

Sportsman Buggy (B Main)

Round# 3

Top Qualifier is Cooke, Brian 9/5:35.111 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **1**

2010 Colonel's Winter Classic

54306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Harnist, Jared	1	1	19	14:07.588	37.970		38.995	40.551		18
	Ogden, Taylor	2	5	19	15:35.299	42.121	87.711	43.977	45.601		23
	Young, Linda	3	2	19	16:34.731	44.537	47.143	45.983	47.125		21
	Powell, Logan	4	4	16	13:58.812	41.376		43.406	45.681		24
	Horton, Dennis	5	10	12	15:25.335	44.199		47.047	56.723		22
	Jeffery, Grady	6	6	0							13
	Wolf, Chandler	7	9	0							17
	Doyle, Kevin	8	8	0							19
	Wong, Anthony	9	7	0							20
	Hearmann, Mike	10	3	0							25

Car#	1	2	3	4	5	6	7	8	9	10
	Harnist	Young	Hearmann	Powell	Ogden	Jeffery	Wong	Doyle	Wolf	Horton
1.	3/48.230 19/15:16.3	4/48.502 19/15:21.5	—	2/45.609 20/15:12.2	1/41.307 22/15:08.8	—	—	—	—	5/50.480 18/15:08.6
2.	2/46.937 19/15:04.1	4/60.776 17/15:28.8	—	3/52.136 19/15:28.6	1/47.580 21/15:33.3	—	—	—	—	5/59.608 17/15:35.7
3.	1/40.911 20/15:07.2	4/46.945 18/15:37.3	—	3/50.447 19/15:38.5	2/50.046 20/15:26.2	—	—	—	—	5/49.484 17/15:04.2
4.	2/57.101 19/15:17.6	4/48.531 18/15:21.3	—	3/45.947 19/15:22.1	1/48.866 20/15:39.0	—	—	—	—	5/47.650 18/15:32.4
5.	1/40.376 20/15:34.2	5/48.651 18/15:12.2	—	2/46.213 19/15:13.3	3/58.184 19/15:34.7	—	—	—	—	4/44.281 18/15:05.3
6.	1/39.109 20/15:08.8	4/47.111 18/15:01.5	—	2/50.134 19/15:19.8	3/51.563 19/15:42.2	—	—	—	—	5/93.211 16/15:19.2
7.	1/45.809 20/15:09.9	4/51.201 18/15:04.4	—	2/43.513 19/15:06.5	3/52.460 18/15:00.0	—	—	—	—	5/51.136 16/15:04.8
8.	1/48.660 20/15:17.8	3/49.121 18/15:01.8	—	2/44.164 20/15:45.4	4/54.396 18/15:09.8	—	—	—	—	5/78.215 16/15:48.1
9.	1/50.302 20/15:27.6	4/58.066 18/15:17.7	—	2/60.902 19/15:26.9	3/45.612 18/15:00.0	—	—	—	—	5/49.822 16/15:31.3
10.	1/47.198 20/15:29.2	4/47.922 18/15:12.2	—	2/54.024 19/15:36.8	3/46.262 19/15:42.9	—	—	—	—	5/44.199 16/15:08.9
11.	1/43.365 20/15:23.6	4/50.601 18/15:12.1	—	3/49.818 19/15:37.7	2/42.121 19/15:29.9	—	—	—	—	5/49.620 17/15:54.6
12.	1/43.204 20/15:18.6	4/45.449 18/15:04.3	—	2/43.294 19/15:28.1	3/47.807 19/15:28.1	—	—	—	—	5/307.629 12/15:25.3
13.	1/37.970 20/15:06.4	3/46.137 19/15:48.5	—	4/118.885 17/15:22.0	2/49.809 19/15:29.5	—	—	—	—	—
14.	1/45.611 20/15:06.8	3/50.998 18/15:00.0	—	4/41.376 17/15:06.4	2/63.174 19/15:48.9	—	—	—	—	—
15.	1/42.538 20/15:03.0	3/52.411 18/15:02.9	—	4/44.685 18/15:49.3	2/45.500 19/15:43.2	—	—	—	—	—
16.	1/52.228 20/15:11.9	3/44.537 19/15:46.3	—	4/47.665 18/15:43.6	2/43.412 19/15:35.8	—	—	—	—	—
17.	1/40.519 20/15:05.9	3/46.845 19/15:43.0	—	—	2/44.618 19/15:30.6	—	—	—	—	—
18.	1/39.494 21/15:44.4	3/54.521 19/15:48.2	—	—	2/44.236 19/15:25.6	—	—	—	—	—
19.	1/38.026 21/15:36.8	3/96.406 18/15:42.3	—	—	2/58.346 19/15:35.2	—	—	—	—	—

Sportsman Buggy (B Main)

Top Qualifier is Cooke, Brian 9/5:35.111 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Round# 3

Race# 1

2010 Colonel's Winter Classic

54306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Harnist, Jared	1	1	19	14:07.588	37.970		38.995	40.551		18
	Ogden, Taylor	2	5	19	15:35.299	42.121	87.711	43.977	45.601		23
	Young, Linda	3	2	19	16:34.731	44.537	47.143	45.983	47.125		21
	Powell, Logan	4	4	16	13:58.812	41.376		43.406	45.681		24
	Horton, Dennis	5	10	12	15:25.335	44.199		47.047	56.723		22
	Jeffery, Grady	6	6	0							13
	Wolf, Chandler	7	9	0							17
	Doyle, Kevin	8	8	0							19
	Wong, Anthony	9	7	0							20
	Hearmann, Mike	10	3	0							25

Car#	1	2	3	4	5	6	7	8	9	10
	Harnist	Young	Hearmann	Powell	Ogden	Jeffery	Wong	Doyle	Wolf	Horton
1.	3/48.230 19/15:16.3	4/48.502 19/15:21.5	—	2/45.609 20/15:12.2	1/41.307 22/15:08.8	—	—	—	—	5/50.480 18/15:08.6
2.	2/46.937 19/15:04.1	4/60.776 17/15:28.8	—	3/52.136 19/15:28.6	1/47.580 21/15:33.3	—	—	—	—	5/59.608 17/15:35.7
3.	1/40.911 20/15:07.2	4/46.945 18/15:37.3	—	3/50.447 19/15:38.5	2/50.046 20/15:26.2	—	—	—	—	5/49.484 17/15:04.2
4.	2/57.101 19/15:17.6	4/48.531 18/15:21.3	—	3/45.947 19/15:22.1	1/48.866 20/15:39.0	—	—	—	—	5/47.650 18/15:32.4
5.	1/40.376 20/15:34.2	5/48.651 18/15:12.2	—	2/46.213 19/15:13.3	3/58.184 19/15:34.7	—	—	—	—	4/44.281 18/15:05.3
6.	1/39.109 20/15:08.8	4/47.111 18/15:01.5	—	2/50.134 19/15:19.8	3/51.563 19/15:42.2	—	—	—	—	5/93.211 16/15:19.2
7.	1/45.809 20/15:09.9	4/51.201 18/15:04.4	—	2/43.513 19/15:06.5	3/52.460 18/15:00.0	—	—	—	—	5/51.136 16/15:04.8
8.	1/48.660 20/15:17.8	3/49.121 18/15:01.8	—	2/44.164 20/15:45.4	4/54.396 18/15:09.8	—	—	—	—	5/78.215 16/15:48.1
9.	1/50.302 20/15:27.6	4/58.066 18/15:17.7	—	2/60.902 19/15:26.9	3/45.612 18/15:00.0	—	—	—	—	5/49.822 16/15:31.3
10.	1/47.198 20/15:29.2	4/47.922 18/15:12.2	—	2/54.024 19/15:36.8	3/46.262 19/15:42.9	—	—	—	—	5/44.199 16/15:08.9
11.	1/43.365 20/15:23.6	4/50.601 18/15:12.1	—	3/49.818 19/15:37.7	2/42.121 19/15:29.9	—	—	—	—	5/49.620 17/15:54.6
12.	1/43.204 20/15:18.6	4/45.449 18/15:04.3	—	2/43.294 19/15:28.1	3/47.807 19/15:28.1	—	—	—	—	5/307.629 12/15:25.3
13.	1/37.970 20/15:06.4	3/46.137 19/15:48.5	—	4/118.885 17/15:22.0	2/49.809 19/15:29.5	—	—	—	—	—
14.	1/45.611 20/15:06.8	3/50.998 18/15:00.0	—	4/41.376 17/15:06.4	2/63.174 19/15:48.9	—	—	—	—	—
15.	1/42.538 20/15:03.0	3/52.411 18/15:02.9	—	4/44.685 18/15:49.3	2/45.500 19/15:43.2	—	—	—	—	—
16.	1/52.228 20/15:11.9	3/44.537 19/15:46.3	—	4/47.665 18/15:43.6	2/43.412 19/15:35.8	—	—	—	—	—
17.	1/40.519 20/15:05.9	3/46.845 19/15:43.0	—	—	2/44.618 19/15:30.6	—	—	—	—	—
18.	1/39.494 21/15:44.4	3/54.521 19/15:48.2	—	—	2/44.236 19/15:25.6	—	—	—	—	—
19.	1/38.026 21/15:36.8	3/96.406 18/15:42.3	—	—	2/58.346 19/15:35.2	—	—	—	—	—

