

Golf Car **OPTIONS** Magazine

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COVER PHOTO
HD Golf Wheels



WACKY WORLD

Why Are There So Many Types of
Golf Car Seats?

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Golf Cart **DEALER**

Carts & Parts, Union
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Weekend WARRIOR

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Products To En-
hance Your Golf
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Carts & Parts offer the widest inventory of new and pre-owned golf carts in Union City, IN.

COVER PHOTO: HD Golf wheels are now OEM on Atomic Cool Kartz, Inc.

Atomic Cool Kartz has chosen our latest design the "Spinout" in 14x7.0 for their Ion, Ion XL and the Coupe models –our all new aluminum alloy "Spinout" will be available as well In Gloss Gun Metal/Machine Face, Gloss Black/Machine Face & Gloss White Machine Face. As well as our patented clear Red or Blue overlay colors.

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How To Videos From The RHOX Garage

May, 2021

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CONVERSATION

54



A CONVERSATION WITH

Henry Gaudens – Managing
Director, Hi-Performance Designs,
Inc.

From the
Editor

EDITORIAL

With summer just around the corner, we're hearing from a lot of dealers that both new and used golf cart inventory is on the decline. Not an ideal situation as more and more places are seeing COVID restrictions lifted, and summer vacations being planned for the first time in over a year! Email us what you're seeing and hearing. in your area.

Our May issue is jammed packed with some great advertisers. And please, be sure to tell them you saw their ad in Golf

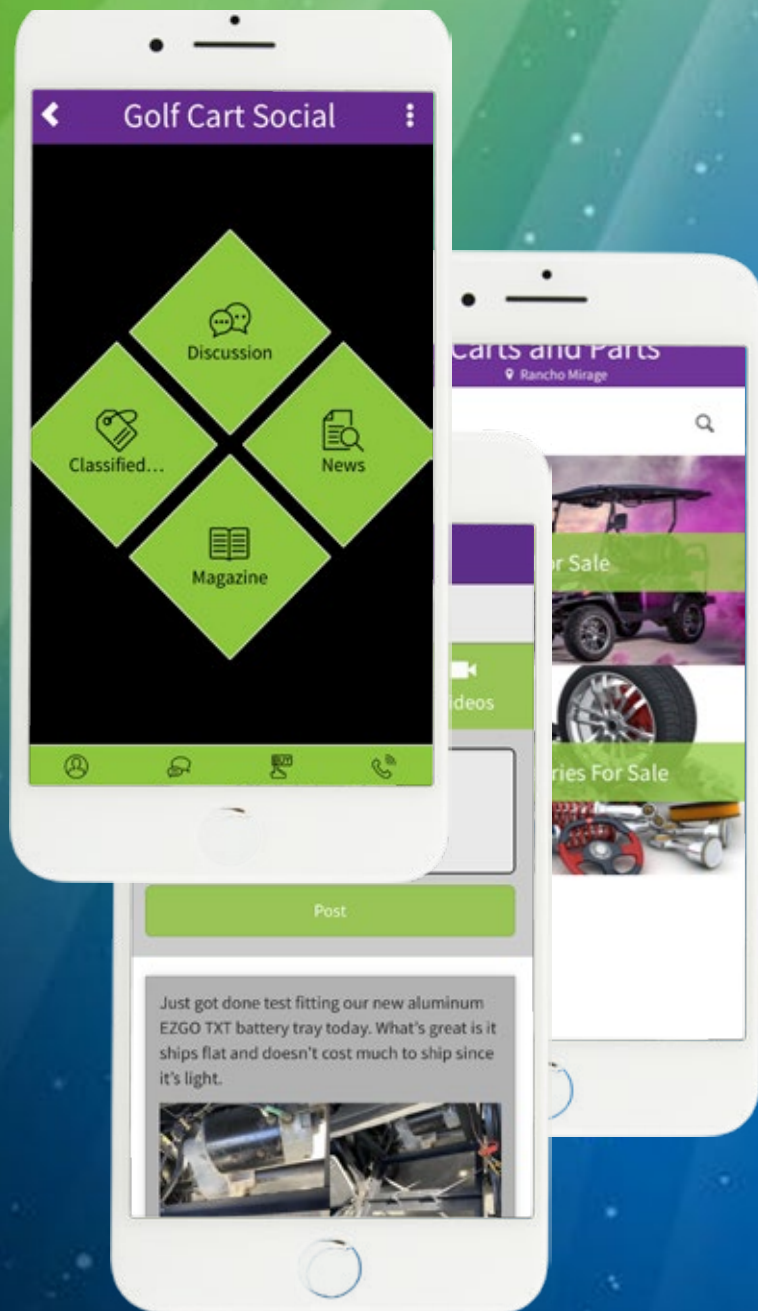
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CAN Golf Cart Keys Be DUPLICATED?

[https://forekingolf.com/
duplicating-golf-cart-keys/](https://forekingolf.com/duplicating-golf-cart-keys/)





Golf cart keys can be a pain when they break off in the ignition or get lost.

The average golfer will likely go through a couple of golf cart keys during the lifetime of their cart ownership, and it can sometimes be expensive to replace them when they have been lost.

You may have heard of people who can duplicate car key fobs, but is this possible with golf carts too? Let's find out.

A golf cart key can be duplicated either by a locksmith or by a Golf Cart Manufacturer or Retailer. Duplication is made easier for the key cutter if you have the original key to make the copy from.

A Golf cart key can be duplicated and there are two different ways to go about this, both of which have their challenges

The first option would involve trying to find someone who has the right equipment to make an exact copy of the original key (this may take time).

The other choice is going back over where you purchased your golf cart from to try and get them to replace

or duplicate the key (this process will probably be much quicker).

Go To A Locksmith To Get A Replacement Golf Cart Key

There are Locksmiths with access to specialized tools that can create copies of keys like this – but these individuals are few and far between.

It might take some time before someone with such skills becomes available in your area, but don't give up hope!

Go To A Dealer To Get A Replacement Golf Cart Key

If you're looking for a quicker solution, then we recommend contacting your local dealer.

As they should have all the necessary equipment on hand, so they'll likely be able to help straight away.

Do You Have The Original Key

It is best to take your golf cart Key with you when having it duplicated

This is because the duplicate will be made from a mold of your original, so it's best to have an accurate representation.

How Much Does It Cost To Get A Golf Cart Key Duplicated



The process of duplicating golf cart keys can vary depending upon where you live, how quickly you need it, and of course how much you want to spend.

In some cases, there are specialist key companies that offer service at prices ranging from \$85-\$150 per set with turnaround times varying between 24-48 hours.

These typically cost more than those offered through dealerships or locksmiths but maybe faster if you require immediate assistance (especially during peak seasons).

If your original has been lost then it will likely take longer and cost more.

Are Golf Cart Keys Universal

Golf Cart Keys come in universal sets for each manufacturer with only a few exceptions.

In some instances, Golf cart Keys can be used on multiple Golf Carts. This is sometimes the case at a golf club where they have a fleet of carts and it's easier for both them and their members to use the same key and barrel for each vehicle.

It can also be true of golf carts made by the same manufacturer.

Can You Start A Golf Cart Without A Key

If you have lost your key, or it's been broken, you may be tempted to try and start the cart without a

key.

Hot wiring it.

Cut the ignition cables, strip the plastic off and then touch the two wires together to cause the engine to turn over without ignition.

This is possible to do, but it may cost you more to repair the ignition than you want to pay, compared to a replacement key.

Conclus

It is possible to get a Golf Cart Key duplicated and there are several places you can get this done, either at a locksmith or a golf cart specialist.

I would recommend having a spare cut before you need it, as this will help you avoid any stress or inconvenience of not being able to use your golf cart while you wait for a new set of keys.



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Technology *meets* Golf Cart

Regenerative braking: What Is It?

How Does Regenerative Brakes Work?

Regenerative braking is the act of turning a motor into a generator. It slows down the load that was driving. Regenerative braking puts a little of the energy back into the traction pack in this case on your golf cart, it would put the absorbed energy back into your batteries. It saves your brakes from being damaged and gives a boost to the range every time you stop.

The main aim of regenerative braking is to recollect the energy byproduct. The byproduct is the result of the brakes. In an electric cart, the electric motor that runs the cart has an essential role in braking. When you press the brake pedal, the regenerative braking circuit shifts the motor to work in reverse.

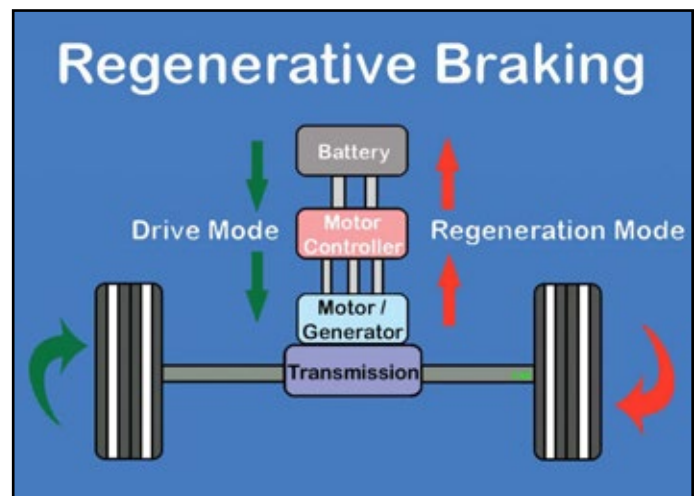
When this reversal takes place, the circuit works as a power generator that creates electrical energy. This electricity is directed towards the storage batteries of the cart to recharge them. When

the speed is higher, the brakes require the assistance of traditional brakes to work as a backup.

With the current rise in demand for less consumption and less polluting vehicles, electric vehicles have gained popularity. Electric golf carts offer lower operating costs and produce zero emissions. Regenerative braking can enhance the energy efficiency of a golf cart, but only if one uses the regenerative properties of the system. If you are driving down the road and approach a stop sign and use your traditional brakes to slow down your golf cart versus the regenerative brakes, then you will not be on the receiving of extra energy to be stored into the batteries. By using the regenerative braking system instead of your traditional brakes, the system can enlarge the driving range and decrease emissions to help provide a cleaner world.

A regenerative braking system can provide more control over braking and reduce wear and tear on brake pads. It also helps in increasing the lifespan of the brakes and batteries for the vehicle.

Therefore, having regenerative brakes in a golf cart is helpful, however, if you have them, you must use them and leave your normal brakes for emergencies and quick stops. What do you think of regenerative brakes? Let us know your thoughts by emailing your comments to info@golfcartoptions.com.





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Kennesaw, Ga. — Golf Digest recently announced their annual Editor's Choice Awards winners and Yamaha Golf-Car Company's Drive2 Quietech® vehicle was awarded their 2021 Editors' Choice Award for Best Gas Golf Car.

Yamaha's Drive2 Quietech® gas car has won this prestigious award four times (2017-2019, 2021) out of the program's six-year history. With this program, Golf Digest seeks to identify "The Best Things in Golf," with an emphasis on exceptional properties, products, and services. Their mission is to provide their readers with expert insight on what can create the greatest possible game experience.

"We are honored that Golf Digest has recognized the Drive2 Quietech® once again as the best gas golf car in the industry. Our Quietech® car is almost as quiet as an electric, and the comfort of four-wheel, independent suspension makes it stand out from our competitors," said Tom McDonald, President, Yamaha Golf-Car Company. "This golf car allows for significant fleet operation savings for owners and is yet another testament to the quality and performance of the machines that Yamaha creates."

For more information on the 2021 Golf Digest Editors' Choice Awards, visit www.GolfDigest.com.

ABOUT

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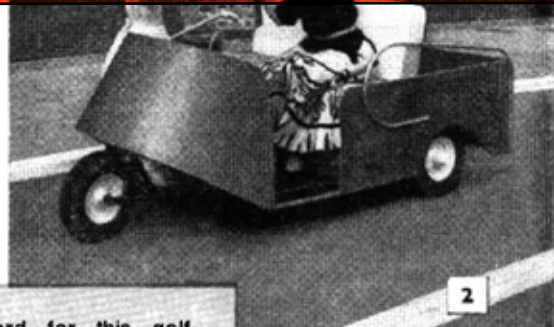
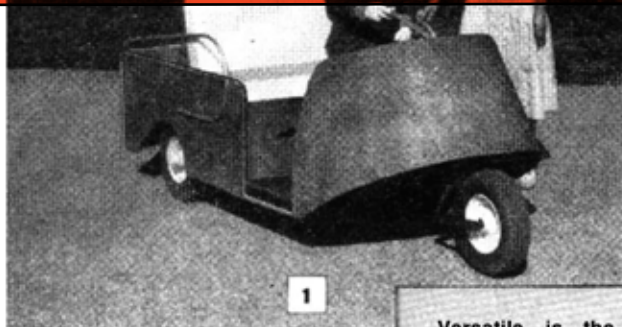


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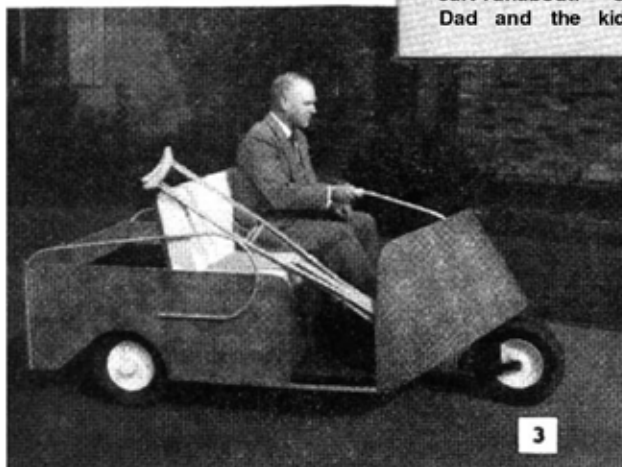
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GOLF CART-OR FAMILY RUNABOUT

First, it's a golf cart powerful enough to carry two adults and equipment up steep slopes. But it's also a heart-saver for the aged, "legs" for an invalid, and a "school bus" or shopping "car" for Mom. It features twin-motor drive, four speeds forward and reverse, coil-spring suspension, 2-wheel brakes and tricycle steering, plus a built-in battery charger

PART I

By Tom Riley

SPEEDS UP TO 20 m.p.h. and 30 to 40 miles on a single charging of the batteries make this cart an ideal utility vehicle for any home, farm or business. The cart is wide and low, both to assure stability on any terrain and to provide ample room for any of several combinations of motors and batteries.

