

E Buggy Expert

Top Qualifier is Jason Schreffler 11/5: 08.632 (Rnd 1)

Round 2

7

Trains and Lanes Offroad Racing 2018 Game Changer Season Opener

Ser#37869

Timing and Scoring by www.RCScoringPro.com

| Sponsor | Driver Name | Car | Pos | Laps | Race Time | Behind | Fast Lap | Average Top 5 | 10 | 15 | Q# |
|---------|-----------------|-----|-----|------|-----------|--------|----------|---------------|--------|----|----|
| | Kevin Maher | 5 | 1 | 10 | 5:30.060 | | 31.197 | 31.741 | 33.006 | | 31 |
| | Dennis Jones | 3 | 2 | 10 | 5:30.263 | 0.203 | 32.000 | 32.276 | 33.026 | | 32 |
| | Connor Nuckols | 8 | 3 | 10 | 5:34.966 | 4.906 | 29.583 | 31.319 | 33.497 | | 36 |
| | Phil Mcquilling | 7 | 4 | 9 | 5:02.326 | | 31.658 | 32.139 | | | 41 |
| | Dwayne Guatta | 2 | 5 | 9 | 5:05.802 | 3.476 | 30.695 | 31.714 | | | 49 |
| | JT Masessa | 1 | 6 | 9 | 5:09.304 | 6.978 | 31.192 | 32.525 | | | 53 |
| | Brian Cruz | 6 | 7 | 9 | 5:10.976 | 8.650 | 29.578 | 31.681 | | | 57 |
| | Matty Miller | 10 | 8 | 9 | 5:13.197 | 10.871 | 31.817 | 33.153 | | | 60 |
| | Tony Russo | 4 | 9 | 9 | 5:30.455 | 28.129 | 32.151 | 33.115 | | | 70 |
| | Steve Seastrand | 9 | 10 | 8 | 4:29.275 | | 31.258 | 32.517 | | | 73 |
| | Erik Barton | 11 | 11 | 8 | 5:01.727 | 32.452 | 34.434 | 35.571 | | | 74 |

| Car# | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | JT Masessa | Dwayne Guatta | Dennis Jones | Tony Russo | Kevin Maher | Brian Cruz | Phil Mcquilling | Connor Nuckols | Steve Seastrand | Matty Miller |
| 1. | 10/35.042 9/5-15.3 | 2/31.982 10/5-19.8 | 3/32.333 10/5-23.2 | 7/33.374 9/5-00.3 | 11/36.363 9/5-27.2 | 1/30.768 10/5-07.6 | 5/32.726 10/5-27.2 | 4/32.351 10/5-23.5 | 6/33.095 10/5-30.9 | 9/34.890 9/5-14.0 |
| 2. | 6/32.470 9/5-03.7 | 4/33.190 10/5-25.8 | 3/32.774 10/5-25.5 | 7/34.560 9/5-05.6 | 8/31.747 9/5-06.4 | 9/38.126 9/5-10.0 | 5/33.326 10/5-30.2 | 1/31.988 10/5-21.7 | 2/31.258 10/5-21.7 | 10/34.174 9/5-10.7 |
| 3. | 9/37.969 9/5-16.4 | 5/33.636 10/5-29.3 | 2/32.554 10/5-25.5 | 6/32.300 9/5-00.6 | 7/33.194 9/5-03.8 | 10/36.632 9/5-16.5 | 4/31.736 10/5-25.9 | 3/33.392 10/5-25.7 | 1/32.476 10/5-22.7 | 11/36.463 9/5-16.5 |
| 4. | 7/32.990 9/5-11.5 | 9/41.247 9/5-15.1 | 1/32.000 10/5-24.1 | 8/39.749 9/5-14.9 | 5/33.554 9/5-03.4 | 6/30.857 9/5-06.8 | 4/36.645 9/5-02.4 | 2/35.813 9/5-00.4 | 3/36.884 9/5-00.8 | 11/41.387 9/5-30.5 |
| 5. | 7/32.727 9/5-08.1 | 6/30.695 9/5-07.3 | 1/32.449 10/5-24.2 | 10/39.860 9/5-23.7 | 3/32.255 9/5-00.7 | 2/29.578 10/5-31.9 | 8/38.513 9/5-11.3 | 5/36.227 9/5-05.5 | 4/34.484 9/5-02.7 | 9/32.796 9/5-23.4 |
| 6. | 8/38.418 9/5-14.4 | 5/32.382 9/5-04.6 | 1/33.010 10/5-25.2 | 10/37.985 9/5-26.7 | 2/32.287 10/5-32.3 | 4/35.752 9/5-02.5 | 7/31.658 9/5-06.9 | 6/34.563 9/5-06.4 | 3/33.138 9/5-02.0 | 9/34.502 9/5-21.3 |
| 7. | 8/31.192 9/5-09.6 | 3/31.850 9/5-02.1 | 1/33.063 10/5-25.9 | 10/47.287 8/5-02.9 | 5/35.958 9/5-02.6 | 2/31.451 10/5-33.0 | 7/33.146 9/5-05.6 | 4/30.653 9/5-02.1 | 6/35.321 9/5-04.2 | 9/34.693 9/5-20.0 |
| 8. | 8/35.248 9/5-10.5 | 7/39.157 9/5-08.4 | 1/32.588 10/5-25.9 | 10/33.189 9/5-35.5 | 2/31.197 10/5-33.1 | 5/36.839 9/5-03.7 | 6/32.374 9/5-03.8 | 3/32.021 9/5-00.3 | 4/32.619 9/5-02.9 | 9/31.817 9/5-15.8 |
| 9. | 6/33.248 9/5-09.3 | 5/31.663 9/5-05.8 | 2/37.448 10/5-31.3 | 9/32.151 9/5-30.4 | 3/31.811 10/5-31.5 | 7/40.973 9/5-10.9 | 4/32.202 9/5-02.3 | 1/29.583 10/5-29.5 | | 8/32.475 9/5-13.1 |
| 10. | | | 2/32.044 10/5-30.2 | | 1/31.694 10/5-30.0 | | | 3/38.375 9/5-01.4 | | |

