

Strategic plan for CIAA expansion

Continued from page 1C
possibly replace them. Commissioner Leon Kerry has intimated in the past that possible expansion could come from schools now competing in Division I, although he didn't specify. Among the potential addi-

tions are District of Columbia, an independent and NAIA members Barber-Scotia of Concord and Allen, located in Columbia, S.C. Allen and Barber-Scotia have stated their intentions to seek admission to NCAA Division II. Other possibili-

ties could be Benedict, Allen's top rival and a member of the SIAC, and Cheyney (Pa.). All are historically black colleges.

Kerry has maintained that new members would be required to field football teams.

"The board has unanimously endorsed the conference to move to a mode of expansion," Tapscott said. "We believe expansion will allow the conference to meet its strategic goals and ensure future and continuous viability."

Low-payroll teams using cash on prospects

By Ronald Blum
THE ASSOCIATED PRESS

NEW YORK — Several of the biggest beneficiaries of baseball's revenue-sharing plan have among the lowest payrolls in the majors, choosing to spend on prospects, not stars.

Milwaukee, Pittsburgh and Tampa Bay, the teams with the three lowest payrolls in the major leagues, all received huge increases in revenue-sharing funds last year, according to figures obtained by The Associated Press.

All three teams, unsuccessful on the field in recent years, have chosen to invest the money in their futures.

"We're not going to spend \$10 million on one player," Pirates owner Kevin McClatchy said. "It's not going to get us to the World

Series, although it might make some people feel better. We had the largest winning percentage in the minor leagues last year. For us, that's the only way we're going to compete, with our minor league system."

Under baseball's new revenue-sharing system, which changed formulas to help middle-market teams, high-revenue clubs gave up \$220 million last year to their low-revenue competitors, up from \$169 million in 2002.

Milwaukee got \$16.6 million, up from \$8.5 million, according to the figures, which were provided to the AP by a major league team executive.

Pittsburgh's share doubled from \$6.4 million to \$13.3 million, and San Diego's went from \$6.2 million to \$13.3 million. Tampa Bay's

increased from \$14.6 million to \$20.5 million.

Brewers general manager Doug Melvin said his team's low payroll has led some to conclude that the team isn't spending money.

"It's not only the fans," he said. "I don't think players understand. I don't think employees in our organization understand the money that goes into player development and scouting. I have to educate them on that."

Montreal, owned by the other 29 teams, received the most revenue-sharing money last year (\$29.5 million), followed by World Series champion Florida (\$21 million), Tampa Bay and Kansas City (\$19 million).

Devil Rays general manager Chuck LaMar went with youth after watching Greg

Vaughn sign a big-money deal and become a bust.

"We've taken giant steps over the last several years," he said.

All teams' locally generated revenue, minus ballpark expenses, is put into a pool and divided 30 ways.

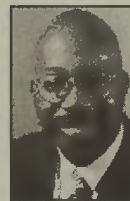
The AL champion New York Yankees paid a major league high \$52.7 million, up from \$26.6 million, and Boston's bill increased to \$38.7 million from \$17.9 million. Seattle paid the third-most (\$31 million), followed by the New York Mets (\$21.5 million), the Chicago Cubs (\$16.7 million) and San Francisco (\$13 million).

Figures from 2003 haven't been audited and the 2002 numbers, while audited, still are pending final adjustments.

Caught in Crossfire

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Actually, it's more Mercedes SLK than anything else. The chassis is from the last generation SLK, as is most of the running gear. The car's 3.2-liter

six-cylinder is a meager 215 horses, but put to good use. The six-speed manual makes the car feel awfully fast. The 239 pounds-feet of torque give the car enough grunt to pass with ease. Chrysler said the car will do 150 mph. Maybe, but it's fast enough.

The ride is smooth on most surfaces. Rough roads cause a bit of jiggle, but I never felt the body shake. The body feels as if it's cut from granite.

Handling is better than expected for such a soft ride, but it isn't crisp. This is more of a sporty car than a sports car. You can get very aggressive, but not it's not as fun as say, the 350Z roadster.

The are a few letdowns. The Crossfire has a well designed interior but there is a glaring misstep. The center console is made of silver plastic, not metal.

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