

Race Results

Round M Race 2 :: 1/10 Nitro Sedan (A Main)

| | Driver Name | Car | Result | Fastest | Average | Top 5 Avg | Top 10 Avg | Top 15 Avg |
|---|-------------------|-----|---------------|---------|---------|-----------|------------|------------|
| 1 | Jim Hulse | 1 | 112/30:06.309 | 15.457 | 16.214 | 15.486 | 15.511 | 15.551 |
| 2 | Tim Krystal | 4 | 107/30:12.398 | 15.355 | 17.027 | 15.405 | 15.431 | 15.459 |
| 3 | Kyle Sawyer | 6 | 89/30:03.332 | 15.873 | 17.565 | 15.928 | 16.024 | 16.074 |
| 4 | Bj Bj | 3 | 54/16:18.489 | 16.889 | 18.267 | 16.991 | 17.098 | 17.161 |
| 5 | Tom Sokoloski | 7 | 43/15:06.490 | 17.137 | 21.370 | 17.391 | 17.494 | 17.571 |
| 6 | Bill Sydor [TQ] | 2 | 0/0.000 | | | | | |
| 6 | Fabio Evangelista | 5 | 0/0.000 | | | | | |

| Car Name | 1 Hulse | 3 Bj | 4 Krystal | 6 Sawyer | 7 Sokoloski |
|----------|-------------------------------|-------------------------------|-------------------------------|--|-------------------------------|
| Lap 1 | 1/6.506 277/30:02.1 62 | 4/10.340 175/30:09.5 00 | 2/7.485 241/30:03.8 85 | 5/4:17.644 7/30:03.508 | 3/8.945 202/30:06.8 90 |
| Lap 2 | 1/15.662 163/30:06.6 92 | 4/17.346 131/30:13.4 33 | 2/15.509 157/30:05.0 29 | 5/17.576 14/32:06.54 0 | 3/17.678 136/30:10.3 64 |
| Lap 3 | 1/15.732 143/30:06.5 67 | 3/17.440 120/30:05.0 40 | 2/16.172 138/30:01.6 36 | 5/17.685 19/30:55.06 5 | 4/18.711 120/30:13.3 60 |
| Lap 4 | 1/15.576 135/30:04.8 15 | 3/18.904 113/30:08.8 48 | 2/16.012 131/30:07.0 80 | 5/16.960 24/30:59.19 0 | 4/20.753 109/30:00.8 71 |
