

## Dealer Turns Golf “Cars” Into ATV’s

“Used golf cars can be an inexpensive alternative to 4 or 6-wheel ATVs,” says Clark Carr, Kokomo, Ind., who transforms used golf cars into work-ready utility vehicles. Carr is a dealer for new and used Melex, Club Car, Yamaha, and EZ-Go golf cars. As part of his business he customizes used Yamaha golf cars for farm use, installing a lift kit that raises the body 4 in. for better ground clearance. He can also add lugged rear tires and knobby front tires, an aluminum cargo box, all-weather enclosure, electric or propane heaters, and even an electrically-operated 54-in. wide snow blade.



Electrically-operated, 54-in. wide snow blade mounts on front of golf car.

He also sells do-it-yourself kits that let you convert a used golf car chassis into a “funmobile”. Two kits are offered - a Dodge “Ramcota” that looks like a pickup and a “Kool Kart” that looks like a 1934 Ford car.



Do-it-yourself kit turns used golf car chassis into a Dodge “Ramcota”.

FARM SHOW caught up with Carr at the recent Farm Progress Show near Windfall, Ind., where he was renting golf cars to exhibitors and farmers attending the show. “Farmers are often amazed at all the uses for a golf car. About 90 percent of the farmers who rented our golf cars said they had never been on one and were surprised at how well they rode and handled. Many said they’d like to have one,” says Carr. “Other farmers have already found this out - in fact, about half my sales of used golf cars are to farmers.”



Another conversion kit results in the “Kool Kart” which looks like a 1934 Ford car.

Carr prefers to use the word “car” instead of “cart”. “As defined in Webster’s dictionary, a cart is a small wagon. A golf car is a miniature car equipped with a steering wheel, accelerator, engine, transmission, heavy duty springs, shocks, front end alignment, and brakes.”

According to Carr, golf cars have many advantages over utility vehicles like the Kawasaki Mule or Deere Gator. “Golf cars have bench seats and can hold four or more passengers, while the Mule and Gator have only one seat and can hold only three. Golf cars can be made to tow bigger loads than the Mule or Gator. A standard golf car can tow an impressive 8,900 lbs., and is equipped with an automatic transmission that’s much more user friendly. The biggest advantage, though, is that a used golf car costs only about half as much as a used Gator or Mule. A good used gas or electric golf car sells for about \$1,500. Adding a lift kit and new tires adds about \$1,000. For example, a fully reworked 1993 Yamaha gas 4-cycle overhead valve 9 hp golf car sells for \$2,500 to \$2,900 while a Gator or Mule sells for almost \$10,000.”

The Ramcota kit mounts on a used Club Car or EZ Go golf car chassis. The kit in-

cludes a 2 hp electric motor, 36-volt battery, automobile rack and pinion steering, and 10 by 20 wheels. The back part can be left open or equipped with a removable seat. Options are endless and include everything from high performance engines to unique decals and painting. The kit sells for \$3,000 to \$9,000 depending on the options chosen.

The Kool Kart mounts on a Yamaha golf car. The front end is completely new. The basic kit includes glass nose in gel-coat, decal set, hood ornament, and chrome headlights and sells for \$1,290.

The Ramcota and Kool Kart are also available as complete turnkey units. The turnkey Ramcota sells for \$10,000 to \$15,000 and the Kool Kart for \$5,000 to \$10,000.

Snow blade sells for \$799 plus \$50 S&H. Contact: FARM SHOW Followup, Clark Carr, Oakford, Ind. (ph 765 453-9230; fax 5244).

## Low-Cost ATV “Not Like Anything On The Market”

After searching for a multi-purpose vehicle for use with GPS equipment around the farm, Dave Daugherty, Warren, Ind., decided to modify a Ken-Bar Stalker 2-WD ATV specifically for GPS technology.

“It’s ideal for transporting soil samples in the field and for doing any kind of field work related to Global Positioning Satellite (GPS) technology,” says Daugherty, who as a representative for the Ag Leader yield monitor works a lot with GPS equipment.

