

The Unlimited Air Races, both Cross Country and Closed Course Pylon, which began with the advent of the Reno National Championship Air Races in 1964, are, in truth, direct decendants of the Thompson and Bendix Trophy Races of the 1930's and, in particular, of the Post War 1940's Races at Cleveland. It was there that the World War II propeller-driven fighter-types were flown in competition for the first time. That tradition continues on at Reno today, albeit at speeds a good deal faster than any World War II fighter jockey or immediate Post War Thompson Trophy Racer could have imagined.

RENO NATIONAL CHAMPIONSHIP AIR RACES
 SEPT. 12 THRU 20, 1964
 SKY RANCH
 RENO, NEVADA

HAROLD'S CLUB TRANSCONTINENTAL TROPHY DASH - ST. PETERSBURG, FLA. TO RENO, NEVADA - 2,410 MILES - SEPT. 12

PL.	RACE		PILOT	AIRCRAFT	ELAPSED TIME	AV. SPEED
	NO.					
1	# 9		Wayne Adams	"On-Mark Special" P-51D	7:04.1	340.88 (a)
2	# 8		Chuck Lyford	"Bardahl Special" P-51D	7:19.3	329.01
3	# 3		C. E. Crosby	"Mr. Choppers" P-51D	8:08.3	296.03
4	#45		Dick Snyder	"Phoebee II" P-51D	8:32.0	282.40
5	#69		Jack Shaver	"Md. Airmotive Spec." P-51D	9:12.1	261.87
6	#99		Stan Hoke	"Penney's Pixy" P-51D	9:25.3	255.68
7	#14		E. D. Weiner	Weiner Mustang P-51D		DNF (b)
8	# 1		Howard Olsen	Olsen Mustang P-51D		DNF (c)

(a) It must be noted that the times listed for the Cross Country Races are, of course, in hours, minutes and seconds rather than minutes, seconds and tenths of seconds as they are for the Closed Course Events.

(b) Pulled out due to bad weather and landed at Jacksonville, Florida.

(c) Pulled out due to bad weather and landed at Ocala, Florida.

CLOSED COURSE RACES - QUALIFYING TIME TRIALS SEPT. 15, 16 - 1 LAP OF THE 8.019 MI. COURSE

PL.	RACE		PILOT	AIRCRAFT	TIME	SPEED
	NO.					
1	# 8		Bob Love	"Bardahl Special" P-51D	1:13.0	395.46
2	# 1		Darryl Greenamyre	Greenamyre Bearcat F8F-2	1:20.3	359.51
3	#80		Mira Slovak	"Miss Smirnoff" F8F-2	1:21.0	356.29
4	#10		Walt Ohlrich	Mathews Bearcat F8F-2	1:22.2	351.29
5	# 2		Ben Hall	"Seattle Miss" P-51D	1:23.8	344.49
6	#64		Clay Lacy	Lacy Mustang P-51D	1:25.6	337.25
7	# 3		C. E. Crosby	"Mr. Choppers" P-51D	1:31.1	316.89 (a)
8	#14		E. D. Weiner	Weiner Mustang P-51D	1:40.1	288.40

(a) #3 was withdrawn from further competition after qualifying.

HEAT 1 - SEPT. 18 - 10 LAPS OF THE 8.019 MI. COURSE

PL.	RACE		PILOT	AIRCRAFT	TIME	SPEED
	NO.					
1	#64		Clay Lacy	Lacy Mustang	14:04.7	341.76
2	#10		Walt Ohlrich	Mathews Bearcat	14:10.2	339.55
3	# 8		Bob Love	"Bardahl Special"	12:26.4	386.77 (a)
4	#14		E. D. Weiner	Weiner Mustang		DNF (b)

(a) Actually crossed the finish line in first place, but was dropped to third for cutting two pylons.

(b) Pulled out at the start of the race with oil cooler door problems.

HEAT 2 - SEPT. 18 - 10 LAPS OF THE 8.019 MI. COURSE

<u>PL.</u>	<u>RACE NO.</u>	<u>PILOT</u>	<u>AIRCRAFT</u>	<u>TIME</u>	<u>SPEED</u>
1	#80	Mira Slovak	"Miss Smirnoff"	13:54.4	345.98
2	# 2	Ben Hall	"Seattle Miss"	14:05.3	341.52
3	# 1	Darryl Greenamyre	Greenamyre Bearcat	13:29.6	356.58 (a)

- (a) Disqualified for failing to land at race site. One of the rules established by the Reno Race Committee for this first race was that all participating aircraft must land and take off from the "Sky Ranch" Race Site. Only a narrow dirt runway was available for that purpose and it was not practical for Greenamyre to operate the modified Bearcat from this strip. Consequently, after trying one unsuccessful landing there, Greenamyre chose to operate out of the Reno Municipal Airport and was, thus, disqualified each time that he flew. A problem which was rectified the following year at "Sky Ranch" when the aircraft were permitted to operate out of Reno Municipal.

HEAT 3 - SEPT. 19 - 10 LAPS OF THE 8.019 MI. COURSE

<u>PL.</u>	<u>RACE NO.</u>	<u>PILOT</u>	<u>AIRCRAFT</u>	<u>TIME</u>	<u>SPEED</u>
1	# 8	Bob Love	"Bardahl Special"	12:35.8	381.96
2	#64	Clay Lacy	Lacy Mustang	13:56.3	345.19
3	#10	Walt Ohlrich	Mathews Bearcat	14:15.6	337.41

HEAT 4 - SEPT. 19 - 10 LAPS OF THE 8.019 MI. COURSE

<u>PL.</u>	<u>RACE NO.</u>	<u>PILOT</u>	<u>AIRCRAFT</u>	<u>TIME</u>	<u>SPEED</u>
1	#80	Mira Slovak	"Miss Smirnoff"	13:59.1	344.04
2	# 2	Ben Hall	"Seattle Miss"	14:06.7	340.95

CHAMPIONSHIP RACE - SEPT. 20 - 10 LAPS OF THE 8.019 MI. COURSE

<u>PL.</u>	<u>RACE NO.</u>	<u>PILOT</u>	<u>AIRCRAFT</u>	<u>TIME</u>	<u>SPEED</u>
1	# 8	Bob Love	"Bardahl Special"	13:07.0	366.82
2	#80	Mira Slovak	"Miss Smirnoff"	13:32.0	355.52 (a)
3	#64	Clay Lacy	Lacy Mustang	13:33.8	354.74
4	# 2	Ben Hall	"Seattle Miss"	13:58.1	344.45
5	#10	Walt Ohlrich	Matthews Bearcat	14:00.6	343.43
6	#14	E. D. Weiner	Weiner Mustang	17:11.1	282.72
7	# 1	Darryl Greenamyre	Greenamyre Bearcat	13:40.4	351.88 (b)

- (a) The Reno Race Committee devised a point accumulation scheme for this first race that was similar to that used in hydroplane boat racing. The scheme required each aircraft to participate in two heat races. Points were awarded to each aircraft according to its finishing position in each heat. The aircraft would then compete for additional points in the final heat or Championship Race and the racer with the highest total number of points was declared the overall winner. Thus, with an accumulation of 1,100 points, Mira Slovak became the first Unlimited Champion at Reno. Even though it was evident that he had, by far, the fastest airplane present, and had won one of his heat races plus the Championship Race, Bob Love could not be the overall winner because of his two pylon cuts in the first heat. This caused a rather odd situation. One in which the winner was not really the winner at all!! Love finished second overall, with 1,025 points, and Lacy was third with an accumulation of 925 points. Ben Hall was fourth with 769, Walt Ohlrich was fifth with 652, and Weiner was sixth with 71.
- (b) Greenamyre did not accumulate any points at all since he was disqualified for not landing at the race site even though he had crossed the finish line in the fourth position in this race and in the first position in the only heat race in which he had flown.

RENO NATIONAL CHAMPIONSHIP AIR RACES
 SEPT. 6 THRU 12, 1965
 SKY RANCH
 RENO, NEVADA

HAROLD'S CLUB TRANSCONTINENTAL TROPHY DASH - CLEARWATER, FLA. TO RENO, NEVADA -
2,260 MILES - SEPT. 6

PL.	RACE		PILOT	AIRCRAFT		ELAPSED	AV. SPEED
	NO.					TIME	
1	#14		E. D. Weiner	Weiner Mustang	P-51D	6:28.4	348.6 (a)
2	#64		Clay Lacy	"Cal.Airmotive Special"	P-51D	6:36.1	342.4
3	# 9		Wayne Adams	Maytag Mustang	P-51D	6:49.0	331.4 (b)
4	#13		Dick Kestle	Kestle Mustang	P-51D	7:48.0	289.7
5	#11		John Gower	Gower Mustang	P-51D	8:04.3	279.7
6	#69		Jack Shaver	"Md.Airmotive Special"	P-51D	8:22.3	269.7
7	# 7		Doug Wood	Wood Mustang	P-51D	8:47.4	257.1
8	# 6		Tom Green	Riley Rocket		DNF	(c)
9	#83		Jim Fugate	Fugate Mustang	P-51D	DNF	(c)

- (a) This aircraft was Weiner's N335 Mustang.
 (b) This same aircraft raced previously as the "On-Mark" Special.
 (c) Both of these aircraft dropped out enroute and did not finish.

CLOSED COURSE RACES - QUALIFYING TIME TRIALS - SEPT. 8, 9 - 1 LAP OF THE 8.019 MI. COURSE

PL.	RACE		PILOT	AIRCRAFT		TIME	SPEED
	NO.						
1	# 1		Darryl Greenamyer	Greenamyer Bearcat	F8F-2	1:17.9	369.70
2	#64		Clay Lacy	"Cal.Airmotive Special"	P-51D	1:20.2	359.10
3	# 8		Chuck Lyford	"Bardahl Special"	P-51D	1:23.1	346.57
4	#80		Mira Slovak	"Miss Smirnoff"	F8F-2	1:25.2	338.03
5	#12		Lyle Shelton	"Tonapah Miss"	P-51D	1:27.8	328.02
6	#10		Walt Ohlrich	"Tom's Cat"	F8F-2	1:28.4	325.79 (a)
7	# 9		Wayne Adams	Maytag Mustang	P-51D	1:29.7	321.07
8	#14		E. D. Weiner	Weiner Mustang	P-51D	1:31.3	315.44 (b)
9	#13		Dick Kestle	Kestle Mustang	P-51D	1:32.5	311.35
10	#21		Bob Abrams	Abrams Mustang	P-51D	1:34.5	304.76

- (a) This aircraft previously raced as Mathews Bearcat.
 (b) This aircraft was Weiner's N335 Mustang.

HEAT 1 - SEPT. 10 - 10 LAPS OF THE 8.019 MI. COURSE

PL.	RACE		PILOT	AIRCRAFT		TIME	SPEED
	NO.						
1	# 8		Chuck Lyford	"Bardahl Special"		13:05.8	366.51
2	# 1		Darryl Greenamyer	Greenamyer Bearcat		13:09.9	364.60
3	#12		Lyle Shelton	"Tonapah Miss"		14:59.2	320.28
4	#13		Dick Kestle	Kestle Mustang		16:01.1	299.66
5	# 9		Wayne Adams	Maytag Mustang		DNF	(a)

- (a) Dropped out on the sixth lap with electrical problems.

HEAT 2 - SEPT. 10 - 10 LAPS OF THE 8.019 MI. COURSE

PL.	RACE		PILOT	AIRCRAFT		TIME	SPEED
	NO.						
1	#21		Bob Abrams	Abrams Mustang		13:13.0	363.18
2	#64		Clay Lacy	"Cal. Airmotive Special"		13:14.8	362.36
3	#80		Mira Slovak	"Miss Smirnoff"		13:53.0	345.74
4	#10		Walt Ohlrich	"Tom's Cat"		14:17.9	335.70
5	#14		E. D. Weiner	Weiner Mustang		14:37.1	328.35

HEAT 3 - SEPT. 11 - 10 LAPS OF THE 8.019 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Darryl Greenamyer	Greenamyer Bearcat	13:00.9	368.81
2	#21	Bob Abrams	Abrams Mustang	13:26.4	357.14
3	#80	Mira Slovak	"Miss Smirnoff"	13:53.4	345.57
4	#10	Walt Ohlrich	"Tom's Cat"	14:29.0	331.42
5	# 9	Wayne Adams	Maytag Mustang		DNF (a)

(a) Dropped out on the fifth lap with bad cylinders.