First step in the construction is to make the main frame, Figs. 7 and 10, of steel channels and angles. Arc welding is required in this assembly. The next step after the main frame is assembled is to assemble the drive-unit frame, Figs. 7 through 11. The rear cross member of this frame is a length of 3/4-in. pipe that pivots

in two U-shaped brackets bolted to plates that are welded to the rear cross member of the main frame. The brackets are a loose fit on the pipe. Strips of inner-tube rubber then are wrapped on the pipe under the brackets to provide a "snubbing" pivot. Stub axles for the rear wheels are welded to a length of pipe to produce a complete axle, that will give a width of 41-1/2 in. between the outer sides of the tires. This leaves a clearance of 3/4 in. between the tires and the outer edges of the cart's main frame. The drive-unit frame is made narrow enough to clear the brake drums on the wheels. Coil springs used in the rear suspension are kept aligned by 3/4-in.

POPULAR MECHANICS

pipe caps bolted to spring plates at the front of the drive-unit frame and to the 2-in. cross member of the main frame. A long 3/8-in. bolt with fuller balls at each end is used to "snub" the frames together and to prevent sideways of the drive-unit frame. The lower right-hand detail in Fig. 7 shows the snubber bolt, springs and pivot-bracket setups. A piece of 3/4-in. plywood is bolted to the drive-unit frame to support the motors. Slotted holes in the plywood permit the motors to be moved to allow adjustment of chain tension. Heavy turnbuckles are attached to the frame and to the motors near the shaft ends to "hold" this adjustment.

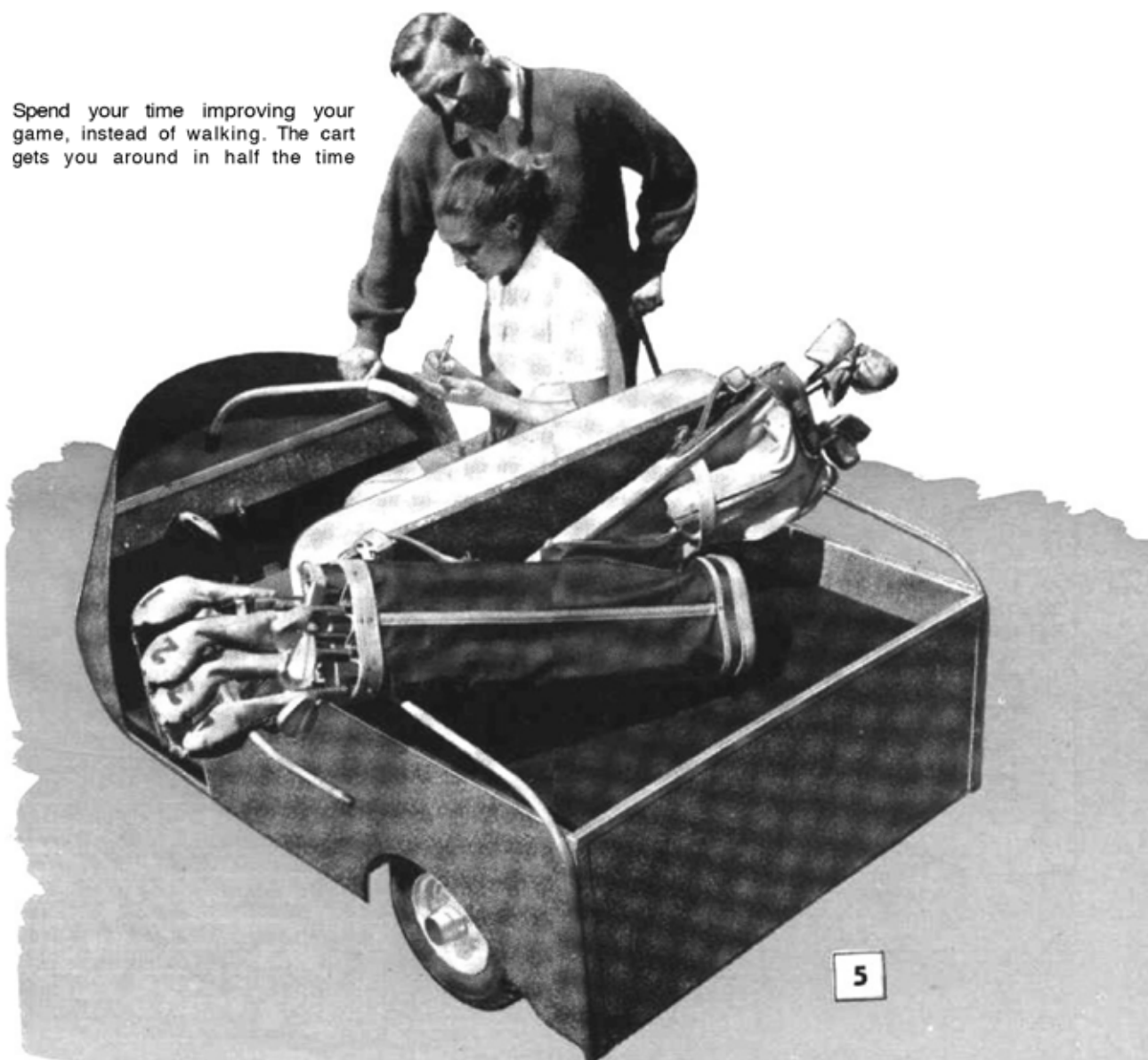
Wheels, which should be purchased before assembling the drive-unit frame because of the need for measurements, can be of several types. For the rear, the wheels should have 4.80 or 5.50 x 8 turf-type tires, such as used on most golf carts. A less ex-

pensive substitute are wheels torn light aircraft, which are available as war surplus. These have tires with a channel tread, and are complete with bearings, hubs, and spindles. Also available are 6-in. brake drums and sprockets drilled to fit the wheels. For the front wheel of the cart a rounded tire is best. A 14-1/2-in. balloon aircraft tire or a 16-in. standard industrial tire should be used.

The fork assembly is made as shown in the left-hand detail, Fig. 7. Either turned brass bushings or ball bearings can be used, pressed into a counterbored length of pipe or tubing. The latter then is welded over a hole drilled in the 3-in. frame channel, Figs. 6 and 10.

Three types of d.c. electric motors can be used for the cart. Sprockets and chains from light motorcycles are used with each to deliver a speed of from 350 to 400 r.p.m. to the rear wheels. Aircraft starter motors,

Spend your time improving your game, instead of walking. The cart gets you around in half the time



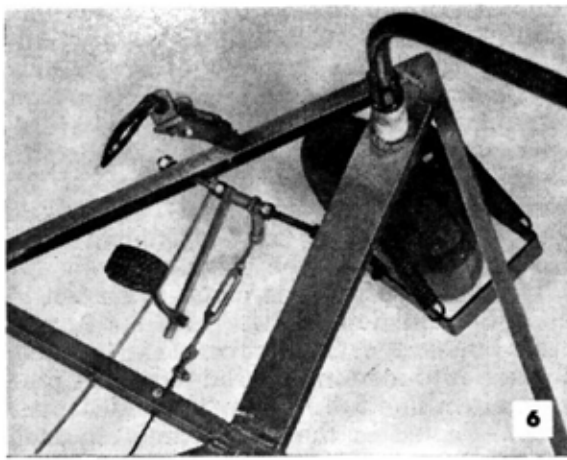
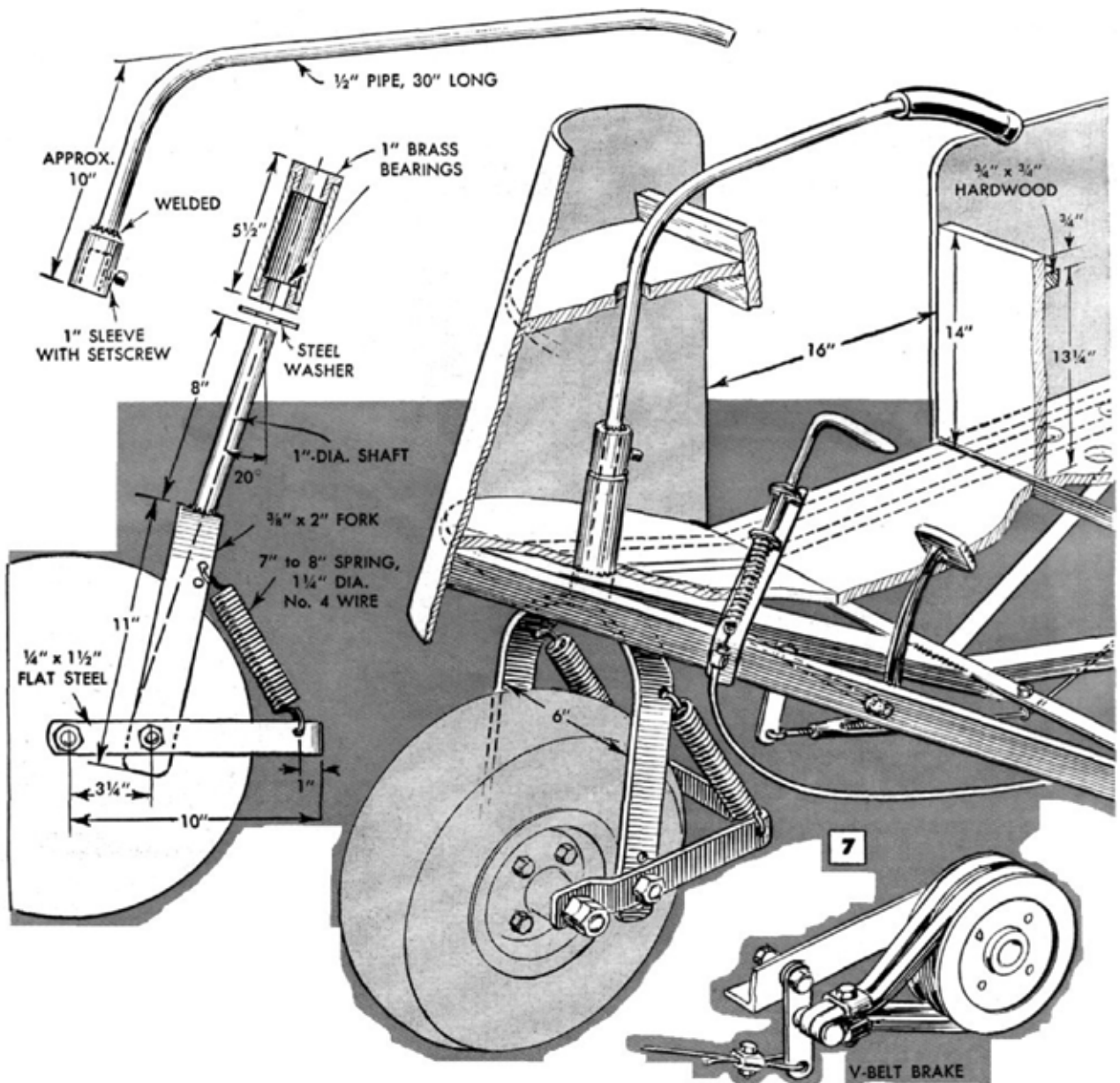
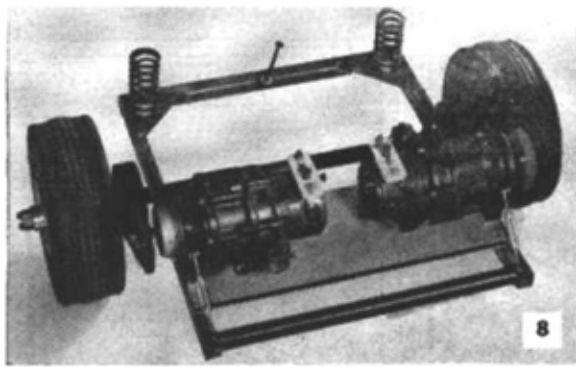


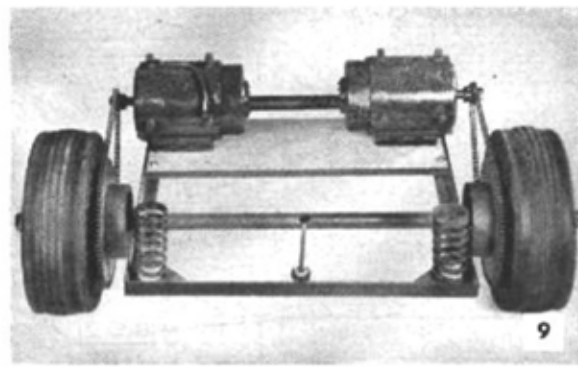
Photo of frame front end shows location of fork, foot and hand brakes, extreme turning angle possible

Fig. 8, available as war surplus, can be used if only moderate power is required. Although rated at 24 volts, they are designed for intermittent service and should be run with four batteries producing 12 volts, or three batteries that will provide 18 volts. Most of these motors turn only about 100 r.p.m., so a large sprocket is fitted on the motor and a smaller one on the wheel. Check the r.p.m. rating of any type motor before obtaining sprockets. A second type aircraft motor, also available as surplus, is a high-speed unit that rotates at about 5000 r.p.m., which makes it necessary to use a gear reducer of from 5-to-1 or 10-to-1 to reduce the speed to a point where chains and sprockets can handle it. A third type motor, the most expensive, is a propulsion or traction motor, Fig. 9, such

