

DISTANCE RUNNING NEWS

Articles on

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WALKING and STEEPLECHASING

SPECIAL

SHOE ISSUE

APRIL, 1967

30¢

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ABOUT THIS ISSUE

Jeff Johnson, this issue's keen ob-
server of shoes, may be America's fore-
most authority on distance running
shoes. He has designed many shoes for
the sport and he makes a living in the
shoe business. Outside of shoes, he
is a great distance running and pro-
moter of the sport./ Cover photo by
Jeff Johnson

IN THE NEXT ISSUE

AN INTERVIEW WITH DON BOWDEN, THE
FIRST AMERICAN TO BREAK FOUR MINUTES
ON THE MILE RUN.

TRAINING FOR TEN MILES, RUNNING IN
AFRICA, PROFILE ON JACKIE MEKLER, RUN
NING IN AUSTRALIA, PLUS MUCH MORE.

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Thank you for helping us bring to
you the most complete report ever pub-
lished on distance running shoes. The
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scribers have helped in other ways too.
Some have been using DISTANCE RUNNING
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do realize that at first I did not
want to increase the rate, but we want
a bigger and better magazine than
originally planned. Until May 1, 1967
you may still subscribe at the \$1.00
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this date the rate will be \$1.50.

Please send us your opinion of this
issue. Did you like the technical
note on shoes? If so, do you have any
ideas for other technical notes? Do
you have any comments on how we could
have improved this issue. Your help
will be appreciated greatly.

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Letters

(General)

GENE LAULUNEN, Head Track & Cross Country Coach at Riverside-Brookfield Township High-School-Riverside, Ill.: Thank you for your card informing me that my subscription had expired. Because I believe your little News is a great service to the sport of distance running, I have asked many members of my team to subscribe. Enclosed you will find a check for \$27.00 for 27 subscriptions to the Distance Running News. Please start their subscription with the January 1967 issue.

Ed. Thank you Mr. Laulunen and team. I hope you enjoy the 1967 issues of Distance Running News.

ROY SILVER, member of the NBC sports staff in New York: My compliments on the new edition (January, 1967) of the magazine. Its format and content are fine and certainly is a 1000 percent improvement. Thank you and keep up the great work.

(Pictures)

GUY WILLIAMS, Kansas City, Mo: What's with the additional pictures in the last issue of DRN? I don't want pictures but just good articles. Please don't add pictures, use the space for more articles.

DON JACOBS, Vice-Chairman A.A.U. National Race Walking Committee: I liked the addition of more pictures in the last issue, but I think that captions were needed on a couple of them.

BILL WILLIS, London, England: I was surprised to see additional pictures in the January issue of DRN. I think that pictures add the final touch and I hope you continue to fill up on pictures.

(SP--DRN)

NEIL WEYGANDT, New Jersey: I have enclosed \$1.00 for membership into the SP--DRN. I think it is a fine idea and I hope that it will help to further improve your magazine.

Ed. Thank you. We have had many letters with donations enclosed and so far the SP--DRN seem to be helping DRN greatly. By giving support here DRN can grow faster.

Send all letters to the Editor to DRN Box 4217, Overland Park, Kansas 66202

Short Sprints

(We welcome any "Short Sprint".)

-Each National team taking part in the 1968 Olympic games is being invited to bring two works of art, one from the past and one of contemporary work. The art will be displayed for viewing.

-Dave Patrick showed that Jim Ryun was not unbeatable in final events. Dave beat Ryun over 880 yards in the NCAA Indoor track meet in Detroit March 10th. Dave's time was 1:48.9 a new world indoor record. Ryun's 1:48.3 half mile earlier in the year was done on a clay track making it unofficial.

-The International Olympic committee has a rule that limits the amount of time an athlete residing at low elevation can train at altitudes near the 7347 foot elevation. Ron Clarke says, "The rule is unfair. It handicap the distance runner who do not live at high altitudes."

-In the Maple Leaf Track and Field games Milt Wallace, age 55, finished first in the Joggers' Mile Handicap. Milt won by only a few inches in the last seconds over Ernie Shard, age 53. Wallace's time was 5:11.5 and Shard's was 5:11.6. Mr. Wallace was well known in the 1930's when he represented Canada in the Olympic games.

-Distance runners hold many types of jobs and Gavin Jones does have a very unique one. Jones, a lanky Australian now living in New York, is an expert on world population problems. He has a doctor degree in demography (the statistical study of population) at the Australian National University in Canberra, Australia. He works now in New York at the Population Council Inc. engaged in research and programming.

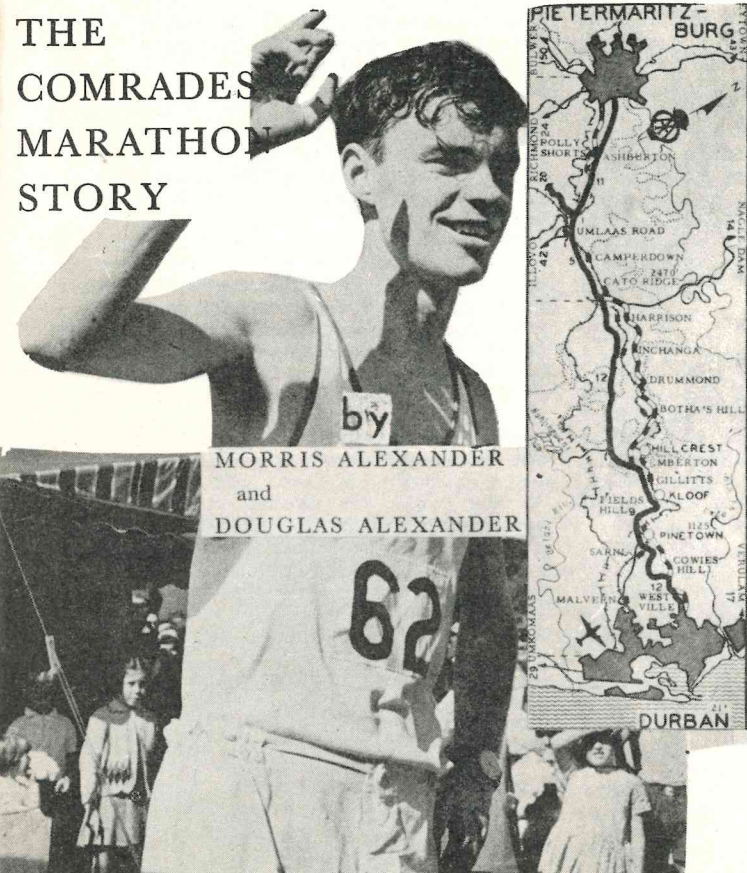
-Jim Ryun missed by two points to receive the International Sportsman of the year award (1966) sponsored by World Sports (an England monthly). Tommy Smith was awarded the title. Ron Clarke was ranked tenth in line.

-Kripal Singh set a 5000m service record at the 18th Annual Inter-services Athletics Meet at Poona, India. His time was 14:32.4 for the 5000m.

-J.B. Steede, a twenty five year old cashier in England, won a professional half mile by four yards at odds 5-2 against him. An upset.

THE COMRADES MARATHON STORY

THE
COMRADES
MARATHON
STORY



MORRIS ALEXANDER
and
DOUGLAS ALEXANDER

Douglas Alexander

Photo: 'Natal Mercury'

1966 Winner: 27-year-old Scots immigrant Tommy Malone acknowledges the cheers of the crowd after winning the 1966 'up' race

"THE COMRADES MARATHON STORY" GIVES YOU THE COMPLETE HISTORY OF THE FAME FIFTY FOUR MILE COMRADE MARATHON HELD IN SOUTH AFRICA EVERY YEAR. THIS COMPLETE HISTORY INCLUDE FULL RESULTS OF EVERY RACE; ACCOUNTS OF EVERY RACE WITH INTERESTING LITTLE COMMENTS; A HISTORICAL PREFACE EXPLAINING THE WHO, THE HOW AND THE WHAT & WHY; SEVERAL LISTS OF INTERESTING FACTS ABOUT THE RACE LIKE THE OLDEST TO FINISH EACH RACE, ETC.; AND EIGHTEEN PAGES OF PICTURES. IN ALL 177 PAGES.

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The brothers Morris and Douglas Alexander are among the biggest men ever to have run in the Comrades Marathon.

They were born in Durban where they went to school and university. Since the 1930's they have been closely linked with the Marathon—as spectators, competitors, officials, runners' attendants, news reporters and, now, as historians.

The Comrades Marathon is considered by many to be the toughest road race in the world. The runners cover 54 miles of jarring tar, rising or descending some 5,000 feet (it is run alternately up and down hill). Yet the winners almost invariably cover the distance in a little more than six hours. Nearly 500 people now enter the race every year, and though many do not expect to be well placed at the finish, all hope to gain the coveted medal awarded to those who complete the distance in under 11 hours.

THE ART OF REPAIRING SHOES ■ FOUR EASY STEPS

BY CHRIS McCARTHY

One topic usually neglected but I feel is of interest to distance men--both runners and race walkers--is information on "how to" maintain your athletic shoes. Today shoes (even the Tigers from Japan which are by far the best available buy now) are quite expensive. In part, this is due to the great demand for excellent foot wear. To be good, shoes must be light; but to be light they must be flimsy. And as flimsy suggest--they simple do not last long. However, I have found an inexpensive way to greatly extend the life of these shoes. (Actually I was taught by Fred Brown, a New Englander, and I have just refined his methods.) The four easy steps are listed below.

1. The first thing you need--and most important--is a good professional grade of rubber cement. I have found three brands on the market that do the trick: Barge's Cement, GoodYear's Cement and Cat's Paw Cement. All three can be brought at most shoe repair shops. One nice feature about these cements is that they are not expensive. I use Barge's Cement because it is most easily obtained in my neighborhood and it costs only \$1.65 per quart. It comes in a tin can and has a brush under the cover for application. Next, be sure to buy thinner with the cement. These cements are highly volatile, evaporate easily and must be frequently thinned. The Barge's Thinner costs 90¢ per pint and again should be purchased with the cement.

