



AMA CHEVROLET SUPERBIKE CHAMPIONSHIP
DAYTONA 200 BY ARAI
DAYTONA INTERNATIONAL SPEEDWAY - DAYTONA BEACH, FL
ROUND 0 OF 0 - MARCH 3-6, 2004
BMW Motorrad Boxer Cup



INDIVIDUAL TIMES - PRACTICE SESSION #3

4 Dirk Buylinckx
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:23.896	42.319	33.004	2:39.218
3	1:00.660	39.196	32.064	2:11.919
4	59.125	39.327	33.102	2:11.554
5	59.334	41.519	32.711	2:13.564
6	56.922	38.480	33.656	2:09.058
AVG	59.010	40.168	32.907	2:11.524
IDEAL	56.922	38.480	32.064	2:07.465

6 Markus Barth
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:17.126	38.789	33.305	2:29.220
3	56.482	39.257	32.926	2:08.664
4	56.173	38.958	33.256	2:08.388
5	57.574	38.406	32.602	2:08.581
6	56.994	38.087	33.155	2:08.236
7	57.284	39.106	32.111	2:08.500
8	56.808	39.154	33.693	2:09.655
9	1:10.115	39.148	32.526	2:21.790
AVG	56.886	38.863	32.947	2:12.879
IDEAL	56.173	38.087	32.111	2:06.371

7 Thomas Hinterreiter
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:29.155	57.021	34.642	3:00.818
3	58.333	38.741	33.360	2:10.434
4	56.590	38.066	32.420	2:07.076
5	56.534	38.333	32.578	2:07.445
6	56.786	39.352	33.348	2:09.486
7	56.515	38.304	33.361	2:08.179
8	56.699	39.164	33.453	2:09.316
9	56.315	38.535	33.148	2:07.997
10	57.329	38.572	33.423	2:09.325
AVG	56.888	38.633	33.304	2:08.657
IDEAL	56.315	38.066	32.420	2:06.801

9 Guillaume Dietrich
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.046	40.239	33.302	2:28.587
3	57.527	38.872	33.087	2:09.486
4	56.540	38.528	32.848	2:07.916
5	56.999	38.751	32.275	2:08.025
6	56.535	38.919	32.849	2:08.303
7	57.553	38.992	32.110	2:08.655
8	57.117	38.808	33.593	2:09.518
9	57.173	38.447	33.063	2:08.682
10	56.700	38.877	33.284	2:08.861

11 Robert van der Molen
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:24.090	42.171	33.006	2:39.267
3	1:01.285	38.967	32.486	2:12.738
4	58.816	39.601	33.173	2:11.591
5	59.921	40.305	32.510	2:12.735
6	59.009	38.935	32.979	2:10.923
7	57.312	39.593	32.594	2:09.498
8	58.228	39.224	33.707	2:11.158
9	58.022	39.890	32.352	2:10.264
10	58.581	38.977	32.230	2:09.788
11	59.264	39.218	32.404	2:10.886
12	58.747	39.415	33.681	2:11.843
AVG	58.918	39.663	32.829	2:11.142
IDEAL	57.312	38.935	32.230	2:08.477

12 Ricky Orlando
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:23.438	41.773	33.545	2:38.755
3	58.743	39.407	32.773	2:10.923
4	56.974	38.897	33.375	2:09.246
5	57.200	38.807	32.884	2:08.891
6	57.358	38.270	32.806	2:08.435
7	57.048	38.230	33.464	2:08.742
8	57.225	38.107	33.277	2:08.608
9	57.059	38.246	45.130	2:20.434
AVG	57.372	38.967	33.161	2:10.754
IDEAL	56.974	38.107	32.773	2:07.854

14 Jeroen Oudeman
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:22.320	41.453	33.688	2:37.461
3	1:01.311	38.868	32.448	2:12.627
4	59.788	38.994	33.486	2:12.267
5	59.822	40.423	32.735	2:12.981
6	58.348	38.287	33.369	2:10.004
7	57.631	38.934	32.924	2:09.489
8	58.485	38.999	33.651	2:11.135
9	58.170	38.677	32.775	2:09.621
10	57.729	38.808	32.500	2:09.037
AVG	58.910	39.271	33.064	2:10.895
IDEAL	57.631	38.287	32.448	2:08.366

