

Racing Rules of the Irish Veteran Cyclists Association (Draft)

Section 1 – Organising of races

Context

1. The Irish Veteran Cyclists Association (IVCA) promotes the sport of cycling amongst men over 40 years of age and women over 35 years of age. An important part of its objectives is to provide members with the opportunity to engage in competitive cycling events, regardless of age or ability. Race events include road races, time trials and track events.

These Racing Rules set out the manner in which IVCA races are organised and the responsibilities and duties of members participating in those events.

Race Director and Race Committee

2. A Race Director shall be appointed at the IVCA's AGM each year to oversee the running of road races and related matters. The Race Director shall ideally be a member of the IVCA's Board of the Directors¹.
3. A Race Committee shall also be elected by the members of the IVCA at the company's AGM each year to assist the Race Director. The Race Committee shall comprise the Race Director and such number of other members to ensure that each of the Ability Groups (see Section 3) is represented. Additional members may be co-opted onto the Race Committee from time to time with the approval of the Race Director.
4. Separate Committees may be established to organise particular racing activities (e.g. Time Trial Committee, Track Committee).
5. The purpose of the Race Committee shall be to:
 - (a) set out and implement the race calendar each year;
 - (b) endeavour to ensure that all competitors are treated fairly in implementing the handicapping systems adopted for the running of IVCA races;
 - (c) assign each competitor to an appropriate Ability Group (see Section 3 below);
 - (d) act and decide on any other issues which arise in relation to racing matters, including sanctioning of riders who breach the Racing Rules where necessary.
6. The Race Committee shall endeavour to reach decisions by consensus. Where it is not possible to reach a decision by consensus, the decision shall be made on the basis of a simple majority of members voting, including the Race Director. If the votes cast are equal in number, the Race Director shall have a second or casting vote.
7. Any rider who has a grievance in relation to a racing matter should bring the issue to the attention of the Race Committee for consideration.

¹ The Irish Veteran Cyclists Association is a Company Limited by Guarantee and is registered with the Companies Registration Office.

Section 2 – IVCA Racing Membership

Conditions of Membership

8. IVCA racing membership is open to members of the Irish Veteran Cyclist Association and to members of other clubs affiliated to Cycling Ireland, on payment of the appropriate annual fees. Fees will be set each year by the IVCA Board of Directors.
9. Different categories of racing membership (e.g. road race, time trial, track) and associated fees may be provided for.
10. IVCA members 66 years of age and over with 10 years unbroken membership shall be entitled to free racing fees, but must fulfil all other requirements related to racing membership as set out below.
11. The IVCA is affiliated to Cycling Ireland as a cycling club. Any person wishing to participate in IVCA racing events (road, track or time trials) must be a member of Cycling Ireland and hold, at a minimum, a valid Cycling Ireland Limited Competition licence which includes Personal Accident cover and Public Liability insurance.
12. Racing members will be provided with a separate IVCA Race Licence and unique Membership Number which must be used to register (i.e sign on) for individual events.
13. All riders competing in IVCA races acknowledge that they participate at their own risk and that no liability shall attach to the IVCA or any of its Directors or members in respect of injury, loss or damage incurred.
14. Racing members must attend a Safety/Information briefing which will be held in advance of the racing season each year. Failure to do so may result in a member not being allowed to participate in events.
15. New applicants for racing membership may be required to participate in an assessment to determine their experience and bike-handling skills before their membership is approved.
16. It is a condition of IVCA Racing membership that members carry out race marshalling duties throughout the year as rostered; they must also marshal or otherwise assist in organising the Wicklow 200 sportive. A Marshalling roster will be published each year, listing the dates of each member's marshalling duties.
17. Substitution/swapping of marshalling duties will be permitted with other IVCA racing members. The Race Director/Race Committee must be informed of any such changes.
18. A rider who fails to meet a marshalling commitment (including in relation to the Wicklow 200) will not be permitted to race again until he/she has fulfilled his/her commitment and any additional sanctions (e.g. additional marshalling slots) which may be imposed by the Race Committee.

