

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 20 THRU 24, 1967

STEAD FACILITY

RENO, NEVADA

HAROLD'S CLUB TRANSCONTINENTAL TROPHY DASH - ROCKFORD, ILLINOIS TO RENO, NEVADA -
1,609.74 MILES - SEPT. 21

| PL. | RACE NO. | PILOT | AIRCRAFT | ELAPSED TIME | AVERAGE SPEED |
|-----|----------|---------------|---------------------------------|--------------|---------------|
| 1 | #87 | Mike Carroll | "Signal Truck Special" Sea Fury | 3:50.6 | 418.22 |
| 2 | #14 | E. D. Weiner | "Bardahl II" P-51D | 4:01.2 | 400.23 (a) |
| 3 | #13 | Dick Kestle | "Miss Diet Rite Cola" P-51D | 5:16.2 | 305.50 (b) |
| 4 | #18 | Tom Kuchinsky | Kuchinsky Mustang P-51D | 5:50.0 | 275.35 |
| 5 | #83 | Jim Fugate | Fugate Mustang P-51D | 5:36.0 | 286.82 (c) |
| 6 | #17 | Mickey Rupp | Rupp Mustang P-51D | | DNF (d) |

- (a) This aircraft previously raced as Weiner Mustang, N335. The N number and race number stayed the same, but the name changed.
- (b) This aircraft previously raced as Kestle Mustang.
- (c) #83's elapsed time and average speed was better than #18's in the fourth position, but he was penalized and dropped to fifth for arriving at the race starting point late.
- (d) Did not finish. Landed with engine trouble shortly after the start.

CLOSED COURSE RACES - QUALIFYING TIME TRIALS - SEPT. 21, 21, 22 - 1 LAP OF THE 8.04 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-------------------|--------------------------------|--------|------------|
| 1 | # 1 | Darryl Greenamyer | "Smirnoff" F8F-2 | 1:10.8 | 408.81 |
| 2 | # 8 | Chuck Lyford | "Bardahl Special" P-51D | 1:12.3 | 400.33 (a) |
| 3 | #49 | E. D. Weiner | "Hi Time II" P-51D | 1:12.4 | 399.78 (b) |
| 4 | #64 | Clay Lacy | "Cal. Airmotive Special" P-51D | 1:13.7 | 392.73 |
| 5 | # 5 | Chuck Hall | Hall Mustang P-51D | 1:17.5 | 373.47 |
| 6 | # 2 | Mike Loening | "Traveler" P-51D | 1:18.9 | 366.79 (c) |
| 7 | #33 | Tom Taylor | Weaver Sea Fury | 1:21.7 | 354.27 |
| 8 | #10 | Walt Ohlrich | "Tom's Cat" F8F-2 | 1:26.7 | 333.84 (d) |
| 9 | #11 | John Church | Church Bearcat F8F-2 | 1:27.0 | 332.69 (e) |
| 10 | #22 | Gene Akers | Akers Corsair F4U-4 | 1:31.4 | 316.67 |
| 11 | #83 | Jim Fugate | Fugate Mustang P-51D | 1:45.0 | 275.66 |

- (a) #8 that had been called "Challenger" in 1966 once again had its Bardahl sponsorship for '67 and reverted to its original name, "Bardahl Special".
- (b) This aircraft previously raced as Weiner Mustang, N335J. The N number and race number remained the same, but the name now changed to "Hi Time II".
- (c) This aircraft previously raced as both "Seattle Miss" and "Esther's Mink".
- (d) 1967 was the first year in which "Tom's Cat" appeared in its red, white and blue paint scheme.
- (e) This aircraft had appeared at Reno '66 in a red paint scheme and was flown by Chuck Klusmann. In 1967 it was flown by owner, John Church, and appeared in a new black and bronze paint scheme.

NOTE: There were no heat races flown in this Class at Reno 1967. The aircraft qualified directly into the Consolation or Championship Races.

CONSOLATION RACE - SEPT. 23 - 10 LAPS OF THE 8.04 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|--------------|-----------------|---------|--------|
| 1 | #33 | Tom Taylor | Weaver Sea Fury | 14:19.5 | 336.75 |
| 2 | #11 | John Church | Church Bearcat | 14:21.0 | 336.17 |
| 3 | #10 | Walt Ohlrich | "Tom's Cat" | 14:29.5 | 332.88 |
| 4 | #22 | Gene Akers | Akers Corsair | 16:02.3 | 300.78 |

| | | | | | |
|---|-----|--------------|----------------|---------|------------|
| 5 | #83 | Jim Fugate | Fugate Mustang | DNF | (a) |
| 6 | # 2 | Mike Loening | "Traveler" | 15:33.1 | 310.19 (b) |

- (a) Dropped out on the ninth lap with mechanical problems.
 (b) Actually finished in the fourth position, but was dropped to an automatic sixth since he was a fill-in in this race.

CHAMPIONSHIP RACE - SEPT. 24 - 10 LAPS OF THE 8.04 MI. COURSE

| RACE | | | | | | |
|------|-----|-------------------|--------------------------|---------|--------|---------|
| PL. | NO. | PILOT | AIRCRAFT | TIME | SPEED | |
| 1 | # 1 | Darryl Greenamyer | "Smirnoff" | 12:17.2 | 392.62 | |
| 2 | #49 | E. D. Weiner | "Hi Time II" | 12:54.5 | 373.71 | |
| 3 | #64 | Clay Lacy | "Cal. Airmotive Special" | 13:16.9 | 363.21 | |
| 4 | # 5 | Chuck Hall | Hall Mustang | 13:17.2 | 363.07 | |
| 5 | # 2 | Mike Loening | "Traveler" | 13:24.3 | 359.87 | |
| 6 | # 8 | Chuck Lyford | "Bardahl Special" | | | DNF (a) |

- (a) Dropped out on the first lap with a broken piston.

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 15 THRU 22, 1968

STEAD FACILITY

RENO, NEVADA

HAROLD'S CLUB TRANSCONTINENTAL TROPHY DASH - MILWAUKEE, WIS. TO RENO, NEVADA - 1,667 MILES - SEPT. 15

| RACE | | | | | | |
|------|------|---------------|-----------------------|--------------|-----------|---------|
| PL. | NO. | PILOT | AIRCRAFT | ELAPSED TIME | AV. SPEED | |
| 1 | #14 | E. D. Weiner | "Bardahl II" | P-51D 4:37.0 | 361.14 | |
| 2 | #13 | Dick Kestle | "Miss Diet Rite Cola" | P-51D 5:59.2 | 278.46 | |
| 3 | # 7 | Burns Byram | Byram Mustang | P-51D 6:17.6 | 264.67 | |
| 4 | #99 | Bob Kucera | Kucera Bearcat | F8F-2 6:18.4 | 264.21 | |
| 5 | #18 | Tom Kuchinsky | "Gen Split Special" | P-51D 6:47.0 | 245.79 | |
| 6 | # 3 | Bob Guilford | Guilford Mustang | P-51D 8:48.3 | 189.27 | |
| 7 | #16 | Mark Foutch | Foutch Mustang | P-51D | | DNF (a) |
| 8 | # 1* | Carl Koeling | N/A P-64 | | | DNF (b) |

- (a) Dropped out enroute at Laramie, Wyoming with engine problems.
 (b) Dropped out right after the start and returned to the starting point with electrical problems.

