

# 17.5 Sedan

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Round 3

Top Qualifier is Klingforth, Kyle 34/5:01.410 (Rnd 1)

3

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Ser#2618 02/09/2014

Timing and Scoring by www.RCScorePro.com

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Brent	3	1	34	5:03.302		8.602	8.632	8.665	8.706	2
	Scrimo, Arthur	4	2	34	5:03.674	0.372	8.723	8.750	8.773	8.801	3
	Klingforth, Kyle	1	3	34	5:04.700	1.398	8.611	8.649	8.684	8.716	1
	Kelly, Joe	5	4	32	5:05.540		8.888	8.921	8.970	9.019	4
	Thurlow, Sam	2	5	32	5:07.352	1.812	9.141	9.160	9.192	9.232	7
	Stout, John	6	6	30	5:02.444		9.157	9.267	9.350	9.409	8

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Thurlow	Klingforth	Scrimo	Kelly	Stout				
1.	2/8.824 35/5:08.6	3/9.381 32/5:00.1	1/8.643 35/5:02.4	4/9.480 32/5:03.3	5/9.702 31/5:00.6	6/9.880 31/5:06.2				
2.	2/8.934 34/5:01.9	5/9.478 32/5:01.7	1/8.767 35/5:04.6	3/8.749 33/5:00.7	4/9.025 33/5:09.0	6/9.686 31/5:03.3				
3.	2/9.251 34/5:06.1	4/9.441 32/5:01.8	1/8.825 35/5:06.0	3/8.860 34/5:07.0	5/9.682 32/5:03.0	6/12.139 29/5:06.5				
4.	2/8.792 34/5:04.2	5/9.875 32/5:05.4	<b>[1/8.602]</b> 35/5:04.8	3/8.789 34/5:04.9	4/9.060 33/5:09.1	6/10.072 29/5:02.9				
5.	3/9.673 33/5:00.1	5/9.295 32/5:03.8	1/8.829 35/5:05.6	2/8.769 34/5:03.6	4/9.098 33/5:07.3	6/9.724 30/5:09.0				
6.	3/8.674 34/5:06.8	5/9.332 32/5:02.9	1/8.775 35/5:05.9	2/8.822 34/5:02.9	4/8.966 33/5:05.4	6/9.429 30/5:04.6				
7.	3/8.661 34/5:05.0	5/10.002 32/5:05.3	1/8.604 35/5:05.2	2/8.861 34/5:02.7	4/8.928 33/5:03.8	<b>[6/9.157]</b> 30/5:00.3				
8.	3/8.830 34/5:04.4	5/9.313 32/5:04.4	1/9.177 35/5:07.2	2/8.779 34/5:02.2	4/9.218 33/5:03.9	6/10.443 30/5:01.9				
9.	3/8.998 34/5:04.6	5/10.721 32/5:08.7	1/8.869 35/5:07.5	2/8.780 34/5:01.8	4/9.633 33/5:05.4	6/9.569 30/5:00.3				
10.	3/8.914 34/5:04.4	5/9.535 32/5:08.3	1/9.029 35/5:08.4	2/8.980 34/5:02.1	4/9.067 33/5:04.8	6/16.336 29/5:08.6				
11.	3/9.045 34/5:04.7	5/10.267 31/5:00.5	1/9.573 34/5:01.9	2/8.912 34/5:02.2	4/12.270 32/5:04.4	6/9.442 29/5:05.5				
12.	3/8.816 34/5:04.3	<b>[5/9.141]</b> 32/5:08.7	1/8.870 34/5:01.9	2/8.947 34/5:02.4	4/8.981 32/5:03.0	6/9.415 29/5:02.7				
13.	3/8.748 34/5:03.8	5/9.375 32/5:08.0	1/8.688 34/5:01.4	2/8.820 34/5:02.2	4/10.279 32/5:05.0	6/9.540 29/5:00.7				
14.	3/8.667 34/5:03.1	5/9.391 32/5:07.5	1/8.669 34/5:00.9	2/9.031 34/5:02.5	4/9.383 32/5:04.6	6/9.323 30/5:08.9				
15.	2/8.712 34/5:02.6	5/9.214 32/5:06.6	1/8.660 34/5:00.5	3/9.206 34/5:03.2	4/9.058 32/5:03.6	6/10.597 30/5:09.5				
16.	2/8.663 34/5:02.1	5/9.171 32/5:05.8	1/8.650 34/5:00.1	3/8.747 34/5:02.8	4/9.619 32/5:03.9	6/9.523 30/5:08.0				
17.	2/8.728 34/5:01.8	5/9.371 32/5:05.5	1/8.797 34/5:00.0	3/8.914 34/5:02.8	4/10.123 32/5:05.1	6/9.463 30/5:06.6				
18.	2/8.947 34/5:01.9	5/9.312 32/5:05.1	1/8.984 34/5:00.3	3/8.902 34/5:02.8	4/9.140 32/5:04.4	6/10.174 30/5:06.5				
19.	<b>[2/8.611]</b> 34/5:01.5	5/10.318 32/5:06.4	1/8.667 34/5:00.0	3/8.761 34/5:02.6	<b>[4/8.888]</b> 32/5:03.3	6/10.194 30/5:06.4				
20.	2/8.776 34/5:01.3	5/9.260 32/5:05.9	1/8.766 35/5:08.7	3/8.815 34/5:02.4	4/9.342 32/5:03.1	6/10.734 30/5:07.2				
21.	2/8.644 34/5:00.9	5/9.314 32/5:05.5	1/9.042 34/5:00.3	3/8.967 34/5:02.5	4/8.923 32/5:02.2	6/9.450 30/5:06.1				
22.	2/8.729 34/5:00.8	5/9.225 32/5:05.0	1/8.778 34/5:00.2	<b>[3/8.723]</b> 34/5:02.3	4/9.433 32/5:02.2	6/9.310 30/5:04.9				
23.	2/8.804 34/5:00.7	5/9.150 32/5:04.5	1/8.706 34/5:00.0	3/8.884 34/5:02.3	4/9.267 32/5:02.0	6/9.874 30/5:04.5				
24.	2/9.519 34/5:01.6	5/9.157 32/5:04.0	1/9.051 34/5:00.3	3/8.946 34/5:02.3	4/9.045 32/5:01.5	6/10.874 30/5:05.4				
25.	2/8.768 34/5:01.5	5/10.407 32/5:05.2	1/8.915 34/5:00.4	3/9.113 34/5:02.6	4/9.413 32/5:01.4	6/10.293 30/5:05.5				
26.	2/9.135 34/5:01.8	5/10.964 32/5:06.9	1/8.953 34/5:00.6	3/8.924 34/5:02.7	4/10.666 32/5:03.0	6/10.285 30/5:05.6				
27.	2/8.775 34/5:01.7	5/9.204 32/5:06.5	1/8.864 34/5:00.6	3/8.891 34/5:02.6	4/11.956 32/5:05.9	6/9.342 30/5:04.7				

