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[54] GOLF CLUB CARRIER OR CART

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[52] **U.S. Cl.** **280/47.19,** 280/DIG. 6

[51] **Int. Cl.** **B62b 1/14**

[58] **Field of Search** .....280/47.19, DIG. 6, 47.17; 211/60 G; 287/86

[56] **References Cited**

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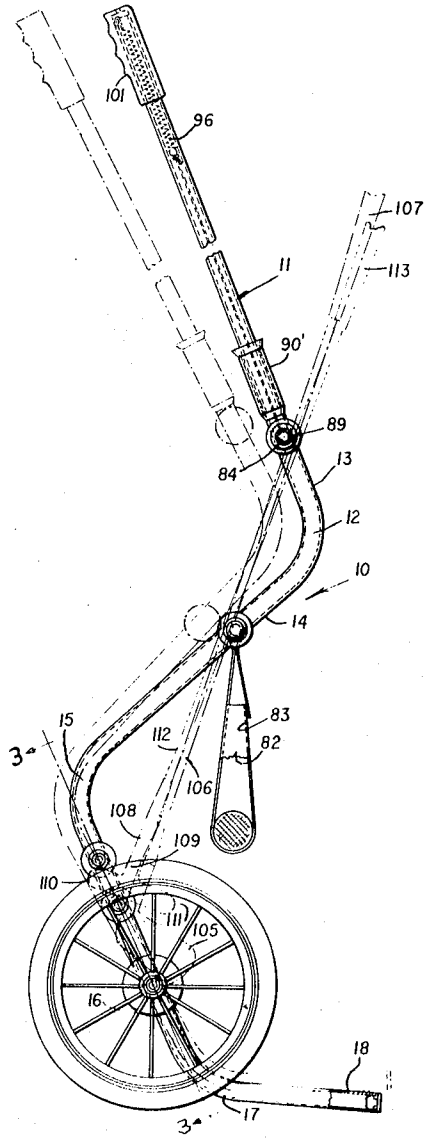
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[57] **ABSTRACT**

The golf cart comprises a central body member with wheels at opposite sides thereof and with the axles and other supports carried by the central body member securing the golf clubs, without benefit of a bag, in operative position for ready selective movement for the removal of the clubs from the supporting portion of the two wheel cart or carrier.

11 Claims, 8 Drawing Figures



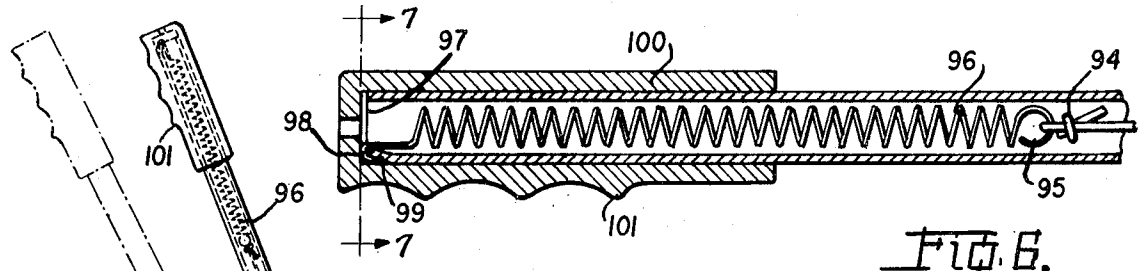


Fig. 6.



Fig. 7.

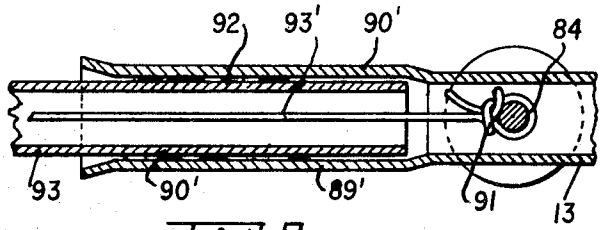


Fig. 8.