* This race number was temporary and was assigned for this Cross Country Race only.

CLOSED COURSE RACES - QUALIFYING TIME TRIALS - SEPT. 18, 19 - 1 LAP OF THE 8.5 MI. COURSE

| RACE | | | | | | |
|------|-----|-------------------|---------------------------|--------------|--------|-----|
| PL. | NO. | PILOT | AIRCRAFT | TIME | SPEED | |
| 1 | # 5 | Chuck Hall | "Miss R. J." | P-51D 1:20.6 | 379.65 | (a) |
| 2 | # 2 | Mike Loening | "Chance III" | P-51D 1:24.3 | 362.99 | (b) |
| 3 | #64 | Clay Lacy | "Conroy Aircraft Special" | P-51D 1:24.4 | 362.56 | (c) |
| 4 | #49 | E. D. Weiner | "Bardahl Miss" | P-51D 1:24.9 | 360.42 | (d) |
| 5 | # 1 | Darryl Greenamyer | Greenamyer Bearcat | F8F-2 1:29.2 | 343.05 | (e) |
| 6 | #10 | Walt Ohlrich | "Miss Priss" | F8F-2 1:30.0 | 340.00 | (f) |
| 7 | #99 | Bob Kucera | Kucera Bearcat | F8F-2 1:38.1 | 311.93 | |
| 8 | #13 | Dick Kestle | "Miss Diet Rite Cola" | P-51D 1:50.0 | 278.18 | |
| 9 | #77 | Jim Fugate | Fugate Mustang | P-51D 1:54.3 | 267.72 | |
| 10 | #18 | Tom Kuchinsky | "Gen Split Special" | P-51D 1:56.7 | 262.21 | |
| 11 | #76 | John Lear | Lear Invader | B-26C 1:58.0 | 259.32 | (g) |
| 12 | #22 | Gene Akers | "Lancer Two" | F4U-4 -- | -- | (h) |

- (a) This aircraft previously raced as Hall Mustang.

- (b) This aircraft previously raced as "Seattle Miss", "Esther's Mink", and "Traveler".
- (c) This aircraft previously raced as "Cal. Airmotive Special".
- (d) E. D. Weiner had picked up the Bardahl sponsorship previously held by Chuck Lyford and this aircraft, previously raced as the Weiner Mustang, was now called "Bardahl Miss". It still carried race number #49 and N number, N335J.
- (e) This aircraft previously raced as the Greenamyer Bearcat and "Smirnoff". Since it was no longer sponsored by "Smirnoff", it reverted to its original name for 1968.
- (f) This aircraft previously raced as Mathews Bearcat and "Tom's Cat".
- (g) This aircraft was the first of its type to participate in a Closed Course Pylon Race.
- (h) This aircraft previously raced as Akers Corsair. It had arrived at Reno too late to qualify, but was permitted to race from the twelfth qualifying position to round out the field.

HEAT 1 - SEPT. 20 - 6 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|---------------|-----------------------|---------|--------|
| 1 | # 5 | Chuck Hall | "Miss R. J." | 7:57.1 | 384.83 |
| 2 | #49 | E. D. Weiner | "Bardahl Miss" | 7:57.9 | 384.18 |
| 3 | #10 | Walt Ohlrich | "Miss Priss" | 9:27.7 | 323.41 |
| 4 | #13 | Dick Kestle | "Miss Diet Rite Cola" | 9:49.9 | 311.24 |
| 5 | #18 | Tom Kuchinsky | "Gen Split Special" | 11:06.4 | 275.51 |
| 6 | #76 | John Lear | Lear Invader | 11:17.9 | 271.24 |

HEAT 2 - SEPT. 20 - 6 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-------------------|---------------------------|---------|---------|
| 1 | # 2 | Mike Loening | "Chance III" | 7:54.1 | 387.26 |
| 2 | #64 | Clay Lacy | "Conroy Aircraft Special" | 8:10.0 | 374.69 |
| 3 | # 1 | Darryl Greenamyer | Greenamyer Bearcat | 8:10.4 | 374.39 |
| 4 | #99 | Bob Kucera | Kucera Bearcat | 9:22.8 | 326.23 |
| 5 | #77 | Jim Fugate | Fugate Mustang | 10:31.9 | 290.55 |
| 6 | #22 | Gene Akers | "Lancer Two" | | DNS (a) |

- (a) Dropped out prior to the start of lap 1 when his gear failed to retract completely.

CONSOLATION RACE - SEPT. 21 - 10 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|---------------|-----------------------|---------|--------|
| 1 | #99 | Bob Kucera | Kucera Bearcat | 15:22.1 | 331.85 |
| 2 | #77 | Jim Fugate | Fugate Mustang | 16:38.6 | 306.43 |
| 3 | #22 | Gene Akers | "Lancer Two" | 16:54.8 | 301.54 |
| 4 | #13 | Dick Kestle | "Miss Diet Rite Cola" | 17:40.9 | 288.43 |
| 5 | #76 | John Lear | Lear Invader | 17:58.7 | 283.68 |
| 6 | #18 | Tom Kuchinsky | "Gen Split Special" | 18:51.7 | 270.39 |

CHAMPIONSHIP RACE - SEPT. 22 - 12 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-------------------|---------------------------|---------|------------|
| 1 | # 1 | Darryl Greenamyer | Greenamyer Bearcat | 15:44.8 | 388.65 |
| 2 | # 5 | Chuck Hall | "Miss R. J." | 15:49.2 | 386.85 (a) |
| 3 | #64 | Clay Lacy | "Conroy Aircraft Special" | 15:46.1 | 388.12 (b) |
| 4 | #10 | Walt Ohlrich | "Miss Priss" | 18:08.4 | 344.30 |
| 5 | #49 | E. D. Weiner | "Bardahl Miss" | | DNF (c) |
| 6 | # 2 | Mike Loening | "Chance III" | | DNF (d) |

- (a) Had led the race until the last lap when his propeller governor broke a seal and he had to throttle back.
- (b) Actually crossed the finish line in second, but was dropped to third for cutting the #2 pylon on the tenth lap. However, he still finished a lap up on #10.

- (c) Dropped out on the seventh lap with engine problems.
- (d) Dropped out on the fifth lap with engine problems.