16 Franz Aschenbrenner
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:20.880	40.884	32.763	2:34.527
3	58.370	38.111	31.949	2:08.429
4	56.162	37.765	32.480	2:06.407

1 - - - - -

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	1:20.123	40.585	34.285	2:34.993
3	1:01.219	40.050	33.959	2:15.228
4	59.378	39.119	33.014	2:11.512
5	58.741	38.921	49.711	2:27.373
6	1:36.067	41.930	34.135	2:52.132
7	1:00.695	40.282	34.107	2:15.084
8	59.856	40.113	1:50.297	3:30.266
9	1:15.830	55.495	39.394	2:50.719
10	1:03.956	1:14.601	43.510	3:02.067
AVG	1:00.641	40.143	34.816	2:20.838
IDEAL	58.741	38.921	33.014	2:10.676

17 Michal Bursa
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.270	40.389	32.839	2:28.498
3	1:00.694	39.201	32.359	2:12.254
4	59.631	38.963	32.819	2:11.413
5	59.474	40.510	33.013	2:12.996
6	58.649	39.260	33.060	2:10.969
7	58.119	38.533	33.276	2:09.929
8	57.834	38.607	33.525	2:09.966
9	59.100	39.222	33.088	2:11.410
10	57.426	38.137	32.764	2:08.327
11	59.336	39.643	32.468	2:11.447
12	58.764	38.415	33.471	2:10.650
AVG	58.903	39.171	32.971	2:12.533
IDEAL	57.426	38.137	32.359	2:07.922

19 Gavin Hogan
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.006	39.539	32.348	2:26.893
3	1:00.543	38.758	32.170	2:11.471
4	58.925	39.146	33.415	2:11.487
5	59.098	41.380	32.323	2:12.800
6	58.649	39.496	33.190	2:11.336
7	58.053	38.665	32.599	2:09.316
8	58.829	38.728	33.587	2:11.143
9	58.626	37.747	33.036	2:09.409
10	57.530	38.858	32.744	2:09.132
11	59.594	39.455	33.335	2:12.384
12	58.712	39.464	32.737	2:10.913
AVG	58.856	39.203	32.862	2:12.389
IDEAL	57.530	37.747	32.170	2:07.447

21 Stéphane Mertens
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:20.880	40.884	32.763	2:34.527
3	58.370	38.111	31.949	2:08.429
4	56.162	37.765	32.480	2:06.407

P - lap ended in the pits **R** - lap ended on a red flag Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session



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21 Stéphane Mertens
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	57.195	38.714	32.031	2:07.940
6	56.430	37.641	32.314	2:06.385
7	56.335	37.798	32.681	2:06.814
8	56.316	37.928	32.686	2:06.930
9	55.411	37.408	32.757	2:05.576
10	55.392	37.995	32.838	2:06.225
11	55.349	38.516	42.091	2:15.957
12	1:09.946	44.948	32.847	2:27.741
AVG	56.061	38.000	32.593	2:10.446
IDEAL	55.349	37.408	31.949	2:04.706

23 Oriol Fernández
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:16.387	40.233	32.621	2:29.242
3	58.684	37.948	31.705	2:08.337
4	56.779	37.842	32.120	2:06.741
5	57.186	39.510	31.979	2:08.675
6	55.748	38.143	32.529	2:06.420
7	55.660	38.092	31.853	2:05.605
8	55.570	38.054	32.117	2:05.740
9	55.339	37.598	32.084	2:05.022
10	55.557	37.842	32.418	2:05.817
11	55.453	37.786	32.419	2:05.658
12	54.916	37.504	32.417	2:04.837
AVG	56.089	38.232	32.206	2:08.372
IDEAL	54.916	37.504	31.705	2:04.125

