

1-8 Electric Buggy (B Main)

+

Round **3**

Top Qualifier is Beck, Brian 1/3/6: 26.013 (Rnd 2)



1

Thanks for coming

Ser#21718 6/28/2014

| Sponsor | Driver Name | Car | Pos | Laps | Race Time | Behind | Fast | Average Top 5 | 10 | 15 | Q# |
|---------|-----------------|-----|----------|------|-----------|--------|--------|---------------|--------|----|----|
| | Lemarr, Ryan | 2 | 1 | 12 | 6:14.386 | | 29.633 | 30.112 | 30.844 | | 10 |
| | Corley, Brayden | 3 | 2 | 12 | 6:22.622 | 8.236 | 29.698 | 30.177 | 31.285 | | 11 |
| | Wilburn, Josh | 1 | 3 | 12 | 6:23.022 | 8.636 | 29.811 | 29.979 | 31.452 | | 9 |
| | Hudspeth, Shawn | 5 | 4 | 11 | 6:26.282 | | 30.955 | 32.046 | 34.553 | | 13 |
| | Woodruff, Woody | 7 | 5 | 11 | 6:36.489 | 10.207 | 32.627 | 33.374 | 35.617 | | 15 |
| | Martinez, Joe | 8 | 6 | 10 | 6:30.347 | | 32.661 | 35.255 | | | 16 |
| | Corley, Brian | 4 | 7 | 0 | | | | | | | 12 |
| | Adams, Jim | 6 | 8 | 0 | | | | | | | 14 |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|--------------------------------|--------------------------------|--------------------------------|--------|--------------------------------|-------|--------------------------------|--------------------------------|---|----|
| | Wilburn | Lemarr | Corley | Corley | Hudspeth | Adams | Woodruff | Martinez | | |
| 1. | 3/32.077 N/A | 2/31.228 N/A | 1/30.343 N/A | | 5/40.753 N/A | | 4/40.321 N/A | 6/43.456 N/A | | |
| 2. | 3/34.023 11/6:12.3 | 2/32.567 12/6:29.5 | 1/31.667 12/6:18.6 | | 4/33.400 11/6:14.7 | | 6/39.655 10/6:37.2 | 5/34.374 11/6:27.1 | | |
| 3. | 3/32.249 11/6:03.4 | 1/31.074 12/6:21.2 | 2/34.367 11/6:00.5 | | 4/33.323 11/6:14.3 | | 5/32.826 10/6:06.4 | 6/41.806 10/6:26.2 | | |
| 4. | 3/30.015 12/6:25.1 | 1/30.430 12/6:16.1 | [2/29.698] 12/6:21.3 | | 4/31.927 11/6:09.5 | | 5/34.170 10/6:00.2 | 6/43.057 9/6:01.4 | | |
| 5. | 2/30.121 12/6:19.6 | 3/34.714 12/6:25.3 | 1/30.617 12/6:17.7 | | [4/30.955] 11/6:04.7 | | 5/35.657 10/6:00.5 | [6/32.661] 10/6:25.2 | | |
| 6. | 3/33.936 12/6:24.8 | 2/29.660 12/6:19.8 | 1/30.465 12/6:15.3 | | 4/33.910 11/6:07.7 | | 5/35.846 10/6:00.9 | 6/33.870 10/6:17.8 | | |
| 7. | 3/29.987 12/6:21.0 | 2/30.862 12/6:18.2 | 1/31.247 12/6:15.1 | | 4/31.275 11/6:05.3 | | 5/35.310 10/6:00.5 | 6/45.194 10/6:29.9 | | |
| 8. | [3/29.811] 12/6:18.0 | 2/30.654 12/6:16.8 | 1/30.277 12/6:13.4 | | 4/46.236 11/6:25.0 | | [5/32.627] 11/6:31.8 | 6/37.536 10/6:28.6 | | |
| 9. | 3/36.429 12/6:24.8 | [2/29.633] 12/6:14.4 | 1/30.697 12/6:12.7 | | 4/33.412 11/6:23.7 | | 5/34.337 11/6:30.8 | 6/37.834 10/6:28.0 | | |
| 10. | 3/32.994 12/6:25.9 | 2/30.183 12/6:13.1 | 1/29.826 12/6:11.1 | | 4/32.751 11/6:22.0 | | 5/32.911 11/6:28.4 | 6/40.559 10/6:30.3 | | |
| 11. | 3/31.419 12/6:25.1 | 1/31.421 12/6:13.5 | 2/33.988 12/6:14.4 | | 4/38.340 11/6:26.2 | | 5/42.829 10/6:00.8 | | | |
| 12. | 3/29.961 12/6:23.0 | 1/31.960 12/6:14.3 | 2/39.430 12/6:22.6 | | | | | | | |

1-8 Nitro Buggy (B Main)

Top Qualifier is Green, Robert 12/6: 07.625 (Rnd 1)

