

Open Short Course Truck (A Main)

Round# 4

Top Qualifier is Burkey, Mitchell 10/6:10.952 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **2**

Club Race 6/18/11

54306

| Sponsor | Driver Name | Pos | Car# | Laps | Race Time | Fast Lap | Behind | Average | | | Q# |
|---------|------------------|-----|------|------|-----------|----------|--------|---------|--------|--------|----|
| | | | | | | | | Top 5 | Top 10 | Top 20 | |
| | Broome, Michael | 1 | 6 | 16 | 10:38.798 | 37.748 | | 38.192 | 39.134 | | 3 |
| | Swagert, Donny | 2 | 2 | 15 | 10:19.314 | 38.956 | | 40.115 | 41.120 | | 4 |
| | Yagalla, Tom | 3 | 3 | 12 | 10:29.547 | 45.338 | | 48.659 | 52.776 | | 6 |
| | Burkey, Mitchell | 4 | 5 | 11 | 9:04.299 | 34.586 | | 36.024 | | | 1 |
| | Fraley, Patrick | 5 | 1 | 11 | 10:03.200 | 39.726 | 58.901 | 42.044 | | | 2 |
| | White, Mickey | 6 | 4 | 0 | | | | | | | 5 |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|------------|------------|------------|-------|------------|------------|-----|-----|-----|-----|
| | Fraley | Swagert | Yagalla | White | Burkey | Broome | | | | |
| 1. | 3/26.197 | 4/29.389 | 5/30.334 | | 1/23.814 | 2/24.931 | | | | |
| | 23/10:02.6 | 21/10:17.1 | 20/10:06.5 | --- | 26/10:19.0 | 25/10:23.2 | --- | --- | --- | --- |
| 2. | 2/41.207 | 3/45.430 | 5/49.858 | | 1/36.080 | 4/51.164 | | | | |
| | 18/10:06.6 | 17/10:35.9 | 15/10:01.4 | --- | 21/10:28.8 | 16/10:08.7 | --- | --- | --- | --- |
| 3. | 1/47.694 | 2/41.063 | 4/51.960 | | 5/185.043 | 3/42.148 | | | | |
| | 16/10:13.8 | 16/10:18.0 | 14/10:16.7 | --- | 8/10:53.1 | 16/10:30.6 | --- | --- | --- | --- |
| 4. | 3/47.664 | 2/42.083 | 4/48.934 | | 5/36.131 | 1/38.226 | | | | |
| | 15/10:10.3 | 16/10:31.8 | 14/10:33.8 | --- | 9/10:32.4 | 16/10:25.8 | --- | --- | --- | --- |
| 5. | 3/45.929 | 2/44.495 | 4/57.911 | | 5/37.758 | 1/37.781 | | | | |
| | 15/10:26.0 | 15/10:07.3 | 13/10:21.3 | --- | 10/10:37.6 | 16/10:21.6 | --- | --- | --- | --- |
| 6. | 3/39.726 | 2/45.538 | 4/71.455 | | 5/40.726 | 1/42.577 | | | | |
| | 15/10:21.0 | 15/10:20.0 | 12/10:20.8 | --- | 11/10:59.1 | 16/10:31.5 | --- | --- | --- | --- |
| 7. | 3/52.686 | 2/41.691 | 4/50.697 | | 5/39.088 | 1/41.248 | | | | |
| | 14/10:02.2 | 15/10:20.7 | 12/10:19.1 | --- | 11/10:26.4 | 16/10:35.5 | --- | --- | --- | --- |
| 8. | 3/42.936 | 2/38.956 | 4/45.338 | | 5/34.586 | 1/38.783 | | | | |
| | 14/10:02.0 | 15/10:16.1 | 12/10:09.7 | --- | 12/10:49.8 | 16/10:33.7 | --- | --- | --- | --- |
| 9. | 3/51.168 | 2/43.266 | 5/68.507 | | 4/35.737 | 1/37.748 | | | | |
| | 14/10:14.7 | 15/10:19.8 | 12/10:33.3 | --- | 12/10:25.2 | 16/10:30.4 | --- | --- | --- | --- |
| 10. | 5/167.570 | 2/39.998 | 4/55.387 | | 3/37.586 | 1/38.421 | | | | |
| | 11/10:19.0 | 15/10:17.8 | 12/10:36.4 | --- | 12/10:07.8 | 16/10:28.8 | --- | --- | --- | --- |
| 11. | 5/40.423 | 2/39.638 | 4/50.601 | | 3/37.750 | 1/39.685 | | | | |
| | 11/10:03.2 | 15/10:15.7 | 12/10:33.7 | --- | 13/10:43.2 | 16/10:29.3 | --- | --- | --- | --- |
| 12. | | 2/40.921 | 3/48.565 | | | 1/41.412 | | | | |
| | | 15/10:15.5 | 12/10:29.5 | --- | | 16/10:32.1 | --- | --- | --- | --- |
| 13. | | 2/42.221 | | | | 1/41.010 | | | | |
| | | 15/10:16.9 | | | | 16/10:34.0 | | | | |
| 14. | | 2/43.145 | | | | 1/45.224 | | | | |
| | | 15/10:19.1 | | | | 15/10:00.3 | | | | |
| 15. | | 2/41.480 | | | | 1/38.909 | | | | |
| | | 15/10:19.3 | | | | 16/10:39.2 | | | | |
| 16. | | | | | | 1/39.531 | | | | |
| | | | | | | 16/10:38.7 | | | | |

