

COXSWAINS

A feature of the rowing at Henley was the top class performance by our young coxswains. Despite the winding course and the three bridges, Graham, Ian and Matthew came through with flying colours in the six races they entered.

SCULLING

The last race of the year, the Fremantle to Perth marathon is scheduled for the 17th March commencing at 8 a.m. All those wishing to enter should submit their names together with 50 cent entry fee to Mr. N. Day by when handicaps will be set.

SCHOOLS ROWING

Scarborough Senior High has indicated a desire to join the other High Schools using club premises and equipment. Anyone at all, with even a slight knowledge of rowing would be welcome to help with coaching of these boys on Wednesday afternoons between 2 and 4 p.m. (Tuart 3rd years also row on MONDAY afternoon between 2.30 and 4 p.m.) Much of our strength over the last few years has come from these schools so any assistance will be invaluable.

PENNANT ROWING

We have had a lot of support from old members and supporters, so it is up to everyone to show them that the Henley trip was not wasted by producing good results during the pennant season commencing on March 30th.

Tentative crews are detailed below; if by any chance you cannot make the 1st regatta, contact D. Ninham or G. Negus as soon as possible as entries must be in 10 days prior to the regatta (i.e. by 20th March).

<u>J4</u>	<u>M3</u>	<u>N3</u>	<u>S2</u>	<u>J2</u>
E. Drok	D. Ninham	J. Vos		J. Scott
D. Hunt	R. Spurling	C. Williams		A. Ligternoct
M. McHenry	J. Booker	J. Liddell		
R. Ballantine	R. House	R. Hannaford		M2
	R. Henley	T. Blaxell		D. Ninham
M. Cox Sutton	R. Webber	K. Gardner		R. Spurling
	G. Power	T. Dixon		
	B. Smith	D. Rowbottom		
	S. Scook	G. Hepworth		

M4
Spurling

N4
D. Italiano
R. Currie
L. Crane
I. Robertson

As mentioned previously training times will be Tuesday and Thursday 6 a.m. to 7 a.m., Saturday at 7 a.m. to 8.30 a.m. and Sunday 9.30 a.m. to 11.30 a.m.

New Racing Pair

It is proposed to christen this boat on Sunday 24th March at the time the club picture is taken so bring all friends along and give the "TERRY SCOOK" a good start in her racing life.

Trailer

This should be on the road shortly and will be a great acquisition. We may have to provide brakes at an extra \$80 to \$100 cost but it will still be well worth while, especially with the Bunbury regatta coming up soon.

Bunbury Regatta

With our new trailer this will probably be only a one day trip this year. Valuable points can be gained at this regatta and we may even repeat our success at the A.N.A. regatta and win the More Cup. The best pairs and fours possible will be selected so notify D. Ninham or G. Negus soon if you cannot make the trip. Remember it will probably be a one day visit and you can please yourself what you do after you win the cup !!

SUBS

At \$1.00 a week since 1st January to 29th February, \$9 should have been paid by now. The bills for the pair and trailer will be in our letterbox shortly so please do your part to help meet them.

SHIELDS AND PHOTO M.8

Only one shield has been returned to the Club, so please !!!

RAFFLE AND BALANCE OWING ON HENLEY

The raffle is to be drawn on 11th March and butts and cash should be returned to Al Ligtermoat as soon as possible. The few who owe a small balance on their \$50 Henley commitment should pay this as soon as possible. We have to meet the bill for Air Fares shortly so "over to you".

CEN TENARY BADGES

All unsold badges should be returned to Dick House for re-issue later in the year for sale on our regatta day.

PUBLIC APPEAL LETTER

It has been decided that the coaches will reply on a standard basis to all who helped. A list of donations will be put up on the notice board for those interested.

G. NEGUS:

J. SCOOK:

J. LITTLE

HENLEY REPORT

Sixteen crews were entered in the Lord Mayors Challenge maiden eight comprising 6 Heats, 3 semi finals and a Final.

The West. Aust. Club were drawn in the 3rd Heat against Caulfield Grammar and Carey Grammar. Carey Grammar was coached by former West Australian and Olympic oarsman Milton Francis who is now residing in Victoria.

From the start West Aust moved out to a length lead rating at 38 - 39, this lead was maintained throughout the mile course and the West crew won quite comfortably by 1 length to Carey Grammar with Caulfield Grammar a further length away third.

Two hours later Wests met Scotch college in the second Semi Final which developed into one of the closest fought races of the day. Wests moved out to a half length lead on the first $\frac{1}{2}$ mile of the course and maintained a rating of 37-38 strokes per minute. At the half way mark, Scotch college with the inside position on the big S bend and rating 36-37 moved to a length lead. This lead was gradually reduced by a very strong finish by the Wests crew and the final decision went to Scotch by a canvas.

This eliminated the West boys from the final which was won by Melbourne Grammar.

The standard of rowing in all these races was very high. Some of these Victorian Head of River crews can, according to critics, row the Victorian Kings Cup crew to a tight finish.

The junior four and schoolboy eight raced well against strong crews and were also eliminated from the finals.

Our crews were generally beaten by lack of top class racing competition. The Henley regatta is one of the final regattas of the Eastern States rowing season and after constant battles have acclimatised themselves to a racing pitch. To every West crew that raced at Henley I say: "WELL ROWED, I was proud to be associated with you."

The experience gained by every member of the Henley squad was invaluable and to summarize these points:-

1. The Standard of the Competition:

We have now tasted the strength of Australia's rowing - don't forget it - everytime we race this year in our own Pennant season its up to us to set the standard. We must approach our racing with the same aggressive nature of the Eastern States crews. Their killer approach attitude wins races and at no time do they count the race won until they are over that line of rst.

2. Style of Rowing:

By watching and analysing the crews that fought out the finals it was evident that the successful crews were using a continental action similar to which we have been working on all last year. This means our style is up to Australian standard. The point which I particularly noticed was that the Eastern States crews had a more definite drive through the water. They seemed to get this by a quick smooth catch, digging the blade well down, and using the body lift to accelerate the blade through the water. Our crews in comparison were a little slower in getting the blades through the water.

3. Training:

It is obvious that to win a final at Henley every crew must be able to produce three full pressure mile races on the one day. In this department we were well covered although for this West Australian rowing season I would strongly recommend more hard, full pressure rowing.

Boys this is the year that we have got to make every post a winner. We have got to celebrate our Centenary year with a premiership pennant and the only way to get it is for every member to decide here and now that they are going to train hard and race hard.

Remember the harder you train, the easier the races are. So lets get to it boys and treat every pennant point as though it is the winning point.

TERRY SCOOK