2. Next, rubber stock should be purchased or found for soles and heels. An old inner tube from a truck or an auto found along Freeways and Expressways or at your local garage will do. Occasionally you might need crepe rubber (crude rubber in crinkled sheets). If you let your shoes get too far run down before you put the inner tube on them, you definitely will need the crepe. Crepe is sold by the same people that sell the Barge's Cement. Crepe comes in sheets coded by number. These numbers indicate the thickness of the crepe. Number twelve is about right for running and walking shoes; but you need not remember that. Bring a shoe with you so you can match the thickness you desire. The variables involved in crepes are density, resiliency and flexibility. These three variables are pretty much independent

of each other and anyone, shoe manufacturer or repairman, is forced to "optimize." That is why there is no single best material. If you want something that wears well chose high density material (such as neolite or natural gum crepe); if you want something very light, take the lowest density (lightest) material. You will, however, sacrifice wear and resiliency by picking the lightest material. Resiliency is best achieved in natural crepe (it has a great bounce), but it is very heavy; it wears well but is very slippery on slick surfaces. The more porous and less dense materials are better for the wet pavement (especially cold wet blacktop), but wear fast and you sacrifice bounce. To give specific examples: The Adidas 260 (flat) has a good resiliency, Flexibility and fair wearing qualities, but it is relatively heavy (extremely dense). The Tiger is flexible, has medium resiliency and good flexibility, but wears poorly.

3. Now tools are needed to perform the actual technique of repairing the shoes. The tools: some sort of an abrasive. The best, by far, is a sandpaper disc on an electric drill. Lacking this you can get by with some medium grade sandpaper.

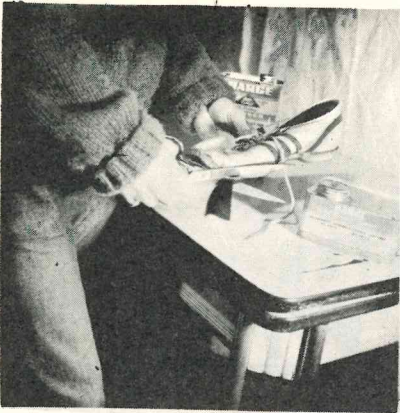
4. Having all your materials, go by the directions written on the can of cement. I add the following "tips" for better quality repairs.

a. Clean both surfaces to be glued together thoroughly. Be especially careful to get the edges clean. Repairs come undone from the edges, not from the middle.

b. Use a generous layer of cement on both surfaces. It should be wet and shiny when applied.

c. Let the cement dry. This cannot be over emphasized. The glue must not be "tacky" when the two surfaces are put together. You can give the cement up to five hours, but do not give it less than twenty minutes. Unless, like I do, you use a woman's hair drier or an electric fan to help set the glue.

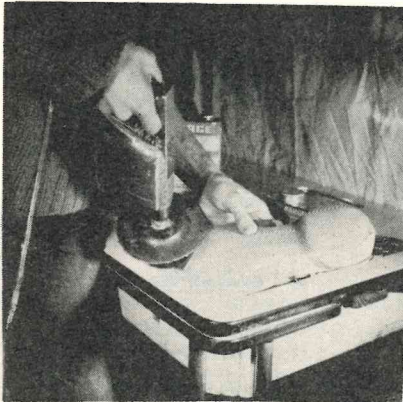
d. Do not cut the inner tube or crepe to fit the shoe. Apply the glue to a larger section of the "patch" than you need; apply the patch and then trim the edges with scissors or a razor.



Trimming overhang with scissors. (d)

e. You do not need to resole the entire bottom of the shoe. The great advantage of a cement like Barge's is that you can put spot patches on any section of the sole and if properly applied, they will stay till they wear out regardless of snow, mud, rain, etc.

f. It helps greatly if after applying a spot patch you can "feather" the edges of it. That is, try to blend



Feathering the edge. (e)

it in along its edges; this, if properly done, makes the patch absolutely dependable.

g. When applying the crepe, if you have an electric drill and sanpaper you have great advantage for versatility. I will give an example here: suppose you have a hole under the ball of the foot that goes all the way through. First, buff down the sole, buff down the crepe, apply the glue, let it dry and then apply the crepe to the sole covering that hole and as much of the adjoining area that is greatly

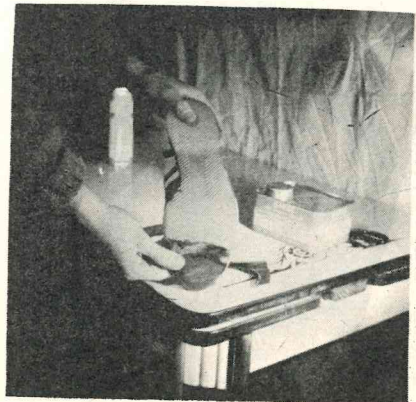
worn. Then, when the patch is tightly on, just sand it down until it is of a uniform thickness throughout its area. Thus, if your original sole was three eighth inch thick and it has worn through in the middle, it may be one fourth inch thick on the outside of the foot and still three eighth inch on the inside (a typical pattern). Sand it down until your shoe is three eighth inch thick again all over.

h. When it comes time to re-repair your shoes, you have two options. You can remove the previous patch or sand it down and built over it. To remove a patch (or any piece of rubber glued to another) use your thinner. Pick at the edges of the piece to be removed, lifting it a bit at a time to let the thinner in under (a little 'oil can' filled with thinner is handy for this). The thinner dissolves the cement on contact and the two pieces peel apart. Do not try to pull them apart without the thinner.

Note: Race Walkers who buy the Tiger Walking shoes may want to remove that layer of high density material that has been placed over the fast wearing crepe soles. To do this follow the process above and replace the material with spot patches of inner tube.

i. Walkers and runners develop different patterns of wear, but generally these follow the heel, the toe and then the ball of the foot pattern. Replace each of these patches separately, as they wear out at different rates. Ordinarily the rest of the sole will never wear out. (If you have high arches the inside of your sole, under the arch, may never even lose its original thread.)

j. If you follow these instructions you can make any pair of shoes wear until the uppers give out.



The final product. (j)

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DISTANCE RUNNING NEWS

TECHNICAL NOTE #1



SOME NOTES ON LONG DISTANCE RUNNING SHOES: A SURVEY by Jeff Johnson
SUBJECT - SHOES : PLACE - GREAT BRITAIN by John Mercury
SHOES IN AUSTRALIA - SOME OBSERVATIONS by Richard Amery

SOME NOTES ON LONG DISTANCE RUNNING SHOES: A SURVEY
by Jeff Johnson

This report was conceived at the outset as a means of determining the 'last word' in running shoes. It failed. It failed because there is no 'last word.' The cliché about one man's meat being another's poison was never more true than in the collected statements of opinions about running shoes. Feet vary considerably, individual running styles dictate some needs in some runners, other needs in others. And we all have our own little prejudices to which we subscribe. If you know your own peculiarities well enough, the following may be helpful. If not, you will probably emerge from it with clumps of hair in your hands.

I have adopted a somewhat rambling narrative, organizing the material as well as I could, but rambling nevertheless. The data practically forbids a specific itemization; too many points require explanation, elaboration, and qualification. Attempts at a 'structure' were inhibiting, and caused awkward redundancies.

METHODOLOGY One man's opinion of the top running shoes available in the U.S. and the world at this time is practically worthless, especially if it's my opinion. I haven't tried them all, and of those I have used, some never got a fair shake for one reason or another. Consequently a survey approach was used in an attempt to reach some kind of statistical average, or consensus, regarding such elusive notions as 'comfort,' 'fit,' and the like. This was madness, of course, but I did get some ideas which have been faithfully laid down in the following pages. A chart, of sorts, concludes this report. The chart represents the 'consensus' opinions about as well as they can be represented. Between here and there lies a body of conflicting material that defies a more precise synthesis.

In collaboration with one other runner, a 'questionnaire' was drawn up and submitted to a sample of 110 runners across the U.S. We asked for everything we could think of, and invited unrestricted comment. The topics included the runner's use of the shoe (racing, training, or both), durability of sole and uppers (in miles), fit and comfort, freedom from blisters and chafing, need for socks or special foot preparations (vaseline, lanolin, etc.) if any, supporting qualities, repairability, weight, traction,

tendency to cause or prevent any particular injuries, and quality of service from distributor. The runners were free, for the most part, to report on any shoe they desired; a few were specifically asked to comment on a certain shoe. This was done in the case of shoes infrequently used, where a scarcity of reporting was anticipated. The recipients of the questionnaires were chosen on the basis of 1) their current status as collegiate or club 'stars,' 2) their longevity in distance running circles, regardless of talent, and 3) their affiliations with national or regional RRC organizations, or AAU national and district long distance running programs. It was assumed that these individuals would be the best qualified to offer sound opinions.

Replies were received from fifty-seven persons, making the sample a little small for any real 'statistical analysis,' but that is my fault. I just didn't hit enough people. I would like to offer my grateful thanks to those athletes who took the time to reply. It is only because of their consideration that this confusion would be possible.

Before jumping in, I want to clarify a commonly confused term. A 'support,' as it will be used hereafter, refers only to devices within a shoe that hold the foot, or any part of the foot, in a secure position: as an arch support or heel counter (cup). It is not to be confused with 'cushioning,' which is an independent quality of the sole. The terms are interchangeable in some contexts, as a soft sole can 'support' the foot, leg, or body; but I will try to avoid misleading references. I will talk about 'cushioning' when considering the nature of a sole and/or heel; 'support' when discussing the tendency of the shoe to maintain the foot in a relatively secure position.

Finally, though I quote extensively from various comments received, I have refrained from identifying the speakers, lest any comment be conceived as an 'endorsement' of any kind. No point riling the AAU. The quotes were chosen only insofar as they helped express a prevailing attitude, communicate a general impression, or clarify something I was muddling up.

