

1-8 Expert Truck (C Main)

Round# 4

Top Qualifier is Adam Drake 12/6:25.095 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **2**

Thunder Alley Gas Champs 2011

306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average		Q#	
								Top 5	Top 10	Top 20	
	Jessie Robinson	1	1	20	10:53.391	32.311		32.713	32.851		17
	Marty Korn	2	5	20	11:05.534	32.309	12.143	32.796	33.165		18
	Jason Miller	3	3	20	11:11.851	31.240	18.460	32.041	32.869		19
	Michael Lopez	4	2	20	11:16.005	32.392	22.614	32.862	33.230		20
	Danny Flores	5	4	19	11:08.824	32.281		33.705	34.288		21
	John Gaines	6	6	19	11:23.530	32.871	14.706	33.983	35.182		22

Car#	1	2	3	4	5	6	7	8	9	10
	Jessie Robinson	Michael Lopez	Jason Miller	Danny Flores	Marty Korn	John Gaines				
1.	2/16.651 1/0:16.6	1/16.283 1/0:16.2	3/17.020 1/0:17.0	4/17.613 1/0:17.6	6/19.806 1/0:19.8	5/18.623 1/0:18.6	—	—	—	—
2.	1/33.125 1/0:24.8	4/35.476 1/0:25.8	3/34.461 1/0:25.7	2/33.766 1/0:25.6	5/33.464 1/0:26.6	6/36.570 1/0:27.5	—	—	—	—
3.	1/33.869 1/0:27.8	3/35.423 1/0:29.0	4/36.427 1/0:29.3	2/35.228 1/0:28.8	5/35.442 1/0:29.5	6/34.883 1/0:30.0	—	—	—	—
4.	2/35.553 1/0:29.8	3/33.344 1/0:30.1	6/37.073 1/0:31.2	1/32.281 1/0:29.7	4/34.064 1/0:30.6	5/33.702 1/0:30.9	—	—	—	—
5.	1/32.721 1/0:30.3	2/33.924 1/0:30.8	5/33.412 1/0:31.6	3/36.424 1/0:31.0	4/32.816 1/0:31.1	6/37.692 1/0:32.2	—	—	—	—
6.	1/33.549 1/0:30.9	2/32.392 1/0:31.1	5/32.311 1/0:31.7	4/34.357 1/0:31.6	3/33.078 1/0:31.4	6/34.867 1/0:32.7	—	—	—	—
7.	1/32.835 1/0:31.1	2/33.341 1/0:31.4	5/32.454 1/0:31.8	4/32.440 1/0:31.7	3/32.855 1/0:31.6	6/34.305 1/0:32.9	—	—	—	—
8.	1/32.311 1/0:31.3	2/33.436 1/0:31.7	4/32.115 1/0:31.9	5/41.628 1/0:32.9	3/32.891 1/0:31.8	6/35.726 1/0:33.2	—	—	—	—
9.	1/33.705 1/0:31.5	2/32.882 1/0:31.8	3/31.741 1/0:31.8	5/35.317 1/0:33.2	4/33.276 1/0:31.9	6/33.380 1/0:33.3	—	—	—	—
10.	1/32.658 1/0:31.6	2/33.745 1/0:32.0	4/35.035 1/0:32.2	5/35.357 1/0:33.4	3/33.278 1/0:32.0	6/37.547 1/0:33.7	—	—	—	—
11.	1/32.607 1/0:31.7	2/34.444 1/0:32.2	4/35.689 1/0:32.5	6/43.136 1/0:34.3	3/35.367 1/0:32.3	5/38.412 1/0:34.1	—	—	—	—
12.	1/33.896 1/0:31.9	2/32.669 1/0:32.2	3/35.311 1/0:32.7	5/34.659 1/0:34.3	4/38.405 1/0:32.8	6/44.339 1/0:35.0	—	—	—	—
13.	1/38.891 1/0:32.4	2/37.938 1/0:32.7	4/40.953 1/0:33.3	5/38.435 1/0:34.6	3/32.309 1/0:32.8	6/33.659 1/0:34.8	—	—	—	—
14.	1/32.787 1/0:32.5	4/40.333 1/0:33.2	3/31.240 1/0:33.2	5/41.691 1/0:35.1	2/32.342 1/0:32.8	6/39.298 1/0:35.2	—	—	—	—
15.	1/33.253 1/0:32.5	3/32.777 1/0:33.2	4/36.828 1/0:33.4	5/39.377 1/0:35.4	2/35.705 1/0:33.0	6/41.829 1/0:35.6	—	—	—	—
16.	1/32.885 1/0:32.5	3/38.381 1/0:33.5	4/36.395 1/0:33.6	5/34.028 1/0:35.3	2/34.753 1/0:33.1	6/37.459 1/0:35.7	—	—	—	—
17.	1/32.892 1/0:32.5	3/32.643 1/0:33.4	4/31.585 1/0:33.5	5/34.464 1/0:35.3	2/34.039 1/0:33.1	6/41.102 1/0:36.0	—	—	—	—
18.	1/33.206 1/0:32.6	4/39.113 1/0:33.8	3/32.726 1/0:33.4	5/34.691 1/0:35.2	2/33.968 1/0:33.2	6/32.871 1/0:35.9	—	—	—	—
19.	1/32.792 1/0:32.6	4/33.829 1/0:33.8	3/36.222 1/0:33.6	5/33.932 1/0:35.2	2/33.680 1/0:33.2	6/37.266 1/0:35.9	—	—	—	—
20.	1/33.205 1/0:32.6	4/33.632 1/0:33.7	3/32.853 1/0:33.5	—	2/33.996 1/0:33.2	—	—	—	—	—

1-8 Expert Buggy (D Main)

Round# 4

Top Qualifier is Ty Tessmann 12/6:28.659 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **4**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Ryan Lutz	1	10	18	9:38.472	31.737		31.945	32.198		Bump
	Carson Wernimont	2	3	18	10:01.767	32.742	23.295	33.191	33.479		27
	Dylan Rodriguez	3	9	18	10:13.009	32.645	34.537	33.181	33.703		Bump
	Colin Herzig	4	12	17	9:43.433	33.332		33.506	33.887		Bump
	Alex Hardt	5	8	17	9:47.029	32.775	3.596	33.125	34.022		28
	Michael Lopez	6	6	17	9:57.743	33.720	14.310	33.998	34.960		32
	Mason Elliott	7	1	17	10:00.859	31.972	17.426	33.471	34.296		31
	Kendal Bennett	8	11	17	10:09.645	33.830	26.212	34.373	35.060		Bump
	Shaun Kirkman	9	4	16	9:41.207	32.948		35.102	35.971		34
	Rhonda Drake	10	2	16	10:22.650	33.075	41.443	37.189	38.820		30
	John Gaines	11	7	8	5:03.510	34.407		40.370			33
	Andrew Smolnick	12	5	0							19

Car#	1	2	3	4	5	6	7	8	9	10
	Mason Elliott	Rhonda Drake	Carson Wernimont	Shaun Kirkman	Andrew Smolnick	Michael Lopez	John Gaines	Alex Hardt	Dylan Rodriguez	Ryan Lutz
1.	4/18.419 1/0:18.4	3/17.317 1/0:17.3	1/16.325 1/0:16.3	8/19.889 1/0:19.8	—	2/16.743 1/0:16.7	7/19.605 1/0:19.6	10/21.114 1/0:21.1	5/18.666 1/0:18.6	6/19.244 1/0:19.2
2.	11/46.918 1/0:32.6	9/43.398 1/0:30.3	1/33.662 1/0:24.9	5/35.800 1/0:27.8	—	4/38.126 1/0:27.4	10/41.470 1/0:30.5	7/38.297 1/0:29.7	2/33.397 1/0:26.0	3/33.691 1/0:26.4
3.	10/36.474 1/0:33.9	11/41.965 1/0:34.2	1/33.848 1/0:27.9	5/35.137 1/0:30.2	—	4/33.952 1/0:29.6	9/39.317 1/0:33.4	7/34.568 1/0:31.3	2/33.565 1/0:28.5	3/32.937 1/0:28.6
4.	11/43.294 1/0:36.2	10/39.488 1/0:35.5	2/36.638 1/0:30.1	7/36.656 1/0:31.8	—	4/33.981 1/0:30.6	9/37.757 1/0:34.5	6/33.155 1/0:31.7	3/35.487 1/0:30.2	1/33.672 1/0:29.8
5.	10/33.350 1/0:35.6	11/36.982 1/0:35.8	2/33.125 1/0:30.7	6/35.926 1/0:32.6	—	7/40.878 1/0:32.7	9/34.407 1/0:34.5	4/32.775 1/0:31.9	3/34.171 1/0:31.0	1/32.488 1/0:30.4
6.	9/33.607 1/0:35.3	11/39.085 1/0:36.3	2/33.222 1/0:31.1	7/37.138 1/0:33.4	—	6/36.794 1/0:33.4	10/41.401 1/0:35.6	4/32.962 1/0:32.1	3/32.680 1/0:31.3	1/32.282 1/0:30.7
7.	9/38.061 1/0:35.7	10/33.075 1/0:35.9	2/33.592 1/0:31.4	7/35.766 1/0:33.7	—	6/34.642 1/0:33.5	11/41.905 1/0:36.5	5/38.660 1/0:33.0	3/34.667 1/0:31.8	1/32.039 1/0:30.9
8.	8/41.734 1/0:36.4	10/42.547 1/0:36.7	2/33.978 1/0:31.7	7/40.008 1/0:34.5	—	6/34.049 1/0:33.6	11/47.648 1/0:37.9	5/33.387 1/0:33.1	3/33.933 1/0:32.0	1/32.413 1/0:31.0
9.	8/32.614 1/0:36.0	10/40.424 1/0:37.1	2/33.092 1/0:31.9	7/35.235 1/0:34.6	—	6/34.303 1/0:33.7	—	5/35.723 1/0:33.4	3/42.297 1/0:33.2	1/31.748 1/0:31.1
10.	8/35.380 1/0:35.9	10/39.875 1/0:37.4	2/34.536 1/0:32.2	7/34.244 1/0:34.5	—	6/37.987 1/0:34.1	—	5/33.055 1/0:33.3	3/32.645 1/0:33.1	1/35.177 1/0:31.5
11.	8/31.972 1/0:35.6	10/34.229 1/0:37.1	2/40.202 1/0:32.9	7/40.233 1/0:35.0	—	6/42.739 1/0:34.9	—	5/37.677 1/0:33.7	3/32.840 1/0:33.1	1/37.333 1/0:32.0
12.	7/34.246 1/0:35.5	10/51.847 1/0:38.3	2/35.281 1/0:33.1	8/42.795 1/0:35.7	—	6/33.908 1/0:34.8	—	5/39.316 1/0:34.2	3/38.187 1/0:33.5	1/31.883 1/0:32.0
13.	7/34.601 1/0:35.4	10/40.510 1/0:38.5	2/37.053 1/0:33.4	8/38.679 1/0:35.9	—	6/36.244 1/0:34.9	—	5/38.974 1/0:34.5	3/34.424 1/0:33.6	1/32.704 1/0:32.1
14.	7/34.422 1/0:35.3	10/37.573 1/0:38.4	2/34.202 1/0:33.4	8/32.948 1/0:35.7	—	6/37.626 1/0:35.1	—	5/34.565 1/0:34.5	3/35.934 1/0:33.7	1/32.319 1/0:32.1
15.	7/37.501 1/0:35.5	10/38.074 1/0:38.4	2/33.159 1/0:33.4	9/45.625 1/0:36.4	—	6/34.098 1/0:35.0	—	5/33.068 1/0:34.4	3/34.246 1/0:33.8	1/31.774 1/0:32.1
16.	7/33.540 1/0:35.3	10/46.261 1/0:38.9	2/32.742 1/0:33.4	9/35.128 1/0:36.3	—	6/33.720 1/0:34.9	—	5/35.889 1/0:34.5	3/33.424 1/0:33.7	1/32.398 1/0:32.1
17.	7/34.726 1/0:35.3	—	2/33.754 1/0:33.4	—	—	6/37.953 1/0:35.1	—	5/33.844 1/0:34.5	3/34.349 1/0:33.8	1/31.737 1/0:32.1

1-8 Intermediate Buggy (C Main)

Top Qualifier is Tanner Stees 11/6:21.252 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Round# 4

Race# **5**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average		Q#
								Top 5	Top 10	
	Brian Jones	1	7	15	9:10.817	34.686		36.075	37.086	17
	Dylan Elliott	2	9	15	9:23.065	33.951	12.248	35.095	36.385	30
	Karl Gunderson	3	4	15	9:24.649	32.478	13.832	35.643	37.651	16
	Joe Alessi	4	10	15	9:25.058	33.934	14.241	35.898	37.631	24
	John Cary	5	1	15	9:27.929	35.516	17.112	37.467	38.290	18
	Keith Henry	6	5	15	9:36.757	35.805	25.940	36.874	38.454	28
	Chris Marrale	7	11	15	9:37.626	35.057	26.809	36.802	38.048	31
	Eric Thor	8	12	15	9:46.464	37.179	35.647	37.696	38.876	29
	Matt Hauck	9	3	14	9:14.654	34.593		36.805	39.889	20
	Aaron Willming	10	13	14	9:19.446	35.648	4.792	37.988	40.701	26
	Nick Hernandez	11	2	13	9:51.530	35.575		41.678	43.843	25
	Mikko Trott	12	6	12	9:11.986	35.356		36.473	39.675	21
	Robert Wickham	13	8	0						27
	Ryan Hernandez	14	14	0						32

Car#	1	2	3	4	5	6	7	8	9	10
	John Cary	Nick Hernandez	Matt Hauck	Karl Gunderson	Keith Henry	Mikko Trott	Brian Jones	Robert Wickham	Dylan Elliott	Joe Alessi
1.	1/21.170 1/0:21.1	10/27.186 1/0:27.1	5/22.075 1/0:22.0	3/21.768 1/0:21.7	7/22.637 1/0:22.6	12/119.883 1/1:59.8	2/21.351 1/0:21.3	—	11/30.023 1/0:30.0	9/25.150 1/0:25.1
2.	3/42.948 1/0:32.0	10/43.489 1/0:35.3	2/38.666 1/0:30.3	7/45.788 1/0:33.7	11/48.503 1/0:35.5	12/35.910 1/1:17.8	1/37.826 1/0:29.5	—	6/36.656 1/0:33.3	8/43.764 1/0:34.4
3.	3/35.516 1/0:33.2	11/43.987 1/0:38.2	2/35.828 1/0:32.1	9/41.938 1/0:36.4	6/37.109 1/0:36.0	12/38.297 1/1:04.6	1/35.794 1/0:31.6	—	5/37.214 1/0:34.6	10/42.349 1/0:37.0
4.	3/39.277 1/0:34.7	11/90.338 1/0:51.2	2/37.348 1/0:33.4	8/39.369 1/0:37.2	9/42.840 1/0:37.7	12/35.795 1/0:57.4	1/35.458 1/0:32.6	—	6/41.685 1/0:36.3	7/34.897 1/0:36.5
5.	3/37.945 1/0:35.3	11/35.575 1/0:48.1	2/39.240 1/0:34.6	8/44.437 1/0:38.6	5/36.566 1/0:37.5	12/35.356 1/0:53.0	1/39.169 1/0:33.9	—	10/48.801 1/0:38.8	6/42.154 1/0:37.6
6.	2/38.982 1/0:35.9	11/40.078 1/0:46.7	3/47.926 1/0:36.8	8/41.772 1/0:39.1	6/42.432 1/0:38.3	12/35.951 1/0:50.1	1/36.040 1/0:34.2	—	7/36.491 1/0:38.4	5/38.471 1/0:37.7
7.	2/37.694 1/0:36.2	11/42.821 1/0:46.2	3/34.693 1/0:36.5	8/36.846 1/0:38.8	7/40.975 1/0:38.7	12/38.903 1/0:48.5	1/36.683 1/0:34.6	—	6/37.720 1/0:38.3	5/36.629 1/0:37.6
8.	3/38.661 1/0:36.5	11/45.026 1/0:46.0	2/34.593 1/0:36.2	10/43.673 1/0:39.4	7/37.604 1/0:38.5	12/52.426 1/0:49.0	1/36.651 1/0:34.8	—	6/34.711 1/0:37.9	4/36.279 1/0:37.4
9.	2/40.439 1/0:36.9	11/38.740 1/0:45.2	4/46.689 1/0:37.4	8/35.477 1/0:39.0	7/36.500 1/0:38.3	12/41.094 1/0:48.1	1/39.858 1/0:35.4	—	5/34.138 1/0:37.4	3/35.929 1/0:37.2
10.	2/36.868 1/0:36.9	11/43.260 1/0:45.0	8/51.175 1/0:38.8	7/32.478 1/0:38.3	5/35.805 1/0:38.0	12/37.404 1/0:47.1	1/36.434 1/0:35.5	—	6/44.754 1/0:38.2	3/33.934 1/0:36.9
11.	3/41.530 1/0:37.3	11/46.264 1/0:45.1	7/38.979 1/0:38.8	5/34.189 1/0:37.9	6/39.496 1/0:38.2	12/43.663 1/0:46.7	1/39.079 1/0:35.8	—	4/34.524 1/0:37.8	2/39.564 1/0:37.1
12.	3/38.201 1/0:37.4	11/50.390 1/0:45.5	7/37.492 1/0:38.7	5/36.520 1/0:37.8	6/38.625 1/0:38.2	12/37.304 1/0:45.9	1/42.073 1/0:36.3	—	4/36.118 1/0:37.7	2/40.000 1/0:37.4
13.	2/37.268 1/0:37.4	11/44.376 1/0:45.5	9/43.273 1/0:39.0	4/37.244 1/0:37.8	6/39.786 1/0:38.3	—	1/41.985 1/0:36.7	—	3/33.951 1/0:37.4	5/43.551 1/0:37.8
14.	5/43.868 1/0:37.8	—	9/46.677 1/0:39.6	4/37.967 1/0:37.8	6/36.589 1/0:38.2	—	1/34.686 1/0:36.6	—	2/40.297 1/0:37.6	3/36.124 1/0:37.7
15.	5/37.562 1/0:37.8	—	—	3/35.183 1/0:37.6	6/41.290 1/0:38.4	—	1/37.730 1/0:36.7	—	2/35.982 1/0:37.5	4/36.263 1/0:37.6
Car#	11	12	13	14	15	16	17	18	19	20
	Chris Marrale	Eric Thor	Aaron Willming	Ryan Hernandez						

1-8 Expert Truck (B Main)

Round# 4

Top Qualifier is Adam Drake 12/6:25.095 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **6**

Thunder Alley Gas Champs 2011

306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Travis Amezcuca	1	2	25	13:23.671	31.527		31.966	32.095	32.504	11
	Drew Moller	2	4	25	13:29.228	31.121	5.557	31.355	31.682	32.570	7
	Chad Bradley	3	1	25	13:30.912	31.903	7.241	32.129	32.293	32.727	10
	Jessie Robinson	4	9	25	13:52.078	32.550	28.407	32.854	32.947	33.467	Bump
	Matt Schreffler	5	3	25	13:52.698	30.606	29.027	31.325	31.832	33.166	13
	Curtis Door	6	7	24	13:31.642	32.670		32.920	33.245	34.196	15
	Justin Wheeler	7	6	24	13:31.967	32.463	0.325	32.838	33.092	34.080	16
	Marty Korn	8	10	24	13:37.806	32.282	6.164	32.595	32.910	34.332	Bump
	Kurt Kellum	9	8	24	13:39.439	31.956	7.797	32.555	32.805	34.300	14
	Michael Lopez	10	12	23	13:56.823	32.790		33.155	33.693	36.820	Bump
	Jason Miller	11	11	13	6:55.207	28.767		32.690	33.010		Bump
	Patrick Castleberry	12	5	5	2:28.758	31.745					12

