



18 - SUPER STREET

27/02/2021 7:44:58 PM

Order For Qualifying after 4th Round

31 Entries

Qualifying on 27/02/2021

**50th Annual Westernationals**

| Entry # | DRIVER | HOMETOWN           | CAR              | MOTOR          | ET    | SPEED  |        |
|---------|--------|--------------------|------------------|----------------|-------|--------|--------|
| 1.      | 2850   | Lee Watson         | Maylands, WA     | 0 GTO          | 6.2L  | 10.127 | 217.21 |
| 2.      | 6659   | Joel Trotman       | Helena Valle, WA | 0 VC           | 6.0L  | 10.345 | 209.93 |
| 3.      | 3162   | Michael North      | Oakford, WA      | 0 EF Falcon    | 393ci | 10.408 | 208.28 |
| 4.      | 6667   | Glenn Sterkenburg  | Gelorup, WA      | 0 VR Ute       | 357ci | 10.420 | 209.40 |
| 5.      | 129    | Bernie Ellerby     | Lesmurdie, WA    | 1968 HB Torana | 265ci | 10.480 | 197.11 |
| 6.      | 2259   | Chris De Bruin     | Maylands, WA     | 0 Sportswagon  | 6.2L  | 10.491 | 209.54 |
| 7.      | 6618   | Paul Scown         | Pinjarra, WA     | 0 XW Fairmont  | 520ci | 10.507 | 206.93 |
| 8.      | 4061   | Craig Caton        | Darlington, WA   | 0 GTS          | 383ci | 10.622 | 202.68 |
| 9.      | 5828   | Peter Bell         | Jurien Bay, WA   | 0 VS Ute       | 408ci | 10.709 | 201.43 |
| 10.     | 2676   | Stephen Hotchkin   | Lesmurdie, WA    | 0 VC           | 360ci | 10.712 | 196.93 |
| 11.     | 5080   | Kenah Johnson-Begg | Parmelia, WA     | 0 VN           | 383ci | 10.721 | 206.17 |
| 12.     | 3378   | Mike Wubbels       | Maylands, WA     | 0 VF SS        | 6.2L  | 10.759 | 203.08 |
| 13.     | 382    | Jack Wasley        | Port Kennedy, WA | 0 FG Falcon    | 4.0L  | 10.779 | 210.18 |
| 14.     | 7035   | Chris Johnson      | Shoal Water, WA  | 0 RX7          | 80ci  | 10.922 | 223.20 |
| 15.     | 7290   | Adrian Pearsall    | Maylands, WA     | 0 VF SS        | 6.2L  | 11.119 | 193.42 |
| 16.     | 1118   | Kirstie Wroe       | Darling Down, WA | 0 Monaro       | 6.0L  | 11.208 | 196.43 |
| 17.     | 8029   | Beau Higgins       | Parkerville, WA  | 0              |       | 11.237 | 191.58 |
| 18.     | 5140   | Paul Hill          | Walliston, WA    | 0 SLR 5000     | 406ci | 11.341 | 194.70 |
| 19.     | 6817   | Lisa Garbellini    | Orelia, WA       | 0 SSZ          | 6.2L  | 11.362 | 189.77 |
| 20.     | 1937   | Daniel Biggs       | Barragup, WA     | 0 Torana       | 355ci | 11.512 | 186.87 |
| 21.     | 4104   | Cameron Lockett    | Lesmurdie, WA    | 0 HSV GTS      | 5.7L  | 11.548 | 199.65 |
| 22.     | 4203   | Brett Connelly     | Corrigin, WA     | 0 Courier      | 408ci | 11.587 | 183.80 |
| 23.     | 4439   | Jeff Thurley       | Kalamunda, WA    | 0 VG Pacer     | 265ci | 11.606 | 187.43 |
| 24.     | 4365   | Paul Garbellini    | Orelia, WA       | 0 SSZ          | 6.0L  | 11.684 | 186.59 |
| 25.     | 2162   | Richard Stevens    | Maddington, WA   | 0 R8 Clubsport | 6.2L  | 11.735 | 184.55 |
| 26.     | 7343   | Jase Dobra         | Banksia Grov, WA | 0 Commodore    | 6.0L  | 11.900 | 181.21 |
| 27.     | 2629   | Andy Oorschot      | Cannington, WA   | 0 VE SS        | 6.0L  | 11.902 | 186.02 |
| 28.     | 6544   | Peter Dickson      | Langford, WA     | 0 XB Fairmont  | 351ci | 11.956 | 180.26 |
| 29.     | 7273   | Brett Olsen        | Langford, WA     | 0 VE           | 6.0L  | 12.005 | 186.59 |
| 30.     | 3879   | Tyrone Begg        | Parmelia, WA     | 0              | 5.7L  | 12.468 | 176.01 |
| 31.     | 4195   | Alicia Naylor      | Marangaroo, WA   | 0 FG Falcon    | 5.0L  | 12.621 | 182.48 |



