

From the alleys to the greens

Bowlers stay in shape for summer season

STOUFFVILLE - They don't "burn up" the alleys with speed and "blows" are frequent, but competition is still keen when Stouffville's bowling veterans gather every Friday afternoon all winter long, for a couple of hours of good fun and fellowship.

Race winner

STOUFFVILLE - Leading eight other entries, Al Christie's entry of Alaskan Malamutes, scored another victory in the 3-mile dog-sled race, at Centennial Park, Etobicoke.

The team flashed over the hard, fast course in a time of 5 minutes, 22 seconds. This weekend, they head for Barrie to take part in the Winter Carnival there.

In another class at Etobicoke, Fred Law of Markham won the weight-pulling derby with his single entry "Chimo". The load was 650 pounds.

Portions of the event will be shown by the C.B.C. on Channel 6, Feb. 19 at 7.30 p.m.

Carruthers, Wilbur Cloughton, Charlie Feasby, Ray Fleury, Wil Greenbury, Daws Hare, Dick Hinde, Del Jennings, Albert King, Cliff Lemon, Bert Lickorish, Frank Mason, Maurice Pike, Walt Pipher, Bill Porter, Alex Ratcliff, Les Rowe, Herb Simpson, Henry Slack, Howard St. John, Fred Timbers, John Underwood, Jake Baker, Ken MacIride, Norm MacIride, Claude Kerr, Harold Rutherford, George Williams, Jim Cowan and Tolar Boake.

Herb Simpson is one of the most consistent bowlers in the league. For example, Friday, he counted single game scores of 289, 230 and 230. Charlie Feasby came up with a 225 and Albert King, a 209.

But high singles and triples are secondary. Good fellowship comes first, filling in the time until the grass turns green again.



Bert Lickorish, Main Street West, is a member of the 'senior' men's league that performs every Friday afternoon at the Stouffville Bowling Centre. —Jas. Thomas.

Pastor Ewart Orr Church programs for all ages

STOUFFVILLE - Pastor Ewart Orr, minister at Stouffville Baptist Church just over a year, is a man of enduring optimism. Mr. Orr has a special interest in youth work. Before going into the church, he was a high school teacher and a social worker for Children's Aid. Since coming to town, he has initiated a number of programs aimed at young people.

"Teenagers are the most difficult to reach", Mr. Orr said. "There's been a general revolt against the church - and some of it is the church's own fault".

One of his most successful ventures has been the Sea Rovers, open to children from preschool age to 11. Others, aimed at older children, include a Youth Club. Special functions, such as sleigh rides and pizza parties, are arranged for teenagers.

In some ways, admits Mr. Orr, it has been an uphill struggle. He blames a "fashionable cynicism" for slowing response, as well as other events which compete for young peoples' interest. Sports, he said, occupy the time of many youngsters and Toronto exercises an attraction for others. Nevertheless, Ewart

Orr feels there is a definite need for programs and services directed to the young. He uses movies to put across a message, arranges social events, panel discussions, and other devices to bridge the "generation gap". The message, however, retains its primary importance:



Ewart Orr

"The main thing is to present Christ to these young people", Mr. Orr said, "to show them a new way of life".

A "Youtherama" last fall drew about 200 participants and Mr. Orr plans to continue such presentations on a once-per-month basis. He is also building up a "youth library", to contain books and pamphlets on such subjects as "Love, Dating, and Marriage".

The pastor's wife, is an enthusiastic participant in the youth work. She, too, worked for Children's Aid at one time; their house has been opened to the Youth Club on various occasions.

Ewart Orr realizes that changes have to

come gradually and he expresses optimism for the future. One of the greatest needs at present is for youth leaders, older people willing to work with the young.

One thing is sure, Ewart and Audrey Orr are determined people. You can't help feeling that anyone willing to take so much time and go to so much trouble, deserves success.

Area farmer 10 years

VIC. SQUARE - James Boyd, a resident of this area for 10 years, passed away Feb. 2.

Mr. Boyd, who operated a farm on 18th Avenue, is survived by his wife, Ethel, and a son, Jim, also his mother, Mrs. Florence Boyd.

There are three brothers, Milton, Donald and Robert and five sisters - Edith and Dorothy (Mrs. Adams), both of Victoria Square; Florence (Mrs. Shirley White) of Markham; Margaret (Mrs. Morley Carter) and Mary (Mrs. Jack Walmsley), both of

Toronto. Service was conducted from the Ogdan Funeral Home, Agincourt, Feb. 5, with Rev. Martin Jenkinson officiating. Pallbearers were all nephews, with interment, Highland Memory Gardens.

Maiden trip - The Stouffville Lions new bus embarked on its 'maiden trip' to Bobcaygeon, Saturday, taking the Midget hockey team to a tournament there. Driver Ollie Pellett covered the distance in two hours.

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Road subsidies slashed

STOUFFVILLE - Heavy cuts in road subsidies caused some concern at Council, Jan. 25.

Information was received from the Department of Transportation that subsidies for construction during 1972

would be \$25,000, while \$76,000 would be allowed for maintenance work. Mayor Ken Laushway pointed out that this represented quite a drop from last year's figures, which were approximately \$50,000 and \$90,000.

"These seem to be general cuts, all over the province", observed Councillor Gordon Ratcliff. He suggested Council visit the Department to discuss this matter. Mayor Laushway explained the amount of the cuts is not proportionate to the amount of road taken

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Exclusive healing substance proven to shrink hemorrhoids and repair damaged tissue.

A renowned research institute has found a unique healing substance with the ability to shrink hemorrhoids painlessly. It relieves itching and discomfort in minutes and speeds up healing of the injured, inflamed tissue.

