

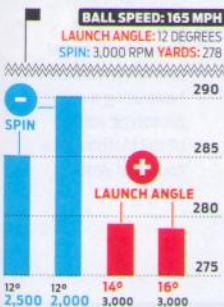
**SPEED FOCUS**

**SPIN VS. LAUNCH ANGLE**

The two charts below illustrate how spin and launch angle affect distance for golfers of different skill levels. For golfers with fast swing speeds (pros), spin rate is the key. For slow swing speeds (Joes), launch angle is more critical. If you're in the middle, a launch angle of **10 to 13 degrees** with a spin rate of **2,200 to 2,600** revolutions per minute is excellent at any ball speed, says Callaway's Randy Peterson. "If you can't get your launch angle and spin rate in the desired range, focus on increasing your launch angle until you reach a maximum spin rate of 2,800 rpm."

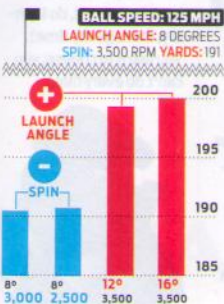
**PROS**

If you start with the launch conditions below, **SPIN** is the key to distance.



**JOES**

If you start with the launch conditions below, **LAUNCH ANGLE** is the key to distance.



**ADAMS SPEEDLINE 9064LS \$380** The driver, the company's fourth aerodynamic head shape, is designed to spin the ball less than Adams' previous 9032LS.



**KZG PTI \$390** A titanium cupface is intended to improve ball speed, and the streamlined head features two weight screws to optimize trajectory.



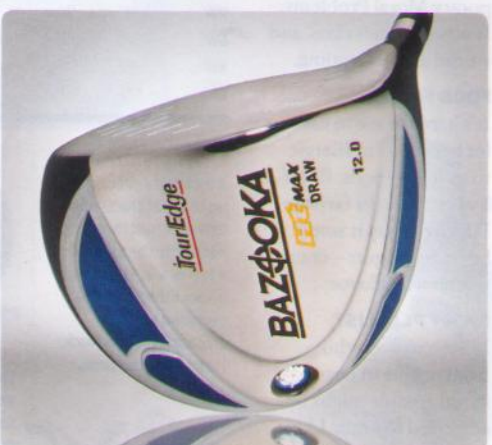
**ORLIMAR TRIMETAL XR \$180** The 6-4 titanium head uses a rear sole weight made of copper (twice the density of titanium) to lower the center of gravity.



**PING K15 \$350** The 18 grams positioned in the heel keeps the center of gravity low and is designed to improve the ability to square the clubface at impact.



**TAYLORMADE BURNER SUPERFAST TP \$300** The driver comes with a shaft that's a half-inch shorter and 16 grams heavier than the standard SuperFast.



**TOUR EDGE BAZOOKA HT MAX DRAW \$150** Eliminating the skirt pushes weight low and back, and the offset hosel helps improve clubface rotation.