

TRUCKS (A Main)

Round# 4

Top Qualifier is David Popham 50/5:47.514 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **2**

SUPER SERIES RACE #4 Sept 12, 2009

382824

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average Top 5	Top 10	Top 20	Q#
	Jim Dispennette	1	3	150	19:03.794	6.139		6.161	6.177	6.202	3
	Allen Johnson	2	2	150	19:06.814	6.260	3.020	6.280	6.298	6.313	2
	David Popham	3	1	145	19:05.273	6.129		6.149	6.178	6.225	1
	Bob Claussen	4	4	27	3:31.115	6.890		6.954	7.044	7.171	4

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Allen Johnson	Jim Dispennette	Bob Claussen						
1.	1/11.788 1/0:11.7	2/12.080 1/0:12.0	3/12.383 1/0:12.3	4/12.552 1/0:12.5	—	—	—	—	—	—
2.	1/6.901 1/0:09.3	2/6.849 1/0:09.4	3/6.789 1/0:09.5	4/7.285 1/0:09.9	—	—	—	—	—	—
3.	2/6.883 1/0:08.5	1/6.557 1/0:08.4	3/6.516 1/0:08.5	4/7.306 1/0:09.0	—	—	—	—	—	—
4.	3/7.102 1/0:08.1	1/6.665 1/0:08.0	2/6.734 1/0:08.1	4/7.052 1/0:08.5	—	—	—	—	—	—
5.	3/6.749 1/0:07.8	1/6.535 1/0:07.7	2/6.449 1/0:07.7	4/7.305 1/0:08.3	—	—	—	—	—	—
6.	3/6.465 1/0:07.6	1/6.554 1/0:07.5	2/6.485 1/0:07.5	4/7.122 1/0:08.1	—	—	—	—	—	—
7.	3/6.597 1/0:07.4	1/6.681 1/0:07.4	2/6.719 1/0:07.4	4/7.396 1/0:08.0	—	—	—	—	—	—
8.	3/6.595 1/0:07.3	2/6.845 1/0:07.3	1/6.470 1/0:07.3	4/7.316 1/0:07.9	—	—	—	—	—	—
9.	3/6.519 1/0:07.2	2/6.488 1/0:07.2	1/6.386 1/0:07.2	4/7.071 1/0:07.8	—	—	—	—	—	—
10.	3/6.595 1/0:07.2	2/6.405 1/0:07.1	1/6.444 1/0:07.1	4/8.533 1/0:07.8	—	—	—	—	—	—
11.	3/6.427 1/0:07.1	2/6.399 1/0:07.0	1/6.401 1/0:07.0	4/7.330 1/0:07.8	—	—	—	—	—	—
12.	3/6.693 1/0:07.1	2/6.370 1/0:07.0	1/6.285 1/0:07.0	4/7.317 1/0:07.7	—	—	—	—	—	—
13.	3/6.522 1/0:07.0	2/6.526 1/0:06.9	1/6.313 1/0:06.9	4/7.263 1/0:07.7	—	—	—	—	—	—
14.	3/6.583 1/0:07.0	2/6.330 1/0:06.9	1/6.347 1/0:06.9	4/7.355 1/0:07.7	—	—	—	—	—	—
15.	3/7.190 1/0:07.0	2/6.372 1/0:06.9	1/6.263 1/0:06.8	4/7.282 1/0:07.6	—	—	—	—	—	—
16.	3/7.570 1/0:07.0	2/6.515 1/0:06.8	1/6.298 1/0:06.8	4/7.717 1/0:07.7	—	—	—	—	—	—
