L1

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	3	1	BOX		EK9	0'57.730	1'56"220	0'54.980	1'53"357	1'53"357
2	1	5	BS		EP82	0'55.590	1'55"288	0'54.670	1'53"970	1'53"970
3	4	4	DL		CJ4A	0'57.120	1'56"707	0'55.880	1'54"975	1'54"975
4	2	2			EP82	0'56.290	1'55"916	0'54.760	2'41"409	1'55"916
5	5	3	KYB YH		CJ4A	0'57.260	1'57"855	0'58.170	2'00"019	1'57"855

L2

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	1	6	CB		CT9A	0'53.050	1'48"273	0'52.430	1'49"127	1'48"273
2	2	7	SMaSHDLCMSC		CP9A	0'53.740	1'50"563	0'53.520	1'50"309	1'50"309
3	3	8	FK		GDB	0'53.360	1'51"232	0'53.630	1'51"407	1'51"232

A1

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	2	71	FK		M112S	0'54.010	1'50"506	0'52.050	1'48"248	1'48"248
2	1	24	ADVAN R		HB21S	0'52.640	1'48"588	0'52.420	1'48"421	1'48"421
3	0	19	RC	---	HB21S			0'52.690	1'49"360	1'49"360
4	20	76			HB21S	1'11.020	2'07"652	0'53.200	1'49"600	1'49"600
5	13	18	DL		M112S	0'55.070	1'54"563	0'52.670	1'49"661	1'49"661
6	10	23			HB21S	0'54.810	1'53"872	0'53.610	1'50"217	1'50"217
7	21	72	BOOBOW DL		M112S	1'01.740	2'14"318	0'54.160	1'50"279	1'50"279
8	4	74	FK		M112S	0'53.950	1'51"342	0'53.270	1'50"459	1'50"459
9	15	9	P FK		M112S	0'57.080	1'55"375	0'54.020	1'50"838	1'50"838
10	5	75	DL BOOBOW		M112S	0'54.530	1'51"940	0'53.410	1'51"086	1'51"086
11	3	22	ADVAN		HB21S	0'54.050	1'51"222	0'54.850	1'51"739	1'51"222
12	11	14	G R		HB21S	0'55.750	1'53"946	0'53.730	1'51"374	1'51"374
13	12	21			CM22V	0'55.480	1'54"203	0'54.120	1'52"174	1'52"174
14	6	16	CIBIE		M112S	0'53.730	1'52"216		---	1'52"216
15	9	10	- K		HB21S	0'55.470	1'53"555	0'54.490	1'52"475	1'52"475
16	14	13			HB21S	0'55.680	1'54"629	0'53.990	1'52"746	1'52"746
17	8	11	BigOn		M112S	0'55.290	1'53"467	0'53.320	1'52"926	1'52"926
18	7	20			M112S	0'55.610	1'53"109	0'55.550	1'53"972	1'53"109
19	16	25	FK		M112S	0'55.520	1'57"059	0'55.370	1'55"187	1'55"187
20	19	15	YH		M112S	1'02.760	2'00"733	0'55.690	1'55"993	1'55"993
21	18	12	FK ZIMA SPM		HB21S	0'56.880	1'59"053	0'57.490	1'58"464	1'58"464
22	17	17	FK SPM μ		M112S	0'59.270	1'58"787	0'54.590		1'58"787

