

**CER**

**Qualifying Practice 1**  
**Sector Analysis**

<b>2 FOVENY Michael</b>				<b>Porsche 935</b>				<b>GT2</b>	
1		28:36.584	28:36.584	2	3:45.669	1:21.612	0:38.154	5:45.435	
3	1:37.294	1:21.078	0:42.588	4	2:44.432	1:13.021	0:33.408	4:30.861	
5	1:29.138	1:10.447	0:31.833	6	1:32.845	1:11.193	0:41.091	3:25.129	
7	2:21.414	1:08.502	0:31.841	8	<b>1:27.346</b>	<b>1:07.213</b>	<b>0:32.612</b>	<b>3:07.171</b>	
9	1:28.409	1:11.907	0:31.383	10	1:25.956	1:12.586	0:35.543	3:14.085	

<b>3 ROITMAYER Stefan</b>				<b>Porsche 935</b>				<b>GT2</b>	
1		28:42.723	28:42.723	2	4:34.721	1:09.657	0:31.867	6:16.245	
3	1:21.204	1:05.319	0:40.931	4	5:27.701	1:02.588	0:27.768	6:58.057	
5	<b>1:14.921</b>	<b>0:59.627</b>	<b>0:26.661</b>	6	1:14.191	1:03.647	0:41.682	2:59.520	
7	2:47.966	1:00.969	0:27.121	8	1:17.263	1:00.397	0:40.155	2:57.815	

<b>4 SCHWARTZ Christophe</b>				<b>Dodge Charger</b>				<b>GT2</b>	
1		27:16.607	27:16.607	2	<b>24:11.635</b>	<b>1:08.231</b>	<b>0:41.279</b>	<b>26:01.145</b>	

<b>7 FRANCE Pierre-Alain</b>				<b>Lola T70 Mk IIIB</b>				<b>P1</b>	
1		28:08.754	28:08.754	2	4:05.692	1:12.446	0:29.674	5:47.812	
3	1:26.472	1:11.135	0:29.980	4	1:20.174	1:07.082	0:30.686	2:57.942	
5	1:20.047	1:04.541	0:29.059	6	1:18.555	1:02.716	0:30.105	2:51.376	
7	1:21.951	1:05.118	0:28.577	8	1:18.849	1:01.644	0:29.056	2:49.549	
9	1:17.173	1:01.116	0:27.922	10	<b>1:13.839</b>	<b>0:59.951</b>	<b>0:27.475</b>	<b>2:41.265</b>	
11	1:14.439	1:00.502	0:26.982	12	1:15.497	1:00.398	0:27.273	2:43.168	

<b>12 VEILLARD Charles</b>				<b>BMW 320 I Gr 5</b>				<b>GT2</b>	
1		27:29.467	27:29.467	2	4:37.125	1:25.475	0:33.622	6:36.222	
3	<b>1:41.661</b>	<b>1:15.841</b>	<b>0:44.882</b>	4	10:50.592	1:13.509	0:46.074	12:50.175	

<b>17 SCHRAUWEN Anthony</b>				<b>Lotus Elan</b>				<b>GT1</b>	
1		26:20.237	26:20.237	2	5:16.116	1:16.481	0:34.468	7:07.065	
3	1:32.785	1:14.290	0:33.438	4	1:34.795	1:23.771	0:44.286	3:42.852	
5	4:06.538	1:10.015	0:32.625	6	1:28.925	1:14.793	0:32.620	3:16.338	
7	1:28.813	1:14.947	0:34.188	8	1:33.184	1:11.829	0:31.885	3:16.898	
9	1:30.993	1:10.696	0:33.080	10	<b>1:27.676</b>	<b>1:09.179</b>	<b>0:31.217</b>	<b>3:08.072</b>	

<b>18 THUNER Bernard</b>				<b>Lola T70 MK III B</b>				<b>P1</b>	
1		29:05.583	29:05.583	2	3:11.672	1:17.769	0:32.492	5:01.933	
3	1:28.148	1:12.546	0:31.371	4	1:29.581	1:12.349	0:43.156	3:25.086	
5	12:06.996	1:05.277	0:29.560	6	1:23.139	1:03.392	0:29.236	2:55.767	
7	<b>1:18.496</b>	<b>1:00.518</b>	<b>0:28.355</b>		<b>2:47.369</b>				

