

THE PULL HARD

SUMMER 1987

Published by the Cougar Rowing Association
for alumni and friends of the Cougar Crew

Experiencing San Diego

By RICH RAY

SAN DIEGO — I had the unusual opportunity this spring of traveling down I-5 to the San Diego Crew Classic. I had never been before, and relished the idea of driving the WSU shell trailer the 1,200 miles in order to see for myself the great West Coast regatta — the regatta of Harvard-Husky battles and *Sports Illustrated* photo coverage. I was not disappointed.

The regatta was staged on the edge of a huge park which sloped gently, grassily down to the salt water shore of one of Mission Bay's many small inlets. The course was well marked and easily visible from much of the park. A long row of tents sat side-by-side along the last 250 meters of the race course, and inside, the local San Diego chapters of various alumni or-



Crew Classic staging area.

ganizations peddled beer and food. The Wisconsin tent featured a small noisy oompah band which blared "On Wisconsin." Alumni of all ages drank Lowenbrau (race sponsors) and capered about the beach during the racing, striving to outdo one another with banner-waving and fight-song matches. The Huskies and Badgers were easily the most hearty and their



Punk Rowing in San Diego

comic sports fan antics reached a peak during the Whittier Cup final, as the UW open women battled the Wisco women for the title the Huskies had lost just last year.

The sun glared most of the day, and the racing went forward like clockwork. Our own Bob Appleyard served as chief referee.

Our boats? Well, they put up a good battle. The exciting race, as has become traditional, was the light eight. Last year's winner, the fast SDSU light boat, wasn't even close this year. WSU and OSU won their heats handily and fought a stroke-for-stroke race in the final with OSU pulling ahead by a boat length in the final 300 meters.

The WSU heavies rowed in the Visitor's Cup final against Columbia University, an unusual matchup to say the least, and rowed a respectable second place, about four seconds down on the New Yorkers.

Some of the most exciting races

included a club eight race full of East and West Coast Olympic hopefuls, and the final of the Copely Cup, in which the Husky heavies lost to Harvard by a boat length. The crowds roared, hundreds of lean athletes lounged around their plastic boats in sun glasses, and a 30-foot tall plastic Lowenbrau bottle swayed gently behind the finish line. You would be hard pressed to convince the San Diegans that rowing is not a popular spectator sport.

And the WSU alumni are generous and enthusiastic — fun to talk to, amazed and pleased that there is a program in the Palouse. Don't miss the race when you're in the vicinity. ▲



CRA members pull together

PULLMAN — Since 1970, Cougar Crew has sought funds from the ASWSU, the Parent's Association and assorted fund drives ranging from the dubious to the dangerous.

While these groups have often been generous, many of these efforts seemed little more than organized begging.

And in the end, we have always paid our own way.

Athletes regularly contribute \$300 to \$500 per year for the privilege of rowing on the Snake River.

To college students, that represents a serious sacrifice of scarce resources.

Today, the early generations of WSU rowers are building families and careers, buying houses and cars. But they have not forgotten the exhilarating rewards of crew.

Early this year, the Cougar Rowing Association made the decision to concentrate the limited energy and resources of Cougar Crew alumni on that old familiar problem of funding "the program." After years of stop-gap support, helping the crew out of numerous little crises, the CRA has turned its full attention to building the long-term financial security that the crew needs to continue its phenomenal record of growth and achievement. The response of alums to this sort of intelligent financial planning has been predictably warm.

In letters announcing the 1987 Endowment Drive, and later at the annual CRA Class Day meeting, officers outlined the goals and strategy behind the push to endow Cougar Crew.

Tammy Boggs, CRA vice president, announced at the meeting that in January of this year, the endowment fund stood at approximately \$12,000. The first long-term objective is to raise that figure to \$200,000 by the year 2000. The first step in that very ambitious project is to bring the fund to \$20,000 by Jan. 1, 1988.

