

# Daily checkup keeps old cars young

Ten minutes a car is all it takes, but it can save you many dollars in major repairs.

By **GEORGE W. TINSLEY**

Professional, The Golden Horseshoe, Williamsburg, Va.

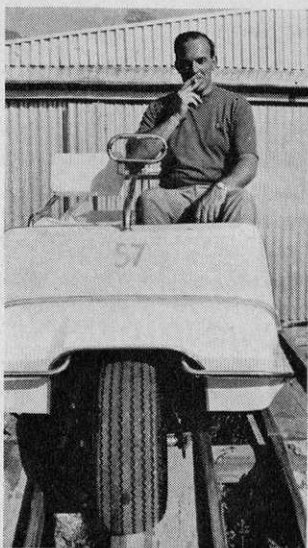
It is a proven fact that first echelon maintenance is a valuable and much needed function in the operation of any type of mechanical vehicle. The proper program of maintenance may differ in various situations, but, I feel that the number of golf cars that you operate has nothing to do with the operation at all. Each and every car should be serviced and cleaned after each rental. To illustrate, here is an average day in the life of one of our cars.

In the early morning the car is coupled to what we call the car train. This train is formed by connecting each car by using a special connector designed by our maintenance department. The train is then connected to a Cushman heavy duty service vehicle and towed to the clubhouse area. Seven cars can be towed in this train.

After disconnecting the cars, the keys are delivered to the registration desk.

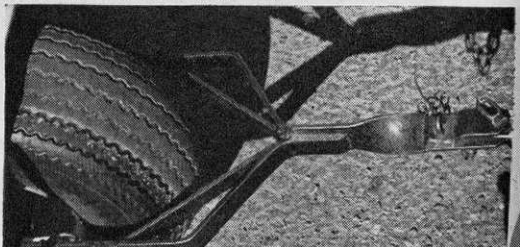
As the cars are rented by shop personnel the renter is asked if he is familiar with the operation of this car. As the golfer goes to the car area, he will see two or three signs which state, "Have you rented a car? If so, use at your own risk. Request operating instructions. Please stay on car paths." If the golfer needs instructions, he receives them from the attendant on duty who also helps him with his golf bags. The golfer is then routed to the first tee by signs.

Proper use of signs is another great



*George Tinsley, the pro at the Golden Horseshoe, is shown in golf car at left. Car is up on ramp that is used to service the underside of the cars.*

Photos by  
Leonard Kamsler



*Connector is held onto brackets by mounting lock pins, above. How brake and accelerator pedal is blocked up, right.*



help in the care and maintenance of golf car and golf course. The golfer then proceeds to maneuver the car through 18 holes of golf.

These 18 holes are tough on a piece of machinery such as a golf car. Each driver has different ways of operating a car, and in the course of playing a round of golf he or she gives very little thought to the care or maintenance of a machine they have rented.

A golfer will rub or bang over any obstacle within reason in the quest for a little white ball. Trees are scuffed, and rails and fences don't slow down a golfer. The golfer's disregard for the car causes a lot of problems for the maintenance crew.

The car is returned to the clubhouse after the round is completed. The hook-up or connector is then used to pull the cars back to the maintenance area. Then the first echelon work begins.

The car is washed down and all the trash is taken out, and the car is then checked for scuff marks. Black scuff marks are removed with a detergent.

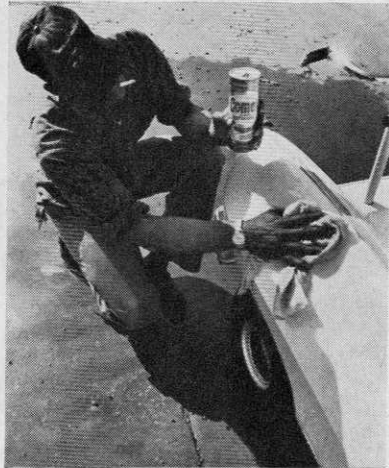
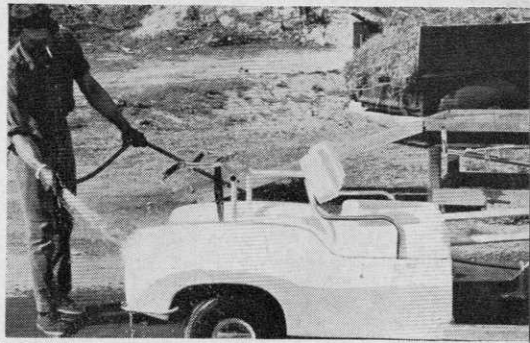
The seats are then removed and the batteries receive a complete check. We not only check the fluid level, but also each terminal and remove the dust from the top of the batteries.

All of the electrical system is then checked for loose wires and any sign of wear. The car receives a quick check for steering and brakes. If any fault is discovered, the car is marked for repairs by the mechanic. The charging plug is then inserted and the cart is ready for another day's operation once the eight hour charge is complete.

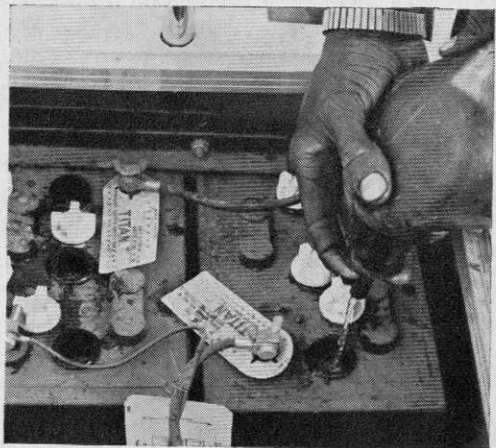
In order to assure us that each car does its job, we keep a daily record of the number of holes the car makes. From this record we are able to rotate the cars so that each receives the same, or nearly the same amount of use.

The first echelon maintenance procedure for each car takes about ten minutes of labor. In these ten minutes, if the inspecting worker should find one

*continued on page 47*



*Each car is hosed down completely to remove loose dirt, dust and grass that it may have picked up in operation, at top. Below this, attendant Robert Walker uses a strong detergent cleaner to remove scuff marks.*



*Extreme care is given each battery to ensure proper fluid level and good connections.*

## Daily Checkup

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fault, he can save you many dollars in major maintenance.

This procedure will not completely eliminate breakdown, but it will keep a car fleet in operation many holes longer than most haphazard types of operation. Also, keeping your cars clean and neat will greatly improve the golfer's impression of you and your operation.

The operation of electric cars as compared to gas cars is very similar in that first echelon maintenance is needed.

We have operated electric cars on the Golden Horseshoe golf course for four years and we are completely satisfied with our results. Our course at the Williamsburg Inn is a very hilly and rolling terrain and a good test for any golf car.

We have thirty cars in operation which are in their fourth year. We also have 30 new cars and the comparison in operation is astounding. The older cars are per-

forming on an equal or better basis than the new cars.

I feel that the main reason for this performance is first echelon maintenance. Here in the Colonial Williamsburg maintenance department all vehicles receive the same type of care and it is a proven fact that it produces results. ●

*George Tinsley, born in Richmond, Va., graduated from the U. of Virginia in 1955. He became a professional golf salesman for Wilson in 1956, then the next year went as professional to Hermitage CC in Richmond. George came to Williamsburg in 1959, when it was a nine-hole course. It now has an 18-hole championship course and 9-hole course.*

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