

TRUCKS (A Main)

Round# 4

Top Qualifier is Eddie McCray 50/5:49.158 (Rnd 3)

Timing and Scoring by www.RCScoringPro.com

Race# **2**

SUPER SERIES RACE #3 July 25,2009

382824

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average Top 5	Top 10	Top 20	Q#
	Allen Johnson	1	4	150	19:57.562	6.040		6.049	6.056	6.067	4
	Bob Claussen	2	3	142	19:59.834	6.329		6.385	6.409	6.442	3
	Eddie McCray	3	2	141	20:01.966	6.226		6.253	6.271	6.292	2
	David Popham	4	1	13	1:33.415	6.562		6.617	6.737		1

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Eddie McCray	Bob Claussen	Allen Johnson						
1.	1/11.933	2/12.222	3/12.354	4/12.633						
	1/0:11.9	1/0:12.2	1/0:12.3	1/0:12.6						
2.	1/6.971	2/6.965	3/7.010	4/6.975						
	1/0:09.4	1/0:09.5	1/0:09.6	1/0:09.8						
3.	1/6.710	2/6.707	3/6.715	4/6.688						
	1/0:08.5	1/0:08.6	1/0:08.6	1/0:08.7						
4.	1/6.989	2/6.854	4/7.531	3/6.667						
	1/0:08.1	1/0:08.1	1/0:08.4	1/0:08.2						
5.	1/6.741	2/6.938	4/6.804	3/7.165						
	1/0:07.8	1/0:07.9	1/0:08.0	1/0:08.0						
6.	1/6.675	2/6.483	4/6.683	3/6.417						
	1/0:07.6	1/0:07.6	1/0:07.8	1/0:07.7						
7.	1/6.583	2/6.490	4/6.545	3/6.386						
	1/0:07.5	1/0:07.5	1/0:07.6	1/0:07.5						
8.	3/7.083	1/6.524	4/6.809	2/6.695						
	1/0:07.4	1/0:07.3	1/0:07.5	1/0:07.4						
9.	3/7.029	1/6.419	4/6.689	2/6.442						
	1/0:07.4	1/0:07.2	1/0:07.4	1/0:07.3						
10.	3/6.876	1/6.511	4/6.739	2/6.388						
	1/0:07.3	1/0:07.2	1/0:07.3	1/0:07.2						
11.	3/6.683	1/6.594	4/6.617	2/6.391						
	1/0:07.2	1/0:07.1	1/0:07.3	1/0:07.1						
12.	3/6.580	1/6.479	4/6.621	2/6.522						
	1/0:07.2	1/0:07.0	1/0:07.2	1/0:07.1						
13.	3/6.562	1/6.375	4/6.530	2/6.352						
	1/0:07.1	1/0:07.0	1/0:07.2	1/0:07.0						
14.		1/6.292	3/6.685	2/6.318						
		1/0:06.9	1/0:07.1	1/0:07.0						
15.		1/6.391	3/6.594	2/6.580						
		1/0:06.9	1/0:07.1	1/0:06.9						
16.		1/6.499	3/6.696	2/6.278						
		1/0:06.9	1/0:07.1	1/0:06.9						
17.		1/6.412	3/6.737	2/6.291						
		1/0:06.8	1/0:07.0	1/0:06.8						
18.		1/8.052	3/8.044	2/10.257						
		1/0:06.9	1/0:07.1	1/0:07.0						
19.		2/19.392	1/15.240	3/17.670						
		1/0:07.6	1/0:07.5	1/0:07.6						
20.		2/6.665	1/6.956	3/6.372						
		1/0:07.5	1/0:07.5	1/0:07.5						
21.		2/6.511	1/6.587	3/6.436						
		1/0:07.5	1/0:07.4	1/0:07.5						
22.		1/6.357	3/8.314	2/6.302						
		1/0:07.4	1/0:07.5	1/0:07.4						