HEAT 4 - SEPT. 11 - 10 LAPS OF THE 8.019 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 8	Chuck Lyford	"Bardahl Special"	13:33.5	354.03
2	#64	Clay Lacy	"Cal. Airmotive Special"	13:34.2	353.72
3	#12	Lyle Shelton	"Tonapah Miss"	14:21.6	334.26
4	#13	Dick Kestle	Kestle Mustang	14:28.3	331.68
5	#14	E. D. Weiner	Weiner Mustang		DNF (a)

(a) Dropped out on the first lap with mechanical problems.

CHAMPIONSHIP RACE - SEPT. 12 - 10 LAPS OF THE 8.019 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Darryl Greenamyer	Greenamyer Bearcat	12:47.8	375.10
2	# 8	Chuck Lyford	"Bardahl Special"	13:01.4	368.57
3	#64	Clay Lacy	"Cal. Airmotive Special"	13:26.8	356.97
4	#80	Mira Slovak	"Miss Smirnoff"	13:29.0	356.00
5	#10	Walt Ohlrich	"Tom's Cat"	14:24.3	333.22
6	#12	Lyle Shelton	"Tonapah Miss"	14:27.5	331.99

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 21 THRU 25, 1966

STEAD FACILITY

RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 21 - 1 LAP OF THE 8.04 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Darryl Greenamyer	"Smirnoff"	F8F-2 1:10.6	409.97 (a)
2	# 8	Chuck Lyford	"Challenger"	P-51D 1:14.2	390.08 (b)
3	# 2	Ben Hall	"Esther's Mink"	P-51D 1:16.4	378.85 (c)
4	# 9	Wayne Adams	Maytag Mustang	P-51D 1:18.9	366.84
5	#15	Dick Weaver	Weaver Mustang	P-51D 1:19.3	364.99
6	#64	Chuck Lyford	"Cal. Airmotive Special"	P-51D 1:19.9	362.25 (d)
7	#11	Chuck Klusmann	Church Bearcat	F8F-2 1:21.0	357.33
8	#49	E. D. Weiner	Weiner Mustang	P-51D 1:21.2	356.45
9	#10	Sandy Falconer	"Tom's Cat"	F8F-2 1:26.8	333.46 (e)
10	# 5	Chuck Hall	Hall Mustang	P-51D 1:42.0	283.77
11	#87	Lyle Shelton	"Signal Truck Special" Sea Fury	1:19.5	364.08 (f)

(a) A new Reno Qualifying Speed. (Not National). Breaks the previous Reno Qualifying Record of 395.46 set by Bob Love in #8 at Reno '64. This aircraft previously raced as Greenamyer Bearcat.

(b) This aircraft previously raced as "Bardahl Special".

(c) This aircraft previously raced as "Seattle Miss".

(d) #64 was qualified for Clay Lacy by Chuck Lyford.

(e) Sandy Falconer replaced the regular pilot of #10, Walt Ohlrich, for this race since Walt was away on a tour of duty with the Navy in Vietnam

(f) Actually qualified in the sixth position, but was dropped to the eleventh position for cutting pylon #3 on his qualification lap. This Sea Fury owned by Mike Carroll was the

first aircraft of this type ever to compete in a closed course pylon event.

HEAT 1 - SEPT. 22 - 6 LAPS OF THE 8.04 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Darryl Greenamyre	"Smirnoff"	7:55.5	365.22
2	#15	Dick Weaver	Weaver Mustang	8:07.7	356.09
3	#64	Clay Lacy	"Cal.Airmotive Special"	8:08.0	355.87
4	# 9	Wayne Adams	Maytag Mustang	8:50.3	327.48
5	# 2	Ben Hall	"Esther's Mink"	8:57.2	323.28
6	# 5	Chuck Hall	Hall Mustang	9:43.5	297.62

HEAT 2 - SEPT. 23 - 6 LAPS OF THE 8.04 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#11	Chuck Klusmann	Church Bearcat	8:08.7	355.36
2	# 5	Chuck Hall	Hall Mustang	9:11.2	315.07
3	#49	E. D. Weiner	Weiner Mustang	7:58.6	362.86 (a)
4	#10	Sandy Falconer	"Tom's Cat"	8:54.6	324.85 (b)
5	#87	Lyle Shelton	"Signal Truck Special"		DNS (c)

- (a) Actually crossed the finish line in first, but was dropped to third for cutting pylon #6 on lap 4. In order to clear up any confusion, we might mention here that E. D. Weiner was racing two different P-51 Mustangs. He raced one, N335J, at Reno '64 and he raced the other, N335, at Reno '65. Both of these aircraft originally carried Race #14, however, N335J's number was eventually changed to #49 and it became Weiner's Closed Course Racer while #14, N335, became his Cross Country Racer.
- (b) Actually crossed the finish line in third, but was dropped to fourth for cutting the #1 pylon on the first lap.
- (c) Did not start due to mechanical difficulties.

CONSOLATION RACE - SEPT. 24 - 8 LAPS OF THE 8.04 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#49	E. D. Weiner	Weiner Mustang	10:35.0	364.65
2	#87	Lyle Shelton	"Signal Truck Special"	10:54.3	353.89
3	#10	Sandy Falconer	"Tom's Cat"	10:59.6	351.05
4	#11	Chuck Klusmann	Church Bearcat	11:15.6	342.74
5	# 5	Chuck Hall	Hall Mustang	12:39.2	304.99

CHAMPIONSHIP RACE - SEPT. 25 - 10 LAPS OF THE 8.04 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Darryl Greenamyre	"Smirnoff"	12:10.5	396.22 (a)
2	# 2	Ben Hall	"Esther's Mink"	12:56.6	372.70
3	#64	Clay Lacy	"Cal.Airmotive Special"	13:22.6	360.63
4	# 9	Wayne Adams	"Maytag Mustang"		DNF (b)
5	#15	Dick Weaver	Weaver Mustang		DNF (c)
6	# 8	Chuck Lyford	"Challenger"		DNF (d)

- (a) A new Reno Race Record Speed. (Not National). Breaks the previous Reno Record of 381.96 set by Bob Love in #8 in Heat 3 at Reno '64.
- (b) Did not finish. Dropped out on the ninth lap when his prop pitch mechanism failed.
- (c) Did not finish. Dropped out on the eighth lap with three blown spark plugs.
- (d) Did not finish. Dropped out on the fifth lap when engine detonation burned a hole in his crankcase.

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 Greenamyre	"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 Greenamyre	Greenamyre 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 Greenamyers 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 Greenamyers	Greenamyers 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 Greenamyers	Greenamyers 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 TIME	AV. SPEED
	NO.	PILOT			
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	TIME	SPEED
	NO.	PILOT			
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	"Topsy 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 Greenamyre 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.

RENO NATIONAL CHAMPIONSHIP AIR RACES
 SEPT. 10 THRU 15, 1974
 STEAD FACILITY
 RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 10, 11, 12 - 1 LAP OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#77	Lyle Shelton	"Omni Special"	F8F-2	1:22.4	432.25 (a)
2	#69	Cliff Cummins	"Miss Candace"	P-51D	1:24.8	420.28
3	# 5	Mac McClain	"Red Baron"	P-51D	1:25.4	417.33 (b)
4	#11	Howie Keefe	"Miss America"	P-51D	1:27.5	407.31
5	#97	Bob Love	"Oogahonk Special"	P-51D	1:28.5	402.71
6	# 4	Jack Sliker	"Escape II"	F8F-2	1:30.0	396.00
7	#33	Ken Burnstine	"Miss Suzi Q"	P-51D	1:30.7	392.94
8	#16	Lloyd Hamilton	"Baby Gorilla"	Sea Fury	1:32.0	387.39
9	#85	Clay Klabo	"Iron Mistress"	P-51D	1:35.0	375.16
10	#25	Joe Henderson	Gardner Mustang	P-51D	1:35.5	373.19
11	#28	Lefty Gardner	"Topsy Miss"	P-63C	1:35.6	372.80
12	#20	John Wright	"Philippine Mustang"	P-51D	1:38.5	361.83
13	# 7	Jim Modes	"Candy Man"	P-51D	1:40.0	356.40
14	# 8	John Herlihy	"Sweet P"	P-51D	1:40.2	355.69 (c)
15	#38	Gary Levitz	"Double Trouble"	P-38L	1:46.6	334.33
16	#12	Gerald Martin	Martin Mustang	P-51D	1:53.2	314.84
17	#93	Bob Guilford	"Blue Max"	F4U-7	1:57.0	304.62 (d)
18	#13 *	Lefty Gardner	CAF Thunderbolt	P-47D	2:03.0	289.76 (e)

- (a) A new Qualifying Record. (Both Reno and National). Breaks the previous Reno and National Record of 426.60 set by Lyle Shelton in #77 at Reno '73. This aircraft previously raced as "Able Cat", "Phoenix I", "Phast Phoenix", and "7 $\frac{3}{4}$ % Special".
- (b) This aircraft previously raced as Hall Mustang, "Miss R.J.", and "Roto-Finish Special".
- (c) This Mustang carried the same race number and name as had Herlihy's Bearcat.
- (d) This aircraft raced previously using race number #3.
- (e) Lefty Gardner actually had three airplanes to race at Reno '74. His intention was to race John Sandberg's #28, "Topsy Miss", himself and run the CAF Thunderbolt in some lesser races as well. He had Joe Henderson qualify his #25 Mustang for him and intended for Joe to race it as well. As it turned out, #28 didn't hold together, so Lefty ended up racing his own #25 Mustang as well as the CAF Thunderbolt.

* This race number was unofficial and was used for this race only.

HEAT 1 - SEPT. 13 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#77	Lyle Shelton	"Omni Special"	8:29.0	420.12
2	# 5	Mac McClain	"Red Baron"	8:54.1	400.37
3	#33	Ken Burnstine	"Miss Suzi Q"	9:18.0	383.23
4	#97	Bob Love	"Oogahonk Special"	--	-- (a)
5	# 7	Jim Modes	"Candy Man"	--	-- (b)
6	#85	Clay Klabo	"Iron Mistress"		DNF (c)
7	#28	Lefty Gardner	"Topsy Miss"		DNF (d)

- (a) #97 cut the #1 pylon on the fifth lap. He actually crossed the finish line in the first position, but was dropped to fourth because of the infraction. No official time or speed was taken for him.
- (b) #7 cut pylon #6 on laps 1, 4, 5 and 6. No official time or speed was taken for him.
- (c) Pulled out on the fourth lap with a blown engine.
- (d) Pulled out on the second lap with a burnt piston.

HEAT 2 - SEPT. 13 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#25	Lefty Gardner	Gardner Mustang	10:18.0	346.02	
2	#20	John Wright	"Philippine Mustang"	10:20.4	344.68	
3	# 8	John Herlihy	"Sweet P"	10:44.1	332.00	
4	#11	Howie Keefe	"Miss America"	--	--	(a)
5	#69	Cliff Cummins	"Miss Candace"		DNF	(b)
6	# 4	Jack Sliker	"Escape II"		DNF	(c)
7	#16	Lloyd Hamilton	"Baby Gorilla"		DNF	(d)

(a) Actually crossed the finish line in first place, but was dropped to fourth for cutting pylon #6 on laps 5 and 6. No official time or speed was taken for this aircraft.

(b) Pulled out on the second lap with an electrical system failure.

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

(d) Pulled out right after the start with a blown cylinder.