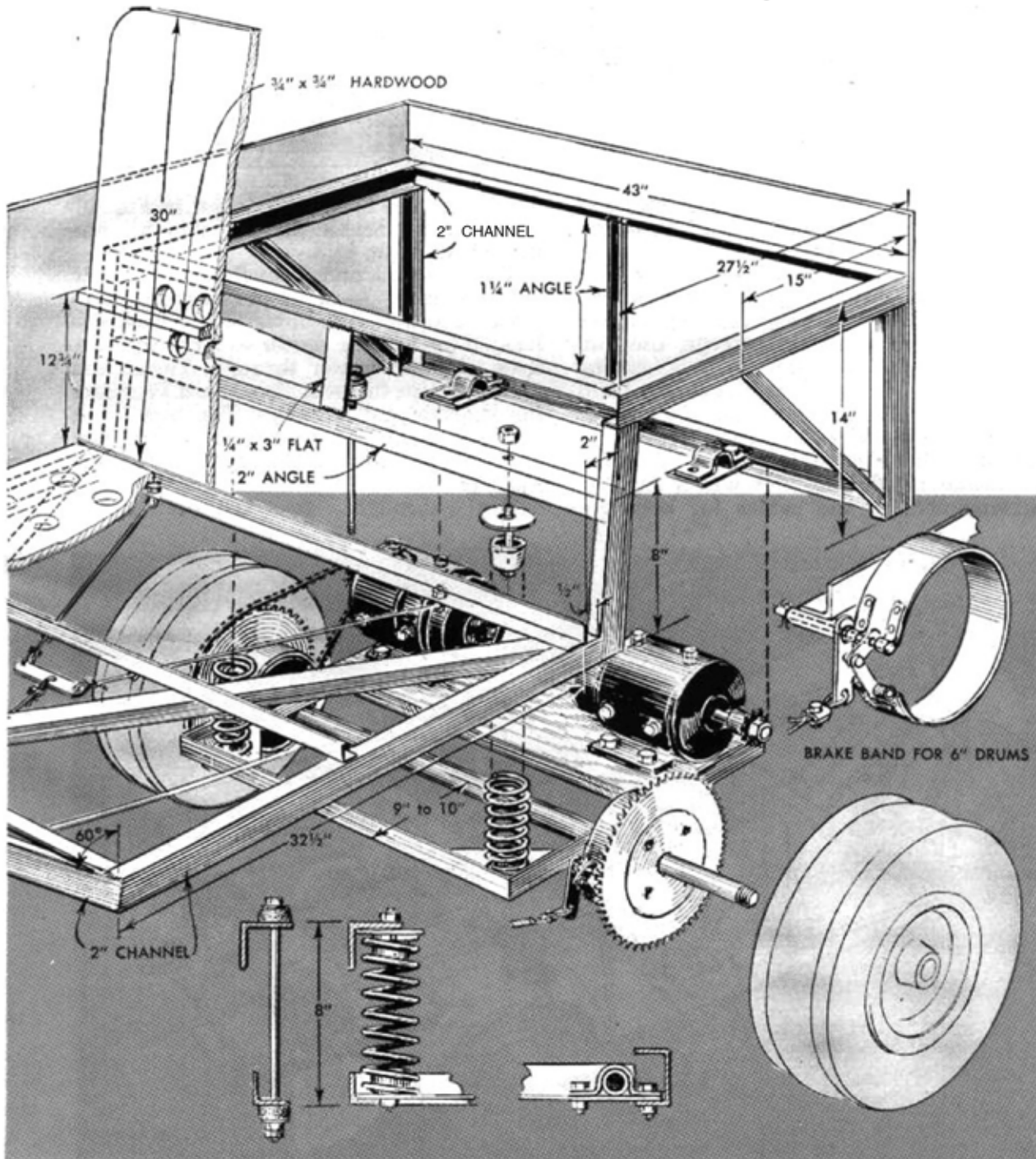


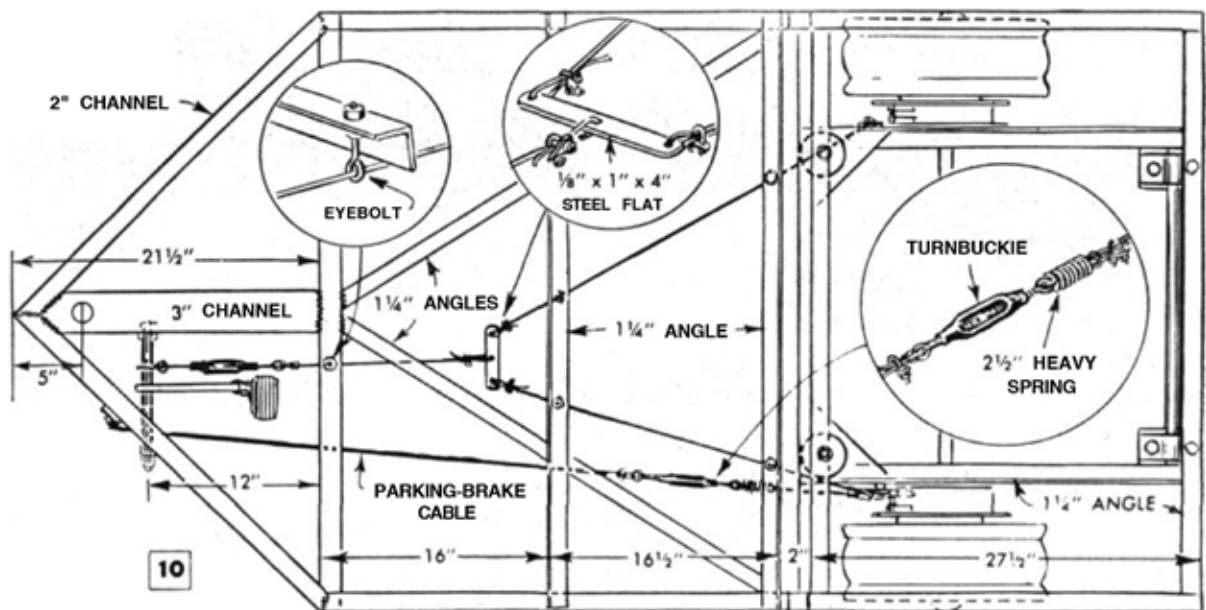


Drive-unit frame with aircraft starter motors installed. Note turnbuckles from the frame to motors



Here drive unit is fitted with propulsion motors, such as used for golf carts and industrial lifts





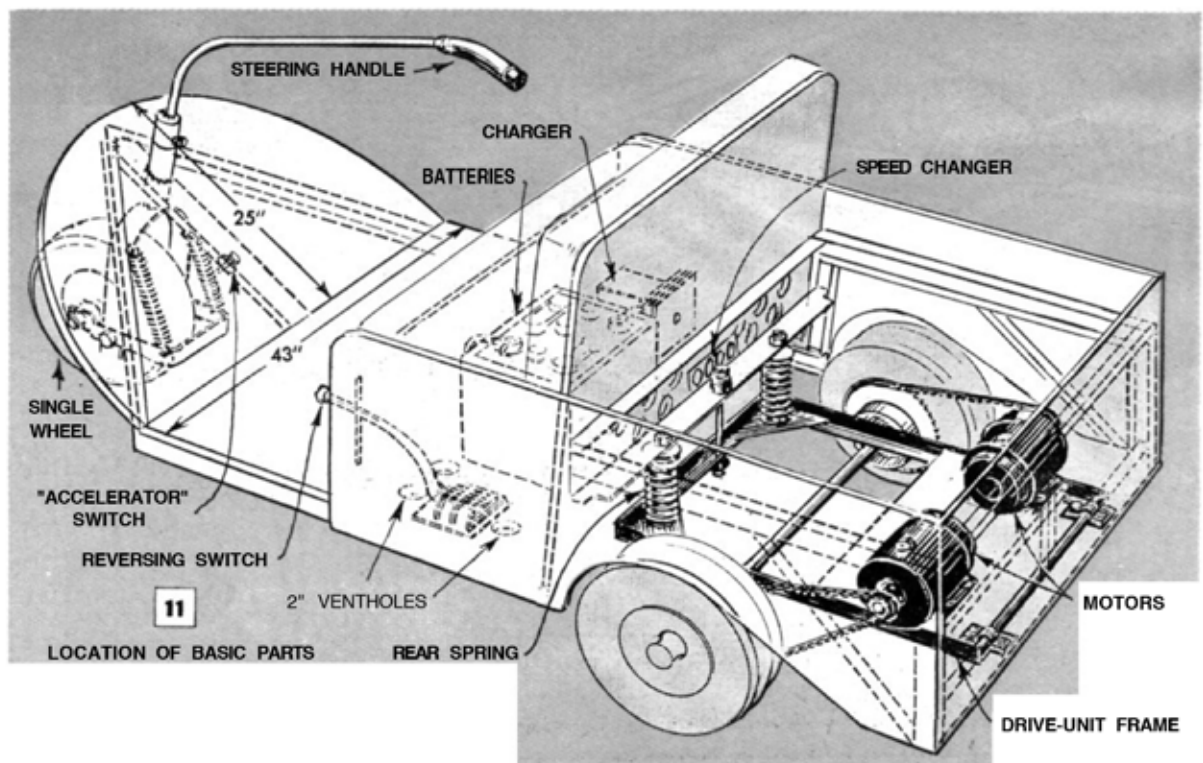
as is used for golf carts, electric lifts and the like. They are available from the larger motor manufacturers.

Brakes for the rear wheels of the cart can be made in two ways. If you purchase wheels with 6-in. drums, parking brakes of the external-contracting type, used on the drive shaft of Plymouth cars, can be modified for use as shown in the right-hand detail, Fig. 7. A second type of brake is to bolt a double V-pulley to each wheel and use two V-belts as "brake bands." The latter brake is efficient, but wears rapidly. Arrangement of the cables for both the

hand and foot brakes is shown in Fig. 10. The parking-brake handle can be one picked up in an auto-wrecking yard.

The seat back and three floorboards now are cut from 3/4-in., exterior-grade plywood. Ten 2-in.-dia. holes in the back are located toward the center so mud from the tires will not spatter through. These, and nine holes in the seat floorboard ventilate the charger and batteries. The seat front, cut from 1/2-in. plywood also is attached, after being slotted for the reversing switch, Figs. 11 and 13.

Figs. 1 through 5 show just a few of the



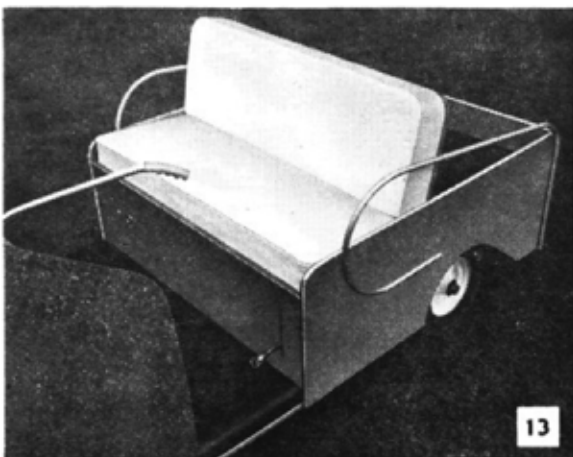


12

Springs used to counterbalance the hoods of some automobiles are strong enough for the fork assembly

many uses for this versatile golf cart-run-about. If it is to be used by an invalid, the cart should be fitted with hand, rather than foot controls. The "accelerator" pedal can be replaced with a lever-controlled switch on the instrument panel or glove shelf. Brakes also can be operated by a long lever projecting upward through the floorboard and positioned for the driver to grasp it easily. An upward-projecting extension handle also will have to be fitted on the reversing-switch. It is important that this switch be handy for any driver, as it can be used to brake the cart in an emergency. If the cart is to be driven on streets or highways, check with city and state officials for types of licenses required before constructing the cart. You may find that your state or city does not permit a vehicle of this type to be driven on the streets or on the highways. Next month will be shown the installation of wiring, battery hook-up and attachment of the body sides, front and seat.

This view of cart shows neat appearance of seat and rear deck. Note reverse lever at front of the seat



13

APRIL 1958



Part 2 Coming June 2021

GOLF



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Golf Cart Manufacturers | Golf Cart Dealers | Golf Cart Owners

Over the past several years the golf cart industry as a whole has been showing no signs of slowing down. The most recent published market reports have projected a significant uptick in revenue over the upcoming years. Taking the size of the industry, and the small role that golf carts play in both the PGA Merchandise Show and the GIS Show there have been numerous conversations as to why there is not a standalone golf cart trade show. Well, we feel the same way. So much so that a group of industry leaders is aggressively putting together an exploratory focus group to do just that. We feel there is a strong need to bring golf cart manufacturers, parts and accessories wholesalers and retailers, and golf car owners together, in one place. Don't forget to join our **MAIL LIST** so we can keep you updated as we move forward "Bringing The Industry Together."

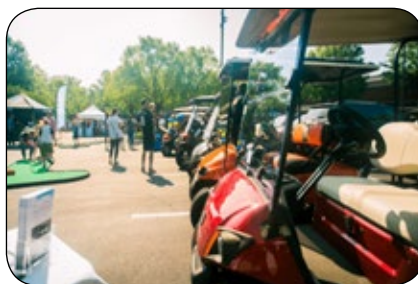
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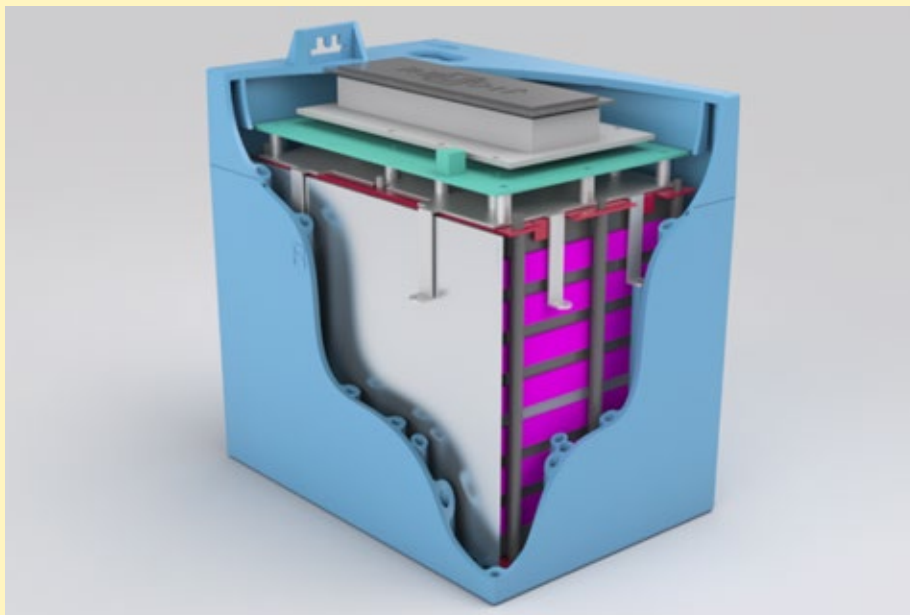
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ABOUT

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OUR PHILOSOPHY: Our motto, Challenge Your Limits, reflects our philosophy to push yourself to greatness. We, along with our customers, live and breathe adventure and relish the opportunities that our planet provides. We feel it is our duty to do better as a business, making our batteries as sustainable as possible for our customers who enjoy being outdoors.

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We have the largest golf cart related following of highly skilled users that can help with any questions that you may have about golf cart parts and modifications.

FACEBOOK

Follow the 2019 golf cart build-off on our Facebook page. 35 of the best golf cart builders in the U.S. and Canada building the baddest custom carts in existence.

BUILD OFF

Golf cart companies can't keep up with demand during pandemic

Thanks to the coronavirus pandemic, it's a seller's market for golf carts.

After more than a year of staying in, Charleston residents desperate for stimulation have turned to thrills closer to home: golf carts and low-speed vehicles.

While golf carts have long been a leisurely, energy-efficient vehicle for many Charleston families — even those who live nowhere near a golf course — local companies say demand over the past year has outpaced production.

"This is the busiest we've ever seen," said Danielle Smith, owner of **Charleston Custom Carts**, which opened in 2017.

"Last spring and summer, we were selling 50-60 carts a month and if I had 100 carts, I could have sold 100," said Andrea Leary, who co-owns **Rad Rydz** Golf Carts in Mount Pleasant with her husband Chad Shores. "Our biggest issue is finding golf carts to sell. We can't keep them in stock."

Historically, the busy season for golf cart purchases is when tax returns are processed and people are flush with cash. Business owners report that 2020 bucked that trend, with a con-



stant demand for carts all year.

Yet, COVID-19 related manufacturing shutdowns and shipping delays has made getting new golf carts and replacement parts a challenge.

