



## 12 - All Drivers

| TimeTrial  |          | Round: 1  |                   |             |               |              |              |               |                    |
|------------|----------|-----------|-------------------|-------------|---------------|--------------|--------------|---------------|--------------------|
| Entry      | W/L      | Run#      | Driver Name       | Index       | RT            | 60Ft         | Speed        | ET            | Vehicle Info       |
| 150        | L        | 1         | A. Waith          | 0,00        | 0,431         | 3,503        | 86,39        | 10,809        |                    |
| <b>133</b> | <b>W</b> | <b>2</b>  | <b>A. Archer</b>  | <b>0,00</b> | <b>0,477</b>  | <b>2,171</b> | <b>75,74</b> | <b>9,299</b>  | <b>1994 Nissan</b> |
| 215        | L        | 3         | D. Johnson        | 0,00        | 0,559         | 2,373        | 77,29        | 9,370         |                    |
| <b>177</b> | <b>W</b> | <b>4</b>  | <b>D. Davis</b>   | <b>0,00</b> | <b>0,804</b>  | <b>2,097</b> | <b>81,70</b> | <b>8,886</b>  | <b>Honda</b>       |
| 217        | L        | 5         | R. Watson         | 0,00        | 0,850         | 2,544        | 77,92        | 9,761         |                    |
| <b>216</b> | <b>W</b> | <b>6</b>  | <b>N. Pinto</b>   | <b>0,00</b> | <b>0,531</b>  | <b>2,288</b> | <b>80,86</b> | <b>9,474</b>  |                    |
| <b>649</b> | <b>W</b> | <b>7</b>  | <b>a. mayers</b>  | <b>0,00</b> | <b>0,352</b>  | <b>2,516</b> | <b>61,92</b> | <b>11,092</b> |                    |
| 46         | L        | 8         | C. Pilgrim        | 0,00        | 0,332         | 2,799        | 57,92        | 11,992        | Mitsubishi         |
| <b>218</b> | <b>W</b> | <b>9</b>  | <b>A. Downes</b>  | <b>0,00</b> | <b>0,737</b>  | <b>2,217</b> | <b>87,54</b> | <b>8,553</b>  | <b>toyota sr</b>   |
| BYE        | D2       | 10        |                   | 0,00        | 0,000         | 0,000        | 0,00         | 0,000         |                    |
| BYE        | D2       | 11        |                   | 0,00        | 0,000         | 0,000        | 0,00         | 0,000         |                    |
| <b>899</b> | <b>W</b> | <b>12</b> |                   | <b>0,00</b> | <b>0,356</b>  | <b>2,526</b> | <b>64,90</b> | <b>9,889</b>  |                    |
| BYE        | D2       | 13        |                   | 0,00        | 0,000         | 0,000        | 0,00         | 0,000         |                    |
| <b>218</b> | <b>W</b> | <b>14</b> | <b>A. Downes</b>  | <b>0,00</b> | <b>-0,333</b> | <b>2,178</b> | <b>64,61</b> | <b>9,163</b>  | <b>toyota sr</b>   |
| <b>5</b>   | <b>W</b> | <b>15</b> | <b>M. Carter</b>  | <b>0,00</b> | <b>-0,024</b> | <b>2,445</b> | <b>81,01</b> | <b>9,393</b>  | <b>1995 Honda</b>  |
| 300        | L        | 16        | D. Murray         | 0,00        | -0,420        | 1,901        | 89,26        | 8,001         | Mitsubishi         |
| 120        | L        | 17        | S. Bryan          | 0,00        | 0,764         | 0,000        | 0,00         | 65,000        |                    |
| <b>618</b> | <b>W</b> | <b>18</b> | <b>C. Davis</b>   | <b>0,00</b> | <b>0,749</b>  | <b>2,152</b> | <b>77,39</b> | <b>9,341</b>  |                    |
| 133        | L        | 19        | A. Archer         | 0,00        | -0,082        | 2,275        | 75,95        | 9,356         | 1994 Nissan        |
| <b>177</b> | <b>W</b> | <b>20</b> | <b>D. Davis</b>   | <b>0,00</b> | <b>0,322</b>  | <b>2,214</b> | <b>79,87</b> | <b>9,830</b>  | <b>Honda</b>       |
| 217        | L        | 21        | R. Watson         | 0,00        | 0,730         | 2,531        | 77,27        | 9,719         |                    |
| <b>215</b> | <b>W</b> | <b>22</b> | <b>D. Johnson</b> | <b>0,00</b> | <b>0,304</b>  | <b>2,293</b> | <b>77,69</b> | <b>9,289</b>  |                    |
| 5          | L        | 23        | M. Carter         | 0,00        | 0,387         | 2,435        | 81,33        | 9,360         | 1995 Honda         |
| <b>133</b> | <b>W</b> | <b>24</b> | <b>A. Archer</b>  | <b>0,00</b> | <b>0,371</b>  | <b>2,191</b> | <b>76,27</b> | <b>9,269</b>  | <b>1994 Nissan</b> |
| 218        | L        | 25        | A. Downes         | 0,00        | 0,755         | 2,148        | 88,85        | 8,414         | toyota sr          |
| <b>150</b> | <b>W</b> | <b>26</b> | <b>A. Waith</b>   | <b>0,00</b> | <b>0,633</b>  | <b>2,240</b> | <b>94,79</b> | <b>8,330</b>  |                    |
| <b>116</b> | <b>W</b> | <b>27</b> | <b>M. Forde</b>   | <b>0,00</b> | <b>0,168</b>  | <b>1,738</b> | <b>91,77</b> | <b>7,353</b>  | <b>Mitsubishi</b>  |
| 218        | L        | 28        | A. Downes         | 0,00        | -0,231        | 2,203        | 78,57        | 8,928         | toyota sr          |
| <b>300</b> | <b>W</b> | <b>29</b> | <b>D. Murray</b>  | <b>0,00</b> | <b>0,190</b>  | <b>1,882</b> | <b>90,05</b> | <b>7,872</b>  | <b>Mitsubishi</b>  |
| 618        | L        | 30        | C. Davis          | 0,00        | 0,114         | 2,320        | 76,22        | 9,744         |                    |



