

Hands quicker than the camera

Cliff Rice, a doctoral candidate in wildlife studies, juggles on the lawn in front of the Academic Building. Rice, who was finishing lunch with friends, says he juggles "every so often" to keep in practice.

Battalion photo by Lynn Blanco

Heart disease deaths not related to coffee drinking, study reports

WASHINGTON — A new study offers good news to coffee drinkers who may have heard of a possible link between heavy coffee drinking and heart disease.

A follow-up survey of 2,530 men and women, blacks and whites, in Evans County, Georgia, found no consistent differences between the heart disease death rates of heavy coffee drinkers and those who drank coffee or none at all.

The reassuring statistics will cheer the coffee drinker as well as the abstainer, said Dr. Samuel Vainub, associate editor of Archives of Internal Medicine, a doctor's journal published by the American Medical Association.

"After all, coffee is no ordinary drink such as chocolate soda and the like," he wrote in an editorial accompanying the Evans County report. "It is a way of life."

The possible relationship between coffee and heart attack has

been controversial since a report from Boston University in 1972 suggested that heart attack risks increased by 60 to 120 percent for those who drank coffee regularly, with the risk increasing with coffee consumption. That conclusion was based on studies of hospitalized people.

Two other studies comparing people who died of heart disease and those who did not found no association between heart disease and heavy coffee drinking although a Finnish study reported last year did find such a link.

The Evans County study is the latest of seven prospective surveys following coffee drinkers to see if they develop an abnormally high rate of heart disease. All were negative outright, or after deleting any effects caused by cigarette smoking, a known heart disease risk factor.

The new report, published in the October issue of the Archives of Internal Medicine, was prepared by

a team of doctors led by Dr. Siegfried Heyden of the Duke University Department of Community and Family Medicine.

They identified those who were heavy coffee drinkers — drinking five or more cups a day — and those who drank less than five cups daily or those who didn't drink coffee. The group then was followed for four-and-one-half years.

A total of 339 deaths occurred among the group and 130 were attributed to either heart disease or stroke.

When deaths from heart disease were singled out, the report said there were no significant differences between those who drank coffee and those who did not.

"Lack of systematic differences in vascular mortality among the four race-sex groups led us to the conclusion that there was no evidence of an association between coffee-drinking habits and mortality, either from all causes or from specific vascular diseases," the report said.

Devices may reduce gasoline vapor risks

United Press International
WASHINGTON — Oil industry researchers say they have found a simpler, better way to capture the polluting gasoline vapors that now swirl unchecked into the air at service stations when cars and trucks are refueled.

Industry officials want the Environmental Protection Agency to accept the new system as a replacement for the bulky, complex, problem-plagued equipment it now is testing in California and the District of Columbia.

The EPA, responding to the Clean Air Act, is expected to decide soon on how to control gasoline vapors at service stations.

There are two major differences between the two approaches to vapor control — where the control equipment would be installed, and who would pay for it.

In the system now being tested by the EPA, the equipment is built into the filling station pump and the station operator would pay the cost. Operators might raise the price of their gasoline slightly to recover their expenditures.

But in the new system developed and tested by the American Petroleum Institute, the equipment would be built into individual vehicles and car owners would bear the cost. The API estimated the cost at less than \$10 per vehicle.

Unlike equipment on service station pumps, which in theory could stop fillup vapor emissions from old cars as well as new, the system proposed by the API would be limited to new cars because it would have to

be installed during vehicle manufacture.

The system the EPA is now testing involves a bulky nozzle designed to fit tightly into a vehicle's fuel tank, plus a double hose from the pump. One hose supplies gasoline to the vehicle, while the second hose sucks vapors out of the vehicle's fuel tank and returns them to the service station's storage tanks.

Tests of that system have turned up several defects including fuel spills caused by poor-fitting nozzles and cases where the pump continued running after the car's tank was full, simultaneously putting more gas in the tank and sucking it out.

The system proposed by the API uses a special gasket, built into the fillpipe of a car's fuel tank, to grip existing service station pump nozzles and keep vapors from escaping while the tank is being filled. A spring-loaded trap door on the gasket assembly would keep the tank sealed when no nozzle was inserted.



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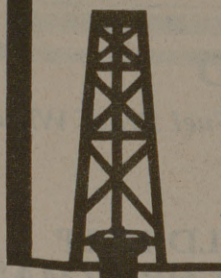
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