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Round **3**



2

Thanks for coming

Ser#21718 6/28/2014

| Sponsor | Driver Name | Car | Pos | Laps | Race Time | Behind | Fast | Average Top 5 | 10 | 15 | Q# |
|---------|------------------|-----|----------|------|-----------|--------|--------|---------------|--------|----|----|
| | Trainer, Sean | 4 | 1 | 13 | 7:00.808 | | 30.105 | 30.648 | 31.248 | | 12 |
| | Shelton, Kevin | 1 | 2 | 13 | 7:04.500 | 3.692 | 30.079 | 30.809 | 31.701 | | 9 |
| | Wilburn, Josh | 3 | 3 | 13 | 7:05.783 | 4.975 | 30.162 | 30.735 | 31.171 | | 11 |
| | Stafford, Vaughn | 2 | 4 | 12 | 7:01.822 | | 31.322 | 32.325 | 33.630 | | 10 |
| | Zeller, Philip | 5 | 5 | 12 | 7:15.418 | 13.596 | 31.782 | 32.889 | 35.431 | | 13 |
| | Martinez, Joe | 6 | 6 | 11 | 7:27.957 | | 34.763 | 36.275 | 40.290 | | 14 |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|---|---|---|----|
| | Shelton | Stafford | Wilburn | Trainer | Zeller | Martinez | | | | |
| 1. | 2/37.533 N/A | 6/48.202 N/A | 4/44.115 N/A | 1/34.375 N/A | 3/40.388 N/A | 5/45.054 N/A | | | | |
| 2. | 2/32.291 13/7-04.9 | 5/33.346 13/7-28.3 | 3/31.418 13/7-01.0 | 1/31.984 14/7-30.1 | 4/39.468 11/7-15.1 | 6/44.811 10/7-28.3 | | | | |
| 3. | [2/30.079] 14/7-22.9 | 5/34.568 12/7-01.7 | 3/35.238 13/7-24.0 | 1/30.958 14/7-23.5 | 4/32.409 12/7-15.6 | 6/36.446 11/7-31.3 | | | | |
| 4. | 2/35.667 13/7-09.6 | 5/36.804 12/7-12.1 | 3/31.245 13/7-15.7 | 1/36.611 13/7-12.5 | 4/31.985 12/7-01.2 | 6/39.078 11/7-26.1 | | | | |
| 5. | 2/30.783 13/7-03.9 | 5/31.624 12/7-03.1 | 3/30.849 13/7-10.3 | [1/30.105] 13/7-03.3 | 4/37.613 12/7-09.4 | 6/40.264 11/7-26.5 | | | | |
| 6. | 1/31.945 13/7-03.3 | 5/33.435 12/7-01.7 | 3/31.507 13/7-08.7 | 2/37.337 13/7-15.1 | 4/32.542 12/7-03.2 | 6/36.275 11/7-18.8 | | | | |
| 7. | 2/34.290 13/7-07.6 | 5/37.317 12/7-07.8 | 3/32.333 13/7-09.2 | 1/30.461 13/7-09.2 | [4/31.782] 13/7-31.9 | [6/34.763] 11/7-11.1 | | | | |
| 8. | 2/31.027 13/7-05.1 | 5/32.740 12/7-05.0 | 3/34.718 13/7-13.7 | 1/31.094 13/7-06.1 | 4/36.727 12/7-01.4 | 6/34.815 11/7-05.7 | | | | |
| 9. | 2/32.398 13/7-05.2 | [4/31.322] 12/7-01.0 | 3/30.474 13/7-10.7 | 1/31.307 13/7-04.1 | 5/40.719 12/7-09.8 | 6/44.599 11/7-13.8 | | | | |
| 10. | 2/31.477 13/7-04.1 | 4/32.595 13/7-33.1 | [3/30.162] 13/7-08.0 | 1/32.707 13/7-04.4 | 5/37.260 12/7-12.1 | 6/49.710 11/7-25.8 | | | | |
| 11. | 2/30.680 13/7-02.2 | 4/36.519 12/7-02.4 | 3/31.533 13/7-07.4 | 1/30.621 13/7-02.1 | 5/38.799 12/7-15.6 | 6/42.142 11/7-27.9 | | | | |
| 12. | 2/33.349 13/7-03.7 | 4/33.350 12/7-01.8 | 3/31.164 13/7-06.6 | 1/32.086 13/7-01.9 | 5/35.726 12/7-15.4 | | | | | |
| 13. | 2/32.981 13/7-04.5 | | 3/31.027 13/7-05.7 | 1/31.162 13/7-00.8 | | | | | | |

Special Electric (A Main)

Top Qualifier is Lemarr, Ryan 10/6:37.059 (Rnd 2)

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Round **3**



3

Thanks for coming

Ser#21718 6/28/2014

| Sponsor | Driver Name | Car | Pos | Laps | Race Time | Behind | Fast | Average Top 5 | 10 | 15 | Q# |
|---------|--------------|-----|-----|------|-----------|--------|--------|---------------|--------|----|----|
| | Lemarr, Ryan | 7 | 1 | 12 | 7:35.504 | | 35.941 | 36.521 | 37.777 | | 1 |