## 18 - SUPER STREET

| Qualification Run |          |            | Round: 1            |             |               |              |               |               |                  |
|-------------------|----------|------------|---------------------|-------------|---------------|--------------|---------------|---------------|------------------|
| Entry             | W/L      | Run#       | Driver Name         | Index       | RT            | 60Ft         | Speed         | ET            | Vehicle Info     |
| <b>2259</b>       | <b>W</b> | <b>7</b>   | <b>C. De Bruin</b>  | <b>0.00</b> | <b>-0.024</b> | <b>1.517</b> | <b>209.54</b> | <b>10.491</b> | <b>VE</b>        |
| 5080              | L        | 8          | K. Johnson-B        | 0.00        | -0.107        | 1.522        | 206.17        | 10.721        | Calais           |
| <b>7290</b>       | <b>W</b> | <b>9</b>   | <b>A. Pearsall</b>  | <b>0.00</b> | <b>0.019</b>  | <b>1.508</b> | <b>193.42</b> | <b>11.119</b> | <b>Commodore</b> |
| 4203              | L        | 10         | B. Connelly         | 0.00        | 0.146         | 1.580        | 183.80        | 11.587        | Ford             |
| 3378              | L        | 11         | M. Wubbels          | 0.00        | 0.147         | 1.556        | 203.08        | 10.759        | Commodore        |
| <b>5828</b>       | <b>W</b> | <b>12</b>  | <b>P. Bell</b>      | <b>0.00</b> | <b>0.014</b>  | <b>1.464</b> | <b>201.43</b> | <b>10.709</b> |                  |
| <b>1937</b>       | <b>W</b> | <b>13</b>  | <b>D. Biggs</b>     | <b>0.00</b> | <b>0.183</b>  | <b>1.620</b> | <b>184.00</b> | <b>11.542</b> | <b>Holden</b>    |
| 3879              | L        | 14         | T. Begg             | 0.00        | 0.008         | 1.843        | 176.01        | 12.468        | VU SS Ute        |
| 1118              | L        | 15         | K. Wroe             | 0.00        | 0.077         | 1.608        | 194.28        | 11.245        | Holden           |
| <b>382</b>        | <b>W</b> | <b>16</b>  | <b>J. Wasley</b>    | <b>0.00</b> | <b>0.095</b>  | <b>1.788</b> | <b>209.68</b> | <b>10.965</b> | <b>Ford</b>      |
| 4104              | L        | 17         | C. Lockett          | 0.00        | -0.082        | 1.889        | 195.76        | 11.729        | Holden           |
| <b>6544</b>       | <b>W</b> | <b>18</b>  | <b>P. Dickson</b>   | <b>0.00</b> | <b>0.096</b>  | <b>1.777</b> | <b>180.92</b> | <b>12.084</b> | <b>Ford</b>      |
| 2850              | L        | 19         | L. Watson           | 0.00        | -0.400        | 2.007        | 218.08        | 10.599        | Pontiac          |
| <b>2676</b>       | <b>W</b> | <b>20</b>  | <b>S. Hotchkin</b>  | <b>0.00</b> | <b>0.096</b>  | <b>2.539</b> | <b>176.63</b> | <b>13.202</b> | <b>Valiant</b>   |
