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Lined up for the start in Red Square, the entries in the Sea-to-Sea Econorally wait for the start. From right the entries are Northwest Missouri State University’s Pinto, Mankato State University’s Bradley GT, the Mankato Spirit of 76 MPG Fiat, Western’s Viking II and the Western Subaru.

Viking II is overall rally winner

Three thousand miles of driving is a ponderable prospect. When that three thousand miles includes the August heat of middle America in an experimental car, the proposition moves beyond ponderable to awesome.

The latter circumstances were faced by the six cars entered in the Sea-to-Sea Econorally, a 10-day cross-country economy run which began in Bellingham and concluded in Washington, D.C. The rally was sponsored by the Vehicle Research Institute at Western, through a grant from the Washington State Legislative Transportation Committee.

Western’s two entries included Viking II, a second-year veteran of such competitions, having been entered in the Student Engineered Economy Design (SEED) rally to Los Angeles in the summer of 1975. Having installed a new 1600 cc Subaru SEEC-T stratified charged engine, the Western crew, led by team captain Russ Moye, Puyallup (B.A. ’74, M.Ed. ’76), hoped to improve upon the 58 mile-per-gallon showing of the previous year.

The second Western entry, a 1976 Subaru coupe with an experimental transaxle and improved aerodynamics, was more modest in its hopes. A 45 mile-per-gallon average would be fine.

The competition came from three other campuses. Mankato State University, Mankato, Minnesota, arrived with two entries. Competing directly with Viking II in the under-2,000-pound division would be a Bradley GT, a kit car powered by a two cylinder Volkswagen engine. Competing against the Western Subaru in the over-2,000-pound division would be the “Spirit of 76 MPG,” a highly modified Fiat X1/9, also running with two pistons removed.

The remaining two entries both fell into the heavyweight class. The Bearcat High Performance team of Northwest Missouri State University brought a 1975 Pinto with improved air flow and exotic carburetion. The University of British Columbia arrived with a Mazda Mizer, featuring a higher final drive ratio and aerodynamic modifications.

On Saturday, July 31, the competition began on campus with performance testing. Racing through a gymkhana course in the parking lot adjacent to Arntzen Hall, each car competed for the shortest elapsed time. Viking II demonstrated its power and maneuverability, completing the run in slightly over 54 seconds. The Western Subaru was second, trailing by four seconds.

The second phase of the performance trials followed in the afternoon. The tortuous curves leading to the top of Sehome Hill in back of the Western campus provided the main obstacle in the hill climb section. At this point the Mankato crew began to pray for rain and a cancellation of the test, since their two-cylinder cars are not designed for this type of operation. Again the Western entries out-performed the others, and the first day of the rally closed with the Western cars leading their respective weight divisions.

But performance was not the real test of the rally, providing only 100 points out of a total of 600 for the entire competition. The main measure (Continued on page 2)
President Olscamp led the rally as it began its first morning of travel from Bellingham to Seattle.

Rally

(Continued from page 1)

of all entries would be fuel economy (300 points) and that segment would begin in the Square at 10 a.m. the following day.

As the cars lined up next to Fisher Fountain to depart, the rain so strongly sought by the Minnesotans the previous day, arrived. The cars left the campus in a normal Northwest drizzle. Western President Paul Olscamp, who has taken a strong interest in the Vehicle Research Institute program, handled the driving chores in Viking II for the Bellingham to Seattle leg.

In all, the rally consisted of the six entries and seven support vehicles. Citizen's band radios in each car permitted continuous communication among the participants.

The Western personnel included Dr. Michael Seal, director of the Vehicle Research Institute; Dr. Richard Vogel, associate professor of technology, who acted as director of the overall rally; and William Brown, technology department science technician. The Western student crew consisted of Moye; Greg Healey, senior from Liberty Lake; Dan Andersen, senior, Seattle; and Jim Malphrus, senior, Oak Harbor. Steve Inge, Western alumni relations officer, was along to assist in providing information about the rally to interested news media.

Following a lunch stop in Seattle, the cars negotiated Snoqualmie Pass through the Cascade range. Viking II pulled the grade in fifth gear without any strain. The two-cylinder Mankato cars again found the going more difficult.