Car#	1	2	3	4	5	6	7	8	9	10
	Chad Bradley	Travis Amezcuca	Matt Schreffler	Drew Moller	Patrick Castleberry	Justin Wheeler	Curtis Door	Kurt Kellum	Jessie Robinson	Marty Korn
1.	1/14.791 1/0:14.7	2/15.542 1/0:15.5	10/20.232 1/0:20.2	5/17.488 1/0:17.4	4/17.182 1/0:17.1	3/16.776 1/0:16.7	6/18.096 1/0:18.1	8/19.339 1/0:19.3	7/18.468 1/0:18.4	9/19.889 1/0:19.8
2.	1/32.601 1/0:23.6	2/33.060 1/0:24.3	12/39.018 1/0:29.6	6/34.619 1/0:26.0	4/33.801 1/0:25.4	3/34.111 1/0:25.4	5/33.749 1/0:25.9	8/35.317 1/0:27.3	7/34.030 1/0:26.2	10/36.282 1/0:28.0
3.	1/33.576 1/0:26.9	2/32.977 1/0:27.1	11/33.233 1/0:30.8	6/34.105 1/0:28.7	3/31.745 1/0:27.5	5/34.583 1/0:28.4	4/33.236 1/0:28.3	8/33.817 1/0:29.4	7/35.297 1/0:29.2	12/37.180 1/0:31.1
4.	1/31.970 1/0:28.2	2/33.071 1/0:28.6	12/39.843 1/0:33.0	6/32.866 1/0:29.7	3/32.011 1/0:28.6	4/32.809 1/0:29.5	5/33.432 1/0:29.6	8/32.852 1/0:30.3	7/33.036 1/0:30.2	11/34.520 1/0:31.9
5.	1/33.705 1/0:29.3	2/32.935 1/0:29.5	12/33.999 1/0:33.2	5/33.931 1/0:30.6	3/34.019 1/0:29.7	4/33.746 1/0:30.4	8/37.978 1/0:31.2	9/37.127 1/0:31.6	6/33.168 1/0:30.8	11/36.345 1/0:32.8
6.	1/33.137 1/0:29.9	2/32.588 1/0:30.0	10/31.657 1/0:32.9	3/34.818 1/0:31.3	—	8/40.962 1/0:32.1	6/35.236 1/0:31.9	7/33.693 1/0:32.0	5/36.436 1/0:31.7	11/40.585 1/0:34.1
7.	2/35.627 1/0:30.7	1/32.083 1/0:30.3	9/32.566 1/0:32.9	3/32.188 1/0:31.4	—	8/37.034 1/0:32.8	6/35.175 1/0:32.4	7/35.438 1/0:32.5	5/33.444 1/0:31.9	10/32.282 1/0:33.8
8.	2/32.458 1/0:30.9	1/31.527 1/0:30.4	6/31.352 1/0:32.7	3/31.412 1/0:31.4	—	8/33.623 1/0:32.9	7/35.292 1/0:32.7	9/37.306 1/0:33.1	5/33.072 1/0:32.1	10/33.971 1/0:33.8
9.	2/32.121 1/0:31.1	1/32.543 1/0:30.7	7/35.042 1/0:32.9	3/31.211 1/0:31.4	—	9/35.727 1/0:33.2	6/34.116 1/0:32.9	8/33.067 1/0:33.1	5/33.337 1/0:32.2	10/32.982 1/0:33.7
10.	2/32.577 1/0:31.2	1/31.944 1/0:30.8	7/34.322 1/0:33.1	3/31.121 1/0:31.3	—	8/33.777 1/0:33.3	6/33.946 1/0:33.0	9/38.553 1/0:33.6	5/32.938 1/0:32.3	10/33.606 1/0:33.7
11.	2/32.463 1/0:31.3	1/31.997 1/0:30.9	6/33.684 1/0:33.1	3/32.054 1/0:31.4	—	8/33.012 1/0:33.2	7/35.292 1/0:33.2	9/34.178 1/0:33.6	5/33.197 1/0:32.4	11/38.330 1/0:34.1
12.	2/32.362 1/0:31.4	1/32.861 1/0:31.0	7/34.586 1/0:33.2	3/32.902 1/0:31.5	—	6/33.076 1/0:33.2	8/36.184 1/0:33.4	9/32.754 1/0:33.6	5/35.075 1/0:32.6	10/32.600 1/0:34.0
13.	3/35.680 1/0:31.7	1/32.415 1/0:31.1	6/32.589 1/0:33.2	2/33.129 1/0:31.6	—	7/33.199 1/0:33.2	9/34.520 1/0:33.5	8/32.557 1/0:33.5	5/36.483 1/0:32.9	10/32.363 1/0:33.9
14.	3/33.147 1/0:31.8	1/37.562 1/0:31.6	5/34.457 1/0:33.3	2/32.174 1/0:31.7	—	7/40.160 1/0:33.7	9/38.974 1/0:33.9	6/33.527 1/0:33.5	4/34.360 1/0:33.0	8/33.201 1/0:33.8
15.	3/38.370 1/0:32.3	1/32.870 1/0:31.7	4/32.901 1/0:33.2	2/32.656 1/0:31.7	—	6/32.553 1/0:33.6	7/34.542 1/0:33.9	8/41.485 1/0:34.0	5/38.802 1/0:33.4	9/38.413 1/0:34.1
16.	3/32.428 1/0:32.3	1/32.107 1/0:31.7	5/39.678 1/0:33.6	2/31.809 1/0:31.7	—	6/34.621 1/0:33.7	7/32.694 1/0:33.9	8/32.581 1/0:33.9	4/33.360 1/0:33.4	9/37.562 1/0:34.3
17.	3/32.158 1/0:32.3	1/32.190 1/0:31.7	5/31.433 1/0:33.5	2/33.158 1/0:31.8	—	7/36.666 1/0:33.9	6/32.913 1/0:33.8	8/34.008 1/0:33.9	4/32.989 1/0:33.3	9/32.576 1/0:34.2

1-8 Sportsman Truck (A1 Main)

Top Qualifier is Vareck Wright 10/6:13.961 (Rnd 3)

Timing and Scoring by www.RCScoringPro.com

Round# 4

Race# **7**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Fred Steele	1	4	25	14:57.947	34.211		34.806	35.227	35.875	6
	Dave Gibson	2	2	25	15:19.490	34.873	21.543	35.834	36.204	36.948	3
	Matt Willismatt	3	6	25	15:28.139	34.744	30.192	35.340	35.837	37.159	5
	Vareck Wright	4	1	24	14:59.881	33.953		34.666	35.242	37.930	1
	Branden Avila	5	5	23	15:06.304	34.045		36.356	37.210	39.728	4
	Paul Mclain	6	3	23	15:21.223	34.968	14.919	37.412	38.208	40.547	2
	Cuz'n Andy	7	8	23	15:24.735	36.187	18.431	36.849	37.583	40.678	8
	Mango	8	10	22	15:20.412	35.010		37.668	39.310	42.984	13
	Kenny Northern	9	7	17	11:23.263	34.985		37.250	39.538		7
	John Shelburne	10	13	9	6:19.756	37.070		43.204			12
	Tim Pham	11	11	8	5:16.428	37.810		41.786			10
	Robert Tanner	12	9	7	6:00.562	40.607		46.291			9
	Steven Cvengros	13	12	0							11

Car#	1	2	3	4	5	6	7	8	9	10
	Vareck Wright	Dave Gibson	Paul Mclain	Fred Steele	Branden Avila	Matt Willismatt	Kenny Northern	Cuz'n Andy	Robert Tanner	Mango
1.	2/17.652 1/0:17.6	1/17.375 1/0:17.3	7/21.918 1/0:21.9	3/18.477 1/0:18.4	10/26.264 1/0:26.2	8/22.250 1/0:22.2	6/21.341 1/0:21.3	4/19.350 1/0:19.3	12/88.501 1/1:28.5	9/25.714 1/0:25.7
2.	3/38.004 1/0:27.8	1/37.471 1/0:27.4	5/37.867 1/0:29.8	2/36.448 1/0:27.4	9/43.443 1/0:34.8	7/38.636 1/0:30.4	8/42.234 1/0:31.7	6/41.441 1/0:30.3	12/51.513 1/1:10.0	10/47.537 1/0:36.6
3.	2/37.152 1/0:30.9	3/38.491 1/0:31.1	6/40.879 1/0:33.5	1/35.948 1/0:30.2	9/38.962 1/0:36.2	4/35.710 1/0:32.1	7/39.351 1/0:34.3	5/36.691 1/0:32.4	12/46.661 1/1:02.2	10/39.323 1/0:37.5
4.	1/35.036 1/0:31.9	2/36.537 1/0:32.4	6/38.831 1/0:34.8	4/44.052 1/0:33.7	9/41.240 1/0:37.4	3/34.948 1/0:32.8	8/46.183 1/0:37.2	5/40.363 1/0:34.4	12/40.607 1/0:56.8	10/43.117 1/0:38.9
5.	2/38.195 1/0:33.2	1/35.928 1/0:33.1	5/37.323 1/0:35.3	4/34.835 1/0:33.9	8/38.017 1/0:37.5	3/35.720 1/0:33.4	7/37.412 1/0:37.3	6/40.671 1/0:35.7	12/41.118 1/0:53.6	10/43.711 1/0:39.8
6.	4/44.036 1/0:35.0	1/37.942 1/0:33.9	5/41.263 1/0:36.3	2/34.211 1/0:33.9	9/39.346 1/0:37.8	3/36.980 1/0:34.0	7/35.752 1/0:37.0	6/41.611 1/0:36.6	12/46.351 1/0:52.4	10/42.415 1/0:40.3
7.	4/43.053 1/0:36.1	3/42.144 1/0:35.1	7/47.023 1/0:37.8	1/36.147 1/0:34.3	8/38.453 1/0:37.9	2/41.451 1/0:35.0	6/42.612 1/0:37.8	5/38.792 1/0:36.9	12/45.811 1/0:51.5	10/45.268 1/0:41.0
8.	4/37.782 1/0:36.3	3/36.851 1/0:35.3	8/37.908 1/0:37.8	1/34.462 1/0:34.3	7/37.035 1/0:37.8	2/36.209 1/0:35.2	6/34.985 1/0:37.4	5/37.229 1/0:37.0		10/37.213 1/0:40.5
9.	5/44.368 1/0:37.2	3/36.493 1/0:35.4	6/37.809 1/0:37.8	1/36.604 1/0:34.5	8/42.705 1/0:38.3	2/37.039 1/0:35.4	7/44.694 1/0:38.2	4/38.218 1/0:37.1		9/43.471 1/0:40.8
10.	4/34.156 1/0:36.9	3/37.600 1/0:35.6	6/38.368 1/0:37.9	1/37.437 1/0:34.8	8/40.474 1/0:38.5	2/35.003 1/0:35.3	7/40.813 1/0:38.5	5/36.739 1/0:37.1		9/39.556 1/0:40.7
11.	5/43.895 1/0:37.5	2/38.056 1/0:35.8	6/41.365 1/0:38.2	1/35.197 1/0:34.8	7/37.367 1/0:38.4	3/41.757 1/0:35.9	8/47.467 1/0:39.3	4/37.871 1/0:37.1		9/46.820 1/0:41.2
12.	4/40.438 1/0:37.8	3/36.954 1/0:35.9	7/45.973 1/0:38.8	1/35.678 1/0:34.9	5/37.424 1/0:38.3	2/34.744 1/0:35.8	8/37.098 1/0:39.1	6/55.631 1/0:38.7		9/60.890 1/0:42.9
13.	4/42.055 1/0:38.1	3/38.541 1/0:36.1	5/37.101 1/0:38.7	1/35.172 1/0:34.9	8/51.443 1/0:39.3	2/37.570 1/0:36.0	7/40.231 1/0:39.2	6/45.255 1/0:39.2		9/35.010 1/0:42.3
14.	4/35.195 1/0:37.9	3/43.099 1/0:36.6	5/39.085 1/0:38.7	1/46.253 1/0:35.7	8/45.845 1/0:39.8	2/35.559 1/0:35.9	7/43.244 1/0:39.5	6/36.623 1/0:39.0		9/37.324 1/0:41.9
15.	4/34.925 1/0:37.7	3/35.323 1/0:36.5	6/40.827 1/0:38.9	1/35.345 1/0:35.7	8/34.561 1/0:39.5	2/39.333 1/0:36.1	7/36.637 1/0:39.3	5/36.187 1/0:38.8		9/47.918 1/0:42.3
16.	4/36.111 1/0:37.6	2/35.951 1/0:36.5	5/43.036 1/0:39.1	1/36.316 1/0:35.7	7/36.721 1/0:39.3	3/44.193 1/0:36.6	8/44.172 1/0:39.6	6/46.329 1/0:39.3		9/39.025 1/0:42.1

Car#	11	12	13	14	15	16	17	18	19	20
	Tim Pham	Steven Cvengros	John Shelburne							
19.	—	—	—	—	—	—	—	—	—	—
20.	—	—	—	—	—	—	—	—	—	—
21.	—	—	—	—	—	—	—	—	—	—
22.	—	—	—	—	—	—	—	—	—	—
23.	—	—	—	—	—	—	—	—	—	—
24.	—	—	—	—	—	—	—	—	—	—
25.	—	—	—	—	—	—	—	—	—	—

Multiple Main Scores
1-8 Sportsman Truck



Timing and Scoring by 306
RC Scoring Pro
www.rcscoringpro.com

Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:			Total	Tie Breaker
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3		
1. Fred Steele	1	25	14:57.947							100	0	0	100	25/897.947
2. Dave Gibson	2	25	15:19.490							99	0	0	99	25/919.490
3. Matt Willismatt	3	25	15:28.139							98	0	0	98	25/928.139
4. Vareck Wright	4	24	14:59.881							97	0	0	97	24/899.881
5. Branden Avila	5	23	15:06.304							96	0	0	96	23/906.304
6. Paul Mclain	6	23	15:21.223							95	0	0	95	23/921.223
7. Cuz'n Andy	7	23	15:24.735							94	0	0	94	23/924.735
8. Mango	8	22	15:20.412							93	0	0	93	22/920.412
9. Kenny Northern	9	17	11:23.263							92	0	0	92	17/683.263
10. John Shelburne	10	9	6:19.756							91	0	0	91	9/379.756
11. Tim Pham	11	8	5:16.428							90	0	0	90	8/316.428
12. Robert Tanner	12	7	6:00.562							89	0	0	89	7/360.562
13. Steven Cvengros	13	0	0.000							88	0	0	88	0/0.000

1-8 Intermediate Truck (A1 Main)

Round# 4

Top Qualifier is Jeff Pendygraft 20/11:51.585 (Rnd 4)

Timing and Scoring by www.RCScoringPro.com

Race# **8**

Thunder Alley Gas Champs 2011

306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Tanner Stees	1	1	30	16:49.894	31.935		32.253	32.628	33.289	1
	Tyler Brown	2	3	29	16:53.764	32.751		33.094	33.466	34.379	4
	Mike Acero	3	2	29	16:56.145	32.914	2.381	33.251	33.520	34.443	2
	Marc Robinson	4	12	29	17:00.323	32.708	6.559	33.450	33.717	34.614	9998
	Shane Lyon	5	5	29	17:09.245	33.176	15.481	33.994	34.215	34.928	6
	Michael Vincent	6	11	29	17:26.005	32.639	32.241	33.484	33.933	35.019	9998
	Big Shawn	7	6	28	16:56.724	33.628		34.083	34.649	35.481	3
	Mikko Trott	8	8	28	17:17.311	33.088	20.587	34.109	34.665	35.575	9
	Jeff Pendygraft	9	9	27	16:28.500	33.736		34.035	34.389	36.006	9998
	Troy Sears	10	10	13	7:25.950	33.883		34.319	35.073		9998
	Greg Singletary	11	7	10	5:48.054	33.698		34.793			11
	Kyle AArup	12	4	1	0:18.889						8

Car#	1	2	3	4	5	6	7	8	9	10
	Tanner Stees	Mike Acero	Tyler Brown	Kyle AArup	Shane Lyon	Big Shawn	Greg Singletary	Mikko Trott	Jeff Pendygraft	Troy Sears
1.	1/15.347 1/0:15.3	8/22.647 1/0:22.6	4/19.826 1/0:19.8	2/18.889 1/0:18.8	7/21.184 1/0:21.1	11/23.724 1/0:23.7	6/20.174 1/0:20.1	9/22.795 1/0:22.8	3/19.305 1/0:19.3	10/22.924 1/0:22.9
2.	1/33.425 1/0:24.3	10/37.749 1/0:30.1	4/34.974 1/0:27.3	---	6/34.898 1/0:28.0	8/35.031 1/0:29.3	5/35.717 1/0:27.9	11/40.467 1/0:31.6	3/35.007 1/0:27.1	7/33.883 1/0:28.4
3.	1/32.985 1/0:27.2	9/35.561 1/0:31.9	7/38.997 1/0:31.2	---	5/36.950 1/0:31.0	8/35.303 1/0:31.3	10/42.949 1/0:32.9	11/40.315 1/0:34.5	2/34.196 1/0:29.5	3/34.622 1/0:30.4
4.	1/34.476 1/0:29.0	8/34.889 1/0:32.7	4/33.783 1/0:31.8	---	5/35.353 1/0:32.0	9/37.600 1/0:32.9	11/40.286 1/0:34.7	10/35.334 1/0:34.7	3/38.288 1/0:31.6	7/38.073 1/0:32.3
5.	1/33.657 1/0:29.9	6/34.323 1/0:33.0	9/39.742 1/0:33.4	---	3/33.634 1/0:32.4	8/35.560 1/0:33.4	10/35.323 1/0:34.8	11/38.914 1/0:35.5	4/36.018 1/0:32.5	5/34.683 1/0:32.8
6.	1/32.627 1/0:30.4	9/38.434 1/0:33.9	7/34.210 1/0:33.5	---	3/35.498 1/0:32.9	8/35.133 1/0:33.7	10/34.182 1/0:34.7	11/35.583 1/0:35.5	4/34.926 1/0:32.9	5/33.990 1/0:33.0
7.	1/32.034 1/0:30.6	7/36.423 1/0:34.2	5/34.093 1/0:33.6	---	9/42.798 1/0:34.3	6/35.881 1/0:34.0	10/33.698 1/0:34.6	11/33.208 1/0:35.2	4/36.299 1/0:33.4	3/34.070 1/0:33.1
8.	1/33.011 1/0:30.9	6/33.036 1/0:34.1	4/34.278 1/0:33.7	---	9/36.462 1/0:34.5	5/33.628 1/0:33.9	10/34.850 1/0:34.6	11/38.624 1/0:35.6	8/41.969 1/0:34.5	3/34.482 1/0:33.3
9.	1/36.383 1/0:31.5	6/33.548 1/0:34.0	4/34.140 1/0:33.7	---	10/37.433 1/0:34.9	5/33.642 1/0:33.9	8/33.894 1/0:34.5	11/37.171 1/0:35.8	7/33.736 1/0:34.4	3/34.601 1/0:33.4
10.	1/32.528 1/0:31.6	5/34.153 1/0:34.0	4/32.751 1/0:33.6	---	10/34.452 1/0:34.8	6/36.033 1/0:34.1	9/36.981 1/0:34.8	11/37.733 1/0:36.0	7/34.236 1/0:34.3	3/34.453 1/0:33.5
11.	1/33.620 1/0:31.8	5/32.914 1/0:33.9	3/33.275 1/0:33.6	---	8/34.523 1/0:34.8	6/33.636 1/0:34.1	---	10/34.118 1/0:35.8	7/38.461 1/0:34.7	4/36.435 1/0:33.8
12.	1/34.402 1/0:32.0	6/36.998 1/0:34.2	3/32.773 1/0:33.5	---	8/37.967 1/0:35.0	5/34.925 1/0:34.1	---	10/37.172 1/0:35.9	7/37.490 1/0:34.9	4/35.320 1/0:33.9
13.	1/40.563 1/0:32.6	4/34.396 1/0:34.2	3/36.494 1/0:33.7	---	7/34.335 1/0:35.0	6/41.543 1/0:34.7	---	9/35.728 1/0:35.9	8/38.421 1/0:35.2	5/38.414 1/0:34.3
14.	1/35.204 1/0:32.8	4/33.475 1/0:34.1	3/36.090 1/0:33.9	---	6/35.536 1/0:35.0	5/34.149 1/0:34.6	---	9/73.873 1/0:38.6	7/35.057 1/0:35.2	---
15.	1/34.226 1/0:32.9	4/38.897 1/0:34.4	3/37.651 1/0:34.2	---	7/40.260 1/0:35.4	5/35.244 1/0:34.7	---	9/33.088 1/0:38.2	6/33.763 1/0:35.1	---
16.	1/37.252 1/0:33.2	3/34.043 1/0:34.4	5/44.755 1/0:34.8	---	7/35.049 1/0:35.3	4/35.600 1/0:34.7	---	9/34.659 1/0:38.0	6/37.646 1/0:35.3	---
17.	1/33.935 1/0:33.2	4/42.078 1/0:34.9	3/34.421 1/0:34.8	---	7/33.176 1/0:35.2	5/38.111 1/0:34.9	---	9/35.778 1/0:37.9	6/33.785 1/0:35.2	---

Car#	11	12	13	14	15	16	17	18	19	20
	Michael Vincent	Marc Robinson								
15.	8/34.585 1/0:35.9	2/37.869 1/0:33.8	—	—	—	—	—	—	—	—
16.	8/32.770 1/0:35.7	2/41.265 1/0:34.3	—	—	—	—	—	—	—	—
17.	8/34.502 1/0:35.6	2/35.776 1/0:34.4	—	—	—	—	—	—	—	—
18.	7/34.267 1/0:35.5	2/34.714 1/0:34.4	—	—	—	—	—	—	—	—
19.	8/42.045 1/0:35.9	2/33.292 1/0:34.3	—	—	—	—	—	—	—	—
20.	8/34.860 1/0:35.8	2/34.380 1/0:34.3	—	—	—	—	—	—	—	—
21.	8/36.292 1/0:35.8	2/35.109 1/0:34.4	—	—	—	—	—	—	—	—
22.	8/33.576 1/0:35.7	2/33.721 1/0:34.3	—	—	—	—	—	—	—	—
23.	8/37.265 1/0:35.8	2/32.708 1/0:34.3	—	—	—	—	—	—	—	—
24.	8/42.773 1/0:36.1	2/37.929 1/0:34.4	—	—	—	—	—	—	—	—
25.	6/34.855 1/0:36.0	2/38.245 1/0:34.6	—	—	—	—	—	—	—	—
26.	6/33.788 1/0:36.0	2/37.603 1/0:34.7	—	—	—	—	—	—	—	—
27.	6/36.662 1/0:36.0	2/34.942 1/0:34.7	—	—	—	—	—	—	—	—
28.	6/34.328 1/0:35.9	4/43.960 1/0:35.0	—	—	—	—	—	—	—	—
29.	6/38.893 1/0:36.0	4/38.274 1/0:35.1	—	—	—	—	—	—	—	—
30.	—	—	—	—	—	—	—	—	—	—

Multiple Main Scores

1-8 Intermediate Truck



Timing and Scoring by

306

RC Scoring Pro

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Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3	Total	Tie Breaker
1. Tanner Stees	1	30	16:49.894							100	0	0	100	30/1009.894
2. Tyler Brown	2	29	16:53.764							99	0	0	99	29/1013.764
3. Mike Acero	3	29	16:56.145							98	0	0	98	29/1016.145
4. Marc Robinson	4	29	17:00.323							97	0	0	97	29/1020.323
5. Shane Lyon	5	29	17:09.245							96	0	0	96	29/1029.245
6. Michael Vincent	6	29	17:26.005							95	0	0	95	29/1046.005
7. Big Shawn	7	28	16:56.724							94	0	0	94	28/1016.724
8. Mikko Trott	8	28	17:17.311							93	0	0	93	28/1037.311
9. Jeff Pendency	9	27	16:28.500							92	0	0	92	27/988.500
10. Troy Sears	10	13	7:25.950							91	0	0	91	13/445.950
11. Greg Singletary	11	10	5:48.054							90	0	0	90	10/348.054
12. Kyle AArup	12	1	18.889							89	0	0	89	1/18.889

