



## Stock 650

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
85	3	799			0.46946	1.610	76.91	6.21600	-0.51226
<b>86</b>	<b>2</b>	<b>55J</b>	<b>J. Jones</b>		<b>0.62953</b>	<b>1.420</b>	<b>83.02</b>	<b>5.72104</b>	<b>-0.17737</b>
87	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>88</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.51356</b>	<b>1.416</b>	<b>84.58</b>	<b>5.65964</b>	<b>0.00000</b>

## Stock 750

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>109</b>	<b>1</b>	<b>799</b>			<b>0.49966</b>	<b>1.592</b>	<b>77.15</b>	<b>6.18966</b>	<b>0.00000</b>
<b>110</b>	<b>2</b>	<b>15C</b>			<b>0.68337</b>	<b>1.573</b>	<b>76.75</b>	<b>6.12745</b>	<b>-0.12150</b>
111	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
112	4	142			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>113</b>	<b>1</b>	<b>55J</b>	<b>J. Jones</b>		<b>1.45187</b>	<b>2.715</b>	<b>40.47</b>	<b>10.56733</b>	<b>0.00000</b>
114	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>115</b>	<b>2</b>	<b>196</b>	<b>M. Rempel</b>		<b>1.05298</b>	<b>2.759</b>	<b>40.85</b>	<b>11.16507</b>	<b>-0.19885</b>
116	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 3 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
349	4	15C			0.66430	1.579	75.48	6.26410	-0.63711
<b>350</b>	<b>2</b>	<b>55J</b>	<b>J. Jones</b>		<b>0.54195</b>	<b>1.471</b>	<b>82.75</b>	<b>5.77128</b>	<b>-0.02194</b>
351	3	799			0.56712	1.581	75.90	6.31953	-0.59536
<b>352</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.49616</b>	<b>1.511</b>	<b>7.77</b>	<b>5.79513</b>	<b>0.00000</b>

## Stock 850

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
145	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>146</b>	<b>2</b>	<b>O1</b>	<b>T. Dillon</b>		<b>0.65716</b>	<b>1.624</b>	<b>78.13</b>	<b>6.27275</b>	<b>-0.91123</b>
147	3	15C			0.79332	1.651	76.42	6.32560	-1.10024
<b>148</b>	<b>1</b>	<b>142</b>			<b>0.59017</b>	<b>1.350</b>	<b>86.53</b>	<b>5.42851</b>	<b>0.00000</b>



## Stock 850

Round: 1 Heat: 2 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
149	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>150</b>	<b>2</b>	<b>799</b>			<b>0.60011</b>	<b>1.559</b>	<b>75.26</b>	<b>6.23499</b>	<b>-0.84463</b>
151	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>152</b>	<b>1</b>	<b>313</b>	<b>K. Drul</b>		<b>0.49057</b>	<b>1.375</b>	<b>87.69</b>	<b>5.49990</b>	<b>0.00000</b>

Round: 1 Heat: 3 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
361	4	799			0.49697	1.643	75.01	6.36437	-1.01266
<b>362</b>	<b>2</b>	<b>313</b>	<b>K. Drul</b>		<b>0.50923</b>	<b>1.292</b>	<b>89.27</b>	<b>5.38069</b>	<b>-0.04124</b>
<b>363</b>	<b>1</b>	<b>142</b>			<b>0.46773</b>	<b>1.332</b>	<b>86.91</b>	<b>5.38095</b>	<b>0.00000</b>
364	3	O1	T. Dillon		0.67116	1.446	7.62	5.90902	-0.73150

## Stock 1000

Round: 1 Heat: 1 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
281	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>282</b>	<b>2</b>	<b>142</b>			<b>0.64278</b>	<b>1.302</b>	<b>88.07</b>	<b>5.35674</b>	<b>-0.11820</b>
283	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>284</b>	<b>1</b>	<b>313</b>	<b>K. Drul</b>		<b>0.51835</b>	<b>1.286</b>	<b>89.59</b>	<b>5.36297</b>	<b>0.00000</b>

## Improved Stock 600

Round: 1 Heat: 1 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>277</b>	<b>2</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.34616</b>	<b>1.582</b>	<b>83.63</b>	<b>5.83617</b>	<b>-0.06420</b>
<b>278</b>	<b>1</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.45838</b>	<b>1.376</b>	<b>80.48</b>	<b>5.65975</b>	<b>0.00000</b>
279	3	55J	J. Jones		0.31754	1.454	89.01	5.51575	0.28484
280	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2



## Improved Stock 700

Round: 1			Heat: 1			Eliminations			
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
225	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>226</b>	<b>1</b>	<b>55J</b>	<b>J. Jones</b>		<b>0.48765</b>	<b>1.338</b>	<b>89.49</b>	<b>5.37335</b>	<b>0.00000</b>
227	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>228</b>	<b>2</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.42047</b>	<b>1.477</b>	<b>81.35</b>	<b>5.79566</b>	<b>-0.35513</b>

## Improved Stock 1000

Round: 1			Heat: 1			Eliminations			
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
153	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
154	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>155</b>	<b>2</b>	<b>O1</b>	<b>T. Dillon</b>		<b>0.62612</b>	<b>1.316</b>	<b>89.40</b>	<b>5.33091</b>	<b>-0.43918</b>
<b>156</b>	<b>1</b>	<b>126</b>	<b>J. Neuman</b>		<b>0.57983</b>	<b>1.338</b>	<b>100.73</b>	<b>4.93802</b>	<b>0.00000</b>