At the conclusion of the first day of driving, the rally cars rested at Gonzaga University in Spokane, all in good condition. The support vehicles had not fared as well. The "Lowrider," an older station wagon from Mankato (it was given this C.B. "handle" because its undersized tires gave it approximately three inches of road clearance) had dropped off its exhaust system. Bill Brown's sedan, the "Tool Box," had burned out a good portion of its electrical system. These proved to be ominous omens.

The second day brought the second major obstacle—the Rocky Mountains. Again, the Mankato cars labored going up Lolo Pass in Montana. At the exact crest, road construction caused a half-hour delay for part of the rally. When traffic resumed, it was discovered the Mankato Fiat lacked the power to start on the grade. With five helpers pushing, it was able to gather enough momentum to clear the top and begin the long descent into the Mississippi drainage.

Montana turned into Wyoming, and Wyoming into South Dakota. The rally cars continued to perform beautifully. The support vehicles continued to have their problems. "Lowrider" again lost its exhaust system and part of its lights. Dick Vogel's travel trailer, which he had brought to provide housing for himself and his family, was now sporting a new set of tires.

The support car hex culminated in Wyoming with the untimely demise of "Film Crew," a middle-aged import sedan being driven by two gentlemen from Film Makers, Inc., a Seattle-based company that is producing an educational film about the rally and Viking II.

The C.B. radios crackled out the word, "Something is wrong with this car. It made a funny noise and quit." "Film Crew" continued on in tow, bound for Mankato where the same expertise that produced a two-cylinder engine from a standard Volkswagen would be applied to make it roadworthy again.

At Rapid City, S.D., during an evening visit to the Mt. Rushmore National Monument in the Black Hills, the west coast entrants were introduced to the midwest thunderstorm. As the ominous black anvil cloud built over the monument, the National Park Service made its nightly presentation on the sculptures and their creation. At the precise moment the lights were turned on the monument, the sky exploded with lightning, completely overwhelming the modest man-made display coming from below. The deluge that followed became symbolic of the

(Continued on page 4)
Fall sports program active

By PAUL MADISON
Sports Information Director

The fall intercollegiate sports program will get under way this month with five sports making their bow. The following is a rundown on prospects this quarter:

MEN'S CROSS-COUNTRY — Coach Ralph Vernacchia, who is beginning his fourth year on the hill, will be relying heavily on six lettermen this fall. They include Kevin Adams (Jr., Seattle/West Seattle), Chris Pamp (Jr., Kennewick), Keith Raymond (So., Tacoma/Stadium), Jeff Sherman (Jr., Eugene, Ore.), Steve Wilson (Jr., Tacoma/Clover Park) and Greg Wirtz (Sr., Edmonds/Meadowdale).

WOMEN'S CROSS-COUNTRY — Entering its fifth year as a varsity sport, the Vikette harriers are paced by returnees Diane Eldrenkamp (So., Seattle/Highline), Sue Rivord (Sr., Bellingham/Sehome) and Peggy Sherrill (Jr., Seattle/Holy Names).

FOOTBALL — The Vikings capped a rebuilding year by winning three of their final four games to finish with a 4-4 mark last season. This year, the Big Blue team has its sights set on an even better record. In his seventh year as head coach and his eleventh on the hill, Boyde Long has 32 lettermen returning, including 19 starters.

Quarterback Bill Mendelson (Sr., Amityville, N.Y.), who passed for 1,145 yards, returns as does reserve signal-caller Terrill Morgan (Sr., Burbank, Calif./Canoga Park). Their prime targets are flankerback Jeff Potter (Jr., Deming/Mount Baker), who made 21 receptions for 500 yards last fall, and split end Hoyt Gier (So., Ferndale), who set a school record for the most catches in a season with 32 (468 yards).

An experienced offensive line has honorable mention NAIA All-American Andy Harlin (Sr., Seattle/Ingraham) at center. Also returning is tackle Jay DeBellis (So., Snohomish), who missed all of last season with a knee injury.

The defense is led by a strong front four. At the tackle positions are 280-pound Kirby Taylor (Sr., Sedro Woolley) and Rick Hall (Sr., Mountlake Terrace), a 250-pound transfer from the University of New Mexico, while the ends are three-year lettermen Chuck Houser (Sr., Olympia), who was a second-team All-Northwest choice, and Emil Whitman (Sr., Tacoma/Stadium).