Only three brands of shoes--adidas, New Balance, and Tiger--received widespread reportage, and these will be taken in alphabetical order. A short discussion of miscellaneous shoes will follow.

adidas model no. 709 (formerly no. 192) 'Marathon' \$15.95

This is "adidas" number one racing flat, and the lightest of all their road shoes. A reversed leather kangaroo upper provides superior foot comfort and a relative freedom from blisters or chafing. The sole is thin and unfortunately hard. It provides very little cushioning to the runner, and is consequently not usually favored as a training shoe. For the same reason, many runners avoid it even as a racing shoe, since it does not afford them even the minimum of cushioning necessary to get through a long race. It provides the least amount of sole cushioning of any shoe discussed in these pages.

The 'Marathon' employs a design that is found in all "adidas" shoes, that of a one-piece outer sole, raised slightly near the heel by a mid-sole wedge. This design does not meet with everyone's favor, and is partly accountable for an exodus of many runners from "adidas" road shoes. Another feature of the 'Marathon,' and common to "adidas" flats, is its relative narrowness through the toe area, providing a fit similar to that of a track shoe which many runners find confining. One athlete expresses the opinion that the German shoes (including both "adidas" and PUMA) are primarily track

warmup shoes, with some application in cross country, but not really built for long distance road running. Another athlete states "addidas has forgotten the distance runner." The objections seem to be equally divided between the sole design and the limited tow room.

The 'Marathon' is reasonably durable; about 1000 miles comes up as an average lifespan for the sole, with one report in excess of 3000 miles. The soft kangaroo uppers tend to stiffen and crack at about 2000 miles, maybe earlier if exposed to excessive moisture. With most shoes, regular treatment of the uppers with saddle soap and other leather preservatives will contribute to their increased durability, but I confess that I don't know if these same treatments can be applied to a reversed leather upper as found on this shoe. I presume so, but I've never seen it done.

The major advantages of the "adidas" 'Marathon' are comfort and support. If you are not bothered by the relatively narrow toe (not too many are), and you are well accustomed to arch supports and ankle cushions, you might take a new pair straight into a marathon with no problems, as one runner reports doing. The arch support is good and, it is generally agreed, provides excellent support for the foot; one athlete dissents, saying it is "mostly for show," and does not prevent metatarsal arch trouble. The hard sole is taken to task by the same athlete for causing heel bruises, and by others for providing poor traction. The bottom of the shoe is "pebbly," lacking in tread, with the result that slippage is common in cross country and short road races.

adidas model no. 302 (formerly no. 260) 'Italia' \$15.95

If you are looking for one "adidas" shoe for both racing and training, until recently the 'Italia' would have been it. (Now, the little known 'Gazelle' is definitely superior.) The 'Italia' isn't as good as the 'Marathon' for racing, or the 'Olympiade' for training, but it approaches a comfortable mean on both counts. The sole cushioning isn't outstanding, but adequate for most. The shoe is rugged enough for hard use; at the same time, it is not particularly heavy.

Durability is good. A 1000 miles emerges as a minimum amount of mileage from the sole, while the uppers will last "thousands of miles" with several resoles. Arch supports provide the typically fine support of "adidas" shoes, and are complimented for preventing foot strains and for being "less tiring on the feet" (than shoes without supports). Foot support is perhaps most important when running on rough, uneven surfaces. Ankle cushions and a nicely cushioned tongue add to the comfort of the 'Italia.'

Comments: "I feel these are the best shoes for roads and training."

adidas model no. 301 (formerly no. 261) 'Olympiade' \$16.95

This is a first rate training shoe, providing more than enough cushioning on a hard surface. It is very easy on the feet and legs in that respect, but occasionally opposed because it is also quite heavy. If you're too puny to lift your feet, the 'Olympiade' isn't for you; neither is the TIGER 'Aztec' or New Balance's 'Trackster II.'



adidas OLYMPIADE

A comfortable upper and a thick, springy sole have been emphasized in the 'Olympiade.' Cushioning is found in every

conceivable spot: under the tongue, around the ankle, and under the arch. Even the tab you use to pull the shoe on is cushioned; I can't imagine why. For all this protection, however, the price has been paid in extra weight.

As with the rest of the "adidas" line, the quality of materials is excellent. The upper is a soft calf leather, quite durable, and the sole is good too. Not enough runners used this shoe to get any accurate figures as to mileage, but 2000 miles without repairs seems likely, maybe 3000.

The "adidas" arch support is present, providing good lateral support to the foot. A few runners don't like it, but it is easily removed if it gives you trouble. One runner reports that the 'Olympiade' provides better lateral foot support than the 'Italia;' perhaps the softer sole contributes something. The same runner reports that an injury incurred to the metatarsal arch area while using the TIGER 'Road Runner' cleared up promptly when he changed to the 'Olympiade.'

The cushioning around the ankle, which is found in all the "adidas" flats under discussion here, causes some complaints. It is not so easily removed as the arch support, and if you have trouble you are pretty much stuck. The idea of the cushioning is to relieve the small degree of chafing that might result from the 'hem' at the top of most running shoes. In that regard it works well, but a piece of tape applied by the runner would work just as well if he needed it, whereas the cushioning can cause much more serious problems. One runner reports that "it took off the back of my heel," another description was more precise: "I only wore them for about a month because the way the heel of the upper was formed, the leather kind of rolled over with a little foam rubber filler, irritated my achilles tendon. The sponge or foam inside wouldn't permit the leather to form to my foot." A third runner also reported that the 'Olympiade' irritated his achilles tendon, but wasn't clear as to whether the ankle cushioning was the cause. This trait is present in the PUMA 'Ozaka' and TIGER 'Simba' as well.

The oft-heard "adidas" complaint about the confined toe area was raised again by one athlete's comment that they have "rather pointed toes" which tends to cause blisters at the ends of the toes and side of the big toe.

Overall, a good, reliable training shoe. The thick sole and the emphasis on support and cushioning throughout offers maximum protection from most injuries.

Comments: "Very sturdy and long wearing."

"A solid training shoe."

"This shoe has given me the best service yet for a training shoe."

adidas model no. unknown, 'Gazelle' Cost: probably \$15.95

This is the best distance shoe that "adidas" has ever made. It has the same soft cushioning of the 'Olympiade,' and the same light weight of the 'Marathon.' How it is managed, I don't know, but it is. I have never seen a shoe with such a thick sole that was so light. It is easily light enough for racing, while the soft sole commonly preferred for training makes it ideal for the distance runner.

The catch is, you have to knock yourself out to get one. The 'Gazelle' is not handled as a stock shoe by any American "adidas" distributor, and there are no plans at this time to stock it. They will get one for you, however,

if you holler loud and refuse to get talked into anything else (special orders give them a pain). Even so, it will probably take three to six months to obtain.

Data on this shoe is inadequate, but the only real question mark is the durability of the sole. No real reason to doubt it, but "adidas" may have achieved the light weight by cooking a lot of air into a low density of rubber. This would mean rapid wear if true, but I don't think it is.

The usual "adidas" extras: arch supports, ankle and tongue cushioning. The uppers are reversed leather kangaroo, as the 'Marathon' model.

adidas GENERAL REMARKS



adidas ITALIA



adidas MARATHON

The majority of world track athletes seem to agree that the "adidas" track shoes are without equal. There is no such common agreement, however, regarding the flats, otherwise there would be little call for this article. The reason for the relative failure of "adidas" in the flat department can, I think, be directly linked to their stubbornly held notion that a flat must be made with a sole of equal thickness from toe to heel. Now and then they insert a heel wedge, but with the main running contact being made at essentially two points--ball and heel--many runners feel that this design is an impractical solution to the needs of a runner.

Six years ago, Arthur Lydiard touched down in the U.S. with Snell and Halberg, on their way to a record-breaking tour of Europe. He had

with him a road shoe which he had built himself, and which he considered to be the best possible shoe for long distance training. In profile it looked like a street shoe: its main feature was a square heel an inch thick, and a boxy toe design.

Whether or not one agrees with Lydiard, it is significant that "adidas," with their infinite capability of designing shoes for special purposes (hammer shoes, steeplechase shoes, triple jump shoes, etc.) ignored the idea completely, and continued with the same basic sole design through all of their flats. The first "adidas" shoe to come along with an inch thick heel, the 'Olympiade,' was also an inch thick through every other part of the sole as well, and that was not the idea at all. To many runners this meant unnecessary weight and bulkiness, and a loss of 'feeling' for the ground. A ray of hope may be on the horizon, however. The "adidas" factory has been experimenting recently with new ideas for a marathon shoe. At least two such experimental shoes have found their way to the U.S., and while neither has a heel as such, the heel area has been significantly elevated (relative to the ball) by the extensive use of heel wedges. Additional toe room hasn't been considered yet, but you can't have it all. I have no idea when the 'new' marathon shoe will be available to the customer, or even if the shoe will ever be approved with this design. There is no hope for anything new in 1967, but they always like to have things tidied up by Olympic time, so it may appear in Mexico City.

It seems to be commonly agreed that the quality of "adidas" shoes is exceptional. They are very well made, perhaps the most soundly constructed shoes to be found. A runner with a quarrel is usually complaining about the 'idea' behind the shoe, not the quality of the product. If "adidas" can

get out of their bag and offer the variability of design that TIGER does, they will do a real service to the distance runner.

"adidas" shoes are available from distributors in California, Texas, Michigan, and New York, and are often found in sporting goods stores in major cities. Consult Track & Field News ads for the distributor servicing your state. Service from distributors is good to excellent.

New Balance 'Trackster I' \$14.95, 'Trackster II' \$16.95

I am lumping together my discussion of the 'Trackster I' and 'II,' because most of the remarks about one apply to the other. The main difference between the two shoes is their weight and cushioning qualities. The 'Trackster I' is fairly light, more likely to be used as a race shoe, but it provides a sufficiently soft sole for training purposes. The 'Trackster II' is a heavy duty training shoe, with an abundance of sole material to provide superior cushioning to the 'I.' It is too heavy for racing, but is occasionally so used, particularly by the senior runners who are frequently more interested in protecting their feet and legs than they are in speed. The 'Trackster II' features an elastic webbing across the top of the foot, which is a good idea, as it allows the foot to 'breathe' and also to spread more easily within the shoe. One disadvantage to the webbing is its tendency to rot quickly, particularly if exposed to frequent moisture: wet grass, excessive perspiration, etc. The webbing is not easily repaired, except by returning the shoes to the factory. So much for the differences between 'I' and 'II,' now a generalized discussion of them both.

