

400-Pound Bengal Tiger To Highlight Boat Show

A 400-pound Bengal wrestling tiger, complete with owner Gene Holter, will be a star attraction at this week's Winnipeg Boat and Recreational Vehicle Show.

Genghis, a seven-year-old tiger, is one of 1,200 wild animals trained for movies and television by Mr. Holter at his Movieland Animals Ranch near Hollywood. He keeps 60 ostriches, 16 camels, 84 jungle cats, 50 elephants and two hippos.

No stranger to fame, Genghis starred in the recent Put a Tiger in Your Tank TV commercials, is a regular guest on the U.S. children's series Jumbo and has appeared on the Ed Sullivan Show and It Takes a Thief.

The tiger was raised since birth by Mr. Holter as a family pet. It loves to wrestle.

"She's a clean wrestler and has beaten the best, including professional wrestlers," Mr. Holter says.

Genghis will be on hand to wrestle all comers from April 19 to 23.

The show is being held at The Highlander, 1871 Ellice Avenue.

Her first challenger will be Don Slade, CKRC's morning man, who is al-



Genghis, the wrestling tiger, and friend

ready in training for the opening night match. Although many agree that the wrestling tourney will

be Slade's greatest challenge, he boasts that he will have the cat eating out of his hand in seconds.

LOOK BEFORE LEAPING

A Used Boat May Fill Gap

At this time of year, many handymen are thinking about building their own boats. Some want to get a "different" boat, or one that has been adapted to special purposes. Some hope to get a larger craft than they could otherwise afford. Others do it as an absorbing hobby and for the sense of accomplishment.

Whatever your reason for wanting to build, say boating experts, you should realize that building a boat can be quite a task. Don't rush into it without thinking it over. You need good tools and a comfortable work place. A good level of manual skill and a knack for understanding mechanical drawings are necessary for more ambitious projects.

If your objective is to save money, look before you leap. Modern boat production makes use of elaborate machinery and material is purchased by the carload. If you build a boat, you'll pay retail prices for wood, hardware and paint and it can add up. A small pram can contain \$75 worth of material bought at retail. You can buy an aluminum john boat for about the same price.

Before deciding to build, shop the used boat market. You might find a suitable used craft that needs repair or reconditioning, which you can buy and fix up with less expenditure of time, sweat and money. Its resale value could be higher too.

Some plans contain bills of material, some don't. The designers involved feel that a firm listing of needed wood is misleading since there is bound to be some rejection due to defects and breakage of parts that have to be bent. If your plans do list materials, visit lumber

and hardware outlets to get prices and an idea of what the boat might cost. Allow for breakage, reworking and incidentals when figuring out the total.

Plans for many kinds of well-designed boats are readily available from various boating and home workshop magazines. Write and ask the price of their list or catalogue of boat plans and boatbuilding books. Look for ads by firms that sell plans.

Kit boats are not nearly as common as they were. Kits enjoyed a spurt of popularity some years ago when the boating boom began and there were not as many boat dealers. Today mass-produced boats are so widely available and on time payment plans that the market for kits has dwindled. If you can't find a kit, plan on spending considerable time hunting around for the needed kinds of wood and other materials. Today, fixing up a used boat is often the quickest and surest way to get a good boat on a limited budget.

Door-To-Door Drive May 2

A residential blitz for the Salvation Army Red Shield Appeal will be held May 2 in the Winnipeg area.

Objective for the 1972 fund raising campaign is \$250,000.

The door-to-door campaign will continue from 6 p.m. to 9 p.m. May 2.

The money raised will be used to support Salvation Army services, including the Bethany Home for unmarried mothers, Harbor Light Centre for alcoholics, Men's Hostel and suicide prevention work.

Vehicle Inspection Debated

TORONTO (CP) — Under an Ontario law passed in 1968, a dealer selling a used motor vehicle must produce a mechanical fitness certificate before offering it for sale. And the buyer must produce a similar certificate, signed by a dealer or mechanic, before he can register the change of ownership.

Legislation was passed at the same time providing for inspection of all commercial vehicles, uninsured vehicles and those involved in accidents causing damage of \$200 or more. But these additional regulations were never put into force.

Critics of the inspection law urge a mandatory annual inspection of every vehicle on the road. But Herbert Aiken, director of the transport and communication department's vehicle branch, says the project "may be just too costly for the benefits received."

Mr. Aiken says there were about 175 convictions of dealers and 200 convictions of mechanics last year for issuing false fitness certificates.

David Prouse, secretary of the motor vehicle safety committee of the Canada Safety Council, cites figures showing a decline in the accident rate in the Maritime provinces, where compulsory tests have been in effect for three years.

Mr. Prouse, who is also executive director of the Garage Operators Association of Ontario, says the inspections should be carried out by government-run stations, not garage mechanics or dealers.

"We are appalled that a man who may have virtually no technical knowledge of an automobile can certify it as mechanically fit," he says.

Critics argue that glaring conflicts of interest are built into the present system of issuing certificates. A dealer is given the opportunity to palm off an unsafe car while a garage mechanic can dictate unnecessary repairs to a vehicle before pronouncing it safe.

Mr. Aiken says few dealers would subject themselves to the risk of being sued by customers by issuing fraudulent certificates. And his department has

not had "too many complaints" about mechanics doing unnecessary repair work or overcharging for inspections.

