

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 14 THRU 19, 1982

STEAD FACILITY

RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 14, 15, 16 - 1 LAP OF THE 9.187 MI. COURSE*

*The Reno Unlimited Course was re-surveyed and adjusted once again just prior to the 1982 Races, thus, the new distance of 9.187 as opposed to the 9.273 of 1981.

PL.	RACE NO.	PILOT	AIRCRAFT		TIME	SPEED
1	# 4	Ron Hevle	"Dago Red"	P-51D	1:15.1	440.57
2	# 6	John Crocker	"Sumthin' Else"	P-51D	1:16.2	434.26
3	#72	Bill Destefani	"Mangia-Pane"	P-51D	1:19.5	416.02
4	# 1	Steve Hinton	"Bud Light Spec."	F4U-1	1:20.0	413.21 (a)
5	#85	Clay Klabo	"Fat Cat"	P-51D	1:20.5	410.85
6	# 7	Dan Martin	"Ridge Runner"	P-51D	1:21.1	407.71
7	#19	John Dilley	"Lou IV"	P-51D	1:22.1	403.04
8	#86	Del Williams	"No Name Lady"	P-51D	1:23.4	396.61 (b)
9	#68	Skip Holm	"Shangrila"	P-51B	1:26.5	382.53 (c)
10	#16	Lloyd Hamilton	"Baby Gorilla"	Sea Fury	1:26.7	381.47
11	#28	Jim Orton	"Topsy Too"	P-51D	1:28.2	375.02 (d)
12	#81	Earl Ketchen	"Habu"	P-51D	1:29.0	371.69 (e)
13	# 2	Bob Love	Hovey Mustang	P-51D	1:30.1	367.11
14	# 0	Jim Maloney	"Spam Can"	P-51D	1:31.3	362.45 (f)
15	#102	Ralph Rina	"Daydreamer"	P-51D	1:32.0	359.57 (g)
16	# 9	Jimmy Leeward	"Cloud Dancer"	P-51D	1:34.3	350.72
17	#101	Robert Yancey	"Old Blue"	F4U-4	1:35.4	346.86 (h)
18	#13	Lefty Gardner	"White Lightnin'"	P-38L	1:35.8	345.38 (i)
19	#96	George Roberts	"Kangaroo"	P-51D	1:36.2	343.69 (j)
20	#93	Bob Guilford	"Blue Max"	F4U-7	1:39.2	333.43
21	# 5	Howard Pardue	"Wildcat"	FM-2	1:41.8	325.04
22	#82	Mike Wright	"Wart Hog"	FG-1D	1:48.8	304.04 (k)
23	#69	Skip Holm	"Jeannie"	P-51D	--	-- (l)

- (a) This newly modified Corsair, which was the first to be powered by a 4360 since Cook Cleland's aircraft in 1949, was qualified by Steve Hinton and was raced alternately by he and Jim Maloney.
- (b) This aircraft previously raced as "Ciuchetton".
- (c) Skip Holm qualified and flew this aircraft in competition after the blown engines on "Jeannie" eliminated it from competition in '82. This beautiful machine, owned by Pete Regina, was the first of its type to be raced since 1949.
- (d) This aircraft, owned by John Sandberg, was in competition this year powered by the modified Merlin engine that was to power the BB-1 "Tsunami" Racer and Speed Ship which should be in competition by Reno '83.
- (e) This aircraft previously raced as both #04 and #81, "GeGe II".
- (f) This aircraft was also sponsored at Reno '82 by Budweiser Light and carried the name, "Bud Light II", on it as well as its regular name, "Spam Can".
- (g) This aircraft previously raced as #17, "Green Machine", and #17, "Super K".
- (h) This aircraft previously raced as Yancey Corsair.
- (i) This aircraft previously raced as Gardner Lightning.
- (j) This aircraft previously raced as #38, Levitz Mustang.
- (k) This aircraft did not make the regular twenty-one plane field for racing at Reno '82, but eventually did get to race as the First Alternate after #7, "Ridge Runner", was lost.
- (l) Did not make the racing field due to engine problems. #69 threw a rod during a qualification attempt on the 14th and experienced a runaway prop governor and engine problems on a second qualification attempt on the 16th.

BRONZE RACE - SEPT. 17 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#102	Ralph Rina	"Daydreamer"	9:33.8	345.85 (a)
2	#101	Robert Yancey	"Old Blue"	9:41.3	341.35
3	#96	George Roberts	"Kangaroo"	9:56.6	332.62
4	#13	Lefty Gardner	"White Lightnin'"	10:06.0	327.44
5	# 5	Howard Pardue	"Wildcat"	11:33.5	286.16
6	#93	Bob Guilford	"Blue Max"	12:26.9	265.70
7	# 9	Jimmy Leeward	"Cloud Dancer"		DNF (b)

(a) Rina, a T-6 Racing veteran and Champion, was racing in the Unlimited Class for the first time and won his first outing.

(b) Pulled out on the sixth and final lap after cutting the deadline on lap 5.

SILVER RACE - SEPT. 17 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#86	Del Williams	"No Name Lady"	8:39.3	382.11
2	#16	Lloyd Hamilton	"Baby Gorilla"	8:56.7	369.71
3	#68	Skip Holm	"Shangrila"	9:04.6	364.35
4	# 2	Bob Love	Hovey Mustang	9:05.2	363.96
5	#28	Jim Orton	"Topsy Too"	9:05.9	363.54
6	#81	Mike Wright	"Habu"	9:14.1	358.13 (a)
7	# 0	Jim Maloney	"Spam Can"	9:32.0	346.93

(a) Mike Wright, the other pilot for The Tired Iron Racing Team, substituted for Earl Ketchen in #81 in this race since Earl had a touch of the flu.