Sportsman Truggy (A Main)

Round# 3

Top Qualifier is Campbell, Shane 9/5:28.722 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **3**

2010 Colonel's Winter Classic

54306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Broome, Michael	1	7	48	30:14.875	34.727		34.922	35.093	35.686	9
	Melton, Travis	2	10	48	30:29.743	34.638	14.868	35.062	35.250	35.604	4
	Young, Charles	3	3	43	30:12.156	38.097		38.697	39.091	39.930	6
	Harnist, Josh	4	1	41	30:03.842	38.329		39.014	39.671	40.482	8
	Laird, David	5	8	40	30:25.552	37.416		39.154	39.909	41.559	10
	Riemer, Michael	6	4	37	30:08.896	37.419		37.790	38.180	39.296	7
	Simmons, Eric	7	2	16	11:54.250	37.173		38.714	39.424		5
	Campbell, Shane	8	5	0							1
	Jones, Nicholas	9	9	0							2
	Garcia, Alex	10	6	0							3
	Shuman, Ed	11	11	0							11

Car#	1	2	3	4	5	6	7	8	9	10
	Harnist	Simmons	Young	Riemer	Campbell	Garcia	Broome	Laird	Jones	Melton
1.	6/37.481	2/33.449	5/36.024	4/34.742			7/38.489	3/33.880		1/28.311
	49/30:36.5	54/30:06.3	50/30:01.0	52/30:06.4	—	—	47/30:09.0	54/30:29.5	—	64/30:11.8
2.	7/45.750	2/39.258	5/41.928	3/38.850			4/39.232	6/48.330		1/35.780
	44/30:31.0	50/30:17.7	47/30:31.8	49/30:02.9	—	—	47/30:26.4	44/30:08.6	—	57/30:26.5
3.	7/42.173	2/39.627	5/42.296	3/39.080			4/37.608	6/40.477		1/35.721
	44/30:39.2	49/30:34.7	45/30:03.7	48/30:02.7	—	—	47/30:06.8	45/30:40.3	—	55/30:29.8
4.	6/40.628	2/39.004	5/39.002	3/38.816			4/37.875	7/44.728		1/36.023
	44/30:26.3	48/30:16.0	46/30:31.3	48/30:17.8	—	—	47/30:00.0	44/30:41.6	—	54/30:33.8
5.	6/42.319	3/39.722	5/39.978	2/37.950			4/38.066	7/44.263		1/34.638
	44/30:33.4	48/30:34.1	46/30:32.9	48/30:18.6	—	—	48/30:36.1	43/30:20.4	—	53/30:06.9
6.	6/38.688	4/40.532	5/39.209	2/37.419			3/40.217	7/40.969		1/36.588
	44/30:11.6	47/30:14.1	46/30:28.0	48/30:14.8	—	—	47/30:13.3	43/30:10.6	—	53/30:29.0
7.	5/39.287	7/84.512	4/39.664	2/38.140			3/39.535	6/40.704		1/36.556
	45/30:40.6	40/30:06.2	46/30:27.5	48/30:17.1	—	—	47/30:19.7	43/30:02.0	—	52/30:09.7
8.	5/47.682	7/42.197	4/40.970	2/39.824			3/36.732	6/43.937		1/35.601
	44/30:37.0	41/30:36.2	46/30:34.6	48/30:28.9	—	—	47/30:08.0	43/30:12.9	—	52/30:14.9
9.	5/41.728	7/37.173	4/41.294	2/42.680			3/41.943	6/43.421		1/35.837
	44/30:36.9	41/30:01.5	45/30:01.8	47/30:14.7	—	—	47/30:26.2	43/30:18.9	—	52/30:20.3
10.	6/47.856	7/39.916	4/42.575	3/42.391			2/36.681	5/40.668		1/37.551
	43/30:21.4	42/30:28.6	45/30:13.2	47/30:32.4	—	—	47/30:15.9	43/30:11.9	—	52/30:33.5
11.	6/49.095	7/38.509	4/41.482	3/48.584			2/35.197	5/44.186		1/36.199
	42/30:04.8	42/30:09.4	45/30:18.0	46/30:33.6	—	—	47/30:01.2	43/30:19.9	—	51/30:02.6
12.	4/40.831	5/40.121	3/48.550	7/240.634			2/36.662	6/58.702		1/35.565
	43/30:40.1	43/30:41.9	44/30:07.5	32/30:10.9	—	—	48/30:32.9	42/30:34.9	—	51/30:03.5
13.	5/45.521	4/40.380	3/38.389	7/39.195			2/36.999	6/40.682		1/37.516
	42/30:06.1	43/30:33.7	45/30:39.3	33/30:23.4	—	—	48/30:28.5	42/30:25.2	—	51/30:12.0
14.	6/49.727	4/44.164	3/38.799	7/40.851			2/40.592	5/40.478		1/42.808
	42/30:26.3	43/30:38.4	45/30:32.6	34/30:43.6	—	—	48/30:37.1	42/30:16.2	—	50/30:02.4
15.	5/41.598	4/43.191	3/47.700	7/38.564			2/45.241	6/46.316		1/35.778
	42/30:21.0	43/30:39.6	44/30:12.3	34/30:08.1	—	—	47/30:20.6	42/30:24.8	—	50/30:01.5
16.	4/38.329	6/72.495	3/39.613	7/42.809			2/35.262	5/45.575		1/36.163
	42/30:07.8	41/30:30.2	44/30:08.0	35/30:38.6	—	—	47/30:10.4	42/30:30.4	—	50/30:01.9
17.	4/40.394		3/40.299	6/61.398			2/36.484	5/48.832		1/40.152
	42/30:01.2	—	44/30:05.9	34/30:03.8	—	—	47/30:04.8	42/30:43.4	—	50/30:14.0
18.	4/40.612		3/40.467	6/37.993			2/37.539	5/44.576		1/35.245
	43/30:38.7	—	44/30:04.5	35/30:27.6	—	—	47/30:02.5	41/30:01.0	—	50/30:11.1

