

Top 10 ***Driver Shafts*** ***for 2010***



SPECIAL REPORT

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Best Driver Shafts for 2010'

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Introduction

Hi, Dan DeRoeck here and thanks for downloading Top 10 Driver Shafts of 2010'. My goal for this report is to simply bring awareness of the importance the golf shaft plays on your game, and to introduce to you the top new shafts of 2010'.

These are without a doubt some of the best driver shafts available for the 2010' Season!

The shafts I'm about to share with you are the of the opinion of Golf Gear Select. Keep in mind, these shafts are not necessarily the the *best for your* game, only that they are some of the most popular and/or respected releases in the industry.

The driver shafts listed in this report are not of any particular order. In other words, I did not attempt to rank or pit them against one another. That would be silly of me. My goal is to only bring awareness of some of the best shafts available today.

You will only truly know the best shaft for your game by getting properly fitted! Please take this advice seriously.

Being a serious golfer myself, I understand how properly fitted golf equipment can raise the level of your game. And I can certainly attest to the importance the golf shaft plays. It is my opinion that the golf shaft plays a bigger role than the actual driver! Keep in mind, this is only my opinion - it's a bold statement to make but have personally experienced this phenomena and stand by it.

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Our website, GolfGearSelect.com, sees over 40,000 unique visitors per month! The **majority** of the visitors are seeking information about golf shafts. We write and syndicate a lot of information regarding golf shafts and golf shaft reviews, and feel we have a good pulse on what the serious golfer is looking for in a golf shaft.

Hopefully you will enjoy this report. I encourage you to send me a comment on this report and how I can improve upon it for future releases. We hope to create more free reports such as this for your enjoyment and information.

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Penley ET2

Overview/Technology-

First up is the Penley ET2, made by one of the most knowledgeable shaft makers in the business, The Godfather of Golf Shafts if you will, Carter Penley. Mr. Penley has reemerged with Penley Research and Development and his latest shaft, the ET2, the predecessor being the successful ETA.



Carter Penley without a doubt manufactures the most technically advanced shafts on the market today. The ET2 is one of those advanced shafts that doesn't get the attention of a Fujikura, Aldila or Mitsubishi, but rest assured, it is an elite, top of the line golf shaft.

The ET2 is a significant upgrade of the original and ever popular ETA model. The ET2 was manufactured with feel, control, and distance at the focus. All other parameters (Mechanical and Physical) compliment these three design attributes.

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The TBAR Algorithm is at the heart of Penley's shafts. TBAR is determining flex factor, although we do apply some common flex range description to help players determine which golf shaft is best suited for their level of play.

Flex	Weight +/- SG	Length	Tip Diameter	Butt Diameter	Torque	TBAR Matched
X	70	46	0.335	0.605	2.9	X
S	70	46	0.335	0.600	3.5	X
R	70	46	0.335	0.600	4.0	X

The Penley ET2 is without a doubt, the "sleeper" of the the Class of 2010'. And historically, only the more advanced players know and really appreciate Penley shafts. This holds true for the ET2, this is an advanced players shaft.

Sources:

Penley Research and Development: <http://penleysports.com>

Golf Gear Select ET2 Review: <http://www.golfgearselect.com/penley-et2-shaft-review>

We will be doing an exclusive interview with Clint Moody, on June 7, discussing the role Penley ET2 had on his game. Please check back with Golf Gear Select!

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Accra DyMatch RT

Overview/Technology-

The Accra DyMatch is a shaft first introduced in 2009' called the DyMatch. The take off is the DyMatch **RT** that Accra is extremely excited about and for good reason. This



is the first shaft that *dynamically* matches the shaft to the driver by creating identical feel based on a players swing characteristics. Good stuff!

DyMatch story originates from a family of graphite shafts created using a much different approach than seen traditionally in the golf shaft business. Rather than build to specs, Accra chose to address ball flight and performance as the deciding factor in the design of the complete line-up. In essence the shafts are *Dynamically Matched*, thus the product name.

But then came the RT. Staying with their goal of providing complete product line to fit their customers, Accra added an RT, or *Responsive Tip* version of the DYMATCH Shafts.

