NEW YEAR'S DAY 1954

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FLORIDA

## DFFICERS AND COMMITTEE CHAIRMEN OF GATOR BOWL ASSOCIATION

## THE GATOR BOWL

JACKSONVILLE, FLORIDA



Football fans in the North Florida-Georgia area were exposed to their first taste of New Year's Day bowl football on January 1, 1946.

The Wake Forest Deacons trounced the Gamecocks from South Carolina to the tune of 26-14 in a free scoring game, which was highlighted by a 90 yard touchdown run by Carolina's Charlie Brembs on a pass interception.

The 1947 New Year's Day grid classic packed the Gotor Bowl to capacity as the Oklahoma Sooners steemrollered the North Carolina State Wolfpack by a 34-13 score. Sooner Eddie Davis led the scoring attack with three touchdowns, and Dave Wolloce kicked four extra points and scored a TD to boot.

Georgio's Bulldags came from behind with two touchdowns in the final period to tie Maryland 20-20 in the 1948 Gator Bowl game, Lou Gambino, Maryland's All-Southern Conference Back scored all three Maryland touchdowns, and racked up 165 yards in 19 tries.

The fourth annual Gator Bowl game in 1949 was the first one played in the present stadium which was completed in September, 1948. Clemson defeated Missouri in a thriller 24-23, in a game which produced a safety and a field goal in addition to the customary touchdowns and extra points.

The 1950 and 1951 Gator Bowl games resulted in the identical final score, 20 to 7, with Maryland defeating Missouri in the '50 fracas, and Wyoming lassoing Washington and Lee in the Sixth Annual game.

The 1952 game resulted in the first shutout in Gator Bowl history when the Miami Hurricanes dumped Clemson 14-0. 17,000 Clemson fans swelled the attendance to a new high of over 37,000.

The Florida Gators made their first bowl appearance o successful debut or they sneaked past a scrappy Tulsa eleven 14-13. Tulsa end Tom Miner almost turned the tables on the Gainesville crew in the closing minutes of the game, but his field goal attempt soared inches wide of the goal post, and Florida's one point 1953 Gator Bowl victory was preserved.

This year Coach 'Shug' Jordan's Auburn Tigers clawed their way through a touch SEC schedule to cap the Gator Bowl host team invitation. The X and Y teams, led by Dooley & Freeman respectively, will have their hands full when they come face to face with the flighting Red Raiders from Texas Tech. Coach DeWitt Weaver, who spent most of his boyhood in Jacksonville, is hoping to make the return to his home town a successful one.



When the New Year is ushered in with bells, whistles and the usual din of gaiety, pause long enough to make your number one resolution a new savings account.

Save systematically and you will be assured of many Happy and Prosperous New Years.

START YOUR SAVINGS IMMEDIATELY







## GATOR BOWL REGATTA

Something new has been added. Like the Marines who function on land, water and in the air, the Gator Bowl has invaded another realm with a regatta as a part of this year's galaxy of sports activities.

In picking the chairmen for this event, President McGregor appointed Dick Burroughs and "Mally" Mallison, who have long been identified with sailing, both as participants and

instructors. Dick Burroughs, a member of the Florida Sailing Association, Florida Yacht Club, and a charter member of the Jacksonville Rudder Club, has been closely identified with the Rhodes Bantam Class, having participated in National, State and Club regattas. Like most good windjammers, Dick has endeavored to pass some of his skill down to the younger generation in order that they may enjoy one of the world's greatest sports. Dick is currently engaged in teaching youngsters to sail the Florida pram, a type of craft which is being pushed by the Optimist Club of Clearwater. This small craft has given hundreds of youngsters a chance to learn the rudiments of sailing. Many of these youngsters were in action on a special course near the large triangle above the Gilmore Street Bridge.