Bob Taylor (Sr., Ferndale), who made 110 tackles a year ago, anchors the linebacker corps, while John Huntley (Jr., Bellingham/Sehome), who returned a punt for a conference record 90 yards, heads the secondary.

FIELD HOCKEY — The Vikette stick squad again looks to be one of the strongest teams in the northwest. Last year Western, anchored by graduated goalkeeper Jill Smails, posted an 11-4-1 mark and made an excellent showing at the Pacific Northwest tournament, winning three of four games.

Eve Wiseman, entering her seventh season as coach, has a number of outstanding players returning, including left inner Ann Braber (Sr., Abbotsford, B.C.), right wing Helen Devitt (So., Seattle/Shorecrest) and center forward Rhonda Duckworth (Jr., Burlington-Edison).

WOMEN'S VOLLEYBALL — Second-year Coach Rick Huntoon has nearly his whole squad back, losing only setter Terri McMahan. Returning from the 10-13-1 team of last fall are Patti Davies (Jr., Abbotsford, B.C.), Anne Fisher (So., Bellevue/Sammamish), Cheryl Hunt (Jr., Bellevue/Sammamish), Marlee Nelson (Jr., Tucson, Ariz.), Carolyn Price (Sr., Seattle/Ingraham), Naomi Sakai (Jr., Honolulu, Haw.), Sue Stearns (Jr., Burnaby, B.C.), Chariene Stack (Jr., Bellevue/Issaquah) and Keri Worley (So., Stanwood).

Fall Sports

1976 FIELD HOCKEY SCHEDULE
Coach: Eve Wiseman

Oct. 12 — Skagit Valley CC
Oct. 15-16 — at Washington State University Invitational
Oct. 23 — at Pacific Lutheran University Invitational
Oct. 28 — at Skagit Valley CC
Nov. 6-7 — at Central Washington Invitational
Nov. 13 — at Pacific Lutheran University Invitational
Nov. 19-20 — at Pacific Northwest Tournament (Ellensburg)

1976 WOMEN'S VOLLEYBALL SCHEDULE
Coach: Rich Huntoon

Oct. 9 — at Central Washington Invitational
Oct. 23 — at Washington State University Tournament
Oct. 30 — at Central Washington Tournament
Nov. 6 — at Northern-Southern District Tournament (Portland, Ore.)
Nov. 13 — at University of Oregon Tournament
Nov. 25-27 — at NCSWA-AIAW Region IX Tournament (Monmouth, Ore.)

1976 FOOTBALL SCHEDULE
Coach: Boyde Long

Sept. 11 — Alumni, 1:30 p.m.
Sept. 18 — Lewis and Clark, 7:30 p.m.
Sept. 25 — at Montana Tech, 7:30 p.m.
Oct. 2 — University of British Columbia, 7:30 p.m.
Oct. 9 — Oregon Institute of Technology,* 1:30 p.m.
Oct. 16 — Oregon College of Education,* 1:30 p.m.
Oct. 23 — at Eastern Washington State,* 1:30 p.m.
Oct. 30 — Central Washington State,* 1:30 p.m.
Nov. 6 — at Eastern Oregon State,* 1:30 p.m.
Nov. 13 — at Southern Oregon State,* 1:30 p.m.
*Designates Evergreen Conference contest.
Home games at Bellingham Civic Stadium.

1976 MEN’S CROSS-COUNTRY SCHEDULE
Coach: Ralph Vernacchia

Sept. 25 — Alumni
Oct. 2 — at Simon Fraser Invitational
Oct. 9 — at Seattle Pacific Invitational
Oct. 16 — WWSC Invitational
Oct. 23 — Open
Nov. 6 — at Evergreen Conference (Monmouth, Ore.)
Nov. 13 — at NAIA District I (Cheney, Wash.)
Home meets begin 11 a.m., Lake Padden Park.
weather for the remainder of the trip, which saw constant rain.

On arriving in Mankato, in the late evening with another thunderstorm hammering out Gotterdammerung, judgment was pronounced on the “Film Crew.” It was suffering from a terminal case of connecting rod through the side of the casing. As the rally moved on to Wisconsin and Illinois, a forlorn green Volkswagen remained in Mankato—where it may still be. Only a shattered piston and twisted connecting rod would make the full trip as mementoes of the occasion.

