

Arena Truck (A Main)

Round# 4

Top Qualifier is Broome, Michael 9/5:31.589 (Rnd 3)

Timing and Scoring by www.RCScoringPro.com

Race# **1**

02/27/10 Club Race

54306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Broome, Michael	1	3	32	20:10.233	35.511		35.731	36.049	36.552	1
	Shuman, Ed	2	5	31	20:33.796	36.694		37.021	37.545	38.171	3
	Strickland, Phillip	3	1	30	20:37.310	36.145		37.403	38.023	39.142	2
	Laird, David	4	4	29	20:24.933	36.688		38.343	39.012	40.372	4
	Riemer, Michael	5	2	17	15:03.948	38.457		39.163	40.322		5

Car#	1	2	3	4	5	6	7	8	9	10
	Strickland	Riemer	Broome	Laird	Shuman					
1.	4/41.839 29/20:13.3	3/37.813 32/20:09.9	1/32.321 38/20:28.1	5/44.912 27/20:12.5	2/36.905 33/20:18.0	—	—	—	—	—
2.	4/41.923 29/20:14.5	2/39.278 32/20:33.4	1/38.405 34/20:02.4	5/39.200 29/20:19.5	3/42.359 31/20:28.5	—	—	—	—	—
3.	3/37.374 30/20:11.4	2/43.010 30/20:01.0	1/35.511 34/20:04.0	5/43.168 29/20:30.3	4/43.687 30/20:29.5	—	—	—	—	—
4.	3/39.621 30/20:05.6	2/38.699 31/20:30.7	1/35.823 34/20:07.5	5/39.392 29/20:08.3	4/37.986 30/20:07.0	—	—	—	—	—
5.	3/37.976 31/20:32.1	2/39.502 31/20:29.4	1/36.186 34/20:12.0	5/46.603 29/20:37.0	4/38.379 31/20:35.7	—	—	—	—	—
6.	2/38.913 31/20:27.8	3/40.038 31/20:31.4	1/35.670 34/20:12.2	5/41.012 29/20:29.0	4/40.955 30/20:01.3	—	—	—	—	—
7.	4/45.241 30/20:12.3	2/40.041 31/20:32.8	1/38.878 34/20:27.8	5/38.389 29/20:12.5	3/42.217 30/20:10.6	—	—	—	—	—
8.	4/38.991 30/20:07.0	2/39.881 31/20:33.2	1/36.046 34/20:27.5	5/36.688 30/20:35.1	3/36.694 31/20:36.8	—	—	—	—	—
9.	4/42.907 30/20:15.9	3/38.457 31/20:28.7	1/38.107 34/20:35.1	5/39.738 30/20:30.3	2/37.411 31/20:28.2	—	—	—	—	—
10.	4/41.025 30/20:17.4	3/45.282 30/20:06.0	1/43.985 33/20:24.0	5/43.206 30/20:36.9	2/38.999 31/20:26.3	—	—	—	—	—
11.	4/48.027 30/20:37.7	3/42.456 30/20:12.1	1/38.481 33/20:28.2	5/49.661 29/20:17.9	2/38.721 31/20:23.9	—	—	—	—	—
12.	4/38.176 30/20:30.0	3/46.970 30/20:28.5	1/36.690 33/20:26.7	5/41.465 29/20:16.6	2/39.316 31/20:23.5	—	—	—	—	—