| 129               | L        | 21         | B. Ellerby          | 0.00        | -0.003        | 1.363        | 197.32        | 10.504        | 1968 Holden      |
| <b>6817</b>       | <b>W</b> | <b>22</b>  | <b>L. Garbellin</b> | <b>0.00</b> | <b>0.129</b>  | <b>1.542</b> | <b>189.77</b> | <b>11.362</b> | <b>Commodore</b> |
| <b>7343</b>       | <b>W</b> | <b>23</b>  | <b>J. Dobra</b>     | <b>0.00</b> | <b>0.056</b>  | <b>1.677</b> | <b>181.21</b> | <b>11.900</b> |                  |
| 7035              | L        | 24         | C. Johnson          | 0.00        | 0.584         | 2.046        | 206.94        | 11.581        | Mazda            |
| 3162              | L        | 25         | M. North            | 0.00        | 0.035         | 1.534        | 209.33        | 10.439        | Ford             |
| <b>6659</b>       | <b>W</b> | <b>26</b>  | <b>J. Trotman</b>   | <b>0.00</b> | <b>0.087</b>  | <b>1.527</b> | <b>210.42</b> | <b>10.377</b> | <b>Commodore</b> |
| <b>7273</b>       | <b>W</b> | <b>27</b>  | <b>B. Olsen</b>     | <b>0.00</b> | <b>-0.065</b> | <b>1.741</b> | <b>186.59</b> | <b>12.005</b> | <b>Commodore</b> |
| 4439              | L        | 28         | J. Thurley          | 0.00        | -0.216        | 1.717        | 187.43        | 11.606        | Valiant          |
| <b>4061</b>       | <b>W</b> | <b>29</b>  | <b>C. Caton</b>     | <b>0.00</b> | <b>0.048</b>  | <b>1.575</b> | <b>203.54</b> | <b>10.650</b> | <b>HX Monaro</b> |
| 2629              | L        | 30         | A. Oorschot         | 0.00        | 0.054         | 1.762        | 186.02        | 11.902        | Holden           |
| <b>6618</b>       | <b>W</b> | <b>31</b>  | <b>P. Scown</b>     | <b>0.00</b> | <b>0.115</b>  | <b>1.512</b> | <b>206.93</b> | <b>10.507</b> | <b>Ford</b>      |
| 4195              | L        | 32         | A. Naylor           | 0.00        | 0.092         | 1.953        | 181.87        | 12.626        | Ford             |
| <b>8029</b>       | <b>W</b> | <b>33</b>  | <b>B. Higgins</b>   | <b>0.00</b> | <b>0.075</b>  | <b>1.656</b> | <b>192.17</b> | <b>11.240</b> | <b>XY Falcon</b> |
| 2162              | L        | 34         | R. Stevens          | 0.00        | 0.011         | 1.596        | 184.77        | 11.749        | HSV              |
| Qualification Run |          |            | Round: 2            |             |               |              |               |               |                  |
| 3879              | L        | 129        | T. Begg             | 0.00        | 0.104         | 1.842        | 175.14        | 12.493        | VU SS Ute        |
| <b>5080</b>       | <b>W</b> | <b>130</b> | <b>K. Johnson-B</b> | <b>0.00</b> | <b>0.028</b>  | <b>1.516</b> | <b>202.99</b> | <b>10.773</b> | <b>Calais</b>    |



