

555 GOLF EDITORIALS

'PERFORMANCE EXCELLENCE'

WHEN IT STOPS

If the 'Lower Body Machine' ('LBM') 'LEADS' ... is ahead of the 'UBM Hands, Wrists, Arms and Golf Club', it is said that 'The Clubhead LAGS'. If the 'Body' is 'Leading' ('In Front'), then all the other 'Lever Assembly Components or Parts' must be 'Lagging' ('Trailing Behind').

Having arrived at the 'Top Of Back Swing' ('TOB') and smoothly 'Transition' into the 'Front or Down & Out Swing', the 'Golf Club Shaft' will be bent into the 'Loaded Shaft Flex Configuration' ... bent from the belly of the shaft to an aft position at the tip ... bent '**Up The Line**' or away from the 'Target'. The 'Shaft' in this situation is referred to as a 'Drag Link'. The 'Lower Body Machine' is ahead, so it is logically 'Target Handed Pulling or Dragging' the 'Handle and Clubhead' along its connected, short, fast trip '**Down The Line**'. The 'Brace Hand' is 'Pushing or Thrusting'! (see 'Bend & Straighten' ... 'The Sledge Hammer Action, driving a huge spike into the base of a farm fence post')

Note that the front wheel drive vehicle 'Pulls' itself along, while the rear wheel drive model 'Pushes' itself along. (see 'Drag Link' vs. 'Push Link') Very important to differentiate 'Target & Brace'.

As soon as the 'Pivot Pressure Engine' ('The Body Throttle' – 'Brace Leg Drive') is reduced or ceases, the 'Bent Shaft' straightens and thus the 'Lag' deteriorates and actually 'Reflexes' (see 'Flex & Reflex'). In this physical function scenario, once the 'Shaft' has 'Reflexed or Released', the shaft bend will have become reversed into the direction of the target' or 'Down The Line'.

Thus, when you observe the 'Front Swing' from the 'Body On Perspective', the 'Shaft Bend' will have reversed from what it looked like during the 'Transition' and early 'Power On' 'Down & Out' phase to being bent the other way ... towards the target. (see 'Loaded & Un-Loaded')

So, we can deduce that, when the 'Shaft Is Reflexed', the 'Lag & Drag' has dissipated to a 'Zero State'. If we teachers observe this 'Shaft Shape Change' ('Bend & Straighten' just like the 'Brace Elbow Configurations'), we know that the 'Pivot Pressure Engine' has shut off. Knowing this, we can rest assured that the 'Brace Toe Pressure' and 'Brace Leg Drive' has become spent.

Why? The answer is usually found in the lack of 'Target Toe Flare'. It will have been too 'Square' at 'Set-Up or Impact Fix', thus opposing the full 'Hip Release', causing a 'Flip-Handed Release', spoiling the 'Lag & Drag Link'. If the 'Hips Stop Leading', the 'UBM Hands' shall! Please understand this!

"Welcome Aboard!"

"Enjoy The Ride!"

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