13.	3/43.426 30/20:35.6	4/45.148 30/20:38.2	1/37.555 33/20:27.7	5/48.527 29/20:31.2	2/49.904 30/20:08.1	—	—	—	—	—
14.	3/38.420 30/20:29.7	5/236.036 22/20:14.1	1/35.607 33/20:23.9	4/40.756 29/20:27.7	2/37.280 30/20:01.7	—	—	—	—	—
15.	3/37.704 30/20:23.1	5/42.553 23/20:49.9	1/36.513 33/20:22.7	4/41.123 29/20:25.4	2/38.438 31/20:38.4	—	—	—	—	—
16.	3/36.145 30/20:14.4	5/46.469 23/20:38.5	1/37.319 33/20:23.2	4/47.033 29/20:34.0	2/37.020 31/20:32.7	—	—	—	—	—
17.	3/39.910 30/20:13.4	5/42.315 23/20:22.9	1/37.304 33/20:23.7	4/40.992 29/20:31.4	2/38.705 31/20:30.8	—	—	—	—	—
18.	3/44.681 30/20:20.5	—	1/36.678 33/20:22.9	4/38.973 29/20:25.7	2/36.702 31/20:25.6	—	—	—	—	—
19.	3/49.264 30/20:34.0	—	1/46.291 32/20:01.4	4/43.466 29/20:27.6	2/38.121 31/20:23.3	—	—	—	—	—
20.	3/37.818 30/20:29.0	—	1/37.611 32/20:01.5	4/49.668 29/20:38.2	2/37.771 31/20:20.7	—	—	—	—	—
21.	3/41.759 30/20:30.2	—	1/36.484 33/20:37.4	4/38.467 29/20:32.4	2/46.628 31/20:31.4	—	—	—	—	—
22.	3/38.813 30/20:27.2	—	1/36.729 33/20:36.2	4/39.442 29/20:28.3	2/40.128 31/20:32.0	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	Strickland	Riemer	Broome	Laird	Shuman					
23.	3/38.925 30/20:24.6	—	1/38.512 32/20:00.2	4/41.702 29/20:27.5	2/38.511 31/20:30.3	—	—	—	—	—
24.	3/38.976 30/20:22.3	—	1/45.004 32/20:10.2	4/42.936 29/20:28.2	2/38.410 31/20:28.6	—	—	—	—	—
25.	3/38.892 30/20:20.1	—	1/36.472 32/20:08.5	4/44.423 29/20:30.6	2/44.190 31/20:34.3	—	—	—	—	—
26.	3/46.738 30/20:27.0	—	1/36.173 32/20:06.5	4/40.534 29/20:28.5	2/38.085 31/20:32.2	—	—	—	—	—
27.	3/40.289 30/20:26.4	—	1/37.315 32/20:06.1	4/42.265 29/20:28.4	2/41.487 31/20:34.2	—	—	—	—	—
28.	3/41.189 30/20:26.7	—	1/43.021 32/20:12.2	4/41.892 29/20:27.9	2/38.689 31/20:33.0	—	—	—	—	—
29.	3/44.401 30/20:30.3	—	1/37.411 32/20:11.6	4/39.300 29/20:24.9	2/41.923 31/20:35.3	—	—	—	—	—
30.	3/47.947 30/20:37.3	—	1/36.949 32/20:10.7	—	2/39.492 31/20:34.9	—	—	—	—	—
31.	—	—	1/38.580 32/20:11.4	—	2/38.683 31/20:33.7	—	—	—	—	—
32.	—	—	1/36.602 32/20:10.2	—	—	—	—	—	—	—

