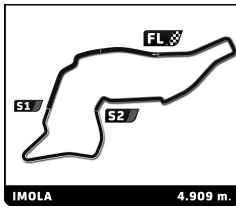


CLASSIC TOURING CHALLENGE IMOLA CLASSIC RACE

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
4 Alfa Romeo Giulia Sprint GTA 1965 1. Conrad M. ULRICH -2L								21 Austin Mini Cooper S 1275 1965 1. Simon NOBILI -2L							
1	1	2:35.170	37.429	49.309	1:08.432		2:35.170	24	2	2:14.376	28.383	44.016	1:01.977	193.2	56:08.775
2	1	2:26.776	30.799	48.275	1:07.702	189.5	5:01.946	25	2	2:14.816	28.758	44.196	1:01.862	193.9	58:23.591
3	1	2:25.385	30.549	47.807	1:07.029	195.3	7:27.331	26	2	2:16.165	28.544	44.128	1:03.493	188.8	1:00:39.756
4	1	2:27.251	31.066	49.607	1:06.578	196.0	9:54.582								
5	1	2:27.418	31.594	48.631	1:07.193	192.2	12:22.000	1	1	2:30.383	33.734	48.009	1:08.640		2:30.383
6	1	2:24.985	30.803	47.493	1:06.689	187.5	14:46.985	2	1	2:27.359	31.511	48.515	1:07.333	187.8	4:57.742
7	1	2:26.041	30.770	47.956	1:07.315	188.8	17:13.026	3	1	2:27.648	31.974	48.333	1:07.341	181.8	7:25.390
8	1	2:27.374	30.886	48.423	1:08.065	191.5	19:40.400	4	1	2:28.381	31.414	48.590	1:08.377	182.4	9:53.771
9	1	2:25.272	30.941	48.155	1:06.176	191.5	22:05.672	5	1	2:59.189 B	33.346	55.895	1:29.948	178.8	12:52.960
10	1	2:26.286	30.708	48.146	1:07.432	197.1	24:31.958	6	1	3:10.185	1:10.255	49.770	1:10.160	124.1	16:03.145
11	1	2:26.880	31.226	48.404	1:07.250	192.9	26:58.838	7	1	2:31.035	32.790	49.539	1:08.706	180.9	18:34.180
12	1	4:43.337 B	30.637	48.328	3:24.372	195.7	31:42.175	8	1	2:32.670	32.818	49.273	1:10.579	179.4	21:06.850
13	1	2:41.093	45.401	48.829	1:06.863	131.2	34:23.268	9	1	2:57.108 B	37.471	51.081	1:28.556	142.3	24:03.958
14	1	2:25.873	31.004	47.896	1:06.973	180.9	36:49.141	10	1	7:52.699 B	5:33.268	49.579	1:29.852	122.6	31:56.657
15	1	2:24.724	30.753	47.716	1:06.255	193.5	39:13.865	11	1	4:41.593	2:44.028	49.109	1:08.456	120.1	36:38.250
16	1	2:25.038	30.461	47.517	1:07.060	197.4	41:38.903	12	1	2:30.670	32.845	49.100	1:08.725	179.1	39:08.920
17	1	2:26.631	31.984	47.602	1:07.045	172.2	44:05.534	13	1	2:29.182	32.457	48.564	1:08.161	179.7	41:38.102
18	1	2:26.817	31.236	48.344	1:07.237	188.2	46:32.351	14	1	2:29.818	32.210	49.169	1:08.439	181.2	44:07.920
19	1	2:25.742	30.986	47.766	1:06.990	179.4	48:58.093	15	1	2:27.399	31.743	48.070	1:07.586	181.5	46:35.319
20	1	2:25.623	30.838	48.180	1:06.605	189.1	51:23.716	16	1	2:28.365	31.972	48.497	1:07.896	182.7	49:03.684
21	1	2:24.756	30.483	47.578	1:06.695	195.7	53:48.472	17	1	2:28.259	32.005	48.275	1:07.979	181.8	51:31.943
22	1	2:27.877	31.087	49.832	1:06.958	192.2	56:16.349	18	1	2:29.902	32.087	50.419	1:07.396	182.7	54:01.845
23	1	2:28.758	30.710	47.794	1:10.254	193.9	58:45.107	19	1	2:28.331	31.874	48.562	1:07.895	183.4	56:30.176
