

Jan to June

June 25, 1979

NEXT MEETING

Tuesday, July 3, 1979, Mayfair Golf & Country Club at 12:15 p.m.

COMING EVENTS

1. The 1979 International Gyro District VIII Convention will be held in Grand Forks, B. C. on July 19 through 21. Forward your Registration soonest to:

Adolph Franz, P. O. Box 1690
Grand Forks, B. C. V0H 1H0

2. The Gyrettes will entertain the Gyros and their friends at a Barbecue to be held at Bryce & Floorie VanDusen's Flying V Ranch on Firday, September 7, 1979. Further details will be published in a later issue of the Gyrolog.

SICK & VISITING

Bill Robinson reported that Cyril Cormick was again in the Royal Alexandra Hospital undergoing tests

GYRO GOLF TOURNAMENT, RED DEER, ALBERTA - June 14, 1979

In spite of the highly inclement weather (rain and high winds) some 30 golfers from the Corssroads, Edmonton and Calgary Gyro Clubs took part in the Annual Inter-Club Golf Tournament and Dinner held at the Red Deer Golf and Country Club on Thursday, June 14, 1979. Following is a summary of the prize winners.

Low Gross (84)	Steve Tippett
(84)	Gordon Rennie
Low Net	1. John Filds
	2. Al Lee
High Score (18 holes)	1. Norm Hames
	2. Lionel Beeby
High Score (1st 9)	Don Millar
(2nd 9)	Ethan Compton
Most Pars (1st 9)	Rick Little
(2nd 9)	Howie Sharp
Most Birdies	Ernie Siegel
Most 8's	Ray Kenney
Most 7's	Stan Murray
	Harvey Mills

Most Putts
Most Putts - One Hole
Hidden Hole (1st 9)
Hidden Hole (2nd 9)

Harry Little
Gordon Hess
Chuck Jenion
Bill Warrack

The J. Vair Anderson Trophy was won by the Edmonton Gyro Club

Special thanks are due to the following:

Gordon Rennie who acted as Tournament Chairman

Vern Sadd and his Committee who recorded the scores and computed the handicaps with speed and dispatch, using the revised Callaway System.

Mort Morter and Jim Little who donated prizes.

In all it was a great fun day with friendship and good fellowship the prevailing theme.

CROSSROADS GOLF TOURNAMENT, RIVERSIDE GOLF CLUB - June 25, 1979

Some 20 odd golfers took part in the Mixed Golf Field Day held at the Riverside Golf Club on Monday, June 25, 1979 under the Chairmanship of Rick Little. The 1979 Champion proved to be Jim Little who ran away and hid on the field with a sparkling 78.

Some 40 attended the dinner and presentation of prizes held in the evening at the Regency Motor Hotel. Jim was presented with the Trophy, a Replica and a Blue Jacket. As the Green Jacket is symbolic of the Masters' Tournament so the Blue Jacket is symbolic of the Crossroads Tournament.

It was another fun day.

ON TOUR

Nelles and Gladys Buchanan were reported enjoying themselves on a tour through the Maritimes.

THIS WEEK

This week's meeting was featured by a talk illustrated with slides given by Mr. John Schnablegger, Traffic Systems Engineer for the City of Edmonton, on Status Report on Transportation Management in Edmonton. Introduced by Bill Robinson, the speaker stated that in 1972 the City came to grips with the problem of transportation by planning for a good system of arterial roadways plus an efficient transit system. The object was to keep traffic congestion to a minimum. With this in mind, he said, the various City Departments, - Traffic, Transit, Police, Fire, Power and Telephone etc., cooperated in the planning. The core of the system is a computerized traffic surveillance and control concept. Mr. Schnablegger explained that to accommodate the Railways, the Transit System, and the L. R. T. certain restraints have to be built in.

When questioned on the use of traffic circles he said that to reduce the high accident rate in these areas, control lights would be tried on the circles, an idea adopted from European practice.

Other suggestions he made to move traffic at a faster rate were, more left-hand turn restrictions on major arteries, an expansion of the number of one-way streets, and tow trucks to be available at accident prone places. Winter conditions which increased the traffic capacity loss could be remedied only by quick dispatching of sanding crews and tow trucks.

There has been a certain measure of success in increasing the traffic capacity of the city and within the next five years, concluded the speaker, it is hoped to have established a policy that will be near the ultimate in successful movement of traffic.

Garnet Nelson thanked Mr. Schnablegger for a vividly informative talk.

And with the present Gasoline shortage in the United States, traffic tie-ups become more serious than ever. At a line-up for gasoline at a Los Angeles service station last week a boorish lout cut in ahead of several other cars waiting in line. He thought he was safe from the fury of the enraged waiting drivers behind because his windows were rolled up and his doors were locked. However, he didn't get off quite so easy. The driver immediately behind had a locking gas cap while the line jumper had an ordinary gas cap. Striking a blow for justice, the victimized driver traded caps, locked the rude driver's tank and drove off.

And may all your traffic lights be green.

Gyjim