



INDIVIDUAL TIMES - PRACTICE SESSION #1

1 Mathew Mladin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.585	37.137	23.447	-
2	41.312	35.349	22.037	1:38.698
3	38.902	32.965	21.326	1:33.193
4	38.075	32.152	20.912	1:31.139
5	37.143	31.925	20.342	1:29.409
6	37.324	31.392	20.179	1:28.895
7	37.610	33.897	30.864	1:42.372 P
8	6:12.133	32.657	21.681	7:06.470
9	37.607	31.227	20.208	1:29.041
10	36.970	31.324	20.090	1:28.383
11	42.172	34.322	29.775	1:46.268 P
12	2:48.976	33.443	20.974	3:43.393
13	37.677	31.564	20.588	1:29.829
14	37.126	31.276	20.227	1:28.629
15	36.974	34.219	21.105	1:32.298
16	37.044	32.657	30.671	1:40.372 P
17	3:00.102	32.810	20.301	3:53.213
18	36.915	31.087	19.882	1:27.884
19	36.518	30.723	19.763	1:27.004
20	37.603	32.721	27.012	1:37.335 P
AVG	37.936	32.511	20.816	1:32.299
IDEAL	36.518	30.723	19.763	1:27.004

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.664	36.302	22.362	-
2	39.938	33.543	21.632	1:35.112
3	38.346	32.933	20.768	1:32.047
4	37.737	32.415	20.988	1:31.140
5	5:56.336	5:52.439	5:42.692	6:53.277
6	37.863	32.070	20.661	1:30.594
7	37.470	31.463	20.386	1:29.318
8	37.361	31.497	20.263	1:29.121
9	37.155	31.347	20.256	1:28.757
10	9:57.812	9:51.980	9:37.090	10:55.295
11	37.314	31.546	20.317	1:29.177
12	37.041	31.180	20.154	1:28.374
13	39.198	34.141	20.559	1:33.898
14	36.739	31.218	20.766	1:28.722
15	36.799	31.148	20.109	1:28.056
16	45.524	34.630	21.950	1:42.103
17	36.819	30.904	20.012	1:27.735
18	42.306	33.952	27.820	1:44.078 P
AVG	38.006	32.518	20.746	1:31.882
IDEAL	36.739	30.904	20.012	1:27.655

13 Cory West
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.504	37.767	23.737	-
2	41.949	35.495	22.121	1:39.565
3	40.450	33.778	21.752	1:35.980

4	39.927	33.424	21.637	1:34.988
5	39.445	33.257	21.412	1:34.114
6	39.456	33.013	21.077	1:33.546
7	47.300	39.637	5:26.734	6:53.671 P
8	1:03.639	40.503	22.235	2:06.376
9	40.028	33.263	21.160	1:34.450
10	39.102	32.715	21.021	1:32.838
11	38.976	32.601	21.097	1:32.674
12	38.848	32.538	20.964	1:32.351
13	38.625	32.520	20.823	1:31.968
14	38.628	32.311	21.057	1:31.996
15	44.916	38.677	2:37.505	4:01.098 P
16	1:05.393	38.077	21.358	2:04.827
17	38.933	32.504	20.841	1:32.278
18	38.457	32.428	20.885	1:31.770
19	38.427	32.598	1:08.413	2:19.438 P
20	52.618	32.746	20.838	1:46.202
AVG	39.756	33.849	21.425	1:34.647
IDEAL	38.427	32.311	20.823	1:31.560

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.913	36.043	22.870	-
2	39.823	35.021	21.709	1:36.553
3	38.783	33.536	28.718	1:41.037 P
4	5:03.550	33.679	20.849	5:58.077
5	38.417	32.816	20.656	1:31.888
6	37.708	32.678	28.027	1:38.414 P
7	4:21.444	33.129	21.262	5:15.834
8	39.035	32.701	20.392	1:32.128
9	37.612	31.439	20.246	1:29.296
10	37.699	31.775	29.008	1:38.483 P
11	4:34.563	32.093	20.318	5:26.973
12	37.983	31.454	20.313	1:29.751
13	37.402	31.342	20.029	1:28.774
14	37.346	31.636	28.628	1:37.610 P
15	4:59.587	32.076	20.373	5:52.036
16	37.086	31.287	19.946	1:28.319
17	38.673	31.692	29.183	1:39.548 P
AVG	38.131	32.612	20.747	1:34.317
IDEAL	37.086	31.287	19.946	1:28.319