24	1	2:26.406	30.940	48.474	1:06.992	189.5	1:01:11.513	20	1	2:29.625	32.067	48.440	1:09.118	181.8	58:59.801
14 Ford Mustang 289 1965 1. John SPIERS +2L 2. Nigel GREENSALL								21	1	2:26.885	31.597	47.591	1:07.697	184.0	1:01:26.686
1	1	2:14.629	28.913	44.848	1:00.868		2:14.629	22 Alfa Romeo Giulia Sprint GTA 1965 1. François RIVAZ -2L 2. Frank STIPPLER							
2	1	2:14.459	28.177	44.517	1:01.765	211.8	4:29.088	1	1	2:20.996	30.510	45.876	1:04.610		2:20.996
3	1	2:14.177	28.334	44.323	1:01.520	208.9	6:43.265	2	1	2:19.817	29.331	45.761	1:04.725	201.9	4:40.813
4	1	2:15.118	28.189	44.664	1:02.265	216.9	8:58.383	3	1	2:20.143	29.412	45.886	1:04.845	200.4	7:00.956
5	1	2:12.963	27.860	44.146	1:00.957	214.7	11:11.346	4	1	2:20.306	29.479	45.851	1:04.976	199.6	9:21.262
6	1	2:13.398	28.171	43.973	1:01.254	213.4	13:24.744	5	1	2:18.949	29.256	45.622	1:04.071	200.0	11:40.211
7	1	2:14.579	28.393	44.727	1:01.459	206.9	15:39.323	6	1	2:19.327	29.171	46.149	1:04.007	200.4	13:59.538
8	1	2:14.162	28.094	44.808	1:01.260	208.9	17:53.485	7	1	2:18.646	29.251	45.460	1:03.935	200.0	16:18.184
9	1	2:15.509	28.485	45.430	1:01.594	202.6	20:08.994	8	1	2:19.182	29.244	45.754	1:04.184	201.1	18:37.366
10	1	2:14.891	28.314	44.555	1:02.022	196.4	22:23.885	9	1	2:17.850	28.920	45.028	1:03.902	200.0	20:55.216
11	1	2:14.687	28.290	44.895	1:01.502	208.5	24:38.572	10	1	2:18.284	29.212	45.084	1:03.988	198.2	23:13.500
12	1	2:14.347	28.315	44.369	1:01.663	212.2	26:52.919	11	1	2:18.237	29.033	45.073	1:04.131	198.9	25:31.737
13	1	2:15.729	28.878	44.666	1:02.185	198.2	29:08.648	12	1	5:23.658 B	29.435	45.126	4:09.097	200.7	30:55.395
14	1	4:20.865 B	28.549	44.913	3:07.403	195.3	33:29.513	13	2	2:32.880	43.981	45.236	1:03.663	137.4	33:28.275
15	2	2:32.275	46.207	44.287	1:01.781	152.8	36:01.788	14	2	2:17.663	28.930	45.471	1:03.262	202.6	35:45.938
16	2	2:12.257	28.304	43.176	1:00.777	192.2	38:14.045	15	2	2:16.413	28.992	44.014	1:03.407	200.0	38:02.351
17	2	2:14.372	29.138	43.994	1:01.240	189.1	40:28.417	16	2	2:15.742	28.655	44.176	1:02.911	201.1	40:18.093
18	2	2:14.437	28.637	44.181	1:01.619	187.8	42:42.854	17	2	2:15.965	28.689	43.899	1:03.377	204.5	42:34.058
19	2	2:15.579	28.458	44.625	1:02.496	187.8	44:58.433	18	2	2:17.462	29.383	44.618	1:03.461	198.9	44:51.520
20	2	2:14.498	28.174	44.290	1:02.034	199.3	47:12.931	19	2	2:16.114	28.842	44.281	1:02.991	200.7	47:07.634
21	2	2:12.737	27.876	43.806	1:01.055	198.5	49:25.668	20	2	2:15.923	28.881	44.086	1:02.956	201.1	49:23.557
22	2	2:13.389	28.151	43.437	1:01.801	192.5	51:39.057	21	2	2:15.295	28.571	44.125	1:02.599	201.9	51:38.852
23	2	2:15.342	28.795	44.907	1:01.640	188.2	53:54.399	22	2	2:15.851	28.696	44.493	1:02.662	204.2	53:54.703
								23	2	2:15.653	28.686	44.619	1:02.348	205.3	56:10.356