GOLD RACE - SEPT. 17 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 4	Ron Hevle	"Dago Red"	8:16.2	399.96
2	# 6	John Crocker	"Sumthin' Else"	8:28.2	390.50
3	#85	Clay Klabo	"Fat Cat"	8:37.5	383.47
4	#86	Del Williams	"No Name Lady"	8:46.7	376.77 (a)
5	# 7	Dan Martin	"Ridge Runner"	8:58.4	368.58
6	# 1	Steve Hinton	"Bud Light Special"	9:46.1	338.56
7	#19	John Dilley	"Lou IV"	9:55.9	333.02
8	#72	Bill Destefani	"Mangia-Pane"		DNF (b)

(a) Was in this race as First Alternate after #72 was unable to start.

(b) Was scheduled for this race, but was unable to start due to fouled plugs.

BRONZE RACE - SEPT. 18 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#19	John Dilley	"Lou IV"	8:19.6	397.17
2	#101	Robert Yancey	"Old Blue"	9:41.3	341.38
3	#96	George Roberts	"Kangaroo"	9:42.2	340.84
4	#13	Lefty Gardner	"White Lightnin'"	10:23.1	318.50
5	#93	Bob Guilford	"Blue Max"	11:08.0	297.08
6	# 9	Jimmy Leeward	"Cloud Dancer"	11:35.6	285.28
7	# 5	Howard Pardue	"Wildcat"	11:57.7	276.49

SILVER RACE - SEPT. 18 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#28	Jim Orton	"Topsy Too"	9:06.8	362.90

2	#68	Skip Holm	"Shangrila"	9:10.3	360.61 (a)
3	#81	Earl Ketchen	"Habu"	9:10.6	360.41
4	# 2	Bob Love	Hovey Mustang	9:11.1	360.10
5	# 0	Steve Hinton	"Spam Can"	9:22.9	352.52
5	#102	Ralph Rina	"Daydreamer"	9:24.3	351.67
7	# 7	Dan Martin	"Ridge Runner"		DNF (b)

- (a) Holm had a bird strike on the leading edge of the right horizontal stabilizer during this race which dented the airplane heavily, however, he continued on and landed safely. The dents were hammered out and the aircraft continued to race.
- (b) Led through the Pace Lap and, immediately after starting the first lap, his engine blew. He pulled up and off the course with fire and other problems, heading for Runway 14 at Stead. He did not quite make it and made an off-runway landing with gear down in a dirt road severely damaging the aircraft but, fortunately, with no injury to the pilot.

GOLD RACE - SEPT. 18 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 6	John Crocker	"Sumthin' Else"	7:56.9	416.09
2	# 4	Ron Hevle	"Dago Red"	8:01.7	411.94
3	# 1	Jim Maloney	"Bud Light Special"	8:38.3	382.88
4	#86	Del Williams	"No Name Lady"	8:44.6	378.30
5	#85	Clay Klabo	"Fat Cat"	8:46.4	376.99
6	#16	Lloyd Hamilton	"Baby Gorilla"	9:13.0	358.83
7	#72	Bill Destefani	"Mangia-Pane"		DNF (a)

- (a) Pulled out on the first lap with a broken prop governor.

BRONZE RACE FINAL - SEPT. 19 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#96	George Roberts	"Kangaroo"	9:16.2	356.78
2	#101	Robert Yancey	"Old Blue"	9:18.2	355.53
3	#13	Lefty Gardner	"White Lightnin'"	9:52.0	335.20 (a)
4	#93	Bob Guilford	"Blue Max"	10:43.5	308.38
5	#82	Mike Wright	"Wart Hog"	12:00.0	275.61 (b)
6	# 5	Howard Pardue	"Wildcat"	12:01.2	275.15
7	# 9	Jimmy Leeward	"Cloud Dancer"		DNF (c)

- (a) Cut pylon #8 on lap 6 and was assessed a 24 second penalty. However, he retained his finishing position since he had lapped the other airplanes.
- (b) Did not make the original Unlimited field, but this other entry from The Tired Iron Racing Team was the First Alternate and got into this race by virtue of the fact of #7's accident.
- (c) Pulled out on lap #2 with mechanical problems.

CONSOLATION OR SILVER RACE FINAL - SEPT. 19 - 8 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#81	Earl Ketchen	"Habu"	11:39.8	378.09
2	#16	Lloyd Hamilton	"Baby Gorilla"	11:56.0	369.53
3	#68	Skip Holm	"Shangrila"	11:56.1	369.48
4	# 2	Bob Love	Hovey Mustang	12:28.0	353.72
5	#28	Jim Orton	"Topsy Too"	12:40.2	348.07 (a)
6	#102	Ralph Rina	"Daydreamer"	12:48.0	344.53
7	# 0	Jim Maloney	"Spam Can"	13:10.2	334.83

- (a) Actually crossed the finish line in fourth at 363.37, but was dropped to fifth for cutting pylon #3 on the Pace Lap. He was assessed a 32 second penalty, but had lapped the last two aircraft, thus, was only dropped one place in the finishing order.

CHAMPIONSHIP OR GOLD RACE FINAL - SEPT. 19 - 8 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 4	Ron Hevle	"Dago Red"	10:53.2	405.09
2	#85	Clay Klabo	"Fat Cat"	11:24.8	386.48
3	#86	Del Williams	"No Name Lady"	11:25.3	386.09
4	# 1	Steve Hinton	"Bud Light Special"	12:09.9	362.50
5	#72	Bill Destefani	"Mangia-Pane"	12:25.6	354.86 (a)
6	#19	John Dilley	"Lou IV"	12:36.2	349.91 (b)
7	# 6	John Crocker	"Sumthin' Else"		DNF (c)

- (a) Actually crossed the finish line in second at 388.18, but was dropped to fifth for cutting pylon #1 on the second lap and pylon #8 on the fifth lap. He was assessed a 64 second penalty which dropped him to the position, time and speed shown above.
- (b) Actually crossed the finish line in fifth at 365.37, but was dropped to sixth for cutting pylon #6 on lap eight. He was assessed a 32 second penalty which dropped him to the position, time and speed shown above.
- (c) Pulled out on the fourth lap with a blown engine while running in second. Made hot landing on runway 14 and damaged propeller. No further damage and pilot unhurt.