1-8 Expert Buggy (C Main)

Round# 4

Top Qualifier is Ty Tessmann 12/6:28.659 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **9**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Ryan Lutz	1	9	20	10:57.459	31.495		31.649	31.854		Bump
	Dylan Rodriguez	2	11	20	11:02.993	31.531	5.534	31.955	32.403		Bump
	Jason Miller	3	1	20	11:08.242	31.896	10.783	32.717	33.324		15
	Carson Wernimont	4	10	20	11:09.284	32.100	11.825	32.538	32.642		Bump
	Colin Herzig	5	12	20	11:13.051	31.949	15.592	32.982	33.320		Bump
	Curtis Door	6	4	20	11:21.765	33.429	24.306	33.622	33.793		21
	Hayato Matsuzaki	7	6	20	11:24.969	32.154	27.510	33.158	33.537		18
	Patrick Castleberry	8	3	20	11:30.261	32.410	32.802	33.071	33.630		24
	Levi Jackson	9	7	19	10:37.963	31.464		32.273	33.043		23
	Colby Poh	10	8	15	8:30.113	31.949		32.743	33.746		22
	Chad Bradley	11	5	13	6:55.777	32.683		32.926	33.218		20
	Matt Schreffler	12	2	0							10

Car#	1	2	3	4	5	6	7	8	9	10
	Jason Miller	Matt Schreffler	Patrick Castleberry	Curtis Door	Chad Bradley	Hayato Matsuzaki	Levi Jackson	Colby Poh	Ryan Lutz	Carson Wernimont
1.	4/17.002 1/0:17.0	---	5/17.921 1/0:17.9	3/16.888 1/0:16.8	1/16.277 1/0:16.2	2/16.871 1/0:16.8	6/17.981 1/0:17.9	8/18.788 1/0:18.7	9/19.077 1/0:19.0	7/18.620 1/0:18.6
2.	2/34.126 1/0:25.5	---	5/35.917 1/0:26.9	10/42.347 1/0:29.6	1/33.572 1/0:24.9	3/34.536 1/0:25.7	6/37.414 1/0:27.6	11/40.807 1/0:29.7	9/39.147 1/0:29.1	4/33.455 1/0:26.0
3.	2/32.734 1/0:27.9	---	4/32.518 1/0:28.7	10/33.666 1/0:30.9	1/33.048 1/0:27.6	5/37.398 1/0:29.6	8/35.413 1/0:30.2	11/38.783 1/0:32.7	7/32.132 1/0:30.1	3/32.598 1/0:28.2
4.	2/33.035 1/0:29.2	---	3/34.046 1/0:30.1	10/34.209 1/0:31.7	1/33.708 1/0:29.1	5/34.066 1/0:30.7	6/33.316 1/0:31.0	11/33.048 1/0:32.8	7/34.650 1/0:31.2	4/35.843 1/0:30.1
5.	2/34.706 1/0:30.3	---	4/36.304 1/0:31.3	10/36.712 1/0:32.7	1/33.418 1/0:30.0	3/33.434 1/0:31.2	7/35.827 1/0:31.9	11/33.222 1/0:32.9	5/32.824 1/0:31.5	8/39.876 1/0:32.0
6.	2/33.313 1/0:30.8	---	6/37.430 1/0:32.3	9/33.429 1/0:32.8	1/33.297 1/0:30.5	7/39.824 1/0:32.6	11/39.040 1/0:33.1	10/32.993 1/0:32.9	3/32.022 1/0:31.6	5/32.674 1/0:32.1
7.	2/35.173 1/0:31.4	---	11/40.671 1/0:33.5	9/35.903 1/0:33.3	1/33.555 1/0:30.9	6/33.251 1/0:32.7	10/34.223 1/0:33.3	8/34.164 1/0:33.1	4/34.603 1/0:32.0	5/32.568 1/0:32.2
8.	2/31.896 1/0:31.4	---	11/38.179 1/0:34.1	10/33.759 1/0:33.3	1/32.775 1/0:31.2	6/33.880 1/0:32.9	9/32.995 1/0:33.2	8/32.799 1/0:33.0	4/31.772 1/0:32.0	5/33.626 1/0:32.4
9.	2/36.451 1/0:32.0	---	10/33.250 1/0:34.0	9/36.408 1/0:33.7	1/32.821 1/0:31.3	8/35.744 1/0:33.2	7/31.894 1/0:33.1	11/42.322 1/0:34.1	3/33.619 1/0:32.2	5/32.815 1/0:32.4
10.	4/34.816 1/0:32.3	---	10/33.440 1/0:33.9	9/34.051 1/0:33.7	1/32.912 1/0:31.5	8/34.087 1/0:33.3	7/32.678 1/0:33.0	11/33.793 1/0:34.0	2/31.618 1/0:32.1	5/32.703 1/0:32.4
11.	4/34.889 1/0:32.5	---	11/37.254 1/0:34.2	9/33.641 1/0:33.7	1/32.683 1/0:31.6	8/33.194 1/0:33.2	7/31.464 1/0:32.9	10/32.297 1/0:33.9	5/39.783 1/0:32.8	3/32.644 1/0:32.4
12.	3/34.890 1/0:32.7	---	11/33.657 1/0:34.2	9/33.702 1/0:33.7	1/33.074 1/0:31.7	6/34.475 1/0:33.3	4/33.183 1/0:32.9	10/35.685 1/0:34.0	7/40.587 1/0:33.4	8/46.601 1/0:33.6
13.	4/37.998 1/0:33.1	---	11/33.564 1/0:34.1	9/34.483 1/0:33.7	1/34.637 1/0:31.9	5/32.572 1/0:33.3	6/38.492 1/0:33.3	10/31.949 1/0:33.8	7/33.137 1/0:33.4	8/33.424 1/0:33.6
14.	3/34.474 1/0:33.2	---	10/39.528 1/0:34.5	9/38.301 1/0:34.1	---	6/34.088 1/0:33.3	4/32.746 1/0:33.3	8/32.577 1/0:33.8	5/31.990 1/0:33.3	7/32.727 1/0:33.5
15.	5/36.772 1/0:33.4	---	10/37.944 1/0:34.7	9/33.824 1/0:34.0	---	4/33.339 1/0:33.3	6/36.154 1/0:33.5	8/36.886 1/0:34.0	3/32.108 1/0:33.2	7/35.617 1/0:33.7
16.	4/32.642 1/0:33.4	---	9/33.550 1/0:34.6	8/34.641 1/0:34.1	---	7/40.426 1/0:33.8	5/35.345 1/0:33.6	---	2/32.039 1/0:33.1	6/33.702 1/0:33.7
17.	3/32.740 1/0:33.3	---	9/32.410 1/0:34.5	7/33.586 1/0:34.0	---	8/39.439 1/0:34.1	5/32.369 1/0:33.5	---	2/31.516 1/0:33.0	6/32.100 1/0:33.6

1-8 Sportsman Buggy (B Main)

Top Qualifier is Bill McEuen 10/6:21.067 (Rnd 1)
 Timing and Scoring by www.RCScoringPro.com

Round# 4

Race# **10**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Eddie Ayala	1	4	20	13:05.770	34.864		36.767	38.049		22
	Jaden O'kray	2	1	20	13:09.700	37.038	3.930	38.172	39.048		12
	Fred Steele	3	2	20	13:12.432	34.378	6.662	35.099	35.798		4
	Chris Thomas	4	5	20	13:38.731	36.805	32.961	37.581	38.617		11
	Brian Cross	5	9	20	13:53.380	36.597	47.610	38.287	39.466		23
	Bill McEuen	6	10	19	13:15.454	37.563		39.738	40.635		1
	Harley Hall	7	3	19	13:24.612	37.300	9.158	39.354	41.041		16
	Rodney Roberts	8	12	19	13:29.521	36.123	14.067	38.061	39.975		Bump
	Lina Gallio	9	8	19	13:38.921	38.770	23.467	41.573	42.385		19
	Andy Vandenberg	10	6	18	13:24.196	37.851		40.016	41.508		18
	Vareck Wright	11	11	17	11:02.937	35.321		37.110	38.038		Bump
	Alecs Tuazon	12	7	5	3:09.603	37.702					15

Car#	1	2	3	4	5	6	7	8	9	10
	Jaden O'kray	Fred Steele	Harley Hall	Eddie Ayala	Chris Thomas	Andy Vandenberg	Alecs Tuazon	Lina Gallio	Brian Cross	Bill McEuen
1.	5/21.125 1/0:21.1	1/16.488 1/0:16.4	7/23.979 1/0:23.9	2/18.013 1/0:18.0	4/18.532 1/0:18.5	6/22.536 1/0:22.5	3/18.366 1/0:18.3	9/27.792 1/0:27.7	11/30.255 1/0:30.2	10/28.357 1/0:28.3
2.	3/37.558 1/0:29.3	1/35.896 1/0:26.1	10/46.461 1/0:35.2	4/41.598 1/0:29.8	2/37.585 1/0:28.0	6/42.031 1/0:32.2	7/47.286 1/0:32.8	11/43.461 1/0:35.6	8/37.366 1/0:33.8	9/41.979 1/0:35.1
3.	4/37.672 1/0:32.1	1/35.386 1/0:29.2	11/50.108 1/0:40.1	2/34.864 1/0:31.4	3/39.932 1/0:32.0	9/48.656 1/0:37.7	5/37.702 1/0:34.4	10/46.207 1/0:39.1	8/44.102 1/0:37.2	7/39.043 1/0:36.4
4.	2/37.300 1/0:33.4	1/35.299 1/0:30.7	11/45.757 1/0:41.5	4/47.602 1/0:35.5	3/40.777 1/0:34.2	9/43.218 1/0:39.1	5/40.262 1/0:35.9	10/43.389 1/0:40.2	8/41.194 1/0:38.2	7/41.533 1/0:37.7
5.	2/41.023 1/0:34.9	1/37.316 1/0:32.0	11/48.574 1/0:42.9	4/41.852 1/0:36.7	3/38.899 1/0:35.1	8/38.539 1/0:38.9	6/45.987 1/0:37.9	10/43.077 1/0:40.7	7/39.909 1/0:38.5	9/44.678 1/0:39.1
6.	3/42.309 1/0:36.1	1/34.413 1/0:32.4	9/42.444 1/0:42.8	4/37.986 1/0:36.9	2/40.693 1/0:36.0	11/79.538 1/0:45.7	___	8/43.031 1/0:41.1	6/41.923 1/0:39.1	7/40.584 1/0:39.3
7.	2/39.913 1/0:36.6	1/36.079 1/0:32.9	9/43.087 1/0:42.9	5/39.382 1/0:37.3	3/43.311 1/0:37.1	11/41.773 1/0:45.1	___	8/38.770 1/0:40.8	6/38.683 1/0:39.0	7/41.032 1/0:39.6
8.	2/40.003 1/0:37.1	1/34.378 1/0:33.1	9/47.779 1/0:43.5	5/42.678 1/0:37.9	3/39.525 1/0:37.4	11/44.241 1/0:45.0	___	8/42.739 1/0:41.0	7/45.348 1/0:39.8	6/39.821 1/0:39.6
9.	3/40.713 1/0:37.5	1/36.784 1/0:33.5	10/42.145 1/0:43.3	5/36.573 1/0:37.8	2/36.805 1/0:37.3	11/43.737 1/0:44.9	___	8/49.471 1/0:41.9	6/38.741 1/0:39.7	7/44.651 1/0:40.1
10.	5/41.474 1/0:37.9	1/39.116 1/0:34.1	10/37.300 1/0:42.7	3/35.879 1/0:37.6	2/37.720 1/0:37.3	11/37.851 1/0:44.2	___	8/44.616 1/0:42.2	6/36.597 1/0:39.4	7/41.678 1/0:40.3
11.	3/39.497 1/0:38.0	1/34.857 1/0:34.1	9/45.882 1/0:43.0	5/45.945 1/0:38.3	2/43.876 1/0:37.9	11/45.276 1/0:44.3	___	8/48.896 1/0:42.8	6/47.330 1/0:40.1	7/42.732 1/0:40.5
12.	3/45.285 1/0:38.6	1/42.288 1/0:34.8	10/48.363 1/0:43.4	4/44.277 1/0:38.8	6/83.067 1/0:41.7	11/39.321 1/0:43.8	___	9/47.678 1/0:43.2	5/44.726 1/0:40.5	7/57.257 1/0:41.9
13.	3/37.038 1/0:38.5	1/35.538 1/0:34.9	9/39.049 1/0:43.1	4/38.438 1/0:38.8	6/40.466 1/0:41.6	11/39.610 1/0:43.5	___	10/42.347 1/0:43.1	5/49.088 1/0:41.1	7/43.225 1/0:42.0
14.	3/42.176 1/0:38.7	1/44.989 1/0:35.6	9/37.853 1/0:42.7	4/39.165 1/0:38.8	6/37.327 1/0:41.3	11/41.613 1/0:43.4	___	10/40.841 1/0:43.0	5/40.895 1/0:41.1	7/41.442 1/0:42.0
15.	4/41.535 1/0:38.9	1/41.899 1/0:36.0	9/41.591 1/0:42.6	3/38.510 1/0:38.8	5/39.966 1/0:41.2	11/61.845 1/0:44.6	___	10/46.499 1/0:43.2	6/49.148 1/0:41.6	7/39.125 1/0:41.8
16.	3/39.393 1/0:39.0	1/36.701 1/0:36.0	8/37.556 1/0:42.3	4/41.713 1/0:39.0	5/41.055 1/0:41.2	11/40.999 1/0:44.4	___	10/40.663 1/0:43.0	6/37.588 1/0:41.4	7/47.472 1/0:42.1
17.	4/42.815 1/0:39.2	1/42.067 1/0:36.4	8/40.721 1/0:42.2	3/41.162 1/0:39.1	5/39.945 1/0:41.1	11/48.967 1/0:44.6	___	10/43.023 1/0:43.0	6/39.930 1/0:41.3	7/37.563 1/0:41.8

1-8 Intermediate Buggy (B Main)

Round# 4

Top Qualifier is Tanner Stees 11/6:21.252 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **11**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average		Q#
								Top 5	Top 10	
	Tyler Brown	1	2	20	11:58.623	34.281		35.145	35.478	7
	Brian Jones	2	10	20	12:00.496	33.142	1.873	34.283	34.885	Bump
	Chris Miller	3	1	20	12:02.063	34.064	3.440	34.595	35.057	6
	Ryan Reese	4	5	20	12:04.761	33.345	6.138	34.573	35.294	15
	Dylan Elliott	5	11	20	12:15.724	33.452	17.101	34.919	35.665	Bump
	Greg Singletary	6	9	20	12:32.821	35.057	34.198	35.617	36.370	19
	Ari Jyva	7	7	19	12:17.205	33.972		35.126	35.991	22
	Michael Vincent	8	6	18	12:09.214	34.776		35.512	36.494	13
	Ryan Carroll	9	8	18	12:27.228	34.225	18.014	35.734	36.758	23
	Jeff Pendencygraft	10	4	17	10:44.258	34.279		36.041	38.000	12
	Troy Sears	11	3	9	5:34.581	35.439		37.899		11
	Karl Gunderson	12	12	2	0:59.692	38.669				Bump

Car#	1	2	3	4	5	6	7	8	9	10
	Chris Miller	Tyler Brown	Troy Sears	Jeff Pendencygraft	Ryan Reese	Michael Vincent	Ari Jyva	Ryan Carroll	Greg Singletary	Brian Jones
1.	1/16.075 1/0:16.0	2/17.336 1/0:17.3	10/22.213 1/0:22.2	3/17.558 1/0:17.5	4/18.158 1/0:18.1	9/21.315 1/0:21.3	11/23.175 1/0:23.1	7/20.438 1/0:20.4	6/19.762 1/0:19.7	5/18.657 1/0:18.6
2.	8/43.825 1/0:29.9	2/37.401 1/0:27.3	6/36.284 1/0:29.2	5/40.680 1/0:29.1	1/34.998 1/0:26.5	9/41.860 1/0:31.5	10/41.125 1/0:32.1	3/36.027 1/0:28.2	4/38.180 1/0:28.9	12/72.721 1/0:45.6
3.	3/34.738 1/0:31.5	2/36.254 1/0:30.3	8/39.629 1/0:32.7	6/39.135 1/0:32.4	1/35.913 1/0:29.6	7/34.776 1/0:32.6	9/34.351 1/0:32.8	4/39.062 1/0:31.8	5/38.192 1/0:32.0	11/37.244 1/0:42.8
4.	3/34.817 1/0:32.3	2/35.732 1/0:31.6	7/36.822 1/0:33.7	6/36.865 1/0:33.5	1/36.282 1/0:31.3	10/46.684 1/0:36.1	8/36.362 1/0:33.7	4/34.883 1/0:32.6	5/35.779 1/0:32.9	11/35.796 1/0:41.1
5.	2/35.199 1/0:32.9	1/35.418 1/0:32.4	6/37.980 1/0:34.5	4/38.017 1/0:34.4	3/43.500 1/0:33.7	9/36.212 1/0:36.1	7/38.049 1/0:34.6	10/51.893 1/0:36.4	8/45.146 1/0:35.4	11/37.671 1/0:40.4
6.	2/37.833 1/0:33.7	1/34.281 1/0:32.7	7/38.778 1/0:35.2	6/37.752 1/0:35.0	4/36.429 1/0:34.2	8/37.114 1/0:36.3	10/48.643 1/0:36.9	11/98.754 1/0:46.8	9/41.166 1/0:36.3	3/3.067 1/0:34.1
7.	2/35.121 1/0:33.9	1/35.812 1/0:33.1	9/42.665 1/0:36.3	6/41.493 1/0:35.9	4/34.203 1/0:34.2	7/35.912 1/0:36.2	10/35.724 1/0:36.7	11/36.501 1/0:45.3	8/36.110 1/0:36.3	3/33.142 1/0:34.0
8.	2/35.247 1/0:34.1	1/39.720 1/0:33.9	10/44.771 1/0:37.3	8/41.081 1/0:36.5	4/42.737 1/0:35.2	7/38.170 1/0:36.5	9/39.172 1/0:37.0	11/41.068 1/0:44.8	6/36.429 1/0:36.3	3/34.721 1/0:34.1
9.	1/35.946 1/0:34.3	3/41.052 1/0:34.7	9/35.439 1/0:37.1	10/43.212 1/0:37.3	4/33.345 1/0:35.0	7/34.968 1/0:36.3	8/36.959 1/0:37.0	11/35.449 1/0:43.7	6/35.558 1/0:36.2	2/37.178 1/0:34.4
10.	1/38.347 1/0:34.7	2/37.199 1/0:35.0	---	9/41.649 1/0:37.7	3/35.481 1/0:35.1	7/34.894 1/0:36.1	8/37.516 1/0:37.1	10/38.673 1/0:43.2	6/35.057 1/0:36.1	5/47.988 1/0:35.8
11.	1/37.540 1/0:34.9	2/36.498 1/0:35.1	---	9/42.089 1/0:38.1	3/38.852 1/0:35.4	7/43.513 1/0:36.8	8/35.546 1/0:36.9	10/45.865 1/0:43.5	6/36.881 1/0:36.2	5/35.486 1/0:35.7
12.	2/44.640 1/0:35.7	3/43.056 1/0:35.8	---	7/40.887 1/0:38.3	1/36.137 1/0:35.5	9/88.125 1/0:41.1	8/74.858 1/0:40.1	10/35.812 1/0:42.8	6/44.176 1/0:36.8	4/36.142 1/0:35.8
13.	2/35.156 1/0:35.7	4/41.044 1/0:36.2	---	7/34.987 1/0:38.1	1/36.348 1/0:35.5	9/35.575 1/0:40.7	8/39.609 1/0:40.0	10/40.707 1/0:42.7	6/35.327 1/0:36.7	5/44.552 1/0:36.4
14.	1/34.064 1/0:35.6	2/35.340 1/0:36.1	---	7/43.973 1/0:38.5	4/44.978 1/0:36.2	9/36.426 1/0:40.3	8/35.395 1/0:39.7	10/34.225 1/0:42.0	6/36.442 1/0:36.7	5/35.379 1/0:36.4
15.	1/37.293 1/0:35.7	2/34.651 1/0:36.0	---	7/36.105 1/0:38.3	3/34.754 1/0:36.1	9/39.453 1/0:40.3	8/38.695 1/0:39.6	10/36.952 1/0:41.7	6/39.103 1/0:36.8	5/35.010 1/0:36.3
16.	1/40.218 1/0:36.0	2/35.924 1/0:36.0	---	7/34.496 1/0:38.1	5/39.399 1/0:36.3	9/42.326 1/0:40.4	8/37.113 1/0:39.5	10/46.700 1/0:42.0	6/37.685 1/0:36.9	4/34.201 1/0:36.1
17.	4/41.656 1/0:36.3	1/35.247 1/0:35.9	---	7/34.279 1/0:37.8	3/34.714 1/0:36.2	9/36.218 1/0:40.2	8/34.615 1/0:39.2	10/36.707 1/0:41.7	6/44.092 1/0:37.3	2/36.421 1/0:36.1

1-8 Expert Buggy (B Main)

Round# 4

Top Qualifier is Ty Tessmann 12/6:28.659 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **13**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Jeremy Kortz	1	3	25	13:26.373	31.579		31.964	32.105	32.543	8
	Ryan Lutz	2	9	25	13:26.632	31.057	0.259	31.315	31.519	32.222	Bump
	Drew Moller	3	5	25	13:35.353	31.587	8.980	31.916	32.260	32.853	12
	Carson Wernimont	4	12	25	13:51.978	31.691	25.605	32.162	32.457	33.334	Bump
	Marty Korn	5	4	25	13:54.304	32.055	27.931	32.439	32.847	33.494	14
	Joseph Quagraine	6	1	25	13:55.651	32.859	29.278	33.010	33.142	33.715	16
	Dylan Rodriguez	7	10	25	14:01.873	31.541	35.500	32.081	32.557	33.722	Bump
	Cody Smith	8	8	24	13:41.078	31.527		32.350	32.740	33.707	17
	Justin Wheeler	9	7	24	13:57.601	32.908	16.523	33.612	34.019	35.221	25
	Jessie Robinson	10	6	23	13:33.123	32.486		32.984	33.233	35.173	11
	Travis Amezcua	11	2	20	12:17.644	31.565		32.260	32.404		13
	Jason Miller	12	11	2	1:00.337	39.273					Bump