"Mally" Mallison, a member of the American Canoe Association and the Seminole Canoe Club of Jacksonville has been a devotee of canoe sailing for more than twenty years with one brief excursion into the Penguin dinghy class. He has won local championships on numerous occasions, Southern Championships several times and was the victor in the Class "C" sailing event at the President's Regatta in 1937. "Mally" has served on the board of managers of the International Canoe Federation and helped formulate the plans for the type of canoes used in international sailing competition.

He was assistant manager for the first United States Canoe Team at the Berlin Olympics. Like his co-chairman, Mallison has devoted a great amount of time to instruction, having served as an instructor on the faculty of the National Red Cross small craft school at Camp Mondamin, North Carolina, and as chairman of the Duval County Red Cross small craft committee for a number of years. His proteges are taught sailing in canoes, using a small Bermuda lea-o-mutton sail.

Other members of the general regatta committee are Commodore Clarence Lovendahl and Cruise Master William E, Bynum of the Jacksonville Outboard Club; Commander Willard S. Isham, Jr., and Past Commanders Larry Aiken and Wesley F. Leake, of the Jacksonville Power Squadron, U. S. P. S.; Commodore Damon G. Yerkes, Jr., Jud Chalmers, Ed Burroughs and Les Hoskinson, of the Jacksonville Rudder Club; Past Commodore Louis Zelenka of the Seminole Canoe Club and George Lee Knecht of the Lake Hopatcong Yacht Club.

The local power outfits will participate in a demonstration and assist in every way possible to make the sailing regatta a safe and enjoyable affair. The Jacksonville Outboard Club, which will stage an aquatic grand march between the first and second heats of the sailing regatta, is nationally known for its cruises on Florida's beautiful waterways. These are models of organizational skill involving over a hundred sleek pleasure craft on every trip. The Jacksonville Power Squadron which includes the teaching of water safety, piloting and power boat handling in its purposes, carried on a decarated cruiser parade during the noon hour while the windjammers were teking care of the inner man.

When this is read on New Years, the sailing champions in several classes will have been crowned. As a group, they include some of the world's finest sportsmen and we welcome their participation in the Gator Bowl calendar of events.

The Yachtsmen's Magazine

## BMATRG

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timer; Alden Maffet, chief scorer; Marshall Eldredge of Lakeland, chief inspector; Philip Wright, pit manager; and W. E. Swope, Jr., surveyor.

Other regattas sanctioned by the American Power Boat Association for North Florida include the Southland Sweepstakes for inboards at St. Petersburg Feb. 6 and 7, outboard regatta at Clearwater Feb. 28 and the Dixie Nationals for outboards at Tampa March 7.

The Anglers' Yacht Club Inc. at New Smyrna Beach recently elected Ed Honerkamp commodore for 1954. Harold Mallory became vice commodore and Roy Croasdell rear commodore.

The club now has 53 regular members, a large percentage of whom are boat owners. Ideally located on the edge of the New Smyrna Beach yacht basin, the club has 18 covered slips and 17 uncovered.

More than 300 sail and motor craft took part in the first Gator Bowl Regatta held on the St. Johns River December 27. as part of the week-long activities preceding the New Year's Gator Bowl football game. Close to fifty sailing craft competed. Aside from the windjammer events, the Jacksonville Outboard Club put on a high-speed aquatic parade with 150 small boats in line. The fireboat Callahan led a parade of cruisers arranged by the Jacksonville Power Squadron.

H. R. Ankeny is the 1954 commodore of the Pelican Yacht Club at Fort Pierce. A. C. Pottorff was chosen vice commodore at the organization's recent annual meeting.

The Oklawaha River Improvement Association was organized recently at Ocala, sparked by Rep. Syd Herlong. Object of the unit is to get the federal government to keep the Oklawaha River, from Leesburg to Welaka at the St. Johns junction, free of snags. U. S. Engineers estimate it would cost \$30,000 to remove all obstructions, while maintenance would cost annually \$6,500. However, it seems there is no appropriation for this