

# Golf Course News Exclusive 1993 Survey of

| Company  | Model                     | Power type    | Horsepower | Max. speed | Wheels | Tire width (in)    | Turning radius (in) | Vehicle length (in) |
|--|---------------------------|---------------|------------|------------|--------|--------------------|---------------------|---------------------|
| <b>Club Car Inc.</b><br>4152 Washington Rd.<br>Martinez, GA 30326<br>Mike Alexander<br>706-863-3000<br>Circle No. 201                      | Carryall I                | Gas           | 9          | 14         | 4      | 8.5                | 102                 | 99                  |
|  | Carryall II               | Gas           | 9          | 16         | 4      | 8.5                | 120                 | 111                 |
| <b>Columbia ParCar</b><br>350 N. Dewey Ave.<br>P.O. Box 30<br>Reedsburg, WI 53959<br>Sue White<br>608-524-8888<br>Circle No. 202           | Utilitruck (GU4)          | Gas           | 8          | 15         | 4      | 8.5                | 216                 | 105                 |
|  | EU 2000XB                 | Electric      | 3.2        | 15         | 4      | 8                  | 240                 | 125                 |
| <b>Deere &amp; Co.</b><br>John Deere Rd<br>Moline, IL 61265<br>Clair Peterson<br>309-765-4212<br>Circle No. 203                            | Gator 4x2/6x4             | Gas           | 10/18      | 15.5       | 4/6    | N/A                | 132/148             | 100.2/104.5         |
|  | 1800 Utility Vehicle      | Gas           | 18         | 11.5       | 4      | N/A                | 120.5               | 102                 |
| <b>E-Z-GO Textron</b><br>Box 388<br>Augusta, GA 30913<br>Ronald Skenes<br>706-798-4311<br>Circle No. 204                                   | Tuff 1                    | Gas           | 8.5        | 15         | 4      | 8                  | 119                 | 106                 |
|  | GXT-1500                  | Gas           | 20         | 24         | 3      | 8                  | 124                 | 124                 |
| <b>Jacobsen Division of Textron</b><br>1721 Packard Ave.<br>Racine, WI 53403<br>Jim Byrnes<br>414-637-6711<br>Circle No. 205               | 2015/2315                 | Gas/Diesel    | 20/24      | 24         | 3      | N/A                | 36                  | 116                 |
|  | 810 Express               | Gas           | 8.5        | 15         | 4      | Front 33.5/Rear 39 | 44.5                | 106                 |
| <b>Kawasaki Motors Corp. USA</b><br>9950 Jeronimo Rd.<br>Irvine, CA 98718<br>John Baker<br>714-770-0400 Ext. 2203<br>Circle No. 206        | Mule 500                  | Gas           | 10         | 20         | 4      | Front 9/11 Rear    | 120                 | 98.4                |
|  | Mule 2520                 | Gas           | 20         | 15         | 4      | 11                 | 134                 | 112                 |
| <b>Melex USA Inc.</b><br>1221 Front St.<br>Raleigh, N.C. 27609<br>Bryan Taylor<br>800-334-8665<br>Circle No. 207                           | Model 512E                | Electric      | 2          | 15         | 4      | 8                  | 220                 | 100                 |
|  | Model 252                 | Electric      | 2          | 15         | 4      | 8                  | 221                 | 106                 |
| <b>Mitsubishi Motor Sales of America</b><br>6400 Katella Ave.<br>Cypress, CA 90630-0064<br>Robert Hertel<br>800-366-6487<br>Circle No. 208 | Mighty Mits — 2WD w/Doors | Gas or LPG    | 30         | 25         | 4      | 8                  | 150                 | 126                 |
|  | Mighty Mits — 4WD w/Doors | Gas or LPG    | 30         | 25         | 4      | 8.5                | 150                 | 126                 |
| <b>Ransomes America</b><br>7900 West 78th St., Ste 105<br>Minneapolis, MN 55439<br>Paul Pesci<br>800-228-4444<br>Circle No. 209            | Cushman Super Runabout    | Gas           | 27         | 20         | 4      | Rear 8.5/Front 9.5 | 144                 | 113                 |
|  | Cushman Turf-Truckster    | Gas or Diesel | 22 or 27   | 22.5       | 3/4    | Rear 13/Front 9.5  | 102/149             | 101/108.5           |
| <b>Smithco Inc.</b><br>11 West Ave.<br>Wayne, PA 19087<br>Don Smith<br>215-688-4009<br>Circle No. 210                                      | Red Rider                 | Gas           | 8          | 12         | 3      | 9.5                | N/A                 | 102                 |
|  | Bandit                    | Gas           | 23         | 16         | 4      | 12                 | 124                 | 129                 |
| <b>The Toro Co.</b><br>8111 Lyndale Road<br>Bloomington, MN 55420-1196<br>Dennis Brown<br>612-887-8805<br>Circle No. 211                   | Workman 3200              | Gas           | 27         | 27         | 4      | 10.5 std/13 opt    | N/A                 | 124.5/127 (bed      |
|  | Workman 3300-D            | Diesel        | 21         | 27         | 4      | 10.5 std/13 opt    | N/A                 | 124.5/127 (bed      |
| <b>Yamaha USA Golf Car Group</b><br>1000 Highway 34 East<br>Newman, GA 30265-1320<br>Joe Stahl<br>404-2540-4150<br>Circle No. 212          | G11 Yamahauler            | Gas           | 8.6        | 12         | 4      | 8.5                | 139                 | 117.1               |



