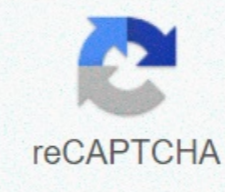




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Ping g20 driver review golflwrx

Home Bag Equipment Someone Still Playing Driver Ping G20? Home Bag Equipment Someone Still Playing Driver Ping G20? THE PXG 0811X DRIVER REVIEW PGA Golf Professional Rick Shiels, tests the PXG 0811X driver using titleist ProV1 and GCQuad ► Become a free subscriber to RICK SHIELS now ► GolflwrX draws writer ► Golf Monthly Top 25 Golf Coach ► Official Resort Partner: Lumine ► Official Partner Apparel and Shoes: Nike Golf ► My Links: Facebook ► Twitter ► Instagram ► Vine Web ► — Author: Rick Shiels Golf 5 GolflwrX Gamer Vs. 2017 TaylorMade m1/m2 Drivers +7.01 yard Distance won at an average -615 RPM speed reduction average What can the new 2017 TaylorMade M1 and M2 drivers do for your game? Five Members of GolflwrX found out last week when they confronted their pilots over taylormade's latest models in the Kingdom, the custom-made facility at TaylorMade's headquarters in Carlsbad, Calif. The event is the first #TaylorMadeTuesdays, a series of TaylorSaved by Tyler events that are exclusive to GolflwrX Members. The five members were given trackman 4 fittings for their drivers, which were built immediately afterwards so they could test the clubs the next day at Avaria Golf Club, the start of the LPGA Tour's Kia Classic. Our editorial team was present to monitor and document the fittings, where they saw the five Members of GolflwrX add an average of +7.01 yards to their devices with taylormade's new driver. The key to the success of TaylorMade 2017 M1 and M2 drivers is their ability to remove excess rotation from each GolflwrX member's discs (-615 rpm on average). As a result, each player hits their longer shots on their best shots, while achieving a more upright flight that is less affected by the wind. Each Member of GolflwrX won a yard with a new TaylorMade driver; the largest distance is impressive +10.1 yards, and the smallest is very respected +4.8 meters. Our testers were better players, but they covered a number of handicaps (1 to 7.1) and spin speeds (95 to 117.5 mph) in the better player category. Learn more about the five GolflwrX members, their new drivers and their experience in our individual discount options below. Andrew Harveson (druithlor21) Distance Won distance: 4.8 yards Handicap: +1 Swing Speed: 117.5 mph New driver: M2 D-Type (9.5 degrees, Up to 9 degrees) Shaft: UST Mamiya Elements prototype PT6F5 (65X) Old driver: TaylorMade SLDR (9.5 degrees) Shaft: UST Mamiya ProForce VTS 6X Silver Harveson brought TaylorMade SLDR (10.5 degrees) driver with it for its installation, which is already optimized for its game. He fits into a group of golfers who are often hard-pressed to see off wins from new clubs. The former college player, now 34, has the ability to consistently contact discs in the center of the club face. He also has an attack angle up with his driver (average +3 degrees), which helps him maximize the distance of his discs. However, Taylor Meade's fitters helped Andrew find an average of +4.8 yards with Taylor's new driver, but it took some experimentation and outside thinking. Andrew's trigger is set to a neutral ceiling and lie setup, but to combat the tendency to hit shots that went down to the right of the sIDR weight track has been moved to the max setting. According to TaylorMayler fitter Jason Werner, SLDR is a more biased driver company on the current M1 460, M1 440 and M2. After seeing the ball fade too much with these drivers, Jason got Andrew to try the company's M2 D-Type driver (9.5 degrees), which was designed with more bias to help golfers eliminate excessive curve left to right. Andrew Dispersion chart Andrew achieved a little more left-handed bias with the 2017 M2 D-Type he wanted for his match. The M2 D-Type gave Andrew the confidence to play his preferred cut out of the cup without fear of dipping into the right. In fact, it created a little too much bias for him, which is why the ceiling setting is 1-click to 9 degrees. The change helped him reduce his speed of rotation -553 turnovers on average, while opening up a little to the club to take the left side of the game. While the averages don't really look better