



## Stock 650

Round: 1			Heat: 1		Eliminations				
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
41	2	799	D. Weitzel		0.61373	1.440	78.66	5.96916	-0.39565
42	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
43	1	196	M. Rempel		0.50372	1.459	85.40	5.68352	0.00000
44	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Stock 750

Round: 1			Heat: 1		Eliminations				
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
69	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
70	1	196	M. Rempel		0.54188	1.399	84.22	5.63115	0.00000
71	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
72	2	799	D. Weitzel		0.54551	1.582	78.66	6.16114	-0.53362

## Stock 850

Round: 1			Heat: 1		Eliminations				
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
109	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
110	2	799	D. Weitzel		0.57087	1.542	78.62	6.09615	-0.18706
111	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
112	1	01	T. Dillon		0.49743	1.432	7.52	5.98253	0.00000

## Stock 1000

Round: 1			Heat: 1		Eliminations				
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
77	2	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
78	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
79	1	01	T. Dillon		0.49475	1.480	77.75	6.08693	0.00000
80	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2



## Improved Stock 1000

Round: 1			Heat: 1		Eliminations				
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
37	2	01	T. Dillon		<b>0.68205</b>	<b>1.330</b>	<b>93.36</b>	<b>5.22059</b>	<b>-0.36708</b>
38	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
39	1	126	J. Neuman		<b>0.47861</b>	<b>1.334</b>	<b>98.02</b>	<b>5.05695</b>	<b>0.00000</b>
40	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Pro Stock Turbo

Round: 1			Heat: 1		Eliminations				
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
85	1	98	K. Baynes		<b>0.49007</b>	<b>1.094</b>	<b>115.78</b>	<b>4.20676</b>	<b>0.00000</b>
86	4	11	W. OHara		0.11708	1.136	115.84	4.27477	0.30498
87	3	714M	J. McHugh		0.47491	1.216	112.43	4.50320	-0.28128
88	2	112	K. Shilts		<b>0.48339</b>	<b>1.104</b>	<b>114.60</b>	<b>4.26176</b>	<b>-0.04832</b>

## Pro Mod Challenge

Round: 1			Heat: 1		Qualifying				
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
25	3	279	J. Delaquis		0.44905	1.390	98.81	5.05844	-0.82726
26	2	714M	J. McHugh		<b>0.46918</b>	<b>1.311</b>	<b>113.14</b>	<b>4.58905</b>	<b>-0.37800</b>
27	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
28	1	214	D. Bungert		<b>0.54774</b>	<b>1.056</b>	<b>119.22</b>	<b>4.13249</b>	<b>0.00000</b>

Round: 1			Heat: 2		Qualifying				
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
29	1	98	K. Baynes		<b>0.52674</b>	<b>1.089</b>	<b>116.65</b>	<b>4.19900</b>	<b>0.00000</b>
30	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
31	3	88	E. Erhardt		0.47666	1.178	106.28	4.60309	-0.35401
32	2	119	K. Shilts		<b>0.64066</b>	<b>1.094</b>	<b>116.71</b>	<b>4.20923</b>	<b>-0.12415</b>

Round: 1			Heat: 3		Qualifying				
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
33	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
34	4	131X	B. Lemke		Dq2	Dq2	Dq2	Dq2	Dq2
35	1	112	K. Shilts		<b>0.51400</b>	<b>1.090</b>	<b>114.47</b>	<b>4.26063</b>	<b>0.00000</b>
36	2	11	W. OHara		<b>0.56758</b>	<b>1.155</b>	<b>116.69</b>	<b>4.30380</b>	<b>-0.09675</b>



## Pro Mod Challenge

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
137	3	112	K. Shilts		0.53476	1.104	82.72	4.62397	-0.38811
<b>138</b>	<b>1</b>	<b>11</b>	<b>W. OHara</b>		<b>0.57769</b>	<b>1.048</b>	<b>115.03</b>	<b>4.19293</b>	<b>0.00000</b>
139	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>140</b>	<b>2</b>	<b>131X</b>	<b>B. Lemke</b>		<b>0.51202</b>	<b>1.143</b>	<b>109.05</b>	<b>4.45646</b>	<b>-0.19786</b>