<b>20 VOEGELE Peter</b>				<b>Porsche 910</b>				<b>P1</b>	
1		28:01.441	28:01.441	2	4:17.319	1:20.442	0:38.463	6:16.224	
3	1:39.463	1:21.197	0:35.600	4	1:38.878	1:16.502	0:45.873	3:41.253	
5	2:54.777	1:09.847	0:32.437	6	1:30.717	1:14.583	0:33.829	3:19.129	
7	1:27.032	1:49.240	0:33.184	8	1:28.271	1:17.565	0:32.122	3:17.958	
9	<b>1:27.767</b>	<b>1:13.806</b>	<b>0:32.407</b>	10	1:29.073	1:11.882	0:33.029	3:13.984	

22 BUSST Russel-FREEMAN David--					Chevron B31 Hart				P2
1			28:12.105	28:12.105	2	4:00.075	1:10.493	0:32.097	5:42.665
3	1:29.571	1:10.653	0:31.221	3:11.445	4	1:36.219	1:10.397	0:31.615	3:18.231
5	1:24.944	1:05.352	0:30.630	3:00.926	6	1:20.318	1:01.368	0:28.372	2:50.058
7	1:23.202	1:04.159	0:29.699	2:57.060	8	1:20.870	1:02.218	0:29.219	2:52.307
9	<b>1:17.309</b>	<b>1:01.280</b>	<b>0:29.202</b>	<b>2:47.791</b>	10	1:19.406	1:00.532	0:28.609	2:48.547
11	1:17.166	1:00.577	0:41.831	2:59.574					

23 RUPP Charles-REGNIER Sylvain--					Porsche 911 RS 3L				GT2
1			26:49.542	26:49.542	2	4:50.963	1:09.632	0:32.329	6:32.924
3	1:24.537	1:06.872	0:30.007	3:01.416	4	1:23.911	1:05.391	0:29.477	2:58.779
5	<b>1:22.231</b>	<b>1:05.274</b>	<b>0:29.694</b>	<b>2:57.199</b>	6	1:22.335	1:06.373	0:30.412	2:59.120
7	1:22.180	1:07.233	0:38.974	3:08.387	8	3:17.498	1:11.973	0:31.699	5:01.170
9	1:25.675	1:07.651	0:31.073	3:04.399	10	1:21.440	1:06.480	0:30.785	2:58.705
11	1:26.344	1:09.198	0:43.627	3:19.169					

24 LACAUD Dominique					Lola T294 BMW				P2
1			27:42.505	27:42.505	2	4:20.247	1:07.284	0:28.683	5:56.214
3	<b>1:20.598</b>	<b>1:03.754</b>	<b>0:28.188</b>	<b>2:52.540</b>	4	1:27.656	1:28.239	0:45.278	3:41.173
5	12:29.231	1:10.800	0:31.588	14:11.619	6	1:26.494	1:09.572	0:31.817	3:07.883
7	1:29.104	1:07.975	0:31.296	3:08.375					

25 FARNETTI Roberto-BENEDINI Gianpaolo--					Chevron B16 BMW				P1
1			28:15.583	28:15.583	2	3:57.399	1:10.861	0:31.760	5:40.020
3	1:25.924	1:09.716	0:31.981	3:07.621	4	1:24.369	1:07.258	0:30.014	3:01.641
5	1:21.606	1:05.312	0:30.625	2:57.543	6	1:21.493	1:05.502	0:38.661	3:05.656
7	3:10.468	1:04.974	0:28.758	4:44.200	8	<b>1:16.216</b>	<b>1:03.951</b>	<b>0:27.837</b>	<b>2:48.004</b>
9	1:16.247	1:04.084	0:28.783	2:49.114	10	1:19.142	1:04.445	0:41.664	3:05.251

27 SHELDON John					Chevron B16 FVC				P1
1			28:22.732	28:22.732	2	3:47.708	1:11.420	0:31.120	5:30.248
3	1:29.313	1:10.656	0:46.982	3:26.951	4	4:46.938	1:04.346	0:29.168	6:20.452
5	<b>1:19.578</b>	<b>1:03.500</b>	<b>0:28.614</b>	<b>2:51.692</b>	6	1:19.228	1:04.666	0:35.282	2:59.176

