

13.5 1-12

Round# 2

Top Qualifier is Nelson, Sam 49/8:08.764 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **3**

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47106

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average Top 5	Top 10	Top 20	Q#
	Nelson, Sam	1	3	50	8:05.682	9.133		9.245	9.303	9.380	1
	McGee, Jim	2	2	47	8:01.956	8.992		9.183	9.275	9.452	2
	Klingforth, Brent	3	5	32	5:20.245	9.424		9.542	9.580	9.668	4
	Borgheiinck, Ryan	4	1	18	2:51.410	9.128		9.165	9.213		3
	Thurlow, Sam	5	4	18	3:21.957	10.158	30.547	10.423	10.729		5

Car#	1	2	3	4	5	6	7	8	9	10
	Borgheiinck	McGee	Nelson	Thurlow	Klingforth					
1.	1/9.226 53/8:09.1	4/10.182 48/8:08.6	2/9.407 52/8:09.3	5/11.114 44/8:08.8	3/9.792 50/8:09.4	—	—	—	—	—
2.	1/9.211 53/8:08.6	4/9.674 49/8:06.5	3/10.113 50/8:08.0	5/13.229 40/8:06.8	2/9.589 50/8:04.5	—	—	—	—	—
3.	1/9.320 52/8:01.1	3/9.227 50/8:04.6	2/9.224 51/8:08.5	5/10.993 41/8:02.9	4/10.443 49/8:07.0	—	—	—	—	—
4.	1/9.173 52/8:00.0	2/9.196 51/8:08.0	4/12.410 47/8:03.5	5/10.309 43/8:10.6	3/9.630 49/8:03.2	—	—	—	—	—
5.	1/9.202 53/8:08.9	2/9.938 50/8:02.1	4/9.395 48/8:05.2	5/10.363 43/8:01.6	3/9.537 49/8:00.1	—	—	—	—	—
6.	1/9.284 52/8:00.3	2/9.495 50/8:00.9	4/9.133 49/8:07.3	5/10.158 44/8:05.2	3/9.607 50/8:08.3	—	—	—	—	—
7.	1/9.128 53/8:08.6	2/9.231 51/8:07.7	3/9.286 49/8:02.7	5/11.493 44/8:08.1	4/10.487 49/8:03.5	—	—	—	—	—
8.	1/9.144 53/8:08.1	2/8.992 51/8:04.1	3/9.417 49/8:00.0	5/12.047 43/8:02.1	4/9.424 49/8:00.8	—	—	—	—	—
9.	1/9.259 53/8:08.4	2/9.873 51/8:06.2	3/10.755 49/8:05.3	5/10.816 43/8:00.2	4/15.829 46/8:02.1	—	—	—	—	—
10.	1/9.293 53/8:08.8	2/10.086 51/8:09.0	3/9.340 49/8:02.5	5/10.499 44/8:08.4	4/9.742 47/8:09.1	—	—	—	—	—
11.	1/9.309 52/8:00.0	2/9.276 51/8:07.6	3/9.317 49/8:00.1	5/11.236 44/8:09.0	4/9.585 47/8:05.6	—	—	—	—	—
12.	1/9.260 52/8:00.1	2/11.559 50/8:06.3	3/9.548 50/8:08.9	5/11.634 44/8:10.9	4/9.833 47/8:03.7	—	—	—	—	—
13.	1/9.177 53/8:09.1	3/12.653 49/8:07.6	2/9.384 50/8:07.4	5/12.354 43/8:03.7	4/9.602 47/8:01.2	—	—	—	—	—
14.	1/10.009 52/8:02.8	3/9.422 49/8:05.8	2/9.421 50/8:06.2	5/10.785 43/8:02.3	4/9.588 48/8:09.2	—	—	—	—	—
15.	1/10.227 52/8:06.0	3/11.764 48/8:01.8	2/9.265 50/8:04.7	5/10.892 43/8:01.3	4/9.801 48/8:07.9	—	—	—	—	—
16.	1/9.564 52/8:06.8	3/9.535 48/8:00.2	2/9.355 50/8:03.6	5/11.238 43/8:01.4	4/9.576 48/8:06.1	—	—	—	—	—
17.	1/12.098 51/8:05.6	3/9.457 49/8:08.7	2/9.326 50/8:02.6	5/11.390 43/8:01.9	4/9.847 48/8:05.3	—	—	—	—	—
18.	1/9.526 51/8:05.6	3/9.293 49/8:06.8	2/9.999 50/8:03.5	5/11.407 43/8:02.4	4/9.661 48/8:04.1	—	—	—	—	—
19.	—	2/9.270 49/8:05.1	1/9.483 50/8:03.1	—	3/10.041 48/8:04.0	—	—	—	—	—