with D-Type than SLDR, I had a few tics in the D-Type grouping that, if removed, would show a more accurate picture of the results, Andrew writes in the forums. The last piece of the puzzle for Andrew's installation was to find the right shaft. He tried a couple of low-swivel shafts that turned out to be too little torque for his swing, exacerbating his right error. He eventually saw the best performance from his gaming shaft, ust Mamiya's ProForce VTS Silver 6X, which has a medium torque design. TaylorMade's Tour Department provided him with a similar alternative that they thought he might like, the UST Elements prototype PT6F5 (65X), which turned out to be the winner of the course the next day. [TaylorMade] gave me the newer [better] UST Elements Chrome Platinum Prototype PT6F5I he writes. It's supposed to be very similar to [Oldilla] Rogue [Silver] 125. I was a little anxious to see if it would hold up like well, but after a few swings of the range of Aviaera, I was convinced! It's a bomber. With the M2 D-type, Andrew's good shots improved. Its top ball speed rotates from 175 mph with its SLDR to 178 with the M2 D-Type, increasing its distance potential. He also sees a lower ball height than the new pilot - his peak height has been reduced from 35 metres to 32ft - that he really enjoyed. It was a bit of fun, but everyone at [TaylorMade] seemed shocked to be put in a D-type, he wrote. You don't expect the fastest player and the best-realized player in the group to be suited to the most addictive driver, as the model is usually reserved for slower swing. However, as a trip with a +1 handicap, Andrew's needs were very specific and met perfectly by the 2017 M2 D-Type. In their own words: See what Andrew says about his experience. Distance Travelled Brian USSery (BCULAW) Distance: 5.5 yards Handicap: 6 Spin speed: 106mph New driver: TaylorMade M1 460 (10.5 degrees) Shaft: Graphite Design Tour AD-1 DI 6X Old Driver: Titleist 915D2 (9.5 degrees) Shaft: Aldila Rogue Black 60S Brian Wuxi arrived in the kingdom with a 915D2 (9.5 degrees) driver that he knew, that it's not right for him. The 43-year-old is aware of the fact that his low-firing, high-spinning drives cost him distance, but he wasn't sure how to improve. As in many fittings, Brian did not swing as much as he wanted to in the Kingdom, but his perspective on the game of golf allowed the montage to be a success. Golf is my therapy and a chance to find peace, silence, time away and fun, he wrote in the forum. Spending time with the former minor league baseball player, who is now a lawyer, his commitment to improving his game was immediately obvious. On this day, getting better requires patience with his swing and open mind about the recommendations of his fitters. He was on the task and in the end he was rewarded with a new decision about his game. TaylorMad fitters started Bryan with an M2 D-Type (9.5 degrees), but he struggled to hit him high enough to be effective. He found much more success with the M1 460 that had more loft (10.5 degrees). Excessive rotation is still a problem, especially with the added loft, but the M1 460 had a solution. By dragging the weight of the driver's rear track all the way to the front of the driver, he achieved a lower rotating trajectory that not only allowed him to hit a straighter turn, but also achieve more swirling. This helped to dismiss its negative attack angle of -4.5 degrees, which is the main culprit for its low launch, high rotating trajectory. At that point, Brian had to make a decision. Did he want to keep chasing more distance, or did he want a driver to help him hit more highways? he can only play 9 holes of golf per week. This made the choice obvious; he would have been aiming for consistency. Taylor, the fitters recommended brian try a shorter driver. His 915D2 measures 45.25 inches on TaylorMade and he is advised to try a driver that measures 44.75 inches. With the shorter guide its consistency immediately improved, and it is time to dial into the right shaft. Brian's dispersion diagram Brian hit most of his shots with Fujikura's Pro Tour Spec 73X shaft, which produced good results, but in the end he decided to go with a tour of Graphite Design AD-DI 6X. It provided the