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| TimeTrial  |          | Round: 1  |                   |             |              |              |               |               |                        |
|------------|----------|-----------|-------------------|-------------|--------------|--------------|---------------|---------------|------------------------|
| Entry      | W/L      | Run#      | Driver Name       | Index       | RT           | 60Ft         | Speed         | ET            | Vehicle Info           |
| 46         | L        | 31        | C. Pilgrim        | 0,00        | 0,512        | 2,883        | 57,84         | 12,124        | Mitsubishi             |
| <b>649</b> | <b>W</b> | <b>32</b> | <b>a. mayers</b>  | <b>0,00</b> | <b>0,409</b> | <b>2,475</b> | <b>63,67</b>  | <b>11,063</b> |                        |
| 216        | L        | 33        | N. Pinto          | 0,00        | 0,220        | 3,058        | 80,34         | 10,281        |                        |
| <b>88</b>  | <b>W</b> | <b>34</b> | <b>S. Payne</b>   | <b>0,00</b> | <b>0,055</b> | <b>2,205</b> | <b>87,12</b>  | <b>8,657</b>  | <b>1998 Mitsubishi</b> |
| <b>899</b> | <b>W</b> | <b>35</b> |                   | <b>0,00</b> | <b>0,106</b> | <b>2,209</b> | <b>78,79</b>  | <b>8,904</b>  |                        |
| 177        | L        | 36        | D. Davis          | 0,00        | 0,409        | 2,175        | 82,44         | 8,955         | Honda                  |
| <b>215</b> | <b>W</b> | <b>37</b> | <b>D. Johnson</b> | <b>0,00</b> | <b>0,054</b> | <b>2,423</b> | <b>77,12</b>  | <b>9,435</b>  |                        |
| 5          | L        | 38        | M. Carter         | 0,00        | 0,273        | 2,369        | 84,84         | 9,278         | 1995 Honda             |
| 618        | L        | 39        | C. Davis          | 0,00        | 0,341        | 2,305        | 73,30         | 9,788         |                        |
| <b>116</b> | <b>W</b> | <b>40</b> | <b>M. Forde</b>   | <b>0,00</b> | <b>0,339</b> | <b>1,730</b> | <b>102,76</b> | <b>7,034</b>  | <b>Mitsubishi</b>      |
| 133        | L        | 41        | A. Archer         | 0,00        | -0,018       | 2,203        | 75,65         | 9,283         | 1994 Nissan            |
| <b>216</b> | <b>W</b> | <b>42</b> | <b>N. Pinto</b>   | <b>0,00</b> | <b>0,486</b> | <b>2,405</b> | <b>80,03</b>  | <b>9,830</b>  |                        |
| <b>217</b> | <b>W</b> | <b>43</b> | <b>R. Watson</b>  | <b>0,00</b> | <b>0,411</b> | <b>2,553</b> | <b>78,53</b>  | <b>9,603</b>  |                        |
| 46         | L        | 44        | C. Pilgrim        | 0,00        | 0,469        | 2,794        | 57,90         | 11,975        | Mitsubishi             |
| 218        | L        | 45        | A. Downes         | 0,00        | 0,984        | 2,068        | 87,03         | 8,387         | toyota sr              |
| <b>300</b> | <b>W</b> | <b>46</b> | <b>D. Murray</b>  | <b>0,00</b> | <b>0,669</b> | <b>1,817</b> | <b>91,18</b>  | <b>7,804</b>  | <b>Mitsubishi</b>      |
| 218        | L        | 47        | A. Downes         | 0,00        | -0,237       | 2,365        | 78,37         | 8,902         | toyota sr              |
| <b>649</b> | <b>W</b> | <b>48</b> | <b>a. mayers</b>  | <b>0,00</b> | <b>0,451</b> | <b>2,482</b> | <b>62,41</b>  | <b>11,124</b> |                        |
| <b>215</b> | <b>W</b> | <b>49</b> | <b>D. Johnson</b> | <b>0,00</b> | <b>0,254</b> | <b>2,392</b> | <b>79,38</b>  | <b>9,291</b>  |                        |
| 649        | L        | 50        | a. mayers         | 0,00        | 0,275        | 2,409        | 64,23         | 10,911        |                        |
| <b>300</b> | <b>W</b> | <b>51</b> | <b>D. Murray</b>  | <b>0,00</b> | <b>0,286</b> | <b>2,004</b> | <b>89,75</b>  | <b>8,006</b>  | <b>Mitsubishi</b>      |
| 88         | L        | 52        | S. Payne          | 0,00        | 0,379        | 1,950        | 90,82         | 8,109         | 1998 Mitsubishi        |
| <b>216</b> | <b>W</b> | <b>53</b> | <b>N. Pinto</b>   | <b>0,00</b> | <b>0,353</b> | <b>2,596</b> | <b>80,32</b>  | <b>9,885</b>  |                        |
| 618        | L        | 54        | C. Davis          | 0,00        | 0,692        | 2,263        | 77,92         | 9,718         |                        |
| <b>150</b> | <b>W</b> | <b>55</b> | <b>A. Waith</b>   | <b>0,00</b> | <b>0,225</b> | <b>2,352</b> | <b>89,04</b>  | <b>9,412</b>  |                        |
| 133        | L        | 56        | A. Archer         | 0,00        | 0,253        | 2,155        | 75,15         | 9,389         | 1994 Nissan            |
| <b>177</b> | <b>W</b> | <b>57</b> | <b>D. Davis</b>   | <b>0,00</b> | <b>0,305</b> | <b>2,412</b> | <b>77,82</b>  | <b>9,988</b>  | <b>Honda</b>           |
| 649        | L        | 58        | a. mayers         | 0,00        | 0,194        | 2,451        | 63,58         | 10,992        |                        |
| <b>215</b> | <b>W</b> | <b>59</b> | <b>D. Johnson</b> | <b>0,00</b> | <b>0,282</b> | <b>2,324</b> | <b>74,24</b>  | <b>9,518</b>  |                        |
| 216        | L        | 60        | N. Pinto          | 0,00        | 0,381        | 2,464        | 76,62         | 9,836         |                        |