Never has there been more controversy over a running shoe, but never has there been one with a feature as radical as the ripple sole. The idea of the ripple--this from a NEW BALANCE ad--is it "lengthens stride, reduces fatigue, improves traction, prevents stone bruises, helps prevent shin splints." Let's take that bit by bit.

"Lengthens stride." Compared to a relatively smooth soled shoe, like "adidas," this may be true at a fast pace, if you find the traction to be secure. If you find that the sole 'shimmies' under your foot, however, as one runner reports, your stride will likely be shortened. At a slow pace, it wouldn't make much difference.

"Reduces fatigue." If the ripple sole provides good cushioning, then the leg fatigue resulting from road shock will be reduced. But there is some debate on this point. One runner testifies that the shoe does provide good cushioning; another claims the shoe is good only on grass or dirt, since "the ripple soles feel 'funny' on the roads and actually offer very little cushioning." Another runner tells of embarking with a friend on a 132 mile run last August, which they hoped to cover in three days. The friend wore TIGER, he wore the 'Trackster II' (the heavier cushioned model) and "after 82 miles at the end of second day, my knee cartilage was so damaged I couldn't continue, and still can't (5 months later). He



TRACKSTER



TRACKSTER II

(the friend, age 16) ran on the next day and finished." Another runner supports this: "While protection from road shock is claimed by the NEW BALANCE makers I feel that the ripple sole has less protection than the thick sole of the TIGER."

"Improves traction." Under some conditions, absolutely yes. In snow we find universal agreement, the ripple sole is without equal. On dry pavement, traction is still very good. On wet pavement, however, slippage occurs, and in mud, while traction is better than most, the treads quickly fill adding a pound of weight to each foot. This tendency of the tread to pick up mud probably offsets any small gain in traction.

"Prevents stone bruises." Pretty universal agreement that this is nonsense. On the contrary, sample these remarks: "Heavy ripple sole picks up stones too easily. A runner can go miles without realizing he has a stone caught in his tread and get a hell of a stone bruise." "It is easy to get bruises with 'Tracksters' because of the too flexible soles." "On rocky surfaces, stones tend to make themselves felt through the soles and stick in the ripples." "If worn on roads or over rough trails, one can feel every stone." So much for the prevention of stone bruises.

"Helps prevent shin splints." Not too likely. The assumption is that the shoes provide good cushioning, which has been shown to be debatable, and further that cushioning is an aid in the prevention of shin splints, which is also debatable. It is my experience that shin splints most often occur when a runner makes a rapid change of some kind in his training, renewing training after a lay-off, etc. The pain is caused by the irritation to a membrane that parallels the shin bone, a membrane which has many attachments in the ankle region and is subject to a great deal of pulling and jerking as an ankle flexes during the running motion. Any unaccustomed pulling, like sudden speed work, causes the irritation, and whether one has a soft sole or a hard sole under his foot is little matter. The only reasonable feature of a shoe that will relieve shin splints is a raised heel, which inhibits to a great extent the up and down motion of the rear of the foot, and consequently the stress on the irritated membrane. The 'Trackster' doesn't have a heel, and consequently isn't likely to be much help. The 'Speed Star' might help, however; likewise TIGER's 'Road Runner' and 'Aztec.'

One more feature of the ripple sole needs discussing, its durability, and I can't even find agreement here. For most runners it seems to be quite durable, lasting a good 2000 miles or more. The dissenters document themselves well, however: "The main trouble with ripples is that they wear out quickly, having as they do only about half as much rubber in contact with the pavement as regular soles. After a month or so it becomes difficult to run on gravel roads because of the thin layer of rubber between the foot and the diminishing ripples." Another report: "Has too great a pitch to the ripple sole which causes it to wear quickly on rough surfaces." Finally, "Trackster I wears out after only four or five races." The consensus, however, does seem to be in the direction of long wear, as good or better than any shoe around. It may have something to do with one's own personal running style.

Support features are nil, which causes trouble, especially arch trouble, for those runners prone to such things. Reports of a tendency for 'Tracksters' to cause flat feet, fallen arches, and aggravate heel injuries are related to the lack of support through the arch and heel, the relatively low heel, and a sole that is 'too flexible.' On the other hand, one runner defends a

lack of support: "That's one of the reasons I like them--these supports can ruin one's feet." The same runner reports a tendency of the 'Trackster' (both I and II) to prevent achilles tendonitis, but other reports find it to be a cause, again because of the relatively low heel. If there is more than one cause for achilles tendon trouble, which seems likely, this could account for the difference of opinion in this regard.

In spite of an optional width feature, the 'Tracksters' seem to be about the worst fitting shoes of all, and the shoes most likely to cause blisters. Again, however, there is much disagreement, but in the final analysis, there is a little more pain than pleasure. One runner reports that blisters are very likely past ten miles, even with socks and vaseline. Other runners report a predominance of trouble over the tops of the toes: "I dread breaking in a pair of 'Tracksters.' For a month I must tape my feet and carry extra shoes in a workout so that I can change shoes before the new 'Tracksters' make me a hospital case. The stitching on the uppers just back of the big toe is a masterpiece of bad workmanship and can cause serious cuts (not just blisters)." On the other hand, we hear things like "the most comfortable shoe on the market today," and "these are the most comfortable shoes I've run in. I've never had any chafing or normal blistering," and "I have found the NEW BALANCE shoes to be the best shoes as far as comfort and durability go." This last remark from a runner who has run two London to Brighton races (52 miles, and that's each) in them with "no bad results."

Comments: - "The best shoe in my opinion for health and comfort."
"NEW BALANCE is best by far."

New Balance 'Speed Star' about \$16.00

I understand that this shoe has been available for months, but I was unable to locate any athletes in my survey who had experience with it. I saw my first pair of 'Speed Stars' at a race recently, worn by a college runner who had them because "the school gave them to us."

Maybe it just takes a while for a new product to work its way West, because I can't see any reason for a lack of interest in this NEW BALANCE shoe. To me, it looks like a good one. The heel represents a major departure from the usual NEW BALANCE design, and it should meet with approval from the many runners who like a solid heel. It should also serve to correct some of the achilles problems noted with the 'Tracksters,' while perhaps also providing better protection against heel bruises.

The ripple on this one extends over only a portion of the front sole, and it is a much smaller tread than found on the 'Tracksters.' It is too small to provide any cushioning, but on the other hand, the difficulties attached by many runners to the deep ripples should not occur. The traction quality, however, should be nearly as good.

The 'Speed Star' is advertised as a racing shoe, probably because it is lighter than either of the 'Tracksters,' but it appears to be durable enough for training purposes too. It will not give the same kind of cushioning as the 'Trackster' models, but if you are a heavy heel runner, you may find the 'Speed Star' giving better cushioning, because of the heel feature.

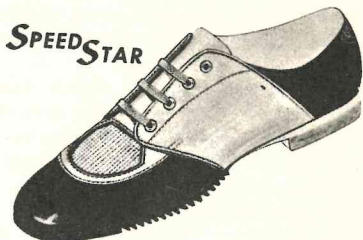
As with the 'Tracksters,' there are no inseams, so blistering and chafing should be no more (or less) of a factor. The uppers are of a soft calf material, and appear unchanged from the 'Trackster I' in this regard. The mesh across the top of the shoe, as found in the 'Trackster II,' is also

present in the 'Speed Star.'

In basic black and white, the 'Speed Star' is probably the ugliest thing going, which is good to keep in mind if you are trying to match an ensemble.

New Balance GENERAL REMARKS

The NEW BALANCE Shoe Company--because it is exactly that, a shoe company--offers the only American-made running shoe worthy of serious consideration. Other domestic shoe lines--Riddell, Wilson, Spaulding, Rawling, etc.-- are the product of the American 'sporting goods industry,' and are manufactured by people who make everything from baseball bats to hockey pucks. The general lack of utility of American-made running shoes is a consequence of this divided interest.



Actually, I may be wrong about this. It is not uncommon for companies to farm out to others the actual job of production, though their own label goes on the final product. 'Company A' might beat the bushes for the best manufacturers of said bats, pucks, etc., buying up the whole mess and putting their own labels on for resale. This gives 'Company A' a reputation for consistent quality in all sporting goods products. If that is what is actually being done in the U.S., and if the American shoes are in fact being made by shoe companies, I apologize for the error. But then they're got no excuse at all.

One especially noteworthy fact about NEW BALANCE is the availability of factory repairs. Such factory repairs cannot be made on the foreign shoes since they do not have manufacturing facilities in this country. From NEW BALANCE, the cost of a re-heel is \$3.50, a re-sole \$5.50. One athlete suggests buying some sole material from the factory when you order your shoes; they will sell it to you at a nominal cost. The advantage of this is that your repairs can be done more quickly by your local shoe man as the need arises, thus saving you some time. (See 'The art of repairing shoes' this issue.) The cost should be about the same.

NEW BALANCE, with its ripple sole cushioning and option of width choice--which makes it the only running shoe I know of that can be ordered in widths--is the best of the American shoes. If you have width problems, or you're still carrying a grudge for Pearl Harbor and the Third Reich, this is one to try.

Order from the NEW BALANCE Athletic Shoe Co., 2402 Massachusetts Ave., Cambridge, Massachusetts 02140. Service is good to excellent.

Tiger

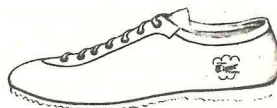
model no. TG4 'Marathon' \$8.95

TG4-R 'Marathon' 9.95 (same, but reversed leather upper)

The 'Marathon' has to be about the niftiest racing shoe to ever come along. For a shoe that has been available in the U.S. for only nineteen months (as of this writing), its racing record is fantastic. It is extremely light, flexible, and features such outstanding traction that some runners use it for track races as short as a mile. One athlete reports improved track marks for one, two and three miles in this shoe, while another in the survey posted his best indoor two mile in the 'TG4.'