Since that time, the generosity of our alumni has raised the fund to \$15,000. Another \$500 has been pledged if we can bring the fund to \$19,500 by

December. So, with five months left in the year, we have \$4,500 left to raise. That is not a lot.

One of the ways the CRA has decided to keep track of the fund is to break down contributions according to the graduating year of the contributors. Rather than challenging between boats, which always changed from year to year, or between lights and heavies, or men and women, we are

Class Day customs continue

By RICH RAY

WAWAWAI — The regularly scheduled gathering of the Hog-Faced Pleasure-Seekers** took place this spring on the Snake River near Wawawai Park. Skies were clear Palouse blue and the two- to five-knot headwinds seemed like fine rowing weather. And it was.

Despite the chop, racing went pretty much according to schedule, thanks to the usual regatta volunteers: Ken Abbey and Gene Dowers. Thanks as well to the new two-bay shellhouse and double docks, which nestle safely inside one of those dam-like Corps of Engineers embayments. Slightly heavy weather no longer has much effect on the efficiency of the launch-and-return cycle.

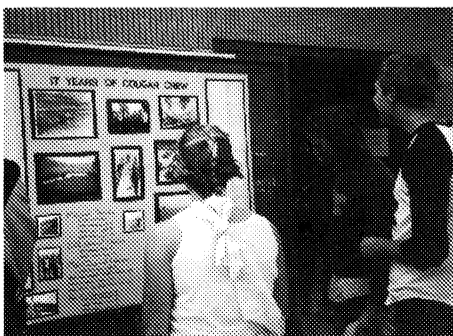
As per custom, competing rowers were boated according to their year in school and many of them dressed in carnival costume, giving the occasional startling impression and general sense of grave buffoonery in the social atmosphere. Just like Class Day has always been. Unembarrassed fun.

One feature new to the festival this year was a large photomontage which provided a quick insight into the history of the team. This excellent first attempt was the work of Doug Engle. Dave Yorozu also brought a photo album covering his years with the crew. Let's make this a tradition worth building on — bring your memorabilia when you make the pilgrimage.

The alumni managed to come up with three or four men's boats and almost three women's boats. The racing went forward, etc. The alumni did not win. But the alumni had fun and abused their bodies and tried to recall what it was like to row hard for 90 minutes a day.

Following the racing, alumni and some current athletes attended the annual CRA Class Day meeting. The perennial airing of laundry. The ritual of doubt. The muddled, head scratching, long on confidence and short on practical results but being serious about it anyway collective brainstorming which is and always has been the core of the Garcrewco experience.

President Jim Rudd reports that our lawyer advises us to sue Congress for damages resulting from public malfeasance in the Iranscam tragicomedy. Barring that, we are advised to reapply for non-profit status as a new



17 years of Cougar Crew.

asking graduating classes to challenge one another.

We pulled together for four years. Let's keep pulling for those who are coming up behind us.

As alumni, we can demonstrate our solidarity and our gratitude with and for the years and miles and friends that rowing gave us. And, we can leave the really hard work for the people now in Pullman. ▲

entity, pledged henceforth to keep squeaky clean books.

Tammy Boggs, CRA vice president, reported that the address project is going forward. If you know the whereabouts of former crew personnel, contact Tammy at (206) 527-8775.



The Captain Crucified.

Treasurer Doug Engle briefed us on the budget and reported just enough funds to publish one year of the "Pull Hard." It was suggested that a photo contest be opened for competing athletes so that the "Pull Hard" will have good, current visuals of the team in training and competition.

The session closed with a discussion of the endowment fund. Ken Abbey announced that the fund passed \$13,000, and CRA officers discussed plans to place the endowment at the top of the alumni priority list.

The evening banquet was held at Cavanaugh's Landing in Moscow. Food was excellent, the ambiance elegant and a slide show by Patty Culleeny and Scott McAlear, in the Boggs-Bolton tradition, was beautiful and moving.