36 CARON Ludovic					Chevron B21 BDG				P2
1			27:25.379	27:25.379	2	5:10.342	1:05.970	0:32.635	6:48.947
3	1:22.390	1:20.266	0:29.838	3:12.494	4	1:26.609	1:08.206	0:30.876	3:05.691
5	<b>1:19.763</b>	<b>1:04.867</b>	<b>0:30.625</b>	<b>2:55.255</b>	6	1:18.287	1:03.413	0:37.660	2:59.360
7	7:46.280	1:01.890	0:30.138	9:18.308	8	1:22.498	1:08.849	0:38.212	3:09.559

40 MOREAU Bernard					Porsche 911 RSR 2,8L				GT2
1			26:16.788	26:16.788	2	5:07.437	1:04.659	0:29.553	6:41.649
3	1:18.020	1:04.122	0:29.635	2:51.777	4	1:16.845	1:02.957	0:28.687	2:48.489
5	1:18.965	1:05.994	0:28.987	2:53.946	6	1:22.840	1:02.540	0:28.722	2:54.102
7	1:19.724	1:03.354	0:28.473	2:51.551	8	<b>1:17.720</b>	<b>1:01.877</b>	<b>0:28.182</b>	<b>2:47.779</b>
9	1:17.105	1:05.190	0:30.586	2:52.881	10	1:21.917	1:03.224	0:28.131	2:53.272
11	1:19.417	1:06.716	0:41.967	3:08.100					

42 ZURSTRASSEN Louis					GRD 73S				P2
1			28:03.965	28:03.965	2	4:11.944	1:19.890	0:36.855	6:08.689
3	1:27.293	1:09.364	0:32.594	3:09.251	4	1:28.661	1:07.710	0:29.874	3:06.245
5	1:22.539	1:08.777	0:30.182	3:01.498	6	1:22.949	1:05.246	0:29.449	2:57.644
7	1:19.788	1:03.361	0:28.316	2:51.465	8	1:18.419	1:02.784	0:28.669	2:49.872
9	1:18.219	1:02.402	0:28.896	2:49.517	10	1:18.212	1:00.146	0:27.748	2:46.106
11	<b>1:15.985</b>	<b>0:59.990</b>	<b>0:28.539</b>	<b>2:44.514</b>					

48 NAHUM Claude					Ford GT40				GT1
1			26:55.311	26:55.311	2	4:59.878	1:13.894	0:31.229	6:45.001
3	1:30.599	1:09.279	0:33.952	3:13.830	4	1:35.984	1:13.168	0:43.843	3:32.995
5	2:09.277	1:09.388	0:33.127	3:51.792	6	1:30.430	1:09.939	0:31.677	3:12.046
7	<b>1:24.441</b>	<b>1:07.052</b>	<b>0:31.422</b>	<b>3:02.915</b>	8	1:26.045	1:13.248	0:47.714	3:27.007

50 HOTTINGUER Philippe					Porsche 930 Turbo				GT2
1			27:30.936	27:30.936	2	4:29.987	1:16.408	0:34.097	6:20.492
3	1:26.261	1:08.658	0:30.131	3:05.050	4	1:23.202	1:06.338	0:30.837	3:00.377
5	1:22.124	1:05.575	0:29.939	2:57.638	6	1:22.991	1:05.781	0:30.214	2:58.986
7	1:22.207	1:04.864	0:29.347	2:56.418	8	<b>1:19.084</b>	<b>1:01.793</b>	<b>0:28.982</b>	<b>2:49.859</b>
9	1:21.995	1:04.625	0:29.215	2:55.835	10	1:17.620	1:04.294	0:28.626	2:50.540
11	1:18.059	1:04.630	0:44.391	3:07.080					

52 BAUER Chris-BAUER Paul--					Porsche 911 RSR 3L				GT2
1			27:49.820	27:49.820	2	5:46.126	1:47.930	1:03.884	8:37.940
3	6:20.758	1:05.206	0:30.365	7:56.329	4	1:20.201	1:16.916	0:30.667	3:07.784
5	1:30.659	1:09.073	0:28.419	3:08.151	6	1:22.972	1:05.227	0:29.565	2:57.764
7	<b>1:18.367</b>	<b>1:06.719</b>	<b>0:30.714</b>	<b>2:55.800</b>	8	1:21.864	1:07.707	0:49.077	3:18.648