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>141</b>	<b>2</b>	<b>BYE</b>			<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>
142	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>143</b>	<b>1</b>	<b>279</b>	<b>J. Delaquis</b>		<b>0.51293</b>	<b>1.301</b>	<b>98.64</b>	<b>4.92394</b>	<b>0.00000</b>
144	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>145</b>	<b>2</b>	<b>88</b>	<b>E. Erhardt</b>		<b>0.47516</b>	<b>1.188</b>	<b>106.58</b>	<b>4.60521</b>	<b>-0.44057</b>
<b>146</b>	<b>1</b>	<b>119</b>	<b>K. Shilts</b>		<b>0.48433</b>	<b>1.052</b>	<b>116.48</b>	<b>4.15547</b>	<b>0.00000</b>
147	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
148	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 3 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
229	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>230</b>	<b>2</b>	<b>98</b>	<b>K. Baynes</b>		<b>0.53131</b>	<b>1.044</b>	<b>116.65</b>	<b>4.15120</b>	<b>-0.05475</b>
<b>231</b>	<b>1</b>	<b>119</b>	<b>K. Shilts</b>		<b>0.49118</b>	<b>1.060</b>	<b>118.37</b>	<b>4.13658</b>	<b>0.00000</b>
232	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 3 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>233</b>	<b>2</b>	<b>BYE</b>			<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>
<b>234</b>	<b>1</b>	<b>112</b>	<b>K. Shilts</b>		<b>0.52895</b>	<b>1.096</b>	<b>112.87</b>	<b>4.29346</b>	<b>0.00000</b>
235	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
236	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 3 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>237</b>	<b>2</b>	<b>BYE</b>			<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>
238	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>239</b>	<b>1</b>	<b>714M</b>	<b>J. McHugh</b>		<b>0.55834</b>	<b>1.206</b>	<b>84.44</b>	<b>6.44931</b>	<b>0.00000</b>
240	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2



## Pro Stock 700

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
157	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
158	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>159</b>	<b>1</b>	<b>31</b>	<b>J. Strong</b>		<b>0.52688</b>	<b>1.311</b>	<b>100.34</b>	<b>4.96901</b>	<b>0.00000</b>
<b>160</b>	<b>2</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.51492</b>	<b>1.315</b>	<b>91.24</b>	<b>5.26983</b>	<b>-0.28886</b>

## Pro Stock 800

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>161</b>	<b>2</b>	<b>51</b>	<b>J. Labelle</b>		<b>0.44682</b>	<b>1.434</b>	<b>89.81</b>	<b>5.33787</b>	<b>-0.40356</b>
162	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>163</b>	<b>1</b>	<b>279</b>	<b>J. Delaquis</b>		<b>0.47301</b>	<b>1.326</b>	<b>100.68</b>	<b>4.90812</b>	<b>0.00000</b>
164	3	32	A. Lamb		0.31692	1.208	103.80	4.69156	0.37265

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
165	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
166	3	118	M. Bromley		0.52657	1.341	81.84	5.69218	-0.99481
<b>167</b>	<b>1</b>	<b>55</b>	<b>L. Ireland</b>		<b>0.49862</b>	<b>1.201</b>	<b>103.51</b>	<b>4.72532</b>	<b>0.00000</b>
<b>168</b>	<b>2</b>	<b>119</b>	<b>K. Shilts</b>		<b>0.46171</b>	<b>1.234</b>	<b>99.68</b>	<b>4.83157</b>	<b>-0.06934</b>

Round: 1 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>169</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.47426</b>	<b>1.168</b>	<b>102.73</b>	<b>4.66556</b>	<b>0.00000</b>
<b>170</b>	<b>2</b>	<b>88</b>	<b>E. Erhardt</b>		<b>0.49607</b>	<b>1.200</b>	<b>105.09</b>	<b>4.67103</b>	<b>-0.02728</b>
171	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
172	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>205</b>	<b>2</b>	<b>55</b>	<b>L. Ireland</b>		<b>0.54486</b>	<b>1.197</b>	<b>102.15</b>	<b>4.70047</b>	<b>-0.07417</b>
206	3	279	J. Delaquis		0.53245	1.481	99.72	5.08348	-0.44477
207	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>208</b>	<b>1</b>	<b>88</b>	<b>E. Erhardt</b>		<b>0.46389</b>	<b>1.239</b>	<b>104.64</b>	<b>4.70727</b>	<b>0.00000</b>