The captain presented the winning teams: junior men and soph women, their kudos and afterwards, Robert Orr, WSU's original crew coach, gave a short and riveting account of how the dynamism of the crew looks from Portland, Ore. where he works as a school principal and lives with his wife Chris and two children. He remarked that our growth and strength have been the envy of the Northwest rowing community for years, and that he is confident the time is not far when the crew from the Palouse takes a place among teams at the forefront of collegiate rowing. Heady stuff for Cougs to contemplate, but in that room full of athletes, I believe it was generally accepted as something which has recently entered the realm of the possible.

But the possible cannot become the actual until the individual acts. Cougar Crew is a collective act of sheer human will. Let each of us do what he or she can to build what is good into something truly excellent. ▲

** In "Thus Spake Zarathustra," Nietzsche refers to the yearly bourgeois vacation: "hog-faced pleasure-seekers on boating expeditions."

Send Your Tem!

Doug Engle
316 Webb NW
Pullman, WA 99163
A 79

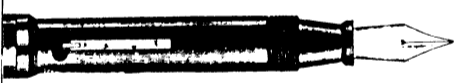
Sept 87



OCTOBER 15
STAMP COLLECTING
MONTH

Cougar Rowing Association
1319 Lei Garden Road
Burlington, WA 98233

MAIL BAG



The "Pull Hard" welcomes all cards and letters from readers, alumni and friends. Also, be sure to let us know when you have a new address or phone number — we want to keep in touch! Send items, addresses and contributions to Kari Ranten, 1319 Lei Garden Road, Burlington, Wash., 98233. Thank you.

FIRST OFF, an apology from the editor of this publication for the late arrival of this edition of the "Pull Hard." We volunteer types tend to get caught up in lots of projects and this one got behind. Steve and I are certainly hoping that our latest project — a baby due Sept. 4 — won't be as late as this "Pull Hard" was. We'll let you know. Again readers, my apologies. Kari Ranten.

Christine and Bob Appleyard were married July 11 at the Shelton Christian Church in Shelton. Several crew alumni attended the happy event, including former lightweight Fred Darvill who made the trek from Texas. Craig Illman served as an usher in the wedding. Others in attendance included Doug Engle, Cindy Johnson, Dave Yorozu, Martha and Brad Sleeper and Steve and Kari Ranten. The happy couple planned to honeymoon in Canada before returning home to the Bay area. Congratulations!

Brett Purtzer, a Cougar Crew alum and 1983 graduate of Washington State, earned his juris doctor degree from the University of Puget Sound School of Law in Tacoma in May.

Catching up on some old news, Mitch "DB" Van Wormer was married in November and is working at the Red Lion in Redding Calif.

Tim Zeiler checked in from his Goldendale home to say he had weathered the political jibberish of "college professors" to travel north to Anchorage with a master's degree in education. In Alaska, he was a four-day a week substitute teacher and worked the late shift in a local mortuary. "The task of differentiating between the inside and outside of a skull became quite difficult at times," he writes. The drop in oil prices ended the hope of full-time employment so "Mr. Z" returned to the central Washington town to teach and coach. In his spare time, Tim trains for triathalons and 10-K races.

Mike McQuaid has a 1980 wood Kaschper pair for sale. He reports it is in excellent condition and is available for \$3,000, oars not included. For more information, call (509)332-6856, evenings.

Our friends Sherry and Darwin Cook were once again involved as hosts of the annual WSU barbecue, held July 26 in Port Ludlow. Dr. and Mrs. Smith were expected to attend along with our own Ken Struckmeyer.

The Washington State Patrol crew was featured in an April edition of *The Seattle Times*. The crew is made up of seven state troopers, a Seattle police

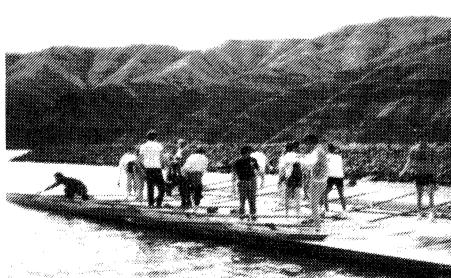
officer and University of Washington policeman and Cougar alum Ray Wittmier. The crew raced in San Diego, defeating the San Diego and San Francisco police department entries.