54 BRUNN Siegfried-BRUNN Philipp--					Sauber C5 BMW				P2
1			27:45.957	27:45.957	2	4:09.896	1:04.315	0:27.830	5:42.041
3	1:22.394	0:59.233	0:27.972	2:49.599	4	<b>1:19.335</b>	<b>1:00.241</b>	<b>0:27.755</b>	<b>2:47.331</b>
5	1:20.450	1:12.718	0:43.661	3:16.829					

55 GARROD Peter					Porsche 935				GT2
1			28:32.812	28:32.812	2	3:43.305	1:21.399	0:38.157	5:42.861
3	1:36.389	1:14.934	0:31.956	3:23.279	4	1:27.731	1:08.886	0:30.827	3:07.444
5	1:25.857	1:10.924	0:31.052	3:07.833	6	1:24.402	1:09.173	0:31.025	3:04.600
7	<b>1:23.538</b>	<b>1:06.383</b>	<b>0:29.710</b>	<b>2:59.631</b>	8	1:22.746	1:06.958	0:30.465	3:00.169
9	1:25.833	1:10.875	0:40.335	3:17.043	10	2:47.044	1:23.409	0:37.465	4:47.918

59 BONNET Jean-Louis-BROSSEL Francois-Luc--					Porsche 911 RSR 3L				GT2
1			27:10.958	27:10.958	2	4:52.118	1:27.607	0:36.173	6:55.898
3	5:25.221	1:21.708	0:34.952	7:21.881	4	1:37.330	1:19.492	0:34.077	3:30.899
5	1:36.828	1:18.401	0:44.444	3:39.673	6	3:00.173	1:15.890	0:33.270	4:49.333
7	1:33.803	1:13.030	0:32.981	3:19.814	8	<b>1:30.933</b>	<b>1:12.545</b>	<b>0:32.225</b>	<b>3:15.703</b>

60 TRABER Christian					BMW M1				GT2
1			27:53.706	27:53.706	2	4:12.239	1:05.595	0:29.072	5:46.906
3	1:17.442	1:01.887	0:37.837	2:57.166	4	1:18.519	1:02.522	0:28.298	2:49.339
5	1:18.396	1:01.806	0:27.750	2:47.952	6	1:15.627	1:00.647	0:28.532	2:44.806
7	1:15.856	1:00.269	0:27.612	2:43.737	8	1:14.199	1:00.402	0:27.062	2:41.663
9	1:15.754	0:59.860	0:27.629	2:43.243	10	1:15.471	1:00.814	0:27.903	2:44.188
11	1:13.852	0:57.090	0:26.777	2:37.719	12	<b>1:11.641</b>	<b>0:57.151</b>	<b>0:26.207</b>	<b>2:34.999</b>

66 MEYERS Stephan					Porsche 911 RSR 3L				GT2
1			26:31.405	26:31.405	2	5:04.529	1:13.712	0:34.867	6:53.108
3	1:28.561	1:26.808	0:33.262	3:28.631	4	1:30.047	1:18.640	0:32.361	3:21.048
5	1:27.486	1:12.007	0:31.709	3:11.202	6	1:29.901	1:11.968	0:31.283	3:13.152
7	<b>1:25.749</b>	<b>1:11.715</b>	<b>0:31.053</b>	<b>3:08.517</b>	8	1:24.873	1:11.313	0:37.540	3:13.726

68 WAGNER Hans					BMW M1				GT2
1			28:55.939	28:55.939	2	3:27.497	1:20.917	0:37.409	5:25.823
3	1:21.299	1:07.318	0:30.164	2:58.781	4	1:22.789	1:05.521	0:29.067	2:57.377
5	1:14.999	0:59.923	0:28.001	2:42.923	6	1:14.717	1:01.884	0:27.588	2:44.189
7	1:18.619	0:59.548	0:26.976	2:45.143	8	1:13.695	0:58.967	0:26.133	2:38.795
9	<b>1:12.964</b>	<b>0:57.037</b>	<b>0:26.529</b>	<b>2:36.530</b>	10	1:12.915	1:00.997	0:41.937	2:55.849
11	3:17.081	0:58.037	0:25.885	4:41.003					