RENO NATIONAL CHAMPIONSHIP AIR RACES
 SEPT. 14 THRU 21, 1969
 STEAD FACILITY
 RENO, NEVADA

HAROLD'S CLUB TRANSCONTINENTAL TROPHY DASH - MILWAUKEE, WIS. TO RENO, NEVADA -
1,667 MILES - SEPT. 14

| PL. | RACE | | AIRCRAFT | | ELAPSED | |
|-----|------|---------------|-------------------------|-------|---------|------------|
| | NO. | PILOT | | | TIME | AV. SPEED |
| 1 | #13 | Dick Kestle | "Miss Royal Crown Cola" | P-51D | 5:19.3 | 313.12 (a) |
| 2 | #17 | Jack Sliker | Sliker Mustang | P-51D | 5:20.2 | 312.21 |
| 3 | #18 | Tom Kuchinsky | "Gen Split Special" | P-51D | 5:48.4 | 286.93 |
| 4 | #71 | Burns Byram | Byram Mustang | P-51D | 5:53.1 | 283.26 (b) |
| 5 | # 0 | Charles Doyle | Doyle Mustang | P-51D | 5:57.5 | 279.88 |
| 6 | #11 | Howie Keefe | "Miss America" | P-51D | 6:03.2 | 275.34 (c) |
| 7 | # 7 | Gunther Balz | "Roto-Finish Bearcat" | F8F-1 | 6:16.5 | 265.46 |
| 8 | #10 | Walt Ohlrich | "Miss Priss" | F8F-2 | 6:32.2 | 254.99 |
| 9 | #22 | Dick Thomas | "Lancer Two" | F4U-4 | 7:39.1 | 217.86 (d) |
| 10 | #21 | Judy Wagner | Beech Bonanza | | 8:02.5 | 207.18 (d) |

- (a) This aircraft previously raced as Kestle Mustang and "Miss Diet Rite Cola".
- (b) This aircraft previously raced using race number, #7.
- (c) This aircraft previously raced as #19, Allender Mustang, and "Wayfarers Club Lady".
- (d) Both of these aircraft did not finish in official positions since they arrived at the finish site after the 4:00 pm Pacific Daylight Time deadline.

CLOSED COURSE RACES - QUALIFYING TIME TRIALS - SEPT. 16, 17, 18 - 1 LAP OF THE 8.5 MI. COURSE

| PL. | RACE | | AIRCRAFT | | ELAPSED | |
|-----|------|-------------------|-----------------------|-------|---------|------------|
| | NO. | PILOT | | | TIME | SPEED |
| 1 | # 1 | Darryl Greenamyer | "Conquest I" | F8F-2 | 1:13.8 | 414.63 (a) |
| 2 | #64 | Clay Lacy | "Miss Santa Barbara" | P-51D | 1:20.4 | 380.60 (b) |
| 3 | # 2 | Mike Loening | "Boise Bitch" | P-51D | 1:21.7 | 374.54 (c) |
| 4 | #69 | Cliff Cummins | "Miss Candace" | P-51D | 1:24.1 | 363.85 (d) |
| 5 | #49 | E. D. Weiner | "Bardahl Miss" | P-51D | 1:25.5 | 357.90 |
| 6 | #70 | Lyle Shelton | "Able Cat" | F8F-2 | 1:25.7 | 357.06 |
| 7 | # 7 | Gunther Balz | "Roto-Finish Bearcat" | F8F-1 | 1:27.7 | 348.92 |
| 8 | #10 | Walt Ohlrich | "Miss Priss" | F8F-2 | 1:29.5 | 341.90 |
| 9 | #11 | Howie Keefe | "Miss America" | P-51D | 1:29.9 | 340.38 |
| 10 | #17 | Jack Sliker | Sliker Mustang | P-51D | 1:36.0 | 318.75 |
| 11 | #18 | Tom Kuchinsky | "Gen Split Special" | P-51D | 1:44.3 | 293.38 |
| 12 | #22 | Gene Akers | "Lancer Two" | F4U-4 | 1:48.8 | 281.25 |
| 13 | # 5 | Chuck Hall | "Miss R. J." | P-51D | -- | -- (e) |
| 14 | #81 | Leroy Penhall | Penhall Mustang | P-51D | 1:29.0 | 343.82 (f) |
| 15 | #99 | Bud Fountain | Fountain Bearcat | F8F-2 | -- | -- (g) |

- (a) A new Reno Qualifying Speed. (Not National). Breaks the previous Reno Qualifying Record of 409.97 set by Darryl Greenamyer in #1 at Reno '66. This aircraft previously raced as Greenamyer Bearcat and "Smirnoff".
- (b) This aircraft previously raced as "Cal. Airmotive Special" and "Conroy Aircraft Special".
- (c) This aircraft previously raced as "Seattle Miss", "Esther's Mink", "Traveler", and "Chance III".
- (d) This aircraft previously raced as #77, "Gallopig Ghost", at The Cleveland National Air Races in the late 1940's.
- (e) "Miss R.J." was now highly modified and wore a white and red paint scheme. Due to engine troubles, it was not able to qualify, but was permitted to race from the thirteenth and final qualifying position.
- (f) Actually qualified in the eighth position, but was then disqualified for failure to meet the pilot qualification requirements. A Commercial License was required and Penhall,

at the time, only had a Private ticket.

(g) This aircraft failed to qualify due to multiple mechanical problems.

HEAT 1 - SEPT. 19 - 6 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-------------------|-----------------------|---------|---------|
| 1 | # 1 | Darryl Greenamyre | "Conquest I" | 8:41.7 | 351.93 |
| 2 | # 7 | Gunther Balz | "Roto-Finish Bearcat" | 8:51.0 | 345.76 |
| 3 | # 2 | Mike Loening | "Boise Bitch" | 8:59.6 | 340.25 |
| 4 | #11 | Howie Keefe | "Miss America" | 9:11.5 | 332.91 |
| 5 | #18 | Tom Kuchinsky | "Gen Split Special" | 10:31.7 | 290.64 |
| 6 | #49 | E. D. Weiner | "Bardahl Miss" | | DNF (a) |

(a) Pulled out during the course of the race since the pilot felt ill. Actually, he had suffered a mild heart attack and was to die about a week later in a Reno hospital.

HEAT 2 - SEPT. 19 - 5 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|---------------|----------------------|--------|--------|
| 1 | #64 | Clay Lacy | "Miss Santa Barbara" | 6:59.5 | 364.72 |
| 2 | # 5 | Chuck Hall | "Miss R. J." | 7:06.6 | 358.65 |
| 3 | #70 | Lyle Shelton | "Able Cat" | 7:08.7 | 356.89 |
| 4 | #69 | Cliff Cummins | "Miss Candace" | 7:09.5 | 356.23 |
| 5 | #10 | Walt Ohlrich | "Miss Priss" | 7:31.9 | 338.57 |
| 6 | #22 | Gene Akers | "Lancer Two" | 8:36.7 | 296.11 |
| 7 | #17 | Jack Sliker | Sliker Mustang | -- | -- (a) |

(a) Actually finished in seventh, but no time or speed were recorded.

CONSOLATION RACE - SEPT. 20 - 10 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|---------------|-----------------------|---------|--------|
| 1 | #10 | Walt Ohlrich | "Miss Priss" | 14:49.1 | 344.17 |
| 2 | #11 | Howie Keefe | "Miss America" | 15:12.0 | 335.53 |
| 3 | #18 | Tom Kuchinski | "Gen Split Special" | 15:53.4 | 320.96 |
| 4 | # 2 | Mike Loening | "Boise Bitch" | 16:14.0 | 314.17 |
| 5 | #17 | Jack Sliker | Sliker Mustang | 16:39.7 | 306.09 |
| 6 | # 7 | Gunther Balz | "Roto-Finish Bearcat" | 16:42.5 | 305.24 |

MEDALLION RACE - (OR SECOND CONSOLATION) - SEPT. 21 - 10 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|---------------|---------------------|---------|------------|
| 1 | # 0 | Mike Loening | Doyle Mustang | 15:57.8 | 319.48 (a) |
| 2 | #10 | Walt Ohlrich | "Miss Priss" | 16:02.0 | 318.09 |
| 3 | #18 | Tom Kuchinsky | "Gen Split Special" | 16:07.3 | 316.34 |
| 4 | #11 | Howie Keefe | "Miss America" | 16:11.0 | 315.14 |
| 5 | #17 | Jack Sliker | Sliker Mustang | 16:16.2 | 313.46 |

(a) Mike Loening's #2, "Boise Bitch", was suffering some engine problems so he flew Chuck Doyle's #0 Mustang which had participated in the #Harold's Club Transcontinental Trophy Dash in this race.