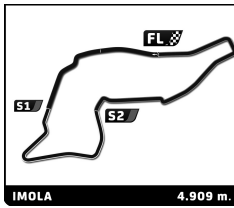


CLASSIC TOURING CHALLENGE IMOLA CLASSIC RACE

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
24	2	2:14.556	28.427	43.810	1:02.319	204.9	58:24.912	3	1	2:24.328	29.972	47.881	1:06.475	198.2	7:14.884
25	2	2:17.232	28.225	43.858	1:05.149	205.3	1:00:42.144	4	1	2:23.150	29.941	47.321	1:05.888	200.0	9:38.034
30 Alfa Romeo Giulia Sprint GTA 1965 1. Carlo VÖGELE 2. Yves VÖGELE -2L								5	1	2:21.315	29.960	46.115	1:05.240	200.4	11:59.349
1	1	2:28.707	34.455	48.026	1:06.226		2:28.707	6	1	2:21.509	29.809	46.043	1:05.657	200.7	14:20.858
2	1	2:22.837	30.304	46.230	1:06.303	191.2	4:51.544	7	1	2:22.463	30.566	46.431	1:05.466	200.4	16:43.321
3	1	2:24.238	30.727	47.164	1:06.347	182.4	7:15.782	8	1	2:23.313	29.633	46.290	1:07.390	201.1	19:06.634
4	1	2:22.709	29.957	47.077	1:05.675	187.2	9:38.491	9	1	2:25.181	30.869	47.086	1:07.226	194.6	21:31.815
33 Alfa Romeo Giulia Sprint GTA 1965 1. Roderick JACK 2. Rory JACK -2L								10	1	2:21.830	30.100	46.038	1:05.692	197.1	23:53.645
1	2	2:26.626	32.675	47.047	1:06.904		2:26.626	11	1	2:20.941	29.835	46.119	1:04.987	198.2	26:14.586
2	2	2:24.341	29.959	46.759	1:07.623	201.1	4:50.967	69 Chevrolet Corvette C1 Phase 2 1960 1. Michel GROSFILLIER +2L							
3	2	2:25.245	30.657	47.019	1:07.569	197.8	7:16.212	1	1	2:36.049	38.282	49.808	1:07.959		2:36.049
4	2	2:22.448	29.748	47.191	1:05.509	200.7	9:38.660	2	1	2:28.005	32.371	48.677	1:06.957	172.0	5:04.054
5	2	2:18.291	29.338	45.244	1:03.709	205.7	11:56.951	3	1	2:27.357	31.252	48.788	1:07.317	183.4	7:31.411
6	2	2:19.062	29.281	45.175	1:04.606	200.4	14:16.013	4	1	2:27.389	31.346	49.359	1:06.684	181.5	9:58.800
7	2	2:19.213	29.636	45.585	1:03.992	201.5	16:35.226	5	1	2:29.315	31.921	50.236	1:07.158	185.9	12:28.115
8	2	2:18.433	29.794	45.014	1:03.625	200.0	18:53.659	6	1	2:28.093	31.953	48.633	1:07.507	168.2	14:56.208
9	2	2:17.620	29.195	44.683	1:03.742	199.3	21:11.279	7	1	2:29.381	32.494	49.560	1:07.327	161.2	17:25.589
10	2	2:19.638	29.991	45.600	1:04.047	182.4	23:30.917	8	1	2:29.446	31.725	49.898	1:07.823	175.9	19:55.035
11	2	2:16.911	29.102	44.530	1:03.279	201.1	25:47.828	9	1	2:30.558	32.270	49.866	1:08.422	160.5	22:25.593
12	2	4:45.335 B	29.133	45.594	3:30.608	197.4	30:33.163	10	1	2:28.068	31.473	48.981	1:07.614	173.6	24:53.661
13	1	2:38.538	46.053	45.879	1:06.606	132.8	33:11.701	11	1	2:49.158 B	32.089	49.681	1:27.388	169.0	27:42.819
14	1	2:21.892	30.371	46.081	1:05.440	198.2	35:33.593	12	1	4:50.575	2:54.398	50.353	1:05.824	136.0	32:33.394
15	1	2:22.639	30.766	46.122	1:05.751	195.7	37:56.232	13	1	2:30.052	31.986	49.916	1:08.150	171.2	35:03.446