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| TimeTrial  |          | Round: 1  |                   |             |               |              |              |              |                        |
|------------|----------|-----------|-------------------|-------------|---------------|--------------|--------------|--------------|------------------------|
| Entry      | W/L      | Run#      | Driver Name       | Index       | RT            | 60Ft         | Speed        | ET           | Vehicle Info           |
| 300        | L        | 61        | D. Murray         | 0,00        | -0,395        | 1,934        | 89,98        | 7,908        | Mitsubishi             |
| <b>133</b> | <b>W</b> | <b>62</b> | <b>A. Archer</b>  | <b>0,00</b> | <b>-0,272</b> | <b>2,136</b> | <b>75,77</b> | <b>9,261</b> | <b>1994 Nissan</b>     |
| 618        | L        | 63        | C. Davis          | 0,00        | 0,697         | 2,234        | 75,88        | 9,311        |                        |
| <b>88</b>  | <b>W</b> | <b>64</b> | <b>S. Payne</b>   | <b>0,00</b> | <b>0,448</b>  | <b>1,991</b> | <b>94,22</b> | <b>8,154</b> | <b>1998 Mitsubishi</b> |
| 649        | L        | 65        | a. mayers         | 0,00        | 0,324         | 2,456        | 63,12        | 10,884       |                        |
| <b>215</b> | <b>W</b> | <b>66</b> | <b>D. Johnson</b> | <b>0,00</b> | <b>0,227</b>  | <b>2,267</b> | <b>78,10</b> | <b>9,218</b> |                        |
| 177        | L        | 67        | D. Davis          | 0,00        | 0,420         | 2,254        | 81,98        | 9,134        | Honda                  |
| <b>150</b> | <b>W</b> | <b>68</b> | <b>A. Waith</b>   | <b>0,00</b> | <b>0,438</b>  | <b>2,169</b> | <b>91,18</b> | <b>8,752</b> |                        |
| 216        | L        | 69        | N. Pinto          | 0,00        | 0,145         | 2,645        | 37,65        | 14,944       |                        |
| <b>133</b> | <b>W</b> | <b>70</b> | <b>A. Archer</b>  | <b>0,00</b> | <b>0,150</b>  | <b>2,200</b> | <b>75,88</b> | <b>9,329</b> | <b>1994 Nissan</b>     |
| 215        | L        | 71        | D. Johnson        | 0,00        | 0,285         | 2,356        | 76,99        | 9,359        |                        |
| <b>300</b> | <b>W</b> | <b>72</b> | <b>D. Murray</b>  | <b>0,00</b> | <b>0,283</b>  | <b>1,779</b> | <b>87,20</b> | <b>8,184</b> | <b>Mitsubishi</b>      |
| 649        | L        | 73        | a. mayers         | 0,00        | 0,368         | 2,475        | 62,34        | 11,012       |                        |
| <b>618</b> | <b>W</b> | <b>74</b> | <b>C. Davis</b>   | <b>0,00</b> | <b>0,662</b>  | <b>2,096</b> | <b>79,17</b> | <b>9,139</b> |                        |
| 133        | L        | 75        | A. Archer         | 0,00        | 0,415         | 2,232        | 75,80        | 9,300        | 1994 Nissan            |
| <b>177</b> | <b>W</b> | <b>76</b> | <b>D. Davis</b>   | <b>0,00</b> | <b>0,540</b>  | <b>2,171</b> | <b>82,97</b> | <b>8,929</b> | <b>Honda</b>           |
| <b>88</b>  | <b>W</b> | <b>77</b> | <b>S. Payne</b>   | <b>0,00</b> | <b>0,100</b>  | <b>1,935</b> | <b>93,64</b> | <b>7,684</b> | <b>1998 Mitsubishi</b> |
| BYE        | D2       | 78        |                   | 0,00        | 0,000         | 0,000        | 0,00         | 0,000        |                        |
| 218        | L        | 79        | A. Downes         | 0,00        | 0,217         | 3,180        | 88,73        | 9,673        | toyota sr              |
| <b>5</b>   | <b>W</b> | <b>80</b> | <b>M. Carter</b>  | <b>0,00</b> | <b>0,241</b>  | <b>2,238</b> | <b>83,54</b> | <b>8,920</b> | <b>1995 Honda</b>      |
| 224        | L        | 81        | M. Maloney        | 0,00        | -0,500        | 3,148        | 104,81       | 8,431        |                        |
| <b>215</b> | <b>W</b> | <b>82</b> | <b>D. Johnson</b> | <b>0,00</b> | <b>0,468</b>  | <b>2,248</b> | <b>76,02</b> | <b>9,339</b> |                        |
| <b>88</b>  | <b>W</b> | <b>83</b> | <b>S. Payne</b>   | <b>0,00</b> | <b>0,275</b>  | <b>1,813</b> | <b>89,63</b> | <b>7,778</b> | <b>1998 Mitsubishi</b> |
| 223        | L        | 84        | R. Carington      | 0,00        | 0,139         | 2,095        | 76,10        | 9,132        |                        |
| 649        | L        | 85        | a. mayers         | 0,00        | -0,113        | 2,494        | 63,58        | 10,913       |                        |
| <b>177</b> | <b>W</b> | <b>86</b> | <b>D. Davis</b>   | <b>0,00</b> | <b>-0,002</b> | <b>2,715</b> | <b>80,75</b> | <b>9,631</b> | <b>Honda</b>           |
| 78         | L        | 87        | P. Reece          | 0,00        | 0,444         | 2,234        | 38,37        | 12,380       |                        |
| <b>300</b> | <b>W</b> | <b>88</b> | <b>D. Murray</b>  | <b>0,00</b> | <b>0,347</b>  | <b>1,787</b> | <b>95,06</b> | <b>7,434</b> | <b>Mitsubishi</b>      |
| <b>147</b> | <b>W</b> | <b>89</b> | <b>M. Hackett</b> | <b>0,00</b> | <b>0,236</b>  | <b>2,089</b> | <b>98,34</b> | <b>7,928</b> | <b>Subaru</b>          |
| 617        | L        | 90        | c. davis          | 0,00        | 0,959         | 1,877        | 62,98        | 8,419        |                        |