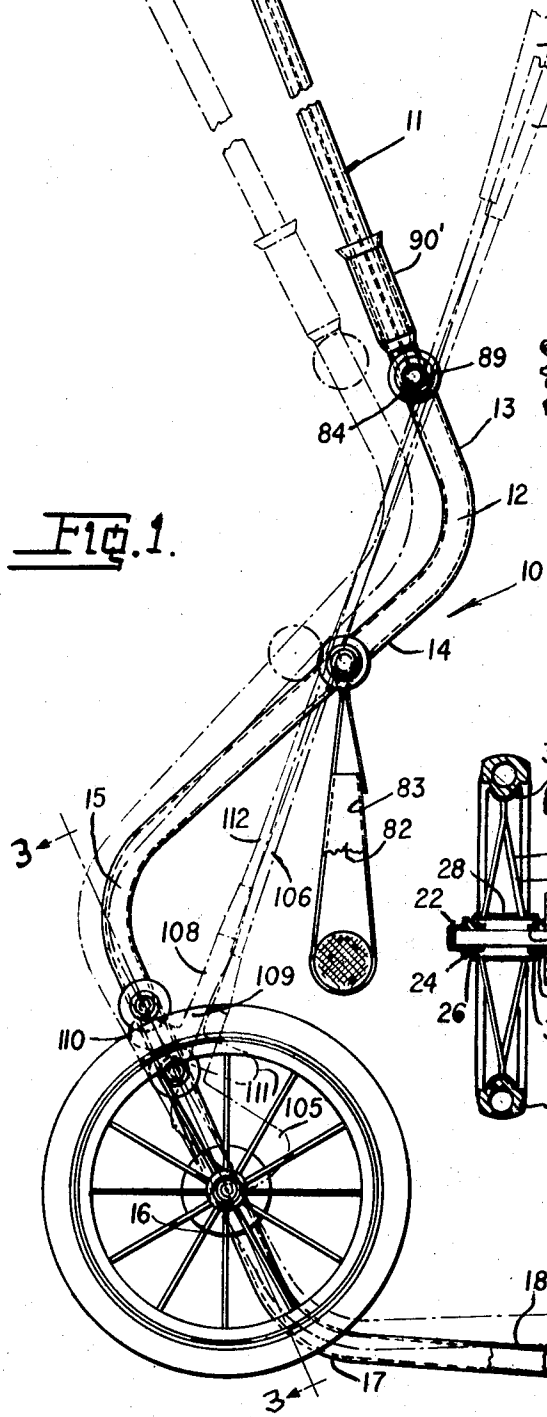


Fig. 1.

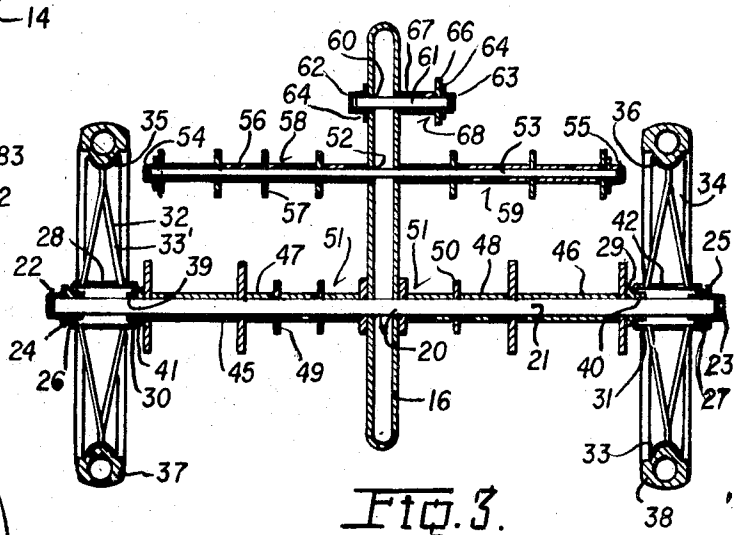


Fig. 3.

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Fig. 2.