17.	3/6.904 1/0:07.0	2/6.363 1/0:06.8	1/6.270 1/0:06.7	4/7.233 1/0:07.6	—	—	—	—	—	—
18.	3/7.432 1/0:07.0	2/6.350 1/0:06.8	1/6.649 1/0:06.7	4/7.203 1/0:07.6	—	—	—	—	—	—
19.	3/6.709 1/0:07.0	2/6.570 1/0:06.8	1/6.342 1/0:06.7	4/6.890 1/0:07.6	—	—	—	—	—	—
20.	3/6.774 1/0:07.0	2/6.829 1/0:06.8	1/6.269 1/0:06.7	4/7.220 1/0:07.5	—	—	—	—	—	—
21.	3/6.806 1/0:07.0	2/6.547 1/0:06.8	1/6.386 1/0:06.7	4/7.026 1/0:07.5	—	—	—	—	—	—
22.	3/6.892 1/0:07.0	2/6.395 1/0:06.7	1/6.461 1/0:06.7	4/6.929 1/0:07.5	—	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Allen Johnson	Jim Dispenette	Bob Claussen						
23.	3/6.755 1/0:07.0	2/6.492 1/0:06.7	1/6.619 1/0:06.7	4/8.550 1/0:07.5	—	—	—	—	—	—
24.	3/10.675 1/0:07.1	2/6.396 1/0:06.7	1/6.395 1/0:06.6	4/15.531 1/0:07.9	—	—	—	—	—	—
25.	3/16.982 1/0:07.5	2/9.297 1/0:06.8	1/8.606 1/0:06.7	4/6.963 1/0:07.8	—	—	—	—	—	—
26.	3/7.021 1/0:07.5	2/17.393 1/0:07.2	1/19.100 1/0:07.2	4/6.962 1/0:07.8	—	—	—	—	—	—
27.	3/6.556 1/0:07.5	2/6.628 1/0:07.2	1/6.467 1/0:07.2	4/7.406 1/0:07.8	—	—	—	—	—	—
28.	3/6.770 1/0:07.4	2/6.431 1/0:07.2	1/6.300 1/0:07.1	—	—	—	—	—	—	—
29.	3/6.733 1/0:07.4	2/6.346 1/0:07.1	1/6.351 1/0:07.1	—	—	—	—	—	—	—
30.	3/9.708 1/0:07.5	2/6.510 1/0:07.1	1/6.383 1/0:07.1	—	—	—	—	—	—	—
31.	3/12.700 1/0:07.6	2/10.264 1/0:07.2	1/9.969 1/0:07.2	—	—	—	—	—	—	—
32.	3/6.618 1/0:07.6	2/13.210 1/0:07.4	1/14.014 1/0:07.4	—	—	—	—	—	—	—
33.	3/6.365 1/0:07.6	2/6.667 1/0:07.4	1/6.418 1/0:07.4	—	—	—	—	—	—	—
34.	3/6.455 1/0:07.5	2/6.411 1/0:07.3	1/6.544 1/0:07.3	—	—	—	—	—	—	—
35.	3/6.502 1/0:07.5	2/6.406 1/0:07.3	1/6.346 1/0:07.3	—	—	—	—	—	—	—
36.	3/6.336 1/0:07.5	2/6.398 1/0:07.3	1/6.297 1/0:07.3	—	—	—	—	—	—	—
37.	3/6.456 1/0:07.4	2/6.391 1/0:07.3	1/6.311 1/0:07.2	—	—	—	—	—	—	—
38.	3/6.491 1/0:07.4	2/6.388 1/0:07.2	1/6.383 1/0:07.2	—	—	—	—	—	—	—
39.	3/6.295 1/0:07.4	2/6.364 1/0:07.2	1/6.323 1/0:07.2	—	—	—	—	—	—	—
40.	3/6.236 1/0:07.4	2/6.279 1/0:07.2	1/6.232 1/0:07.2	—	—	—	—	—	—	—
41.	3/6.573 1/0:07.3	2/6.455 1/0:07.2	1/6.380 1/0:07.1	—	—	—	—	—	—	—