| Lap 5 | 1/15.731 131/30:13.2 23 | 3/17.952 110/30:03.6 04 | 2/15.839 127/30:03.8 32 | 5/16.191 28/30:25.91 4 | 4/20.037 105/30:08.6 04 |
| Lap 6 | 1/15.760 128/30:12.6 29 | 3/17.957 109/30:15.5 59 | 2/15.757 125/30:07.7 92 | 5/17.022 32/30:29.74 9 | 4/47.174 82/30:21.73 9 |
| Lap 7 | 1/15.838 125/30:00.0 89 | 3/17.969 107/30:02.3 08 | 2/16.110 123/30:07.8 19 | 5/17.094 35/30:00.86 0 | 4/18.307 84/30:19.26 0 |
| Lap 8 | 1/15.872 124/30:08.4 94 | 3/17.259 107/30:07.8 59 | 2/15.959 122/30:12.3 56 | 5/17.009 39/30:38.75 7 | 4/18.793 85/30:10.47 9 |
| Lap 9 | 1/15.970 123/30:12.8 42 | 3/17.065 107/30:09.8 69 | 2/15.652 121/30:08.2 11 | 5/16.328 42/30:36.37 5 | 4/18.804 86/30:07.93 0 |
| Lap 10 | 1/15.783 122/30:10.8 46 | 3/17.208 107/30:13.0 08 | 2/15.672 120/30:02.0 04 | 5/16.191 44/30:02.68 0 | 4/18.298 87/30:05.25 0 |
| Lap 11 | 1/15.536 121/30:03.6 26 | 3/17.544 106/30:01.8 46 | 2/15.757 120/30:10.0 80 | 5/16.020 47/30:18.98 5 | 4/18.049 88/30:04.39 2 |
| Lap 12 | 1/15.677 121/30:11.4 00 | 3/17.846 106/30:09.3 32 | 2/15.495 120/30:14.1 90 | 5/15.873 49/30:03.17 1 | 4/17.967 89/30:06.07 7 |
| Lap 13 | 1/15.496 120/30:01.2 83 | 3/17.571 106/30:13.4 24 | 2/16.539 119/30:12.0 77 | 5/15.941 52/30:30.13 6 | 4/18.777 90/30:15.87 5 |
| Lap 14 | 1/15.494 120/30:05.4 26 | 3/17.230 106/30:14.3 49 | 2/15.770 118/30:01.4 22 | 5/15.873 54/30:25.99 8 | 4/17.679 91/30:19.81 8 |
| Lap 15 | 1/15.661 120/30:10.3 52 | 3/17.637 105/30:00.8 76 | 2/15.434 118/30:02.7 41 | 5/16.138 56/30:27.63 5 | 4/17.723 91/30:06.01 6 |