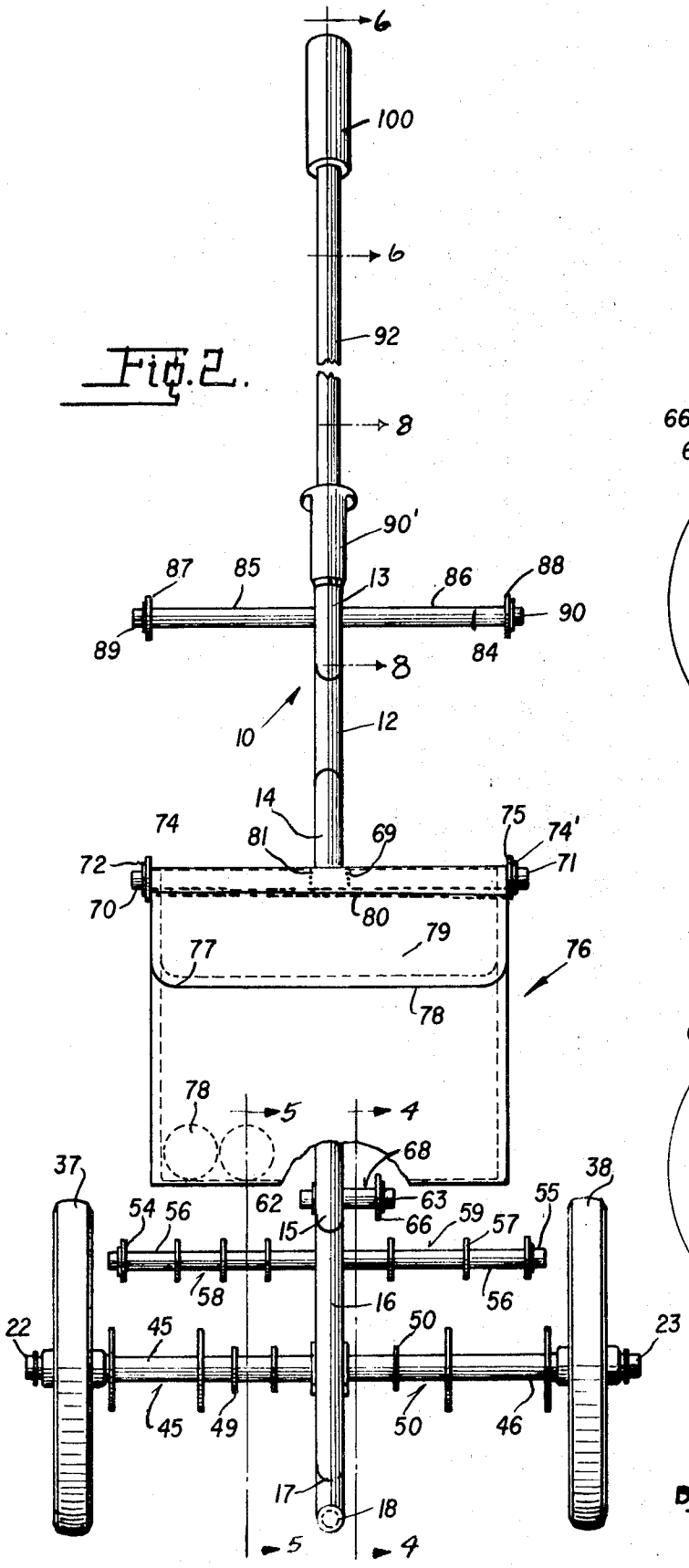


Fig. 4.

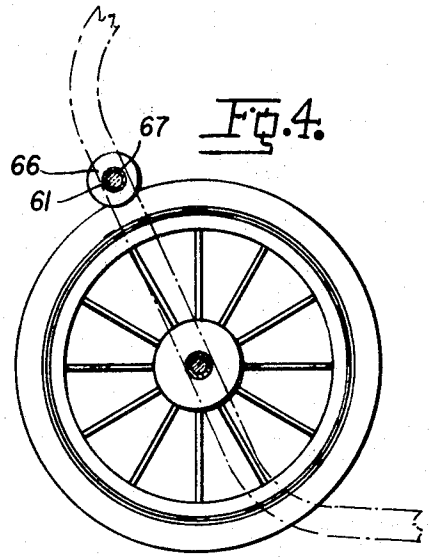
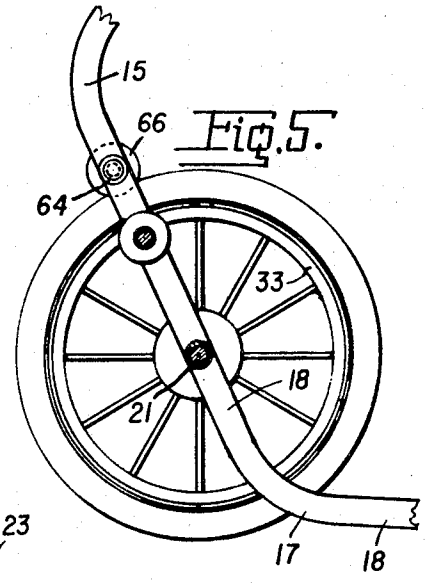


Fig. 5.



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GOLF CLUB CARRIER OR CART

SUMMARY OF THE INVENTION

This invention relates to A GOLF CLUB CARRIER OR CART.

This invention contemplates the use of a central body member or support member having near its lower end an axle on the outer ends of which are wheels independently rotatable of the axle and which golf carrier has means for supporting clubs themselves, rather than having, as is customary, means supporting a golf bag which carries the clubs.

An object of this invention is, therefore, a golf club carrier which is transportable between the usual golf tee and hole on a golf course but which golf club carrier is relatively inexpensive to manufacture but yet is completely efficient when in use.

Another object of this invention is the provision of a golf club carrier, as set forth in the preceding paragraph, which can be arranged for reducing the overall height of the golf club carrier body member and at the same time retain the clubs in their operative position while being transported from point to point, for example, in an automobile.

Another object of the present invention is the provision of a golf club carrier which encompasses a minimum of parts and yet holds or retains the clubs in operative position on the carrier, per se, without having any particular strapping or fastening means involved.