CONSOLATION RACE - SEPT. 14 - 8 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#11	Howie Keefe	"Miss America"	12:20.7	384.93	
2	# 4	Jack Sliker	"Escape II"	12:40.7	374.81	
3	# 7	Jim Modes	"Candy Man"	13:52.0	346.69	
4	#38	Gary Levitz	"Double Trouble"	14:15.0	333.47	
5	#93	Bob Guilford	"Blue Max"	17:46.8	267.27	
6	#12	Gerald Martin	Martin Mustang	--	--	(a)
7	#13*	Lefty Gardner	CAF Thunderbolt	--	--	(b)

(a) Actually crossed the finish line in fifth, but was dropped to sixth for cutting pylon #6 on the first lap. No official time or speed was taken for this aircraft.

(b) Actually crossed the finish line in sixth, but was dropped to seventh for cutting pylon #6 on the first lap. No official time or speed was taken for this aircraft.

MEDALLION RACE - (OR SECOND CONSOLATION) - SEPT. 15 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#38	Gary Levitz	"Double Trouble"	11:08.5	319.88	
2	#13*	Lefty Gardner	CAF Thunderbolt	11:46.6	302.63	
3	#12	Gerald Martin	Martin Mustang	11:46.8	302.55	
4	# 4	Jack Sliker	"Escape II"	9:32.5	373.52	(a)
5	# 7	Jim Modes	"Candy Man"	10:08.9	351.19	(b)
6	#93	Bob Guilford	"Blue Max"	--	--	(c)

(a) Actually crossed the finish line in first, but was automatically dropped to fourth since he was a fill-in in this race.

(b) Actually crossed the finish line in second, but was automatically dropped to fifth since he was a fill-in for this race.

(c) Was disqualified for flying outside of the course limits, i.e., or for crossing the course "Deadline" on the main straightaway.

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

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#33	Ken Burnstine	"Miss Suzi Q"	12:27.4	381.48	
2	#25	Lefty Gardner	Gardner Mustang	12:46.4	372.03	
3	#20	John Wright	"Philippine Mustang"	13:58.0	340.24	
4	# 8	John Herlihy	"Sweet P"	14:50.3	320.25	
5	#77	Lyle Shelton	"Omni Special"	--	--	(a)

6	#97	Bob Love	"Oogahonk Special"	--	--	(b)
7	# 5	Mac McClain	"Red Baron"		DNF	(c)

- (a) #77 Crossed the finish line in first place with what would have been a new Race Record Speed of almost 432 mph. However, the Contest Judges penalized him two laps for not pulling up to the minimum 300 ft. altitude during McClain's and Love's Maydays. Thus, he was dropped to a fifth place finishing position and his time and speed became unofficial. A protest was filed by Shelton, but was disallowed.
- (b) On the final lap, Love's engine went and he started pulling up. He crossed the finish line in the second position, but the Contest Judges declared that he was more than 500 ft. above the course and, thus, disallowed his second place finish and dropped him to the sixth official finishing position. His time and speed were also unofficial, and he, too, protested, but to no avail.
- (c) Pulled out on the second lap with a blown engine.

RENO NATIONAL CHAMPIONSHIP AIR RACES
 SEPT. 9 THRU 14, 1975
 STEAD FACILITY
 RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 9, 10, 11 - 1 LAP OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Darryl Greenamyer	"American Jet Special"	F8F-2 1:21.0	435.56 (a)
2	#77	Lyle Shelton	"Aircraft Cylinder Special"	F8F-2 1:23.3	423.53 (b)
3	#34	Ken Burnstine	"Miss Foxy Lady"	P-51D 1:23.7	421.51
4	#69	Cliff Cummins	"Miss Candace"	P-51D 1:25.1	414.57
5	#81	Gary Levitz	"Precious Metal"	P-51D 1:26.2	409.28
6	# 5	Mac McClain	"Red Baron"	RB-51 1:26.6	407.39 (c)
7	#85	Clay Klabo	"Iron Mistress"	P-51D 1:28.0	400.91 (d)
8	# 4	Jack Sliker	"Escape II"	F8F-2 1:29.7	393.31
9	#97	Bob Love	"Oogahonk Special"	P-51D 1:31.1	387.27
10	#25	Lefty Gardner	Gardner Mustang	P-51D 1:31.7	384.73
11	#86	John Putman	"Ciuchetton"	P-51D 1:32.1	383.06
12	#11	Howie Keefe	"Miss America"	P-51D 1:35.3	370.20
13	#20	John Wright	"Philippine Mustang"	P-51D 1:35.5	369.42
14	#16	Lloyd Hamilton	"Baby Gorilla"	Sea Fury 1:35.9	367.88
15	# 9	Jimmy Leeward	"Miss Florida"	P-51D 1:36.2	366.74
16	# 7	Charlie Beck	"Candy Man"	P-51D 1:41.3	348.27
17	#71	Joe Henderson	Hobbs Mustang	P-51D 1:43.0	342.52
18	#76	Dave Norland	"No Name Dame"	P-51D 1:46.1	332.52
19	#51	Vernon Thorp	Stokes Mustang	P-51D 1:49.5	322.19
20	#93	Bob Guilford	"Blue Max"	F4U-7 1:54.9	307.05
21	#33	Jim Maloney	Maloney Mustang	P-51D 1:55.5	305.46 (e)

- (a) A new Qualifying Record. (Both Reno and National). Breaks the previous Reno and National Record of 432.25 set by Lyle Shelton in #77 at Reno '74.
- (b) This aircraft previously raced as "Able Cat", "Phoenix I", "Phast Phoenix", "7¼% Special", and "Omni Special".
- (c) This aircraft, which had raced previously as the Hall Mustang, "Miss RJ", "Roto-Finish Special", and as the regular Red Baron Mustang, had now been modified so extensively with the addition of a Griffon engine, two three-bladed contra-rotating propellers, and other extensive airframe and systems modifications, that it was no longer called a P-51, but rather the one and only RB-51.
- (d) This was the first time in Unlimited Air Racing history that every one of the aircraft that qualified for the Championship Race did so in excess of 400 mph!!
- (e) Qualified last in the field and elected not to race.

MEDALLION RACE - (OR SECOND CONSOLATION) - SEPT. 12 - 6 LAPS OF THE 9.8 MI. COURSE

NOTE: The Unlimited Aircraft at Reno '75 qualified directly into the Medallion, Consolation or Championship Races and no Heat Races were flown.

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 9	Jimmy Leeward	"Miss Florida"	9:44.0	362.47
2	# 7	Jim Modes	"Candy Man"	9:47.2	360.49 (a)
3	#71	Joe Henderson	Hobbs Mustang	10:40.8	330.34
4	#76	Dave Norland	"No Name Dame"	10:56.7	322.34
5	#51	Vernon Thorp	Stokes Mustang	11:24.5	309.25
6	#93	Bob Guilford	"Blue Max"	14:36.4	241.53
7	#77	Lyle Shelton	"Aircraft Cylinder Special"		DNF (b)

- (a) Charlie Beck had qualified #7 and co-owner, Jim Modes, raced it at Reno '75.
 (b) Flew simply as a seventh or fill-in aircraft in this race, since Maloney had elected not to run, and pulled out on the fifth lap just to save it for the Championship Race.

CONSOLATION RACE - SEPT. 13 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 4	Jack Sliker	"Escape II"	9:06.7	387.20
2	#97	Bob Love	"Oogahonk Special"	9:16.7	379.32
3	#20	John Wright	"Philippine Mustang"	9:18.7	378.88
4	#86	John Putman	"Ciuchetton"	9:41.2	364.21
5	#16	Lloyd Hamilton	"Baby Gorilla"	9:56.6	354.81
6	#11	Howie Keefe	"Miss America"	10:18.4	342.30
7	#25	Lefty Gardner	Gardner Mustang	9:38.2	366.10 (a)

- (a) Actually crossed the finish line in the fourth position, but was dropped to seventh for cutting the #1 pylon on the first lap.

CHAMPIONSHIP RACE - SEPT. 14 - 8 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#77	Lyle Shelton	"Aircraft Cylinder Special"	10:56.5	429.92 (a)
2	# 5	Mac McClain	"Red Baron"	11:00.5	427.31
3	# 4	Jack Sliker	"Escape II"	12:18.9	381.97 (b)
4	#34	Ken Burnstine	"Miss Foxy Lady"		DNF (c)
5	#85	Clay Klabo	"Iron Mistress"		DNF (d)
6	#69	Cliff Cummins	"Miss Candace"		DNF (e)
7	#81	Gary Levitz	"Precious Metal"	--	-- (f)

- (a) A new Race Record Speed. (Both a Reno and a National Record). Breaks the previous Reno and National Record of 428.16 set by Lyle Shelton in #77 in the Championship Race at Reno '73.
 (b) #1, Darryl Greenamyer, was to have started in this race, but could not due to prop control problems. Thus, Sliker, as winner of the Consolation Race and First Alternate for this race, started in his place. Unfortunately, Jack Sliker lost his life in an accident at Flagstaff, Arizona on his way home to Georgia from this event.
 (c) Pulled out on the seventh lap with a blown engine. Was credited with completing six laps and, thus, was awarded the fourth position.
 (d) Was called for multiple pylon cuts during the race and was credited with completing only four legal laps and, thus, was awarded the fifth position.
 (e) Pulled out on the second lap with a torched piston.
 (f) Actually crossed the finish line in third, but was disqualified for cutting the Race Deadline.

RENO NATIONAL CHAMPIONSHIP AIR RACES
 SEPT. 7 THRU 12, 1976
 STEAD FACILITY
 RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 7, 8, 9 - 1 LAP OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#09	Don Whittington	"Precious Metal"	P-51D 1:20.4	438.81 (a)
2	# 6	John Crocker	"Sumthin' Else"	P-51D 1:20.8	436.63 (b)
3	# 5	Mac McClain	"Red Baron"	RB-51 1:20.9	436.09 (c)
4	#25	Lefty Gardner	"Thunderbird"	P-51D 1:31.7	384.73 (d)
5	# 9	Jimmy Leeward	"Miss Florida"	P-51D 1:32.0	383.48
6	#85	Clay Klabo	"Iron Mistress"	P-51D 1:33.8	376.12
7	#11	Howie Keefe	"Miss America"	P-51D 1:40.0	352.80
8	#28	Lefty Gardner	"Topsy Miss"	P-63C 1:42.6	343.86 (e)
9	#96	Bob Love	"Grey Fox"	P-51D 1:42.9	342.86
10	# 4*	Jack Flaherty	Flaherty King Cobra	P-63E 1:43.0	342.52 (f)
11	# 1	George Roberts	"Flying Undertaker"	P-51D 1:44.4	337.93 (g)
12	#76	Dave Norland	"No Name Dame"	P-51D 1:49.2	323.08
13	#13	Lefty Gardner	Gardner Lightning	P-38L 1:51.5	316.41
14	#39*	Ed Messick	Messick Airacobra	P-39 1:53.8	310.02
15	#62*	Robert Forbes	Forbes Tigercat	F7F-3 1:54.4	308.39 (h)
16	#20	John Wright	"Philippine Mustang"	P-51D 1:58.4	297.97
17	#86	John Putman	"Ciuchetton"	P-51D --	-- (i)

* All of these race numbers were unofficial and were used for this race only.

- (a) A new Qualifying Record. (Both Reno and National). Breaks the previous Reno and National Record of 435.56 set by Darryl Greenamyre in #1 at Reno '75. This aircraft previously raced using number #81.
- (b) This qualifying speed also breaks the old Reno and National Records. This aircraft previously raced as #34, "Miss Foxy Lady".
- (c) This qualifying speed also breaks the old Reno and National Records.
- (d) This aircraft previously raced as Gardner Mustang.
- (e) Lefty Gardner qualified three airplanes at Reno '76; his own Mustang, #25, John Sandberg's King Cobra, #28, and his own Lightning, #13. He raced his own Mustang in the Medallion Race and the Championship Race and raced his own Lightning in the Consolation Race. Gary Levitz ended up racing John Sandberg's King Cobra in the Consolation Race.
- (f) Jack Flaherty qualified his own #4, but it was raced for him, in the Consolation Race, by Steve Hinton.
- (g) The Red Baron Racing Team's stock Mustang, #1, "Flying Undertaker", was qualified by George Roberts, but was raced in both the Consolation and the Championship by Darryl Greenamyre.
- (h) After qualifying, the pilot of this aircraft elected to withdraw from further competition.
- (i) Was unable to qualify due to electrical problems, but was permitted to race from the last qualifying position.

