

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		DNB (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
7	#69	Mac McClain	"Jeannie"		DNF

(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) 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 Dilley	"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
7	#49	Bill Harrison	"Boomer II"		DNF
8	#69	Mac McClain	"Jeannie"		DNS

(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 $\frac{1}{4}$ % 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 Dille	"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.