

'Sonny' Dove's associates recall his sense of pride

By Milton Richman
UPI Sports Editor

NEW YORK — Sonny Dove was so proud, you could almost say it cost him his life.

He took great pride in the fact that he was among the best basketball players St. John's University ever had when he performed for the Redmen from 1964 to 1967, and was good enough to play professionally five years — two of them with the Detroit Pistons of the NBA and three with the New York Nets of the ABA.

He loved music almost as much as he did sports and thought the ideal job would be part sportscaster and part disc jockey. He had half of that combination nailed down doing the color commentary for St. John's games over radio station WNYE and had gotten feelers from a Florida radio station concerning his becoming a DJ.

When the Redmen beat powerhouse Georgetown for the

second time this season last Wednesday night, Dove could scarcely conceal his elation. He worked the game with play-by-play man David Halberstam, then predicted St. John's would be in the NCAA finals two months from now.

"David, we're going to Albuquerque!" he told his radio partner happily.

St. John's may make it, but Lloyd "Sonny" Dove won't. He's gone at 37.

Scuba divers from the Police Department's Harbor Unit went into the icy waters of Brooklyn's Gowanus Canal and pulled him out Sunday night. The cab he was driving had plunged through a drawbridge that was open to let a ship pass through and the protective gate was not working. A flagman with a lantern was trying to stop traffic but Dove apparently didn't see him.

Dove, too late, tried to apply his brakes but his cab skidded off the bridge into about 25 feet

of water. He was declared dead at Long Island Hospital at 3 a.m.

With the paralyzing blizzard that blanketed the city with 20 inches of snow over the weekend, he might've kept his cab garaged, except for a radio appeal he heard.

"This is directed at any cab driver who can move his cab," Teddy Ippolito, president of the Associated Radio Meter Taxi Owners Council, said. "Please get it on the streets and help the people in this snow emergency."

Dove went for his cab. "He loved people, but I'll tell you how proud he was," a fellow driver from his garage said.

"Driving his cab in Brooklyn, he'd pull it over to the curb sometimes if he'd see some kids playing basketball in a schoolyard. He'd get out and shoot a couple of baskets with the kids, and then he'd thank 'em, but never tell 'em who he was."

For some reason he didn't go

around advertising the fact he had been driving a cab — he probably didn't want anyone's sympathy.

Most of Dove's associates and friends at St. John's had no idea he was moonlighting as a cab driver.

"He never told me what he was doing at first, but later said, 'David, I hack once in awhile,'" Halberstam said. "I told him it certainly wasn't anything to be embarrassed about. He was making a living in an honest way."

More than once, Halberstam revealed, Dove would come to work a St. John's game on radio and looked as if he could use some sleep.

"I knew what he had done," his partner said. "He had worked all night driving his cab. It was hard to meet a more dedicated person than Sonny. He never complained, either, no matter what he was called on to do ... he never grumbled once."

TANK McNAMARA

by Jeff Millar & Bill Hinds



Rifle

(continued from page 7)

match, FIT kicked our tails," he said. "It was a real pleasure picking up just enough points to tie them and then to win with only four more 10s than they had."

"It's the closest match I've ever shot in. And it was the best score that an A&M team has shot in the last five years, perhaps the highest score ever."

Woodard was also pleased with his personal performance. "Out of 20 kneeling shots, I had only four that were not 10-ring performances," Woodard said. "Even though we shoot 20 shots, we have to take each shot as a separate match distinct in itself. When I can eliminate those four bad performances

then I'll be shooting up to my capabilities. Near perfect."

Park's improvement has been a major factor in the team's success, Woodard said. Especially at this match.

"Glen is finally shooting scores he's mentally capable of," Woodard said. "He just needed to know that he can stand still, be calm, and take only the best shots. I don't think he'll be satisfied with second place."

The team travels to Fort Worth this weekend for the NCAA qualifying sectionals and Woodard says the goals of the team are simple.

"It seems as though we're peaking exactly when we need to," he said. "Sure, we want to beat the other teams there, but

we're more concerned with shooting a qualifying air rifle score for the NCAA championships to be held in March. And that, I think we'll do."

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Heartbroken

Yarborough crashes car, loses pole position

United Press International
DAYTONA BEACH, Fla. — Once he had a chance to count his fingers and toes and found they were securely in place, Cale Yarborough figured he wasn't in such bad shape after all.

Only his heart was broken.

Yarborough roared around Daytona International Speedway faster than 200 mph Monday during qualifying runs on his second and last four-lap race of the weekend's \$1 million Daytona 500. His 200.503-mph lap topped all Grand National records and easily assured him the pole position for the 25th running of the race.

But as he tried to better his Saturday pole position on his second and last four-lap race of the weekend's \$1 million Daytona 500. His 200.503-mph lap topped all Grand National records and easily assured him the pole position for the 25th running of the race.

Yarborough lost control of his car, flipped and crashed into a retaining wall. He was fortunate, walking away with bruises.

His Chevrolet was not.

After a quick inspection, Yarborough decided the Monte Carlo was beyond repair and ordered an alternate car from his shop in Charlotte, N.C. Under NASCAR rules, a driver must race the car he qualifies so Yarborough surrendered the pole to runner-up Ricky Rudd.

"I'm a little sore and a little disappointed, but it could have been a whole lot worse," said Yarborough, who counted a bruised elbow and shoulder as his worst injuries. "We were just running too fast for the track."

Now, Yarborough is in the same boat with 74 others trying to gain one of the remaining 40 starting spots for the 25th running of the race. Only Rudd, who clocked in at 198.864 mph, and Geoff Bodine, who originally was third but moved up to second with Yarborough's withdrawal, qualified Monday.

The starting field behind the Rudd-Bodine front row will be determined in qualifying runs today, Wednesday and Thursday.

Neil Bonnett was the fifth fastest qualifier Monday, but his Chevrolet was the fastest car later in the day as he won the fifth

annual Busch Clash.

Pole-sitter Bill Elliott finished third, Harry Gant fourth and David Pearson fifth. Defending champion Bobby Allison left the race on the fourth lap when he crashed his Chevrolet into a wall on the inside of the 2.5-mile trioval. He was not injured.

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