16 Martin Craggill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.476	33.887	21.591	-
1	3:21.088	34.975	23.097	4:19.160
2	39.252	32.722	20.895	1:32.869
2	43.619	34.276	28.016	1:45.911
3	38.332	35.887	22.309	1:36.528
3	39.151	32.972	21.058	1:33.181
4	39.993	33.035	21.409	1:34.437
4	38.719	36.066	31.958	1:46.743 P
5	38.709	32.548	20.866	1:32.123
6	38.068	31.729	20.698	1:30.495

7	38.175	34.828	32.920	1:45.923 P
8	2:46.261	37.226	22.246	3:45.734
9	38.283	32.053	20.663	1:30.998
10	38.115	31.922	20.773	1:30.809
11	47.301	43.202	25.757	1:56.259
12	44.611	33.568	31.885	1:50.065 P
13	3:23.100	34.559	21.242	4:18.900
14	45.505	38.507	21.879	1:45.891
15	37.721	32.112	20.878	1:30.711
16	37.594	31.485	20.496	1:29.575
17	43.577	35.059	31.278	1:49.914 P
AVG	39.506	33.787	21.340	1:36.808
IDEAL	37.594	31.485	20.496	1:29.575

17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.655	37.742	23.914	-
2	40.519	33.766	26.872	1:41.156 P
3	3:50.543	34.236	21.373	4:46.151
4	38.279	32.291	20.760	1:31.330
5	37.382	31.313	20.248	1:28.943
6	37.254	31.576	20.821	1:29.651
7	37.366	31.123	20.277	1:28.765
8	38.736	31.715	21.244	1:31.695
9	37.427	31.326	20.116	1:28.869
10	38.176	31.551	20.296	1:30.024
11	37.508	31.176	20.077	1:28.760
12	37.298	30.899	20.293	1:28.490
13	37.086	31.015	20.112	1:28.212
14	37.311	32.064	25.771	1:35.145 P
15	5:18.286	34.845	20.641	6:13.771
16	37.698	31.300	20.971	1:29.969
17	37.101	30.832	19.889	1:27.822
18	37.000	30.995	20.179	1:28.174
19	36.977	30.781	19.809	1:27.567
20	36.921	30.801	19.870	1:27.592
21	36.797	30.579	19.718	1:27.094
22	36.691	30.607	24.655	1:31.952 P
23	2:03.044	31.719	20.102	2:54.865
24	36.833	30.698	19.838	1:27.369
AVG	37.518	31.618	20.332	1:29.929
IDEAL	36.691	30.579	19.718	1:26.988

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.611	35.262	21.349	-
2	38.612	32.912	20.788	1:32.312
3	38.285	32.562	20.775	1:31.622
4	40.796	34.701	30.835	1:46.333 P
5	4:21.677	32.932	20.752	5:15.360
6	38.229	31.998	23.330	1:33.557
7	38.340	32.257	20.618	1:31.215
8	38.332	32.221	20.796	1:31.348
9	40.652	35.205	30.085	1:45.943 P

P - lap ended in the pits - 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 Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - PRACTICE SESSION #1

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	37.922	31.962	20.585	1:30.469
6	38.148	36.308	30.845	1:45.301 P
7	5:06.074	37.194	22.159	6:05.427
8	39.470	32.952	21.086	1:33.508
9	4:50.406	4:44.426	4:30.047	5:44.351
10	38.205	32.241	20.699	1:31.145
11	37.944	31.924	20.421	1:30.289
12	37.654	31.658	20.299	1:29.611
13	37.422	31.576	20.269	1:29.267
14	37.468	31.432	20.247	1:29.147
15	44.663	36.481	28.434	1:49.578 P
16	3:20.429	32.364	20.822	4:13.614
17	40.654	32.109	20.388	1:33.152
18	37.259	31.552	21.067	1:29.877
19	37.265	31.081	20.276	1:28.622
AVG	38.701	32.732	20.491	1:31.934
IDEAL	37.766	31.441	20.080	1:29.287