## Pro Stock Turbo

Round: 1			Heat: 1			Qualifying			
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
125	3	7C	M. Cone		0.50223	1.170	109.47	4.46816	-0.16217
<b>126</b>	<b>1</b>	<b>98</b>			<b>0.44864</b>	<b>1.202</b>	<b>116.23</b>	<b>4.35958</b>	<b>0.00000</b>
127	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>128</b>	<b>2</b>	<b>112</b>	<b>K. Shilts</b>		<b>0.50781</b>	<b>1.143</b>	<b>111.60</b>	<b>4.37618</b>	<b>-0.07577</b>

Round: 1			Heat: 2			Eliminations			
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>357</b>	<b>1</b>	<b>98</b>			<b>0.46968</b>	<b>1.178</b>	<b>116.15</b>	<b>4.32126</b>	<b>0.00000</b>
358	3	112	K. Shilts		0.51344	1.203	112.32	4.44444	-0.16694
<b>359</b>	<b>2</b>	<b>11</b>			<b>0.47312</b>	<b>1.231</b>	<b>114.78</b>	<b>4.43444</b>	<b>-0.11662</b>
360	4	714M			0.92417	1.677	8.82	5.10270	-1.23593



## Pro Mod Challenge

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
25	2	11			<b>0.48239</b>	<b>1.148</b>	<b>114.54</b>	<b>4.33787</b>	<b>-0.08513</b>
26	1	98			<b>0.49393</b>	<b>1.121</b>	<b>116.74</b>	<b>4.24120</b>	<b>0.00000</b>
27	3	714M			0.51549	1.224	114.09	4.45628	-0.23664
28	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
29	1	57X			<b>0.44676</b>	<b>1.168</b>	<b>115.53</b>	<b>4.31517</b>	<b>0.00000</b>
30	2	214			<b>0.55054</b>	<b>1.123</b>	<b>117.44</b>	<b>4.22581</b>	<b>-0.01442</b>
31	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
32	3	77			0.66014	1.159	111.36	4.41881	-0.31702

Round: 1 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
37	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
38	3	118			0.48073	1.318	99.30	4.98239	-0.62449
39	2	7C	<b>M. Cone</b>		<b>0.56784</b>	<b>1.143</b>	<b>111.77</b>	<b>4.45294</b>	<b>-0.18215</b>
40	1	112	<b>K. Shilts</b>		<b>0.54003</b>	<b>1.114</b>	<b>113.98</b>	<b>4.29860</b>	<b>0.00000</b>

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
205	3	714M			3.45462	1.830	109.79	5.36482	-4.03553
206	1	11			<b>0.49499</b>	<b>1.125</b>	<b>115.32</b>	<b>4.28892</b>	<b>0.00000</b>
207	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
208	2	98			<b>0.52225</b>	<b>1.126</b>	<b>112.07</b>	<b>4.28363</b>	<b>-0.02197</b>

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
209	2	214			<b>0.58620</b>	<b>1.058</b>	<b>116.91</b>	<b>4.14795</b>	<b>-0.01957</b>
210	3	77			0.57049	1.129	113.24	4.30987	-0.16578
211	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
212	1	57X			<b>0.45183</b>	<b>1.129</b>	<b>116.32</b>	<b>4.26275</b>	<b>0.00000</b>

Round: 2 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
213	1	7C	<b>M. Cone</b>		<b>0.45202</b>	<b>1.238</b>	<b>109.82</b>	<b>4.53420</b>	<b>0.00000</b>
214	2	112	<b>K. Shilts</b>		<b>0.51575</b>	<b>1.181</b>	<b>108.84</b>	<b>4.52886</b>	<b>-0.05839</b>
215	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
216	3	118			0.54795	1.243	99.56	4.86029	-0.42202



## Pro Stock 600

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
141	3	5G			0.29369	1.402	86.51	5.53214	0.01581
<b>142</b>	<b>2</b>	<b>68B</b>			<b>0.43338</b>	<b>1.486</b>	<b>47.45</b>	<b>6.81176</b>	<b>-1.40350</b>
<b>143</b>	<b>1</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.54721</b>	<b>1.302</b>	<b>90.27</b>	<b>5.29443</b>	<b>0.00000</b>
144	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Pro Stock 700

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>69</b>	<b>1</b>	<b>128</b>	<b>M. Neuman</b>		<b>0.51609</b>	<b>1.299</b>	<b>94.84</b>	<b>5.02686</b>	<b>0.00000</b>
70	3	118	M. Bromley		0.54495	1.310	87.15	5.43499	-0.43699
71	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>72</b>	<b>2</b>	<b>77E</b>			<b>0.52762</b>	<b>1.239</b>	<b>94.22</b>	<b>5.01702</b>	<b>-0.00169</b>

## Pro Stock 800

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
41	4	51H	H. Otremba		0.60707	1.293	97.87	5.03327	-0.48758
42	3	13D			0.67582	1.193	100.06	4.75341	-0.27647
<b>43</b>	<b>1</b>	<b>92</b>			<b>0.48228</b>	<b>1.175</b>	<b>103.83</b>	<b>4.67048</b>	<b>0.00000</b>
<b>44</b>	<b>2</b>	<b>51</b>	<b>J. Labelle</b>		<b>0.46374</b>	<b>1.231</b>	<b>100.51</b>	<b>4.79523</b>	<b>-0.10621</b>

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
45	4	119	K. Shilts		0.61568	1.320	45.68	6.55159	-1.90914
46	3	279	D. Catheway		0.45444	1.378	99.73	5.00758	-0.20389
<b>47</b>	<b>1</b>	<b>55</b>	<b>L. Ireland</b>		<b>0.48292</b>	<b>1.211</b>	<b>102.97</b>	<b>4.77521</b>	<b>0.00000</b>
<b>48</b>	<b>2</b>	<b>313</b>	<b>K. Drul</b>		<b>0.48678</b>	<b>1.218</b>	<b>100.04</b>	<b>4.78836</b>	<b>-0.01701</b>