A2

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	1	62	D		EK9	0'52.200	1'47"849	0'50.730	1'46"770	1'46"770
2	9	66			EK9	0'53.780	1'50"891	0'51.760	1'47"126	1'47"126
3	3	63			EK9	0'52.600	1'49"309	0'52.360	1'47"841	1'47"841
4	4	50	DL F R		EK9	0'52.710	1'49"434	0'52.120	1'48"014	1'48"014
5	5	64			EK9	0'53.240	1'49"598	0'52.280	1'48"410	1'48"410
6	2	36	A2		EK9	0'52.540	1'48"861	0'52.280	1'48"906	1'48"861
7	29	65	DL		EK9	1'14.530	2'11"656	0'52.770	1'48"915	1'48"915
8	13	44	FK ATS		EK9	0'54.690	1'51"702	0'53.060	1'49"485	1'49"485
9	14	30	FK		EK9	0'54.200	1'52"318	0'53.170	1'49"658	1'49"658
10	7	49	G		EK9	0'53.930	1'50"269	0'52.680	1'50"005	1'50"005
11	12	29	ADVAN		CJ4A	0'54.960	1'51"569	0'53.980	1'50"048	1'50"048
12	11	39			EK9	0'54.070	1'51"475	0'53.980	1'50"064	1'50"064
13	6	38			EK9	0'53.400	1'50"176	0'53.810	1'50"572	1'50"176
14	21	34	OrgBOX		CJ4A	0'55.340	1'54"058	0'53.010	1'50"282	1'50"282
15	15	46	BS FT		EK9	0'55.520	1'52"442	0'53.270	1'50"340	1'50"340
16	10	48	BSCMSC URG		CJ4A	0'54.660	1'51"050	0'53.850	1'50"645	1'50"645
17	8	45	TAC BS		EK9	0'54.310	1'50"668	0'53.050	1'51"441	1'50"668
18	19	37	BS		EK9	0'56.030	1'53"433	0'53.550	1'51"226	1'51"226
19	23	42	FK		EK9	0'56.150	1'54"622	0'54.000	1'51"741	1'51"741
20	25	47	Lub FK		EK9	0'55.840	1'54"744	0'54.290	1'51"985	1'51"985
21	16	27	ADVAN R		EK9	0'54.810	1'52"657	0'53.310	1'52"453	1'52"453
22	24	28	SiR		EK4	0'56.150	1'54"625	0'54.770	1'52"519	1'52"519
23	26	43	BOX R		EK9	0'56.790	1'55"657	0'54.640	1'52"619	1'52"619
24	20	31			EK9	0'54.850	1'53"786	0'54.240	1'52"743	1'52"743
25	17	40	OrigBOX		EK9	0'54.580	1'53"120	0'54.970	1'53"648	1'53"120
26	22	44	DrK BS		EK9	0'55.840	1'54"528	---	1'53"203	1'53"203
27	18	32	DL SP		EG6	0'54.830	1'53"307	0'54.130	1'54"455	1'53"307
28	28	33			EK9	0'56.830	1'57"004	0'55.170	1'53"538	1'53"538
29	27	26	TCC		CJ4A	0'56.100	1'55"707		---	1'55"707
		35			EK9	---		---		

C1

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	1	32	Kei		HN22A	0'49.890	1'43"002	0'49.050	1'42"139	1'42"139
2	3	60	CI		L710V	0'49.810	1'45"373	0'49.650	1'42"291	1'42"291
3	2	31	CI		L710S	0'51.030	1'45"211	0'49.820	1'43"348	1'43"348
4	7	34			HB21S	0'52.980	1'48"084	0'50.870	1'44"511	1'44"511
5	14	36	DL BP		HB21S	0'51.260	2'21"087	0'50.940	1'45"198	1'45"198
6	4	59	DL		L810S	0'52.020	1'46"135	0'51.260	1'49"343	1'46"135
7	5	58	FK BP		CM22V	0'53.430	1'49"608	0'51.930	1'46"523	1'46"523
8	13	33	DLFINA		HB21S	1'06.930	2'02"419	0'51.520	1'47"161	1'47"161
9	6	57	CCCR G		HB21S	0'52.600	1'48"030	0'51.800	1'47"163	1'47"163
10	9	35			CP31S	0'51.820	1'47"958	0'52.340	1'49"907	1'47"958
11	8	52			M112S	0'52.850	1'48"892	0'51.640	1'47"993	1'47"993
12	10	53	BOSCH-BS C		CP21S	0'53.700	1'51"688	0'53.250	1'50"025	1'50"025
13	12	51	FK FINA		CM22V	0'54.760	1'53"962	0'54.870	1'53"278	1'53"278
14	11	56	BS		L810S	0'55.410	1'53"904	0'56.300	1'57"200	1'53"904
		54	FK Bobu SPM		HB21S	---		---		
		55	BS		HB21S	0'51.060				