Car#	1	2	3	4	5	6	7	8	9	10
	Harnist	Simmons	Young	Riemer	Campbell	Garcia	Broome	Laird	Jones	Melton
19.	4/41.059 43/30:34.8	—	3/41.931 44/30:06.7	6/41.538 35/30:07.9	—	—	2/36.491 48/30:36.2	5/39.713 42/30:35.7	—	1/41.034 50/30:23.8
20.	4/47.366 42/30:02.0	—	3/39.924 44/30:04.1	6/56.174 35/30:15.8	—	—	2/34.804 48/30:27.9	5/39.964 42/30:27.8	—	1/35.471 50/30:21.3
21.	4/52.055 42/30:20.3	—	3/43.282 44/30:08.9	6/53.065 35/30:17.8	—	—	2/35.005 48/30:20.9	5/46.639 42/30:34.0	—	1/37.072 50/30:22.8
22.	4/40.448 42/30:14.8	—	3/48.752 44/30:24.2	6/41.002 35/30:00.4	—	—	2/35.010 48/30:14.5	5/64.182 41/30:28.6	—	1/37.324 50/30:24.8
23.	4/40.166 42/30:09.2	—	3/44.112 44/30:29.3	6/40.969 36/30:35.4	—	—	2/35.736 48/30:10.2	5/38.201 41/30:17.2	—	1/37.161 50/30:26.2
24.	4/41.684 42/30:06.8	—	3/39.636 44/30:25.7	6/37.449 36/30:15.1	—	—	2/39.521 48/30:13.8	5/50.054 41/30:27.0	—	1/44.412 49/30:05.8
25.	4/47.024 42/30:13.5	—	3/43.181 44/30:28.7	6/45.092 36/30:07.5	—	—	2/35.436 48/30:09.3	5/42.101 41/30:22.9	—	1/40.985 49/30:13.9
26.	4/50.985 42/30:26.1	—	3/46.521 44/30:37.1	6/38.343 37/30:40.8	—	—	2/36.697 48/30:07.4	5/59.924 40/30:02.3	—	1/50.130 48/30:01.1
27.	4/47.728 42/30:32.7	—	3/41.718 44/30:37.0	6/43.954 37/30:32.8	—	—	2/37.972 48/30:08.0	5/47.454 40/30:05.8	—	1/37.404 48/30:00.9
28.	4/41.877 42/30:30.1	—	3/39.197 44/30:33.0	6/43.335 37/30:24.6	—	—	2/41.824 48/30:15.1	5/43.167 40/30:03.0	—	1/36.652 49/30:36.9
29.	4/40.243 42/30:25.3	—	3/41.888 44/30:33.4	6/44.973 37/30:19.1	—	—	2/35.080 48/30:10.6	5/45.738 40/30:03.9	—	1/35.439 49/30:33.4
30.	4/42.898 42/30:24.5	—	3/43.520 44/30:36.1	6/48.809 37/30:18.6	—	—	2/36.783 48/30:09.1	5/46.165 40/30:05.3	—	1/39.386 49/30:36.6
31.	4/39.344 42/30:18.9	—	3/53.212 43/30:10.3	6/38.277 37/30:05.7	—	—	2/39.280 48/30:11.5	5/65.431 40/30:31.5	—	1/43.958 48/30:09.2
32.	4/43.060 42/30:18.6	—	3/38.097 43/30:04.9	6/39.053 38/30:42.9	—	—	2/34.727 48/30:07.0	5/40.789 40/30:25.3	—	1/35.293 48/30:05.6
33.	4/69.504 41/30:07.9	—	3/41.053 43/30:03.7	6/42.023 38/30:35.4	—	—	1/37.646 48/30:07.0	5/37.416 40/30:15.3	—	2/43.195 48/30:13.7
34.	4/45.608 41/30:09.7	—	3/44.380 43/30:06.8	6/71.990 37/30:12.9	—	—	1/44.956 48/30:17.3	5/45.376 40/30:15.3	—	2/41.880 48/30:19.5
35.	4/41.223 41/30:06.3	—	3/41.771 43/30:06.5	6/60.331 37/30:24.9	—	—	1/35.918 48/30:14.7	5/49.761 40/30:20.3	—	2/36.056 48/30:16.9
36.	4/39.423 41/30:01.0	—	3/44.957 43/30:10.0	6/40.755 37/30:16.1	—	—	1/39.245 48/30:16.6	5/42.322 40/30:16.7	—	2/38.041 48/30:17.2
37.	4/46.811 41/30:04.2	—	3/43.017 43/30:11.1	6/41.844 37/30:08.9	—	—	1/36.769 48/30:15.2	5/47.385 40/30:18.9	—	2/52.662 48/30:36.4
38.	4/40.391 41/30:00.3	—	3/41.329 43/30:10.2	—	—	—	1/37.062 48/30:14.2	5/52.170 40/30:25.9	—	2/37.696 48/30:35.7
39.	4/51.481 41/30:08.2	—	3/42.261 43/30:10.3	—	—	—	1/42.016 48/30:19.4	5/43.154 40/30:23.4	—	2/36.410 48/30:33.4
40.	4/42.075 41/30:06.2	—	3/44.997 43/30:13.5	—	—	—	1/35.345 48/30:16.4	5/47.722 40/30:25.5	—	2/35.127 48/30:29.7
41.	4/41.690 41/30:03.8	—	3/44.980 43/30:16.4	—	—	—	1/36.790 48/30:15.1	—	—	2/37.223 48/30:28.7
42.	—	—	3/40.896 43/30:15.0	—	—	—	1/36.658 48/30:13.8	—	—	2/35.063 48/30:25.2
43.	—	—	3/39.305 43/30:12.1	—	—	—	1/46.656 48/30:23.7	—	—	2/42.045 48/30:29.7
44.	—	—	—	—	—	—	1/37.873 48/30:23.6	—	—	2/35.426 48/30:26.8
45.	—	—	—	—	—	—	1/36.296 48/30:21.8	—	—	2/37.292 48/30:25.9
46.	—	—	—	—	—	—	1/35.065 48/30:18.7	—	—	2/43.101 48/30:31.2

Car#	1	2	3	4	5	6	7	8	9	10
	Harnist	Simmons	Young	Riemer	Campbell	Garcia	Broome	Laird	Jones	Melton
47.	—	—	—	—	—	—	1/35.981 48/30:16.8	—	—	2/35.237 48/30:28.2
48.	—	—	—	—	—	—	1/35.879 48/30:14.8	—	—	2/39.536 48/30:29.7

Truggy (A Main)

Round# 3

Top Qualifier is Dupree, Travis 9/5:00.242 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **4**

2010 Colonel's Winter Classic

54306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Burnett, Kendall	1	4	50	30:21.314	34.210		34.604	34.802	35.114	6
	Brand, Shay	2	5	50	30:27.601	32.390	6.287	33.128	33.352	33.592	4
	Arnett, Stanley	3	9	48	30:04.973	34.004		34.192	34.338	34.633	5
	Powell, Jamey	4	2	21	12:57.775	34.146		34.679	35.173		3
	Dupree, Travis	5	1	0							1
	Smith, Jason	6	3	0							2
	Hines, Roy	7	7	0							7
	Renshaw, Jon	8	8	0							8
	Fogle, Andy	9	6	0							9

Car#	1	2	3	4	5	6	7	8	9	10
	Dupree	Powell	Smith	Burnett	Brand	Fogle	Hines	Renshaw	Arnett	
1.		4/29.196		2/26.871	3/28.641				1/26.824	
2.		62/30:10.3		67/30:00.2	63/30:04.3				68/30:23.7	
3.		4/38.673		1/35.893	2/34.521				3/37.697	
4.		54/30:32.4		58/30:20.0	57/30:00.0				56/30:06.5	
5.		4/37.967		2/37.394	1/33.838				3/37.541	
6.		52/30:34.5		54/30:02.8	56/30:10.6				53/30:03.0	
7.		4/35.458		2/35.423	1/34.540				3/38.154	
8.		51/30:01.4		54/30:30.3	55/30:08.6				52/30:22.8	
9.		4/34.146		2/35.254	1/34.302				3/34.737	
10.		52/30:24.5		53/30:10.7	55/30:24.2				52/30:19.4	
11.		3/39.688		2/34.961	1/33.400				4/41.527	
12.		51/30:28.6		53/30:17.9	55/30:26.3				50/30:04.0	
13.		4/39.300		2/36.795	1/35.106				3/35.513	
14.		50/30:17.3		52/30:02.0	54/30:07.8				51/30:35.9	
15.		4/34.947		2/36.254	1/34.583				3/35.127	
16.		50/30:08.6		52/30:12.5	54/30:15.2				51/30:30.3	
17.		4/35.688		2/36.569	1/34.389				3/34.602	
18.		50/30:05.8		52/30:22.3	54/30:19.9				51/30:23.0	
19.		4/35.399		2/34.971	1/34.702				3/35.119	
20.		50/30:02.2		52/30:22.0	54/30:25.3				51/30:19.8	
21.		4/37.870		2/36.312	1/37.407				3/36.732	
22.		50/30:10.5		52/30:28.0	53/30:08.8				51/30:24.7	
23.		4/34.693		2/36.913	1/42.102				3/34.863	
24.		50/30:04.2		51/30:00.3	52/30:09.2				51/30:20.8	
25.		4/35.895		2/34.972	1/33.629				3/35.905	
26.		50/30:03.5		52/30:34.3	52/30:04.6				51/30:21.6	
27.		4/56.644		3/42.257	1/34.102				2/35.782	
28.		48/30:01.9		51/30:24.4	52/30:02.3				51/30:21.8	
29.		4/36.051		2/36.044	1/34.226				3/41.137	
30.		49/30:34.6		51/30:25.3	52/30:00.8				50/30:04.1	
31.		4/34.962		2/34.595	1/34.629				3/34.368	
32.		49/30:27.0		51/30:21.5	52/30:00.8				51/30:34.8	
33.		4/34.647		2/35.832	1/35.156				3/34.004	
34.		49/30:19.3		51/30:21.9	52/30:02.4				51/30:28.8	
35.		4/36.723		2/35.412	1/33.932				3/34.230	
36.		49/30:18.3		51/30:21.0	52/30:00.3				51/30:24.2	
37.		4/36.743		3/35.966	1/34.757				2/34.028	
38.		49/30:17.3		51/30:21.7	52/30:00.7				51/30:19.5	