No doubt the prime reason for the 'Marathon's' success as a race shoe is the fact that it was built specifically for racing, making it not much good for anything else. Two athletes report using it in training, but one of them trains almost entirely on grass. At seven ounces (size 9), the 'Marathon' is lighter than many track shoes; it is a stripped-down racing shoe, low on cushioning features of any kind. The relatively thin sole rules it out as a training shoe for most, while the critics of a support-less shoe emphasize the absence of supports. Apparently few athletes miss the support while racing, however, or the 'Marathon' would not enjoy such popularity. Indeed, some athletes regard a support as a hindrance to natural foot action.

In spite of its national and international success at the marathon distance (Shigematsu's 2:12:00 was done in the TIGER 'Marathon'), this shoe is not everyone's favorite for long road races. Those runners to whom substantial cushioning is of major importance find the shoe impractical past a certain point. One runner says "after ten miles my legs cramp up rather badly;" another estimates "for ten to fifteen miles, probably the best shoe one could wear." The consensus, however, finds the shoe acceptable at any distance. One athlete's comment about the thin soled NISHI shoe (below) applies equally well here. Try a couple of long, fast training runs before committing yourself to a long race in any thin soled shoe. Many runners built up the heel of the 'Marathon' to best suit their needs, either by adding rubber to the outside, or inserting cut-off sections of insole to the inside. The former practice seems preferable, as the latter alters the way the shoe fits the foot.



TG-4 MARATHON

The uppers wear well, while the sole is of average durability, depending on how much heel running you do. About 1000 miles is a consensus life span for the sole, and that's enough racing for anyone. The uppers are extremely soft, comfortable, and free from blistering. Many athletes report that the shoe requires no breaking in whatsoever, and that they can take a new pair right into a marathon race without concern for their feet: "TIGER is the only shoe that I can wear without socks;" "TIGER shoes are kind to my feet." The fact that this shoe can be used with such success at distances as short as a mile testifies to its excellent traction; nevertheless there is some debate on this point. One report says "great traction on grass, seems to slip on roads;" another claims traction is good on dry surfaces, but poor on wet; another reports that the traction is the best of any shoe when new, but the worst when old worn. Again, this seems to be a point that each runner must determine for himself. Sole flexibility is excellent; the shoe can be easily folded in half so the toe touches the heel. Not that you would want to, but it does emphasize the shoe's flexibility. (Also its lack of internal support.)

The 'Marathon' model is available in a choice of uppers: the regular white buffed leather, or a suede-like reversed leather. Reversed leather is stronger, as machine buffing, the process by which leather is given a smooth surface, often creates weak points, which in a thin upper can lead to tears. By fall of 1967, the same shoe will be available with an all-nylon upper as well, which will impart the advantages of 1) lighter weight, 2) greater comfort, 3) greater strength, and 4) no extra cost. Two U.S. runners have tested a sample of this nylon shoe, and they claim its comfort is incredible: like wearing a soft sock. Watch for this one. If the nylon goes over, the days of leather running shoes may be past.

Comments:- "In my opinion the finest road racing shoe in the world."
"The best racing shoe I have ever worn."

"The lightest and the fastest."
"Definitely at the top for racing...."
"Absolutely the best racing shoe I've ever worn."



model no. TG22 'Road Runner' \$8.95
TG22-R 'Road Runner' 9.95 (same, but reversed leather)

The 'Road Runner' conforms to the design suggested by Arthur Lydiard as ideal for a distance training shoe. The most obvious feature is the built-up heel to absorb the initial impact of the stride, and a cut-out area under the arch to allow more natural foot action. A soft rubber midsole under the ball and heel acts to cushion the stride as well, if not better than any shoe around.

The 'Road Runner' lacks an arch support, but the heel counter is excellent. The uppers wear well, but consensus has it that the sole is of below par durability. One runner says "they wear out faster than any shoe I've ever worn." One thousand miles comes out as an average figure for the sole, but the heel can show considerable wear earlier, depending on the runner. The design of the shoe necessitates that the heel will take the brunt of each step, and it is quite reasonable that it should be the first to go. (When it does wear down, get it fixed, and this applies to any shoe. Running on worn, uneven soles and heels is a quick route to an injury. One runner reports that achilles tendon trouble suffered in the NEW BALANCE 'Trackster' cleared up after switching to the 'Road Runner,' but came back when the heels wore down. It cleared up again when he got a new pair of 'Road Runners.'")

Comfort is good, and blisters are rare. Chafing, when it does occur, seems to result from the base of the tongue contacting the tops of the toes. One runner suggests 'slathering' lanolin or vaseline inside the shoe at this point for the first few workouts as a remedy. This is not a problem in the reversed letter 'TG22-R.' The added comfort of this model is well worth the extra dollar.



TG-22 ROAD RUNNER

The 'Road Runner' enjoys great popularity, and it is considered by many to be the panacea for achilles tendon problems. I am not really qualified to discuss injuries (though I do anyway), but the consensus, again, in this regard is that a low-heeled shoe brings on achilles trouble, while the elevated heel relieves it. There is some question in my mind, however, as to whether the heel itself has anything to do with it. A scrutiny of the TIGER 'Road Runner' reveals an elevation of the heel (relative to the ball) of less than a $\frac{1}{4}$ inch. Could this small margin be the factor reducing achilles problems? The most significant difference between the 'Road Runner' and the guilty 'low-heeled' shoes is the absence of sole material under the arch. It has been my experience that this permits a better 'feel' for the ground, and better foot flexion, but how this might affect the achilles tendon, bears the seal of approval from many.

The 'Road Runner' is conceived of as a training shoe, but it is often used in races of unusual length or over particularly rugged courses ("...for the Pikes Peak Marathon, it's nearly ideal"). It is a little on the heavy side for racing, but not as bad as most so-called 'training shoes.' It isn't as heavy as the TIGER 'Aztec' or NEW BALANCE 'Trackster II.' The comments on this one constitute a report in themselves.

Comments:- From one runner who makes his own racing shoes..."but for training and minor races and time trials I use a commercial shoe. I

have tried "adidas" and examined NEW BALANCE but wear TIGER TG22 'Road Runner' because it seems to be the best shoe for the dollar.

"I've yet to find the perfect shoe for my road running, although the TIGER 'Road Runner' I've been wearing the past years comes close."

—"The best shoe for prevention of injuries because of its thick soft sole. I have occasionally had the feeling I was 'bouncing along in my TIGERS."

"The best all around shoe I have found."

"...the only thing they are good for is training your dog to retrieve.

Tiger

model no. TG24 'Aztec' (formerly the 'Mexico') \$10.95

The 'Aztec' has only been around for six months, and then only in very limited quantities. The supply will continue to be scarce for awhile, but if you are looking for a good training shoe, this one merits consideration. The stock problem arises partly from the fact that this shoe was designed by a member of the Blue Ribbon Sports staff, and as far as I know the shoe is not a general production model for TIGER. The factory turns them out a little on the slow side.

The 'Aztec' is basically meant to be a modification of the 'Road Runner,' with added support and durability. In this regard it succeeds, but it is also heavier, as heavy as any training shoe you can find, and some find it a 'cloddy.' The extra durability has been a variable quantity. A sample pair tested in 1965 was worn 3500 miles by a certain athlete before he finally scrapped them in late 1966. No repairs at that time. The same runner picked up a new pair at that time and wore them 1000 miles before he was through the outer sole. The TIGER factory maintained that they were using the same materials in the sole as before, but an error in 'cooking' time could account for the whole thing. The 1967 version looks like it is again as wear-resistant as any shoe you can find. Even over-cooked, the 'bad' sole got good durability reports. Two thousand miles was given for mileage.

There were two objections to a close fitting heel, which tends to give some blister problems until broken in. One runner thinks the toe area is too wide; it is a little wide, perhaps unnecessarily so.

Comments:- "The most comfortable training shoe I've ever worn."
"Best flat I ever had."

Tiger

model no. TG23 'Simba' \$10.95

This shoe is an extensive modification of TIGER's old 'Limber-up,' a shoe originally designed to grab at the "adidas" crowd. The 'Limber-up' was a carbon copy of the popular "adidas" flat sole design, but it lacked an arch support and the sole was too hard to appeal to many runners. The renovated 'Simba' has an arch support, ankle cushions, a thick bouncy sole, and it ought to please the group it was meant for. As an added advantage, the toe area is typically (for TIGER) on the roomy side, giving it some edge on "adidas" if your toes need the space. Reversed leather uppers (suede) contribute much to the comfort of the shoe.

At this writing, the 'Simba' is available but untested. Sole durability is unknown, but looks pretty good. The shoe seems to be a shade heavy, which might tend to limit its use to training.

Tiger

model no. TG12 'Magic Runner' \$6.95

The 'Magic Runner' is a lightweight canvas shoe for racing and training, and it really has to be seen to be believed. Here is a shoe priced for the beginner that is worthy of the champion. Throw out your prejudices about canvas shoes, this one is really different. First, the canvas upper is very light, not at all like the canvas used in American shoes. There are no in-seams at all on the inside, and the shoe is extremely comfortable. Blisters would be unlikely, and chafing appears impossible. The sole is essentially that of the TIGER 'Marathon' shoe, but the heel is significantly better here, providing a more substantial cushion. Finally, there are air vents along the side of the shoe to allow the foot to breathe. The crazy thing about this one is that the shoe doesn't have any tongue; but it doesn't seem to need one either.



The name 'Magic Runner' is TIGER's and sounds preposterous, but when you see the shoe you're willing to allow it. The 'Magic Runner' just might be superior to the 'Marathon'--the heel is better, and I can't see anything that might not work. It might even be washable!