22 Tommy Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.386	38.467	23.919	-
2	41.988	35.182	22.618	1:39.787
3	39.807	33.599	21.386	1:34.792
4	42.260	37.529	29.508	1:49.297 P
5	4:31.437	34.167	21.359	5:26.962
6	39.116	33.033	20.777	1:32.926
7	38.527	32.326	21.693	1:32.546
8	38.161	33.445	21.322	1:32.928
9	38.131	31.659	20.520	1:30.310
10	42.995	36.116	20.779	1:39.889
11	37.859	31.473	20.305	1:29.636
12	39.769	33.423	29.960	1:43.152 P
13	3:18.989	33.244	20.912	4:13.144
14	38.222	32.247	20.490	1:30.959
15	37.996	31.936	20.516	1:30.447
16	37.725	31.542	20.194	1:29.461
17	42.991	32.656	20.614	1:36.260
18	5:14.694	5:10.442	4:52.837	6:10.464
19	39.211	36.735	21.492	1:37.438
20	38.041	31.585	20.458	1:30.085
21	37.449	31.118	20.165	1:28.731
AVG	39.426	33.082	21.084	1:33.709
IDEAL	37.449	31.118	20.165	1:28.731

36 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	38.736	32.529	20.797	1:32.062
10	38.402	32.186	20.879	1:31.466
11	38.482	32.736	20.801	1:32.019
12	38.258	32.044	20.767	1:31.069
13	38.375	32.455	21.149	1:31.979
14	39.049	33.200	31.852	1:44.101 P
AVG	39.263	33.132	21.510	1:35.395
IDEAL	38.258	32.044	20.767	1:31.069

19 Jason Curtis
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	59.051	37.256	23.057	1:59.363
3	41.175	34.079	1:14.480	2:29.733 P
4	59.744	37.793	22.214	1:59.751
5	39.277	32.923	21.227	1:33.427
6	38.384	32.731	20.772	1:31.887
7	38.345	32.454	20.926	1:31.725
8	37.938	32.389	20.678	1:31.006
9	38.194	38.581	4:12.660	5:29.434 P
10	1:00.321	36.614	21.978	1:58.913
11	39.001	32.669	21.109	1:32.779
12	38.076	31.683	20.604	1:30.363
13	37.848	32.372	21.069	1:31.290
14	37.977	31.663	20.297	1:29.937
15	37.575	31.764	20.518	1:29.857
16	37.703	31.738	20.248	1:29.688
17	37.505	31.574	20.281	1:29.360
18	37.516	31.324	20.254	1:29.093
19	42.292	39.637	32.871	1:54.800 P
19	-	-	-	51.063 P
19	-	-	-	3.680 P
19	-	-	-	19.779 P
19	-	-	-	16.600 P
20	2:06.619	36.429	21.432	3:04.479
21	38.260	31.814	20.475	1:30.549
22	37.622	31.430	20.231	1:29.282
23	37.550	31.556	20.318	1:29.425
24	37.457	31.274	20.319	1:29.050
AVG	38.405	32.595	20.872	1:30.545
IDEAL	37.457	31.274	20.231	1:28.962

26 Brian Stokes
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.454	39.763	24.692	-
2	42.941	36.001	22.951	1:41.893
3	40.815	34.531	21.843	1:37.189
4	39.954	33.958	21.504	1:35.416
5	39.166	33.027	21.274	1:33.466
6	38.829	32.830	20.857	1:32.516
7	38.679	32.662	33.556	1:44.897 P
8	2:50.764	33.155	21.314	3:45.234

43 Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.573	37.387	23.186	-
2	41.704	34.738	30.299	1:46.741 P
3	2:18.024	35.692	22.539	3:16.255
4	40.752	38.581	33.266	1:52.599 P
5	2:36.232	37.388	21.665	3:35.285
6	39.191	33.204	21.181	1:33.576
7	38.665	33.099	22.288	1:34.052
8	40.409	33.651	31.339	1:45.399 P
9	3:44.658	33.100	20.937	4:38.695
10	38.291	31.996	20.708	1:30.994
11	37.692	31.658	20.418	1:29.767
12	37.608	31.652	20.344	1:29.603
13	37.694	31.832	20.462	1:29.988
14	37.586	31.604	20.192	1:29.381
15	37.113	31.469	20.401	1:28.984
16	41.955	37.058	31.104	1:50.116 P
17	6:21.105	32.821	20.695	7:14.621
18	37.757	31.409	20.241	1:29.407
19	37.223	31.326	20.896	1:29.445
AVG	39.017	33.121	20.880	1:31.900
IDEAL	37.917	31.840	20.391	1:30.147