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Eddie McCray	Bob Claussen	Allen Johnson						
23.		1/13.929 1/0:07.7	3/16.916 1/0:07.9	2/16.671 1/0:07.8						
24.		1/27.806 1/0:08.5	3/55.289 1/0:09.9	2/27.690 1/0:08.6						
25.		1/32.656 1/0:09.5	3/10.168 1/0:09.9	2/30.369 1/0:09.5						
26.		1/23.323 1/0:10.0	3/15.424 1/0:10.1	2/23.940 1/0:10.1						
27.		1/14.304 1/0:10.2	3/13.404 1/0:10.2	2/13.454 1/0:10.2						
28.		1/6.657 1/0:10.1	3/7.255 1/0:10.1	2/6.681 1/0:10.1						
29.		1/6.358 1/0:09.9	3/7.184 1/0:10.0	2/6.264 1/0:09.9						
30.		1/6.401 1/0:09.8	3/6.752 1/0:09.9	2/6.379 1/0:09.8						
31.		2/6.404 1/0:09.7	3/6.628 1/0:09.8	1/6.272 1/0:09.7						
32.		2/6.595 1/0:09.6	3/6.612 1/0:09.7	1/6.402 1/0:09.6						
33.		2/6.390 1/0:09.5	3/6.829 1/0:09.6	1/6.232 1/0:09.5						
34.		2/6.466 1/0:09.4	3/13.312 1/0:09.7	1/6.127 1/0:09.4						
35.		2/13.523 1/0:09.5	3/7.676 1/0:09.6	1/13.054 1/0:09.5						
36.		2/16.367 1/0:09.7	3/12.547 1/0:09.7	1/17.250 1/0:09.7						
37.		2/6.475 1/0:09.6	3/6.749 1/0:09.6	1/6.333 1/0:09.6						
38.		2/6.239 1/0:09.5	3/7.098 1/0:09.6	1/6.325 1/0:09.5						
39.		2/6.357 1/0:09.4	3/7.100 1/0:09.5	1/6.222 1/0:09.4						
40.		2/6.344 1/0:09.4	3/7.074 1/0:09.4	1/6.109 1/0:09.4						
41.		2/6.361 1/0:09.3	3/6.725 1/0:09.4	1/6.145 1/0:09.3						
42.		2/6.307 1/0:09.2	3/6.578 1/0:09.3	1/6.155 1/0:09.2						
43.		2/6.403 1/0:09.2	3/6.586 1/0:09.2	1/6.138 1/0:09.1						
44.		2/6.430 1/0:09.1	3/6.755 1/0:09.2	1/6.173 1/0:09.1						
45.		2/6.457 1/0:09.0	3/6.402 1/0:09.1	1/6.199 1/0:09.0						
46.		2/6.299 1/0:09.0	3/6.618 1/0:09.1	1/6.120 1/0:08.9						
47.		2/8.381 1/0:09.0	3/7.370 1/0:09.0	1/9.953 1/0:08.9						
48.		1/14.466 1/0:09.1	2/11.849 1/0:09.1	3/16.355 1/0:09.1						
49.		1/11.651 1/0:09.1	2/11.453 1/0:09.1	3/11.117 1/0:09.1						
50.		1/6.563 1/0:09.1	2/6.719 1/0:09.1	3/6.488 1/0:09.1						

