

CALENDAR

MAY 1976

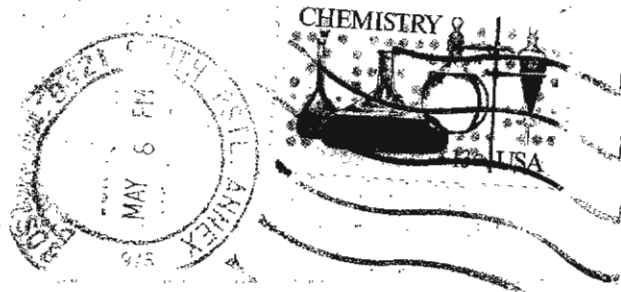
SUNDAY, MAY 9, 10:00 AM - Something for everyone - rides of 55 or 37 or 30 miles through Chelmsford, Tyngsborough, Dunstable, Groton, Westford, Ayer, etc. The ride leader will furnish maps. This route is laid out on back roads, and was included in the series of bike routes published by the Massachusetts Department of Natural Resources several years ago. Starting point is the Purity Supreme parking lot on Rt 4 just south of Chelmsford Center. Pace will be moderate. Leader: Don Blake, 275-7878

MAY 16, 11:00 AM - 29 miles. Danvers Plaza to Benson's Ice Cream Stand and return, by a mostly different route. Plaza is on Rt 1, 5 miles north of Rt 128. Benson's is on Rt 133 in West Boxford. Be ready to start from Danvers Plaza at 11:00 a. m. No arrows on road surface, so riders should stay pretty much together, or find own way to Benson's. Pace will not be fast, but see no reason to make any rest stop between Plaza and Benson's, about 14½ miles. Any further information, telephone 324-3477. Leader: Howard Moore.

MAY 15-16 - LAKE WINNIPESAUKEE RALLY - Fifth annual LWR sponsored by the Granite State Wheelmen with rides from 15 to 62 hilly miles and a cruise on Lake Winnepesaukee. The rally will be headquartered at the Margate Resort in Laconia with a Saturday night social planned for all rally participants.

WHEELPEOPLE

The Charles River Wheelmen
2210 Massachusetts Avenue
Cambridge, MA 02140



10/76

JOHN J SPRINGFIELD
16 RANSOM RD. APT 15
BRIGHTON, MA. 02130

NEWS, ARTICLES, CLASSIFIED ADS... Please send typed copy by the 10th of the preceding month to the editor, Richard Mazeikus, 55 Newman Road, Malden 02148.

CLASSIFIED ADS... Free to members, 25¢ per word to dealers and non-members.

Healthful Fellowship Through Bicycling

Registration fee is \$2.00 per person (Rally patch and Lake cruise are extra) and registrations and/or requests for more information, with a stamped envelope, should be sent to: GSW c/o David Topham, 11 Winter St., Salem, NH 03079.

SUNDAY, MAY 23, 9:00 AM - Take a spin with us today through some beautiful North Shore towns and villages. Our starting point will be the parking lot of Coleman's Sporting Goods, Rts 135 and 128 in Danvers. Our route will take us through Topsfield, Groveland, Ipswich, Wenham, Hamilton and Newbury for a distance of about 60 miles. Leader: John Likins, 532-2994

SATURDAY, MAY 29, 9:30 AM - A YH sponsored bicycle orienteering starting from the Duck Feeding Area at Norumbega, Auburndale, Rts 128 and 30. Orienteering is similar to a sports car rally in that the cyclist obtains maps and clue sheets and attempts to navigate a course precisely to obtain points. Maps will be furnished to participants. Bring a lunch, a pencil, two safety pins and your bicycle. Leader: Ned Komar, 332-5509.

SUNDAY, MAY 30, 10:00 AM - Meet at the Dover Common for a show and go ride for those not going out to GEAR. The destination, pace and distance will be determined by those showing up for the ride.

SATURDAY - MONDAY, MAY 29-31: Great Eastern Rally (GEAR) sponsored this year by the Onandaga Cycling Club of Syracuse, New York. Forty different rides from 5 to 200 miles in the scenic area around Syracuse. Famous historic bicycle films, not often seen, will be shown in the evenings. Economy plans, including

MEMBERSHIP APPLICATION. Membership in the Charles River Wheelmen also includes membership in the national cyclist organization, League of American Wheelmen, and includes subscription to the monthly newsletters of both clubs.