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|------------|----------|------------|-------------------|-------------|--------------|--------------|---------------|--------------|------------------------|
| Entry      | W/L      | Run#       | Driver Name       | Index       | RT           | 60Ft         | Speed         | ET           | Vehicle Info           |
| <b>217</b> | <b>W</b> | <b>91</b>  | <b>R. Watson</b>  | <b>0,00</b> | <b>0,076</b> | <b>2,658</b> | <b>80,02</b>  | <b>9,758</b> |                        |
| 46         | L        | 92         | C. Pilgrim        | 0,00        | 0,416        | 2,919        | 57,31         | 12,193       | Mitsubishi             |
| 150        | L        | 93         | A. Waith          | 0,00        | 0,347        | 2,424        | 85,47         | 8,705        |                        |
| <b>116</b> | <b>W</b> | <b>94</b>  | <b>M. Forde</b>   | <b>0,00</b> | <b>0,251</b> | <b>1,694</b> | <b>102,79</b> | <b>7,070</b> | <b>Mitsubishi</b>      |
| 149        | L        | 95         | R. Jordan         | 0,00        | 0,087        | 2,123        | 70,01         | 9,359        | Ford                   |
| <b>216</b> | <b>W</b> | <b>96</b>  | <b>N. Pinto</b>   | <b>0,00</b> | <b>0,087</b> | <b>2,217</b> | <b>84,72</b>  | <b>8,837</b> |                        |
| 999        | L        | 97         | S. Manoley        | 0,00        | 0,188        | 2,009        | 83,57         | 8,153        |                        |
| <b>224</b> | <b>W</b> | <b>98</b>  | <b>M. Maloney</b> | <b>0,00</b> | <b>0,168</b> | <b>1,745</b> | <b>92,18</b>  | <b>7,089</b> |                        |
| 223        | L        | 99         | R. Carington      | 0,00        | 0,267        | 2,260        | 75,60         | 9,342        |                        |
| <b>5</b>   | <b>W</b> | <b>100</b> | <b>M. Carter</b>  | <b>0,00</b> | <b>0,163</b> | <b>2,237</b> | <b>83,81</b>  | <b>8,889</b> | <b>1995 Honda</b>      |
| 219        | L        | 101        | A. Brian          | 0,00        | -0,013       | 2,535        | 88,64         | 8,841        | Toyota corolla         |
| <b>177</b> | <b>W</b> | <b>102</b> | <b>D. Davis</b>   | <b>0,00</b> | <b>0,428</b> | <b>2,143</b> | <b>82,88</b>  | <b>8,777</b> | <b>Honda</b>           |
| 649        | L        | 103        | a. mayers         | 0,00        | 0,345        | 2,469        | 62,16         | 11,010       |                        |
| <b>215</b> | <b>W</b> | <b>104</b> | <b>D. Johnson</b> | <b>0,00</b> | <b>0,208</b> | <b>2,266</b> | <b>76,54</b>  | <b>9,347</b> |                        |
| 216        | L        | 105        | N. Pinto          | 0,00        | 0,445        | 2,195        | 84,57         | 8,757        |                        |
| <b>149</b> | <b>W</b> | <b>106</b> | <b>R. Jordan</b>  | <b>0,00</b> | <b>0,654</b> | <b>1,797</b> | <b>86,95</b>  | <b>8,367</b> | <b>Ford</b>            |
| <b>88</b>  | <b>W</b> | <b>107</b> | <b>S. Payne</b>   | <b>0,00</b> | <b>0,119</b> | <b>1,899</b> | <b>92,38</b>  | <b>7,898</b> | <b>1998 Mitsubishi</b> |
| 217        | L        | 108        | R. Watson         | 0,00        | 0,073        | 2,435        | 74,04         | 9,773        |                        |
| 617        | L        | 109        | c. davis          | 0,00        | 0,428        | 1,998        | 59,56         | 9,196        |                        |
| <b>300</b> | <b>W</b> | <b>110</b> | <b>D. Murray</b>  | <b>0,00</b> | <b>0,711</b> | <b>1,747</b> | <b>93,70</b>  | <b>7,461</b> | <b>Mitsubishi</b>      |
| 46         | L        | 111        | C. Pilgrim        | 0,00        | 0,344        | 2,901        | 57,79         | 12,133       | Mitsubishi             |
| <b>116</b> | <b>W</b> | <b>112</b> | <b>M. Forde</b>   | <b>0,00</b> | <b>0,196</b> | <b>1,639</b> | <b>103,88</b> | <b>6,990</b> | <b>Mitsubishi</b>      |
| <b>78</b>  | <b>W</b> | <b>113</b> | <b>P. Reece</b>   | <b>0,00</b> | <b>0,497</b> | <b>2,303</b> | <b>70,30</b>  | <b>9,995</b> |                        |
| 649        | L        | 114        | a. mayers         | 0,00        | 0,208        | 2,543        | 61,44         | 11,243       |                        |
| <b>216</b> | <b>W</b> | <b>115</b> | <b>N. Pinto</b>   | <b>0,00</b> | <b>0,503</b> | <b>2,204</b> | <b>84,84</b>  | <b>8,767</b> |                        |
| 177        | L        | 116        | D. Davis          | 0,00        | 0,552        | 2,204        | 82,90         | 8,879        | Honda                  |
| 215        | L        | 117        | D. Johnson        | 0,00        | 0,258        | 2,342        | 76,71         | 9,372        |                        |
| <b>5</b>   | <b>W</b> | <b>118</b> | <b>M. Carter</b>  | <b>0,00</b> | <b>0,093</b> | <b>2,159</b> | <b>84,06</b>  | <b>8,817</b> | <b>1995 Honda</b>      |
| 217        | L        | 119        | R. Watson         | 0,00        | 0,181        | 2,522        | 73,95         | 9,634        |                        |
| <b>219</b> | <b>W</b> | <b>120</b> | <b>A. Brian</b>   | <b>0,00</b> | <b>0,318</b> | <b>2,023</b> | <b>89,75</b>  | <b>8,759</b> | <b>Toyota corolla</b>  |



## 12 - All Drivers

| TimeTrial  |          | Round: 1   |                     |             |              |              |               |               |                        |
|------------|----------|------------|---------------------|-------------|--------------|--------------|---------------|---------------|------------------------|
| Entry      | W/L      | Run#       | Driver Name         | Index       | RT           | 60Ft         | Speed         | ET            | Vehicle Info           |
| <b>300</b> | <b>W</b> | <b>121</b> | <b>D. Murray</b>    | <b>0,00</b> | <b>0,361</b> | <b>1,916</b> | <b>88,39</b>  | <b>7,952</b>  | <b>Mitsubishi</b>      |
| 223        | L        | 122        | R. Carington        | 0,00        | 0,357        | 2,133        | 75,55         | 9,262         |                        |
| 216        | L        | 123        | N. Pinto            | 0,00        | 0,119        | 2,315        | 70,31         | 9,380         |                        |
| <b>215</b> | <b>W</b> | <b>124</b> | <b>D. Johnson</b>   | <b>0,00</b> | <b>0,189</b> | <b>2,186</b> | <b>77,18</b>  | <b>9,198</b>  |                        |
| <b>88</b>  | <b>W</b> | <b>125</b> | <b>S. Payne</b>     | <b>0,00</b> | <b>0,553</b> | <b>1,827</b> | <b>91,24</b>  | <b>7,747</b>  | <b>1998 Mitsubishi</b> |
| 46         | L        | 126        | C. Pilgrim          | 0,00        | 0,263        | 2,817        | 57,34         | 12,087        | Mitsubishi             |
| <b>649</b> | <b>W</b> | <b>127</b> | <b>a. mayers</b>    | <b>0,00</b> | <b>0,091</b> | <b>2,488</b> | <b>62,14</b>  | <b>10,966</b> |                        |
| BYE        | D2       | 128        |                     | 0,00        | 0,000        | 0,000        | 0,00          | 0,000         |                        |
| 78         | L        | 129        | P. Reece            | 0,00        | 0,386        | 2,225        | 70,76         | 9,935         |                        |
| <b>177</b> | <b>W</b> | <b>130</b> | <b>D. Davis</b>     | <b>0,00</b> | <b>0,545</b> | <b>2,237</b> | <b>80,42</b>  | <b>9,315</b>  | <b>Honda</b>           |
| BYE        | D2       | 131        |                     | 0,00        | 0,000        | 0,000        | 0,00          | 0,000         |                        |
| <b>223</b> | <b>W</b> | <b>132</b> | <b>R. Carington</b> | <b>0,00</b> | <b>0,602</b> | <b>2,113</b> | <b>75,31</b>  | <b>9,289</b>  |                        |
| BYE        | D2       | 133        |                     | 0,00        | 0,000        | 0,000        | 0,00          | 0,000         |                        |
| <b>217</b> | <b>W</b> | <b>134</b> | <b>R. Watson</b>    | <b>0,00</b> | <b>0,181</b> | <b>2,479</b> | <b>73,44</b>  | <b>9,629</b>  |                        |
| <b>617</b> | <b>W</b> | <b>135</b> | <b>c. davis</b>     | <b>0,00</b> | <b>0,384</b> | <b>2,140</b> | <b>77,50</b>  | <b>11,323</b> |                        |
| BYE        | D2       | 136        |                     | 0,00        | 0,000        | 0,000        | 0,00          | 0,000         |                        |
| 147        | L        | 137        | M. Hackett          | 0,00        | -0,234       | 2,128        | 100,25        | 7,812         | Subaru                 |
| <b>88</b>  | <b>W</b> | <b>138</b> | <b>S. Payne</b>     | <b>0,00</b> | <b>0,131</b> | <b>0,000</b> | <b>0,00</b>   | <b>65,000</b> | <b>1998 Mitsubishi</b> |
| <b>215</b> | <b>W</b> | <b>139</b> | <b>D. Johnson</b>   | <b>0,00</b> | <b>0,111</b> | <b>2,355</b> | <b>76,49</b>  | <b>9,413</b>  |                        |
| 78         | L        | 140        | P. Reece            | 0,00        | 0,320        | 2,393        | 73,67         | 10,013        |                        |
| 216        | L        | 141        | N. Pinto            | 0,00        | 0,471        | 2,193        | 80,99         | 8,887         |                        |
| <b>300</b> | <b>W</b> | <b>142</b> | <b>D. Murray</b>    | <b>0,00</b> | <b>0,658</b> | <b>1,844</b> | <b>93,34</b>  | <b>7,606</b>  | <b>Mitsubishi</b>      |
| 1002       | L        | 143        | J. Jemmott          | 0,00        | 0,559        | 1,839        | 85,46         | 8,342         | Subaru                 |
| <b>116</b> | <b>W</b> | <b>144</b> | <b>M. Forde</b>     | <b>0,00</b> | <b>0,160</b> | <b>1,651</b> | <b>104,13</b> | <b>7,016</b>  | <b>Mitsubishi</b>      |
| 182        | L        | 145        | B. Best             | 0,00        | 0,245        | 2,260        | 59,69         | 9,859         | Honda                  |
| <b>177</b> | <b>W</b> | <b>146</b> | <b>D. Davis</b>     | <b>0,00</b> | <b>0,508</b> | <b>2,227</b> | <b>83,56</b>  | <b>9,089</b>  | <b>Honda</b>           |
| <b>218</b> | <b>W</b> | <b>147</b> | <b>A. Downes</b>    | <b>0,00</b> | <b>0,138</b> | <b>2,268</b> | <b>86,96</b>  | <b>8,640</b>  | <b>toyota sr</b>       |
| 219        | L        | 148        | A. Brian            | 0,00        | 0,078        | 2,306        | 86,10         | 8,991         | Toyota corolla         |
| <b>217</b> | <b>W</b> | <b>149</b> | <b>R. Watson</b>    | <b>0,00</b> | <b>0,097</b> | <b>2,498</b> | <b>78,77</b>  | <b>9,566</b>  |                        |
| 649        | L        | 150        | a. mayers           | 0,00        | 0,281        | 2,449        | 64,44         | 10,810        |                        |