During KOMO's coverage of the Soviet-Husky race on opening day, Coug alum and ABC broadcaster Keith Jackson offered a couple of quotable quotes:

"You pay a hell of a price to be an oarsman. It's the last bastion of amateur sports."

Of crew alumni and fans he said "their love of the sport brings them back whenever an oar goes in the water."

FOR THE RECORD — It was pointed out by former women's novice coach Neal Sullivan that this year's invitation for the women's crew to attend the San Diego Crew Classic was not a first. The women's novice crew was extended such an invitation in 1982 but because of financial considerations were not able to attend. "All of us that were part of that 1982 women's novice crew were very proud of that invitation," Sullivan writes. "As their coach, to this day I consider myself lucky to have been associated with such a fine group of ladies." Neal is a resident of Corona, Calif.



Alumni ready for launch. Class Day '87.

Thank you contributors!

A debt of thanks is owed to all those who have contributed to the Cougar Crew, the Endowment Fund and to the crews through the WSU Foundation. The Cougar Rowing Association would like to recognize the following contributors in 1986-87:

- | | | |
|----------------------------|------------------------------------|------------------------------|
| Ken Abbey | Andy Kirk | Rich Ray |
| Daniel Anacker | V.E. Kloster | Brian Romanick |
| Debra and Tom Anderson | Sherwood Korsstoen | Diane and Jim Rudd |
| Robert Appleyard | Randy Koller | Rolan Ruoss |
| James Austin | Diane and Roger Koller | Dr. Arthur Sachs |
| Carole Baicells | John Lafer | Stephen Schil |
| John Bergstrom | Landscapes Design and Construction | Marj and Ken Struckmeyer |
| Sara Bolson | Rich Lewis | Seattle Veterinary Hospital |
| Sandy and Mike Buckley | Lee M. Lippert | Valerie and James Wainwright |
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| Patti D'Arce | Alfred O'Dell | Dave Yorozu |
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| Sig T. Hansen | Brett Purtzer | |
| John Hensel | Kathy Randall | |
| George Hinman | Kari and Steve Ranten | |
| Linda and Craig Illman | | |
| John C. Kelly | | |

We recognize also that there are numerous friends and parents who donate directly to the WSU crew and contribute their time, effort and resources in other ways, that are not on the records of the CRA. We thank all those people for their generosity and support for the Cougar Crew program.

Donating to the crew through the WSU Foundation in 1987 are:

- | |
|----------------------------|
| Cynthia and Thomas Russell |
| Dr. Arthur B. Sachs |
| A.L. McAlister |
| Donald C. Schmick |

Send your dues, contributions and articles

The Cougar Rowing Association welcomes all sorts of mail from friends, alumni and supporters of the rowing program at Washington State.

Annual dues are \$10 and pay to produce and send out the "Pull Hard" and any other CRA mailings to keep our members informed. Dues also pay for our on-going fund-raising efforts, including the 1987 Endowment Drive.

The CRA is also continuing to solicit support for the Endowment Fund effort as a long-term financial support system for the crew program.

Finally, information, articles and photographs are always welcome for the "Pull Hard."

For more information, please contact the CRA by writing to 1319 Lei Garden Road, Burlington, WA, 98233 or call Tammy Boggs at 527-8775. We hope to hear from you.

The "Pull Hard" is published by the Cougar Rowing Association.
Editor: Kari Ranten
Graphics: Kathy Randall

Men's Commodore's Report

By DAVE REEDER

Following the exciting Class Day races way back in March, where the juniors held off a stubborn senior boat and then disqualified themselves during the alumni race, the WSU Men's Crew began its Spring racing schedule against Gonzaga in the Fawley Cup.

The heavyweight eight convincingly defeated the light eight and Gonzaga, thereby claiming bragging rights as the fastest Wazzu boat. This was somewhat of an upset, as the light eight had been rowing well, but it seemed to surprise the heavies most of all.