Name _____

Address _____

City _____ Zip _____

Telephone _____

Single Membership \$15.00

Household Membership \$19.00

Any special bicycling interest? _____

Charles River Wheelmen decal - sheet of three - \$1.00

meals, lodging and registration, are available, ranging in price from \$32.00 to \$44.00 for the weekend, or you may arrange your own motel lodging. Registration Francis Bradford, c/o Konski Engineers, 113 E. Onandaga Street, Syracuse, New York 13202. Include a stamped, self-addressed envelope.

SUNDAY, JUNE 6, 10:00 AM - Paul MacDonald promises a new route of approximately 40 miles in the Plymouth-Manomet area. The ride will begin at the Stop & Shop parking lot at the Kingston-Plymouth line on Rt 3A, and will cover little-used roads in the Plymouth area and along the shore at Manomet. The ride will include a stop at the Pilgrim Nuclear Generating Station.

SUNDAY, JUNE 6, DIABETES BIKE-A-THON - By the time you read this bulletin, the ride for the retarded citizens will have taken place and I hope many of you participated in this fifth MARC ride. For those of you who missed it (and for those who did not) there is another Bike-A-Thon taking place on Sunday, June 6th for the American Diabetes Association, New England Affiliate, 377 Elliot Street, Newton, MA. Below is a list of ride locations and distances. You can ride as many loops as you want to get maximum distance. If you are interested in a particular ride, call the contact person of the association for ride details, at 965-2323. The cause is a worthwhile one - diabetes is the leading cause of blindness and is a significant contributing factor in heart and circulatory disease. Any money raised by this event will go towards research and education to ease the burden of this disease and to hopefully effect a cure.

In addition, there are many prizes being offered for most money raised and for most sponsors. And you may even get a chance to meet TV 4 News anchor-man, Tony Pepper, who is New England Chairman of the Bike-A-Thon. Imagine that!

For those of you who may be unfamiliar with the workings of a Bike-A-Thon, as participants you prepare for the event by signing up as many sponsors as you can each of whom pledges a contribution for every mile you ride. As you proceed around the loop you choose, on the eventful day, checkers will validate your distance at checkpoints along the route. After the ride you have this proof of your accomplishment to display to your sponsors so that you may collect your pledges from them. Turn in all funds to the ADA and, unless you're a winner, that's it. Good Luck!

<u>Bike-A-Thon Routes</u>	<u>Contact Person</u>	<u>Total of of Miles</u>
Acton	Orlando Vanana 263-0293	9.1
Arlington	Diane Mayr 646-0932	6.5
Athol	Am. Diabetes Assoc 965-2323	-
Boston-Cambridge	Pattie Collins 666-5396	8.0
Bedford-Lexington	Don Blake 275-7878	.9 & 16.5
Brockton	Am. Diabetes Assoc 965-2323	20.5
Dedham	Robert Mitchells 329-1059	10.9
Framingham-Natick	George Ames 653-7066/244-4500	10.5
Gloucester	Eliot Margolis 283-3603	9.6
Foxboro	Am Diabetes Assoc 965-2323	-

<u>Bike-A-Thon Routes</u>	<u>Contact Person</u>	<u>Total of of Miles</u>
Hingham-Cohasset	Gregory Boardman 383-0904	-
Holyoke	Ann Marie Haag 538-8931	12.0
Hull	Arthur Howard 925-3016	8.4
Lowell	Joe Barbargallo 459-4315	11.1
Marblehead-Swampscott and Salem	Dr. Blanchard 599-3780	19.4
New Bedford	Ann Ribeiro 995-3876	9.7
Newton-Waltham-		
Watertown-Belmont	Paul Bartel 862-8425	12.2
Norwood	Paul Donahue 762-0450	5.0
Pittsfield	Michael Kussman 499-2733	-
Peabody-Danvers and Beverly	Michael Valliere 745-2461	18.0
Revere	Jack Miller 396-0117	-
Taunton	Jackie Lindberg 285-4221	9.0
Tewksbury	Bob Nickerson 851-5663	5.2
Wakefield	The Starr Family 245-8763	3.3
Wellesley	Am Diabetes Assoc 965-2323	5.9&10.0
Winchester	Jo Vacca 729-5052	5.4
Worcester	Robt. or Virginia Ross 842-2781	11.2
Weston	Phyllis Molenkamp 891-4980	3.7
Wilmington	Am Diabetes Assoc 965-2323	-
So. Yarmouth	Mark Winship 394-8941	12.1