hardness it needed for more righteous drives, but offered a smoother feel (Note: since Brian hit limited shots with AD-DI 6X, the data shown in the diagram above show his performance with fujikuya val). His fitter, Jason Werner, backed his decision. And as Brian put it: Based on my course game ... looks like he's pretty good. With the M1 460, Brian sees another 5.5 meters from a total distance above his game, but more important to him is the increased accuracy. Even on a higher attic room, it managed to reduce the speed of rotation on average -744 revolutions per minute. Now that he hits it, they're going to keep going. And Brian expects to hit a lot more than fails. In their own words: Look what Brian says about his experience. Chris Scheeweiss (Schnee) Distance won: 10.1 yards Handicap: 3 Swing Speed: 112mph New driver: TaylorMade M1 460 (8.5 degrees, Set to 10.5 degrees) Shaft: Project X HZRDUS Black 65 (6.0 flex) Old driver: TaylorMade SLDR (10.5 degrees) Shaft: Aldila Tour Blue 75TX Chris Scheeweiss is golf's biggestWX members, Find +10.1 yards on average compared to TaylorMade SLDR (10.5 degrees) driver, which he brought with him to the Kingdom. The key to Chris's success, a 3-handicap with high head speed (112 mph), was reducing the rotation caused by his big miss, which was high and right. While this isn't Chris's typical miss, this has appeared in the Kingdom. TaylorMade M1 460 proved that he can cope with this mistake, as well as any other missed one he may encounter during his journey to improve his game thanks to his wide adaptability capabilities. During installation, the M1 460 rubs -627 revolutions of rotation of Chris disks. To do so, TaylorMade Fitter Jason Werner gave Chris an 8.5-degree M1460, but he raised the driver's ceiling to 10.5 degrees, maximizing Taylor's full range of 4-degree Loft sleeve. The addition of a two-step loft closed the club's face, which helped eliminate Chris' rotation. Jason, however, made the correction without telling Chris, and was delighted when Chris said he hadn't noticed the address change. Chris didn't notice it was closed. Face? TaylorMade driver crowns for 2017 are designed to look as square as possible at an address, regardless of what setting is used due to their skillfully designed black and white graphics. Chris was recently in the pasta of a local club fitter for the 2017 M2 driver (10.5 degrees), but this setting is much better than the combo I was fit for before, writes Chris on the forum. Finding the right shaft was the quicker process Chris expected. Project X's HZRDUS Black 65 (6.0 flex) offered it the lower trajectory and added the stability it needs to hit its best discs. Chris dispersion chart Jason ... I didn't think we should go much further, Chris wrote on the forum. I wasn't completely sold to the combo, but I postponed to his knowledge. It wasn't that I didn't trust the combo itself, it was that I didn't hit EVERYTHING that well, so I didn't know how it would perform on the course when my swing was better. I'm glad I trusted him because he was amazing on a course. While Chris is working to eliminate the right trend in his swing, Jason recommends that he try to lower the driver's ceiling, which will open to reduce left bias. They agreed that at some point in the future Chris may be able to return to an 8.5-degree vine, which could lift him even further. And if he needs more spin to optimize launch conditions at this point, he can gradually slide the weight of the rear runway backwards to achieve it. In their own words: See what Chris says about his experience. Darin Sloane (DNice26) Distance: 7.1 yards Handicap: 1 Spin speed: 110mph New driver: TaylorMade M2 (10.5 degrees) Shaft: Project X HZUS Yellow 65 (6.0 flex) Old driver: Ping G (10.5) Sloane: UST Mamiya ProForce AvixCore 69 Red (tour-with flex) Darin, 36, knows exactly what he wants from a new driver. He arrived in his supplies with Ping Ji (10.5 degrees), which gave him the height he wanted but was looking for a more upright flight with the ball. A 1-handicap, former college golfer began his montage with the TaylorMade M2 (10.5 degrees) with project X HZRDUS Black 65 (6.0 flex), a combo that significantly lowers its starting angle and rotational