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.811	41.923	24.888	-
2	43.539	36.092	22.107	1:41.738
3	40.204	33.712	21.247	1:35.163
4	38.792	32.724	20.782	1:32.298

36 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.694	35.683	22.011	-
2	39.373	33.809	21.206	1:34.389
3	39.690	32.731	20.854	1:33.274
4	38.373	32.059	21.077	1:31.509
5	38.184	32.481	20.790	1:31.454
6	38.266	32.276	20.698	1:31.239
7	45.240	39.844	6:45.622	8:10.706 P
8	1:04.975	34.645	21.380	2:01.000
9	38.362	32.998	20.779	1:32.139
10	38.306	32.718	20.753	1:31.777
11	38.305	32.383	20.684	1:31.373
12	40.633	34.418	20.787	1:35.837
13	38.167	32.489	20.745	1:31.401
14	49.981	39.084	5:54.821	7:23.886 P
15	54.977	36.481	21.232	1:52.690
16	38.335	32.171	20.563	1:31.070
17	37.964	31.948	20.391	1:30.302
18	37.917	31.931	20.577	1:30.425
19	38.147	31.840	20.428	1:30.416
AVG	39.017	33.121	20.880	1:31.900
IDEAL	37.917	31.840	20.391	1:30.147

P - lap ended in the pits - lap ended on a red flag

Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session



INDIVIDUAL TIMES - PRACTICE SESSION #1

43 Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
20	37.285	31.532	20.254	1:29.071
21	37.139	31.247	20.181	1:28.568
AVG	37.212	31.389	20.218	1:28.819
IDEAL	37.113	31.247	20.181	1:28.542

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:15.189	42.466	32.723	-
2	4:02.298	40.726	30.735	5:13.759
3	11:56.035	37.327	22.740	12:56.102
4	40.621	38.067	21.836	1:40.524
5	39.517	33.420	21.091	1:34.027
6	38.553	34.554	27.011	1:40.117
7	5:54.881	34.241	21.065	6:50.187
8	38.620	32.623	20.734	1:31.978
9	38.320	32.925	20.664	1:31.909
10	38.519	32.663	20.884	1:32.066
11	38.861	36.110	29.040	1:44.010
AVG	39.002	34.659	21.288	1:36.376
IDEAL	38.320	32.623	20.664	1:31.607

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.064	36.465	22.599	-
2	40.433	33.764	21.249	1:35.446
3	39.056	32.888	20.750	1:32.693
4	38.505	32.425	20.666	1:31.595
5	41.713	35.096	30.590	1:47.400
6	6:07.919	33.609	32.688	7:14.215
7	48.503	33.132	20.612	1:42.248
8	37.991	32.264	20.350	1:30.605
9	37.768	31.768	20.279	1:29.816
10	46.777	33.982	30.369	1:51.127
11	3:58.036	34.954	20.908	4:53.898
12	38.004	31.814	20.283	1:30.101
13	37.703	31.999	20.399	1:30.101
14	37.631	32.611	30.716	1:40.958
15	3:42.391	32.034	20.458	4:34.883
16	37.400	31.301	20.126	1:28.827
17	37.371	31.225	19.984	1:28.580
18	37.233	31.150	19.913	1:28.296
19	37.141	31.448	20.047	1:28.636
20	37.010	31.008	20.008	1:28.026
21	37.294	31.026	19.954	1:28.274
AVG	38.150	32.665	20.505	1:31.613
IDEAL	37.010	31.008	19.913	1:27.930