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Round M Race 2 :: 1/10 Nitro Sedan (A Main)

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| Lap 16 | 1/16.104 119/30:02.8 35 | 3/17.679 105/30:04.3 40 | 2/15.775 118/30:06.4 10 | 5/29.598 56/30:17.00 1 | 4/17.494 92/30:12.33 7 |
| Lap 17 | 1/15.899 119/30:08.0 79 | 3/17.642 105/30:07.1 67 | 2/15.718 118/30:09.2 52 | 5/16.136 58/30:26.24 6 | 4/17.709 92/30:01.56 6 |
| Lap 18 | 1/15.754 119/30:11.7 82 | 3/17.379 105/30:08.1 47 | 2/15.548 118/30:10.6 64 | 5/16.294 59/30:07.93 4 | 4/17.840 93/30:12.14 6 |
| Lap 19 | 1/15.762 119/30:15.1 45 | 3/25.276 103/30:17.3 75 | 2/15.728 118/30:13.0 45 | 5/16.242 61/30:22.98 5 | 4/17.944 93/30:04.60 1 |
| Lap 20 | 1/16.128 118/30:05.0 52 | 3/17.206 103/30:15.1 18 | 2/20.721 116/30:13.3 82 | 5/16.253 62/30:10.61 1 | 4/17.440 94/30:14.77 3 |
| Lap 21 | 1/20.595 116/30:03.7 23 | 3/17.614 103/30:15.0 76 | 2/15.554 116/30:12.9 47 | 5/16.147 63/30:00.64 5 | 4/17.781 94/30:07.94 7 |
| Lap 22 | 1/15.936 116/30:05.7 61 | 3/16.889 103/30:11.6 44 | 2/15.772 116/30:13.7 02 | 5/17.039 65/30:23.70 5 | 4/19.650 94/30:09.72 6 |
| Lap 23 | 1/15.475 116/30:05.2 98 | 3/17.178 103/30:09.8 04 | 2/15.588 116/30:13.4 63 | 5/16.772 66/30:19.37 9 | 4/17.943 94/30:04.37 5 |
| Lap 24 | 1/15.512 116/30:05.0 52 | 3/18.649 103/30:14.4 31 | 2/15.575 116/30:13.1 82 | 5/16.823 67/30:16.95 3 | 4/28.106 92/30:00.14 1 |
| Lap 25 | 1/15.613 116/30:05.2 94 | 3/17.859 103/30:15.4 33 | 2/15.719 116/30:13.5 90 | 5/16.427 68/30:14.99 1 | 4/17.522 93/30:12.10 1 |
| Lap 26 | 1/15.563 116/30:05.2 95 | 3/17.392 103/30:14.5 07 | 2/15.463 116/30:12.8 26 | 5/16.659 69/30:15.05 8 | 4/17.406 93/30:04.66 5 |
| Lap 27 | 1/16.008 116/30:07.2 07 | 3/17.208 103/30:12.9 49 | 2/15.984 116/30:14.3 56 | 5/16.207 70/30:15.18 3 | 4/17.646 94/30:17.94 6 |
| Lap 28 | 1/15.457 116/30:06.7 00 | 3/18.370 103/30:15.7 76 | 2/15.744 116/30:14.7 83 | 5/16.752 71/30:17.83 8 | 4/21.292 93/30:05.09 0 |
| Lap 29 | 1/15.671 116/30:07.0 84 | 3/17.410 103/30:14.9 99 | 2/15.643 116/30:14.7 76 | 5/16.080 72/30:19.79 8 | 4/57.234 87/30:02.10 6 |
| Lap 30 | 1/15.737 116/30:07.6 98 | 3/17.280 103/30:13.8 27 | 2/15.602 116/30:14.6 11 | 5/16.378 73/30:23.42 3 | 4/18.003 88/30:14.86 8 |
| Lap 31 | 1/15.809 116/30:08.5 41 | 3/18.085 103/30:15.4 05 | 2/15.752 116/30:15.0 18 | 5/18.100 73/30:07.22 6 | 4/18.282 88/30:08.22 1 |
| Lap 32 | 1/15.671 116/30:08.8 32 | 3/17.712 103/30:15.6 84 | 2/15.687 116/30:15.1 64 | 5/31.106 73/30:21.71 0 | 4/17.642 88/30:00.23 0 |
| Lap 33 | 1/15.542 116/30:08.6 51 | 3/17.709 103/30:15.9 37 | 2/15.443 116/30:14.4 44 | 5/16.630 73/30:03.29 5 | 4/17.890 89/30:13.76 3 |
| Lap 34 | 1/15.523 116/30:08.4 16 | 3/17.008 103/30:14.0 51 | 2/15.355 116/30:13.4 66 | 5/16.249 74/30:09.59 8 | 4/17.931 89/30:07.35 4 |
| Lap 35 | 1/15.782 116/30:09.0 53 | 3/19.007 102/30:00.5 04 | 2/15.646 116/30:13.5 08 | 5/16.354 75/30:16.69 5 | 4/17.137 90/30:19.50 9 |