42.	3/6.666 1/0:07.3	2/6.320 1/0:07.1	1/6.505 1/0:07.1	—	—	—	—	—	—	—
43.	3/6.457 1/0:07.3	2/6.340 1/0:07.1	1/6.262 1/0:07.1	—	—	—	—	—	—	—
44.	3/6.581 1/0:07.3	2/6.407 1/0:07.1	1/6.380 1/0:07.1	—	—	—	—	—	—	—
45.	3/6.192 1/0:07.3	2/6.280 1/0:07.1	1/6.323 1/0:07.1	—	—	—	—	—	—	—
46.	3/6.280 1/0:07.2	2/6.355 1/0:07.1	1/6.453 1/0:07.1	—	—	—	—	—	—	—
47.	3/6.426 1/0:07.2	2/6.569 1/0:07.1	1/6.385 1/0:07.0	—	—	—	—	—	—	—
48.	3/6.129 1/0:07.2	2/6.319 1/0:07.0	1/6.274 1/0:07.0	—	—	—	—	—	—	—
49.	3/6.887 1/0:07.2	2/6.317 1/0:07.0	1/6.272 1/0:07.0	—	—	—	—	—	—	—
50.	3/17.740 1/0:07.4	2/15.597 1/0:07.2	1/6.793 1/0:07.0	—	—	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Allen Johnson	Jim Dispenette	Bob Claussen						
51.	3/11.420 1/0:07.5	2/11.251 1/0:07.3	1/18.956 1/0:07.2	—	—	—	—	—	—	—
52.	3/6.572 1/0:07.5	2/10.290 1/0:07.3	1/11.802 1/0:07.3	—	—	—	—	—	—	—
53.	3/8.058 1/0:07.5	2/6.588 1/0:07.3	1/6.459 1/0:07.3	—	—	—	—	—	—	—
54.	3/12.445 1/0:07.6	2/6.416 1/0:07.3	1/6.306 1/0:07.3	—	—	—	—	—	—	—
55.	3/12.074 1/0:07.6	2/13.213 1/0:07.4	1/13.396 1/0:07.4	—	—	—	—	—	—	—
56.	3/6.676 1/0:07.6	2/12.333 1/0:07.5	1/12.578 1/0:07.5	—	—	—	—	—	—	—
57.	3/6.556 1/0:07.6	2/6.587 1/0:07.5	1/6.392 1/0:07.5	—	—	—	—	—	—	—
58.	3/6.668 1/0:07.6	2/6.464 1/0:07.5	1/6.291 1/0:07.4	—	—	—	—	—	—	—
59.	3/6.501 1/0:07.6	2/6.371 1/0:07.4	1/6.278 1/0:07.4	—	—	—	—	—	—	—
60.	3/6.374 1/0:07.5	2/6.399 1/0:07.4	1/6.302 1/0:07.4	—	—	—	—	—	—	—
61.	3/6.358 1/0:07.5	2/6.495 1/0:07.4	1/6.343 1/0:07.4	—	—	—	—	—	—	—
62.	3/6.633 1/0:07.5	2/6.560 1/0:07.4	1/6.402 1/0:07.4	—	—	—	—	—	—	—
63.	3/6.724 1/0:07.5	2/6.506 1/0:07.4	1/6.446 1/0:07.4	—	—	—	—	—	—	—
64.	3/6.357 1/0:07.5	2/6.429 1/0:07.4	1/6.227 1/0:07.3	—	—	—	—	—	—	—
65.	3/6.520 1/0:07.5	2/7.125 1/0:07.4	1/6.288 1/0:07.3	—	—	—	—	—	—	—
66.	3/6.764 1/0:07.4	2/6.574 1/0:07.3	1/6.272 1/0:07.3	—	—	—	—	—	—	—
67.	3/6.701 1/0:07.4	2/6.347 1/0:07.3	1/6.262 1/0:07.3	—	—	—	—	—	—	—
68.	3/6.521 1/0:07.4	2/6.322 1/0:07.3	1/6.386 1/0:07.3	—	—	—	—	—	—	—