NOTE: Again, in 1977, the Unlimited Aircraft qualified directly into the Medallion, Consolation, or Championship Races and no Heat Races were flown.

MEDALLION RACE - (OR SECOND CONSOLATION) - SEPT. 11 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#20	John Wright	"Philippine Mustang"	10:00.4	352.57
2	#86	John Putman	"Ciuchetton"	10:12.9	345.37
3	#85	Clay Klabo	"Iron Mistress"	10:21.2	340.76

4	# 6	John Crocker	"Sumthin" Else"	10:23.1	339.72 (a)
5	#25	Lefty Gardner	"Thunderbird"	11:53.0	296.89 (a)

(a) Both of these aircraft were scheduled for the Championship Race and flew in this race as fill-ins.

CONSOLATION RACE - SEPT. 11 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 1	Darryl Greenamyre	"Flying Undertaker"	9:34.0	368.78
2	#86	John Putman	"Ciuchetton"	10:00.4	352.57
3	#96	Bob Love	"Grey Fox"	10:02.7	351.22
4	#76	Dave Norland	"No Name Dame"	10:52.5	324.41
5	# 4*	Steve Hinton	Flaherty King Cobra	11:00.7	320.39
6	#13	Lefty Gardner	Gardner Lightning	11:43.6	300.85
7	#28	Gary Levitz	"Topsy Miss"	11:45.5	300.04 (a)
8	#39*	Ed Messick	Messick Airacobra	12:14.5	288.20
9	#20	John Wright	"Philippine Mustang"		DNF (b)

(a) Gary Levitz was available to replace Lefty Gardner in #28 in this race due to the fact that he had blown an engine in his own P-38, #38, "Double Trouble", enroute to Reno and was, thus, without an airplane to race from that point on.

(b) Pulled out on the fourth lap with fouled plugs while leading the race.

CHAMPIONSHIP RACE - SEPT. 12 - 8 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#25	Lefty Gardner	"Thunderbird"	12:23.5	379.61
2	# 1	Darryl Greenamyre	"Flying Undertaker"	12:50.4	366.36
3	#11	Howie Keefe	"Miss America"	14:51.0	316.77 (a)
4	# 9	Jimmy Leeward	"Miss Florida"	15:31.5	303.00
5	#85	Clay Klabo	"Iron Mistress"		DNF (b)
6	# 5	Mac McClain	"Red Baron"		DNF (c)
7	#09	Don Whittington	"Precious Metal"		DNF (d)
8	# 6	John Crocker	"Sumthin' Else"	--	-- (e)

(a) #11's slow speed is accounted for by the fact that he blew off an exhaust stack during the race, but stuck it out and finished.

(b) Pulled out on the sixth lap with a leaking V-Drive and excessive oil on the windscreen.

(c) Pulled out on the fourth lap while running in second when his Blower Gears let go.

(d) Pulled out on the third lap while duelling with McClain for second when his engine threw a rod and blew two jugs.

(e) Had led the race from start to finish and crossed the finish line the apparent winner at an average speed in excess of 427 mph. Early in the race, his prop seal had developed a leak and had sprayed oil on the windscreen, thus, it was necessary for him to fly the course high and wide. In so doing, the Officials claimed that he broke the Race Deadline on all eight of his laps and was, thus, disqualified.

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 13 THRU 18, 1977

STEAD FACILITY

RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 13, 14, 15 - 1 LAP OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#85	Clay Klabo	"Iron Mistress"	P-51D 1:27.6	402.74
2	#09	Don Whittington	"Precious Metal"	P-51D 1:28.9	399.55
3	#69	Cliff Cummins	"Miss Candace"	P-51D 1:28.2	397.30

4	# 5	Darryl Greenamyre	"Red Baron"	RB-51	1:31.6	385.15
5	#17	Mac McClain	"Escape I"	P-51D	1:33.1	378.95 (a)
6	#86	John Putman	"Ciuchetton"	P-51D	1:33.7	376.52
7	#20	John Wright	"Philippine Mustang"	P-51D	1:34.8	372.15
8	#11	Howie Keefe	"Miss America"	P-51D	1:35.0	371.37
9	#25	Lefty Gardner	"Thunderbird"	P-51D	1:36.2	366.74
10	# 9	Jimmy Leeward	"Miss Florida"	P-51D	1:37.9	360.37
11	# 1	John Muszala	"Flying Undertaker"	P-51D	1:38.1	359.63
12	# 2	John Crocker	Hovey Mustang	P-51D	1:39.8	353.51 (b)
13	# 8	Don Whittington	"Precious Bear"	F8F-2	1:40.6	350.70 (c)
14	#38	Gary Levitz	"Double Trouble"	P-38L	1:47.3	328.80
15	# 7*	Tom Summers	"Jay Bee"	P-51D	1:48.3	325.76 (d)
16	# 3*	Bill Harrison	Harrison Mustang	P-51D	1:51.2	317.27
17	#71	Lefty Gardner	Hobbs Mustang	P-51D	1:54.4	308.39 (e)
18	#13	Lefty Gardner	Gardner Lightning	P-38L	1:54.5	308.12
19	# 4*	Ed Messick	"Minute Man"	P-51D	2:01.5	290.37
20	#12*	Gerald Martin	CAF Wildcat	FM-2	2:03.2	286.36
21	#76	Dave Norland	"No Name Dame"	P-51D	--	-- (f)

- (a) By 1977, Mac McClain and the Red Baron Air Racing Team had gone their separate ways. The RB-51 was now being flown by Darryl Greenamyre and McClain was flying the late Jack Sliker's Mustang, #17, "Escape I".
- (b) Crocker was racing #2, Hovey Mustang, in place of his highly modified #6, "Sumthin' Else," since that aircraft had been damaged in a forced landing prior to this Race.
- (c) Don Whittington qualified both his regular #09, "Precious Metal", and his #8 Bearcat, "Precious Bear", and raced both of them as well. This aircraft previously raced as Mathews Bearcat, #Tom's Cat", "Miss Priss" and "Sweet P".
- (d) This aircraft previously raced using number #15.
- (e) Lefty Gardner again qualified three aircraft; his own Mustang and Lightning, both of which he would end up racing, at least partially, and the #71 Hobbs Mustang which was raced by Vernon Thorp.
- (f) Was unable to qualify due to mechanical problems and was, thus, out of the competition.

*All of these race numbers were unofficial and were used for this race only.

HEAT 1 - SEPT. 16 - 4 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#69	Cliff Cummins	"Miss Candace"	6:02.3	389.51	
2	#85	Clay Klabo	"Iron Mistress"	6:02.5	389.30	
3	#17	Mac McClain	"Escape I"	6:14.8	376.52	
4	#25	Lefty Gardner	"Thunderbird"	6:16.9	374.42	
5	# 8	Don Whittington	"Precious Bear"	7:38.3	307.92	
6	#20	John Wright	"Philippine Mustang"			DNF (a)
7	# 1	John Muszala	"Flying Undertaker"			DNS (b)

- (a) Pulled out on the third lap with engine problems.
- (b) Was unable to start due to mechanical difficulties.

HEAT 2 - SEPT. 16 - 4 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 5	Darryl Greenamyre	"Red Baron"	5:35.8	420.25
2	#09	Don Whittington	"Precious Metal"	5:54.1	398.53
3	#86	John Putman	"Ciuchetton"	6:19.5	371.86
4	# 9	Jimmy Leeward	"Miss Florida"	6:47.4	346.39
5	# 2	John Crocker	Hovey Mustang	6:53.4	341.36
6	#11	Howie Keefe	"Miss America"	6:59.4	336.48
7	#38	Gary Levitz	"Double Trouble"	7:22.4	318.99

FIRST TROPHY RACE - SEPT. 17 - 5 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 7*	Tom Summers	"Jay Bee"	9:00.8	326.18
2	# 3*	Bill Harrison	Harrison Mustang	9:02.8	324.98
3	#13	Gary Levitz	Gardner Lightning	9:16.3	317.10 (a)
4	#71	Vernon Thorp	Hobbs Mustang	9:31.3	308.77
5	#12*	Gerald Martin	CAF Wildcat	11:46.4	249.72
6	# 4*	Ed Messick	"Minute Man"	10:14.5	287.06 (b)
7	#26*	Walt Estridge	Fill-In Mustang	11:15.7	261.06 (c)

- (a) Gary Levitz flew #13 for Lefty Gardner in this race.
 (b) Actually crossed the finish line in the fifth position, but was dropped to sixth for cutting the #6 pylon on lap 5.
 (c) Walt Estridge flew an unqualified Mustang as a fill-in in this race. He actually crossed the finish line in sixth, but was dropped to seventh for multiple pylon cuts.

CONSOLATION RACE - SEPT. 17 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 9	Jimmy Leeward	"Miss Florida"	9:16.1	380.65
2	#20	John Wright	"Philippine Mustang"	9:16.3	380.51
3	# 2	John Crocker	Hovey Mustang	9:53.2	356.84
4	# 8	Don Whittington	"Precious Bear"	10:40.0	330.75
5	# 1	John Muszala	"Flying Undertaker"	10:43.6	328.90
6	# 7*	Tom Summers	"Jay Bee"	10:58.5	321.46
7	#38	Gary Levitz	"Double Trouble"		DNF (a)

- (a) Pulled out on the final lap and landed with his right engine feathered. The engine had quit just prior to the end of the race simply because someone had forgotten to fill the right hand fuel tank just prior to the race.

SECOND TROPHY RACE - SEPT. 18 - 5 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#38	Gary Levitz	"Double Trouble"	8:49.5	333.14
2	# 4*	Ed Messick	"Minute Man"	8:51.9	331.64
3	# 3*	Bill Harrison	Harrison Mustang	8:55.3	329.54
4	#71	Vernon Thorp	Hobbs Mustang	8:56.1	329.04
5	# 7*	Tom Summers	"Jay Bee"	9:08.7	321.49
6	#13	Lefty Gardner	Gardner Lightning	9:15.3	317.67
7	#12*	Gerald Martin	CAF Wildcat	11:42.2	251.21

CHAMPIONSHIP RACE - SEPT. 18 - 8 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 5	Darryl Greenamyer	"Red Baron"	10:55.3	430.70 (a)
2	#09	Don Whittington	"Precious Metal"	11:03.0	425.70
3	#69	Cliff Cummins	"Miss Candace"	11:05.1	424.36
4	#85	Clay Klabo	"Iron Mistress"	11:31.9	407.92
5	#86	John Putman	"Ciuchetton"	12:05.4	389.08
6	#17	Mac McClain	"Escape I"	12:16.0	383.48
7	#25	Lefty Gardner	"Thunderbird"	12:33.3	374.67

- (a) A new Race Record Speed. (Both a Reno and a National Record). Breaks the previous Reno and National Record of 429.92 set by Lyle Shelton in #77 in the Championship Race at Reno '75.

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 12 THRU 17, 1978

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	# 5	Steve Hinton	"Red Baron" RB-51	1:21.7	427.15 (a)
2	#69	Cliff Cummins	"Miss Candace" P-51D	1:27.1	400.67
3	#09	Don Whittington	"Precious Metal" P-51D	1:27.2	400.20
4	#86	John Putman	"Ciuchetton" P-51D	1:27.5	398.84
5	#04	Scott Smith	"GeGe II" P-51D	1:30.9	383.92
5	#20	John Wright	"Philippine Mustang" P-51D	1:30.9	383.92
7	#11	Howie Keefe	"Miss America" P-51D	1:31.1	383.08
8	#66	Max Hoffman	"Boomer" P-51D	1:32.6	376.87
9	# 2	Bob Love	Hovey Mustang P-51D	1:34.2	370.47
10	#16	Lloyd Hamilton	"Baby Gorilla" Sea Fury	1:34.9	367.74
11	# 9	Jimmy Leeward	"Cloud Dancer" P-51D	1:35.7	364.67 (b)
12	#98	John Herlihy	Herlihy Bearcat F8F-2	1:37.3	358.67 (c)
13	# 3	Bill Harrison	"Wasa Hooker" Sea Fury	1:38.5	354.30
14	# 1	John Muszala	"Flying Undertaker" P-51D	1:40.0	348.98
15	#19	Jimmy Leeward	"Lou IV" P-51D	1:40.3	347.94 (d)
16	#94	Bill Whittington	Whittington Mustang P-51H	1:40.6	346.90 (e)
17	#38	Gary Levitz	"Double Trouble" P-38L	1:41.2	344.85
18	#13	Lefty Gardner	Gardner Lightning P-38L	1:44.6	333.64
19	# 8*	Don Whittington	Whittington King Cobra P-63E	1:50.7	315.25 (f)
20	#60	Michael Bertz	Bertz Mustang P-51D	1:50.8	314.97
20	# 0	Jim Maloney	"The Chino Kids" F4U-4	1:50.8	314.97

(a) Steve Hinton was now the pilot for the Red Baron Air Racing Team.