SUNDAY, JUNE 13 - A sensational Bicycle Event along the Massachusetts - New Hampshire - Maine coastlines. This unusual and very scenic all-day event will originate at the Rye Harbor Motel, 2000 Ocean Blvd., Rt 1-A, in Rye, New Hampshire. For those who wish to do a full century the route as developed by the Granite State Wheelmen will provide all of the satisfaction that a century yields. On the other hand, if you, the rider, wish to do 25 miles, 50 miles or whatever, the choice is yours. For application blanks and advance reservations, send a self-addressed envelope to Ralph W. Galen, 2210 Mass. Ave., Cambridge 02140. As this is a Fun(d) raising event for the CRW, the entrance fee will be \$2.50 per person and \$5.00 per family.

SUNDAY, JUNE 20 - Dr. Percy Anderson Memorial Father's Day Ride out to the Wayside Inn in Sudbury.

JUNE 25-27 - TOSRV-EAST '76 - BICYCLE TOUR: Celebrate Bicentennial Year by attending the fifth annual Tour of Scenic Rural Vermont. This not-to-be forgotten ride starts at Rawsonville, Vermont, which is just south of So. Londonderry, and winds north on Rt 100 beside the Black Rivers and on through the Green Mountain National Forest. It passes several renowned skiing centers, Calvin Coolidge's home town, Plymouth, and photographers will love Moss Glenn Falls or the view from the challenging Terrible Mountain. Cool off by wading a bubbling mountain brook, and snack on delicious Vermont cheese.

This trip is for the experienced cyclist only - a total of 212 hilly miles will

be covered in two days. At the end of the first day's ride will be a bountiful buffet and a comfortable overnight in Waterbury Center.

Send a self-addressed stamped envelope (don't forget to include your phone number) for making a reservation or requesting information. Cost of the weekend is still only \$17 and includes rustic Friday night accommodations, Saturday evening buffet and overnight, and a country breakfast on Sunday. Your cancelled check is your receipt. Detailed information will be mailed two weeks prior to the trip. There will be an additional \$1 linen charge (payable at the hostel) if you don't bring your own sheet sleeping sack. Reservations close May 15. No refunds after June 1. Space limited to 80.

Make check payable to: TOSRV-EAST and mail to: Dot Rostron, 737 School St., Lowell, MA 01857. Phone 617-452-3225.

TOUR OF BRITAIN

A New England L. A. W. Region event - July 11 to 25th. The New England Region of the L. A. W. will again lead a tour of Britain. This tour will be an extension of the L. A. W. National Convention of Bicyclists in Carlisle, Pa. leaving Kennedy International Airport. The tour will be a charter flight which includes bed and breakfast as well as a sumptuous farewell dinner. Visit the home of Shakespeare, the city of Cambridge, Windsor Castle and much more for less than \$600 per person. Fill out the coupon immediately if interested and mail to tour leader Ralph W. Galen, 2210 Massachusetts Avenue, Cambridge, MA 02140. Limited to the first 25 persons who enroll.

Dear Ralph:

I am interested in the New England L. A. W. Tour of Britain and would like more information on the Tour. Enclosed is a self-addressed, stamped envelope for your convenience.

Name _____

Address _____

Telephone: _____
home work

The results of the balloting for our recent election for three positions on our Board of Directors are in. A total of 20 ballots were cast and the following members captured the three year positions:

Debra Glassman, John Springfield, Dick Talbot.

Congratulations, and welcome aboard.

PRESIDENT'S CORNER...

This month I have the unfortunate task of reporting on the death from heart attack of one of our staunchest supporters and an exceptional cyclist, Henry Soron. Many of us have been fortunate to have known Henry as a friend, cycling companion or as an avid experimenter, always looking for a better, more efficient or more comfortable way to use our bicycles. Seeing Henry tackle Belmont Hill on a Raleigh Pro in a fixed 95" gear or listening to his experiences with winter cycling inspired many of us to attempt, and succeed at, a little more than we thought we could. Indeed, it was Henry who eventually convinced me that winter cycling was feasible in our New England weather.

As a tribute to Henry Soron we are reprinting, in this issue of WHEEL-PEOPLE, an article he wrote several years ago which chronicles his experiences after his first heart attack. We hope you will enjoy it. Rest in peace, Henry.