speed. While he gives him more distance, the flight ball is too low for his needs despite his 110mph swing speed and average attack angle of +2 degrees. Darren told Taylor that Jason Werner needed a higher flight to cut corners of his dick on the course where he plays 95 percent of his golf. So the two began experimenting with different heads and different shafts in search of a more familiar trajectory, as well as a greater distance. He actually preferred to like the look and feel of the driver of the Taylor Made M1 460, but he did not deny performing on the M2. He offered him an average of close to +4 mph ball speed it is an incredible improvement. Since the M2 (10.5 degrees) is connected to project X HZRDUS Yellow 65 (6.0 flex) shaft, it was clear that Darin has a winner. The contrabated shaft helped him fire higher, giving him the trajectory he needed to keep up with his home run. He also helped him eliminate his pass to the right and easily execute his preferred fly right-to-left ball. In terms of distance, Darin also managed to significantly increase his transfer distance (+0.6 yards) while significantly increasing his deployment (+6.5 meters). His total yardage gain with the new driver is +7.1 yards. Darren Dispersion Takeaway chart for GolflwrXers is that Taylor's new M2 driver can offer more ball speed than the company's M1 driver for some players. And if you're struggling with a flight ball that's too low or properly missed, a counterbald shaft like Project X's HZRDUS Yellow can help. In their own words: Look what Darin said about his experience. George Cilletta (GC70) Distance Acquired: 7.6ft Handicap: 7.1 Spin speed: 95mph New driver: TaylorMade M1 460 (9.5 degrees) Shaft: Graphite designer tour AD-BB 6S Old driver: Callaway XR (9 degrees) Shaft: Fujikura Speeder Evolution 565 (S-Flex) Similar to diesel, George needed a little time to warm up during the installation. But once he does, he starts hitting to the left in the center of the kingdom's range. At first it looked like George could post a ridiculous profit from a distance with the TaylorMade M1 460. He increased his distance to more than 30 meters above callaway XR '16, he hit at the beginning of the installation. While he and TaylorMade Fitter Dialed into the loft, shaft and CG setting, however, Jason noticed that George's rotation speed had jumped from nearly 10 mph from 85 mph to 95 mph since he first started hitting balls. He asked George to re-check his Callaway to make sure the final figures reflected a fair comparison of his old and new drivers. The result is a smaller average distance growth with his new TaylorSadaden, but still impressive. George first tested the TaylorMade M1 460 with 8.5 degrees on the ceiling, but as George struggled with a piece, he closed the face at 10.5 degrees to create a left biased one. As George loosened up, however, his share turned into a gentle fad. For this reason, he replaced George from the 8.5-degree head to a 9.5 degree head in a neutral environment. While George's heated swing was the biggest contributor to the improved trajectory, a new shaft and weight adjustment also helped. Initially, Jason gave George project X HZRDUS Black 65 (6.0 flex) shaft, a low starting shaft with great stability to help him reduce rotation. It would have been a good combination, but George wanted to check a few more shafts to see if there was more The winning shaft was finally the tour of Graphite Design Design 65, which gives George an even lower rotating trajectory. The M1 460's adjustable weight settings further optimized George's flight. Having already had enough height on his discs, Jason was able to drag the weight of the rear track of the M1 460 all the way forward to reduce the rotation. It also rotated the weight of the driver's last road all the way to the heel to maximize the alignments. The two changes caused George to hit low-rotating bombs that hardly had a curvature. George is a dispersion chart When everything was said and done, George managed to scrub an incredible -908 revolutions of the rotation of his discs. And along with his more straight trajectory, he left with +7.5 meters more distance. In their own words: See what George says about his experience. Your reaction? 117