Other objects and advantages of the present invention should be readily apparent by reference to the following specification considered in conjunction with the accompanying drawings forming a part thereof, and it is to be understood that any modifications may be made in the exact structural details there shown and described without departing from or exceeding the spirit of the invention.

In the drawings:

FIG. **1** is a side elevational view of the golf club carrier of the present invention with the golf clubs themselves shown in phantom or dotted lines.

FIG. **2** is an elevational view of the golf club carrier of FIG. **1** as seen from the right hand side thereof, in said FIG. **1**.

FIG. **3** is a vertical sectional view through a portion of the golf club carrier or cart as seen from line **3—3** on FIG. **1**.

FIG. **4** is a vertical sectional view taken through a plane to the right of the center of the golf club carrier or cart as seen in FIG. **2** and on line **4—4** of said FIG. **2**.

FIG. **5** is a view similar to FIG. **4** except taken through a line on the left hand side of the center line of the body portion of the golf club carrier or cart as seen, particularly, from line **5—5** on said FIG. **2**.

FIG. **6** is an enlarged vertical sectional view through the upper end of the golf club carrier body as seen from line **6—6** on said FIG. **2**.

FIG. **7** is a view taken at right angles to FIG. **6** as seen from line **7—7** on said FIG. **6**.

FIG. **8** is an enlarged sectional view of the portion of the joint or connection between the handle and body portion of the carrier central or body member as seen from line **8—8** on FIG. **2**.

Throughout the several views of the drawings similar reference characters are employed to denote the same or similar parts.

As noted above this invention is for a golf club carrier rather than a golf bag carrier and in which bag the clubs themselves are disposed. Basically the said golf club carrier or cart consists of a central body member having near its lower end lateral means for supporting the golf clubs and intermediate the height of the said central body portion are means that cooperate with one another in somewhat locking the clubs in position on the carrier but which clubs are readily removable from the said golf club carrier.

Specifically, this invention comprises a central or body member, indicated in its entirety by the reference numeral **10**, having releasably secured to its upper end a handle portion **11**.

The body **10** just below the handle portion **11** is provided with a bend **12** resulting in a body portion **13**. The said bed **12** causing an angular relation of the axes of the upper portion **13** of the body member and its handle to an intermediate portion **14** of the said body member **10**. It will be noted that the bend **12** results in the said body portions **13** and **14** extending at substantially right angles to one another and the body middle portion **14** extending rearwardly and downwardly of the body member upper portion **13**. This portion **14** of the body member terminates in a bend **15** from which extends the lower middle portion **16** of the body member **10** and which portion **16**, again, is provided at its lower end with a bend **17** from which extends a foot portion **18** and which portion may be called a rest or leg supporting portion for the body member **10** and therefore the entire golf club carrier.

As will be seen in FIG. **1** the body member **10** when resting on its leg or lower portion **18** is slightly pulled, that is, by gravity in a forward upwardly inclined position, being in the solid lines position as illustrated in said FIG. **1**. In order to be able to move the carrier, as a whole, it is necessary to slightly rearwardly tilt or pull the body member **10'** to the dotted line position **19** thereof and as illustrated in FIG. **1**. It is readily understood that the carrier may be tilted or moved to any rearward position without disrupting the position of the clubs and carrier and the same then being moved as a whole.

The said lower portion **16** of the body member is, substantially, intermediate its ends, that is, between its bends **15** and **17** is provided with an aperture **20**, see FIG. **3**, through which projects an axle **21**. The axle **21** has at its ends, respectively, retaining nut **22** and **23** each including a bearing flange **24** and **25**, respectively, on each of the retaining nuts or caps **22** and **23**. The said bearing flanges **24** and **25**, respectively, engage the bearing flange **26** and **27** of a bushing, or the like, bearing member **28** and **29** that enter the outer ends of sleeves or the like **30** and **31** of the supporting and transporting wheels **32** and **33**.

Extending from each of the wheel hubs or sleeves **30** and **31**, s illustrated in the drawings, are spokes **33'** and **34** for each wheel, it being understood that these wheels do not necessarily have to include spokes but include discs or other wheel structure from its hub, as is usual practice. As further illustrated, and specifically, the said spokes **33'** and **34** of each wheel respectively terminate in a wheel member **35** and **36** which is flanged or dish shaped each to receive a rubber tire **37** and **38** from which each has an inwardly projecting portion which engages with the wheel flanges **35** and **36**.

Each of the wheel hubs **30** and **31** on its inner end engages with a projecting bearing-type sleeve **39** and **40** each of which has a flange **41** and **42** which corresponds with the outer flange **26** and **27** of the bearings **28** and **29**.