Section 3 – Road Racing

Responsibility of Riders

19. The safety of riders and other road users is a priority for the IVCA. Riders must follow the instructions of marshals, including motorbike outriders and Lead Car drivers. They are not permitted to overtake the Lead Car/motorbike in a race.
20. Riders are reminded that marshals do not have authority to stop traffic on public roads – the primary function of the marshals is to indicate the direction of travel of the race, advise riders of on-coming traffic, imminent hazards, etc.
21. Riders shall have regard to the Rules of the Road and be mindful of the safety of fellow participants and other road users at all times. In particular, riders must stay on the left-hand side of the road and must not cross a continuous white line, particularly at the finish of a race.
22. The Race Director or Lead Car/motorbike marshal has the authority to stop a race and/or declare it void if they observe persistent and dangerous breaches of the Rule of the Road.

23. The wearing of a suitable Safety Helmet in all cycling events (including time trials) organised by the IVCA is compulsory. In addition, participants in time trials must have a flashing red light fitted to the rear of their bike.
24. Riders should utilise dressing room/toilet facilities where provided. If such facilities are not available, the utmost discretion must be observed to avoid offending other people, whether members of the IVCA or from the local community.
25. Riders in IVCA races participate as individuals, regardless of any club affiliation they may hold. Negative riding tactics such as club members blocking the front of a group to prevent others chasing a breakaway, for example, is not permitted in IVCA races.
26. The Race Committee may impose sanctions on riders not observing the IVCA's Racing Rules. Sanctions may involve de-classification in race results, forfeiture of points in Ability League events, or suspension from racing, depending on the nature and severity of the offence.

Bicycles and Equipment

27. Bicycles must conform to technical specifications set by Cycling Ireland from time to time.
28. The use of extended handlebars or mudguards on bicycles is not permitted in road races.
29. Participants in IVCA racing events must maintain their bicycle(s) and ancillary equipment (e.g. shoe cleats) in excellent working order to prevent accident or injury to themselves or others through mechanical mishap.
30. The Race Director or Race Committee members may inspect riders' bicycles to check for road worthiness. If a rider's bike or equipment is not considered to be safe, the rider will not be permitted to race until the defect(s) in question have been fixed.

Role of marshals

31. All IVCA racing members are required to marshal racing events during the year as rostered. Races will not proceed unless there is an adequate level of marshals, Lead Cars/motorbikes and medical support available.
32. The role of marshals to indicate the direction of travel of the race to riders and advise them of on-coming traffic, imminent hazards, etc. Their presence also serves to advise other road users of the approach of a bike race.
33. Marshals do not have the authority to stop traffic. Riders need to be conscious of this and proceed with caution at all times, particularly when turning at junctions. Marshals may need to stop or pause a race if they feel it necessary to do so in the interests of safety.
34. Marshals must be courteous to other road users and should not engage in disputes with drivers.

Ability Groups

35. The IVCA organises a programme of road races each year which are based on either the ability or age of riders.
36. For the purposes of ability-based races, riders will be divided into Ability Groups at the start of each year, based on each rider's cycling ability and experience. The number of Ability Groups will be determined by the Race Committee and may vary from year to year based, for example, on factors such as overall membership numbers and/or mix of abilities.
37. The Race Committee shall endeavour to ensure that, as far as possible, each Ability Group is allocated a similar number of members at the start of the racing year. However, the primary objective is to ensure that the ability levels within the different groups is as balanced as possible, having regard to factors such as the comparative age/ability levels of the racing membership. It may not, therefore, always be feasible to assign an equal number of riders to each group.