## 18 - SUPER STREET

| Qualification Run |          |            | Round: 2            |             |               |              |               |               |                  |
|-------------------|----------|------------|---------------------|-------------|---------------|--------------|---------------|---------------|------------------|
| Entry             | W/L      | Run#       | Driver Name         | Index       | RT            | 60Ft         | Speed         | ET            | Vehicle Info     |
| <b>2259</b>       | <b>W</b> | <b>131</b> | <b>C. De Bruin</b>  | <b>0.00</b> | <b>0.004</b>  | <b>1.549</b> | <b>207.25</b> | <b>10.597</b> | <b>VE</b>        |
| 1118              | L        | 132        | K. Wroe             | 0.00        | 0.033         | 1.614        | 194.73        | 11.264        | Holden           |
| 6544              | L        | 133        | P. Dickson          | 0.00        | 0.166         | 1.702        | 179.30        | 12.061        | Ford             |
| <b>7290</b>       | <b>W</b> | <b>134</b> | <b>A. Pearsall</b>  | <b>0.00</b> | <b>0.011</b>  | <b>1.522</b> | <b>192.63</b> | <b>11.156</b> | <b>Commodore</b> |
| 4203              | L        | 135        | B. Connelly         | 0.00        | 0.098         | 1.585        | 181.52        | 11.653        | Ford             |
| <b>3378</b>       | <b>W</b> | <b>136</b> | <b>M. Wubbels</b>   | <b>0.00</b> | <b>0.049</b>  | <b>1.564</b> | <b>200.98</b> | <b>10.874</b> | <b>Commodore</b> |
| 1937              | L        | 137        | D. Biggs            | 0.00        | 0.009         | 1.686        | 184.02        | 11.565        | Holden           |
| <b>5828</b>       | <b>W</b> | <b>138</b> | <b>P. Bell</b>      | <b>0.00</b> | <b>0.014</b>  | <b>1.519</b> | <b>202.31</b> | <b>10.736</b> |                  |
| 382               | DR       | 139        | J. Wasley           | 0.00        | -0.400        | 0.000        | 0.00          | 64.999        | Ford             |
| <b>4439</b>       | <b>W</b> | <b>140</b> | <b>J. Thurley</b>   | <b>0.00</b> | <b>0.135</b>  | <b>2.501</b> | <b>0.00</b>   | <b>64.999</b> | <b>Valiant</b>   |
| <b>382</b>        | <b>W</b> | <b>141</b> | <b>J. Wasley</b>    | <b>0.00</b> | <b>-0.400</b> | <b>3.160</b> | <b>204.11</b> | <b>12.357</b> | <b>Ford</b>      |
| BYE               | D2       | 142        |                     | 0.00        | 0.000         | 0.000        | 0.00          | 0.000         |                  |
| 6817              | L        | 143        | L. Garbellin        | 0.00        | 0.013         | 1.559        | 188.05        | 11.418        | Commodore        |
| <b>2676</b>       | <b>W</b> | <b>144</b> | <b>S. Hotchkin</b>  | <b>0.00</b> | <b>0.116</b>  | <b>1.516</b> | <b>186.97</b> | <b>10.870</b> | <b>Valiant</b>   |
| 2629              | L        | 145        | A. Oorschot         | 0.00        | 0.031         | 1.781        | 185.43        | 11.927        | Holden           |
| <b>7035</b>       | <b>W</b> | <b>146</b> | <b>C. Johnson</b>   | <b>0.00</b> | <b>0.431</b>  | <b>2.024</b> | <b>205.99</b> | <b>11.345</b> | <b>Mazda</b>     |
| <b>6618</b>       | <b>W</b> | <b>147</b> | <b>P. Scown</b>     | <b>0.00</b> | <b>0.147</b>  | <b>1.507</b> | <b>206.77</b> | <b>10.524</b> | <b>Ford</b>      |
| 4104              | L        | 148        | C. Lockett          | 0.00        | 0.134         | 1.904        | 196.88        | 11.771        | Holden           |
| <b>6659</b>       | <b>W</b> | <b>149</b> | <b>J. Trotman</b>   | <b>0.00</b> | <b>0.064</b>  | <b>1.522</b> | <b>209.93</b> | <b>10.345</b> | <b>Commodore</b> |
| 129               | L        | 150        | B. Ellerby          | 0.00        | 0.086         | 1.397        | 196.76        | 10.563        | 1968 Holden      |
| <b>3162</b>       | <b>W</b> | <b>151</b> | <b>M. North</b>     | <b>0.00</b> | <b>0.095</b>  | <b>1.545</b> | <b>208.31</b> | <b>10.467</b> | <b>Ford</b>      |
| 7273              | L        | 152        | B. Olsen            | 0.00        | -0.066        | 1.771        | 186.37        | 12.055        | Commodore        |
| <b>4061</b>       | <b>W</b> | <b>153</b> | <b>C. Caton</b>     | <b>0.00</b> | <b>0.066</b>  | <b>1.563</b> | <b>201.44</b> | <b>10.682</b> | <b>HX Monaro</b> |
| 4365              | L        | 154        | P. Garbellin        | 0.00        | 0.010         | 1.663        | 185.30        | 11.755        | Commodore        |
| <b>5140</b>       | <b>W</b> | <b>155</b> | <b>P. Hill</b>      | <b>0.00</b> | <b>0.346</b>  | <b>1.727</b> | <b>191.52</b> | <b>11.421</b> | <b>Holden</b>    |
| 7343              | L        | 156        | J. Dobra            | 0.00        | 0.060         | 1.732        | 178.69        | 12.144        |                  |
| <b>2162</b>       | <b>W</b> | <b>157</b> | <b>R. Stevens</b>   | <b>0.00</b> | <b>0.044</b>  | <b>1.590</b> | <b>182.09</b> | <b>11.775</b> | <b>HSV</b>       |
| 4195              | L        | 158        | A. Naylor           | 0.00        | 0.098         | 1.918        | 182.72        | 12.646        | Ford             |
| 8029              | L        | 159        | B. Higgins          | 0.00        | 0.118         | 1.758        | 179.62        | 11.963        | XY Falcon        |
| <b>6667</b>       | <b>W</b> | <b>160</b> | <b>G. Sterkenbu</b> | <b>0.00</b> | <b>0.063</b>  | <b>1.608</b> | <b>208.21</b> | <b>10.591</b> | <b>Holden</b>    |



