

# Mod Sedan (A Main)

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Round **4**

Top Qualifier is Klingforth, Kyle 34/5: 00.998 (Rnd 2)

5280raceway.com



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Ser#2618 11/23/2014

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	4	<b>1</b>	33	5:01.403		8.641	8.732	8.802	8.858	1
	Scrimo, Arthur	2	<b>2</b>	31	5:00.715		8.734	8.807	8.847	8.876	2
	Hillier, Chris	3	<b>3</b>	31	5:05.125	4.410	9.243	9.345	9.398	9.443	4
	Klingforth, Brent	1	<b>4</b>	28	4:19.461		8.801	8.860	8.898	8.939	3

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Scrimo	Hillier	Klingforth						
1.	3/10.839 N/A	2/9.888 N/A	4/11.665 N/A	1/9.616 N/A						
2.	3/9.068 33/5:01.1	1/8.957 34/5:05.3	4/9.783 31/5:05.2	2/9.422 32/5:01.7						
3.	3/8.901 34/5:07.3	<b>[1/8.734]</b> 34/5:01.8	4/9.530 31/5:01.3	2/8.797 33/5:01.1						
4.	3/9.719 33/5:06.2	1/8.905 34/5:02.3	4/9.540 31/5:00.2	2/8.866 34/5:07.5						
5.	3/9.130 33/5:05.4	1/8.945 34/5:03.1	4/9.612 31/5:00.1	2/9.009 34/5:07.3						
6.	2/9.018 33/5:04.2	3/12.972 31/5:00.9	4/9.715 31/5:00.7	1/9.277 33/5:00.0						
7.	2/9.082 33/5:03.7	4/23.550 26/5:10.1	3/9.765 31/5:01.3	1/9.049 34/5:08.9						
8.	2/9.020 33/5:03.1	4/9.051 27/5:11.1	3/9.619 31/5:01.2	1/9.542 33/5:02.0						
9.	2/8.939 33/5:02.3	4/9.847 27/5:05.5	3/9.648 31/5:01.2	1/9.268 33/5:02.5						
10.	1/8.874 33/5:01.5	4/8.942 28/5:09.5	3/9.646 31/5:01.1	2/10.025 33/5:05.6						
11.	1/8.980 33/5:01.1	4/9.318 28/5:04.7	3/9.353 31/5:00.3	2/9.184 33/5:05.4						
12.	1/9.247 33/5:01.6	4/9.053 28/5:00.1	3/14.214 30/5:02.7	2/8.985 33/5:04.6						
13.	1/9.057 33/5:01.5	4/8.801 29/5:06.3	3/9.700 30/5:01.9	2/9.017 33/5:04.1						
14.	1/8.984 33/5:01.3	4/8.777 29/5:02.4	3/9.609 30/5:01.0	2/9.583 33/5:05.0						
15.	1/8.968 33/5:01.1	4/8.889 30/5:09.7	3/9.513 30/5:00.1	2/8.919 33/5:04.3						
16.	1/9.031 33/5:01.0	4/9.139 30/5:07.3	3/9.378 31/5:08.9	2/8.848 33/5:03.5						
17.	1/9.054 33/5:00.9	4/8.887 30/5:04.9	3/9.651 31/5:08.4	2/8.723 33/5:02.6						
18.	2/9.503 33/5:01.7	4/8.943 30/5:02.8	3/9.526 31/5:07.7	1/8.913 33/5:02.1						
19.	2/8.861 33/5:01.3	4/9.387 30/5:01.6	3/9.693 31/5:07.4	1/9.002 33/5:01.9						
20.	2/9.148 33/5:01.5	4/9.920 30/5:01.4	3/9.379 31/5:06.7	<b>[1/8.641]</b> 33/5:01.1						
21.	2/9.240 33/5:01.7	4/8.887 31/5:09.7	3/9.407 31/5:06.0	1/9.041 33/5:00.9						
22.	2/8.878 33/5:01.4	4/8.973 31/5:08.2	3/9.984 31/5:06.3	1/8.894 33/5:00.6						
23.	2/8.895 33/5:01.1	3/8.970 31/5:06.9	4/11.395 31/5:08.4	1/8.824 33/5:00.2						
24.	<b>[2/8.801]</b> 33/5:00.7	3/10.069 31/5:07.1	4/9.557 31/5:08.0	1/8.934 33/5:00.0						
25.	2/12.650 33/5:05.5	3/8.924 31/5:05.9	4/9.373 31/5:07.4	1/9.063 33/5:00.0						
26.	2/9.204 33/5:05.5	3/8.855 31/5:04.7	4/9.414 31/5:06.8	1/9.720 33/5:00.8						
27.	2/8.885 33/5:05.1	3/8.910 31/5:03.6	4/9.453 31/5:06.4	1/9.107 33/5:00.8						
28.	2/9.485 33/5:05.5	3/8.993 31/5:02.7	4/9.507 31/5:06.0	1/8.840 33/5:00.5						
29.		2/8.873 31/5:01.8	3/9.776 31/5:06.0	1/8.677 33/5:00.1						

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Scrimo	Hillier	Klingforth						
30.		2/9.489 31/5:01.5	<b>[3/9.243]</b> 31/5:05.4	1/9.093 33/5:00.1						
31.		2/8.867 31/5:00.7	3/9.477 31/5:05.1	1/9.081 33/5:00.1						
32.				1/10.251 33/5:01.3						
33.				1/9.192 33/5:01.3						