16	1	2:21.643	30.631	46.064	1:04.948	196.7	40:17.875	14	1	2:30.045	33.577	48.806	1:07.662	164.1	37:33.491
17	1	2:20.676	30.155	45.267	1:05.254	192.9	42:38.551	15	1	2:32.099	32.679	51.097	1:08.323	167.4	40:05.590
18	1	2:20.795	30.022	45.571	1:05.202	195.7	44:59.346	16	1	2:29.337	31.785	49.399	1:08.153	171.7	42:34.927
19	1	2:21.026	30.460	45.753	1:04.813	198.5	47:20.372	17	1	2:29.221	31.987	50.020	1:07.214	171.4	45:04.148
20	1	2:19.434	29.856	45.212	1:04.366	196.4	49:39.806	18	1	2:27.628	31.559	48.868	1:07.201	175.0	47:31.776
21	1	2:22.254	29.577	45.311	1:07.366	199.6	52:02.060	19	1	2:28.054	31.414	49.275	1:07.365	174.5	49:59.830
22	1	2:19.254	29.701	45.270	1:04.283	195.3	54:21.314	20	1	2:30.422	32.162	49.446	1:08.814	175.0	52:30.252
23	1	2:18.356	29.360	45.223	1:03.773	198.5	56:39.670	21	1	2:28.428	32.300	49.212	1:06.916	168.5	54:58.680
24	1	2:19.414	29.323	45.217	1:04.874	200.0	58:59.084	22	1	2:27.044	32.167	48.011	1:06.866	162.9	57:25.724
25	1	2:19.953	29.545	45.040	1:05.368	198.9	1:01:19.037	23	1	2:29.181	32.309	48.514	1:08.358	165.6	59:54.905
40 Alfa Romeo Giulia Sprint GTA 1965 1. Michael ERLICH -2L								24	1	2:29.199	32.869	48.963	1:07.367	169.3	1:02:24.104
1	1	2:30.394	34.067	49.830	1:06.497		2:30.394	70 Alfa Romeo Giulia Sprint GTA 1965 1. Christian OLDENDORFF -2L							
2	1	2:23.978	30.507	47.768	1:05.703	198.9	4:54.372	1	1	2:26.923	33.118	47.112	1:06.693		2:26.923
3	1	2:24.117	29.831	47.082	1:07.204	198.5	7:18.489	2	1	2:23.992	29.956	47.000	1:07.036	195.7	4:50.915
4	1	2:23.027	31.694	45.974	1:05.359	197.1	9:41.516	3	1	2:21.569	30.264	46.321	1:04.984	198.2	7:12.484
5	1	2:20.694	29.634	46.024	1:05.036	199.3	12:02.210	4	1	2:21.264	30.120	45.743	1:05.401	196.0	9:33.748
6	1	2:20.960	29.608	46.019	1:05.333	198.2	14:23.170	5	1	2:20.431	30.200	45.578	1:04.653	195.7	11:54.179
7	1	2:20.835	29.791	45.789	1:05.255	199.3	16:44.005	6	1	2:21.253	30.090	46.563	1:04.600	194.9	14:15.432
8	1	4:44.884 B	29.814	45.959	3:29.111	200.0	21:28.889	7	1	2:19.586	29.817	45.575	1:04.194	199.3	16:35.018
43 Alfa Romeo Giulia Sprint GTA 1965 1. Alexander RITTWEGER 2. Peter PRALLER -2L								8	1	2:20.496	29.633	46.252	1:04.611	200.4	18:55.514
1	1	2:26.057	32.308	47.282	1:06.467		2:26.057	9	1	2:20.057	29.834	45.532	1:04.691	196.7	21:15.571
2	1	2:24.499	30.319	46.683	1:07.497	199.3	4:50.556	10	1	2:19.901	29.887	45.719	1:04.295	196.0	23:35.472
								11	1	2:19.853	29.844	45.495	1:04.514	198.5	25:55.325
								12	1	2:20.393	30.004	45.407	1:04.982	197.8	28:15.718
								13	1	2:21.556	30.132	46.676	1:04.748	195.3	30:37.274
								14	1	4:30.720 B	30.085	46.192	3:14.443	194.6	35:07.994



