

PULL HARD

PUBLISHED SOMEWHAT IRREGULARLY BY "FRIENDS OF COUGAR ROWING"
Vol 3, No. 1 January 1978

COACHES CORNER

K.A. Struckmeyer

Hello there! I bet you thought you would never see one of these again. SURPRISE! We are back in the seat with a new format, as you will soon see. Many things have happened since we last conversed. A win over U.C.L.A. a 4th place tie in the PAC 8, a new shell trailer--with another on the way --the row to Portland, a \$2,250.00 donation from the WSU Parent's Association, a \$1,700.00 donation from a friend, and most surprisingly we are out of debt...momentarily. As of June 1, 1978, we will have the Cougar Crew Corporation with two accounts, the equipment fund and the endowment fund, one to buy from and one to operate and coach from.

The schedule looks exciting for '78, it is enclosed on the back. The two big races for us will be the Opening Day Regatta in Seattle and the PAC 8 regatta in Seattle. Come and see us and wear some red. Lets continue the great support we've had.

Again, as we've said, but never had an opportunity to write to all our friends, oarsmen and their parents--past and present--and to the ASWSU which continues to fund us, THANK YOU. I would especially like to thank Mr. Dennis Klug, Mr. Bernard Ranten, Mrs. Doris Enquist and Paul Enquist. The Washington State Crew would not be as successful as it is without all of you. THANKS AGAIN.

Finally, I would like to thank the Calkins Manufacturing Company of Spokane for their donation of \$1,000.00 worth of materials for the construction of the second larger shell trailer.

HEAVYWEIGHT REVIEW 1977

Steve Wells

Having lost only three people from the previous year, the heavyweights anticipated an excellent season. There was a strong group of seniors to form the nucleus of the boat. Paul Enquist, Jim Fischer, Steve Porter, Mitch Wainwright and Ray Wittmier. All had two or three years of varsity experience. The group lived up to its potential. They finished 3rd at the Western Invitational; 3rd to Wisconsin and Marietta of Ohio at the Midwest Sprints; the team felt strong enough to enter the Stewards Cup rather than the Lafromboise Cup; they had defeated Western and Washington's second and third varsity combination in Pullman; and finally, they defeated U.C.L.A. in the opening round of the PAC 8 Regatta. That win did more to promote WSU Crew on the West Coast than any other event.

The surprise of the year had to be the J.V. 8 known as the "Buffalo Boat." They exhibited more enthusiasm and strength than finesse. Brad Sleeper characterized their style as lurch, wobble and gobble. But, they finished the season no more than 10 to 12 seconds slower than the varsity heavies.

As for the coming season, the prospects for another excellent year are bright. There is a group of 15 good experienced heavyweights competing for seats in the first boat. Both the varsity and the J.V. should prove to be as fast or faster than last year.

LIGHTWEIGHT REVIEW

John DeLong

In the first race last year at Western, the lightweights finished a disappointing fifth. We had very rough water and after an excellent start was called back, we hacked and splashed our way to the finish line behind two Washington boats, SPU and Western.

In our best race of the season, we beat Western at Boyer Park. It was neck and neck down the course as neither boat got more than a three seat lead. At 500 meters to go, we pulled away and won by a length. The race was rowed the entire length between 36 and 38 strokes per minute. Western claimed that the heat created some problems for them since it was 80 degrees that day.

We thought we had put things together. We promptly went out and got beat by SPU and the UW in the ship canal at SPU. We hit oars with SPU but the race was not stopped.

At the Stewards Cup, we again had a tight race with Western, winning by only two seats. Again Washington came in one-two.

At the PAC 8 championships, we were very flat. We lost to California and Oregon State--which we had already beaten twice--and came in 4th.

This year we are very optimistic. Only three oarsmen from last year's boat returned. But we will be stronger because of increased competition from members of the sophomore class and some juniors. Everyone is working hard and fighting for a seat in the Varsity boat. This year there are 14 returning lightweights, the most in our history.

The lightweights rowed in the newest eight named the COUGAR SPIRIT which is now completely paid for.

PORTLAND ROW

Rich "Flip" Ray

Three months in retrospect, what can be said about the first annual (?) Cougar Crew Row-a-thon?

It was without a doubt the zaniest, most foolhardy and most enjoyable fund raising project that any of us have ever been involved in. Successful? Well...only partially.

The entire trip was one of partial successes. For instance our initial departure from Hell's Gate Marina in Lewiston. With an oarsman (totally inexperienced in the art and science of coxwainship) at the helm, making it out of the marina with the shell intact was a considerable success. Unfortunately, the whole hilarious process was recorded on videotape for the enjoyment of Lewiston and Clarkston newswatchers.