RENO NATIONAL CHAMPIONSHIP AIR RACES
SEPT. 12 THRU 18, 1983
 RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 12, 13, 14 - 1 LAP OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 8	Neil Anderson	"Dreadnought" Sea Fury	1:14.1	446.39 (a)
2	# 4	Rick Brickert	"Dago Red" P-51D	1:15.3	439.22
3	# 7	Ron Hevle	"Strega" P-51D	1:15.9	435.98
4	#09	Don Whittington	"Precious Metal" P-51D	1:16.1	434.89
5	#77	Lyle Shelton	"Rare Bear" F8F-2	1:16.6	432.05
6	#85	Clay Klabo	"Fat Cat" P-51D	1:18.9	419.23
7	# 6	John Crocker	"Sumthin' Else" P-51D	1:20.1	413.05
8	# 1	Steve Hinton	"Bud Light Spec." F4U-1	1:21.0	408.31 (b)
9	#72	Bill Destefani	"Mangia-Pane" P-51D	1:22.9	398.95
10	#19	John Dilley	"Lou IV" P-51D	1:23.1	398.23
11	#39	Skip Holm	"The Healer" P-51D	1:23.2	398.18
12	#14	Howard Pardue	Pardue Bearcat F8F-1	1:28.0	375.75
13	#81	Earl Ketchen	"Habu" P-51D	1:28.2	374.94
14	#08	Bill Whittington	Whittington Mustang P-51H	1:29.1	371.32
15	#101	Robert Yancey	"Old Blue" F4U-4	1:29.2	370.82
16	#11	Bud Granley	"Miss America" P-51D	1:29.4	369.99
17	#16	Bob Mackey	"Baby Gorilla" Sea Fury	1:31.0	367.44
18	# 2	Bob Love	Hovey Mustang P-51D	1:31.1	363.36
19	#102	Ralph Rina	"Daydreamer" P-51D	1:32.3	358.32
19	# 0	John Maloney	"Spam Can" P-51D	1:32.3	358.32
21	# 9	Jimmy Leeward	"Cloud Dancer" P-51D	1:33.1	355.24
22	#28	Chuck Hall	"Topsy Too" P-51D	1:33.5	353.88 (c)
23	#38	Fred Sebby	"Sunshine" P-51D	1:34.8	348.76 (d)
24	#96	John Putman	"Jeannie Too" P-51D	1:39.0	334.07 (e)
25	#27	Donald Davidson	"Double Trouble" P-51D	1:39.1	333.80
26	#13	Lefty Gardner	"White Lightnin'" P-38L	1:40.0	330.80
27	#93	Bob Guilford	"Blue Max" F4U-7	1:44.4	316.67
28	#26	Dwight Reimer	Reimer Trojan T-28B	2:05.5	263.51

29	#10	Jimmy Leeward	"Specter"	P-51D	--	--	(f)
30	#15	Lloyd Hamilton	"Head Gorilla"	Sea Fury	--	--	(g)
31	#23	James Beasley	"Bald Eagle"	P-51D	--	--	(h)
2	#38	Gary Levitz	"Double Trouble"	P-38L	--	--	(i)

- (a) This TMK. 20 Sea Fury was modified by owner, Frank Sanders, to accommodate a Pratt & Whitney R-4360 and was flown at Reno by the famous General Dynamics Test Pilot, Neil Anderson.
- (b) This aircraft had also been modified the year before to take the 4360. We list it as an F4U-1 since that is what it originally was prior to being modified into something of an F2G configuration.
- (c) The aircraft, from this point on in the standings would not normally have made the racing field, however, a special Medallion Race category was added for these aircraft in the twenty-second through twenty-eighth positions. Thus, four sections of seven Unlimited aircraft each got to race instead of the normal three.
- (d) This aircraft, which normally carried Race #100, temporarily carried Race #38 for this event only, since Gary Levitz became involved with the Team after his P-38 was damaged in an accident.
- (e) This aircraft previously raced as #38, Levitz Mustang, and #96, "Kangaroo".
- (f) This aircraft previously raced as #77, "Gallopig Ghost"; #69, "Miss Candace"; and #69, "Jeannie". Leeward blew several engines and was unable to qualify the airplane. However, after putting a new engine in, he attempted to race the airplane in place of his #9, "Cloud Dancer", from the position in which it had qualified. Even though he illegally took off and flew in both a heat race and the Unlimited Bronze or Second Consolation Race, his participation was officially disallowed and he was listed, in both cases, under #9, "Cloud Dancer", as a Did Not Start.
- (g) This Mk. II Sea Fury was prepared by The Lloyd Hamilton Race Team and also was equipped with a Pratt & Whitney 4360 engine. Due to engine problems, they did not get the airplane qualified and, thus, it did not race. Even though its official name was "Head Gorilla", it carried the additional name, "Havnaught", on its engine cowling in a comic gesture to differentiate it from the extremely well-prepared "Dreadnought".
- (h) Was unable to qualify due to engine and other problems.
- (i) Levitz' well-known P-38, now in a gloss black paint scheme, was damaged in an accident on the ramp when the right engine was started without the gear handle being in the down and locked position. Naturally, the minute there was power, the gear retracted and the airplane sank to the ramp, damaging the right propeller, tail boom, and empennage.

NOTE: The P-51H flown by Bill Whittington was the same rebuilt aircraft that he had had an accident with at Reno, 1978. That year, it had carried race #94.

SPECIAL ADDED MEDALLION RACE - Sept. 15** - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#28	Chuck Hall	"Topsy Too"	9:04.3	364.58	
2	#96	John Putman	"Jeannie Too"	9:29.9	348.22	
3	#13	Lefty Gardner	"White Lightnin'"	10:12.1	324.18	
4	#27	Donald Davidson	"Double Trouble"	10:22.9	318.59	
5	#38	Fred Sebyy	"Sunshine"	10:46.1	307.15	
6	#26	Dwight Reimer	Reimer Trojan	14:33.6	227.16	
7	#93	Bob Guilford	"Blue Max"			DNS (a)

- (a) Slight mechanical problems kept #93 from starting in this race.

