12 golf balls and set them aside to dry naturally. As an alternative to leather, we covered the dried rice balls with duct tape and smoothed out the wrinkles by rolling the balls repeatedly on a wood bread-

board by hand. They were endearingly attractive silver golf balls.

There were still two projects to complete before our putting game could be played. It just so happens we have a very old 80 foot tall Hickory tree growing in our back yard. The kids picked up several fallen leafless Hickory tree branches with a hooked knob at one end; we sanded each one until they were as smooth as a baby's backside, and ended up with 10 unique golf clubs.

It took us three hours to set up the last project. It was a putting game named "MAKE BALL MOVE UNTIL IT DROPS IN BUCKET."

For obstacles to make the game more challenging, we used; six potted plants, lots of rocks from the rock garden in our back yard, five open saucepans lying on their sides, 2 large boxes of uncooked rice to make 1 sand trap, many old and not so old used bath towels for fairways/walkways were taped down securely with duct tape, a beat-up old wood hand-made dollhouse with four in and out tracks to hit and roll golf balls through, three open-top cardboard boxes-taped down with duct

tape- cut out one front entry and one back exit at the base, Use and place at the end of the obstacle course one super-duper Lego bridge already constructed for balls to pass over and drop into a standard pail, half-filled with raw macaroni. We were all winners; the reward was staying healthy together.

It is still a silly-looking game that would make no sense to some advanced putter pros, yet we all felt pleased to play our game which offers welcome relief from the stress of the serious life-changing conditions.

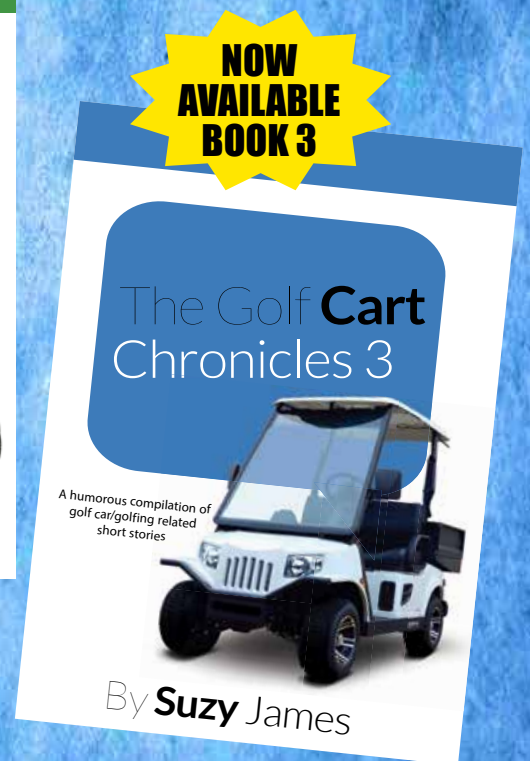
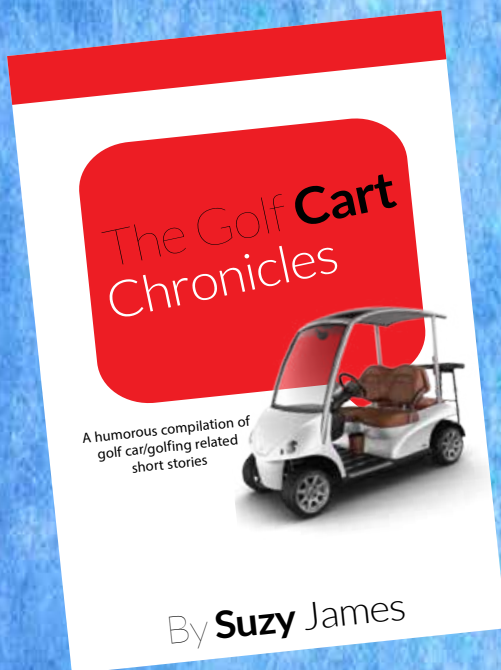
We have each become better putters and more importantly, we came together as a family to stay safe and healthy. Our prayers and thoughts go out to so many who have been affected by this horrific virus. Better days are ahead. Thank you to all who have worked so tirelessly to assist at so many levels.