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.332	38.064	23.269	-

2	41.330	34.559	21.943	1:37.831
3	39.810	33.810	21.753	1:35.373
4	39.318	33.443	21.236	1:33.998
5	39.118	33.323	21.179	1:33.620
6	39.107	33.871	21.196	1:34.174
7	39.060	33.535	3:27.735	4:40.331
8	57.424	33.251	21.580	1:52.254
9	39.298	33.183	21.359	1:33.840
10	38.830	32.699	21.076	1:32.606
11	38.505	32.258	20.946	1:31.709
12	38.346	32.360	20.766	1:31.472
13	38.208	32.330	20.598	1:31.136
14	39.284	34.607	4:06.192	5:20.083
15	1:04.960	32.913	21.147	1:59.020
16	39.601	32.582	20.868	1:33.051
17	38.608	32.815	21.029	1:32.452
18	39.029	32.464	20.681	1:32.174
19	38.559	32.513	20.528	1:31.599
20	38.369	32.321	20.905	1:31.595
21	38.090	32.214	20.805	1:31.109
22	38.824	32.999	37.783	1:49.606
AVG	39.131	33.334	21.240	1:33.269
IDEAL	38.090	32.214	20.528	1:30.831

72 Larry Pegram
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.755	37.744	23.011	-
2	41.265	34.834	22.037	1:38.135
3	39.759	33.973	21.711	1:35.442
4	40.267	35.204	21.966	1:37.437
5	39.182	33.630	22.335	1:35.148
6	38.568	32.882	20.935	1:32.385
7	39.451	33.123	20.954	1:33.529
8	40.437	33.245	21.989	1:35.670
9	38.052	32.212	20.654	1:30.917
10	39.182	33.832	30.345	1:43.359
11	4:26.983	36.740	23.135	5:26.859
12	41.556	34.702	31.865	1:48.123
13	3:37.461	36.397	22.635	4:36.493
14	42.294	33.899	21.208	1:37.401
15	38.811	32.720	20.892	1:32.423
16	38.295	32.507	20.750	1:31.552
17	38.384	32.372	20.613	1:31.369
18	38.219	32.197	20.548	1:30.964
19	39.346	34.534	30.382	1:44.261
20	2:48.402	34.508	21.405	3:44.315
21	38.949	32.771	20.893	1:32.613
22	38.510	32.336	20.705	1:31.551
23	41.804	36.116	32.907	1:50.826
AVG	39.596	34.021	21.494	1:35.682
IDEAL	38.052	32.197	20.548	1:30.796

87 Taylor C Knapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.332	38.064	23.269	-

1	58.453	36.222	22.231	-
2	40.193	33.265	21.125	1:34.584
3	38.495	33.044	21.226	1:32.766
4	38.877	33.422	20.996	1:33.296
5	38.875	32.696	20.887	1:32.458
6	38.671	32.969	20.949	1:32.589
7	38.562	32.737	20.850	1:32.149
8	38.672	32.517	20.808	1:31.997
9	40.338	36.607	2:15.621	3:32.566
10	57.469	33.517	21.354	1:52.340
11	38.813	32.638	5:40.272	6:51.722
12	52.878	33.448	21.437	1:47.762
13	38.896	33.165	2:26.937	3:38.998
14	57.648	33.074	21.117	1:51.840
15	39.113	32.694	21.235	1:33.043
16	38.448	32.302	20.871	1:31.620
17	38.049	32.651	20.803	1:31.503
18	38.825	32.803	2:19.459	3:31.087
AVG	38.916	33.473	21.208	1:33.979
IDEAL	38.049	32.302	20.803	1:31.153

95 Roger Lee Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.060	36.058	22.002	-
2	38.723	32.982	20.955	1:32.659
3	37.988	33.109	21.006	1:32.102
4	37.938	32.346	20.593	1:30.877
5	37.507	32.145	20.280	1:29.932
6	37.404	31.800	26.831	1:36.035
7	3:41.790	33.615	21.040	4:36.445
8	38.117	32.003	20.520	1:30.639
9	37.401	32.105	20.370	1:29.876
10	37.813	31.893	20.479	1:30.185
11	37.294	31.679	20.082	1:29.055
12	39.968	34.564	29.259	1:43.791
13	4:54.118	33.645	20.783	5:48.546
14	37.590	31.592	20.195	1:29.377
15	37.846	31.869	20.486	1:30.201
16	37.066	31.407	19.952	1:28.425
17	37.046	31.088	19.930	1:28.065
18	36.915	37.645	28.108	1:42.668
19	2:53.592	32.660	20.617	3:46.868
20	38.025	31.386	20.612	1:30.023
21	37.318	31.201	20.147	1:28.666
22	37.056	30.945	21.894	1:29.894
23	43.869	34.741	30.406	1:49.016
AVG	38.046	32.492	20.629	1:31.804
IDEAL	36.915	30.945	19.930	1:27.789