Car#	1	2	3	4	5	6	7	8	9	10
	Dupree	Powell	Smith	Burnett	Brand	Fogle	Hines	Renshaw	Arnett	
20.		4/35.897		3/34.802	1/34.386				2/34.484	
	—	49/30:14.4	—	51/30:19.3	52/30:00.1	—	—	—	51/30:16.5	—
21.		4/37.188		3/35.235	1/34.272				2/34.539	
	—	49/30:14.8	—	51/30:18.3	53/30:33.8	—	—	—	51/30:13.9	—
22.				3/36.476	1/46.239				2/34.328	
	—	—	—	51/30:20.2	52/30:26.7	—	—	—	51/30:11.0	—
23.				3/38.222	1/33.754				2/34.944	
	—	—	—	51/30:25.8	52/30:23.6	—	—	—	51/30:09.8	—
24.				3/35.646	1/35.709				2/35.495	
	—	—	—	51/30:25.5	52/30:25.0	—	—	—	51/30:09.8	—
25.				3/36.051	1/34.721				2/34.387	
	—	—	—	51/30:26.0	52/30:24.2	—	—	—	51/30:07.5	—
26.				3/39.346	1/34.381				2/35.046	
	—	—	—	51/30:32.9	52/30:22.8	—	—	—	51/30:06.7	—
27.				3/44.031	1/38.965				2/37.163	
	—	—	—	50/30:12.0	52/30:30.3	—	—	—	51/30:10.0	—
28.				3/40.839	1/33.698				2/42.754	
	—	—	—	50/30:20.2	52/30:27.5	—	—	—	51/30:23.3	—
29.				3/42.462	1/33.835				2/35.555	
	—	—	—	50/30:30.6	52/30:25.2	—	—	—	51/30:22.9	—
30.				3/35.857	1/34.667				2/42.327	
	—	—	—	50/30:29.4	52/30:24.4	—	—	—	51/30:34.1	—
31.				3/35.515	1/35.041				2/34.875	
	—	—	—	50/30:27.6	52/30:24.4	—	—	—	51/30:32.3	—
32.				3/35.751	1/42.934				2/40.114	
	—	—	—	50/30:26.4	51/30:01.8	—	—	—	50/30:02.9	—
33.				3/37.384	1/33.979				2/39.351	
	—	—	—	50/30:27.7	52/30:35.0	—	—	—	50/30:07.9	—
34.				3/37.632	1/33.575				2/35.018	
	—	—	—	50/30:29.3	52/30:32.4	—	—	—	50/30:06.2	—
35.				3/34.210	1/35.847				2/34.993	
	—	—	—	50/30:25.9	52/30:33.3	—	—	—	50/30:04.6	—
36.				3/35.400	1/34.593				2/35.180	
	—	—	—	50/30:24.3	52/30:32.3	—	—	—	50/30:03.3	—
37.				3/34.905	1/33.624				2/35.459	
	—	—	—	50/30:22.2	52/30:30.0	—	—	—	50/30:02.5	—
38.				3/36.054	1/34.415				2/35.025	
	—	—	—	50/30:21.7	52/30:29.0	—	—	—	50/30:01.2	—
39.				2/43.667	1/36.870				3/108.437	
	—	—	—	50/30:30.9	52/30:31.2	—	—	—	48/30:18.2	—
40.				2/36.581	1/33.785				3/34.674	
	—	—	—	50/30:30.9	52/30:29.4	—	—	—	48/30:14.4	—
41.				2/35.367	1/33.421				3/35.145	
	—	—	—	50/30:29.4	52/30:27.1	—	—	—	48/30:11.3	—
42.				2/35.559	1/36.265				3/37.044	
	—	—	—	50/30:28.1	52/30:28.5	—	—	—	48/30:10.5	—
43.				1/34.803	2/117.390				3/41.308	
	—	—	—	50/30:26.1	49/30:16.7	—	—	—	48/30:14.5	—
44.				1/35.953	2/33.425				3/38.147	
	—	—	—	50/30:25.5	49/30:12.7	—	—	—	48/30:14.9	—
45.				1/35.187	2/33.628				3/35.914	
	—	—	—	50/30:24.0	49/30:09.0	—	—	—	48/30:12.9	—
46.				1/34.612	2/32.390				3/35.408	
	—	—	—	50/30:22.0	49/30:04.2	—	—	—	48/30:10.4	—
47.				1/36.162	2/33.352				3/35.563	
	—	—	—	50/30:21.7	49/30:00.6	—	—	—	48/30:08.2	—

Car#	1	2	3	4	5	6	7	8	9	10
	Dupree	Powell	Smith	Burnett	Brand	Fogle	Hines	Renshaw	Arnett	
48.	—	—	—	1/35.455 50/30:20.6	2/33.644 50/30:34.1	—	—	—	3/34.406 48/30:04.9	—
49.	—	—	—	1/36.418 50/30:20.6	2/33.755 50/30:31.1	—	—	—	—	—
50.	—	—	—	1/37.044 50/30:21.3	2/33.079 50/30:27.5	—	—	—	—	—

Sportsman Buggy (A Main)

Round# 3

Top Qualifier is Cooke, Brian 9/5:35.111 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **5**

2010 Colonel's Winter Classic

54306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Burkey, Mitchell	1	2	47	30:21.350	34.207		34.857	35.125	35.656	4
	Cooke, Brian	2	5	46	30:27.453	34.238		34.976	35.440	36.043	1
	Yates, Charles	3	7	45	30:07.025	35.288		35.633	35.902	36.419	2
	Fitts, Matthew	4	15	45	30:34.783	36.673	27.758	37.564	37.962	38.502	16
	Sanders, David	5	4	42	30:20.868	38.360		38.565	38.984	39.710	10
	Young, Daniel	6	11	42	30:28.273	36.355	7.405	36.799	37.392	38.506	11
	Harnist, Jared	7	16	39	30:39.232	37.692		39.116	40.099	41.947	ump
	Strickland, Phillip	8	13	37	30:31.432	37.438		38.690	39.645	41.222	14
	Ogden, Taylor	9	17	36	30:05.425	43.131		43.492	44.473	46.497	ump
	Howard, Chat	10	3	19	12:47.474	35.903		37.059	38.486		7
	Sookkasem, Tone	11	14	3	1:58.576	38.153					15
	Jones, Nicholas	12	1	0							3
	Ward, Larry	13	9	0							5
	Woodyard, Shane	14	6	0							6
	Leoffler, Layne	15	10	0							8
	Hutto, Daniel	16	8	0							9
	Ellis, Randy	17	12	0							12