"Just getting seats upgraded is a 20-week lead time, because the wood backing that goes on the seat is being used by toilet paper companies," Smith said.

Rad Rydz gets their inventory from golf courses that upgrade golf cart fleets and sell them retired carts. Leary said golf cart manufacturers are behind on making new carts, which has in turn halted their inventory.

"E-Z-GO and Club Car are months and months behind because of COVID-19, so golf courses are holding onto their fleets," she said.

Leary and her husband have secured carts from out-of-state golf courses to keep up

*By Jenny Peterson, Contributing Writer | charlestonbusiness.com
Photo easycarshipping.com*

with demand. They hired an 18-wheeler to transport carts from Florida and have picked up carts themselves.

"This past weekend, my husband and I went down to Florida and brought home 10 carts," Leary said. "We have a trailer that holds six, another trailer that holds three, and we put one in the back of a truck."

Golf cart parts and accessories like tires, rims and lift kits, often shipped from China, are also backordered because of the pandemic, making custom work take longer than usual.

"Every time we get an opportunity to order more parts, we order in bulk," Smith said. "Pretty much every custom cart around Charleston has a 14-week lead time no matter where you go," Smith said.

High demand, low inventory and higher prices for parts has resulted in the price of golf carts to go up significantly.

"People on Facebook are asking why their friend paid \$4,500 for a cart a year ago and today it's \$6,500," Leary said. "But I'm paying \$1,500 to \$2,000 more per base cart before I do anything custom to it; that's why the price of carts has gone through the roof."

Both Rad Rydz and Charleston Custom Carts have golf carts starting at \$5,000. Golf carts at Charleston Custom Carts can go as high as \$8,000. The most expensive low speed vehicle Charleston Custom Carts has sold was \$26,000.

Business owners say higher prices aren't deterring customers.

"Customers spent money prior to pandemic on family vacations and kid's camps and when those were canceled, they got their money back and thought, 'What can we do that's family-oriented?' They bought pools

and boats and golf carts," Smith said. "Now, they can ride around the neighborhood, get out and socially distance. The more people have them, the more other people see them on the road, and the more other people want them."

There has been such an uptick in golf carts operating on roadways that the City of Charleston has begun cracking down on regulations for carts, including making sure carts are registered with the S.C. Department of Motor Vehicles and following guidelines for parking. It costs \$5 to register a cart and owners must supply proof of insurance.

Smith said the crackdown on regulations has prompted more interest in low-speed vehicles that can legally be driven at night with headlights, a windshield, seatbelts and turn signals.

Leary said more people have been requesting custom carts with higher speeds to drive on busier roadways, to grocery stores and more.

"A low-speed vehicle cannot go over 25 miles per hour, but with a golf cart, I can get them up to 40 miles per hour," she said.

As the weather gets warmer, business owners are preparing for another wave of demand. Charleston Custom Carts just got a new fleet of new Yamaha carts and Epic brand low-speed vehicles. Rad Rydz has secured the purchase of 100 additional golf carts.

"I've had 15 calls about golf carts just this morning," said Leary. "People used to come and see carts and then go home to think about the purchase, but once COVID hit, I'd have to tell them, 'I'm not trying to give you a hard sell...but they will be gone by tomorrow.' Now, I just keep a waiting list."

RELiON BATTERY

NEW PRODUCT ALERT: INSIGHT SERIES FUEL GAUGE



RELiON's new InSight Fuel Gauge is THE gauge you'll want to have for InSight Series batteries. It's a backlit battery gauge that will show the state of charge (SOC) for up to 10 InSight Batteries connected in parallel. Unlike lead-acid, RELiON lithium batteries won't slow your golf cart down. The InSight Fuel Gauge helps determine when it's time to charge the batteries.

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- Watch our installation video to see how simple it is to install the InSight Series Fuel Gauge into your cart!

"We've installed over 20 of the InSight Series Fuel Gauges and have been very impressed with the ease of installation and the accuracy of SOC. Its intelligent design being tied directly into the battery management system is definitely an advantage. Our customers like having a meter that reflects an accurate state of charge so they don't get caught short of power when they are away from home." - Gayle Sebastian, The Battery Guy Tucson

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48V batteries, spacer batteries to fill the empty battery slots, a RELiON approved charger and the NEW InSight Series Fuel Gauge.

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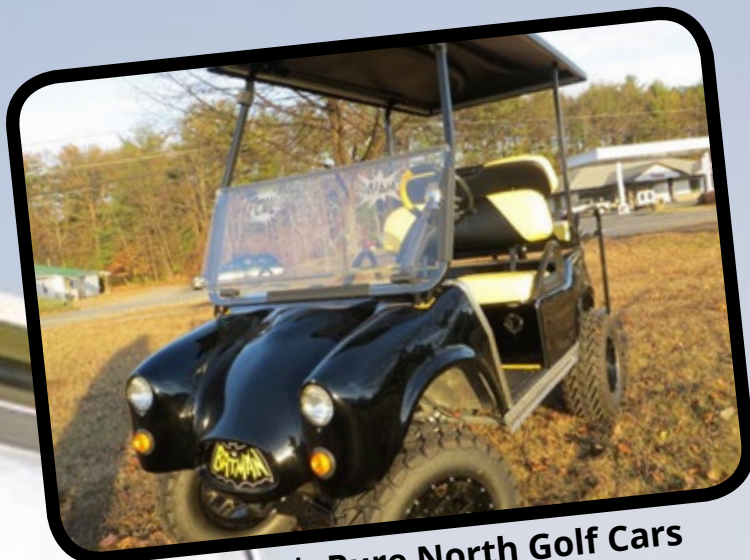


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Why Are There So Many Types of Golf Car Seats?

When **WHEELZ Custom Carts** launched in 2008, nearly everyone had factory OEM seat cushions in standard, solid colors. The world of customizing your golf car had just begun and people were mostly happy with their seats- at least they thought they were.

Today, when you think about replacing your golf car seats, there are lots of factors to consider. Here are just a few:

- Quality of cushion foam
- Thickness of cushion foam
- Cushion contouring
- Backrest support
- Quality of vinyl
- Color and aesthetics
- Stitching and detail

With so many options, nearly every golf car I see driving around campgrounds has an upgraded golf car seat package of some sort. Here are a few of our favorites.

comfort, **these are the seat cushions for you.** The high quality foam and marine grade UV resistant vinyl ensure that your seats will last for many years to come. The side bolsters hug like a bucket seat and enhance lateral stability. The best part is that these seat cushions are fully customizable and easy to install. Personalize your seats with more than 40 color options. Add custom stitching, a logo, and a matching rear seat. The sky's the limit with these seat cushions and the comfort is unmatched.

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Rally Seat Cushions



With 7 color options, the **Rally golf car seat cushion** line adds some racing flair to any golf car. The custom piping adds custom sophistication rarely found in golf car seats. Like the other two option, high quality foam and marine grade vinyl exceeds the quality and comfort of your current OEM cushions. Installation is easy and uses your existing hardware.

There are countless other options for upgrading your golf car seat cushions, but these are our faves. If you are interested in upgrading your current seat cushions, consider the features that are most important to you and there will surely be a golf car seat option perfect for you.



About the Author: The Founder/Former Owner of **WHEELZ Custom Carts & Accessories**, Julie Starr, was one of the industry's first online retailers of golf car products. The eCommerce store, www.WHEELZLLC.com, has served golf car owners since 2008 and remains a popular online shopping experience for golf car owners who want to take their golf cars to the next level.

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This camera can take a direct hit from a golf ball and it will still work like new. Its has also been very popular with Golf Carts. The screen is nice a bright and easy to see while navigating the golf course.

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SUNFUN

DONATES GOLF CARTS TO THE POLICE BY NATIVE DONATIONS



CAROLINA BEACH – Since it opened, SunFun has been a popular stopover for visitors and locals alike! No wonder that the SunFun motto with an impressive fleet of golf carts, scooters and jeeps is: “Go Play!”

On Friday, October 25th, owner Dean Embler hosted a customer appreciation dinner at 1204 North Lake Park Boulevard in Carolina Beach and donated a new gas-powered golf cart to the Carolina Beach Police Department.

Embler said the car was funded by donations from the local nonprofit Step Up For Soldiers to help members of the United States Armed Forces, as well as donations from numerous residents and business owners.

Embler said the car has multiple sirens and lights and runs on gas. It will travel approximately 150 miles on a full tank, eliminating the need to recharge batteries, making it more economical for the department.

Police Chief Chris Spivey welcomed the donation and said it will help officers patrol the new Island Greenway, which

opened earlier this year. The officers no longer have to park and walk the path.

SunFun also has a full service sales department that specializes in custom golf carts. You can contact them at (910) 707-0926.

ABOUT

SunFun

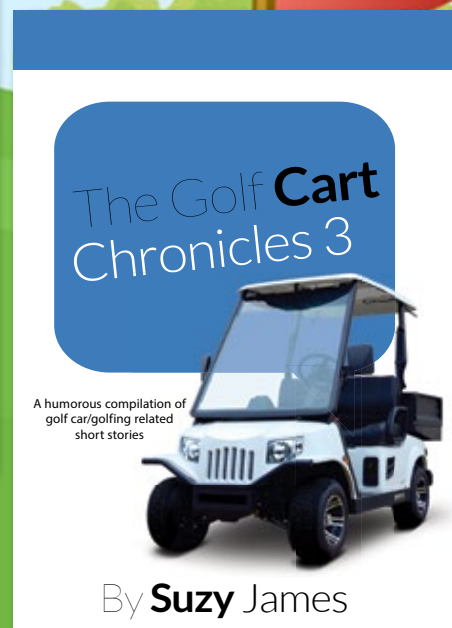
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INGERSOLL RAND

TO SELL GOLF CART BUSINESS (CLUB CAR) FOR \$1.68 BILLION TO CUT DEBTS



Ingersoll Rand Inc said on Monday it will sell its golf cart business to private equity firm Platinum Equity LLC for \$1.68 billion, as the industrial solutions provider looks to cut its debts.

The deal for Club Car, which Ingersoll Rand acquired in 1995, is the latest in a series of divestitures that chief executive officer Vicente Reynal has embarked on to streamline the company's portfolio following last year's merger of its industrial business with Gardner Denver Holdings Inc.

As of Dec. 31, a long-term debt of \$3.86 billion stood on the books of Ingersoll Rand, which said Club Car sale proceeds will also be directed towards core business segments.

Jefferies said it expects additional deals with some longer term potential for a dividend, adding that investor focus will shift to reinvestment of proceeds and execution of the growth and margin strategy.

For Platinum Equity, the deal would be a bet on a potential rebound in golf as a recreational sport in the aftermath of the COVID-19 pandemic that shrunk revenue for the industry by about 6% in 2020, according to IBISWorld.

Golf remains a very stable, healthy business as consumer and commercial markets are rapidly growing around the world, said Club Car President Mark Wagner, who will continue to lead the company under Platinum Equity's ownership.



“Demand for electric vehicles across many product platforms and geographies is at an all-time high.”

Founded in 1958 and headquartered in Georgia, Club Car is a global manufacturer of golf cars, utility, personal transportation and other low-speed vehicles, including all-electric models.

Reuters on Sunday exclusively reported on the deal, which is expected to be completed by the third quarter of 2021.

Goldman Sachs is serving as the financial adviser to Ingersoll Rand, and Simpson, Thacher & Bartlett LLP as its legal counsel.

ABOUT

INGERSOLL RAND

Ingersoll Rand is a global market leader with a broad range of innovative and mission-critical air, fluid, energy, specialty vehicle and medical technologies, providing services and solutions to increase industrial productivity and efficiency. Since merging with Gardner Denver in early 2020, we have more than 300 years of combined experience and innovative expertise.

ABOUT

CLUB CAR

Club Car boasts nearly 60 years of industry-leading innovation and design, initially focused on golf cars and then expanding to commercial utility vehicles and personal-use transportation.

The company was acquired in 1995 by Ingersoll Rand.

Every detail of design, fabrication and assembly at Club Car is executed with an uncompromised desire for superior performance. Manufacturing quality products is paramount to our employees, and has been the driving force behind our company for over 50 years. It's also why we were named one of EHS Today's America's Safest Companies.

Our relationship with customers and approved dealers is equally important, with a worldwide distribution network including over 350 distributors and dealers.

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Find the most extensive inventory of new and pre-owned carts at Carts & Parts a leading company in Union City, IN, famous for offering the finest products at very reasonable prices. Whether their clients are looking for gas or electric golf carts, Carts & Parts offers a wide array of units, perfect to suit all their customer's needs and

budgets.

This prestigious family-owned company is operated by a team of specialists committed to excellence and focus on their "customer-first" culture. Together, they have created a unifying vision that upholds small-town values, creates prosperity, and supports community service. These values have become the

cornerstone of Carts & Parts through a family rooted in the community with the customer's best interest always in mind.

Carts & Parts offers a wide variety of products, including a large inventory of brand new E-Z-GO golf carts, pre-owned carts, as well as a wide variety of parts and accessories, including wheels & tires, batteries, as well

as different features such as LED lights extra seating, robust tires, and any other accessories that customers might need for their golf cart upgrades. They serve all makes and models, offering high-quality products.

About their comprehensive services, the company's representative said, "When your golf cart requires routine maintenance or a repair, our factory-trained technicians will get your gasoline or electric golf cart back on the road. We can have your cart fixed as quickly as possible because we maintain golf cart parts in stock. Bring your golf cart by so that our service department can provide you a repair estimate. We can also pick up and deliver for you at an additional charge."

In addition to new and pre-owned golf carts for sale Union City, parts, and acces-



sories, Carts & Parts employs a team of specialists with years of experience helping clients to perform maintenance on their units properly. The company offers different maintenance services such as oil change, tire alignment, air & fuel filter, battery inspection & cleaning, etc. Additionally, they perform custom designs with various parts and add-on products like rims, tires, body kits, seat material, windshields, and more. Whether their clients wish to personalize

their cart body color, rims, and seats, or any other feature, the company has the experience and resources to help their clients with all their needs.

"At Carts & Parts, you will find everything you need to customize, upgrade, or repair

your golf cart. Check out our comprehensive selection of stock and enhanced tires & wheels, lift kits, body & trim parts, mirrors, seat kits, and repair parts for Club Car, E-Z-GO, and Yamaha models. Come on in and take a look at what we have in store for you." Said the company's representative regarding their golf cart customized services.

For premier golf cart repair services and maintenance, or if you are in need of a rental from our fleet of 120 rental carts, visit Carts & Parts they are located at 1035 N Columbia St. Union City, IN 47390. For immediate assistance with customized golf carts services, contact them via phone at (937) 459-8891, from 9:00 am to 5:30 pm, Monday through Friday, and from 9:00 am to 1:00 pm on Saturday. For more information about their services, visit their website.