97 Scott E Carpenter
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:20.149	45.133	35.016	-
2	16:56.970	37.931	24.009	17:58.910
3	43.389	35.570	22.119	1:41.077

P - lap ended in the pits - lap ended on a red flag

Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session



INDIVIDUAL TIMES - PRACTICE SESSION #1

97 Scott E Carpenter
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	41.288	35.130	28.118	1:44.536 P
5	53.933	34.126	21.470	1:49.528
6	39.797	35.056	21.796	1:36.650
7	43.619	38.224	21.791	1:43.634
8	40.117	33.864	21.502	1:35.483
9	39.206	33.904	28.711	1:41.821 P
AVG	40.805	35.051	21.640	1:41.942
IDEAL	39.206	33.864	21.470	1:34.540

98 Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.131	35.875	22.256	-
2	39.117	33.007	20.914	1:33.038
3	37.585	32.404	20.517	1:30.506
4	37.863	31.769	20.182	1:29.815
5	38.194	31.759	20.204	1:30.157
6	36.954	32.103	20.384	1:29.442
7	37.106	31.506	19.915	1:28.527
8	36.895	31.231	19.967	1:28.093
9	36.639	31.439	20.047	1:28.125
10	36.979	41.147	38.556	1:56.683 P
11	5:15.419	34.747	21.557	6:11.723
12	38.312	32.325	20.582	1:31.220
13	37.441	32.470	20.568	1:30.479
14	37.258	32.975	29.966	1:40.198 P
15	7:15.431	34.723	20.932	8:11.086
16	37.406	32.056	20.178	1:29.640
17	37.030	31.436	20.076	1:28.542
18	36.810	31.548	20.078	1:28.437
19	37.121	31.457	20.181	1:28.760
20	36.602	31.459	20.265	1:28.326
21	37.179	31.274	20.203	1:28.656
22	36.520	31.127	19.939	1:27.586
AVG	37.317	32.319	20.447	1:29.975
IDEAL	36.520	31.127	19.915	1:27.562

100 Neil Hodgson
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.143	35.718	22.425	-
2	40.383	33.655	21.518	1:35.555
3	39.049	33.036	21.063	1:33.147
4	38.838	32.673	20.793	1:32.304
5	38.297	32.309	20.769	1:31.374
6	38.501	32.778	20.576	1:31.854
7	37.670	31.977	20.557	1:30.205
8	37.492	31.781	20.396	1:29.669
9	37.435	31.872	20.325	1:29.632
10	38.812	33.006	27.814	1:39.631 P
11	3:59.974	33.400	21.108	4:54.482
12	38.171	32.332	20.719	1:31.223
13	37.877	34.066	27.760	1:39.702 P

150 Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
14	6:03.122	33.510	21.128	6:57.760
15	37.922	31.820	20.467	1:30.209
16	37.551	31.887	20.280	1:29.718
17	37.306	31.476	20.174	1:28.955
18	36.907	31.404	20.124	1:28.434
19	36.818	31.239	20.101	1:28.158
20	36.952	31.225	20.186	1:28.363
21	37.211	31.643	20.211	1:29.064
22	36.710	31.171	19.923	1:27.804
23	36.705	30.838	19.963	1:27.506
24	36.728	30.928	19.923	1:27.579
AVG	37.778	32.370	20.602	1:30.956
IDEAL	36.705	30.838	19.923	1:27.465