CLASSIC TOURING CHALLENGE IMOLA CLASSIC RACE

Sector Analysis

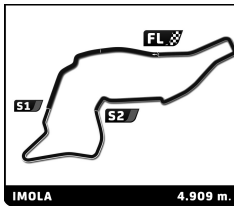
Lap under Red Flag Invalidated Lap Personal Best Session Best Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
15	1	2:42.793	50.632	46.218	1:05.943	128.7	37:50.787	22	2	2:24.081	30.675	47.254	1:06.152	180.0	59:41.623
16	1	2:21.467	30.209	46.680	1:04.578	191.5	40:12.254	23	2	2:22.569	30.515	47.321	1:04.733	188.8	1:02:04.192
17	1	2:21.344	29.778	45.548	1:06.018	195.7	42:33.598	140 Alfa Romeo Giulia GTA 1965 1.Christian ALBRECHT 2.Seb PEREZ -2L							
18	1	2:20.551	30.036	45.620	1:04.895	197.8	44:54.149								
19	1	2:20.551	29.667	45.450	1:05.434	197.8	47:14.700								
20	1	2:19.954	29.712	45.475	1:04.767	196.7	49:34.654	1	1	2:27.311	33.884	46.790	1:06.637		2:27.311
21	1	2:20.682	30.079	45.508	1:05.095	194.6	51:55.336	2	1	2:23.983	30.538	46.409	1:07.036	200.0	4:51.294
22	1	2:20.950	29.843	45.898	1:05.209	196.0	54:16.286	3	1	2:23.793	30.570	46.926	1:06.297	198.5	7:15.087
23	1	2:20.393	29.967	45.685	1:04.741	196.7	56:36.679	4	1	2:20.990	30.068	46.477	1:04.445	202.2	9:36.077
24	1	2:20.947	29.593	45.283	1:06.071	197.8	58:57.626	5	1	2:18.674	29.398	45.273	1:04.003	197.8	11:54.751
25	1	2:19.598	30.103	45.222	1:04.273	196.7	1:01:17.224	6	1	2:19.321	29.605	45.657	1:04.059	199.6	14:14.072