Round: 1 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
49	4	97X			Dq2	Dq2	Dq2	Dq2	Dq2
50	3	129	J. Neuman		0.61985	1.220	97.86	4.84139	-0.20381
<b>51</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.49455</b>	<b>1.201</b>	<b>100.69</b>	<b>4.76288</b>	<b>0.00000</b>
<b>52</b>	<b>2</b>	<b>118</b>			<b>0.53843</b>	<b>1.194</b>	<b>99.22</b>	<b>4.82444</b>	<b>-0.10544</b>



## Pro Stock 800

Round: 1 Heat: 4 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
53	3	88			0.44149	1.281	104.47	4.80480	-0.01483
<b>54</b>	<b>1</b>	<b>26X</b>			<b>0.48948</b>	<b>1.248</b>	<b>103.54</b>	<b>4.74198</b>	<b>0.00000</b>
<b>55</b>	<b>2</b>	<b>32</b>	<b>A. Lamb</b>		<b>0.50456</b>	<b>1.190</b>	<b>102.19</b>	<b>4.72867</b>	<b>-0.00177</b>
56	4	396			0.46504	1.432	92.20	5.36607	-0.59965

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>293</b>	<b>2</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.47288</b>	<b>1.196</b>	<b>100.85</b>	<b>4.74561</b>	<b>-0.04986</b>
<b>294</b>	<b>1</b>	<b>55</b>	<b>L. Ireland</b>		<b>0.47369</b>	<b>1.191</b>	<b>102.53</b>	<b>4.69494</b>	<b>0.00000</b>
295	4	26X			0.43397	1.325	103.51	4.82357	-0.08891
296	3	92			0.44315	1.275	103.29	4.78961	-0.06413

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>297</b>	<b>1</b>	<b>51</b>	<b>J. Labelle</b>		<b>0.44164</b>	<b>1.243</b>	<b>97.91</b>	<b>4.84098</b>	<b>0.00000</b>
298	3	118			0.51505	1.261	98.80	4.90328	-0.13571
<b>299</b>	<b>2</b>	<b>313</b>	<b>K. Drul</b>		<b>0.54648</b>	<b>1.220</b>	<b>100.83</b>	<b>4.78337</b>	<b>-0.04723</b>
300	4	32	A. Lamb		0.54977	1.279	99.79	4.86872	-0.13587

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>369</b>	<b>1</b>	<b>55</b>	<b>L. Ireland</b>		<b>0.49704</b>	<b>1.290</b>	<b>100.45</b>	<b>4.85366</b>	<b>0.00000</b>
370	3	313	K. Drul		0.60861	1.221	99.13	4.80711	-0.06502
371	4	51	J. Labelle		0.44607	1.346	99.23	5.01654	-0.11191
<b>372</b>	<b>2</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.55957</b>	<b>1.232</b>	<b>9.31</b>	<b>4.83388</b>	<b>-0.04275</b>

## Pro Stock 1000

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
57	3	13D			0.73669	1.106	107.29	4.45946	-0.19561
<b>58</b>	<b>1</b>	<b>003</b>			<b>0.50654</b>	<b>1.228</b>	<b>110.48</b>	<b>4.49400</b>	<b>0.00000</b>
59	4	5			0.55696	1.266	108.18	4.69172	-0.24814
<b>60</b>	<b>2</b>	<b>120</b>	<b>R. Neuman</b>		<b>0.51075</b>	<b>1.227</b>	<b>110.05</b>	<b>4.52702</b>	<b>-0.03723</b>



## Pro Stock 1000

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
61	3	131			0.46592	1.403	102.55	5.02397	-0.35598
<b>62</b>	<b>1</b>	<b>26X</b>			<b>0.50982</b>	<b>1.278</b>	<b>107.59</b>	<b>4.62409</b>	<b>0.00000</b>
<b>63</b>	<b>2</b>	<b>215</b>	<b>C. Eastman</b>		<b>0.52557</b>	<b>1.211</b>	<b>105.54</b>	<b>4.65749</b>	<b>-0.04915</b>
64	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>65</b>	<b>2</b>	<b>92</b>			<b>0.52495</b>	<b>1.181</b>	<b>109.21</b>	<b>4.46372</b>	<b>-0.00799</b>
66	3	131X			0.41317	2.444	4.90	13.29460	-8.72709
67	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>68</b>	<b>1</b>	<b>57X</b>			<b>0.47133</b>	<b>1.187</b>	<b>109.45</b>	<b>4.50935</b>	<b>0.00000</b>

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
301	3	215	C. Eastman		0.53462	1.401	103.87	4.86931	-0.29120
302	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>303</b>	<b>2</b>	<b>92</b>			<b>0.66604</b>	<b>1.174</b>	<b>110.19</b>	<b>4.50347</b>	<b>-0.05678</b>
<b>304</b>	<b>1</b>	<b>120</b>	<b>R. Neuman</b>		<b>0.48461</b>	<b>1.256</b>	<b>107.34</b>	<b>4.62812</b>	<b>0.00000</b>

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>305</b>	<b>2</b>	<b>26X</b>			<b>0.50639</b>	<b>1.319</b>	<b>109.41</b>	<b>4.62339</b>	<b>-0.06666</b>
<b>306</b>	<b>1</b>	<b>57X</b>			<b>0.54309</b>	<b>1.209</b>	<b>109.20</b>	<b>4.52003</b>	<b>0.00000</b>
307	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
308	3	OO3			0.60830	1.254	109.49	4.57179	-0.11697

