

Business briefs

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ever, Nufarm has been granted freedom to market and sell the patented imidacloprid on fertilizer technology. Other terms of the settlement were not disclosed.

Lucas Honored by Carolinas GCSA

Leon Lucas received the Distinguished Service Award from the 1,800-member Carolinas Golf Course Superintendents Association in November during the CGCSA's annual conference and show. The award is the highest that the organization bestows, and it recognizes outstanding achievement and contribution in the service of golf course superintendents and the golf industry in the Carolinas.

Lucas has worked on the science of golf course turf for 40 years, mostly at North Carolina State University and, since 1998, as agronomist for the Carolinas Golf Association.

Tralies Named Chairman, Michel Appointed President at Club Car

Phil Tralies, president and CEO of Club Car for the past six years, has been named chairman and CEO of the Augusta, Ga.-based company. Gary Michel, a long-time executive within parent company Ingersoll Rand, will assume the newly created position of president and chief operating officer.

The organizational changes position Tralies to focus on developing strategic business opportunities in emerging domestic and international markets, as well as continue to strengthen key customer and industry relationships, according to Jim Bolch, president of Ingersoll Rand's Industrial Technologies sector. Michel will be responsible for overseeing Club Car's day-to-day business operations and developing long-term strategy with Tralies.

Tralies was named president and CEO of Club Car in May 2001 after spending 25 years with Textron. Michel, who has 22 years of experience with Ingersoll Rand, joins Club Car after serving as president of the corporation's Road Development and Utility Equipment businesses.

No More Runaway Golf Cars, Ever

E-Z-GO UNVEILS THE RXV, ITS FIRST
NEW GOLF CAR SINCE 1995

By David Frabotta, Senior Editor

It's true. For the mere price of a fleet upgrade, you'll never need to fish a golf car out of a creek, ravine or irrigation pond again. And you'll be getting more than just a cool new automatic parking brake. With independent suspension, double rack-and-pinion steering, limited slip differential, a cushioned steering wheel and energy-transfer bumpers, among other features, E-Z-GO's new RXV is inching closer to its electric car cousin.

The electric version of the RXV uses an industry-first alternating-current, 48-volt motor, which is 30 percent more efficient than its direct-current TXT predecessor and boasts an extra 10 percent range, according to E-Z-GO.

The new power train might be on schedule with expected product advances, but perhaps the coolest new feature on the electric model is its dual-braking system with a "fail-safe" parking brake that automatically engages when the RXV stops. It incorporates a type of motor brake along with a foot pedal.

Here's how it works: I have no idea how it works, but it's cool. The RXV holds a constant rate of speed while driving regardless of terrain. It's got some oomph when traveling uphill — it peaks at 10 horsepower — and maintains its speed when driving downhill, too. Then, either coast to a stop (it actually coasts without bogging down) or step on the brake to stop. Once you reach the rock-back point (like a legal stop at a stop sign) the automatic parking brake engages, and it's going nowhere. No more clumsy foot flailing. Just jump out, and the car stays.

This braking system also recharges the batteries when brakes are applied, which can increase efficiency up to 30 percent, according to E-Z-GO.

The gas-powered version of the RXV has a 13-horsepower engine with a larger cylinder operating at fewer RPMs than the TXT. That means it delivers better fuel economy with less noise.

"More rounds per car and less energy usage equals cost savings," E-Z-GO President Kevin Holleran told reporters during the RXV unveiling in early November. Holleran, former vice president of sales for the company, was named president two days after the RXV launch. Former E-Z-GO President John L. Garrison Jr. was promoted to president of Textron's Industrial Segment. Textron also owns Jacobsen, Greenlee, Bell Helicopter and Cessna Aircraft Co., among others.

Both the electric and gas versions have overhauled interiors as well, complete with more spacious and ergonomic storage spaces, redesigned hip restraints, a thicker foam seat, wider canopy and a slip-resistant floor mat.

E-Z-GO will begin production on the RXV in January at its new, automotive-inspired production line and corporate headquarters in Augusta, Ga. The RXV will cost about 15 percent more than the TXT, says Kathleen Searle, vice president of communications, and it will come with the company's four-year warranty, which covers everything from one energy-transfer bumper (rated for 5-MPH collisions) to the other. ■