** NOTE: The racing and show at Reno, 1983, which was the Twentieth Anniversary of this event, began on Thursday, the 15th of September, thus, there were four days of racing and show rather than the normal three.

BRONZE RACE - SEPT. 15 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#11	Bud Granley	"Miss America"	9:07.0	362.78
2	#101	Robert Yancey	"Old Blue"	9:07.3	362.59
3	# 2	Bob Love	Hovey Mustang	9:10.1	360.75
4	#16	Bob Mackey	"Baby Gorilla"	9:11.1	360.05
5	# 0	John Maloney	"Spam Can"	9:39.6	342.35
6	# 9	Jimmy Leeward	"Cloud Dancer"	11:39.2	283.83
7	#102	Ralph Rina	"Daydreamer"		DNF (a)

(a) Pulled out before the finish with plug problems.

SPECIAL ADDED MEDALLION RACE - SEPT. 16 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#28	Chuck Hall	"Topsy Too"	8:57.8	368.96 (a)
2	#96	John Putman	"Jeannie Too"	8:13.4	358.56
3	#13	Lefty Gardner	"White Lightnin'"	10:19.9	320.13
4	#27	Donald Davidson	"Double Trouble"	10:38.6	310.76 (b)
5	#93	Bob Guilford	"Blue Max"	13:21.9	247.47
6	#26	Dwight Reimer	Reimer Trojan	14:12.4	232.80
7	#38	Fred Sebby	"Sunshine"		DNS (c)

(a) After crossing the finish line to win this race, Chuck Hall pulled up sharply and climbed for altitude. As he did so, there was a loud explosion in the engine. He said it sounded like a hand grenade going off inside the Merlin. Actually, the engine had injected an intake valve and tore itself to pieces internally. Hall was unable to make the runway and landed out in Lemon Valley off the end of Runway 26, damaging only the prop, the flaps, the leading edge of the right wing, the dog house, and intake. The pilot was unharmed.

(b) Actually crossed the finish line in third at approximately 323 mph, but was dropped to fourth and assessed a 24 second penalty for cutting pylon #8 on the third lap.

(c) Was unable to start in this race due to minor mechanical problems.

SILVER RACE - SEPT. 16 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#72	Bill Destefani	"Mangia-Pane"	8:37.2	383.70
2	#19	John Dilley	"Lou IV"	8:45.7	377.48
3	# 1	Steve Hinton	"Bud Light Special"	8:49.7	374.62
4	#39	Skip Holm	"The Healer"	8:50.0	374.42
5	#81	Earl Ketchen	"Habu"	8:54.7	371.13
6	#08	Bill Whittington	Whittington Mustang	9:04.2	364.65
7	#14	Howard Pardue	Pardue Bearcat	9:48.8	337.02

GOLD RACE - SEPT. 16 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 4	Rick Brickert	"Dago Red"	7:52.2	420.23
2	# 8	Neil Anderson	"Dreadnought"	7:54.5	418.23
3	#77	Lyle Shelton	"Rare Bear"	7:57.3	415.74
4	# 6	John Crocker	"Sumthin' Else"	9:27.1	349.94 (a)
5	#85	Clay Klabo	"Fat Cat"	9:34.7	345.29
6	# 7	Ron Hevle	"Strega"		DNF (b)
7	#09	Don Whittington	"Precious Metal"		DNF (c)

(a) Crocker actually finished in the fourth position at about 382 mph, but was assessed a 48 second penalty for cutting pylon #8 on the second and third laps of the race. He had broken a prop seal and his vision was obscured due to oil on the windscreen.

- (b) Pulled out on lap #2 with alternator problems.
- (c) Pulled out on the first lap while running in the third position with oil and valve problems.

BRONZE RACE - SEPT. 17 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 6	John Crocker	"Sumthin' Else"	7:54.0	418.65 (a)
2	#16	Lloyd Hamilton	"Baby Gorilla"	8:40.0	381.61 (b)
3	#85	Clay Klabo	"Fat Cat"	8:46.8	376.75
4	# 0	John Maloney	"Spam Can"	9:09.5	361.13
5	#14	Howard Pardue	Pardue Bearcat	9:10.0	360.21
6	#102	Ralph Rina	"Daydreamer"	9:35.6	344.75
7	#38	Fred Sebby	"Sunshine"	9:57.5	332.12 (c)
8	# 9	Jimmy Leeward	"Cloud Dancer"		DNS (d)

- (a) By virtue of his problems and poor finish in the Gold on the day before, Crocker was all the way back in the Bronze for Saturday and had to run well in order to get himself back up into Gold for Sunday. He did just that, outdistancing everyone else in the race and lapping every other airplane but Lloyd Hamilton in #16 in the second position.
- (b) Lloyd Hamilton had scheduled Bob Mackey to race his #16, "Baby Gorilla", while he raced his new #15, "Head Gorilla", with the 4360. Since that airplane suffered engine problems and did not qualify, he decided he would run #16 at least once in this race and let Mackey fly it in the rest.
- (c) Was in this race as Alternate when Leeward did not start in #9, "Cloud Dancer".
- (d) Leeward was still trying to get the pilots and the Contest Committee to permit him to race #10, "Specter", in place of his #9, "Cloud Dancer", and actually took off in #10 and flew this race illegally, thus, he was officially listed as a DNS in #9, "Cloud Dancer".

SILVER RACE - SEPT. 17 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Steve Hinton	"Bud Light Special"	8:11.7	403.58
2	#39	Skip Holm	"The Healer"	8:33.7	383.29
3	#11	Bud Granley	"Miss America"	9:12.0	359.48
4	# 2	Bob Love	Hovey Mustang	9:15.9	357.00
5	#101	Robert Yancey	"Old Blue"	9:57.6	332.06
6	#08	Bill Whittington	Whittington Mustang		DNF (a)
7	#81	Earl Ketchen	"Habu"		DNF (b)

- (a) Pulled out on the sixth lap while running in third due to a rough engine.
- (b) Pulled out on the fifth lap while running in second and just about to pass #1 for the lead, when an oil line broke.

