

LIMITED SPORTSMAN (A Main)

Round# 4

Top Qualifier is Scott Childress 40/6:46.282 (Rnd 3)

Timing and Scoring by www.RCScoringPro.com

Race# **1**

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#
	Scott Childress	1	1	60	10:33.317	6.242		6.386	6.450	6.529	1
	James Warbington	2	3	60	10:33.871	6.466	0.554	6.478	6.534	6.666	3
	Eddie Dunn	3	2	57	10:34.980	7.075		7.241	7.351	7.529	2
	Sherman Shelley	4	4	56	10:34.414	6.870		7.080	7.190	7.363	4

Car#	1	2	3	4	5	6	7	8	9	10
	Scott Childress	Eddie Dunn	James Warbington	Sherman Shelley						
1.	1/10.615	2/10.985	3/11.250	4/11.699						
	1/0:10.6	1/0:10.9	1/0:11.2	1/0:11.6						
2.	1/7.156	2/7.530	4/7.673	3/7.175						
	1/0:08.8	1/0:09.2	1/0:09.4	1/0:09.4						
3.	1/7.198	4/19.810	3/8.936	2/7.255						
	1/0:08.3	1/0:12.7	1/0:09.2	1/0:08.7						
4.	1/17.426	4/9.858	3/19.393	2/17.175						
	1/0:10.5	1/0:12.0	1/0:11.8	1/0:10.8						
5.	1/17.330	3/12.371	4/13.613	2/16.822						
	1/0:11.9	1/0:12.1	1/0:12.1	1/0:12.0						
6.	1/7.010	4/8.100	3/6.726	2/7.041						
	1/0:11.1	1/0:11.4	1/0:11.2	1/0:11.1						
7.	1/6.609	4/7.986	3/7.376	2/7.256						
	1/0:10.4	1/0:10.9	1/0:10.7	1/0:10.6						
8.	1/6.549	4/7.382	3/6.945	2/6.870						
	1/0:09.9	1/0:10.5	1/0:10.2	1/0:10.1						
9.	1/6.545	4/8.945	3/6.832	2/7.281						
	1/0:09.6	1/0:10.3	1/0:09.8	1/0:09.8						
10.	1/7.040	4/8.345	2/7.120	3/7.309						
	1/0:09.3	1/0:10.1	1/0:09.5	1/0:09.5						
11.	1/6.556	4/7.480	2/6.615	3/7.376						
	1/0:09.0	1/0:09.8	1/0:09.3	1/0:09.3						
12.	1/6.624	4/7.351	2/7.035	3/7.759						
	1/0:08.8	1/0:09.6	1/0:09.1	1/0:09.2						
13.	1/6.636	4/8.265	2/6.814	3/7.970						
	1/0:08.7	1/0:09.5	1/0:08.9	1/0:09.1						
14.	1/6.382	4/7.485	2/7.339	3/7.494						
	1/0:08.5	1/0:09.4	1/0:08.8	1/0:09.0						
15.	1/6.944	4/7.075	2/7.424	3/7.717						
	1/0:08.4	1/0:09.2	1/0:08.7	1/0:08.9						
16.	1/7.106	4/7.527	2/6.724	3/7.450						
	1/0:08.3	1/0:09.1	1/0:08.6	1/0:08.8						
17.	1/6.598	4/8.274	2/6.768	3/7.689						
	1/0:08.2	1/0:09.1	1/0:08.5	1/0:08.7						
18.	1/6.571	4/7.338	2/6.698	3/7.450						
	1/0:08.1	1/0:09.0	1/0:08.4	1/0:08.7						
19.	1/6.836	4/7.228	2/6.466	3/7.061						
	1/0:08.0	1/0:08.9	1/0:08.3	1/0:08.6						
20.	1/6.608	4/7.881	2/6.481	3/7.348						
	1/0:08.0	1/0:08.8	1/0:08.2	1/0:08.5						
21.	1/6.741	4/7.901	2/6.567	3/7.814						
	1/0:07.9	1/0:08.8	1/0:08.1	1/0:08.5						
22.	1/6.940	4/7.628	2/6.604	3/7.652						
	1/0:07.9	1/0:08.7	1/0:08.0	1/0:08.4						

