

# 13.5 Sedan (A Main)

Round# 4

Top Qualifier is Scrimo, Arthur 33/5:01.907 (Rnd 3)

Timing and Scoring by [www.RCScoringPro.com](http://www.RCScoringPro.com)

Race# **5**

5280raceway.com

47106

Sponsor	Driver Name	Pos	Car#	Laps	Race Time	Fast Lap	Behind	Average Top 5	Top 10	Top 20	Q#
	Scrimo, Arthur	<b>1</b>	4	34	5:08.996	8.905		8.965	8.991	9.020	1
	Nelson, Sam	<b>2</b>	5	33	5:01.995	8.910		8.951	8.984	9.025	2
	Borgheiinck, Ryan	<b>3</b>	2	32	5:05.665	9.028		9.085	9.137	9.204	4
	McGee, Jim	<b>4</b>	3	31	5:04.098	9.318		9.339	9.377	9.438	5
	Klingforth, Brent	<b>5</b>	1	30	5:04.421	9.033		9.074	9.116	9.270	3

  

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Borgheiinck	McGee	Scrimo	Nelson					
1.	3/11.331 27/5:05.9	4/11.540 26/5:00.0	5/11.870 26/5:08.6	1/9.531 32/5:04.9	2/10.842 28/5:03.5	—	—	—	—	—
2.	3/9.481 29/5:01.7	4/9.503 29/5:05.0	5/9.676 28/5:01.6	1/9.028 33/5:06.2	2/9.061 31/5:08.4	—	—	—	—	—
3.	3/9.059 31/5:08.6	4/9.299 30/5:03.3	5/9.543 29/5:00.5	1/9.130 33/5:04.5	2/9.026 32/5:08.5	—	—	—	—	—
4.	3/9.087 31/5:01.9	4/9.304 31/5:07.2	5/9.681 30/5:05.7	1/8.905 33/5:01.8	2/9.002 32/5:03.4	—	—	—	—	—
5.	3/9.127 32/5:07.7	4/9.126 31/5:02.3	5/9.327 30/5:00.5	1/9.052 33/5:01.2	2/8.989 32/5:00.2	—	—	—	—	—
6.	3/9.096 32/5:04.9	4/9.028 32/5:08.2	5/10.034 30/5:00.6	1/9.005 33/5:00.5	2/9.071 33/5:07.9	—	—	—	—	—
7.	3/9.251 32/5:03.6	4/10.156 31/5:00.9	5/9.498 31/5:08.3	1/9.203 33/5:01.0	2/9.058 33/5:06.6	—	—	—	—	—
8.	3/9.097 32/5:02.1	4/9.072 32/5:08.1	5/9.455 31/5:06.4	1/9.115 33/5:01.0	2/9.046 33/5:05.6	—	—	—	—	—
9.	3/9.237 32/5:01.4	4/9.384 32/5:07.2	5/9.373 31/5:04.6	1/9.230 33/5:01.3	2/9.178 33/5:05.3	—	—	—	—	—
10.	5/14.312 31/5:07.1	3/9.075 32/5:05.5	4/9.529 31/5:03.7	1/9.046 33/5:01.1	2/8.910 33/5:04.1	—	—	—	—	—
11.	5/9.033 31/5:04.6	3/9.203 32/5:04.5	4/9.574 31/5:03.1	1/9.075 33/5:00.9	2/8.945 33/5:03.3	—	—	—	—	—
12.	5/9.408 31/5:03.5	3/9.261 32/5:03.8	4/9.447 31/5:02.2	1/9.181 33/5:01.1	2/9.104 33/5:03.1	—	—	—	—	—
13.	5/9.100 31/5:01.9	3/9.182 32/5:03.0	4/9.439 31/5:01.5	1/9.085 33/5:01.0	2/9.142 33/5:03.0	—	—	—	—	—
14.	5/16.404 30/5:06.4	3/9.202 32/5:02.4	4/9.535 31/5:01.0	1/8.987 33/5:00.7	2/8.970 33/5:02.5	—	—	—	—	—
15.	5/14.385 29/5:04.3	3/9.197 32/5:01.9	4/11.052 31/5:03.8	1/8.984 33/5:00.4	2/9.076 33/5:02.3	—	—	—	—	—
16.	5/9.545 29/5:02.5	3/14.860 31/5:03.0	4/9.722 31/5:03.7	1/9.130 33/5:00.4	2/9.298 33/5:02.6	—	—	—	—	—
17.	5/10.759 29/5:03.1	3/9.257 31/5:02.0	4/9.700 31/5:03.5	1/9.107 33/5:00.4	2/9.114 33/5:02.4	—	—	—	—	—
18.	5/10.028 29/5:02.4	3/9.123 31/5:00.9	4/9.354 31/5:02.7	1/9.073 33/5:00.4	2/9.063 33/5:02.2	—	—	—	—	—
19.	5/9.362 29/5:00.8	3/9.169 31/5:00.1	4/9.559 31/5:02.4	1/8.949 33/5:00.1	2/9.037 33/5:02.0	—	—	—	—	—
20.	5/9.229 30/5:09.4	3/9.291 32/5:09.1	4/9.465 31/5:01.9	1/9.034 33/5:00.0	2/9.299 33/5:02.3	—	—	—	—	—
21.	5/10.155 30/5:09.2	3/9.571 32/5:09.0	4/9.423 31/5:01.5	1/9.035 34/5:09.0	2/9.315 33/5:02.5	—	—	—	—	—
22.	5/11.623 29/5:00.6	3/9.392 32/5:08.6	4/9.460 31/5:01.1	1/9.016 34/5:08.9	2/9.532 33/5:03.1	—	—	—	—	—

