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Heading for Eastern finals

Rutgers seeking higher plateau

Associated Press
The season of perfection for Rutgers had barely been entered into the NCAA record books when Mike Dabney threw down the gauntlet. "We've gotten to one plateau. It's time to move on to another," said the

senior guard. "I'm kind of hoping it boils down to Rutgers and North Carolina in the finals of the East. Then we'll see how tough the ACC is."
Dabney spoke amid the champagne-drenched pandemonium in the Rutgers locker room following Monday night's 85-80 victory over St. Bonaventure. But down the hall, in the quiet of the visitor's dressing room, Bonnies assistant coach Billy Kalbaugh had some sobering thoughts.

"The thing that Rutgers has to realize is that now they're zero and zero," said Kalbaugh, a member of the Bonnies' 1967-68 team that was undefeated during the regular season but lost twice in post-season play. "They've got to win two in the ECAC, one in the NCAA preliminary round, two in the Eastern Regional and two in Philadelphia. They have to go 7-0 or no one outside of New Jersey will ever remember they were 26-0."

But Phil Sellers, the Scarlet's career scoring and rebounding leaders, disagreed. "The pressure's off now," he said. "After the Princeton game Feb. 2, everyone started talking about us going undefeated. Now I feel we can relax. We went undefeated. If we get upset along the way, people will still say we were a great team."

Last Saturday, Rutgers downed Long Island University 103-87. By a quirk in the pairings, the Scarlet

Knights and the Blackbirds again in the ECAC opening.

"I think the fact that they're going Saturday will help," Rutgers Coach Tom Young said. "I've blown them out, it might be tough to get our kids to them."

Respect. That's something Rutgers has shown only against opponents, most of whom really didn't deserve it. The Knights played only one team, Princeton, and they dropped from the polls to their 75-62 loss.

If Rutgers beats LIU, they will play 16th-ranked St. John's in the tournament finals Saturday. Rutgers' coach Tom Young said St. Peter's is the only team in the

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Texas World Speedway plans race for June 6

The Texas 500, a two hundred and fifty lap battle by late model stock cars, will take place at Texas World Speedway on Sunday, June 6.

Practice for the event, which will be sponsored by the United States Auto Club (USAC), will begin June 4, with qualifications for the forty starting positions taking place June 5. A. J. Foyt of Houston and Johnny Rutherford of Fort Worth, are expected to battle defending 1975 champion Ramo Stott and four time champion Butch Hartman.

This will be the fourth running of the Texas 500 at Texas World Speedway. In the last event Foyt, Richard Petty, and Buddy Baker were side by side, three abreast on the high banks of the curve after the first 494 miles. On the last lap, Petty got caught in traffic and finished just

20 feet behind Baker, who nipped Foyt by two feet at the finish.

The Texas 500 will be the major event of the USAC stock car championship. Dick King, director of USAC, said, "We are pleased to sanction the Texas 500 and are very happy to have it as the opening event (of 1976) at Texas World Speedway, which is one of the most exciting race tracks in the country."

In making the announcement of the opening event, Richard C. Conole, speedway president, said, "We are proud to bring a major auto race to Texas. Some of the best drivers and cars in the world will be here for the Texas 500."

The twin 150 mile Stock and Indy car races originally listed as tentative on the USAC schedule for April 4, will be run on August 1.

Tickets for the Texas 500 go on sale March 1 and are priced from \$5 to \$20.



Backlash

By BRUCE SUBLETT
Battalion Staff Writer

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Used to be that a fishing boat was a 14 foot jonboat with a little-bitty pull start motor and a paddle. Now, a bass boat can be outfitted like a 747 and cost almost as much.

The tournament pros call their plush boats "cadillacs," but they need all that equipment because they fish for a living. A weekend fisherman can get by with less and still have a quality boat to fish from.

The essentials of a bass rig are a good hull that's safe, a motor to match the hull, a responsive steering system, comfortable seats and a reliable trolling motor.

With the timber cleared out of Toledo Bend, Livingston and other big reservoirs, a boat that's safe needs to be at least 15 feet long and have enough flotation to keep it afloat even when swamped. A hull that's flexible enough to give when it hits a stump can save on repair time. A transom high enough to keep out following seas and a bow that won't throw spray into the cockpit are other niceties.

The motor should match the hull by being powerful enough to plane at less than full throttle, but shouldn't put the boat on the ragged edge of control at high speed. A motor should be easy to tilt out of the water if it doesn't have power trim and trim. The lower unit should be strong enough not to shatter when it's stumped. Look also for a motor with a slip clutch instead of shear pins for prop protection. A stainless steel or bronze prop costs extra but can take a lot more abuse than aluminum.

The motor's electrical system should be sealed against moisture, have a strong enough alternator to keep the battery charged through an average day's fishing and be rigged with a kill switch at the driver's seat.

The steering system can make a boat either a pleasure or a pain.

Some of the stick systems, the risers, are too slow for easy maneuvering and aren't strong enough to be a motor. The better sticks, the ones all right for a motor with 100 horsepower. The best way to move the driver back in the console console improves the balance on hull at high speed and gives you maneuverability.

Comfortable seats are a weight in bass over a long day. A kind of swivel seats with a steel back like a typing chair are all right for a motor with 100 horsepower. The molded fiberglass seats are little better than nothing at all because they don't support a person's back the support a person needs to be comfortable. Seats that are high enough so your legs don't from being bent all day, but not high that you can't put your feet on the deck. The swivel seats should be smooth and not where as the seat turns.

A good trolling motor is a thing to come along since a trolling motor with a well designed control makes it easy to place you would never attend a paddle. The trolling motor have enough power to pull off a mudbank but be easy on a battery so one charge lasts.

Those are the essentials. A boat might include carpet, a depthfinder, a live well, anchor winch.

To treat the boat well when water demands a quality trailer with big wheels and boards. There should be rollers and bunks to support the all critical spots.

A bass boat set up with these things will cost from \$2,000 to new or \$1,200 to \$2,500 used. add all the ice cream goodies price can go up as far as you will let you take it.

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