## 12 - All Drivers

| TimeTrial  |          | Round: 1   |                   |             |              |              |               |               |                       |  |
|------------|----------|------------|-------------------|-------------|--------------|--------------|---------------|---------------|-----------------------|--|
| Entry      | W/L      | Run#       | Driver Name       | Index       | RT           | 60Ft         | Speed         | ET            | Vehicle Info          |  |
| 617        | L        | 151        | c. davis          | 0,00        | -0,027       | 2,075        | 91,23         | 7,931         |                       |  |
| <b>409</b> | <b>W</b> | <b>152</b> | <b>A. Morris</b>  | <b>0,00</b> | <b>0,703</b> | <b>1,842</b> | <b>86,79</b>  | <b>8,214</b>  |                       |  |
| BYE        | D2       | 153        |                   | 0,00        | 0,000        | 0,000        | 0,00          | 0,000         |                       |  |
| <b>46</b>  | <b>W</b> | <b>154</b> | <b>C. Pilgrim</b> | <b>0,00</b> | <b>0,908</b> | <b>2,872</b> | <b>57,60</b>  | <b>12,133</b> | <b>Mitsubishi</b>     |  |
| 147        | L        | 155        | M. Hackett        | 0,00        | 0,117        | 2,194        | 96,09         | 8,285         | Subaru                |  |
| <b>300</b> | <b>W</b> | <b>156</b> | <b>D. Murray</b>  | <b>0,00</b> | <b>0,897</b> | <b>1,736</b> | <b>93,26</b>  | <b>7,476</b>  | <b>Mitsubishi</b>     |  |
| 78         | L        | 157        | P. Reece          | 0,00        | 0,274        | 2,336        | 71,52         | 9,965         |                       |  |
| <b>177</b> | <b>W</b> | <b>158</b> | <b>D. Davis</b>   | <b>0,00</b> | <b>0,544</b> | <b>2,242</b> | <b>82,46</b>  | <b>9,092</b>  | <b>Honda</b>          |  |
| <b>215</b> | <b>W</b> | <b>159</b> | <b>D. Johnson</b> | <b>0,00</b> | <b>0,115</b> | <b>2,314</b> | <b>76,39</b>  | <b>9,386</b>  |                       |  |
| 649        | L        | 160        | a. mayers         | 0,00        | 0,259        | 2,498        | 63,46         | 11,023        |                       |  |
| 217        | L        | 161        | R. Watson         | 0,00        | 0,167        | 2,473        | 78,84         | 9,430         |                       |  |
| <b>216</b> | <b>W</b> | <b>162</b> | <b>N. Pinto</b>   | <b>0,00</b> | <b>0,484</b> | <b>2,140</b> | <b>83,30</b>  | <b>8,787</b>  |                       |  |
| 1002       | L        | 163        | J. Jemmott        | 0,00        | 0,421        | 1,872        | 84,87         | 8,264         | Subaru                |  |
| <b>116</b> | <b>W</b> | <b>164</b> | <b>M. Forde</b>   | <b>0,00</b> | <b>0,265</b> | <b>1,682</b> | <b>104,10</b> | <b>7,068</b>  | <b>Mitsubishi</b>     |  |
| 114        | L        | 165        | J. Moore          | 0,00        | -0,226       | 2,536        | 78,13         | 9,635         | Toyota                |  |
| <b>5</b>   | <b>W</b> | <b>166</b> | <b>M. Carter</b>  | <b>0,00</b> | <b>0,237</b> | <b>2,215</b> | <b>78,31</b>  | <b>8,914</b>  | <b>1995 Honda</b>     |  |
| <b>617</b> | <b>W</b> | <b>167</b> | <b>c. davis</b>   | <b>0,00</b> | <b>0,259</b> | <b>2,095</b> | <b>76,64</b>  | <b>8,337</b>  |                       |  |
| 182        | L        | 168        | B. Best           | 0,00        | 0,228        | 2,398        | 88,34         | 9,554         | Honda                 |  |
| 219        | L        | 169        | A. Brian          | 0,00        | 0,531        | 2,166        | 89,40         | 8,413         | Toyota corolla        |  |
| <b>218</b> | <b>W</b> | <b>170</b> | <b>A. Downes</b>  | <b>0,00</b> | <b>0,070</b> | <b>2,361</b> | <b>87,37</b>  | <b>8,722</b>  | <b>toyota sr</b>      |  |
| <b>409</b> | <b>W</b> | <b>171</b> | <b>A. Morris</b>  | <b>0,00</b> | <b>0,337</b> | <b>1,890</b> | <b>85,55</b>  | <b>8,328</b>  |                       |  |
| 649        | L        | 172        | a. mayers         | 0,00        | 0,321        | 2,479        | 63,14         | 10,886        |                       |  |
| 46         | L        | 173        | C. Pilgrim        | 0,00        | 0,173        | 2,825        | 57,34         | 12,092        | Mitsubishi            |  |
| <b>78</b>  | <b>W</b> | <b>174</b> | <b>P. Reece</b>   | <b>0,00</b> | <b>0,424</b> | <b>2,283</b> | <b>73,08</b>  | <b>9,939</b>  |                       |  |
| <b>177</b> | <b>W</b> | <b>175</b> | <b>D. Davis</b>   | <b>0,00</b> | <b>0,633</b> | <b>2,293</b> | <b>78,49</b>  | <b>9,787</b>  | <b>Honda</b>          |  |
| BYE        | D2       | 176        |                   | 0,00        | 0,000        | 0,000        | 0,00          | 0,000         |                       |  |
| <b>219</b> | <b>W</b> | <b>177</b> | <b>A. Brian</b>   | <b>0,00</b> | <b>0,046</b> | <b>2,068</b> | <b>0,00</b>   | <b>5,146</b>  | <b>Toyota corolla</b> |  |
| 400        | D2       | 178        | K. Maynard        | 0,00        | 0,000        | 0,000        | 0,00          | 0,000         | Honda                 |  |
| <b>617</b> | <b>W</b> | <b>179</b> | <b>c. davis</b>   | <b>0,00</b> | <b>0,132</b> | <b>2,049</b> | <b>70,21</b>  | <b>8,290</b>  |                       |  |
| 400        | L        | 180        | K. Maynard        | 0,00        | 0,003        | 2,388        | 73,81         | 10,260        | Honda                 |  |