2WD Short Course Truck (A Main)

Round# 4

Top Qualifier is Holt, Michael 7/5:26.778 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **2**

02/27/10 Club Race

54306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Burkey, Mitchell	1	6	13	10:01.893	43.719		43.968	44.668		5
	Holt, Michael	2	5	13	10:05.896	44.217	4.003	45.151	46.338		1
	Owen, Jason	3	1	13	10:33.871	44.587	31.978	45.962	47.734		3
	Broome, Michael	4	7	13	10:37.234	45.255	35.341	45.808	47.358		6
	Lamb, Mark	5	4	13	10:42.992	44.525	41.099	45.749	48.569		4
	Howard, Chat	6	3	10	10:30.903	49.549		52.749			2
	Strickland, Phillip	7	2	7	8:00.619	51.427		64.574			7

Car#	1	2	3	4	5	6	7	8	9	10
	Owen	Strickland	Howard	Lamb	Holt	Burkey	Broome			
1.	6/51.425 12/10:17.0	7/66.000 10/11:00.0	2/48.917 13/10:35.9	3/49.841 13/10:47.9	1/44.073 14/10:16.9	5/51.035 12/10:12.3	4/50.748 12/10:09.0	—	—	—
2.	3/50.446 12/10:11.2	7/51.427 11/10:45.8	6/56.374 12/10:31.7	4/52.913 12/10:16.5	1/48.952 13/10:04.6	5/53.846 12/10:29.2	2/50.063 12/10:04.8	—	—	—
3.	4/50.630 12/10:10.0	7/55.761 11/10:35.0	6/56.293 12/10:46.3	2/45.100 13/10:40.6	1/48.731 13/10:14.2	3/45.441 12/10:01.2	5/59.220 12/10:40.1	—	—	—
4.	4/52.534 12/10:15.0	7/82.981 10/10:40.4	6/54.841 12/10:49.2	2/46.995 13/10:33.2	1/48.866 13/10:19.5	3/50.333 12/10:01.9	5/53.691 12/10:41.1	—	—	—
5.	4/45.342 12/10:00.9	7/91.750 9/10:26.2	6/77.291 11/10:46.1	2/46.134 13/10:26.5	1/47.594 13/10:19.3	3/44.325 13/10:36.9	5/48.542 12/10:29.4	—	—	—
6.	4/45.707 13/10:41.5	6/70.902 9/10:28.2	7/128.281 9/10:33.0	3/54.544 13/10:40.3	1/46.462 13/10:16.8	2/45.200 13/10:28.7	5/45.655 12/10:15.8	—	—	—
7.	4/51.146 13/10:44.8	7/61.798 9/10:17.9	6/52.768 9/10:10.4	3/45.992 13/10:34.2	1/44.217 13/10:10.7	2/43.719 13/10:20.0	5/47.095 12/10:08.5	—	—	—
8.	3/44.587 13/10:36.7	—	6/49.549 10/10:55.3	4/51.860 13/10:39.2	1/45.974 13/10:09.1	2/43.759 13/10:13.6	5/49.045 12/10:06.0	—	—	—
9.	3/46.954 13/10:33.7	—	6/54.840 10/10:43.5	4/50.895 13/10:41.7	1/44.798 13/10:06.1	2/45.057 13/10:10.5	5/46.250 12/10:00.4	—	—	—
10.	3/47.220 13/10:31.7	—	6/51.749 10/10:30.8	4/44.525 13/10:35.4	1/45.379 13/10:04.5	2/43.802 13/10:06.4	5/45.255 13/10:44.2	—	—	—
11.	3/47.289 13/10:30.2	—	—	4/51.419 13/10:38.4	1/45.569 13/10:03.4	2/44.464 13/10:03.8	5/45.623 13/10:39.5	—	—	—
12.	3/48.018 13/10:29.7	—	—	5/51.632 13/10:41.1	2/49.491 13/10:06.7	1/44.237 13/10:01.4	4/46.259 13/10:36.4	—	—	—
13.	3/52.573 13/10:33.8	—	—	5/51.142 13/10:42.9	2/45.790 13/10:05.8	1/46.675 13/10:01.8	4/49.788 13/10:37.2	—	—	—

Buggy (A Main)

Round# 4

Top Qualifier is Smith, Tim 9/5:09.612 (Rnd 3)

Timing and Scoring by www.RCScoringPro.com

Race# **3**

02/27/10 Club Race

54306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Smith, Tim	1	5	34	20:06.719	32.991		33.286	33.520	33.878	1
	Sanders, David	2	7	31	20:05.074	35.275		35.731	36.310	37.174	4
	Owen, Jason	3	1	31	20:12.856	35.475	7.782	36.044	36.531	37.554	6
	Burkey, Mitchell	4	6	30	19:23.499	33.596		33.798	34.085	34.750	2
	Sookkasem, Tone	5	3	29	20:18.562	36.592		36.858	37.363	38.116	3
	Howard, Chat	6	2	0							5
	Hatton, Ryan	7	4	0							7