CHAMPIONSHIP RACE - SEPT. 21 - 12 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-------------------|----------------------|---------|------------|
| 1 | # 1 | Darryl Greenamyre | "Conquest I" | 14:49.9 | 412.63 (a) |
| 2 | # 5 | Chuck Hall | "Miss R. J." | 16:13.4 | 377.23 |
| 3 | #64 | Clay Lacy | "Miss Santa Barbara" | 16:27.9 | 371.70 |
| 4 | #69 | Cliff Cummins | "Miss Candace" | 17:03.3 | 358.84 |

| | | | | | |
|---|-----|--------------|-----------------------|---------|--------|
| 5 | #70 | Lyle Shelton | "Able Cat" | 17:10.4 | 356.37 |
| 6 | # 7 | Gunther Balz | "Roto-Finish Bearcat" | 19:13.7 | 318.28 |

- (a) A new Race Record Speed. (Both a Reno and a National Record). Breaks the previous Reno Record of 396.22 set by Darryl Greenamyer in #1 in the Championship Race at Reno '66. Breaks the previous National Record of 397.07 set by Cook Cleland in his #94 F2G Corsair in The Championship or Thompson Trophy Race at Cleveland in September of 1949.

RENO NATIONAL CHAMPIONSHIP AIR RACES
 SEPT. 13 THRU 20, 1970
 STEAD FACILITY
 RENO, NEVADA

HAROLD'S CLUB TRANSCONTINENTAL TROPHY DASH - MILWAUKEE, WIS. TO RENO, NEVADA -
1,667 MILES - SEPT. 13

| PL. | RACE | | AIRCRAFT | | ELAPSED | |
|-----|------|--------------|-------------------------|-------|---------|------------|
| | NO. | PILOT | | | TIME | AV. SPEED |
| 1 | #13 | Dick Kestle | "Miss Royal Crown Cola" | P-51D | 5:52.4 | 283.66 |
| 2 | # 7 | Gunther Balz | "Roto-Finish Bearcat" | F8F-1 | 6:05.5 | 273.45 |
| 3 | #17 | Jack Sliker | "Escape I" | P-51D | 6:32.1 | 254.98 (a) |
| 4 | #11 | Howie Keefe | "Miss America" | P-51D | 6:32.4 | 254.70 |
| 5 | #71 | Burns Byram | "Playboy" | P-51D | 6:46.3 | 246.04 (b) |
| 6 | #00 | Jack Huisman | Huisman Mustang | P-51D | | DNF (c) |
| 7 | #44 | Ron Reynolds | Reynolds/Geren Bearcat | F8F-2 | | DNF (d) |

- (a) This aircraft previously raced as Sliker Mustang.
 (b) This aircraft previously raced as Byram Mustang.
 (c) Dropped out at North Platte, Neb. with electrical system problems.
 (d) Dropped out at Sioux City, Iowa with mechanical problems.

CLOSED COURSE RACES - QUALIFYING TIME TRIALS - SEPT. 15, 16, 17 - 1 LAP OF THE 8.5 MI. COURSE

| PL. | RACE | | AIRCRAFT | | ELAPSED | |
|-----|------|-------------------|------------------------|----------|---------|------------|
| | NO. | PILOT | | | TIME | SPEED |
| 1 | #64 | Clay Lacy | "Miss Van Nuys" | P-51D | 1:20.5 | 380.12 (a) |
| 2 | # 1 | Darryl Greenamyer | "Conquest I" | F8F-2 | 1:20.9 | 378.25 |
| 3 | #11 | Howie Keefe | "Miss America" | P-51D | 1:21.1 | 377.31 |
| 4 | # 2 | Mike Loening | "Miss Salmon River" | P-51D | 1:21.5 | 375.46 (b) |
| 5 | #77 | Lyle Shelton | "Able Cat" | F8F-2 | 1:22.0 | 373.46 (c) |
| 6 | #81 | Leroy Penhall | Penhall Mustang | P-51D | 1:23.6 | 366.03 |
| 7 | #94 | Bob Mitchem | "Big Hummer" | FG-1D | 1:24.3 | 362.99 |
| 8 | # 7 | Gunther Balz | "Roto-Finish Bearcat" | F8F-1 | 1:24.6 | 361.70 |
| 9 | #69 | Cliff Cummins | "Miss Candace" | P-51D | 1:25.6 | 357.48 |
| 10 | #87 | Sherman Cooper | "Miss Merced" | Sea Fury | 1:26.1 | 355.40 (d) |
| 11 | #44 | Ron Reynolds | Reynolds/Geren Bearcat | F8F-2 | 1:27.5 | 349.71 |
| 12 | #17 | Jack Sliker | "Escape I" | P-51D | 1:32.2 | 331.89 |
| 13 | #15 | Tom Summers | "Jay Bee" | P-51D | 1:37.7 | 313.20 |
| 14 | #25 | Lefty Gardner | Gardner Lightning | P-38L | 1:42.0 | 300.00 |
| 15 | #38 | Revis Sirmon | "Scatterbrain Kid" | P-38L | 1:42.1 | 296.80 |
| 16 | # 5 | Chuck Hall | "Miss R. J." | P-51D | -- | -- (e) |

- (a) This aircraft previously raced as Lacy Mustang, "Cal. Airmotive Special", "Conroy Aircraft Special", and "Miss Santa Barbara".
 (b) This aircraft previously raced as "Seattle Miss", "Esther's Mink", "Traveler", "Chance III", and "Boise Bitch".
 (c) This aircraft previously raced using race number #70.
 (d) This aircraft previously raced as "Signal Truck Special".
 (e) Was unable to qualify due to engine problems.

HEAT 1 - SEPT. 18 - 6 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|---------------|--------------------------|--------|---------|
| 1 | #77 | Lyle Shelton | "Able Cat" | 8:17.2 | 369.27 |
| 2 | #64 | Clay Lacy | "Miss Van Nuys" | 8:33.4 | 357.62 |
| 3 | #11 | Howie Keefe | "Miss America" | 8:34.5 | 356.85 |
| 4 | #94 | Bob Mitchem | "Big Hummer" | 8:53.1 | 344.40 |
| 5 | #44 | Ron Reynolds | "Reynolds/Geren Bearcat" | 9:04.5 | 337.19 |
| 6 | #15 | Tom Summers | "Jay Bee" | 9:55.4 | 308.36 |
| 7 | #69 | Cliff Cummins | "Miss Candace" | | DNF (a) |

- (a) Engine blew on the fourth lap. Was unable to make the runway and belly-landed short of Runway 26 with no injury to the pilot, but extensive damage to the aircraft. However, the aircraft was rebuilt and would race again.

