

# Mod 1-12 (A Main)

Round# 3

Top Qualifier is Hillier, Chris 51/8:06.155 (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#
	Hillier, Chris	1	4	51	8:01.578	8.763		8.834	8.920	8.998	1
	Klingforth, Brent	2	6	49	8:02.589	9.327		9.380	9.409	9.446	4
	Kelly, Joe	3	5	48	8:03.685	8.952		9.055	9.118	9.225	5
	Klingforth, Kyle	4	3	37	6:14.868	8.845		8.909	9.048	9.228	6
	McGee, Jim	5	2	9	2:10.926	9.785		11.033			2
	Ficco, Mario	6	1	7	1:09.674	9.335		9.562			3

Car#	1	2	3	4	5	6	7	8	9	10
	Ficco	McGee	Klingforth	Hillier	Kelly	Klingforth				
1.	2/10.811 45/8:06.4	3/11.202 43/8:01.5	5/11.824 41/8:04.6	1/9.496 51/8:04.5	6/12.503 39/8:07.5	4/11.689 42/8:10.9				
2.	3/11.051 44/8:00.9	6/12.203 42/8:11.6	4/10.195 44/8:04.4	1/9.490 51/8:04.2	5/10.007 43/8:03.9	2/9.754 45/8:02.4				
3.	3/9.345 47/8:08.9	6/10.737 43/8:09.3	4/9.304 46/8:00.2	1/9.886 50/8:01.1	5/9.124 46/8:04.9	2/9.528 47/8:05.1				
4.	1/9.335 48/8:06.4	6/21.731 35/8:08.8	2/9.343 48/8:08.0	3/14.477 45/8:07.6	5/13.690 43/8:07.1	4/13.251 44/8:06.4				
5.	1/9.358 49/8:09.0	6/9.785 37/8:05.8	2/9.255 49/8:09.2	4/10.984 45/8:08.9	5/9.904 44/8:06.0	3/9.752 45/8:05.7				
6.	1/10.136 48/8:00.3	6/20.370 34/8:07.5	2/10.221 48/8:01.1	4/9.385 46/8:08.5	5/8.952 45/8:01.3	3/9.430 46/8:06.0				
7.	2/9.638 49/8:07.6	6/22.458 31/8:00.4	1/9.481 49/8:07.3	4/9.457 46/8:00.8	5/9.613 46/8:04.9	3/9.463 47/8:09.2				
8.		5/10.467 33/8:10.6	1/12.396 47/8:01.8	3/9.736 47/8:07.0	4/9.740 46/8:00.2	2/9.847 47/8:05.9				
9.		5/11.973 33/8:00.0	1/9.256 48/8:06.7	3/9.363 47/8:01.8	4/9.378 47/8:05.1	2/9.412 47/8:01.1				
10.			1/9.256 48/8:02.5	2/9.054 48/8:06.3	4/9.177 48/8:10.0	3/9.357 48/8:07.1				
11.			1/9.555 48/8:00.3	2/13.406 47/8:10.2	4/13.617 46/8:03.8	3/14.037 46/8:03.0				
12.			1/9.730 49/8:09.2	2/9.042 47/8:04.8	4/10.984 46/8:05.6	3/9.327 47/8:08.9				
13.			1/11.439 48/8:04.6	2/9.165 47/8:00.6	4/9.154 46/8:00.6	3/9.429 47/8:05.4				
14.			1/9.167 48/8:01.4	2/9.500 48/8:08.3	4/9.593 47/8:08.2	3/9.424 47/8:02.4				
15.			1/9.383 49/8:09.3	2/9.127 48/8:05.0	4/9.443 47/8:05.2	3/9.445 48/8:10.0				
16.			1/9.478 49/8:07.7	2/9.022 48/8:01.7	4/10.090 47/8:04.5	3/9.563 48/8:08.1				
17.			2/11.082 48/8:01.0	1/9.141 49/8:09.2	4/9.048 47/8:01.1	3/9.483 48/8:06.1				
18.			2/9.130 49/8:08.6	1/9.035 49/8:06.6	4/9.931 47/8:00.3	3/9.503 48/8:04.5				
19.			2/8.845 49/8:05.7	1/9.036 49/8:04.3	4/9.381 48/8:08.4	3/9.458 48/8:02.9				
20.			2/9.523 49/8:04.7	1/9.215 49/8:02.6	4/9.231 48/8:06.1	3/9.553 48/8:01.6				
21.			2/8.957 49/8:02.5	1/8.763 49/8:00.1	4/9.147 48/8:03.9	3/9.523 48/8:00.5				