38. The Race Director, in consultation with the Race Committee, may reclassify any rider into a different Ability Group during the racing season, based on the rider's performance and ability. As far as practicable, the Race Committee shall endeavour to maintain the original number of riders in each Ability Group through compensating re-classifications.
39. As a general principle, no rider shall be moved to a different Ability Group if there are fewer than six Ability Group races remaining in the season.
40. Each road racing member will be given race numbers to display on their clothing and a bicycle frame race number. All numbers must be clearly displayed in all races, in the manner directed by the Race Committee. A rider whose numbers are not visible will not be classified in the race results and will not be awarded points in Ability League events.
41. A rider shall have the right to request a review by the Race Committee of his/her position within the Ability Group system. Following such a review, the Committee's decision on the matter shall be final.

Ability Group races

42. Ability Group races may include:
 - (a) *Divided Mass Starts (DMSs)*. These involve separate races for each Ability Group.
 - (b) *Competitive Paced (CP) road races*. These consist of a single handicapped race involving two or more Ability Groups, with staggered starts from the slowest to the fastest Ability Group. The Race Director will determine the time gaps between groups on a race-by-race basis in Ability-based CPs.
43. Ability Group DMSs involve several different races taking place on the same course, separated by time intervals. Race distances may vary between the different races, having regard to the capability of riders in the different Ability Groups.
44. The Race Director, at his or her discretion, may provide a time handicap to some riders in an Ability Group race to balance out the comparative ability of the riders within the overall race.
45. If an Ability Group race is passed (i.e. lapped) by a faster race, the overtaken riders must ride in a neutralised manner until the faster race has opened a gap of at least 50 metres. Under no circumstances should a rider join, or take pacing from, the faster group as it passes. Any breach of this rule will result in disqualification or declassification.
46. If a rider is dropped from his/her Ability Group race and is caught by a following race, he/she may join the back of the main group of riders from that race, but must not interfere with, or in any way contribute to, the progress of the race. He/she must not join a breakaway rider or group of riders from the faster race.
47. Under no circumstances should a dropped rider use the pacing of the faster group to re-join his or her designated race.
48. Individual riders who are dropped from their race and unlikely to re-join it must take particular care to ride safely and in accordance with the Rules of the Road. They should not expect the course ahead to be marshalled.

Road Race Leagues

49. Separate Road Race Leagues for each Ability Group will be held each year. Different Leagues will be organised for midweek road races and Sunday road races.
50. Points will awarded to the first six riders in each race as follows: **12, 10, 8, 7, 6, 5**. All other starters and marshals will receive **3 points** each. If there are less than six starters in a race, the Race Committee may allocate points on a pro-rata basis.
51. The Race Committee may review and revise the points distribution from time to time. Any revisions should be introduced from the start of a new racing season.

52. A rider who is moved from one Ability Group to a stronger one in the course of the year due to a high level of performance will carry his/her accumulated points to the new Group. However, an adjustment may be made by the Race Committee to the total points carried over if it would convey an unfair advantage to the rider joining the group.
53. Final Road Race League placings will be decided on the basis of the cumulative points awarded to each rider over the course of the racing season.
54. The Race Committee may also organise shorter race series (e.g. Spring League, Autumn League) which may be a sub-set of the Ability Road Race Leagues.

Age Standard CPs

55. An Age Standard CP is a single, handicapped race in which groups are formed on the basis of 5-year age categories. It will not be possible to equalise the number of riders in each group in an Age Standard CP.
56. The starting time gaps between the age categories are as shown on the table below for a race of 50 miles (80.46km), irrespective of the number of riders that may sign on to compete. Time gaps shall be adjusted on a pro-rata basis for Age Standard races longer or shorter than 50 miles.

