

# Junior high meet dropped due to conflict

By JIM MERRIOTT

The first junior high track meet of the season was postponed because of weather, and Oberlin decided not to attend the rescheduled meet.

The Decatur Community Junior High team was scheduled to go to the Smith Center on Thursday but the meet was rescheduled to Monday due to bad weather.

Monday, however, there was no school for Oberlin students.

School officials held a meeting Friday and decided to drop out of the rescheduled meet.

"We hate to miss competing against the athletes from the Mid-Continent League to our east," said Coach Keith Grafel, "but with no school and the holiday, it made it tough to field a full team. We will compete Thursday at Colby in the Oakley meet starting at 10 a.m."

Oakley has moved all its home meets to Colby's track due to the winter damage to the Plainsmen's running area.

"Twelve other junior high schools were planning to attend (the Oakley meet) including Cheyenne Wells (Colo.), Bethune (Colo.), Goodland, Hoxie, Quinter, Rawlins County, Greeley County, Tribune, Tri-Plains-Winona, Scott City, and Wallace County schools including Weskan and Sharon Springs," Grafel said.

"This year the format is different for the majority of the larger track meets.

"There will only be two divisions this season, a girls and boys division combining both seventh and eighth grades.

"There will not be a separate seventh-grade girls and boys team meet where the seventh grade only competes against seventh graders.

"This season, because some of the schools are so low in numbers, it is practically impossible for some schools to field a full team. It is unfortunate that the younger seventh graders must compete against the older and bigger kids.

"In the past, with four divisions, everybody had an opportunity to compete including the larger schools, who have upward of 100 students.

"These larger schools will only take their best athletes, which hurts their program unless they are able to split their squads and send the remaining athletes to another meet at another school.

"In our case, it makes it difficult especially for the seventh-grade boys. We have some very talented athletes who will do quite well individually, but we cannot compete against larger schools for team scores if we can only enter two kids and they can enter up to five runners. It is possible for us to take a first place, and for a larger school to receive more points with second, third, fourth and fifth finishes just because of numbers.

"There is nothing that we can do about it, but I will say that our team has a lot of heart and will open some eyes."

Oberlin will also compete in three meets this season that will invite only four teams, or quadrangulars. In these, the seventh-grade boys and girls will compete separately from the eighth-graders.

The Northwest Kansas League meet will not have the two grades compete against each other.

Student athletes are only allowed to compete in four events per meet.

Of those, junior high students can only run in two events of 400 meters or more. Only eighth graders may compete in the 3,200-meter run.

In the larger combined meets, schools may only enter three athletes in an event.

In the smaller meets, schools are allowed to enter four students.

"The kids are excited because it is our first meet," Grafel said. "I look for good things to come."

The young Red Devils' next competition will be next Tuesday at the St. Francis Invitational starting at 2 p.m..

# Golf team planned to tee off Tuesday

By JIM MERRIOTT

The Decatur Community High golf team was to compete in its first tournament Tuesday at the Sugar Hills Golf Course in Goodland.

Varsity qualifiers are Breck Simonsson, Jobey Black, Andy

Gilliam, Corey Cook, Jordan Tally and Nathan Simonsson.

Saturday, the Oberlin Invitational swings into action starting at 9 a.m. The Red Devils have invited 12 schools to compete at the annual event.

# Outsmarting fish takes lots of work

By JIM MERRIOTT

If you're having trouble catching post-spawn walleyes and sauger, try a double jig rig.

Big jigs work well by themselves, but where it is legal, the double jig rig with a stinger can get those lazy lip post-spawners.

One of my favorite rigs is to attach a three-way swivel to my reel line, run between six- to eight-pound test line from 18 inches to eight feet, then attach a shallow-running crankbait such as a Rapala, Bomber Long-A, Storm Thunder stick, or a Lindy Baitfish to the top line.

On the down line, also six- to eight-pound test, run a 3/4 to 1 1/2-ounce jighead, preferably a large Fuzz-E-Grub body, approximately 18 to 24 inches.