A3

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	6	55	Edit		C73A	0'52.210	1'48"395	0'50.940	1'46"554	1'46"554
2	15	54	BS KYB		C73A	1'16.720	2'12"348	0'51.170	1'46"591	1'46"591
3	5	52	FK KYB		C73A	0'53.190	1'48"354	0'51.870	1'46"597	1'46"597
4	1	71	BigOn piju		C73A	0'52.010	1'46"855		---	1'46"855
5	3	68	SPM μ FK		C73A	0'52.960	1'48"275	0'52.040	1'46"931	1'46"931
6	2	56	KYBFKBRI		JT191S	0'52.590	1'47"439	0'50.650	1'47"356	1'47"356
7	7	70	DL FORTEC		C83A	0'52.820	1'48"803	0'52.230	1'47"699	1'47"699
8	4	72	ALEX BS		DC5	0'52.760	1'48"309	0'52.710	1'48"204	1'48"204
9	8	63	TMAC		C73A	0'52.793	1'48"790	0'53.670	1'48"991	1'48"991
10	12	62	C FK		C73A	0'54.160	1'51"237	0'53.670	1'48"991	1'48"991
11	9	66	M-TEC		C83A	0'53.510	1'49"690	0'52.730	1'49"017	1'49"017

C2

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	3	26			CC4A	0'49.680	1'43"173	0'48.580	1'40"828	1'40"828
2	1	82	FKCMSC		CE9A	0'49.980	1'42"554	0'49.220	1'41"124	1'41"124
3	2	23			HT51S	0'50.570	1'42"933	0'48.850	1'41"335	1'41"335
4	6	75	YH K-1		CE9A	0'51.110	1'45"093	0'49.770	1'41"866	1'41"866
5	10	22	DLhart		CD9A	0'52.210	1'46"207	0'49.470	1'42"400	1'42"400
6	7	25	BS		GC8	0'50.790	1'45"129	0'49.820	1'42"997	1'42"997
7	9	79	SPM μ FK		CD9A	0'50.960	1'45"777	0'50.700	1'43"133	1'43"133
8	8	78	MOTUL		CD5A	0'50.010	1'43"221	0'49.090	1'55"153	1'43"221
9	8	77	DL K		CE9A	0'51.190	1'45"726	0'50.100	1'43"488	1'43"488
10	5	21	BSKYBCMSC		CD9A	0'53.320	1'47"687	0'50.970	1'44"030	1'44"030
11	11	80	BOB		CE9A	0'52.110	1'46"849	0'49.400	1'44"151	1'44"151
12	12	73	SIF		CD9A	0'51.270	1'47"127	0'49.460	1'44"313	1'44"313
13	14	81			CC4A	0'55.470	1'49"762	0'51.030	1'44"351	1'44"351
14	13	76	N&A		CE9A	0'53.320	1'47"687	0'50.970	1'45"357	1'45"357
15	15	74			GC8	1'04.010	2'01"864	0'52.500	1'49"426	1'49"426