# Utility Vehicle Makers

| Vehicle width (in) | Weight (lb) | Cargo capacity (cf) | Payload (lb) | Towing capacity (lb) | Ground clear. (in) | Distribution | Retail price  |
|--------------------|-------------|---------------------|--------------|----------------------|--------------------|--------------|---------------|
| 50                 | 712         | 8.6                 | 800          | N/A                  | 4.5                | Int'l        | N/A           |
| 50                 | 756         | 14.6                | 1,200        | N/A                  | 4.5                | Int'l        | N/A           |
| 44.25              | 815         | 12.5                | 1,100        | N/A                  | 4                  | Int'l        | \$5,110       |
| 44.25              | 1,250       | 20.5                | 2,000        | N/A                  | 4                  | Int'l        | \$6,982       |
| 59.8               | 800/1,015   | 10.1/11.2           | 500/800      | 750/1,200            | 6.7                | Int'l        | \$4,999/6,599 |
| 66                 | 1,141       | 13.9                | 1,600        | N/A                  | 7.3                | Int'l        | N/A           |
| 48                 | 895         | 12.25               | 1,000        | 3,600                | 5                  | Int'l        | N/A           |
| 61.5               | 1,400       | 19                  | 1,500        | 8,400                | 4.75               | Int'l        | N/A           |
| 60                 | 1,454/1,630 | 16.6                | 1,500        | N/A                  | 15                 | Int'l        | N/A           |
| 48                 | 940         | 12.2                | 1,000        | N/A                  | 5                  | Int'l        | N/A           |
| 49.6               | 719         | 9                   | 662          | 900                  | 6.3                | Nat'l        | N/A           |
| 57.5               | 1,104       | 13.3                | 1,200        | 1,200                | 6.7                | Nat'l        | N/A           |
| 48                 | 609         | N/A                 | 350          | 2,000                | 4.5                | Nat'l        | \$3,900       |
| 52                 | 695         | N/A                 | 350          | 2,000                | 4                  | Nat'l        | \$3,700       |
| 60                 | 1,411       | N/A                 | 1,676        | 1,500                | 5                  | Nat'l        | \$8,319       |
| 60                 | 1,566       | N/A                 | 1,521        | 1,500                | 6                  | Nat'l        | \$9,506       |
| 55                 | 1,200       | 26.6                | 2,000        | N/A                  | 6.6                | Int'l        | N/A           |
| 63.6               | 975/1,330   | 17.3                | 2,500/2,600  | 936                  | 6.6                | Int'l        | N/A           |
| 60                 | 700         | 23                  | 1,000        | N/A                  | 6                  | Int'l        | \$4,000       |
| 55                 | 1,560       | N/A                 | 1,500        | N/A                  | 12                 | Int'l        | \$12,000      |
| 58                 | 1,400       | 20                  | 2,600        | 1,500                | 7                  | Int'l        | N/A           |
| 58                 | 1,400       | 20                  | 2,600        | 1,500                | 7                  | Int'l        | N/A           |
| 44.8               | 868         | 14.5                | 1,000        | 150                  | 5.3                | Int'l        | \$4,995       |