HEAT 2 - SEPT. 18 - 6 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-------------------|-----------------------|---------|--------|
| 1 | # 2 | Mike Loening | "Miss Salmon River" | 8:33.7 | 357.41 |
| 2 | # 7 | Gunther Balz | "Roto-Finish Bearcat" | 8:39.0 | 353.76 |
| 3 | # 1 | Darryl Greenamyre | "Conquest I" | 8:42.3 | 351.52 |
| 4 | #81 | Leroy Penhall | Penhall Mustang | 8:42.5 | 351.39 |
| 5 | #87 | Sherman Cooper | "Miss Merced" | 9:25.7 | 324.55 |
| 6 | #25 | Lefty Gardner | Gardner Lightning | 10:33.0 | 290.05 |
| 7 | #17 | Jack Sliker | "Escape I" | 11:38.6 | 262.81 |

CONSOLATION RACE - SEPT. 19 - 8 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|----------------|------------------------|---------|--------|
| 1 | #87 | Sherman Cooper | "Miss Merced" | 11:16.6 | 361.80 |
| 2 | #44 | Ron Reynolds | Reynolds/Geren Bearcat | 11:22.8 | 358.52 |
| 3 | #94 | Bob Mitchem | "Big Hummer" | 11:23.9 | 357.95 |
| 4 | #17 | Jack Sliker | "Escape I" | 13:18.9 | 306.42 |
| 5 | #25 | Lefty Gardner | Gardner Lightning | 13:40.6 | 298.32 |
| 6 | #38 | Revis Sirmon | "Scatterbrain Kid" | 13:40.7 | 298.28 |

CHAMPIONSHIP RACE - SEPT. 20 - 12 LAPS OF THE 8.5 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-------------------|-----------------------|---------|------------|
| 1 | #64 | Clay Lacy | "Miss Van Nuys" | 15:48.0 | 387.34 (a) |
| 2 | # 2 | Mike Loening | "Miss Salmon River" | 16:14.8 | 376.69 |
| 3 | #81 | Leroy Penhall | Penhall Mustang | 16:22.3 | 373.82 |
| 4 | #11 | Howie Keefe | "Miss America" | 16:28.3 | 371.55 |
| 5 | # 7 | Gunther Balz | "Roto-Finish Bearcat" | 18:18.0 | 334.43 (b) |
| 6 | # 1 | Darryl Greenamyre | "Conquest I" | 20:36.1 | 297.06 (c) |
| 7 | #77 | Lyle Shelton | "Able Cat" | | DNF (d) |

- (a) A pylon cut was called against Lacy during the emergency or Mayday situation involving Shelton. However, it was determined that the Pylon Judge was, at that time, out of his proper position and, thus, the pylon cut call was disallowed and Lacy was awarded the victory.
- (b) A pylon cut was also called, under these same circumstances, against Balz, but it, too, was disallowed.
- (c) As the aircraft took off to join up on the Pace Plane for the start, Greenamyre's right gear did not retract fully. The hydraulic system had been removed from this aircraft to lighten it and a one-shot nitrogen system was used to raise the gear and centrifugal force was used to lower them. In this case, the nitrogen system didn't work. While the others were forming up, Greenamyre got the gear fully down again and landed so that his crew could replace the nitrogen bottle. As the other racers swept down the chute for the start, Greenamyre took off again right underneath

of them going down-wind in an effort to catch up with them for the start. Unfortunately, the second nitrogen bottle didn't work either and the right gear still hung about half-way out of the well. Greenamyers stuck it out, however, and flew the entire race this way.

- d) Right after the start, Shelton's engine quit momentarily and quit twice more going through the #2 and #3 pylons. As he headed down the back straight, it was quitting for two and three seconds at a time and streaming smoke. At this point, he declared a Mayday and pulled up and off the course. He landed very hot on the diagonal runway and blew both his tires during the roll-out. It was necessary for him to ground-loop the airplane in the over-run to get it stopped. However, both the aircraft and the pilot were safe.

RENO NATIONAL CHAMPIONSHIP AIR RACES
SEPT. 21 THRU 26, 1971
STEAD FACILITY
RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 21, 22, 23 - 1 LAP OF THE 9.8 MI. COURSE*

*In 1971 the Unlimited Course at Reno was extended from 8.5 miles to 9.8 miles.

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-----------------------|---------------------------|-----------------|------------|
| 1 | # 5 | Gunther Balz | "Roto-Finish Special" | P-51D 1:24.1 | 419.50 (a) |
| 2 | #77 | Lyle Shelton | "Phoenix I" | F8F-2 1:24.4 | 418.01 (b) |
| 3 | #11 | Howie Keefe | "Miss America" | P-51D 1:25.5 | 412.63 |
| 4 | # 1 | Darryl Greenamyers | "Conquest I" | F8F-2 1:26.9 | 405.98 |
| 5 | #81 | Leroy Penhall | Penhall Mustang | P-51D 1:27.7 | 402.38 |
| 6 | # 2 | Mike Loening | "Miss Salmon River" | P-51D 1:28.0 | 400.91 |
| 7 | #87 | Sherman Cooper | "Miss Merced" | Sea Fury 1:28.7 | 397.75 |
| 8 | #17 | Jack Sliker | "Escape I" | P-51D 1:32.9 | 379.76 |
| 9 | #18 | Ormand Haydon-Baillie | OHB Sea Fury | 1:35.1 | 370.98 |
| 10 | #10 | Walt Ohlrich | "Miss Priss" | F8F-2 1:38.4 | 358.54 |
| 11 | #90 | Larry Havens | "Crazyhorse" | P-63C 1:40.4 | 351.39 |
| 12 | #15 | Tom Summers | "Jay Bee" | P-51D 1:42.5 | 344.20 |
| 13 | #12 | Roger Wolfe | "All American Wonder Boy" | P-51D 1:46.2 | 332.20 |
| 14 | #88 | Pete Ettinger | "Miss Albuquerque" | P-51D 1:46.7 | 330.65 |
| 15 | #59 | Ward Clemmo | "Scrap Iron IV" | P-38L 2:00.7 | 292.30 |
| 16 | # 3 | Bob Guilford | "Blue Max" | F4U-7 2:01.8 | 289.66 |
| 17 | #94 | Bob Mitchem | "Big Hummer" | FG-1D 1:43.1 | 342.19 (c) |
| 18 | #64 | Clay Lacy | "Miss Van Nuys" | P-51D 1:28.2 | 398.00 (d) |

- (a) A new Reno Qualifying Speed. (Not National). Breaks the previous Reno Qualifying Record of 414.63 set by Darryl Greenamyers in #1 at Reno '69. This aircraft previously raced as Hall Mustang, and "Miss R. J."
- (b) This qualifying speed also exceeds the previous Reno Record. This aircraft previously raced as #70 and "Able Cat".
- (c) Actually posted the thirteenth highest qualifying speed, but was guilty of pylon cuts on the Qualification attempt. There was no time left in the qualification period for him to be re-qualified, thus, he was out of the competition.
- (d) Failed to complete second qualification lap due to magneto problems. Speed is for the first lap only. Thus, since it was too late to requalify, last year's Champion in this class was out of the competition.

