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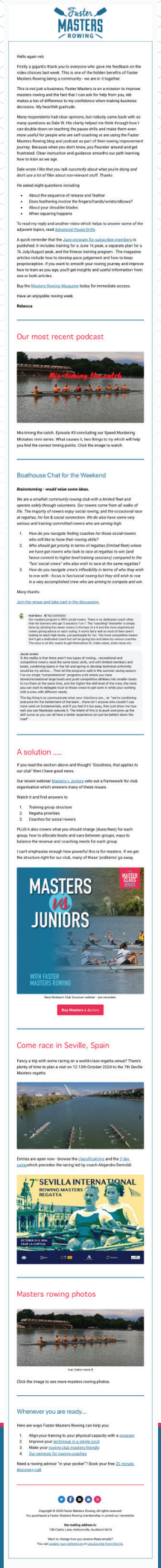

Hello again reb

Firstly a gigantic thank you to everyone who gave me feedback on the video choices last week. This is one of the hidden benefits of Faster Masters Rowing being a community - we are in it together.

This is not just a business, Faster Masters is on a mission to improve masters rowing and the fact that I can ask for help from you, reb makes a ton of difference to my confidence when making business decisions. My heartfelt gratitude.

Many respondents had clear opinions, but nobody came back with as many questions as Dale W. His clarity helped me think through how I can double down on teaching the pause drills and make them even more useful for people who are self-coaching or are using the Faster Masters Rowing blog and podcast as part of their rowing improvement journey. Because when you don't know, you flounder around and get frustrated. Clear instruction and guidance smooths our path learning how to train as we age.

Dale wrote *I like that you talk succinctly about what you're doing and don't use a lot of filler about non-relevant stuff.* Thanks!

He asked eight questions including

- About the sequence of release and feather
- Does feathering involve the fingers/hands/wrists/elbows?
- About your shoulder blades
- When squaring happens

To read my reply and another video which helps to answer some of the adjacent topics, read Advanced Pause Drills.

A quick reminder that the June program for subscriber members is published. It includes training for a June 1k peak, a separate plan for a 1k July/August peak, and the fitness training program . The magazine articles include how to develop pace judgement and how to keep proprioception. If you want to smooth your rowing journey and improve how to train as you age, you'll get insights and useful information from one or both articles.

Buy the Masters Rowing Magazine today for immediate access.

Have an enjoyable rowing week.

**Rebecca**

Our most recent podcast

Mis-timing the catch. Episode #3 concluding our Speed Murdering Mistakes mini series. What causes it, two things to try which will help you find the correct timing points. Click the image to watch.

Boathouse Chat for the Weekend

***Brainstorming - would value some ideas.***

*We are a smallish community rowing club with a limited fleet and operate solely through volunteers. Our rowers come from all walks of life. The majority of rowers enjoy social rowing, and the occasional race at regattas, for fun & social connection. We do also have some very serious and training committed rowers who are aiming high.*

1. *How do you navigate finding coaches for those social rowers who still like to hone their rowing skills?*
2. *Who should get priority in terms of regattas (limited fleet) where we have got rowers who look to race at regattas to win (and hence commit to higher level training sessions) compared to the "fun" social crews" who also wish to race at the same regattas?*
3. *How do you navigate crew's availability in terms of who they wish to row with - focus is fun/social rowing but they still wish to row in a very accomplished crew who are aiming to compete and win.*

*Many thanks.*

Join the group and take part in the discussion.

Nail Bates · Top contributor
Our masters program is 95% social rowers. There is no dedicated coach other than for learners who get 5 sessions 1-on-1. The "coaching" thereafter is simply done by sticking the newer rowers in the boat of a 4 and the more experienced rowers are encouraged to "help" the newer rowers. Those rowers who are looking to reach high levels, just participate for fun. The more competitive rowers don't get a dedicated coach but will be giving tips and ideas by various coaches. The crew is on the rowers to get themselves fit, make crews, enter races etc.

Jacob Jordan
1. the reality is that there aren't two types of rowing... recreational and competitive rowers need the same basic skills, and with limited members and boats, combining teams in the fall and spring to develop technical uniformity would be my advice... Then let the programs split in the summer racing season. I've run single "comprehensive" programs a bit where you have slower/recreational large boats and push competitive athletes into smaller boats to "force" them to row with the "slow" crew. It works well for a few years until you can start to delegate trust to those crews to get work in while your working with a crew with different needs.

The big thing is to communicate what your intentions are... ie. "we're combining everyone for the betterment of the team... there isn't anyone who couldn't use more work on fundamentals, and if you feel it's too easy, then just show me how well you can flawlessly execute it. The intent of this is to push everyone up the skill curve so you can all have a better experience (or just be better) down the road".

A solution .....

If you read the section above and thought *"Goodness, that applies to our club"* then I have good news.

Our recent webinar Masters v Juniors sets out a framework for club organisation which answers many of these issues.

Watch it and find answers to

1. Training group structure
2. Regatta priorities
3. Coaches for social rowers

PLUS it also covers what you should charge (dues/fees) for each group, how to allocate boats and cars between groups, ways to balance the revenue and coaching needs for each group.

I can't emphasise enough how powerful this is for masters. If we get the structure right for our club, many of these 'problems' go away.

MASTERS vs JUNIORS
MASTER CLASS SERIES
WITH FASTER MASTERS ROWING

Dave Dickson's Club Structure webinar - pre-recorded.

