

1-8 ELEC BUGGY (A Main)

Round# 3

Top Qualifier is Swint, Jason 11/7:09.398 (Rnd 1)

Timing and Scoring by www.RCScoringPro.com

Race# **1**

MX 131 Offroad Racing

386424

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average Top 5	Top 10	Top 20	Q#
	Stoub, Chad	1	4	27	20:02.593	40.389		33.546	37.461	40.363	3
	Heffae	2	7	27	20:06.808	39.619	4.215	33.476	37.328	40.387	2
	Swint, Jason	3	1	27	20:21.596	39.320	19.003	32.728	36.666	39.511	1
	Dunlop, Don	4	5	26	20:13.304	40.707		34.432	39.030	42.996	4
	Reed, Marty	5	6	20	20:44.871	45.716		38.909	44.604	62.244	6
	Roth, Steve	6	2	4	2:27.446	46.126					8
	Takelski, Bob	7	3	0							7

Car#	1	2	3	4	5	6	7	8	9	10
	Swint	Roth	Takelski	Stoub	Dunlop	Reed	Heffae			
1.	1/5.214 231/20:03.5	6/7.630 158/20:05.5	—	2/5.705 211/20:04.8	3/6.190 194/20:00.8	5/6.715 179/20:01.0	4/6.440 187/20:04.2	—	—	—
2.	3/43.927 49/20:03.9	5/46.418 45/20:16.1	—	1/40.633 52/20:04.8	2/40.945 51/20:01.8	4/45.716 46/20:05.8	6/49.244 44/20:24.9	—	—	—
3.	2/39.795 41/20:15.5	5/46.126 36/20:02.0	—	3/44.031 40/20:04.9	1/40.707 41/20:00.4	6/53.017 35/20:30.2	4/42.490 37/20:10.7	—	—	—
4.	1/44.199 37/20:31.4	4/47.272 33/20:16.4	—	2/45.371 36/20:21.6	3/51.509 35/20:19.3	6/58.298 30/20:28.1	5/51.700 33/20:36.4	—	—	—
5.	1/41.948 35/20:25.5	—	—	2/41.465 34/20:05.0	3/45.746 33/20:21.6	5/47.730 29/20:26.5	4/46.318 31/20:16.3	—	—	—
6.	1/41.257 34/20:25.9	—	—	2/40.389 34/20:33.0	3/43.293 32/20:18.0	5/52.286 28/20:30.8	4/49.520 30/20:28.5	—	—	—
7.	2/49.521 32/20:15.3	—	—	1/46.890 32/20:09.0	3/43.853 31/20:05.6	5/49.317 27/20:07.5	4/42.848 30/20:36.6	—	—	—
8.	2/40.414 32/20:25.0	—	—	1/40.859 32/20:21.3	3/46.564 31/20:35.3	5/51.873 27/20:31.7	4/41.431 30/20:37.4	—	—	—
9.	2/45.302 31/20:10.9	—	—	1/40.952 32/20:31.2	3/41.200 30/20:00.0	5/52.957 26/20:07.2	4/49.930 29/20:24.1	—	—	—
10.	2/40.250 31/20:14.6	—	—	1/44.040 31/20:10.0	3/43.965 30/20:11.9	5/53.280 26/20:25.0	4/41.941 29/20:23.3	—	—	—
11.	2/41.723 31/20:21.8	—	—	1/42.845 31/20:20.7	3/45.894 30/20:26.9	5/96.296 24/20:38.1	4/45.089 29/20:31.0	—	—	—
12.	1/39.323 31/20:21.5	—	—	2/40.561 31/20:23.8	3/50.581 29/20:09.4	5/48.022 24/20:31.0	4/52.261 28/20:11.4	—	—	—
13.	1/41.199 31/20:25.8	—	—	2/42.478 31/20:30.9	3/54.523 29/20:38.0	5/52.926 24/20:34.0	4/41.687 28/20:08.0	—	—	—
14.	1/40.999 31/20:29.0	—	—	2/46.289 30/20:05.3	3/46.078 28/20:02.0	5/59.835 24/20:48.4	4/41.414 28/20:04.6	—	—	—
15.	4/146.285 26/20:15.6	—	—	3/111.401 27/20:13.0	2/47.965 28/20:11.4	5/49.993 24/20:45.2	1/42.687 28/20:04.0	—	—	—
16.	4/40.707 26/20:05.8	—	—	3/42.391 27/20:08.7	2/50.669 28/20:24.4	5/197.000 20/20:19.0	1/42.575 28/20:03.2	—	—	—
17.	4/39.320 27/20:41.0	—	—	3/45.095 27/20:09.2	2/48.446 28/20:32.2	5/118.045 19/20:21.9	1/42.308 28/20:02.1	—	—	—
18.	3/40.824 27/20:33.3	—	—	2/47.961 27/20:14.0	1/47.593 28/20:37.7	5/57.180 19/20:14.4	4/100.091 27/20:44.9	—	—	—
19.	2/44.356 27/20:31.4	—	—	1/42.288 27/20:10.2	4/96.504 26/20:20.9	5/47.477 20/21:01.0	3/40.763 27/20:37.3	—	—	—
20.	3/47.661 27/20:34.1	—	—	1/41.496 27/20:05.7	4/49.599 26/20:24.3	5/46.908 20/20:44.8	2/39.619 27/20:28.9	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	Swint	Roth	Takelski	Stoub	Dunlop	Reed	Heffae			
21.	3/40.822 27/20:27.9	—	—	1/42.327 27/20:02.7	4/44.807 26/20:21.5	—	2/40.607 27/20:22.6	—	—	—
22.	3/42.780 27/20:24.6	—	—	1/40.444 28/20:42.0	4/47.195 26/20:21.7	—	2/40.605 27/20:16.9	—	—	—
23.	3/52.742 27/20:33.2	—	—	1/43.377 28/20:40.8	4/43.116 26/20:17.4	—	2/44.718 27/20:16.5	—	—	—
24.	3/41.259 27/20:28.3	—	—	1/47.993 27/20:00.6	4/43.298 26/20:13.5	—	2/45.493 27/20:17.0	—	—	—
25.	3/45.506 27/20:28.3	—	—	1/43.778 28/20:44.3	4/49.332 26/20:16.3	—	2/40.559 27/20:12.1	—	—	—
26.	3/39.987 27/20:22.6	—	—	1/49.433 27/20:05.1	4/43.732 26/20:13.2	—	2/44.311 27/20:11.5	—	—	—
27.	3/44.276 27/20:21.5	—	—	1/42.101 27/20:02.5	—	—	2/40.159 27/20:06.8	—	—	—