Arriving in Chicago in the rain, the rally stopped for lunch and interviews with the Chicago news media. At the request of the Chicago Pollution Control Authority, the cars were tested for emissions by that agency. The resulting publicity, the agency felt, would assist the Authority in its clean air program. All of the cars were certified to be fit for operation within the city of Chicago.

The arrival in Detroit signaled the close of six days of continuous travel. A day would now be devoted to emissions testing at the Chrysler laboratories at Highland Park. In addition to determining the points to be awarded for low emissions (200 possible), EPA (Environmental Protection Agency) mileage estimates would be given for each car, to be compared with the actual mileage achieved at the end of the rally in Washington, D.C.

Emissions testing was scored on the basis of the statutorily established levels for 1977. None of the cars was able to reach all of the standards for hydrocarbons, oxides of nitrogen and carbon monoxide. Viking II came closest, missing only on the oxides of nitrogen scale, as did all entries. Mankato’s Bradley GT had the poorest showing, not being able to meet any of the standards. However, its engine was built in the mid-sixties and was not intended to operate that cleanly.

Based on the EPA dynamometer test for highway mileage, Viking II was rated at 63.76 mpg. The Western Subaru was rated at 44.95 mpg. Mankato’s Bradley achieved the highest rating at 81.86.

The other EPA estimates were 61.32 mpg for Mankato’s Fiat, 54.8 for the University of British Columbia Mizer and 42 for Northwest Missouri’s Pinto.

Leaving Detroit for Cleveland and Pittsburgh, the rally moved on to its conclusion in Washington, D.C. The rain
During the evening stop at Mankato State University, Jim Malphrus, senior, Oak Harbor, (left) was greeted by his uncle, Bob Bray of Worthington, Minn., who rode a motorcycle 60 miles to meet the rally on its arrival in Mankato.

At a Pennsylvania Turnpike rest plaza, Viking II came to a brief halt. The lady taking the picture at the left had just heard a radio news story about the car and the rally, and promptly placed her two grandchildren (right) next to the car for a picture-taking session.

which had continued since Minnesota took on a new dimension as the rally encountered the fringe of Hurricane Belle, which was beating its way up the Atlantic seaboard on its way to clobber New York. Strong winds and a drenching downpour welcomed the cars to the nation's capital.

Some 3,200 miles had passed with all rally vehicles having no difficulties. On the evening of December 9, the entire troupe gathered at the Cardinal Center at Catholic University of America to await the final results as the computer center back on the Western campus calculated via phone line the pounds of pollutants being suspended from the ceiling for mile of pollutants being

Parked in front of the Museum of History and Technology, the rally cars were displayed at the Smithsonian Institution for a day following their arrival in Washington, D.C.

Viking II and the Northwest Missouri Bearcat Pinto sit in front of the Museum of History and Technology of the Smithsonian Institution in Washington, D.C., at the conclusion of the rally.

The following day, the six cars were on display outside the Museum of History and Industry of the Smithsonian Institution. At noon the Western team met with Senator Warren G. Magnuson and discussed how the technology demonstrated by the rally could help in solving the nation's energy and air pollution problems.

On the eleventh day, the rally completed, each team began the trip home.

How much would it cost to drive across the United States in a car like Viking II? In driving exactly 3,197.01 miles, the car used 54.09 gallons of regular unleaded gasoline. Assuming a cost of 60 cents per gallon, the whole bill would come to $32.45.

A cross-country trip such as the Sea-to-Sea Econorally demonstrates two things. First, it shows the type of fuel economy that can be achieved with current technology. Second, it demonstrates a form of creativity that flourishes at Western. It's an achievement in which we may all take pardonable pride.
Graduate student wins $3,000 fellowship in VICOED program

Elsi Vassdal, WWSC graduate student in visual communications education (VICOED), has been awarded a $3,000 graduate fellowship by the 3M Company for the 1976-77 academic year.

Vassdal, a 1970 graduate of Sehome High School, earned a bachelor of science degree in VICOED from Western in 1974. She has been employed for the past two years at Gladstone Secondary School in Vancouver, B.C., where she has taught visual communication, art, jewelry construction and drafting.

Her fellowship was awarded through the Technical Association of the Graphic Arts in conjunction with the National Scholarship Trust Fund. These two organizations offer fellowships and scholarships in graphic communications, funded by various companies working in that field. The 3M Company is a major contributor to the program.