The “Stalker” is equipped with large storage racks on front for hauling soil samples and a tip-up bed in back for easy access to the 13 hp Tecumseh engine. It comes with mounting brackets on top of the rollbar for a GPS receiver antenna and mounting brackets on the console for a GPS monitor. The

rig’s 5-speed Peerless transaxle is similar to those used on riding mowers. The rig is mounted on 22/1100 by 8 wheels and is equipped with rack and gear steering and a parking brake. Ground clearance under the frame is 7 in. Suspension is provided by shock absorbers on a torsion arm.

“It’s built rugged and simple,” says Daugherty. “With the transmission in low gear it’ll go right up hills. Top speed is about 15 mph. I built it because in my work with GPS I found that a lot of farmers wanted a low cost utility vehicle to complement the GPS technology they’re already using with their farm machinery. Other ATVs don’t have as much storage area for soil sample bags and aren’t as well designed for mounting a GPS receiver and antenna. Also, most of them sell



Deere’s Gator and Kawasaki’s Mule have some new competition - the “Carryall” utility vehicle.

## Aluminum Utility Vehicle “Rides Better Than Anything On The Market”

“It’s the best riding and handling ATV on the market,” says David Turner, Club Car, Inc., Augusta, Ga., about the company’s new “Carryall” utility vehicle introduced at the recent Farm Progress Show near Windfall, Ind.

“It outperforms the Kawasaki Mule and Deere Gator in several ways,” says Turner. “The aluminum frame won’t rust, which is important when you’re handling chemicals and fertilizer. The independent front suspension always keeps all four wheels in contact with the ground, and the semi-independent rear suspension with stabilizer bar makes it ride and handle great. The heavy duty stabilizer bar acts like a torsion bar to eliminate sway and allows you to go faster on rough terrain. In comparison, on the Deere Gator the axle shafts are bolted to the frame and the only suspension is what’s provided by air pressure in the tires. The Kawasaki Mule has a rear suspension system but no stabilizer bar.

“Another difference is that our Carryall has more power than the Gator and Mule, both of which use a 290 cc Kawasaki engine rated at 9 hp. And our vehicle weighs less. The bottom line is that you can haul a bigger payload.”

The Carryall is powered by an 11 hp, 351 cc pedal start gas engine and comes with an

aluminum frame, chassis, and tilt-up cargo bed. It mounts on heavy duty all-terrain 6-ply tires, with 6.4 in. ground clearance under the differential, and has an independent front suspension and semi-independent leaf spring rear suspension with a heavy-duty stabilizer bar. Other features include a frame-mounted, powder-coated steel brush guard, differential guard, heavy duty rear stabilizer bar, and rear trailer hitch, and 4-wheel brakes. It has a vehicle-rated capacity of 900 lbs. and bed capacity of 500 lbs.

Standard equipment includes a dash-mounted fuel gauge/hour meter combo, two-way radio/beverage holder, 4-wheel brakes, multi-lock park brake, headlights, differential guard, and rear trailer hitch. Options include a light bar with Halogen lights, front and rear-mounted 1,000-lb. winch, turf tires, canopy top windshield (fixed or fold-down), electric lift or hydraulic dump, receiver hitch at front or rear, locking glove box, exhaust spark arrestor, pintle hitch, aluminum toolbox, and bed mat.

Sells for \$6,196.

Contact: FARM SHOW Followup, Club Car, Inc., Box 204658, Augusta, Ga. 30917 (ph 888 227-7925; fax 706 863-5808; Website: [www.carryall.net](http://www.carryall.net)).



“Stalker” 2-WD ATV is designed for GPS technology.

for \$6,000 to \$8,000. The Stalker sells for \$3,995. Another advantage is that the engine mounts way at the back to prevent interference from GPS radio signals. Radio signal interference can be a problem on utility vehicles equipped with mid-mount engines.

“It works great for following up on problems that you spot while planting or harvesting,” says Daugherty. “For example, if you see a hole in the ground while harvesting - indicating a broken tile - you can push a button to mark the spot on the GPS receiver.

Later, you can transfer the receiver to the Stalker and use the GPS signals to guide you to the exact same spot so that you can repair the tile. Or, if you see weed patches while harvesting, you can mark them electronically, then mount the GPS receiver and a sprayer boom on the Stalker and come back later and spray them.”

Unit comes in black or cameo green.

Contact: FARM SHOW Followup, Daugherty, Inc., Box 306, Warren, Ind. 46792 (ph 219 375-2415; fax 3800).