A4

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	2	116			CT9A	0'48.170	1'38"692	0'46.870	1'37"331	1'37"331
2	1	42	CMSC YH 7		CT9A	0'46.800	1'37"779	0'47.310	1'38"628	1'37"779
3	0	44	CMSC		CT9A	0'48.450		0'47.600	1'38"618	1'38"618
4	38	45	CMSC 7		CT9A	0'47.740	2'13"178	0'47.450	1'38"734	1'38"734
5	12	118	KYB		CT9A	0'49.000	1'41"699	0'47.350	1'38"743	1'38"743
6	9	115	DL		CP9A	0'50.130	1'41"364	0'48.140	1'38"872	1'38"872
7	7	110	TENDER		CP9A	0'49.180	1'41"184	0'48.240	1'39"529	1'39"529
8	5	114			GDB	0'48.350	1'40"945	0'47.870	1'39"573	1'39"573
9	13	117	CMSC		CT9A	0'49.570	1'41"844	0'47.650	1'39"626	1'39"626
10	3	43	CMSC FALKEN		CT9A	0'48.400	1'40"037	0'48.760	1'39"648	1'39"648
11	8	107	4		CP9A	0'48.670	1'41"254	0'48.060	1'39"783	1'39"783
12	4	108	CB		CP9A	0'48.510	1'40"154	0'48.740	1'41"600	1'40"154
13	11	112	DP CMSC		CP9A	0'48.913	1'41"454	0'49.110	1'40"343	1'40"343
14	10	113	RS-T DL		CP9A	0'48.840	1'41"417	0'48.320	1'40"375	1'40"375
15	6	104	KYB		CP9A	0'48.980	1'40"993	0'48.450	1'40"512	1'40"512
16	15	111	KYB		CP9A	0'51.390	1'45"966	0'47.870	1'40"822	1'40"822
17	21	109	BS		CP9A	0'52.270	1'45"887	0'48.350	1'40"851	1'40"851
18	20	99	BS		GDB	0'50.290	1'43"854	0'48.830	1'41"077	1'41"077
19	14	105	CMSC		CP9A	0'49.020	1'42"312	0'48.020	1'41"243	1'41"243
20	21	103	CUSCO		GDB	0'50.870	1'44"413	0'48.670	1'41"299	1'41"299
21	19	96	FK AZUR 6		CP9A	0'50.790	1'43"435	0'48.640	1'41"347	1'41"347
22	17	94	elf ADVAN		CP9A	0'49.570	1'42"967	0'48.180	1'41"673	1'41"673
23	30	101	ADVAN IAS		CP9A	0'51.350	1'45"699	0'48.220	1'42"140	1'42"140
24	31	84	KYB		CP9A	0'50.830	1'46"088	0'49.530	1'42"279	1'42"279
25	35	98	!		GC8	0'51.640	1'46"990	0'49.830	1'42"476	1'42"476
26	29	89	CCCR		CP9A	0'51.270	1'45"920	0'49.880	1'42"780	1'42"780
27	16	100	DLCMSC		CP9A	0'50.200	1'42"806	0'48.440	2'15"640	1'42"806
28	26	95	RS-R BS		CT9A	0'51.090	1'45"299	0'49.510	1'42"821	1'42"821
29	34	102	DL		GDB	0'52.010	1'46"876	0'49.460	1'42"943	1'42"943
30	23	97	ADVAN		CP9A	0'49.740	1'44"534	0'49.990	1'43"037	1'43"037
31	18	85			CP9A	0'49.120	1'43"403	0'49.490	1'44"628	1'43"403
32	32	88	K IRS		CP9A	0'51.990	1'46"089	0'50.350	1'43"900	1'43"900
33	27	87	BOX		CP9A	0'51.150	1'45"841	0'50.020	1'43"977	1'43"977
34	22	92	BS O		CT9A	0'50.630	1'44"456	0'50.080	1'44"184	1'44"184
35	24	90	SP		CP9A	0'50.020	1'44"932	0'50.350	1'45"675	1'44"932
36	25	93			CP9A	0'51.080	1'44"984	0'51.820	1'45"703	1'44"984
37	36	83	SYMS		GC8	0'51.500	1'47"244	0'50.500	1'45"198	1'45"198
38	33	86			CP9A	0'52.560	1'46"706	0'54.290	1'46"706	1'46"706
39	37	91	FK		CP9A	0'54.050	1'50"398	0'53.160	1'47"444	1'47"444
40	0	106	FK ARC		CP9A	0'50.400		---		
		46	STI		GDB	---		---		