(b) This aircraft previously raced as "Miss Florida".

(c) This aircraft previously raced as #11 and #98 Church Bearcat.

(d) This aircraft was raced for owner, Tom Kelley, by both Jimmy Leeward and Paul Poberezny.

(e) This aircraft previously raced as #3 Hogan Mustang and was one of only two airworthy P-51H's in the U.S.

(f) This aircraft previously raced as #28 and #4, Flaherty King Cobra.

* This race number was unofficial and was used for this race only.

HEAT 1 - SEPT. 15 - 4 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 5	Steve Hinton	"Red Baron"	5:43.0	406.98
2	#09	Don Whittington	"Precious Metal"	5:54.3	394.00
3	#04	Scott Smith	"GeGe II"	6:15.8	371.46
4	#11	Howie Keefe	"Miss America"	6:18.6	368.71
5	# 2	Bob Love	Hovey Mustang	6:42.7	346.64
6	# 3	Bill Harrison	"Wasa Hooker"	7:03.0	330.01
7	# 1	John Muszala	"Flying Undertaker"	7:03.3	329.77 (a)

(a) This aircraft and pilot had been scheduled for Heat 2, but switched with Jimmy Leeward in #9, "Cloud Dancer", since Leeward was not ready for this heat due to engine problems.

HEAT 2 - SEPT. 15 - 4 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#86	John Putman	"Ciuchetton"	6:00.5	387.22
2	#20	John Wright	"Philippine Mustang"	6:08.5	378.82
3	#16	Lloyd Hamilton	"Baby Gorilla"	6:29.6	358.30
4	#66	Max Hoffman	"Boomer"	6:32.5	355.65
5	#98	John Herlihy	Herlihy Bearcat"	6:36.9	351.71
6	# 9	Jimmy Leeward	"Cloud Dancer"	7:09.4	325.09
7	#69	Cliff Cummins	"Miss Candace"		DNF (a)

(a) While attempting to pass #86 for the lead, damage was done to #69's engine when a coolant hose blew and he had to pull up and out of the race on the third lap.

FIRST TROPHY RACE - SEPT. 16 - 5 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#94	Bill Whittington	Whittington Mustang	8:18.0	350.39
2	#13	Lefty Gardner	Gardner Lightning	8:41.7	334.47
3	#38	Gary Levitz	"Double Trouble"	8:42.9	333.70
4	#19	Jimmy Leeward	"Lou IV"	8:44.5	332.68
5	# 8*	Don Whittington	Whittington King Cobra	9:26.4	308.07
6	# 0	Jim Maloney	"The Chino Kids"	10:18.3	282.21
7	#60	Michael Bertz	Bertz Mustang	11:03.7	262.91

CONSOLATION RACE - SEPT. 16 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#98	John Herlihy	Herlihy Bearcat	9:28.1	368.58
2	# 2	Bob Love	"Hovey Mustang"	9:46.2	357.20
3	# 3	Bill Harrison	"Wasa Hooker"	9:47.3	356.53
4	#66	Max Hoffman	"Boomer"	9:27.2	369.16 (a)
5	#19	Paul Poberezny	"Lou IV"	11:38.8	299.64
6	#94	Bill Whittington	Whittington Mustang		DNS (b)
7	# 9	Jimmy Leeward	"Cloud Dancer"	--	-- (c)

(a) Actually crossed the finish line in first, but was dropped to fourth for cutting the #1 pylon on the fifth lap. He still finished ahead of #19, however, since he had lapped that aircraft during the course of the race.

(b) While joining up with the Start Formation, Bill Whittington experienced prop problems and attempted to land the aircraft. He landed downwind using three quarters of the runway before he touched down and ran through the over-run out onto the desert where the gear collapsed and the aircraft travelled along on its belly causing extensive damage. Fortunately, the pilot was unhurt.

(c) Was disqualified for cutting the Race Deadline.

SECOND TROPHY RACE - SEPT. 17 - 5 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#38	Gary Levitz	"Double Trouble"	8:21.0	348.29
2	#13	Lefty Gardner	Gardner Lightning	8:31.1	341.41
3	#19	Paul Poberezny	"Lou IV"	9:22.1	310.43
4	# 8	Vernon Thorpe	Whittington King Cobra	9:44.3	298.63 (a)
5	# 0	John Musala	"The Chino Kids"	9:57.7	291.94 (b)
6	#60	Michael Bertz	Bertz Mustang	10:23.3	279.95

(a) Vernon Thorp flew #8 in place of Don Whittington in this race.

(b) John Muszala flew #0 in place of Jim Maloney in this race.

CHAMPIONSHIP RACE - SEPT. 17 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 5	Steve Hinton	"Red Baron"	7:00.0	415.46
2	#09	Don Whittington	"Precious Metal"	7:00.7	414.77
3	#86	John Putman	"Ciuchetton"	7:20.4	396.21
4	#11	Howie Keefe	"Miss America"	7:45.7	374.69
5	#04	Scott Smith	"GeGe II"	7:51.1	370.39
6	#16	Lloyd Hamilton	"Baby Gorilla"	8:30.0	342.14
7	#20	John Wright	"Philippine Mustang"	--	-- (a)

(a) Was disqualified for cutting the Race Deadline.

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 11 THRU 16, 1979

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	#69	Mac McClain	"Jeannie"	P-51D 1:19.1	446.93 (a)
2	# 5	Steve Hinton	"Red Baron"	RB-51 1:20.0	441.90 (b)
3	# 6	John Crocker	"Sumthin' Else"	P-51D 1:21.7	432.71
4	#86	John Putman	"Ciuchetton"	P-51D 1:24.5	418.37
5	#85	Clay Klabo	"Fat Cat"	P-51D 1:26.0	411.07 (c)
6	#66	Max Hoffman	"Boomer"	P-51D 1:29.0	397.21
7	#49	Bill Harrison	"Boomer II"	P-51D 1:29.8	393.68 (d)
8	#11	Howie Keefe	"Miss America"	P-51D 1:31.2	387.63
9	#20	John Wright	"Philippine Mustang"	P-51D 1:32.2	383.43
10	# 9	Jimmy Leeward	"Cloud Dancer"	P-51D 1:34.1	375.69
11	#16	Lloyd Hamilton	"Baby Gorilla"	Sea Fury 1:34.6	373.70
12	#98	John Herlihy	Herlihy Bearcat	F8F-2 1:35.2	371.35
13	# 2	Bob Love	Hovey Mustang	P-51D 1:35.4	369.52
14	#25	Lefty Gardner	"Thunderbird"	P-51D 1:35.9	368.63
15	# 3	Chuck Hall	Ellis Mustang	P-51D 1:39.6	354.94 (e)
16	#38	Gary Levitz	"Double Trouble"	P-38L 1:40.2	352.81
17	#13	Lefty Gardner	Gardner Lightning	P-38L 1:40.7	351.06
18	#17	Fred Sebby	"Green Machine"	P-51D 1:41.9	346.93
19	# 1	John Muszala	"Flying Undertaker"	P-51D 1:42.3	345.57
20	#60	Michael Bertz	Bertz Mustang	P-51D 1:44.0	339.92
21	#99*	Richard Doll	"Capt. Jack's Wild Horse"	P-51D 1:44.3	338.95 (f)
22	#93	Bob Guilford	"Blue Max"	F4U-7 1:46.9	330.70
23	#76	Dave Norland	"No Name Dame"	P-51D 1:49.0	324.33
24	#19	John Dilley	"Lou IV"	P-51D 1:49.6	322.56
25	# 0	Jim Maloney	"The Chino Kids"	F4U-4 1:50.6	319.64
26	#100*	Paul Poberezny	"Paul I"	P-51D 1:50.7	319.35
27	#28	Mike Smith	"What Price Speed"	P-63C 1:51.0	318.49 (g)
28	# 7	Dan Martin	"Ridge Runner"	P-51D --	-- (h)

*These race numbers were unofficial and were used for this race only.

- (a) A new Qualifying Record. (Both Reno and National). Breaks the previous Reno and National Record of 438.81 set by Don Whittington in #09 at Reno '76. This aircraft previously raced as #77, "Gallopig Ghost", at the old Cleveland Races and, later, as #69, "Miss Candace".
- (b) This qualifying speed also breaks the old Reno and National Records.
- (c) This aircraft previously raced as "Iron Mistress".
- (d) This aircraft previously raced as #14 and #49, Weiner Mustang, "Hi Time II", and "Bardahl Miss".

- (e) This aircraft previously raced as #8, "Bardahl Special", and "Challenger".
- (f) This aircraft previously raced as #9, Kistler Mustang.
- (g) This aircraft previously raced as "Topsy Miss".
- (h) Blew his new racing engine while attempting to qualify and, thus, was out of the field.

NOTE: At Cleveland, in 1971, a "Bump Racing System" had been used successfully with the Formula I's and this same system was adapted for the Unlimiteds earlier in 1979 at The Miami International Air Races. The system was so successful there that it was adopted for use at Reno as well this year. Under this system, twenty-one Unlimited Aircraft were eligible to make the field at Reno '79. These twenty-one would be broken into three sections of seven aircraft each for racing purposes, and they would race with the seven slowest starting in the Bronze Race, the next seven in the Silver Race, and the seven fastest in the Gold Race. At Reno, the top five qualifiers would be locked into the top five starting positions for the duration of the meet and could start no worse than in the fifth position in any gold race. The remainder of the competing aircraft, from the sixth position in Gold all the way down through the seventh position in Bronze, could improve their racing positions throughout the meet. In other words, these aircraft would race on the first day according to their qualifying positions, and, from that point on, a Bump System was used wherein the aircraft in any given section could move up into a higher section based on their race performances on Friday and Saturday.

With the Unlimited field at Reno '79 only open for twenty-one aircraft, six of the twenty-seven that attempted to qualify did not originally make the field. These were numbers #93, #76, #19, #0, #100 and #28. Before the meet was over, three of these did get to race due to misfortunes suffered by three of the qualified aircraft. Bob Guilford, in #93, made the field from the very start when Lefty Gardner's #25, after successfully qualifying, experienced engine problems and could not race. Dave Norland in #76 ultimately made the field also when Fred Sebby in #17 could not get his canopy closed and, thus, failed to cross the Start Line in his first race. John Dilley, in #19, also made the field when Max Hoffman, in #66, also experienced problems and was unable to cross the Start Line in his first race. This rule about not crossing the Start Line was one which was peculiar to Reno itself and had not applied at Miami or earlier with the Formula I's at Cleveland. Under the original rules, the aircraft that could not cross the Start Line would just have gone to the bottom of the list for their next race start, but, at Reno, they were eliminated and the next three moved up into the field.

