*Timing By: AXWare Systems* *Your source For Competition Timing*

**Dixie Region SCCA - #1 - Dixie Points Event #01 - Sun 02-02-2020**

**Pax Time Results**

**Timed Entries: 70**

| Pax Pos. | Pos. | Class | # | Driver | Car Model | Total | Factor | Pax Time | Diff. | From 1st |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | ES | 144 | Mark Burt | 2003 Toyota MR2 | 38.117 / *48.068* | *0.793 | 38.117 | 0.000 | 0.000 |
| 2 | 1 | PCAM-T | 28 | Steve Seymore | 1990 Ford Mustang | 38.135 / *46.677* | *0.817 | 38.135 | 0.018 | 0.018 |
| 3 | 2 | PSTR | 34 | Robert Palmblad | 2019 Mazda MX-5 | 38.154 / *46.136* | *0.827 | 38.154 | 0.019 | 0.037 |
| 4 | 3 | PSSM | 88 | Matthew Glagola | 2008 Lotus Elise | 38.678 / *44.204* | *0.875 | 38.678 | 0.524 | 0.561 |
| 5 | 4 | PES | 194 | Trevor Renson | 2000 Toyota MR2 Spyder | 38.780 / *48.903* | *0.793 | 38.780 | 0.102 | 0.663 |
| 6 | 5 | PCAM-S | 177 | Ed Vogt | 2003 Chevrolet Zed Oh 6 | 39.036 / *46.863* | *0.833 | 39.036 | 0.256 | 0.919 |
| 7 | 6 | PEM | 151 | Nathan Gordon | 2014 Stalker m-Spec AXR | 39.083 / *43.620* | *0.896 | 39.083 | 0.047 | 0.966 |
| 8 | 7 | PFP | 167 | Jesse Waymire | 2000 Honda POS2000 | 39.139 / *45.091* | *0.868 | 39.139 | 0.056 | 1.022 |
| 9 | 8 | PFP | 67 | Wes Hughson | 2000 Honda POS2000 | 39.157 / *45.112* | *0.868 | 39.157 | 0.018 | 1.040 |
| 10 | 9 | PSMF | 182 | Ethan Swindel | 1995 Acura Integra | 39.228 / *46.645* | *0.841 | 39.228 | 0.071 | 1.111 |
| 11 | 10 | PCAM-S | 77 | Chris Larson | 2003 Chevrolet Corvette Z06 | 39.363 / *47.255* | *0.833 | 39.363 | 0.135 | 1.246 |
| 12 | 11 | PBS | 2 | Donald Lowe | 2018 Chevrolet Camaro SS 1LE | 39.505 / *48.532* | *0.814 | 39.505 | 0.142 | 1.388 |
| 13 | 12 | PSMF | 82 | Bryan Batchelor | Acura Integra | 39.591 / *47.077* | *0.841 | 39.591 | 0.086 | 1.474 |
| 14 | 13 | PCAM-S | 99 | Steve Waters | 2017 Chevrolet Corvette | 39.665 / *47.618* | *0.833 | 39.665 | 0.074 | 1.548 |
| 15 | 1 | GS | 10 | Donnie Lowe | 2019 Honda Civic Si | 39.737 / *50.174* | *0.792 | 39.737 | 0.072 | 1.620 |
| 16 | 1 | BCAM-T | 128 | Rob Ippolito | 1990 Ford Mustang | 39.792 / *48.706* | *0.817 | 39.792 | 0.055 | 1.675 |
| 17 | 2 | GS | 111 | Oliver Jones | 2017 Honda Civic Si | 39.868 / *50.339* | *0.792 | 39.868 | 0.076 | 1.751 |
| 18 | 14 | PSSC | 187 | Steven Hughes | 2016 Scion FR-S | 39.933 / *50.042* | *0.798 | 39.933 | 0.065 | 1.816 |
| 19 | 1 | DSP | 159 | Romesh Canekeratne | 2002 BMW 330 Ci | 39.947 / *47.444* | *0.842 | 39.947 | 0.014 | 1.830 |
| 20 | 15 | PGS | 193 | Terry McIntyre | 2019 Honda Civic SI | 40.002 / *50.508* | *0.792 | 40.002 | 0.055 | 1.885 |
