

# 17.5 Sedan (A Main)

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Round 3

Top Qualifier is Scrimo, Arthur 30/5: 04.269 (Rnd 2)

5280raceway.com

**3**

Ser#2618 09/17/2013

Timing and Scoring by www.RCScorePro.com

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Scrimo, Arthur	5	<b>1</b>	30	5:04.497		9.886	9.912	9.944	9.982	1
	Northrup, Nate	3	<b>2</b>	27	5:06.097		10.424	10.554	10.621	10.677	3
	McGee, Jim	1	<b>3</b>	27	5:09.357	3.260	10.351	10.464	10.537	10.632	4
	Dickerson, Corey	4	<b>4</b>	26	5:05.913		10.854	10.910	10.968	11.033	5
	Klingforth, Kyle	2	<b>5</b>	3	0:31.858		9.972				2

Car#	1	2	3	4	5	6	7	8	9	10
	McGee	Klingforth	Northrup	Dickerson	Scrimo					
1.	5/15.379 20/5:07.6	2/11.618 26/5:02.1	4/15.089 20/5:01.8	3/13.791 22/5:03.3	1/11.078 28/5:10.2					
2.	5/10.641 24/5:12.2	<b>[2/9.972]</b> 28/5:02.2	<b>[4/10.424]</b> 24/5:06.1	3/11.102 25/5:11.1	1/9.940 29/5:04.7					
3.	5/10.665 25/5:05.7	2/10.268 29/5:07.9	4/10.611 25/5:01.0	3/10.919 26/5:10.3	<b>[1/9.886]</b> 30/5:08.9					
4.	2/12.670 25/5:08.5		3/13.809 25/5:12.0	4/15.788 24/5:09.6	1/10.109 30/5:07.5					
5.	2/10.470 26/5:11.1		3/10.691 25/5:03.0	4/11.185 24/5:01.3	1/10.141 30/5:06.9					
6.	2/10.572 26/5:05.0		3/10.782 26/5:09.4	4/11.275 25/5:08.5	1/9.903 30/5:05.3					
7.	2/11.075 26/5:02.6		3/10.753 26/5:05.1	4/12.021 25/5:07.4	1/9.977 30/5:04.4					
8.	<b>[2/10.351]</b> 27/5:09.8		3/13.836 26/5:11.9	4/11.128 25/5:03.7	1/9.911 30/5:03.5					
9.	2/11.427 27/5:09.7		3/10.503 26/5:07.6	4/11.125 25/5:00.9	1/9.957 30/5:03.0					
10.	2/10.504 27/5:07.1		3/11.377 26/5:06.4	4/11.012 26/5:10.3	1/10.261 30/5:03.4					
11.	2/10.471 27/5:04.9		3/10.638 26/5:03.7	4/10.992 26/5:08.0	1/9.983 30/5:03.1					
12.	2/12.918 27/5:08.5		4/13.595 26/5:07.9	3/11.423 26/5:07.1	1/9.921 30/5:02.6					
13.	2/11.309 27/5:08.3		3/11.917 26/5:08.0	4/13.054 26/5:09.6	1/10.000 30/5:02.4					
14.	2/13.364 26/5:00.5		3/10.706 26/5:05.9	<b>[4/10.854]</b> 26/5:07.6	1/9.967 30/5:02.2					
15.	2/11.456 26/5:00.3		3/11.150 26/5:04.8	4/10.895 26/5:06.0	1/10.077 30/5:02.2					
16.	2/10.725 27/5:10.5		3/10.789 26/5:03.3	4/13.326 26/5:08.5	1/10.006 30/5:02.1					
17.	2/13.072 26/5:01.4		3/10.893 26/5:02.1	4/11.047 26/5:07.3	1/10.126 30/5:02.1					
18.	2/10.609 27/5:11.5		3/10.605 26/5:00.6	4/12.032 26/5:07.6	1/10.460 30/5:02.8					
19.	3/12.818 26/5:01.7		2/10.651 27/5:10.9	4/11.070 26/5:06.5	1/10.117 30/5:02.8					
20.	3/10.836 26/5:00.7		2/10.626 27/5:09.7	4/11.013 26/5:05.5	1/10.119 30/5:02.9					
21.	3/12.178 26/5:01.4		2/11.096 27/5:09.2	4/10.956 26/5:04.5	1/10.103 30/5:02.9					
22.	3/10.740 26/5:00.4		2/10.812 27/5:08.4	4/12.883 26/5:05.9	1/10.523 30/5:03.4					
23.	3/10.526 27/5:10.8		2/10.784 27/5:07.7	4/10.924 26/5:05.0	1/10.659 30/5:04.2					
24.	3/10.560 27/5:09.7		2/10.894 27/5:07.1	4/12.647 26/5:05.9	1/10.108 30/5:04.1					
25.	3/11.687 27/5:09.9		2/11.458 27/5:07.2	4/12.040 26/5:06.2	1/10.071 30/5:04.0					
26.	3/10.741 27/5:09.2		2/10.782 27/5:06.6	4/11.411 26/5:05.9	1/10.432 30/5:04.4					
27.	3/11.593 27/5:09.3		2/10.826 27/5:06.1		1/10.262 30/5:04.5					
28.					1/10.085 30/5:04.4					

Car#	1	2	3	4	5	6	7	8	9	10
	McGee	Klingforth	Northrup	Dickerson	Scrimo					
29.					1/10.051 30/5:04.3					
30.					1/10.264 30/5:04.5					