## 18 - SUPER STREET

| Qualification Run |          |            | Round: 3            |             |               |              |               |               |                    |
|-------------------|----------|------------|---------------------|-------------|---------------|--------------|---------------|---------------|--------------------|
| Entry             | W/L      | Run#       | Driver Name         | Index       | RT            | 60Ft         | Speed         | ET            | Vehicle Info       |
| 2259              | L        | 313        | C. De Bruin         | 0.00        | -0.100        | 1.566        | 207.08        | 10.672        | VE                 |
| <b>5828</b>       | <b>W</b> | <b>314</b> | <b>P. Bell</b>      | <b>0.00</b> | <b>-0.042</b> | <b>1.490</b> | <b>201.64</b> | <b>10.737</b> |                    |
| 4203              | L        | 315        | B. Connelly         | 0.00        | 0.026         | 1.605        | 181.61        | 11.696        | Ford               |
| <b>1937</b>       | <b>W</b> | <b>316</b> | <b>D. Biggs</b>     | <b>0.00</b> | <b>0.035</b>  | <b>1.629</b> | <b>186.87</b> | <b>11.512</b> | <b>Holden</b>      |
| 1118              | L        | 317        | K. Wroe             | 0.00        | 0.127         | 1.611        | 196.42        | 11.242        | Holden             |
| <b>3378</b>       | <b>W</b> | <b>318</b> | <b>M. Wubbels</b>   | <b>0.00</b> | <b>0.104</b>  | <b>1.572</b> | <b>201.82</b> | <b>10.853</b> | <b>Commodore</b>   |
| <b>6667</b>       | <b>W</b> | <b>319</b> | <b>G. Sterkenbu</b> | <b>0.00</b> | <b>0.019</b>  | <b>1.561</b> | <b>209.40</b> | <b>10.420</b> | <b>Holden</b>      |
| 382               | L        | 320        | J. Wasley           | 0.00        | -0.054        | 1.655        | 210.18        | 10.779        | Ford               |
| <b>129</b>        | <b>W</b> | <b>321</b> | <b>B. Ellerby</b>   | <b>0.00</b> | <b>0.029</b>  | <b>1.358</b> | <b>195.56</b> | <b>10.587</b> | <b>1968 Holden</b> |
| 7290              | L        | 322        | A. Pearsall         | 0.00        | 0.145         | 1.516        | 192.46        | 11.172        | Commodore          |
| <b>4061</b>       | <b>W</b> | <b>323</b> | <b>C. Caton</b>     | <b>0.00</b> | <b>0.062</b>  | <b>1.554</b> | <b>203.11</b> | <b>10.686</b> | <b>HX Monaro</b>   |
| 2629              | L        | 324        | A. Oorschot         | 0.00        | 0.089         | 1.793        | 186.03        | 11.944        | Holden             |
| <b>3162</b>       | <b>W</b> | <b>325</b> | <b>M. North</b>     | <b>0.00</b> | <b>0.340</b>  | <b>1.564</b> | <b>203.54</b> | <b>10.745</b> | <b>Ford</b>        |