Experiment with line length to see what works the best.

I also add a stinger hook to the jig and crankbait for the short strikers you might miss otherwise.

I have used both Berkeley and Stren line over the years.

I have had trouble with newer types of line, even though they claim to be stronger and less visible. The

newer line seems to have a tendency to get wrapped up in itself on the retrieve.

If it isn't broke, don't fix it, so if you have a favorite older reel and it works properly, why change?

I've experimented with various reels including Eagle Claw, Quantum, Abu-Garcia, South Bend, Daiwa, Ryobi, Penn and Cabela.

The key is, get the most bang for your buck, then make sure you get what you pay for.

I have been sponsored by Zebco/Quantum, Sage, and Loomis over the years when it came to rods and the same goes.

The double jig rig works best when trolling and drifting, but can also be used casting and spin-casting.

For best results, tip the jig with a gizzard shad and tip the crankbait stinger with a minnow head or perch eye.

Be sure and use fresh line, tie good knots, and sharpen those hooks.

Troll at a walking pace, especially along the rip-rap of the dam.

Good luck and good fishing.

# Practice day set at track

Saturday afternoon the Oberlin Speedway will have its second open practice run for all classes of race cars. For information, contact Rick Salem at (785) 475-7010.



# Getting their medals



RHONDA ARGABRIGHT HANDED OUT medals to third- and fourth-graders Kaine Fredrickson (far left), Regent Erickson, Kelden Breth and Gabe Anderson at the annual Atwood 3 on 3 Basketball tournament on Saturday. The boys were on one of several teams from Oberlin winning medals. — Herald photo by Sarah Fredrickson

# Mustang, muscle cars made debut 43 years ago this week

Last month marked the 43rd anniversary of the Ford Mustang, which sold an estimated 100,000 units the first year.

But by the early 1970s, the muscle car era had been mortally wounded by surcharges on high-performance automobiles, high insurance premiums on younger drivers and new air standards, which forced auto makers to shift from performance to research to meet federal mandates for cleaner engine emissions.

The Mustang was the vehicle of my early teens. Gone were the bigger, heavier cars with big engines.

Fortunately, I was able to live during what I call the golden age of performance, 1964-'70, a great time for a young man to live if he loved cars.

True, the 1955-'57 Chevy Bel-Air and the 1955-'57 Ford Thunderbird were considered classics before the late 1960s, but during the change from tanks to ponies, speed and performance were the addictive drug before the hippie era.

The first rodder I ever met was Bill Sharksher, in 1962. One of my best friends at the time, Eric Peterson of Shawnee Mission, had gone to school with Bill and his older brother.

Sharksher owned a 1960 white Chevy Impala convertible with red interior.

It had a strong drive train with a 348-cubic-inch engine and a Muncie four-speed transmission with a white shifter knob, and the first 4:11 rear end that I had ever heard of.

It was a beauty.

Two years later, Bill would own the first Pontiac GTO I had ever heard of, equipped with a 389-cubic-inch engine.

It was a two-door rust colored coupe with black Naugahyde interior. It inspired me to enter the



## The Jayhawker

By Jim Merriott

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muscle car era.

My grandfather owned a small salvage yard in Kansas City, kind of like Sanford and Son.

He cut the motors out of wrecked vehicles, sold the bodies for scrap, and only kept the working parts for resale.

One Saturday afternoon, a wrecking truck towed a 1957 Chevy rust bucket into the yard. That car was destined for the bone yard.

During the 1960s high school kids made about 50 cents an hour, but I had been able to save about \$100 through work and from Christmas and birthday presents.

I was 14 and 1/2, the legal age in Kansas to receive a driving permit.

The tow truck driver dropped off the clunker and Grandpa paid him about \$20, then went back to work cutting up an old Volkswagen.

Walking around the old rust bucket, I began dreaming of my buddies and the drag strip on Friday and Saturday night.