The Golf Cart Chronicles By Suzy James Series 1, 2 and 3 now available for purchase at www.itsnever2late-books.com

“The more that you read, the more things you will know. The more that you learn, the more places you’ll go.” — Dr. Seuss

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How To *Clean a Golf Cart Gas Carburetor*

Most golf cart carburetors can be cleaned on a workbench. Removing the carburetor from the golf cart engine is a matter of disconnecting the fuel line and throttle cable, and removing the nuts that hold the carburetor to the intake manifold. Carburetor cleaner spray and a bristle brushwork for removing dirt and gasoline lacquer from the carburetor body. A rebuild kit for the particular model of carburetor you're cleaning will have the correct replacement screws, jets, and gaskets. Spreading a cloth or a placemat on the workbench helps to keep track of the carburetor parts.

Remove the air cleaner at the rear of the carburetor by loosening the hex bolt with a box wrench. Use a screwdriver to remove the screws holding the float bowl on the underside of the carburetor. Set the bowl, the gasket, and the float aside and remove the main jet and idle jet from the carburetor body with a flat screwdriver.

Clean the inside of the float bowl with spray cleaner and a

WARNING

Do not remove the carburetor while the engine is hot. Tighten screws and nuts snug. Do not over tighten. Wear eye protection when spraying carburetor parts.

bristle brush to remove any lacquers. Dump the residual cleaner into a small pan or plastic container. Turn the idle adjustment screw all the way in with a flat screwdriver until it stops, and note the precise number of turns. Back the adjustment screw out all the way and set it aside.

Spray the carburetor body inside and out with cleaner. Use the tube nozzle on the spray can to clean the jet ports, idle adjustment port, and the choke plate. Use the bristle brush to clean dirt and deposits on the body. Wipe the carburetor with a dry cloth.

Use the replacement parts from the rebuild kit to reassemble the carburetor. Insert the main jet and idle jet into the body. Tighten them with a flat screwdriver until they are secure. Insert the idle adjustment screw until it stops, and back it out the precise number of turns.

Insert the float return spring in the bowl, set the float in place and make sure it moves up and down easily with a touch of a finger. Place the gasket on the lip of the bowl and reattach the bowl to the carburetor body. Replace the filter cartridge in the air cleaner and reattach the air cleaner to the carburetor.
Tips

Close the fuel-supply valve on the golf cart before disconnecting the fuel line. Use the new intake manifold gasket from the rebuild kit when mounting the carburetor on the engine. Minimize the amount of spray cleaner by using the extension tube that comes with the cleaner.

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legalNEWS

'It has gotten completely out of hand' Youngsville police chief concerned by unlicensed minors driving golf carts

YOUNGSVILLE, La. (KLFY) Police Chief Rickey Boudreaux says he is concerned for the safety of residents and for the safety of young teens he sees driving golf carts around the streets of the Youngsville community.

"We have asked and pleaded many times for residents to follow the golf cart ordinance. It clearly states that all golf carts must be operated by a licensed driver, registered through the city of Youngsville and have liability insurance coverage." Boudreaux said.

Chief Boudreaux says he's seen a big increase in the number of golf carts being driven by young teens.

In the past few days he says he's seen kids, "running" stop signs, with overloaded golf carts not even slowing down at yield signs."

"Our Department has allowed there to be a licensed driver next to a young adult driver," he said, but now it's gotten completely out of hand with unlicensed drivers driving carts full of kids and not following the traffic laws such as stop signs."

"If a unlicensed driver is found driving golf carts or any off road vehicles on the roadways it will be towed at the owners expense. I didn't want to have to do this but due to the widespread issues throughout the city and in the interest of public safety we are forced to conduct strict enforcement."

Chief Boudreaux ask that if you see young teens driving around in golf carts, you can call the non-emergency number at (337) 236-5899 to report it.

FACTS ABOUT LED LIGHTS FOR GOLF CARTS

Modern LED's make about 100 lumens per watt while a regular incandescent bulb makes about 10 lumens per watt. Electronic circuits also called engines use drivers to multiply the light output by pulsing (rapidly turning it on and off) the light which controls the heat generated by over powering the LED. This can produce some very bright light and also heat. These lights will always

White LED lights are more complex than colored LED's because they require 3 colors to make white. SMD LED's have 3 diode (tri-chip) LED's in one which is more efficient. The best-LED lens is made from Polymethyl

go

methacrylate (PMM) because it is the clearest man-made material. Sunscreen and hardening elements can be added to the PMM to reduce sun damage and scratching. Also important is the addition of chrome plated

TecScan
We Make Lights Easy



have some type of heat sink usually finned aluminum to draw away and dissipate the heat. They do produce more light. Unless more light is necessary for high speed vehicles, hunting or farming, its more light than is needed and at a much greater cost. They can also use more power which kind of defeats the best reason for a golf cart to have LEDs in the first place.



tecscan

We Make Lights Easy

TecScan is a creative venture company in operation for over 36 years. We have been associated with the golf cart industry since 2002 designing innovative golf cart accessories. We developed and manufactured the BREEZeasy blower that was acquired by Nivel Parts and Manufacturing, LLC. Our next product, patented as the Ultra Seal™ cart enclosure system, was acquired by REDDOT Enclosures and used in their top-selling Ultimate line.

reflectors that can tune the light to get the most reflective value.