# 12 - All Drivers

| TimeTrial |     | Round: 1 |             |       |        |       |        |        |              |
|-----------|-----|----------|-------------|-------|--------|-------|--------|--------|--------------|
| Entry     | W/L | Run#     | Driver Name | Index | RT     | 60Ft  | Speed  | ET     | Vehicle Info |
| 218       | L   | 181      | A. Downes   | 0,00  | -0,034 | 2,492 | 41,30  | 38,323 | toyota sr    |
| 217       | W   | 182      | R. Watson   | 0,00  | 3,285  | 2,649 | 77,56  | 9,893  |              |
| BYE       | D2  | 183      |             | 0,00  | 0,000  | 0,000 | 0,00   | 0,000  |              |
| 116       | W   | 184      | M. Forde    | 0,00  | 0,167  | 1,680 | 106,38 | 6,923  | Mitsubishi   |

| Qualification Run |     | Round: 1 |              |       |        |       |        |        |                |
|-------------------|-----|----------|--------------|-------|--------|-------|--------|--------|----------------|
| Entry             | W/L | Run#     | Driver Name  | Index | RT     | 60Ft  | Speed  | ET     | Vehicle Info   |
| 224               | W   | 185      | M. Maloney   | 0,00  | 0,158  | 2,163 | 99,63  | 7,522  |                |
| 223               | L   | 186      | R. Carington | 0,00  | 0,283  | 2,201 | 75,95  | 9,289  |                |
| 215               | L   | 187      | D. Johnson   | 0,00  | 0,513  | 2,711 | 75,10  | 10,288 |                |
| 78                | W   | 188      | P. Reece     | 0,00  | 0,771  | 2,184 | 73,12  | 9,712  |                |
| 150               | W   | 189      | A. Waith     | 0,00  | 0,171  | 2,361 | 94,07  | 8,512  |                |
| 216               | L   | 190      | N. Pinto     | 0,00  | 0,578  | 2,212 | 87,30  | 8,683  |                |
| 219               | W   | 191      | A. Brian     | 0,00  | 0,017  | 2,149 | 89,11  | 8,443  | Toyota corolla |
| 182               | L   | 192      | B. Best      | 0,00  | 0,309  | 2,151 | 96,26  | 8,683  | Honda          |
| 177               | W   | 193      | D. Davis     | 0,00  | 0,423  | 2,211 | 82,67  | 8,920  | Honda          |
| 649               | L   | 194      | a. mayers    | 0,00  | 0,139  | 2,462 | 64,37  | 10,819 |                |
| 114               | W   | 195      | J. Moore     | 0,00  | 0,251  | 2,303 | 81,28  | 9,001  | Toyota         |
| 400               | L   | 196      | K. Maynard   | 0,00  | -0,322 | 2,570 | 78,84  | 9,734  | Honda          |
| 300               | L   | 197      | D. Murray    | 0,00  | 0,329  | 1,870 | 93,63  | 7,642  | Mitsubishi     |
| 116               | W   | 198      | M. Forde     | 0,00  | 0,425  | 1,736 | 104,01 | 7,159  | Mitsubishi     |
| 217               | L   | 199      | R. Watson    | 0,00  | 0,072  | 2,456 | 79,26  | 9,448  |                |
| 5                 | W   | 200      | M. Carter    | 0,00  | 0,381  | 2,226 | 84,25  | 8,840  | 1995 Honda     |
| 618               | L   | 201      | C. Davis     | 0,00  | 0,166  | 2,196 | 71,11  | 9,441  |                |
| 218               | W   | 202      | A. Downes    | 0,00  | 0,114  | 2,282 | 90,16  | 8,697  | toyota sr      |
| 409               | W   | 203      | A. Morris    | 0,00  | 0,153  | 1,899 | 86,23  | 8,269  |                |
| 46                | L   | 204      | C. Pilgrim   | 0,00  | 0,586  | 2,778 | 57,86  | 11,984 | Mitsubishi     |
| 1002              | W   | 205      | J. Jemmott   | 0,00  | 0,453  | 1,825 | 88,50  | 8,088  | Subaru         |
| 120               | L   | 206      | S. Bryan     | 0,00  | 0,167  | 2,244 | 76,61  | 9,127  |                |
| BYE               | D2  | 207      |              | 0,00  | 0,000  | 0,000 | 0,00   | 0,000  |                |
| 999               | W   | 208      | S. Manoley   | 0,00  | 0,184  | 1,976 | 86,73  | 8,032  |                |

| Qualification Run |     | Round: 2 |             |       |        |       |        |       |              |
|-------------------|-----|----------|-------------|-------|--------|-------|--------|-------|--------------|
| Entry             | W/L | Run#     | Driver Name | Index | RT     | 60Ft  | Speed  | ET    | Vehicle Info |
| 224               | L   | 209      | M. Maloney  | 0,00  | -0,018 | 1,841 | 101,72 | 6,950 |              |
| 116               | W   | 210      | M. Forde    | 0,00  | 0,182  | 1,671 | 104,96 | 6,967 | Mitsubishi   |