GOLD RACE - SEPT. 17 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 8	Neil Anderson	"Dreadnought"	7:35.6	435.58 (a)
2	# 4	Rick Brickert	"Dago Red"	7:37.4	433.89 (b)
3	#77	Lyle Shelton	"Rare Bear"	7:39.0	432.34 (c)
4	#72	Bill Destefani	"Mangia-Pane"	8:09.4	405.52
5	# 7	Ron Hevle	"Strega"	8:29.6	389.39
6	#19	John Dilley	"Lou IV"	8:37.3	383.64
7	#09	Don Whittington	"Precious Metal"	10:28.5	315.76 (d)

- (a) A New Race Record Speed. Breaks the previous record of 433.010 set by Mac McClain in #69, in The Championship Race at Reno in Sept. of 1980.
- (b) This speed also exceeds the previous record.
- (c) This race marked the first time in the history of the sport (Unlimited Racing, Thompson

Trophy Racing, or whatever) that three aircraft had exceeded 430 miles per hour in the same race.

- (d) Don Whittington had not even anticipated making this race since his engine had been almost totally torn down correcting the problems from the day before. He did make it, however, but just cruised around the course letting the engine seat itself properly in preparation for the Championship on Sunday. The normal bump racing system was being used at Reno as it had been for every year since 1979 and the first five qualifiers were automatically locked into the top five racing positions for the duration of the meet. Thus, that is why Whittington could have missed this Gold Heat Race completely or run in it as slowly as he did and still make the Championship since he was one of the top five qualifiers.

BRONZE RACE FINAL - SEPT. 18 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#81	Earl Ketchen	"Habu"	8:15.2	400.72
2	#08	Bill Whittington	Whittington Mustang	8:23.0	394.50
3	#101	Robert Yancey	"Old Blue"	9:07.2	362.65
4	# 0	John Maloney	"Spam Can"	9:09.6	361.09
5	#102	Ralph Rina	"Daydreamer"	9:10.1	360.77
6	#14	Howard Pardue	Pardue Bearcat	DNF	(a)
7	# 9	Jimmy Leeward	"Cloud Dancer"	DNS	(b)

- (a) Howard Pardue pulled off on the sixth lap before completing the race since he knew he was going to be the last aircraft to cross the finish line anyway.
- (b) Leeward was again scheduled for this race in #9, "Cloud Dancer", but, again, illegally took off in #10, "Specter", and passed Earl Ketchen midway through the race to cross the finish line in first. He was, of course, in the race illegally and thus was not the winner. Earl Ketchen was, in fact, the winner in #81 as shown above. Leeward was officially declared a Did Not Start in #9, "Cloud Dancer".

CONSOLATION OR SILVER RACE FINAL - SEPT. 18 - 8 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Steve Hinton	"Bud Light Special"	10:34.4	417.10
2	#39	Skip Holm	"The Healer"	11:06.2	397.16
3	#19	John Dille	"Lou IV"	11:08.9	395.56
4	#85	Clay Klabo	"Fat Cat"	11:36.8	379.72 (a)
5	#11	Bud Granley	"Miss America"	11:44.0	375.86
6	# 2	Bob Love	Hovey Mustang	11:51.6	371.82
7	#16	Bob Mackey	"Baby Gorilla"	12:09.2	362.87

- (a) Actually crossed the finish line in second at about 398 mph, but was dropped to fourth and assessed a thirty-two second penalty for cutting pylon #8 on the seventh lap.

CHAMPIONSHIP OR GOLD RACE FINAL - SEPT. 18 - 8 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 8	Neil Anderson	"Dreadnought"	10:22.2	425.24
2	#09	Don Whittington	"Precious Metal"	10:38.1	414.65 (a)
3	# 6	John Crocker	"Sumthin' Else"	11:10.5	394.60
4	#72	Bill Destefani	"Mangia-Pane"	11:28.4	384.36
5	# 4	Rick Brickert	"Dago Red"	DNF	(b)
6	# 7	Ron Hevle	"Strega"	DNF	(c)
7	#77	Lyle Shelton	"Rare Bear"	DNF	(d)

- (a) Whittington was on his way to pulling off quite a surprise since, on the very last lap, he was sneaking up behind Neil Anderson and gaining on him rapidly. Unfortunately, the engine sneezed or backfired and he had to pull back on the throttle somewhat but managed to glide across the finish line in second before grabbing some altitude and declaring a

Mayday.

- (b) Had to pull out and declare a Mayday on the sixth lap of the race when a backplate broke and cracked his spinner which set up quite a vibration. He was leading at the time, having passed #8 several laps before and was widening his lead.
- (c) Pulled out before the completion of the first lap with a broken oil line.
- (d) Pulled out on the eighth lap after suffering several problems. First of all, he was having trim problems which necessitated his flying high. This caused him to cut a pylon on the Pace Lap. He then experienced a rough engine caused by bad plugs and possibly by a faulty water system. He eventually had to cut out one system after another until he finally pulled out and declared a Mayday. He was running in the third position when he pulled out. He landed high and hot on Runway 14 and actually had his right wheel in the dirt off the runway and blew a tire, but, fortunately, got it under control and rolled out safely. On top of everything else, while coping with his problems, he cut the Race Deadline and, thus, in the final analysis, was disqualified.

