

Mod Sedan (A Main)

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Round **3**

Top Qualifier is Klingforth, Kyle 32/5: 01.240 (Rnd 2)

5280raceway.com



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Ser#2618 07/15/2014

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	3	1	32	5:07.450		9.216	9.263	9.288	9.327	1
	Salerno, Justin	4	2	31	5:09.876		9.372	9.456	9.490	9.524	4
	Klingforth, Brent	1	3	30	5:00.132		9.355	9.374	9.426	9.464	3
	Scrimo, Arthur	2	4	30	5:06.537	6.405	9.362	9.390	9.425	9.469	2

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Scrimo	Klingforth	Salerno						
1.	3/11.013 N/A	2/10.719 N/A	1/10.478 N/A	4/11.545 N/A						
2.	4/13.089 24/5:12.0	2/10.000 30/5:00.7	1/9.282 33/5:07.5	3/10.341 29/5:01.2						
3.	4/9.665 27/5:06.8	2/9.574 31/5:04.2	1/9.636 32/5:03.7	3/9.937 30/5:05.5						
4.	4/9.484 28/5:01.1	2/10.383 30/5:00.3	1/9.236 32/5:01.3	3/9.793 30/5:02.2						
5.	3/9.674 29/5:04.3	4/14.387 28/5:10.0	1/9.300 32/5:00.7	2/9.618 31/5:09.1						
6.	3/9.537 30/5:09.4	4/9.775 28/5:02.9	1/9.326 32/5:00.5	2/9.949 31/5:09.3						
7.	3/10.679 29/5:00.9	4/14.118 27/5:06.4	1/9.585 32/5:01.6	2/9.807 31/5:08.7						
8.	[3/9.355] 30/5:07.1	4/9.461 28/5:10.4	1/9.459 32/5:01.9	2/9.589 31/5:07.4						
9.	3/9.382 30/5:04.1	4/9.469 28/5:04.9	1/9.427 32/5:02.0	2/9.549 31/5:06.2						
10.	3/9.577 30/5:02.4	4/9.532 28/5:00.8	1/9.321 32/5:01.7	[2/9.372] 31/5:04.7						
11.	3/9.536 30/5:00.9	4/9.858 29/5:09.0	1/9.466 32/5:02.0	2/9.436 31/5:03.7						
12.	3/9.452 31/5:09.4	4/9.653 29/5:06.5	1/9.282 32/5:01.6	2/9.488 31/5:03.0						
13.	3/9.357 31/5:07.9	4/9.600 29/5:04.2	1/10.834 32/5:05.3	2/9.746 31/5:03.1						
14.	3/9.359 31/5:06.7	4/9.976 29/5:03.1	1/9.346 32/5:04.9	2/9.542 31/5:02.6						
15.	3/10.444 31/5:07.9	4/9.490 29/5:01.2	1/9.404 32/5:04.7	2/9.583 31/5:02.4						
16.	3/9.564 31/5:07.3	4/9.412 30/5:09.7	1/9.314 32/5:04.4	2/9.633 31/5:02.3						
17.	3/9.415 31/5:06.4	4/9.601 30/5:08.4	1/9.453 32/5:04.3	2/9.531 31/5:02.0						
18.	3/9.595 31/5:06.0	4/11.319 30/5:10.2	1/9.304 32/5:04.0	2/9.768 31/5:02.1						
19.	3/9.779 31/5:05.9	4/15.731 29/5:08.3	1/11.050 32/5:06.7	2/9.634 31/5:02.0						
20.	2/9.543 31/5:05.4	4/9.446 29/5:06.6	1/9.427 32/5:06.5	3/14.428 31/5:09.5						
21.	2/9.516 31/5:05.0	4/9.432 29/5:05.0	1/9.417 32/5:06.3	3/10.239 30/5:00.0						
22.	2/9.517 31/5:04.6	4/9.602 29/5:03.8	1/9.475 32/5:06.2	3/9.502 31/5:09.3						
23.	3/15.215 30/5:01.9	4/9.646 29/5:02.7	1/9.587 32/5:06.2	2/11.261 30/5:01.2						
24.	3/9.784 30/5:01.6	4/9.741 29/5:01.9	1/9.451 32/5:06.1	2/9.657 30/5:00.7						
25.	3/9.426 30/5:00.9	[4/9.362] 29/5:00.7	1/9.627 32/5:06.2	2/9.516 30/5:00.2						
26.	3/9.590 30/5:00.4	4/9.396 30/5:09.9	1/9.301 32/5:05.9	2/9.630 31/5:09.7						
27.	3/9.551 31/5:09.9	4/9.412 30/5:08.9	1/9.468 32/5:05.9	2/9.637 31/5:09.4						
28.	3/10.503 30/5:00.5	4/9.499 30/5:08.0	[1/9.216] 32/5:05.5	2/9.525 31/5:09.0						
29.	3/10.004 30/5:00.5	4/9.574 30/5:07.4	1/9.661 32/5:05.6	2/9.500 31/5:08.5						

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Scrimo	Klingforth	Salemo						
30.	3/9.527 30/5:00.1	4/9.369 30/5:06.5	1/9.496 32/5:05.6	2/9.486 31/5:08.1						
31.			1/9.606 32/5:05.7	2/11.634 31/5:09.8						
32.			1/11.215 32/5:07.4							