Car#	1	2	3	4	5	6	7	8	9	10
	Joseph Quagraine	Travis Amezcua	Jeremy Kortz	Marty Korn	Drew Moller	Jessie Robinson	Justin Wheeler	Cody Smith	Ryan Lutz	Dylan Rodriguez
1.	2/16.571 1/0:16.5	1/16.070 1/0:16.0	3/16.950 1/0:16.9	7/19.375 1/0:19.3	5/17.616 1/0:17.6	6/18.030 1/0:18.0	8/20.237 1/0:20.2	12/31.014 1/0:31.0	4/17.219 1/0:17.2	11/23.092 1/0:23.0
2.	2/34.314 1/0:25.4	1/33.112 1/0:24.5	4/34.987 1/0:25.9	5/34.022 1/0:26.6	3/33.590 1/0:25.6	8/39.097 1/0:28.5	9/39.713 1/0:29.9	12/36.670 1/0:33.8	7/38.059 1/0:27.6	11/38.552 1/0:30.8
3.	2/33.436 1/0:28.1	1/32.383 1/0:27.1	4/32.798 1/0:28.2	6/33.183 1/0:28.8	3/33.292 1/0:28.1	8/33.000 1/0:30.0	9/35.936 1/0:31.9	11/34.410 1/0:34.0	7/32.421 1/0:29.2	10/34.537 1/0:32.0
4.	3/33.953 1/0:29.5	1/33.346 1/0:28.7	2/32.957 1/0:29.4	5/35.373 1/0:30.4	4/36.082 1/0:30.1	7/33.606 1/0:30.9	10/36.370 1/0:33.0	11/34.896 1/0:34.2	8/36.279 1/0:30.9	9/32.213 1/0:32.0
5.	4/35.129 1/0:30.6	1/32.789 1/0:29.5	2/33.478 1/0:30.2	5/33.335 1/0:31.0	3/32.615 1/0:30.6	8/33.384 1/0:31.4	10/36.346 1/0:33.7	11/33.347 1/0:34.0	7/32.021 1/0:31.1	9/32.473 1/0:32.1
6.	4/34.257 1/0:31.2	1/33.506 1/0:30.2	2/33.014 1/0:30.6	8/36.496 1/0:31.9	3/32.820 1/0:31.0	7/33.048 1/0:31.6	10/33.940 1/0:33.7	11/33.044 1/0:33.8	6/32.836 1/0:31.4	9/33.562 1/0:32.4
7.	3/32.859 1/0:31.5	1/32.178 1/0:30.4	2/32.297 1/0:30.9	5/32.239 1/0:32.0	4/36.183 1/0:31.7	8/37.219 1/0:32.4	10/34.482 1/0:33.8	11/35.720 1/0:34.1	7/37.047 1/0:32.2	9/35.181 1/0:32.8
8.	3/33.000 1/0:31.6	1/32.425 1/0:30.7	2/32.212 1/0:31.0	9/38.181 1/0:32.7	4/32.527 1/0:31.8	7/33.571 1/0:32.6	10/33.354 1/0:33.7	11/31.849 1/0:33.8	5/31.819 1/0:32.2	8/31.605 1/0:32.6
9.	3/32.973 1/0:31.8	1/32.603 1/0:30.9	2/32.254 1/0:31.2	9/34.068 1/0:32.9	4/32.968 1/0:31.9	7/32.486 1/0:32.6	11/34.069 1/0:33.8	10/33.049 1/0:33.7	5/31.478 1/0:32.1	8/32.922 1/0:32.6
10.	6/37.011 1/0:32.3	1/32.474 1/0:31.0	2/32.033 1/0:31.2	9/33.718 1/0:32.9	3/31.679 1/0:31.9	8/34.132 1/0:32.7	11/39.158 1/0:34.3	10/36.652 1/0:34.0	4/31.608 1/0:32.0	7/31.657 1/0:32.5
11.	6/32.874 1/0:32.3	1/32.450 1/0:31.2	2/33.141 1/0:31.4	9/33.808 1/0:33.0	3/31.979 1/0:31.9	8/33.203 1/0:32.7	11/33.461 1/0:34.2	10/32.891 1/0:33.9	4/31.609 1/0:32.0	7/33.263 1/0:32.6
12.	6/33.710 1/0:32.5	1/32.069 1/0:31.2	2/32.826 1/0:31.5	9/33.131 1/0:33.0	3/32.854 1/0:32.0	7/33.644 1/0:32.8	11/35.424 1/0:34.3	10/31.987 1/0:33.7	4/31.990 1/0:32.0	8/35.645 1/0:32.8
13.	5/33.388 1/0:32.5	11/122.446 1/0:38.2	1/34.118 1/0:31.7	7/34.761 1/0:33.2	2/32.737 1/0:32.0	10/59.140 1/0:34.8	9/40.315 1/0:34.8	8/33.758 1/0:33.7	3/33.754 1/0:32.1	6/32.457 1/0:32.8
14.	4/35.113 1/0:32.7	11/37.161 1/0:38.2	2/37.666 1/0:32.1	7/38.315 1/0:33.5	1/32.487 1/0:32.1	10/41.728 1/0:35.3	9/34.782 1/0:34.8	8/45.783 1/0:34.6	3/38.810 1/0:32.6	5/32.906 1/0:32.8
15.	6/38.667 1/0:33.1	11/33.743 1/0:37.9	2/31.927 1/0:32.1	7/32.055 1/0:33.4	1/32.684 1/0:32.1	10/32.734 1/0:35.2	9/34.854 1/0:34.8	8/33.043 1/0:34.5	3/32.114 1/0:32.6	4/33.426 1/0:32.8
16.	6/36.248 1/0:33.3	11/32.413 1/0:37.5	1/32.495 1/0:32.1	7/33.993 1/0:33.5	2/33.166 1/0:32.2	10/36.882 1/0:35.3	9/33.767 1/0:34.7	8/33.706 1/0:34.4	3/32.645 1/0:32.6	4/31.541 1/0:32.8
17.	6/33.163 1/0:33.3	11/35.893 1/0:37.4	1/32.414 1/0:32.2	7/34.008 1/0:33.5	2/36.816 1/0:32.4	10/37.653 1/0:35.4	9/34.852 1/0:34.7	8/38.611 1/0:34.7	3/31.219 1/0:32.5	4/32.646 1/0:32.8

1-8 Expert Truck (A1 Main)

Round# 4

Top Qualifier is Adam Drake 12/6:25.095 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **14**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Ty Tessmann	1	1	35	18:12.210	30.368		30.639	30.805	30.980	2
	Adam Drake	2	2	35	18:18.089	29.808	5.879	30.521	30.723	31.020	1
	Carson Wernimont	3	4	35	18:40.384	31.024	28.174	31.511	31.618	31.796	6
	Cody King	4	5	34	18:27.811	30.523		31.047	31.326	31.825	8
	Taylor Peterson	5	8	34	18:27.834	31.201	0.023	31.594	31.762	32.107	4
	Jessie Robinson	6	12	34	18:30.256	31.321	2.445	31.626	31.772	32.093	9998
	Drew Moller	7	10	34	18:31.529	31.263	3.718	31.534	31.772	32.181	9998
	Chad Bradley	8	11	34	18:32.739	31.592	4.928	31.814	31.991	32.285	9998
	Travis Amezcua	9	9	34	18:34.100	31.062	6.289	31.595	31.754	31.993	9998
	Mark Pavidas	10	6	34	18:38.769	30.777	10.958	31.312	31.536	32.055	9
	Dylan Rodriguez	11	3	33	18:37.381	30.714		30.879	31.166	31.605	5
	Josh Wheeler	12	7	12	6:11.921	31.152		31.545	32.361		3

Car#	1	2	3	4	5	6	7	8	9	10
	Ty Tessmann	Adam Drake	Dylan Rodriguez	Carson Wernimont	Cody King	Mark Pavidas	Josh Wheeler	Taylor Peterson	Travis Amezcua	Drew Moller
1.	2/15.090 1/0:15.0	1/14.454 1/0:14.4	3/15.399 1/0:15.4	4/16.177 1/0:16.1	8/17.572 1/0:17.5	5/16.710 1/0:16.7	6/17.163 1/0:17.1	7/17.399 1/0:17.3	10/18.567 1/0:18.5	12/20.143 1/0:20.1
2.	1/31.448 1/0:23.2	2/32.369 1/0:23.4	3/32.570 1/0:23.9	5/33.015 1/0:24.5	8/36.556 1/0:27.0	12/41.935 1/0:29.3	4/31.725 1/0:24.4	6/32.492 1/0:24.9	9/36.222 1/0:27.3	10/35.055 1/0:27.6
3.	1/32.332 1/0:26.2	2/32.499 1/0:26.4	12/92.477 1/0:46.8	4/32.269 1/0:27.1	7/33.993 1/0:29.3	10/33.543 1/0:30.7	3/31.640 1/0:26.8	5/34.127 1/0:28.0	11/38.049 1/0:30.9	8/33.156 1/0:29.4
4.	1/31.211 1/0:27.5	2/32.526 1/0:27.9	12/32.105 1/0:43.1	4/32.348 1/0:28.4	7/31.866 1/0:29.9	10/32.456 1/0:31.1	3/32.184 1/0:28.1	5/32.651 1/0:29.1	11/32.449 1/0:31.3	8/31.925 1/0:30.0
5.	3/36.099 1/0:29.2	1/31.102 1/0:28.5	12/40.144 1/0:42.5	4/32.573 1/0:29.2	7/31.890 1/0:30.3	11/36.968 1/0:32.3	2/31.447 1/0:28.8	5/32.909 1/0:29.9	10/34.828 1/0:32.0	8/32.019 1/0:30.4
6.	3/30.982 1/0:29.5	1/32.005 1/0:29.1	12/31.624 1/0:40.7	4/31.900 1/0:29.7	8/34.732 1/0:31.1	11/37.095 1/0:33.1	2/31.580 1/0:29.2	7/36.821 1/0:31.0	10/32.194 1/0:32.0	5/32.597 1/0:30.8
7.	2/30.932 1/0:29.7	1/31.259 1/0:29.4	12/34.937 1/0:39.8	3/31.799 1/0:30.0	9/35.648 1/0:31.7	11/33.931 1/0:33.2	4/35.229 1/0:30.1	5/32.523 1/0:31.2	10/31.760 1/0:32.0	7/34.882 1/0:31.3
8.	2/31.040 1/0:29.8	1/30.323 1/0:29.5	12/32.683 1/0:38.9	3/32.479 1/0:30.3	8/33.098 1/0:31.9	11/34.074 1/0:33.3	4/31.804 1/0:30.3	5/32.109 1/0:31.3	10/32.517 1/0:32.0	7/33.026 1/0:31.6
9.	2/34.952 1/0:30.4	1/34.334 1/0:30.0	12/32.009 1/0:38.2	4/34.374 1/0:30.7	10/36.659 1/0:32.4	11/32.318 1/0:33.2	3/32.288 1/0:30.5	5/33.017 1/0:31.5	9/32.944 1/0:32.1	7/34.602 1/0:31.9
10.	2/31.352 1/0:30.5	1/31.001 1/0:30.1	12/30.714 1/0:37.4	4/31.956 1/0:30.8	10/32.713 1/0:32.4	11/32.499 1/0:33.1	3/31.152 1/0:30.6	6/35.391 1/0:31.9	9/32.051 1/0:32.1	8/33.606 1/0:32.1
11.	2/31.694 1/0:30.6	1/31.297 1/0:30.2	12/32.344 1/0:37.0	4/32.141 1/0:31.0	11/40.372 1/0:33.1	10/33.043 1/0:33.1	3/31.332 1/0:30.6	6/32.837 1/0:32.0	9/32.098 1/0:32.1	8/32.046 1/0:32.0
12.	2/31.113 1/0:30.6	1/31.418 1/0:30.3	12/31.493 1/0:36.5	4/39.129 1/0:31.6	11/35.258 1/0:33.3	10/32.646 1/0:33.1	3/34.377 1/0:30.9	7/33.462 1/0:32.1	9/32.532 1/0:32.1	8/32.803 1/0:32.1
13.	2/31.183 1/0:30.7	1/30.490 1/0:30.3	11/34.928 1/0:36.4	3/32.809 1/0:31.7	10/32.209 1/0:33.2	9/31.718 1/0:32.9	— —	8/37.448 1/0:32.5	7/32.286 1/0:32.1	6/32.124 1/0:32.1
14.	2/30.973 1/0:30.7	1/32.964 1/0:30.5	11/32.005 1/0:36.1	3/31.875 1/0:31.7	10/32.252 1/0:33.2	9/34.048 1/0:33.0	— —	8/31.704 1/0:32.4	7/33.858 1/0:32.3	5/32.948 1/0:32.2
15.	2/31.647 1/0:30.8	1/31.059 1/0:30.6	11/32.571 1/0:35.8	3/32.453 1/0:31.8	10/31.573 1/0:33.0	9/31.669 1/0:32.9	— —	7/33.814 1/0:32.5	6/34.200 1/0:32.4	8/39.439 1/0:32.6
16.	2/31.126 1/0:30.8	1/30.658 1/0:30.6	11/31.842 1/0:35.6	3/32.126 1/0:31.8	10/31.021 1/0:32.9	9/32.318 1/0:32.9	— —	6/32.157 1/0:32.5	8/38.962 1/0:32.8	7/31.520 1/0:32.6
17.	2/30.819 1/0:30.8	1/33.426 1/0:30.7	11/31.540 1/0:35.3	3/31.762 1/0:31.8	10/32.158 1/0:32.9	9/31.374 1/0:32.8	— —	6/31.707 1/0:32.5	8/31.870 1/0:32.7	7/31.521 1/0:32.5

Multiple Main Scores
1-8 Expert Truck



Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>Total</u>	<u>Tie Breaker</u>
1. Ty Tessmann	1	35	18:12.210							100	0	0	100	35/1092.210
2. Adam Drake	2	35	18:18.089							99	0	0	99	35/1098.089
3. Carson Wernimont	3	35	18:40.384							98	0	0	98	35/1120.384
4. Cody King	4	34	18:27.811							97	0	0	97	34/1107.811
5. Taylor Peterson	5	34	18:27.834							96	0	0	96	34/1107.834
6. Jessie Robinson	6	34	18:30.256							95	0	0	95	34/1110.256
7. Drew Moller	7	34	18:31.529							94	0	0	94	34/1111.529
8. Chad Bradley	8	34	18:32.739							93	0	0	93	34/1112.739
9. Travis Amezcua	9	34	18:34.100							92	0	0	92	34/1114.100
10. Mark Pavidas	10	34	18:38.769							91	0	0	91	34/1118.769
11. Dylan Rodriguez	11	33	18:37.381							90	0	0	90	33/1117.381
12. Josh Wheeler	12	12	6:11.921							89	0	0	89	12/371.921

1-8 Sportsman Buggy (A1 Main)

Top Qualifier is Bill McEuen 10/6:21.067 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Round# 4

Race# **15**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Fred Steele	1	12	25	16:00.483	34.932		35.431	36.262	38.087	9998
	Eddie Ayala	2	10	25	16:25.933	36.470	25.450	37.283	37.864	39.711	9998
	Primo Olivares	3	8	25	16:26.694	37.037	26.211	37.481	38.416	39.739	10
	Dave Wentz	4	6	25	16:33.020	35.566	32.537	36.922	37.681	39.473	3
	Dave Gibson	5	3	24	16:05.067	37.393		37.728	38.011	40.372	7
	Michael Hunter	6	4	23	16:15.899	35.894		37.079	37.727	39.786	2
	Jaden O'kray	7	11	23	16:29.870	35.592	13.971	37.312	38.325	41.130	9998
	Brett Springe	8	7	23	16:35.846	37.031	19.947	38.033	39.426	43.920	9
	John Kelishes	9	9	22	15:42.567	36.897		38.550	40.048	44.357	14
	Tom Roberts	10	1	14	9:18.223	36.395		38.953	40.536		5
	Kenny Northern	11	5	12	16:20.159	35.733		38.278	91.681		13
	Kevin Tuazon	12	2	10	6:35.497	36.880		40.649			8

Car#	1	2	3	4	5	6	7	8	9	10
	Tom Roberts	Kevin Tuazon	Dave Gibson	Michael Hunter	Kenny Northern	Dave Wentz	Brett Springe	Primo Olivares	John Kelishes	Eddie Ayala
1.	7/21.880 1/0:21.8	2/18.532 1/0:18.5	9/23.527 1/0:23.5	11/27.549 1/0:27.5	12/27.618 1/0:27.6	6/21.278 1/0:21.2	5/21.190 1/0:21.1	3/19.025 1/0:19.0	1/18.525 1/0:18.5	4/21.059 1/0:21.0
2.	5/41.977 1/0:31.9	1/36.880 1/0:27.7	8/43.193 1/0:33.3	6/37.589 1/0:32.5	12/477.033 1/4:12.3	7/45.381 1/0:33.3	11/51.008 1/0:36.1	2/37.037 1/0:28.0	4/43.216 1/0:30.8	3/38.598 1/0:29.8
3.	5/41.852 1/0:35.2	3/43.814 1/0:33.0	9/44.079 1/0:36.9	4/39.988 1/0:35.0	12/42.418 1/3:02.3	6/41.115 1/0:35.9	11/49.839 1/0:40.6	1/40.740 1/0:32.2	8/47.262 1/0:36.3	2/38.484 1/0:32.7
4.	4/38.136 1/0:35.9	3/42.897 1/0:35.5	10/43.825 1/0:38.6	6/44.064 1/0:37.2	12/40.807 1/2:26.9	7/41.752 1/0:37.3	11/59.224 1/0:45.3	2/39.020 1/0:33.9	9/42.193 1/0:37.7	1/36.797 1/0:33.7
5.	4/40.640 1/0:36.8	3/38.439 1/0:36.1	10/48.272 1/0:40.5	6/41.780 1/0:38.1	12/35.733 1/2:04.7	7/42.524 1/0:38.4	11/38.116 1/0:43.8	2/39.699 1/0:35.1	9/42.920 1/0:38.8	1/37.263 1/0:34.4
6.	5/41.138 1/0:37.6	2/36.983 1/0:36.2	10/37.462 1/0:40.0	6/37.159 1/0:38.0	12/41.558 1/1:50.8	7/38.389 1/0:38.4	11/39.145 1/0:43.0	3/42.447 1/0:36.3	8/38.371 1/0:38.7	1/36.470 1/0:34.7
7.	4/36.395 1/0:37.4	3/41.368 1/0:36.9	10/41.917 1/0:40.3	6/37.541 1/0:37.9	12/38.752 1/1:40.5	7/38.747 1/0:38.4	11/37.031 1/0:42.2	2/39.942 1/0:36.8	9/45.687 1/0:39.7	1/38.166 1/0:35.2
8.	3/39.282 1/0:37.6	4/43.560 1/0:37.8	10/40.078 1/0:40.2	6/37.030 1/0:37.8	12/38.141 1/1:32.7	7/37.345 1/0:38.3	11/44.926 1/0:42.5	2/37.616 1/0:36.9	9/40.504 1/0:39.8	1/44.205 1/0:36.3
9.	4/38.928 1/0:37.8	8/46.510 1/0:38.7	9/38.109 1/0:40.0	6/43.208 1/0:38.4	12/37.468 1/1:26.6	5/38.892 1/0:38.3	11/50.263 1/0:43.4	1/39.768 1/0:37.2	10/51.144 1/0:41.0	2/44.599 1/0:37.2
10.	4/38.159 1/0:37.8	8/46.514 1/0:39.5	9/37.735 1/0:39.8	5/36.841 1/0:38.2	12/36.220 1/1:21.5	7/47.462 1/0:39.2	11/37.791 1/0:42.8	1/37.399 1/0:37.2	10/36.897 1/0:40.6	3/40.348 1/0:37.5
11.	4/40.262 1/0:38.0	—	8/39.015 1/0:39.7	5/40.043 1/0:38.4	11/118.820 1/1:24.9	7/37.075 1/0:39.0	10/57.195 1/0:44.1	3/43.670 1/0:37.8	9/39.467 1/0:40.5	2/36.806 1/0:37.5
12.	5/44.990 1/0:38.6	—	8/38.117 1/0:39.6	4/40.288 1/0:38.5	11/45.591 1/1:21.6	7/40.839 1/0:39.2	10/41.855 1/0:43.9	3/45.094 1/0:38.4	9/55.373 1/0:41.7	2/40.515 1/0:37.7
13.	6/46.673 1/0:39.2	—	8/37.476 1/0:39.4	4/41.265 1/0:38.7	—	5/35.921 1/0:38.9	10/41.848 1/0:43.8	3/39.499 1/0:38.5	9/42.531 1/0:41.8	2/42.677 1/0:38.1
14.	6/47.911 1/0:39.8	—	5/40.816 1/0:39.5	10/116.734 1/0:44.3	—	3/39.577 1/0:39.0	9/38.344 1/0:43.4	4/46.758 1/0:39.1	8/37.490 1/0:41.5	2/43.733 1/0:38.5
15.	—	—	6/48.430 1/0:40.1	9/35.894 1/0:43.7	—	3/42.132 1/0:39.2	8/38.027 1/0:43.0	4/44.003 1/0:39.4	7/38.508 1/0:41.3	2/41.630 1/0:38.7
16.	—	—	6/43.244 1/0:40.3	9/36.823 1/0:43.3	—	3/41.526 1/0:39.3	8/37.887 1/0:42.7	4/39.166 1/0:39.4	7/48.707 1/0:41.7	2/39.284 1/0:38.7
17.	—	—	6/38.079 1/0:40.1	9/40.477 1/0:43.1	—	3/37.228 1/0:39.2	8/45.599 1/0:42.8	4/39.562 1/0:39.4	7/39.578 1/0:41.6	2/44.365 1/0:39.1

