

# Mod Sedan (A Main)

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Round 4

Top Qualifier is Klingforth, Kyle 35/5: 04.080 (Rnd 2)

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5280raceway.com

Ser#2618 02/16/2014

Timing and Scoring by www.RCScorePro.com

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	3	1	34	5:00.675		8.270	8.384	8.452	8.496	1
	Klingforth, Brent	1	2	33	5:04.116		8.481	8.541	8.590	8.625	2
	Hillier, Chris	4	3	33	5:08.057	3.941	7.199	8.156	8.433	8.567	4
	Scrimo, Arthur	2	4	23	3:30.816		8.155	8.461	8.587	8.680	3
	Thurlow, Sam	5	5	0							5

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Scrimo	Klingforth	Hillier	Thurlow					
1.	2/10.116 30/5:03.5	3/10.331 30/5:09.8	1/9.799 31/5:03.8	4/10.969 28/5:07.1						
2.	2/8.678 32/5:00.6	3/8.703 32/5:04.4	[1/8.270] 34/5:07.1	4/8.696 31/5:04.7						
3.	2/8.653 33/5:01.9	3/8.557 33/5:03.4	1/8.512 34/5:01.2	4/8.950 32/5:05.1						
4.	3/9.375 33/5:03.7	2/8.829 33/5:00.4	1/8.396 35/5:06.0	4/8.978 32/5:00.7						
5.	3/8.668 33/5:00.2	2/8.557 34/5:05.8	1/8.741 35/5:06.0	4/8.597 33/5:04.8						
6.	2/8.719 34/5:07.1	1/8.736 34/5:04.3	4/12.579 32/5:00.2	3/8.806 33/5:02.5						
7.	2/8.602 34/5:05.0	1/9.005 34/5:04.6	4/8.875 33/5:07.2	3/8.955 33/5:01.4						
8.	2/11.199 33/5:05.2	3/11.567 33/5:06.4	4/9.666 33/5:08.7	1/9.426 33/5:02.6						
9.	2/8.858 33/5:03.8	4/10.563 32/5:01.6	3/9.386 33/5:08.8	1/9.153 33/5:02.6						
10.	2/8.977 33/5:03.1	4/8.830 33/5:09.1	3/8.384 33/5:05.6	1/8.911 33/5:01.7						
11.	2/8.925 33/5:02.3	[4/8.155] 33/5:05.4	3/8.726 33/5:03.9	1/8.833 33/5:00.8						
12.	2/8.736 33/5:01.1	4/9.226 33/5:05.4	3/9.400 33/5:04.5	1/8.900 33/5:00.2						
13.	4/13.297 32/5:02.2	2/8.982 33/5:04.7	1/9.225 33/5:04.5	3/13.221 32/5:01.2						
14.	4/15.369 31/5:05.9	2/8.765 33/5:03.6	1/8.718 33/5:03.3	[3/7.199] 33/5:05.4						
15.	[4/8.481] 31/5:03.0	2/8.878 33/5:02.8	1/8.719 33/5:02.2	3/10.725 33/5:08.7						
16.	3/8.694 31/5:00.9	2/8.536 33/5:01.5	1/8.488 33/5:00.8	4/16.760 31/5:04.3						
17.	3/8.926 32/5:09.2	2/8.570 33/5:00.4	1/8.623 34/5:09.0	4/7.699 31/5:00.4						
18.	3/8.837 32/5:07.7	2/9.024 33/5:00.3	1/8.637 34/5:08.1	4/9.059 32/5:09.0						
19.	3/8.620 32/5:06.0	2/9.002 33/5:00.1	1/8.677 34/5:07.4	4/8.713 32/5:07.4						
20.	3/9.047 32/5:05.2	2/8.499 34/5:08.2	1/8.567 34/5:06.6	4/8.893 32/5:06.3						
21.	3/8.611 32/5:03.8	2/8.820 34/5:07.8	1/8.716 34/5:06.1	4/8.787 32/5:05.1						
22.	3/8.938 32/5:03.0	2/8.790 34/5:07.4	1/8.610 34/5:05.5	4/8.669 32/5:03.8						
23.	3/8.742 32/5:02.0	2/11.891 33/5:02.4	1/8.698 34/5:05.1	4/8.674 32/5:02.7						
24.	2/8.745 32/5:01.0		1/8.636 34/5:04.6	3/8.760 32/5:01.7						
25.	2/9.103 32/5:00.6		1/8.528 34/5:04.0	3/8.895 32/5:01.0						
26.	2/8.640 33/5:09.1		1/8.587 34/5:03.5	3/8.617 32/5:00.1						
27.	2/8.615 33/5:08.2		1/8.553 34/5:03.1	3/10.768 32/5:01.7						
28.	2/8.749 33/5:07.5		1/8.697 34/5:02.8	3/8.999 32/5:01.2						

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Scrimo	Klingforth	Hillier	Thurlow					
29.	2/8.491 33/5:06.5		1/8.535 34/5:02.4	3/8.958 32/5:00.7						
30.	2/8.805 33/5:06.0		1/8.711 34/5:02.2	3/8.980 32/5:00.3						
31.	2/8.688 33/5:05.4		1/8.535 34/5:01.8	3/8.857 33/5:09.1						
32.	2/8.692 33/5:04.8		1/8.437 34/5:01.3	3/8.708 33/5:08.4						
33.	2/8.520 33/5:04.1		1/8.431 34/5:00.9	3/8.942 33/5:08.0						
34.			1/8.613 34/5:00.6							