

# 555 GOLF EDITORIALS

**'PERFORMANCE EXCELLENCE'**

## SO MUCH MISINFORMATION

If you want to write small, fine script on a clean piece of paper, where do you look? If you want to land a high-performance jet aircraft (Vref 137 kts) on the 1000 foot marker (plus or minus 100 feet at 200 Feet Per Second), where do you look? Certainly NOT at the other end of the runway!

The physiology of 'Eye Hand Coordination' is not a new concept. Where your eyes are looking is where you are going to direct your action. The eyes clearly provide 'Depth Perception' and 'Direction'.

Where to 'Focus Visually' while in the process of striking a golf ball is not rocket science ... similar to driving a big spike. Your optical acuity and visual data gathering skills are in play. Golf is about getting the 'Sweet Spot' ('MOI') of the 'Clubhead' 'THROUGH' the 'Butt Of The Ball', through the 'Ballistic Point'. ('Bottom Inside Cheek - BIC'). 'Down Out Forward & Through' ('DOFT') causing a divot to be taken 'In Front Of The Ball'. It is NOT about looking at a potential divot! Ask Annika Sorenstam.

If you want to thread a needle, you do not look several inches past the 'Eye Of The Needle'. You would be there all day! You must focus on the 'Impact Target' knowing that the physical feat is 'THROUGH-ness' and not 'AT-ness'. Divots are caused by efficient 'DOFT Through-ness'.

As pilots, we know that we are going to roll past the 'Touch Down Focus Point'. That is a matter of 'Dynamic Physics'. Thus we plan on that happening and expect to take 'High Speed Taxiway Charlie' in due course. Simplicity and science rules! Our proper divot is likewise past the ball.

We do not look at a point in front of the ball ... 'Bottom Of Swing Arc' or 'Swing Bottom'. We automatically get through that point or 'Low Point Swing Gate' with simple dynamics ... sustained 'Pivot & Clubhead Lag Pressure. (see 'Intermediate Target') With adequate 'Brace Leg Drive' ('Pivot Pressure' – 'The Horizontal Round & Round Human Engine') combined with adequate 'Down Force' of the 'Bend & Straighten Brace Lever' (see '3 Lever Single Action'), we get and remain on 'Swing Path & Plane' ('Angle Of Attack') culminating in a solid strike. (see 'Compression & Line Of Compression').

Your ball gets in the way of the controlled 'Speeding Clubhead Mass' which transfers energy in an efficient manner. This 'Planned & Controlled Collision' (see 'Posture Chin Tallish Tether Ball Pole') is the outcome of 'Set-Up Swing Dynamics' while looking at the 'Ballistic Point'. We deliberately 'Pinch' the ball off the grass! I will leave you with this thought ... **"There Is No Up In The Golf Swing!"**

**"Welcome Aboard!"**

**"Enjoy The Ride!"**

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