HEAT 1 - SEPT. 24 - 6 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|----------------|-----------------------|--------|--------|
| 1 | #11 | Howie Keefe | "Miss America" | 8:50.3 | 399.17 |
| 2 | #87 | Sherman Cooper | "Miss Merced" | 9:01.8 | 390.70 |
| 3 | # 5 | Gunther Balz | "Roto-Finish Special" | -- | -- (a) |
| 4 | #81 | Leroy Penhall | Penhall Mustang | 9:16.4 | 380.45 |

| | | | | | |
|---|-----|-----------------------|---------------------------|---------|--------|
| 5 | #18 | Ormand Haydon-Baillie | OHB Sea Fury | 9:55.0 | 355.77 |
| 6 | #12 | Roger Wolfe | "All American Wonder Boy" | 12:00.7 | 293.71 |
| 7 | #15 | Tom Summers | "Jay Bee" | -- | -- (b) |

- (a) #5 lost its rudder trim tab while leading the race near the end of the final lap and pulled up and off the course. #11, Keefe, and #87, Cooper, crossed the finish line in first and second, and, then, #5, Balz, crossed the finish line at a higher altitude, back behind the grandstands, but was still credited with a third place finish by the Reno Officials, which caused much controversy. No official time or speed was recorded for this aircraft.
- (b) No official time or speed was recorded for this aircraft.

HEAT 2 - SEPT. 24 - 6 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-------------------|---------------------|---------|---------|
| 1 | #77 | Lyle Shelton | "Phoenix I" | 8:37.1 | 409.36 |
| 2 | # 1 | Darryl Greenamyre | "Conquest I" | 8:53.7 | 396.63 |
| 3 | # 2 | Mike Loening | "Miss Salmon River" | 8:54.7 | 395.89 |
| 4 | #10 | Walt Ohlrich | "Miss Priss" | 9:19.6 | 378.27 |
| 5 | #90 | Larry Havens | "Crazyhorse" | 9:32.6 | 369.68 |
| 6 | #88 | Pete Ettinger | "Miss Albuquerque" | 12:32.2 | 281.42 |
| 7 | #17 | Jack Sliker | "Escape I" | | DNF (a) |

- (a) Dropped out on the fourth lap with a rough engine.

CONSOLATION RACE - SEPT. 25 - 10 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-----------------------|---------------------------|---------|--------|
| 1 | #17 | Jack Sliker | "Escape I" | 15:59.6 | 367.65 |
| 2 | #18 | Ormand Haydon-Baillie | OHB Sea Fury | 16:05.1 | 365.56 |
| 3 | #10 | Walt Ohlrich | "Miss Priss" | 16:40.2 | 352.73 |
| 4 | #90 | Larry Havens | "Crazy Horse" | 16:41.8 | 352.17 |
| 5 | #12 | Roger Wolfe | "All American Wonder Boy" | 17:25.6 | 334.22 |
| 6 | #15 | Tom Summers | "Jay Bee" | 17:49.2 | 329.97 |
| 7 | #88 | Pete Ettinger | "Miss Albuquerque" | 20:39.8 | 284.56 |

MEDALLION RACE - (OR SECOND CONSOLATION) - SEPT. 26 - 6 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-----------------------|---------------------------|---------|------------|
| 1 | #59 | Ward Clemmo | "Scrap Iron IV" | 12:45.6 | 276.49 (a) |
| 2 | # 3 | Bob Guilford | "Blue Max" | 13:19.5 | 264.77 (a) |
| 3 | #18 | Ormand Haydon-Baillie | OHB Sea Fury | 9:40.6 | 364.59 |
| 4 | #12 | Roger Wolfe | "All American Wonder Boy" | 11:21.1 | 310.79 |
| 5 | #17 | Jack Sliker | "Escape I" | 11:39.2 | 302.75 |
| 6 | #88 | Pete Ettinger | "Miss Albuquerque" | 11:49.8 | 298.23 |

- (a) #59 and #3 were automatically awarded the first and second finishing positions in this race even though they crossed the finish line in the fifth and sixth positions since all other aircraft in this race were fill-ins. Thus, the first four finishers were dropped to the third through sixth finishing positions.

CHAMPIONSHIP RACE - SEPT. 26 - 10 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-------------------|-----------------------|---------|------------|
| 1 | # 1 | Darryl Greenamyre | "Conquest I" | 14:12.2 | 413.99 (a) |
| 2 | #77 | Lyle Shelton | "Phoenix I" | 14:14.1 | 413.07 (b) |
| 3 | #87 | Sherman Cooper | "Miss Merced" | 14:15.1 | 412.58 |
| 4 | # 5 | Gunther Balz | "Roto Finish Special" | 14:16.1 | 412.10 |
| 5 | #81 | Leroy Penhall | Penhall Mustang | 15:15.0 | 385.57 (c) |

| | | | | | |
|---|-----|--------------|---------------------|-----|-----|
| 6 | #11 | Howie Keefe | "Miss America" | DNF | (d) |
| 7 | # 2 | Mike Loening | "Miss Salmon River" | DNF | (e) |

- (a) A new Race Record Speed. (Both a Reno and a National Record). Breaks the previous Reno and National Record of 412.63 set by Darryl Greenamyer in #1 in the Championship Race at Reno '69.
- (b) #77's speed also exceeds the previous Reno and National Records. #87 in third and #5, in fourth, came very close to breaking the old record as well.
- (c) Cut pylon #1 on lap 2.
- (d) Dropped out on the tenth lap with a blown engine and wound up in the runway overrun with little additional damage to the aircraft.
- (e) Dropped out on the second lap with a blown engine and had to ground-loop the airplane off the runway to get it stopped. In the process, the gear collapsed and extensive damage was done to the aircraft, but no injury was suffered by the pilot.

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 12 THRU 17, 1972

STEAD FACILITY

RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 12, 13, 14 - 1 LAP OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-----------------------|-----------------------------|--------|------------|
| 1 | # 1 | Richard Laidley | "Conquest I" F8F-2 | 1:25.8 | 411.19 (a) |
| 2 | #64 | Clay Lacy | "Miss Lois Jean" P-51D | 1:26.2 | 409.28 (b) |
| 3 | #77 | Lyle Shelton | "Phast Phoenix" F8F-2 | 1:27.6 | 402.74 (c) |
| 4 | # 5 | Gunther Balz | "Roto-Finish Special" P-51D | 1:29.6 | 393.75 |
| 5 | #11 | Howie Keefe | "Miss America" P-51D | 1:31.4 | 386.00 |
| 6 | #16 | Lloyd Hamilton | "Baby Gorilla" Sea Fury | 1:34.7 | 372.55 |
| 7 | #94 | Bob Mitchem | "Big Hummer" FG-1D | 1:36.0 | 367.50 |
| 8 | #17 | Jack Sliker | "Escape I" P-51D | 1:38.7 | 357.45 |
| 9 | #98 | John Church | Church Bearcat F8F-2 | 1:40.7 | 350.35 |
| 10 | # 9 | Jack Flaherty | Flaherty Mustang P-51D | 1:41.4 | 347.93 |
| 11 | #25 | Joe Henderson | Gardner Mustang P-51D | 1:41.5 | 347.59 |
| 12 | #71 | Burns Byram | "Tangerine" P-51D | 1:42.8 | 343.19 (d) |
| 13 | # 0 | Ormand Haydon-Baillie | OHB Sea Fury | 1:43.5 | 340.87 (e) |
| 14 | # 8 | John Herlihy | "Sweet P" F8F-2 | 1:46.2 | 332.20 (f) |
| 15 | #28 | Lefty Gardner | "Topsy Miss" P-63C | 1:49.1 | 323.37 |
| 16 | #69 | Cliff Cummins | "Miss Candace" P-51D | 1:50.6 | 318.99 |

- (a) Darryl Greenamyer was having problems with the FAA who had lifted his license. Since he could not race under the circumstances, he had NASA pilot, Richard Laidley, race #1 for him.
- (b) This aircraft previously raced as Lacy Mustang, "Cal. Airmotive Special", "Conroy Aircraft Special", "Miss Santa Barbara", and "Miss Van Nuys".
- (c) This aircraft previously raced as #70, "Able Cat"; and "Phoenix I".
- (d) This aircraft previously raced as Byram Mustang and "Playboy".
- (e) This aircraft previously raced using race number #18.
- (f) This aircraft previously raced as #10, Mathews Bearcat, "Tom's Cat", and "Miss Priss".