Nitro Buggy (A Main)

Round# 4

Top Qualifier is Smith, Tim 10/5:21.481 (Rnd 3)

Timing and Scoring by www.RCScoringPro.com

Race# **3**

Club Race 6/18/11

54306

| Sponsor | Driver Name | Pos | Car# | Laps | Race Time | Fast Lap | Behind | Average | | | Q# |
|---------|-------------------------|-----|------|------|-----------|----------|--------|---------|--------|--------|----|
| | | | | | | | | Top 5 | Top 10 | Top 20 | |
| | Smith, Tim | 1 | 3 | 37 | 20:06.993 | 30.665 | | 30.932 | 31.148 | 31.441 | 1 |
| | Sookkasem, Tone | 2 | 2 | 33 | 20:24.354 | 34.007 | | 34.544 | 34.940 | 35.438 | 5 |
| | Yarborough, Christopher | 3 | 4 | 30 | 17:58.512 | 33.111 | | 33.663 | 34.045 | 35.054 | 4 |
| | Sanders, David | 4 | 6 | 23 | 14:07.183 | 34.740 | | 34.939 | 35.410 | 36.879 | 3 |
| | Kraus, Cathy | 5 | 1 | 22 | 15:08.814 | 37.708 | | 38.028 | 39.124 | 41.607 | 6 |
| | Lupo, Rob | 6 | 5 | 17 | 11:26.416 | 31.936 | | 32.847 | 35.091 | | 2 |
| | Burkey, Mitchell | 7 | 7 | 0 | | | | | | | 7 |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------|---|---|----|
| | Kraus | Sookkasem | Smith | Yarborough | Lupo | Sanders | Burkey | | | |
| 1. | 5/24.958 49/20:23.0 | 2/22.942 53/20:15.8 | 1/19.670 62/20:19.5 | 6/25.695 47/20:07.8 | 4/24.052 50/20:02.5 | 3/23.958 51/20:21.9 | — | — | — | — |
| 2. | 6/41.471 37/20:28.9 | 3/35.569 42/20:28.7 | 1/31.859 47/20:10.9 | 5/34.298 41/20:29.7 | 2/32.555 43/20:17.1 | 4/35.432 41/20:17.4 | — | — | — | — |
| 3. | 6/37.912 35/20:17.2 | 2/34.533 39/20:09.5 | 1/30.665 44/20:05.4 | 4/34.512 39/20:28.5 | 5/39.653 38/20:19.2 | 3/34.740 39/20:23.6 | — | — | — | — |
| 4. | 6/39.144 34/20:19.6 | 2/34.899 38/20:15.4 | 1/30.894 43/20:15.7 | 4/39.792 36/20:08.7 | 5/39.592 36/20:22.6 | 3/37.148 37/20:14.3 | — | — | — | — |
| 5. | 6/41.661 33/20:21.9 | 2/34.843 37/20:04.6 | 1/34.325 41/20:08.7 | 4/34.580 36/20:15.9 | 5/35.770 35/20:01.3 | 3/34.999 37/20:30.4 | — | — | — | — |
| 6. | 6/38.072 33/20:27.7 | 2/34.007 37/20:13.5 | 1/33.058 40/20:03.1 | 3/34.291 36/20:19.0 | 5/35.673 35/20:09.1 | 4/38.358 36/20:27.7 | — | — | — | — |
| 7. | 6/42.222 32/20:13.4 | 2/36.962 36/20:02.1 | 1/35.219 39/20:01.7 | 3/34.096 36/20:20.1 | 5/43.802 34/20:19.6 | 4/41.162 35/20:29.0 | — | — | — | — |
| 8. | 6/44.123 32/20:38.2 | 2/35.932 36/20:13.6 | 1/32.303 39/20:08.9 | 3/33.630 36/20:19.0 | 5/31.936 34/20:02.8 | 4/36.809 34/20:01.0 | — | — | — | — |
| 9. | 6/50.836 30/20:01.3 | 2/37.187 36/20:27.4 | 1/33.847 39/20:21.3 | 3/37.375 36/20:33.0 | 4/33.420 35/20:30.6 | 5/38.949 34/20:14.7 | — | — | — | — |
| 10. | 6/40.524 30/20:02.7 | 2/34.475 36/20:28.8 | 1/31.560 39/20:22.2 | 3/40.039 35/20:19.0 | 5/41.676 34/20:17.6 | 4/34.749 34/20:11.4 | — | — | — | — |
| 11. | 6/48.408 30/20:25.4 | 2/35.711 36/20:34.0 | 1/33.328 39/20:29.3 | 3/36.483 35/20:24.3 | 5/44.720 33/20:08.5 | 4/37.420 34/20:16.9 | — | — | — | — |
| 12. | 5/39.796 30/20:22.8 | 3/54.236 34/20:22.0 | 1/30.848 39/20:27.1 | 2/34.452 35/20:22.7 | 6/97.250 29/20:08.5 | 4/42.596 34/20:36.2 | — | — | — | — |