Car#	1	2	3	4	5	6	7	8	9	10
	Jones	Burkey	Howard	Sanders	Cooke	Woodyard	Yates	Hutto	Ward	Leoffler
1.		9/47.392	2/32.604	10/48.094	11/48.552		1/29.937			
		38/30:00.8	56/30:25.6	38/30:27.4	38/30:44.8		61/30:26.3			
2.		5/36.597	2/38.657	10/53.506	6/36.840		1/36.271			
		43/30:05.7	51/30:17.1	36/30:28.7	43/30:35.8		55/30:20.7			
3.		4/35.545	2/36.158	11/73.326	5/34.238		1/36.385			
		46/30:32.7	51/30:26.1	31/30:07.6	46/30:34.3		53/30:12.4			
4.		3/37.649	2/42.769	9/39.448	4/41.603		1/35.570			
		46/30:07.5	48/30:02.2	34/30:22.1	45/30:13.8		53/30:30.6			
5.		2/36.131	3/44.277	9/43.250	4/35.545		1/36.167			
		47/30:17.1	47/30:27.9	35/30:03.3	46/30:10.3		52/30:13.0			
6.		3/38.337	2/35.903	9/40.116	4/36.146		1/36.179			
		47/30:14.5	47/30:04.5	37/30:36.0	47/30:24.5		52/30:24.4			
7.		2/35.061	4/45.302	9/40.718	3/40.843		1/36.944			
		48/30:28.8	46/30:11.5	38/30:37.3	47/30:38.1		51/30:02.8			
8.		2/39.418	4/40.091	9/46.658	3/35.239		1/37.530			
		48/30:36.7	46/30:15.6	38/30:29.3	47/30:15.4		51/30:16.7			
9.		3/41.610	4/41.437	9/39.876	2/36.075		1/37.316			
		47/30:15.9	46/30:25.6	39/30:41.6	47/30:02.0		51/30:26.3			
10.		3/35.617	5/42.583	8/42.831	2/36.010		1/37.049			
		47/30:01.7	46/30:38.9	39/30:24.4	48/30:29.2		51/30:32.6			
11.		3/42.898	5/40.302	9/48.364	2/37.138		1/37.385			
		47/30:21.2	45/30:00.3	39/30:30.1	48/30:25.0		50/30:03.3			
12.		3/36.752	5/48.635	8/38.402	2/36.493		1/35.369			
		47/30:13.4	45/30:32.7	39/30:02.4	48/30:18.8		50/30:00.4			
13.		2/35.203	5/40.007	8/40.926	3/46.918		1/40.257			
		47/30:01.2	45/30:30.1	40/30:32.3	47/30:13.6		50/30:16.7			
14.		2/42.051	5/37.734	7/41.583	3/39.199		1/45.166			
		47/30:13.7	45/30:20.7	40/30:20.2	47/30:15.6		49/30:11.3			

Car#	1	2	3	4	5	6	7	8	9	10
	Jones	Burkey	Howard	Sanders	Cooke	Woodyard	Yates	Hulto	Ward	Leoffler
15.	---	3/38.049 47/30:12.0	5/40.765 45/30:21.6	7/38.522 40/30:01.6	2/34.686 47/30:03.2	---	1/37.434 49/30:12.8	---	---	---
16.	---	3/37.410 47/30:08.6	5/36.843 45/30:11.4	7/48.445 40/30:10.1	2/37.746 47/30:01.4	---	1/37.457 49/30:14.2	---	---	---
17.	---	2/36.286 47/30:02.6	5/44.238 45/30:21.9	7/39.691 41/30:42.0	3/40.773 47/30:08.2	---	1/35.288 49/30:09.2	---	---	---
18.	---	2/35.675 48/30:33.8	4/38.871 45/30:17.9	7/44.393 41/30:40.7	3/36.443 47/30:02.9	---	1/37.998 49/30:12.1	---	---	---
19.	---	2/35.210 48/30:26.2	4/40.298 45/30:17.6	7/38.758 41/30:27.5	3/40.445 47/30:08.0	---	1/36.871 49/30:11.8	---	---	---
20.	---	2/35.723 48/30:20.6	---	6/38.360 41/30:14.8	3/37.763 47/30:06.4	---	1/36.047 49/30:09.6	---	---	---
21.	---	2/43.377 48/30:33.1	---	6/41.203 41/30:08.8	3/42.147 47/30:14.7	---	1/37.784 49/30:11.5	---	---	---
22.	---	2/42.469 47/30:04.0	---	6/47.573 41/30:15.2	3/38.564 47/30:14.6	---	1/40.253 49/30:18.9	---	---	---
23.	---	2/36.769 47/30:00.7	---	6/41.659 41/30:10.5	3/40.067 47/30:17.6	---	1/37.576 49/30:19.8	---	---	---
24.	---	2/40.902 47/30:05.8	---	6/39.066 41/30:01.8	3/47.484 47/30:34.8	---	1/37.132 49/30:19.8	---	---	---
25.	---	2/44.375 47/30:17.0	---	6/43.607 41/30:01.3	3/54.074 46/30:23.4	---	1/38.211 49/30:21.9	---	---	---
26.	---	2/35.052 47/30:10.5	---	6/40.834 42/30:40.2	3/36.385 46/30:17.7	---	1/44.990 49/30:36.6	---	---	---
27.	---	2/34.945 47/30:04.2	---	6/38.783 42/30:32.4	3/42.519 46/30:22.8	---	1/40.669 48/30:04.8	---	---	---
28.	---	2/36.924 47/30:01.8	---	6/41.071 42/30:28.5	3/35.464 46/30:16.0	---	1/39.015 48/30:07.2	---	---	---
29.	---	2/36.713 48/30:37.4	---	6/40.134 42/30:23.6	3/36.055 46/30:10.5	---	1/37.586 48/30:07.1	---	---	---
30.	---	2/35.848 48/30:33.5	---	6/40.406 42/30:19.4	3/35.839 46/30:05.1	---	1/35.902 48/30:04.3	---	---	---
31.	---	1/37.747 48/30:32.8	---	6/47.500 42/30:25.1	2/36.607 46/30:01.2	---	3/87.995 46/30:03.9	---	---	---
32.	---	1/41.922 47/30:00.1	---	6/53.078 42/30:37.7	2/37.166 47/30:37.5	---	3/37.211 46/30:01.1	---	---	---
33.	---	1/34.207 48/30:32.5	---	6/39.509 42/30:32.3	3/41.774 46/30:02.1	---	2/36.037 47/30:35.8	---	---	---
34.	---	1/36.272 48/30:29.8	---	6/40.799 42/30:28.8	3/51.529 46/30:18.8	---	2/49.412 46/30:10.7	---	---	---
35.	---	1/51.496 47/30:09.6	---	6/39.849 42/30:24.4	3/49.468 46/30:31.9	---	2/37.102 46/30:07.7	---	---	---
36.	---	1/41.406 47/30:13.4	---	5/44.183 42/30:25.2	3/35.252 46/30:26.0	---	2/38.575 46/30:06.8	---	---	---
37.	---	1/35.019 47/30:08.9	---	6/43.898 42/30:25.7	3/36.711 46/30:22.3	---	2/36.185 46/30:03.0	---	---	---
38.	---	1/35.393 47/30:05.1	---	6/41.464 42/30:23.5	2/40.692 46/30:23.6	---	3/74.762 45/30:05.9	---	---	---
39.	---	1/40.840 47/30:08.0	---	5/40.701 42/30:20.6	2/37.475 46/30:21.0	---	3/45.045 45/30:11.6	---	---	---
40.	---	1/40.772 47/30:10.7	---	6/44.704 42/30:22.0	2/36.521 46/30:17.5	---	3/42.199 45/30:13.7	---	---	---
41.	---	1/36.257 47/30:08.1	---	5/39.304 42/30:17.8	2/38.481 46/30:16.4	---	3/37.401 45/30:10.6	---	---	---
42.	---	1/37.330 47/30:06.8	---	5/46.276 42/30:20.8	2/39.159 46/30:16.0	---	3/36.708 45/30:06.8	---	---	---

