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Driver shafts: Building stability

Driver shafts are crucial to all golfers. They are commonly viewed as the engine that drives the longest - and perhaps most important - club in the bag.

Stability is now the key word among graphite shaft manufacturers, who are telling a story of cross sectional strength,

lessening shaft deformation at impact.

These driver shafts, reflecting this emphasis on stability, are among the newest entries from the top seven providers of graphite shafts on the PGA Tour.

- James Achenbach



Aldila VooDoo

The skinny: VooDoo is Aldila's name for a stabilizing technology that prevents its shafts from bending, or ovalizing, during the golf swing. This diminishes energy loss, according to Aldila. This technology is sold to consumers only in the VooDoo version of the popular VS Proto. On the PGA Tour, though, the NV and ProtoPype shafts also are made with VooDoo technology. In the future, these additional VooDoo shafts are expected to be released to the public. The current VooDoo shaft is available in the 60-gram range (VS6) and 80-gram range (VS8).

Cost: \$299 **Available:** Immediate



In Play

>> Angel Cabrera's victory was the first in the Masters for a Ping staff player. Coming in Ping's 50th anniversary year, it was even more meaningful for the company. Cabrera used a Ping Rapture driver (75 degree). It was the same model that he used to win the 2007 U.S. Open. His driver shaft was an Aldila NV ProtoPype 80X.

- James Achenbach

By the numbers

Here are the equipment leaders from the Masters:

Driver shafts: Fujikura 18, Mitsubishi 16, Aldila 16, UST Mamiya 10, Grafalloy 9, Matrix 8, Graphite Design 7

All wood shafts: Aldila 66, True Temper (Grafalloy) 56, Fujikura 53, Mitsubishi 42, UST Mamiya 36, Matrix 23, Graphite Design 20

- Golfweek research