2wd Short Course Truck

| | | | | | | | | | | | |
|-----------------|---|---|----|----------|--|--------|--------|--|--|--|---|
| Corley, Brayden | 4 | 1 | 10 | 7:21.682 | | 39.074 | 41.172 | | | | 2 |
| Tolley, Sam | 9 | 2 | 9 | 7:17.823 | | 44.330 | 45.698 | | | | 4 |
| Fiedler, Reagan | 5 | 3 | 8 | 7:28.802 | | 44.008 | 51.191 | | | | 3 |
| Adams, Jim | 1 | 4 | 0 | | | | | | | | 1 |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|-------|---|---|--------------------------------|-------------------------------|---|--------------------------------|---|-------------------------------|----|
| | Adams | | | Corley | Fiedler | | Lemarr | | Tolley | |
| 1. | | | | 3/45.051 N/A | 4/57.034 N/A | | 1/36.140 N/A | | 2/43.031 N/A | |
| 2. | | | | 3/48.834 9/7:15.7 | 4/50.058 9/7:37.4 | | [1/35.941] 12/7:11.4 | | 2/45.296 10/7:30.7 | |
| 3. | | | | [2/39.074] 10/7:20.6 | 4/51.144 9/7:41.8 | | 1/36.263 12/7:13.2 | | 3/52.722 9/7:15.1 | |
| 4. | | | | 2/41.372 10/7:12.8 | [4/44.008] 9/7:24.2 | | 1/37.955 12/7:20.0 | | 3/56.407 9/7:34.8 | |
| 5. | | | | 2/43.668 10/7:14.1 | 4/56.412 9/7:40.2 | | 1/37.025 12/7:20.8 | | 3/44.627 9/7:21.1 | |
| 6. | | | | 2/40.832 10/7:09.8 | 4/54.331 9/7:46.5 | | 1/40.650 12/7:29.3 | | 3/57.172 9/7:32.9 | |
| 7. | | | | 2/41.540 10/7:08.0 | 4/56.987 8/7:02.1 | | 1/36.610 12/7:27.6 | | 3/47.835 9/7:28.4 | |
| 8. | | | | 2/44.087 10/7:10.0 | 4/78.828 8/7:28.8 | | 1/40.213 12/7:32.0 | | 3/46.403 9/7:23.5 | |
| 9. | | | | 2/43.044 10/7:10.3 | | | 1/37.858 12/7:32.1 | | [3/44.330] 9/7:17.8 | |
| 10. | | | | 2/54.180 10/7:21.6 | | | 1/36.768 12/7:30.8 | | | |
| 11. | | | | | | | 1/41.592 12/7:35.0 | | | |
| 12. | | | | | | | 1/38.489 12/7:35.5 | | | |

1-8 Nitro Buggy (A Main)

Top Qualifier is Green, Robert 12/6: 07.625 (Rnd 1)