Dick Talbot's series, "The Long Distance Day Trip" will not appear this month so we may include a reprint of Henry Soron's "Cycling and Your Health." Dick's section on Gearing will appear next month.

RAMBLIN' with Henry I. Soron

Cycling and Your Health

Cycling with the bike club is a pleasant way to spend a Sunday among people with similar interests. This alone is justification for the weekly cycling jaunts. If the purpose of the once-a-week ride is for keeping fit, and if this is all the exercise you get, then you are wasting your time. Once-a-week exercise is no more healthful than watching TV once a week. An exercise that will keep the body in fit condition must be done a minimum of once in two days and preferably every day with perhaps one day off a week. What is fit condition? My reply is vague. It is a condition which will help the body to withstand the stresses of life - most important for persons above the mid-thirties whose risk of heart attacks becomes increasingly important. Even those in their twenties who know or suspect they have a high probability of heart attacks had better begin an exercise program and arrange their schedules so that it becomes a lifelong habit. How does one know about a high probability? The most likely candidate for a heart attack is someone who has picked the wrong ancestors. As with some other medical problems, brothers, sisters, parents, uncles, or aunts - if several of these have had attacks, then this person is a prime candidate. Others may not know their ancestral background for various reasons. Smoking, overweight, high blood pressure and high cholesterol, - each one of these individually does not increase the probability very much, but in combination the probability becomes important. Of more interest to smokers is that male heavy smokers (more than a pack a day) between the ages of about 45 to 54 are rather likely candidates for stroke.

To keep minimally fit, get yourself on a bicycle and cycle 5 miles as fast as possible, really pushing, six days a week. Smoking is out, not just because of the heart attack factor. It cuts your wind. This should take about 17 minutes, give or take a couple. Before dinner is an excellent time for this, but there may

be traffic problems. Traffic is never a problem in the early morning. Of course, you really don't have to cycle, I just feel it is more fun especially on a ten-speed machine. They are more responsive than other bikes.

Walking is a fine exercise but requires more time. You should go two and one-half miles daily and it should take about twice as long as bicycling that five miles. That's a real fast walk, walking as though you are likely to miss a train if you don't hustle. Window shopping and stopping to chat are out. This is no stroll.

Jogging? At the pace I see most joggers going, one and one-half miles in about 15 or 16 minutes. Not much saving in time over the cyclist. This finished off with a stroll to cool off. The cyclist and walker move at a crisp pace. Except for hill climbing, these exercises are self-limiting, hard to overdo. This is not the case with running-jogging. This can be overdone. It is harder to pace when you cannot cycle in the snow then walking or jogging are substituted. For variety any of the exercises can be combined in a weekly program.

Cycling really comes into prominence for commuting. Distances up to 15 miles are easily covered by bicycle and in city commuting the bicycle is usually faster than a car. Fifteen miles will take about an hour. Now somebody comes up with an excuse. "I can't bicycle to work because I don't have a shower at work." I hear this frequently. It is the rare individual who can shower here. I have experimented a lot, because I perspire heavily. Shower daily, use a good anti-perspirant and wear freshly laundered clothes nearest the skin for cycling and fresh clothes for changing into. Don't overuse detergents when washing clothes and use bleach when washing t shirts and briefs. Excessive detergent, which does not rinse out, brings on a bad odor when wet with perspiration. One can keep several pairs of trousers and sport coats and ties (if needed) at work. Fresh shirts and underwear are carried along.

Several years ago I had a heart attack. It came as a surprise. Why me? I did not smoke, although I was about ten pounds overweight. My cholesterol level was found to be normal. My ancestral background is vague. I did have several hours of vigorous exercise but only once a week. The pain was high in the chest but not excruciating. I thought it was "gas" and took some pills for it. The "gas" did not subside so an hour later I took more pills. The idea of a heart attack did not enter my mind. Later during the night I felt funny in my arms. I was confused. Finally I called my doctor. Even with the lateness of the hour, he rushed over. He gave me a shot and called the police ambulance. He called an internist for help. The internist connected me to an audio-visual heart monitor. I had had an acute myocardial infarction. As I saw for myself at a later visit to my doctor's the EKG tracing showed this attack to be serious. The internist explained that the time immediately following the attack is the most critical, the first three days or so being especially so. The first couple of weeks also are critical, and we could not determine that any recent physical activity provided the trigger for the attack.