| Car# | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|------|-----------------------|----|----|----|----|----|----|----|----|----|
| | Erik Barton | | | | | | | | | |
| 1. | 8/34.434 9/5-09.8 | | | | | | | | | |
| 2. | 11/36.275 9/5-18.1 | | | | | | | | | |
| 3. | 8/34.435 9/5-15.4 | | | | | | | | | |
| 4. | 10/37.857 9/5-21.7 | | | | | | | | | |
| 5. | 11/47.320 8/5-04.5 | | | | | | | | | |
| 6. | 11/36.680 8/5-02.6 | | | | | | | | | |
| 7. | 11/38.694 8/5-03.6 | | | | | | | | | |
| 8. | 11/36.032 8/5-01.7 | | | | | | | | | |
| 9. | | | | | | | | | | |
| 10. | | | | | | | | | | |

| | Top Qualifiers | Qual# | Laps | Race Time (Difference) | Round | Race | Pos in Race | Fast Lap |
|--|------------------|-------|------|------------------------|-------|------|-------------|----------|
| | Jason Schreffler | 1 | 11 | 5:08.632 | 1 | 12 | 1 | 27.297 |
| | Anthony Mazzara | 2 | 11 | 5:20.359 11.72 | 1 | 7 | 1 | 28.456 |
| | Josh Smeltzer | 3 | 11 | 5:21.867 1.508 | 1 | 12 | 2 | 28.256 |
| | Cowboy Risser | 4 | 11 | 5:23.580 1.713 | 1 | 8 | 1 | 28.234 |
| | Duane Karlovsky | 5 | 11 | 5:24.501 0.921 | 1 | 10 | 1 | 28.663 |

| | | | | | | | | |
|----------------|----|----|----------|-------|---|----|---|--------|
| Jamie Grayek | 6 | 10 | 4:56.760 | | 1 | 8 | 2 | 27.388 |
| Juan Ruiz | 7 | 10 | 5:00.071 | 3.311 | 1 | 8 | 3 | 28.895 |
| Bill Papenberg | 8 | 10 | 5:01.613 | 1.542 | 1 | 11 | 4 | 29.089 |
| Mark Kimley | 9 | 10 | 5:01.740 | 0.127 | 1 | 8 | 4 | 29.532 |
| Brian Roeder | 10 | 10 | 5:02.019 | 0.279 | 1 | 6 | 1 | 28.734 |