26 Sylvester Lemanski
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:20.454	42.007	35.184	2:37.645
3	1:01.654	40.469	34.828	2:16.951
4	1:01.226	41.738	34.961	2:17.925
5	1:00.418	40.675	34.760	2:15.853
6	1:00.027	41.188	35.191	2:16.405
7	1:00.803	40.402	35.047	2:16.252
8	1:00.397	41.084	34.902	2:16.383
9	1:00.021	40.899	34.691	2:15.610
10	1:00.047	41.393	2:38.296	4:19.735
AVG	1:00.574	41.095	34.945	2:19.128
IDEAL	1:00.021	40.402	34.691	2:15.113

27 José María Martín
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:22.073	40.436	34.426	2:36.935
3	1:00.012	38.988	32.786	2:11.786
4	59.483	39.307	34.383	2:13.172
5	57.154	38.427	32.814	2:08.395

6 56.923 38.096 33.423 2:08.442
7 57.133 38.692 32.583 2:08.409
8 58.061 38.513 33.571 2:10.145
9 57.017 38.998 33.896 2:09.911
10 1:08.460 50.034 49.616 2:48.110
11 1:58.922 45.784 33.445 3:18.151
 AVG 57.838 38.839 33.475 2:09.838
 IDEAL 56.923 38.096 32.583 2:07.603

29 Nate Kern
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.929	40.495	33.243	2:29.667
3	1:00.082	38.761	32.118	2:10.961
4	59.036	38.232	31.952	2:09.220
5	56.780	37.753	32.444	2:06.977
6	57.119	38.853	32.501	2:08.472
7	1:01.110	39.061	3:49.313	5:29.484
AVG	58.825	38.859	32.452	2:13.059
IDEAL	56.780	37.753	31.952	2:06.485

33 Greg White
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:20.556	41.565	33.859	2:35.979
3	1:01.347	39.626	33.848	2:14.822
4	59.154	39.511	33.689	2:12.354
5	58.282	39.360	33.580	2:11.222
6	58.152	38.781	33.283	2:10.216
7	58.402	38.797	33.491	2:10.690
8	57.983	39.469	33.909	2:11.361
9	58.047	39.929	33.391	2:11.367
10	57.867	39.551	33.783	2:11.200
AVG	58.654	39.621	33.648	2:14.357
IDEAL	57.867	38.781	33.283	2:09.931

36 Alex Busquets
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:19.300	41.319	34.121	2:34.740
3	1:01.634	39.800	33.698	2:15.132
4	58.690	39.534	33.124	2:11.348
5	58.483	39.542	33.259	2:11.284
6	58.761	39.289	32.904	2:10.955
7	58.121	39.069	33.610	2:10.799
8	58.426	39.476	34.007	2:11.909
9	58.751	39.129	33.325	2:11.205
10	58.265	39.503	32.905	2:10.672
11	59.522	39.187	32.945	2:11.654
12	59.631	38.858	32.595	2:11.084
AVG	59.028	39.519	33.317	2:13.707
IDEAL	58.121	38.858	32.595	2:09.574

38 Frank Shockley
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:18.380	40.288	33.808	2:32.476
3	1:00.600	40.939	33.618	2:15.156
4	59.993	40.063	34.093	2:14.150
5	59.371	40.634	32.847	2:12.851
6	58.412	40.430	33.418	2:12.260
7	59.429	39.695	33.232	2:12.356
8	59.020	39.842	35.323	2:14.185
9	1:01.113	39.905	34.728	2:15.745
10	58.673	40.125	35.878	2:14.676
AVG	59.576	40.213	34.105	2:15.984
IDEAL	58.412	39.695	32.847	2:10.954

41 Klaus Nies
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:26.504	40.469	32.935	2:39.908
3	1:00.470	38.692	31.963	2:11.125
4	59.293	39.079	32.890	2:11.262
5	59.844	40.900	32.460	2:13.204
6	58.159	39.358	32.668	2:10.186
7	57.677	38.488	33.013	2:09.178
8	57.033	38.308	33.545	2:08.886
9	57.020	38.996	34.910	2:10.925
10	57.617	38.679	32.784	2:09.080
11	58.564	40.998	51.013	2:30.575
AVG	58.409	39.397	33.019	2:12.713
IDEAL	57.020	38.308	31.963	2:07.291