Under the hood was a 283-cubic-inch engine, which had a burned valve and needed a ring job.

Visions of grandeur rushed through my head as I dreamed of rebuilding the jalopy into a race car that had the capacity to cruise the streets, dooming all comers who challenged her.

She would be named "Nadean," after the first girl who ever kissed

me.

She would be resurrected from the dead and saved from the scrap heap, to power her way into destiny.

That April afternoon 43 years ago, I decided that I was a Chevy man.

It cost me \$35 to buy what my father and grandpa called the Bomb, because it looked like it had been (bombed.)

Their joke inspired me.

I paid \$10 a month to my grandpa for storage.

After taking a "before" picture, I started to rebuild.

Over the next three years, the 283-cubic-inch engine was line bored and punched out to a 301-cubic-inch small block.

The automatic two-speed transmission was removed and a four-speed manual with Hurst linkage installed.

One of my older friends, Don Kyte, did a one-inch tuck and roll of the black Naugahyde interior, and diamond pleated the door panels, headliner, package shelf and inside trunk.

My girlfriend Sharon Balinese' father re-chromed every piece of exposed metal.

Phil Breeden overhauled the transmission, Charlie Thompson helped me install a 4:56 rear end, Joe Dickerson helped me weld in new quarter panels and sheet metal over

the rusting head lights and showed me how to install fiberglass wheel wells and replacement fenders.

Bud Smith painted Nadean candy apple red with a hint of metal flake, then shot 12 coats of lacquer over her.

Chuck Adams, Orval Smith and Lawrence Federoff taught me all about engine rebuilding and performance.

Adams and Federoff taught me how to balance and blueprint a crankshaft, how to install a 3/4-race camshaft, and Smith explained Quadra-jet, Carter and Holley carburetors and intake manifolds.

Clem Hardoman helped me install an am/fm radio with an echo chamber and an eight-track stereo tape player.

Carl Wells from Carl's Hollywood Mufflers introduced me to Hooker Headers and chrome tail pipes.

Cecil Butler rebuilt my front end and helped me install Cragger chrome wheels with wider rear wheel wells to fit my cheater slicks.

Verne Demar helped me rewire the Bomb and install a 1967 walnut Corvette steering wheel.

Nadean rose from the ashes, an impossibility according to my father and my grandpa, to be featured in a 1971 *Hot Rod* magazine centerfold.

After seven years, Nadean had been born again.

That \$35 chunk of tin was resold to pay for my college education in 1971, for just under \$30,000, a big chunk of money in those days.

And yes, it was a runner on the streets of Kansas City, Kan., from State to Minnesota Avenue.

On the Missouri side from Winstead's Drive-In on the Country Club Plaza to Sydney's off Gilliam Road, Nadean was a queen.

# Dunk basketball tourney set

Dighton is holding a five-on-five Dunk Basketball tournament for those 6-foot 2-inches tall or under at the Dighton High School gym on nine-foot goals Saturday, April 14. The fee is \$200 per team and

teams must register by Monday, April 9.

For information contact Earl Steffens (620) 397-5194 or Amy James (620) 397-5959 or www.dightondunkball.org.

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# HELP WANTED

Community Case Manager position available in the Norton area (full-time): qualifications include at least (1) a BA/BS degree or a combination of work experience in the human services field and education with one year of experience substituting for one year of education; (2) Possess the ability to work with mental health patients and related others, demonstrate interpersonal skills and the ability to react effectively in a wide variety of human service situations. Responsibilities include providing a wide array of case management and other mental health services to severely emotionally disturbed youth and their families and adult patients with severe and persistent mental illness. Responsibilities also include providing after-hours on-call services. Must pass KBI, SRS Child/Adult abuse checks, and drug and alcohol screen. A valid Kansas driver's license and good driving record is required (No alcohol related incidents in the last 5 years). Interested applicants should send resume, transcript, references (professional), and letter of interest to: High Plains Mental Health Center, Traci Wolters, 209 W. Harrison, Osborne, KS 67473