## Pro Stock 800

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>209</b>	<b>2</b>	<b>119</b>	<b>K. Shilts</b>		<b>0.57023</b>	<b>1.172</b>	<b>98.88</b>	<b>4.77825</b>	<b>-0.16267</b>
210	3	51	J. Labelle		0.43603	1.351	92.88	5.13965	-0.38987
<b>211</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.50545</b>	<b>1.181</b>	<b>103.32</b>	<b>4.68036</b>	<b>0.00000</b>
212	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>249</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.46082</b>	<b>1.196</b>	<b>103.15</b>	<b>4.69505</b>	<b>0.00000</b>
250	4	119	K. Shilts		0.54285	1.172	98.65	4.78345	-0.17043
<b>251</b>	<b>2</b>	<b>88</b>	<b>E. Erhardt</b>		<b>0.42597</b>	<b>1.260</b>	<b>104.97</b>	<b>4.73249</b>	<b>-0.00259</b>
252	3	55	L. Ireland		0.57983	1.168	103.00	4.67187	-0.09583

## Pro Stock 1000

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
149	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>150</b>	<b>1</b>	<b>17</b>	<b>M. Houle</b>		<b>0.53168</b>	<b>1.155</b>	<b>106.25</b>	<b>4.50861</b>	<b>0.00000</b>
151	3	120	R. Neuman		0.49022	1.296	106.60	4.77999	-0.22992
<b>152</b>	<b>2</b>	<b>003</b>	<b>D. Bickel</b>		<b>0.49596</b>	<b>1.279</b>	<b>110.02</b>	<b>4.59854</b>	<b>-0.05421</b>

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
153	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>154</b>	<b>1</b>	<b>131X</b>	<b>B. Lemke</b>		<b>0.57769</b>	<b>1.168</b>	<b>107.10</b>	<b>4.55473</b>	<b>0.00000</b>
155	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>156</b>	<b>2</b>	<b>5</b>	<b>S. Kirckof</b>		<b>0.56110</b>	<b>1.700</b>	<b>109.58</b>	<b>5.12169</b>	<b>-0.55037</b>

Round: 1 Heat: 3 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>241</b>	<b>1</b>	<b>131X</b>	<b>B. Lemke</b>		<b>0.49587</b>	<b>1.174</b>	<b>107.43</b>	<b>4.52631</b>	<b>0.00000</b>
242	4	5	S. Kirckof		0.63933	1.272	107.20	4.68049	-0.29764
243	3	003	D. Bickel		0.39403	1.396	109.49	4.72529	-0.09714
<b>244</b>	<b>2</b>	<b>17</b>	<b>M. Houle</b>		<b>0.54056</b>	<b>1.161</b>	<b>107.21</b>	<b>4.52543</b>	<b>-0.04381</b>



## Heavy Mod 1000

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
49	1	003	D. Bickel		0.50628	1.232	112.28	4.47625	0.00000
50	3	120	R. Neuman		0.44920	1.235	105.66	4.70579	-0.17246
51	2	131X	B. Lemke		0.43273	1.290	108.62	4.69645	-0.14665
52	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
53	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
54	2	01	T. Dillon		0.53485	1.428	89.04	5.47159	-1.03465
55	1	17	M. Houle		0.52064	1.131	108.71	4.45115	0.00000
56	3	5	S. Kirckof		0.58023	0.000	0.00	65.00000	-60.60844

Round: 1 Heat: 3 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
189	3	131X	B. Lemke		0.51959	1.180	108.37	4.49524	-0.02700
190	1	17	M. Houle		0.51276	1.151	108.24	4.47507	0.00000
191	2	003	D. Bickel		0.43277	1.306	112.14	4.57520	-0.02014
192	4	01	T. Dillon		0.15132	1.256	97.04	4.98590	-0.14939

## Vintage G Stock

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
253	2	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
254	1	365	. Dingmann		1.27914	2.288	34.16	10.98881	0.00000
255	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
256	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Open Mod 700

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
57	1	31	J. Strong		0.52819	1.203	102.28	4.74516	0.00000
58	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
59	2	118	M. Bromley		0.53671	1.230	92.28	5.14241	-0.40577
60	3	128	M. Neuman		0.48086	1.355	88.46	5.30752	-0.51503



## Open Mod 800

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
61	3	32	A. Lamb		0.48807	1.187	103.88	4.66219	-0.07552
<b>62</b>	<b>1</b>	<b>88</b>	<b>E. Erhardt</b>		<b>0.45383</b>	<b>1.203</b>	<b>107.22</b>	<b>4.62091</b>	<b>0.00000</b>
63	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>64</b>	<b>2</b>	<b>55</b>	<b>L. Ireland</b>		<b>0.50071</b>	<b>1.170</b>	<b>106.16</b>	<b>4.60288</b>	<b>-0.02885</b>