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
373	3	120	R. Neuman		0.48262	1.304	105.89	4.67551	-0.19813
374	4	26X			0.56214	1.344	108.34	4.68854	-0.29068
<b>375</b>	<b>2</b>	<b>57X</b>			<b>0.46689</b>	<b>1.240</b>	<b>109.39</b>	<b>4.58025</b>	<b>-0.08714</b>
<b>376</b>	<b>1</b>	<b>92</b>			<b>0.46983</b>	<b>1.190</b>	<b>10.02</b>	<b>4.49017</b>	<b>0.00000</b>



## Heavy Mod 1000

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
241	4	131X			0.36491	1.278	104.14	4.68371	-0.11409
<b>242</b>	<b>2</b>	<b>5</b>			<b>0.49610</b>	<b>1.168</b>	<b>110.70</b>	<b>4.45421</b>	<b>-0.01578</b>
243	3	120	R. Neuman		0.48877	1.223	110.97	4.51387	-0.06811
<b>244</b>	<b>1</b>	<b>92</b>			<b>0.52213</b>	<b>1.167</b>	<b>111.66</b>	<b>4.41240</b>	<b>0.00000</b>

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>245</b>	<b>2</b>	<b>003</b>			<b>0.50826</b>	<b>1.207</b>	<b>81.01</b>	<b>4.75879</b>	<b>-0.40259</b>
246	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>247</b>	<b>1</b>	<b>13D</b>			<b>0.53371</b>	<b>1.096</b>	<b>112.13</b>	<b>4.33075</b>	<b>0.00000</b>
248	4	215	C. Eastman		Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>249</b>	<b>2</b>	<b>26X</b>			<b>0.45951</b>	<b>1.302</b>	<b>110.04</b>	<b>4.61163</b>	<b>-0.00542</b>
250	3	131			0.47214	1.314	105.50	4.75827	-0.16469
<b>251</b>	<b>1</b>	<b>57X</b>			<b>0.56305</b>	<b>1.185</b>	<b>110.10</b>	<b>4.50267</b>	<b>0.00000</b>
252	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>325</b>	<b>1</b>	<b>57X</b>			<b>0.45965</b>	<b>1.239</b>	<b>108.48</b>	<b>4.56976</b>	<b>0.00000</b>
<b>326</b>	<b>2</b>	<b>003</b>			<b>0.50805</b>	<b>1.270</b>	<b>110.73</b>	<b>4.53635</b>	<b>-0.01499</b>
327	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
328	3	5			0.51360	1.249	109.27	4.62993	-0.11412

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>329</b>	<b>2</b>	<b>92</b>			<b>0.45062</b>	<b>1.210</b>	<b>109.94</b>	<b>4.50909</b>	<b>-0.08291</b>
<b>330</b>	<b>1</b>	<b>13D</b>			<b>0.53592</b>	<b>1.093</b>	<b>111.38</b>	<b>4.34088</b>	<b>0.00000</b>
331	3	26X			0.48813	1.295	109.26	4.61830	-0.22963
332	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
381	3	003			0.46204	1.234	110.44	4.49481	-0.09327
382	4	57X			0.46320	1.234	109.30	4.55802	-0.15764
<b>383</b>	<b>2</b>	<b>92</b>			<b>0.48512</b>	<b>1.162</b>	<b>112.28</b>	<b>4.41992</b>	<b>-0.04146</b>
<b>384</b>	<b>1</b>	<b>13D</b>			<b>0.52994</b>	<b>1.076</b>	<b>110.33</b>	<b>4.33364</b>	<b>0.00000</b>





## Open Mod 600

Round: 1 Heat: 1 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>253</b>	<b>1</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.54488</b>	<b>1.308</b>	<b>89.46</b>	<b>5.36093</b>	<b>0.00000</b>
254	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>255</b>	<b>2</b>	<b>68B</b>			<b>0.35003</b>	<b>1.397</b>	<b>88.28</b>	<b>5.45963</b>	<b>0.09615</b>
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
<b>273</b>	<b>2</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.54838</b>	<b>1.317</b>	<b>88.98</b>	<b>5.34973</b>	<b>-0.24275</b>
274	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
275	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>276</b>	<b>1</b>	<b>128</b>	<b>M. Neuman</b>		<b>0.57262</b>	<b>1.306</b>	<b>94.53</b>	<b>5.08274</b>	<b>0.00000</b>

## Open Mod 800

Round: 1 Heat: 1 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
161	4	279	D. Catheway		Dq2	Dq2	Dq2	Dq2	Dq2
162	3	97X			0.41498	1.350	92.89	5.09129	-0.40821
<b>163</b>	<b>1</b>	<b>55L</b>			<b>0.46810</b>	<b>1.194</b>	<b>105.72</b>	<b>4.62996</b>	<b>0.00000</b>
<b>164</b>	<b>2</b>	<b>26X</b>			<b>0.43114</b>	<b>1.289</b>	<b>103.62</b>	<b>4.77436</b>	<b>-0.10744</b>

Round: 1 Heat: 2 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>165</b>	<b>2</b>	<b>32</b>	<b>A. Lamb</b>		<b>0.47408</b>	<b>1.224</b>	<b>100.23</b>	<b>4.77377</b>	<b>-0.03972</b>
166	3	129	J. Neuman		0.52895	1.260	96.25	4.95440	-0.27522
<b>167</b>	<b>1</b>	<b>88</b>			<b>0.39593</b>	<b>1.296</b>	<b>105.23</b>	<b>4.81220</b>	<b>0.00000</b>
168	4	396			0.48034	1.475	91.20	5.44527	-0.71748