Race Results

Round M Race 2 :: 1/10 Nitro Sedan (A Main)

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| Lap 36 | 1/15.698 116/30:09.3 84 | 3/19.388 102/30:05.4 23 | 2/15.633 116/30:13.5 05 | 5/16.100 76/30:23.77 0 | 4/17.484 90/30:12.67 8 |
| Lap 37 | 1/15.837 116/30:10.1 33 | 3/27.446 101/30:14.3 26 | 2/15.665 116/30:13.6 04 | 5/16.341 76/30:08.04 4 | 4/18.322 90/30:08.25 3 |
| Lap 38 | 1/15.652 116/30:10.2 78 | 3/17.642 101/30:13.4 71 | 2/15.372 116/30:12.8 02 | 5/16.429 77/30:16.91 8 | 4/17.736 90/30:02.67 4 |
| Lap 39 | 1/15.650 116/30:10.4 09 | 3/17.565 101/30:12.4 61 | 2/15.954 116/30:13.7 73 | 5/16.309 77/30:02.53 1 | 4/18.729 91/30:19.66 9 |
| Lap 40 | 1/15.871 116/30:11.1 75 | 3/17.755 101/30:11.9 80 | 2/27.118 114/30:15.2 25 | 5/16.528 78/30:12.52 1 | 4/17.487 91/30:13.96 0 |
| Lap 41 | 1/20.350 115/30:08.8 46 | 3/17.085 101/30:09.8 73 | 2/1:02.361 106/30:07.9 00 | 5/16.171 79/30:22.14 3 | 4/23.369 90/30:01.56 7 |
| Lap 42 | 1/16.006 115/30:09.6 04 | 3/17.423 101/30:08.6 79 | 2/15.916 106/30:05.0 24 | 5/15.933 79/30:08.72 8 | 4/1:03.719 86/30:10.98 2 |
| Lap 43 | 1/16.480 115/30:11.5 95 | 3/16.908 101/30:06.3 31 | 2/15.460 106/30:01.1 57 | 5/16.402 80/30:19.54 2 | 4/22.057 86/30:12.98 0 |
| Lap 44 | 1/16.259 115/30:12.9 18 | 3/17.347 101/30:05.0 97 | 2/15.427 107/30:14.3 43 | 4/16.352 80/30:07.92 0 | |
| Lap 45 | 1/15.873 115/30:13.1 95 | 3/17.325 101/30:03.8 69 | 2/16.021 107/30:12.1 19 | 4/16.915 81/30:20.28 8 | |
| Lap 46 | 1/16.247 115/30:14.3 95 | 3/18.196 101/30:04.6 07 | 2/15.702 107/30:09.2 49 | 4/16.161 81/30:09.17 4 | |
| Lap 47 | 1/15.923 115/30:14.7 51 | 3/17.610 101/30:04.0 53 | 2/16.108 107/30:07.4 26 | 4/16.159 82/30:20.73 3 | |
| Lap 48 | 1/15.937 115/30:15.1 26 | 3/17.407 101/30:03.0 96 | 2/15.883 107/30:05.1 77 | 4/27.944 81/30:08.21 5 | |
| Lap 49 | 1/16.057 115/30:15.7 68 | 3/17.221 101/30:01.7 95 | 2/16.018 107/30:03.3 15 | 4/16.302 82/30:20.46 2 | |
| Lap 50 | 1/15.887 114/30:00.2 01 | 3/17.547 101/30:01.2 04 | 2/16.317 107/30:02.1 67 | 4/17.224 82/30:12.30 0 | |
| Lap 51 | 1/15.811 114/30:00.2 46 | 3/17.979 101/30:01.4 91 | 2/15.466 108/30:16.0 94 | 4/17.379 82/30:04.70 7 | |
| Lap 52 | 1/16.129 114/30:00.9 85 | 3/18.410 101/30:02.6 05 | 2/15.861 108/30:14.1 11 | 4/16.400 83/30:17.76 4 | |
| Lap 53 | 1/16.195 114/30:01.8 39 | 3/18.640 101/30:04.1 15 | 2/15.454 108/30:11.3 74 | 4/18.707 83/30:12.76 2 | |
| Lap 54 | 1/16.152 114/30:02.5 70 | 3/31.775 100/30:12.0 17 | 2/15.623 108/30:09.0 76 | 4/16.759 83/30:04.95 2 | |
| Lap 55 | 1/15.866 114/30:02.6 82 | | 2/15.770 108/30:07.1 50 | 3/16.510 84/30:18.70 1 | |

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Round M Race 2 :: 1/10 Nitro Sedan (A Main)