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A conversation with Henry Gaudens, Managing Director, Hi-Performance Designs, Inc.

We would like to **thank** Henry for sharing this insiders look at Hi-Performance Designs, Inc.

GCOptions: Can you please us a brief history of Hi-Performance Designs, Inc.

HG: Hi-Performance Designs, Inc was officially formed in Q1 2004 although I started in the aluminum alloy wheels industry in 1984 with the Italian Iconic company "MOMO wheels". This is where my love of the automobile and auto racing coupled with my Marketing and Management degree combined to allow my passion to enter my professional life. The exposure to an Italian design team that at that time was one of the leaders in the industry fostered my entrepreneurial spirit. Thus began my journey through my own distribution company as well as stints at a VP level with BBS (Germany) and Enkei (Japan) to culminate in the formation of HPD. Where I put together a small team of absolute passionate enthusiasts and professionals that now include my second generation being involved in our company.

GCOptions: What sector of the market does Hi-Performance Designs specialize in?

HG: We are basically a marketing and design company that designs aluminum alloy wheels and accessories that includes licensing factories to build our products in Asia and South America. In the alloy wheel business, we are specifically involved in the market segments for Sport and Touring Cars, Trucks, ATV/UTV's, Classic VW/Porsche. Private label forged and flow-formed sports car race wheels and Golf Cars!!!

GCOptions: Are there any significant achievements you'd like to tell us about?

HG: We have been involved in the Golf Car sector since 2014 where we landed a contract with E-Z-GO for their aftermarket program. We now are supplying the dealer network that is growing every day with a ready mount program featuring OTR tires our preferred in-house brand who has been a great supplier.

We are also supplying distributors as well as always seeking "Private Label" projects where the client can use our designs or a version of them to promote their builds or brands. We also provide a marketing program with our designs free of charge that includes videos as well as ad work as we have always had a complete creative department headed up by our first team member that has been here since our first day of operation. Our technical department as well shows its strength when constructing designs that work within the scope of the original design.

GCOptions: Is there a characteristic or quality that you feel is essential to your success?

HG: To create and promote designs that are unique, high-quality and most of all sell! We are not the cheapest but our design nuances come from a pure love of what we do and attention to the smallest details. These are just not platitudes but chemistry that is deeply ingrained in our culture. Design and building is one part but the follow-through and the management of the building process including factory production audits as well as the intense logistical work that goes into making a client not only happy but maintaining their happiness is what gives us the credibility to grow our business.

GCOptions: How did the pandemic affect business?

HG: It has made it tougher because many costs have increased and caused delays, due basically having fewer people in the overall workforce. We have been able to grow through the pandemic because the Golf Car industry, in general, has gone up simply because the AMERICAN people have rediscovered the outdoors in their yards and neighborhoods due to all of the travel restrictions.

GCOptions: What is the best piece of advice you've been given?

HG: "Never give up" – not really advice just the way I was built. "Trust your gut" – you learn

through experience. My father told me a long time ago eventually your experience will show itself. What may seem to most that you are shooting from the hip, isn't shooting from the hip. My apologies for all the clichés but I think you get the picture. Trust yourself you are the best judge of who you are – more apologies

GCOptions: Is there anything else you would like our readers to know about Hi-Performance Designs?

HG: No client is too small, we love what we do as we simply take pride in our work and of course I hope you allow us the opportunity to prove it.



Bio:

Name: Henry Gaudens

Age: 59 - going on 29 or if you ask my wife somewhere around 12

Education: BBA, Kent State University

Family: Wife – Melissa, Daughter's Taylor, Morgan & Kendall - all my pride and joys

Contact info

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being machine washable. They cut and sew all the products themselves. One became two, two became four, and so forth. Sweet

Cheeks now offers 5 different sizes of bicycle seat covers. It wasn't long before those who have golf carts also wanted the same protection and ride in style.

We make seat covers that fit different models of golf cart covers. If you don't see the model of cart at our Etsy

store, drop us a line and we will get back with you on a seat cover to fit your golf cart. All our products can be machine washable. Enjoy!

You can find us in shops and markets around Galveston as well as on Etsy – Sweetcheekslm. We aim to help "Keep your cheeks sweet!"

To see more Sweet Cheeks options check out their Instagram at <https://www.instagram.com/sweetcheekslm/?hl=en>

Sweet Cheeks was dreamed up by two teachers who just wanted to be beach "gypsies" that live on an island. But alas they had to live in the real world so Sweet Cheeks was created in 2018.

Natasha with her love to ride, collect, accessorize beach cruiser bikes and wanting to ride in style came up with the idea of the bike seat cover.

Melodie who enjoys long walks on the beach, ocean waters, painting, and the love of sewing found herself behind the sewing machine again. They put their heads together, created their logo and patterns.

The word got out about a seat cover that absorbs moisture, protects the seats from the sun, protects you from burning or sticking to the seat all the while adding comfort, style, and



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

Kansas, like many other states, has pretty specific rules about what they do and do not consider golf carts and low-speed vehicles.

These laws must follow any regulations set forth by the federal government and often vary based on what different cities in the state want.

Thankfully, these guidelines are usually pretty easy to understand and don't require much complex thought to properly manage.

Kansas Law on Golf Carts

Kansas has a unique guideline for what they call golf carts. This definition is simultaneously more complex than other state laws and easier than others.

For example, it is more lax than some laws because it states that a cart is a motor vehicle that has no less than three wheels in constant contact with the ground.

Most states define carts as having four wheels. However, Kansas law also states that a golf cart must weigh no more than 1,800 pounds without a load.

That is about 1,200 pounds or half-a-ton less than other states allow.

They also state that a driver can take only three other people with them on a golf cart.

Some states allow up to five other riders, which means that this riding situation is much more limited than many other cart laws.

Kansas also does not allow golf carts access to any international, federal, or state highways. And they also ban the use of golf carts in cities that don't explicitly allow it with their laws.

A city that wants to have golf carts on its roads must pass a law that defines these roads and which sets other guidelines that golf carts must follow.

These restrictions are all important to consider.

Furthermore, golf carts cannot be taken on roads with a posted speed of 30 miles per hour.

Therefore, they max out on roads of 25 miles per hour or lower.

That said, golf carts may cross these faster roads – but only 30 miles per hour – if they are moving from one appropriate street to another.

They cannot drive directly on the fastest road but on the road that crosses it.

Lastly, golf carts cannot be operated outside of the hours of sunrise and sunset until you have a slow-moving vehicle emblem and lights that are similar to that of a motorcycle.

Once you get these protection items, you can ride your golf cart at night.

However, the state would much rather have residents upgrade their cart to a low-speed vehicle instead of riding a cart.

Once you upgrade your cart to a low-speed vehicle, it falls under different laws and isn't as restricted as your golf cart.

Though you may have to spend some money to get these upgrades, they are worth it for those who want their golf cart on Kansas roads.

Remember, though, that your golf cart is no longer legally a cart but a motor vehicle and can be ticketed as one from now on after your upgrades.

The Definition of a Low-Speed Vehicle

While Kansas does allow some limited travel of golf carts on their roads, you may want to upgrade to a low-speed vehicle to get the most benefits.

This process is one that requires you to pay a professional to change up the appearance and overall design of your cart.

Doing so helps to make your cart not only more attractive but makes it safer and ready for the road and other driving situations.

The benefits of getting classification as a low-speed vehicle are many.

First of all, your cart can now be up to 3,000 pounds.

That's almost a 50 percent increase from when it was a golf cart.

Even better, you can operate on more roads and are safer when you are on the road.

Though it may seem pricey to do the upgrades necessary for this process, it is more than worth the extra cost.

Like all other states, Kansas follows the federal definition of a low-speed vehicle.

Your cart must be upgraded to include headlamps, stop lamps, turn signal lamps, taillamps, reflex reflectors, parking brakes, rearview mirrors, windshields, seat belts, and a vehicle identification number or VIN.

Your cart must also be capable of speeds of up to 20 miles per hour but less than 25 miles per hour.

Many golf carts are not manufactured with a VIN, so you need to insure your vehicle with Personal Liability and Property Damage insurance and then take it to a DMV.

Here, an official can inspect the upgrades that you have made to decide if it qualifies as a low-speed vehicle.

Once it does, you can get a title, register the vehicle, and get a license for the city streets.

Legally, you cannot drive on any roads with a speed limit above 30 miles per hour in a low-speed vehicle.

You also must have a driver's license and should wear your seat belt at all times.

Remember: your cart is now a motor vehicle and is treated, as such, by your local and state authorities. So try to follow these rules and regulations to avoid any issue with your cart.

Federal Golf Cart Laws
[Click Here](#)

Helpful Links
[Kansas Statute Golf Carts](#)
[Kansas Statute Low Speed](#)

ABOUT KANSAS

Kansas was named after the Kansa Native Americans.

Kansas has so many tornadoes, it has the nickname 'Tornado Alley'

Kansas is the home of Dorothy from the Wizard of Oz.

The State Song of Kansas is 'Home on the Range'.

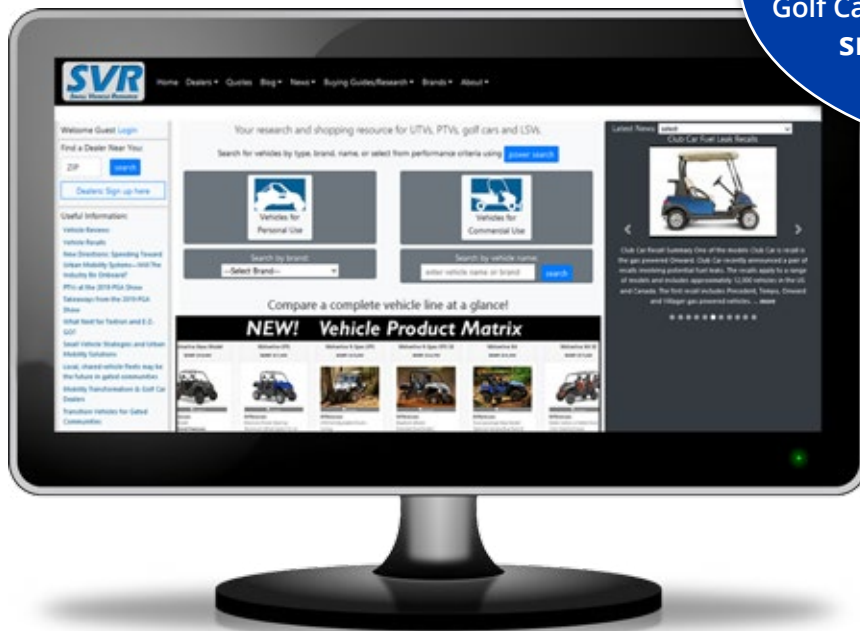
Smith County is the center of the 48 contiguous United States

Kansas Really Is Pancake Flat. The topography of Kansas was compared to the topography of an IHOP pancake and the similarities were simply too great to be ignored.

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INSIDE THE GATED C



The Future is Now for Club Car and Polaris

The big news this week, of course, was the sale of Club Car by Ingersoll Rand to Platinum Equity, essentially a holding company for operating entities. Mark Wagner, CEO of Club Car, had this statement, which could have been taken right out of our latest market study (see detail here): “Demand for electric vehicles across many product platforms and geographies is at an all-time high.” And, he continued, “Golf remains a very stable, healthy business, while our consumer and commercial markets are rapidly growing around the world.”

We at Small Vehicle Resource would fully agree with that statement. In our latest report we detailed a scenario of accelerating potential for the big three golf car manufacturers in what we broadly describe as the urban/suburban mobility (USM) market. This market is developing on the foundation of the personal transportation (PTV) market and the burgeoning last mile delivery market.

Traditional golf car manufacturers have a clear entry into the USM market, in that they have:

- Highly developed expertise in electric-powered drive trains;
- A well-developed sales and service network, which is nationally positioned on a geographic basis;
- An ability to raise capital for purposes of expansion, based on market potential.

What is Platinum Equity?

Platinum equity is a privately-held holding company with ownership and control of 25-30 operating entities. These entities are quite diverse, ranging from integrated textiles to injection molding/metal stamping operations.

The vision of Platinum is to integrate “...traditional M&A with operational expertise...”, which is implemented by “...our in-house teams [which] provide operational insights that guide

COMMUNITY

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

the process...Under Platinum ownership, M&A&O helps our portfolio companies grow their businesses and unlock their potential."

The key words in this statement are "operational expertise", "in-house teams", "grow" and "potential". In-house teams for this sort of organization means financial people, and the expectation is an increase in profits, however this may be accomplished. The purpose of unlocking potential synonymous with this objective.

Having worked for two companies in the halcyon days of conglomerate management, I think I can say with some confidence that Platinum does not have nitty-gritty operational expertise in the companies that comprise its lengthy and diverse portfolio. What they do have are dedicated controllers and bean counters that feed data to decision makers, who have set the parameters for financial performance.

Culture shock on the way?

Given the tolerance granted to Club Car's slow growth (my estimate) over the last decade, as a subdivision of Ingersoll Rand, there could be a rude culture shock in the

offing for the company. There are likely to be heightened demands for increased profitability and growth. While the transition from golf-centric to broader markets has been on-going, there will be increased pressure to get there faster.

Polaris moves into the autonomous vehicle space

At the other end of the historic divide between golf and powersports, comes the Polaris Industries announcement that they have teamed with Optimus Ride to participate in the rapidly emerging autonomous, shared vehicle market. This announcement roughly coincides with similar news from GM that the company will partner with Cruise to manufacture and sell fully autonomous vehicles in shared-ride systems on a national basis. A word about Cruise, before moving to Polaris/Optimus, because it gives an inkling of how important this relatively new mobility segment has and will become.

Cruise, from its founding in 2013 has experienced spectacular growth, and in an industry where many doubts have been raised concerning the safety of self-driving vehicles, have achieved a profound level of product feasibility and confidence. So

much so that the array of backers is something like the equivalent of a mini-Dow Jones Index, to include in addition to General Motors, Honda, Microsoft, Softbank, Walmart, and T. Rowe Price. The company has raised over \$10 billion in seed capital.

Polaris is in full-fledged pursuit of the autonomous, shared vehicle market

CEO of Optimus Ride, Sean Harrington's following statement reveals the core of the Polaris collaboration with regard to market perspective: "Expanding our partnership with Polaris accelerates our pursuit to transform personal mobility by delivering on-demand, autonomous transportation services to communities across the country."



Polaris GEM 4 and GEM 6 are the likely vehicle platforms which will put the wheels on Optimus Ride's autonomous vehicle technology.

Harrington goes on to say, "Polaris is the ideal partner to bring these vehicles to market with their established leadership in the LSV space, ability to quickly scale production and their deep knowledge of and experience in urban mobility. We are excited to formally commit to transforming our mobility services to a fully autonomous experience."