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"ACCRA has been known throughout our 5 1/2 years of existence for creating responsive tip shafts with very low torque," explains Gawain Robertson regarding the introduction. "We have been a leader in that category. We wanted to do something different when we created the DyMatch so we came up with a more stable tipped shaft. The followers of ACCRA really enjoyed the original Tour Series and the ACCRA AXIV so we wanted to give them the best of both worlds from those shafts."

Sources: <http://www.flagstick.com/teeshots/?p=199>

You can buy Accra DyMatch RT at:

<http://www.golfgearselect.com/golf-shafts/accra-shafts/>

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Aldila RIP

Overview/Technology-

The Aldila RIP started out with a debut in test mode at the John Deere Classic in July of 2009 and proved to be a pivotal marketing point for the shaft.

The RIP "ripped" a course-record low of 61. And then, Heath Slocum followed up in August using the Aldila RIP in his driver to stun the top players in the world capturing a one-shot victory at The Barclays. Steve

Stricker, Geoff Ogilvy, Ross Fisher have all either played or tested the RIP shaft. And to top it off, the RIP placed 1st and 2nd at the recent SBS Championship.



The RIP is a lower torque shaft with a stiff tip that provides the better player stability. And built for stability it is, along with a reduced spin rate and providing an optimal trajectory, the RIP will be a shaft to put on your short list to try out at the range or fitter.

Keep an eye out for the official introduction of the Aldila RIP specs coming soon.

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Aldila RIP Resources:

The RIP became the official shaft for the [Thunderball Long Driver Contest](#)

Aldila as usual, is doing a good job of promoting their shafts as can be found on their site: http://www.aldila.com/media_center.php

sources: <http://www.golfgearselect.com/aldila-rip-shaft-review/>

You can buy Aldila RIP at:

<http://www.golfgearselect.com/golf-shafts/aldila-shafts/>

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Aldila En Fuego

Overview/Technology-

The maker of the "Hottest shafts in Golf" are at it again. This time, the Aldila En Fuego gets the attention of club makers and golfers alike.

The Aldila En Fuego features *3 shafts in 1*, each with a higher center of gravity aiding the bigger club head prevalent in today's designs. What's with the 3 designs for the same shaft? Well, Aldila certainly deviated from the norm on this one - each En Fuego model features a different balance, weight, torque and flex properties all designed to maximize the energy of your swing. Each shaft model promotes a different ball flight as well, starting with the **Serrano** - a low to mid launch shaft, next, the **Wasabi** - a mid launch shaft and finally, the **Habanero** - a mid to high launch shaft.

The En Fuego features Aldila's revolutionary and patented Micro Laminate Technology. This technology was first introduced in the in the Aldila NV, and we know the how well that shaft did. This technology provides players enhanced power, consistent flex, precise feel and a superb dampening effect.

Pros/Positives-

Another high-end shaft delivered by Aldila. Takes the positives from the NV and delivers a shaft sure to please the folks at Poway, California (Corp Headquarters). The En Fuego offers 3 shafts in one, all with different ball flights. In addition, the shaft, or shafts, are getting some attention from major golf club manufacturers including Adams and Ping, both offer the En Fuego as shaft stock options.

Cons/Negatives-

Will probably get overshadowed by the VooDoo and Rip models, at least from a marketing perspective. Nevertheless, the En Fuego is a nice fit for many golfers.

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Overall Rating-

This is one shaft to keep an eye on. We think the Aldila En Fuego may gain traction mainly because, well, it is an Aldila shaft and secondly, it is a stock option on some big-name drivers. Aldila has become a marketing machine and it will be interesting to see how they mold the En Fuego.