+

Round **3**



4

Thanks for coming

Ser#21718 6/28/2014

| Sponsor | Driver Name | Car | Pos | Laps | Race Time | Behind | Fast | Average Top 5 | 10 | 15 | Q# |
|---------|-----------------|-----|-----------|------|-----------|--------|--------|---------------|--------|--------|------|
| | Beck, Brian | 4 | 1 | 30 | 15:01.514 | | 28.535 | 28.776 | 28.961 | 29.148 | 4 |
| | Sharp, Keevin | 3 | 2 | 30 | 15:26.144 | 24.630 | 28.358 | 28.713 | 28.961 | 29.194 | 3 |
| | Roux, Mat | 2 | 3 | 30 | 15:30.884 | 29.370 | 29.222 | 29.358 | 29.464 | 29.589 | 2 |
| | Green, Robert | 1 | 4 | 29 | 15:27.790 | | 28.634 | 29.196 | 29.543 | 29.853 | 1 |
| | Huey, Bryce | 5 | 5 | 28 | 15:09.639 | | 28.845 | 29.620 | 29.976 | 30.371 | 5 |
| | Fiedler, Shane | 6 | 6 | 27 | 15:06.465 | | 29.488 | 30.129 | 30.711 | 31.234 | 6 |
| | Reighley, David | 7 | 7 | 27 | 15:10.943 | 4.478 | 29.723 | 30.068 | 30.552 | 30.956 | 7 |
| | Wilburn, Brian | 8 | 8 | 27 | 15:31.400 | 24.935 | 30.631 | 30.830 | 31.734 | 32.577 | 8 |
| | Trainer, Sean | 9 | 9 | 22 | 14:08.451 | | 31.247 | 32.538 | 33.621 | 35.543 | Bump |
| | Shelton, Kevin | 10 | 10 | 15 | 8:55.848 | | 30.034 | 30.813 | 32.355 | | Bump |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| | Green | Roux | Sharp | Beck | Huey | Fiedler | Reighley | Wilburn | Trainer | Shelton |
| 1. | 3/34.220 N/A | 9/43.168 N/A | 5/37.761 N/A | 1/32.227 N/A | 2/33.475 N/A | 6/39.431 N/A | 4/37.352 N/A | 8/41.888 N/A | 10/43.709 N/A | 7/40.772 N/A |
| 2. | 3/30.494 30/15:18.4 | 6/30.419 30/15:25.4 | 4/29.436 31/15:20.9 | 1/29.019 31/15:02.9 | 2/29.950 30/15:01.8 | 9/40.529 23/15:31.0 | 5/31.150 29/15:09.4 | 7/36.195 25/15:10.4 | 8/35.401 26/15:28.7 | 10/41.103 22/15:04.0 |
| 3. | 2/29.810 30/15:08.5 | 6/30.143 30/15:21.3 | 3/29.652 31/15:24.0 | 1/28.720 32/15:27.2 | 4/36.502 28/15:30.6 | 9/34.456 24/15:01.8 | 5/31.995 29/15:21.4 | 7/34.717 26/15:28.2 | 10/43.838 23/15:15.3 | 8/32.360 25/15:22.2 |
| 4. | 2/29.323 30/15:00.6 | 6/29.809 30/15:16.7 | 3/32.057 30/15:18.8 | 1/29.462 31/15:04.2 | 4/30.531 28/15:06.3 | 8/34.565 25/15:15.8 | 5/32.656 29/15:31.4 | 7/35.502 26/15:28.6 | 10/33.565 24/15:08.5 | 9/36.987 25/15:24.3 |
| 5. | [2/28.634] 31/15:21.1 | 5/29.354 30/15:11.1 | 3/28.382 30/15:04.3 | 1/30.668 31/15:16.2 | 4/30.560 29/15:26.2 | 8/31.573 26/15:21.4 | 6/35.468 28/15:23.4 | 7/30.729 27/15:33.3 | 10/40.789 24/15:26.8 | 9/42.994 24/15:23.0 |
| 6. | 2/29.921 31/15:23.3 | 5/31.629 30/15:21.0 | 3/29.119 31/15:29.6 | 1/29.974 31/15:19.2 | 4/33.023 28/15:00.5 | 8/30.625 27/15:32.5 | 6/34.235 28/15:31.0 | 7/30.979 27/15:16.1 | 10/33.873 24/15:06.0 | 9/31.573 25/15:28.8 |
| 7. | 3/34.302 30/15:16.2 | 5/30.033 30/15:19.8 | [2/28.358] 31/15:22.8 | 1/30.551 31/15:24.1 | 4/30.065 29/15:23.1 | 7/33.657 27/15:29.5 | 6/31.034 28/15:21.7 | 8/38.683 26/15:03.5 | 10/48.691 23/15:09.6 | [9/30.034] 25/15:00.9 |
| 8. | 3/32.191 30/15:23.5 | 5/32.446 30/15:29.0 | 2/30.866 31/15:28.6 | 1/29.355 31/15:22.5 | 4/30.920 29/15:19.6 | 7/31.807 27/15:20.4 | 6/31.267 28/15:16.0 | 8/34.463 26/15:03.5 | 10/44.210 23/15:24.8 | 9/30.417 26/15:17.4 |
| 9. | 3/33.698 29/15:03.5 | 5/30.185 30/15:27.7 | 2/30.344 30/15:01.3 | 1/34.051 30/15:08.7 | 4/30.658 29/15:16.1 | 7/31.830 27/15:13.8 | 6/32.289 28/15:15.1 | 8/33.703 26/15:01.1 | 10/32.014 23/15:02.7 | 9/32.606 26/15:09.7 |
| 10. | 3/30.363 29/15:01.4 | 4/30.801 30/15:28.7 | 2/35.988 30/15:21.2 | 1/28.773 30/15:04.0 | 5/37.246 28/15:01.8 | 7/29.858 27/15:02.9 | 6/32.326 28/15:14.6 | 8/31.649 27/15:27.6 | 10/42.463 23/15:11.0 | 9/35.896 26/15:12.9 |
| 11. | 3/33.210 29/15:07.6 | 4/34.679 29/15:09.7 | 2/30.158 30/15:20.4 | [1/28.535] 31/15:29.5 | 5/30.509 29/15:29.3 | 7/30.661 28/15:29.2 | [6/29.723] 28/15:07.1 | 8/37.179 26/15:01.3 | 10/36.074 23/15:03.7 | 9/31.301 26/15:03.9 |