The following week, the men traveled to San Diego for the prestigious Crew Classic on April 4. The competition was stiff, as usual. Harvard, Navy, Penn, Wisconsin, et al, made the long trip also, but the WSU men were encouraged by their own performance.

The heavies raced against a good Columbia crew and led for the first 1,000 meters, but the Ivy Leaguers put out a strong sprint and won by four seconds. The lightweights rowed to a second place finish to OSU in the Middendorf Cup, restoring their confidence after the defeat of the week before. Another source of encouragement was the strong turnout of WSU alumni in the San Diego area. More than 100 Cougar boosters came out to drink beer and cheer the team on.

Next on the agenda was a dual meet on the Snake with the University of Washington and — surprise — the Huskies are still fast. They captured every race, including the lightweight eight (by disqualification) and pretty much went home with a busload of happy Huskies and 40 racing tanks. Next year's crews will have a score to settle in Seattle.

Following that discouraging Saturday, the Cougs got to switch roles and play the part of the bully against PLU

and UPS. These wins prepared the men for the tough Tri-Cities Regatta at the end of April.

The Tri-Cities course was moved up river this year and the lanes were much more equitable than in years past. The heavy varsity, defending champs for the previous two years, finished a disappointing third behind OSU and a surprising USC boat. The junior varsity defeated OSU by open water. The WSU lightweight team came home with a stack of OSU tanks, completing a sweep of the lightweight events: varsity, jv, novice and varsity fours. The WSU varsity light eight sprinted through OSU (ranked #1 on the coast) to win by three seats. Overall results showed WSU and OSU in a tie for the men's team title. After the races, WSU invited USC and PLU to the Goolsby's home in Richland for a barbecue, courtesy of Gay Lynn's parents.

WSU was invited to the Opening Day regatta on May 2 in Seattle, and this year, perhaps prodded by the presence of the Russian National Team, the team braved the dreaded "outside lane assignments" and Husky storm fronts to compete. Results from the day included a fourth place finish for the frosh light four against some good heavy varsity crews. The heavy eight faded to a fifth place finish, while the light eight was not able to pull through OSU again and finished second. It sounds corny, but the chance to compete in front of 50,000 people and to talk and trade with the Soviets made the trip worthwhile. The excitement and international flavor of the races made the disappointing results and the thought of next week's finals less important.

Following a week's break for finals, the team prepared for the Western Sprints in Sacramento on May 16 and 17. After the infamous 18-hour bus

ride, WSU's crews spent Thursday and Friday catching up on sleep, visiting downtown Sacramento and, yes, practicing.

Saturday's heat races provided no real surprises, except for the lights racing UW in a dead heat (.01 seconds difference) and arch rivals SDSU not even making the finals. In the Sunday finals, there was a lot of excitement, some disappointments, some jubilation, and some surprises. What more can you ask for, right?

The frosh light 4 finished fourth in the light varsity four event. The frosh eight finished fifth in the petite final, but finally defeated Gonzaga, their nemesis of all season. A big boat, Struckmeyer is drooling for next season. The junior varsity eight finished last, but with six novices in the boat they improved a lot over the season and several members will surely make the varsity boats next season.

The light junior varsity eight captured the West Coast title running away from the six-boat field which included Cal and SDSU. The light varsity eight finished fourth behind Cal, US and OSU in a tight race for the title. Disappointing, of course, but only three seconds separated first and fourth.

The heavy varsity eight finished third in the consolation final. This was supposed to be a "rebuilding year" for the heavies and all are returning next year. In the grand final, UCLA sprinted through Cal in the last 100 meters to capture the title for the first time in 17 years, with UW fading to fourth.

Congratulations are in order for next year's officers: Commodore — Ernie Isenminger; Vice Commodore — Ole Jorgenson; Treasurer — Scott McAlear and Public Relations — Bob Dickinson.