The first pair sold in the U.S. was worn in a ten mile road race eighteen hours later--50:22, first place, course record. For seven bucks, it's worth a try. Available in quantity by Fall of 1967.

Tiger**GENERAL REMARKS**

The Japanese--made TIGER shoe has been available in the U.S. since 1964, and is handled by Blue Ribbon Sports, a small outfit that caters almost exclusively to distance runners. They price the shoes incredibly low (from 25 to 35 percent lower than "adidas" or NEW BALANCE), and give further discounts to distance runners who order through 'Dept. RRC.' (The prices quoted in the text ARE the 'RRC' discount prices.) This policy benefits the customer most of the time, but dismays him occasionally when Blue Ribbon is too broke to invest in sufficient stock to meet the demand.

National advertising for TIGER wasn't initiated until mid-1965, but the impact was immediate and far-reaching. Recent TIGER ads point to the fact that since then the shoes have been worn by the winners and/or majority of placers in nearly every major long distance running race in the nation, including two NCAA cross-country team titles. No doubt the low prices help account for many sales, but the race success of the shoes can only be attributed to the fact that they are plenty good shoes.

Perhaps the most significant point that can be made about TIGER is the fact that every shoe is specifically designed for a single purpose. The 'Marathon' for example, is a racing shoe, nothing else; if you train in it you will likely wreck the shoe, yourself, or both. The 'Road Runner' is for use on hard surfaces, with the elevated heel and special ball-heel cushions planned for such use. Pretty much useless as, say, a shot putter's shoe. Compare this approach to that of "adidas," a company that continues to produce shoes that are merely variations on a single idea. All "adidas" shoes have a solid sole, toe to heel; all "adidas" shoes have the same kinds of cushioning and supports. TIGER, on the other hand, comes up with shoes with flat soles or heels, with arch supports or without, as training shoes or racing shoes, and the choice is expected to expand even beyond this. By mid 1967, TIGER shoes will be available with uppers of canvas, buffed leather,

reversed leather, or nylon; and there may even be a ripple sole available shortly.

The Japanese end of things is extremely impressive. The rate of change and improvement shown by TIGER since the 1964 Olympics is unparalleled by any other manufacturer. TIGER is growing with the rise of distance running in Japan, and no country in the world has more runners of such consistent quality than Japan does today. The country is their laboratory, and their innovations are snowballing. In November of 1966, TIGER had developed an experimental 'Marathon' shoe with all nylon uppers, a shoe that will be sold in the U.S. next Fall. This in itself is testimony to the speed with which an idea is turned into a production shoe ("aidas" has been taking about two years), but there is a better example:

When the nylon 'Marathon' shoe was turned out, the suggestion was offered that a spiked shoe ought to follow with a nylon upper. This posed a major problem. Apparently it is relatively easy to secure a nylon upper to a rubber soled flat, because the whole thing can be vulcanized together. Not so with a track shoe, however, as the upper must be glued to the spike plate, and gluing a fabric to a plastic spike plate so it will hold is a bad problem. In November the Japanese were saying "solly, cannot glue nylon." Ninety days later they had not only discovered how to "glue nylon." but they had already expanded their tests with the new nylon spike shoe outside of Japan, and had sample shoes being tested on American athletes.

That is fast action, and to my knowledge no company in the world is geared, directed, or otherwise toward such rapid and extensive innovations. The nylon flats ought to cause a sensation next Fall, the spikes next Spring, and no one knows what might be next, not even TIGER. If you haven't tried TIGER, do so; if you have, but your shoes are more than six months old, it's a certainty that they are already obsolete. TIGER is on the move, and from the looks of it they want to satisfy everyone with one shoe or another. Keep an eye out; they're likely to do it.

TIGER shoes are available from Blue Ribbon Sports, 3107 Pico Blvd., Sanata Monica, California 90405. Service is good to excellent when in stock.

PUMA model no. 167 'Ozaka' \$13.95

Considering the number of years Puma has been available in the U.S., surprisingly few athletes wear their shoes. My inquiry turned up only one runner who commonly uses the 'Ozaka,' Puma's top training flat. His reaction, however, was extremely favorable, as he has used nearly everything, and considers the 'Ozaka' to be the most comfortable of all his training shoes.

Passing remarks of other athletes point up the relative lack of sole flexibility and the fact that it does not provide the cushioning quality of the "adidas" 'Olympiade,' which it closely resembles. The 'Ozaka' has a one-piece flat sole, arch supports, ankle and tongue cushioning. The toe space is limited, as with "adidas," and many athletes mention it.

Puma shoes are similar to "adidas" in many respects. The quality is not quite as good, but close, and the price is better. Also, Puma is perhaps the most easily available of the major shoes, and can be



No. 167 OSAKA

found in sporting goods stores in most cities. National distributors are Sports Beconta, Inc., 440 Park Avenue South, New York, N.Y. 10016, and 1261 Howard Street, San Francisco, California 94103. Quality of service from distributor is unknown.

HIRVI 'Marathon' \$11.00

Just one report on this shoe, plus my own experience with it three years ago. I received satisfactory performance from HIRVI in both racing and training, but a runner using them now reports very poor sole durability, requiring "more or less constant repair" after as few as 150 miles. The sole is soft, however, and does provide good cushioning.

The shoe has changed twice since 1964, both changes for the worse. A boxy toe design has been dropped in favor of a narrower last, and a square heel has been removed in favor of a one-piece sole design. The heel is raised, however, as the sole is significantly thicker at that point. The HIRVI 'Marathon' used to be a fine running shoe. It is less of one now.

Available from HIRVI-URHEILUKENKA oy, Lensunkatu 7, Rauma, Finland. Order by street shoe size, and allow ten to twelve weeks for delivery. An important member of the HIRVI 'staff,' I understand, is Olavi Salsola, ex-European record holder at 1500 meters.

NISHI 'Marathon'

Just one report on this one too, and as far as I can make out, except for a small ripple sole on the NISHI, the shoe differs little from the TIGER 'Marathon.'

The NISHI, like the TIGER, is a Japanese-made racing shoe, very lightweight (about eight ounces), and, like other lightweight racing shoes, generally lacking in supporting features. The uppers are of calf leather and described as long wearing, though occasionally inclined to tear. The ripple sole gives excellent traction, but no data on its durability. I am under the impression that the NISHI ripple is not as pronounced as with the NEW BALANCE 'Tracksters' (more like the 'Speed Star'), which would tend to reduce the possible negative features of this type sole.

A remark made pertaining to NISHI is worth repeating, as it applies equally well to the "adidas" and TIGER 'Marathon' models: "One should use care in using the new lightweight shoes when not used to them. They could spoil one's effort and ruin your chances of getting the best out of yourself. Trying a shoe in practice, rather than in a race, is one of the best protective things a runner can do." This refers primarily to the lack of cushioning in these shoes, and the resulting tendency to leg cramps in some athletes, as noted earlier.

By ordering direct from the NISHI factory, which is the only way you can get it, you have the advantage of having the shoe 'made to order.' I assume that a foot outline is necessary. Special requests may be honored to meet the particular need of a runner--stronger heel support, extra reinforcements, etc.

No data on cost, but \$10.00 ought to more than cover it, including air mail delivery. Service is unfortunately slow, about six months. But if you have feet shaped different from the norm, it would be worth waiting six months. Distance runners must have shoes that fit. Order from NISHI Athletic Goods, 21 Kabukicho, Sinjuku, Tokyo, Japan.

MISCELLANEOUS AMERICAN-MADE SHOES

I have neglected to comment on the American shoes (except for NEW BALANCE) for two reasons. First, I can't find a runner who wears one, and second, the American shoes are available for your own appraisal at most sporting goods stores. RIDDELL probably makes the best of the lot. The Hyde Shoe Co. of Cambridge used to make a good running shoe, but it was exorbitantly priced at \$20. I haven't seen this one for a couple of years, and I doubt if it is still available.

SUMMARY:

Obviously, to answer the question of which brand shoe is the 'best' is an impossible task, since individual tastes and needs differ widely. To avoid the question altogether, on the other hand, is to yield too easily to expedience and to fall unnecessarily short of a complete and comprehensive statement. Of the fifty-seven informants who supplied data, forty of these made some positive statement as the 'best' training shoe, and forty-seven made a positive statement as to the 'best' racing shoe. It wasn't possible to separate statements of 'objectively best' (from the standpoint of quality and design) from 'subjectively best' (unsubstantiated statements of individual preference), so I didn't try. Any remark made about the overall superiority of any one shoe over the others was tallied. In evaluating the results, it is important to consider these qualifications and the relatively small sample size.

'Best' Training Shoe		'Best' Racing Shoe	
TIGER 'Road Runner'	16	TIGER 'Marathon'	29
NEW BALANCE 'Trackster II'	6	NEW BALANCE 'Trackster I'	6
"adidas" 'Olympiade'	4	TIGER 'Road Runner'	4
"adidas" 'Italis'	4	"adidas" 'Marathon'	3
NEW BALANCE 'Trackster I'	3	NEW BALANCE 'Trackster II'	3
TIGER 'Aztec'	2	NISHI 'Marathon'	1
TIGER 'Marathon'	2	HIRVI 'Marathon'	<u>1</u>
PUMA 'Ozaka'	1		47
"adidas" 'Gazelle'	1		
"adidas" 'Marathon'	<u>1</u>		
	40		

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LATE NEWS FROM THE EDITOR:

In addition to the list of SP--DRN members listed on page 15 please add John A. O'Neil Class B, and Charles Fells Class A. Both joined after March 15 and thus was not included in the main list. Thank you men.

FLASH: Next issue- "The Man Who Would Rather 'Die' than be 'Beaten' - Herb Elliott by Percy Wells Cerutty Don't miss it!