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Thurlow	Klingforth	Scrimo	Kelly	Stout				
28.	1/8.871 34/5:01.7	4/9.183 32/5:06.0	3/11.013 34/5:03.2	2/9.224 34/5:03.0	5/10.367 32/5:06.8	6/9.204 30/5:03.7				
29.	1/8.867 34/5:01.7	4/9.369 32/5:05.8	3/8.914 34/5:03.2	2/8.862 34/5:03.0	5/8.898 32/5:06.1	6/9.424 30/5:03.0				
30.	1/9.010 34/5:01.9	5/10.652 32/5:07.0	3/8.983 34/5:03.3	2/8.952 34/5:03.0	4/8.987 32/5:05.5	6/9.548 30/5:02.4				
31.	1/8.829 34/5:01.8	5/9.212 32/5:06.6	3/8.886 34/5:03.3	2/8.903 34/5:03.0	4/9.449 32/5:05.4					
32.	3/11.203 34/5:04.3	5/10.322 32/5:07.3	1/8.852 34/5:03.2	2/9.282 34/5:03.4	4/9.674 32/5:05.5					
33.	3/9.489 34/5:04.8		1/9.006 34/5:03.3	2/9.126 34/5:03.6						
34.	3/8.793 34/5:04.6		1/8.895 34/5:03.3	2/8.953 34/5:03.6						

	Top Qualifiers	Qual#	Laps	Race Time (Difference)		Round	Race	Pos in Race	Fast Lap
	Klingforth, Kyle	1	34	5:01.410		1	3	1	8.550
	Klingforth, Brent	2	34	5:02.547	1.137	1	2	1	8.723
	Scrimo, Arthur	3	34	5:03.674	1.127	3	3	2	8.723
	Kelly, Joe	4	32	5:01.268		2	2	1	8.781
	Willener, Jason	5	32	5:02.626	1.358	3	2	1	8.907
	Krysinski, Joey	6	32	5:03.345	0.719	3	2	2	8.919
	Thurlow, Sam	7	32	5:06.112	2.767	2	3	3	9.002
	Stout, John	8	32	5:08.482	2.370	2	2	2	9.312
	Hinds, Mike	9	31	5:00.438		3	2	3	9.115
	Hinds, Jesse	10	30	5:05.304		2	2	3	9.239