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>65</b>	<b>1</b>	<b>119</b>	<b>K. Shilts</b>		<b>0.55470</b>	<b>1.207</b>	<b>99.02</b>	<b>4.80152</b>	<b>0.00000</b>
66	3	129	J. Neuman		8.08566	0.000	0.00	65.00000	-67.72944
67	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>68</b>	<b>2</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.47856</b>	<b>1.513</b>	<b>95.31</b>	<b>5.33362</b>	<b>-0.45596</b>

Round: 1 Heat: 3 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>185</b>	<b>1</b>	<b>88</b>	<b>E. Erhardt</b>		<b>0.43429</b>	<b>1.234</b>	<b>105.67</b>	<b>4.66840</b>	<b>0.00000</b>
<b>186</b>	<b>2</b>	<b>55</b>	<b>L. Ireland</b>		<b>0.49665</b>	<b>1.181</b>	<b>103.88</b>	<b>4.66022</b>	<b>-0.05418</b>
187	4	118	M. Bromley		0.55219	1.520	96.13	5.40983	-0.85933
188	3	119	K. Shilts		0.47673	1.209	99.71	4.80273	-0.17677

## Super Mod

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
181	3	5	S. Kirckof		0.65621	1.252	108.99	4.62786	-0.28724
<b>182</b>	<b>1</b>	<b>OO3</b>	<b>D. Bickel</b>		<b>0.47859</b>	<b>1.262</b>	<b>111.67</b>	<b>4.51824</b>	<b>0.00000</b>
183	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>184</b>	<b>2</b>	<b>131X</b>	<b>B. Lemke</b>		<b>0.48155</b>	<b>1.226</b>	<b>108.11</b>	<b>4.61111</b>	<b>-0.09583</b>

## Mod Stock L/C 500

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>73</b>	<b>2</b>	<b>528</b>	<b>C. Schutte-meier</b>		<b>0.72388</b>	<b>1.428</b>	<b>68.55</b>	<b>6.25072</b>	<b>-0.63687</b>
74	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>75</b>	<b>1</b>	<b>99TC</b>	<b>T. Childs</b>		<b>0.58018</b>	<b>1.363</b>	<b>81.37</b>	<b>5.75755</b>	<b>0.00000</b>
76	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2



## Classic Pro Stock 700

Round: 1 Heat: 1 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
45	4	3G	L. Griffore		0.58918	1.539	78.83	6.15780	-0.91561
46	3	528L			1.03718	1.313	83.75	5.42237	-0.62818
<b>47</b>	<b>1</b>	<b>47H</b>	<b>R. Highland</b>		<b>0.44368</b>	<b>1.393</b>	<b>90.71</b>	<b>5.38769</b>	<b>0.00000</b>
<b>48</b>	<b>2</b>	<b>714</b>	<b>J. LaBelle</b>		<b>0.55761</b>	<b>1.367</b>	<b>89.20</b>	<b>5.39514</b>	<b>-0.12138</b>

## Open Mod Open

Round: 1 Heat: 1 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>105</b>	<b>1</b>	<b>99TC</b>	<b>T. Childs</b>		<b>0.53649</b>	<b>1.376</b>	<b>79.52</b>	<b>5.79483</b>	<b>0.00000</b>
106	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>107</b>	<b>2</b>	<b>528</b>	<b>C. Schutte-meier</b>		<b>0.56992</b>	<b>1.430</b>	<b>66.38</b>	<b>6.39875</b>	<b>-0.63735</b>
108	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Junior 2

Round: 1 Heat: 1 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>257</b>	<b>2</b>	<b>247</b>			<b>1.06467</b>	<b>3.274</b>	<b>28.86</b>	<b>14.04179</b>	<b>-4.30882</b>
258	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
259	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>260</b>	<b>1</b>	<b>170</b>	<b>P. Oknick</b>		<b>0.98141</b>	<b>2.313</b>	<b>45.80</b>	<b>9.81623</b>	<b>0.00000</b>

