

# 555 GOLF EDITORIALS

**'PERFORMANCE EXCELLENCE'**

## **COMPOUND BEND DOUBLE LOAD**

If you move the 'Handle ('Grip') of your driver, for example, you shall create 'Lead & Lag' which involves a 'Bending Motion or Action Of The Shaft'. In the Down & Out' swing, your 'Hands LEAD causing the 'Clubhead to LAG or fall behind'.

Just like the 'Flex and Re-Flex' of a bow in order to propel the arrow, we accomplish 'Flex & Re-Flex' in the 'Golf Shaft'. The Driver Shaft bends significantly in the 'DOFT' trip, especially in the 'Pre Impact Position' ( see 'Swing Segment #7' ... 'Shaft Horizontal To The Ground').

If we have an amplified 'Stop & The Top Of Back Swing' (see 'Pause'), there will be no or minimal 'Bend At The TOB'. If we swing hard to the 'TOB' and change directions rapidly ('Transition') we shall cause more 'Bend or Load' of the 'Shaft Engine'. It is rather like 'Running into the 'TOB' and bouncing of a wall.

If we run to the 'TOB' with speed (with minimal "&") we somewhat slam on the brakes and this rapid 'Direction Change' cause 'Shaft Flex', which naturally 'Re-Flexes' ... TWICE ... stopping and going.

Then as we step on the gas about half way down, 'Shaft Horizontal', in the 'Bottom Half Of The Swing Circle', we apply marked pressure to the "Grip or Handle' and in doing so create more 'Shaft Flex and Bend'. What bends in this flexible material, shall 'Re-Flex'. This causes what we golf mechanics refer to as 'Shaft Flex & Kick'. (see 'Flex or Kick Point')

Although this 'Double Load' may seem very useful in creating more 'Clubhead Speed' and 'Distance', it is dangerous in that we tend to get out of balance and timing'. A few extra yards are no bargain if they are in the bush ... a long hitters graveyard!

**"Welcome Aboard!"  
"Enjoy The Ride!"**

**SATISFACTION GUARANTEED**

E-Mail: [AskUs@555golf.com](mailto:AskUs@555golf.com)

WebSite: [555golf.com](http://555golf.com)

Telephone: (817) 673-8888

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