44 Javier Valera
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:14.424	41.176	33.068	2:28.668
3	58.303	38.561	32.393	2:09.257
4	58.418	38.775	33.724	2:10.917
5	57.000	38.032	32.403	2:07.435
6	57.129	38.496	32.222	2:07.847
7	56.944	38.724	33.192	2:08.860
8	1:08.709	39.174	33.291	2:21.174
9	57.479	38.837	34.641	2:10.956
10	56.810	39.037	33.432	2:09.279
11	1:00.176	38.602	33.678	2:12.456
12	59.670	38.417	52.820	2:30.907
AVG	57.992	38.894	33.204	2:14.341
IDEAL	56.810	38.032	32.222	2:07.064

45 Sébastien Legrelle
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.608	41.025	32.652	2:29.285

P - lap ended in the pits **R** - lap ended on a red flag Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session



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DAYTONA 200 BY ARAI
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45 Sébastien Legrelle
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	58.578	38.235	32.866	2:09.679
4	55.156	38.645	33.310	2:07.111
5	55.145	38.235	33.194	2:06.574
6	1:11.012	38.069	32.739	2:21.820
7	54.611	37.596	31.903	2:04.110
8	54.883	37.843	32.826	2:05.552
9	54.812	37.564	32.509	2:04.885
10	55.186	38.577	32.143	2:05.907
11	54.387	38.432	32.163	2:04.982
AVG	55.345	38.133	32.628	2:07.847
IDEAL	54.387	37.564	31.903	2:03.854

46 Brian Parriott
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:16.915	39.944	33.005	2:29.864
3	57.045	38.592	32.550	2:08.187
4	55.857	37.835	32.054	2:05.746
5	57.679	39.384	31.885	2:08.948
6	55.290	38.113	31.906	2:05.309
7	55.311	38.134	32.123	2:05.568
8	55.259	38.724	32.948	2:06.930
9	55.250	38.475	32.272	2:05.997
10	55.170	38.096	32.591	2:05.858
11	54.828	37.850	32.431	2:05.109
12	55.188	38.148	31.938	2:05.274
AVG	55.688	38.481	32.337	2:08.435
IDEAL	54.828	37.835	31.885	2:04.548

47 Richard Cooper
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:16.917	39.934	33.338	2:30.189
3	57.788	38.346	31.963	2:08.096
4	55.575	37.668	32.211	2:05.455
5	57.348	39.452	32.398	2:09.198
6	56.077	-	-	4:02.990
7	1:10.456	39.380	33.427	2:23.264
8	59.686	39.023	7:33.298	9:12.006
AVG	57.295	38.967	32.668	2:15.240
IDEAL	55.575	37.668	31.963	2:05.206

50 Andreas Bildl
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:16.163	40.925	32.554	2:29.642
3	59.611	40.065	33.788	2:13.464
4	58.322	39.183	32.951	2:10.456
5	58.214	-	-	2:16.831
6	57.998	39.106	33.170	2:10.274

61 Brad Hendry
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	57.535	38.633	32.367	2:08.536
8	57.594	39.122	32.118	2:08.833
9	57.443	38.896	32.831	2:09.170
AVG	58.032	39.320	32.768	2:12.860
IDEAL	57.443	38.633	32.118	2:08.194

63 Stefan Heinrichs
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:08.507	39.647	33.879	2:22.033
3	58.095	39.236	33.817	2:11.148
4	58.382	39.453	33.779	2:11.614
5	58.321	39.132	53.500	2:30.953
AVG	1:00.826	39.367	33.825	2:18.937
IDEAL	58.095	39.132	33.779	2:11.006

66 Jorge Diaz
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:16.860	39.786	33.266	2:29.913
3	58.593	39.172	33.273	2:11.037
4	1:03.674	40.226	33.868	2:17.769
5	59.007	38.824	32.629	2:10.459
6	57.952	-	-	2:23.335
7	57.936	38.267	33.106	2:09.309
8	57.580	38.606	32.581	2:08.767
9	58.283	38.110	32.689	2:09.081
10	57.526	37.980	33.023	2:08.529
11	57.870	39.387	33.726	2:10.983
12	59.023	38.546	48.938	2:26.507
AVG	58.744	38.890	33.129	2:15.063
IDEAL	57.526	37.980	32.581	2:08.087