Round: 1 Heat: 2 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>261</b>	<b>1</b>	<b>4</b>	<b>W. Bungert</b>		<b>1.27896</b>	<b>3.445</b>	<b>55.58</b>	<b>10.25842</b>	<b>0.00000</b>
262	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>263</b>	<b>2</b>	<b>180</b>	<b>S. Oknick</b>		<b>1.49249</b>	<b>2.609</b>	<b>26.35</b>	<b>12.45911</b>	<b>-2.41422</b>
264	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 3 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>265</b>	<b>1</b>	<b>1</b>			<b>1.28445</b>	<b>4.284</b>	<b>9.86</b>	<b>28.79119</b>	<b>0.00000</b>
<b>266</b>	<b>2</b>	<b>BYE</b>			<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>
267	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
268	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2





## Junior 2

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
269	2	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
270	1	365	. Dingmann		1.01448	2.277	36.45	10.77730	0.00000
271	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
272	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
273	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
274	2	180	S. Oknick		Dq2	Dq2	Dq2	Dq2	Dq2
275	1	170	P. Oknick		Dq2	Dq2	Dq2	Dq2	Dq2
276	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
277	2	1			1.03933	4.283	13.10	27.22631	-12.63483
278	1	247			Dq2	Dq2	Dq2	Dq2	Dq2
279	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
280	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 4 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
281	1	4	W. Bungert		1.17907	1.795	55.87	7.83875	0.00000
282	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
283	2	170	P. Oknick		1.05727	2.001	46.35	9.07876	-1.11821
284	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 5 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
285	2	247			0.90649	3.518	28.65	14.82254	-1.57513
286	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
287	1	180	S. Oknick		0.99996	2.966	30.10	13.15394	0.00000
288	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2



## Pro Xtreme 55

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
17	2	370	M. Griffin		0.55016	1.095	136.71	3.79645	-0.08718
18	1	125	S. Kostman		0.54262	1.101	141.14	3.71681	0.00000
19	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
20	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
21	2	777			0.76599	1.041	137.59	3.77199	-0.02292
22	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
23	1	7	B. Cone		0.58516	1.163	135.99	3.92990	0.00000
24	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
129	2	7	B. Cone		0.43274	1.432	133.92	4.21373	-0.03999
130	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
131	1	777			0.81015	1.073	135.71	3.79633	0.00000
132	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
133	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
134	2	370	M. Griffin		0.54847	1.128	136.26	3.85080	-0.13075
135	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
136	1	125	S. Kostman		0.50740	1.119	140.31	3.76112	0.00000

Round: 3 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
221	2	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
222	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
223	1	370	M. Griffin		0.54566	1.117	136.77	3.83449	0.00000
224	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 3 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
225	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
226	1	777			0.57117	1.024	136.17	3.71550	0.00000
227	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
228	2	7	B. Cone		0.41319	1.371	135.09	4.17946	-0.30598



## Factory Mod 1

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
173	4	327	T. Vogelsang		0.56450	1.306	90.29	5.31066	-0.56086
174	3	126	J. Neuman		0.51293	1.266	96.57	5.02244	-0.22107
<b>175</b>	<b>1</b>	<b>5S</b>	<b>D. Schroeder</b>		<b>0.48493</b>	<b>1.211</b>	<b>99.62</b>	<b>4.82937</b>	<b>0.00000</b>
<b>176</b>	<b>2</b>	<b>3H</b>	<b>D. Harbaugh</b>		<b>0.47976</b>	<b>1.284</b>	<b>95.45</b>	<b>5.01325</b>	<b>-0.17871</b>

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>177</b>	<b>1</b>	<b>99TC</b>	<b>T. Childs</b>		<b>0.52711</b>	<b>1.295</b>	<b>93.44</b>	<b>5.10788</b>	<b>0.00000</b>
178	4	426K	R. Kalis		0.71895	1.354	93.49	5.23331	-0.31727
<b>179</b>	<b>2</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.55299</b>	<b>1.289</b>	<b>90.42</b>	<b>5.27873</b>	<b>-0.19673</b>
180	3	28B	B. Blatnik		0.63151	1.286	91.21	5.22794	-0.22446

Round: 1 Heat: 3 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
245	4	118	M. Bromley		0.52618	1.318	89.54	5.28579	-0.43050
<b>246</b>	<b>1</b>	<b>5S</b>	<b>D. Schroeder</b>		<b>0.54975</b>	<b>1.205</b>	<b>98.55</b>	<b>4.83172</b>	<b>0.00000</b>
<b>247</b>	<b>2</b>	<b>3H</b>	<b>D. Harbaugh</b>		<b>0.48963</b>	<b>1.271</b>	<b>94.08</b>	<b>5.02032</b>	<b>-0.12848</b>
248	3	99TC	T. Childs		0.49413	1.339	92.59	5.19572	-0.30838