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| Lap 56 | 1/16.012 114/30:03.0 87 | | 2/15.541 108/30:04.8 52 | 3/16.482 84/30:10.94 7 | |
| Lap 57 | 1/16.208 114/30:03.8 70 | | 2/15.985 108/30:03.4 75 | 3/17.343 84/30:04.73 4 | |
| Lap 58 | 1/16.013 114/30:04.2 43 | | 2/20.871 108/30:11.2 44 | 3/16.665 85/30:19.15 5 | |
| Lap 59 | 1/16.202 114/30:04.9 68 | | 2/15.827 108/30:09.5 16 | 3/17.931 85/30:14.15 5 | |
| Lap 60 | 1/20.839 114/30:14.4 79 | | 2/15.523 108/30:07.2 99 | 3/16.371 85/30:07.11 1 | |
| Lap 61 | 1/16.230 114/30:15.0 65 | | 2/15.437 108/30:05.0 02 | 3/17.434 85/30:01.78 0 | |
| Lap 62 | 1/15.902 114/30:15.0 29 | | 2/15.560 108/30:02.9 94 | 3/17.116 86/30:17.31 6 | |
| Lap 63 | 1/15.685 114/30:14.6 01 | | 2/15.505 108/30:00.9 55 | 3/28.708 85/30:06.40 7 | |
| Lap 64 | 1/15.926 114/30:14.6 16 | | 2/15.971 109/30:16.4 31 | 3/17.335 85/30:01.20 4 | |
| Lap 65 | 1/15.747 114/30:14.3 17 | | 2/15.604 109/30:14.6 52 | 3/17.216 86/30:17.13 6 | |
| Lap 66 | 1/15.880 114/30:14.2 56 | | 2/15.929 109/30:13.4 64 | 3/16.496 86/30:11.09 9 | |
| Lap 67 | 1/16.791 114/30:15.7 48 | | 2/15.562 109/30:11.7 15 | 3/16.547 86/30:05.30 7 | |
| Lap 68 | 1/16.168 113/30:00.2 20 | | 2/15.597 109/30:10.0 73 | 3/16.664 87/30:20.76 2 | |
| Lap 69 | 1/15.510 114/30:15.4 55 | | 2/15.823 109/30:08.8 36 | 3/17.111 87/30:15.94 8 | |
| Lap 70 | 1/15.964 114/30:15.5 18 | | 2/15.676 109/30:07.4 05 | 3/17.212 87/30:11.39 8 | |
| Lap 71 | 1/15.762 114/30:15.2 56 | | 2/15.696 109/30:06.0 46 | 3/16.538 87/30:06.15 1 | |
| Lap 72 | 1/15.718 114/30:14.9 31 | | 2/16.141 109/30:05.3 97 | 3/16.356 87/30:00.82 9 | |
| Lap 73 | 1/15.701 114/30:14.5 88 | | 2/15.696 109/30:04.1 02 | 3/16.813 88/30:16.84 3 | |
| Lap 74 | 1/15.977 114/30:14.6 80 | | 2/16.019 109/30:03.3 18 | 3/17.201 88/30:12.74 6 | |
| Lap 75 | 1/15.880 114/30:14.6 22 | | 2/16.093 109/30:02.6 62 | 3/27.435 87/30:00.07 6 | |

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Round M Race 2 :: 1/10 Nitro Sedan (A Main)