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Borgheiinck	McGee	Scrimo	Nelson					
23.	5/9.482 30/5:09.8	3/9.341 32/5:08.2	4/9.374 31/5:00.6	1/9.075 34/5:08.9	2/8.996 33/5:02.8	—	—	—	—	—
24.	5/10.231 30/5:09.7	3/9.313 32/5:07.8	4/9.721 31/5:00.7	1/9.051 34/5:08.8	2/9.131 33/5:02.7	—	—	—	—	—
25.	5/9.501 30/5:08.7	3/9.444 32/5:07.5	4/9.387 31/5:00.3	1/9.039 34/5:08.8	2/8.940 33/5:02.4	—	—	—	—	—
26.	5/9.338 30/5:07.6	3/9.521 32/5:07.4	4/14.571 31/5:06.1	1/9.026 34/5:08.7	2/9.168 33/5:02.4	—	—	—	—	—
27.	5/9.594 30/5:06.9	3/9.360 32/5:07.1	4/9.475 31/5:05.6	1/9.000 34/5:08.6	2/9.054 33/5:02.3	—	—	—	—	—
28.	5/9.094 30/5:05.7	3/9.236 32/5:06.7	4/9.325 31/5:05.0	1/9.089 34/5:08.6	2/9.085 33/5:02.2	—	—	—	—	—
29.	5/9.273 30/5:04.7	3/9.195 32/5:06.3	4/9.318 31/5:04.5	1/9.188 34/5:08.7	2/9.131 33/5:02.2	—	—	—	—	—
30.	5/9.799 30/5:04.4	3/9.230 32/5:05.9	4/9.477 31/5:04.1	1/9.057 34/5:08.7	2/9.024 33/5:02.0	—	—	—	—	—
31.	—	3/9.519 32/5:05.9	4/9.734 31/5:04.1	1/9.126 34/5:08.7	2/9.046 33/5:01.9	—	—	—	—	—
32.	—	3/9.311 32/5:05.6	—	1/9.409 33/5:00.0	2/9.211 33/5:02.0	—	—	—	—	—
33.	—	—	—	1/9.019 34/5:09.0	2/9.131 33/5:02.0	—	—	—	—	—
34.	—	—	—	1/9.016 34/5:09.0	—	—	—	—	—	—