## Factory Mod 2

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
97	3	31	J. Strong		0.57313	1.335	98.13	4.98272	-0.34075
98	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>99</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.51295</b>	<b>1.186</b>	<b>102.63</b>	<b>4.70215</b>	<b>0.00000</b>
<b>100</b>	<b>2</b>	<b>129</b>	<b>J. Neuman</b>		<b>0.44891</b>	<b>1.248</b>	<b>98.62</b>	<b>4.87938</b>	<b>-0.11319</b>

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
101	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>102</b>	<b>1</b>	<b>279</b>	<b>J. Delaquis</b>		<b>0.37356</b>	<b>1.300</b>	<b>100.14</b>	<b>4.88915</b>	<b>0.00000</b>
103	3	327	T. Vogelsang		0.46212	1.390	90.33	5.36489	-0.56430
<b>104</b>	<b>2</b>	<b>119</b>	<b>K. Shilts</b>		<b>0.47103</b>	<b>1.235</b>	<b>100.67</b>	<b>4.80899</b>	<b>-0.01731</b>



## Factory Mod 2

Round: 1 Heat: 3 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>193</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.49759</b>	<b>1.181</b>	<b>101.35</b>	<b>4.72856</b>	<b>0.00000</b>
194	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>195</b>	<b>2</b>	<b>119</b>	<b>K. Shilts</b>		<b>0.49355</b>	<b>1.232</b>	<b>99.28</b>	<b>4.85028</b>	<b>-0.11768</b>
196	3	279	J. Delaquis		0.44453	1.471	96.71	5.20061	-0.41899

## Factory Mod 3

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>89</b>	<b>2</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.46595</b>	<b>1.456</b>	<b>82.93</b>	<b>5.75322</b>	<b>-0.10786</b>
90	3	3G	L. Griffore		0.61510	1.451	76.58	6.06042	-0.56421
91	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>92</b>	<b>1</b>	<b>528L</b>			<b>0.71695</b>	<b>1.285</b>	<b>83.77</b>	<b>5.39436</b>	<b>0.00000</b>

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>93</b>	<b>1</b>	<b>714</b>	<b>J. LaBelle</b>		<b>0.46382</b>	<b>1.383</b>	<b>88.31</b>	<b>5.41655</b>	<b>0.00000</b>
94	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
95	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>96</b>	<b>2</b>	<b>47H</b>	<b>R. Highland</b>		<b>0.61372</b>	<b>1.427</b>	<b>90.56</b>	<b>5.42165</b>	<b>-0.15500</b>

Round: 1 Heat: 3 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
197	3	528L			0.74952	1.284	82.42	5.38431	-0.17676
198	4	118	M. Bromley		0.53640	1.413	82.84	5.72806	-0.30739
<b>199</b>	<b>2</b>	<b>47H</b>	<b>R. Highland</b>		<b>0.54909</b>	<b>1.448</b>	<b>91.05</b>	<b>5.43939</b>	<b>-0.03141</b>
<b>200</b>	<b>1</b>	<b>714</b>	<b>J. LaBelle</b>		<b>0.49776</b>	<b>1.415</b>	<b>89.10</b>	<b>5.45931</b>	<b>0.00000</b>

## Outlaw

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>13</b>	<b>2</b>	<b>119</b>	<b>K. Shilts</b>		<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>
14	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>15</b>	<b>1</b>	<b>1XXX</b>	<b>M. Graham</b>		<b>0.55146</b>	<b>1.422</b>	<b>115.23</b>	<b>4.66468</b>	<b>0.00000</b>
16	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2



## Outlaw

Round: 2 Heat: 1 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
125	2	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
126	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
127	1	119	K. Shilts		0.56043	1.180	74.87	4.68863	0.00000
128	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 3 Heat: 1 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
217	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
218	1	119	K. Shilts		0.56450	1.126	118.31	3.82618	0.00000
219	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
220	2	1XX			0.55307	1.266	132.52	4.29844	-0.46083