## Superintendents seek proper mix of various utility vehicles at nation's golf facilities

Course managers re-evaluating needs concerning heavy and light-duty vehicles

By PETER BLAIS

An adjustment is taking place in the utility vehicle market as superintendents seek the proper mix of heavy-duty, light-duty and modified golf car vehicles that will meet the maintenance needs at their particular courses.

"Customers are reevaluating their needs relative to those three categories," said Steve Yolitz, director of marketing with Ransomes America Corp. "More changes are coming in the mix."

The Cushman Turf Truckster, a Ransomes product, is generally considered the forerunner of most heavy-duty utility vehicles. It has been on the market since 1964. Over the years it has evolved into a versatile product with many attachments — sprayers, aerators, core harvesters, etc.

"Customers continue to be more demanding of their utility vehicles. We've tried to make ours more versatile, with better performance and reliability...We increased the payload capacity and beefed up the braking system of the Truckster this year," Yolitz said.

Toro entered the heavy-duty market recently with its Workman 3200. It has topdresser, sprayer, spreader, lift and other attachments.

"The Cushman Turf Truckster evolved into a heavy-duty vehicle. We saw a need for a new machine that was designed from the start as a heavy-duty vehicle," said Toro Marketing Manager Rick Cairns.

Cairns sees a "real polarization" in the utility vehicle market with some companies concentrating in the heavy-duty arena, some in the lightweight market and others in both.

Club Car has placed its stock in the light-duty market. The Carryall I and Carryall II have been very well received by golf course superin-

*'Customers continue to be more demanding of their utility vehicles.'*

— Ransome's Steve Yolitz

tendents, according to Marketing Director Mike Alexander.

Carrying two people and from 800 to 1,200 pounds, they are among a number of general-purpose vehicles designed to move people and haul a considerable amount of equipment. Like most utility vehicles, equipment can be stowed in flat or boxed cargo beds and/or hauled behind with a trailer hitch.

Deere & Co. introduced a new, light-duty vehicle at the recent International Golf Conference and Show in Anaheim, Calif. The Gator is designed to be stable and quiet, yet big enough to carry up to 800 pounds and tow another 1,200. Hydraulic lift and sprayer attachments are also available.

"Affordability is important, too," said Deere spokesman Clair Peterson, noting the \$4,999 price tag for the Gator 4 x 2.

Versatility in its light-duty vehicles is also important at E-Z-GO. The Augusta, Ga.-based company introduced its Tuff 1 Series last fall, adding a dump bed that allows the lighter weight vehicle to perform more duties around the golf course. It has a payload capacity of 1,000 pounds and can tow another 3,600.

"Superintendents want a vehicle that can perform lots and lots of different functions. That's why we make our products as versatile as possible," said Ronald Skenes.

While no two courses may have exactly the same number and types of utility vehicles, Alexander said well-stocked facilities generally have two to three heavy-duty work trucks, four to six light-duty vehicles and one to three modified golf cars in their service fleet.

Electric vehicles make up a small (Alexander estimates 5 percent) portion of the utility market. While electrics have as much power as gas vehicles, their range is limited by how long they can hold a charge, often limiting their usefulness, the Club Car executive added.

Many companies have started offering leasing plans rather than requiring superintendents to buy their fleets.

"Leasing allows courses to preserve capital and update their equipment more often. All the major companies provide some type of leasing program now," Yolitz noted.