It should be here noted that the wheels **32** and **33**, as a whole, constitute the two outer points of support when the golf clubs carrier is in its normal position as illustrated in solid lines in FIG. **1**. The said wheels are spaced from one another and from the body portion **16** of the main or center body member **10** by means presently to be described and which means serve an additional function, again, as presently will become obvious.

This additional function is effected by a plurality of sleeves and spacing washers which, specifically comprises a number of relatively short sleeves separated from one another by a number of relatively large and small washers. Adjacent to each of the flanges **41** and **42** are relatively large diameter washers or discs **43** and **44**, and, respectively, extending inwardly from the inner surface of each of said washers or discs **43** and **44** is a sleeve **45** and **46** followed by successive smaller length sleeves **47** and **48** and which smaller length sleeve being again separated by smaller diameter separators washers, discs, or the like **49** and **50** thereby providing spaces between each of the separators washers or discs and with each said spaces indicated in general by the reference numerals **51**.

From this it follows that along the axle **21** between and from each of the wheels to the opposite sides of body portion **16** of

central member or body **10** there are on the left hand side of the body portion **16** and wheel **37**, as seen from FIG. **3**, four spaces, while on the right hand side of said axle between the body portion **16** and wheel **38** there are three such spaces. The reason for this is that in each of the spaces there is provided room for the head of a golf club, with the larger spaced first inwardly of each wheel being for a wood head of a golf club.

Upwardly of the axle **21** the body portion **16** is provided with apertures or holes **52**, in axial alignment, through which extends a rod **53** which is parallel with the axis of the axle **21**. The said rod **53**, again, has secured to its opposite ends caps or friction nut **54** and **55** each with a flange similar to that above described for the caps or friction nuts on the ends of the axle **21**. Again, the said rod **53** has a series of spaces there along and each space is supplied by a sleeve **56** and separating washer **57** there being approximately four such spaces **58** on the left hand side of the main body portion **16** and approximately three spaces **59** on the right hand side thereof, as seen in FIG. **3**.

It should be here noted that the said spaces are as illustrated in the drawings being specifically for a lady's set of golf clubs and wherein it is usual to have, as an example, two woods and four irons plus a putter which would account for approximately seven spaces or sleeves and partitions on the axle **21** and on the rod **53**.

Again, and just above the rod **53** the body portion **16** of the central supporting or body member **10** is provided with apertures **60**, in axial alignment, which has therein a rod **61** of comparatively short length. The said rod **61**, again, similar to the rod **53**, has secured thereto caps or friction nuts **62** and **63** each having a flange **64** and **65** with the flange **64** of the cap or friction nut **62** against the left hand side of the body portion **16** while the similar friction nut **63** on the other side, or end, of the rod **16** engages a washer **66** which in turn clamps between its inner face and the opposing right hand face of the body portion **16**, a short sleeve **67**. This construction establishes a space **68** between the inner face of the washer **66** and the adjacent face of the lower body portion **16**.

Also, it should be noted, that each of the sleeves and spacer washers or discs on both the axle **21** and the rod **53** as respects the body portion **16** and also the rod **61** are of plastic, or other type of non-deformable yet relatively non-resisting, as to bending, and non-damaging material, as will presently be made obvious, and said material having, or setting up, friction between their outer surfaces and golf club shafts.

Upwardly of the relatively short rod **61**, the body member **10** in its intermediate portion **14** is provided with a transverse rod **69** having a length just short of that of the rod **53**, with the said rod **69** having the flanged friction nuts or caps **70** and **71** pressed onto the opposite ends thereof and with the said nut flanges **72** and **74'**, respectively, engaging with end members or washers **74** and **75** is, provided with plastic sleeves over which is disposed a bag, indicated in general by the reference numeral **76**, for holding golf balls or the like, as seen in FIGS. **1** and **2**.

The said holding bag **76**, as seen in FIG. **1**, is formed primarily from a single piece of material which is of sufficient length to extend from the lower or flap end **77** to and around the rod **69** and its sleeves down and around the golf balls **78**, or the like, and terminates in an inner edge **79**. The bag is retained in this position by a line of stitches **80** connecting the upper end of the flap to the back as seen in FIG. **2** with a cutout **81** in the bag to get around the body portion **14** in its operative arrangement. The sides of the bag may be closed by end pieces **82**, as seen in FIG. **1**, by being stitched, by stitches **83**, to the vertical edges of the said back portion below the closing flap.

Upwardly of the bag carrying rod **69** the body member **10**, in its handle portion **11**, is provided with a transverse rod **84** which is covered outwardly of the said body portion **11** on each side thereof with sleeves **85** and **86**. The said sleeves **85** and **86** have their outer ends respectively engaging washers **87** and **88** in turn held in position by friction nuts or caps **89** and **90** on each of the outer ends of the said rod **85**.