Round: 1 Heat: 3 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
169	3	51H	H. Otremba		0.67086	1.309	95.82	5.13013	-0.66186
<b>170</b>	<b>1</b>	<b>13D</b>			<b>0.53154</b>	<b>1.144</b>	<b>102.14</b>	<b>4.60759</b>	<b>0.00000</b>
171	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>172</b>	<b>2</b>	<b>118</b>			<b>0.53877</b>	<b>1.270</b>	<b>98.08</b>	<b>4.94631</b>	<b>-0.34595</b>



## Open Mod 800

Round: 1 Heat: 4 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
173	2	196	M. Rempel		0.48012	1.201	99.56	4.76934	-0.08197
174	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
175	1	92			0.50514	1.226	104.78	4.66235	0.00000
176	3	119	K. Shilts		0.12786	1.253	61.85	5.65239	-0.61276

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
313	1	92			0.42168	1.214	104.36	4.66365	0.00000
314	3	32	A. Lamb		0.47788	1.225	101.52	4.74891	-0.14146
315	4	118			0.54014	1.273	98.68	4.94745	-0.40226
316	2	55L			0.49413	1.205	104.56	4.66192	-0.07072

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
317	1	88			0.43682	1.240	105.23	4.67740	0.00000
318	2	196	M. Rempel		0.47509	1.202	99.33	4.80681	-0.16768
319	4	26X			0.44282	1.337	102.44	4.85818	-0.18678
320	3	13D			0.69482	1.156	104.62	4.60122	-0.18182

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
377	4	196	M. Rempel		0.44279	1.230	98.84	4.83449	-0.15959
378	1	92			0.42371	1.244	104.71	4.69398	0.00000
379	3	55L			0.51477	1.188	103.43	4.65773	-0.05481
380	2	88			0.41938	1.236	103.79	4.73984	-0.04153

## Super Mod

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
117	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
118	1	131X			0.42428	1.312	102.96	4.75877	0.00000
119	2	003			0.55953	1.173	77.47	4.88009	-0.25657
120	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2



## Super Mod

Round: 1 Heat: 2 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
121	1	57X			<b>0.59623</b>	<b>1.164</b>	<b>108.44</b>	<b>4.48635</b>	<b>0.00000</b>
122	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
123	2	131			<b>0.56180</b>	<b>1.183</b>	<b>99.08</b>	<b>4.74527</b>	<b>-0.22449</b>
124	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 3 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
337	3	131			0.47497	1.228	105.44	4.62901	-0.04387
338	2	003			<b>0.47319</b>	<b>1.297</b>	<b>108.83</b>	<b>4.60322</b>	<b>-0.01630</b>
339	4	57X			0.56297	1.210	108.68	4.55091	-0.05377
340	1	131X			<b>0.40688</b>	<b>1.253</b>	<b>104.27</b>	<b>4.65323</b>	<b>0.00000</b>

## Mod Stock L/C 500

Round: 1 Heat: 1 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
233	2	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
234	1	26M			<b>0.81628</b>	<b>1.569</b>	<b>76.58</b>	<b>6.22266</b>	<b>0.00000</b>
235	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
236	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 2 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
237	2	44			<b>0.82423</b>	<b>1.430</b>	<b>76.90</b>	<b>5.94371</b>	<b>-0.49418</b>
238	1	99TC	T. Childs		<b>0.49838</b>	<b>1.385</b>	<b>80.34</b>	<b>5.77538</b>	<b>0.00000</b>
239	3	40			0.59378	1.593	75.37	6.25726	-0.57728
240	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 3 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
365	3	26M			0.78731	1.495	73.81	6.21996	-0.71592
366	2	44			<b>0.81377</b>	<b>1.401</b>	<b>76.26</b>	<b>5.96259</b>	<b>-0.48501</b>
367	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
368	1	99TC	T. Childs		<b>0.53143</b>	<b>1.364</b>	<b>7.81</b>	<b>5.75992</b>	<b>0.00000</b>



## Classic Pro Stock 700

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
93	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>94</b>	<b>1</b>	<b>44L</b>	<b>M. LeFebre</b>		<b>0.57347</b>	<b>1.365</b>	<b>90.36</b>	<b>5.31257</b>	<b>0.00000</b>
<b>95</b>	<b>2</b>	<b>3G</b>	<b>L. Griffore</b>		<b>0.43347</b>	<b>1.567</b>	<b>81.45</b>	<b>6.05169</b>	<b>-0.59912</b>
96	4	714	J. LaBelle		Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>97</b>	<b>2</b>	<b>528</b>	<b>C. Schutte-meier</b>		<b>0.63236</b>	<b>1.342</b>	<b>80.41</b>	<b>5.49901</b>	<b>-0.12895</b>
98	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>99</b>	<b>1</b>	<b>24</b>	<b>B. Burke</b>		<b>0.57417</b>	<b>1.435</b>	<b>89.59</b>	<b>5.42825</b>	<b>0.00000</b>
100	3	5G			0.57471	1.558	87.09	5.69809	-0.27038

Round: 1 Heat: 3 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>321</b>	<b>1</b>	<b>24</b>	<b>B. Burke</b>		<b>0.44603</b>	<b>1.502</b>	<b>88.81</b>	<b>5.46189</b>	<b>0.00000</b>
322	4	528	C. Schutte-meier		Dq2	Dq2	Dq2	Dq2	Dq2
<b>323</b>	<b>2</b>	<b>44L</b>	<b>M. LeFebre</b>		<b>0.66397</b>	<b>1.328</b>	<b>90.12</b>	<b>5.31705</b>	<b>-0.07310</b>
324	3	3G	L. Griffore		0.67512	2.398	81.04	7.03059	-1.79779