Vassdal said she will use her fellowship at Western to develop business applications for a typesetting computer. Her work will be tied to a new computer recently acquired by Western's VICOED program.

When their computer is properly set up and programmed, VICOED wants to join it to the college IBM 360 computer network, she said. “With connection of the two systems, Western could have the most powerful typesetting system north of San Francisco.”

“The printing and graphic arts industry is just breaking into the computerized typesetting field,” Vassdal explained. “Eventually, Western hopes to offer a course on computer applications in the visual-communications industry,” she added.

Vassdal eventually plans to develop learning packages for use by industry, and by high school and college students. The self-teaching text and instruction packages will be designed to demonstrate the latest methods and developments in computerized photo- and typesetting.

Vassdal discovered the strength of Western's VICOED program shortly after taking her teaching position in the Vancouver school system. She said that all of the visual-communications teachers employed by the school system either received their initial training or earned their degrees from WWSC.

Vassdal will be on leave from her teaching job in Vancouver for the 1976-77 school year.

Campus forensics institute draws high schoolers

Tournament competition in debate, extemporaneous speaking, interpretive reading, expository speaking and oratory climax ed the fourth annual high school forensics institute held August 1-20 on the Western campus.

Thirty-six students from Washington and California participated in the event, preparing for the coming year of high school competition. As part of the program, the students argued both sides of the 1976-77 national debate topic, “Resolved: that a comprehensive program of penal reform should be adopted throughout the United States.” This topic will be debated during the year in schools all over the nation.

Upon leaving the campus, the students took with them more than 500 pages of evidence concerning the coming year's debate topic, gleaned from research in Wilson Library. In addition, each student participated in at least 15 practice debates and in ten rounds of competition in individual events.

An institute for high school debate coaches was held concurrently with the students' workshop. It attracted 14 coaches from the western states who participated in an intensive program in advanced argumentation theory and in coaching techniques.

A faculty of 11, including visiting professors, served the visiting students and coaches. Included were Dr. W. Scott Nobles, professor of speech at Macalester College, and Professor Chris Brandmier of the University of San Francisco. Dr. Nobles is immediate past president of the American Forensic Association.

Dr. Larry Richardson of WWSC served as director of the three-week debate program. He noted that this summer's session was the largest in the history of the activity.
Students conduct freeway research

Existence of a freeway next to your front yard may be a nuisance, but it won't affect the value of your property. That's one conclusion drawn by students at Western from a research project conducted in the city of Bellingham.

There are some social problems created by the presence of the freeway, however, and, according to the researchers, there are some things that could be done to help alleviate those problems. The study, entitled "The Social Costs of Urban Freeways," was conducted by George Godley of Philadelphia, Penn., and Mike Cyrus of Camas, two students at Western's Huxley College of Environmental Studies. Faculty adviser for the project was Gilbert Peterson, assistant professor of environmental planning.

The students conducted a property-value study, a noise-level study, an evaluation of vacancy rates and surveys of local residents and realtors. Research was concentrated in the two Bellingham areas near the freeway, in the East North Street and the Meador Avenue neighborhoods. An area around Elizabeth Park, selected to provide a comparison with a neighborhood some distance from Interstate 5, was also studied.

On the average, the survey indicated, residents living farther from the freeway spend three times as much time outside their homes as do adjacent residents. Adjacent residents spend three times as much time away from home as do remote residents.

Considerably more residents remote from the freeway rated their neighborhood as "good" as compared with residents living adjacent to I-5. On the other hand, more homes nearer the freeway were described as generally convenient than were those farther away, probably because they are more handy to shopping centers that are also close to the freeway.

As would be expected, the students said, residents of areas adjacent to the freeway expressed a greater number of negative responses to noise. But very few residents complained of freeway-related air pollution, a response the researchers had also anticipated.

Noise has measurable adverse psychological and social effects, according to the students' survey report. The degree of annoyance due to noise depends upon one's distance from it and the duration and pitch of the noise as well as upon other factors. The most easily measured factor is loudness, or decibel level.

Freeway noise is actually a combination of a number of things, including engine noise, tire noise, exhaust noise, transmission and gear noise and the noise made by the passage of vehicles through the air at high speed. On the decibel (Db) scale, it falls between the sound of a food blender, which registers about 80 Db, and a jet aircraft, at 120 Db.