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Eddie McCray	Bob Claussen	Allen Johnson						
51.	—	1/6.383 1/0:09.0	3/6.878 1/0:09.0	2/6.437 1/0:09.0	—	—	—	—	—	—
52.	—	1/6.314 1/0:09.0	3/6.796 1/0:09.0	2/6.755 1/0:09.0	—	—	—	—	—	—
53.	—	1/6.378 1/0:08.9	3/10.183 1/0:09.0	2/6.272 1/0:08.9	—	—	—	—	—	—
54.	—	1/6.313 1/0:08.9	3/7.156 1/0:09.0	2/6.237 1/0:08.9	—	—	—	—	—	—
55.	—	1/6.584 1/0:08.8	3/6.696 1/0:08.9	2/6.226 1/0:08.8	—	—	—	—	—	—
56.	—	1/6.618 1/0:08.8	3/6.436 1/0:08.9	2/6.191 1/0:08.8	—	—	—	—	—	—
57.	—	1/6.400 1/0:08.7	3/7.197 1/0:08.9	2/6.185 1/0:08.7	—	—	—	—	—	—
58.	—	2/6.761 1/0:08.7	3/6.808 1/0:08.8	1/6.341 1/0:08.7	—	—	—	—	—	—
59.	—	2/6.390 1/0:08.7	3/6.715 1/0:08.8	1/6.235 1/0:08.7	—	—	—	—	—	—
60.	—	2/6.393 1/0:08.6	3/6.855 1/0:08.8	1/6.178 1/0:08.6	—	—	—	—	—	—
61.	—	2/6.550 1/0:08.6	3/6.439 1/0:08.7	1/6.055 1/0:08.6	—	—	—	—	—	—
62.	—	2/6.295 1/0:08.6	3/6.554 1/0:08.7	1/6.098 1/0:08.5	—	—	—	—	—	—
63.	—	2/6.303 1/0:08.5	3/6.718 1/0:08.6	1/6.083 1/0:08.5	—	—	—	—	—	—
64.	—	2/6.350 1/0:08.5	3/6.440 1/0:08.6	1/6.086 1/0:08.5	—	—	—	—	—	—
65.	—	2/6.497 1/0:08.5	3/6.482 1/0:08.6	1/6.103 1/0:08.4	—	—	—	—	—	—
66.	—	2/6.651 1/0:08.4	3/6.410 1/0:08.5	1/6.070 1/0:08.4	—	—	—	—	—	—
67.	—	2/6.441 1/0:08.4	3/6.629 1/0:08.5	1/6.052 1/0:08.3	—	—	—	—	—	—
68.	—	2/6.350 1/0:08.4	3/6.365 1/0:08.5	1/6.089 1/0:08.3	—	—	—	—	—	—
69.	—	2/6.323 1/0:08.3	3/6.895 1/0:08.5	1/6.081 1/0:08.3	—	—	—	—	—	—
70.	—	2/6.398 1/0:08.3	3/6.424 1/0:08.4	1/6.058 1/0:08.2	—	—	—	—	—	—
71.	—	2/6.376 1/0:08.3	3/6.465 1/0:08.4	1/6.108 1/0:08.2	—	—	—	—	—	—
72.	—	2/6.324 1/0:08.2	3/6.952 1/0:08.4	1/6.201 1/0:08.2	—	—	—	—	—	—
73.	—	2/6.563 1/0:08.2	3/6.799 1/0:08.4	1/6.067 1/0:08.2	—	—	—	—	—	—
74.	—	2/6.568 1/0:08.2	3/69.885 1/0:09.2	1/6.179 1/0:08.1	—	—	—	—	—	—
75.	—	2/7.815 1/0:08.2	3/15.803 1/0:09.3	1/6.642 1/0:08.1	—	—	—	—	—	—
76.	—	2/66.190 1/0:09.0	3/7.130 1/0:09.2	1/70.875 1/0:08.9	—	—	—	—	—	—
77.	—	2/15.223 1/0:09.0	3/6.824 1/0:09.2	1/16.354 1/0:09.0	—	—	—	—	—	—
78.	—	2/6.629 1/0:09.0	3/6.601 1/0:09.2	1/7.077 1/0:09.0	—	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Eddie McCray	Bob Claussen	Allen Johnson						
79.	—	2/6.695 1/0:09.0	3/6.754 1/0:09.2	1/6.492 1/0:09.0	—	—	—	—	—	—
80.	—	2/6.529 1/0:08.9	3/6.652 1/0:09.1	1/6.422 1/0:08.9	—	—	—	—	—	—
81.	—	2/6.502 1/0:08.9	3/6.799 1/0:09.1	1/6.166 1/0:08.9	—	—	—	—	—	—
82.	—	2/6.388 1/0:08.9	3/6.521 1/0:09.1	1/6.246 1/0:08.9	—	—	—	—	—	—
83.	—	2/6.278 1/0:08.9	3/6.667 1/0:09.0	1/6.132 1/0:08.8	—	—	—	—	—	—
84.	—	2/6.452 1/0:08.8	3/6.455 1/0:09.0	1/6.125 1/0:08.8	—	—	—	—	—	—
85.	—	2/6.419 1/0:08.8	3/6.639 1/0:09.0	1/6.083 1/0:08.8	—	—	—	—	—	—
86.	—	2/6.523 1/0:08.8	3/6.647 1/0:08.9	1/6.118 1/0:08.7	—	—	—	—	—	—
87.	—	2/6.308 1/0:08.7	3/7.840 1/0:08.9	1/6.040 1/0:08.7	—	—	—	—	—	—
88.	—	2/6.407 1/0:08.7	3/10.079 1/0:08.9	1/6.145 1/0:08.7	—	—	—	—	—	—
89.	—	2/6.226 1/0:08.7	3/7.786 1/0:08.9	1/6.048 1/0:08.6	—	—	—	—	—	—
90.	—	2/6.335 1/0:08.7	3/7.502 1/0:08.9	1/6.540 1/0:08.6	—	—	—	—	—	—