| 13. | 5/37.708 30/20:15.7 | 3/36.374 34/20:23.1 | 1/31.285 39/20:26.5 | 2/34.894 35/20:22.6 | 6/33.155 30/20:30.5 | 4/35.275 34/20:33.4 | — | — | — | — |
| 14. | 5/38.217 30/20:10.8 | 3/34.863 34/20:20.4 | 1/32.027 39/20:28.1 | 2/35.506 35/20:24.0 | 6/41.909 30/20:32.4 | 4/36.047 34/20:32.8 | — | — | — | — |
| 15. | 5/41.298 30/20:12.7 | 4/42.758 34/20:35.9 | 1/40.821 38/20:20.3 | 2/36.131 35/20:26.7 | 6/42.100 30/20:34.5 | 3/35.710 34/20:31.5 | — | — | — | — |
| 16. | 5/40.522 30/20:12.8 | 4/35.568 34/20:34.3 | 1/31.298 38/20:18.3 | 2/35.169 35/20:27.0 | 6/35.986 30/20:24.8 | 3/36.295 34/20:31.7 | — | — | — | — |
| 17. | 6/45.564 30/20:21.9 | 4/35.872 34/20:33.4 | 1/31.365 38/20:16.8 | 2/36.666 35/20:30.3 | 5/33.167 30/20:11.3 | 3/35.954 34/20:31.2 | — | — | — | — |
| 18. | 5/41.231 30/20:22.7 | 4/36.265 34/20:33.4 | 1/31.211 38/20:15.1 | 2/33.922 35/20:27.9 | — | 3/36.341 34/20:31.4 | — | — | — | — |
| 19. | 5/51.716 30/20:40.0 | 3/35.409 34/20:31.8 | 1/31.442 38/20:14.0 | 2/37.591 35/20:32.5 | — | 4/41.363 33/20:04.1 | — | — | — | — |
| 20. | 5/38.232 30/20:35.4 | 3/37.515 34/20:34.0 | 1/31.607 38/20:13.3 | 2/35.712 35/20:33.4 | — | 4/36.263 33/20:03.7 | — | — | — | — |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|------------------------|------------------------|------------------------|------------------------|------|------------------------|--------|---|---|----|
| | Kraus | Sookkasem | Smith | Yarborough | Lupo | Sanders | Burkey | | | |
| 21. | 5/41.113 30/20:35.3 | 4/48.460 33/20:16.8 | 1/31.043 38/20:11.7 | 2/39.124 34/20:04.5 | — | 3/39.629 33/20:08.7 | — | — | — | — |
| 22. | 5/44.086 30/20:39.2 | 3/36.235 33/20:15.9 | 1/31.470 38/20:11.0 | 2/40.705 34/20:12.6 | — | 4/43.056 33/20:18.3 | — | — | — | — |
| 23. | — | 3/35.321 33/20:13.7 | 1/31.425 38/20:10.3 | 2/33.111 34/20:08.8 | — | 4/34.930 33/20:15.5 | — | — | — | — |
| 24. | — | 3/41.380 33/20:20.0 | 1/40.123 38/20:23.4 | 2/36.947 34/20:10.8 | — | — | — | — | — | — |
| 25. | — | 3/37.233 33/20:20.4 | 1/34.326 38/20:26.6 | 2/40.217 34/20:17.1 | — | — | — | — | — | — |
| 26. | — | 3/44.219 33/20:29.5 | 1/31.868 38/20:26.0 | 2/37.321 34/20:19.1 | — | — | — | — | — | — |
| 27. | — | 3/36.311 33/20:28.4 | 1/33.129 38/20:27.2 | 2/33.558 34/20:16.2 | — | — | — | — | — | — |
| 28. | — | 3/36.945 33/20:28.0 | 1/41.691 37/20:07.4 | 2/36.178 34/20:16.7 | — | — | — | — | — | — |
| 29. | — | 3/35.485 33/20:26.1 | 1/31.887 37/20:06.4 | 2/39.576 34/20:21.1 | — | — | — | — | — | — |
| 30. | — | 3/36.007 33/20:24.8 | 1/31.465 37/20:05.0 | 2/36.941 34/20:22.3 | — | — | — | — | — | — |
| 31. | — | 2/35.577 33/20:23.2 | 1/31.836 37/20:04.1 | — | — | — | — | — | — | — |
| 32. | — | 2/35.886 33/20:22.0 | 1/33.314 37/20:05.0 | — | — | — | — | — | — | — |
| 33. | — | 2/39.375 33/20:24.3 | 1/32.989 37/20:05.5 | — | — | — | — | — | — | — |
| 34. | — | — | 1/32.616 37/20:05.5 | — | — | — | — | — | — | — |
| 35. | — | — | 1/34.076 37/20:07.1 | — | — | — | — | — | — | — |
| 36. | — | — | 1/31.768 37/20:06.2 | — | — | — | — | — | — | — |
| 37. | — | — | 1/33.335 37/20:06.9 | — | — | — | — | — | — | — |