RENO NATIONAL CHAMPIONSHIP AIR RACES
SEPT. 10 THRU 16, 1984
 RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 10, 11, 12 - 1 LAP OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 8	Neil Anderson	"Dreadnought" SeaFury	1:14.7	442.747
2	# 6	John Crocker	"Sumthin' Else" P-51D	1:14.8	442.569
3	# 7	Ron Hevle	"Strega" P-51D	1:15.0	440.976
4	#84	Skip Holm	"Stiletto" P-51D	1:16.3	433.292 (a)
5	# 4	Rick Brickert	"Dago Red" P-51D	1:16.8	430.641
6	#44	Jimmy Leeward	"Leeward Air Ranch Spec." P-51D	1:17.7	425.543 (b)
7	#72	Bill Destefani	"Mangia Pane" P-51D	1:17.8	425.105
8	# 1	Steve Hinton	"Super Corsair" F4U-1	1:18.0	424.015 (c)
9	#11	Bud Granley	"Miss America" P-51D	1:21.3	406.654
10	#28	Gary Levitz	"Topsy Too" P-51D	1:21.4	406.105
11	#15	Lloyd Hamilton	"Furias" SeaFury	1:23.1	398.137 (d)
12	#39	Skip Holm	"Super K" P-51D	1:24.1	393.214 (e)
13	#19	John Dilley	"Lou IV" P-51D	1:25.3	387.910
14	#14	Howard Pardue	Pardue Bearcat F8F-1	1:28.0	375.832
15	# 2	Bob Love	Hovey Mustang P-51D	1:28.1	375.405
16	# 0	John Maloney	"Spam Can II" P-51D	1:29.0	371.609
17	#16	Arthur Vance	"Baby Gorilla" SeaFury	1:29.9	367.930
18	#88	Dennis Sanders	Sanders Sea Fury SeaFury	1:32.9	356.009
19	#27	Donald Davidson	"Double Trouble" P-51D	1:33.2	354.939
20	#40	Dale Clarke	"Nuthin' Special" SeaFury	1:34.8	348.800
21	#101	Robert Yancey	"Old Blue" F4U-4	1:36.9	341.313
22	#51	Fred Sebby	"Sunshine" P-51D	1:38.3	336.589 (f)
23	#102	George Roberts	"Daydreamer" P-51D	1:38.7	335.224
24	#13	Lefty Gardner	"White Lightnin'" P-38L	1:39.7	331.727
25	# 9	Jimmy Leeward	"Cloud Dancer" P-51D	1:43.1	320.788 (g)
26	#37	J. K. Ridley	Ridley Corsair F4U-4	1:43.3	316.248
27	#93	Bob Guilford	"Blue Max" F4U-7	1:45.2	314.384
28	#82	Mike Wright	"Wart Hog" FG-1D	1:48.2	305.667
29	#33	Bill Harrison	"Slo-Moshun" T-28B	2:00.5	274.512 (h)
30	#96	John Putman	Sanders Trojan T-28F	2:04.7	265.222 (h)
31	#69	Wiley Sanders	Sanders Mitchell TB-25	2:16.4	242.543 (h)

- (a) A brand new highly modified D Model Mustang patterned, somewhat, after Anson Johnson's 1948 Thompson Trophy Winner in that all cooling was done through the leading edge of the wings and there were no scoops on the bottom of the airplane, etc. This and other mods were undertaken by Dave Zeuschel, Dennis Schoenfelder, Skip Holm as Engineering/Test Pilot, and Alan Preston as financial backer for the newly formed Alan Preston Racing Team.

- (b) This aircraft previously raced as "The Galloping Ghost", "Miss Candace", "Jeannie", and, most recently, as #10, "Specter".
- (c) This aircraft previously raced as "The Bud Light Special", but, this year it no longer had that sponsorship.
- (d) This aircraft, one of the 4360-powered Sea Furies, (a Mk. II), was qualified in 1983 as "Head Gorilla".
- (e) Skip Holm qualified this aircraft as well with the plan that he would race it if his other entry made the Gold and this one made the Silver. If they both were to make the Gold, Del Williams was standing by as the Alternate Pilot for this aircraft.
- (f) This aircraft was raced in 1983 as #38, but reverted to its original number, #51, this year.
- (g) Jimmy Leeward also qualified his "Cloud Dancer" with the idea in mind that he would run it in the slower races and #44 in the faster races.
- (h) These three aircraft would not originally make the racing field, however, the two T-28's did get to race in the Bronze Final due to the fact that #8 and #15 fell by the wayside with mechanical problems on Friday and Saturday respectively.

NOTE: The Unlimiteds raced under a new racing system this year. The old "bump" system continued, but without the five locked-in aircraft at the top end. Instead, a new rotation was used wherein any aircraft that started, but did not finish, would be eligible to start in this same race the following day, but go to the last starting position in that race. The first and second day's races would be flown with seven aircraft each, and the third day's races would be flown with eight aircraft each. The fourth day's races would be flown with nine aircraft each; i.e., the second day's Gold Race would include the six fastest qualifiers and the winner of the first day's Silver Race. (No Gold Race was scheduled on the first day), etc., etc. The top six qualifiers did not race on the first day, and the bottom six qualifiers did not race on the second day.

HEAT 1 - SEPT. 13 - SIX LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#101	Robert Yancey	"Old Blue"	9:28.5	349.033
2	#102	George Roberts	"Daydreamer"	9:49.8	336.452
3	#82	Mike Wright	"Wart Hog"	12:00.6	275.388
4	# 9	Jimmy Leeward	"Cloud Dancer"		DNF (a)
5	#13	Lefty Gardner	"White Lightnin'"		DNF (b)
6	#37	J. K. Ridley	"Ridley Corsair"		DNF (c)
7	#93	Bob Guilford	"Blue Max"	--	-- (d)

- (a) Pulled out on the last lap after cutting pylon #3 on the fifth lap.
- (b) Pulled out on the fifth lap when his left engine threw a rod and he had to declare a Mayday and land.
- (c) Pulled out on the fifth lap after cutting pylon #8 on the third lap.
- (d) Disqualified for cutting the Race Deadline.

