

Mod Sedan (A Main)

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Round **3**

Top Qualifier is Klingforth, Kyle 32/5:06.359 (Rnd 1)

5280raceway.com



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Ser#2618 7/28/2016

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	4	1	32	5:07.407		9.174	9.265	9.298	9.335	1
	Klingforth, Brent	3	2	32	5:07.844	0.437	9.221	9.292	9.343	9.376	4
	Scrimo, Arthur	1	3	32	5:09.354	1.947	9.258	9.314	9.361	9.398	2
	Salerno, Justin	5	4	29	5:00.117		9.428	9.457	9.478	9.509	3
	Hillier, Chris	2	5	0							5

Car#	1	2	3	4	5	6	7	8	9	10
	Scrimo	Hillier	Klingforth	Klingforth	Salerno					
1.	2/10.643 N/A		4/11.238 N/A	1/10.349 N/A	3/11.015 N/A					
2.	2/9.429 32/5:02.8		4/9.712 31/5:02.5	1/9.315 33/5:08.3	3/9.696 31/5:01.8					
3.	2/9.572 32/5:05.0		3/9.411 32/5:07.6	1/9.353 33/5:09.0	4/10.970 29/5:00.3					
4.	2/9.332 32/5:03.4		3/9.407 32/5:06.0	1/9.228 33/5:07.9	4/9.561 30/5:03.1					
5.	2/9.354 32/5:02.7		3/9.237 32/5:03.9	1/9.348 33/5:08.2	4/9.946 30/5:02.2					
6.	2/9.509 32/5:03.2		[3/9.221] 32/5:02.5	1/9.614 32/5:00.8	4/9.779 30/5:00.7					
7.	[2/9.258] 32/5:02.3		3/9.848 32/5:04.8	[1/9.174] 33/5:09.1	4/9.500 31/5:08.2					
8.	2/9.419 32/5:02.3		3/10.095 32/5:07.6	1/9.559 32/5:00.8	4/9.580 31/5:06.8					
9.	2/9.287 32/5:01.8		3/9.341 32/5:06.7	1/9.317 32/5:00.6	4/10.455 31/5:09.0					
10.	2/9.558 32/5:02.4		3/9.306 32/5:06.0	1/9.376 32/5:00.6	4/9.487 31/5:07.5					
11.	2/9.514 32/5:02.7		3/9.353 32/5:05.5	1/9.486 32/5:01.0	4/9.676 31/5:06.9					
12.	2/9.563 32/5:03.1		3/9.714 32/5:06.1	1/10.004 32/5:02.7	4/9.463 31/5:05.8					
13.	2/9.624 32/5:03.6		3/9.489 32/5:06.0	1/9.601 32/5:03.2	4/9.562 31/5:05.2					
14.	1/9.420 32/5:03.5		3/9.521 32/5:06.1	2/10.291 32/5:05.2	4/9.477 31/5:04.4					
15.	1/9.516 32/5:03.7		3/9.453 32/5:05.9	2/9.303 32/5:04.7	[4/9.428] 31/5:03.6					
16.	1/9.405 32/5:03.6		3/9.428 32/5:05.8	2/9.320 32/5:04.4	4/22.433 29/5:07.8					
17.	1/9.424 32/5:03.5		3/9.761 32/5:06.3	2/9.365 32/5:04.1	4/9.588 29/5:06.0					
18.	1/9.373 32/5:03.4		3/11.278 32/5:09.5	2/9.426 32/5:04.0	4/11.244 29/5:07.2					
19.	1/9.338 32/5:03.2		3/9.530 32/5:09.3	2/9.307 32/5:03.8	4/11.800 29/5:09.1					
20.	1/9.483 32/5:03.3		3/9.428 32/5:09.0	2/9.452 32/5:03.7	4/9.563 29/5:07.5					
21.	1/11.206 32/5:06.0		3/9.617 32/5:09.0	2/11.471 32/5:06.8	4/9.507 29/5:06.0					
22.	1/10.086 32/5:06.8		3/9.473 32/5:08.8	2/10.094 32/5:07.6	4/9.448 29/5:04.5					
23.	1/9.476 32/5:06.7		3/9.375 32/5:08.5	2/9.313 32/5:07.2	4/10.498 29/5:04.5					
24.	2/9.885 32/5:07.2		3/9.479 32/5:08.3	1/9.428 32/5:07.0	4/9.878 29/5:03.8					
25.	2/10.163 32/5:07.9		3/9.522 32/5:08.3	1/9.642 32/5:07.1	4/9.471 29/5:02.6					
26.	2/9.737 32/5:08.1		3/9.399 32/5:08.0	1/9.451 32/5:07.0	4/9.929 29/5:02.1					
27.	3/9.810 32/5:08.4		2/9.650 32/5:08.1	1/9.678 32/5:07.1	4/10.166 29/5:01.8					
28.	3/10.318 32/5:09.2		2/9.605 32/5:08.2	1/9.611 32/5:07.1	4/9.506 29/5:00.9					

Car#	1	2	3	4	5	6	7	8	9	10
	Scrimo	Hillier	Klingforth	Klingforth	Salemo					
29.	3/9.982 32/5:09.6		2/9.645 32/5:08.2	1/9.599 32/5:07.1	4/9.491 29/5:00.1					
30.	3/9.463 32/5:09.4		2/9.430 32/5:08.1	1/9.608 32/5:07.2						
31.	3/9.670 32/5:09.4		2/9.381 32/5:07.9	1/9.571 32/5:07.2						
32.	3/9.537 32/5:09.3		2/9.497 32/5:07.8	1/9.753 32/5:07.4						