69.	3/6.219 1/0:07.4	2/6.338 1/0:07.3	1/6.371 1/0:07.3	—	—	—	—	—	—	—
70.	3/6.277 1/0:07.4	2/6.412 1/0:07.3	1/6.406 1/0:07.2	—	—	—	—	—	—	—
71.	3/6.149 1/0:07.4	2/6.331 1/0:07.3	1/6.342 1/0:07.2	—	—	—	—	—	—	—
72.	3/6.209 1/0:07.4	2/6.299 1/0:07.3	1/6.335 1/0:07.2	—	—	—	—	—	—	—
73.	3/6.414 1/0:07.3	2/6.354 1/0:07.2	1/6.249 1/0:07.2	—	—	—	—	—	—	—
74.	3/56.985 1/0:08.0	2/6.345 1/0:07.2	1/6.347 1/0:07.2	—	—	—	—	—	—	—
75.	3/13.319 1/0:08.1	2/56.425 1/0:07.9	1/58.675 1/0:07.9	—	—	—	—	—	—	—
76.	3/6.646 1/0:08.1	2/14.265 1/0:08.0	1/14.244 1/0:08.0	—	—	—	—	—	—	—
77.	3/7.830 1/0:08.1	2/6.483 1/0:07.9	1/6.469 1/0:07.9	—	—	—	—	—	—	—
78.	3/16.239 1/0:08.2	2/11.016 1/0:08.0	1/8.239 1/0:07.9	—	—	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Allen Johnson	Jim Dispenette	Bob Claussen						
79.	3/7.068 1/0:08.1	2/13.686 1/0:08.1	1/16.441 1/0:08.1	—	—	—	—	—	—	—
80.	3/6.681 1/0:08.1	2/6.717 1/0:08.0	1/6.424 1/0:08.0	—	—	—	—	—	—	—
81.	3/6.924 1/0:08.1	2/6.674 1/0:08.0	1/6.304 1/0:08.0	—	—	—	—	—	—	—
82.	3/6.644 1/0:08.1	2/6.327 1/0:08.0	1/6.245 1/0:08.0	—	—	—	—	—	—	—
83.	3/6.334 1/0:08.1	2/6.428 1/0:08.0	1/6.415 1/0:08.0	—	—	—	—	—	—	—
84.	3/6.484 1/0:08.1	2/6.316 1/0:08.0	1/6.317 1/0:07.9	—	—	—	—	—	—	—
85.	3/6.303 1/0:08.0	2/6.367 1/0:07.9	1/6.251 1/0:07.9	—	—	—	—	—	—	—
86.	3/6.382 1/0:08.0	2/6.284 1/0:07.9	1/6.174 1/0:07.9	—	—	—	—	—	—	—
87.	3/6.230 1/0:08.0	2/6.481 1/0:07.9	1/6.219 1/0:07.9	—	—	—	—	—	—	—
88.	3/6.240 1/0:08.0	2/6.327 1/0:07.9	1/6.169 1/0:07.9	—	—	—	—	—	—	—
89.	3/6.270 1/0:08.0	2/6.435 1/0:07.9	1/6.274 1/0:07.8	—	—	—	—	—	—	—
90.	3/6.185 1/0:07.9	2/6.423 1/0:07.9	1/6.335 1/0:07.8	—	—	—	—	—	—	—
91.	3/6.242 1/0:07.9	2/6.260 1/0:07.8	1/6.209 1/0:07.8	—	—	—	—	—	—	—
92.	3/9.199 1/0:07.9	2/9.519 1/0:07.9	1/6.222 1/0:07.8	—	—	—	—	—	—	—
93.	3/14.509 1/0:08.0	2/7.974 1/0:07.9	1/9.386 1/0:07.8	—	—	—	—	—	—	—
94.	3/6.626 1/0:08.0	2/13.460 1/0:07.9	1/16.735 1/0:07.9	—	—	—	—	—	—	—
95.	3/6.365 1/0:08.0	2/6.677 1/0:07.9	1/6.462 1/0:07.9	—	—	—	—	—	—	—