HEAT 2 - SEPT. 13 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#14	Howard Pardue	Pardue Bearcat	8:52.4	372.719
2	# 2	Bob Love	Hovey Mustang	8:57.0	369.540
3	# 0	John Maloney	"Spam Can II"	9:12.3	359.329
4	#16	Arthur Vance	"Baby Gorilla"	9:14.0	358.213
5	#27	Donald Davidson	"Double Trouble"	9:17.4	356.041
6	#88	Dennis Sanders	Sanders Sea Fury	9:26.1	350.531
7	#40	Dale Clarke	"Nuthin' Special"	9:31.7	347.110

HEAT 3 - SEPT. 13 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Steve Hinton	"Super Corsair"	7:55.5	417.327
2	#72	Bill Destefani	"Mangia Pane"	8:15.6	400.434
3	#39	Skip Holm	"Super K"	8:30.1	389.058
4	#28	Gary Levitz	"Topsy Too"	8:30.2	389.051
5	#11	Bud Granley	"Miss America"	8:43.4	379.171
6	#19	John Dilley	"Lou IV"	9:30.1	348.072
7	#15	Lloyd Hamilton	"Furias"		DNF (a)

(a) Pulled out on the final lap with a rough engine.

HEAT 4 - SEPT. 14 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#101	Robert Yancey	"Old Blue"	8:50.3	374.216
2	# 2	Bob Love	Hovey Mustang	8:58.6	368.462
3	#16	Arthur Vance	"Baby Gorilla"	9:16.1	356.815
4	#88	Dennis Sanders	Sanders Sea Fury	9:18.6	355.244
5	#27	Donald Davidson	"Double Trouble"	9:19.0	355.002
6	#40	Dale Clarke	"Nuthin' Special"	9:34.8	345.208
7	#0	John Maloney	"Spam Can II"		DNF (a)

(a) Pulled out near the end of the race with a rough engine caused by a bad coil in a magneto.

HEAT 5 - SEPT. 14 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#72	Bill Destefani	"Mangia Pane"	8:18.0	398.464
2	#39	Skip Holm	"Super K"	8:25.3	392.754
3	#28	Gary Levitz	"Topsy Too"	8:27.7	390.898
4	#11	Bud Granley	"Miss America"	8:49.4	374.831
5	#14	Howard Pardue	Pardue Bearcat	9:08.5	361.792
6	#19	John Dilley	"Lou IV"	9:33.3	346.117
7	#15	Lloyd Hamilton	"Furias"		DNF (a)

(a) Pulled out again on the fifth lap with a rough engine.

HEAT 6 - SEPT. 14 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 8	Neil Anderson	"Dreadnought"	7:41.6	429.857 (a)
2	#84	Skip Holm	"Stiletto"	7:45.9	425.945 (a)
3	# 4	Rick Brickert	"Dago Red"	7:46.1	425.744
4	# 1	Steve Hinton	"Super Corsair"	8:05.6	408.631
5	# 6	John Crocker	"Sumthin' Else"	8:25.5	392.576
6	#44	Jimmy Leeward	"Leeward Air Ranch Spec."		DNF (b)
7	# 7	Ron Hevle	"Strega"		DNF (c)

(a) Both Anderson and Holm had initially been disqualified in this race for cutting the Race Deadline when a yellow flag was displayed during Hevle's and Leeward's Mayday situations. They became aware of it as they came off the last course pylon onto the main straight and, first one, and then the other, pulled up off the course, breaking the deadline in the process. However, due to the confusion of the two Maydays and the emergency landings that were in progress, and discussions with the two pilots involved, the Contest Committee felt that, under the circumstances, the pilots had displayed the best possible judgement in the few seconds in which they had to react. Consequently, the penalties against these two pilots were withdrawn and the results were official as shown.

- (b) Declared a Mayday and pulled out on the third lap with broken throttle linkage.
 (c) Declared a Mayday and pulled out on the second lap with a broken oil line.

NOTE: After winning this heat, "Dreadnought" was later run up and, after the engine was shut down, metal was discovered in the screens and it was found that the 4360 had seized. Thus, this aircraft was out of any further competition at Reno '84.

HEAT 7 - SEPT. 15 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#88	Dennis Sanders	Sanders Sea Fury	9:05.1	364.035
2	#27	Donald Davidson	"Double Trouble"	9:07.8	362.267
3	#40	Dale Clarke	"Nuthin' Special"	9:34.3	345.562
4	# 0	John Maloney	"Spam Can II"	9:37.2	343.826
5	# 9	Jimmy Leeward	"Cloud Dancer"	9:45.7	338.813
6	#37	J. K. Ridley	Ridley Corsair	9:28.0	291.132 (a)
7	#102	George Roberts	"Daydreamer"	9:36.1	287.029 (a)
8	#82	Mike Wright	"Wart Hog"	10:38.4	207.229 (a)

- (a) All three of these aircraft cut pylon #3 on the last lap and a 24-second penalty was added to each of their times. In addition, #37 pulled out before completing the last lap and both #102 and #82 pulled out on the fifth lap.

HEAT 8 - SEPT. 15 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#11	Bud Granley	"Miss America"	8:34.4	385.738
2	#28	Gary Levitz	"Topsy Too"	9:00.9	366.882
3	#14	Howard Pardue	Pardue Bearcat	9:05.7	363.628
4	#101	Robert Yancey	"Old Blue"	9:05.9	363.495
5	#19	John Dilley	"Lou IV"	9:48.0	337.505
6	#16	Arthur Vance	"Baby Gorilla"	9:50.6	336.007 (a)
7	# 2	Bob Love	Hovey Mustang	10:44.6	307.839
8	#15	Lloyd Hamilton	"Furias"		DNF (b)

- (a) #16 cut pylon #5 on the last lap and a 24-second penalty was added to the above time.
 (b) Declared a Mayday on the fourth lap when his engine backfired on the west side of the course and the cowling blew off of his 4360. The cowling had been loosened by the backfire and, when the wind got under it, at high speed, it left the airplane.