C3

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	1	12			GDB	0'47.690	1'37"959	0'46.840	1'37"085	1'37"085
2	6	14			CP9A	0'49.640	1'41"112	0'46.870	1'37"815	1'37"815
3	2	13	DL DPJ ED		GC8	0'47.740	1'38"446	0'47.030	1'38"070	1'38"070
4	7	128			GDB	0'48.850	1'40"363	0'47.440	1'38"221	1'38"221
5	15	11	TSS		CP9A	1'07.500	1'59"128	0'47.580	1'38"649	1'38"694
6	3	15	DL HS		CP9A	0'48.210	1'40"128	0'47.370	1'38"755	1'38"755
7	5	16	YH		GC8	0'48.450	1'40"569	0'48.290	1'39"291	1'39"291
8	7	119	DL		CE9A	0'49.080	1'41"616	0'45.810	1'42"130	1'41"616
9	8	121	KYB 365		CE9A	0'49.680	1'43"915	0'49.550	1'42"648	1'42"648
10	9	125	CB		CT9A	0'51.190	1'45"231	0'50.050	1'43"747	1'43"747
11	10	123			CD5A	0'51.530	1'46"216	0'50.100	1'44"507	1'44"507
12	13	127			CE9A	0'52.620	1'47"305	0'50.570	1'45"293	1'45"293
13	12	124			GC8	0'51.630	1'47"352	0'50.650	1'46"568	1'46"568
14	11	126	By		CP9A	0'51.980	1'46"769	0'52.080	1'46"645	1'46"645
15	14	122			CE9A	0'53.190	1'49"102	0'51.610	1'50"290	1'49"102
		120	K1 SP		CP9A	0'49.620		---		

D

#	(1st)	NO	DRIVER	Car	Model	1st-	1st-TRY	2nd-	2nd-TRY	BEST
1	1	1	D		CA-005	0'47.490	1'36"235	0'45.980	1'34"237	1'34"237
2	2	2			RB21S	0'45.750	1'36"888	0'46.260	1'39"840	1'36"888
3	4	6	FKKYBSP		CP9A	0'48.650	1'40"247	0'46.970	1'37"877	1'37"877
4	3	4	BS.KYBCMSC		CA4A	0'48.050	1'39"383	0'47.580	1'38"820	1'38"820
5	0	5	RS DL FTO		MD0101			0'47.520	1'38"997	1'38"997
6	5	3	ESSO C-ONE D		ZZT230	0'48.720	1'40"867	0'48.490	1'40"210	1'40"210
7	6	140	YH		GDB	0'49.120	1'41"613	0'48.350	1'40"600	1'40"600
8	8	129			GC4	0'49.770	1'42"933	0'48.350	1'41"331	1'41"331
9	11	139	KYBDL FTO		TD02	0'50.170	1'43"436	0'49.040	1'41"841	1'41"841
10	7	136	RS DL		T-08	0'48.560	1'41"997	0'49.090	1'42"914	1'41"997
11	9	130	RS		CE9A	0'50.390	1'43"095	0'48.690	1'42"311	1'42"311
12	10	138	SPMFK		CP9A	0'50.120	1'43"110	0'49.500	1'42"472	1'42"472
13	10	137	FIGHTEXBS		CP9A	0'48.490	1'44"581	0'50.330	1'43"154	1'43"154
14	14	131			GC8	0'51.390	1'44"966	0'49.966	1'43"966	1'43"966
15	15	134	TGM8001		CD3A	0'52.270	1'47"865	0'50.350	1'44"061	1'44"061
16	12	133	RS		CP9A	0'51.590	1'44"820	0'51.090	1'44"720	1'44"720
		132	CRUX DL FTO		BSC-01	---				
		135	AL DLPFBS		CJ4A	0'51.100		---		