Buy Masters v Juniors

Come race in Seville, Spain

Fancy a trip with some racing on a world-class regatta venue? There's plenty of time to plan a visit on 12-13th October 2024 to the 7th Seville Masters regatta.

Entries are open now - browse the classifications and the 2-day campwhich precedes the racing led by coach Alejandro Dervo66.

7 SEVILLA INTERNATIONAL ROWING MASTERS REGATTA
OCTOBER 12-13, 2024
CEAR LA CARTUJA

Masters rowing photos

Ivan Zalkon mens 8.

Click the image to see more masters rowing photos.

Whenever you are ready....

Here are ways Faster Masters Rowing can help you:

1. Align your training to your physical capacity with a program
2. Improve your technique in a single scull
3. Make your rowing club masters-friendly
4. Our services for rowing coaches

Need a rowing advisor "in your pocket"? Book your free 30 minute discovery call.

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Hello again reb

Doing drills well is one of the great pleasures in my own rowing. And using drills as a coaching aide has been very effective. Getting very skilful at doing drills is one of the best ways to improve technique. Whether they are isolation drills or exaggeration drills, both enhance your bladework, body positioning and ability to deliver power.

The past months I've been hard at work revising the drills videos we sell. And I now need your help.

Two versions

Our design team has done two different stylings for the same video. Which do you prefer?

Version 1 - Pause Drills:

Version 2 - Pause Drills

PAUSE DRILLS

How could I have explained the drills better / differently?

Shoot me a quick reply please.

Do share the videos with your rowing friends who might benefit.

Have a great week.

**Rebecca**

Our most recent podcast

Rushing off the back

Rushing off the back. Episode #2 in Speed Murdering Mistakes - a mini series. What causes it, how to use your finish technique to get "speed for free". Click the image to watch.

Boathouse Chat for the Weekend

*Gearing up for our annual free public Learn to Row Day June 1. New this year: land mock-up for learning the "one-foot-in-and-down" move, using a disused Laser single sans riggers, step-up boxes representing the dock, and our proprietary Minter rigger simulators with swivel-on: For the show beta assembly. Well report back with whether this optimized guests' time on the water in eights. Recent heavy rains mean the non-floating dock is just underwater.*

Join the group and take part in the discussion.

Henry Law · Top contributor
Tell us more about the rigger simulators...

Mercedes Rowing Club · Author
I'll start another thread with more pictures, but it's basically a stable weighted post with a pivoting swep-oarlock at a height relative to the seat on a C2 rig that's pretty close to the height in a boat. We use them with oars (both sweep and sculls) positioned next to erga (it takes a bit of "learning" to hold oars in place at the ends of the shafts), the feeling of the handle) and "fundamentals of feathering".

Rigging for Masters

One of our most popular webinars - a learning resource you will come back to time and again.

Buy now with discount coupon RIGGING15 for 15% off before 4th June.

RIGGING for Masters
MASTER CLASS SERIES
Join the global masters rowing movement to become the rower you want to row with!
MIKE B
MIKE P
REBECCA
WILLY
VELKER

In the webinar you will learn

- Rigging principles for 1x, crew and club boats
- What hinders masters in terms of rig & what can you adjust
- Rigging & factors which influence your stroke length
- Oars and rigging numbers for different oar designs

Buy Rigging for Masters

Tips for safely transporting your 1x on a car roof rack

Transporting your single scull on a car roof rack can be a convenient way to get your boat to the water especially if you can't get a rack at your rowing club. Transporting to regattas and that important first drive after buying a new boat means you may have safety concerns and challenges. From ensuring stability to adhering to road safety measures, here are some tips to help you transport your single scull with confidence .

1. Securing Your Single Scull

One common concern among rowers is whether it's necessary to tie a bowball down when car topping a single scull on a roof rack. The answer? It depends. If your car roof rack is sturdy and well-designed, you may not need to tie the bowball down. However, if you notice any wobbling or instability, it's advisable to secure the bowball to prevent potential accidents or damage to your boat and car.

To tie down the bow ball securely, follow these steps:

- **Choose the Right Straps:** Use high-quality straps or tie-downs designed specifically for securing boats to roof racks. Avoid using ropes or cords that may stretch or fray over time.
- **Position the Boat:** Before securing the bow ball, ensure that your single scull is positioned correctly on the roof rack. Center the boat on the rack and align it parallel to the vehicle to distribute weight evenly. Check overhang at front and rear aligns with local road safety rules.
- **Attach the Straps:** Place one strap over the bow ball and another strap over the stern canvas of the boat. Make sure the straps are positioned around the boat without any twists.
- **Tighten the Straps:** Pull the straps so they are straight but not taut. You want to allow a bit of slack as the boat will bounce when the road surface is uneven. To get a snug fit around the boat, you can use electrical tape around the strap and hull. Do NOT pull the strap tight. If wind gets under the boat or you hit a pot hole, this can cause the hull to crack because there isn't enough flex in the tie down strap. For the bow ball, attach the strap to your car's tow bar loop (under the front bumper/fender). For the stern, you may need to shut it into the boot / trunk if there isn't a suitable place to tie to.
- **Double-Check the Security:** Once the bow ball is tied on, double-check the strap. Give the boat a gentle shake to test for a bit of movement / looseness - this is what you want.

2. Stabilising Your Car Roof Rack

Another issue rowers often face is a wobbly car roof rack when carrying a single scull. A shaky roof rack can be nerve-wracking and potentially dangerous, especially...

Read more (Free)

Masters rowing photos

Ivan Zalkon mens 8.

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**www.fastermastersrowing.com/contact-us**