## Mod Stock F/A 440

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>289</b>	<b>1</b>	<b>580X</b>	<b>S. Lang</b>		<b>0.58064</b>	<b>1.465</b>	<b>77.33</b>	<b>5.93150</b>	<b>0.00000</b>
290	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>291</b>	<b>2</b>	<b>528</b>	<b>C. Schutte-meier</b>		<b>0.60714</b>	<b>1.421</b>	<b>73.23</b>	<b>6.10786</b>	<b>-0.20286</b>
292	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Junior 2

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>157</b>	<b>1</b>	<b>4</b>			<b>1.17792</b>	<b>1.856</b>	<b>53.12</b>	<b>8.16850</b>	<b>0.00000</b>
<b>158</b>	<b>2</b>	<b>BYE</b>			<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>
159	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
160	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
9	2	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
10	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
11	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
12	1	125			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
13	1	747	T. Enerson		Dq2	Dq2	Dq2	Dq2	Dq2
14	2	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
15	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
16	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
17	2	816			Dq2	Dq2	Dq2	Dq2	Dq2
18	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
19	1	313	K. Drul		Dq2	Dq2	Dq2	Dq2	Dq2
20	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 4 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
21	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
22	2	370			0.51908	1.115	102.09	4.09713	-0.29410
23	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
24	1	74			0.53034	1.160	142.88	3.79177	0.00000

Round: 1 Heat: 5 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
33	2	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
34	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
35	1	5M			Dq2	Dq2	Dq2	Dq2	Dq2
36	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 6 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
189	1	125			0.50996	1.099	137.64	3.78606	0.00000
190	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
191	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
192	2	7X	A. Gosch		0.28262	1.120	124.62	3.98366	0.02974



## Pro Xtreme 55

Round: 1 Heat: 7 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
193	1	5M			<b>0.54380</b>	<b>1.275</b>	<b>131.88</b>	<b>4.09544</b>	<b>0.00000</b>
194	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
195	2	747	<b>T. Enerson</b>		<b>0.87156</b>	<b>1.094</b>	<b>137.89</b>	<b>3.81837</b>	<b>-0.05069</b>
196	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 8 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
197	1	313	<b>K. Drul</b>		<b>0.58974</b>	<b>1.282</b>	<b>86.49</b>	<b>4.59566</b>	<b>0.00000</b>
198	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
199	2	816			<b>0.52063</b>	<b>2.518</b>	<b>22.22</b>	<b>16.26448</b>	<b>-11.59971</b>
200	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
201	2	BYE			<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>
202	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
203	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
204	1	370			<b>0.51787</b>	<b>1.159</b>	<b>133.45</b>	<b>3.93515</b>	<b>0.00000</b>

## Factory Mod 1

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
73	1	126	<b>J. Neuman</b>		<b>0.47067</b>	<b>1.370</b>	<b>99.29</b>	<b>5.05013</b>	<b>0.00000</b>
74	4	68B			0.61134	1.683	35.78	8.71180	-3.80234
75	3	13G			0.72214	1.344	77.23	5.97074	-1.17208
76	2	28B			<b>0.43595</b>	<b>1.424</b>	<b>86.04</b>	<b>5.46471</b>	<b>-0.37986</b>

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
77	4	114	B. Lang		0.58908	1.334	84.88	5.60383	-0.67707
78	1	3H	<b>D. Harbaugh</b>		<b>0.39357</b>	<b>1.331</b>	<b>94.92</b>	<b>5.12227</b>	<b>0.00000</b>
79	2	5R			<b>0.52541</b>	<b>1.367</b>	<b>93.97</b>	<b>5.41279</b>	<b>-0.42236</b>
80	3	327	T. Vogelsang		0.56402	1.508	89.23	5.60465	-0.65283



## Factory Mod 1

Round: 2 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>309</b>	<b>1</b>	<b>3H</b>	<b>D. Harbaugh</b>		<b>0.48646</b>	<b>1.278</b>	<b>95.34</b>	<b>5.01879</b>	<b>0.00000</b>
310	3	28B			0.56407	1.361	88.02	5.38428	-0.44310
311	4	126	J. Neuman		0.49940	2.744	45.12	9.28385	-4.27800
<b>312</b>	<b>2</b>	<b>5R</b>			<b>0.53355</b>	<b>1.366</b>	<b>97.16</b>	<b>5.08381</b>	<b>-0.11211</b>

## Factory Mod 2

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>101</b>	<b>2</b>	<b>279</b>	<b>D. Catheway</b>		<b>0.46409</b>	<b>1.295</b>	<b>100.47</b>	<b>4.90844</b>	<b>-0.06040</b>
102	4	327	T. Vogelsang		0.43391	1.575	88.19	5.70193	-0.82371
<b>103</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.47404</b>	<b>1.224</b>	<b>98.60</b>	<b>4.83809</b>	<b>0.00000</b>
104	3	129	J. Neuman		0.57746	1.294	96.64	4.98017	-0.24550

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>105</b>	<b>1</b>	<b>55L</b>			<b>0.49081</b>	<b>1.174</b>	<b>103.89</b>	<b>4.63298</b>	<b>0.00000</b>
106	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
107	3	313	K. Drul		0.34288	1.217	100.74	4.78899	-0.00808
<b>108</b>	<b>2</b>	<b>51H</b>	<b>H. Otremba</b>		<b>0.56027</b>	<b>1.313</b>	<b>94.33</b>	<b>5.23757</b>	<b>-0.67405</b>

Round: 1 Heat: 3 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>333</b>	<b>1</b>	<b>196</b>	<b>M. Rempel</b>		<b>0.44356</b>	<b>1.223</b>	<b>98.59</b>	<b>4.83655</b>	<b>0.00000</b>
<b>334</b>	<b>2</b>	<b>279</b>	<b>D. Catheway</b>		<b>0.50568</b>	<b>1.308</b>	<b>100.92</b>	<b>4.89548</b>	<b>-0.12105</b>
335	3	51H	H. Otremba		0.61998	1.398	94.91	5.21969	-0.55956
336	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Factory Mod 3