I hope this summary of 1987 helps bring readers up to date on the present Cougar Crew. Summaries are fine, but they don't substitute for the real thing. Come to our races next year! We're going to be fast! ▲

Update on CRA activities

SEATTLE — Cougar Rowing Association members gathered May 2 for a meeting following Opening Day festivities at the Montlake Cut.

A few of the meeting highlights follow:

■ Doug Engle, treasurer, reported that the CRA needs 100 dues-paying members, at \$10 each, to meet basic expenses, put out the "Pull Hard," and run the endowment fund drive. Last year, we had 25 members.

■ As of May, the endowment fund balances stand at \$13,885 cash value and \$14,940 market value.

■ The Liberty Lake race course was rented to the region for the regional regatta in Eugene, Ore. Rich Ray and Doug went to Eugene for two weekends to install and take down the course. The region will pay \$350 for the rental. During the time the course was up, waterskiers damaged the lines. Present plans are to improve the course so the CRA could rent a very good four-line (eight-lane, two boats per lane) course for \$500 per use. The proposal is to reserve \$200 of the \$350 rental fee to make the repairs and improvements.

■ Ken Abbey reported that the electrical work on the shellhouse was set to be complete in June, including lights, telephone and security alarms. The cost of \$15,000 will come out of the original shellhouse budget. A sprinkler system will have to wait while Abbey checks out alternative funding to pay for the \$13,000 system.

Construction of the three-bay launch house was set for this summer for completion by fall. The \$26,000 cost is also part of the original shellhouse budget.

■ The crew was given the largest contribution by the ASWSU in crew

(continued on back)

history. The ASWSU will provide \$10,000 next year. The officers put on an excellent presentation to the ASWSU board and the CRA extends its appreciation for the extra effort by the crew officers Sheri Schneider, Tracey Vadset, Scott McAlear and Dave Reeder. The money will cover the \$5,000 yearly insurance fee and tuition for frosh/novice coaches.

■ More thanks are due to the Parents Association which provided the money for a video camera, two VHF band radios for communications between coaching launches and have purchased the old red launch from Ken Struckmeyer for the women's team to use.

■ Speaking of thank yous, Ken has worked out an arrangement through Valley Marine in Lewiston to have the northwest Evinrude distributor (Bryant Corp.) provide the team with two 70 horsepower outboard motors each season. The motors, valued at \$3,000 each, will be turned in each spring for a new pair.

■ Catching up on CRA news from Class Day: Rich Ray was elected to the CRA board position to replace Steve Porter. CRA officers are President: Jim Rudd; Vice-president: Tammy Boggs and Kari Ranten; Treasurer: Doug Engle.

The board would like to add a secretary to the officers list and are seeking volunteers. Anyone interested, please contact an officer or board member.

■ If you are interested in more information about the CRA, have a question about current crew news or want to volunteer to help with a CRA project, please call Tammy Boggs at (206) 527-8775 in Seattle or write to Kari and Steve Ranten, 1319 Lei Garden Road, Burlington, Wash., 98233.

■ Sherry Cook reports that three Port Ludlow lots, the proceeds from which will benefit the Cougar Crew Endowment Fund effort, are available and will be advertised in

Women's Commodore's Report

By SHARI SCHNEIDER

PULLMAN — The 1987 spring racing season was another year of "firsts" for the women's crew.

WSU's varsity "nine" made Cougar Crew history by defeating Oregon State at the Tri-Cities and also by placing fifth in the varsity open eight event at the Pac-10s.

With respect to finances, we are pleased to report that the women's team has reached more stable financial ground. The team is slowly, but surely, paying off its debts. Thank you to all of the alumni and parents who have helped with chocolate sales and general fund-raising efforts. We sincerely appreciate your efforts.

Incidentally, candy bars are still available for anyone who wishes to replenish their supply.

The 1986-87 Women's Crew wishes to thank Petior Rylski for coming to Pullman. The Cougar Crew was very fortunate to have a coach of his caliber and his coaching will be sorely missed next season. We wish him all the best and future success.