# 12 - All Drivers

| Qualification Run |          |            | Round: 2            |             |               |              |              |               |                       |
|-------------------|----------|------------|---------------------|-------------|---------------|--------------|--------------|---------------|-----------------------|
| Entry             | W/L      | Run#       | Driver Name         | Index       | RT            | 60Ft         | Speed        | ET            | Vehicle Info          |
| 215               | L        | 211        | D. Johnson          | 0,00        | 0,024         | 2,340        | 76,42        | 9,398         |                       |
| <b>300</b>        | <b>W</b> | <b>212</b> | <b>D. Murray</b>    | <b>0,00</b> | <b>0,181</b>  | <b>1,813</b> | <b>94,41</b> | <b>7,544</b>  | <b>Mitsubishi</b>     |
| 150               | L        | 213        | A. Waith            | 0,00        | 0,186         | 2,871        | 90,68        | 9,840         |                       |
| <b>177</b>        | <b>W</b> | <b>214</b> | <b>D. Davis</b>     | <b>0,00</b> | <b>0,189</b>  | <b>2,276</b> | <b>81,94</b> | <b>9,200</b>  | <b>Honda</b>          |
| <b>217</b>        | <b>W</b> | <b>215</b> | <b>R. Watson</b>    | <b>0,00</b> | <b>0,335</b>  | <b>2,432</b> | <b>77,87</b> | <b>9,473</b>  |                       |
| 649               | L        | 216        | a. mayers           | 0,00        | 0,245         | 2,491        | 63,17        | 10,903        |                       |
| 400               | L        | 217        | K. Maynard          | 0,00        | -0,500        | 60,290       | 0,00         | 65,000        | Honda                 |
| <b>114</b>        | <b>W</b> | <b>218</b> | <b>J. Moore</b>     | <b>0,00</b> | <b>0,819</b>  | <b>2,261</b> | <b>82,59</b> | <b>8,964</b>  | <b>Toyota</b>         |
| <b>216</b>        | <b>W</b> | <b>219</b> | <b>N. Pinto</b>     | <b>0,00</b> | <b>0,482</b>  | <b>2,232</b> | <b>81,15</b> | <b>9,206</b>  |                       |
| 78                | L        | 220        | P. Reece            | 0,00        | 0,394         | 2,440        | 74,50        | 9,895         |                       |
| 182               | L        | 221        | B. Best             | 0,00        | 0,044         | 2,237        | 82,81        | 9,820         | Honda                 |
| <b>223</b>        | <b>W</b> | <b>222</b> | <b>R. Carington</b> | <b>0,00</b> | <b>0,208</b>  | <b>2,288</b> | <b>76,07</b> | <b>9,308</b>  |                       |
| <b>219</b>        | <b>W</b> | <b>223</b> | <b>A. Brian</b>     | <b>0,00</b> | <b>-0,361</b> | <b>2,349</b> | <b>87,90</b> | <b>8,882</b>  | <b>Toyota corolla</b> |
| 218               | L        | 224        | A. Downes           | 0,00        | -0,500        | 2,210        | 84,17        | 8,937         | toyota sr             |
| 618               | L        | 225        | C. Davis            | 0,00        | 0,277         | 2,207        | 75,39        | 9,274         |                       |
| <b>1002</b>       | <b>W</b> | <b>226</b> | <b>J. Jemmott</b>   | <b>0,00</b> | <b>0,351</b>  | <b>1,805</b> | <b>88,33</b> | <b>8,052</b>  | <b>Subaru</b>         |
| <b>999</b>        | <b>W</b> | <b>227</b> | <b>S. Manoley</b>   | <b>0,00</b> | <b>0,274</b>  | <b>1,940</b> | <b>85,84</b> | <b>7,993</b>  |                       |
| 120               | L        | 228        | S. Bryan            | 0,00        | 0,276         | 1,889        | 83,16        | 8,248         |                       |
| 46                | L        | 229        | C. Pilgrim          | 0,00        | 0,233         | 2,793        | 57,63        | 12,041        | Mitsubishi            |
| <b>409</b>        | <b>W</b> | <b>230</b> | <b>A. Morris</b>    | <b>0,00</b> | <b>0,411</b>  | <b>1,812</b> | <b>88,04</b> | <b>8,315</b>  |                       |
| Qualification Run |          |            | Round: 3            |             |               |              |              |               |                       |
| 400               | L        | 231        | K. Maynard          | 0,00        | -0,147        | 2,296        | 77,27        | 9,516         | Honda                 |
| <b>116</b>        | <b>W</b> | <b>232</b> | <b>M. Forde</b>     | <b>0,00</b> | <b>0,170</b>  | <b>1,595</b> | <b>93,02</b> | <b>7,637</b>  | <b>Mitsubishi</b>     |
| TimeTrial         |          |            | Round: 2            |             |               |              |              |               |                       |
| <b>8</b>          | <b>W</b> | <b>233</b> | <b>B. Hill</b>      | <b>0,00</b> | <b>1,337</b>  | <b>0,000</b> | <b>0,00</b>  | <b>64,999</b> | <b>1996 Honda</b>     |
| 403               | D2       | 234        | J. Cox              | 0,00        | 0,000         | 0,000        | 0,00         | 64,999        | 1998 Toyota           |
| 403               | L        | 235        | J. Cox              | 10,00       | 2,796         | 0,000        | 0,00         | 64,999        | 1998 Toyota           |
| <b>8</b>          | <b>W</b> | <b>236</b> | <b>B. Hill</b>      | <b>9,00</b> | <b>0,662</b>  | <b>0,000</b> | <b>0,00</b>  | <b>64,999</b> | <b>1996 Honda</b>     |
| 8                 | L        | 237        | B. Hill             | 0,00        | 1,402         | 0,000        | 0,00         | 64,999        | 1996 Honda            |
| <b>403</b>        | <b>W</b> | <b>238</b> | <b>J. Cox</b>       | <b>0,00</b> | <b>1,455</b>  | <b>0,000</b> | <b>0,00</b>  | <b>0,019</b>  | <b>1998 Toyota</b>    |