96.	3/8.931 1/0:08.0	2/6.556 1/0:07.9	1/6.329 1/0:07.9	—	—	—	—	—	—	—
97.	3/7.368 1/0:08.0	2/6.708 1/0:07.9	1/6.205 1/0:07.9	—	—	—	—	—	—	—
98.	3/6.723 1/0:08.0	2/6.561 1/0:07.9	1/6.257 1/0:07.8	—	—	—	—	—	—	—
99.	3/6.831 1/0:07.9	2/6.389 1/0:07.8	1/6.227 1/0:07.8	—	—	—	—	—	—	—
100	3/9.778 1/0:08.0	2/11.704 1/0:07.9	1/6.272 1/0:07.8	—	—	—	—	—	—	—
101	3/6.796 1/0:07.9	2/8.082 1/0:07.9	1/15.042 1/0:07.9	—	—	—	—	—	—	—
102	3/9.695 1/0:08.0	2/6.562 1/0:07.9	1/6.323 1/0:07.9	—	—	—	—	—	—	—
103	3/15.999 1/0:08.0	2/10.490 1/0:07.9	1/7.035 1/0:07.9	—	—	—	—	—	—	—
104	3/11.266 1/0:08.1	2/13.873 1/0:08.0	1/17.432 1/0:07.9	—	—	—	—	—	—	—
105	3/7.096 1/0:08.1	2/12.029 1/0:08.0	1/12.581 1/0:08.0	—	—	—	—	—	—	—
106	3/6.921 1/0:08.0	2/6.643 1/0:08.0	1/6.262 1/0:08.0	—	—	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Allen Johnson	Jim Dispenette	Bob Claussen						
107	3/6.618 1/0:08.0	2/6.518 1/0:08.0	1/6.241 1/0:08.0	—	—	—	—	—	—	—
108	3/6.595 1/0:08.0	2/6.444 1/0:07.9	1/6.271 1/0:07.9	—	—	—	—	—	—	—
109	3/6.851 1/0:08.0	2/6.525 1/0:07.9	1/6.150 1/0:07.9	—	—	—	—	—	—	—
110	3/6.467 1/0:08.0	2/7.236 1/0:07.9	1/6.406 1/0:07.9	—	—	—	—	—	—	—
111	3/6.375 1/0:08.0	2/6.604 1/0:07.9	1/6.433 1/0:07.9	—	—	—	—	—	—	—
112	3/6.540 1/0:08.0	2/6.490 1/0:07.9	1/6.388 1/0:07.9	—	—	—	—	—	—	—
113	3/6.329 1/0:08.0	2/6.433 1/0:07.9	1/6.294 1/0:07.9	—	—	—	—	—	—	—
114	3/6.138 1/0:07.9	2/6.435 1/0:07.9	1/6.275 1/0:07.9	—	—	—	—	—	—	—
115	3/6.176 1/0:07.9	2/6.357 1/0:07.9	1/6.263 1/0:07.8	—	—	—	—	—	—	—
116	3/6.574 1/0:07.9	2/6.321 1/0:07.8	1/6.320 1/0:07.8	—	—	—	—	—	—	—
117	3/6.498 1/0:07.9	2/6.338 1/0:07.8	1/6.512 1/0:07.8	—	—	—	—	—	—	—
118	3/7.713 1/0:07.9	2/6.563 1/0:07.8	1/6.258 1/0:07.8	—	—	—	—	—	—	—
119	3/6.980 1/0:07.9	2/6.468 1/0:07.8	1/6.139 1/0:07.8	—	—	—	—	—	—	—
120	3/6.480 1/0:07.9	2/6.338 1/0:07.8	1/6.325 1/0:07.8	—	—	—	—	—	—	—
121	3/6.357 1/0:07.9	2/6.458 1/0:07.8	1/6.177 1/0:07.8	—	—	—	—	—	—	—
122	3/6.322 1/0:07.8	2/6.347 1/0:07.8	1/6.275 1/0:07.7	—	—	—	—	—	—	—
