

# Mod Sedan (A Main)

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Round **3**

Top Qualifier is Klingforth, Kyle 33/5: 09.979 (Rnd 1)

5280raceway.com



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Ser#2618 08/04/2016

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	4	<b>1</b>	32	5:04.837		9.216	9.261	9.308	9.339	1
	Klingforth, Brent	3	<b>2</b>	32	5:05.838	1.001	9.276	9.316	9.345	9.377	2
	Scrimo, Arthur	2	<b>3</b>	32	5:07.063	2.226	9.242	9.302	9.343	9.373	4
	Brown, Adam	1	<b>4</b>	31	5:09.156		9.429	9.465	9.496	9.520	3

Car#	1	2	3	4	5	6	7	8	9	10
	Brown	Scrimo	Klingforth	Klingforth						
1.	3/11.455 N/A	4/11.615 N/A	2/10.814 N/A	1/10.410 N/A						
2.	3/9.566 32/5:07.9	4/9.667 31/5:01.5	2/9.597 32/5:08.2	[1/9.216] 33/5:05.4						
3.	3/9.478 32/5:06.6	4/10.275 30/5:00.8	2/9.378 32/5:04.9	1/9.396 33/5:08.1						
4.	3/9.509 32/5:06.5	4/10.505 30/5:05.9	2/9.526 32/5:05.2	1/9.305 33/5:08.2						
5.	4/12.362 30/5:08.0	3/9.536 30/5:01.5	2/9.337 32/5:04.0	1/9.740 32/5:02.2						
6.	4/9.726 30/5:05.1	[3/9.242] 31/5:06.9	2/11.217 31/5:05.1	1/9.472 32/5:02.6						
7.	4/9.687 30/5:03.0	3/9.288 31/5:04.1	2/9.773 31/5:04.9	1/9.770 32/5:04.3						
8.	4/9.566 30/5:01.0	3/9.435 31/5:02.8	[2/9.276] 31/5:02.6	1/9.386 32/5:03.9						
9.	4/9.619 31/5:09.6	3/9.415 31/5:01.7	2/9.387 31/5:01.3	1/9.327 32/5:03.3						
10.	4/10.439 30/5:01.3	3/10.224 31/5:03.5	2/9.480 31/5:00.7	1/9.277 32/5:02.8						
11.	4/9.547 31/5:09.9	3/9.428 31/5:02.6	2/9.558 31/5:00.3	1/9.383 32/5:02.6						
12.	4/9.699 31/5:09.2	3/9.547 31/5:02.2	2/9.342 32/5:09.1	1/9.581 32/5:03.0						
13.	4/9.516 31/5:08.2	3/9.445 31/5:01.6	2/9.474 32/5:08.7	1/9.240 32/5:02.5						
14.	[4/9.429] 31/5:07.1	3/9.496 31/5:01.2	2/9.452 32/5:08.4	1/9.616 32/5:03.0						
15.	4/9.566 31/5:06.5	3/9.318 31/5:00.5	2/9.296 32/5:07.7	1/9.474 32/5:03.0						
16.	4/9.576 31/5:06.0	3/9.334 32/5:09.5	2/9.456 32/5:07.4	1/9.407 32/5:03.0						
17.	4/11.360 31/5:08.9	3/9.552 32/5:09.4	2/9.428 32/5:07.2	1/9.277 32/5:02.7						
18.	4/9.480 31/5:08.1	3/9.491 32/5:09.2	2/9.642 32/5:07.3	1/9.376 32/5:02.6						
19.	4/11.126 30/5:00.2	3/9.524 32/5:09.0	2/9.470 32/5:07.1	1/9.626 32/5:02.9						
20.	4/9.568 31/5:09.5	3/9.378 32/5:08.7	2/9.356 32/5:06.8	1/9.741 32/5:03.4						
21.	4/9.483 31/5:08.9	3/9.427 32/5:08.4	2/9.517 32/5:06.8	1/9.411 32/5:03.3						
22.	4/9.826 31/5:08.7	3/9.523 32/5:08.4	2/9.420 32/5:06.6	1/9.383 32/5:03.2						
23.	4/9.702 31/5:08.5	3/9.522 32/5:08.3	2/9.467 32/5:06.5	1/10.517 32/5:04.7						
24.	4/9.769 31/5:08.3	3/9.369 32/5:08.0	2/9.516 32/5:06.4	1/9.492 32/5:04.7						
25.	4/9.588 31/5:07.9	3/9.420 32/5:07.8	2/9.457 32/5:06.3	1/9.804 32/5:05.1						
26.	4/9.607 31/5:07.6	3/9.409 32/5:07.6	2/9.478 32/5:06.3	1/9.297 32/5:04.9						
27.	4/10.295 31/5:08.0	3/9.540 32/5:07.6	2/9.541 32/5:06.3	1/9.418 32/5:04.8						
28.	4/9.456 31/5:07.6	3/9.445 32/5:07.5	2/9.340 32/5:06.0	1/9.546 32/5:04.8						
29.	4/9.568 31/5:07.2	3/9.355 32/5:07.3	2/9.477 32/5:06.0	1/9.513 32/5:04.8						

Car#	1	2	3	4	5	6	7	8	9	10
	Brown	Scrimo	Klingforth	Klingforth						
30.	4/12.093 31/5:09.5	3/9.448 32/5:07.2	2/9.403 32/5:05.9	1/9.475 32/5:04.8						
31.	4/9.495 31/5:09.1	3/9.326 32/5:07.0	2/9.332 32/5:05.7	1/9.410 32/5:04.7						
32.		3/9.564 32/5:07.0	2/9.631 32/5:05.8	1/9.551 32/5:04.8						