	Durability of uppers	Sole	Fit	Roominess through toes	Comfort	Arch supports	Cushioning	WEIGHT	Traction	Service of Distributor	COMMENTS
adidas											
'ITALIA'	G	G	GE	F	G	YES	F	MEDIUM	G	GE	Probably all shoes with arch supports relieve most arch troubles
'MARATHON'	G	G	GE	F	E	YES	PF	LIGHT	F		
'OLYMPIADE'	G	G	GE	F	E	YES	E	HEAVY	G		
'GAZELLE'	G	?	GE	F	E	YES	E	LIGHT	G		By special order only
NEW BALANCE											
'TRACKSTER I'	G	GE	FG	E	G	NO	G	MEDIUM	E	GE	Only shoes made in width. Factory repair service available.
'TRACKSTER II'	G	GE	FG	E	G	NO	E	HEAVY	E		
'SPEED STAR'	G	G	FG	E	G	NO	G	LIGHT	G		
TIGER											
'MARATHON'	G	FG	GE	G	E	NO	F	LIGHT	GE	GE	Lowest prices. Discounts to RRC members.
'ROAD RUNNER'	G	F	G	GE	G	NO	E	MEDIUM	GE		Help some injuries.
'AZTEC'	G	GE	FG	G	G	NO	E	HEAVY	G		
'SIMBA'	G	?	G	G	E	YES	GE	MEDIUM	G		

LEGEND: P=POOR, F=FAIR, G=GOOD, E=EXCELLENT

SUBJECT - SHOES : PLACE - GREAT BRITAIN

by John Mercury

Today the main emphasis in the production of shoes seems to be weight. We hear constantly of athletes getting injuries and most of these seem to be in the area of the achilles tendon. During the winter most of one's work has to be done on the road, but one sees many athletes training in the cheaper TIGER canvas top shoe, and I feel that this is not the way to avoid injury. These shoes are too thin and lack any protection for the achilles tendon. In contrast the "adidas" 'Olympiade' and Puma 'Mexico' show great concern for this region and the heels of these two shoes are really well built up, thus reducing injury to a minimum. These are of course much dearer than the TIGER type, which are only 29/6 (\$4.13) against the 'Olympiade' cost of 120/- (\$16.80). However, one must ask "Is it worth paying 120/- to save oneself from possible injury?".

Both the German firms of "adidas" and Puma produce cheaper versions of their best road training shoe, though these are not as well padded. Light shoes should be kept for racing. TIGER produce an excellent road racing shoe called the 'Marathon,' and these are good value at 65/- (\$9.00). They have a kangaroo leather top (with blue stripes) and the sole has a slight ripple effect, with a slightly built up heel. Perhaps the best racing shoe on the market at present is the Puma 'Marathon,' designed by British star Ron Hill. They combine lightness with comfort. They are to all intents and purposes a spiked shoe without the spikes. The heel has a small neat wedge inserted along with a thick piece of heavy duty sponge which reduces jarring to a minimum. These shoes were worn by Olympic gold medalist, Abebe Bikila, and European marathon champion, Jim Hogan, on their 'golden' runs. The small British firm of Walsh has made a copy of this shoe at about 20/- (\$2.80) cheaper than the Puma version, but here the question of advertising enters the scene.

"adidas" and Puma both spend hundreds of dollars a year on advertising, the market being aimed at both the star and the youngster, though it is true to say that many of the 'big names' receive their shoes free of charge. The young runner sees a big star in a certain make of shoe and therefore assumes they must be good. How can the small manufacturer compete against this? It does appear, though, that this free shoe practice is being stamped out, for only recently we heard that the crack East German athlete Jurgen May has been banned for receiving money from a big German firm to wear their shoes.

The latest discovery in the search for lightness and comfort is the suede top shoe. One advantage with this type is that if it gets wet it does not go stiff on drying as many leather top shoes do. The top "adidas" marathon shoe has the suede top, whereas the Puma version has a leather top. As a matter of interest it might be worth noting that the British marathon stars, Basil Heatley and Brian Kilby, wore either Walsh or TIGER, which they considered more comfortable than the big German makes.

As far as cross-country running goes, much depends on the course. Generally an ordinary pair of track spikes will suffice in either mud or on fast grassland, but if road work has been included then the ripple sole would appear to be best. In Britain the chief source of supply is either Walsh or Reebok (Walsh, 20 St. Helens Road, Bolton, Lancashire, England; Reebok, Bright Street, Bury, Lancashire, England). The ripple sole provides a sort of suction pad and thus one tends to 'glide' over muddy surfaces. In spikes the best by far is the "adidas" 'Tokyo', but many times runners wish not to use spikes for cross-country running.

SHOES IN AUSTRALIA - SOME OBSERVATIONS

by Richard Amery

Australian distance runners are no exception to the rest of the world when it comes to choice of footwear. Nearly all have personal preferences for a particular brand--probably based as much on appearance and the effectiveness of advertising as on serviceability and price.

Due to Australia's isolated position and high import tariffs on certain manufactures, imported running shoes are usually exorbitantly priced (not to mention the high profits usually made in the sporting goods business).

Most popular of the imported running shoes (both road and track) are the well known brands of Adidas, Puma, Tiger and Hungaria (a French make). Of these, Adidas would have a clear lead in sales popularity. This has no doubt been boosted by their being manufactured in Australia. Although only selected models are produced in Australia at present, the range is growing. This same company has also covered a large proportion of the sale of football and soccer boots. It would be true to say that nearly all the top runners wear Adidas.

Puma track shoes are growing in popularity although the road shoes are seldom seen. Price is probably a prohibitive factor here.

Of the locally produced shoes, Dreske would probably be the best known and most used. This company no doubt received a big boost by the fact that Herb Elliott was frequently seen wearing them. Most would probably agree however that they are inferior to the more expensive imported models.

To sum up; the top four models to be seen on Australian roads and tracks would be Adidas, Tiger, Dreske and Puma. A wide range of the various models is also seen, but there appear to be no overwhelming preferences. Frequently sponge heels, etc. are added but this is purely an individual matter. In all cases, it would probably be true to say that the runner makes the shoe, not the shoe the runner.

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WALKING - SOME OBSERVATIONS

BY CHRIS BOLTON (Lancashire Walking Club, England)

"Walking" we are told by an early 19th century medical authority, "is the most salutary and natural exercise within the power of everybody and we can adapt its degree and duration to the various circumstances of health. By this exercise the body is kept in proper temperament, the motion of the lungs is facilitated, and the rigidity of the legs arising from too much sitting is relieved."

Such at least was one medical opinion some 150 years ago, and we may be sure that most of our ancestors were compelled to take plenty of this exercise. They walked to their work and home again; they walked to the nearest market town, to the fairs in the neighbourhood, to the sports and festivals that took place. A recent Lord Mayor of London has told how his grandfather walked to London from Cornwall to set up in business, and this story may be repeated a thousand fold.

These inherited instincts, plus the deep-seated competitive spirit in man, manifested itself in racing and in competing against the twin demons of time and distance. Many are the accounts of wagers, matches and trials of endurance over a miscellaneous collection of distances in the early 1800s. Often, however, the border line between walking and running was masked under the general term of pedestrianism, and it is obvious that these events were the forerunner of organised athletics in this country.

Often the question is asked, "why walk when it is quicker to run?", but the pattern of physical recreation is so wide and complex that it would be foolish to assume that any one form was the best. Suffice it to say that walking is one of the oldest and cheapest forms of attaining a high degree of physical fitness. It can be used to stimulate well-being in body and mind, whether in congenial country surroundings or in swift pursuit of others round a track. In between, at varying speeds, are the forms it can take, through the "strollers" five-mile-in-the hour to the road race of seven miles in the hour.

Walking has two very important points in its favour in that it can be practised almost anywhere, and that the benefits derived can be enjoyed and put to use through a complete life-

time; even when competition is a thing of the past.

Of course it is easier and quicker to run seven miles than to walk that distance, but we are with athletic prowess which demands for its capable execution a well developed muscular system, a finely evolved skill, tenacity and mental application. The rules applicable to competition demand discipline in control of action, and acceptance, without demur, of a judge's decision.

Britain's sporting history is rich in pedestrian prowess, and the A.A.A. seven miles track championship is among our oldest national championships. The A.A.A. also provide track championships at two miles for seniors and one mile for juniors and youths.

The R.W.A. (Road Walkers Association) promote championships on the roads at distances of ten miles, twenty miles and fifty kilometres. Starting in 1968 the English Schools are to include walking in their championships. In following the number of clubs, we are stronger in England than in any other country, and our walkers always give a good account of themselves in international competition. Indeed, of the fifteen walking events so far held in the Olympic Games, Great Britain has provided five winners, while no fewer than twenty-three of our representatives have been placed in the first six. Ken Matthews, after his first representative appearance in 1958, until his retirement after the 1964 Olympics, won his specialty event on all but one occasion when competing for England--a truly enviable record.

(In the next issue our correspondent will give hints on the art of race walking which will be of particular value to beginners in this exacting sport of walking.)

RUN RUN RUN

BY FRED WILT

Many have said that this book, RUN RUN RUN by Fred Wilt, is the best book ever written on running and we agree. Every runner should own this book. The list price is \$3.00, but DRN will be selling the book at \$2.75 until June 30, 1967. Order from DRN's Book Dept.

SPOTLIGHT ON ENGLAND & EUROPE

BY WILF RICHARDS--EUROPEAN EDITOR



Gerry North (left) & Ron Hill (right)

Cross-country running in Britain is a sport in its own right. That is to say, it is not merely the winter portion of a track runner's routine used purely as a means of acquiring stamina and maintaining fitness during the close season. It is true that the vast majority of track distance runners do have this in mind, but few would regard the cross-country game as secondary in importance and enjoyment to the track events. In consequence, cross-country courses in England remain much as they always were--true tests of endurance and not specially tailored to fit into the speedy track runner's province. A few coaches and officials in the past have argued that we should follow European examples and reduce distances and severity so as not to dull the track runner's speed, but the tremendous popularity of cross country running is surely evidence enough that no such alteration is desirable.

