

# 13.5 Sedan (A Main)

Round# 3

Top Qualifier is Scrimo, Arthur 33/5:08.343 (Rnd 2)

Timing and Scoring by [www.RCScoringPro.com](http://www.RCScoringPro.com)

Race# **3**

5280raceway.com

47106

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average Top 5	Top 10	Top 20	Q#
	Brown, Adam	1	5	32	5:00.715	9.141		9.211	9.251	9.301	3
	Borgheiinck, Ryan	2	1	31	5:05.051	9.183		9.232	9.268	9.339	4
	Nelson, Sam	3	6	31	5:05.289	9.289	0.238	9.298	9.320	9.384	2
	McGee, Jim	4	3	31	5:08.837	9.250	3.786	9.348	9.436	9.567	6
	Klingforth, Brent	5	2	30	5:05.883	9.238		9.259	9.287	9.356	5
	Scrimo, Arthur	6	4	0							1

Car#	1	2	3	4	5	6	7	8	9	10
	Borgheiinck	Klingforth	McGee	Scrimo	Brown	Nelson				
1.	5/12.213 25/5:05.2	2/11.297 27/5:05.1	4/12.058 25/5:01.5	—	1/10.524 29/5:05.0	3/11.521 27/5:11.0	—	—	—	—
2.	3/9.751 28/5:07.4	5/11.290 27/5:04.9	4/10.193 27/5:00.3	—	1/9.366 31/5:08.2	2/9.601 29/5:06.2	—	—	—	—
3.	3/9.426 29/5:03.4	5/19.472 22/5:08.4	4/11.699 27/5:05.5	—	1/9.174 31/5:00.2	2/9.419 30/5:05.3	—	—	—	—
4.	3/9.246 30/5:04.8	5/10.086 24/5:12.8	4/10.226 28/5:09.2	—	1/9.381 32/5:07.6	2/9.536 30/5:00.5	—	—	—	—
5.	3/9.302 31/5:09.6	5/9.308 25/5:07.2	4/9.899 28/5:02.7	—	1/9.367 32/5:05.9	2/9.347 31/5:06.4	—	—	—	—
6.	3/9.244 31/5:05.7	5/9.266 26/5:06.4	4/9.570 29/5:07.5	—	1/9.245 32/5:04.3	2/9.299 31/5:03.3	—	—	—	—
7.	3/9.381 31/5:03.6	5/10.895 26/5:03.1	4/9.655 29/5:03.6	—	1/9.349 32/5:03.5	2/9.304 31/5:01.2	—	—	—	—
8.	3/9.183 31/5:01.2	5/9.561 27/5:07.6	4/9.537 29/5:00.2	—	1/9.354 32/5:03.0	2/9.344 32/5:09.4	—	—	—	—
9.	3/9.278 32/5:09.4	5/9.245 27/5:01.2	4/9.476 30/5:07.7	—	1/9.227 32/5:02.1	2/9.354 32/5:08.3	—	—	—	—
10.	2/9.478 32/5:08.8	5/9.534 28/5:07.8	4/9.542 30/5:05.5	—	1/9.141 32/5:01.2	3/10.358 31/5:00.9	—	—	—	—
11.	2/9.364 32/5:07.9	5/9.316 28/5:03.5	4/9.939 30/5:04.8	—	1/9.327 32/5:00.9	3/9.417 31/5:00.1	—	—	—	—
12.	2/9.220 32/5:06.9	5/9.339 28/5:00.0	4/9.311 30/5:02.7	—	1/9.266 32/5:00.5	3/9.500 32/5:09.3	—	—	—	—
13.	2/9.545 32/5:06.7	5/9.295 29/5:07.6	4/9.506 30/5:01.4	—	1/9.332 32/5:00.4	3/9.346 32/5:08.5	—	—	—	—
14.	2/9.461 32/5:06.4	5/9.415 29/5:05.1	4/9.250 31/5:09.6	—	1/9.461 32/5:00.5	3/9.775 32/5:08.8	—	—	—	—
15.	2/9.654 32/5:06.6	5/9.351 29/5:02.8	4/9.345 31/5:08.3	—	1/9.486 32/5:00.8	3/9.674 32/5:08.9	—	—	—	—
16.	3/10.921 32/5:09.3	5/9.238 29/5:00.7	4/9.802 31/5:08.0	—	1/9.375 32/5:00.7	2/9.349 32/5:08.2	—	—	—	—
17.	3/9.319 32/5:08.6	5/9.278 30/5:09.1	4/10.890 31/5:09.8	—	1/9.287 32/5:00.5	2/9.327 32/5:07.7	—	—	—	—
18.	3/9.951 32/5:09.2	5/9.533 30/5:07.8	4/9.742 31/5:09.3	—	1/9.607 32/5:00.9	2/9.416 32/5:07.3	—	—	—	—
19.	3/9.317 32/5:08.6	5/9.346 30/5:06.4	4/9.421 31/5:08.4	—	1/9.294 32/5:00.7	2/9.667 32/5:07.4	—	—	—	—
20.	3/9.485 32/5:08.3	5/9.333 30/5:05.1	4/9.669 31/5:08.0	—	1/9.284 32/5:00.5	2/9.861 32/5:07.8	—	—	—	—
21.	3/9.430 32/5:08.0	5/9.269 30/5:03.8	4/11.514 30/5:00.3	—	1/9.333 32/5:00.4	2/9.430 32/5:07.5	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	Borgheiinck	Klingforth	McGee	Scrimo	Brown	Nelson				
22.	3/9.301 32/5:07.5	5/9.471 30/5:02.9	4/9.782 30/5:00.0	—	1/9.308 32/5:00.3	2/9.289 32/5:07.0	—	—	—	—
23.	2/9.964 32/5:08.0	5/9.476 30/5:02.1	4/9.692 31/5:09.6	—	1/9.439 32/5:00.4	3/10.592 32/5:08.4	—	—	—	—
24.	2/9.267 32/5:07.5	5/9.375 30/5:01.2	4/9.570 31/5:09.0	—	1/9.416 32/5:00.4	3/9.306 32/5:08.0	—	—	—	—
25.	2/9.352 32/5:07.2	5/11.761 30/5:03.2	4/10.900 30/5:00.2	—	1/9.382 32/5:00.4	3/9.524 32/5:07.9	—	—	—	—
26.	2/9.367 32/5:06.9	5/9.326 30/5:02.3	4/10.106 30/5:00.3	—	1/9.286 32/5:00.3	3/9.352 32/5:07.5	—	—	—	—
27.	2/9.350 32/5:06.6	5/14.756 30/5:07.5	4/9.728 30/5:00.0	—	1/9.453 32/5:00.3	3/9.293 32/5:07.1	—	—	—	—
28.	2/10.176 32/5:07.3	5/9.410 30/5:06.6	4/9.767 31/5:09.7	—	1/9.410 32/5:00.4	3/9.875 32/5:07.5	—	—	—	—
29.	2/9.811 32/5:07.5	5/10.000 30/5:06.4	4/10.071 31/5:09.8	—	1/9.422 32/5:00.4	3/16.347 31/5:05.1	—	—	—	—
30.	2/9.584 32/5:07.5	5/9.641 30/5:05.8	4/9.414 31/5:09.2	—	1/9.531 32/5:00.6	3/10.348 31/5:05.6	—	—	—	—
31.	2/16.710 31/5:05.0	—	4/9.563 31/5:08.8	—	1/9.555 32/5:00.7	3/9.518 31/5:05.2	—	—	—	—
32.	—	—	—	—	1/9.333 32/5:00.7	—	—	—	—	—