

GT10 SPEC (A Main)

Top Qualifier is SCARBROUGH, CHRIS 26/5:06.734 (Rnd 2)

Round 4

1

Cal Raceway Club Race

Ser#43118 7/5/2015

Timing and Scoring by www.RCScoringPro.com

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	SCARBROUGH, CHRIS	4	1	36	7:05.386		11.755	11.804	11.840	11.895	1
	MONPEIRO, RAJ	1	2	35	7:03.034		11.886	11.966	12.012	12.050	2
	LOWE, DAYTON	3	3	33	7:04.012		12.246	12.420	12.536	12.617	3
	LINDMARK, STEVE	2	4	33	7:05.062	1.050	12.352	12.416	12.519	12.596	4

Car# 1	2	3	4	5	6	7	8	9	10
MONPEIRO	LINDMARK	LOWE	SCARBROUGH						
1. 2/3.222 131/7-01.8	4/3.842 110/7-02.3	3/3.461 122/7-02.1	1/2.845 148/7-01.8						
2. 2/12.760 53/7-03.4	4/13.175 50/7-05.5	3/13.039 51/7-00.7	1/12.047 57/7-04.3						
3. 2/12.493 45/7-07.2	4/15.886 39/7-07.6	3/12.366 44/7-03.4	1/11.854 48/7-08.0						
4. 2/11.999 42/7-04.9	4/13.268 37/7-07.0	3/12.498 41/7-03.9	1/12.553 43/7-02.4						
5. [2/11.886] 41/7-09.3	4/13.053 36/7-06.3	3/12.590 39/7-00.8	1/11.992 41/7-00.5						
6. 2/11.915 40/7-08.5	4/12.414 36/7-09.8	3/14.517 37/7-02.2	1/12.150 40/7-02.9						
7. 2/12.380 39/7-07.1	4/12.674 35/7-01.5	3/13.121 37/7-11.2	1/11.861 40/7-10.2						
8. 2/12.648 38/7-04.1	4/14.717 34/7-00.8	3/14.451 35/7-00.1	1/12.468 39/7-07.8						
9. 2/12.112 38/7-08.1	4/13.983 34/7-06.9	3/12.901 35/7-03.6	1/12.230 38/7-02.2						
10. 2/12.528 37/7-01.5	4/13.357 34/7-09.6	3/14.350 35/7-11.5	1/12.556 38/7-07.7						
11. 2/12.201 37/7-04.2	4/12.634 34/7-09.6	3/13.844 34/7-03.8	1/11.825 38/7-09.6						
12. 2/12.155 37/7-06.4	4/13.114 34/7-11.0	3/13.551 34/7-06.9	1/12.281 37/7-01.3						
13. 2/12.034 37/7-07.8	4/12.951 34/7-11.7	3/13.228 34/7-08.7	1/12.031 37/7-03.1						
14. 2/15.444 36/7-06.2	4/13.155 33/7-00.0	3/12.879 34/7-09.3	1/12.010 37/7-04.7						
15. 2/12.219 36/7-07.2	4/12.491 34/7-12.2	3/12.879 34/7-09.9	1/11.793 37/7-05.5						
16. 2/12.332 36/7-08.2	4/13.103 33/7-00.3	3/13.389 34/7-11.5	1/11.798 37/7-06.1						
17. 2/12.127 36/7-08.7	4/12.624 33/7-00.1	[3/12.246] 34/7-10.6	1/12.421 37/7-08.1						
18. 2/12.242 36/7-09.3	4/12.710 33/7-00.1	3/12.743 34/7-10.7	1/12.033 37/7-09.0						
19. 2/12.238 36/7-09.9	4/12.444 34/7-12.3	3/12.451 34/7-10.3	1/12.080 37/7-10.0						
20. 2/12.052 36/7-10.1	3/12.709 34/7-12.3	4/14.116 33/7-00.1	1/12.020 37/7-10.7						
21. 2/12.047 36/7-10.3	4/16.313 33/7-05.2	3/15.135 33/7-03.8	1/12.116 37/7-11.5						
22. 2/12.553 36/7-11.3	4/12.694 33/7-04.9	3/13.184 33/7-04.4	1/12.343 36/7-01.0						
23. 2/12.878 35/7-00.6	4/12.888 33/7-04.9	3/12.722 33/7-04.2	1/12.054 36/7-01.6						
24. 2/12.345 35/7-01.1	4/12.789 33/7-04.8	3/12.702 33/7-03.9	[1/11.755] 36/7-01.6						
25. 2/12.325 35/7-01.5	4/12.851 33/7-04.8	3/12.605 33/7-03.6	1/11.850 36/7-01.8						
26. 2/12.193 35/7-01.7	4/12.438 33/7-04.2	3/12.709 33/7-03.5	1/12.170 36/7-02.5						
27. 2/12.080 35/7-01.8	4/12.682 33/7-04.0	3/12.656 33/7-03.2	1/12.009 36/7-02.8						
28. 2/12.287 35/7-02.1	4/13.767 33/7-05.1	3/13.222 33/7-03.7	1/11.864 36/7-03.0						
29. 2/12.011 35/7-02.0	[4/12.352] 33/7-04.5	3/13.106 33/7-04.0	1/12.016 36/7-03.3						

Car#	1	2	3	4	5	6	7	8	9	10
	MONPEIRO	LINDMARK	LOWE	SCARBROUGH						
30.	2/12.511 35/7:02.5	4/12.432 33/7:04.0	3/12.537 33/7:03.7	1/12.137 36/7:03.7						
31.	2/12.117 35/7:02.6	4/13.723 33/7:04.9	3/12.811 33/7:03.6	1/11.948 36/7:03.9						
32.	2/12.020 35/7:02.5	4/12.853 33/7:04.9	3/13.266 33/7:04.1	1/12.085 36/7:04.3						
33.	2/12.488 35/7:03.0	4/12.976 33/7:05.0	3/12.737 33/7:04.0	1/12.088 36/7:04.6						
34.	2/12.113 35/7:03.0			1/11.853 36/7:04.7						
35.	2/12.079 35/7:03.0			1/11.995 36/7:04.9						
36.				1/12.255 36/7:05.3						