79		Ford Cortina Lotus 1965 1.Mark DRAIN 2.Andrew HADDON -2L												
		1	1	2:22.526	31.167	46.283	1:05.076							2:22.526
2	1	2:20.942	29.913	46.272	1:04.757	200.4	4:43.468							
3	1	2:21.766	29.994	46.209	1:05.563	197.8	7:05.234							
4	1	2:20.796	30.173	46.173	1:04.450	196.7	9:26.030							
5	1	2:21.242	30.086	46.268	1:04.888	196.4	11:47.272							
6	1	2:21.722	30.215	46.554	1:04.953	193.5	14:08.994							
7	1	2:20.497	29.881	46.135	1:04.481	196.7	16:29.491							
8	1	2:20.578	29.824	45.917	1:04.837	194.6	18:50.069							
9	1	2:21.015	29.668	47.039	1:04.308	196.7	21:11.084							
10	1	2:20.241	29.695	45.777	1:04.769	198.2	23:31.325							
11	1	4:40.988	29.861	46.602	3:24.525	196.0	28:12.313							
12	2	2:31.269	42.881	45.391	1:02.997	141.2	30:43.582							
13	2	2:17.067	29.379	45.184	1:02.504	199.6	33:00.649							
14	2	2:16.286	28.920	44.718	1:02.648	201.1	35:16.935							
15	2	2:17.446	29.082	45.170	1:03.194	200.0	37:34.381							

89		Ford Mustang 289 1965 1.Phil MULACEK 2.Sterling MULACEK +2L												
		1	1	2:30.090	35.444	49.300	1:05.346							2:30.090
2	1	2:22.549	30.133	46.987	1:05.429	191.8	4:52.639							
3	1	2:24.102	30.848	47.012	1:06.242	183.4	7:16.741							
4	1	2:22.603	30.169	47.203	1:05.231	197.8	9:39.344							
5	1	2:21.156	29.868	45.957	1:05.331	193.5	12:00.500							
6	1	2:21.010	29.021	46.554	1:05.435	198.2	14:21.510							
7	1	2:20.367	29.301	46.503	1:04.563	209.7	16:41.877							
8	1	5:52.772	29.533	46.542	4:36.697	207.3	22:34.649							
9	1	2:48.737	50.007	49.660	1:09.070	123.9	25:23.386							
10	1	5:15.749	32.599	48.713	3:54.437	178.5	30:39.135							
11	2	2:47.136	51.595	49.025	1:06.516	128.9	33:26.271							
12	2	2:23.774	30.388	47.930	1:05.456	191.5	35:50.045							
13	2	2:22.593	30.392	47.139	1:05.062	193.9	38:12.638							
14	2	2:24.444	30.784	47.948	1:05.712	186.2	40:37.082							
15	2	2:24.253	30.918	47.913	1:05.422	181.2	43:01.335							
16	2	2:22.997	30.677	47.033	1:05.287	185.2	45:24.332							
17	2	2:21.329	29.489	46.705	1:05.135	207.3	47:45.661							
18	2	2:23.049	30.920	47.224	1:04.905	171.2	50:08.710							
19	2	2:22.481	30.247	46.851	1:05.383	187.2	52:31.191							
20	2	2:23.481	31.480	47.460	1:04.541	170.3	54:54.672							
21	2	2:22.870	30.553	47.443	1:04.874	184.3	57:17.542							