BRONZE RACE - SEPT. 14 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#38	Gary Levitz	"Double Trouble"	10:41.7	330.55
2	# 1	John Muszala	"Flying Undertaker"	10:50.6	326.03
3	#13	Vernon Thorp	Gardner Lightning	11:16.9	313.36 (a)
4	#60	Michael Bertz	Bertz Mustang	12:49.5	275.65
5	#99	O. J. Kistler	"Capt. Jack's Wild Horse"	13:01.2	271.52 (b)
6	#93	Bob Guilford	"Blue Max"	13:41.3	258.26
7	#76	Dave Norland	"No Name Dame"	14:38.1	241.56 (c)

- (a) Lefty Gardner had made arrangements for Vernon Thorp to race his #13 P-38L since he had intended to race his #25, "Thunderbird", prior to its experiencing engine problems. Lefty was also flying in the Air Show and, thus, left the arrangement stand even after #25 was out of the competition.
- (b) Richard Doll had qualified O. J. Kistler's #99, but it was raced alternately by both Doll and Kistler himself.
- (c) Dave Norland was launched way behind the Starting Formation in this race to replace Fred Sebby whose canopy would not close. Thus, he had to play catch-up and finished in last.

SILVER RACE - SEPT. 14 - 6 LAPS OF THE 9.8 MI. COURSE

RACE					
PL.	NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#20	John Wright	"Philippine Mustang"	9:17.8	380.27
2	#11	Charlie Beck	"Miss America"	9:19.6	379.04 (a)
3	#16	Lloyd Hamilton	"Baby Gorilla"	9:42.3	364.27
4	#98	John Herlihy	Herlihy Bearcat	10:02.5	352.05
5	# 2	Bob Love	Hovey Mustang	10:03.7	351.35
6	# 3	Chuck Hall	Ellis Mustang	10:44.2	329.26
7	# 9	Jimmy Leeward	"Cloud Dancer"		DNF (b)

(a) Charlie Beck was sharing the flying chores with Howie Keefe who was recuperating from an illness.

(b) Pulled out on the fifth lap with engine problems.

GOLD RACE - SEPT. 14 - 6 LAPS OF THE 9.8 MI. COURSE

RACE					
PL.	NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#69	Mac McClain	"Jeannie"	8:32.6	413.80
2	# 5	Steve Hinton	"Red Baron"	8:33.5	413.07
3	# 6	John Crocker	"Sumthin' Else"	8:34.0	412.67
4	#86	John Putman	"Ciuchetton"	9:30.7	371.67
5	#85	Clay Klabo	"Fat Cat"	9:32.5	370.50
6	#20	John Wright	"Philippine Mustang"	9:47.9	360.80 (a)
7	#49	Bill Harrison	"Boomer II"	10:31.1	345.97
8	#66	Max Hoffman	"Boomer"		DNS (b)

(a) John Wright started in this race since he was the airborne First Alternate by virtue of his win in the earlier Silver Race. When Hoffman pulled out on the Pace Lap, Wright took his place. This put Hoffman out of the competition completely and made Dille in #19 eligible for future races.

(b) Pulled out during the Pace Lap before crossing the Starting Line when he found that his harness was cinched so tightly that he could not reach his prop or water controls.

BRONZE RACE - SEPT. 15 - 6 LAPS OF THE 9.8 MI. COURSE

RACE					
PL.	NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#19	John Dille	"Lou IV"	10:56.1	323.29
2	#99	Richard Doll	"Capt. Jack's Wild Horse"	11:15.0	314.24
3	#13	Vernon Thorp	Gardner Lightning	11:19.8	312.02
4	#60	Michael Bertz	Bertz Mustang	12:44.5	277.45
5	#76	Dave Norland	"No Name Dame"	12:55.8	273.41
6	# 9	Jimmy Leeward	"Cloud Dancer"		DNF (a)
7	#93	Bob Guilford	"Blue Max"		DNF (a)

(a) Both of these aircraft pulled off the course after taking the white flag and, thus, completed only five laps.

SILVER RACE - SEPT. 15 - 6 LAPS OF THE 9.8 MI. COURSE

RACE					
PL.	NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#49	Bill Harrison	"Boomer II"	9:11.0	384.96
2	#16	Lloyd Hamilton	"Baby Gorilla"	9:42.7	364.02
3	#98	John Herlihy	Herlihy Bearcat	10:01.0	352.93
4	# 2	Bob Love	Hovey Mustang	10:02.0	352.87
5	# 3	Chuck Hall	Ellis Mustang	10:21.8	341.13
6	#38	Gary Levitz	"Double Trouble"	10:23.5	340.20
7	# 1	John Muszala	"Flying Undertaker"	11:37.0	304.32

GOLD RACE - SEPT. 15 - 6 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	# 6	John Crocker	"Sumthin' Else"	8:24.8	420.19	
2	# 5	Steve Hinton	"Red Baron"	8:28.3	417.30	
3	#85	Clay Klabo	"Fat Cat"	9:25.6	375.02	
4	#11	Charlie Beck	"Miss America"	10:02.5	352.05	
5	#20	John Wright	"Philippine Mustang"	10:06.7	349.62	
6	#86	John Putman	"Ciuchetton"			DNF (a)
7	#69	Mac McClain	"Jeannie"			DNF (b)

(a) Pulled out on the sixth lap with a blown engine.

(b) Pulled out near the end of the first lap, while leading, with a rough engine.

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

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	# 9	Jimmy Leeward	"Cloud Dancer"	10:18.7	342.84	
2	#13	Lefty Gardner	Gardner Lightning	10:40.7	331.06	
3	# 1	John Muszala	"Flying Undertaker"	10:57.4	322.65	
4	#76	Dave Norland	"No Name Dame"	12:23.7	285.21	
5	#99	O. J. Kistler	"Capt. Jack's Wild Horse"	12:26.2	284.26	
6	#93	Bob Guilford	"Blue Max"	14:01.3	252.12	
7	#60	Michael Bertz	Bertz Mustang			DNF (a)

(a) Pulled out on the sixth lap with mechanical problems.

CONSOLATION OR SILVER RACE FINAL - SEPT. 16 - 10 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#20	John Wright	"Philippine Mustang"	12:42.8	370.76	
2	#11	Howie Keefe	"Miss America"	12:49.0	367.77	
3	#98	John Herlihy	Herlihy Bearcat	13:07.1	359.31	
4	# 2	Bob Love	Hovey Mustang	13:33.4	347.70	
5	# 3	Chuck Hall	Ellis Mustang	13:34.9	347.06	
6	#38	Gary Levitz	"Double Trouble"	13:44.5	343.02	
7	#19	John Dille	"Lou IV"	14:02.0	335.89	

CHAMPIONSHIP OR GOLD RACE FINAL - SEPT. 16 - 10 LAPS OF THE 9.8 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	# 6	John Crocker	"Sumthin' Else"	11:09.7	422.30	
2	# 5	Steve Hinton	"Red Baron"	11:19.9	415.97	(a)
3	#86	John Putman	"Ciuchetton"	11:47.2	399.91	
4	#85	Clay Klabo	"Fat Cat"	12:10.8	387.00	
5	#16	Lloyd Hamilton	"Baby Gorilla"	13:42.8	343.72	
6	#98	John Herlihy	Herlihy Bearcat			DNF (b)
7	#49	Bill Harrison	"Boomer II"			DNF (c)
8	#69	Mac McClain	"Jeannie"			DNS (d)

(a) This was the last race for the Griffon powered Red Baron RB-51 with its contra-rotating props, et al. By the end of the fourth lap, the Griffon had begun to sound sour and Hinton was never really able to challenge Crocker thereafter. At the finish, he went across the finish line rather slowly, with the engine and props sounding horrible. He made a right turn off the course after crossing the finish line in an attempt to set himself up for a landing on the cross runway, (Runway 32). After completing a 180 degree turn out some distance from the course, he started in for the runway, but it was apparent to him and to everyone else that he was not going to make the runway. The RB-51 crashed on the desert floor short of the runway and was completely destroyed. Miraculously, Steve Hinton survived and was pulled from the wreckage conscious and talking, and was rushed by helicopter to the Washoe County Medical Center from which

he was released about a month later.

- (b) Pulled out after completing only two laps. He had been the First Alternate for this race and had been launched only after McClain had pulled out. Thus, he was way, way behind and pulled out after completing only two laps.
- (c) Pulled out on the second lap with induction temperature problems and made a hot landing on Runway 32.
- (d) Pulled out before the start of the race with engine problems and landed safely.

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 10 THRU 14, 1980

STEAD FACILITY

RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 10, 11 - 1 LAP OF THE 9.006 MI. COURSE*

* The Reno Unlimited Course was shortened and modified slightly this year to compensate for the encroachment of development around the Stead Facility.

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#09	Don Whittington	"Precious Metal"	P-51D	1:16.9	421.61
2	# 6	John Crocker	"Sumthin' Else"	P-51D	1:17.5	418.34
3	#86	John Putman	"Ciuchetton"	P-51D	1:18.6	412.49
4	#77	Lyle Shelton	"Rare Bear"	F8F-2	1:20.5	402.75 (a)
5	#85	Clay Klabo	"Fat Cat"	P-51D	1:20.7	401.76
6	#69	Mac McClain	"Jeannie"	P-51D	1:21.8	396.35
7	# 7	Dan Martin	"Ridge Runner"	P-51D	1:22.3	393.94
8	# 3	Chuck Hall	"Section Eight"	P-51D	1:23.7	387.36 (b)
9	#72	Ron Hevle	"Mangia-Pane"	P-51D	1:24.4	384.14
10	#19	John Dilley	"Lou IV"	P-51D	1:25.1	380.98
11	#04	Bill Whittington	"GeGe II"	P-51D	1:27.6	370.11
12	#16	Lloyd Hamilton	"Baby Gorilla"	Sea Fury	1:29.2	363.47
13	# 2	Bob Love	Hovey Mustang	P-51D	1:30.6	357.85
14	#11	Howie Keefe	"Miss America"	P-51D	1:31.7	353.56
15	# 0	Jim Maloney	"Spam Can"	P-51D	1:32.7	349.75
16	#99	Richard Doll	"Capt. Jack's Wild Horse"	P-51D	1:33.8	345.65
17	#38	Gary Levitz	"Double Trouble"	P-38L	1:35.4	339.85
18	# 8	Bill Whittington	"Precious Bear"	F8F-2	1:36.5	335.98
19	#13	Lefty Gardner	Gardner Lightning	P-38L	1:38.7	328.49
20	#51	Rick Brickert	"Mustang Fever"	P-51D	1:39.5	325.85
21	#93	Bob Guilford	"Blue Max"	F4U-7	1:43.6	312.95
22	#26	Dwight Reimer	"Cotton Jenny"	B-26B	1:49.7	295.55 (c)

- (a) This aircraft previously raced as "Able Cat", "Phoenix I", "Phast Phoenix", "7 $\frac{3}{4}$ % Special", "Omni Special", "Aircraft Cylinder Special", and "Spirit of '77".
- (b) This aircraft previously raced as #8, "Bardahl Special", "Challenger", and #3, Ellis Mustang.
- (c) The Unlimited field at Reno 1980 was set up for twenty-one aircraft, thus, #26 did not make the original field, but was later able to race when a couple of others fell by the wayside due to mechanical difficulties. The same bump racing system that had been used at Reno '79 was used here again this year.

BRONZE RACE - SEPT. 12 - 6 LAPS OF THE 9.006 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 0	Jim Maloney	"Spam Can"	9:42.5	333.96
2	#99	Richard Doll	"Capt. Jack's Wild Horse"	9:53.0	328.04
3	# 8	Bill Whittington	"Precious Bear"	9:56.0	326.39
4	#13	Lefty Gardner	Gardner Lightning	9:57.3	325.68
5	#51	Rick Brickert	Mustang Fever	10:34.8	306.44
6	#93	Bob Guilford	"Blue Max"	11:22.3	285.11
7	#38	Gary Levitz	"Double Trouble"	DNF	(a)

(a) Pulled out on the fourth lap with Mag problems and landed with the left engine feathered.

SILVER RACE - SEPT. 12 - 6 LAPS OF THE 9.006 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#72	Ron Hevle	"Mangia-Pane"	8:29.7	381.66
2	# 3	Chuck Hall	"Section Eight"	8:38.3	375.32
3	#19	John Dilley	"Lou IV"	8:47.5	368.78
4	#16	Lloyd Hamilton	"Baby Gorilla"	9:10.9	353.11
5	# 2	Bob Love	Hovey Mustang	9:12.9	351.84
6	#11	Charlie Beck	"Miss America"	9:15.8	350.00 (a)
7	#04	Bill Whittington	"GeGe II"		DNF (b)

(a) Charlie Beck was, again, alternating in flying #11 with Howie Keefe.

