

17.5 Rubber No Timing (A Main)

Top Qualifier is Scrimo, Arthur 31/5:07.074 (Rnd 2)

Timing and Scoring by www.RCScoringPro.com

Round# 3

Race# 2

47106

CORRC Carpet Track

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average Top 5	Top 10	Top 20	Q#
	Scrimo, Arthur	1	4	31	5:07.543	9.527		9.621	9.674	9.733	1
	Nelson, Sam	2	5	30	5:08.695	9.797		9.867	9.924	10.006	3
	Klingforth, Kyle	3	6	29	5:08.014	9.707		9.781	9.882	10.052	4
	Brown, Adam	4	3	14	2:21.602	9.576		9.664	9.754		2
	Borgheiinck, Ryan	5	1	0							5
	Pedroza, Frederico	6	2	0							6

Car#	1	2	3	4	5	6	7	8	9	10
	Borgheiinck	Pedroza	Brown	Scrimo	Nelson	Klingforth				
1.			2/11.437	1/11.059	3/12.029	4/14.629				
2.			27/5:08.8	28/5:09.6	25/5:00.7	21/5:07.2				
3.			2/9.578	1/9.619	3/10.378	4/9.791				
4.			29/5:04.7	30/5:10.1	27/5:02.5	25/5:05.2				
5.			2/9.963	1/9.793	4/13.187	3/10.081				
6.			30/5:09.8	30/5:04.6	26/5:08.4	27/5:10.5				
7.			2/10.091	1/9.899	4/9.972	3/9.987				
8.			30/5:08.0	30/5:02.7	27/5:07.5	27/5:00.3				
9.			2/9.670	1/9.527	4/9.979	3/9.892				
10.			30/5:04.4	31/5:09.3	28/5:11.0	28/5:04.5				
11.			2/10.104	1/10.001	4/10.112	3/10.037				
12.			30/5:04.2	31/5:09.4	28/5:06.4	28/5:00.6				
13.			2/9.725	1/9.836	4/10.149	3/10.548				
14.			30/5:02.4	31/5:08.8	28/5:03.2	29/5:10.5				
15.			2/9.830	1/9.813	4/10.090	3/10.298				
16.			30/5:01.5	31/5:08.2	28/5:00.6	29/5:09.0				
17.			2/9.576	1/9.738	4/9.920	3/10.035				
18.			31/5:09.8	31/5:07.5	29/5:08.7	29/5:07.0				
19.			2/9.771	1/9.735	3/10.138	4/15.060				
20.			31/5:09.1	31/5:06.9	29/5:07.2	28/5:09.0				
21.			2/9.850	1/9.991	3/9.856	4/9.912				
22.			31/5:08.8	31/5:07.2	29/5:05.3	28/5:06.1				
23.			2/9.780	1/9.614	3/9.970	4/10.085				
24.			31/5:08.3	31/5:06.4	29/5:03.9	28/5:04.1				
25.			2/12.425	1/9.752	3/10.016	4/9.947				
26.			30/5:04.1	31/5:06.1	29/5:02.9	28/5:02.1				
27.			2/9.802	1/9.947	3/9.933	4/9.780				
28.			30/5:03.4	31/5:06.2	29/5:01.8	28/5:00.1				
29.				1/9.802	2/10.327	3/11.363				
30.				31/5:06.1	29/5:01.7	28/5:01.3				
31.				1/10.005	2/10.010	3/10.221				
32.				31/5:06.3	29/5:01.0	28/5:00.4				
33.				1/10.006	2/9.829	3/11.050				
34.				31/5:06.6	29/5:00.0	28/5:00.9				
35.				1/10.532	2/9.969	3/10.109				
36.				31/5:07.7	30/5:09.7	29/5:10.6				
37.				1/9.912	2/10.086	3/9.734				
38.				31/5:07.6	30/5:09.3	29/5:09.1				
39.				1/9.787	2/10.144	3/10.799				
40.				31/5:07.4	30/5:09.1	29/5:09.3				
41.				1/9.684	2/10.539	3/9.707				
42.				31/5:07.1	30/5:09.4	29/5:08.0				
43.				1/9.751	2/10.053	3/10.104				
44.				31/5:06.9	30/5:09.1	29/5:07.3				
45.				1/9.805	2/9.797	3/11.513				
46.				31/5:06.7	30/5:08.4	29/5:08.5				
47.				1/9.805	2/10.066	3/10.626				
48.				31/5:06.6	30/5:08.1	29/5:08.4				
49.				1/9.786	2/10.077	3/10.166				
50.				31/5:06.5	30/5:07.9	29/5:07.9				
51.				1/9.740	2/10.528	3/10.201				
52.				31/5:06.3	30/5:08.2	29/5:07.4				
53.				1/9.727	2/10.260	3/10.870				
54.				31/5:06.1	30/5:08.2	29/5:07.7				
55.				1/9.695	2/10.110	3/10.413				
56.				31/5:05.9	30/5:08.0	29/5:07.5				
57.				1/9.660	2/11.009	3/11.056				
58.				31/5:05.7	30/5:08.8	29/5:08.0				
59.				1/10.380	2/10.162					
60.				31/5:06.2	30/5:08.6					

Car#	1	2	3	4	5	6	7	8	9	10
	Borgheinck	Pedroza	Brown	Scrimo	Nelson	Klingforth				
31.	—	—	—	1/11.142 31/5:07.5	—	—	—	—	—	—