| 12. | 3/34.056 29/15:14.9 | 4/30.384 29/15:08.3 | 2/28.748 30/15:15.9 | 1/29.014 31/15:27.1 | 5/37.594 28/15:11.1 | 7/33.184 28/15:29.8 | 6/31.995 28/15:06.5 | 9/37.903 26/15:09.3 | 10/39.328 23/15:04.2 | 8/30.738 27/15:29.5 |
| 13. | 3/31.197 29/15:14.3 | 4/29.368 29/15:04.7 | 2/29.688 30/15:14.5 | 1/30.110 31/15:27.8 | 6/33.496 28/15:13.3 | 7/31.080 28/15:25.5 | 5/30.991 28/15:03.8 | 8/37.042 26/15:14.2 | 10/50.549 23/15:25.1 | 9/48.690 26/15:25.5 |
| 14. | 3/30.173 29/15:11.6 | 4/30.273 29/15:03.6 | 2/29.917 30/15:13.8 | 1/28.871 31/15:25.5 | 6/38.282 28/15:25.1 | 7/31.693 28/15:23.2 | 5/33.980 28/15:07.8 | 8/34.650 26/15:13.7 | 10/38.901 23/15:23.1 | 9/38.739 26/15:31.9 |
| 15. | 3/30.979 29/15:10.9 | 4/39.674 29/15:21.5 | 2/29.172 30/15:11.6 | 1/30.612 31/15:27.3 | 5/29.959 28/15:19.2 | 6/32.628 28/15:23.0 | 7/60.743 27/15:28.4 | 8/30.882 26/15:06.6 | 10/33.399 23/15:12.8 | 9/31.638 26/15:24.8 |
| 16. | 3/29.511 29/15:07.5 | 4/29.639 29/15:18.3 | 2/36.731 30/15:24.4 | 1/36.328 30/15:10.0 | [5/28.845] 28/15:12.1 | 6/43.809 27/15:09.4 | 7/30.243 27/15:21.5 | 8/36.309 26/15:09.5 | 9/32.465 23/15:02.5 | |
| 17. | 2/29.901 29/15:05.2 | 4/29.609 29/15:15.4 | 3/38.711 29/15:08.0 | 1/29.752 30/15:09.1 | 5/30.535 28/15:08.7 | 6/35.033 27/15:12.0 | 7/31.313 27/15:17.1 | 8/35.287 26/15:10.4 | [9/31.247] 24/15:30.3 | |
| 18. | 3/38.751 29/15:17.8 | 4/30.888 29/15:15.0 | 2/29.112 29/15:04.8 | 1/29.339 30/15:07.5 | 5/31.896 28/15:07.9 | 6/31.308 27/15:08.5 | 7/30.738 27/15:12.4 | 8/32.824 26/15:07.6 | 9/35.638 24/15:26.4 | |
| 19. | 4/34.961 29/15:23.1 | 3/29.439 29/15:12.3 | 2/30.042 29/15:03.3 | 1/29.885 30/15:07.0 | 5/30.018 28/15:04.3 | 6/30.014 27/15:03.6 | 7/31.691 27/15:09.5 | 8/30.930 26/15:02.4 | 9/41.840 24/15:30.8 | |
| 20. | 4/31.236 29/15:22.4 | 3/29.495 29/15:10.0 | 2/29.205 29/15:00.8 | 1/29.859 30/15:06.6 | 5/29.462 28/15:00.3 | [6/29.488] 28/15:31.5 | 7/29.765 27/15:04.3 | 8/36.078 26/15:04.6 | 9/33.715 24/15:24.9 | |
| 21. | 4/29.222 29/15:18.9 | 3/30.505 29/15:09.4 | 2/30.513 29/15:00.4 | 1/29.791 30/15:06.1 | 5/29.884 29/15:29.3 | 7/39.961 27/15:07.5 | 6/30.082 27/15:00.1 | 8/33.204 26/15:03.0 | 9/41.845 24/15:29.0 | |
| 22. | 4/29.288 29/15:15.8 | 3/29.582 29/15:07.6 | 2/28.977 30/15:28.7 | 1/28.982 30/15:04.5 | 5/33.234 29/15:31.0 | 7/33.430 27/15:07.5 | 6/30.525 28/15:29.9 | 8/32.838 26/15:01.1 | 9/34.897 24/15:25.0 | |
| 23. | 4/30.051 29/15:14.0 | [3/29.222] 29/15:05.5 | 2/29.101 30/15:26.5 | 1/29.431 30/15:03.6 | 5/33.751 28/15:01.0 | 7/33.987 27/15:08.2 | 6/32.343 28/15:29.0 | 8/33.779 26/15:00.4 | | |
| 24. | 4/32.980 29/15:15.9 | 3/30.096 29/15:04.6 | 2/29.975 30/15:25.7 | 1/28.999 30/15:02.3 | 5/34.054 28/15:03.3 | 7/35.806 27/15:10.9 | 6/43.608 27/15:07.9 | 8/35.920 26/15:02.1 | | |
| 25. | 4/39.695 29/15:25.4 | 3/29.615 29/15:03.3 | 2/30.295 30/15:25.3 | 1/30.216 30/15:02.5 | 5/37.564 28/15:09.3 | 7/33.296 27/15:10.7 | 6/33.358 27/15:07.8 | [8/30.631] 27/15:32.4 | | |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------|---------|
| | Green | Roux | Sharp | Beck | Huey | Fiedler | Reighley | Wilburn | Trainer | Shelton |
| 26. | 4/36.603 29/15:30.8 | 3/30.450 29/15:03.0 | 2/34.498 30/15:29.8 | 1/30.319 30/15:02.9 | 5/32.328 28/15:09.2 | 7/30.810 27/15:07.9 | 6/31.829 27/15:06.1 | 8/34.760 27/15:32.9 | | |
| 27. | 4/30.362 29/15:29.0 | 3/29.574 29/15:01.8 | 2/29.696 30/15:28.6 | 1/29.925 30/15:02.8 | 5/33.519 28/15:10.3 | 6/31.946 27/15:06.4 | 7/38.244 27/15:10.9 | 8/32.676 27/15:31.3 | | |
| 28. | 4/29.765 29/15:26.7 | 3/29.589 29/15:00.6 | 2/29.477 30/15:27.3 | 1/29.783 30/15:02.5 | 5/31.779 28/15:09.6 | | | | | |
| 29. | 4/32.893 29/15:27.7 | 3/29.406 30/15:30.0 | 2/30.377 30/15:27.0 | 1/29.601 30/15:02.1 | | | | | | |
| 30. | | 3/31.410 29/15:00.2 | 2/29.788 30/15:26.1 | 1/29.362 30/15:01.5 | | | | | | |

