

# 17.5 Sedan (A Main)

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Round 3

Top Qualifier is Klingforth, Brent 34/5: 03.741 (Rnd 2)

5280raceway.com

**3**

Ser#2618 02/04/2014

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

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Brent	1	<b>1</b>	34	5:07.755		8.640	8.804	8.863	8.900	1
	Brown, Adam	4	<b>2</b>	34	5:08.027	0.272	8.799	8.824	8.846	8.873	4
	Scrimo, Arthur	3	<b>3</b>	33	5:02.644		8.698	8.732	8.778	8.816	2
	Nelson, Sam	2	<b>4</b>	32	5:08.388		8.708	8.755	8.778	8.810	3

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Nelson	Scrimo	Brown						
1.	1/10.140 30/5:04.2	3/10.825 28/5:02.9	2/10.252 30/5:07.5	4/11.153 27/5:01.0						
2.	<b>[1/8.640]</b> 32/5:00.4	<b>[3/8.708]</b> 31/5:02.7	2/8.885 32/5:06.2	4/9.377 30/5:07.9						
3.	1/8.909 33/5:04.5	3/9.001 32/5:04.3	2/9.211 32/5:02.4	4/8.847 31/5:03.5						
4.	1/9.571 33/5:07.3	3/9.265 32/5:02.3	2/9.243 32/5:00.7	4/8.870 32/5:06.0						
5.	1/8.955 33/5:04.9	3/8.798 33/5:07.5	<b>[2/8.698]</b> 33/5:05.5	4/8.832 32/5:01.3						
6.	1/8.848 33/5:02.8	4/13.406 31/5:10.0	3/13.318 31/5:07.9	2/9.234 32/5:00.3						
7.	1/9.008 33/5:02.0	4/9.583 31/5:08.1	3/9.444 31/5:05.7	2/8.922 33/5:07.5						
8.	1/8.857 33/5:00.8	4/9.244 31/5:05.4	3/8.866 31/5:01.9	2/9.488 33/5:08.2						
9.	1/8.965 33/5:00.2	4/8.790 31/5:01.8	3/8.794 32/5:08.3	2/8.909 33/5:06.6						
10.	1/8.868 34/5:08.5	4/8.844 32/5:08.6	3/8.761 32/5:05.5	2/8.982 33/5:05.6						
11.	1/8.904 34/5:08.0	4/9.691 32/5:08.8	3/9.031 32/5:04.0	2/8.803 33/5:04.2						
12.	1/8.927 34/5:07.6	4/8.892 32/5:06.8	3/8.859 32/5:02.2	2/8.875 33/5:03.2						
13.	1/8.986 34/5:07.5	4/8.819 32/5:04.9	3/8.866 32/5:00.8	2/8.869 33/5:02.4						
14.	1/9.050 34/5:07.5	4/8.789 32/5:03.2	3/8.968 33/5:09.2	2/9.002 33/5:02.0						
15.	1/8.997 34/5:07.4	4/8.780 32/5:01.7	3/9.569 32/5:00.2	2/9.516 33/5:02.8						
16.	1/8.806 34/5:06.9	4/8.732 32/5:00.3	3/8.808 33/5:08.4	2/8.841 33/5:02.1						
17.	1/9.326 34/5:07.5	4/8.768 33/5:08.5	3/8.709 33/5:07.2	2/8.947 33/5:01.7						
18.	1/9.046 34/5:07.5	4/8.793 33/5:07.5	3/8.964 33/5:06.6	2/8.869 33/5:01.2						
19.	1/9.084 34/5:07.5	3/8.888 33/5:06.7	4/9.397 33/5:06.7	2/9.030 33/5:01.1						
20.	1/8.960 34/5:07.4	4/9.601 33/5:07.2	3/9.384 33/5:06.9	2/8.985 33/5:00.8						
21.	1/9.035 34/5:07.4	4/9.074 33/5:06.8	3/8.836 33/5:06.2	2/8.938 33/5:00.5						
22.	1/8.927 34/5:07.2	4/8.932 33/5:06.3	3/9.155 33/5:06.0	2/9.000 33/5:00.4						
23.	1/9.036 34/5:07.2	4/8.889 33/5:05.7	3/8.828 33/5:05.3	<b>[2/8.799]</b> 34/5:09.0						
24.	1/9.087 34/5:07.3	4/9.104 33/5:05.5	3/8.778 33/5:04.7	2/8.971 34/5:08.9						
25.	1/9.077 34/5:07.3	4/9.153 33/5:05.4	3/8.996 33/5:04.4	2/8.851 34/5:08.5						
26.	1/8.945 34/5:07.2	4/11.454 33/5:08.1	3/8.952 33/5:04.0	2/8.970 34/5:08.4						
27.	1/9.040 34/5:07.2	4/12.105 32/5:02.1	3/9.001 33/5:03.8	2/8.995 34/5:08.3						
28.	1/9.139 34/5:07.3	4/8.802 32/5:01.4	3/8.909 33/5:03.4	2/8.957 34/5:08.2						
29.	1/9.189 34/5:07.5	4/13.447 32/5:05.8	3/9.045 33/5:03.2	2/8.952 34/5:08.0						

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Nelson	Scrimo	Brown						
30.	1/9.229 34/5:07.7	4/13.377 31/5:00.2	3/9.469 33/5:03.5	2/8.927 34/5:07.9						
31.	1/9.058 34/5:07.7	4/8.858 32/5:09.0	3/8.714 33/5:03.0	2/9.093 34/5:07.9						
32.	1/9.085 34/5:07.7	4/8.976 32/5:08.3	3/9.003 33/5:02.8	2/9.086 34/5:08.0						
33.	1/9.014 34/5:07.7		3/8.931 33/5:02.6	2/8.985 34/5:07.9						
34.	1/9.047 34/5:07.7			2/9.152 34/5:08.0						