Car#	1	2	3	4	5	6	7	8	9	10
	Scott Childress	Eddie Dunn	James Warbington	Sherman Shelley						
23.	1/6.629 1/0:07.8	4/7.662 1/0:08.7	2/7.028 1/0:08.0	3/8.038 1/0:08.4	—	—	—	—	—	—
24.	1/6.408 1/0:07.7	4/7.969 1/0:08.6	2/6.521 1/0:07.9	3/7.561 1/0:08.4	—	—	—	—	—	—
25.	1/6.453 1/0:07.7	4/8.826 1/0:08.6	2/6.971 1/0:07.9	3/7.300 1/0:08.3	—	—	—	—	—	—
26.	1/6.463 1/0:07.6	4/7.755 1/0:08.6	2/6.495 1/0:07.8	3/7.814 1/0:08.3	—	—	—	—	—	—
27.	1/6.710 1/0:07.6	4/8.562 1/0:08.6	2/6.480 1/0:07.8	3/9.265 1/0:08.3	—	—	—	—	—	—
28.	1/6.242 1/0:07.6	4/7.438 1/0:08.6	2/6.910 1/0:07.7	3/8.082 1/0:08.3	—	—	—	—	—	—
29.	1/6.443 1/0:07.5	3/10.441 1/0:08.6	2/7.445 1/0:07.7	4/20.479 1/0:08.7	—	—	—	—	—	—
30.	1/6.580 1/0:07.5	3/15.522 1/0:08.8	2/6.468 1/0:07.7	4/12.290 1/0:08.9	—	—	—	—	—	—
31.	1/6.861 1/0:07.5	3/18.959 1/0:09.2	2/6.795 1/0:07.6	4/18.877 1/0:09.2	—	—	—	—	—	—
32.	1/6.538 1/0:07.4	4/8.404 1/0:09.1	2/8.311 1/0:07.7	3/7.736 1/0:09.1	—	—	—	—	—	—
33.	1/8.420 1/0:07.5	4/8.309 1/0:09.1	2/14.756 1/0:07.9	3/7.836 1/0:09.1	—	—	—	—	—	—
34.	1/18.298 1/0:07.8	4/7.215 1/0:09.1	2/8.578 1/0:07.9	3/7.596 1/0:09.1	—	—	—	—	—	—
35.	1/19.058 1/0:08.1	4/7.734 1/0:09.0	2/15.213 1/0:08.1	3/7.844 1/0:09.0	—	—	—	—	—	—
36.	1/7.060 1/0:08.1	4/8.862 1/0:09.0	2/7.256 1/0:08.1	3/8.231 1/0:09.0	—	—	—	—	—	—
37.	1/6.667 1/0:08.0	4/15.112 1/0:09.2	2/6.951 1/0:08.0	3/15.846 1/0:09.2	—	—	—	—	—	—
38.	1/6.870 1/0:08.0	3/12.000 1/0:09.3	2/6.641 1/0:08.0	4/12.604 1/0:09.3	—	—	—	—	—	—
39.	1/6.476 1/0:08.0	4/34.418 1/0:09.9	2/6.772 1/0:08.0	3/31.704 1/0:09.8	—	—	—	—	—	—
40.	2/10.769 1/0:08.0	3/14.107 1/0:10.0	1/8.775 1/0:08.0	4/16.805 1/0:10.0	—	—	—	—	—	—
41.	2/16.381 1/0:08.2	3/8.041 1/0:10.0	1/16.413 1/0:08.2	4/8.090 1/0:10.0	—	—	—	—	—	—
42.	2/14.039 1/0:08.4	3/8.064 1/0:09.9	1/14.384 1/0:08.3	4/14.646 1/0:10.1	—	—	—	—	—	—
43.	2/33.257 1/0:08.9	3/17.241 1/0:10.1	1/32.846 1/0:08.9	4/11.452 1/0:10.1	—	—	—	—	—	—
44.	2/14.996 1/0:09.1	3/14.721 1/0:10.2	1/15.459 1/0:09.1	4/13.864 1/0:10.2	—	—	—	—	—	—
45.	1/6.971 1/0:09.0	3/7.863 1/0:10.1	2/15.933 1/0:09.2	4/8.012 1/0:10.1	—	—	—	—	—	—
46.	1/13.518 1/0:09.1	3/9.826 1/0:10.1	2/17.717 1/0:09.4	4/12.511 1/0:10.2	—	—	—	—	—	—
47.	1/13.446 1/0:09.2	2/67.191 1/0:11.3	—	3/64.253 1/0:11.3	—	—	—	—	—	—
48.	2/14.156 1/0:09.3	3/10.158 1/0:11.3	1/14.725 1/0:09.3	4/10.240 1/0:11.3	—	—	—	—	—	—
49.	2/6.988 1/0:09.3	3/15.801 1/0:11.4	1/7.196 1/0:09.3	4/16.038 1/0:11.4	—	—	—	—	—	—
50.	1/8.817 1/0:09.3	3/11.946 1/0:11.4	2/55.953 1/0:10.2	4/11.445 1/0:11.4	—	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	Scott Childress	Eddie Dunn	James Warbington	Sherman Shelley						
51.	1/76.424 <u>1/0:10.6</u>	3/7.583 <u>1/0:11.3</u>	2/29.589 <u>1/0:10.6</u>	4/7.912 <u>1/0:11.3</u>	—	—	—	—	—	—
52.	2/18.543 <u>1/0:10.7</u>	3/7.516 <u>1/0:11.3</u>	1/17.836 <u>1/0:10.7</u>	4/7.728 <u>1/0:11.3</u>	—	—	—	—	—	—
53.	2/11.820 <u>1/0:10.7</u>	3/8.332 <u>1/0:11.2</u>	1/12.169 <u>1/0:10.7</u>	4/7.804 <u>1/0:11.2</u>	—	—	—	—	—	—
54.	1/7.303 <u>1/0:10.7</u>	4/8.036 <u>1/0:11.1</u>	2/7.650 <u>1/0:10.7</u>	3/7.388 <u>1/0:11.1</u>	—	—	—	—	—	—
55.	1/6.975 <u>1/0:10.6</u>	3/10.443 <u>1/0:11.1</u>	2/7.310 <u>1/0:10.6</u>	4/17.671 <u>1/0:11.3</u>	—	—	—	—	—	—
56.	1/7.042 <u>1/0:10.6</u>	3/9.937 <u>1/0:11.1</u>	2/7.280 <u>1/0:10.6</u>	4/12.789 <u>1/0:11.3</u>	—	—	—	—	—	—
57.	1/6.907 <u>1/0:10.5</u>	3/10.241 <u>1/0:11.1</u>	2/7.846 <u>1/0:10.5</u>	—	—	—	—	—	—	—
58.	1/7.093 <u>1/0:10.4</u>	—	2/8.229 <u>1/0:10.5</u>	—	—	—	—	—	—	—
59.	1/13.052 <u>1/0:10.5</u>	—	2/10.773 <u>1/0:10.5</u>	—	—	—	—	—	—	—
60.	1/12.624 <u>1/0:10.5</u>	—	2/12.798 <u>1/0:10.5</u>	—	—	—	—	—	—	—