Car#	1	2	3	4	5	6	7	8	9	10
	Jones	Burkey	Howard	Sanders	Cooke	Woodyard	Yates	Hutto	Ward	Leoffler
43.		1/40.549 47/30:09.1			2/38.158 46/30:14.6		3/36.642 45/30:03.1			
44.		1/36.357 47/30:06.8			2/38.766 46/30:13.9		3/37.386 45/30:00.4			
45.		1/37.960 47/30:06.3			2/51.307 46/30:26.0		3/46.627 45/30:07.0			
46.		1/50.710 47/30:18.9			2/41.094 46/30:27.4					
47.		1/41.125 47/30:21.3								

Car#	11	12	13	14	15	16	17	18	19	20
	Young	Ellis	Strickland	Sookkasem	Fitts	Harnist	Ogden			
1.	4/41.710 44/30:35.2		3/41.555 44/30:28.1	5/41.885 43/30:00.8	6/41.917 43/30:02.5	7/42.805 43/30:40.3	8/43.303 42/30:18.5			
2.	4/42.013 44/30:41.8		9/57.813 37/30:38.3	3/38.153 45/30:00.9	7/45.053 42/30:26.3	8/49.513 39/30:00.2	11/61.515 35/30:34.3			
3.	7/42.288 43/30:06.1		9/46.577 38/30:48.5	3/38.538 46/30:18.2	6/37.763 44/30:29.3	8/50.544 38/30:09.5	10/55.393 34/30:15.7			
4.	5/39.002 44/30:15.1		8/39.570 39/30:08.7		6/43.586 43/30:09.4	7/41.625 40/30:44.9	10/57.049 34/30:46.7			
5.	5/38.020 45/30:27.2		7/39.137 41/30:42.1		6/38.787 44/30:22.5	8/43.369 40/30:22.8	10/47.841 34/30:02.6			
6.	5/36.589 46/30:37.0		7/49.281 40/30:26.2		6/39.776 44/30:10.4	8/61.016 38/30:29.5	10/54.226 34/30:09.5			
7.	5/42.563 45/30:14.0		7/47.867 40/30:38.8		6/46.120 44/30:41.7	8/39.550 39/30:29.7	10/49.998 35/30:46.5			
8.	5/36.911 46/30:34.8		7/46.124 40/30:39.6		6/40.568 44/30:34.6	8/41.601 39/30:03.8	10/54.828 34/30:02.6			
9.	5/38.163 46/30:25.9		7/47.344 40/30:45.6		6/38.931 44/30:21.1	8/51.830 39/30:28.0	10/57.614 34/30:20.0			
10.	4/37.166 46/30:14.3		9/54.613 39/30:32.5		6/39.738 44/30:13.8	7/44.622 39/30:19.2	10/50.142 34/30:08.4			
11.	4/41.954 46/30:24.8		7/41.116 39/30:11.7		6/37.718 45/30:40.7	8/44.667 39/30:12.2	10/45.395 35/30:36.8			
12.	4/43.237 46/30:38.5		7/38.944 40/30:33.1		6/42.629 44/30:06.1	9/46.300 39/30:11.6	10/45.892 35/30:17.6			
13.	4/42.463 45/30:07.2		9/55.897 39/30:17.5		6/47.321 44/30:27.3	7/37.692 40/30:31.1	10/45.168 36/30:50.8			
14.	4/36.975 46/30:36.8		9/41.633 39/30:03.6		6/41.339 44/30:26.7	8/47.166 40/30:35.1	10/50.125 36/30:47.5			
15.	4/43.185 45/30:06.7		9/43.941 40/30:43.7		6/41.498 44/30:26.7	8/40.501 40/30:20.7	10/52.318 36/30:49.9			
16.	4/37.974 45/30:00.5		9/43.872 40/30:38.1		6/38.495 44/30:18.4	8/51.552 40/30:35.8	10/48.533 36/30:43.5			
17.	4/36.355 46/30:30.7		8/41.728 40/30:28.2		6/37.720 44/30:09.0	9/57.641 39/30:16.9	10/50.372 36/30:41.7			
18.	5/51.900 45/30:21.1		10/210.852 33/30:11.0		6/42.718 44/30:12.9	8/41.714 39/30:06.3	9/44.279 36/30:27.9			
19.	6/92.242 42/30:14.2		10/44.187 34/30:46.8		5/38.284 44/30:06.2	8/41.606 40/30:42.7	9/56.042 36/30:37.9			
20.	5/38.883 42/30:05.1		9/45.622 34/30:32.0		4/38.191 45/30:40.8	7/41.293 40/30:33.2	8/49.083 36/30:34.4			
21.	5/40.180 43/30:42.3		9/47.516 34/30:21.7		4/40.198 45/30:39.3	7/49.937 40/30:41.0	8/49.997 36/30:32.7			
22.	5/48.540 42/30:10.4		9/38.507 35/30:51.3		4/38.465 45/30:34.4	7/39.310 40/30:28.8	8/54.513 36/30:38.6			

Buggy (A Main)

Round# 3

Top Qualifier is Dupree, Travis 10/5:30.774 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **6**

2010 Colonel's Winter Classic

54306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Smith, Tim	1	4	53	30:31.055	32.366		32.834	33.098	33.382	7
	Ogden, Shane	2	5	52	30:04.242	32.041		32.612	32.822	33.112	2
	Burton, Alan	3	9	52	30:32.272	32.530	28.030	32.748	32.917	33.303	9
	Brown, Jason	4	2	50	30:10.753	33.562		33.712	34.054	34.530	8
	Ogden, Cole	5	20	46	30:12.687	32.228		32.746	32.943	33.480	11
	Young, Joe	6	12	45	30:16.920	35.443		36.073	36.683	37.687	16
	Boggs, Blake	7	10	45	30:34.281	32.223	17.361	32.667	33.047	33.568	10
	Darley, Kent	8	18	43	30:31.660	35.340		35.909	36.583	38.141	14
	Dupree, Travis	9	7	0							1
	Amos, Shannon	10	6	0							3
	Smith, Jason	11	1	0							4
	Bullock, Kevin	12	3	0							5
	Reeder, Monty	13	8	0							6
	Quanstrom, Richard	14	16	0							12
	Logan, Donnie	15	11	0							13
	Owens, Jason	16	15	0							15
	Pilson, Alex	17	17	0							17
	Corlett, Robin	18	19	0							18
	Phillips, Travis	19	14	0							19
	Allen, Ron	20	13	0							20

Car#	1	2	3	4	5	6	7	8	9	10
	Smith	Brown	Bullock	Smith	Ogden	Amos	Dupree	Reeder	Burton	Boggs
1.		3/30.030		1/26.513	7/32.172				2/28.996	5/30.665
		60/30:01.8		68/30:02.6	56/30:01.5				63/30:27.0	59/30:08.9
2.		2/34.369		1/34.342	5/35.543				3/37.260	4/35.942
		56/30:03.2		60/30:25.7	54/30:28.4				55/30:22.1	55/30:31.7
3.		5/40.375		1/34.298	4/34.304				2/35.174	3/35.005
		52/30:16.0		57/30:07.8	53/30:02.3				54/30:25.7	54/30:28.9
4.		5/34.783		1/33.465	2/33.102				3/35.245	4/36.764
		52/30:14.2		56/30:00.6	54/30:24.1				53/30:11.0	53/30:33.5
5.		5/33.562		1/36.669	2/33.215				3/33.645	4/32.898
		52/30:00.4		55/30:18.1	54/30:18.0				53/30:05.3	53/30:15.4
6.		5/36.797		1/33.853	2/32.775				3/34.040	4/34.523
		52/30:19.3		55/30:25.4	54/30:09.9				53/30:05.1	53/30:17.9
7.		5/35.432		1/33.504	2/33.610				3/32.994	4/33.801
		52/30:22.5		55/30:27.8	54/30:10.6				54/30:30.9	53/30:14.1
8.		5/35.085		1/36.165	3/35.874				2/32.530	4/34.001
		52/30:22.7		54/30:14.4	54/30:26.5				54/30:21.6	53/30:12.6
9.		5/33.809		1/33.371	3/36.611				2/35.032	4/36.283
		52/30:15.6		54/30:13.0	53/30:09.1				54/30:29.5	53/30:24.8
10.		5/35.835		1/32.366	2/32.041				3/36.130	4/32.731
		52/30:20.4		54/30:06.5	54/30:31.9				53/30:07.5	53/30:15.8
11.		5/35.204		1/34.545	2/33.901				3/33.752	4/32.823
		52/30:21.3		54/30:11.8	54/30:31.8				53/30:05.8	53/30:08.9
12.		5/35.165		1/34.400	2/34.068				3/34.608	4/35.575
		52/30:21.9		54/30:15.7	54/30:32.4				53/30:08.2	53/30:15.2