The best indicator of success in this collaboration is the fact that Polaris has contin-

ued to develop the GEM product, which is clearly outside the purview of its traditional powersports market. The fact is that the company's Commercial Division has nurtured the electric market, which for the company is a niche market, and is now using that incubation to launch into a much larger potential market is telling.

Will Club Car follow the Polaris lead?

Given Mark Wagner's statement cited above with regard to the growth of diverse electric platforms worldwide, it would not be surprising to see Club Car make a move in the direction of self-driving technology. It will also be necessary, I believe, to move away from the golf-centric design of its PTVs and transporters.



Club Car's Onward four- and six-seater models will need a fully-enclosed design to effectively compete in the autonomous ride-sharing market.

Self-driving, on-call vehicles will have to be able to operate in all weather conditions (and yes, Virginia, it does rain in Florida). Although the Onward has been highly successful in the PTV market, its golf-centric feature of an open driver/passenger seating will have to change to be a contender in this market.

Please note that the open cockpit picture

of the GEM above belies the fact that the vehicle is designed for easy installation of door panels and the interior can be fully weatherized with heating and air conditioning. An image of the enclosed version is seen below.

The dealer advantage: Is it real?



The enclosed version of the GEM 6

One of the advantages for traditional golf car manufacturers in entering the autonomous vehicle market is that the companies have an extensive dealer network that can sell into the market and service it.

Much of the adoption of self-driving technology will occur at the local level where dealers are already established.

On the other hand, golf car dealers primarily deal with walk-in customers, who are typically homeowners and most have a yen for golf. In the autonomous vehicle space, the customers are, at least initially, municipal employees. Their first concern

will be safety and then how the public will react to the ride-sharing concept (without human drivers). Thus, they will be interested in setting up pilot projects. Clearly, this will require educating most local dealers on how approach the market, and will, no doubt, involve technical expertise and management collaboration from the corporate level.

Another component of the autonomous vehicle market is telematics, which local dealers may be only superficially acquainted with. All the major golf car companies have developed interconnectivity hubs to one degree of sophistication or another. So, this is another area where training and collaboration will be necessary. Despite these challenges, however, local dealerships can be a strong force for leveraging traditional golf car companies into this new and exciting market.

All eyes on golf car company moves

All eyes will be on what golf car manufacturers over the next six months to see what they will do in light of Polaris' big move into the autonomous, shared-ride market. I am hoping, and actually of the opinion, that they will follow the lead of Polaris. I look forward to writing about and analyzing this trend—so much so that I will have to adopt an acronym and call it the ASR market. That will relieve me of the task of writing over and over again, automated shared ride.

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.

POLARIS

REFRESHES ITS GEM LOW SPEED VEHICLE (LSV) LINE WITH NEW OPTIONS



Polaris has been investing heavily lately in its electric future, and now the GEM line is getting some new love and attention.

The company just announced today that the GEM line of personal carts will be getting a wide number of upgrades to make the little EVs more comfortable and easier to use than ever.

If you're not familiar with the GEM, it's been around in a few generations for over 20 years.

The vehicle is legally classified as a Low Speed Vehicle (LSV), also known as a Neighborhood Electric Vehicle (NEV).

LSVs are a federally approved class of vehicle that can travel on roads posted up to 35 mph (56 km/h). The GEM has a top speed of 25 mph (40 km/h).

They are used in a number of different ways, from utility work to people movers and even as personal cars in communities with low speed limits.

While they have a certain golf cart vibe to them, they actually have a fairly sophisticated build quality and include safety features like forward-facing bucket seats, three-point seatbelts, full automotive indicators and headlights, automotive-grade glass, side and rear-

view mirrors, back-up camera, and front and rear hydraulic brakes.

The refresh to the GEM line largely consists of new features and more customization options.

A new panoramic sky roof uses "motorcycle windshield technology" to cover the entire length of the GEM. The glass is translucent smoke grey, which helps to filter the harsh sun rays while still giving a wide and clear view out the top.

A number of new fancy paint colors replace the classic white GEMs of yesteryear. There are gloss and matte versions of Sunset Red, Navy Blue, Titanium Metallic Gray, Bronson Rock, and Orange Rust, plus a gloss version of Radiant Green.

The GEM gets three new options for water-resistant upholstery in Beechwood, Avalanche Gray and Black, or Beachwood and Black.

A new Rockford Fosgate Audio package also makes it into the GEM, touting its "Superior outdoor audio performance" and in-dash Bluetooth tuner.

And while you're getting fancy tricking out your new GEM, you'll likely want to add the option for larger blacked-out 16" wheels that include "an aggressive tread pattern for added style." Sign me up, baby!

And if that wasn't enough pimping out for one LSV, you can even get new interior low-glow feature lighting using LEDs that can be switched from blue to white for "either task or ambient lighting."

You know what the difference between ambient lighting and ambience lighting is? Perspective. Just roll out a checkerboard picnic blanket and you've got yourself a date night-mobile, my friends.

All told, Polaris says that the new GEM has over 10,000 variations based on all of the customizable options. And with over 60,000 GEMs sold over the last two decades, on average, there likely aren't more than five others in the world wearing the same thing as yours.

These carts are made-to-order in Anaheim, California, but that also means

they aren't cheap. Prices start north of \$10,000 and can quickly head closer to \$20,000 when you start adding lithium-ion batteries, extra rows of seats, and other options.

The new GEM refresh is just one arrow in Polaris' growing quiver of EVs. The company recently signed an exclusive partnership deal with Zero Motorcycles to combine the two's technology in order to create improved electric versions of several Polaris off-road vehicles. The first model getting the Zero treatment is the new electric Ranger, a side-by-side utility vehicle that we recently saw testing in the snow.



Each issue we will bring detailed golf car installation videos direct from the RHOX Garage YouTube Channel.



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GOLF CART HAPPENINGS *in* COSTA RICA



Tech to Go is the name of this product created by Elena Garzona, Andrés Navarro, Sergio Solórzano and Fabián Álvarez.

TEC students
create
autonomous
vehicle
prototype for
multiple uses

A group of four TEC – Costa Rica Institute of Technology – students created an autonomous vehicle to transport people, parcels, or other things, with which they won the Purdy Mobility Challenge for innovation and entrepreneurship in mobility.

“Tech to Go is an autonomous vehicle, that is, it can go from point A to point B completely on its own. We implemented technology such as artificial intelligence, through visual and sensory communication, so that the cart could feel and see what is in its environment and act accord-

ingly,” indicated Elena Garzona, coordinator of the winning team A&E Innovation.

They only received a golf cart and took it upon themselves to modify it so that it had autonomy (without the need for a driver).

“It is currently a prototype but it can be implemented in a company to deliver internal parcels, hotels offering tours in place, you ride and the cart goes, it is already useful,” she added.

The young people used communication through ultrasonic cameras that detect sounds, as well as cameras.

In the event that a person or object gets in the way, it detects it and brakes the vehicle automatically.

The development of the model had a cost of less than US\$2,000, but they ensure that the final product would be less expensive.

“Anyone who wants to work with us can contact us, we just need more time and resources to improve the systems, to make them more efficient,” said Garzona.

The prototype with which they won uses two electric motors, one replaces the power steering and the other the brake, in addition to having a potentiometer to accelerate.

ABOUT

The Costa Rica Institute of Technology is a university in Costa Rica specializing in engineering and advanced science and research, modeled as an institute of technology. Its main campus is located in Cartago, Costa Rica, 24 km east of the capital San José.

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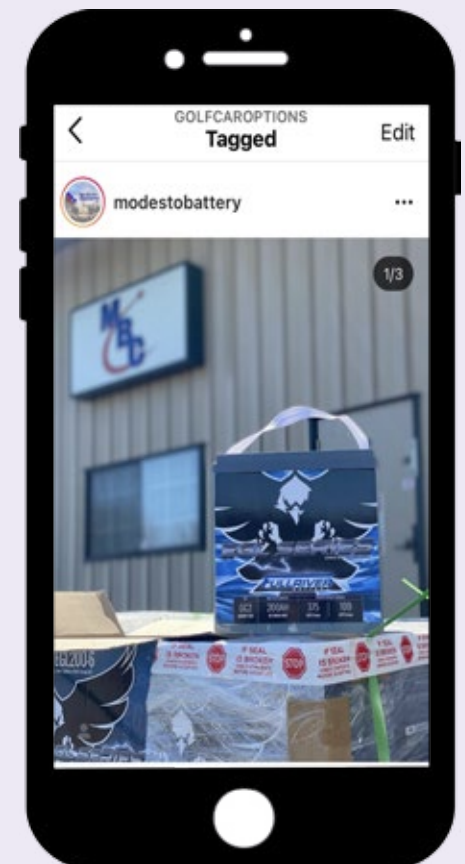
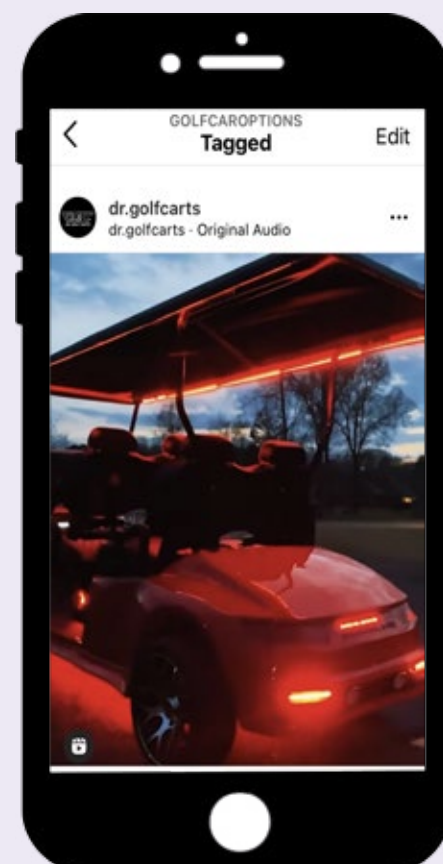
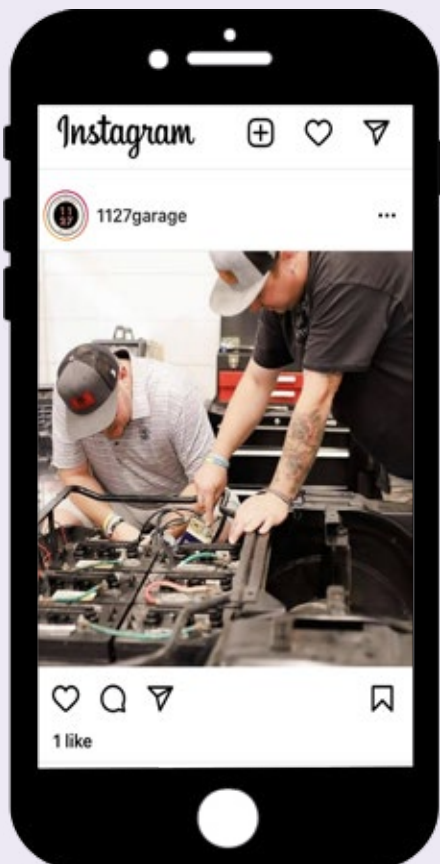
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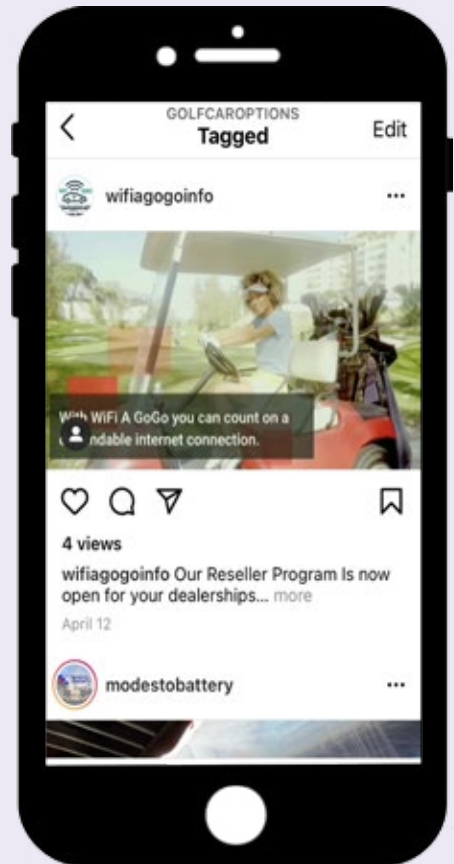
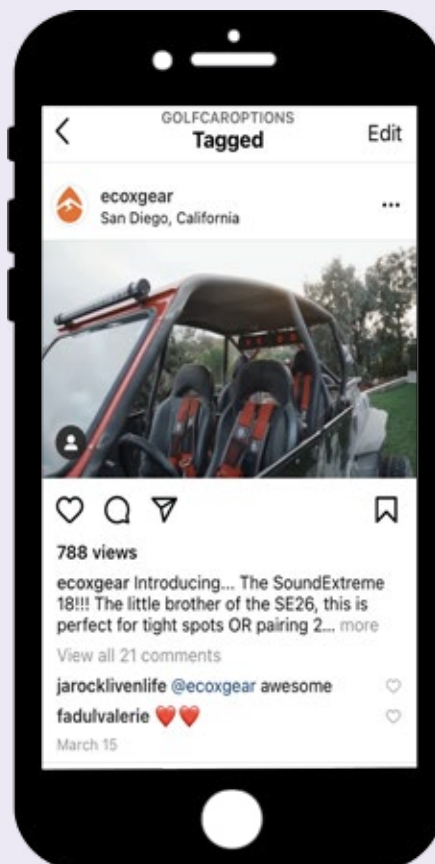
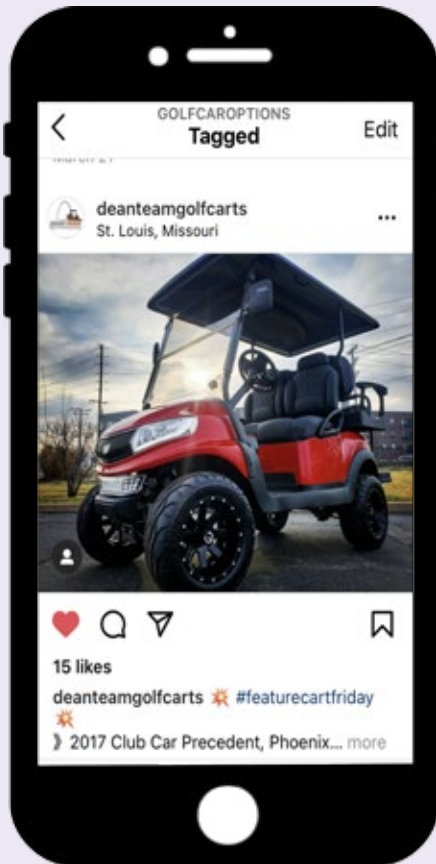
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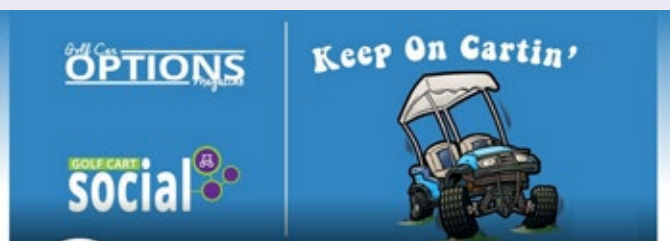
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The convenience of using golf carts on horse farms

Most horse owners use some type of labor-saving equipment or machinery to make management tasks easier. These labor-savers may range from a 4-wheeler to pull a hay cart or a small manure spreader to a small tractor for powering a larger manure spreader or front-end loader, to a larger tractor to handle big round bales.