| 6817              | L        | 326        | L. Garbellin        | 0.00        | 0.052         | 1.576        | 189.06        | 11.456        | Commodore          |
| 4365              | L        | 327        | P. Garbellin        | 0.00        | 0.093         | 1.644        | 186.56        | 11.700        | Commodore          |
| <b>5080</b>       | <b>W</b> | <b>328</b> | <b>K. Johnson-B</b> | <b>0.00</b> | <b>0.009</b>  | <b>1.529</b> | <b>201.81</b> | <b>10.860</b> | <b>Calais</b>      |
| <b>5140</b>       | <b>W</b> | <b>329</b> | <b>P. Hill</b>      | <b>0.00</b> | <b>0.249</b>  | <b>1.736</b> | <b>194.70</b> | <b>11.341</b> | <b>Holden</b>      |
| 4195              | L        | 330        | A. Naylor           | 0.00        | -0.012        | 1.940        | 182.48        | 12.621        | Ford               |
| <b>6659</b>       | <b>W</b> | <b>331</b> | <b>J. Trotman</b>   | <b>0.00</b> | <b>0.014</b>  | <b>1.533</b> | <b>209.46</b> | <b>10.404</b> | <b>Commodore</b>   |
| 2162              | L        | 332        | R. Stevens          | 0.00        | -0.006        | 1.591        | 184.55        | 11.735        | HSV                |
| 6618              | L        | 333        | P. Scown            | 0.00        | 0.414         | 0.000        | 0.00          | 64.999        | Ford               |
| <b>7035</b>       | <b>W</b> | <b>334</b> | <b>C. Johnson</b>   | <b>0.00</b> | <b>0.366</b>  | <b>1.840</b> | <b>223.20</b> | <b>10.922</b> | <b>Mazda</b>       |
| 7273              | L        | 335        | B. Olsen            | 0.00        | 0.127         | 1.743        | 184.66        | 12.024        | Commodore          |
| <b>2676</b>       | <b>W</b> | <b>336</b> | <b>S. Hotchkin</b>  | <b>0.00</b> | <b>0.130</b>  | <b>1.544</b> | <b>196.59</b> | <b>10.809</b> | <b>Valiant</b>     |
| 4104              | L        | 337        | C. Lockett          | 0.00        | -0.142        | 1.935        | 189.90        | 11.757        | Holden             |
| <b>8029</b>       | <b>W</b> | <b>338</b> | <b>B. Higgins</b>   | <b>0.00</b> | <b>-0.011</b> | <b>1.643</b> | <b>191.58</b> | <b>11.237</b> | <b>XY Falcon</b>   |
| 7343              | L        | 339        | J. Dobra            | 0.00        | -0.109        | 1.804        | 178.37        | 12.165        |                    |
| <b>3879</b>       | <b>W</b> | <b>340</b> | <b>T. Begg</b>      | <b>0.00</b> | <b>0.078</b>  | <b>1.859</b> | <b>174.61</b> | <b>12.559</b> | <b>VU SS Ute</b>   |
| <b>6544</b>       | <b>W</b> | <b>341</b> | <b>P. Dickson</b>   | <b>0.00</b> | <b>0.002</b>  | <b>1.658</b> | <b>180.26</b> | <b>11.956</b> | <b>Ford</b>        |
| BYE               | D2       | 342        |                     | 0.00        | 0.000         | 0.000        | 0.00          | 0.000         |                    |