## Retro 700

Round: 1 Heat: 1 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
113	2	426K	R. Kalis		0.57254	1.316	91.94	5.21186	-0.28029
114	4	44T	T. Tourville		0.75953	1.601	76.31	6.25471	-1.51013
115	1	3H	D. Harbaugh		0.46741	1.268	95.60	5.03670	0.00000
116	3	65F	K. Fellbaum		0.56993	1.482	88.64	5.59100	-0.65682

Round: 1 Heat: 2 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
117	2	28B	B. Blatnik		0.49256	1.347	90.88	5.23534	-0.26914
118	4	5S	D. Schroeder		0.23288	1.299	98.91	4.94712	0.27876
119	1	99TC	T. Childs		0.38190	1.262	93.42	5.07686	0.00000
120	3	327	T. Vogelsang		0.51719	1.372	89.99	5.37003	-0.42846

Round: 1 Heat: 3 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
201	1	3H	D. Harbaugh		0.56002	1.228	94.02	4.98803	0.00000
202	2	426K	R. Kalis		0.50545	1.383	92.59	5.28596	-0.24336
203	3	28B	B. Blatnik		0.58158	1.360	92.13	5.29595	-0.32948
204	4	99TC	T. Childs		Dq2	Dq2	Dq2	Dq2	Dq2



## Retro Open

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
81	3	28B	B. Blatnik		0.53143	1.339	91.65	5.22956	-0.28725
<b>82</b>	<b>1</b>	<b>3H</b>	<b>D. Harbaugh</b>		<b>0.46171</b>	<b>1.280</b>	<b>95.83</b>	<b>5.01203</b>	<b>0.00000</b>
83	4	426K	R. Kalis		0.18551	1.258	69.80	5.62696	-0.33873
<b>84</b>	<b>2</b>	<b>99TC</b>	<b>T. Childs</b>		<b>0.39178</b>	<b>1.388</b>	<b>93.80</b>	<b>5.23037</b>	<b>-0.14841</b>

## Testing

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>1</b>	<b>1</b>	<b>1</b>			<b>1.77059</b>	<b>10.078</b>	<b>11.29</b>	<b>30.63706</b>	<b>0.00000</b>
<b>2</b>	<b>2</b>	<b>2</b>			<b>1.67162</b>	<b>10.522</b>	<b>9.50</b>	<b>36.12916</b>	<b>-5.39313</b>
3	3	3			1.43822	11.044	10.00	37.09639	-6.12696
4	4	4			58.60105	0.000	0.00	65.00000	-91.19340

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>5</b>	<b>1</b>	<b>5</b>			<b>0.99233</b>	<b>6.953</b>	<b>12.39</b>	<b>28.32515</b>	<b>0.00000</b>
<b>6</b>	<b>2</b>	<b>6</b>			<b>1.13182</b>	<b>7.088</b>	<b>10.05</b>	<b>31.80950</b>	<b>-3.62384</b>
7	3	7			1.40481	8.320	11.38	32.23333	-4.32066
8	4	8			1.97432	8.530	10.29	33.12411	-5.78095

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>9</b>	<b>1</b>	<b>1</b>			<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>
<b>10</b>	<b>2</b>	<b>2</b>			<b>2.19986</b>	<b>4.801</b>	<b>10.34</b>	<b>32.87734</b>	<b>-6.61158</b>
11	3	3			1.56389	6.286	10.15	34.67300	-7.77127
12	4	4			2.07000	5.534	10.04	38.29902	-11.90340

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>121</b>	<b>1</b>	<b>1</b>			<b>2.59019</b>	<b>4.918</b>	<b>27.08</b>	<b>19.46252</b>	<b>0.00000</b>
<b>122</b>	<b>2</b>	<b>8</b>			<b>2.40070</b>	<b>0.000</b>	<b>24.08</b>	<b>20.05223</b>	<b>-0.40022</b>
123	3	9			1.58992	4.507	10.89	31.47114	-11.00835
124	4	10			1.22482	5.849	9.42	32.97861	-12.15072



## Testing

Round: 3 Heat: 1 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>213</b>	<b>2</b>	<b>1</b>			<b>11.10283</b>	<b>4.778</b>	<b>10.32</b>	<b>32.51703</b>	<b>-9.42004</b>
214	3	2			11.15763	5.115	10.61	32.89691	-9.85472
<b>215</b>	<b>1</b>	<b>3</b>			<b>11.70642</b>	<b>4.221</b>	<b>11.94</b>	<b>22.49340</b>	<b>0.00000</b>
216	4	4			11.68004	5.672	10.28	32.68422	-10.16444