Car#	1	2	3	4	5	6	7	8	9	10
	Ficco	McGee	Klingforth	Hillier	Kelly	Klingforth				
22.			2/8.921	1/9.226	4/10.061	3/9.456				
			49/8:00.5	50/8:08.6	48/8:03.8	49/8:09.2				
23.			2/11.814	1/8.920	4/9.374	3/9.539				
			49/8:04.7	50/8:06.8	48/8:02.3	49/8:08.3				
24.			2/8.881	1/9.393	4/9.388	3/9.564				
			49/8:02.7	50/8:06.0	48/8:01.0	49/8:07.5				
25.			2/9.344	1/8.837	4/9.441	3/9.473				
			49/8:01.7	50/8:04.3	49/8:09.9	49/8:06.5				
26.			3/12.874	1/9.030	4/9.482	2/9.582				
			49/8:07.4	50/8:03.0	49/8:08.9	49/8:05.9				
27.			3/8.939	1/9.088	4/9.134	2/9.488				
			49/8:05.6	50/8:01.9	49/8:07.4	49/8:05.1				
28.			3/10.203	1/8.783	4/9.498	2/9.656				
			49/8:06.1	50/8:00.4	49/8:06.6	49/8:04.7				
29.			3/9.950	1/9.267	4/11.648	2/9.485				
			49/8:06.1	51/8:09.4	49/8:09.5	49/8:04.0				
30.			3/9.126	1/9.070	4/9.571	2/9.443				
			49/8:04.8	51/8:08.5	49/8:08.8	49/8:03.3				
31.			3/10.411	1/9.002	4/19.041	2/9.617				
			49/8:05.7	51/8:07.6	47/8:02.6	49/8:02.9				
32.			3/10.378	1/9.220	4/9.400	2/10.205				
			49/8:06.4	51/8:07.0	47/8:01.3	49/8:03.4				
33.			3/9.595	1/9.421	4/10.119	2/9.677				
			49/8:05.9	51/8:06.8	47/8:01.1	49/8:03.1				
34.			3/11.188	1/9.181	4/11.487	2/9.382				
			49/8:07.7	51/8:06.3	47/8:02.9	49/8:02.4				
35.			3/9.412	1/9.282	4/9.440	2/9.607				
			49/8:07.0	51/8:05.9	47/8:01.8	49/8:02.1				
36.			3/10.693	1/9.034	4/9.811	2/9.559				
			49/8:08.0	51/8:05.2	47/8:01.2	49/8:01.7				
37.			3/16.319	1/8.869	4/9.197	2/9.543				
			48/8:06.3	51/8:04.3	48/8:10.1	49/8:01.3				
38.				1/9.856	3/9.609	2/9.579				
				51/8:04.8	48/8:09.3	49/8:01.0				
39.				1/9.224	3/9.226	2/9.602				
				51/8:04.4	48/8:08.1	49/8:00.8				
40.				1/9.015	3/9.226	2/9.439				
				51/8:03.8	48/8:07.0	49/8:00.3				
41.				1/9.133	3/11.158	2/9.780				
				51/8:03.4	48/8:08.2	49/8:00.3				
42.				1/9.228	3/9.586	2/9.587				
				51/8:03.1	48/8:07.5	49/8:00.0				
43.				1/9.168	3/9.016	2/9.720				
				51/8:02.7	48/8:06.2	50/8:09.7				
44.				1/8.959	3/9.287	2/9.501				
				51/8:02.1	48/8:05.3	50/8:09.4				
45.				1/9.517	3/10.072	2/9.764				
				51/8:02.2	48/8:05.3	50/8:09.4				
46.				1/9.149	3/9.229	2/9.698				
				51/8:01.8	48/8:04.3	50/8:09.3				
47.				1/9.376	3/9.424	2/11.230				
				51/8:01.8	48/8:03.7	49/8:01.0				
48.				1/9.235	3/10.053	2/10.258				
				51/8:01.5	48/8:03.6	49/8:01.4				
49.				1/9.340		2/10.927				
				51/8:01.4		49/8:02.5				

Car#	1	2	3	4	5	6	7	8	9	10
	Ficco	McGee	Klingforth	Hillier	Kelly	Klingforth				
50.				1/9.167						
	—	—	—	51/8:01.2	—	—	—	—	—	—
51.				1/9.808						
	—	—	—	51/8:01.5	—	—	—	—	—	—