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>129</b>	<b>1</b>	<b>313</b>	<b>K. Drul</b>		<b>0.52784</b>	<b>1.309</b>	<b>85.31</b>	<b>5.42679</b>	<b>0.00000</b>
130	3	3G			0.42390	1.725	80.16	6.19678	-0.66605
131	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>132</b>	<b>2</b>	<b>118</b>	<b>M. Bromley</b>		<b>0.40607</b>	<b>1.430</b>	<b>81.09</b>	<b>5.75342</b>	<b>-0.20486</b>



## Factory Mod 3

Round: 1 Heat: 2 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
133	4	528L			0.78224	1.333	79.74	5.56164	-0.44409
134	3	714			0.67034	1.388	86.27	5.53556	-0.30611
<b>135</b>	<b>1</b>	<b>44L</b>	<b>M. LeFebre</b>		<b>0.51502</b>	<b>1.389</b>	<b>89.62</b>	<b>5.38477</b>	<b>0.00000</b>
<b>136</b>	<b>2</b>	<b>24</b>			<b>0.52029</b>	<b>1.454</b>	<b>87.52</b>	<b>5.46781</b>	<b>-0.08831</b>

Round: 1 Heat: 3 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>353</b>	<b>1</b>	<b>44L</b>	<b>M. LeFebre</b>		<b>0.44763</b>	<b>1.417</b>	<b>88.96</b>	<b>5.40684</b>	<b>0.00000</b>
354	4	118	M. Bromley		0.54524	1.331	83.29	5.60930	-0.30007
355	3	24			0.60190	1.478	87.04	5.52155	-0.26898
<b>356</b>	<b>2</b>	<b>313</b>	<b>K. Drul</b>		<b>0.52526</b>	<b>1.284</b>	<b>8.38</b>	<b>5.37316</b>	<b>-0.04395</b>

## Outlaw

Round: 1 Heat: 1 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>181</b>	<b>2</b>	<b>77E</b>			<b>0.45077</b>	<b>1.095</b>	<b>132.86</b>	<b>3.75415</b>	<b>-0.19162</b>
182	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
183	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>184</b>	<b>1</b>	<b>54</b>	<b>D. Ernst</b>		<b>0.48779</b>	<b>0.992</b>	<b>154.90</b>	<b>3.52551</b>	<b>0.00000</b>

Round: 1 Heat: 2 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>185</b>	<b>1</b>	<b>779</b>			<b>0.51412</b>	<b>1.043</b>	<b>121.47</b>	<b>3.89502</b>	<b>0.00000</b>
186	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>187</b>	<b>2</b>	<b>21A</b>			<b>0.60761</b>	<b>1.209</b>	<b>44.05</b>	<b>6.01844</b>	<b>-2.21691</b>
188	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Vintage AA Stock

Round: 1 Heat: 1 Eliminations									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>89</b>	<b>2</b>	<b>21</b>			<b>1.28649</b>	<b>1.737</b>	<b>48.53</b>	<b>8.72616</b>	<b>-1.36155</b>
90	3	44			0.81985	2.175	47.16	9.41787	-1.58662
<b>91</b>	<b>1</b>	<b>21J</b>			<b>0.95897</b>	<b>2.047</b>	<b>62.36</b>	<b>7.69213</b>	<b>0.00000</b>
92	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2





## Vintage A Stock

Round: 1			Heat: 1			Eliminations			
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>269</b>	<b>2</b>	<b>21J</b>			<b>0.87669</b>	<b>1.664</b>	<b>63.94</b>	<b>7.15284</b>	<b>-0.26066</b>
<b>270</b>	<b>1</b>	<b>44</b>			<b>0.84095</b>	<b>1.642</b>	<b>64.08</b>	<b>6.92792</b>	<b>0.00000</b>
271	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
272	3	21			0.71428	1.934	32.55	9.35578	-2.30119

## Vintage B Stock

Round: 1			Heat: 1			Eliminations			
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
285	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>286</b>	<b>1</b>	<b>528</b>	<b>C. Schutte</b>		<b>0.64077</b>	<b>1.630</b>	<b>67.08</b>	<b>6.79303</b>	<b>0.00000</b>
<b>287</b>	<b>2</b>	<b>21J</b>	<b>J. Watson</b>		<b>0.87638</b>	<b>1.629</b>	<b>63.02</b>	<b>7.14329</b>	<b>-0.58587</b>
288	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Vintage C Stock

Round: 1			Heat: 1			Eliminations			
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
81	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>82</b>	<b>1</b>	<b>528L</b>			<b>0.66854</b>	<b>1.659</b>	<b>63.58</b>	<b>7.06914</b>	<b>0.00000</b>
83	3	21J	J. Watson		0.83592	1.832	62.13	7.51357	-0.61181
<b>84</b>	<b>2</b>	<b>44</b>			<b>0.61792</b>	<b>1.738</b>	<b>64.18</b>	<b>7.15029</b>	<b>-0.03053</b>

## Vintage D Stock

Round: 1			Heat: 1			Eliminations			
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>221</b>	<b>2</b>	<b>922</b>			<b>0.71274</b>	<b>1.976</b>	<b>60.03</b>	<b>7.79186</b>	<b>-0.68095</b>
<b>222</b>	<b>1</b>	<b>44</b>			<b>0.72288</b>	<b>1.699</b>	<b>63.60</b>	<b>7.10077</b>	<b>0.00000</b>
223	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
224	4	21			Dq2	Dq2	Dq2	Dq2	Dq2



