

# Mod Sedan (A Main)

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Round 3

Top Qualifier is Klingforth, Kyle 35/5: 02.711 (Rnd 1)

5280raceway.com

1

Ser#2618 02/20/2014

Timing and Scoring by [www.RCScoringPro.com](http://www.RCScoringPro.com)

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	3	1	35	5:03.523		8.458	8.473	8.499	8.519	1
	Scrimo, Arthur	2	2	35	5:05.183	1.660	8.466	8.499	8.520	8.552	2
	Salerno, Justin	4	3	32	5:03.242		8.654	8.719	8.777	8.828	4
	Klingforth, Brent	1	4	12	1:55.985		8.635	8.760	8.984		3

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Scrimo	Klingforth	Salerno						
1.	4/11.441 27/5:08.8	2/10.040 30/5:01.1	1/9.764 31/5:02.5	3/11.135 27/5:00.5						
2.	3/9.807 29/5:08.1	2/8.910 32/5:03.1	1/8.518 33/5:01.6	4/10.824 28/5:07.4						
3.	3/9.056 30/5:03.0	2/8.692 33/5:04.0	1/9.152 33/5:01.7	4/9.744 29/5:06.4						
4.	3/8.856 31/5:03.4	2/8.821 33/5:00.7	1/8.470 34/5:05.1	4/9.140 30/5:06.3						
5.	3/8.741 32/5:06.5	<b>[2/8.466]</b> 34/5:05.5	<b>[1/8.458]</b> 34/5:01.6	4/8.908 31/5:08.4						
6.	3/8.915 32/5:03.0	2/8.527 34/5:02.9	1/8.684 34/5:00.6	4/8.815 31/5:02.6						
7.	3/9.123 32/5:01.4	2/8.621 34/5:01.5	1/8.557 35/5:08.0	<b>[4/8.654]</b> 32/5:07.2						
8.	3/8.949 33/5:08.9	2/8.546 34/5:00.1	1/8.568 35/5:06.9	4/8.763 32/5:03.9						
9.	<b>[3/8.635]</b> 33/5:06.2	2/8.538 35/5:07.8	1/8.566 35/5:06.2	4/8.999 32/5:02.1						
10.	4/14.704 31/5:04.5	2/8.633 35/5:07.2	1/8.537 35/5:05.4	3/10.130 32/5:04.3						
11.	4/9.104 31/5:02.4	2/8.959 35/5:07.8	1/8.732 35/5:05.4	3/8.931 32/5:02.6						
12.	4/8.654 32/5:09.2	2/8.633 35/5:07.3	1/8.606 35/5:05.1	3/8.659 32/5:00.5						
13.		2/8.517 35/5:06.6	1/8.494 35/5:04.5	3/10.877 32/5:04.1						
14.		2/8.669 35/5:06.4	1/8.665 35/5:04.4	3/8.874 32/5:02.7						
15.		2/8.673 35/5:06.2	1/8.628 35/5:04.2	3/8.976 32/5:01.7						
16.		2/8.971 35/5:06.7	1/8.809 35/5:04.5	3/8.880 32/5:00.6						
17.		2/8.946 35/5:07.0	1/8.825 35/5:04.7	3/8.989 33/5:09.2						
18.		2/8.623 35/5:06.7	1/8.608 35/5:04.5	3/8.817 33/5:08.2						
19.		2/8.518 35/5:06.3	1/8.554 35/5:04.2	3/8.760 33/5:07.2						
20.		2/8.574 35/5:06.0	1/8.581 35/5:04.1	3/9.552 33/5:07.6						
21.		2/8.651 35/5:05.8	1/8.551 35/5:03.8	3/8.788 33/5:06.7						
22.		2/8.508 35/5:05.5	1/8.525 35/5:03.6	3/8.761 33/5:05.9						
23.		2/8.676 35/5:05.4	1/8.640 35/5:03.5	3/16.252 32/5:06.4						
24.		2/8.675 35/5:05.3	1/8.666 35/5:03.5	3/9.258 32/5:05.9						
25.		2/8.657 35/5:05.2	1/8.482 35/5:03.2	3/9.028 32/5:05.2						
26.		2/8.486 35/5:04.9	1/8.581 35/5:03.1	3/8.928 32/5:04.5						
27.		2/8.525 35/5:04.7	1/8.708 35/5:03.2	3/9.228 32/5:04.2						
28.		2/9.245 35/5:05.3	1/8.537 35/5:03.0	3/10.244 32/5:05.0						
29.		2/8.678 35/5:05.3	1/8.513 35/5:02.9	3/9.467 32/5:04.9						

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Scrimo	Klingforth	Salemo						
30.		2/8.629 35/5:05.2	1/9.018 35/5:03.3	3/8.945 32/5:04.3						
31.		2/8.607 35/5:05.0	1/8.635 35/5:03.2	3/8.977 32/5:03.7						
32.		2/8.683 35/5:05.0	1/8.460 35/5:03.0	3/8.939 32/5:03.2						
33.		2/8.599 35/5:04.9	1/9.085 35/5:03.5							
34.		2/8.823 35/5:05.0	1/8.682 35/5:03.5							
35.		2/8.864 35/5:05.1	1/8.664 35/5:03.5							