One of our goals at the outset was just to see if we could really complete the trip. Three hundred and seventy odd miles of rowing had some of us talking "world record" and many who heard of our planned adventure (including UW Coach Erickson) saying "never make it."

We did manage to cover the entire distance, which impressed Erickson enough that he donated a four man fibreglass trainer. Quietly, however, we must admit that we didn't exactly row the whole way. Weather and time factors forced us a number of times to move the shell downriver by power other than human. But that was only about sixty miles, so why mention it?

Monetarily, the trip was again a partial success. Some of us in the planning (dreaming?) stage, had hoped that each crew member would bring in at least \$100.00 worth of pledges, and at one point we had hopes that we would be given two eights. Actual net gain looks more like \$1,000.00 and of course the tupperware four from the UW. Will we really do it again next year? Yeah, Maybe!

FRESHMAN REVIEW

Dave Emigh

The Freshman Eight (Class of 1980) averaged about 5' 10" and 165 pounds dripping wet, which they often were. Early in the season, they took a particular dislike to being called 'grunnies' by the upperclassmen. They began launching people into the Snake which in turn led to many docksweeps. Following the launching of several people they didn't even know, their name became the 'Frogmen.' Would anyone care to dispute that with them?

The program last year consisted of two eights throughout the racing season. The first frosh boat contained four heavyweight oarsmen and four lights. Yet they had the best record of any Cougar Frosh boat to date. They had two firsts, a second and a third. They also lost three other dual races; two by less than 4 seconds. They finished the season a very disappointing sixth place in the PAC 8.

The freshmen made a large contribution to the major team goal for the 1977 season. They defeated the junior varsity boats of Western, Seattle Pacific, and UPS. They also had defeated Oregon State's freshmen several times. Those victories coupled with victories by the varsity boats clearly established the Cougars as the class of Northwest small rowing programs.

Three Frosh eights were boated for the fall rowing season ending with a race at SPU on November 19, 1977. There was an attempt to boat a first, second and third boat, but rather the attempt was to make all equally competitive. Two one mile novice races were held with a Cougar Frosh eight winning easily and another finishing third in the first race. A Cougar "All Star" boat with two novices, four upperclassmen and two coaches, won the second race with another frosh eight finishing a close third.

This year's freshmen have better size than last year's squad. Both a heavy and light eight could be boated which would average six feet. This spring, the frosh heavyweight eight will probably average around 6' 2" and 180 pounds.

The attitude of the whole freshmen squad is excellent. They have organized several fund raising projects, one of which is selling chocolate bars. Many of them are doing extra workouts on their own, which has led one freshman to turn in a weighted ergometer score of over 130, the first frosh to ever do so.

The freshmen have set as one of their goals to place in the top four at the PAC 8 regatta. Based on several factors, among them the results of the SPU race and their current ergometer scores, I believe that with continued hard work, they should achieve their goals.

CLASS DAY - 1978

March 11, 1978 is the date for Class Day in Pullman. The races will begin at 10:00 a.m. We will have both men's and women's races. Alumni eights, class day races, singles races, and the final alumni vs. class day winner race for 1,000 meters. The Banquet is scheduled for the CUB, cider and cookies at 7:00 p.m., Dinner at 7:30, program and friendship thereafter and where-ever. Alumni, parents and friends are warmly welcomed and urged to attend. Please let us know by March 1, 1978 if you are able to come and join us. Please write to Steve Ranten, Phi Sigma Kappa, NE 725 Opal St., Pullman, Wa 99163.

We owe a sincere and hardy thank you to the Parent's Association which has given us the largest cash gift to date of \$2,250.00. THANK YOU AGAIN.

WOMEN'S CREW
Kari Buringrud

The 1976-77 season for the women was one of dedication, building and success. Entering its second year of competitive rowing, a nucleus of eight experienced women recruited and taught enough novice oarsmen to enter an eight and three fours in their first competition, the annual Greenlake Fall Regatta. The highlight was the novice lightweight four's victory over the University of Washington, Greenlake and others. The rest of the novice and experienced oarsmen showed great promise for the coming spring season.

A long hard winter of workouts, distance running weights and ergometer pieces led the women into March when rowing resumed. By this time Kristi Norelius had taken over as Commodore and a coach was finally found in the person of Doug Kee, a former WSU lightweight oarsman, accompanied by his dog Jason.

Due to the small number of girls turning out all racing was in fours only. The heavyweight boat was comprised of Kristi Norelius at stroke; Dawn Maguire, 3; Chris Carsten 2; and Kari Buringrud at bow. Former bowmaid Cyndi Johnson was injured and served as team manager. The lightweights included Jean (Snake) Patterson at stroke; Martha Witt 3; Robin Young 2; and Felly Bergano at bow. The J.V. consisted of Kiska Jose; at stroke; Andy More 3; and Bert Player bow. Coxwains were Mo Carrick, Peggy Staehaeli and Bert Player.