Aldila En Fuego Specs-

Serrano

Flex	Weight +/- SG	Length-Tip Par	Tip Diameter	Butt Diameter	Torque	Launch
X	61 g	46 - 2.5	0.335	0.640	4.0	Low-Mid
S	63 g	46 - 2.5	0.335	0.640	4.2	Low-Mid
R	62 g	46 - 2.5	0.335	0.640	4.5	Low-Mid

Wasabi

Flex	Weight +/- SG	Length-Tip Par	Tip Diameter	Butt Diameter	Torque	Launch
X	61 g	46 - 2.5	0.335	0.640	4.0	Mid
S	63 g	46 - 2.5	0.335	0.640	4.2	Mid
R	62 g	46 - 2.5	0.335	0.640	4.5	Mid

Habanero

Flex	Weight +/- SG	Length-Tip Par	Tip Diameter	Butt Diameter	Torque	Launch
X	61 g	46 - 2.5	0.335	0.640	5.0	Mid-High
S	62 g	46 - 2.5	0.335	0.640	5.2	Mid-High
R	60 g	46 - 2.5	0.335	0.640	5.3	Mid-High

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Aldila En Fuego References:

http://www.aldila.com/media_center.php

<http://www.golfgearselect.com/aldila-en-fuego-shaft-review/>

You can buy the Aldila En Fuego at:

<http://www.golfgearselect.com/golf-shafts/aldila-shafts/>

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Fujikura Motore F3

Fujikura introduced the Motore F1 with rave reviews. The knock on the F1 however was it fit a small audience, mainly higher end players looking for a low trajectory. Then came the Motore F3. After a successful season with the F1, Fujikura decided to try and fit a larger audience with a shaft that had all of the positives of the F1, but with attributes more golfers are looking for - higher launch and lower spin. Essentially take all the qualities of the F1 and morph it into a shaft for the masses.

The Motore Series features Fujikura's proprietary and proven High Inertia Tip (H.I.T.) Technology which stores more energy during the downswing and releases the energy just before impact maintaining the shaft and club's stability.

Flex	Weight	Bend Point	Spin	Launch
R	60	Med	Med	Med
S	60	Med	Med	Med
X	60	Med	Med	Med
S	70	Med	Med/Low	Med
X	70	Med	Med/Low	Med

You can buy the Fujikura Motore F3 at:

<http://www.golfgearselect.com/golf-shafts/fujikura-shafts/>

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Fujikura Motore Speeder

Overview/Technology-

Fujikura unveiled a new shaft that quite honestly will become a very popular if it holds up to the hype, quite possibly will become the shaft of the year - the Fujikura Motore Speeder.

Introduced at the Japan PGA show, Fujikura has stated the *Motore Speeder* is the most technologically advanced shaft they've made yet, which features the world's first 7-Ply Cross Axis design. The major advantage of this shaft is indeed the technology behind it - 7 Axis technology, which claims a significant loss in energy and promotes a great feel as well as a kick seen by no other shaft. The Motore Speeder main advantage is definitely its ability to hold its characteristics under stress - no shaft deformation is key. Made for players with relatively low spin coupled with high ball speeds. The result is a medium to high ball launch with extended carry.

Pros/Positives-

Fujikura has left no stone unturned with this one, introducing a truly technological marvel. Great graphics and technology to match, actually looks like the Matrix Ozik with its candy red appearance. Should perform well for the better player.

Cons/Negatives-

Pricey. The going price will be too high for the majority of golfers, somewhere between \$300 - \$400 range will put this shaft out of reach for the majority of golfers, even the serious ones.

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Overview Rating-

This is a shaft to watch for sure. If you like technology, put the Fujikura Motore Speeder on the short list. Being the worlds first 7 axis weave technology, makes this shaft something special. A significant reduction of twisting and rounding of the shaft resulting in maximum kick and carry without giving up accuracy, will be Fujikura's push on this great shaft.

Fujikura Motore Speeder Specs-

Model	Flex	Bend Point	Spin	Launch
5.0	R	M/L	M/H	M/H
5.0	R2	M/L	M/H	M/H
5.0	S	M/L	M/H	M/H
5.1	R	M/L	M	M/H
5.1	R2	M	M	M
5.1	S	M	M	M
6.0	R	M	M/H	M/H
6.0	S	M	M/H	M/H
6.0	X	M	M	M
6.1	R	M	M	M
6.1	S	M	M	M
6.1	X	M	M	M
7.0	S	M	M	M
7.0	X	M	M	M
7.1	S	M	M	M
7.1	X	M/H	M/L	M/L

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Fujikura Motore Speeder Sources:

<http://www.golfgearselect.com/fujikura-motore-speeder-shaft-review/>

You can buy the Fujikura Motore Speeder at:

<http://www.golfgearselect.com/golf-shafts/fujikura-shafts/>

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Fujikura Fit On Max

The Fit On Max Series was designed with our proprietary Swing-Sync Design Technology. This design platform gives each shaft optimal flexural rigidity. Swing-Sync provides exceptional feedback to the player in order to immediately obtain the best control.