(b) Pulled out on the fifth lap with a broken prop seal.

GOLD RACE - SEPT. 12 - 6 LAPS OF THE 9.006 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#69	Mac McClain	"Jeannie"	8:30.2	381.28
2	# 7	Dan Martin	"Ridge Runner"	8:52.5	365.31
3	#86	John Putman	"Ciuchetton"	9:14.2	351.01
4	#85	Clay Klabo	"Fat Cat"	9:34.2	338.78 (a)
5	#09	Don Whittington	"Precious Metal"	8:09.1	397.73 (b)
6	# 6	John Crocker	"Sumthin' Else"	8:13.4	394.26 (c)
7	# 3	Chuck Hall	"Section Eight"		DNF (d)
8	#77	Lyle Shelton	"Rare Bear"		DNS (e)

(a) Time and speed shown include a twenty-four second penalty for cutting pylon #3 on the second lap.

(b) Actually crossed the finish line in first, but was penalized one lap for jumping the Air Start.

(c) Actually crossed the finish line in second, but was penalized one lap for jumping the Air Start.

(d) #3 was the Alternate Aircraft for this race and started when #77 could not. However, he pulled out on the first lap with mechanical difficulties.

(e) Was unable to start in this race due to hydraulic and radio problems.

BRONZE RACE - SEPT. 13 - 6 LAPS OF THE 9.006 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#04	Don Whittington	"GeGe II"	8:48.5	368.08 (a)
2	#99	Richard Doll	"Capt. Jack's Wild Horse"	9:34.3	338.73
3	#38	Gary Levitz	"Double Trouble"	10:01.2	323.57
4	#13	Lefty Gardner	Gardner Lightning	10:05.8	321.11
5	# 8	Bill Whittington	"Precious Bear"	10:06.7	320.64
6	#51	Rick Brickert	"Mustang Fever"	10:26.9	310.30
7	#93	Bob Guilford	"Blue Max"	13:00.2	249.33

(a) Don Whittington flew #04, "GeGe II", in this race since his brother, Bill, was already scheduled to fly #8, "Precious Bear".

SILVER RACE - SEPT. 13 - 6 LAPS OF THE 9.006 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 7	Dan Martin	"Ridge Runner"	8:34.0	378.46
2	#19	John Dilley	"Lou IV"	8:57.5	361.92
3	#16	Lloyd Hamilton	"Baby Gorilla"	9:17.6	348.87
4	# 2	Bob Love	Hovey Mustang	9:20.9	346.82

5	#11	Charlie Beck	"Miss America"	9:22.2	346.02
6	# 0	Jim Maloney	"Spam Can"	9:48.7	330.44
7	# 3	Chuck Hall	"Section Eight"		DNF (a)

(a) As the aircraft took off for the start of this race, Bob Hoover, in the Pace Plane, declared a Mayday and landed almost immediately with engine problems. Thus, for the first time since 1964, there was no Pace Aircraft to lead the Unlimiteds across the Start Line and officially start the race. However, the aircraft formed up on the pole position aircraft, #3, "Section Eight", flown by Chuck Hall, and the race started in this fashion sans the Pace Aircraft. Hall led through the Pace Lap and into the beginning of the first official lap whereupon he, too, declared a Mayday and pulled up and off the course with a torched piston and other damage caused when the engine burped.

GOLD RACE - SEPT. 13 - 6 LAPS OF THE 9.006 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#09	Don Whittington	"Precious Metal"	8:12.3	395.14
2	#69	Mac McClain	"Jeannie"	8:39.9	374.17 (a)
3	#86	John Putman	"Ciuchetton"	8:49.0	367.73
4	#85	Clay Klabo	"Fat Cat"	8:54.6	363.88
5	# 7	Dan Martin	"Ridge Runner"	9:32.0	340.09 (b)
6	#72	Ron Hevle	"Mangia-Pane"	9:40.5	335.11
7	# 6	John Crocker	"Sumthin' Else"		DNF (c)
8	#77	Lyle Shelton	"Rare Bear"		DNS (d)

- (a) The time and speed shown reflect a 24 second penalty which was assessed when #69 cut pylon #8 on the Pace Lap. His actual time and speed for the race was 8:15.9 and 392.28. Even with the 24 second penalty assessed, his second place finishing position did not change.
- (b) #7 was the First Alternate for this race and started when #77 did not make the original starting formation.
- (c) Crocker in #6 declared a Mayday and pulled out on the fourth lap with engine problems.
- (d) When Shelton, in #77, took off to form up on the Pace Aircraft, his right gear did not retract, and he had to cycle the gear a couple of times in order to get them up. By this time, he was also having radio problems again and the Start Formation was coming down the chute for the start. Nevertheless, he fell in behind them and came across the start line in the last position and rapidly began passing airplanes. He moved quickly into fourth place and, when Crocker pulled out on the fourth lap, he was in third just behind McClain. At the beginning of the fifth lap, his blower-system went and his engine blew. He declared a Mayday, pulled up off the course, and landed safely. Thus, he was out of it for the rest of this meet. When all was said and done, the officials gave #7, "Dan Martin", the Alternate Aircraft, the official fifth finishing position and declared Shelton, in #77, a "Did Not Start" rather than a "Did Not Finish" since he crossed the Start Line with an inoperable radio which, according to the rules, would have disqualified him anyway.

BRONZE RACE FINAL - SEPT. 14 - 6 LAPS OF THE 9.006 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 8	Bill Whittington	"Precious Bear"	9:24.4	344.67
2	#51	Rick Brickert	"Mustang Fever"	10:20.8	313.35
3	#13	Lefty Gardner	Gardner Lightning	10:36.5	305.62
4	#26	Dwight Reimer	"Cotton Jenny"	11:16.2	287.26 (a)
5	#38	Gary Levitz	"Double Trouble"	11:22.0	285.23 (b)
6	#93	Bob Guilford	"Blue Max"	13:31.9	239.60

(a) Dwight Reimer, in #26, was now in the racing field by virtue of the fact that both #3, Hall, and #77, Shelton, were out of the competition. This fact also accounts for the reason why there were only six airplanes in this Bronze Final rather than seven.

- (b) Levitz, in #38, actually crossed the finish line in the second position, with a time of 10:10.4 and a speed of 318.69. However, he was dropped to the fifth position for cutting pylon #3 on the first, second, and third laps and a 1:12.0 penalty was assessed bringing his time and speed down to the figure shown above.

CONSOLATION OR SILVER RACE FINAL - SEPT. 14 - 8 LAPS OF THE 9.006 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#72	Ron Hevle	"Mangia-Pane"	11:14.8	384.37
2	#16	Lloyd Hamilton	"Baby Gorilla"	11:38.1	371.54
3	# 2	Bob Love	Hovey Mustang	11:54.3	363.12
4	#99	Richard Doll	"Capt. Jack's Wild Horse"	12:00.2	360.14
5	# 0	Jim Maloney	"Spam Can"	12:33.9	344.04
6	#11	Howie Keefe	"Miss America"	13:16.8	325.52
7	#19	John Dilley	"Lou IV"		DNF (a)

- (a) Dilley in #19 had led the race for the first five and a half laps in a hot and heavy duel with Ron Hevle, but had to pull out at the beginning of the seventh lap with engine problems.

CHAMPIONSHIP OR GOLD RACE FINAL - SEPT. 14 - 8 LAPS OF THE 9.006 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#69	Mac McClain	"Jeannie"	9:59.0	433.01 (a)
2	# 6	John Crocker	"Sumthin' Else"	10:03.5	429.78
3	#09	Don Whittington	"Precious Metal"	10:40.9	404.70 (b)
4	#86	John Putman	"Ciuchetton"	10:52.0	397.81
5	#04	Bill Whittington	"GeGe II"	12:03.6	358.45
6	#72	Ron Hevle	"Mangia-Pane"		DNF (c)
7	#85	Clay Klabo	"Fat Cat"		DNF (d)
8	# 7	Dan Martin	"Ridge Runner"		DNS (e)

- (a) A new Race Record Speed. (Both a Reno and a National Record). Breaks the previous Reno and National Record of 430.70 set by Darryl Greenamyer in #5 in the Championship Race at Reno '77.
- (b) #09, "Precious Metal", suffered from fouled plugs and a partially separated oil line from about the third lap on, but Whittington was able to maintain the third place position and finish the race.
- (c) #72, Ron Hevle, was the First Alternate for this race and started when Dan Martin, in #7, was unable to take off. In the haste between his victory in the Consolation Race and his start as the First Alternate in the Championship Race, one of his crewmen left an oil cap off and the airplane started throwing oil on the canopy and on the plugs causing some fire which necessitated Hevle's pulling out of the race on the first lap.
- (d) #85 pulled out at the end of the first lap when his after-cooler ruptured and the coolant detonated and blew off the cowling and ducting underneath the engine.
- (e) #7 was unable to start the race due to electrical problems.

NOTE: McClain's victory in #69, "Jeannie", at Reno 1980 involved one of the most unbelievable and miraculous Cinderella stories in the history of Air Racing. #69 had been all ready for Reno on Thursday, the fourth of September, when the Team's engine-man, Dave Zeuschel, took off from Van Nuys Airport for a final engine check. The engine quit on take-off and Zeuschel had to belly the aircraft into a cornfield. "Jeannie" was very heavily damaged and it looked like the airplane would never make the Reno Races for this year since the arrival deadline for all racing aircraft was noon on Wednesday, the 10th of September. Undaunted, sponsor, Wiley Sanders, gave the go-ahead financially and otherwise to start a twenty-four hour thrash with the best people available to rebuild the airplane and try to get it to Reno. An excellent crew was put together which included Dave Zeuschel and all of his engine

people; Engineers, Bruce Boland and Pete Law, who had designed the modifications to the airplane originally; Airframe and Sheet Metal wizards, Phil Greenberg, Doug Kruze, and Bob Carr among others. Also involved were Dennis and Bud Schoenfelder, Roger Davies, and many more. The work and the search for precious parts that were needed began on Saturday morning, the 6th of September. Much to the disbelief of all, the job was completed and the airplane departed for Reno on Wednesday morning, the 10th, and was overhead at the Stead Facility one minute before the deadline was up. The rest is history as you have seen it above. McClain's record breaking victory was not only unbelievable under the circumstances, but gave him, at this time, possession of both the Unlimited Qualifying and Race Record Speeds. It also made him the first competitor ever to win Championships in two classes at the Reno National Championship Air Races. He had been the T-6 Championship winner in 1972 and was now the Unlimited Championship winner in 1980!

RENO NATIONAL CHAMPIONSHIP AIR RACES

SEPT. 15 THRU 20, 1981

STEAD FACILITY

RENO, NEVADA

QUALIFYING TIME TRIALS - SEPT. 15, 16, 17 - 1 LAP OF THE 9.273 MI. COURSE*

*The Reno Unlimited Course was, again, adjusted to accommodate the situation prevailing at that time in regard to development around the Stead Facility. It is hoped that the course would remain as laid out above for several years to come.

