

UNDER EMBARGO until *July 15 2026, 03:00 (AEST)*

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Titleist Introduces **NEW GTS300 Mini Driver**

Newest addition to GTS metalwood family provides distance and control with increased stability



▲ NEW GTS300 mini driver

CARLSBAD, Calif. (July 15, 2026) — Expanding upon the tour-proven lineup of GTS drivers and fairways, Titleist unveils the **NEW GTS300 mini driver**, featuring a larger, more forgiving design that delivers exceptional distance, control and versatility off both the tee and turf. The new model, which benefits from a 305cc clubhead volume, was heavily influenced by tour feedback, specifically from players like **Justin Thomas** and **Cameron Young**.

“We’re always looking for feedback from the best players in the world,” said **JJ Van Wezenbeeck**, Titleist’s Senior Director of Club Promotions. “Both those players were really excited about GT280 and also had some commentary about potential performance improvements. As we worked through some prototypes with not only JT and Cam, but other tour players as well, we were able to gather valuable feedback and put that into GTS300.”

The result was a larger footprint and deeper center of gravity (CG) in GTS300, both of which worked to increase moment of inertia (MOI) for better stability and forgiveness. A forged L-Cup face design works to improve performance on low-face impacts, while the new model’s dual-weighting system allows fitters and golfers to fine tune launch conditions.

“The main goal in development was to make GTS300 a more forgiving mini driver,” said **Stephanie Luttrell**, Titleist’s Senior Director of Metalwood Development. “The increase in volume and shift in CG gave us approximately 15–20% greater inertia. At the same time, we still put a premium on versatility and performance off the turf with this club.”

Titleist’s NEW GTS300 mini driver will be in golf shops worldwide beginning **July 23**.



▲ NEW GTS300 mini driver

GTS300 TECHNOLOGY OVERVIEW

More forgiving design

Driven by feedback from tour players and dedicated golfers alike, GTS300 features a larger 305cc head volume and a deeper center of gravity (CG) to increase inertia for improved performance on off-center strikes.

With GTS300's composite crown design, which afforded extra discretionary weight savings for more optimal mass allocation, Titleist engineers were able to precisely position CG to hit their performance goals and preferred launch characteristics.

Despite an increase in GTS300's volume compared to its predecessor in the GT280 mini driver, the two models share the same face height to maintain high performance off the turf.

“When we originally built GT280, a lot of it was trying to make sure that we were looking for as much performance off the ground as we could,” explained Van Wezenbeeck. “Players started saying, ‘hey, I can actually hit this off the ground really well. I’m looking for some more forgiveness.’ And so there was an opportunity

for R&D to make the head slightly bigger and increase MOI while still maintaining all the off the ground performance.”



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Forged L-Cup face

Like GTS fairways, GTS300 benefits from a forged L-Cup face design, which features a high-strength ATI 425 titanium insert that wraps around the bottom of the clubface. L-Cup works to preserve ball speed and launch conditions on low-face impacts, a key area of focus for Titleist engineers when targeting improved performance on shots off the turf. The L-Cup design can also help maintain a more player-preferred sound and feel off the clubface on those strikes.

Dual-weighting system

GTS300 offers a dual-weighting system with forward-aft (back) flat weight adjustability, allowing fitters to fine tune CG position. The heavier, 11-gram weight positioned forward and the lighter, 3-gram weight in the aft can help lower spin and launch, while flipping the two flat weights can increase spin, launch and stability.



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GTS ON TOUR

Justin Thomas was one of the first players on tour to game a GTS300 mini driver, first adding it to the bag at the Charles Schwab Challenge in May. According to Van Wezenbeeck, Thomas regularly plays his GTS300 on courses that don't call for many 3-woods off the deck. Having the mini driver as a reliable secondary option off the tee that flies further than his 3-wood then allows Thomas to play his 46-inch shaft in his GTS2 driver, which unlocks even more distance.



In addition to Thomas, over 60 players on the PGA TOUR have moved into a NEW GTS2, GTS3 or GTS4 driver since the new models were first introduced in March. That list also includes **Cameron Young** (GTS3), **J.T. Poston** (GTS3), **Robert MacIntyre** (GTS2), **Bud Cauley** (GTS2), **Jordan Spieth** (GTS2) and **Tom Kim** (GTS3).

On the LPGA, **Lottie Woad** (GTS3), **Patty Tavatanakit** (GTS2), **Jin Hee Im** (GTS3) and **Nataliya Guseva** (GTS3) are among the group of players who have added GTS to the bag.

GTS drivers have also been finding the winner's circle across the worldwide professional tours, being used to capture titles on the PGA TOUR, LPGA, DP World Tour, Korn Ferry Tour, KPGA, KLPGA, Asian Tour, Sunshine Tour and PGA TOUR Champions.

GTS300 SPECS

- **Loft:** 13.0
- **Dexterity:** RH/LH
- **Head volume:** 305cc
- **Standard lengths:** 43.5" (Men's) and 42.5" (Women's)
- **Standard lie:** 56.0
- **Weight option:** 11g (Aft) / 3g (Forward)





Note: GTS300 is compatible with Titleist's Fairway SureFit hosel sleeve. Due to the GTS300's longer hosel, a 43-inch fairway shaft (stock 3-wood length) plugged into a GTS300 clubhead will play a half inch longer at 43.5 inches.

FEATURED SHAFTS

Featured shafts:

- Project X Titan Black
- Mitsubishi Tensei 1K White w/ Rip Technology
- Mitsubishi Tensei 1K Blue w/ Rip Technology
- Mitsubishi Tensei 1K Red w/ Rip Technology

Premium shafts:

- Graphite Design Tour AD DI
- Graphite Design Tour AD VF
- Graphite Design Tour AD FI

AVAILABILITY

The new GTS300 mini driver will be in golf shops worldwide beginning **July 23**.

PRICING

SRP Australia: \$899 | \$1,249 (Premium)

SRP New Zealand: \$999 | \$1,399 (Premium)

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