1-8 Electric Buggy (A Main)

+

Round **3**

Top Qualifier is Beck, Brian 1/3/6: 26.013 (Rnd 2)



6

Thanks for coming

Ser#21718 6/28/2014

| Sponsor | Driver Name | Car | Pos | Laps | Race Time | Behind | Fast | Average Top 5 | 10 | 15 | Q# |
|---------|-----------------|-----|-----------|------|-----------|--------|--------|---------------|--------|--------|------|
| | Sharp, Keevin | 4 | 1 | 21 | 10:25.645 | | 27.567 | 28.061 | 28.522 | 28.987 | 4 |
| | Beck, Brian | 1 | 2 | 21 | 10:27.190 | 1.545 | 28.215 | 28.557 | 28.757 | 28.974 | 1 |
| | Fiedler, Shane | 6 | 3 | 20 | 10:21.975 | | 29.475 | 29.731 | 30.067 | 30.385 | 6 |
| | Layman, Chaz | 2 | 4 | 20 | 10:22.741 | 0.766 | 28.586 | 28.899 | 29.109 | 29.833 | 2 |
| | Roux, Mat | 3 | 5 | 19 | 10:01.384 | | 28.423 | 29.071 | 29.529 | 30.232 | 3 |
| | Wilburn, Brian | 8 | 6 | 18 | 10:00.449 | | 29.194 | 29.769 | 30.361 | 31.911 | 8 |
| | Lemarr, Ryan | 9 | 7 | 18 | 10:16.581 | 16.132 | 29.575 | 31.080 | 31.827 | 33.180 | Bump |
| | Shelton, Kevin | 7 | 8 | 17 | 10:27.266 | | 30.012 | 30.557 | 33.251 | 36.045 | 7 |
| | Corley, Brayden | 10 | 9 | 11 | 5:50.901 | | 29.766 | 30.067 | 31.532 | | Bump |
| | Green, Robert | 5 | 10 | 9 | 5:43.411 | | 29.250 | 31.948 | | | 5 |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| | Beck | Layman | Roux | Sharp | Green | Fiedler | Shelton | Wilburn | Lemarr | Corley |
| 1. | 1/27.266 N/A | 5/34.439 N/A | 6/34.761 N/A | 2/30.158 N/A | 7/35.211 N/A | 3/31.369 N/A | 10/40.579 N/A | 4/32.548 N/A | 9/38.706 N/A | 8/35.579 N/A |
| 2. | 1/28.282 22/10:21.2 | 4/29.032 21/10:15.0 | 6/31.228 20/10:28.1 | 2/29.375 21/10:17.5 | 10/65.292 10/10:22.8 | 3/30.845 20/10:17.3 | 8/30.761 20/10:25.0 | 5/32.761 19/10:22.2 | 9/34.233 18/10:20.6 | 7/32.857 19/10:27.0 |
| 3. | 1/28.754 22/10:26.1 | 5/34.677 19/10:07.8 | 4/29.407 20/10:10.8 | 2/29.195 21/10:15.8 | 10/41.191 12/10:20.8 | 3/30.970 20/10:18.5 | [7/30.012] 20/10:17.9 | 8/36.631 18/10:22.3 | 9/38.701 17/10:22.1 | 6/30.183 19/10:02.9 |
| 4. | 1/29.161 21/10:01.8 | 6/33.106 19/10:15.3 | 5/35.497 19/10:11.5 | 2/29.526 21/10:17.4 | 10/36.340 13/10:06.4 | 3/30.079 20/10:13.3 | 8/40.036 18/10:11.8 | 7/34.955 18/10:23.8 | 9/37.224 17/10:26.1 | 4/31.807 19/10:04.6 |
| 5. | 1/28.792 21/10:02.1 | 5/31.678 19/10:12.6 | 4/30.643 19/10:05.2 | 2/29.232 21/10:16.8 | 10/32.238 14/10:04.1 | 3/29.751 20/10:09.1 | 8/38.181 18/10:31.2 | 7/30.313 18/10:04.8 | 9/32.093 17/10:07.7 | 6/34.500 19/10:17.6 |
| 6. | 1/30.527 21/10:09.3 | 5/29.188 19/10:02.0 | 4/28.654 20/10:25.3 | 2/30.111 21/10:19.9 | [10/29.250] 15/10:07.2 | 3/30.600 20/10:09.8 | 9/36.090 17/10:00.8 | 7/42.604 18/10:35.2 | 8/30.556 18/10:26.2 | 6/31.156 19/10:13.3 |