Car#	1	2	3	4	5	6	7	8	9	10
	Smith	Brown	Bullock	Smith	Ogden	Amos	Dupree	Reeder	Burton	Boggs
13.	—	5/34.166 52/30:18.4	—	1/34.056 54/30:17.5	2/33.468 54/30:30.5	—	—	—	3/34.563 53/30:10.0	4/33.677 53/30:12.9
14.	—	5/35.858 52/30:21.7	—	1/37.781 54/30:33.4	2/39.359 53/30:17.2	—	—	—	4/42.625 52/30:07.3	3/40.945 52/30:03.7
15.	—	5/39.957 51/30:03.4	—	1/33.980 54/30:33.5	4/42.332 52/30:10.9	—	—	—	2/33.603 52/30:03.3	3/36.098 52/30:08.6
16.	—	5/38.037 51/30:11.9	—	1/33.915 54/30:33.3	4/35.089 52/30:11.7	—	—	—	2/34.640 52/30:03.2	3/35.588 52/30:11.2
17.	—	5/34.738 51/30:09.6	—	1/35.963 53/30:05.7	4/38.854 52/30:24.0	—	—	—	2/33.317 53/30:33.6	3/36.766 52/30:17.1
18.	—	5/34.892 51/30:07.9	—	1/42.387 53/30:30.1	4/33.507 52/30:19.4	—	—	—	2/33.823 53/30:31.3	3/33.425 52/30:12.8
19.	—	5/34.669 51/30:05.8	—	2/34.858 53/30:31.0	3/33.655 52/30:15.8	—	—	—	1/32.861 53/30:26.6	4/36.687 52/30:17.8
20.	—	5/34.380 51/30:03.2	—	2/34.531 53/30:31.0	4/35.082 52/30:16.2	—	—	—	1/33.963 53/30:25.3	3/33.239 52/30:13.3
21.	—	5/33.586 52/30:34.1	—	2/35.155 53/30:32.5	4/34.688 52/30:15.6	—	—	—	1/36.694 53/30:30.9	3/33.241 52/30:09.3
22.	—	5/34.400 52/30:32.1	—	2/33.774 53/30:30.6	4/33.481 52/30:12.2	—	—	—	1/32.906 53/30:27.0	3/33.990 52/30:07.4
23.	—	5/41.695 51/30:11.2	—	1/32.824 53/30:26.6	4/35.613 52/30:13.9	—	—	—	2/34.665 53/30:27.5	3/34.031 52/30:05.7
24.	—	5/36.884 51/30:14.1	—	1/33.072 53/30:23.6	4/33.000 52/30:09.9	—	—	—	2/33.607 53/30:25.5	3/32.223 52/30:00.3
25.	—	5/36.364 51/30:15.7	—	1/33.329 53/30:21.3	4/34.292 52/30:08.8	—	—	—	2/37.250 53/30:31.5	3/36.809 52/30:04.8
26.	—	5/38.928 51/30:22.2	—	1/35.224 53/30:23.0	4/39.406 52/30:18.0	—	—	—	2/34.128 53/30:30.6	3/35.018 52/30:05.5
27.	—	5/35.377 51/30:21.6	—	1/38.311 53/30:30.7	2/32.748 52/30:13.8	—	—	—	3/44.813 52/30:15.8	4/44.300 52/30:23.9
28.	—	5/41.377 51/30:31.9	—	1/35.223 53/30:32.0	3/37.609 52/30:18.8	—	—	—	2/34.025 52/30:14.2	4/34.144 52/30:22.2
29.	—	5/35.672 51/30:31.4	—	1/33.507 53/30:30.1	3/33.594 52/30:16.3	—	—	—	2/33.992 52/30:12.6	4/32.660 52/30:17.9
30.	—	5/35.819 51/30:31.3	—	1/33.938 53/30:29.0	3/32.929 52/30:12.9	—	—	—	2/33.191 52/30:09.7	4/34.507 52/30:17.1
31.	—	5/34.695 51/30:29.3	—	1/34.576 53/30:29.1	4/38.505 52/30:19.0	—	—	—	2/37.243 52/30:13.8	3/34.155 52/30:15.8
32.	—	5/40.463 50/30:00.6	—	1/33.333 53/30:27.2	4/33.655 52/30:16.8	—	—	—	2/34.783 52/30:13.6	3/34.370 52/30:14.9
33.	—	4/37.724 50/30:03.2	—	1/33.491 53/30:25.6	3/33.976 52/30:15.3	—	—	—	2/33.465 52/30:11.4	8/281.222 43/30:21.7
34.	—	4/36.444 50/30:03.7	—	1/33.627 53/30:24.3	3/33.017 52/30:12.4	—	—	—	2/34.128 52/30:10.3	8/37.434 43/30:15.5
35.	—	4/35.100 50/30:02.3	—	1/34.112 53/30:23.8	3/32.907 52/30:09.5	—	—	—	2/33.690 52/30:08.6	8/39.383 43/30:12.0
36.	—	4/37.600 50/30:04.5	—	1/33.944 53/30:23.2	3/33.485 52/30:07.6	—	—	—	2/33.795 52/30:07.2	8/36.961 43/30:05.8
37.	—	4/35.383 50/30:03.5	—	1/34.923 53/30:23.9	2/36.887 52/30:10.6	—	—	—	3/38.059 52/30:11.8	7/37.184 43/30:00.2
38.	—	4/36.347 50/30:03.9	—	1/34.408 53/30:23.9	2/33.542 52/30:08.9	—	—	—	3/34.160 52/30:10.9	7/33.928 44/30:32.9
39.	—	4/42.431 50/30:12.0	—	1/34.314 53/30:23.8	2/34.499 52/30:08.5	—	—	—	3/37.814 52/30:14.9	7/38.093 44/30:28.9
40.	—	4/33.603 50/30:08.7	—	1/43.419 52/30:01.1	2/39.759 52/30:14.9	—	—	—	3/59.594 51/30:11.5	7/33.558 44/30:20.1

Car#	1	2	3	4	5	6	7	8	9	10
	Smith	Brown	Bullock	Smith	Ogden	Amos	Dupree	Reeder	Burton	Boggs
41.	—	4/34.000	—	1/34.211	2/33.120	—	—	—	3/32.724	7/38.569
—	—	50/30:06.1	—	52/30:00.5	52/30:12.7	—	—	—	51/30:08.0	44/30:17.1
42.	—	4/38.221	—	1/33.423	2/37.197	—	—	—	3/32.720	7/35.534
—	—	50/30:08.6	—	53/30:33.6	52/30:15.6	—	—	—	51/30:04.7	44/30:11.0
43.	—	4/41.224	—	1/34.273	2/33.253	—	—	—	3/33.543	7/35.655
—	—	50/30:14.5	—	53/30:33.2	52/30:13.6	—	—	—	51/30:02.5	44/30:05.4
44.	—	4/35.286	—	1/35.801	2/33.552	—	—	—	3/33.018	7/33.963
—	—	50/30:13.3	—	52/30:00.1	52/30:12.0	—	—	—	52/30:35.1	45/30:39.2
45.	—	4/36.144	—	1/33.767	2/34.279	—	—	—	3/35.014	7/35.913
—	—	50/30:13.2	—	53/30:33.7	52/30:11.3	—	—	—	52/30:34.8	45/30:34.2
46.	—	4/37.213	—	1/33.357	2/33.117	—	—	—	3/32.908	—
—	—	50/30:14.2	—	53/30:32.3	52/30:09.4	—	—	—	52/30:32.1	—
47.	—	4/35.918	—	1/33.126	2/32.588	—	—	—	3/37.499	—
—	—	50/30:13.8	—	53/30:30.6	52/30:07.0	—	—	—	52/30:34.6	—
48.	—	4/35.310	—	1/34.168	2/33.762	—	—	—	3/34.272	—
—	—	50/30:12.8	—	53/30:30.2	52/30:05.9	—	—	—	52/30:33.5	—
49.	—	4/35.125	—	1/32.783	2/33.640	—	—	—	3/33.978	—
—	—	50/30:11.7	—	53/30:28.3	52/30:04.7	—	—	—	52/30:32.1	—
50.	—	4/35.277	—	1/33.750	2/33.611	—	—	—	3/34.514	—
—	—	50/30:10.7	—	53/30:27.5	52/30:03.6	—	—	—	52/30:31.4	—
51.	—	—	—	1/34.720	2/36.571	—	—	—	3/36.887	—
—	—	—	—	53/30:27.8	52/30:05.5	—	—	—	52/30:33.1	—
52.	—	—	—	1/34.237	2/33.398	—	—	—	3/34.392	—
—	—	—	—	53/30:27.5	52/30:04.2	—	—	—	52/30:32.2	—
53.	—	—	—	1/37.973	—	—	—	—	—	—
—	—	—	—	53/30:31.0	—	—	—	—	—	—

