



Another load of golf cars is about to be taken away by Trans American.

When golf cars come into wide popularity, there arose the critical problem of how to ship them from factory to club. After a few trial runs it was found that the "No. 1 must" was elimination of crating because clubs aren't equipped to unload heavy equipment involved in this kind of packaging. And, even if they were, disposal of the large, unwieldy crates offered real headaches.

Golf Car Transport

Fortunately, for car manufacturers and clubs, Trans-American Van Service, Inc., pioneer household goods mover, had some golf minded individuals on its staff who were familiar with the operation of golf clubs. This, along with their constant pre-occupation with transportation, resulted in some ingenious methods for loading, protecting and unloading golf cars. It was

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Special van built to accommodate 20 cars is loaded direct from factory door. Cars, of course, enter and leave van under their own power.



Second deck goes into van. Brackets hold horizontal cross braces onto which a floor is laid. Cars are carefully protected by padding.



the WORD
is QUALITY



The one word that best describes the difference in TUFHORSE golf bags is *quality* — a tradition of expert craftsmanship and styling. The name TUFHORSE has been a distinguished one for more than forty years, identifying for the discriminating golfer bags of unmatched beauty and durability.

Today as in the past, golfers who love the game choose TUFHORSE.

Write Dunlop for 1960 catalog.

* Bonus Feature in many models: TUFHORSE patented spring-type club dividers.



DUNLOP Tire and Rubber Corporation
Sporting Goods Division
500 Fifth Avenue, New York 36

DMG

MADE BY
DES MOINES GLOVE
& MFG. COMPANY
DES MOINES IOWA

Golf Car Transport

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decided that the cars could be shipped uncrated, but more than this, there was no need for them to be scratched or battered in transit.

To do this, it was necessary to consider the number of cars per load and to make the plan feasible economically. This indicated a need for double-decking. Specially constructed vans were ordered. They embodied the necessary features that would permit double-decking as well as the easy loading and unloading of a substantial number of cars. Trans-American Van Service can load 16 cars into a 35 ft. van and 20 cars in a 40 ft. van. The body of the van literally is an engineering masterpiece with specially devised rigging equipment which has solved many critical problems previously considered insurmountable.

Out of Van, Onto Fairway

One club owner observed: "Our first golf car was half-way down the first fairway almost as soon as the van pulled in. When cars were delivered crated we were two days getting them uncrated and ready for use." Another club reported that its last shipment of crated golf cars made the parking lot unusable until all the nail laden crating was removed.

Trans-American Van Service is hauling cars for a number of prominent manufacturers. Victor Adding Machine Co., of Chicago, is using the the Trans-American method of transporting its Electri-Car with complete success. Delivery is door to door — only one handling — no transferring from dock to dock and no burden at all to the club. The carrier has been franchised by the Interstate Commerce Commission to handle loads of this nature.

American Recreation Makes Nationwide Munny Survey

American Recreation Society golf committee is making a nationwide survey of municipal and tax supported courses. It is being headed by Robert M. Shultze of Bridgeport, Conn. Comprehensive information touching on size, number of holes, fees, key personnel, rounds played per year, annual operating costs, receipts, etc. will be included in the survey in its final form. Publication, by five geographical regions, is expected this fall.

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