| 7. | 1/29.231 21/10:09.7 | [5/28.586] 20/10:24.2 | [4/28.423] 20/10:16.9 | 2/28.683 21/10:17.2 | 10/41.977 15/10:09.8 | 3/30.059 20/10:08.6 | 9/46.016 17/10:30.1 | 7/31.098 18/10:22.9 | 8/37.145 18/10:33.5 | 6/29.781 19/10:06.4 |
| 8. | 2/35.120 21/10:26.8 | 5/29.430 20/10:19.9 | 4/29.587 20/10:14.0 | 1/30.560 21/10:20.6 | 10/29.923 16/10:27.0 | 3/32.632 20/10:14.7 | 9/40.338 16/10:00.7 | 7/31.210 18/10:14.3 | 8/31.704 18/10:25.5 | 6/34.668 19/10:14.0 |
| 9. | 2/29.692 21/10:26.1 | 5/29.389 20/10:16.5 | 4/29.682 20/10:12.1 | 1/29.558 21/10:20.7 | 10/31.989 16/10:13.0 | 3/31.476 20/10:16.5 | 9/30.026 17/10:23.5 | 7/31.837 18/10:09.2 | [8/29.575] 18/10:15.0 | [6/29.766] 19/10:08.7 |
| 10. | 1/29.430 21/10:25.0 | 4/29.010 20/10:13.0 | 3/30.016 20/10:11.3 | 2/33.844 20/10:00.3 | | 5/31.877 20/10:18.8 | 9/31.419 17/10:14.5 | 8/38.879 18/10:18.6 | 7/32.065 18/10:11.5 | 6/30.136 19/10:05.2 |
| 11. | 1/28.740 21/10:22.7 | 4/36.796 20/10:25.1 | 3/29.753 20/10:10.2 | 2/28.015 21/10:26.3 | | 5/36.371 20/10:29.2 | 9/30.567 17/10:06.1 | 7/30.369 18/10:11.6 | 8/33.946 18/10:12.0 | 6/30.468 19/10:03.1 |
| 12. | [1/28.215] 21/10:19.8 | 5/35.231 19/10:00.8 | 3/31.729 20/10:12.7 | 2/28.337 21/10:23.6 | | 4/30.475 20/10:27.5 | 8/35.336 17/10:06.0 | 6/30.120 18/10:05.5 | 7/41.467 18/10:23.9 | |
| 13. | 1/29.012 21/10:18.8 | 5/28.678 20/10:27.8 | 3/31.127 20/10:13.8 | 2/31.467 21/10:26.6 | | 4/29.720 20/10:24.8 | 8/46.010 17/10:20.3 | 6/30.893 18/10:01.5 | 7/34.128 18/10:23.5 | |
| 14. | 1/28.876 21/10:17.7 | 5/29.226 20/10:24.9 | 3/29.846 20/10:12.9 | [2/27.567] 21/10:23.1 | | 4/29.651 20/10:22.5 | 8/33.160 17/10:16.5 | 6/46.627 18/10:18.7 | 7/36.711 18/10:26.5 | |
| 15. | 1/28.794 21/10:16.7 | 4/31.496 20/10:25.5 | 5/41.077 20/10:27.3 | 2/31.579 21/10:25.9 | | 3/30.861 20/10:22.2 | 8/39.738 17/10:20.7 | [6/29.194] 18/10:12.3 | 7/31.508 18/10:22.8 | |
| 16. | 1/29.460 21/10:16.7 | 4/29.355 20/10:23.2 | 5/32.730 20/10:29.3 | 2/30.315 21/10:26.6 | | [3/29.475] 20/10:20.1 | 8/36.955 17/10:21.5 | 6/31.190 18/10:09.0 | 7/32.499 18/10:20.7 | |
| 17. | 1/29.233 21/10:16.4 | 4/30.139 20/10:22.2 | 5/36.569 19/10:03.9 | 2/28.306 21/10:24.7 | | 3/30.950 20/10:20.1 | 8/42.042 17/10:27.2 | 6/29.450 18/10:04.3 | 7/32.261 18/10:18.6 | |
| 18. | 1/28.942 21/10:15.8 | 4/29.199 20/10:20.3 | 5/31.372 19/10:03.7 | 2/30.074 21/10:25.1 | | 3/30.162 20/10:19.1 | | 6/29.770 18/10:00.4 | 7/32.059 18/10:16.5 | |
| 19. | 1/30.220 21/10:16.6 | 4/29.985 20/10:19.4 | 5/29.283 19/10:01.3 | 2/28.432 21/10:23.6 | | 3/30.698 20/10:18.9 | | | | |
| 20. | 1/31.728 21/10:19.0 | 4/34.101 20/10:22.7 | | 2/28.078 21/10:22.0 | | 3/33.954 20/10:21.9 | | | | |
| 21. | 2/37.715 21/10:27.1 | | | 1/33.233 21/10:25.6 | | | | | | |

