

17.5 Sedan (A Main)

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Round 3

Top Qualifier is Klingforth, Brent 32/5: 04.999 (Rnd 1)

4

5280raceway.com

Ser#2618 12/05/2013

Timing and Scoring by www.RCScorePro.com

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Scrimo, Arthur	4	1	32	5:06.390		9.330	9.360	9.390	9.421	2
	Brown, Adam	3	2	32	5:09.346	2.956	9.415	9.482	9.512	9.530	3
	Klingforth, Kyle	2	3	31	5:03.197		9.369	9.414	9.449	9.475	4
	Klingforth, Brent	1	4	26	4:13.311		9.375	9.395	9.421	9.445	1

Car# 1	2	3	4	5	6	7	8	9	10
Klingforth	Klingforth	Brown	Scrimo						
1.	1/10.655 29/5:08.8	4/11.616 26/5:02.1	3/11.290 27/5:04.8	2/10.922 28/5:05.7					
2.	1/9.509 30/5:02.3	4/9.850 28/5:00.5	3/9.558 29/5:02.3	2/9.619 30/5:08.0					
3.	1/9.561 31/5:07.2	4/9.458 30/5:09.1	3/9.613 30/5:04.6	2/9.572 30/5:01.1					
4.	1/9.445 31/5:03.5	4/10.272 30/5:09.0	3/9.595 30/5:00.4	2/9.405 31/5:06.2					
5.	1/9.444 31/5:01.3	4/9.865 30/5:06.3	3/9.621 31/5:08.0	2/9.572 31/5:04.3					
6.	1/9.402 32/5:09.4	4/9.549 30/5:03.0	3/9.554 31/5:06.0	2/9.628 31/5:03.3					
7.	[1/9.375] 32/5:08.0	4/9.425 30/5:00.1	3/9.740 31/5:05.4	2/9.399 31/5:01.6					
8.	1/9.511 32/5:07.6	4/9.461 31/5:08.0	3/9.597 31/5:04.4	2/9.771 31/5:01.8					
9.	1/9.707 32/5:07.9	4/11.919 30/5:04.6	[3/9.415] 31/5:03.0	2/9.702 31/5:01.6					
10.	1/9.502 32/5:07.5	4/9.554 30/5:02.9	3/9.669 31/5:02.7	[2/9.330] 31/5:00.4					
11.	1/9.525 32/5:07.3	4/9.509 30/5:01.3	3/9.484 31/5:01.9	2/9.340 32/5:09.1					
12.	1/9.452 32/5:06.9	4/9.599 30/5:00.1	3/9.539 31/5:01.3	2/9.459 32/5:08.5					
13.	1/9.454 32/5:06.5	4/9.514 31/5:09.0	3/9.599 31/5:01.1	2/9.394 32/5:07.9					
14.	1/9.502 32/5:06.3	4/9.371 31/5:07.6	3/9.639 31/5:00.9	2/9.588 32/5:07.8					
15.	1/9.400 32/5:06.0	4/9.531 31/5:06.8	3/9.566 31/5:00.6	2/9.340 32/5:07.2					
16.	1/9.455 32/5:05.8	4/10.232 31/5:07.5	3/9.660 31/5:00.5	2/9.601 32/5:07.2					
17.	1/9.415 32/5:05.5	4/9.536 31/5:06.8	3/9.547 31/5:00.3	2/9.481 32/5:07.0					
18.	1/9.499 32/5:05.4	4/9.446 31/5:06.0	3/9.526 31/5:00.0	2/9.394 32/5:06.7					
19.	1/9.644 32/5:05.6	[4/9.369] 31/5:05.2	3/9.498 32/5:09.4	2/9.731 32/5:06.9					
20.	1/9.384 32/5:05.3	4/9.499 31/5:04.6	3/9.557 32/5:09.2	2/9.430 32/5:06.6					
21.	1/9.437 32/5:05.1	4/9.519 31/5:04.2	3/9.486 32/5:08.9	2/9.527 32/5:06.6					
22.	1/9.531 32/5:05.1	4/9.463 31/5:03.7	3/9.576 32/5:08.8	2/9.407 32/5:06.3					
23.	3/13.355 31/5:00.7	4/9.640 31/5:03.5	2/9.963 32/5:09.2	1/10.084 32/5:07.0					
24.	3/10.509 31/5:01.8	4/9.490 31/5:03.1	2/9.573 32/5:09.1	1/9.481 32/5:06.9					
25.	3/10.023 31/5:02.1	4/9.890 31/5:03.2	2/9.543 32/5:09.0	1/9.575 32/5:06.8					
26.	3/9.615 31/5:02.0	4/9.690 31/5:03.1	2/9.526 32/5:08.8	1/9.524 32/5:06.8					
27.		3/9.550 31/5:02.9	2/9.665 32/5:08.8	1/9.467 32/5:06.6					
28.		3/10.437 31/5:03.6	2/9.681 32/5:08.8	1/9.491 32/5:06.5					
29.		3/9.531 31/5:03.3	2/9.714 32/5:08.9	1/9.499 32/5:06.4					

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Klingforth	Brown	Scrimo						
30.		3/9.688 31/5:03.2	2/9.612 32/5:08.9	1/9.615 32/5:06.5						
31.		3/9.724 31/5:03.1	2/9.706 32/5:08.9	1/9.542 32/5:06.4						
32.			2/10.034 32/5:09.3	1/9.500 32/5:06.3						