| 21 | 1 | FS | 97 | Jeff Wetzel | 2013 BMW M3 | 40.374 / *50.217* | *0.804 | 40.374 | 0.372 | 2.257 |
| 22 | 1 | TSMF | 15 | Adam Neylans | 2019 Honda Fit Sport | 40.478 / *49.113* | *0.824180 | 40.478 | 0.104 | 2.361 |
| 23 | 2 | FS | 85 | Brian Meyers | 2018 Ford Mustang GT | 40.570 / *50.461* | *0.804 | 40.570 | 0.092 | 2.453 |
| 24 | 2 | DSP | 59 | Mark Canekeratne | 2002 BMW 330 Ci | 40.775 / *48.427* | *0.842 | 40.775 | 0.205 | 2.658 |
| 25 | 1 | CAM-C | 67 | Thomas Neubeck | 2019 Chevrolet Camaro SS 1LE | 40.920 / *50.025* | *0.818 | 40.920 | 0.145 | 2.803 |
| 26 | 1 | SS | 11 | Chris Cervenka | 2019 Ford Mustang \| Shelby GT350R | 40.993 / *49.870* | *0.822 | 40.993 | 0.073 | 2.876 |
| 27 | 1 | SMF | 142 | Michael May | 1988 Honda CRX | 41.234 / *49.030* | *0.841 | 41.234 | 0.241 | 3.117 |
| 28 | 2 | CAM-C | 118 | James Bell | 2013 Ford Mustang | 41.255 / *50.434* | *0.818 | 41.255 | 0.021 | 3.138 |
| 29 | 2 | SMF | 42 | Arty Gallegos | 1988 Honda CRX | 41.255 / *49.055* | *0.841 | 41.255 | 0.000 | 3.138 |
| 30 | 2 | TASP | 88 | Bradley Alvis | 2017 BMW M2 | 41.349 / *49.698* | *0.832020 | 41.349 | 0.094 | 3.232 |
| 31 | 3 | CAM-C | 71 | Justin Sproul | 2000 Ford Mustang GT | 41.724 / *51.008* | *0.818 | 41.724 | 0.375 | 3.607 |
| 32 | 4 | CAM-C | 64 | Tony Edwards | 2019 Chevrolet Camaro RS 1LE | 41.980 / *51.321* | *0.818 | 41.980 | 0.256 | 3.863 |
| 33 | 3 | TBSP | 2 | Bjorn Stange | 2002 BMW M3 | 42.183 / *50.521* | *0.834960 | 42.183 | 0.203 | 4.066 |
| 34 | 1 | STR | 12 | Melwin Rivera | 2003 Honda S2000 | 42.321 / *51.175* | *0.827 | 42.321 | 0.138 | 4.204 |
| 35 | 5 | CAM-C | 171 | John Sproul | 2000 Ford Mustang GT | 42.369 / *51.796* | *0.818 | 42.369 | 0.048 | 4.252 |
| 36 | 16 | PEP | 199 | Marko Horn | 1988 Honda CRX | 42.421 / *49.908* | *0.850 | 42.421 | 0.052 | 4.304 |
| 37 | 1 | LFS | 97 | Roberta Wetzel | 2013 BMW M3 | 42.506 / *52.869* | *0.804 | 42.506 | 0.085 | 4.389 |
| 38 | 2 | ES | 44 | Diana Knerr | 2003 Toyota Mr. 2 | 42.544 / *53.650* | *0.793 | 42.544 | 0.038 | 4.427 |
| 39 | 3 | FS | 8 | Hasaan Yumeen | 2017 Cheverolet Camaro SS | 42.921 / *53.385* | *0.804 | 42.921 | 0.377 | 4.804 |
| 40 | 2 | STR | 73 | Bryce Marik | 1992 Mazda Miata | 42.993 / *51.987* | *0.827 | 42.993 | 0.072 | 4.876 |
| 41 | 1 | AS | 58 | Les Pritchard | 2014 Chevrolet Corvette | 43.425 / *53.023* | *0.819 | 43.425 | 0.432 | 5.308 |
| 42 | 3 | GS | 11 | Wade Melton | 2017 Honda Civic Si | 43.720 / *55.202* | *0.792 | 43.720 | 0.295 | 5.603 |
| 43 | 3 | STR | 71 | Patrick Hatchett | 1991 Mazda MIata | 44.225 / *53.477* | *0.827 | 44.225 | 0.505 | 6.108 |