Noise level decreases sharply as one moves away from the freeway. Within a distance of 400 to 500 feet, residents of single-family dwellings responded similarly to residents of areas remote from the freeway. Sections of the freeway that are recessed below the level of surrounding homes had the effect of reducing noise levels.

This would indicate that landscaping, buffer zones and acoustical architectural design could greatly reduce the impact of noise, the researchers concluded. Comprehensive planning prior to future freeway construction would do much to avoid disruption of the quality of adjacent residential neighborhoods.

Noise-level zoning could also be a topic for future study, the Huxley College project indicated. While proximity of a freeway appears to be detrimental to residential areas, it could increase the value of commercial property as much as threefold, according to responses received from the Whatcom County Assessor's Office and from Bellingham realtors.

Extending light-industrial and commercial zones in strips parallel to the freeway might result in better use of the land, the study indicated.

In making the survey, the college students questioned Bellingham residents on a door-to-door basis at homes selected at random within the prescribed study areas. Questionnaires were left to be filled out and were picked up three days later.

In order to obtain samples of noise-distance relationships 78 sites were measured during periods of peak traffic flow. An evaluation of vacancy rates was undertaken with the aid of information obtained from the Bellingham Post Office and professional opinions were solicited through a questionnaire directed at local realtors. Information obtained from the U.S. Postal Service indicates that there are nearly twice as many vacancies in areas adjacent to the freeway as compared with the city-wide average.

Western students win scholarships

Three students enrolled in Western's College of Business and Economics have been awarded scholarships for the 1976-77 academic year.

Loren W. Eldridge was presented a full tuition-and-fees scholarship by Metcalf, Tebrich and Co., a local accounting firm. Eldridge is a Bellingham resident and is a junior accounting major. While at Western, he has maintained a 3.90 grade point average.

Bellingham First Federal Savings and Loan Association awarded a full tuition-and-fees scholarship to Lanell M. Estrin, a junior accounting major and resident of Bellingham. She expects to graduate in September, 1978, and has a 3.79 grade point average at WWSC.

Debra D. Mitzel, a junior accounting major from Renton, was awarded a scholarship covering full tuition, fees and books for the coming year by the Rotary Club of Bellingham. Mitzel has a perfect 4.00 grade point average.

Rahm memorial fund established

A memorial fund has been established with the WWSC Foundation in memory of Dave Rahm. Called the Dave Rahm Memorial Fund, the purpose is to provide a scholarship to a geology student at Western.

Donations may be sent in care of the Western Washington State College Foundation, Edens Hall 101, WWSC, Bellingham, WA 98225.

Services held for Mrs. Irene McDonald

A memorial service for Mrs. Irene McDonald was held August 6 at St. James Presbyterian Church in Bellingham. Mrs. McDonald, the wife of Vice President for Student Affairs C. W. "Bill" McDonald, died August 2 following a lingering illness.

The family suggested that any memorial contributions be made to Sam Carver Fund, WWSC Foundation.
'68 DAVID BARTREFF was one of ten who attained the highest grade point average during their two-year attendance at Grays Harbor College. He is attending the University of Washington Graduate School of Business.

'69 KAREN R. BUTLER and Arthur DiMarco were married in April in Longview. They are living in Tacoma where she teaches first grade. AL WESTON is associate professor of St. Lukes United Methodist Church in Sheboygan, Wisconsin.

'70 ROGER MILLER teaches high school history and is head baseball coach and assistant basketball coach for the Kent School District. STEVE WILSON is living in Bellingham where he owns a shop that specializes in custom-made furniture and cabinets.

'71 JAN McILRATH and Michael Gradl were married in June in Bellingham. DOUGLAS W. SCOTT, a 1975 graduate of Gonzaga Law School, is in private practice in Belleveu. PATRICIA VANDERLIP and J. Steven Thomas were married in May in Seattle where they are living. KATHY WOOLTSHULME is teaching in the Department of Defense.

'72 MALCOLM BISHOP teaches power mechanics at Mount Vernon High School. JOHN DEMPSTER completed his Ph.D. in experimental psychology at WSU last spring and is currently employed by KBFW radio and by the Public Works Department in Bellingham. His wife, BARBARA BECKMANN-DEMPSTER ('71) received her M.Ed. in 1975 from WSU. JAMES GODFREY is employed at Capital Savings & Loan in Aberdeen. KENNETH FIDLER has joined A.H. Robins Company, a Richmond-based pharmaceutical firm, as a medical service representative.