There were no complications in the hospital and I went home. The internist

provided a slow recovery program for me with frequent checks by a visiting lab technician. I was on medication with so-called blood thinning pills. The blood was measured twice a week at first, and the medication varied to suit. The first week stair climbing was not permitted, the second week only once down and up per day. About the fourth week I was allowed to walk slowly to the end of the block and back. Late in this recovery period I had progressed to walking a couple of miles and at this time I had an appointment with the internist. His office was two miles from my house. I walked it in a bit over a half an hour, and had planned on walking back at this pace. I felt so proud. The internist gave me hell. The two miles was not to be walked faster than 40 minutes, and two miles was the limit. He explained that during the first three months of recovery, the heart must not be overworked. With excessive stress or work the heart might thicken and enlarge. A small and strong heart is desired. This condition is checked with X-Rays. I sure got calibrated and took the bus home.

It was during this time that the book Aerobics by Dr. Kenneth Cooper appeared. Dr. Cooper was in the Air Force at the time. This data was based on the activities of a large number of Air Force personnel. Recommendations are given on many forms of exercise. Walking, jogging and cycling are the three basic exercises available to most people. Swimming, an excellent exercise, is not accessible to many year round. I realized that whatever provided the trigger for the heart attack, the condition that permitted it to happen was my sedentary nature. I never thought of myself as sedentary. I had been doing some work on the house, off and on. I worked on my cars. But nothing that kept going. I realized that a part of every day for the rest of my life would have to be devoted to keeping fit.

After the three-month period I had progressed to walking three miles in a bit over 45 minutes. It was during this time that I inquired of my doctor about bicycling to and from work. This way I could kill two birds with one stone. While commuting I would have my exercise. The walking was already boring me. To relieve some of that boredom, I was calibrating and checking a pedometer. The pedometer was sensitive to walking rate, apparently because stride length changes. The pedometer assumes a fixed stride length. I had a three-speed bicycle kicking around. I had used it once in about two years. The doctor told me that cycling would be fine. I rode one mile; I rested and turned around. I always thought Massachusetts Avenue, Lexington, was flat. I repeated this two-mile ride for a week. The following week I rode out one and one-half miles, giving three miles. I added a mile each week until I reached six. Then I felt I was ready for the six-mile (each way) commuting ride.

It was during this time that I had heard or read that a ten-speed bicycle with drop handlebars was easier to ride, that it used the body's energy more efficiently, and, of course, it is normally geared lower for better hill climbing. Nobody had told me it was more fun. I found that out for myself. In a couple of months after having purchased a ten-speed bicycle with drop handlebars, I started taking longer rides on Saturdays and Sundays. I climbed the long hill near my home. It was never in my way. It just sat there as a challenge. I stopped frequently on the way up. From the first time I have had one philosophy of stress

in cycling such as hill climbs. I recommend this philosophy to others. If at any time I feel that the climbing is getting too tough, I am having pains, real or imagined, I stop. A fifteen second pause is likely to be enough, but I take whatever I feel I need. I stand there straddling the bike. With some tough grades I have managed only ten feet at a time, but I cycle every foot. I am my own challenge. I relate to no one else, set my own pace. I do not agree with someone who said recently: It is no shame to walk. A cycling enthusiast does not walk unless ill or has a flat. He has pride. He or she stops as often as needed, but pedals every bit. This cyclist is riding a ten-speed bicycle which is geared properly for climbing according to his physical condition. Someone who is not in top condition should be riding a ten-speeder with a combination of a large chain wheel and small chain wheel in front and a gearing on the free wheel in the rear at least 14 to 28 teeth. Fourteen to 34 is now readily available and is recommended but may require a new rear derailleur.

Even for a recent heart attack patient who uses the above stated philosophy, the problems are not likely to be any heart stress. Side issues take over first: cramps, saddle soreness and hand numbing. I have gone the route. Cramps come generally from riding high gears too much and too soon. I did that when I started cycling. The high gears just seem to be right, but the leg muscles do not develop properly. I trained properly after some recent surgery. The surgeon grounded me and warned me to avoid physical stress, no cycling for six weeks; back to walking. When I started up again, I forced myself to ride lower gears for normal riding. I ascended to higher gears gradually. Saddle soreness, now just a memory has been one of the difficult problems for me. During the late part of my Nova Scotia tour with John Likins, which I did one year after I had started cycling, saddle soreness had so demoralized me that I had become weak. Cycling had become slow and difficult except the last 50 miles to the ferry.