69 Mr JOHN OF B					Chevron B8 1968				P1
1			27:06.991	27:06.991	2	4:45.084	1:17.594	0:35.037	6:37.715
3	1:32.889	1:19.455	0:33.382	3:25.726	4	1:31.283	1:10.525	0:31.421	3:13.229
5	1:24.220	1:15.397	0:30.508	3:10.125	6	1:24.863	1:10.337	0:29.979	3:05.179
7	1:22.468	1:20.394	0:30.477	3:13.339	8	1:21.334	1:07.212	0:30.965	2:59.511
9	1:44.222	1:07.845	0:29.526	3:21.593	10	1:23.447	1:06.084	0:29.356	2:58.887

11	1:18.234	1:04.295	0:28.605	2:51.134
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<b>72</b>	<b>DA ROCHA Frederic</b>				<b>Lola T298 BMW</b>				<b>P2</b>
1		26:12.938	26:12.938		2	5:07.051	1:04.436	0:28.561	6:40.048
3	<b>1:16.468</b>	<b>1:02.328</b>	<b>0:27.755</b>	<b>2:46.551</b>	4	1:17.590	1:02.174	0:27.673	2:47.437
5	1:16.622	1:05.249	0:29.608	2:51.479					

<b>74</b>	<b>FAVRE Jean-Francois</b>				<b>MGC GT</b>				<b>GT1</b>
1		27:20.677	27:20.677		2	4:47.949	1:26.196	0:39.206	6:53.351
3	1:41.858	1:21.390	0:35.620	3:38.868	4	1:42.023	1:20.186	0:34.931	3:37.140
5	1:38.098	1:18.610	0:44.931	3:41.639	6	4:32.688	1:14.682	0:36.622	6:23.992
7	1:35.539	1:14.967	0:35.457	3:25.963	8	<b>1:30.339</b>	<b>1:12.774</b>	<b>0:32.975</b>	<b>3:16.088</b>
9	1:31.650	1:13.293	0:33.144	3:18.087					

<b>75</b>	<b>BAUDOIN Michel</b>				<b>Chevron B21 BDG</b>				<b>P2</b>
1		27:39.840	27:39.840		2	4:32.235	1:22.574	0:37.104	6:31.913
3	1:40.226	1:20.801	0:35.135	3:36.162	4	1:38.652	1:17.384	0:35.532	3:31.568
5	1:38.645	1:17.875	0:33.857	3:30.377	6	1:33.493	1:16.112	0:33.599	3:23.204
7	1:32.340	1:13.783	0:33.216	3:19.339	8	1:30.664	1:13.054	0:34.091	3:17.809
9	1:31.749	1:14.096	0:33.643	3:19.488	10	<b>1:26.856</b>	<b>1:10.392</b>	<b>0:33.418</b>	<b>3:10.666</b>

<b>76</b>	<b>LAFARGUE Patrice</b>				<b>Lola T298 BMW</b>				<b>P2</b>
1		26:58.258	26:58.258		2	7:51.444	1:04.866	0:30.318	9:26.628
3	<b>1:27.317</b>	<b>1:14.496</b>	<b>0:37.526</b>	<b>3:19.339</b>					

<b>78</b>	<b>GIAVEDONI Alain</b>				<b>Chevron B16 FVC</b>				<b>P1</b>
1		26:23.500	26:23.500		2	5:05.482	1:10.974	0:32.754	6:49.210
3	1:27.382	1:07.582	0:30.985	3:05.949	4	1:27.611	1:09.820	0:40.100	3:17.531
5	5:24.466	1:09.595	0:36.081	7:10.142	6	<b>1:22.591</b>	<b>1:06.388</b>	<b>0:29.973</b>	<b>2:58.952</b>
7	1:23.481	1:07.627	0:30.318	3:01.426	8	1:23.613	1:07.727	0:29.437	3:00.777
9	1:22.600	1:06.951	0:31.898	3:01.449	10	1:21.151	1:03.938	0:37.689	3:02.778

<b>87</b>	<b>BALL Chris</b>				<b>Ford GT 40</b>				<b>GT1</b>
1		27:02.129	27:02.129		2	4:57.318	1:17.184	0:34.459	6:48.961
3	1:38.882	1:38.453	0:34.855	3:52.190	4	1:59.683	1:21.143	0:35.898	3:56.724
5	1:41.352	1:16.059	0:35.521	3:32.932	6	1:34.743	1:40.460	0:36.773	3:51.976
7	1:34.943	1:21.782	0:35.814	3:32.539	8	1:35.122	1:19.617	0:33.963	3:28.702
9	1:35.371	1:21.392	0:36.811	3:33.574	10	<b>1:32.085</b>	<b>1:11.100</b>	<b>0:32.672</b>	<b>3:15.857</b>