As will be seen, for example, in FIG. **1** the lower rod or axle **21**, along with the next rod **53**, the bag supporting rod **69**, and the final transverse rod **84** constitute the means for temporarily securing the clubs to the carrier, that is, securing the clubs in position against inadvertent displacement during the movement of the cart or club carrier, and yet the said golf clubs can be readily removed from the cart or carrier in desired manner as will be presently made clear.

The joint between the movable handle **11** and the central body portion **10**, as illustrated in FIG. **8**, comprises a socket member **89'** at the upper end of the body portion **13** of the said central body member **10** which receives the inner end **90'** of the handle **93** and which is in the form of a tube, see FIGS. **6** and **8**.

It is desirable that the handle tube **93** be disposed in an inoperative position when the golf club cart or carrier is being transported, as in the back of an automobile, or the like, and wherefore the hollow interior of the handle portion or tube **93** houses the means whereby this may be done.

In practice, use is made of the uppermost rod **84** extending through the uppermost portion **13** of the central body member **10**, as above set forth, to have secured to the said rod **84** intermediate its ends and particularly within the upper or handle portion of the tube-like body portion **13** by knotting or otherwise securing to the same one end **91** of a flexible, that is, elastic member **93'** having its other end **94**, see FIG. **6**, knotted or otherwise secured to the inner end **95** of a spring or the like **96** and which spring extends from the said knot **94** to the upper or outer end **97** of the handle portion or tube **11**. The outer end of the spring **96** is provided with a hook **98** for engagement with an inwardly bent lip **99** of the handle portion or tube **11**.

In order to provide a reasonable grip of the golf club carrier, or cart, as a whole, the outer end of the handle portion or tube **11** has secured thereto a relatively flexible and soft grip portion **100** having finger portions **101** on its under surface.

The operation of this golf club carrier or cart is as follows:

As will be readily understood and as frequently mentioned above, this is a golf club carrier rather than a carrier of a golf bag with its clubs.

The axle **21** at the lower end of the body, or central, member **10** is, as noted above, provided at its outer ends with wheels and that between each wheel and the central body member particularly, the lower body portion **16**, the said axle is provided with a plurality of separate independent pockets, sections, or the like, each including a relatively hard, yet soft, plastic sleeve which sleeves have a friction surface between department dividers or washers **49**. Directly above the said axle **21** the central body member **10**, particularly the portion **16** thereof, is provided with a transverse rod **53** having thereon a series of sleeves **56**, again, hard yet soft, such as plastic, and with a friction surface, separated from one another as washers or dividers **57** into compartments.

It will be noted that the compartments on the axle **21** are substantially identical in number with the compartments on the said transverse rod **52**. And it is in these various compartments particularly those on the axle that the head of a golf club is disposed.

As illustrated in phantom lines, a golf club, particularly an iron, is provided at its lower end with a head **105** from which extends upwardly a shaft **106** which may be of stainless tubular steel or of solid wood, depending on the player's preference, and which said shaft **106** having its upper end a grip portion **107**.

It is well-known that, so called, wood clubs have a much larger head, in so far as width is concerned, and is also employed in the playing of the game of golf and one of which wood clubs, namely the iron, has the head, shaft and grip thereof illustrated in the drawings.

It should also be noted, and again as illustrated in phantom lines in FIG. **1**, use is made of a certain putter and what is known as an offset putter and which consists of a putting head **108** including a shaft socket **109** with the lower end of the head having ears **110** and **111**, respectively, oppositely

disposed with respect to the axis of the club shaft socket **109**. Extending above the said putter socket **109** is a shaft **112**, again, either hollow metal or wood depending again on the user's preferance and which putter shaft has at its upper end a grip portion **113**.

It should be noted that the specific embodiment disclosed in the drawings and above described is for use with, what is known as, a lady'golf set, and which includes a fewer number of clubs wherefore the golf club carrier, as illustrated in the drawings, is designed to take care of two woods, four irons and the putter. It is quite obvious that since a man's set of clubs would include several additional clubs it is very easy to extend or increase the length of the axis of the axle **21** to accommodate additional clubs and in which instance the several rods **53, 61** and **85** would likewise be extended or, not shown, other arrangement may be made outwardly of axle and rod **21** and **53** for accommodating the additional men's clubs.

As noted above and as can be seen from FIGS. **1** and **2** the said carrier particularly in its central body portion **14**, has the further rod **69** which carries the golf ball bag **76** and at the same time the said central body portion **10** just below the socket **89'** has the transverse rod **84**.