Age Standard CP time gaps – 50 mile race²

Age Group	Gap to next group	Cumulative gap (mins:secs)
80 years and upwards	0 mins.	00:00
75 - 79	+ 10 mins.	10:00
70 - 74	+ 6 mins.	16:00
65 - 69	+ 6 mins.	22:00
60 - 64	+ 6 mins.	28:00
55 - 59	+ 5 mins.	33:00
50 - 54	+ 5 mins.	38:00
45 - 49	+ 2 min. 30 secs.	40:30
40 - 44	+ 1 min.	41:30

57. Any adjustments to the time gaps for Age Standard CPs, other than pro-rata adjustments for races longer or shorter than 50 miles, shall require approval by members at a General Meeting of the IVCA.
58. The annual Road Race Championship and the Founders 50 events shall be run as Age Standard CPs. Other Age Standard CPs may also feature on the IVCA race calendar.

Age Related DMSs

59. Age Related DMSs are separate mass start events where races are formed based on 10-year age categories as follows:
 - 40 to 49
 - 50 to 59
 - 60 to 69
 - 70 upwards.

² Age gaps as approved by members at the 2014 AGM of the IVCA.

60. Age Related Road Race Championships will be held annually for each of these age groups. A minimum of 5 starters shall be required in any category for the race to qualify as a Championship.
61. In Age Standard CPs and Age Related DMSs, five years will be added to the actual age of female riders in assigning them to the appropriate start group. For example, a woman aged 46 years (nominally adjusted up to 51 years) will be assigned to the 50-54 age group in an Age CP, and to the 50-59 age group in an Age Related DMS.
62. Age Standard and Age Related races will not form part of the Ability Group Road Race Leagues.

Section 4 - Time Trials

Time Trial Fundamentals

63. IVCA time trials are open to all racing members, whether they hold a full Road Racing licence or a Time Trial/Track licence.
64. Time trials can be ridden on any roadworthy bike, whether it is a special aerodynamic bike or a standard road bike.
65. The Time Trial Committee may, from time to time, publish guidelines related to equipment, clothing, helmets, etc., permitted in IVCA time trials.
66. The majority of IVCA road time trials will be held over standard distances of 10, 25 and 50 miles on out-and-back courses³. Other events over non-standard distances, such as a circuit time trial, hill climb, or 2-up/team time-trial, may also be included on the time trial calendar each year.
67. Riders will normally start at one minute intervals in time trials. The start order for riders in each event will be determined by the Time Trial Secretary or race starter, based on the rider's known (or projected) ability. Competitors will be advised of their start order in advance and should be at the start line five minutes before they are due to start.
68. In individual time trials, competitors must ride entirely alone and unassisted. They may not ride in the company of, or take shelter from, any other rider or vehicle.
69. If overtaking another rider, a competitor must pass without taking or giving shelter from/to the rider being passed (i.e. drafting).
70. A rider who is passed by another competitor must allow a gap of at least 25 metres to open before resuming his/her own effort. The overtaken rider is permitted to re-catch and overtake the rider who has passed, but must not ride in their slipstream prior to passing.
71. No competitor shall be preceded by, accompanied by, followed by, or in any way receive assistance from any person in or on a motor vehicle.
72. Any contravention of these rules will result in disqualification from the event. A subsequent offence may result in suspension from participation in time trials.

Results Classifications

73. Where possible, competitors' results for each time trial event will be classified in three different ways:
 - **Actual time** – i.e. fastest to slowest.
 - **Age Standard** - a comparison against a benchmark time for the relevant race distance, based on the rider's age. See Appendix 1 for Age Standard times.
 - **Personal Standard** - a comparison against the rider's previous best time for the race distance.

³ Staggered start/finish lines may on occasion be necessary.

74. A separate category may also be included in the results classification for those using standard road bikes. Riders wishing to be classified in the road bike category must use a bike fitted with standard spoked wheels and without handlebar extensions. Road bikes fitted with bar extensions and/or other aerodynamic features will be classified as aero bikes.
75. The different results classifications above seek to encourage continued participation in time trials by all members, regardless of age, ability or equipment.