From January onwards in Britain the more serious side of cross-country racing takes place. First comes the County Championships, followed a fortnight later by the great inter-County 10

test, in which practically every distance runner of consequence competes. This year's event ran fairly true to form so far as the leading individual runners were concerned. Dick Taylor, the 22-year-old Warwickshire runner, came home well clear of Lancashire's Ron Hill who was equally well clear of the third man, Gerry North (Surrey). The surprise came in the team positions, with Lancashire, who were firm favourites after several years at the top, decisively beaten by Surrey. Third County to finish was Yorkshire. There were 337 Finishers.

First three individuals in the Inter-County race confirmed their form later when Hill ran away with the Northern area championship, Taylor with the Midland, and North with the Southern. As these notes are written the stage is all set for a great battle in the National Championships at Norwich. Will the three area winners still prove their superiority over all others? And if so, in what order? Ron Hill has stepped up his training to be at his peak for this event; the younger Dick Taylor is also in great form, is not lacking in confidence, and belongs to a club with a great tradition for championship honours (Heatley, Kilby, Juan Taylor are three of these). Can Gerry North surprise them all by crowning his come-back with a supreme achievement similar to his surprise victory in the "National" of 1962 when he outspurred Bruce Tulloh over the final 50 yards? North has made a fine return to top form after two or three years of more moderate performances owing to injury and other upsets. His victory in the Southern championship was a decisive one and he certainly cannot be ruled out in the search for a National winner, particularly if the course is wet and heavy, for it is in such conditions that the former Blackpool runner is seen at his best.

It could be, of course, that none of the three favourites mentioned will prove to be best on the day, for, with a starting field of 800 to 900, who is to say that some "dark horse" who has been setting his sights specially on this race will not prove triumphant? One who could do the trick is John Jackson who ran Dick Taylor very close in the Midland championship. Well, we shall see; but my own preference is for the Bolton United Harrier, Ron

Hill, to repeat his National win of last year. If this year's race is as close as that one, the spectators are in for an exciting time, for Ron Hill had to fight a neck-and-neck battle with Mike Turner of Liverpool before getting the verdict in what was almost a dead-heat.

Graham Taylor, the brilliant young marathon "find" of 1966, had a great runaway win in the Mitcham 15 (actual distance 15 miles 1305 yards), his time of 1:18.43 being nearly two minutes faster than his nearest challenger's. There were 170 starters.

The classic Morpeth to Newcastle 13½ mile race saw Jim Alder beat his own course record by nine seconds. Despite this he was unable to account for Dick Taylor who was in tremendous form and won by 200 yards. Times - Taylor 64:53 Alder 65:33.

A young scottish runner whose progress is being watched with great interest is the Motherwell Y.M.C.A. athlete, Ian McCafferty. The latest exploit of this talented Scot was in setting a new United Kingdom and European record for two miles indoors with a time of 8:36.4. Only 24 hours later he was chasing the Belgian star, Gaston Roelants, home in a cross-country race at Hannut. McCafferty was a bare five seconds behind at the finish, with Gerry North third. Another British victory on the continent was at Mezidon, where, in a very close finish Ron Hill outprinted Fayolle of France, with John Jackson about 20 yards farther back in third place. One of England's most promising juniors (by cross-country definition) is Mike Tagg. On the same day that McCafferty was racing against Roelants in Hannut, Mike Tagg was representing England in a 9km cross-country race in Madrid. In a thrilling finish he got the better of Carlos Perez, of the home country, with Irish runner Derek Graham a close third. Tagg is a runner who is able to rise to the occasion, and if his progress continues satisfactorily he is likely to be one of England's most reliable internationalist of the future.

Gaston Roelants continues to be the dominant European cross-country runner. Little is known of his exact methods of training, but from all accounts he puts in 80-100 miles a week, much of it on the fartlek principle in the woods near his home. He has not by any means been free from the trials and tribulations which assail most top class athletes. He has had his share of colds, and on one occasion was a

victim of a stomach muscle injury which put him well back behind his rivals. Now, however, he appears to be well on the way to the greatness we have come to expect from this stylish Belgian champion.

And what of the so-called weaker sex? Well, in Britain cross-country for ladies and girls is certainly gaining in popularity and most competitors these days can get through their two to four miles (dependent upon age) of really tough running without undue distress. Among the best are the talented twin sisters, Rita and Iris Lincoln, 20 years of age. They finished 1st and 2nd in the Essex County Championship. Rita, who is the National mile champion, is second only to Anne Smith U.K mile rankings with a time of 4:47.9, while her sister Iris ranks 3rd with 4:53.1. Anne Smith's best is 4:44.2 and she has a 880 time of 2:04.2 to her credit. She trains under the guidance of the former British star, Gordon Pirie, who is a fanatical as ever where physical fitness is concerned.

In the northern part of England, Bury A.C. (Lancs) have dominated the scene for some years, but Sheffield (Yorks) are now beginning to challenge their supremacy. Bury, however, are very strong in all groups and can therefore be expected to continue to field good teams for some years to come. Jane Perry appears to have taken over the individual Northern mantle from Bury's Mary Hodson, but neither figured prominently in the national championship, which was won by the 32-year-old London runner, Mrs. Pam Davies, a member of the Selsonia Club. The race was run over a hilly 3 mile course at Blackburn (Lancs.), and this was Mrs. Davies' third successive victory in the championship. Joyce Smith (Barnet) was 2nd and Anne Smith 3rd. The Lincoln twins, in 4th and 6th positions, were split by New Zealand visitor M. Sampson, who hit the headlines by completing the full marathon distance in New Zealand.

LATE NEWS: There were two welcome British victories in the France vs. Britain indoor contest at Lyons, and each produced a National indoor record. It was the Flying Scot, Ian McCafferty and England's indoor specialist, John Whetton. McCafferty ran a brilliant, unchallenged 3000m victory in 7:56.2, a time well inside the previous British best held by Alan Simpson at 8:03.6. Whetton ran a good 3:43 for 1500m to beat two Frenchmen by 1.8 seconds.

TRAINING FOR THE SUPER DISTANCES (Part one)

BY NAT CIRULNICK (EDITOR OF THE ANNUAL MARATHON GUIDE)

ABOUT THE AUTHOR: I (Nat Cirulnick) am not an outstanding authority on the subject of long distance running, since I have never run any excellent times at any distance; however, I have competed in one hundred marathons and super marathons. I have twice completed the classic London to Brighton race (52½ miles). Under no circumstances believe that what I advise as to training is the way to achieve, at least, moderate success at these distances. This article is only intended as a guideline.

First of all, lets make a general statement as to what are the "Super Distances." To me, "Super Distances" are those runs beyond the standard marathon distance of 26miles 385 yards.

Now, before the reader attempts to follow a program designed to enable him to run the super distances, he should first check the way in which he runs. Runners have various styles, but many of them are running inefficiently. Ron Clarke and Kip Keino have excellent styles; both adhere to the "Ruthrauff principle." Dr. Ruthrauff, of Philadelphia, Pa., has devoted much of his life to a study of efficient running and his principle is sound. All that I know about efficient running styles I owe to Dr. Ruthrauff.

The body must operate as a unit. Shoulder action is coordinated with the hip action, and both depend upon correct foot placement.

The right leg is thrown forward until the right heel comes in contact with the ground. At this point the knee is locked; the leg is fully extended. As the leg is being thrown out, the left shoulder is throwing the left arm across the body in the right direction so that the left wrist passes in a line with the right leg. Note: the left forearm is at a 90° angle with the left upperarm. The forearm is not moved by itself, but it is from the shoulder to the elbow which does the work. It is the action of the upper arm and shoulder which helps to rotate the hip which assists in throwing out the leg.

Meanwhile the right arm is thrown out and back at the same time that the left side of the body comes forward. In this action the right shoulder (the back shoulder) is raised

higher than the left shoulder (the forward one). The right foot pushes off from the ball of the foot with a flip that adds to the power of the pushoff.

Now the runner is ready for the next action: the left foot pushes off, the left shoulder is thrown back and upwards, the right shoulder comes forward and downward, and the right foot comes forward until the heel comes in contact with the ground. The foot rocks forward until the ball of the foot supports the weight of the body, and so on. The 'rocking horse' movement is the efficient method.

Next issue: training schedule.

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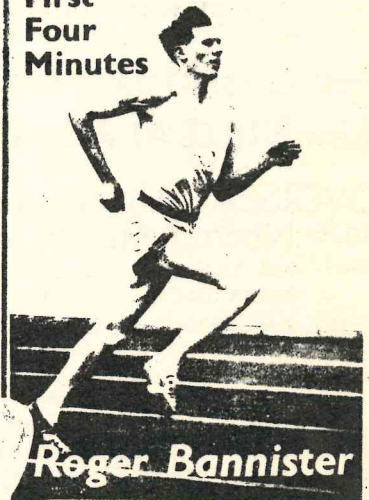
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H. BROWNING ROSS (Browning Ross is well known to distance runners. Besides being one of America's best steeplechaser in the 1950's, he was the founder of the RRC in America and is at present editor of the Long Distance Log.)

Where the steeplechase is concerned I feel that any distance runner can adjust to this event with a few weeks practice, but as George Young said, "It is an event that the general public could care less about." With Don Gehrmann, Fred Wilt, Bob Black, Horace Ashenfelter and Waren Dreutzler around in the distance events, my Villanova Coach Jumbo Elliott thought I had a better chance to make the Olympic team in the steeplechase. Having decided this, the two of us went down to Penn's Franklin Field and worked on interval 440's over the hurdles, stressing hurdle clearance without checking stride, and taking the water jump effectively and efficiently (sighting a take off mark 35 to 40 yards away).

Since barrier clearance is so important, I have listed six points below that should be followed. 1. The water jump should be taken fast with high knee lift and controlled arm action for balance. The eyes should be fixed on the rail. 2. The body should be low on the rail and knees well flexed to give trust. 3. Lean forward before the start of the leg drive to guarantee a fast movement over the barrier. 4. A powerful drive from the supporting leg to get a good lift over the water is very important. 5. Very important at this stage is to stay relaxed and have a balance landing--front foot landing at the edge of the water with the trailing leg pulled through high for a dry landing. 6. Now be sure to concentrate on getting back into a normal running rhythm quickly.

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