91.	—	2/6.467 1/0:08.6	3/7.290 1/0:08.9	1/6.514 1/0:08.6	—	—	—	—	—	—
92.	—	2/6.340 1/0:08.6	3/7.335 1/0:08.9	1/6.116 1/0:08.6	—	—	—	—	—	—
93.	—	2/6.436 1/0:08.6	3/8.040 1/0:08.9	1/6.172 1/0:08.5	—	—	—	—	—	—
94.	—	2/6.459 1/0:08.6	3/7.694 1/0:08.9	1/6.107 1/0:08.5	—	—	—	—	—	—
95.	—	2/6.474 1/0:08.5	3/6.885 1/0:08.8	1/6.162 1/0:08.5	—	—	—	—	—	—
96.	—	2/6.390 1/0:08.5	3/6.847 1/0:08.8	1/6.147 1/0:08.5	—	—	—	—	—	—
97.	—	2/6.852 1/0:08.5	3/6.624 1/0:08.8	1/6.109 1/0:08.4	—	—	—	—	—	—
98.	—	2/6.830 1/0:08.5	3/6.470 1/0:08.8	1/6.222 1/0:08.4	—	—	—	—	—	—
99.	—	2/6.363 1/0:08.5	3/6.488 1/0:08.7	1/6.232 1/0:08.4	—	—	—	—	—	—
100	—	2/6.396 1/0:08.4	3/6.593 1/0:08.7	1/6.171 1/0:08.4	—	—	—	—	—	—
101	—	2/6.435 1/0:08.4	3/6.564 1/0:08.7	1/6.113 1/0:08.4	—	—	—	—	—	—
102	—	2/6.282 1/0:08.4	3/6.578 1/0:08.7	1/6.258 1/0:08.3	—	—	—	—	—	—
103	—	2/6.621 1/0:08.4	3/6.592 1/0:08.7	1/6.284 1/0:08.3	—	—	—	—	—	—
104	—	2/7.081 1/0:08.4	3/6.621 1/0:08.6	1/6.457 1/0:08.3	—	—	—	—	—	—
105	—	2/6.585 1/0:08.3	3/6.491 1/0:08.6	1/6.474 1/0:08.3	—	—	—	—	—	—
106	—	2/6.519 1/0:08.3	3/6.636 1/0:08.6	1/6.149 1/0:08.3	—	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Eddie McCray	Bob Claussen	Allen Johnson						
107		2/6.286 1/0:08.3	3/6.597 1/0:08.6	1/6.210 1/0:08.2						
108		2/6.503 1/0:08.3	3/7.313 1/0:08.6	1/6.130 1/0:08.2						
109		2/6.291 1/0:08.3	3/6.882 1/0:08.5	1/6.150 1/0:08.2						
110		2/6.319 1/0:08.3	3/42.667 1/0:08.9	1/6.138 1/0:08.2						
111		2/6.431 1/0:08.2	3/14.628 1/0:08.9	1/6.147 1/0:08.2						
112		2/6.565 1/0:08.2	3/7.074 1/0:08.9	1/6.083 1/0:08.1						
113		2/8.408 1/0:08.2	3/6.925 1/0:08.9	1/6.262 1/0:08.1						
114		3/91.324 1/0:09.0	2/6.877 1/0:08.9	1/6.185 1/0:08.1						
115		3/7.899 1/0:08.9	2/6.783 1/0:08.8	1/6.276 1/0:08.1						
116		3/6.325 1/0:08.9	2/6.487 1/0:08.8	1/15.904 1/0:08.2						
117		3/6.442 1/0:08.9	2/6.531 1/0:08.8	1/41.823 1/0:08.4						
118		3/6.615 1/0:08.9	2/6.598 1/0:08.8	1/6.768 1/0:08.4						
119		3/6.772 1/0:08.9	2/6.652 1/0:08.8	1/6.302 1/0:08.4						
120		3/6.328 1/0:08.8	2/6.512 1/0:08.7	1/6.215 1/0:08.4						
121		3/6.351 1/0:08.8	2/6.581 1/0:08.7	1/6.227 1/0:08.4						
122		3/6.263 1/0:08.8	2/6.585 1/0:08.7	1/6.119 1/0:08.4						
123		3/6.369 1/0:08.8	2/7.141 1/0:08.7	1/6.244 1/0:08.3						
124		3/6.325 1/0:08.8	2/6.788 1/0:08.7	1/6.131 1/0:08.3						
125		3/6.388 1/0:08.7	2/6.451 1/0:08.7	1/6.104 1/0:08.3						
126		3/6.481 1/0:08.7	2/6.643 1/0:08.6	1/6.074 1/0:08.3						
127		3/6.434 1/0:08.7	2/6.418 1/0:08.6	1/6.059 1/0:08.3						
128		3/6.428 1/0:08.7	2/6.525 1/0:08.6	1/6.071 1/0:08.2						
129		3/6.810 1/0:08.7	2/6.548 1/0:08.6	1/6.127 1/0:08.2						
130		3/6.452 1/0:08.6	2/6.648 1/0:08.6	1/6.515 1/0:08.2						
131		3/6.572 1/0:08.6	2/6.603 1/0:08.6	1/6.271 1/0:08.2						
132		3/6.541 1/0:08.6	2/6.602 1/0:08.5	1/6.148 1/0:08.2						
133		3/6.543 1/0:08.6	2/6.607 1/0:08.5	1/6.194 1/0:08.2						
134		3/6.493 1/0:08.6	2/6.514 1/0:08.5	1/6.109 1/0:08.2						