| | | | | | |
|--------|-------------------------------|--|-------------------------------|------------------------------|--|
| Lap 76 | 1/15.941 114/30:14.6 57 | | 2/15.950 109/30:01.8 19 | 3/17.831 88/30:17.45 6 | |
| Lap 77 | 1/16.255 114/30:15.1 55 | | 2/16.372 109/30:01.5 94 | 3/17.000 88/30:13.28 1 | |
| Lap 78 | 1/15.920 114/30:15.1 52 | | 2/44.743 107/30:07.2 42 | 3/16.493 88/30:08.64 1 | |
| Lap 79 | 1/16.278 114/30:15.6 65 | | 2/16.296 107/30:06.4 38 | 3/16.916 88/30:04.59 0 | |
| Lap 80 | 1/20.780 113/30:06.5 93 | | 2/16.601 107/30:06.0 61 | 3/16.906 88/30:00.63 0 | |
| Lap 81 | 1/16.550 113/30:07.3 78 | | 2/16.769 107/30:05.9 16 | 3/17.180 89/30:17.48 5 | |
| Lap 82 | 1/16.152 113/30:07.5 95 | | 2/16.399 107/30:05.2 91 | 3/17.469 89/30:14.28 1 | |
| Lap 83 | 1/16.392 113/30:08.1 33 | | 2/17.109 107/30:05.5 97 | 3/25.608 89/30:19.88 2 | |
| Lap 84 | 1/15.956 113/30:08.0 73 | | 2/17.367 107/30:06.2 24 | 3/16.288 89/30:15.47 4 | |
| Lap 85 | 1/16.103 113/30:08.2 09 | | 2/17.406 107/30:06.8 85 | 3/18.484 89/30:13.46 9 | |
| Lap 86 | 1/15.944 113/30:08.1 33 | | 2/29.278 106/30:05.2 71 | 3/18.243 89/30:11.26 2 | |
| Lap 87 | 1/16.020 113/30:08.1 57 | | 2/16.346 106/30:04.4 37 | 3/18.339 89/30:09.20 3 | |
| Lap 88 | 1/16.136 113/30:08.3 30 | | 2/16.030 106/30:03.2 41 | 3/17.528 89/30:06.37 1 | |
| Lap 89 | 1/16.118 113/30:08.4 76 | | 2/15.819 106/30:01.8 20 | 3/17.257 89/30:03.33 2 | |
| Lap 90 | 1/16.133 113/30:08.6 38 | | 2/16.647 106/30:01.4 06 | | |
| Lap 91 | 1/16.188 113/30:08.8 64 | | 2/15.962 106/30:00.2 04 | | |
| Lap 92 | 1/16.151 113/30:09.0 40 | | 2/16.092 107/30:16.1 51 | | |
| Lap 93 | 1/16.041 113/30:09.0 79 | | 2/16.582 107/30:15.7 00 | | |
| Lap 94 | 1/16.316 113/30:09.4 47 | | 2/16.419 107/30:15.0 74 | | |
| Lap 95 | 1/16.484 113/30:10.0 08 | | 2/16.726 107/30:14.8 07 | | |

Race Results

Round M Race 2 :: 1/10 Nitro Sedan (A Main)

| | | | | | |
|---------|-------------------------------|--|-------------------------------|--|--|
| Lap 96 | 1/20.522 113/30:15.3 10 | | 2/21.926 106/30:03.3 28 | | |
| Lap 97 | 1/16.336 113/30:15.6 26 | | 2/16.005 106/30:02.2 27 | | |
| Lap 98 | 1/15.935 113/30:15.4 73 | | 2/16.258 106/30:01.4 22 | | |
| Lap 99 | 1/16.091 113/30:15.5 01 | | 2/16.308 106/30:00.6 87 | | |
| Lap 100 | 1/16.284 113/30:15.7 47 | | 2/16.092 107/30:16.7 17 | | |
| Lap 101 | 1/16.451 112/30:00.1 03 | | 2/16.441 107/30:16.1 47 | | |
| Lap 102 | 1/16.620 112/30:00.7 04 | | 2/16.169 107/30:15.3 03 | | |
| Lap 103 | 1/16.284 112/30:00.9 28 | | 2/16.352 107/30:14.6 66 | | |
| Lap 104 | 1/16.257 112/30:01.1 19 | | 2/15.865 107/30:13.5 40 | | |
| Lap 105 | 1/16.430 112/30:01.4 91 | | 2/16.509 107/30:13.0 92 | | |
| Lap 106 | 1/16.669 112/30:02.1 09 | | 2/16.232 107/30:12.3 72 | | |
| Lap 107 | 1/16.483 112/30:02.5 20 | | 2/16.964 107/30:12.3 98 | | |
| Lap 108 | 1/16.546 112/30:02.9 88 | | | | |
| Lap 109 | 1/16.914 112/30:03.8 27 | | | | |
| Lap 110 | 1/16.829 112/30:04.5 63 | | | | |
| Lap 111 | 1/16.561 112/30:05.0 16 | | | | |
| Lap 112 | 1/17.409 112/30:06.3 09 | | | | |