The Fix On Max is definitely a shaft that will suit many swing types and designed to be a well-rounded shaft able to mold to pretty much any swing.

Swing-Sync Design Technology-

- Optimal Flexural Rigidity
- Individual EI Signature for each shaft weight
- Maximum distance and control

Fujikura Fit On Max Specs-

Model	Flex	Bend Point	Spin	Launch
Max 56	R	L/M	M/H	H
Max 56	R2	L/M	M/H	H
Max 56	S	L/M	M/H	H
Max 60	R	L/M	M/H	H
Max 60	R2	L/M	M/H	H
Max 60	S	L/M	M/H	H
Max 65	R	M/H	L	L/M
Max 65	S	M/H	L	L/M
Max 65	X	M/H	L	L/M
Max 76	R	H	L	L
Max 76	S	H	L	L
Max 76	X	H	L	L

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Fujikura Fit-On Max Sources:

<http://www.fujikuragolf.com/2010/>

You can buy the Fujikura Fit-On Max at:

<http://www.golfgearselect.com/golf-shafts/fujikura-shafts/>

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Graphite Design Tour AD DI

The new Graphite Design Tour AD DI probably was probably made first famous by [Tiger Woods graphite design tour ad di shaft](#) when he used the shaft at his comeback at the Masters in 2010'. Tiger averaged 287.75 and hit 20 out of 29 fairways for a 71.43% with the Tour AD DI.

The Tour AD DI manufactured exclusively at Graphite Design Japan has been integrated with Toray Company's new Nanomaterial technology in the tip section of the shaft. This unique technology allows the player to create an epic IMPACT on ball speed while still providing exceptional feel and control.



Tour AD DI Shaft Specifications

Name

	Kickpoint	Flex	Weight
AD DI-5	MID	R2, R1, S	53.5-56.5
AD DI-6	MID	SR, S, X	63.5-66.5
AD DI-7	MID	S, X	73.5-75
AD DI-8	MID	S, X	83.5-84.5

You can buy the Graphite Design Tour AD DI at:

<http://www.golfgearselect.com/golf-shafts/graphite-design-shafts/>



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Project X Graphite Shaft

Overview/Technology-

We are going to kick off our 2010' shaft reviews a little early with the new Project X Graphite driver shaft has been a major highlight and somewhat of a pleasant surprise for True Temper. It was a first-time winner on the PGA tour recently at [Volvo World Match Play](#). That was the start of something very good and continues to be the talk of the new up and coming shafts.

Where do we start - all I can say is this shaft will become very popular - we predict. It already is used by a number of PGA Tour players have been rumored to either use or try the shaft including Bo Van Pelt, Camilo Vegas, David Toms and Jason Gore. True Temper introduced the Project X Graphite driver and hybrid at the same time since they come from the same mold.

Both the Project X Graphite driver and hybrid are engineered using the Zonal Design Theory or ZDT. This is a True Temper proprietary technology which divides the shaft into three distinct zones. The Butt, Mid and tip sections make up the three zones, with each optimized for performance using a design technology specific to the zone.

Butt Section is made up of sectional stability minimizing energy from a Hex-Axial Reinforcement Technology. This technology ultimately is responsible for minimizing energy loss from "ovalization."



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Mid Section is designed for even loading and unloading for maximum energy transfer.

Tip Section is Elongated for a firmer tip which minimizes Droop and Lag and reduces spin.

Here's what Players are saying about the Project X Graphite-

"WOW! Better distance and dispersion than the RIP 70x... I LOVE the Project X!!!

"Put an X7A3 in my Nike Tour Square. -400 rpms Backspin added 11 yards..tighter dispersion & better LM #'s than Oban Devotion 7"

Who's it for?

The Project X Graphite driver shaft is definitely for the high-end player looking to reduce spin and penetrating ball flight. Mind you, it's not for the average recreational player - you would be best served looking for a higher launching shaft.