4x4 Short Course Truck (A Main)⁺

Top Qualifier is Fiedler, Shane 12/6: 31.527 (Rnd 1)

Round **3**



7

Thanks for coming

Ser#21718 6/28/2014

| Sponsor | Driver Name | Car | Pos | Laps | Race Time | Behind | Fast | Average Top 5 | 10 | 15 | Q# |
|---------|-----------------|-----|-----------|------|-----------|--------|--------|---------------|--------|----|----|
| | Fiedler, Shane | 1 | 1 | 13 | 7:08.896 | | 31.755 | 31.980 | 32.329 | | 1 |
| | Woodruff, Woody | 7 | 2 | 13 | 7:33.567 | 24.671 | 31.397 | 32.640 | 33.710 | | 7 |
| | Corley, Brian | 10 | 3 | 13 | 7:33.876 | 24.980 | 31.400 | 33.380 | 34.284 | | 10 |
| | Lemarr, Ryan | 4 | 4 | 12 | 7:12.079 | | 30.871 | 32.133 | 34.537 | | 4 |
| | Wilburn, Brian | 2 | 5 | 7 | 4:10.619 | | 32.537 | 35.016 | | | 3 |
| | Wilburn, Josh | 3 | 6 | 2 | 1:13.065 | | 34.177 | | | | 2 |
| | Huey, Randy | 9 | 7 | 2 | 1:26.443 | 13.378 | 48.254 | | | | 9 |
| | Huey, Bryce | 5 | 8 | 0 | | | | | | | 5 |
| | Adams, Jim | 6 | 9 | 0 | | | | | | | 6 |
| | Corley, Brayden | 8 | 10 | 0 | | | | | | | 8 |

| Car# | 1 Fiedler | 2 Wilburn | 3 Wilburn | 4 Lemarr | 5 Huey | 6 Adams | 7 Woodruff | 8 Corley | 9 Huey | 10 Corley |
|------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|-----------|------------|--------------------------------|-------------|-------------------------------|--------------------------------|
| 1. | 2/35.012 N/A | 1/34.531 N/A | 7/38.888 N/A | 6/38.537 N/A | | | 3/35.518 N/A | | 5/38.189 N/A | 4/36.904 N/A |
| 2. | 1/33.907 13/7-21.9 | 4/37.826 12/7-30.6 | [5/34.177] 13/7-28.9 | 7/48.170 9/7-03.9 | | | 2/35.027 12/7-00.8 | | [6/48.254] 9/7-04.1 | 3/34.176 13/7-27.0 |
| 3. | 1/33.256 13/7-17.9 | 4/34.577 12/7-12.7 | | 5/35.539 11/7-37.1 | | | 2/33.921 13/7-29.2 | | | 3/35.016 13/7-32.0 |
| 4. | 2/36.686 13/7-30.4 | 4/41.006 12/7-30.3 | | 5/38.878 11/7-27.1 | | | 1/32.435 13/7-21.0 | | | 3/34.902 13/7-33.2 |
| 5. | 1/32.094 13/7-22.8 | 4/33.329 12/7-18.0 | | 5/35.036 11/7-12.5 | | | 3/40.013 12/7-04.3 | | | 2/33.735 13/7-30.3 |
| 6. | 1/32.341 13/7-18.9 | 4/36.813 12/7-18.3 | | 5/32.774 12/7-37.4 | | | 3/33.881 12/7-01.1 | | | [2/31.400] 13/7-23.0 |
| 7. | [1/31.755] 13/7-15.0 | [4/32.537] 12/7-10.6 | | [5/30.871] 12/7-24.2 | | | 3/34.819 12/7-00.6 | | | 2/34.524 13/7-24.4 |
| 8. | 1/32.303 13/7-13.3 | | | 4/39.237 12/7-27.8 | | | 3/40.932 12/7-09.9 | | | 2/35.847 13/7-27.6 |
| 9. | 1/32.074 13/7-11.6 | | | 4/31.751 12/7-20.3 | | | 3/34.483 12/7-08.0 | | | 2/33.659 13/7-26.7 |
| 10. | 1/33.397 13/7-12.0 | | | 4/31.911 12/7-14.7 | | | [3/31.397] 12/7-02.8 | | | 2/37.209 13/7-30.8 |
| 11. | 1/31.971 13/7-10.7 | | | 4/33.356 12/7-11.8 | | | 3/33.080 12/7-00.5 | | | 2/36.925 13/7-33.7 |
| 12. | 1/32.054 13/7-09.7 | | | 4/36.019 12/7-12.0 | | | 2/32.409 13/7-32.6 | | | 3/33.932 13/7-32.8 |
| 13. | 1/32.046 13/7-08.8 | | | | | | 2/35.652 13/7-33.5 | | | 3/35.647 13/7-33.8 |