Car#	11	12	13	14	15	16	17	18	19	20
	Jaden O'kray	Fred Steele								
20.	9/39.362 1/0:43.6	1/41.277 1/0:38.0	---	---	---	---	---	---	---	---
21.	9/38.766 1/0:43.4	1/48.569 1/0:38.5	---	---	---	---	---	---	---	---
22.	9/40.456 1/0:43.2	1/35.647 1/0:38.4	---	---	---	---	---	---	---	---
23.	7/37.381 1/0:43.0	1/38.806 1/0:38.4	---	---	---	---	---	---	---	---
24.	---	1/38.928 1/0:38.4	---	---	---	---	---	---	---	---
25.	---	1/36.778 1/0:38.4	---	---	---	---	---	---	---	---

Multiple Main Scores

1-8 Sportsman Buggy



Timing and Scoring by

306

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Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3	Total	Tie Breaker
1.	Fred Steele	1	25	16:00.483						100	0	0	100	25/960.483
2.	Eddie Ayala	2	25	16:25.933						99	0	0	99	25/985.933
3.	Primo Olivares	3	25	16:26.694						98	0	0	98	25/986.694
4.	Dave Wentz	4	25	16:33.020						97	0	0	97	25/993.020
5.	Dave Gibson	5	24	16:05.067						96	0	0	96	24/965.067
6.	Michael Hunter	6	23	16:15.899						95	0	0	95	23/975.899
7.	Jaden O'kray	7	23	16:29.870						94	0	0	94	23/989.870
8.	Brett Springe	8	23	16:35.846						93	0	0	93	23/995.846
9.	John Kelishes	9	22	15:42.567						92	0	0	92	22/942.567
10.	Tom Roberts	10	14	9:18.223						91	0	0	91	14/558.223
11.	Kenny Northern	11	12	16:20.159						90	0	0	90	12/980.159
12.	Kevin Tuazon	12	10	6:35.497						89	0	0	89	10/395.497

1-8 Electric Buggy (A1 Main)

Round# 4

Top Qualifier is Travis Amezcua 12/6:32.241 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **16**

Thunder Alley Gas Champs 2011

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Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Travis Amezcua	1	1	20	10:51.364	31.619		32.008	32.179		1
	Ryan Lutz	2	4	20	10:54.084	31.434	2.720	31.835	32.148		4
	Ryan Cavalieri	3	3	20	11:15.275	31.479	23.911	31.827	32.195		3
	Brent Thielke	4	7	19	11:14.987	32.952		33.696	34.333		5
	Rhonda Drake	5	8	19	11:22.237	34.339	7.250	34.752	35.188		7
	Shane Lyon	6	6	19	11:26.887	34.280	11.900	34.832	35.277		8
	Taylor Peterson	7	2	18	10:26.143	31.643		32.276	32.589		2
	Scott Adkins	8	9	18	11:18.145	34.003	52.002	35.056	35.979		9998
	Paul Mclain	9	11	17	11:11.906	35.502		36.548	38.049		9998
	Dylan Rodriguez	10	5	14	8:10.002	31.973		32.641	33.659		6
	Matt Hauck	11	10	14	8:53.437	34.882	43.435	35.779	37.199		9998
	Kevin Harris	12	12	2	1:16.022	41.674					9998

Car#	1	2	3	4	5	6	7	8	9	10
	Travis Amezcua	Taylor Peterson	Ryan Cavalieri	Ryan Lutz	Dylan Rodriguez	Shane Lyon	Brent Thielke	Rhonda Drake	Scott Adkins	Matt Hauck
1.	1/30.516 1/0:30.5	5/33.354 1/0:33.3	3/31.116 1/0:31.1	2/30.974 1/0:30.9	10/36.769 1/0:36.7	8/35.135 1/0:35.1	4/31.951 1/0:31.9	7/34.673 1/0:34.6	11/39.273 1/0:39.2	12/39.530 1/0:39.5
2.	1/33.180 1/0:31.8	10/43.141 1/0:38.2	4/36.186 1/0:33.6	2/33.076 1/0:32.0	11/40.241 1/0:38.5	7/38.134 1/0:36.6	3/32.952 1/0:32.4	5/35.026 1/0:34.8	12/37.977 1/0:38.6	9/36.817 1/0:38.1
3.	1/32.353 1/0:32.0	7/32.247 1/0:36.2	3/31.630 1/0:32.9	2/32.500 1/0:32.1	10/36.269 1/0:37.7	8/36.514 1/0:36.5	4/36.179 1/0:33.6	5/34.631 1/0:34.7	9/35.027 1/0:37.4	11/40.707 1/0:39.0
4.	1/31.619 1/0:31.9	6/33.676 1/0:35.6	3/32.977 1/0:32.9	2/32.664 1/0:32.3	8/33.644 1/0:36.7	7/35.997 1/0:36.4	4/35.559 1/0:34.1	5/35.338 1/0:34.9	10/35.996 1/0:37.0	11/34.882 1/0:37.9
5.	1/32.403 1/0:32.0	5/32.791 1/0:35.0	3/31.528 1/0:32.6	2/32.960 1/0:32.4	7/32.564 1/0:35.8	8/35.799 1/0:36.3	4/35.844 1/0:34.4	6/36.547 1/0:35.2	9/34.003 1/0:36.4	11/37.260 1/0:37.8
6.	1/32.363 1/0:32.0	5/32.146 1/0:34.5	3/32.220 1/0:32.6	2/31.638 1/0:32.3	6/32.443 1/0:35.3	8/34.280 1/0:35.9	4/33.818 1/0:34.3	7/36.101 1/0:35.3	9/34.309 1/0:36.0	11/35.081 1/0:37.3
7.	1/32.736 1/0:32.1	4/32.756 1/0:34.3	3/32.102 1/0:32.5	2/31.938 1/0:32.2	6/31.973 1/0:34.8	9/38.574 1/0:36.3	5/34.143 1/0:34.3	7/34.526 1/0:35.2	8/35.281 1/0:35.9	10/36.789 1/0:37.2
8.	1/32.371 1/0:32.1	4/32.123 1/0:34.0	3/35.379 1/0:32.8	2/32.542 1/0:32.2	6/35.114 1/0:34.8	8/35.387 1/0:36.2	5/33.513 1/0:34.2	7/37.884 1/0:35.5	9/37.959 1/0:36.2	10/41.669 1/0:37.8
9.	1/32.061 1/0:32.1	6/44.672 1/0:35.2	3/31.653 1/0:32.7	2/32.180 1/0:32.2	4/34.378 1/0:34.8	8/34.911 1/0:36.0	5/39.945 1/0:34.8	7/34.881 1/0:35.5	9/41.296 1/0:36.7	10/37.028 1/0:37.7
10.	1/32.185 1/0:32.1	5/39.411 1/0:35.6	3/38.650 1/0:33.3	2/32.631 1/0:32.3	7/44.428 1/0:35.7	8/35.427 1/0:36.0	4/34.752 1/0:34.8	6/37.071 1/0:35.6	10/45.002 1/0:37.6	9/35.108 1/0:37.4
11.	1/33.466 1/0:32.2	6/36.646 1/0:35.7	3/36.886 1/0:33.6	2/32.374 1/0:32.3	5/32.781 1/0:35.5	8/36.784 1/0:36.0	4/33.957 1/0:34.7	7/38.335 1/0:35.9	10/35.976 1/0:37.4	9/35.099 1/0:37.2
12.	1/31.847 1/0:32.2	6/32.626 1/0:35.4	3/31.479 1/0:33.4	2/32.359 1/0:32.3	5/32.951 1/0:35.2	7/35.996 1/0:36.0	4/38.724 1/0:35.1	8/38.362 1/0:36.1	10/40.008 1/0:37.6	9/36.895 1/0:37.2
13.	1/32.087 1/0:32.2	5/34.260 1/0:35.3	3/36.379 1/0:33.7	2/31.884 1/0:32.2	4/33.980 1/0:35.1	7/35.385 1/0:36.0	6/42.326 1/0:35.6	8/35.657 1/0:36.0	10/40.616 1/0:37.9	9/45.369 1/0:37.8
14.	1/32.263 1/0:32.2	5/32.663 1/0:35.1	3/36.339 1/0:33.8	2/36.016 1/0:32.5	4/32.467 1/0:35.0	7/34.825 1/0:35.9	6/36.559 1/0:35.7	8/37.023 1/0:36.1	9/36.717 1/0:37.8	10/41.203 1/0:38.1
15.	1/31.861 1/0:32.2	4/32.558 1/0:35.0	3/32.532 1/0:33.8	2/32.534 1/0:32.5		6/36.881 1/0:36.0	5/37.176 1/0:35.8	7/34.339 1/0:36.0	8/35.358 1/0:37.6	
16.	1/32.891 1/0:32.2	4/31.643 1/0:34.7	3/34.912 1/0:33.8	2/36.265 1/0:32.7		6/34.647 1/0:35.9	5/35.430 1/0:35.8	7/35.644 1/0:36.0	8/40.175 1/0:37.8	
17.	1/34.957 1/0:32.4	4/32.306 1/0:34.6	3/32.380 1/0:33.7	2/33.693 1/0:32.8		7/38.301 1/0:36.0	5/33.603 1/0:35.6	6/36.127 1/0:36.0	8/35.307 1/0:37.6	

Car#	1	2	3	4	5	6	7	8	9	10
	Travis Amezcua	Taylor Peterson	Ryan Cavallieri	Ryan Lutz	Dylan Rodriguez	Shane Lyon	Brent Thielke	Rhonda Drake	Scott Adkins	Matt Hauck
18.	1/33.672 1/0:32.4	4/37.124 1/0:34.7	3/36.002 1/0:33.9	2/31.434 1/0:32.7	—	7/34.393 1/0:35.9	5/33.587 1/0:35.5	6/34.697 1/0:35.9	8/37.865 1/0:37.6	—
19.	1/33.418 1/0:32.5	—	3/32.397 1/0:33.8	2/31.535 1/0:32.6	—	6/39.517 1/0:36.1	4/34.969 1/0:35.5	5/35.375 1/0:35.9	—	—
20.	1/33.115 1/0:32.5	—	3/32.528 1/0:33.7	2/32.887 1/0:32.7	—	—	—	—	—	—

Car#	11	12	13	14	15	16	17	18	19	20
	Paul McInain	Kevin Harris								
1.	9/35.299 1/0:35.2	6/34.348 1/0:34.3	—	—	—	—	—	—	—	—
2.	6/36.252 1/0:35.7	8/41.674 1/0:38.0	—	—	—	—	—	—	—	—
3.	6/35.502 1/0:35.6	—	—	—	—	—	—	—	—	—
4.	9/40.745 1/0:36.9	—	—	—	—	—	—	—	—	—
5.	10/38.839 1/0:37.3	—	—	—	—	—	—	—	—	—
6.	10/36.356 1/0:37.1	—	—	—	—	—	—	—	—	—
7.	11/47.255 1/0:38.6	—	—	—	—	—	—	—	—	—
8.	11/44.428 1/0:39.3	—	—	—	—	—	—	—	—	—
9.	11/38.801 1/0:39.2	—	—	—	—	—	—	—	—	—
10.	11/36.317 1/0:38.9	—	—	—	—	—	—	—	—	—
11.	11/47.777 1/0:39.7	—	—	—	—	—	—	—	—	—
12.	11/40.330 1/0:39.8	—	—	—	—	—	—	—	—	—
13.	11/40.254 1/0:39.8	—	—	—	—	—	—	—	—	—
14.	11/37.562 1/0:39.6	—	—	—	—	—	—	—	—	—
15.	9/36.253 1/0:39.4	—	—	—	—	—	—	—	—	—
16.	9/39.522 1/0:39.4	—	—	—	—	—	—	—	—	—
17.	9/40.414 1/0:39.5	—	—	—	—	—	—	—	—	—
18.	—	—	—	—	—	—	—	—	—	—
19.	—	—	—	—	—	—	—	—	—	—
20.	—	—	—	—	—	—	—	—	—	—

Multiple Main Scores
1-8 Electric Buggy



Timing and Scoring by
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Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3	Total	Tie Breaker
7. Travis Amezcua	1	20	10:51.364							100	0	0	100	20/651.364

2. Ryan Lutz	2	20	10:54.084	99	0	0	99	20/654.084
3. Ryan Cavalieri	3	20	11:15.275	98	0	0	98	20/675.275
4. Brent Thielke	4	19	11:14.987	97	0	0	97	19/674.987
5. Rhonda Drake	5	19	11:22.237	96	0	0	96	19/682.237
6. Shane Lyon	6	19	11:26.887	95	0	0	95	19/686.887
7. Taylor Peterson	7	18	10:26.143	94	0	0	94	18/626.143
8. Scott Adkins	8	18	11:18.145	93	0	0	93	18/678.145
9. Paul Mclain	9	17	11:11.906	92	0	0	92	17/671.906
10. Dylan Rodriguez	10	14	8:10.002	91	0	0	91	14/490.002
11. Matt Hauck	11	14	8:53.437	90	0	0	90	14/533.437
12. Kevin Harris	12	2	1:16.022	89	0	0	89	2/76.022

1-8 Intermediate Buggy (A1 Main)

Round# 4

Top Qualifier is Tanner Stees 11/6:21.252 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **17**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Brian Givens	1	4	30	17:28.148	33.313		33.789	34.046	34.633	3
	Sean Gaffney	2	2	30	17:52.913	33.116	24.765	33.951	34.203	34.876	2
	Chris Miller	3	12	30	18:02.195	33.134	34.047	33.915	34.170	35.333	9998
	Mike Acero	4	8	30	18:08.221	33.677	40.073	34.608	34.798	35.552	10
	Kellen Freeman	5	6	29	17:27.229	33.358		34.077	34.697	35.654	9
	Tanner Stees	6	3	29	17:30.363	32.697	3.134	33.288	33.795	35.298	1
	Shane Lyon	7	5	29	17:52.061	33.608	24.832	34.247	34.444	35.367	5
	Tyler Brown	8	10	29	18:12.317	34.229	45.088	34.792	35.172	36.016	9998
	Brian Jones	9	11	28	17:36.511	34.424		35.062	35.599	36.837	9998
	Eduardo Caballero	10	9	27	18:03.664	34.711		35.167	35.529	37.196	14
	Steve Harris	11	7	25	17:35.619	34.498		35.061	35.458	37.698	8
	Kyle AArup	12	1	13	8:09.155	34.314		36.169	38.622		4

Car#	1	2	3	4	5	6	7	8	9	10
	Kyle AArup	Sean Gaffney	Tanner Stees	Brian Givens	Shane Lyon	Kellen Freeman	Steve Harris	Mike Acero	Eduardo Caballero	Tyler Brown
1.	9/22.840 1/0:22.8	1/16.374 1/0:16.3	4/19.360 1/0:19.3	2/18.853 1/0:18.8	8/22.424 1/0:22.4	10/22.915 1/0:22.9	7/21.978 1/0:21.9	12/23.747 1/0:23.7	3/19.244 1/0:19.2	6/20.964 1/0:20.9
2.	8/38.655 1/0:30.7	1/34.359 1/0:25.3	2/35.814 1/0:27.5	3/36.436 1/0:27.6	7/38.361 1/0:30.3	6/35.425 1/0:29.1	5/35.508 1/0:28.7	11/39.402 1/0:31.5	12/45.751 1/0:32.5	4/35.211 1/0:28.0
3.	8/38.697 1/0:33.3	1/34.653 1/0:28.4	4/36.872 1/0:30.6	3/35.488 1/0:30.2	7/35.633 1/0:32.1	6/35.535 1/0:31.2	5/36.186 1/0:31.2	9/37.820 1/0:33.6	12/45.375 1/0:36.7	2/34.229 1/0:30.1
4.	11/42.103 1/0:35.5	1/34.550 1/0:29.9	2/33.456 1/0:31.3	4/38.363 1/0:32.2	7/35.767 1/0:33.0	6/37.316 1/0:32.7	3/35.384 1/0:32.2	8/34.568 1/0:33.8	12/37.700 1/0:37.0	5/40.130 1/0:32.6
5.	11/37.279 1/0:35.9	1/33.116 1/0:30.6	4/40.787 1/0:33.2	2/35.874 1/0:33.0	5/35.378 1/0:33.5	7/39.622 1/0:34.1	10/46.588 1/0:35.1	6/34.403 1/0:33.9	12/36.528 1/0:36.9	3/35.340 1/0:33.1
6.	11/34.960 1/0:35.7	1/35.569 1/0:31.4	9/44.233 1/0:35.0	2/34.545 1/0:33.2	4/34.619 1/0:33.6	5/35.056 1/0:34.3	10/35.491 1/0:35.1	6/38.082 1/0:34.6	12/34.967 1/0:36.5	3/34.553 1/0:33.4
7.	11/35.656 1/0:35.7	1/33.744 1/0:31.7	9/36.519 1/0:35.2	2/36.710 1/0:33.7	4/39.313 1/0:34.5	6/38.582 1/0:34.9	7/35.093 1/0:35.1	8/38.855 1/0:35.2	12/35.817 1/0:36.4	3/39.270 1/0:34.2
8.	11/38.308 1/0:36.0	1/33.864 1/0:32.0	6/34.774 1/0:35.2	2/33.313 1/0:33.6	3/35.814 1/0:34.6	5/33.838 1/0:34.7	9/40.651 1/0:35.8	7/35.981 1/0:35.3	12/35.135 1/0:36.3	10/47.239 1/0:35.8
9.	12/42.613 1/0:36.7	1/34.306 1/0:32.2	5/33.087 1/0:34.9	2/35.228 1/0:33.8	3/34.551 1/0:34.6	7/40.698 1/0:35.4	8/37.992 1/0:36.0	6/35.206 1/0:35.3	9/35.953 1/0:36.2	10/40.094 1/0:36.3
10.	9/34.314 1/0:36.5	1/36.876 1/0:32.7	5/34.375 1/0:34.9	2/33.872 1/0:33.8	3/34.507 1/0:34.6	6/35.046 1/0:35.4	12/99.817 1/0:42.4	7/38.795 1/0:35.6	11/95.875 1/0:42.2	8/35.926 1/0:36.2
11.	9/34.644 1/0:36.3	1/35.348 1/0:32.9	7/43.449 1/0:35.7	2/35.032 1/0:33.9	5/41.575 1/0:35.2	4/33.456 1/0:35.2	12/36.366 1/0:41.9	6/35.077 1/0:35.6	11/38.562 1/0:41.9	8/35.667 1/0:36.2
12.	10/45.785 1/0:37.1	1/35.948 1/0:33.2	7/38.437 1/0:35.9	2/34.341 1/0:34.0	6/41.003 1/0:35.7	4/39.045 1/0:35.5	12/35.172 1/0:41.3	5/34.672 1/0:35.5	11/35.106 1/0:41.3	8/36.363 1/0:36.2
13.	10/43.301 1/0:37.6	1/35.263 1/0:33.3	7/33.116 1/0:35.7	2/33.756 1/0:33.9	5/34.530 1/0:35.6	4/36.409 1/0:35.6	12/42.685 1/0:41.4	6/37.251 1/0:35.6	11/35.144 1/0:40.8	8/35.781 1/0:36.2
14.	— —	1/41.801 1/0:33.9	7/37.577 1/0:35.8	2/34.355 1/0:34.0	4/34.029 1/0:35.5	6/35.764 1/0:35.6	11/43.138 1/0:41.5	5/33.677 1/0:35.5	10/34.711 1/0:40.4	8/36.950 1/0:36.2
15.	— —	2/36.798 1/0:34.1	5/32.871 1/0:35.6	1/35.184 1/0:34.0	6/40.813 1/0:35.8	4/35.522 1/0:35.6	11/37.190 1/0:41.2	7/46.794 1/0:36.2	10/35.730 1/0:40.1	8/45.967 1/0:36.9
16.	— —	2/43.998 1/0:34.7	4/34.041 1/0:35.5	1/40.993 1/0:34.5	5/33.608 1/0:35.7	6/40.358 1/0:35.9	11/34.889 1/0:40.8	7/34.623 1/0:36.1	10/37.001 1/0:39.9	8/34.642 1/0:36.7
17.	— —	2/34.709 1/0:34.7	4/34.131 1/0:35.4	1/36.245 1/0:34.6	5/34.285 1/0:35.6	6/33.358 1/0:35.7	11/34.767 1/0:40.5	7/36.935 1/0:36.2	10/37.654 1/0:39.7	8/35.708 1/0:36.7

Car#	11	12	13	14	15	16	17	18	19	20
	Brian Jones	Chris Miller								
15.	9/36.391 1/0:38.0	3/37.178 1/0:35.2	—	—	—	—	—	—	—	—
16.	9/36.576 1/0:37.9	3/33.428 1/0:35.1	—	—	—	—	—	—	—	—
17.	9/40.424 1/0:38.1	3/38.123 1/0:35.2	—	—	—	—	—	—	—	—
18.	9/36.934 1/0:38.0	4/39.941 1/0:35.5	—	—	—	—	—	—	—	—
19.	9/35.060 1/0:37.8	4/35.134 1/0:35.5	—	—	—	—	—	—	—	—
20.	9/35.827 1/0:37.7	3/33.134 1/0:35.3	—	—	—	—	—	—	—	—
21.	9/35.207 1/0:37.6	3/34.262 1/0:35.3	—	—	—	—	—	—	—	—
22.	9/37.090 1/0:37.6	3/35.900 1/0:35.3	—	—	—	—	—	—	—	—
23.	9/34.653 1/0:37.5	3/39.691 1/0:35.5	—	—	—	—	—	—	—	—
24.	9/38.816 1/0:37.5	3/38.000 1/0:35.6	—	—	—	—	—	—	—	—
25.	9/36.050 1/0:37.4	3/38.814 1/0:35.7	—	—	—	—	—	—	—	—
26.	9/41.395 1/0:37.6	3/38.187 1/0:35.8	—	—	—	—	—	—	—	—
27.	9/41.541 1/0:37.7	3/33.724 1/0:35.7	—	—	—	—	—	—	—	—
28.	9/36.160 1/0:37.7	3/34.313 1/0:35.7	—	—	—	—	—	—	—	—
29.	—	3/44.040 1/0:36.0	—	—	—	—	—	—	—	—
30.	—	3/37.316 1/0:36.0	—	—	—	—	—	—	—	—