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PEUGEOT 504

THE PEUGEOT 504 is an engineering masterpiece. It is also a very luxurious four-door family sedan with ride and handling qualities in the Mercedes-Benz class. It is powered by a 110-cubic-inch four-cylinder engine, and most Americans would characterize it as underpowered. Its acceleration is comparable with Detroit's six-cylinder intermediates. The incredible part is that the Peugeot four is silent and vibration free as the best of the sixes made in this country.

It is a hemi-head design, laid on its side 30 degrees from horizontal, to give a low hood line. Standard transmission, is a manual 4-speed floor-shift, and the renowned German built ZF three-speed automatic is optional.

Common with European practice, even for cars of this large size, the 504 has a unit-construction body. It is quite heavy, but of strongbox quality.

An all steel sliding sunroof with drainage channels built into the roof structure is standard. The four doors open wide, giving easy access to the two front bucket seats and a three-seat bench in the rear. The upholstery is air-liner type vinyl. Front seats are fully adjustable and have so much forward travel that the seat backs can be laid down flush with the rear seat cushion, forming a twin bed. The seat backs can be set at any angle, and the seats have ample fore and aft travel. When the seat is uncoupled, the head restraints can be recessed into the seat back.

The entire passenger compartment is effectively sealed off against the outside world, and the car will cruise in uncanny silence at 85 miles per hour. All power train and suspension parts have been thoroughly insulated from the body shell. Steel-belted radial-ply Michelin X-AS tires are standard. There is no low-speed harshness from these tires because the entire suspension system has been turned to eliminate any such harshness.

With the engine in front and with rear wheel drive, special vibration problems crop up, but Peugeot

has found an elegant solution. The entire propeller shaft, running from the rear end of the transmission extension to the front of the final drive unit nosepiece, is encased in a steel tunnel, rigidly attached at each end. It is practically a sealed drive line.

This would not have been possible with a conventional rear axle. Peugeot went to independent rear suspension for a number of reasons, including better ride and handling, superior traction, reduced tire wear, and increased trunk space. The independent rear suspension design made the drive line tunnel possible.

The 504 has all-coil suspension, rather soft, but with very firm damping. Large shock absorbers keep the spring from going into cyclic deflections, and, although a bump can be felt, its effects are practically over as soon as the wheel returns to smooth surface.

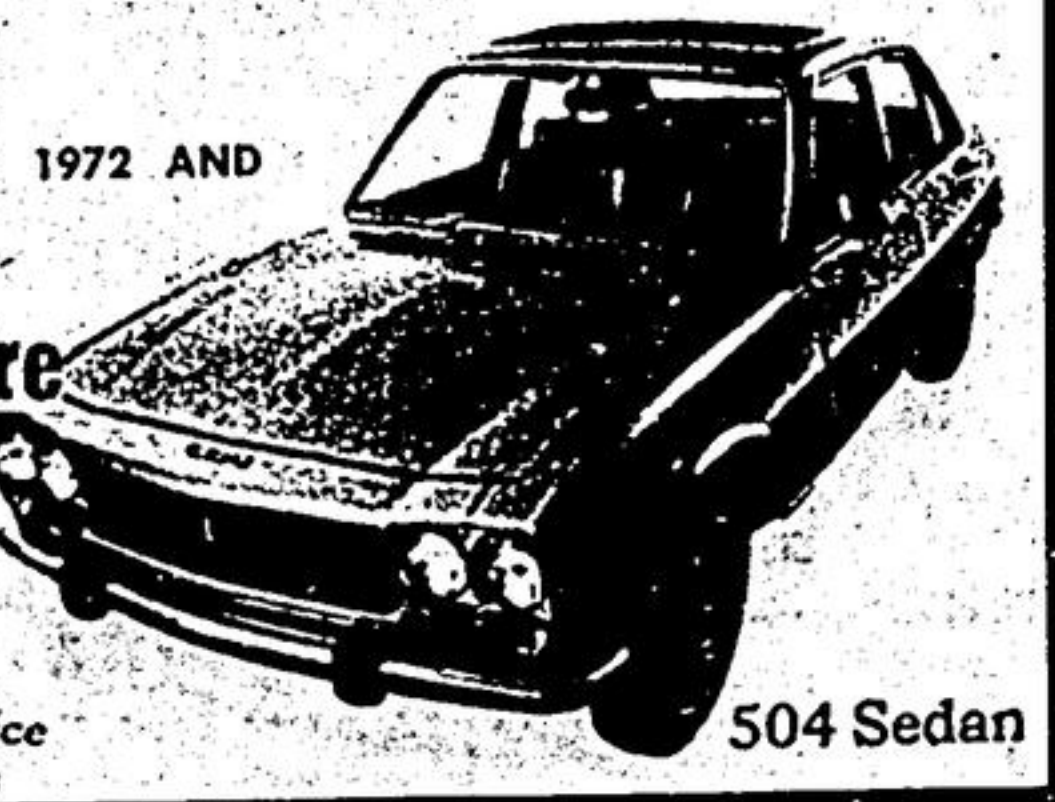
Brakes on the Peugeot are four-wheel discs with power assist as standard. The system is designed for maximum balance under all loads, and has been extensively tested on Peugeot's own proving grounds. Steering is of the rack and pinion type, which gives very fine road feel without transmitting road shock to the steering wheel. For American drivers used to intermediates with power steering, the Peugeot steering will seem both heavy and slow.

During 1971, only four-door 504 sedans were sold in the U.S., but in 1972 a station wagon will be added. It has a longer body with extremely spacious cargo area, and reinforced rear suspension.

A diesel engine will be offered as an option next year, too. Peugeot diesels are highly popular for taxicab use in Europe, and Peugeot makes some of the most advanced highest-speed diesels in the world.

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