

17.5 Sedan (A Main)

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Round 3

Top Qualifier is Klingforth, Kyle 34/5:00.939 (Rnd 2)

5280raceway.com

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Ser#2618 02/13/2014

Timing and Scoring by www.RCScoringPro.com

Sponsor	Driver Name	Car	Pos	Laps	Race Time	Behind	Fast	Average Top 5	10	15	Q#
	Klingforth, Kyle	3	1	34	5:03.487		8.657	8.728	8.775	8.803	1
	Klingforth, Brent	1	2	34	5:07.718	4.231	8.698	8.775	8.805	8.832	2
	Hinds, Mke	2	3	32	5:02.806		9.075	9.101	9.125	9.159	3
	Kelly, Joe	4	4	18	3:17.369		9.109	9.322	9.586	10.082	4

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Hinds	Klingforth	Kelly						
1.	2/10.478 29/5:03.9	4/12.142 25/5:03.5	1/10.071 30/5:02.1	3/11.248 27/5:03.7						
2.	2/8.833 32/5:08.9	4/9.870 28/5:08.1	1/8.872 32/5:03.0	3/10.450 28/5:03.8						
3.	2/9.913 31/5:01.9	4/9.572 29/5:05.2	[1/8.657] 33/5:03.6	3/9.354 29/5:00.1						
4.	2/8.801 32/5:04.1	4/9.236 30/5:06.1	1/8.797 33/5:00.3	3/9.553 30/5:04.5						
5.	2/8.846 33/5:09.3	[3/9.075] 31/5:09.3	1/8.760 34/5:07.0	4/9.906 30/5:03.0						
6.	2/8.832 33/5:06.3	3/9.106 31/5:04.8	1/8.878 34/5:06.1	[4/9.109] 31/5:08.0						
7.	2/8.954 33/5:04.8	3/9.145 31/5:01.8	1/8.878 34/5:05.5	4/9.609 31/5:06.5						
8.	2/8.829 33/5:03.1	3/9.147 32/5:09.1	1/8.711 34/5:04.3	4/9.367 31/5:04.5						
9.	[2/8.698] 33/5:01.3	3/10.071 31/5:00.9	1/8.814 34/5:03.8	4/13.779 30/5:07.9						
10.	2/9.649 33/5:03.0	3/9.296 32/5:09.3	1/9.506 34/5:05.7	4/10.125 30/5:07.5						
11.	2/8.950 33/5:02.3	3/9.296 32/5:08.2	1/8.854 34/5:05.3	4/10.055 30/5:06.9						
12.	2/8.832 33/5:01.4	3/9.084 32/5:06.7	1/8.855 34/5:05.0	4/10.290 30/5:07.0						
13.	2/8.774 33/5:00.5	3/9.113 32/5:05.6	1/8.980 34/5:05.0	4/15.518 29/5:08.6						
14.	2/9.170 33/5:00.6	3/9.126 32/5:04.6	1/8.912 34/5:04.9	4/19.378 27/5:04.2						
15.	2/9.139 33/5:00.7	3/10.447 32/5:06.6	1/8.900 34/5:04.7	4/10.410 27/5:02.6						
16.	2/9.255 33/5:01.0	3/9.426 32/5:06.3	1/8.839 34/5:04.4	4/9.519 28/5:10.9						
17.	2/8.812 33/5:00.4	3/9.215 32/5:05.6	1/8.933 34/5:04.4	4/9.261 28/5:07.8						
18.	2/8.904 33/5:00.0	3/9.293 32/5:05.1	1/8.716 34/5:03.9	4/10.438 28/5:07.0						
19.	2/8.788 34/5:08.6	3/9.185 32/5:04.5	1/8.797 34/5:03.7							
20.	2/8.884 34/5:08.2	3/9.144 32/5:03.9	1/8.892 34/5:03.6							
21.	2/8.929 34/5:08.0	3/9.877 32/5:04.5	1/8.841 34/5:03.5							
22.	2/8.978 34/5:07.9	3/9.655 32/5:04.7	1/8.939 34/5:03.5							
23.	2/9.006 34/5:07.8	3/9.376 32/5:04.5	1/9.016 34/5:03.6							
24.	2/8.899 34/5:07.6	3/9.268 32/5:04.2	1/8.991 34/5:03.7							
25.	2/8.914 34/5:07.4	3/9.695 32/5:04.4	1/8.909 34/5:03.7							
26.	2/8.954 34/5:07.3	3/9.349 32/5:04.2	1/8.821 34/5:03.5							
27.	2/8.940 34/5:07.2	3/9.273 32/5:03.9	1/8.938 34/5:03.5							
28.	2/8.906 34/5:07.0	3/9.354 32/5:03.8	1/8.954 34/5:03.6							
29.	2/9.917 34/5:08.0	3/9.157 32/5:03.4	1/8.875 34/5:03.5							

Car#	1	2	3	4	5	6	7	8	9	10
	Klingforth	Hinds	Klingforth	Kelly						
30.	2/9.153 34/5:08.1	3/9.158 32/5:03.0	1/8.904 34/5:03.5							
31.	2/8.894 34/5:08.0	3/9.430 32/5:03.0	1/8.936 34/5:03.5							
32.	2/9.043 34/5:07.9	3/9.225 32/5:02.8	1/8.920 34/5:03.5							
33.	2/8.985 34/5:07.9		1/8.985 34/5:03.5							
34.	2/8.859 34/5:07.7		1/8.836 34/5:03.4							