The women raced and continued to improve through their first few races at Greenlake, Bellingham and in eights racing in Seattle Pacific. An excellent performance was shown when the University of Washington and UBC traveled to Pullman for a race during

Mom's Weekend, May 7. The heavyweight four scored an easy victory, the lightweights took second to Washington with UBC a distant third.

The Stewards Cup in Seattle was a controversial day for the women with the lights shut out of the final, and boat assignments messed up to cause trauma for the rowers. The heavy four did pull out a 4th in the final after leading at 500 meters.

The real highlight of the season came at the PAC 8 Championships in Redwood City, California. The lightweights opened with an easy victory over OSU followed by an awesome 5 lengths of open win over the U of O to put them in the final against Washington, where they came out with a well rowed second place overall. The heavies, meanwhile lost their opener to California and came back with an open water win over the U of O and a very close win over Santa Clara to take fifth. A second and a fifth in the PAC 8 was certainly a fine finish for a long hard year.

The 77-78 season shows even more promise. New coach Steve Porter has the girls working harder than ever. A brand new four as yet unnamed and not completely paid for, as well as new oars should help the program development tremendously. At Greenlake this year, the novice oarsmen showed excellent technique and strength as the light four took second overall, and the heavy four a third. Winter workouts are seeing more and more women turning out all the time which should lead to the biggest and best women's crew year ever at Washington State.

Editors Note: the women have requested that they be referred to as "oarsmen."

The ASWSU budgets for the Crews are: Men \$1,500.00 and Women \$950.00. We continue to receive no support from the Athletic Department or the University.

MORE INFORMATION
K.A. Struckmeyer

NEW BOAT, MEN: As you may recall, I said we were out of debt momentarily. We have some high hopes and some great needs. We have a Cedar-Speedster at Pococks in Seattle. Stan Pocock has given us a \$1,000.00 discount on it for a total cost of \$4,500.00. Dad's Association monies in the sum of \$1,000.00 have been set aside for the purchase of this boat. We sure would like to have it by mid February or March, for this season. If someone helps in a major way, they may name the boat. If each member of the Booster Club would contribute an additional \$10.00, we can get it right away. It is a beautiful shell—all Washington Staters who see it are greatly excited, to say nothing of drooling over it.

NEW HOUSE: Those people who started the crew will remember how big and empty our shellhouse used to be. Well, its stuffed. If we get this new boat, plus another women's 8, we'll have 7 eights in the house, 5 fours, 3 singles, and over 80 oars. Obviously overcrowded. Ideas? Help? Something will have to be done this summer. We will be staying at Boyer Park for the foreseeable future because of problems at Waiwai. This sure means that the growth has been much greater than anyone had ever predicted when the crew first started.

WISCONSIN: We are planning on going again; the problem, money. The train will cost \$150.00 each, round trip. If we were able to absolutely guarantee 98 people to go, we could charter a plane for \$200.00 each. Several parents have already indicated that they would plan on going with us. The problem is, would some Cougar Crew supporters be willing and able to help some of the oarsmen who cannot afford the trip, as did Mr. and Mrs. Herr last year. Of course we realize that in any event, its hard for all of us to come up with the funds.

If you wish to mail contributions to the Crew, you may make checks Payable to: Cougar Crew (Men or Women) and mail them to: B-27, CUB, Pullman, Wa 99164.

COUGAR CREW CORPORATION: Jim Verellen has been working very hard on studying all aspects of the Corporation in terms of investments, gifts and grants, property ownership and the tax exempt status of such a corporation. The desire is to establish an endowment fund and an equipment fund. The endowment fund would be used to invest funds and to operate the Crew off of interest and income from those funds. The first priority being the hiring of a paid coach, insuring the equipment and possibly travel for the team. Harvey West, Director of the WSU Art Museum, has been working with me on this aspect of the coporation. I think it would work. We will also recieve help from the University in setting up wills, estates and other gifts which will benefit the Crew.

Harvey says we should aim for \$50,000.00 for the endowment fund for the first year and \$10,000.00 for the equipment fund! He's the expert in the field! We know that Washington's endowment is in excess of \$750,000.00 Perhaps our goal is too high, but we have a good example in Washington to follow.

TO OUR NEW BOOSTER CLUB MEMBERS: The talk of money is scary, it may appear that our goals are unattainable. Perhaps they are, but look what has been accomplished in the five years of racing and six years of working: from last to fourth in the PAC 8; from no boats to eleven; from our first win ever over UPS to our win over U.C.L.A.'s first varsity boat and Washington's combination of 2nd and 3rd varsity. That's something when you consider that several years ago we would lose to Washington's 4th and 5th freshman eights with our varsities.