There are other reasons for going easy. Cycling in cold weather is hard, and the cyclist slows down. This is automatic and requires no precaution other than keeping warm. Hot weather is also a problem. Temperatures going above 80 degrees start slowing me down. I try to avoid tropical temperatures. This seems to be a problem only for me as I have met a few cyclists who have climbed mountains of southern California at 105 degrees and at least to me admit no problems. There have been some days when apparently I had a touch of flu. I normally cannot tell in advance. I just find myself becoming weaker as I ride. Then there are other unexplained off days. At these times I ease the pace off.

There are times when cycling has to be supplemented or replaced with another kind of exercise. Excuses for laying off do not come easy. A heavy snowfall in the winter is a good example. Winter has problems of keeping warm, primarily the fingers and toes. But these problems can be solved. Cycling becomes a problem when the roads pile up with snow and they are not plowed. The winter following my heart attack there were two big snowstorms within a week. I switched to jogging. I have the same carefree attitude with jogging as with hill climbing. Whenever I seem to feel any stress, real or imagined, I stop jogging and walk instead. I do not stop and rest, although my jogging is not intense. I have

read that sudden resting can create problems when done after hard physical exertion. I alternated jogging with walking because jogging in the winter and on snow-covered streets is more difficult. I try to be careful. Walking is usually fairly short, only about twenty feet or so. This is enough of a rest. I also jogged when I wanted to train my body for climbing Mt. Washington by bicycle. I have cycled up twice a couple of years ago. This is probably the most important challenge in New England if not in the east. I reasoned that there would be two problems: sheer leg power in climbing the steep grades and lung capacity for durability. To develop leg power I daily climbed some very steep hills near me. The hills are not very long, especially compared to Mt. Washington, so at another time of day I went jogging to build up lung capacity. I started this program about three months before the first climb. It worked. The first part of the climb brought on heavy and hard breathing. Then I seemed to catch my second wind, and breathing remained fairly easy. The first part of the climb is really the easiest. The slope increases with altitude. Above the tree line the rider can see the steep slope for a great distance and the mental challenge greatly increases. At no time was there any problem with my heart. I stopped as often as I felt necessary, but not usually for my problems, but because I often created a traffic jam behind me. At the top with the ride finished, I felt stress in my gut and in my leg muscles. During the ride I had no cramps. Cramps are a defeat. Proper training prevent cramps. Bike climbing Mt. Washington was a personal challenge. I did not try to better anyone's time. I tried to set no records. But perhaps I did. How many people who have had heart attacks have bike climbed Mt. Washington? Or any other way under their own power? My motto: enjoy life even if it hurts... Challenges such as this should not be undertaken by a new cyclist with problems.

People ask me why I stress myself so much in cycling. Why should cycling be easy? Why should life be easy? Mountain climbers risk their lives, and lose them, battling Mt. McKinley. My accomplishments are meager in comparison, but I work hard at something I enjoy, cycling.

I was asked why I converted my fine ten-speed bicycle to a high geared one-speed bicycle. It makes me work harder. Now that I have brought myself into good physical condition, riding one speed came about accidentally. I ride so much in the early morning when the air is most damp. I did not bother to shift. Finally the derailleur levers froze in position. By the time I got around to correcting that fault, I had put on many miles. So I took off the derailleurs. I carry nothing which I don't use. The excitement of cycling is in working hard at it. I try hard to ride very fast. Some argue that they want to ride so as to see things. A few more miles per hour need not blind the cyclist. I will never forget one scene of human interest. I spotted a backpacker walking along the road ahead of me. Following behind him was a German shepherd carrying his share of the load with a set of pannier bags. I am upset with myself that I did not carry my camera to record this scene to share with others and for a sure winner in a camera club competition. Some mornings I will go on my long exercise ride first, then go sightseeing or join the club for a slow ride.

Don't worry that I stress myself too much. I know that I am OK. I have a

yearly check-up to find out. Excellent lung capacity - great on all checks. Last year I added a new check, a cardiac stress test. An EKG machine attached to me while I ride a stationary cycle with varied measured loading. My performance was the second best that this doctor had seen up to this time. The year before, I scheduled my second Mt. Washington climb one week before my examination. Had there been any problem, it would have shown in the EKG recording. These tests bring peace of mind.