Car#	1	2	3	4	5	6	7	8	9	10
	David Popham	Eddie McCray	Bob Claussen	Allen Johnson						
135	---	3/6.448 <u>1/0:08.6</u>	2/6.455 <u>1/0:08.5</u>	1/6.106 <u>1/0:08.1</u>	---	---	---	---	---	---
136	---	3/6.457 <u>1/0:08.6</u>	2/6.504 <u>1/0:08.5</u>	1/6.049 <u>1/0:08.1</u>	---	---	---	---	---	---
137	---	3/6.632 <u>1/0:08.5</u>	2/6.542 <u>1/0:08.5</u>	1/6.192 <u>1/0:08.1</u>	---	---	---	---	---	---
138	---	3/6.396 <u>1/0:08.5</u>	2/6.955 <u>1/0:08.5</u>	1/6.436 <u>1/0:08.1</u>	---	---	---	---	---	---
139	---	3/6.428 <u>1/0:08.5</u>	2/6.565 <u>1/0:08.4</u>	1/6.276 <u>1/0:08.1</u>	---	---	---	---	---	---
140	---	3/6.373 <u>1/0:08.5</u>	2/6.426 <u>1/0:08.4</u>	1/6.123 <u>1/0:08.1</u>	---	---	---	---	---	---
141	---	3/6.258 <u>1/0:08.5</u>	2/6.682 <u>1/0:08.4</u>	1/6.112 <u>1/0:08.1</u>	---	---	---	---	---	---
142	---	---	2/6.329 <u>1/0:08.4</u>	1/6.160 <u>1/0:08.0</u>	---	---	---	---	---	---
143	---	---	---	1/6.113 <u>1/0:08.0</u>	---	---	---	---	---	---
144	---	---	---	1/6.079 <u>1/0:08.0</u>	---	---	---	---	---	---
145	---	---	---	1/6.064 <u>1/0:08.0</u>	---	---	---	---	---	---
146	---	---	---	1/6.118 <u>1/0:08.0</u>	---	---	---	---	---	---
147	---	---	---	1/6.066 <u>1/0:08.0</u>	---	---	---	---	---	---
148	---	---	---	1/6.090 <u>1/0:08.0</u>	---	---	---	---	---	---
149	---	---	---	1/6.070 <u>1/0:07.9</u>	---	---	---	---	---	---
150	---	---	---	1/6.101 <u>1/0:07.9</u>	---	---	---	---	---	---