The best reason to choose LEDs for a golf cart is that they offer the most light for the least power used - about 90% less power. This means you can feel more comfortable using your lights and not worry about wearing down your batteries.

Some people are disappointed with LED lights. They see a lot of bulbs and expect something similar to a car headlight beam in light power. It's the old apples and oranges thing. Car headlights are between 1500 and 1800 lumens and cars have two lights, that totals 3,600 lumens. So, a LED light producing 200 to 300 lumens is not going to compare.

So, what does this all mean? You really can't compare LED light to incandescent by brightness (lumens rating) only. Both lighted area and power consumption should be considered. We now offer the SMD2835 LED light. This is now our standard light. It will light an area of about 20' X 20' feet or an area the size of a 2

car garage. Not like broad daylight, but bright enough to see objects ahead. Remember, the average golf cart travels about 12 MPH maximum. So the need to see hundreds of feet ahead is not necessary. Our dealers tell us our single light is about 10%-20% brighter than the standard single headlight found on name-brand carts. Best of all our SMD2835 LED light only uses 4 watts. You could leave it on 24 hours a day for 2 weeks before your batteries would run out of power.

Our lights have been well received by dealers and retail customers, alike. The front LED light greatly improves visibility from oncoming traffic and we have had many "awesome" level compliments on our tail lights brightness. LED's also last longer. We tested our LED light continuously for 6,000 hours before it began to fade. This is well beyond any reasonable use from a golf cart.

TecScan has designed and manufactured a new generation of LED Light kits featuring the SMD2835 led, they have high-

er lumen brightness efficiency, better stability, better heat dissipation and longer life. (SMD = Surface-Mounted-Device)

- The SMD2835 is much thinner than previous LEDs, with dimension 2.8*3.5*0.7mm. Because of excellent dimensional design, it adapts well for the products with a projection lens.
- The higher lumens rated SMD2835 increases from 6LM/watt up to 35LM/watt, so, it can easily replace larger sized SMD LEDs.
- The SMD2835 has can produce more light due to improved cooling. The thin design technology produces a shorter light pathway which increases the SMD2835 efficiency up to 96%.
- The larger cooling area (6.6mm²) of SMD2835 increases lifespan, which can reach up to 50,000 Hours.
- With the high-performance and high-efficiency of the SMD2835 is a great replacement for our previous SMD5050 LEDs.

SUPERX7 Magnetic Golf Bluetooth Speaker

Upside Inc. is excited to introduce the SUPERX7, the world's first Bluetooth portable speaker with a built-in NEOMAG magnet. The only golf speaker around that is mountable in a second and guaranteed to not fall off your cart or any metal surface.

High-Fidelity Bluetooth Speaker

The Perfect Bluetooth Speaker for Outdoor Enthusiasts. Fishers, Hunters, Party Goers, Beach Travelers, Families, Sportsmen of All Types Will Benefit from This Speaker!

The Worlds First Magnet with a Neodymium High Powered Magnet Built into the Speaker, Enabling it to Mount onto any Metal Surface.

Play the SUPERX7 Bluetooth Speakers up to 100 Feet Away from your Device in an Open Field. The Advanced Antenna Design with Bluetooth 4.2 Provides Greater Wireless Range and Faster Bluetooth Connection. Connects Easily with smartphones (iPhones, Samsung, Pixels), smart home devices (all Echo generations), laptops, and all other devices with Bluetooth capability.

Features MEGABASS and Dual Stereo Connect! You will receive high-quality sound, deep bass, and you have the ability to pair with another speaker!

The SUPERX7 Features:

- MegaBass
- LOCKON NeoMag Technology
- 10 Hours Battery Life



- Bluetooth Range of 80-100 Ft. in an Open Field
- Dual Stereo Connect (Pair 2 Speakers Simultaneously)
- Waterproof IPX7 (Up to 3 Feet of Water)
- Solid & Rugged Design

Includes:

- Bluetooth Speaker
- USB-C Charging Cable
- 3.5mm Audio Cable
- Carry Rope

WATCH THE VIDEO

Upside Golf
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