



Cars, lined up behind van, are driven inside by means of a ramp.

TAVS Solves Problem of Golf Car Transport

The problems involved in the golf car boom are many and varied. For instance, the seemingly simple problem of just getting cars from manufacturers to courses has turned out to be a critical and complex one. Golf cars are heavy equipment, they are expensive to crate and they come from widely scattered parts of the country.

The big problem is that most courses have no method or equipment for unloading heavy machinery. In addition they cannot spare the time or the personnel to cope with extensive uncrating operations. The problem therefore of getting cars to the course and quickly onto the fairway has proved to be a formidable one.



However Trans-American Van Service of Chicago has studied both the problem and the potential of car industry and has gone to work on a solution. Specializing in transporting uncrated furniture in enclosed vans, the firm has applied itself to the task of adapting enormous enclosed vans to this new kind of transportation.

The solution that Trans-American Van has come up with is both ingenious and effective. Its vans are rigged so that golf cars can be loaded on two levels. This is essential to provide for a maximum number of cars in order to make the cost economically feasible. By this method as many as 20 cars can be loaded on a single 40 foot van. Thus, the average cost per car amounts to less money than the cost of crating and transporting by conventional methods.

Ramp for Loading, Unloading

Then Trans-American constructed a ramp so that the cars could be driven on and off vans. This is particularly important since the cars can be driven off and put to work on the fairways within minutes after a van reaches the course.

Aside from the fact that hauling the golf cars in enclosed vans protects them from the weather as well as from road gravel nicks and dents, Trans-American, too, has developed a method of wrapping and otherwise protecting each car so that it arrives in spic and span factory-fresh condition requiring no additional servicing before being put into use.

TAVS employee ties load so that a second or third loading level can be added to van. Extra platforms are built with aid of special clips that hold cross beams and floors. Golf cars are protected with heavy padding and by being tied so that they remain stationary while in transit.