69 Giulio Rangheri
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:16.248	40.477	33.892	2:30.617
3	1:00.926	39.515	32.411	2:12.853
4	59.345	40.157	33.522	2:13.023
5	1:00.737	-	-	2:18.009
6	58.365	39.758	33.594	2:11.717
7	58.837	39.153	33.748	2:11.738
8	59.203	39.638	32.948	2:11.789
AVG	59.569	39.783	33.353	2:15.678
IDEAL	58.365	39.153	32.411	2:09.929

71 Gwen Giabbani
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	57.838	38.623	32.424	2:08.885
7	57.484	37.795	32.269	2:07.548
AVG	58.532	38.959	32.835	2:12.915
IDEAL	57.484	37.795	32.269	2:07.548

77 Barry Burrell
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.359	40.189	33.686	2:29.233
3	56.778	39.091	32.861	2:08.731
4	56.327	39.087	32.813	2:08.227
5	56.630	38.931	33.259	2:08.819
6	56.405	38.664	33.231	2:08.299
7	56.802	38.655	33.028	2:08.485
8	57.365	38.997	32.976	2:09.338
9	56.239	39.134	32.986	2:08.359
10	57.918	38.488	32.822	2:09.229
11	56.012	39.400	32.611	2:08.023
12	56.617	38.983	33.739	2:09.339
AVG	56.709	39.056	33.092	2:10.553
IDEAL	56.012	38.488	32.611	2:07.111

94 John Glaefke
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:11.834	39.520	32.573	2:23.927
3	59.189	38.800	31.886	2:09.875
4	58.098	39.621	33.645	2:11.364
5	57.348	37.804	32.945	2:08.097
6	56.657	38.985	32.800	2:08.441
7	57.804	38.895	31.963	2:08.662
8	57.558	39.295	32.968	2:09.821
9	57.366	44.246	33.582	2:15.194
10	1:03.929	39.298	32.645	2:15.872
11	57.758	39.238	32.157	2:09.153
12	56.907	38.534	33.625	2:09.066
AVG	58.261	39.476	32.799	2:11.770
IDEAL	56.657	37.804	31.886	2:06.346

P - lap ended in the pits **R** - lap ended on a red flag Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session



AMA CHEVROLET SUPERBIKE CHAMPIONSHIP
 DAYTONA 200 BY ARAI
 DAYTONA INTERNATIONAL SPEEDWAY - DAYTONA BEACH, FL
 ROUND 0 OF 0 - MARCH 3-6, 2004
 BMW Motorrad Boxer Cup



INDIVIDUAL TIMES - PRACTICE SESSION #3

95 Jon Simisky
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:17.337	40.976	34.542	2:32.855
3	1:01.010	40.151	34.402	2:15.563
4	1:00.023	39.988	34.119	2:14.130
5	59.744	39.725	34.255	2:13.724
6	59.946	39.743	34.674	2:14.363
AVG	1:00.181	40.117	34.398	2:18.127
IDEAL	59.744	39.725	34.119	2:13.588

96 Massimo Rosetti
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:21.563	40.232	32.853	2:34.647
3	1:01.797	39.264	32.974	2:14.035
4	58.976	39.294	32.840	2:11.110
5	58.372	39.596	32.395	2:10.363
6	58.670	39.202	33.018	2:10.890
7	58.429	38.501	32.375	2:09.305
8	58.844	38.454	32.975	2:10.274
9	58.361	39.836	3:43.397	5:21.594 P
AVG	59.064	39.297	32.776	2:14.375
IDEAL	58.361	38.454	32.375	2:09.189

98 Katja Poensgen
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:15.012	41.758	33.723	2:30.493
AVG	1:15.012	41.758	33.723	2:30.493
IDEAL	1:15.012	41.758	33.723	2:30.493