HEAT 1 - SEPT. 15 - 6 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-----------------------|-----------------|---------|--------|
| 1 | # 1 | Richard Laidley | "Conquest I" | 8:44.6 | 403.51 |
| 2 | #77 | Lyle Shelton | "Phast Phoenix" | 9:03.0 | 389.83 |
| 3 | #11 | Howie Keefe | "Miss America" | 9:05.7 | 387.91 |
| 4 | #94 | Bob Mitchem | "Big Hummer" | 9:43.0 | 363.09 |
| 5 | # 0 | Ormand Haydon-Baillie | OHB Sea Fury | 10:05.9 | 349.37 |
| 6 | #98 | John Church | Church Bearcat | 10:42.4 | 329.51 |
| 7 | #25 | Joe Henderson | Gardner Mustang | 11:27.1 | 308.08 |

HEAT 2 - SEPT. 15 - 6 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|----------------|-----------------------|---------|------------|
| 1 | # 5 | Gunther Balz | "Roto-Finish Special" | 8:55.1 | 395.59 |
| 2 | #64 | Clay Lacy | "Miss Lois Jean" | 8:55.8 | 395.07 |
| 3 | #16 | Lloyd Hamilton | "Baby Gorilla" | 9:42.9 | 363.15 |
| 4 | # 8 | John Herlihy | "Sweet P" | 10:37.6 | 332.00 |
| 5 | #17 | Jack Sliker | "Escape I" | 10:40.7 | 330.39 |
| 6 | # 9 | Jack Flaherty | Flaherty Mustang | 10:46.2 | 327.58 |
| 7 | #71 | Burns Byram | "Tangerine" | 11:07.6 | 317.08 (a) |

(a) Cut pylon #4 on the third lap and pylon #6 on the first lap.

CONSOLATION RACE - SEPT. 16 - 8 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-----------------------|------------------|---------|--------|
| 1 | # 0 | Ormand Haydon-Baillie | OHB Sea Fury | 13:13.4 | 355.74 |
| 2 | #17 | Jack Sliker | "Escape I" | 13:39.2 | 344.53 |
| 3 | #98 | John Church | Church Bearcat | 13:39.4 | 344.45 |
| 4 | # 8 | John Herlihy | "Sweet P" | 13:41.8 | 343.44 |
| 5 | #25 | Joe Henderson | Gardner Mustang | 13:46.5 | 341.49 |
| 6 | # 9 | Jack Flaherty | Flaherty Mustang | 15:20.9 | 306.48 |
| 7 | #71 | Burns Byram | "Tangerine" | 15:21.5 | 306.28 |

MEDALLION RACE - (OR SECOND CONSOLATION) - SEPT. 17 - 6 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|---------------|-----------------|---------|--------|
| 1 | #69 | Cliff Cummins | "Miss Candace" | 9:35.9 | 367.56 |
| 2 | # 8 | John Herlihy | "Sweet P" | 10:15.9 | 343.69 |
| 3 | #98 | John Church | Church Bearcat | 10:22.1 | 340.27 |
| 4 | #25 | Joe Henderson | Gardner Mustang | 10:57.4 | 322.00 |
| 5 | #71 | Burns Byram | "Tangerine" | 12:05.0 | 291.97 |
| 6 | #28 | Lefty Gardner | "Tipsy Miss" | 12:08.8 | 290.45 |

CHAMPIONSHIP RACE - SEPT. 17 - 8 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|-----------------------|-----------------------|---------|------------|
| 1 | # 5 | Gunther Balz | "Roto-Finish Special" | 11:18.2 | 416.16 (a) |
| 2 | #77 | Lyle Shelton | "Phast Phoenix" | 11:37.4 | 404.70 |
| 3 | #11 | Howie Keefe | "Miss America" | 11:48.2 | 398.53 |
| 4 | #64 | Clay Lacy | "Miss Lois Jean" | 12:21.0 | 380.89 |
| 5 | #94 | Bob Mitchem | "Big Hummer" | 13:45.3 | 341.99 |
| 6 | # 0 | Ormand Haydon-Baillie | OHB Sea Fury | 13:48.1 | 340.83 |
| 7 | # 1 | Richard Laidley | "Conquest I" | -- | -- (b) |

(a) A new Race Record Speed. (Both a Reno and a National Record). Breaks the previous Reno and National Record of 413.99 set by Darryl Greenamyer in #1 in the Championship Race at Reno in '71.

(b) Actually crossed the finish line in second but was disqualified for low flying.

RENO NATIONAL CHAMPIONSHIP AIR RACES
 SEPT. 11 THRU 16, 1973
 STEAD FACILITY
 RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 11, 12, 13 - 1 LAP OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|--------------|---------------|--------------|------------|
| 1 | #77 | Lyle Shelton | "7½% Special" | F8F-2 1:22.7 | 426.60 (a) |

| | | | | | | |
|----|-----|----------------|-----------------------|----------|--------|------------|
| 2 | #97 | Bob Love | "Oogahonk Special" | P-51D | 1:23.4 | 423.02 (b) |
| 3 | #69 | Cliff Cummins | "Miss Candace" | P-51D | 1:25.6 | 412.15 |
| 4 | # 5 | John Wright | "Roto-Finish Special" | P-51D | 1:26.0 | 410.23 (c) |
| 5 | # 4 | Jack Sliker | "Escape II" | F8F-2 | 1:26.6 | 407.39 |
| 6 | # 8 | John Herlihy | "Sweet P" | F8F-2 | 1:28.0 | 400.91 |
| 7 | #16 | Lloyd Hamilton | "Baby Gorilla" | Sea Fury | 1:28.2 | 400.00 |
| 8 | #11 | Howie Keefe | "Miss America" | P-51D | 1:32.2 | 382.65 |
| 9 | #25 | Lefty Gardner | Gardner Mustang | P-51D | 1:32.5 | 381.41 |
| 10 | #24 | Bud Fountain | "Hawke Dusters" | F8F-2 | 1:33.1 | 378.95 (d) |
| 11 | # 9 | Jack Flaherty | "Miss Frances" | P-51D | 1:37.0 | 363.71 (e) |
| 12 | #33 | Ken Burnstine | "Miss Suzy Q" | P-51D | 1:37.2 | 362.96 |
| 13 | #41 | Mike Smith | "Lois Jean" | F8F-2 | 1:40.2 | 352.10 (f) |
| 14 | #96 | Bob Love | "Grey Fox" | P-51D | 1:40.9 | 349.65 (g) |
| 15 | #20 | John Wright | "Philippine Mustang" | P-51D | 1:43.4 | 341.20 (h) |
| 16 | #38 | Gary Levitz | "Double Trouble" | P-38L | 1:43.6 | 340.54 |
| 17 | #76 | Dave Norland | "No Name Dame" | P-51D | 2:09.4 | 272.64 |