Golf carts are versatile conveyances and are used on many horse farms for all kinds of things, including exercising horses. “They are also useful for transporting and delivering, and certainly handy as a way to get from point A to point B,” says Bob Coleman, State Extension Specialist at the University of Kentucky.

“If you have a second barn and all the feed storage and other items are at the main barn, the golf cart is a way to easily go back and forth. It’s an efficiency issue; a person could walk that distance, but if you have to walk it 4 or 5 times a day and you’re in a hurry, the golf cart is very handy. It makes moving around the farm quicker and easier,” says Coleman.

“If you have horses that are quiet and easy to handle and you have to move them from one place to another, one or two people on a golf cart can lead them. I have been on some farms where I’ve seen one person driving and one leading and they have two horses behind them for exercise.

By: Heather Smith Thomas
<https://stablemanagement.com>

They can go a set speed to exercise young horses, and the advantage over longeing, mechanical walkers or round pen work is that they can be out on a larger track, going in straight lines which is easier on leg joints than going in circles, and they don’t have to saddle up a pony horse. The golf cart doesn’t get as tired as a pony horse if you have multiple youngsters to exercise!”

He watched one gentleman exercise a group of yearlings, one at a time, doing a lot of traveling in straight lines on nice ground. “This is ideal for a young horse, traveling straight, and it is good exercise and good training. The horses enjoy it and can get pretty frisky when they are fit.

The horses have to learn their limitations and the place where they are supposed to be, following quietly behind the cart. “It’s all about the horse learning patience and respecting boundaries, so this is training as well as exercise for these young horses,” he says. It works best and is safest if you have someone to help you—to hold onto the horses. The horses also must be conditioned/trained to this kind of activity, and comfortable with being led from the golf cart.

There are several advantages to having a handy way to get around the farm. “Just going from the house to the barn, or taking a tour to check on the mares and foals, etc. can be hard for some people, and this gives the mobility.” It enables a person to keep doing the daily chores and to check on the horses as often as they should be checked.

“If a person has all the help in the world on an extensive farm, they can do it certain ways, but if it’s a minimal operation (which many horse places are), you don’t have a lot of help. You do it all yourself or it doesn’t get done, so you have to be as efficient as possible. Thus the golf cart can have an important place. Safety is still a priority; you should not tie the horse to the golf cart. But mechanization has many benefits,” Coleman says.

the service & repair hub

Have a question? Send it to info@golfcaroptions.com

ABOUT: E-Z-GO Rear Suspension and general repair tips

The rear suspension assemblies contain the rear axle, springs, and shock absorbers. Furthermore, the rear axle is mounted to the rear of the engine via a 'U' bolted casting.

Shock Absorber REMOVAL

- Lift the back of the vehicle safely in a controlled manner,
- Support the back of the vehicle some chocks or similar,
- Disconnect the lower shock absorber nut,
- Compressing the shock absorber, take off the upper shock absorber nut,
- Take off the shock absorber.

Shock Absorber INSTALLATION

- Compressing the shock absorber, torque the upper shock absorber nut until the bushings expand to the diameter of the washer,
- Refit the shock absorber,
- Torque the lower shock absorber nut until the bushings expand to the diameter of the washer,
- Lift the back of the vehicle off the chocks and situate in a normal position.

Rear Spring REMOVAL

- Disconnect the lower shock absorber nut,
- Situate a floor jack under the center of the rear axle and jack until enough clearance exists to place jack stands under the axle tubes,

- Remove the 'U-bolt' and fittings,
- Take off the rear spring shackle assembly and front spring mounting fittings,
- Take off the spring.

Rear Spring INSTALLATION

Rear spring installation is the reverse order of the above. However, when tightening the shock absorber nut, do so until the bushing expands to the diameter of the shock absorber washer. All front spring hardware should be torqued to 21-25ft. lbs. (28-34 Nm). All other fittings should be torqued to 18-22ft. lbs. (24-30Nm).

Rear Axle REMOVAL

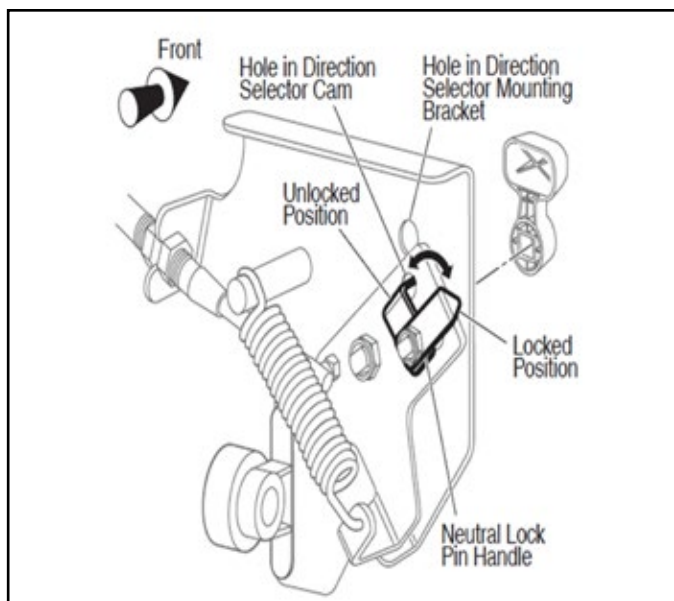
- Lift the back of the vehicle safely in a controlled manner,
- Support the back of the vehicle some chocks or similar,
- Take off the tires,
- Take off the muffler,
- Take off the triangle bracket fastening the differential to the engine frame,
- Disconnect the 'U' bolts holding the axle to engine frame,
- Take off drive belt and driven clutch,
- Disconnect the F/R shifter bracket nut and slacken the cable nuts,
- Take off the differential cable and bracket,
- Disconnect and take off the accelerator cable and remove the push nut attaching the cable to the governor,
- Take the linkage rod off the governor,
- Take off all shock absorbers,
- Take off the 'U' bolts and fittings from the springs with a 9/16" socket,

- Take off the clevis pins from the brake cables at the wheel brake levers,
- Take off brake cable,
- Remove the retaining rings from both ends of the brake cable,
- Situate a floor jack under the center of the rear axle and jack until enough clearance exists to place jack stands under the axle tubes,
- Remove 'U'bolt and fittings from the spring,
- Remove the rear axle from the cart.

Rear Axle INSTALLATION

Rear axle installation is the reverse order of the above.

NEUTRAL LOCK



The neutral lock prevents the driven clutch from turning the back wheels when towing or during servicing. You can find the neutral lock at the direction selector.

To function the neutral lock carry out the following:

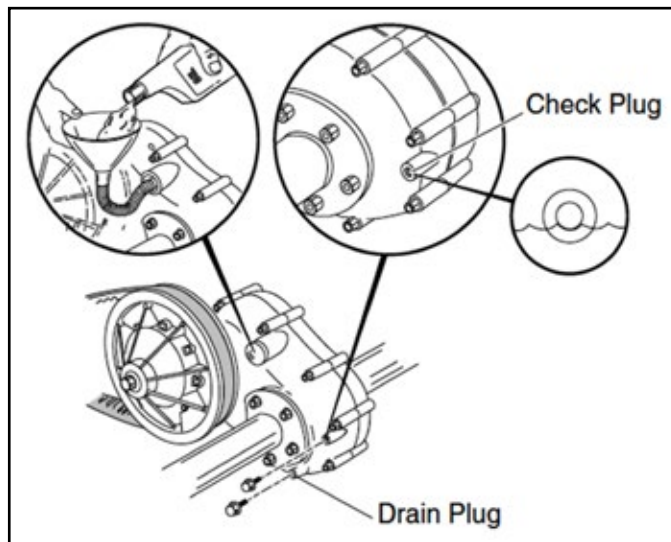
- Turn the keys to OFF and place the direction selector into REVERSE,
- Remove the seat,
- Retract and turn the neutral pin handle such that the pointed part of the handle aligns with the direction selector cam,
- Position the direction selector lever between FORWARD and REVERSE,
- The pin should lock into the hole, pocking the lever into place,
- To reinstate the direction selector, retract the

neutral lock pin handle out and turn until the pointed part of the handle fits into the hole of the direction selector cam.

REAR AXLE

The rear axle contains a lube oil level check plug near the drivers' side.

Checking the Lubricant Level

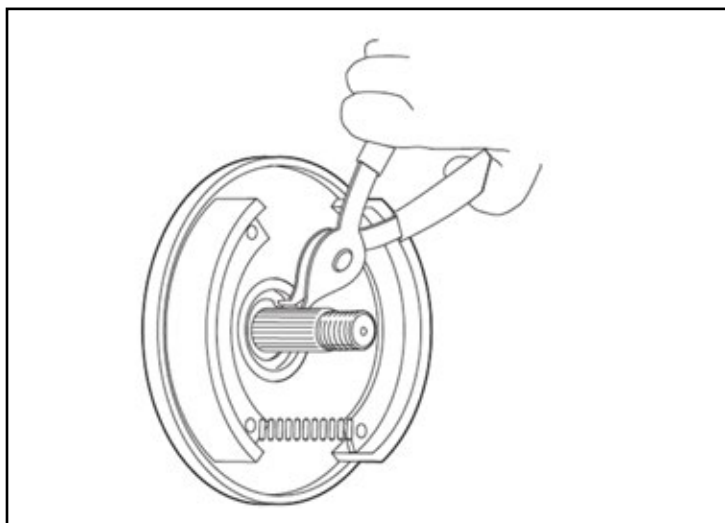


- Take out the check plug,
- Check the level, the optimum lubricant level is just below the bottom end of the threaded hole,
- Should lubricate be needed, remove the fill plug and fill with the aid of a funnel. Check level routinely when filling, total capacity is 40 fl. oz. (1.2L).

Rear Axle DISASSEMBLY

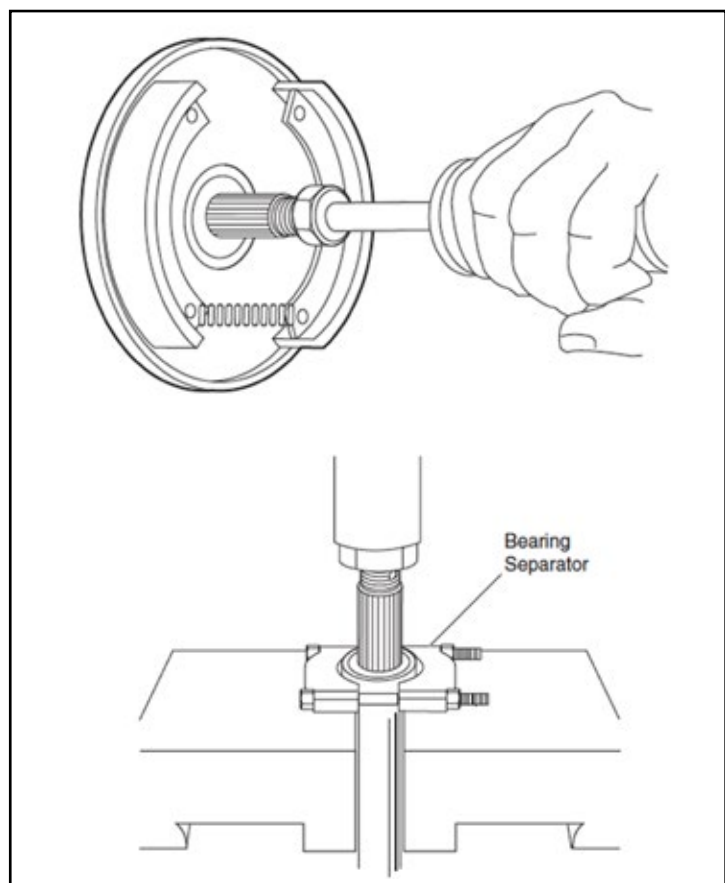
Axle Shaft REMOVAL and Disassembly

- Take off the outer snap ring from the axle tube,
- Fit a slide hammer to the axle shaft thread and take off the axle and bearing from the axle tube,
- Take off the bearing ensuring you support the bearing inner race on an arbor press bed,
- Put force to the threaded end of the axle shaft.



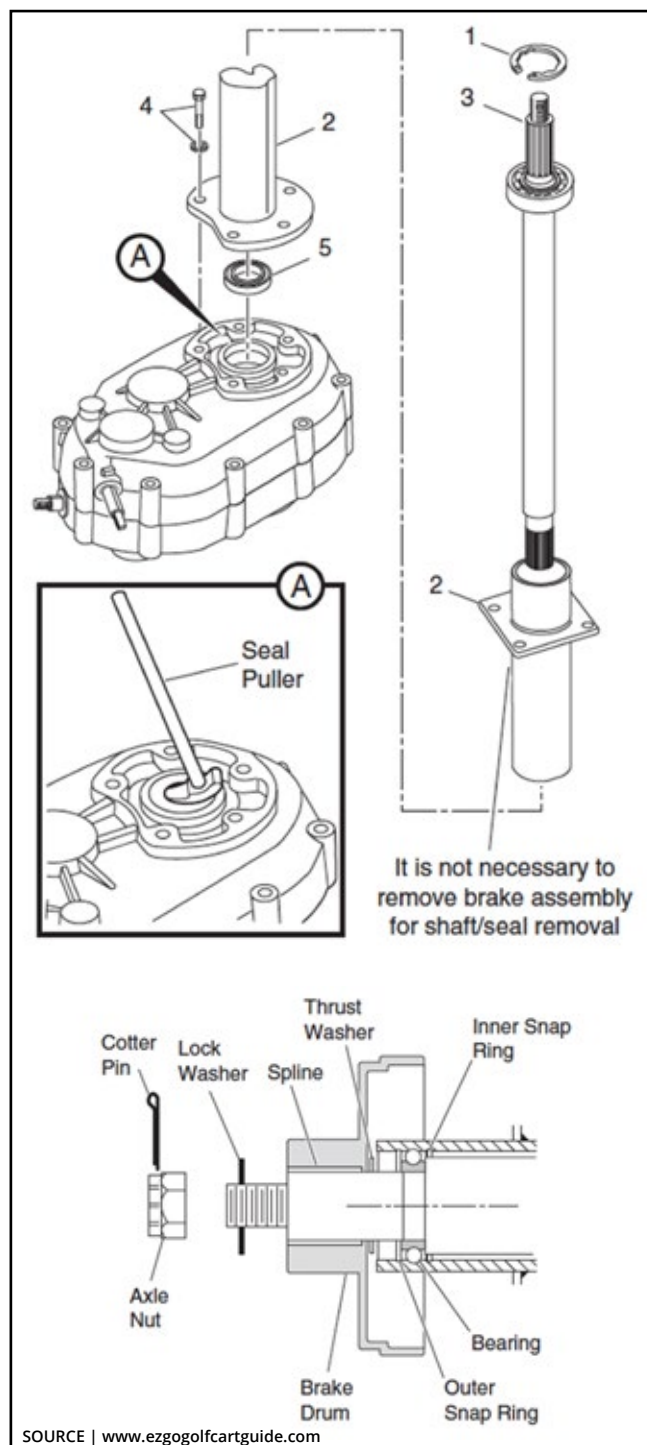
Axle Shaft Seal REMOVAL and REPLACEMENT

- With the aid of snap ring pliers take off the bearing retaining ring,
- Retract and remove the axle shaft and bearing from the axle tube,
- Remove all fittings with a 17mm socket, lifting the tube from the casing studs,
- Take off the axle shaft seal with the aid of a seal puller,
- Replace seal with the aid of a plastic-faced hammer and torque nuts to 26-31 ft. lbs. (35-42Nm).