Multiple Main Scores

1-8 Intermediate Buggy



Timing and Scoring by

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Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3	Total	Tie Breaker
1. Brian Givens	1	30	17:28.148							100	0	0	100	30/1048.148
2. Sean Gaffney	2	30	17:52.913							99	0	0	99	30/1072.913
3. Chris Miller	3	30	18:02.195							98	0	0	98	30/1082.195
4. Mike Acero	4	30	18:08.221							97	0	0	97	30/1088.221
5. Kellen Freeman	5	29	17:27.229							96	0	0	96	29/1047.229
6. Tanner Stees	6	29	17:30.363							95	0	0	95	29/1050.363
7. Shane Lyon	7	29	17:52.061							94	0	0	94	29/1072.061
8. Tyler Brown	8	29	18:12.317							93	0	0	93	29/1092.317
9. Brian Jones	9	28	17:36.511							92	0	0	92	28/1056.511
10. Eduardo Caballero	10	27	18:03.664							91	0	0	91	27/1083.664
11. Steve Harris	11	25	17:35.619							90	0	0	90	25/1055.619
12. Kyle AArup	12	13	8:09.155							89	0	0	89	13/489.155

1-8 Expert Buggy (A1 Main)

Round# 4

Top Qualifier is Ty Tessmann 12/6:28.659 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **18**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Ty Tessmann	1	1	35	18:33.220	30.768		31.057	31.231	31.511	1
	Taylor Peterson	2	3	35	18:46.123	31.183	12.903	31.474	31.593	31.802	4
	Ryan Lutz	3	10	35	19:01.191	30.995	27.971	31.163	31.340	31.649	9998
	Cody King	4	6	35	19:07.821	31.055	34.601	31.547	31.643	31.921	7
	Jeremy Kortz	5	9	34	18:37.647	30.488		31.358	31.611	32.032	9998
	Carson Wernimont	6	12	34	18:40.838	31.522	3.191	31.893	32.094	32.464	9998
	Ryan Cavaliere	7	2	34	18:43.455	31.046	5.808	31.266	31.418	31.667	3
	Adam Drake	8	7	34	19:01.323	30.813	23.676	31.269	31.504	32.369	6
	Mark Pavidas	9	4	34	19:05.611	31.241	27.964	31.566	31.782	32.254	5
	Daniel Vega Frias	10	8	33	19:00.514	31.573		32.402	32.690	33.598	9
	Josh Wheeler	11	5	32	18:50.876	31.166		31.715	31.923	32.358	2
	Drew Moller	12	11	30	18:52.989	31.848		32.323	32.706	33.807	9998

Car#	1	2	3	4	5	6	7	8	9	10
	Ty Tessmann	Ryan Cavaliere	Taylor Peterson	Mark Pavidas	Josh Wheeler	Cody King	Adam Drake	Daniel Vega Frias	Jeremy Kortz	Ryan Lutz
1.	1/14.981 1/0:14.9	2/15.457 1/0:15.4	4/16.579 1/0:16.5	7/17.982 1/0:17.9	11/19.603 1/0:19.6	3/16.425 1/0:16.4	8/18.296 1/0:18.3	10/18.995 1/0:19.0	5/17.071 1/0:17.0	12/22.438 1/0:22.4
2.	1/31.772 1/0:23.3	3/33.608 1/0:24.5	6/35.345 1/0:25.9	12/39.316 1/0:28.6	9/33.640 1/0:26.6	2/32.410 1/0:24.4	11/36.449 1/0:27.3	8/33.645 1/0:26.3	5/33.315 1/0:25.1	10/31.863 1/0:27.1
3.	1/31.876 1/0:26.2	3/31.797 1/0:26.9	6/32.320 1/0:28.0	12/32.064 1/0:29.7	8/32.551 1/0:28.5	2/31.628 1/0:26.8	11/32.903 1/0:29.2	9/33.385 1/0:28.6	5/32.270 1/0:27.5	10/32.258 1/0:28.8
4.	1/32.081 1/0:27.6	4/35.209 1/0:29.0	3/31.720 1/0:28.9	12/34.589 1/0:30.9	8/33.258 1/0:29.7	9/39.941 1/0:30.1	11/33.476 1/0:30.2	10/34.660 1/0:30.1	2/32.363 1/0:28.7	7/32.220 1/0:29.6
5.	1/31.209 1/0:28.3	3/32.377 1/0:29.6	4/33.162 1/0:29.8	11/32.150 1/0:31.2	5/32.597 1/0:30.3	7/32.712 1/0:30.6	12/37.355 1/0:31.6	9/33.005 1/0:30.7	2/31.747 1/0:29.3	10/35.387 1/0:30.8
6.	1/31.694 1/0:28.9	3/31.348 1/0:29.9	4/31.682 1/0:30.1	8/32.117 1/0:31.3	5/32.224 1/0:30.6	6/32.444 1/0:30.9	11/33.320 1/0:31.9	12/38.844 1/0:32.0	2/31.998 1/0:29.7	9/34.526 1/0:31.4
7.	1/30.828 1/0:29.2	2/31.999 1/0:30.2	3/31.447 1/0:30.3	8/32.103 1/0:31.4	5/32.108 1/0:30.8	6/31.977 1/0:31.0	12/40.196 1/0:33.1	11/37.346 1/0:32.8	4/34.475 1/0:30.4	9/31.697 1/0:31.4
8.	1/31.530 1/0:29.4	2/32.148 1/0:30.4	5/37.300 1/0:31.1	8/33.317 1/0:31.7	7/35.330 1/0:31.4	4/31.808 1/0:31.1	11/31.588 1/0:32.9	12/39.784 1/0:33.7	3/32.463 1/0:30.7	10/36.607 1/0:32.1
9.	1/34.434 1/0:30.0	2/31.992 1/0:30.6	5/32.159 1/0:31.3	8/33.212 1/0:31.8	6/31.523 1/0:31.4	4/31.638 1/0:31.2	11/34.825 1/0:33.1	12/35.558 1/0:33.9	3/31.652 1/0:30.8	10/37.490 1/0:32.7
10.	1/32.436 1/0:30.2	2/31.780 1/0:30.7	5/31.968 1/0:31.3	8/31.694 1/0:31.8	6/31.796 1/0:31.4	4/31.750 1/0:31.2	11/31.102 1/0:32.9	12/31.573 1/0:33.6	3/31.454 1/0:30.8	10/32.889 1/0:32.7
11.	1/31.182 1/0:30.3	2/31.564 1/0:30.8	5/31.972 1/0:31.4	7/32.743 1/0:31.9	6/31.679 1/0:31.4	4/31.832 1/0:31.3	11/31.567 1/0:32.8	12/36.417 1/0:33.9	3/32.918 1/0:31.0	10/31.737 1/0:32.6
12.	1/31.216 1/0:30.4	2/33.384 1/0:31.0	5/32.508 1/0:31.5	7/39.135 1/0:32.5	6/31.900 1/0:31.5	4/31.055 1/0:31.3	11/36.492 1/0:33.1	12/35.877 1/0:34.0	3/31.844 1/0:31.1	8/31.713 1/0:32.5
13.	1/31.873 1/0:30.5	6/47.862 1/0:32.3	5/37.393 1/0:31.9	7/32.207 1/0:32.5	4/34.959 1/0:31.7	3/36.263 1/0:31.6	11/32.801 1/0:33.1	12/33.727 1/0:34.0	2/37.307 1/0:31.6	9/35.059 1/0:32.7
14.	1/31.635 1/0:30.6	5/31.334 1/0:32.2	4/32.522 1/0:32.0	6/32.691 1/0:32.5	11/68.619 1/0:34.4	3/32.574 1/0:31.7	9/33.445 1/0:33.1	12/42.388 1/0:34.6	2/31.848 1/0:31.6	8/36.569 1/0:33.0
15.	1/31.617 1/0:30.6	4/31.276 1/0:32.2	3/32.303 1/0:32.0	6/31.523 1/0:32.4	12/70.278 1/0:36.8	5/40.460 1/0:32.3	9/33.872 1/0:33.1	11/33.610 1/0:34.5	2/32.746 1/0:31.6	8/31.156 1/0:32.9
16.	1/30.910 1/0:30.7	4/31.177 1/0:32.1	2/32.104 1/0:32.0	6/34.585 1/0:32.5	12/34.311 1/0:36.6	5/31.902 1/0:32.3	9/32.854 1/0:33.1	11/34.861 1/0:34.6	3/37.372 1/0:32.0	8/31.432 1/0:32.8
17.	1/32.193 1/0:30.7	4/32.737 1/0:32.1	2/32.472 1/0:32.0	9/45.979 1/0:33.3	12/33.090 1/0:36.4	5/31.603 1/0:32.2	8/30.951 1/0:33.0	11/36.192 1/0:34.6	3/33.650 1/0:32.1	7/31.482 1/0:32.7

Multiple Main Scores
1-8 Expert Buggy



Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>Total</u>	<u>Tie Breaker</u>
1. Ty Tessmann	1	35	18:33.220							100	0	0	100	35/1113.220
2. Taylor Peterson	2	35	18:46.123							99	0	0	99	35/1126.123
3. Ryan Lutz	3	35	19:01.191							98	0	0	98	35/1141.191
4. Cody King	4	35	19:07.821							97	0	0	97	35/1147.821
5. Jeremy Kortz	5	34	18:37.647							96	0	0	96	34/1117.647
6. Carson Wernimont	6	34	18:40.838							95	0	0	95	34/1120.838
7. Ryan Cavaleri	7	34	18:43.455							94	0	0	94	34/1123.455
8. Adam Drake	8	34	19:01.323							93	0	0	93	34/1141.323
9. Mark Pavidas	9	34	19:05.611							92	0	0	92	34/1145.611
10. Daniel Vega Frias	10	33	19:00.514							91	0	0	91	33/1140.514
11. Josh Wheeler	11	32	18:50.876							90	0	0	90	32/1130.876
12. Drew Moller	12	30	18:52.989							89	0	0	89	30/1132.989

1-8 Sportsman Truck (A2 Main)

Top Qualifier is Vareck Wright 10/6:13.961 (Rnd 3)

Timing and Scoring by www.RCScoringPro.com

Round# 4

Race# **19**

Thunder Alley Gas Champs 2011

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Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Fred Steele	1	4	25	14:52.969	33.407		33.791	34.261	35.665	6
	Matt Willismatt	2	6	25	15:01.836	34.564	8.867	35.003	35.228	36.168	5
	Vareck Wright	3	1	25	15:16.349	34.327	23.380	34.972	35.296	36.837	1
	Paul Mclain	4	3	25	15:29.162	34.405	36.193	35.475	35.881	36.799	2
	Dave Gibson	5	2	25	15:32.101	34.932	39.132	36.020	36.419	37.481	3
	Mango	6	10	23	15:24.021	36.340		37.893	38.644	40.433	13
	Steven Cvengros	7	12	21	15:33.706	40.763		42.303	43.093	44.647	11
	Kenny Northern	8	7	17	12:58.270	36.790		40.156	42.215		7
	Cuz'n Andy	9	8	10	6:28.830	35.056		36.468			8
	Branden Avila	10	5	7	15:32.206	34.901		41.287			4
	Robert Tanner	11	9	4	2:36.178	39.606					9
	Tim Pham	12	11	0							10
	John Shelburne	13	13	0							12

Car#	1	2	3	4	5	6	7	8	9	10
	Vareck Wright	Dave Gibson	Paul Mclain	Fred Steele	Branden Avila	Matt Willismatt	Kenny Northern	Cuz'n Andy	Robert Tanner	Mango
1.	1/16.005 1/0:16.0	3/17.488 1/0:17.4	4/20.942 1/0:20.9	6/22.338 1/0:22.3	11/690.871 1/11:30.8	2/17.154 1/0:17.1	5/21.935 1/0:21.9	8/24.604 1/0:24.6	10/27.764 1/0:27.7	9/26.238 1/0:26.2
2.	3/37.791 1/0:26.8	2/36.077 1/0:26.7	5/40.756 1/0:30.8	4/33.407 1/0:27.8	11/45.125 1/6:08.0	1/35.219 1/0:26.1	9/48.449 1/0:35.1	7/41.639 1/0:33.1	8/39.606 1/0:33.6	6/38.520 1/0:32.3
3.	3/40.258 1/0:31.3	4/42.333 1/0:31.9	5/36.110 1/0:32.6	2/37.953 1/0:31.2	11/39.617 1/4:18.5	1/38.667 1/0:30.3	8/40.227 1/0:36.8	6/38.465 1/0:34.9	9/44.903 1/0:37.4	7/42.105 1/0:35.6
4.	2/36.825 1/0:32.7	4/37.617 1/0:33.3	5/38.938 1/0:34.1	3/37.612 1/0:32.8	11/35.847 1/3:22.8	1/35.943 1/0:31.7	8/43.190 1/0:38.4	6/36.328 1/0:35.2	9/43.905 1/0:39.0	7/37.625 1/0:36.1
5.	2/35.591 1/0:33.2	4/36.818 1/0:34.0	5/36.169 1/0:34.5	3/35.395 1/0:33.3	10/34.901 1/2:49.2	1/35.699 1/0:32.5	8/46.233 1/0:40.0	6/36.090 1/0:35.4		7/44.285 1/0:37.7
6.	3/34.610 1/0:33.5	4/35.762 1/0:34.3	5/35.640 1/0:34.7	2/33.987 1/0:33.4	10/35.862 1/2:27.0	1/35.620 1/0:33.0	8/43.745 1/0:40.6	6/35.775 1/0:35.4		7/37.003 1/0:37.6
7.	4/43.281 1/0:34.9	3/38.080 1/0:34.8	5/37.886 1/0:35.2	2/34.153 1/0:33.5	10/49.983 1/2:13.1	1/35.367 1/0:33.3	8/49.737 1/0:41.9	6/35.056 1/0:35.4		7/38.794 1/0:37.7
8.	6/44.967 1/0:36.1	3/34.932 1/0:34.8	4/34.529 1/0:35.1	1/34.028 1/0:33.6		2/38.489 1/0:34.0	8/37.944 1/0:41.4	5/37.825 1/0:35.7		7/40.278 1/0:38.1
9.	6/35.571 1/0:36.0	3/37.835 1/0:35.2	4/38.884 1/0:35.5	1/34.468 1/0:33.7		2/39.534 1/0:34.6	8/36.790 1/0:40.9	5/36.323 1/0:35.7		7/40.592 1/0:38.3
10.	5/35.771 1/0:36.0	3/36.281 1/0:35.3	4/35.401 1/0:35.5	1/33.628 1/0:33.6		2/35.627 1/0:34.7	8/42.115 1/0:41.0	7/66.725 1/0:38.8		6/41.024 1/0:38.6
11.	5/35.379 1/0:36.0	4/42.520 1/0:35.9	3/36.029 1/0:35.5	1/35.565 1/0:33.8		2/40.662 1/0:35.2	7/42.519 1/0:41.1			6/39.492 1/0:38.7
12.	5/37.526 1/0:36.1	4/36.910 1/0:36.0	3/36.798 1/0:35.6	1/33.677 1/0:33.8		2/35.482 1/0:35.2	7/40.676 1/0:41.1			6/39.813 1/0:38.8
13.	4/35.134 1/0:36.0	5/39.229 1/0:36.2	3/38.174 1/0:35.8	1/33.636 1/0:33.8		2/34.851 1/0:35.2	7/54.298 1/0:42.1			6/52.776 1/0:39.8
14.	4/41.029 1/0:36.4	5/45.205 1/0:36.9	3/37.313 1/0:35.9	1/36.764 1/0:34.0		2/35.338 1/0:35.2	7/39.819 1/0:41.9			6/38.923 1/0:39.8
15.	3/34.327 1/0:36.2	4/37.092 1/0:36.9	5/57.721 1/0:37.4	1/43.709 1/0:34.6		2/36.047 1/0:35.3	7/50.243 1/0:42.5			6/44.226 1/0:40.1
16.	3/34.564 1/0:36.1	4/36.669 1/0:36.9	5/37.052 1/0:37.3	1/39.314 1/0:34.9		2/35.460 1/0:35.3	8/94.666 1/0:45.7			6/40.575 1/0:40.1

Car#	11	12	13	14	15	16	17	18	19	20
	Tim Pham	Steven Cvengros	John Shelburne							
19.	7/46.984									
—	1/0:44.3	—	—	—	—	—	—	—	—	—
20.	7/43.638									
—	1/0:44.2	—	—	—	—	—	—	—	—	—
21.	7/48.042									
—	1/0:44.4	—	—	—	—	—	—	—	—	—
22.										
—	—	—	—	—	—	—	—	—	—	—
23.										
—	—	—	—	—	—	—	—	—	—	—
24.										
—	—	—	—	—	—	—	—	—	—	—
25.										
—	—	—	—	—	—	—	—	—	—	—

Multiple Main Scores
1-8 Sportsman Truck



Timing and Scoring by 306
RC Scoring Pro
www.rcscoringpro.com

Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3	Total	Tie Breaker
1. Fred Steele	1	25	14:57.947	25	14:52.969					100	100	0	200	50/1790.916
2. Matt Willismatt	3	25	15:28.139	25	15:01.836					98	99	0	197	50/1829.975
3. Dave Gibson	2	25	15:19.490	25	15:32.101					99	96	0	195	50/1851.591
4. Vareck Wright	4	24	14:59.881	25	15:16.349					97	98	0	195	49/1816.230
5. Paul Mclain	6	23	15:21.223	25	15:29.162					95	97	0	192	48/1850.385
6. Mango	8	22	15:20.412	23	15:24.021					93	95	0	188	45/1844.433
7. Branden Avila	5	23	15:06.304	7	15:32.206					96	91	0	187	30/1838.510
8. Cuz'n Andy	7	23	15:24.735	10	6:28.830					94	92	0	186	33/1313.565
9. Kenny Northern	9	17	11:23.263	17	12:58.270					92	93	0	185	34/1461.533
10. Steven Cvengros	13	0	0.000	21	15:33.706					88	94	0	182	21/933.706
11. Robert Tanner	12	7	6:00.562	4	2:36.178					89	90	0	179	11/516.740
12. John Shelburne	10	9	6:19.756							91	88	0	179	9/379.756
13. Tim Pham	11	8	5:16.428							90	89	0	179	8/316.428

1-8 Intermediate Truck (A2 Main)

Round# 4

Top Qualifier is Jeff Pendygraft 20/11:51.585 (Rnd 4)

Timing and Scoring by www.RCScoringPro.com

Race# **20**

Thunder Alley Gas Champs 2011

306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Mike Acero	1	2	30	17:27.377	32.849		33.650	33.879	34.508	2
	Tyler Brown	2	3	30	17:30.160	32.666	2.783	32.934	33.248	33.948	4
	Shane Lyon	3	5	30	17:34.958	33.089	7.581	33.439	33.697	34.496	6
	Kyle AArup	4	4	29	17:29.773	32.429		33.480	33.912	35.481	8
	Mikko Trott	5	8	29	17:58.351	32.503	28.578	33.702	34.481	36.116	9
	Big Shawn	6	6	27	15:59.759	32.627		33.861	34.275	35.114	3
	Jeff Pendygraft	7	9	24	14:10.177	31.879		33.536	33.916	35.388	10
	Marc Robinson	8	12	24	15:29.734	33.510	79.557	34.183	34.616	36.232	5
	Greg Singletary	9	7	24	17:39.401	33.478	09.224	34.232	34.890	36.771	11
	Michael Vincent	10	11	18	10:33.078	32.273		33.980	34.709		12
	Tanner Stees	11	1	10	7:34.864	32.596		33.602			1
	Troy Sears	12	10	6	3:25.968	35.566					7