## 18 - SUPER STREET

| Qualification Run |          |            | Round: 4            |             |              |              |               |               |                    |
|-------------------|----------|------------|---------------------|-------------|--------------|--------------|---------------|---------------|--------------------|
| Entry             | W/L      | Run#       | Driver Name         | Index       | RT           | 60Ft         | Speed         | ET            | Vehicle Info       |
| 3879              | L        | 509        | T. Begg             | 0.00        | 0.101        | 1.814        | 174.84        | 12.498        | VU SS Ute          |
| <b>5080</b>       | <b>W</b> | <b>510</b> | <b>K. Johnson-B</b> | <b>0.00</b> | <b>0.065</b> | <b>1.514</b> | <b>201.76</b> | <b>10.862</b> | <b>Calais</b>      |
| <b>2259</b>       | <b>W</b> | <b>511</b> | <b>C. De Bruin</b>  | <b>0.00</b> | <b>0.169</b> | <b>1.512</b> | <b>208.34</b> | <b>10.540</b> | <b>VE</b>          |
| 4195              | L        | 512        | A. Naylor           | 0.00        | 0.104        | 1.953        | 180.81        | 12.684        | Ford               |
| <b>5828</b>       | <b>W</b> | <b>513</b> | <b>P. Bell</b>      | <b>0.00</b> | <b>0.202</b> | <b>1.466</b> | <b>199.08</b> | <b>10.826</b> |                    |
| 4203              | L        | 514        | B. Connelly         | 0.00        | -0.039       | 1.725        | 173.01        | 12.261        | Ford               |
| 7290              | L        | 515        | A. Pearsall         | 0.00        | 0.112        | 1.518        | 191.94        | 11.172        | Commodore          |
| <b>382</b>        | <b>W</b> | <b>516</b> | <b>J. Wasley</b>    | <b>0.00</b> | <b>0.112</b> | <b>1.691</b> | <b>210.08</b> | <b>10.836</b> | <b>Ford</b>        |
| 8029              | L        | 517        | B. Higgins          | 0.00        | 0.106        | 1.682        | 191.61        | 11.259        | XY Falcon          |
| <b>2850</b>       | <b>W</b> | <b>518</b> | <b>L. Watson</b>    | <b>0.00</b> | <b>0.072</b> | <b>1.480</b> | <b>217.21</b> | <b>10.127</b> | <b>Pontiac</b>     |
| 1118              | L        | 519        | K. Wroe             | 0.00        | 0.033        | 1.598        | 196.43        | 11.208        | Holden             |
| <b>3378</b>       | <b>W</b> | <b>520</b> | <b>M. Wubbels</b>   | <b>0.00</b> | <b>0.092</b> | <b>1.558</b> | <b>202.15</b> | <b>10.818</b> | <b>Commodore</b>   |
| <b>129</b>        | <b>W</b> | <b>521</b> | <b>B. Ellerby</b>   | <b>0.00</b> | <b>0.100</b> | <b>1.367</b> | <b>197.11</b> | <b>10.480</b> | <b>1968 Holden</b> |
| 1937              | L        | 522        | D. Biggs            | 0.00        | 0.239        | 1.623        | 185.85        | 11.560        | Holden             |
| <b>4061</b>       | <b>W</b> | <b>523</b> | <b>C. Caton</b>     | <b>0.00</b> | <b>0.090</b> | <b>1.524</b> | <b>202.68</b> | <b>10.622</b> | <b>HX Monaro</b>   |
| 6544              | L        | 524        | P. Dickson          | 0.00        | 0.057        | 1.673        | 179.79        | 11.996        | Ford               |
| 5140              | L        | 525        | P. Hill             | 0.00        | 0.167        | 1.753        | 193.79        | 11.372        | Holden             |
| <b>2676</b>       | <b>W</b> | <b>526</b> | <b>S. Hotchkin</b>  | <b>0.00</b> | <b>0.113</b> | <b>1.449</b> | <b>196.93</b> | <b>10.712</b> | <b>Valiant</b>     |
| <b>6817</b>       | <b>W</b> | <b>527</b> | <b>L. Garbellin</b> | <b>0.00</b> | <b>0.047</b> | <b>1.550</b> | <b>188.79</b> | <b>11.405</b> | <b>Commodore</b>   |
| 4104              | L        | 528        | C. Lockett          | 0.00        | 0.242        | 1.859        | 199.65        | 11.548        | Holden             |
| 7273              | L        | 529        | B. Olsen            | 0.00        | -0.061       | 1.730        | 184.43        | 12.012        | Commodore          |
| <b>7343</b>       | <b>W</b> | <b>530</b> | <b>J. Dobra</b>     | <b>0.00</b> | <b>0.006</b> | <b>1.710</b> | <b>181.61</b> | <b>12.043</b> |                    |
| <b>4365</b>       | <b>W</b> | <b>531</b> | <b>P. Garbellin</b> | <b>0.00</b> | <b>0.022</b> | <b>1.630</b> | <b>186.59</b> | <b>11.684</b> | <b>Commodore</b>   |
| 6659              | L        | 532        | J. Trotman          | 0.00        | -0.016       | 1.535        | 209.16        | 10.422        | Commodore          |
| <b>3162</b>       | <b>W</b> | <b>533</b> | <b>M. North</b>     | <b>0.00</b> | <b>0.114</b> | <b>1.500</b> | <b>208.28</b> | <b>10.408</b> | <b>Ford</b>        |
| 6667              | L        | 534        | G. Sterkenbu        | 0.00        | -0.028       | 1.535        | 208.04        | 10.483        | Holden             |
| <b>2162</b>       | <b>W</b> | <b>535</b> | <b>R. Stevens</b>   | <b>0.00</b> | <b>0.038</b> | <b>1.586</b> | <b>183.21</b> | <b>11.755</b> | <b>HSV</b>         |
| 7035              | L        | 536        | C. Johnson          | 0.00        | 0.243        | 2.431        | 219.61        | 11.885        | Mazda              |