155 Ben D Bostrom
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.070	35.372	21.699	-
2	39.174	33.901	21.091	1:34.165
3	38.735	33.112	20.950	1:32.797
4	38.449	32.201	21.202	1:31.853
5	37.863	32.240	20.626	1:30.728
6	38.510	32.174	20.501	1:31.185
7	38.108	32.081	27.663	1:37.852 P
8	3:57.417	33.542	20.927	4:51.886
9	37.854	31.795	20.470	1:30.118
10	37.547	31.659	20.295	1:29.501
11	37.913	33.340	21.539	1:32.792
12	38.418	32.206	20.620	1:31.244
13	37.567	32.360	20.528	1:30.455
14	37.432	31.622	20.379	1:29.433
15	37.612	32.252	27.958	1:37.822 P
16	8:30.148	37.698	23.354	9:31.200
17	38.169	31.670	20.205	1:30.044
18	37.422	31.583	20.154	1:29.159
19	37.353	31.503	20.117	1:28.973
20	37.298	31.502	20.187	1:28.987
21	37.422	31.322	20.327	1:29.071
AVG	37.936	32.372	20.798	1:31.454
IDEAL	37.298	31.322	20.117	1:28.737

175 Marcin Biernacki
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	39.908	34.862	21.555	1:36.325
14	38.530	32.438	20.733	1:31.701
15	37.660	32.017	20.393	1:30.069
16	36.902	31.508	20.309	1:28.719
17	37.135	31.762	21.003	1:29.900
18	37.180	33.190	20.696	1:31.066
19	37.058	31.385	20.292	1:28.735
20	36.761	30.981	19.958	1:27.700
21	39.960	32.960	20.562	1:33.483
22	36.657	32.917	20.872	1:30.447
AVG	38.023	32.803	21.013	1:31.975
IDEAL	36.657	30.981	19.958	1:27.596

201 Brian Boyd
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.300	38.262	23.038	-
2	40.953	35.464	22.368	1:38.784
3	40.510	35.128	21.905	1:37.542
4	40.508	34.895	21.979	1:37.382
5	40.398	34.792	21.814	1:37.004
6	40.375	34.925	21.892	1:37.193
7	40.712	34.527	22.016	1:37.254
8	41.313	34.528	37.918	1:53.759 P
9	1:17.555	35.643	36.809	2:30.007 P
10	55.277	34.981	21.912	1:52.171
11	40.663	34.308	21.875	1:36.846
12	40.441	34.400	22.065	1:36.906
13	40.308	35.354	21.698	1:37.360
14	40.182	34.729	21.721	1:36.632
15	41.419	34.564	21.784	1:37.766
16	39.935	39.001	34.899	1:53.834 P
AVG	40.594	35.344	22.005	1:40.745
IDEAL	39.935	34.308	21.698	1:35.941

311 Roberto Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.503	42.156	25.347	-
2	44.877	37.243	23.702	1:45.822
3	42.959	36.245	23.038	1:42.242
4	42.595	35.581	22.917	1:41.093
5	42.337	35.695	22.817	1:40.849
6	42.437	42.717	1:22.615	2:47.769 P
AVG	43.041	37.384	23.564	1:42.501
IDEAL	42.337	35.581	22.817	1:40.735

311 Roberto Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.282	36.890	22.392	-
2	39.388	33.569	20.978	1:33.936
3	38.593	33.068	21.410	1:33.070
4	38.567	32.809	21.306	1:32.682
5	40.172	33.705	28.343	1:42.220 P
6	7:47.290	33.576	21.147	8:42.013
7	38.331	32.473	26.228	1:37.032 P

P - lap ended in the pits - lap ended on a red flag

Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session



INDIVIDUAL TIMES - PRACTICE SESSION #1

311 Roberto Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	8:22.993	33.204	20.843	9:17.040
9	37.919	32.199	20.541	1:30.659
10	37.535	31.911	20.492	1:29.938
11	37.706	31.949	20.445	1:30.100
12	40.913	40.531	28.529	1:49.972 P
13	6:17.334	32.585	20.538	7:10.457
14	38.075	31.747	20.184	1:30.007
15	37.550	31.434	20.207	1:29.190
AVG	38.283	32.147	20.464	1:29.979
IDEAL	37.535	31.434	20.184	1:29.153