Car#	1	2	3	4	5	6	7	8	9	10
	Owen	Howard	Sookkasem	Hatton	Smith	Burkey	Sanders			
1.	3/34.167 36/20:30.1	—	5/39.027 31/20:09.9	—	2/30.750 40/20:30.0	1/30.343 40/20:13.5	4/35.676 34/20:13.1	—	—	—
2.	2/35.969 35/20:27.4	—	5/37.337 32/20:21.7	—	1/34.280 37/20:03.0	3/43.126 33/20:12.2	4/38.811 33/20:29.0	—	—	—
3.	3/38.349 34/20:29.4	—	5/37.854 32/20:18.3	—	1/37.158 36/20:26.2	2/34.205 34/20:20.2	4/37.410 33/20:30.9	—	—	—
4.	3/38.164 33/20:09.8	—	5/36.592 32/20:06.4	—	1/37.812 35/20:25.0	2/34.943 34/20:12.2	4/36.678 33/20:25.7	—	—	—
5.	3/36.269 33/20:07.2	—	5/38.632 32/20:12.4	—	1/34.274 35/20:19.8	2/35.210 34/20:09.2	4/36.263 33/20:19.9	—	—	—
6.	3/41.243 33/20:32.8	—	5/36.716 32/20:06.1	—	1/34.223 35/20:16.2	2/34.500 34/20:03.2	4/39.791 33/20:35.4	—	—	—
7.	4/41.030 32/20:12.2	—	3/37.955 32/20:07.3	—	1/34.274 35/20:13.8	2/33.797 35/20:30.6	5/41.411 32/20:16.1	—	—	—
8.	5/48.115 31/20:14.0	—	3/37.874 32/20:07.9	—	1/32.991 35/20:06.4	2/34.616 35/20:28.2	4/37.543 32/20:14.3	—	—	—
9.	5/36.276 31/20:04.1	—	4/43.424 32/20:28.1	—	1/34.194 35/20:05.3	2/35.831 35/20:31.1	3/40.712 32/20:24.1	—	—	—
10.	5/38.402 31/20:02.7	—	4/37.657 32/20:25.8	—	1/35.171 35/20:07.9	2/34.919 35/20:30.2	3/36.971 32/20:20.0	—	—	—
11.	5/36.233 32/20:34.0	—	4/39.026 32/20:27.8	—	1/35.223 35/20:10.2	2/33.599 35/20:25.2	3/36.495 32/20:15.3	—	—	—
12.	5/43.256 31/20:07.6	—	4/41.366 32/20:35.8	—	1/34.474 35/20:09.8	2/38.831 34/20:01.1	3/37.386 32/20:13.7	—	—	—
13.	4/38.041 31/20:05.4	—	5/103.259 28/20:20.6	—	1/34.476 35/20:09.6	2/39.144 34/20:11.0	3/39.606 32/20:17.8	—	—	—
14.	3/39.040 31/20:05.7	—	5/38.001 28/20:09.4	—	1/38.980 35/20:20.7	2/44.924 34/20:33.6	4/51.372 31/20:09.2	—	—	—
15.	3/37.110 31/20:02.0	—	5/39.530 28/20:02.6	—	1/34.288 35/20:19.3	2/33.961 34/20:28.4	4/38.594 31/20:08.4	—	—	—
16.	3/39.623 31/20:03.7	—	5/45.727 28/20:07.4	—	1/33.847 35/20:17.1	2/46.019 33/20:12.6	4/43.337 31/20:16.8	—	—	—
17.	3/37.573 31/20:01.4	—	5/36.700 29/20:39.6	—	1/35.902 35/20:19.4	2/35.112 33/20:09.5	4/35.275 31/20:09.6	—	—	—
18.	3/40.347 31/20:04.1	—	5/38.126 29/20:32.1	—	1/33.771 35/20:17.3	2/35.920 33/20:08.1	4/38.027 31/20:07.8	—	—	—
19.	3/37.252 31/20:01.5	—	5/49.308 29/20:42.5	—	1/33.465 35/20:14.9	2/34.193 33/20:03.9	4/37.344 31/20:05.2	—	—	—
20.	3/40.774 31/20:04.7	—	5/40.404 29/20:39.0	—	1/35.888 35/20:17.0	2/39.043 33/20:08.1	4/38.641 31/20:04.8	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	Owen	Howard	Sookkasem	Hatton	Smith	Burkey	Sanders			
21.	3/35.475 32/20:38.4	—	5/38.128 29/20:32.6	—	1/33.334 35/20:14.6	2/35.860 33/20:07.0	4/36.275 31/20:01.0	—	—	—
22.	4/45.822 31/20:09.7	—	5/36.944 29/20:25.3	—	1/33.503 35/20:12.7	2/33.596 33/20:02.5	3/38.788 31/20:01.1	—	—	—
23.	4/44.173 31/20:16.6	—	5/38.334 29/20:20.4	—	1/33.981 35/20:11.6	2/38.557 33/20:05.5	3/43.395 31/20:07.3	—	—	—
24.	3/38.909 31/20:16.2	—	5/52.200 29/20:32.6	—	1/35.640 35/20:13.1	4/110.843 31/20:28.4	2/37.025 31/20:04.9	—	—	—
25.	3/37.168 31/20:13.6	—	5/38.840 29/20:28.3	—	1/34.984 35/20:13.6	4/36.683 31/20:24.8	2/38.714 31/20:04.7	—	—	—
26.	3/36.290 31/20:10.2	—	5/40.062 29/20:25.8	—	1/67.994 34/20:22.5	4/34.528 31/20:18.8	2/43.174 31/20:09.8	—	—	—
27.	3/38.262 31/20:09.3	—	5/41.526 29/20:25.0	—	1/34.016 34/20:20.0	4/34.036 31/20:12.8	2/37.279 31/20:07.8	—	—	—
28.	4/39.402 31/20:09.8	—	5/38.112 29/20:20.7	—	1/34.361 34/20:18.2	3/34.436 31/20:07.6	2/35.417 31/20:03.9	—	—	—
29.	4/41.970 31/20:12.9	—	5/39.901 29/20:18.5	—	1/33.460 34/20:15.4	3/37.677 31/20:06.2	2/37.924 31/20:02.9	—	—	—
30.	4/40.882 31/20:14.7	—	—	—	1/33.178 34/20:12.5	3/35.047 31/20:02.2	2/35.427 32/20:38.1	—	—	—
31.	3/37.270 31/20:12.8	—	—	—	1/33.927 34/20:10.6	—	2/44.313 31/20:05.0	—	—	—
32.	—	—	—	—	1/33.723 34/20:08.6	—	—	—	—	—
33.	—	—	—	—	1/34.506 34/20:07.5	—	—	—	—	—
34.	—	—	—	—	1/34.671 34/20:06.7	—	—	—	—	—