Car#	11	12	13	14	15	16	17	18	19	20
	Logan	Young	Allen	Phillips	Owens	Quanstrom	Pilson	Darley	Corlett	Ogden
1.	—	8/37.219	—	—	—	—	—	6/31.020	—	4/30.242
—	—	49/30:23.7	—	—	—	—	—	59/30:30.1	—	60/30:14.3
2.	—	8/39.864	—	—	—	—	—	7/38.821	—	6/37.566
—	—	47/30:11.3	—	—	—	—	—	52/30:15.8	—	54/30:30.8
3.	—	8/40.007	—	—	—	—	—	7/45.116	—	6/46.375
—	—	47/30:34.4	—	—	—	—	—	47/30:01.0	—	48/30:26.8
4.	—	7/41.188	—	—	—	—	—	8/44.811	—	6/36.791
—	—	46/30:20.2	—	—	—	—	—	46/30:37.3	—	48/30:11.6
5.	—	8/40.051	—	—	—	—	—	7/37.586	—	6/36.232
—	—	46/30:24.6	—	—	—	—	—	46/30:15.6	—	49/30:34.6
6.	—	8/38.130	—	—	—	—	—	7/35.819	—	6/34.633
—	—	46/30:12.8	—	—	—	—	—	47/30:26.4	—	49/30:11.6
7.	—	8/37.258	—	—	—	—	—	7/39.634	—	6/34.621
—	—	47/30:37.8	—	—	—	—	—	47/30:31.7	—	50/30:31.8
8.	—	7/35.443	—	—	—	—	—	8/36.773	—	6/39.787
—	—	47/30:16.3	—	—	—	—	—	47/30:18.7	—	49/30:14.5
9.	—	8/46.294	—	—	—	—	—	7/41.859	—	6/35.211
—	—	46/30:16.7	—	—	—	—	—	47/30:35.2	—	49/30:04.6
10.	—	8/37.087	—	—	—	—	—	7/37.847	—	6/36.033
—	—	46/30:05.6	—	—	—	—	—	47/30:29.6	—	49/30:00.7
11.	—	7/37.169	—	—	—	—	—	8/43.165	—	6/43.315
—	—	47/30:36.0	—	—	—	—	—	46/30:08.4	—	49/30:29.9
12.	—	7/38.132	—	—	—	—	—	8/39.810	—	6/33.308
—	—	47/30:32.3	—	—	—	—	—	46/30:10.3	—	49/30:13.4
13.	—	7/47.441	—	—	—	—	—	8/45.955	—	6/32.737
—	—	46/30:23.2	—	—	—	—	—	46/30:33.7	—	50/30:34.0
14.	—	7/44.866	—	—	—	—	—	8/42.911	—	6/45.188
—	—	45/30:00.4	—	—	—	—	—	45/30:03.6	—	49/30:27.1

Car#	11 Logan	12 Young	13 Allen	14 Phillips	15 Owens	16 Quanstrom	17 Pilson	18 Darley	19 Corlett	20 Ogden
15.		7/38.858						8/44.836		6/34.606
—		46/30:36.9	—	—	—	—	—	45/30:17.8	—	49/30:18.3
16.		7/39.876						8/37.224		6/32.228
—		46/30:36.7	—	—	—	—	—	45/30:08.9	—	49/30:03.4
17.		7/35.987						8/41.628		6/39.619
—		46/30:26.1	—	—	—	—	—	45/30:12.7	—	49/30:11.5
18.		7/36.844						8/51.708		6/36.680
—		46/30:18.8	—	—	—	—	—	44/30:00.3	—	49/30:10.7
19.		7/41.331						8/36.384		6/38.248
—		46/30:23.1	—	—	—	—	—	45/30:30.5	—	49/30:14.0
20.		7/37.525						8/46.317		6/34.559
—		46/30:18.3	—	—	—	—	—	44/30:02.2	—	49/30:08.0
21.		7/39.880						8/36.850		6/33.743
—		46/30:19.0	—	—	—	—	—	45/30:34.4	—	49/30:00.6
22.		7/39.486						8/39.212		6/41.590
—		46/30:18.9	—	—	—	—	—	45/30:31.2	—	49/30:11.4
23.		7/46.940						8/43.426		6/41.965
—		46/30:33.7	—	—	—	—	—	45/30:36.6	—	49/30:22.1
24.		7/46.201						8/36.549		6/36.120
—		45/30:05.7	—	—	—	—	—	45/30:28.6	—	49/30:19.9
25.		7/39.529						8/40.777		6/32.882
—		45/30:04.6	—	—	—	—	—	45/30:28.8	—	49/30:11.5
26.		7/37.925						8/39.550		6/33.087
—		45/30:00.9	—	—	—	—	—	45/30:26.9	—	49/30:04.2
27.		7/39.175						8/42.141		6/34.622
—		46/30:39.5	—	—	—	—	—	45/30:29.5	—	49/30:00.2
28.		7/42.814						8/44.809		6/33.765
—		45/30:04.0	—	—	—	—	—	45/30:36.2	—	50/30:31.6
29.		7/39.767						8/39.039		6/34.008
—		45/30:03.5	—	—	—	—	—	45/30:33.4	—	50/30:27.1
30.		7/43.564						8/39.547		6/33.999
—		45/30:08.7	—	—	—	—	—	45/30:31.6	—	50/30:22.9
31.		7/41.910						8/41.312		6/41.539
—		45/30:11.2	—	—	—	—	—	45/30:32.5	—	50/30:31.1
32.		7/42.017						8/35.340		6/39.075
—		45/30:13.7	—	—	—	—	—	45/30:25.0	—	50/30:34.9
33.		6/37.428						7/43.812		5/33.657
—		45/30:09.8	—	—	—	—	—	45/30:29.4	—	50/30:30.3
34.		6/43.320						7/49.506		5/32.948
—		45/30:13.9	—	—	—	—	—	44/30:00.2	—	50/30:24.9
35.		6/47.233						7/41.928		5/33.002
—		45/30:22.8	—	—	—	—	—	44/30:01.5	—	50/30:19.9
36.		6/43.346						7/41.189		5/41.428
—		45/30:26.3	—	—	—	—	—	44/30:01.8	—	50/30:26.9
37.		6/35.547						8/115.635		5/33.203
—		45/30:20.2	—	—	—	—	—	42/30:04.6	—	50/30:22.4
38.		6/37.547						8/40.493		5/33.728
—		45/30:16.8	—	—	—	—	—	42/30:01.9	—	50/30:18.8
39.		6/36.543						8/40.251		5/32.933
—		45/30:12.3	—	—	—	—	—	43/30:41.9	—	50/30:14.4
40.		6/38.549						8/40.636		5/33.529
—		45/30:10.4	—	—	—	—	—	43/30:39.5	—	50/30:11.0
41.		6/39.586						8/40.854		5/33.098
—		45/30:09.7	—	—	—	—	—	43/30:37.5	—	50/30:07.1
42.		6/42.053						8/35.455		5/187.134
—		45/30:11.7	—	—	—	—	—	43/30:30.0	—	46/30:27.9