20.	—	2/9.520 49/8:04.2	1/9.404 50/8:02.4	—	3/10.063 48/8:04.0	—	—	—	—	—
21.	—	2/9.455 49/8:03.2	1/9.430 50/8:01.9	—	3/9.721 48/8:03.1	—	—	—	—	—
22.	—	2/9.385 49/8:02.1	1/10.185 50/8:03.1	—	3/9.700 48/8:02.3	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	Borgheiinck	McGee	Nelson	Thurlow	Klingforth					
23.	—	3/15.026 48/8:03.1	1/9.448 50/8:02.7	—	2/9.700 48/8:01.6	—	—	—	—	—
24.	—	3/10.287 48/8:03.6	1/9.760 50/8:02.9	—	2/9.698 48/8:01.0	—	—	—	—	—
25.	—	3/9.766 48/8:02.9	1/9.566 50/8:02.7	—	2/9.825 48/8:00.6	—	—	—	—	—
26.	—	3/11.838 48/8:06.2	1/9.507 50/8:02.4	—	2/9.807 48/8:00.2	—	—	—	—	—
27.	—	3/11.115 48/8:08.0	1/9.743 50/8:02.6	—	2/10.099 48/8:00.4	—	—	—	—	—
28.	—	3/10.535 48/8:08.6	1/9.670 50/8:02.6	—	2/9.765 49/8:09.9	—	—	—	—	—
29.	—	3/14.605 47/8:05.6	1/9.940 50/8:03.1	—	2/9.982 49/8:09.9	—	—	—	—	—
30.	—	3/9.935 47/8:05.0	1/10.031 50/8:03.7	—	2/10.441 48/8:00.6	—	—	—	—	—
31.	—	3/9.739 47/8:04.1	1/9.658 50/8:03.7	—	2/9.800 48/8:00.3	—	—	—	—	—
32.	—	3/12.728 47/8:07.7	1/9.728 50/8:03.8	—	2/10.030 48/8:00.3	—	—	—	—	—
33.	—	2/10.115 47/8:07.3	1/9.521 50/8:03.5	—	—	—	—	—	—	—
34.	—	2/9.833 47/8:06.6	1/9.577 50/8:03.4	—	—	—	—	—	—	—
35.	—	2/9.822 47/8:05.8	1/9.459 50/8:03.1	—	—	—	—	—	—	—
36.	—	2/9.667 47/8:05.0	1/9.483 50/8:02.9	—	—	—	—	—	—	—
37.	—	2/9.613 47/8:04.1	1/9.681 50/8:02.9	—	—	—	—	—	—	—
38.	—	2/9.968 47/8:03.7	1/9.732 50/8:03.0	—	—	—	—	—	—	—
39.	—	2/9.910 47/8:03.2	1/9.754 50/8:03.1	—	—	—	—	—	—	—
40.	—	2/9.837 47/8:02.7	1/10.098 50/8:03.6	—	—	—	—	—	—	—
41.	—	2/9.850 47/8:02.2	1/9.752 50/8:03.7	—	—	—	—	—	—	—
42.	—	2/10.940 47/8:02.9	1/10.839 50/8:05.1	—	—	—	—	—	—	—
43.	—	2/10.181 47/8:02.8	1/9.790 50/8:05.2	—	—	—	—	—	—	—
44.	—	2/9.922 47/8:02.5	1/9.692 50/8:05.2	—	—	—	—	—	—	—
45.	—	2/10.040 47/8:02.2	1/9.693 50/8:05.2	—	—	—	—	—	—	—
46.	—	2/10.234 47/8:02.2	1/9.807 50/8:05.3	—	—	—	—	—	—	—
47.	—	2/9.967 47/8:01.9	1/9.969 50/8:05.6	—	—	—	—	—	—	—
48.	—	—	1/9.641 50/8:05.5	—	—	—	—	—	—	—
49.	—	—	1/9.717 50/8:05.5	—	—	—	—	—	—	—
50.	—	—	1/9.829 50/8:05.6	—	—	—	—	—	—	—

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Top Qualifiers (Best Laps/Time)

<u>Driver</u>	<u>Qual#</u>	<u>Laps</u>	<u>Race Time</u>	<u>Round</u>	<u>Race</u>	<u>Pos in Race</u>	<u>Fast</u>
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Top Qualifiers (Best Laps/Time)

<u>Driver</u>	<u>Qual#</u>	<u>Laps</u>	<u>Race Time</u>	<u>Round</u>	<u>Race</u>	<u>Pos in Race</u>	<u>Fast Lap</u>
Nelson, Sam		50	8:05.682	2	3	1	9.133
McGee, Jim		47	8:01.956	2	3	2	8.992
Borgheiinck, Ryan		33	8:03.139	1	3	3	9.170
Klingforth, Brent		32	5:20.245	2	3	3	9.424
Thurlow, Sam		18	3:21.956	2	3	5	10.158