

555 GOLF EDITORIALS

'PERFORMANCE EXCELLENCE'

SHAFT LOADING & UNLOADING

Constant regular questions about this topic deserve a simple response. The challenge is providing simplistic observations and sensible science in minimal word space! (see 'The Dynamic Shaft Video')

- 1) Your 'Golf Shaft' is the 'Golf Club Engine'. In the 'Stage Three Procedure' ('Wrist Cock & Pivot' – 'Brace Leg Driven Dynamics' – 'Full Swing') the shaft 'Bends & Straightens' or 'Flexes & Reflexes'. Think about your 'Driver'. Let us assume that there is 'No Flex Loading – No Acceleration Flex' in the 'Back & Up Swing' ... gentle sweeping swing to the 'Top Of Back Swing'. ('TOB') The shaft is straight, neutral and static or passive. There are different situations whereby there is 'Dynamic Loading', but not for this conversation.
- 2) At the 'TOB' you are body 'Pivot Loaded or Coiled'. (see 'ALSDR') As the 'Pivot' releases or unloads, it transports the descending 'Lever Assemblies' 'Down & Out'. This 'Leg Driven' action causes the 'Lower Body Machine' ('LBM') to initially 'Run Away From The Lagging Upper Body Machine', which includes creating separation from the 'Clubhead Mass'.
- 3) This action causes the 'Clubshaft to Load, Flex or Bend', to 'Lag Behind' the 'Pivot Pressure'. Thus, the shaft bends, bows or curves away from the 'Target'. As long as the 'Pivot Pressure' creates acceleration, the shaft will remain 'Bent'. This is similar to pulling back on a bow string with and arrow in the 'Knock'. Until the 'Potential Energy' is released, the bend or bow remains!
- 4) If you watch the highly dynamic, perfection of the 'Lower Body Machine' of Moe Norman, you will see that his 'Driver Shaft' does not unload or straighten until the instant of 'Separation' in the 'Impact & Separation Zone'. Past that 'Full Pivot Release Point', his 'Driver Shaft' actually curves 'Target-ward' or 'Down The Line' ('DTL'). This is visual proof of the 'Pivot Release'.
- 5) When a golfer 'Releases the 'Pivot' early by 'Casting' ('Arms Over Legs' – 'Over The Top or Above Plane'), the 'Shaft Configuration' straightens early, before the 'Impact & Separation Zone'. It is appropriately called 'Throw Away' by your '555 Team'. The 'Shaft Bend' will be markedly curving towards the 'Target'. Slow motion 'HSVC' will reveal these dynamic actions.

There are a couple other dynamic elements such as 'Shaft Reflex Velocity' vs. 'Pivot Pressure & Speed'. We shall discuss that further via video or in person!

"Welcome Aboard!"

"Enjoy The Ride!"

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