Age Standard times

76. Age Standards are benchmark times which riders can aspire to achieve, based on their age. For example, a male rider who is 40 years of age would be expected to ride a 10 mile TT in a time of 26:06 (mins:secs) or faster, whereas a rider who is 60 years of age would be expected to ride it in a time of 27:51 or faster.
77. Age Standard times for 10, 25 and 50 mile race distances are appended to these Racing Rules and are published separately on the IVCA's website.
78. The Time Trial Committee may review the Age Standards from time to time and any adjustments will be notified to the IVCA racing membership before the start of a racing season. No adjustments to Age Standards may be made in the course of the year.

Personal Standard Times

79. A Personal Standard time is essentially a rider's previous fastest time over the relevant time trial distance.
80. Riders who haven't previously ridden a time trial can set their Personal Standard time by riding:
 - in the case of 10 and 25 mile time trials, two races over the relevant distance; the faster time for each distance becomes the rider's Personal Standard for that event.
 - in the case of a 50 mile time trial, one race over the distance.
81. The qualifying rides for the 10 and 25 mile distances can be ridden in one season or two consecutive racing seasons.
82. Pending the establishment of a Personal Standard time as set out above, riders will be given a nominal Personal Standard time for the purposes of results classifications.
83. If a rider subsequently improves his/her Personal Standard time for a particular distance, the improved time becomes their new Personal Standard for that distance.
84. If a rider completes a time trial over a particular distance during the year but doesn't improve their Personal Standard time, their new Personal Standard for the following season will be the faster of their two most recent rides over the distance in question.

Time Trial competitions

85. A *Time Trial League* will be held each year, based on riders' performances against their Personal Standard times and Age Standard times in League events.
86. In each of these categories, League points will awarded to participants as follows: **10, 9, 8, 7, 6, 5, 4 and 3** points respectively to the first eight riders. All other starters and marshals will receive **2 points** each.
87. Final League placings in each category will be decided on the basis of the cumulative points gained by each rider over the course of the racing season.
88. The Time Trial Committee may review and revise the points allocation from time to time. Any revisions to the points allocation should be introduced from the start of a new racing season.

89. **Time Trial Championships** shall be held each year over distances of 10, 25, and 50 miles. The championship medals will be awarded based on performance against Age Standard.
90. **Fastest All Rounder (FAR)** and **Best All Rounder (BAR)** competitions will be held each year and will apply to riders who complete at least one 10 mile TT, one 25 mile TT and one 50 mile TT in the season.
91. The FAR competition is based on a rider's fastest time over each of the 10, 25 and 50 mile distances during the year. The rider with the lowest aggregate time for the three distances is the Fastest All Rounder.
92. The BAR competition is based on a rider's best performances against his/her Age Standard for each of the 10, 25 and 50 mile distances during the year. The rider with the best aggregate performance against his/her Age Standard for the three distances is the Best All Rounder.
93. Other trophy events on the time trial calendar may be awarded on the basis of (a) Fastest Time or (b) performance against Personal Standard, as determined by the Time Trial Committee. In the case of a non-standard event such as a 2-up or team time trial, other types of classification may be used.

Section 5 – Track Racing

Track Accreditation

94. No rider will be allowed to compete in IVCA track events unless he/she holds Track Accreditation which satisfies the organisers that he/she is sufficiently skilled, knowledgeable and experienced to ride track races safely. Track Accreditation sessions are held from time to time to allow riders to learn the necessary skills, conduct and safety requirements related to track racing.

Accreditation dates and further information can be found on www.trackcycling.ie.

Bicycles

95. All bicycles used in track racing must be a single gear, fixed-wheel bike. The fitting of brakes to a bike is not permitted.
96. All bikes and equipment used (e.g. bar extensions, shoe cleats) must be in excellent working condition. The race organiser may inspect any participant's bike or equipment to ensure that it meets the necessary safety requirements and/or that it conforms to any technical specifications which may be set out from time to time by the IVCA, Cycling Ireland or the Union Cycliste Internationale (UCI).
97. Extended handlebars may be used on track bikes, provided the event organiser is satisfied that the bars conform to standards and regulations which may be set from time to time by the IVCA, Cycling Ireland or the UCI.
98. While riding on the track, riders must wear a cycling helmet at all times, whether in warm-up or in competition.