Car#	1	2	3	4	5	6	7	8	9	10
	Tanner Stees	Mike Acero	Tyler Brown	Kyle AArup	Shane Lyon	Big Shawn	Greg Singletary	Mikko Trott	Jeff Pendygraft	Troy Sears
1.	1/14.770 1/0:14.7	7/19.309 1/0:19.3	3/16.513 1/0:16.5	4/16.794 1/0:16.7	10/20.642 1/0:20.6	5/16.954 1/0:16.9	11/21.138 1/0:21.1	9/20.411 1/0:20.4	6/17.750 1/0:17.7	8/19.523 1/0:19.5
2.	1/32.638 1/0:23.7	3/33.907 1/0:26.6	9/40.802 1/0:28.6	4/37.171 1/0:26.9	11/41.973 1/0:31.3	2/35.468 1/0:26.2	5/34.520 1/0:27.8	8/36.832 1/0:28.6	7/38.832 1/0:28.2	6/36.463 1/0:27.9
3.	1/33.115 1/0:26.8	2/34.238 1/0:29.1	8/39.942 1/0:32.4	4/38.974 1/0:30.9	10/36.214 1/0:32.9	3/36.219 1/0:29.5	12/222.079 1/1:32.5	6/37.582 1/0:31.6	5/36.364 1/0:30.9	7/39.096 1/0:31.6
4.	1/32.596 1/0:28.2	2/36.190 1/0:30.9	6/34.004 1/0:32.8	7/38.765 1/0:32.9	9/37.621 1/0:34.1	4/40.198 1/0:32.2	12/47.289 1/1:21.2	10/43.532 1/0:34.5	3/35.131 1/0:32.0	5/35.566 1/0:32.6
5.	11/92.211 1/0:41.0	1/34.961 1/0:31.7	10/46.176 1/0:35.4	4/35.637 1/0:33.4	9/39.437 1/0:35.1	3/34.726 1/0:32.7	12/38.370 1/1:12.6	7/35.701 1/0:34.8	2/33.756 1/0:32.3	5/37.974 1/0:33.7
6.	11/109.618 1/0:52.4	1/33.761 1/0:32.0	7/33.750 1/0:35.1	4/32.429 1/0:33.2	8/37.506 1/0:35.5	3/34.231 1/0:32.9	12/41.634 1/1:07.5	9/39.929 1/0:35.6	2/34.219 1/0:32.6	6/37.346 1/0:34.3
7.	10/33.136 1/0:49.7	1/33.693 1/0:32.2	6/34.281 1/0:35.0	4/36.029 1/0:33.6	7/35.797 1/0:35.5	3/34.058 1/0:33.1	11/36.079 1/1:03.0	9/42.861 1/0:36.6	2/33.451 1/0:32.7	---
8.	10/35.860 1/0:47.9	1/37.389 1/0:32.9	6/34.306 1/0:34.9	4/36.064 1/0:33.9	7/34.567 1/0:35.4	3/34.944 1/0:33.3	11/36.935 1/0:59.7	9/33.857 1/0:36.3	2/34.703 1/0:33.0	---
9.	10/37.660 1/0:46.8	1/35.928 1/0:33.2	6/34.349 1/0:34.9	5/41.096 1/0:34.7	7/33.556 1/0:35.2	3/35.567 1/0:33.5	11/36.920 1/0:57.2	9/38.102 1/0:36.5	2/35.263 1/0:33.2	---
10.	10/33.260 1/0:45.4	1/35.237 1/0:33.4	6/36.125 1/0:35.0	5/34.594 1/0:34.7	7/33.303 1/0:35.0	3/37.593 1/0:33.9	11/38.460 1/0:55.3	9/33.878 1/0:36.2	2/36.729 1/0:33.6	---
11.	---	1/33.604 1/0:33.4	6/34.909 1/0:35.0	5/36.052 1/0:34.8	7/36.454 1/0:35.1	3/33.463 1/0:33.9	10/35.337 1/0:53.5	9/35.288 1/0:36.1	2/36.319 1/0:33.8	---
12.	---	1/36.109 1/0:33.6	5/35.780 1/0:35.0	7/40.005 1/0:35.3	8/42.709 1/0:35.8	3/40.387 1/0:34.4	10/35.760 1/0:52.0	9/39.932 1/0:36.4	2/40.409 1/0:34.4	---
13.	---	1/34.201 1/0:33.7	3/33.404 1/0:34.9	5/35.077 1/0:35.2	8/33.825 1/0:35.6	6/45.012 1/0:35.2	10/35.058 1/0:50.7	9/38.575 1/0:36.6	4/44.041 1/0:35.1	---
14.	---	1/35.833 1/0:33.8	2/32.958 1/0:34.8	8/46.091 1/0:36.0	7/33.791 1/0:35.5	4/34.639 1/0:35.2	10/44.900 1/0:50.3	9/35.575 1/0:36.5	3/34.063 1/0:35.0	---
15.	---	1/37.986 1/0:34.1	2/33.790 1/0:34.7	7/33.642 1/0:35.8	6/33.565 1/0:35.3	4/33.382 1/0:35.1	10/37.749 1/0:49.4	9/47.612 1/0:37.3	3/34.460 1/0:35.0	---
16.	---	1/40.746 1/0:34.5	2/37.789 1/0:34.9	7/35.793 1/0:35.8	6/34.334 1/0:35.3	4/36.194 1/0:35.1	10/37.601 1/0:48.7	9/33.208 1/0:37.0	3/33.418 1/0:34.9	---
17.	---	2/41.559 1/0:34.9	6/44.866 1/0:35.5	7/39.202 1/0:36.0	4/35.388 1/0:35.3	3/36.325 1/0:35.2	10/35.779 1/0:47.9	8/46.623 1/0:37.6	1/34.490 1/0:34.9	---

Car#	11	12	13	14	15	16	17	18	19	20
	Michael Vincent	Marc Robinson								
15.	5/34.032 1/0:35.2	8/47.654 1/0:36.2	—	—	—	—	—	—	—	—
16.	5/35.352 1/0:35.2	8/34.390 1/0:36.1	—	—	—	—	—	—	—	—
17.	5/36.218 1/0:35.3	9/102.105 1/0:40.0	—	—	—	—	—	—	—	—
18.	3/32.273 1/0:35.1	9/35.175 1/0:39.7	—	—	—	—	—	—	—	—
19.	—	8/35.882 1/0:39.5	—	—	—	—	—	—	—	—
20.	—	8/34.343 1/0:39.2	—	—	—	—	—	—	—	—
21.	—	8/38.308 1/0:39.2	—	—	—	—	—	—	—	—
22.	—	8/33.841 1/0:38.9	—	—	—	—	—	—	—	—
23.	—	8/35.477 1/0:38.8	—	—	—	—	—	—	—	—
24.	—	8/36.672 1/0:38.7	—	—	—	—	—	—	—	—
25.	—	—	—	—	—	—	—	—	—	—
26.	—	—	—	—	—	—	—	—	—	—
27.	—	—	—	—	—	—	—	—	—	—
28.	—	—	—	—	—	—	—	—	—	—
29.	—	—	—	—	—	—	—	—	—	—
30.	—	—	—	—	—	—	—	—	—	—

Multiple Main Scores

1-8 Intermediate Truck



Timing and Scoring by

RC Scoring Pro

306

www.rcscoringpro.com

Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3	Total	Tie Breaker
1. Mike Acero	3	29	16:56.145	30	17:27.377					98	100	0	198	59/2063.522
2. Tyler Brown	2	29	16:53.764	30	17:30.160					99	99	0	198	59/2063.924
3. Shane Lyon	5	29	17:09.245	30	17:34.958					96	98	0	194	59/2084.203
4. Marc Robinson	4	29	17:00.323	24	15:29.734					97	93	0	190	53/1950.057
5. Tanner Stees	1	30	16:49.894	10	7:34.864					100	90	0	190	40/1464.758
6. Mikko Trott	8	28	17:17.311	29	17:58.351					93	96	0	189	57/2115.662
7. Big Shawn	7	28	16:56.724	27	15:59.759					94	95	0	189	55/1976.483
8. Jeff Pandygraft	9	27	16:28.500	24	14:10.177					92	94	0	186	51/1838.677
9. Michael Vincent	6	29	17:26.005	18	10:33.078					95	91	0	186	47/1679.083
10. Kyle AArup	12	1	18.889	29	17:29.773					89	97	0	186	30/1068.662
11. Greg Singletary	11	10	5:48.054	24	17:39.401					90	92	0	182	34/1407.455
12. Troy Sears	10	13	7:25.950	6	3:25.968					91	89	0	180	19/651.918

1-8 Expert Truck (A2 Main)

Round# 4

Top Qualifier is Adam Drake 12/6:25.095 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **21**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Ty Tessmann	1	1	35	17:55.161	30.383		30.471	30.622	30.805	2
	Adam Drake	2	2	35	18:12.242	30.162	17.081	30.333	30.426	30.753	1
	Carson Wernimont	3	4	34	18:00.637	31.220		31.432	31.522	31.668	6
	Josh Wheeler	4	7	34	18:03.276	30.847	2.639	31.105	31.270	31.556	3
	Travis Amezcua	5	9	34	18:04.413	30.487	3.776	30.866	31.051	31.401	9998
	Cody King	6	5	34	18:09.486	30.620	8.849	30.978	31.190	31.537	8
	Drew Moller	7	10	34	18:09.971	30.550	9.334	30.937	31.105	31.411	9998
	Mark Pavidas	8	6	34	18:22.512	30.382	21.875	31.082	31.287	31.560	9
	Taylor Peterson	9	8	34	18:24.864	30.551	24.227	31.042	31.194	31.621	4
	Dylan Rodriguez	10	3	33	17:59.676	30.612		31.016	31.144	31.826	5
	Jessie Robinson	11	12	33	18:17.651	31.495	17.975	31.937	32.253	32.634	9998
	Chad Bradley	12	11	27	14:40.818	31.312		31.692	31.881	32.563	9998

Car#	1	2	3	4	5	6	7	8	9	10
	Ty Tessmann	Adam Drake	Dylan Rodriguez	Carson Wernimont	Cody King	Mark Pavidas	Josh Wheeler	Taylor Peterson	Travis Amezcua	Drew Moller
1.	2/13.980 1/0:13.9	1/13.697 1/0:13.6	12/17.490 1/0:17.4	3/14.848 1/0:14.8	6/15.749 1/0:15.7	8/16.274 1/0:16.2	7/15.821 1/0:15.8	4/15.003 1/0:15.0	10/16.677 1/0:16.6	5/15.462 1/0:15.4
2.	2/31.760 1/0:22.8	1/31.572 1/0:22.6	11/38.969 1/0:28.2	3/32.124 1/0:23.4	6/32.295 1/0:24.0	12/43.572 1/0:29.9	7/32.763 1/0:24.2	4/32.315 1/0:23.6	8/33.645 1/0:25.1	5/32.205 1/0:23.8
3.	1/30.973 1/0:25.5	2/31.785 1/0:25.6	11/31.809 1/0:29.4	4/32.814 1/0:26.5	6/32.784 1/0:26.9	12/33.429 1/0:31.0	7/32.490 1/0:27.0	3/32.213 1/0:26.5	8/32.418 1/0:27.5	5/32.887 1/0:26.8
4.	1/30.690 1/0:26.8	2/31.148 1/0:27.0	11/33.071 1/0:30.3	3/31.790 1/0:27.8	6/31.899 1/0:28.1	12/31.618 1/0:31.2	7/32.666 1/0:28.4	4/32.279 1/0:27.9	10/35.861 1/0:29.6	5/31.627 1/0:28.0
5.	1/31.490 1/0:27.7	2/32.470 1/0:28.1	11/33.715 1/0:31.0	5/34.865 1/0:29.2	10/40.030 1/0:30.5	12/31.942 1/0:31.3	6/34.247 1/0:29.5	3/31.302 1/0:28.6	9/32.525 1/0:30.2	4/31.799 1/0:28.7
6.	1/30.766 1/0:28.2	2/30.671 1/0:28.5	11/33.640 1/0:31.4	5/31.880 1/0:29.7	10/32.605 1/0:30.8	12/33.220 1/0:31.6	7/34.473 1/0:30.4	3/32.003 1/0:29.1	9/32.369 1/0:30.5	4/31.613 1/0:29.2
7.	1/30.519 1/0:28.5	2/31.205 1/0:28.9	11/31.147 1/0:31.4	5/31.952 1/0:30.0	9/32.096 1/0:31.0	12/31.528 1/0:31.6	6/31.804 1/0:30.6	3/31.472 1/0:29.5	7/31.869 1/0:30.7	4/34.372 1/0:29.9
8.	1/30.909 1/0:28.8	2/30.557 1/0:29.1	10/31.039 1/0:31.3	4/32.201 1/0:30.3	8/32.336 1/0:31.2	12/31.849 1/0:31.6	6/32.058 1/0:30.7	5/36.146 1/0:30.3	7/31.197 1/0:30.8	3/32.136 1/0:30.2
9.	1/30.460 1/0:29.0	2/31.681 1/0:29.4	8/30.999 1/0:31.3	3/31.719 1/0:30.4	9/33.147 1/0:31.4	12/31.846 1/0:31.6	6/31.936 1/0:30.9	5/32.098 1/0:30.5	7/32.339 1/0:30.9	4/32.636 1/0:30.5
10.	1/31.303 1/0:29.2	2/30.304 1/0:29.5	8/31.064 1/0:31.2	4/32.626 1/0:30.6	9/33.119 1/0:31.6	11/31.682 1/0:31.6	6/31.832 1/0:31.0	5/33.680 1/0:30.8	7/31.619 1/0:31.0	3/31.163 1/0:30.5
11.	1/30.688 1/0:29.4	2/30.162 1/0:29.5	8/31.300 1/0:31.2	4/31.677 1/0:30.7	9/31.209 1/0:31.5	10/32.314 1/0:31.7	7/32.839 1/0:31.1	5/31.866 1/0:30.9	6/31.389 1/0:31.0	3/31.803 1/0:30.6
12.	1/31.087 1/0:29.5	2/30.591 1/0:29.6	9/35.530 1/0:31.6	4/31.403 1/0:30.8	8/31.833 1/0:31.5	12/41.104 1/0:32.5	7/31.801 1/0:31.2	5/32.886 1/0:31.1	6/31.834 1/0:31.1	3/31.373 1/0:30.7
13.	1/31.025 1/0:29.6	2/30.500 1/0:29.7	9/35.302 1/0:31.9	4/31.937 1/0:30.9	8/31.671 1/0:31.5	12/31.916 1/0:32.4	7/31.241 1/0:31.2	5/31.254 1/0:31.1	6/31.508 1/0:31.1	3/31.994 1/0:30.8
14.	1/30.433 1/0:29.7	2/30.289 1/0:29.7	9/33.555 1/0:32.0	4/31.690 1/0:30.9	8/36.670 1/0:31.9	12/31.551 1/0:32.4	7/31.686 1/0:31.2	5/31.249 1/0:31.1	6/31.278 1/0:31.1	3/31.471 1/0:30.8
15.	2/31.706 1/0:29.8	1/30.445 1/0:29.8	9/32.559 1/0:32.0	4/31.505 1/0:31.0	8/32.468 1/0:31.9	12/32.127 1/0:32.3	7/32.013 1/0:31.3	5/31.800 1/0:31.1	6/31.351 1/0:31.1	3/31.531 1/0:30.9
16.	1/30.496 1/0:29.8	2/34.806 1/0:30.1	9/32.004 1/0:32.0	3/32.451 1/0:31.0	8/32.245 1/0:32.0	12/32.947 1/0:32.4	5/31.495 1/0:31.3	7/35.878 1/0:31.4	4/32.364 1/0:31.2	6/38.675 1/0:31.4
17.	1/31.078 1/0:29.9	2/32.548 1/0:30.2	8/33.296 1/0:32.1	3/31.902 1/0:31.1	9/34.375 1/0:32.1	11/31.486 1/0:32.3	6/33.083 1/0:31.4	7/31.891 1/0:31.4	4/31.775 1/0:31.2	5/31.440 1/0:31.4

Multiple Main Scores
1-8 Expert Truck



Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>Total</u>	<u>Tie Breaker</u>
1. Ty Tessmann	1	35	18:12.210	35	17:55.161				100	100	0	200	70/2167.371	
2. Adam Drake	2	35	18:18.089	35	18:12.242				99	99	0	198	70/2190.331	
3. Carson Wernimont	3	35	18:40.384	34	18:00.637				98	98	0	196	69/2201.021	
4. Cody King	4	34	18:27.811	34	18:09.486				97	95	0	192	68/2197.297	
5. Josh Wheeler	12	12	6:11.921	34	18:03.276				89	97	0	186	46/1455.197	
6. Dylan Rodriguez	11	33	18:37.381	33	17:59.676				90	91	0	181	66/2197.057	

1-8 Sportsman Buggy (A2 Main)

Round# 4

Top Qualifier is Bill McEuen 10/6:21.067 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **22**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Dave Wentz	1	6	25	15:51.558	36.308		36.851	37.365	38.470	3
	Fred Steele	2	12	25	15:51.699	34.522	0.141	35.820	37.180	40.486	9998
	Primo Olivares	3	8	25	16:05.056	35.532	13.498	36.077	36.763	38.695	10
	Dave Gibson	4	3	25	16:22.543	37.410	30.985	37.650	38.323	39.567	7
	Eddie Ayala	5	10	25	16:23.433	35.628	31.875	36.680	37.385	39.505	9998
	Kevin Tuazon	6	2	25	16:32.229	36.498	40.671	37.201	37.743	39.173	8
	Brett Springe	7	7	24	15:54.717	34.349		36.237	37.701	40.337	9
	Jaden O'kray	8	11	24	16:08.209	36.770	13.492	37.433	38.159	40.459	9998
	Tom Roberts	9	1	24	16:13.275	36.060	18.558	37.607	38.460	40.576	5
	John Kelishes	10	9	24	16:36.957	37.182	42.240	37.903	38.697	41.434	14
	Kenny Northern	11	5	21	16:12.114	36.923		38.444	39.654		13
	Michael Hunter	12	4	19	16:00.287	34.671		38.555	40.248		2

Car#	1	2	3	4	5	6	7	8	9	10
	Tom Roberts	Kevin Tuazon	Dave Gibson	Michael Hunter	Kenny Northern	Dave Wentz	Brett Springe	Primo Olivares	John Kelishes	Eddie Ayala
1.	11/25.317 1/0:25.3	6/19.872 1/0:19.8	1/16.071 1/0:16.0	2/17.511 1/0:17.5	3/17.552 1/0:17.5	4/17.892 1/0:17.8	9/22.785 1/0:22.7	7/20.067 1/0:20.0	10/25.282 1/0:25.2	8/21.578 1/0:21.5
2.	9/44.288 1/0:34.7	5/41.121 1/0:30.4	1/37.694 1/0:26.8	12/155.928 1/1:26.7	7/46.353 1/0:31.9	2/37.988 1/0:27.9	8/41.244 1/0:32.0	6/42.328 1/0:31.1	11/46.601 1/0:35.9	4/38.775 1/0:30.1
3.	11/43.448 1/0:37.6	5/39.530 1/0:33.5	1/37.669 1/0:30.4	12/39.391 1/1:10.9	8/42.603 1/0:35.5	2/36.739 1/0:30.8	7/39.553 1/0:34.5	4/35.705 1/0:32.6	10/40.350 1/0:37.4	6/41.975 1/0:34.1
4.	10/42.313 1/0:38.8	5/38.015 1/0:34.6	1/40.502 1/0:32.9	12/36.685 1/1:02.3	7/41.578 1/0:37.0	2/39.793 1/0:33.1	9/45.059 1/0:37.1	4/36.454 1/0:33.6	11/46.587 1/0:39.7	8/46.243 1/0:37.1
5.	9/36.060 1/0:38.2	4/38.879 1/0:35.4	2/37.410 1/0:33.8	12/35.813 1/0:57.0	11/99.409 1/0:49.5	1/36.308 1/0:33.7	8/39.893 1/0:37.7	5/45.912 1/0:36.0	10/44.492 1/0:40.6	7/35.628 1/0:36.8
6.	7/37.920 1/0:38.2	4/36.725 1/0:35.6	2/38.122 1/0:34.5	12/50.412 1/0:55.9	11/37.750 1/0:47.5	1/36.360 1/0:34.1	8/41.241 1/0:38.2	5/38.690 1/0:36.5	10/37.182 1/0:40.0	9/45.677 1/0:38.3
7.	7/40.746 1/0:38.5	4/36.498 1/0:35.8	1/37.483 1/0:34.9	12/41.186 1/0:53.8	11/39.618 1/0:46.4	3/42.616 1/0:35.3	8/43.160 1/0:38.9	5/42.377 1/0:37.3	10/38.543 1/0:39.8	9/44.869 1/0:39.2
8.	10/51.815 1/0:40.2	4/39.326 1/0:36.2	2/39.750 1/0:35.5	12/42.391 1/0:52.4	11/46.076 1/0:46.3	1/36.561 1/0:35.5	8/45.442 1/0:39.7	5/36.089 1/0:37.2	9/40.413 1/0:39.9	7/42.632 1/0:39.6
9.	9/40.656 1/0:40.2	3/36.744 1/0:36.3	2/39.141 1/0:35.9	12/39.931 1/0:51.0	11/39.935 1/0:45.6	1/37.770 1/0:35.7	8/43.906 1/0:40.2	5/39.533 1/0:37.4	10/43.378 1/0:40.3	7/37.651 1/0:39.4
10.	10/48.553 1/0:41.1	3/38.542 1/0:36.5	4/42.732 1/0:36.6	12/70.735 1/0:52.9	11/45.262 1/0:45.6	1/37.073 1/0:35.9	8/34.349 1/0:39.6	5/38.831 1/0:37.5	9/38.203 1/0:40.1	7/38.017 1/0:39.3
11.	10/38.620 1/0:40.8	2/37.345 1/0:36.6	3/39.372 1/0:36.9	12/40.955 1/0:51.9	11/46.927 1/0:45.7	1/38.489 1/0:36.1	8/37.797 1/0:39.4	5/38.988 1/0:37.7	9/39.444 1/0:40.0	7/37.945 1/0:39.1
12.	10/39.103 1/0:40.7	2/38.686 1/0:36.7	5/47.107 1/0:37.7	12/93.584 1/0:55.3	11/41.057 1/0:45.3	1/38.803 1/0:36.3	9/51.549 1/0:40.4	4/36.430 1/0:37.6	8/44.918 1/0:40.4	7/38.802 1/0:39.1
13.	10/44.343 1/0:41.0	2/38.044 1/0:36.8	3/40.578 1/0:37.9	12/34.671 1/0:53.7	11/41.596 1/0:45.0	1/41.313 1/0:36.7	8/41.123 1/0:40.5	6/45.552 1/0:38.2	9/46.881 1/0:40.9	7/39.184 1/0:39.1
14.	10/41.193 1/0:41.0	1/39.219 1/0:37.0	5/46.767 1/0:38.6	12/43.560 1/0:53.0	11/36.923 1/0:44.4	2/43.200 1/0:37.2	8/40.261 1/0:40.5	3/37.398 1/0:38.1	9/38.607 1/0:40.7	7/45.162 1/0:39.5
15.	8/37.635 1/0:40.8	4/58.507 1/0:38.4	6/43.847 1/0:38.9	12/41.226 1/0:52.2	11/37.361 1/0:44.0	1/37.570 1/0:37.2	10/69.945 1/0:42.4	3/41.946 1/0:38.4	9/42.793 1/0:40.9	7/40.038 1/0:39.6
16.	10/44.767 1/0:41.0	4/43.608 1/0:38.7	5/40.346 1/0:39.0	12/42.535 1/0:51.6	11/43.531 1/0:43.9	1/39.018 1/0:37.3	8/3.697 1/0:40.0	2/35.532 1/0:38.2	9/39.577 1/0:40.8	6/38.051 1/0:39.5
17.	9/40.246 1/0:41.0	4/40.349 1/0:38.8	5/40.557 1/0:39.1	12/42.371 1/0:51.1	11/38.844 1/0:43.6	1/38.694 1/0:37.4	7/37.621 1/0:39.9	2/36.781 1/0:38.1	10/45.357 1/0:41.0	6/45.383 1/0:39.8