341 Gary Mason
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.009	37.972	24.037	-
2	41.855	35.168	22.343	1:39.366
3	39.973	33.736	21.638	1:35.347
4	39.282	33.228	21.135	1:33.645
5	39.002	33.420	21.148	1:33.570
6	38.859	32.751	20.977	1:32.587
7	38.960	32.535	21.073	1:32.568
8	38.839	32.827	4:18.309	5:29.975 P
9	54.973	34.336	21.637	1:50.946
10	39.277	33.132	21.314	1:33.723
11	38.874	32.887	21.110	1:32.871
12	38.717	32.447	20.953	1:32.117
13	38.859	32.674	20.952	1:32.485
14	38.804	32.412	20.844	1:32.060
15	38.813	32.458	21.035	1:32.306
16	38.716	33.066	5:32.511	6:44.293 P
17	54.465	33.870	21.862	1:50.196
18	39.081	33.243	21.146	1:33.469
19	38.918	32.735	21.062	1:32.715
20	38.743	32.447	21.020	1:32.210
21	38.630	32.282	20.866	1:31.778
AVG	39.122	33.315	21.376	1:33.301
IDEAL	38.630	32.282	20.844	1:31.756

414 Michael J Sanchez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.658	39.435	24.223	-
2	42.809	36.403	22.228	1:41.440
3	40.371	34.624	21.717	1:36.712
4	40.340	34.247	2:05.752	3:20.339 P
5	1:04.771	36.408	21.822	2:03.001
6	40.363	33.820	21.630	1:35.813
7	39.507	33.438	21.460	1:34.405
8	39.552	33.158	21.315	1:34.025
9	39.906	33.501	21.429	1:34.836
10	39.148	33.333	21.226	1:33.707
11	39.480	33.345	5:41.386	6:54.210 P
12	1:16.589	37.481	22.115	2:16.185

13 39.846 33.566 21.254 1:34.666

14 39.301 33.427 21.084 1:33.812

15 39.202 32.946 21.015 1:33.164

16 39.231 33.050 20.981 1:33.262

17 39.494 33.604 20.937 1:34.034

18 39.258 33.447 21.038 1:33.743

19 38.936 33.154 21.112 1:33.203

20 38.988 33.088 21.071 1:33.147

21 39.052 32.930 21.095 1:33.076

22 39.206 32.631 21.064 1:32.900

AVG 39.692 33.871 21.480 1:34.478

IDEAL 38.936 32.631 20.937 1:32.504

907 Ben Thompson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.326	33.796	21.530	-
2	38.765	33.216	20.897	1:32.877
3	38.312	32.171	20.665	1:31.147
4	38.003	31.590	20.498	1:30.091
5	37.811	31.635	20.536	1:29.982
6	38.879	31.496	20.427	1:30.802
7	37.807	31.629	20.954	1:30.391
8	37.932	31.666	20.378	1:29.976
9	38.743	33.141	37.646	1:49.530 P
9	-	-	-	9:337 P
10	15:16.223	32.997	20.748	16:09.968
11	37.533	33.100	20.472	1:31.105
12	37.959	31.435	20.691	1:30.085
13	38.031	32.121	20.264	1:30.415
14	38.131	31.242	20.209	1:29.581
15	37.592	31.381	19.992	1:28.966
16	37.260	30.899	20.125	1:28.285
17	39.083	33.380	33.985	1:46.447 P
AVG	38.123	32.119	20.546	1:30.285
IDEAL	37.260	30.899	19.992	1:28.152

913 Matthew McBride
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.326	37.414	22.912	-
2	41.080	34.681	21.704	1:37.466
3	40.103	33.671	21.260	1:35.034
4	39.766	33.059	21.489	1:34.314
5	39.748	34.337	6:49.300	8:03.386 P
6	53.954	35.094	21.943	1:50.991
7	39.677	33.241	21.529	1:34.447
8	38.947	32.902	21.072	1:32.921
9	38.653	32.984	21.122	1:32.759
10	38.470	32.664	20.992	1:32.126
11	38.859	32.775	3:27.063	4:38.697 P
12	59.186	33.928	21.339	1:54.453
13	38.820	32.905	21.080	1:32.806
14	38.606	32.498	20.855	1:31.960
15	38.379	32.603	20.855	1:31.837
16	38.347	32.396	20.746	1:31.489

P - lap ended in the pits - lap ended on a red flag

Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session