



# **ACCRA DyMatch 2.0**

## **DYMATCH 2.0 for Dummies**

The most popular shaft in the history of ACCRA gets a facelift for 2012. The amazing popularity of this innovative technology has encouraged the engineers at ACCRA to maintain all of the beneficial aspects of DyMatch and DyMatch RT to create a newer slicker version. The plan has never been to make this program or technology obsolete, but rather to enhance the technology and generally make the entire program easier to understand. The new ACCRA DyMatch 2.0 encompasses all that was good with DyMatch in an easy-to-fit package. What remains is a program designed dynamically based on PGA Tour observations and results from robots, cannon and player testing. The challenge has always been to develop a fairway wood and hybrid that will identically match a driver shaft in feel and performance.

The goal was to reverse engineer the fairway wood and hybrid shaft to match the dynamic movements (deflection & torque) of the matching driver. The DyMatch concept was born from the dream of creating a full line of shafts (driver, fwy, & hybrid) that would play and feel the same, enabling fitters to be comfortable matching a fwy and hybrid to a fitted driver.

DyMatch 2.0 simplifies the entire process; shafts are divided into 3 categories:

- **RT** (responsive tip – High launch)
- **MT** (Mid tip – Mid launch)
- **ST** (Stable tip – Low launch)

Each category includes three driver shafts, one fairway wood & one hybrid, all dynamically matched (DyMatched):

- RT40, RT50, RT60, RTF, RTH
- MT50, MT60, MT70, MTF, MTH
- ST60, ST70, ST80, STF, STH

Three driver shafts in each launch condition for ultimate fitting capabilities and then a fairway and hybrid shaft 'DyMatched' for performance.

### ***DyMatch 2.0***

***Simple, slick & the ultimate fitting shaft line***

#### **DyMatch 2.0 features:**

- Constant taper design for maximum transfer of energy and stability.
- CFC (Consistent Flex Control) is now available in all ACCRA shafts. All similar flex shafts are the same blank flex regardless of the weight.
- ACCRA only uses the highest modulus composite materials required for feel and performance.



## **ACCRA DyMatch 2.0**

Why do PGA Tour Players use different shafts in different wood heads?  
Lets consider the size and shape of the heads that we are using!

**The Driver**



**The Fairway wood**



**The Hybrid**



As you can see, the CG moves closer to the point where the shaft enters the club as we move from driver to fairway wood, to hybrid. Therefore we really don't require a stiffer tip or lower torque to maintain stability in the smaller heads, yet this is the way shaft manufactures design shafts. The funny thing is that shaft companies make the heavier (fairway wood) shafts with firmer tip sections and usually lower torque.....then tell you to "tip it" up to 2 inches! This makes little sense, forcing Tour players to find a softer tipped shaft from a different company for their fairway woods!!!

**ACCRA DYMATCH..... It's just common sense.**

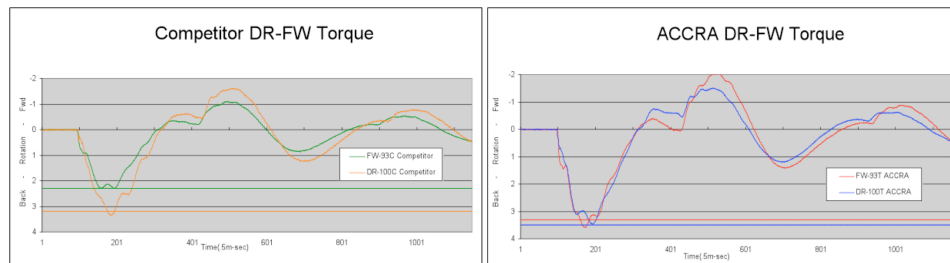
So we said "heck" (or something to that effect), lets design a "kick a\$\$" driver shaft in multiple weights (all with slightly more stable tip sections than we had done before and butt sections that were easier to "load" than any previous ACCRA). Once we test these driver shafts with Tour players and average golfers and know they work, we measured them! But measured them dynamically.....not statically! We got all the assembled measurements and then put them through Robot, Canon, strain gauge, and human tests to determined the amount of torque and tip deflection a head receives when striking a ball.

Then we designed a fairway wood shaft and hybrid shaft to "MATCH" these numbers in "DYNAMIC" form (at length with a head, grip, and being swung). Honestly, who cares if a fairway wood is the same profile as your driver and is 10 grams heavier, but doesn't feel anything like it! Heck, that's what's happening on Tour. Players will try the 10-gram heavier version of their driver shaft and inevitably it doesn't work!

So why not actually design a fairway wood and hybrid shaft that will react identically to a driver shaft when hit in assembled form? This is where we came in! Eight revisions and dozens of trials have culminated into the first completely "DYNAMICALLY MATCHED" shaft system ever created!



## **ACCRA DyMatch 2.0**



If you look at the graphs above showing the strain gage measurements of the shafts torque at impact and beyond, you will see at impact (201 along bottom of graph), all stock and aftermarket shaft using the same model of shaft but moving up approximately 10 grams had result like the top graph.

The lower graph shows how ACCRA DYMATCH maintains similar head reaction with both the driver and the 3 wood, resulting in similar “feel”. Ballistic cameras were also used to determined tip deflection and to show the torque.

### **The DYMATCH Difference:**

*DYMATCH is designed DYNAMICALLY, regardless of static specs.*

*DYMATCH shafts will feel identical, from driver to hybrid due to similar torque and tip deflection dynamically on impact!*

*Offers you, the professional club fitter, the unique opportunity to give customers a legitimate and unique story of performance.*

*A true breakthrough technology designed specifically for club fitters.*