Car#	11	12	13	14	15	16	17	18	19	20
	Jaden O'kroy	Fred Steele								
20.	6/39.579 1/0:40.1	7/39.667 1/0:40.1	—	—	—	—	—	—	—	—
21.	8/44.293 1/0:40.3	6/36.048 1/0:39.9	—	—	—	—	—	—	—	—
22.	7/41.011 1/0:40.3	10/75.378 1/0:41.5	—	—	—	—	—	—	—	—
23.	7/39.513 1/0:40.3	—	—	—	—	—	—	—	—	—
24.	8/41.048 1/0:40.3	6/37.542 1/0:39.6	—	—	—	—	—	—	—	—
25.	—	—	—	—	—	—	—	—	—	—

Multiple Main Scores

1-8 Sportsman Buggy



Timing and Scoring by

306

RC Scoring Pro

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Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3	Total	Tie Breaker
1. Dave Wentz	4	25	16:33.020		25	15:51.558				97	100	0	197	50/1944.578
2. Dave Gibson	5	24	16:05.067		25	16:22.543				96	97	0	193	49/1947.610
3. Brett Springe	8	23	16:35.846		24	15:54.717				93	94	0	187	47/1950.563
4. Michael Hunter	6	23	16:15.899		19	16:00.287				95	89	0	184	42/1936.186
5. Kevin Tuazon	12	10	6:35.497		25	16:32.229				89	95	0	184	35/1387.726
6. Tom Roberts	10	14	9:18.223		24	16:13.275				91	92	0	183	38/1531.498

Car#	11	12	13	14	15	16	17	18	19	20
	Paul Mclain	Kevin Harris								
2.	10/39.369 1/0:30.0	—	—	—	—	—	—	—	—	—
3.	10/38.554 1/0:32.8	—	—	—	—	—	—	—	—	—
4.	10/36.551 1/0:33.7	—	—	—	—	—	—	—	—	—
5.	10/42.497 1/0:35.5	—	—	—	—	—	—	—	—	—
6.	10/38.684 1/0:36.0	—	—	—	—	—	—	—	—	—
7.	10/36.843 1/0:36.1	—	—	—	—	—	—	—	—	—
8.	10/41.789 1/0:36.8	—	—	—	—	—	—	—	—	—
9.	11/43.139 1/0:37.5	—	—	—	—	—	—	—	—	—
10.	10/37.239 1/0:37.5	—	—	—	—	—	—	—	—	—
11.	10/45.378 1/0:38.2	—	—	—	—	—	—	—	—	—
12.	10/36.221 1/0:38.0	—	—	—	—	—	—	—	—	—
13.	10/36.352 1/0:37.9	—	—	—	—	—	—	—	—	—
14.	—	—	—	—	—	—	—	—	—	—
15.	—	—	—	—	—	—	—	—	—	—

Multiple Main Scores
1-8 Electric Buggy



Timing and Scoring by **RC Scoring Pro** 306
www.rcscoringpro.com

Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3	Total	Tie Breaker
1. Travis Amezcua	1	20	10:51.364	15	7:45.414					100	100	0	200	35/1116.778
2. Ryan Lutz	2	20	10:54.084	15	7:56.626					99	98	0	197	35/1130.710
3. Ryan Cavaliere	3	20	11:15.275	15	7:48.310					98	99	0	197	35/1143.585
4. Brent Thielke	4	19	11:14.987	15	8:15.303					97	95	0	192	34/1170.290
5. Taylor Peterson	7	18	10:26.143	15	7:59.817					94	97	0	191	33/1105.960
6. Rhonda Drake	5	19	11:22.237	14	7:59.667					96	93	0	189	33/1161.904
7. Shane Lyon	6	19	11:26.887	14	7:58.804					95	94	0	189	33/1165.691
8. Dylan Rodriguez	10	14	8:10.002	15	8:04.967					91	96	0	187	29/974.969
9. Scott Adkins	8	18	11:18.145	12	7:43.467					93	90	0	183	30/1141.612
10. Paul Mclain	9	17	11:11.906	13	8:13.280					92	91	0	183	30/1165.186
11. Matt Hauck	11	14	8:53.437	13	8:00.247					90	92	0	182	27/1013.684
12. Kevin Harris	12	2	1:16.022							89	89	0	178	2/76.022

1-8 Intermediate Buggy (A2 Main)

Round# 4

Top Qualifier is Tanner Stees 11/6:21.252 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Race# **24**

Thunder Alley Gas Champs 2011

306

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Kellen Freeman	1	6	30	17:27.899	32.410		33.057	33.455	34.368	9
	Kyle AArup	2	1	30	17:29.478	32.077	1.579	33.187	33.604	34.499	4
	Tanner Stees	3	3	30	17:29.552	32.999	1.653	33.399	33.756	34.520	1
	Brian Givens	4	4	30	17:34.065	33.118	6.166	33.700	33.983	34.690	3
	Shane Lyon	5	5	30	17:49.116	33.547	21.217	34.119	34.365	35.080	5
	Tyler Brown	6	10	29	17:36.364	33.741		34.826	35.168	35.889	9998
	Mike Acero	7	8	29	17:42.648	34.604	6.284	35.258	35.502	36.081	10
	Eduardo Caballero	8	9	28	17:39.130	33.744		35.461	36.020	37.294	14
	Chris Miller	9	12	17	9:48.803	33.048		33.552	34.269		9998
	Brian Jones	10	11	16	10:00.604	34.482		36.177	36.921		9998
	Sean Gaffney	11	2	6	3:03.237	33.054					2
	Steve Harris	12	7	4	2:31.651	37.826					8

Car#	1	2	3	4	5	6	7	8	9	10
	Kyle AArup	Sean Gaffney	Tanner Stees	Brian Givens	Shane Lyon	Kellen Freeman	Steve Harris	Mike Acero	Eduardo Caballero	Tyler Brown
1.	1/13.309 1/0:13.3	2/14.169 1/0:14.1	4/16.275 1/0:16.2	12/21.518 1/0:21.5	10/19.266 1/0:19.2	3/16.123 1/0:16.1	5/16.582 1/0:16.5	6/17.681 1/0:17.6	11/20.666 1/0:20.6	7/18.430 1/0:18.4
2.	2/36.219 1/0:24.7	1/34.451 1/0:24.3	11/40.633 1/0:28.4	10/35.127 1/0:28.3	7/36.359 1/0:27.8	3/37.025 1/0:26.5	5/37.826 1/0:27.2	8/38.180 1/0:27.9	12/38.580 1/0:29.6	4/35.717 1/0:27.0
3.	2/34.258 1/0:27.9	1/33.054 1/0:27.2	6/35.483 1/0:30.7	10/37.756 1/0:31.4	8/37.933 1/0:31.1	3/33.381 1/0:28.8	7/38.987 1/0:31.1	11/41.596 1/0:32.4	12/42.012 1/0:33.7	5/37.085 1/0:30.4
4.	2/35.066 1/0:29.7	1/33.356 1/0:28.7	9/39.579 1/0:32.9	5/34.967 1/0:32.3	6/37.276 1/0:32.7	3/34.388 1/0:30.2	12/58.256 1/0:37.9	10/35.657 1/0:33.2	11/36.480 1/0:34.4	8/40.573 1/0:32.9
5.	2/34.386 1/0:30.6	1/34.418 1/0:29.8	7/34.183 1/0:33.2	5/34.012 1/0:32.6	6/34.903 1/0:33.1	3/34.196 1/0:31.0		10/37.343 1/0:34.0	11/35.377 1/0:34.6	8/35.894 1/0:33.5
6.	2/34.020 1/0:31.2	1/33.789 1/0:30.5	7/34.372 1/0:33.4	4/33.392 1/0:32.7	6/34.558 1/0:33.3	3/33.650 1/0:31.4		9/36.727 1/0:34.5	10/35.275 1/0:34.7	8/35.867 1/0:33.9
7.	1/33.942 1/0:31.5		6/35.927 1/0:33.7	3/33.377 1/0:32.8	5/35.957 1/0:33.7	2/40.472 1/0:32.7		8/35.422 1/0:34.6	9/35.140 1/0:34.7	7/38.125 1/0:34.5
8.	3/43.340 1/0:33.0		5/33.713 1/0:33.7	2/34.163 1/0:33.0	7/40.944 1/0:34.6	1/34.746 1/0:32.9		8/36.174 1/0:34.8	9/37.938 1/0:35.1	6/34.875 1/0:34.5
9.	2/39.430 1/0:33.7		5/35.341 1/0:33.9	3/40.061 1/0:33.8	6/33.547 1/0:34.5	1/33.853 1/0:33.0		8/35.721 1/0:34.9	9/37.331 1/0:35.4	7/36.478 1/0:34.7
10.	2/34.681 1/0:33.8		3/33.960 1/0:33.9	4/35.843 1/0:34.0	7/40.289 1/0:35.1	1/32.728 1/0:33.0		8/37.878 1/0:35.2	10/39.801 1/0:35.8	6/34.963 1/0:34.8
11.	4/37.221 1/0:34.1		5/37.654 1/0:34.2	2/33.118 1/0:33.9	7/33.655 1/0:34.9	1/38.025 1/0:33.5		8/36.324 1/0:35.3	10/37.814 1/0:36.0	6/33.741 1/0:34.7
12.	4/35.725 1/0:34.3		5/39.017 1/0:34.6	3/37.433 1/0:34.2	7/38.088 1/0:35.2	1/32.410 1/0:33.4		8/38.041 1/0:35.5	10/35.796 1/0:36.0	6/34.987 1/0:34.7
13.	4/35.719 1/0:34.4		5/40.434 1/0:35.1	3/34.349 1/0:34.2	8/41.700 1/0:35.7	1/32.987 1/0:33.3		7/35.542 1/0:35.5	10/47.709 1/0:36.9	6/40.849 1/0:35.1
14.	4/40.218 1/0:34.8		6/37.678 1/0:35.3	3/34.904 1/0:34.2	8/34.418 1/0:35.6	1/39.376 1/0:33.8		7/35.694 1/0:35.5	9/41.153 1/0:37.2	5/35.890 1/0:35.2
15.	4/37.846 1/0:35.0		5/35.856 1/0:35.3	2/37.445 1/0:34.4	7/34.728 1/0:35.5	1/36.854 1/0:34.0		8/37.308 1/0:35.6	9/36.174 1/0:37.1	6/38.541 1/0:35.4
16.	4/33.521 1/0:34.9		5/33.270 1/0:35.2	2/35.762 1/0:34.5	6/34.809 1/0:35.5	1/37.885 1/0:34.2		8/54.157 1/0:36.8	9/39.669 1/0:37.3	7/48.007 1/0:36.2
17.	4/33.869 1/0:34.8		5/34.091 1/0:35.1	1/34.417 1/0:34.5	6/36.631 1/0:35.5	2/39.930 1/0:34.5		8/36.946 1/0:36.8	9/37.270 1/0:37.3	7/36.130 1/0:36.2

Car#	11	12	13	14	15	16	17	18	19	20
	Brian Jones	Chris Miller								
15.	10/35.459 1/0:37.4	3/42.783 1/0:34.7	—	—	—	—	—	—	—	—
16.	10/38.962 1/0:37.5	3/33.687 1/0:34.7	—	—	—	—	—	—	—	—
17.		3/33.568 1/0:34.6	—	—	—	—	—	—	—	—
18.			—	—	—	—	—	—	—	—
19.			—	—	—	—	—	—	—	—
20.			—	—	—	—	—	—	—	—
21.			—	—	—	—	—	—	—	—
22.			—	—	—	—	—	—	—	—
23.			—	—	—	—	—	—	—	—
24.			—	—	—	—	—	—	—	—
25.			—	—	—	—	—	—	—	—
26.			—	—	—	—	—	—	—	—
27.			—	—	—	—	—	—	—	—
28.			—	—	—	—	—	—	—	—
29.			—	—	—	—	—	—	—	—
30.			—	—	—	—	—	—	—	—

Multiple Main Scores

1-8 Intermediate Buggy



Timing and Scoring by

306

RC Scoring Pro

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Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	Pos	Laps	Time	Pos	Laps	Time	Pos	Laps	Time	A1	A2	A3	Total	Tie Breaker
1. Brian Givens	1	30	17:28.148	30	17:34.065					100	97	0	197	60/2102.213
2. Kellen Freeman	5	29	17:27.229	30	17:27.899					96	100	0	196	59/2095.128
3. Tanner Stees	6	29	17:30.363	30	17:29.552					95	98	0	193	59/2099.915
4. Shane Lyon	7	29	17:52.061	30	17:49.116					94	96	0	190	59/2141.177
5. Sean Gaffney	2	30	17:52.913	6	3:03.237					99	90	0	189	36/1256.150
6. Kyle AArup	12	13	8:09.155	30	17:29.478					89	99	0	188	43/1538.633
7. Steve Harris	11	25	17:35.619	4	2:31.651					90	89	0	179	29/1207.270

1-8 Expert Buggy (A2 Main)

Round# 4

Top Qualifier is Ty Tessmann 12/6:28.659 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **25**

Thunder Alley Gas Champs 2011

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average			Q#
								Top 5	Top 10	Top 20	
	Ty Tessmann	1	1	35	18:22.611	30.960		31.088	31.251	31.524	1
	Ryan Cavalieri	2	2	35	18:28.745	31.393	6.134	31.459	31.531	31.711	3
	Cody King	3	6	35	18:43.451	30.903	20.840	31.265	31.395	31.847	7
	Taylor Peterson	4	3	35	18:48.842	31.305	26.231	31.405	31.532	31.836	4
	Jeremy Kortz	5	9	34	18:36.375	31.380		31.813	31.955	32.214	9998
	Ryan Lutz	6	10	34	18:55.139	31.028	18.764	31.252	31.413	31.680	9998
	Carson Wernimont	7	12	34	18:59.304	31.802	22.929	32.060	32.177	32.549	9998
	Mark Pavidas	8	4	33	18:30.433	31.234		32.092	32.330	33.006	5
	Josh Wheeler	9	5	32	18:28.057	31.262		31.954	32.162	32.892	2
	Drew Moller	10	11	32	18:31.724	31.912	3.667	32.306	32.646	33.574	9998
	Daniel Vega Frias	11	8	32	18:44.507	31.841	16.450	32.900	33.226	33.847	9
	Adam Drake	12	7	31	18:05.888	30.369		31.422	31.740	32.331	6

Car#	1	2	3	4	5	6	7	8	9	10
	Ty Tessmann	Ryan Cavalieri	Taylor Peterson	Mark Pavidas	Josh Wheeler	Cody King	Adam Drake	Daniel Vega Frias	Jeremy Kortz	Ryan Lutz
1.	1/13.253	2/14.687	3/14.800	9/17.229	8/16.661	5/15.671	10/17.555	11/19.556	4/15.158	6/16.206
	1/0:13.2	1/0:14.6	1/0:14.8	1/0:17.2	1/0:16.6	1/0:15.6	1/0:17.5	1/0:19.5	1/0:15.1	1/0:16.2
2.	1/31.804	2/32.015	3/32.637	12/40.378	7/34.664	5/33.435	11/37.473	10/34.847	4/32.777	6/33.311
	1/0:22.5	1/0:23.3	1/0:23.7	1/0:28.8	1/0:25.6	1/0:24.5	1/0:27.5	1/0:27.1	1/0:23.9	1/0:24.7
3.	1/31.282	3/32.891	2/31.929	12/32.867	7/31.964	5/31.922	9/33.224	10/34.049	4/32.448	6/32.370
	1/0:25.4	1/0:26.5	1/0:26.4	1/0:30.1	1/0:27.7	1/0:27.0	1/0:29.4	1/0:29.4	1/0:26.7	1/0:27.2
4.	1/33.950	3/32.875	2/31.630	10/32.517	6/32.382	7/35.610	9/32.196	12/37.395	4/32.281	5/31.719
	1/0:27.5	1/0:28.1	1/0:27.7	1/0:30.7	1/0:28.9	1/0:29.1	1/0:30.1	1/0:31.4	1/0:28.1	1/0:28.4
5.	1/31.223	3/31.471	2/31.773	10/33.117	6/32.493	7/33.272	8/31.955	12/33.401	4/32.743	5/32.544
	1/0:28.3	1/0:28.7	1/0:28.5	1/0:31.2	1/0:29.6	1/0:29.9	1/0:30.4	1/0:31.8	1/0:29.0	1/0:29.2
6.	1/30.979	3/32.201	2/31.556	10/33.575	6/32.069	7/33.264	8/32.636	12/36.394	5/31.939	4/31.028
	1/0:28.7	1/0:29.3	1/0:29.0	1/0:31.6	1/0:30.0	1/0:30.5	1/0:30.8	1/0:32.6	1/0:29.5	1/0:29.5
7.	1/31.004	3/31.426	2/31.910	10/35.195	6/33.440	7/32.449	8/35.130	12/35.060	5/35.261	4/32.641
	1/0:29.0	1/0:29.6	1/0:29.4	1/0:32.1	1/0:30.5	1/0:30.8	1/0:31.4	1/0:32.9	1/0:30.3	1/0:29.9
8.	1/31.812	3/32.265	2/31.406	10/34.539	5/31.876	6/31.468	8/31.597	12/33.314	7/37.624	4/31.928
	1/0:29.4	1/0:29.9	1/0:29.7	1/0:32.4	1/0:30.6	1/0:30.8	1/0:31.4	1/0:33.0	1/0:31.2	1/0:30.2
9.	1/31.490	3/31.465	2/32.127	10/33.168	5/33.019	6/33.318	9/38.076	12/33.534	7/32.510	4/31.334
	1/0:29.6	1/0:30.1	1/0:29.9	1/0:32.5	1/0:30.9	1/0:31.1	1/0:32.2	1/0:33.0	1/0:31.4	1/0:30.3
10.	1/33.807	3/31.789	2/31.906	10/33.005	5/32.925	6/32.879	9/30.369	12/33.173	7/32.184	4/31.485
	1/0:30.0	1/0:30.3	1/0:30.1	1/0:32.5	1/0:31.1	1/0:31.3	1/0:32.0	1/0:33.0	1/0:31.4	1/0:30.4
11.	1/30.960	3/31.875	2/32.478	10/32.412	5/32.104	6/32.136	9/34.692	12/35.846	7/32.183	4/33.011
	1/0:30.1	1/0:30.4	1/0:30.3	1/0:32.5	1/0:31.2	1/0:31.4	1/0:32.2	1/0:33.3	1/0:31.5	1/0:30.6
12.	1/32.339	3/31.627	2/31.443	8/31.234	6/35.538	5/32.416	12/105.429	10/34.283	7/32.228	4/37.465
	1/0:30.3	1/0:30.5	1/0:30.4	1/0:32.4	1/0:31.5	1/0:31.4	1/0:38.3	1/0:33.4	1/0:31.6	1/0:31.2
13.	1/31.984	2/31.692	3/33.864	8/36.786	7/35.129	5/32.551	12/32.081	10/34.278	6/32.294	4/32.136
	1/0:30.4	1/0:30.6	1/0:30.7	1/0:32.7	1/0:31.8	1/0:31.5	1/0:37.8	1/0:33.4	1/0:31.6	1/0:31.3
14.	1/31.981	2/31.633	3/36.980	8/32.193	7/39.966	5/32.261	12/33.076	10/34.527	6/31.933	4/31.554
	1/0:30.5	1/0:30.7	1/0:31.1	1/0:32.7	1/0:32.4	1/0:31.6	1/0:37.5	1/0:33.5	1/0:31.6	1/0:31.3
15.	1/31.542	2/31.551	3/32.581	9/36.160	7/36.763	5/31.533	12/32.471	10/45.479	6/32.825	4/33.262
	1/0:30.6	1/0:30.7	1/0:31.2	1/0:32.9	1/0:32.7	1/0:31.6	1/0:37.1	1/0:34.3	1/0:31.7	1/0:31.4
16.	1/32.359	2/32.316	4/35.796	8/37.218	11/71.031	5/32.803	12/32.135	9/33.925	6/43.946	3/31.920
	1/0:30.7	1/0:30.8	1/0:31.5	1/0:33.2	1/0:35.1	1/0:31.6	1/0:36.8	1/0:34.3	1/0:32.5	1/0:31.4
17.	1/32.306	2/32.509	4/33.255	8/34.536	10/32.327	5/34.262	12/31.050	9/32.681	6/32.217	3/31.553
	1/0:30.8	1/0:30.9	1/0:31.6	1/0:33.3	1/0:34.9	1/0:31.8	1/0:36.5	1/0:34.2	1/0:32.5	1/0:31.4

Multiple Main Scores
1-8 Expert Buggy



Thunder Alley Gas Champs 2011

	A1			A2			A3			Tie Breaker:				
	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>Pos</u>	<u>Laps</u>	<u>Time</u>	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>Total</u>	<u>Tie Breaker</u>
1. Ty Tessmann	1	35	18:33.220	35	18:22.611				100	100	0	200	70/2215.831	
2. Taylor Peterson	2	35	18:46.123	35	18:48.842				99	97	0	196	70/2254.965	
3. Cody King	4	35	19:07.821	35	18:43.451				97	98	0	195	70/2271.272	
4. Ryan Cavaliere	7	34	18:43.455	35	18:28.745				94	99	0	193	69/2232.200	
5. Mark Pavidas	9	34	19:05.611	33	18:30.433				92	93	0	185	67/2256.044	
6. Adam Drake	8	34	19:01.323	31	18:05.888				93	89	0	182	65/2227.211	
7. Josh Wheeler	11	32	18:50.876	32	18:28.057				90	92	0	182	64/2238.933	