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED	
1	#69	Skip Holm	"Jeannie" P-51D	1:14.2	450.09	(a)
2	#09	Don Whittington	"Precious Metal" P-51D	1:15.5	442.16	
3	# 6	John Crocker	"Sumthin' Else" P-51D	1:17.5	430.86	
4	#72	Ron Hevle	"Mangia-Pane" P-51D	1:18.1	427.22	
5	#85	Clay Klabo	"Fat Cat" P-51D	1:20.1	416.76	
6	#77	Lyle Shelton	"Rare Bear" F8F-2	1:20.2	416.04	
7	# 7	Dan Martin	"Ridge Runner" P-51D	1:23.9	397.89	
8	# 9	Jimmy Leeward	"Cloud Dancer" P-51D	1:26.0	388.13	
9	#81	Earl Ketchen	"GeGe II" P-51D	1:27.6	381.08	(b)
10	#11	Charlie Beck	"Miss America" P-51D	1:30.0	370.84	
11	# 2	Bob Love	Hovey Mustang P-51D	1:30.4	369.28	
12	#16	Lloyd Hamilton	"Baby Gorilla" Sea Fury	1:31.1	366.36	
13	#13	Lefty Gardner	Gardner Lightning P-38L	1:31.4	365.32	
14	#19	John Dilley	"Lou IV" P-51D	1:32.9	359.26	
15	# 0	Jim Maloney	"Spam Can" P-51D	1:33.8	356.05	
16	# 1	Steve Hinton	Maloney Mustang P-51A	1:35.3	350.40	(c)
17	# 3	Chuck Hall	"Section Eight" P-51D	1:36.3	346.65	
18	#38	Gary Levitz	Levitz Mustang P-51D	1:38.3	339.50	(d)
19	#101	Robert Yancey	Yancey Corsair F4U-4	1:39.7	334.93	
20	# 8	Bill Whittington	"Precious Bear" F8F-2	1:40.1	333.40	
21	#51	Rick Brickert	"Sunshine" P-51D	1:41.7	328.35	(e)
22	#93	Bob Guilford	"Blue Max" F4U-7	1:43.1	323.67	(f)
23	#17	Fred Sebby	"Super K" P-51D	1:44.2	320.40	(g)
24	#26	Dwight Reimer	"Cotton Jenny" B-26B	1:47.6	310.34	(h)
25	# 5	Harold "Bubba" Beal	"Gustav" ME-109G	1:50.4	302.38	(i)

(a) A New Qualifying Record. (Both Reno and National.) Breaks the previous Reno and National Record of 446.928 set by Mac McClain in #69 at Reno, 1979. Lockheed Test Pilot and Air Force Veteran, Skip Holm, was flying #69, "Jeannie", at Reno '81 in place of an ailing Mac McClain who was unable to compete.

(b) This aircraft previously raced using no.#04.

(c) Steve Hinton qualified this airplane, which was a part of the Maloney Museum Collection, and had just been completely restored, however, he and Jim Maloney took turns racing it, with

Maloney, as the winner of a coin toss, racing it twice to Hinton's once. The one not racing the P-51A would, of course, be at the controls of the other Maloney entry, #0, "Spam Can".

(d) Gary Levitz' well-known P-38L had, by now, been sold to the Whittington brothers, and Gary was racing a P-51D which he had, in turn, purchased from them and it carried his old no., #38.

(e) This aircraft previously raced as "Mustang Fever".

(f) Twenty-one racing slots were open in the 1981 Reno Unlimited field, thus, Guilford was the first of those who did not make the regular field. He did, however, get to race eventually in the Bronze Final on Sunday when Rick Brickert in #51 was unable to start.

(g) This aircraft previously raced as, "Green Machine". Seby and #17 did not make the Reno field either.

(h) Dwight Reimer and #26, "Cotton Jenny", were also among those who did not make the Unlimited field.

(i) Bubba Beal and his #5 Messerschmitt did not make the field either, however, he later flew as a part of the Air Show in a dogfight demonstration with a Spitfire Mk. XVI. Upon landing, he Ground-Looped the 109 in the almost traditional manner and heavily damaged the aircraft.

BRONZE RACE - SEPT. 18 - 6 LAPS OF THE 9.273 MI. COURSE

<u>RACE</u>					
<u>PL.</u>	<u>NO.</u>	<u>PILOT</u>	<u>AIRCRAFT</u>	<u>TIME</u>	<u>SPEED</u>
1	#38	Gary Levitz	Levitz Mustang	9:49.4	339.84
2	# 8	Bill Whittington	"Precious Bear"	9:57.8	335.05
3	# 3	Chuck Hall	"Section Eight"	10:00.3	333.67
4	# 0	Steve Hinton	"Spam Can"	10:21.3	322.40 (a)
5	# 1	Jim Maloney	Maloney Mustang	10:27.4	319.23 (b)
6	#101	Robert Yancey	Yancey Corsair	10:34.6	315.64
7	#51	Rick Brickert	"Sunshine"	10:52.7	306.88

(a) Actually crossed the finish line in second, but was dropped to fourth for cutting pylon #3 on the fourth lap. He was only dropped to fourth since, even after a 32 second penalty had been subtracted from his original time and speed, he was still faster, as shown above, than numbers #1, #101, and #51.

(b) Actually crossed the finish line in fifth, and was able to maintain that position even though he cut pylon #6 on the first lap since his time and speed, after a 32 second penalty was deducted, was still faster, as shown above, than #101 and #51.

SILVER RACE - SEPT. 18 - 6 LAPS OF THE 9.273 MI. COURSE

<u>RACE</u>					
<u>PL.</u>	<u>NO.</u>	<u>PILOT</u>	<u>AIRCRAFT</u>	<u>TIME</u>	<u>SPEED</u>
1	#81	Earl Ketchen	"GeGe II"	9:03.0	368.86
2	# 2	Bob Love	Hovey Mustang	9:27.8	352.76
3	#19	John Dilley	"Lou IV"	9:09.7	349.12 (a)
4	#13	Lefty Gardner	Gardner Lightning	10:51.5	307.45
5	#11	Charlie Beck	"Miss America"		DNF (b)
6	# 9	Jimmy Leeward	"Cloud Dancer"		DNF (c)
7	#16	Lloyd Hamilton	"Baby Gorilla"		DNF (d)

(a) Retained his actual finishing position of third, even though he cut pylon #8 on the second lap since, with the penalty applied, he still finished ahead of #13 who was the only other aircraft behind him in the race that finished.

(b) Pulled out on the third lap with an overheated engine.

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

(d) Pulled up and across the infield of the course during the first lap when the aircraft ahead of him crowded him out on the #7 course pylon on the Unlimited course. There was simply no place for him to go around the pylon without a probable collision, thus, he chose the wise course and pulled up to the infield of the course and out of the race.

GOLD RACE - SEPT. 18 - 6 LAPS OF THE 9.273 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#77	Lyle Shelton	"Rare Bear"	8:00.7	416.72
2	#69	Skip Holm	"Jeannie"	8:03.8	414.05
3	#09	Don Whittington	"Precious Metal"	8:33.0	390.48
4	# 6	John Crocker	"Sumthin' Else"	8:45.6	381.10
5	#72	Ron Hevle	"Mangia-Pane"	9:00.3	370.74
6	#85	Clay Klabo	"Fat Cat"	9:23.5	355.43
7	# 7	Dan Martin	"Ridge Runner"	9:31.9	350.22

BRONZE RACE - SEPT. 19 - 6 LAPS OF THE 9.273 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#16	Lloyd Hamilton	"Baby Gorilla"	8:50.4	377.66
2	#11	Charlie Beck	"Miss America"	8:61.9	369.65
3	# 1	Steve Hinton	Maloney Mustang	9:11.7	363.06
4	#13	Lefty Gardner	Gardner Lightning	10:00.5	333.57
5	#51	Rick Brickert	"Sunshine"	10:10.4	328.17
6	#101	Robert Yancey	Yancey Corsair	10:11.3	327.65
7	# 9	Jimmy Leeward	"Cloud Dancer"		DNF (a)

(a) Pulled out early in the race with a broken prop-seal.

SILVER RACE - SEPT. 19 - 6 LAPS OF THE 9.273 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 7	Dan Martin	"Ridge Runner"	8:24.9	396.74 (a)
2	#19	John Dilley	"Lou IV"	8:51.2	377.04
3	#38	Gary Levitz	Levitz Mustang	8:52.4	376.22
4	# 2	Bob Love	Hovey Mustang	9:09.3	364.61
5	# 0	Jim Maloney	"Spam Can"	9:53.8	337.34
6	# 3	Chuck Hall	"Section Eight"	9:55.8	336.20
7	# 8	Bill Whittington	"Precious Bear"		DNF (b)

(a) Right after the start of the race, on the Pace Lap, Martin's rudder trim tab blew off with a resounding bang, but he continued on nevertheless, not only to complete the race, but to win it.

(b) Pulled out early in the race with a rough engine.

GOLD RACE - SEPT. 19 - 6 LAPS OF THE 9.273 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#69	Skip Holm	"Jeannie"	7:48.2	427.77
2	#09	Don Whittington	"Precious Metal"	8:08.0	410.43
3	# 6	John Crocker	"Sumthin' Else"	8:21.4	399.51
4	#72	Ron Hevle	"Mangia-Pane"	8:46.2	380.65
5	#19	John Dilley	"Lou IV"	9:01.5	369.87 (a)
6	#85	Clay Klabo	"Fat Cat"	9:07.6	365.76
7	#77	Lyle Shelton	"Rare Bear"		DNF (b)
8	#81	Earl Ketchen	"GeGe II"		DNS (c)

(a) Dilley started this race in place of Earl Ketchen in #81.

(b) Pulled out on the second lap with a burnt cylinder.

(c) Was unable to start when his right magneto failed.

BRONZE RACE FINAL - SEPT. 20 - 6 LAPS OF THE 9.273 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	# 8	Bill Whittington	"Precious Bear"	9:45.7	342.01
2	#13	Lefty Gardner	Gardner Lightning	10:09.2	328.77
3	#101	Robert Yancey	Yancey Corsair	10:14.9	325.77
4	#93	Bob Guilford	"Blue Max"	13:23.4	247.78
5	#77	Lyle Shelton	"Rare Bear"		DNF (a)
6	# 9	Jimmy Leeward	"Cloud Dancer"		DNF (b)
7	#51	Rick Brickert	"Sunshine"		DNS (c)
8	#81	Earl Ketchen	"GeGe II"	--	-- (d)

- (a) Pulled out on the fourth lap with yet another burnt cylinder.
- (b) Pulled out on the fourth lap just ahead of Shelton with prop-seal problems once again.
- (c) After take-off, and while attempting to join the Starting Formation, Brickert's engine cut out repeatedly for fairly lengthy periods of time, thus, he felt it best to put it back on the ground where carburetion problems were diagnosed and he was, thus, unable to start the race.
- (d) Ketchen, even though he led the race after Shelton pulled out, was not the winner since he was disqualified for breaking the course deadline on the main straightaway.

CONSOLATION OR SILVER RACE FINAL - SEPT. 20 - 8 LAPS OF THE 9.273 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#19	John Dille	"Lou IV"	12:03.4	369.16
2	# 2	Bob Love	Hovey Mustang	12:31.2	355.52
3	#11	Charlie Beck	"Miss America"	12:41.8	350.57
4	#38	Gary Levitz	Levitz Mustang	12:58.5	343.06 (a)
5	# 1	Jim Maloney	Maloney Mustang	13:32.5	328.69
6	# 0	Steve Hinton	"Spam Can"	13:33.4	328.32
7	# 3	Chuck Hall	"Section Eight"	13:51.8	321.09

- (a) Actually crossed the finish line in second, but was dropped to fourth for cutting pylon #8 on the third lap. Even after a 32 second penalty had been applied, to bring his time and speed to that shown above, he still finished ahead of #1, #0, and #3.

CHAMPIONSHIP OR GOLD RACE FINAL - SEPT. 20 - 8 LAPS OF THE 9.273 MI. COURSE

PL.	RACE NO.	PILOT	AIRCRAFT	TIME	SPEED
1	#69	Skip Holm	"Jeannie"	10:19.2	431.29
2	# 6	John Crocker	"Sumthin' Else"	10:36.8	419.37
3	#72	Ron Hevle	"Mangia-Pane"	11:28.1	388.14
4	#85	Clay Klabo	"Fat Cat"	11:44.1	379.29
5	# 7	Dan Martin	"Ridge Runner"	12:12.8	364.42
6	#16	Lloyd Hamilton	"Baby Gorilla"	12:27.0	357.50
7	#09	Don Whittington	"Precious Metal"		DNF (a)

- (a) After running in the second position for over half of the race, Whittington had to pull out on the fifth lap with a very rough engine caused, apparently, by spark plug problems.

NOTE: Obviously, the "Bump" System which had been used for the last couple of years in this class at Reno was used again in 1981.

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
6	#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, "Galloping 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 (a)
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.