

17.5 Sedan (A Main)

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Round **4**

Top Qualifier is Klingforth, Kyle 31/5: 04.136 (Rnd 1)

5280raceway.com



Ser#2618 11/8/2015

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	4	1	31	5:04.987		9.583	9.636	9.691	9.729	1
	Scrimo, Arthur	1	2	30	5:04.007		9.871	9.899	9.931	9.962	3
	Northrup, Nate	2	3	28	5:01.458		10.064	10.170	10.229	10.277	4
	Stout, John	5	4	28	5:09.797	8.339	10.083	10.231	10.301	10.349	5
	Klingforth, Brent	3	5	2	0:20.721		9.821				2

Car#	1	2	3	4	5	6	7	8	9	10
	Scrimo	Northrup	Klingforth	Klingforth	Stout					
1.	3/11.312 N/A	4/12.015 N/A	2/10.900 N/A	1/10.471 N/A	5/12.398 N/A					
2.	3/9.899 31/5:08.2	4/10.236 30/5:08.8	[2/9.821] 31/5:05.4	[1/9.583] 32/5:07.4	5/10.334 29/5:01.6					
3.	2/10.163 30/5:02.1	4/12.528 27/5:07.9		1/9.803 31/5:01.3	3/10.982 28/5:00.1					
4.	2/10.130 30/5:03.1	4/10.319 28/5:09.7		1/9.730 31/5:01.6	3/10.511 29/5:09.4					
5.	[2/9.871] 30/5:01.8	[4/10.064] 28/5:03.2		1/9.651 31/5:01.2	3/10.459 29/5:08.3					
6.	2/10.003 30/5:01.7	4/10.485 28/5:01.6		1/9.588 31/5:00.6	3/10.441 29/5:07.6					
7.	2/10.041 30/5:01.8	4/10.111 29/5:09.4		1/9.847 31/5:01.4	3/10.401 29/5:07.0					
8.	2/10.011 30/5:01.8	3/12.688 28/5:06.8		1/9.642 31/5:01.2	4/18.903 26/5:05.3					
9.	2/11.210 30/5:06.1	3/10.739 28/5:06.2		1/9.958 31/5:02.2	4/11.017 26/5:03.1					
10.	2/10.203 30/5:06.2	3/10.453 28/5:04.8		1/9.981 31/5:03.0	4/10.886 26/5:01.0					
11.	2/10.118 30/5:06.0	3/10.954 28/5:05.1		1/9.954 31/5:03.6	4/10.400 27/5:09.6					
12.	2/9.948 30/5:05.5	3/10.348 28/5:03.9		1/10.030 31/5:04.3	4/10.210 27/5:06.7					
13.	2/10.166 30/5:05.5	3/10.275 28/5:02.7		1/9.851 31/5:04.5	4/10.309 27/5:04.5					
14.	2/9.887 30/5:04.9	3/10.933 28/5:03.0		1/9.816 31/5:04.5	4/10.939 27/5:03.9					
15.	2/10.033 30/5:04.7	3/10.303 28/5:02.1		1/10.064 31/5:05.1	4/11.345 27/5:04.2					
16.	2/9.914 30/5:04.4	3/11.099 28/5:02.7		1/9.743 31/5:04.9	4/14.657 27/5:10.1					
17.	2/10.197 30/5:04.5	3/10.251 28/5:01.9		1/9.819 31/5:04.9	4/10.425 27/5:08.5					
18.	2/9.965 30/5:04.3	3/10.367 28/5:01.3		1/9.808 31/5:04.9	4/10.302 27/5:06.8					
19.	2/9.968 30/5:04.0	3/10.380 28/5:00.8		1/9.862 31/5:05.0	4/10.438 27/5:05.5					
20.	2/9.930 30/5:03.8	3/10.464 28/5:00.4		1/9.910 31/5:05.1	4/10.284 27/5:04.2					
21.	2/10.126 30/5:03.8	3/10.189 29/5:10.4		1/9.843 31/5:05.1	[4/10.083] 27/5:02.7					
22.	2/10.335 30/5:04.2	3/10.285 29/5:09.9		1/9.811 31/5:05.1	4/10.782 27/5:02.2					
23.	2/10.060 30/5:04.1	3/11.548 28/5:00.4		1/9.748 31/5:05.0	4/10.940 27/5:02.0					
24.	2/10.112 30/5:04.1	3/11.130 28/5:00.9		1/9.761 31/5:04.9	4/10.278 27/5:01.0					
25.	2/10.022 30/5:04.1	3/10.280 28/5:00.4		1/9.827 31/5:05.0	4/10.537 27/5:00.4					
26.	2/10.105 30/5:04.1	3/11.816 28/5:01.7		1/9.777 31/5:04.9	4/10.409 28/5:10.7					
27.	2/10.074 30/5:04.0	3/10.905 28/5:01.8		1/9.897 31/5:05.0	4/10.668 28/5:10.3					
28.	2/9.925 30/5:03.9	3/10.293 28/5:01.4		1/9.718 31/5:04.9	4/10.459 28/5:09.8					

Car#	1	2	3	4	5	6	7	8	9	10
	Scrimo	Northrup	Klingforth	Klingforth	Stout					
29.	2/10.006			1/9.749						
	30/5:03.8			31/5:04.8						
30.	2/10.273			1/9.876						
	30/5:04.0			31/5:04.9						
31.				1/9.869						
				31/5:04.9						