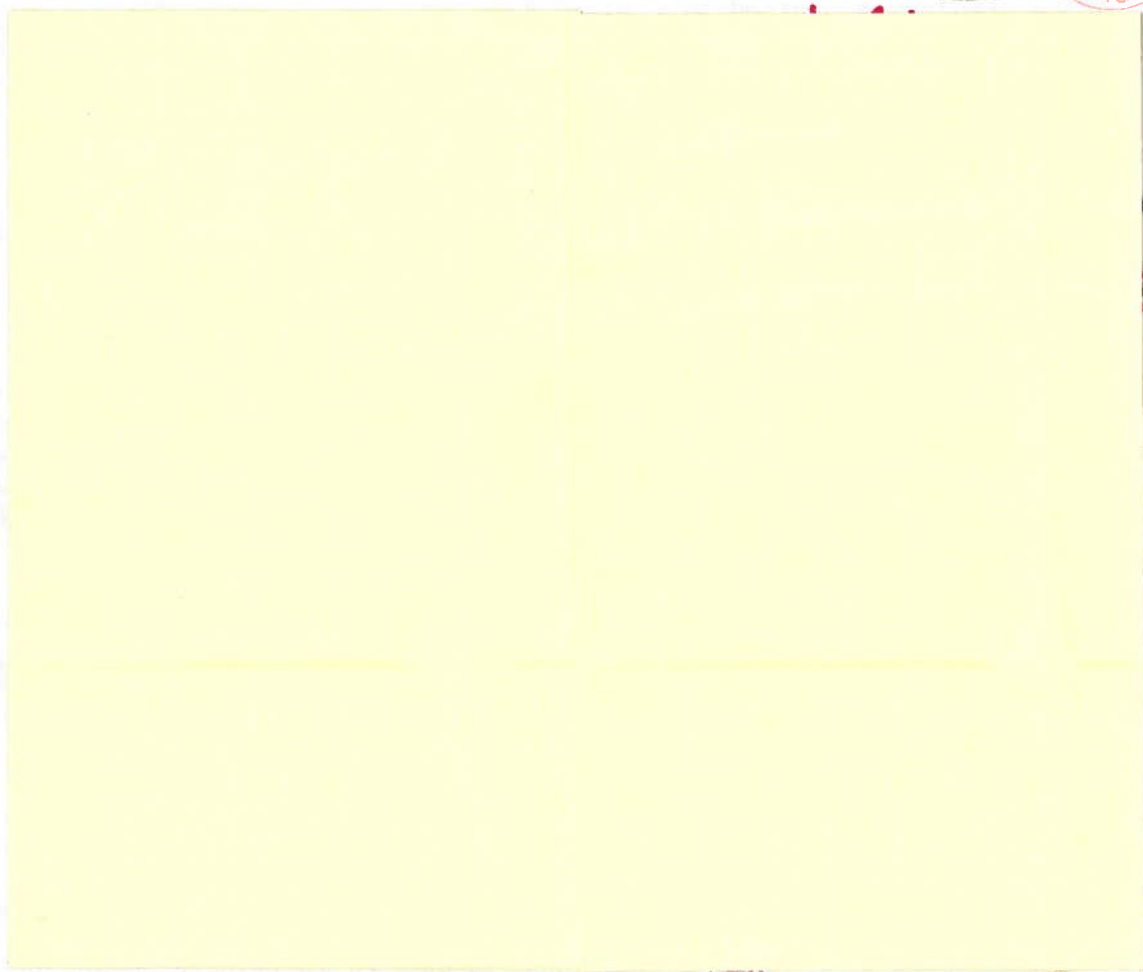
TO OUR OLD BOOSTER CLUB MEMBERS: I understand that some members were upset when we didn't contact them regarding the row to Portland. We were trying to get new members, to broaden our base. Now is your chance to contribute again, now we need your help again, and your cousins and aunts.

COUGAR CREW SCHEDULE 1977-1978

March 11	Class Day	Pullman @ 10:00 a.m.
March 18	UBC Invitational	Burnaby Lake, Vancouver, B.C.
April 8	University of Washington	Pullman @ 10:00 a.m.
April 15	Bellingham Invitational	Bellingham, Washington
April 22	SPU	Pullman @ 10:00 a.m.
April 29	Midwest Sprints	Madison, Wisconsin
May 6	Opening Day Regatta	Seattle, Washington
May 13	Open	
May 19, 20	PAC 8 Championship	Seattle, Washington

This is the men's schedule, the women's schedule parallels this except for May 6.

Cougar Crew
B-27 Wilson Compton Union
Pullman, Washington 99164



115