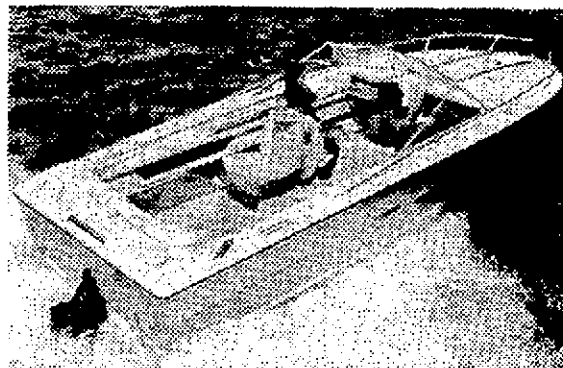
He defends the present legislation by noting that Ontario's

1970 rate of 4.7 collisions per million miles travelled compares with a national average of 6.5. In the same year there were 5.1 road fatalities per 100 million miles while the national average was 6.4.

The Ontario inspection, he says, is "extremely comprehensive," requiring an hour or more while some annual inspections take only two minutes.

Police also "invite" drivers of suspect vehicles to take inspections lasting five or 10 minutes in the department's own testing lanes. If a vehicle fails the test, its plates are removed until it is brought up to standard.

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Wind Sickness Fought

TEL-AVIV (AP) — From the deserts of the Middle East and the mountains of Europe comes a hot, parching wind that jangles the nerves and makes some heads feel as though they are stuffed with crumpled handkerchiefs.

The effects—depression, headaches, breathing troubles and flaring tempers—are felt from Jerusalem to the ski grounds of the Swiss Alps and the beaches of the Riviera.

Israeli doctors now are finding cures for the maladies of the wind.

Pioneering research at the Hebrew University of Jerusalem has turned up drugs, tablets and an instrument to help relieve sufferers from the stifling squalls, a university announcement said.

In Israel, the wind is called the sharav. In Arab countries it's the hamsin. In Switzerland, Austria and South Germany they call it the foehn, and in France it is named the mistral. It is similar to the Santa Ana of Southern California and the Arizona desert wind.

The effects of the wind have been well known for centuries.

In some countries a criminal can get a lighter sentence by pleading that the crime was committed in a flare of frustration while the wind was blowing.

"Virtually one-half the adult population of Jerusalem experiences undesirable reactions to the sharav," said a university announcement. "The study of its adverse effects and the testing of drugs to fight them is viewed with the utmost importance," said a report on the wind research.

Researchers headed by Prof. F. G. Sulman, aided by a grant from the U.S. Public Health Service, have studied the urine

EXPORT PHONES

LETHBRIDGE, Alta. (CP) — Black desk-type phones are being manufactured here for export to the Dominican Republic. GTE Automatic Electronics Canada Ltd. made 10,000 phone units in 1971 for export to the Dominican Republic and 12,000 units have been ordered for delivery in 1972. GTE also makes phones used in the Philippines, West Africa, the United States, Great Britain and Canada.

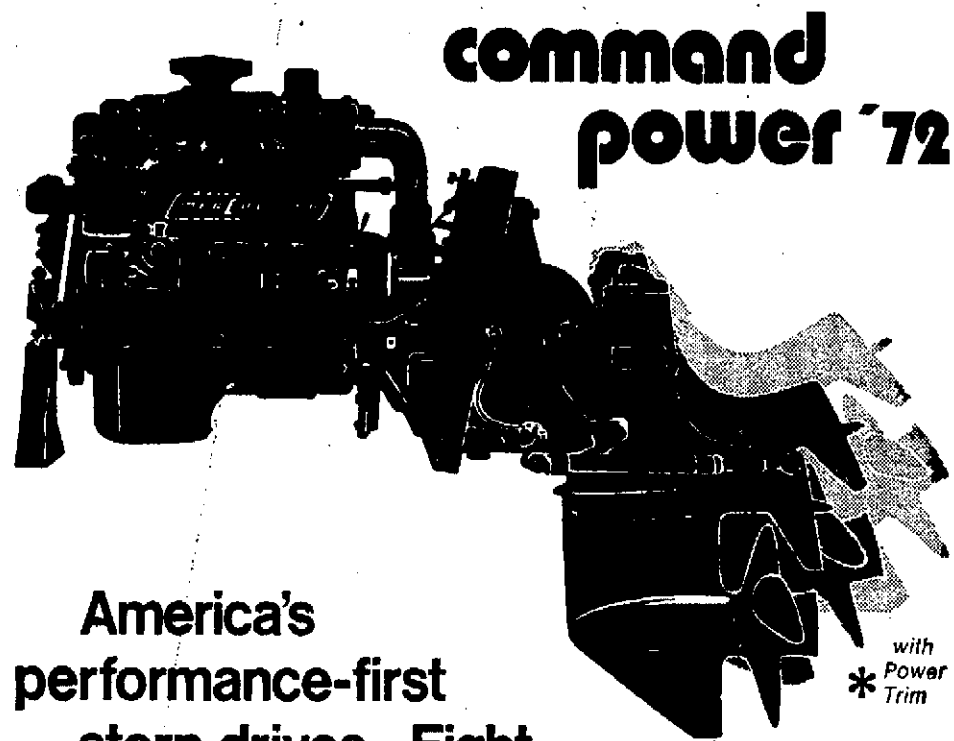
of more than 400 sharav-sufferers from Jerusalem and desert dwellers.

Tension, irritability, headaches and vomiting from the wind can be caused by an excess of positive ions—which are electrified atoms—in a hot, dry atmosphere, producing increased amounts of serotonin in the blood, they found.

Serotonin is a chemical vital to normal brain function, in proper amounts. Anti-serotonin tablets help the victims, Sulman discovered: The university also has produced an iontron device that exudes negative electricity and cuts down the positive ion count in the air.

Fatigue, apathy and faintness from the wind come from insufficient adrenalin, the university said. Patients treated with small amounts of monoamine oxidase to improve the body's use of adrenalin have been cured of the symptoms.

Other wind-sufferers showed increased amounts of histamine in urine samples, related to the thyroid gland, said the university report. Suitable thyroid-depressing drugs increased tolerance of the sharav.



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