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| 44 | 2 | SS | 111 | Charles Spagnolo | 2019 Ford Mustang GT350R | 44.240 / *53.820* | *0.822 | 44.240 | 0.015 | 6.123 |
| 45 | 3 | SMF | 13 | Devon Royer | 2000 Acura Integra | 44.534 / *52.954* | *0.841 | 44.534 | 0.294 | 6.417 |
| 46 | 2 | BSTH | 03 | Joseph Lazaro | 2015 Ford Focus | 44.687 / *54.966* | *0.813 | 44.687 | 0.153 | 6.570 |
| 47 | 4 | SMF | 82 | Kyle Moore | 1998 Acura Integra | 44.688 / *53.137* | *0.841 | 44.688 | 0.001 | 6.571 |
| 48 | 1 | NHS | 52 | Matthew Hunter | 2015 Ford Fiesta ST | 44.935 / *57.610* | *0.780 | 44.935 | 0.247 | 6.818 |
| 49 | 3 | BSTX | 05 | Brandon Winter | 2015 Subaru BRZ | 45.503 / *55.764* | *0.816 | 45.503 | 0.568 | 7.386 |
| 50 | 6 | CAM-C | 18 | Danielle Bell | 2013 Ford Mustang | 45.583 / *55.725* | *0.818 | 45.583 | 0.080 | 7.466 |
| 51 | 2 | NCS | 25 | Matthew Boler | 2017 Subaru BRZ | 45.592 / *56.356* | *0.809 | 45.592 | 0.009 | 7.475 |
| 52 | 3 | NSTR | 99 | Jeremy Corley | 2014 Mazda Miata | 45.955 / *55.569* | *0.827 | 45.955 | 0.363 | 7.838 |
| 53 | 4 | TSM | 77 | Justin Robertson | 2005 Saab 9-2x | 46.496 / *55.557* | *0.836920 | 46.496 | 0.541 | 8.379 |
| 54 | 4 | BEM | 70 | John Cass | 1962 Lotus 7 | 46.597 / *52.006* | *0.896 | 46.597 | 0.101 | 8.480 |
| 55 | 5 | SMF | 15 | Alex Melendez | 2016 Ford Focus ST | 46.788 / *55.634* | *0.841 | 46.788 | 0.191 | 8.671 |
| 56 | 17 | PEM | 51 | Jeremy Speller | 2014 Stalker M-Spec AXR | 46.887 / *52.330* | *0.896 | 46.887 | 0.099 | 8.770 |
| 57 | 2 | AS | 1 | Nam Tu | 2002 Chevrolet Corvette | 47.320 / *57.778* | *0.819 | 47.320 | 0.433 | 9.203 |
| 58 | 4 | NES | 27 | James Fries | 1984 Porsche 944 | 47.622 / *60.054* | *0.793 | 47.622 | 0.302 | 9.505 |
| 59 | 5 | NSTR | 18 | Matt Keith | 1999 Mazda Miata | 47.635 / *57.600* | *0.827 | 47.635 | 0.013 | 9.518 |
| 60 | 3 | SS | 15 | David Gladwin | 2016 Alfa Romeo 4C | 47.796 / *58.146* | *0.822 | 47.796 | 0.161 | 9.679 |
| 61 | 6 | NES | 81 | Malachi Virgil | 2003 Mazda Miata | 48.047 / *60.589* | *0.793 | 48.047 | 0.251 | 9.930 |
| 62 | 7 | CAM-C | 1 | alan russell | 2009 Ford Mustang GT | 48.199 / *58.924* | *0.818 | 48.199 | 0.152 | 10.082 |
| 63 | 5 | BCS | 67 | Leon Van Dommelen | 2016 Mazda Miata | 48.321 / *59.730* | *0.809 | 48.321 | 0.122 | 10.204 |
| 64 | 7 | NTSSP | 3 | Michael Recca | 2010 Chevrolet Corvette | 48.463 / *57.971* | *0.836 | 48.463 | 0.142 | 10.346 |
| 65 | 2 | LSTR | 7 | Tracie Priest | 1996 Mazda Miata | 49.026 / *59.282* | *0.827 | 49.026 | 0.563 | 10.909 |
| 66 | 6 | BSSM | 8 | Joseph Watson | 2001 Honda s2000 | 49.056 / *56.065* | *0.875 | 49.056 | 0.030 | 10.939 |
| 67 | 8 | NBSP | 22 | Brian Shipman | 2013 Hyundai Genesis Coupe | 51.286 / *60.195* | *0.852 | 51.286 | 2.230 | 13.169 |
| 68 | 8 | CAM-C | 5 | Devin Rigdon | 2007 Ford Mustang | 54.041 / *66.065* | *0.818 | 54.041 | 2.755 | 15.924 |
| 69 | 9 | NBS | 11 | Sofia Torino | 1996 Chevrolet Corvette | 57.015 / *70.044* | *0.814 | 57.015 | 2.974 | 18.898 |
| 70 | 10 | NEP | 99 | Leif Horn | 1988 Honda CRX | 57.984 / *68.217* | *0.850 | 57.984 | 0.969 | 19.867 |