Track Events

99. The IVCA may hold a series of track events throughout the year, including, but not limited to, an Omnium and a Track Championships.
100. The Omnium is a single competition comprising a number of different events held over one or more days. Points are awarded based on a rider's placing in each event. The rider with the highest points total at the end of the series of events will be the winner of the Omnium. A rider must compete in each individual event to be classified in the overall results.
101. Championship Events will be held each year based on Age Categories. The Age Categories for races will be decided on the basis of the overall number and age of entrants. A minimum of 5 participants will be required for a race to qualify as a Championship event.

102. Championship events will include:

- Sprint
- Pursuit
- Standing Start TT
- Scratch Race

Other events may also be added by the Track Secretary.

103. The distances of each race and for each Age Category will be decided by the Track Secretary or event organiser.

Rider conduct

104. Safety is of paramount importance in track racing. Riders must follow the instructions of race organisers and officials.

105. Any rider who is deemed to ride in a manner which poses a danger to himself/herself or to other track users may be disqualified/declassified from an event or otherwise sanctioned by the Track Secretary or event organiser.

106. The decision of the Track Secretary or race organiser shall be final in relation to any issues of dispute related to track racing.

Section 6 – Other matters

The IVCA Race Calendar

107. The IVCA's annual calendar of race events shall include:

- (a) Separate Ability Group Road Race Leagues for each Ability Group. Different Leagues will be organised for midweek Ability Group races and Sunday Ability Group races.
- (b) A minimum of two Age Standard CPs (Founders 50 and Road Race Championship).
- (c) Age Related DMS Championships, comprising four separate races based on 10-year age groupings.
- (d) A Time Trial League.
- (e) A Track Championship.
- (f) Such other road races, time trials and track events as the Race Committee may decide.

108. Apart from Championship events, a number of other trophies may be competed for in Road Race League events, or as non-league events. Details of these events will be included in the published calendar each year. The Race Committee will endeavour to ensure that each Ability Group has the opportunity to compete for at least one of these trophies in the course of the year.

Review of the Racing Rules

109. These Racing Rules and their implementation will be kept under review by the Race Committee and may be updated from time to time, subject to adherence with any specific provisions in these rules that require the approval of the membership.

110. Members may submit proposals to the Race Committee for consideration with regard to racing matters at the Annual General Meeting of the IVCA, in the manner provided for by the Board of Directors. Any such proposals will be discussed at the meeting and a show of hands may be taken to establish the views of members on a proposal.

As far as is practicable, the Race Committee will take account of the views of members, but the final decision on implementing any proposal will have regard to factors such as the feasibility of implementation, cost or other resource implications, safety implications, etc.

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Appendix 1
IVCA Time Trial Age Standards 2024⁴