2WD Short Course Truck (A Main)

Round# 4

Top Qualifier is Burkey, Mitchell 9/6:29.195 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **4**

Club Race 6/18/11

54306

| Sponsor | Driver Name | Pos | Car# | Laps | Race Time | Fast Lap | Behind | Average | | | Q# |
|---------|------------------|-----|------|------|-----------|----------|--------|---------|--------|--------|----|
| | | | | | | | | Top 5 | Top 10 | Top 20 | |
| | Burkey, Mitchell | 1 | 8 | 15 | 10:29.524 | 38.565 | | 39.376 | 40.152 | | 1 |
| | Simmons, Eric | 2 | 3 | 14 | 10:02.323 | 40.114 | | 41.493 | 42.748 | | 3 |
| | Sanders, David | 3 | 7 | 14 | 10:24.948 | 39.994 | 22.625 | 42.146 | 44.418 | | 9 |
| | White, Mickey | 4 | 6 | 13 | 10:12.093 | 43.396 | | 44.467 | 47.044 | | 2 |
| | Johns, Michael | 5 | 5 | 13 | 10:42.644 | 45.809 | 30.551 | 47.254 | 49.673 | | 5 |
| | Yagalla, Tom | 6 | 4 | 12 | 10:33.972 | 46.813 | | 49.499 | 52.757 | | 8 |
| | Swagert, Donny | 7 | 2 | 10 | 8:29.115 | 43.572 | | 46.899 | | | 6 |
| | Fraley, Patrick | 8 | 1 | 10 | 10:38.382 | 46.629 | 29.267 | 53.226 | | | 7 |
| | Laird, David | 9 | 9 | 0 | | | | | | | 4 |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-------|----|
| | Fraley | Swagert | Simmons | Yagalla | Johns | White | Sanders | Burkey | Laird | |
| 1. | 8/48.204 13/10:26.6 | 5/35.938 17/10:10.9 | 3/32.955 19/10:26.0 | 7/40.958 15/10:14.3 | 1/29.294 21/10:15.0 | 4/33.706 18/10:06.7 | 2/30.033 20/10:00.6 | 6/38.056 16/10:08.9 | | |
| 2. | 8/139.778 7/10:57.9 | 2/45.778 15/10:12.8 | 3/49.532 15/10:18.6 | 7/65.448 12/10:38.4 | 5/59.122 14/10:18.9 | 4/50.252 15/10:29.6 | 1/47.707 16/10:21.9 | 6/50.706 14/10:21.3 | | |
| 3. | 8/64.334 8/11:12.8 | 4/53.278 14/10:29.9 | 1/43.301 15/10:28.9 | 7/56.093 12/10:50.0 | 6/49.562 14/10:43.9 | 5/53.630 14/10:42.0 | 2/50.378 15/10:40.6 | 3/42.347 14/10:11.8 | | |