'73 Pamela Egbers and ALLEN LEE COLLINS were married in June in Mount Vernon. They are living in Bellingham. VICKY Kay Thrall and RONALD SLOSSON were married in July in Olympia. He is a junior high school industrial arts teacher in Tumwater. JAMES R. LARSON received an M.S. degree in chemistry from the University of Vermont.

'74 GREGORY CHASE and Karen Larson were married July 31 in Bellingham. He is a lab assistant at the Intalco Aluminum Corp. JILL Stoney and JAMES M. DAVIS were married in July in Vancouver, Wash., where they are living. He teaches fifth grade.

'75 Judy Corbit and MICHAEL FRANK were married in August in Puyallup. Renie Edwards and LESTER HALL, Jr. were married in April in Enumclaw where they are living. GARETT MARTIN is baseball coach at Skagit Valley College. PHYLIS PERKEY and William Kirk were married in June in Kent. She is employed at Westside Federal Savings and Loan Association in Burien.

Unidentified FLIP AVER, a folk center performer and manager, is the director of The Sunny SW Folks Fest and has recently succeeded Marcelle Steffen and JOHN BAUMON who were married recently in Salem. Their living in Federal Way. MIKE CORRIGAN teaches some science in the Kent High School.

'60 DOUGLAS McGRATH, June 2, 1970.

'61 ROLAND "RON" SIGGS, field representative for Loyal Protective Life Insurance Co. in Spokane, has been honored by the Washington Insurance Council for his service to the community. ALICE JENSEN has retired after 15 years as a counselor at Oak Harbor High School. MIKE SILVEY is athletic director and head football coach at a high school in Kent.

'63 Mr. and Mrs. SANDY FLOE (CHERYL WAHLGREN, '70) are living in Keddie where she is a substitute teacher and he is a zone engineer for the Forest Service.

'65 DENNY LEWIS is the manager and tennis professional at the Bellingham Indoor Racquet Club. DOUG HELGESON is head basketball coach and assistant football coach in the Kent School District.

'66 JEANNE M. HAYES and Thomas Warren were married in June in Seattle where they are living. DANIEL GERDARD is pastor of the Nooksack Valley United Methodist Church.

'67 STEVE RICHARDSON coaches football and wrestling at a junior high school in Kent. DON RIPLEY is head of the social studies department and assistant football coach at a high school in Kent.

IN MEMORIAM

'57 VALERIE SOLIE RADLUFF, July 7.

'60 DOUGLAS McGrath, June 2, 1975.

'57 MARGARET KLEINGEMANN has retired after 39 years of teaching in Washington State.

'51 JOAN CALKINS received her Ph.D. in education from the Claremont Graduate School.

'52 DAVID R. CRAWFORD has been appointed executive director of the Colorado Department of Education, Special Education Services Unit. Mr. and Mrs. CHUCK SMITH (CHARMAINE WING, '51) are living in Fairbanks where she is a teacher and he is superintendent of schools.

'60 JACK Rabourn, general manager of a motel and restaurant in Port Angeles, has been appointed president of the Washington State Hotel-Motel Association.

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'61 ROLAND "RON" SIGGS, field representative for Loyal Protective Life Insurance Co. in Spokane, has been honored by the Washington Insurance Council for his service to the community. ALICE JENSEN has retired after 15 years as a counselor at Oak Harbor High School. MIKE SILVEY is athletic director and head football coach at a high school in Kent.

'63 Mr. and Mrs. SANDY FLOE (CHERYL WAHLGREN, '70) are living in Keddie where she is a substitute teacher and he is a zone engineer for the Forest Service.

'65 DENNY LEWIS is the manager and tennis professional at the Bellingham Indoor Racquet Club. DOUG HELGESON is head basketball coach and assistant football coach in the Kent School District.

'66 JEANNE M. HAYES and Thomas Warren were married in June in Seattle where they are living. DANIEL GERDARD is pastor of the Nooksack Valley United Methodist Church.

'67 STEVE RICHARDSON coaches football and wrestling at a junior high school in Kent. DON RIPLEY is head of the social studies department and assistant football coach at a high school in Kent.