## 12 - All Drivers

| TimeTrial  |          |            | Round: 2            |             |               |              |              |              |                       |
|------------|----------|------------|---------------------|-------------|---------------|--------------|--------------|--------------|-----------------------|
| Entry      | W/L      | Run#       | Driver Name         | Index       | RT            | 60Ft         | Speed        | ET           | Vehicle Info          |
| BYE        | D2       | 239        |                     | 0,00        | 0,000         | 0,000        | 0,00         | 0,000        |                       |
| <b>150</b> | <b>W</b> | <b>240</b> | <b>A. Waith</b>     | <b>0,00</b> | <b>0,571</b>  | <b>2,225</b> | <b>68,66</b> | <b>8,774</b> |                       |
| 218        | L        | 241        | A. Downes           | 0,00        | -0,358        | 2,363        | 86,19        | 8,829        | toyota sr             |
| <b>114</b> | <b>W</b> | <b>242</b> | <b>J. Moore</b>     | <b>0,00</b> | <b>0,196</b>  | <b>2,284</b> | <b>82,81</b> | <b>8,994</b> | <b>Toyota</b>         |
| <b>182</b> | <b>W</b> | <b>243</b> | <b>B. Best</b>      | <b>0,00</b> | <b>0,194</b>  | <b>2,222</b> | <b>88,00</b> | <b>8,873</b> | <b>Honda</b>          |
| 5          | L        | 244        | M. Carter           | 0,00        | 0,268         | 2,232        | 84,04        | 8,812        | 1995 Honda            |
| 216        | L        | 245        | N. Pinto            | 0,00        | 0,264         | 2,157        | 69,48        | 9,176        |                       |
| <b>177</b> | <b>W</b> | <b>246</b> | <b>D. Davis</b>     | <b>0,00</b> | <b>0,272</b>  | <b>2,136</b> | <b>83,65</b> | <b>8,719</b> | <b>Honda</b>          |
| <b>618</b> | <b>W</b> | <b>247</b> | <b>C. Davis</b>     | <b>0,00</b> | <b>0,132</b>  | <b>2,243</b> | <b>76,59</b> | <b>9,312</b> |                       |
| BYE        | D2       | 248        |                     | 0,00        | 0,000         | 0,000        | 0,00         | 0,000        |                       |
| 78         | L        | 249        | P. Reece            | 9,71        | 0,345         | 2,164        | 73,83        | 9,497        |                       |
| <b>215</b> | <b>W</b> | <b>250</b> | <b>D. Johnson</b>   | <b>9,39</b> | <b>0,163</b>  | <b>2,264</b> | <b>76,85</b> | <b>9,294</b> |                       |
| 400        | L        | 251        | K. Maynard          | 9,51        | -0,030        | 2,251        | 78,61        | 9,247        | Honda                 |
| <b>223</b> | <b>W</b> | <b>252</b> | <b>R. Carington</b> | <b>9,29</b> | <b>-0,007</b> | <b>2,154</b> | <b>76,18</b> | <b>9,135</b> |                       |
| 1002       | L        | 253        | J. Jemmott          | 0,00        | 0,173         | 1,960        | 90,15        | 8,170        | Subaru                |
| <b>409</b> | <b>W</b> | <b>254</b> | <b>A. Morris</b>    | <b>0,00</b> | <b>0,113</b>  | <b>1,815</b> | <b>89,06</b> | <b>8,121</b> |                       |
| 120        | L        | 255        | S. Bryan            | 0,00        | 0,028         | 2,043        | 86,06        | 8,624        |                       |
| <b>219</b> | <b>W</b> | <b>256</b> | <b>A. Brian</b>     | <b>0,00</b> | <b>0,073</b>  | <b>2,015</b> | <b>88,75</b> | <b>8,446</b> | <b>Toyota corolla</b> |
| <b>114</b> | <b>W</b> | <b>257</b> | <b>J. Moore</b>     | <b>0,00</b> | <b>0,155</b>  | <b>2,264</b> | <b>79,94</b> | <b>9,055</b> | <b>Toyota</b>         |
| 150        | L        | 258        | A. Waith            | 0,00        | 0,896         | 1,858        | 85,57        | 9,467        |                       |
| <b>182</b> | <b>W</b> | <b>259</b> | <b>B. Best</b>      | <b>0,00</b> | <b>0,038</b>  | <b>2,217</b> | <b>92,06</b> | <b>8,771</b> | <b>Honda</b>          |
| 177        | L        | 260        | D. Davis            | 0,00        | 9,500         | 0,000        | 0,00         | 65,000       | Honda                 |
| TimeTrial  |          |            | Round: 3            |             |               |              |              |              |                       |
| 618        | L        | 261        | C. Davis            | 0,00        | 0,717         | 2,170        | 76,16        | 9,270        |                       |
| <b>215</b> | <b>W</b> | <b>262</b> | <b>D. Johnson</b>   | <b>0,00</b> | <b>0,499</b>  | <b>2,237</b> | <b>77,23</b> | <b>9,246</b> |                       |
| BYE        | D2       | 263        |                     | 0,00        | 0,000         | 0,000        | 0,00         | 0,000        |                       |
| <b>223</b> | <b>W</b> | <b>264</b> | <b>R. Carington</b> | <b>0,00</b> | <b>0,866</b>  | <b>2,145</b> | <b>69,89</b> | <b>9,552</b> |                       |
| 134        | L        | 265        | S. Bruce            | 0,00        | -0,489        | 2,250        | 100,06       | 8,575        | 1994 Mitsubishi       |
| <b>116</b> | <b>W</b> | <b>266</b> | <b>M. Forde</b>     | <b>0,00</b> | <b>0,168</b>  | <b>1,623</b> | <b>93,20</b> | <b>7,030</b> | <b>Mitsubishi</b>     |



## 12 - All Drivers

| TimeTrial  |          | Round: 3   |                     |              |              |              |               |               | Vehicle Info      |
|------------|----------|------------|---------------------|--------------|--------------|--------------|---------------|---------------|-------------------|
| Entry      | W/L      | Run#       | Driver Name         | Index        | RT           | 60Ft         | Speed         | ET            |                   |
| <b>649</b> | <b>W</b> | <b>267</b> | <b>a. mayers</b>    | <b>10,81</b> | <b>0,018</b> | <b>2,467</b> | <b>62,89</b>  | <b>10,908</b> |                   |
| 46         | L        | 268        | C. Pilgrim          | 11,98        | 0,371        | 2,741        | 58,00         | 11,943        | Mitsubishi        |
| 999        | L        | 269        | S. Manoley          | 0,00         | 0,001        | 1,909        | 86,12         | 7,915         |                   |
| <b>300</b> | <b>W</b> | <b>270</b> | <b>D. Murray</b>    | <b>0,00</b>  | <b>0,308</b> | <b>1,784</b> | <b>92,52</b>  | <b>7,480</b>  | <b>Mitsubishi</b> |
| <b>182</b> | <b>W</b> | <b>271</b> | <b>B. Best</b>      | <b>0,00</b>  | <b>0,213</b> | <b>2,180</b> | <b>92,83</b>  | <b>8,814</b>  | <b>Honda</b>      |
| 114        | L        | 272        | J. Moore            | 0,00         | 0,396        | 2,189        | 76,26         | 9,265         | Toyota            |
| 215        | L        | 273        | D. Johnson          | 0,00         | 0,222        | 2,321        | 77,20         | 9,312         |                   |
| <b>223</b> | <b>W</b> | <b>274</b> | <b>R. Carington</b> | <b>0,00</b>  | <b>0,294</b> | <b>2,092</b> | <b>76,50</b>  | <b>9,074</b>  |                   |
| 219        | L        | 275        | A. Brian            | 0,00         | -0,067       | 2,360        | 85,93         | 8,905         | Toyota corolla    |
| <b>409</b> | <b>W</b> | <b>276</b> | <b>A. Morris</b>    | <b>0,00</b>  | <b>0,307</b> | <b>1,560</b> | <b>87,66</b>  | <b>7,956</b>  |                   |
| <b>224</b> | <b>W</b> | <b>277</b> | <b>M. Maloney</b>   | <b>0,00</b>  | <b>0,177</b> | <b>2,477</b> | <b>104,27</b> | <b>7,957</b>  |                   |
| BYE        | D2       | 278        |                     | 0,00         | 0,000        | 0,000        | 0,00          | 0,000         |                   |
| TimeTrial  |          | Round: 4   |                     |              |              |              |               |               | Vehicle Info      |
| 150        | L        | 279        | A. Waith            | 0,00         | -0,287       | 2,434        | 94,37         | 8,520         |                   |
| <b>999</b> | <b>W</b> | <b>280</b> | <b>S. Manoley</b>   | <b>0,00</b>  | <b>0,103</b> | <b>1,908</b> | <b>87,75</b>  | <b>7,893</b>  |                   |