Age Standards - Men

Age	10 Miles	25 Miles	50 Miles
40	00:26:06	01:06:00	02:14:34
41	00:26:10	01:06:11	02:14:56
42	00:26:14	01:06:22	02:15:19
43	00:26:19	01:06:32	02:15:43
44	00:26:23	01:06:44	02:16:06
45	00:26:27	01:06:55	02:16:30
46	00:26:32	01:07:07	02:16:55
47	00:26:36	01:07:19	02:17:20
48	00:26:41	01:07:31	02:17:46
49	00:26:46	01:07:43	02:18:13
50	00:26:51	01:07:56	02:18:40
51	00:26:56	01:08:10	02:19:09
52	00:27:01	01:08:23	02:19:38
53	00:27:07	01:08:37	02:20:08
54	00:27:12	01:08:52	02:20:39
55	00:27:18	01:09:07	02:21:12
56	00:27:24	01:09:23	02:21:45
57	00:27:30	01:09:39	02:22:20
58	00:27:37	01:09:56	02:22:56
59	00:27:44	01:10:14	02:23:34
60	00:27:51	01:10:32	02:24:13
61	00:27:58	01:10:51	02:24:54
62	00:28:06	01:11:11	02:25:36
63	00:28:13	01:11:31	02:26:20
64	00:28:22	01:11:53	02:27:06
65	00:28:30	01:12:15	02:27:54
66	00:28:39	01:12:38	02:28:44
67	00:28:49	01:13:03	02:29:37
68	00:28:58	01:13:28	02:30:32
69	00:29:08	01:13:55	02:31:30
70	00:29:19	01:14:23	02:32:30
71	00:29:30	01:14:52	02:33:33
72	00:29:42	01:15:23	02:34:39
73	00:29:54	01:15:55	02:35:49
74	00:30:07	01:16:28	02:37:03
75	00:30:20	01:17:04	02:38:20
76	00:30:35	01:17:41	02:39:41
77	00:30:49	01:18:20	02:41:07
78	00:31:05	01:19:02	02:42:37
79	00:31:22	01:19:45	02:44:13
80	00:31:39	01:20:31	02:45:55

⁴ These Age Standards reflect the UK's VTТА Age Standards 2021. See document "VTТА Age Adjustments and Standards 2021 Rev5 pdf version" at <https://www.vtta.org.uk/library?page=2>

Age Standards - Women

Age	10 Miles	25 Miles	50 Miles
35	00:28:08	01:11:12	02:25:02
36	00:28:13	01:11:24	02:25:28
37	00:28:18	01:11:36	02:25:54
38	00:28:23	01:11:48	02:26:20
39	00:28:28	01:12:00	02:26:46
40	00:28:33	01:12:12	02:27:12
41	00:28:38	01:12:24	02:27:38
42	00:28:42	01:12:36	02:28:04
43	00:28:47	01:12:49	02:28:30
44	00:28:52	01:13:01	02:28:56
45	00:28:57	01:13:14	02:29:24
46	00:29:02	01:13:27	02:29:51
47	00:29:07	01:13:40	02:30:20
48	00:29:12	01:13:54	02:30:49
49	00:29:18	01:14:08	02:31:19
50	00:29:23	01:14:23	02:31:50
51	00:29:29	01:14:38	02:32:21
52	00:29:35	01:14:53	02:32:54
53	00:29:41	01:15:09	02:33:28
54	00:29:48	01:15:25	02:34:03
55	00:29:54	01:15:42	02:34:39
56	00:30:01	01:16:00	02:35:17
57	00:30:08	01:16:18	02:35:56
58	00:30:15	01:16:37	02:36:37
59	00:30:23	01:16:57	02:37:19
60	00:30:31	01:17:17	02:38:03
61	00:30:39	01:17:39	02:38:48
62	00:30:47	01:18:01	02:39:36
63	00:30:56	01:18:24	02:40:26
64	00:31:06	01:18:48	02:41:17
65	00:31:15	01:19:13	02:42:11
66	00:31:25	01:19:39	02:43:08
67	00:31:36	01:20:07	02:44:07
68	00:31:47	01:20:35	02:45:09
69	00:31:58	01:21:05	02:46:13
70	00:32:10	01:21:37	02:47:21
71	00:32:23	01:22:09	02:48:32
72	00:32:36	01:22:44	02:49:46
73	00:32:49	01:23:20	02:51:05
74	00:33:04	01:23:58	02:52:27
75	00:33:19	01:24:38	02:53:54
76	00:33:35	01:25:19	02:55:25
77	00:33:52	01:26:03	02:57:01
78	00:34:09	01:26:50	02:58:43
79	00:34:28	01:27:39	03:00:31
80	00:34:47	01:28:31	03:02:25