Not all people have the will to live. One friend I talked to a few days ago had a heart attack about a year ago. He is still talking about starting a walking exercise program. Talking is not an exercise of value. Another friend who had heart trouble some years ago swims and works out at the "Y" every evening. In talking to him I see he is doing something he enjoys and he is obviously in fine shape. Some may ask if it is necessary to do so much riding. Just a few weeks ago I would have said, probably not. New evidence shows that long duration exercise reduces the probability of a recurring heart attack to a very low figure, zero so far. The evidence comes from long distance joggers, those who run for not less than an hour each time. Some of these runners had been in this year's Boston Marathon. They were unofficial entries because their times were slower than required for entry. For the jogger it was the long duration rather than the intensity that was important. A recent issue of Scientific American pointed out that cycling is the most efficient form of transportation. It uses many fewer calories of energy per mile or per unit of time. Therefore, whereas the jogger need not go all out to obtain sufficient exercise, the cyclist should go all out. If you would rather do the jogging then you had better get yourself to a doctor and to a "Y" with such a program to obtain proper coaching. Pacing is very important with jogging. Joggers can also have many problems with their feet, because shock on the foot as it hits the pavement. Again, coaching is important to develop the proper style.

Unexpectedly I found more health benefits from bicycling. Before I started regular cycling, each autumn and winter sinus trouble was a way of life. Aspirin was a regular part of my diet. Now aspirin is just for toothaches. The sinus trouble just sort of did not appear. That winter with the heavy snowfall when I had shifted to jogging for many days, the sinus trouble began to appear after several days. Walking did not help much either. It seems to be just a property of cycling. It may be related to the faster movement through the air. There's more. My feet have become stronger. Originally I could stand only for short periods of time when my feet began to ache. Now I can stand continuously for many hours with no problems. There's more. My waist and pot belly have trimmed down considerably since I have started cycling and especially since I have been riding longer and harder. There's more. I sleep much better than I ever have before. When I get into bed I am asleep within a few minutes. Every minute of sleep gives more rest than previously. There's more. A good workout and good sleep have eased my disposition. Everyday problems are handled much easier, not ignored, just less stress.

The benefits of cycling daily are many and much more valuable than an insurance policy for those vulnerable to heart attacks. With insurance somebody else is paid if you go early.

FOR SALE: 21" Fuji S-10-S, Excellent condition, \$165. Bob Pileski, 587-3095.

FOR SALE: Lambert English 15-speed bicycle lightweight 22½ in. frame made of aerospace grade chrome-moly; tubing, white with orange contrasting panels. Suntour alloy derailleurs, sealed bearing alloy cranks and hubs. High pressure Michelin clincher tires with alloy rims. Gran Compe alloy center pull brakes. Includes fenders, rear rack, water bottle, Zefal high pressure tire pump, toe clips and straps, safety reflectors, and two extra tires. Weight of bicycle with accessories is about 29 lbs. Gearing of 22 to 100 makes this a very fine touring machine. Asking \$220. Call Chris Ryan, 232-8294.

FOR SALE: 20 tickets for the finals of the cycling events at the Montreal games are for sale from Joe DeMaio, Box 12, Boston 02135: 782-1903. The date for the tickets is July 24 and the price is \$30 each.

FOR SALE: Campagnolo chainwheel - 57 tooth - Used approx. 25 miles. Good for time trialing. \$14.00
Regina Extra chain (black) 114 links - good chain for ordinary use. \$4.00
2 Lambert freewheels, 14 to 24 teeth, slightly used but in very good condition. \$3.00 each
Simplex Prestige rear derailleur, never been used. High normal - 110 grams. \$3.50
Suntour Cyclone rear derailleur - super lightweight, racing quality, 175 grams. capacity 24 teeth. \$12.00
Chris Ryan 232-8294.

COMPANION WANTED: I'm a 19 year old youth determined on seeing the U. S. by bicycle, but I have a major obstacle to overcome - I can't find anyone to go across the country with. I'm wondering if you know of any groups or people who are going across?

Joan Azubalis, 70 Hillcrest Ave., Pittsfield, MA 01201

COMPANION WANTED: I'm interested in taking a long bicycle camping trip this summer cross-country, or up the West Coast, but I'm flexible to the general area and route. If you're thinking about doing something similar, give me a call and we can talk.

Debbie Glasser, 787-1974 - Allston.