

USGT (A Main)

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Round **4**

Top Qualifier is Klingforth, Brent 25/5: 03.721 (Rnd 2)

5280raceway.com



Ser#2618 1/15/2017

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Brent	4	1	40	8:10.939		11.806	11.885	11.913	11.937	1
	Northrup, Nate	3	2	37	8:09.426		12.214	12.346	12.435	12.516	3
	Wilcox, Sam	2	3	29	7:07.864		13.602	13.802	13.979	14.167	4
	Hillier, Chris	6	4	0							2
	Stout, John	5	5	0							5
	Johnson, David	1	6	0							6

Car# 1	2	3	4	5	6	7	8	9	10
Johnson	Wilcox	Northrup	Klingforth	Stout	Hillier				
1.	3/16.525 N/A	2/14.436 N/A	1/13.444 N/A						
2.	3/13.822 35/8:06.5	2/12.365 39/8:04.2	1/11.927 41/8:10.4						
3.	[3/13.602] 35/8:02.7	[2/12.214] 39/8:01.5	1/11.968 41/8:11.3						
4.	3/14.301 35/8:09.4	2/12.571 39/8:05.0	1/11.949 41/8:11.3						
5.	3/13.944 35/8:09.6	2/12.803 39/8:08.9	[1/11.806] 41/8:09.9						
6.	3/16.955 33/8:01.3	2/12.831 39/8:11.5	1/11.925 41/8:10.0						
7.	3/15.574 33/8:06.8	2/13.025 38/8:01.9	1/12.001 41/8:10.6						
8.	3/14.434 33/8:05.7	2/13.928 38/8:08.7	1/11.897 41/8:10.4						
9.	3/16.356 33/8:12.4	2/15.607 37/8:08.4	1/15.315 39/8:02.6						
10.	3/14.980 33/8:12.8	2/13.015 37/8:07.8	1/12.198 39/8:02.0						
11.	3/14.737 33/8:12.3	2/13.995 37/8:10.9	1/11.919 39/8:00.4						
12.	3/13.860 33/8:09.4	2/13.200 37/8:10.7	1/12.408 39/8:00.8						
13.	3/14.690 33/8:09.2	2/12.865 37/8:09.7	1/12.704 39/8:02.1						
14.	3/14.200 33/8:07.7	2/12.339 37/8:07.2	1/11.967 39/8:01.0						
15.	3/14.047 33/8:06.2	2/12.582 37/8:05.8	1/12.217 39/8:00.8						
16.	3/14.671 33/8:06.2	2/13.146 37/8:05.9	1/12.279 39/8:00.7						
17.	3/14.256 33/8:05.3	2/13.065 37/8:05.9	1/12.816 39/8:02.0						
18.	3/13.784 33/8:03.7	2/14.502 37/8:08.9	1/12.155 39/8:01.6						
19.	3/14.516 33/8:03.5	2/12.939 37/8:08.4	1/12.126 39/8:01.2						
20.	3/15.247 33/8:04.6	2/13.464 37/8:08.9	1/12.247 39/8:01.0						
21.	3/15.024 33/8:05.3	2/13.255 37/8:09.1	1/12.002 39/8:00.5						
22.	3/14.523 33/8:05.1	2/12.565 37/8:08.0	1/12.149 39/8:00.2						
23.	3/14.566 33/8:05.0	2/13.999 37/8:09.4	1/12.081 40/8:12.1						
24.	3/15.243 33/8:05.8	2/15.800 36/8:00.2	1/11.977 40/8:11.6						
25.	3/14.830 33/8:06.0	2/12.369 37/8:12.1	1/12.013 40/8:11.2						
26.	3/15.092 33/8:06.6	2/12.445 37/8:10.9	1/11.876 40/8:10.6						
27.	3/15.133 33/8:07.1	2/12.475 37/8:09.8	1/11.927 40/8:10.2						

Car#	1	2	3	4	5	6	7	8	9	10
	Johnson	Wilcox	Northrup	Klingforth	Stout	Hillier				
28.		3/13.978 33/8:06.2	2/12.503 37/8:08.9	1/11.982 40/8:09.8						
29.		3/14.974 33/8:06.6	2/12.747 37/8:08.3	1/11.935 40/8:09.4						
30.			2/15.169 37/8:10.8	1/12.217 40/8:09.4						
31.			2/12.505 37/8:09.9	1/12.119 40/8:09.3						
32.			2/12.848 37/8:09.5	1/12.072 40/8:09.2						
33.			2/12.655 37/8:08.9	1/13.803 40/8:11.1						
34.			2/14.708 37/8:10.6	1/12.283 40/8:11.2						
35.			2/12.993 37/8:10.3	1/12.091 40/8:11.0						
36.			2/12.898 37/8:10.0	1/12.179 40/8:10.9						
37.			2/12.600 37/8:09.4	1/12.203 40/8:10.9						
38.				1/12.392 40/8:11.0						
39.				1/12.203 40/8:11.0						
40.				1/12.167 40/8:10.9						