<b>88</b>	<b>GIJZEN Ian</b>				<b>Ferrari 275 GTB4</b>				<b>GT1</b>
1		26:38.438	26:38.438		2	5:06.301	1:17.675	0:36.977	7:00.953
3	<b>1:36.826</b>	<b>1:23.811</b>	<b>0:35.105</b>	<b>3:35.742</b>	4	4:49.619	1:18.668	0:46.879	6:55.166

<b>91</b>	<b>SABATES Stephane</b>				<b>Chevrolet Corvette</b>				<b>GT2</b>
1		26:29.394	26:29.394		2	5:12.593	1:18.804	0:34.871	7:06.268
3	1:34.626	1:18.978	0:48.501	3:42.105	4	17:01.402	1:15.163	0:32.785	18:49.350
5	1:31.449	1:12.885	0:33.322	3:17.656	6	<b>1:30.942</b>	<b>1:12.563</b>	<b>0:34.069</b>	<b>3:17.574</b>

<b>92</b>	<b>BULLITT Luke</b>				<b>Porsche 935</b>				<b>GT2</b>
1		27:56.987	27:56.987		2	4:10.718	1:10.606	0:32.374	5:53.698
3	1:23.458	1:07.284	0:30.712	3:01.454	4	1:19.045	1:02.023	0:28.571	2:49.639
5	1:21.679	1:04.639	0:40.077	3:06.395	6	2:37.852	1:02.271	0:29.499	4:09.622
7	1:14.943	1:03.981	0:29.641	2:48.565	8	1:15.306	1:04.106	0:28.047	2:47.459
9	1:15.923	1:02.448	0:37.207	2:55.578	10	2:08.115	1:02.281	0:27.715	3:38.111
11	<b>1:12.506</b>	<b>0:58.569</b>	<b>0:26.949</b>	<b>2:38.024</b>					

<b>95</b>	<b>BULLITT Luke</b>				<b>BMW M1</b>				<b>GT2</b>
1		27:22.515	27:22.515		2	4:32.746	1:10.510	0:30.644	6:13.900
3	1:19.775	1:07.164	0:29.913	2:56.852	4	1:19.780	1:06.093	0:29.183	2:55.056
5	1:19.191	1:04.031	0:28.622	2:51.844	6	1:16.747	1:01.873	0:30.661	2:49.281
7	1:17.287	1:02.467	0:28.084	2:47.838	8	1:16.898	1:02.197	0:27.799	2:46.894

9	1:16.402	1:02.109	0:27.994	2:46.505	10	1:17.200	1:01.788	0:28.879	2:47.867
11	1:20.525	1:02.655	0:27.273	2:50.453	12	<b>1:14.036</b>	<b>0:59.614</b>	<b>0:27.138</b>	<b>2:40.788</b>

98 REGOUT Herve					Porsche 908 Coupe				P1
1			26:47.634	26:47.634	2	4:55.519	1:07.137	0:29.295	6:31.951
3	1:17.263	1:01.615	0:27.615	2:46.493	4	1:13.802	1:00.009	0:26.572	2:40.383
5	1:13.812	1:00.767	0:26.751	2:41.330	6	1:13.544	0:59.210	0:27.280	2:40.034
7	<b>1:12.366</b>	<b>0:58.978</b>	<b>0:26.682</b>	<b>2:38.026</b>	8	1:15.328	1:00.580	0:27.006	2:42.914
9	1:12.989	1:00.547	0:26.732	2:40.268	10	1:13.356	1:00.788	0:27.513	2:41.657
11	1:11.868	0:59.428	0:42.391	2:53.687					

99 WATSON Sandy					Chevron B19 BGD				P2
1			28:29.453	28:29.453	2	3:55.135	1:12.973	0:36.195	5:44.303
3	1:27.470	1:08.285	0:30.344	3:06.099	4	1:22.875	1:05.566	0:31.284	2:59.725
5	1:24.011	1:05.830	0:39.178	3:09.019	6	3:24.018	1:02.444	0:28.625	4:55.087
7	<b>1:16.607</b>	<b>1:00.750</b>	<b>0:27.448</b>	<b>2:44.805</b>	8	1:22.792	1:11.217	0:40.198	3:14.207