HEAT 9 - SEPT. 15 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 4	Rick Brickert	"Dago Red"	7:31.2	439.832 (a)
2	# 1	Steve Hinton	"Super Corsair"	7:49.5	422.652
3	#84	Skip Holm	"Stiletto"	7:49.7	422.490
4	# 6	John Crocker	"Sumthin' Else"	7:56.7	416.303
5	# 7	Ron Hevle	"Strega"	8:16.6	399.523
6	#72	Bill Destefani	"Mangia Pane"	8:43.7	378.954
7	#44	Jimmy Leeward	"Leeward Air Ranch Spec."		DNF (b)
8	#39	Del Williams	"Super K"		DNS (c)

- (a) A New Race Record Speed. Breaks the previous record of 435.584 set by Neil Anderson in #8, "Dreadnought", in the second Gold Heat Race at Reno in Sept. of 1983.
 (b) Leeward took off knowing that he had a bad magneto. However, he wanted to be sure to cross the starting line in his assigned race so that he would be eligible for the Gold or Championship the following day. As it turned out, he lasted until the fifth lap before pulling out and also cut pylon #7 on the second lap along the way.
 (c) Since #8, "Dreadnought", was now out of the competition, the other aircraft had each

moved up one notch and this made #39, "Super K", eligible for this race with Del Williams in the cockpit, since Skip Holm was already scheduled for this race in #84. Unfortunately for Williams, the plugs were fouled and he could not get #39 off the runway after two unsuccessful attempts. This then dropped the airplane back into the Silver for Sunday which meant that Holm would be able to fly both it and #84 with interesting results.

BRONZE RACE FINAL - SEPT. 16 - 6 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 0	John Maloney	"Spam Can II"	9:13.2	358.686
2	# 9	Jimmy Leeward	"Cloud Dancer"	9:14.1	358.155
3	#102	George Roberts	"Daydreamer"	10:04.3	328.379
4	#37	J. K. Ridley	Ridley Corsair	10:18.3	320.922
5	#82	Mike Wright	"Wart Hog"	9:40.1	285.065 (a)
6	#93	Bob Guilford	"Blue Max"	10:57.0	251.683 (a)
7	#96	John Putman	Sanders Trojan	10:57.3	251.568 (a)
8	#33	Bill Harrison	"Slo-Moshun"	11:44.0	234.895 (a)
9	#13	Lefty Gardner	"White Lightnin'"		DNF (b)

- (a) These four aircraft had all been lapped by the front runners and the times and speeds shown are for five laps only since they all pulled off after the completion of their fifth lap. The time for #33 also includes a 24-second penalty for cutting pylon #3 on the third lap.
- (b) Pulled out on the third lap with prop-pitch control problems.

CONSOLATION OR SILVER RACE FINAL - SEPT. 16 - 8 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#39	Skip Holm	"Super K"	11:52.0	371.609
2	#16	Arthur Vance	"Baby Gorilla"	12:29.2	353.158
3	#88	Dennis Sanders	Sanders Sea Fury	12:31.6	352.020
4	# 2	Bob Love	Hovey Mustang	12:31.8	351.927
5	#14	Howard Pardue	Pardue Bearcat	12:38.8	348.671 (a)
6	#40	Dale Clarke	"Nuthin' Special"	12:49.9	343.680
7	#27	Donald Davidson	"Double Trouble"	13:03.4	337.723
8	#19	John Dilley	"Lou IV"		DNF (b)
9	#101	Robert Yancey	"Old Blue"		DNF (c)

- (a) Was actually leading the race on lap 3 when he cut the #8 pylon. A thirty-two second penalty is included in the above time, but, even with it, he was still able to finish ahead of Clarke and Davidson.
- (b) His engine quit as he rounded the #3 pylon on lap 5. He declared a Mayday and deadsticked the airplane onto Runway One-Four. An intake valve had broken and backed up through the induction system causing the engine to backfire and then it was flooded out with ADI water. Technically, at the time that his engine quit, he was running in first since he was behind Pardue who had already cut a pylon.
- (c) Yancey's engine detonated on the Pace Lap right after crossing the Start Line and it was necessary for him to declare a Mayday and land immediately, which he did safely.

CHAMPIONSHIP OR GOLD RACE FINAL - SEPT. 16 - 8 LAPS OF THE 9.187 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#84	Skip Holm	"Stiletto"	10:04.6	437.621
2	# 6	John Crocker	"Sumthin' Else"	10:13.7	431.146
3	# 1	Steve Hinton	"Super Corsair"	10:39.6	413.686
4	#44	Jimmy Leeward	"Leeward Air Ranch Spec."	10:49.4	407.406
5	#28	Gary Levitz	"Topsy Too"	11:26.2	385.592
6	#11	Bud Granley	"Miss America"	11:28.3	384.393

7	# 7	Ron Hevle	"Strega"	DNF	(a)
8	# 4	Rick Brickert	"Dago Red"	DNF	(b)
9	#72	Bill Destefani	"Mangia Pane"	DNF	(c)

- (a) Declared a Mayday and pulled out on lap 7 with a torched piston. Landed safely.
- (b) Declared a Mayday and pulled out on the third lap when a rod broke almost cutting the engine case in two. Brickert, who had been running in a close second right behind Holm, pulled up and came back on the power quickly so that he could get the prop where he wanted it to help him make the runway. He got the prop control back while he still had oil pressure and got the turns down and, thus, was able to get two or three times the glide that he otherwise would have. However, by coming back on the power so quickly, a great deal of fuel and oil had accumulated in the engine which ignited. As he set up to land, Rick fired a Halon bottle which initially controlled the fire, but, shortly thereafter, it ignited again. The smoke and flames obscured his vision as he turned final, thus, he jettisoned the canopy. Even then, the flames licked back over the windscreen and scorched the top of his helmet and melted his visor. Rick very capably side-slipped the airplane onto the runway (One-Four), rolled out, and exited the aircraft rapidly while it was still burning. A firetruck arrived shortly thereafter and extinguished the flames, keeping the damage to the aircraft to a minimum considering the situation. Brickert was unhurt.
- (c) Pulled out and declared a Mayday on the second lap when his engine swallowed a valve. He landed safely.