Axle Shaft REPLACEMENT

- Slowly and surely reinsert the axle shaft and bearing into the seal,
- Turn shaft until spline marries with differential side gears,
- Reinstall outer snap ring,
- Spray WD-40 or equivalent on the outboard spline,
- Reinstall brake hub and drum, thrust washer, nut, and new cotter pin.



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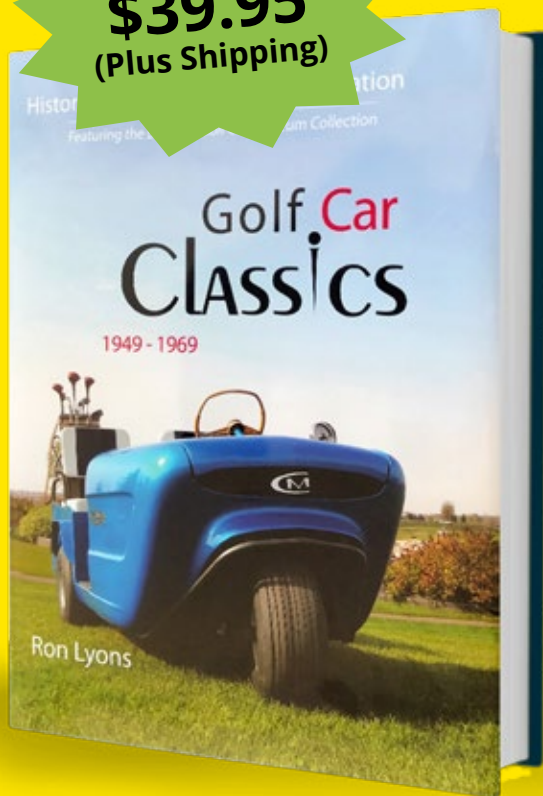
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CHRONICLES

THE STORY OF GOOFBALL
& GOLFBALL (Feb 17)

Once upon a golfing time, there was a friendly but seriously adept player of golf named Golfball. He was a retired behavioral therapist who loved playing handicap games whereby compensation in strokes is given to each golfer is based on skill in past performances. This gave them an equal chance at winning.

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

Golfball was mindful of fellow competitors who may or may not have the competence or skill level to golf in keeping with what is right and proper for the golfing standards. He always worked in a good-humored manner while doing his best to play a round of serious golf. It was a sensible way to test his know-how.

Losing now and then to a worthy opponent did not annoy or upset Golfball, he accepted defeat graciously. However, this is not how it went down when Golfball broke his wrist the day before and had to bow out of a handicap game scheduled the following day. He would be there to watch the event.

It came to pass, on Friday, May 13, 2016, just before a handicap game was about to start, along came a rambunctious, full of energy, unintelligent nineteen-year-old golfer named Goofball.

This outrageous Mr. Mouth Wedge sped up from out of the jungle driving a high-speed golf car, with his boom box thumping, and carelessly tossing his empty beer can onto the first tee-off area while screaming profanities into his cell phone.

Goofball sensed this whip-persnapper had minus Golf Etiquette. Without batting an eyelash Golfball politely took Goofball aside and offered to mentor him (no charge) on the rules of acceptable conduct on the golf course. Guess what? Come to find out, Goofball was a neglected wild child who

craved discipline and behavior modification. He accepted Golfball's offer without hesitation.

The following is a no-frills recap of Golfball's mentoring:

- Arrive on time
- Never throw clubs in anger
- Do not talk or whisper while another player is getting ready to putt or drive
- No electronic devices to disturb other golfers
- Avoid shouting out loud anywhere on the course
- Do not waste time looking for a lost ball
- Do not walk or stand on another players putting line or leave your ball on another players putting line
- Avoid driving golf car on wet and soggy fairways
- Show respect to bag-handler and staff
- Do not leave the putting area until all of the players in the group have holed out
- Do not stand behind another player to visualize the path of their ball during the player's process of putting
- Do not cast your shadow or cart shadow on another players putting line or set up area
- Show respect during warm-up on the practice putting green and golf ranges
- If you use the ball washer and towel equipment to clean some balls, don't damage the unit
- Do not damage golf property with your golf car or ball-report the damage if you caused it
- Do not stand within a player's peripheral vision while they are putting

- You must shout the word FORE when your ball is hit near or towards other players or staff so they can cover heads and duck to avoid injury
- Do not leave sand bunkers without raking all traces of your presence in the trap
- You must replace the flagstick in the hole carefully to avoid damaging the rim of the hole

Within a few months, Goofball became a very friendly, adept golfer who loved to play right and proper handicap games with Golfball, his best friend, and other serious players. Additionally both Goofball and Golfball are preparing a list of slang words used in golf. Do you know what they are?

How about; afraid of the dark; back nine; bag rat; hacker; duffer; jungle; kill; Mr. Mouth Wedge; nuked; sandbagger; watery grave, and that's all people until next time.

PS. If you don't know the meanings of the above slang words, ask around, perhaps you may run into Golfball or Goofball. They will be pleased to let you know the meanings.

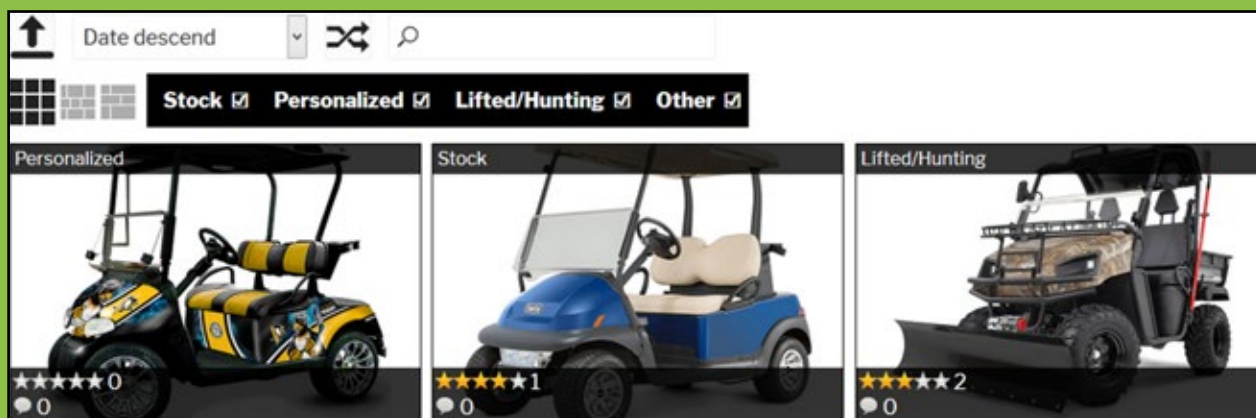
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Fuel injection is not new technology. In fact, it originated decades ago. However, the use of fuel injection on golf carts is relatively new. Over the past few years, custom golf cart manufacturers have implemented the use of fuel injected. Not only will a fuel injection unit be easier to sell down the road, but you get better performance and more benefits from your fuel-injected golf cart.

Whether you are driving around the community or taking your cart out onto the green, using a fuel-injected engine gives you numerous benefits.

1. Easier Starting in the Cold

You want to take your cart out for the first swings of the spring season. However, the cold temperatures are not

Why You Should Consider A Golf Cart With Fuel Injection (or add it)

working for your non-fuel injected engine. Instead, you hear cranks and wheezes, but no response. Cold starting any engine is difficult, but with fuel injection, your golf cart fires up regardless of the temperatures outside.

You do not need to warm up the engine on your golf cart either. Just start it and get moving.

2. Improved Throttle and Reactions

Compare the throttling of a fuel-injected engine to a non-injected one, and you notice the difference instantly. Not only is your response smoother, but the throttle rate is predictable. You can adjust the speed with precision, get around with ease, and not worry about constant pressure on your gasoline — meaning fewer fill-ups too.

3. Maximize Your Fuel Economy

While a golf cart has a relatively competitive fuel economy, a fuel-injected engine offers better atomization and disbursement of fuel. Therefore, you have a cleaner engine that does not consume as much gas. Typically, fuel injection gives you anywhere from 15 to 25 percent efficiency. While some brands claim more, the average falls in this range.

More efficiency does not always mean more miles per gallon. Therefore, you must compare the MPG rating of each fuel-injected engine and never assume that you get better gas mileage or the same distance for all EFI systems.

How To Tips That You Can Do At Home

4. Improved Power and Torque

When you have a complete burn, your cart has much more horsepower and torque. The torque curve equally broadens, giving you a more efficient RPM that you can feel regardless of the speed you use. Carrying a large load becomes easier with the more torque you have too because your cart is now a workhorse ready to tackle the extra weight with ease.

5. Less Maintenance

One of the bigger rewards for fuel injection is that your engine does not work as hard. While you have more performance, there are no clogged jets and all you need for winterizing is a fuel stabilizer or just empty the tank and lines.

You do not have to clean the carburetor or worry about preparing your cart for spring use either.

6. Comfortable Transportation No Matter Where You Go

No matter when and where you drive your golf cart, you get a comfortable ride with a fuel injected engine. This reason is why more owners opt for fuel injection in their custom golf carts too.

A fuel injected engine is quieter, but smoother too. It will have fewer vibrations even on rougher terrain, and you will take hills without any struggle. Some are almost as quiet as electric engines too, which is ideal if you want the power of gas, but the quietness of an electric motor on your golf cart.

The bottom line is fuel injection is the best investment for your custom golf cart dollar-for-dollar.

SOURCE | golfsquawk.net



Are you a golf cart mechanic, or a DIYer? Do you have a weekend or at-home maintenance tip that you'd like to tell our readers about? Send it to us at info@golfcartoptions.com and we will share it with our readers.

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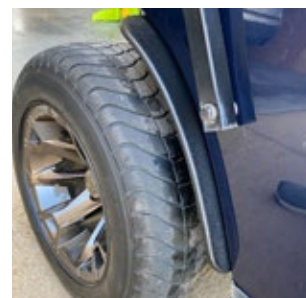
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E-Z-GO TXT 2015-up
REAR Flare

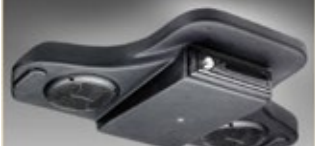
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RELiON BATTERY

ANNOUNCES APPOINTMENT OF CHIEF OPERATING OFFICER



RELiON Battery, a leading global lithium battery manufacturer, today announced the appointment of Eric Lindquist as the company's Chief Operating Officer (COO), a new role that reflects RELiON Battery's rapid growth and global expansion. As a member of the executive management team, Lindquist brings more than 30 years of expertise in leading, implementing and improving business operations across a variety of businesses.

"Eric's breadth of operations, sales, marketing and business management experience will be instrumental to RELiON as we enter the next phase of corporate growth," said Paul Hecimovich, RELiON Battery CEO. "RELiON is committed to leading the world's transition to lithium drop-in energy storage. Eric's proven track record makes him the right leader to spearhead our key growth strategies."

Prior to joining RELiON Battery, Lindquist was the Chief Executive Officer of Edco Enterprises, leading the company with a new go-to-market strategy, revamping the supply chain process and brand strategy, along with improving customer connectivity. These implementations led to a 40 percent increase in revenue and operating profit. Previously, Lindquist served as the President of Entropy Solutions, developing and securing funding for a start-up of a bio-specialty organization. Earlier in his career, Lindquist held integral roles at Polaris Inc., Nike and Wilson Sporting Goods. Lindquist received a degree from Indiana University's Kelley School of Business and is a graduate of the Executive Education Program at Stanford University.

Lindquist's announcement as COO comes on the heels of several internal promotions to senior leadership positions, solidifying RELiON

for continued growth in 2021 and beyond.

ABOUT

RELiON BATTERY

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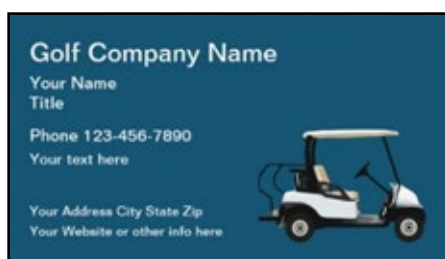
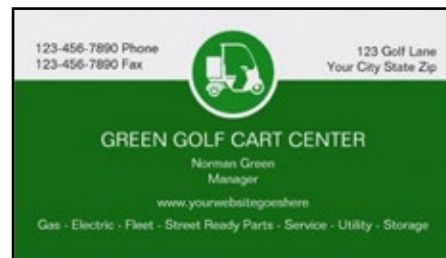
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legalNEWS

Vllager loses his driver's license because of DUI arrest in golf cart

A villager was convicted of the arrest of a drunk golf cart in the village of Linden (FL) last year.

63-year-old Richard Durant, who lives at the Cliff Villas in the villages of Southern Oaks, is set to lose his driver's license for six months and has been given a year probation after not having objected to driving under the influence of last month Sumter County Court alleged. He was also ordered to do 50 hours of community service.

Durant had been driving an orange Yamaha golf cart just after 9 p.m. on May 11 when he refused to give in for a police car at the gate of the Village of Linden, according to an arrest report from the Wildwood Police Department. Durant's eyes were bloodshot,

his speech was blurry, and he was repeating himself on the arrest report. Durant told the policeman he had "two beers".

Durant, who bought his home at 1730 Arnold Road in March 2020 for \$ 208,200, struggled through on-site sobriety exercises. He provided breath samples that recorded blood alcohol levels of .173 and .161



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