

# 13.5 Sedan (A Main)

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Round **4**

Top Qualifier is Scrimo, Arthur 30/5: 08.289 (Rnd 3)

5280raceway.com



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Ser#2618 11/29/2015

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	3	<b>1</b>	30	5:04.648		9.839	9.887	9.909	9.935	2
	Klingforth, Brent	2	<b>2</b>	30	5:08.125	3.477	9.896	9.945	9.988	10.029	3
	Scrimo, Arthur	1	<b>3</b>	29	5:05.318		9.856	9.910	9.952	9.988	1
	Stout, John	4	<b>4</b>	27	5:06.997		10.390	10.600	10.676	10.746	4
	Northrup, Nate	5	<b>5</b>	0							5

Car#	1	2	3	4	5	6	7	8	9	10
	Scrimo	Klingforth	Klingforth	Stout	Northrup					
1.	1/10.869 N/A	3/11.710 N/A	2/11.286 N/A	4/12.742 N/A						
2.	1/10.044 30/5:02.0	3/10.027 30/5:02.5	2/9.915 31/5:08.7	4/10.651 28/5:00.2						
3.	1/9.977 30/5:01.1	3/9.934 30/5:01.1	2/9.987 31/5:09.8	<b>[4/10.390]</b> 29/5:07.2						
4.	3/12.504 28/5:03.5	2/11.082 29/5:01.4	1/10.168 30/5:02.0	4/10.802 29/5:09.9						
5.	3/11.307 28/5:06.7	2/10.170 29/5:00.1	1/10.271 30/5:03.7	4/10.761 28/5:00.3						
6.	3/9.890 28/5:00.9	2/10.109 30/5:09.3	1/9.961 30/5:03.0	4/10.778 28/5:00.9						
7.	3/9.934 29/5:07.9	2/9.926 30/5:07.7	1/10.006 30/5:02.7	4/10.604 28/5:00.6						
8.	3/10.098 29/5:05.8	2/10.489 30/5:08.9	1/10.937 30/5:06.4	4/10.951 28/5:01.7						
9.	3/10.088 29/5:04.3	2/9.991 30/5:07.9	1/10.138 30/5:06.3	4/10.687 28/5:01.7						
10.	3/10.187 29/5:03.4	2/10.447 30/5:08.7	1/10.721 30/5:08.0	4/11.038 28/5:02.7						
11.	3/10.259 29/5:02.8	2/10.259 30/5:08.7	1/10.180 30/5:07.9	4/10.690 28/5:02.5						
12.	3/10.286 29/5:02.5	2/10.134 30/5:08.4	1/10.054 30/5:07.4	4/10.727 28/5:02.5						
13.	<b>[3/9.856]</b> 29/5:01.2	2/10.075 30/5:08.0	1/10.009 30/5:06.9	4/10.816 28/5:02.7						
14.	3/10.033 29/5:00.4	2/10.190 30/5:08.0	1/9.876 30/5:06.2	4/10.670 28/5:02.6						
15.	3/10.012 30/5:10.1	2/9.979 30/5:07.5	1/9.949 30/5:05.7	4/13.578 28/5:08.0						
16.	3/10.167 30/5:09.8	2/9.996 30/5:07.1	1/10.066 30/5:05.6	4/11.840 28/5:09.7						
17.	3/9.954 30/5:09.2	2/10.048 30/5:06.8	1/9.955 30/5:05.2	4/10.936 28/5:09.6						
18.	3/9.934 30/5:08.5	2/10.171 30/5:06.8	1/9.967 30/5:04.9	4/11.530 28/5:10.4						
19.	3/17.413 29/5:09.4	2/10.132 30/5:06.8	1/10.036 30/5:04.8	4/11.139 28/5:10.6						
20.	3/9.935 29/5:08.3	2/10.193 30/5:06.8	1/10.125 30/5:04.8	4/17.020 27/5:07.7						
21.	3/10.074 29/5:07.6	2/10.119 30/5:06.7	1/9.913 30/5:04.5	4/11.083 27/5:07.4						
22.	3/10.155 29/5:07.0	2/10.921 30/5:07.7	1/10.936 30/5:05.6	4/11.010 27/5:07.0						
23.	3/10.051 29/5:06.3	2/10.185 30/5:07.7	1/9.905 30/5:05.3	4/10.835 27/5:06.4						
24.	3/10.256 29/5:05.9	<b>[2/9.896]</b> 30/5:07.3	1/9.905 30/5:05.0	4/10.971 27/5:06.0						
25.	3/11.483 29/5:07.0	2/10.123 30/5:07.2	1/9.928 30/5:04.7	4/11.040 27/5:05.8						
26.	3/10.392 29/5:06.8	2/10.076 30/5:07.1	1/10.151 30/5:04.8	4/10.892 27/5:05.4						
27.	3/9.992 29/5:06.2	2/10.134 30/5:07.0	<b>[1/9.839]</b> 30/5:04.5	4/12.816 27/5:07.0						
28.	3/10.053 29/5:05.7	2/10.005 30/5:06.8	1/9.908 30/5:04.2							

Car#	1	2	3	4	5	6	7	8	9	10
	Scrimo	Klingforth	Klingforth	Stout	Northrup					
29.	3/10.115 29/5:05.3	2/11.290 30/5:08.0	1/10.220 30/5:04.4							
30.		2/10.314 30/5:08.1	1/10.336 30/5:04.6							