

A car for all golfers

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The needs of the modern golfer were of paramount importance in car's design

The most functional golf car must, naturally, be built from the golfer's point of view. In this brief case history, the following questions were posed, and then tackled.

1. How can we make the ride as comfortable and safe as possible?

2. How can cleat damage be minimized?

3. How about adjustable seats? Better yet, how about semi-bucket seats with integral hand rails?

4. What can be done to make the game of golf more enjoyable and, in effect, speed up play?

Here is how they were handled.

1. A smoother ride was achieved by lowering the center of gravity on the unit and using steering wheels with a ratio drive on all cars. For safety, protrusions and projections, especially in the entry and exit areas, were eliminated.

2. Since golf shoe cleats present a problem of wear and tear on floor mats and surrounding areas, the solution was found in the use of heavy-duty rubber mats, with carpet on as much of the surrounding area as possible.

3. Seating is a story in itself. The seating on this particular golf car is the result of an almost dogged belief in this seating principle. The seats that developed are integrally formed and vinyl coated. They were not dye cut pieces individually stitched together and filled with stuffing. The seats are of one piece, and integrally laminated, waterproofed, and held to the steel frame with a vinyl extrusion.

With a new frame to work with, it serves not only as a practical construction element, but also as a semi-flushed-in bumper or rub rail. To facilitate easier entry and exit, the seats were slightly angled outward.

4. More convenience to the golfer was the line of thought in solving the last question. Bag storage, as well as storage of personal equipment, was a big factor in the design of the car. Since there are various types and sizes of golf bags, the car was designed to provide several alternate bag mount positions.

As for some specifics about the car, it is fabricated in steel, from bonnet and fenders to rear deck sections and rear well. In production, this permits all joints, seams and fastenings to be handled in the manner of automotive assembly. This, in turn, eliminated the many exposed screws and raw edges prevalent on plastic and fiberglass bodies.

The industrial designers, as evidenced, also took great care to avoid creating a new problem while solving an old one. The result is the modern golf car. □

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