123	3/6.371 1/0:07.8	2/6.390 1/0:07.8	1/6.495 1/0:07.7	—	—	—	—	—	—	—
124	3/6.251 1/0:07.8	2/6.336 1/0:07.8	1/6.235 1/0:07.7	—	—	—	—	—	—	—
125	3/6.154 1/0:07.8	2/6.344 1/0:07.7	1/6.431 1/0:07.7	—	—	—	—	—	—	—
126	3/6.322 1/0:07.8	2/6.969 1/0:07.7	1/6.258 1/0:07.7	—	—	—	—	—	—	—
127	3/6.376 1/0:07.8	2/6.580 1/0:07.7	1/6.194 1/0:07.7	—	—	—	—	—	—	—
128	3/6.365 1/0:07.8	2/6.717 1/0:07.7	1/6.302 1/0:07.7	—	—	—	—	—	—	—
129	3/6.788 1/0:07.8	2/6.442 1/0:07.7	1/6.399 1/0:07.7	—	—	—	—	—	—	—
130	3/7.001 1/0:07.8	2/6.513 1/0:07.7	1/6.171 1/0:07.7	—	—	—	—	—	—	—
131	3/6.586 1/0:07.8	2/6.339 1/0:07.7	1/6.395 1/0:07.6	—	—	—	—	—	—	—
132	3/6.557 1/0:07.7	2/6.312 1/0:07.7	1/6.263 1/0:07.6	—	—	—	—	—	—	—
133	3/17.726 1/0:07.8	2/6.386 1/0:07.7	1/6.219 1/0:07.6	—	—	—	—	—	—	—
134	3/16.789 1/0:07.9	2/6.477 1/0:07.7	1/6.236 1/0:07.6	—	—	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Allen Johnson	Jim Dispenette	Bob Claussen						
135	3/7.159 1/0:07.9	2/9.810 1/0:07.7	1/6.187 1/0:07.6	—	—	—	—	—	—	—
136	3/6.739 1/0:07.9	2/8.328 1/0:07.7	1/12.167 1/0:07.6	—	—	—	—	—	—	—
137	3/6.548 1/0:07.9	2/11.458 1/0:07.7	1/16.815 1/0:07.7	—	—	—	—	—	—	—
138	3/6.512 1/0:07.8	2/6.415 1/0:07.7	1/6.346 1/0:07.7	—	—	—	—	—	—	—
139	3/6.627 1/0:07.8	2/6.399 1/0:07.7	1/6.386 1/0:07.7	—	—	—	—	—	—	—
140	3/6.540 1/0:07.8	2/6.348 1/0:07.7	1/6.239 1/0:07.7	—	—	—	—	—	—	—
141	3/14.247 1/0:07.9	2/6.494 1/0:07.7	1/6.268 1/0:07.7	—	—	—	—	—	—	—
142	3/6.744 1/0:07.9	2/6.443 1/0:07.7	1/6.243 1/0:07.6	—	—	—	—	—	—	—
143	3/6.375 1/0:07.9	2/7.138 1/0:07.7	1/6.202 1/0:07.6	—	—	—	—	—	—	—
144	3/8.089 1/0:07.9	2/6.558 1/0:07.6	1/6.387 1/0:07.6	—	—	—	—	—	—	—
145	3/6.814 1/0:07.8	2/6.311 1/0:07.6	1/6.330 1/0:07.6	—	—	—	—	—	—	—
146	— —	2/6.629 1/0:07.6	1/6.237 1/0:07.6	—	—	—	—	—	—	—
147	— —	2/6.538 1/0:07.6	1/6.303 1/0:07.6	—	—	—	—	—	—	—
148	— —	2/6.408 1/0:07.6	1/6.280 1/0:07.6	—	—	—	—	—	—	—
149	— —	2/6.517 1/0:07.6	1/6.314 1/0:07.6	—	—	—	—	—	—	—
150	— —	2/6.395 1/0:07.6	1/6.411 1/0:07.6	—	—	—	—	—	—	—