| 4. | 8/55.920 8/10:16.4 | 4/43.925 14/10:26.2 | 1/41.393 15/10:26.9 | 7/54.799 12/10:51.9 | 6/56.867 13/10:33.2 | 5/44.284 14/10:36.5 | 3/45.034 14/10:06.0 | 2/40.252 15/10:42.6 | | |
| 5. | 8/53.512 9/10:51.1 | 4/43.572 14/10:22.9 | 2/43.611 15/10:32.3 | 7/49.308 12/10:39.8 | 6/46.845 13/10:28.3 | 5/47.873 14/10:43.2 | 3/42.024 14/10:02.5 | 1/38.565 15/10:29.7 | | |
| 6. | 8/60.910 9/10:33.9 | 4/50.735 14/10:37.5 | 2/42.287 15/10:32.7 | 7/51.919 12/10:37.0 | 6/45.809 13/10:22.9 | 5/44.966 14/10:40.9 | 3/40.807 15/10:39.9 | 1/39.132 15/10:22.6 | | |
| 7. | 8/58.506 9/10:18.6 | 4/50.486 13/10:01.1 | 2/44.074 15/10:36.7 | 7/55.220 12/10:40.7 | 6/50.306 13/10:27.3 | 5/54.313 13/10:11.0 | 3/49.276 14/10:10.5 | 1/45.335 15/10:30.8 | | |
| 8. | 8/59.027 9/10:07.7 | 5/60.388 13/10:24.1 | 2/47.405 14/10:02.9 | 7/46.813 12/10:30.8 | 6/57.499 13/10:42.3 | 4/49.012 13/10:14.3 | 3/39.994 14/10:04.1 | 1/40.045 15/10:27.0 | | |
| 9. | 8/46.629 10/10:52.0 | 5/50.845 13/10:28.2 | 2/44.451 14/10:05.1 | 7/49.326 12/10:26.5 | 6/45.914 13/10:37.3 | 4/44.861 13/10:10.8 | 3/49.291 14/10:13.7 | 1/47.442 15/10:36.4 | | |
| 10. | 8/51.562 10/10:38.3 | 6/74.170 12/10:10.9 | 2/42.709 14/10:04.4 | 7/57.449 12/10:32.7 | 5/50.711 13/10:39.5 | 4/44.827 13/10:08.0 | 3/43.273 14/10:12.9 | 1/46.460 15/10:42.5 | | |
| 11. | | | 2/44.572 14/10:06.1 | 6/50.127 12/10:29.9 | 5/52.856 13/10:43.8 | 4/50.602 13/10:12.5 | 3/46.574 14/10:16.4 | 1/39.265 15/10:37.6 | | |
| 12. | | | 2/44.955 14/10:08.1 | 6/56.512 12/10:33.9 | 5/49.718 13/10:44.0 | 4/43.396 13/10:08.5 | 3/44.865 14/10:17.4 | 1/39.872 15/10:34.3 | | |
| 13. | | | 2/40.964 14/10:05.4 | | 5/48.141 13/10:42.6 | 4/50.371 13/10:12.0 | 3/44.630 14/10:18.0 | 1/41.735 15/10:33.7 | | |
| 14. | | | 2/40.114 14/10:02.3 | | | | 3/51.062 14/10:24.9 | 1/40.048 15/10:31.3 | | |
| 15. | | | | | | | | 1/40.264 15/10:29.5 | | |