As seen, most clearly, in FIG. **1** each of the golf club irons has its head **105**, through its lower end, or sole, resting on the lower axle in any one of the compartments **51**, that is any one of the compartments inwardly of the two outermost compartments and with said shaft, or rather, the shaft socket having its rear surface, opposite to the blade, engaging with the transverse rod portion of the compartment or divided space **58** or **59** of the said transverse rod **53** directly thereabove. The shaft **106** of the club, upwardly of the transverse rod **53**, is disposed immediately behind, that is, on the surface opposite to the surface of the transverse rod **53** which the golf club head engages, and with the said golf club shaft **106** of the golf club continuing upwardly until its surface, corresponding with the surface of the socket engaging with the transverse rod **53** compartment, engages with the golf ball bag supporting rod **69** and with said shaft continuing upwardly until just below the golf club grip **107**. The said golf shaft **106** just below the grip **107** engages on the surface of the uppermost transverse rod **85** and beyond which is the final portion of the said shaft **106** and its grip **107**. It should be noted that end members **87** and **88** on said transverse rod **85** prevent the upper ends of the golf clubs from riding beyond or off of the said rod.

It will be noted that the said topmost engagement of the golf shaft with the transverse rod **85** is just below the said golf club grip **107**.

From the foregoing it will be noted that each of the golf clubs, and including the two wood clubs, not shown, have an engagement with the axle **21**, the surface of the rod **53**, particularly its spacer sleeve **56**, engagement on the other side of the bag carrying rod **69**, and in final engagement with the uppermost rod **85** and therefore said club is to a certain extent sprung into position, but, it must be noted, that this springing engagement of the golf head and its shaft through the several points is completely insufficient to cause any permanent or even temporary warp or the like in the golf clubs wooden or metal shafts **106**.

It should be obvious that the putters having the head of usual golf club, that is, an iron or steel head having a shank and a blade at one end thereof projecting at substantially right angles to the shank would be mounted in substantially the same way that the other iron clubs or wood clubs are mounted.

As illustrated, in FIG. **1**, the putter head **108** with its wings **109** and **110** is slightly differently mounted in so far as the club head is concerned, since as further illustrated in FIG. **1**, the wing **111** of the putter head **108** has its lower surface on the innermost sleeve **56** on the rod **53** and its upper surface of the wing **110** on the sleeve **67** of the short transversed pin **61**, whereupon, its shaft **111** is mounted the same as the shaft **106** of the ordinary or regular golf clubs are concerned.

It will be appreciated that by this arrangement each of the golf clubs is secured in position illustrated for them in phantom lines in FIG. **1** and the said clubs cannot be jarred loose from their operative position while the golf club carrier is moved on the not, usually, smooth terrain of a golf course.

When it is desired to remove a golf club from its mounted position it is only necessary to raise the same to a position where the heel of the blade **105** is free of the cross-rod **53** whereupon the shaft is free of any securing action of the cooperation of the spaced locking bars and axle and the golf club than forwardly actuated about the balls and accessories bag supporting rod **69** and vertically lifted. In order to return the golf club to its position the reverse procedure is followed.

From the foregoing it is now believed evident that the objects initially set forth have been accomplished.

What is claimed is:

1. In a golf club carrier of the class described for transporting golf clubs, each golf club having length with a head at the lower end, the combination of a central body member of a length greater than the length of a golf club, said body member including a handle member at its upper end and a foot member at the lower end of the body member, said foot extending outwardly and downwardly from the body member, a transverse axle carried by the body member above the foot thereof, wheels at the outer ends of the axle, said wheels co-operating with the extreme outer end of the said body foot member and together forming a three point support for the golf club carrier to retain the said golf club carrier in an upright position, and means including said axle and a plurality of relatively immovable transverse rods on said body member for maintaining a plurality of golf clubs relative to the body member and with each golf club spaced between said wheels.

2. In a golf club carrier of the class described as set forth in claim **1** characterized by, said handle member being detachable from the body member, and yieldable retaining means for retaining the said handle and body member in operative position during use as a golf club carrier but retaining the handle member in a remote position when the carrier and the golf clubs are being transported.

3. In a golf club carrier of the class described as set forth in claim **1** characterized by, said golf club carrier central body member having bends therein between its foot and its handle, and said rods extending transversely of said central body member between the bends therein so that co-operating with the axle in supporting the golf clubs in operative position on the carrier, said bends in the central body member effecting the reverse face use of the rods in frictional and temporarily acting to secure the golf clubs against inadvertent movement.

4. In a golf club carrier of the class described as set forth in claim **1** characterized by, said handle member being detachable from the body member, yieldable retaining means for retaining the said handle and body member in operative position during use as a golf club carrier but retaining the handle member in a remote position when the carrier and the golf clubs are being transported, and means on said axle between the opposite sides of the central body member and the wheels at the opposite ends thereof to provide divisions in which the heads of the golf clubs rest while being retained on the golf club carrier.