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Project X Graphite Models-

Model	Weight	Frequency	Flex
6A3	69	7.0	Mid
6A4	69	7.0	Stiff
6B6	69	6.5	Mid
6B7	69	6.5	Stiff
7A3	76	7.0	Stiff
7A4	78	7.0	Mid
7B2	76	6.5	Mid
7B3	76	6.5	Stiff
8A1	82	7.0	Mid
8A2	82	7.0	Stiff
8A3	83	7.0	X-Stiff

Pros/Positives-

No doubt about it, the Project X Graphite is a high-end shaft that better players will love. The ultra low spin combined with a stiff tip and soft mid section will allow players to have a very strong angle of attack to "go after" drives without losing them.

Cons/Negatives-

A fairly small market, geared for strong players or at least better players.

Overall Rating-

The Project X Graphite Driver shaft will be without a doubt, one of the more popular shafts for 2010' - "The Evolution and Innovation never stop." Even though it was introduced this year, it will really take off in 2010' as a shaft for better players looking to optimize their ball flight and reduce spin. Look out!



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Project X Graphite Sources:

<http://www.golfgearselect.com/project-x-graphite-shaft-review/>

You can buy the Project X Graphite shaft at:

<http://www.golfgearselect.com/golf-shafts/rifle-shafts/>



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UST Attas Shaft

Overview/Technology-

UST released a shaft for the masses, called the UST Attas. Ultra tight tolerances are achieved through the use of low resin prepreg in the precision controlled one-off production process.

UST wanted to introduce a shaft for the avid golfer looking for exceptional feel, responsive tip, with a mid to high launch and by all counts, they have been successful. The constant taper design offers improves energy release which increases ball speed and distance. Increase ball speed = Increased distance

UST Attas Specs-

Model	Flex	Weight	Torque	Launch	Butt OD	Stiffness			Tip		
						Butt	Mid	Tip	Parallel	Tip OD	Length
2350	R2	53 g	5.3	Med-High	0.595 "	237	5.2	21	4.0"	0.335 "	46 "
2350	R	53 g	5.2	Med-High	0.597 "	252	5.9	23	4.0"	0.335 "	46 "
2350	S	53 g	5.2	Med-High	0.597 "	266	6.6	25	4.0"	0.335 "	46 "
2360	R2	66 g	3.8	Med-High	0.603 "	246	6.2	23	4.0"	0.335 "	46 "
2360	R	67 g	3.7	Med-High	0.605 "	259	6.9	25	4.0"	0.335 "	46 "
2360	S	68 g	3.7	Med-High	0.608 "	272	7.5	27	4.0"	0.335 "	46 "
2360	X	69 g	3.6	Med-High	0.610 "	286	8.2	29	4.0"	0.335 "	46 "
2370	R	75 g	3.0	Med-High	0.610 "	258	7.1	27	4.0"	0.335 "	46 "
2370	S	77 g	2.9	Med-High	0.614 "	273	7.8	28	4.0"	0.335 "	46 "
2370	X	78 g	2.9	Med-High	0.614 "	288	8.5	30	4.0"	0.335 "	46 "
2380	S	86 g	2.6	Med-High	0.615 "	276	7.6	28	4.0"	0.335 "	46 "
2380	X	89 g	2.6	Med-High	0.617 "	292	8.5	30	4.0"	0.335 "	46 "
2390	S	97 g	2.4	Med-High	0.625 "	273	7.7	29	4.0"	0.335 "	46 "
2390	X	99 g	2.4	Med-High	0.625 "	290	8.4	31	4.0"	0.335 "	46 "



You can buy the UST Attas at:

<http://www.golfgearselect.com/golf-shafts/ust-shafts/>

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Thank you for taking the time to read the Top 10 Driver Shafts for 2010'.

Remember to do yourself a great favor and get fitted and ultimately determine the best driver shaft for your swing and game. You may think you fall into one swing type or shaft category, and find out you are something totally different. It's time and money well spent!

Also, remember to visit [golf shaft reviews](#) for all the latest reviews. We also review drivers, irons, wedges, hybrids, and more!

Thank you again for reading this report.

To your golfing success!

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