155		Alfa Romeo Giulia GTA 1965 1.Daniel HAGER 2.Malte HAGER -2L												
		1	1	2:34.850	35.580	50.575	1:08.695							2:34.850
2	1	2:26.474	30.742	47.827	1:07.905	192.5	5:01.324							
3	1	2:25.955	30.653	47.747	1:07.555	192.9	7:27.279							
4	1	3:00.949	30.642	1:21.905	1:08.402	195.7	10:28.228							
5	1	2:27.353	30.886	48.102	1:08.365	190.8	12:55.581							
6	1	2:27.270	31.009	48.044	1:08.217	187.2	15:22.851							
7	1	2:25.710	30.652	47.545	1:07.513	193.9	17:48.561							
8	1	2:27.969	30.876	48.298	1:08.795	193.9	20:16.530							
9	1	2:25.229	30.555	47.364	1:07.310	193.5	22:41.759							
10	1	2:26.572	30.684	48.588	1:07.300	193.9	25:08.331							
11	1	2:25.814	30.938	47.728	1:07.148	193.2	27:34.145							
12	1	2:24.527	30.807	47.214	1:06.506	194.9	29:58.672							
13	1	4:52.651	30.411	1:01.008	3:21.232	195.3	34:51.323							
14	1	2:45.333	49.792	47.570	1:07.971	125.3	37:36.656							
15	1	2:26.909	30.612	48.729	1:07.568	194.9	40:03.565							
16	1	2:25.736	30.598	47.528	1:07.610	194.2	42:29.301							
17	1	2:26.948	30.542	47.777	1:08.629	194.2	44:56.249							
18	1	2:26.978	30.392	49.204	1:07.382	196.0	47:23.227							
19	1	2:23.985	30.301	46.902	1:06.782	194.9	49:47.212							



CLASSIC TOURING CHALLENGE IMOLA CLASSIC RACE

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best B Crossing the pit lane															
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
20	1	2:33.583	30.434	48.069	1:15.080	196.0	52:20.795								
21	1	2:25.223	30.450	47.726	1:07.047	196.0	54:46.018								
22	1	2:26.349	30.421	47.553	1:08.375	192.9	57:12.367								
23	1	2:26.083	30.688	48.092	1:07.303	185.9	59:38.450								
24	1	2:25.409	30.590	47.361	1:07.458	190.8	1:02:03.859								
181 Ford Cortina Lotus 1965 1. Kyle TILLEY -2L															
1	1	2:17.688	29.546	45.083	1:03.059		2:17.688								
2	1	2:16.175	28.891	44.676	1:02.608	204.9	4:33.863								
3	1	2:15.743	28.895	44.439	1:02.409	203.8	6:49.606								
4	1	2:15.374	28.839	44.173	1:02.362	203.0	9:04.980								
5	1	2:15.700	28.849	44.302	1:02.549	203.4	11:20.680								
6	1	2:15.989	29.062	44.358	1:02.569	203.0	13:36.669								
7	1	2:17.308	29.078	45.108	1:03.122	202.2	15:53.977								
8	1	2:15.821	28.877	44.407	1:02.537	203.0	18:09.798								
9	1	2:15.880	29.017	44.356	1:02.507	202.2	20:25.678								
10	1	2:15.860	28.900	44.107	1:02.853	201.9	22:41.538								
11	1	2:28.665	30.766	49.582	1:08.317	201.1	25:10.203								
12	1	5:09.163B	31.153	47.595	3:50.415	179.1	30:19.366								
13	1	2:29.661	42.605	44.624	1:02.432	140.3	32:49.027								
14	1	2:16.100	28.748	44.658	1:02.694	201.9	35:05.127								
15	1	2:16.806	29.750	44.615	1:02.441	198.5	37:21.933								
16	1	2:16.405	29.081	44.549	1:02.775	200.7	39:38.338								
17	1	2:16.421	29.141	44.382	1:02.898	200.7	41:54.759								
18	1	2:17.440	29.055	44.957	1:03.428	201.9	44:12.199								
19	1	2:17.546	29.332	44.863	1:03.351	201.1	46:29.745								
20	1	2:16.841	29.259	44.648	1:02.934	200.0	48:46.586								
21	1	2:17.500	29.235	44.966	1:03.299	199.6	51:04.086								
22	1	2:17.077	29.525	44.611	1:02.941	200.4	53:21.163								
23	1	2:16.938	29.299	44.754	1:02.885	200.7	55:38.101								