- (a) A new Qualifying Record. (Both Reno and National). Breaks the previous Reno Record of 419.50 set by Gunther Balz in #5 at Reno '71. Breaks the previous National Record of 423.40 set by Darryl Greenamyer in #1 at Las Vegas in 1965. This aircraft raced previously as #70, "Able Cat"; #77, "Able Cat"; "Phoenix I"; and "Phast Phoenix".
- (b) This qualifying speed exceeds the previous Reno Record. This aircraft previously raced, prior to its modification, as #9, Golden Enterprises Mustang.
- (c) John Wright was chosen to fly #5 for Gunther Balz in 1973 since Balz decided to retire after his victory in 1972.
- (d) This aircraft previously raced as #11, Church Bearcat.
- (e) This aircraft previously raced as Flaherty Mustang. The owner, Jack Flaherty, qualified the airplane at this race, but it was flown for him in competition by John Crocker.
- (f) This aircraft previously raced as #80, "Miss Smirnoff", and was, in fact, the first Reno Championship Winner.
- (g) Bob Love qualified this Cavalier Mustang which was owned by Jerry Brassfield as a back-up to #97.
- (h) John Wright qualified this aircraft, which was his own, as a back-up to Gunther Balz' #5.

NOTE: This 1973 Qualifying Field at Reno represented the fastest overall qualifying field to date in the history of Thompson or Unlimited Class Air Racing. It was also interesting to note that there were five Bearcats in this field which was highly unusual.

HEAT 1 - SEPT. 14 - 6 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|----------------|-----------------------------|---------|------------|
| 1 | #77 | Lyle Shelton | "7 $\frac{1}{4}$ % Special" | 8:41.2 | 406.14 |
| 2 | #69 | Cliff Cummins | "Miss Candace" | 8:50.6 | 398.95 |
| 3 | # 4 | Jack Sliker | "Escape II" | 9:01.9 | 390.63 |
| 4 | #16 | Lloyd Hamilton | "Baby Gorilla" | 9:49.5 | 359.08 |
| 5 | #25 | Lefty Gardner | Gardner Mustang | 9:52.0 | 357.57 |
| 6 | # 9 | John Crocker | "Miss Frances" | 11:20.6 | 311.02 |
| 7 | #38 | Gary Levitz | "Double Trouble" | 10:30.0 | 336.00 (a) |

- (a) Actually crossed the finish line in sixth, but was dropped to seventh for cutting a pylon.

HEAT 2 - SEPT. 14 - 6 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED |
|-----|----------|--------------|--------------------|--------|--------|
| 1 | #97 | Bob Love | "Oogahonk Special" | 8:35.3 | 410.79 |
| 2 | #24 | Bud Fountain | "Hawke Dusters" | 9:08.3 | 386.07 |
| 3 | #11 | Howie Keefe | "Miss America" | 9:10.0 | 384.87 |

| | | | | | | |
|---|-----|---------------|-----------------------|---------|--------|-----|
| 4 | # 5 | John Wright | "Roto-Finish Special" | 9:16.6 | 380.31 | |
| 5 | #33 | Ken Burnstine | "Miss Suzi Q" | 9:51.2 | 358.05 | |
| 6 | #20 | Leroy Penhall | "Philippine Mustang" | 11:37.4 | 303.53 | (a) |
| 7 | # 8 | John Herlihy | "Sweet P" | | DNF | (b) |

(a) Leroy Penhall, whose #81 could not be qualified due to mechanical problems, raced #20 in this heat for John Wright.

(b) Dropped out immediately after the Air Start with mechanical problems.

CONSOLATION RACE - SEPT. 15 - 8 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED | |
|-----|----------|----------------|----------------------|---------|--------|-----|
| 1 | #16 | Lloyd Hamilton | "Baby Gorilla" | 12:17.4 | 382.75 | |
| 2 | #25 | Lefty Gardner | Gardner Mustang | 12:50.0 | 366.55 | |
| 3 | #33 | Ken Burnstine | "Miss Suzi Q" | 12:59.1 | 362.26 | |
| 4 | # 9 | John Crocker | "Miss Frances" | 13:43.3 | 342.82 | |
| 5 | #38 | Gary Levitz | "Double Trouble" | 13:47.1 | 341.24 | |
| 6 | #20 | John Wright | "Philippine Mustang" | 14:32.0 | 323.67 | |
| 7 | # 8 | John Herlihy | "Sweet P" | | DNF | (a) |

(a) Pulled out on the fourth lap when he accidentally hit the mixture handle instead of the water injection handle.

MEDALLION RACE - (OR SECOND CONSOLATION) - SEPT. 16 - 6 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED | |
|-----|----------|---------------|----------------------|---------|--------|-----|
| 1 | #20 | John Wright | "Philippine Mustang" | 10:15.8 | 343.75 | |
| 2 | # 9 | John Crocker | "Miss Frances" | 10:28.6 | 336.75 | |
| 3 | #76 | Dave Norland | "No Name Dame" | 11:19.9 | 311.34 | |
| 4 | #38 | Gary Levitz | "Double Trouble" | 10:22.6 | 339.99 | (a) |
| 5 | #33 | Ken Burnstine | "Miss Suzy Q" | -- | -- | (b) |
| 6 | #41 | Mike Smith | "Lois Jean" | -- | -- | (b) |

(a) With the disqualifications, #38 actually finished in the second position behind John Wright, but was dropped to fourth for cutting the #6 pylon on both the third and the fifth laps.

(b) These aircraft actually crossed the finish line in the first and second positions, but were disqualified for flying outside of the course limits, or crossing the course "Deadline" on the main straightaway.

CHAMPIONSHIP RACE - SEPT. 16 - 9 LAPS OF THE 9.8 MI. COURSE

| PL. | RACE NO. | PILOT | AIRCRAFT | TIME | SPEED | |
|-----|----------|---------------|-----------------------------|---------|--------|-----|
| 1 | #77 | Lyle Shelton | "7 $\frac{1}{4}$ % Special" | 12:21.6 | 428.16 | (a) |
| 2 | #69 | Cliff Cummins | "Miss Candace" | 12:41.3 | 417.08 | (b) |
| 3 | # 5 | John Wright | "Roto-Finish Special" | 12:59.2 | 407.50 | |
| 4 | # 4 | Jack Sliker | "Escape II" | 13:39.2 | 387.60 | |
| 5 | #11 | Howie Keefe | "Miss America" | 14:43.8 | 359.27 | (c) |
| 6 | #97 | Bob Love | "Oogahonk Special" | | DNF | (d) |
| 7 | #24 | Bud Fountain | "Hawke Dusters" | | DNF | (e) |

(a) A new Race Record Speed. (Both a Reno and a National Record). Breaks the previous Reno and National Record of 416.16 set by Gunther Balz in #5 in the Championship Race at Reno '72. This was the third consecutive year in which the Unlimited Race Speed Record had been broken at Reno.

(b) This speed also broke the old Reno and National Record.

(c) #11 cut pylon #6 on the fourth lap, but it did not affect his finishing position.

(d) Dropped out on the seventh lap with heavy engine vibrations.

(e) Dropped out on the fifth lap with a broken hydraulic line.