## Vintage Pro Stock 440

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
137	1	580X	S. Lang		0.65209	1.478	77.07	5.95742	0.00000
138	2	40			0.64192	1.535	74.36	6.21545	-0.24786
139	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
140	3	528L			0.64223	1.467	64.06	6.65682	-0.68954

## Retro 600

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
217	1	99TC	T. Childs		0.53045	1.376	79.61	5.75147	0.00000
218	2	26M			0.79303	1.537	74.75	6.24476	-0.75587
219	3	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
220	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

## Retro 700

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
257	1	5R			0.50331	1.360	95.83	5.13213	0.00000
258	3	28B	B. Blatnik		0.54991	1.364	88.06	5.37428	-0.28875
259	2	99TC	T. Childs		0.55702	1.301	91.12	5.20763	-0.12921
260	4	65F	K. Fellbaum		0.02674	1.723	86.36	5.81689	-0.20819

Round: 1 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
261	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
262	1	3H	D. Harbaugh		0.56882	1.297	93.68	5.08005	0.00000
263	3	114	B. Lang		0.52767	1.302	88.65	5.36118	-0.23998
264	2	474			0.45068	1.336	89.88	5.28980	-0.09161

Round: 1 Heat: 3 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
265	1	21J			0.46664	1.314	82.78	5.50784	0.00000
266	3	13G	T. Gruba		0.67113	1.503	63.65	6.87454	-1.57119
267	2	327	T. Vogelsang		0.70300	1.483	87.82	5.61442	-0.34294
268	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2



## Retro 700

Round: 2 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
341	3	327	T. Vogelsang		0.56675	1.445	87.24	5.55932	-0.48456
342	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2
<b>343</b>	<b>2</b>	<b>3H</b>	<b>D. Harbaugh</b>		<b>0.58351</b>	<b>1.298</b>	<b>94.61</b>	<b>5.08066</b>	<b>-0.02266</b>
<b>344</b>	<b>1</b>	<b>5R</b>			<b>0.54177</b>	<b>1.353</b>	<b>8.82</b>	<b>5.09974</b>	<b>0.00000</b>

Round: 2 Heat: 2 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
<b>345</b>	<b>1</b>	<b>99TC</b>	<b>T. Childs</b>		<b>0.52990</b>	<b>1.268</b>	<b>90.74</b>	<b>5.15881</b>	<b>0.00000</b>
<b>346</b>	<b>2</b>	<b>474</b>			<b>0.58259</b>	<b>1.364</b>	<b>91.05</b>	<b>5.30175</b>	<b>-0.19563</b>
347	3	21J			0.50309	1.313	85.51	5.49276	-0.30714
348	4	BYE			Dq2	Dq2	Dq2	Dq2	Dq2

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
385	4	474			0.51403	1.399	87.56	5.39355	-0.35869
386	3	5R			0.58602	1.369	95.57	5.21227	-0.24940
<b>387</b>	<b>2</b>	<b>99TC</b>	<b>T. Childs</b>		<b>0.50874</b>	<b>1.266</b>	<b>89.24</b>	<b>5.18694</b>	<b>-0.14679</b>
<b>388</b>	<b>1</b>	<b>3H</b>	<b>D. Harbaugh</b>		<b>0.43613</b>	<b>1.325</b>	<b>8.80</b>	<b>5.11276</b>	<b>0.00000</b>

## Retro Open

Round: 1 Heat: 1 Eliminations

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
229	3	474			0.52601	1.339	88.96	5.30200	-0.10515
230	4	21J			0.75465	1.395	86.63	5.55446	-0.58625
<b>231</b>	<b>1</b>	<b>99TC</b>	<b>T. Childs</b>		<b>0.52282</b>	<b>1.275</b>	<b>91.82</b>	<b>5.20004</b>	<b>0.00000</b>
<b>232</b>	<b>2</b>	<b>5R</b>			<b>0.59438</b>	<b>1.349</b>	<b>96.18</b>	<b>5.12961</b>	<b>-0.00113</b>

## Testing

Round: 1 Heat: 1 Qualifying

R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
1	3	1			Dq2	Dq2	Dq2	Dq2	Dq2
<b>2</b>	<b>1</b>	<b>2</b>			<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>
3	4	3			Dq2	Dq2	Dq2	Dq2	Dq2
<b>4</b>	<b>2</b>	<b>4</b>			<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>	<b>Dq2</b>



## Testing

Round: 1 Heat: 2 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
5	4	11			1.21359	5.867	13.68	28.22267	-11.66598
<b>6</b>	<b>2</b>	<b>22</b>			<b>0.73365</b>	<b>3.852</b>	<b>17.41</b>	<b>21.15348</b>	<b>-4.11685</b>
<b>7</b>	<b>1</b>	<b>33</b>			<b>1.01951</b>	<b>3.653</b>	<b>25.38</b>	<b>16.75077</b>	<b>0.00000</b>
8	3	44			0.64181	3.432	13.53	25.59479	-8.46632

Round: 1 Heat: 3 Qualifying									
R#	FIN	Entry	Driver Name	Dial	RT	60ft	MPH	ET	MOV
177	4	1			1.36043	4.751	9.84	33.92378	-9.35077
<b>178</b>	<b>2</b>	<b>2</b>			<b>0.85764</b>	<b>3.538</b>	<b>13.50</b>	<b>25.71399</b>	<b>-0.63819</b>
<b>179</b>	<b>1</b>	<b>3</b>			<b>1.02418</b>	<b>4.084</b>	<b>15.19</b>	<b>24.90926</b>	<b>0.00000</b>
180	3	4			2.18681	4.576	13.84	25.76793	-2.02130