5. In a golf club carrier of the class described as set forth in claim **1** characterized by, said central body member having an upper and a lower end, said central body member between its upper and lower ends having a series of bends for thereby providing said foot portion at the lower end of the central body member, said central body member between certain of its bends being provided with one or more of the transverse rods including the axle, and each of said transverse rods being so positioned with respect to the other transverse rod that the alternate faces of the said transverse rods constituting means for temporarily securing the golf clubs against inadvertent axial movement relative to the central body member.

6. In a golf club carrier of the class described as set forth in claim **1** characterized by, said central body member having an

upper and a lower end, said central body member between its upper and lower ends having a series of bends for thereby providing a foot portion at the lower end of the central body member, said central body member between certain of its bends being provided with one or more of the transverse rods including the axle, each of said transverse rods being so positioned with respect to the other transverse rods that the alternate faces of the said rods constitutes means for temporarily securing the golf clubs against inadvertent axial movement relative to the central body member, and said axle and transverse rod adjacent thereto having means dividing the same into compartments, each compartment above the other, and whereby the golf clubs are independently positioned with respect to one another, and each of said rods, including the axle, having means thereon for each compartment which conveniently takes the form of a plastic sleeve and thereby a soft relative frictional surface for the club head and its shaft.

7. In a golf club carrier of the class described as set forth in claim 1 characterized by, said central body member having an upper and lower end, said central body member between its upper and lower ends having a series of bends for thereby providing a foot portion at the lower end of the central body member, said central body member between certain of its bends being provided with one or more of the transverse rods including the axle, each of said transverse rods being so positioned with respect to the other transverse rod that the alternate faces of the said rods constitutes means for temporarily securing the golf clubs against inadvertent movement relative to the central body member, and said axle and transverse rod adjacent thereto having means dividing the same into compartments with each of said compartments above the other and whereby the golf clubs are independently positioned with respect to one another and each of said rods, including the axle, having a means thereon for each compartment which conveniently takes the form of a plastic sleeve and thereby a soft, relative frictional surface for the club head and its shaft, one of said transverse rods above the axle being provided with a bag for golf balls and other essentials with said bag including a flap.

8. In a golf club carrier of the class described as set forth in claim 1 characterized by, said central body member having an upper and a lower end, said central body member between its upper and lower ends having a series of bends for thereby providing a foot portion at the lower end of the central body member, said central body member between certain of its bends being provided with one or more of the transverse rods including the axle, each of said transverse rods being so positioned with respect to the other rods that the alternate faces of the said rods constitute means for temporarily securing the golf clubs against the inadvertent movement relative to the central body member, said axle and transverse rod adjacent thereto having means dividing the same into compartments with each of said compartments over the other and whereby the golf clubs are independently positioned with respect to one another and each of said rods, including the axle, having means thereon for each compartment which conveniently takes the form of a plastic sleeve and thereby a soft, relative friction surface for the club head and its shaft, and each of said rods having thereon a flange at each of its opposite ends for retaining the golf clubs in operative positions while being transported.

9. In a golf club carrier of the class described as set forth in claim 1 characterized by, said means for retaining the golf clubs with respect to the central body member including the axle and at least one rod adjacent thereto which is substantially coextensive with the axle between its wheels, said golf clubs including a putter which has a shaft upwardly projecting from a point substantially centrally of its head and which putter head has projecting from opposite points thereof projections, and additional means on said central body member above said axle and its adjacent rod for retaining said putter in operative position.

10. In a golf club carrier of the class described as set forth in claim 1 characterized by, said means for retaining the golf clubs with respect to the central body member including the axle and at least one rod adjacent thereto which is substantially coextensive with the axle between its wheels, said golf clubs including a putter which has a shaft upwardly projecting from a point substantially centrally of its head and which putter head has projecting from opposite points thereof projections, additional means on said central body member above said axle and its adjacent rod for retaining said putter in operative position, a second rod substantially the full length of the aforementioned rod and axle between the wheels which is transversely disposed with respect to the central body member, and a utility bag carried by said second rod and including a flap whereby it may have access thereinto.

11. In a golf club carrier of the class described as set forth in claim 1 characterized by, said means for retaining the golf clubs with respect to the central body member including the axle and at least one rod adjacent thereto which is substantially coextensive with the axle between its wheels, said golf clubs including a putter which has a shaft upwardly projecting from a point substantially centrally of its head and which putter head has projecting from opposite points thereof projections, and additional means on said central body member above said axle and its adjacent rod for retaining said putter in operative position, a second rod substantially the full length of the aforementioned rod and axle between the wheels which is transversely disposed with respect to the central body member, a utility bag carried by said second rod and including a flap whereby it may have access thereinto, and a final rod near the upper end of the body member which cooperates with the axle, its transverse rod, and the bag rod in securing each club independently to the carrier central body portion for transportation.

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