Also, many thanks are due to novice coach Patty Culleeny. We appreciate her efforts and are pleased to know that she will be returning next fall.

Congratulations to seniors Mary Kehl, Christine Gooden and Annie Calvin.

Pullman newspapers.

The three wooded lots with partial views are available at a low down payment and a good price.

For more information, contact her at (206) 437-9538.

■ At the end of the year, the men's crew had about \$2,000 in their accounts and the women were at a deficit of \$700, much improved from earlier estimates of \$2,000 in the red. ▲

And finally, a heartfelt thank you to Ken Abbey for his knowledge, patience, perseverance and commitment to Cougar Crew.

Here is a wrap up of race results for the women's crew in 1987:

CLASS DAY — WAWAWAII — The sophomore "Killer P's" defeated the freshman-sophomore "Crayolas" and the junior/senior "Amazons." The sophomores were again victorious against the alumni.

FAWLEY CUP — SPOKANE — WSU's "A" boat (novice) won the Novice 8 race with a time of 7:32 followed by the WSU "B" boat (lights) in 7:58. Gonzaga and UPS trailed. In the Varsity 8 race, WSU soundly defeated UPS by a 46-second margin.

UW—WSU — WAWAWAII — Horrendous winds marked the day, resulting in rowing a course on the opposite shore from the shellhouse. Having been defeated by WSU's novice last season in the Montlake Cut, Washington brought their top two novice eights to Pullman for this duel. Both UW crews defeated WSU's novice.

In the Varsity 8 event, WSU led to the 1,000-meter mark. However, the UW powered through and finished five seconds ahead of the Cougars.

UPS—PLU—WSU — WAWAWAII — Also known as Mother Nature's Revenge. In the Novice 8 event, WSU led with open water after 700 meters. By 1,000 meters, WSU was completely submerged as incredibly strong winds made for disastrous rowing conditions. WSU beached their shells while UPS and PLU re-rowed the race. Former Cougar Kim Heggerness-Purtzer's Loggers claimed a decisive victory.

The Light 8 race was actually rowed as a four with, as four oarswomen were forced to use their shoes to bail the boat to prevent a repeat of the novice 8 swamping. Needless to say, all crews were pleased simply to

return to the dock.

After a two-hour delay, the women's varsity 8 defeated PLU and UPS with a winning time of 7:17.

COLUMBIA RIVER REGATTA — TRI-CITIES — The Novice 8 took second by 13 seconds to OSU with a time of 7:30. Gonzaga was third. In the Light 8 race, WSU's novice light eight was overstroked by OSU's varsity team.

For the first time in Cougar Crew history, WSU defeated OSU on the Columbia River in the Varsity 8 event, holding off a strong OSU sprint at the finish. Times showed WSU finishing in 7:01 and OSU in 7:03.

OPENING DAY — SEATTLE — The Varsity 8 was the lone WSU boat to join in the Seattle festivities competing in the JV event. The Cougs (6:50) finished second to the Huskies (6:35) and defeated Cal (6:53).

PAC 10s — WESTERN SPRINTS — SACRAMENTO — The Novice 8 finished fourth in the first of three heats, losing to Washington, Stanford and OSU while defeating Cal-Davis and Cal-Poly. WSU was fifth in the petite final to finish 11th out of 16 boats overall. Coach Patty Culleeny said that "the preliminary was the novice 8's best race. They were much closer to OSU than they were in the Tri-Cities."

The Lightweight 8 did not fare well in a preliminary heat, failing to make the grand final. They did qualify for the petite final and rowed "the best race of the season" to finish eighth overall, Coach Culleeny said. "The lights had a tough season. There were six novices in that crew and they worked hard to stay competitive in the rapidly growing varsity light event."

In their heat race, the WSU Varsity 8 soundly defeated Cal-Santa Barbara and Santa Clara, finishing second to Stanford and qualifying for the grand final. In the season finale, WSU finished fifth out of six for the most successful Pac-10 finish in women's history. ▲