



INDIVIDUAL TIMES - FRIDAY PRACTICE

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.458	32.179	23.278	-
2	36.323	30.914	23.521	1:30.758
3	35.112	27.949	22.530	1:25.591
4	38.121	28.677	22.454	1:29.251
5	34.375	28.430	21.856	1:24.661
6	34.123	27.669	21.830	1:23.622
7	35.636	28.810	-	1:33.779 P
8	50.113	28.376	21.737	4:10.473
9	34.357	27.794	21.730	1:23.881
10	34.198	27.654	21.669	1:23.521
11	36.728	28.229	-	1:32.195 P
12	53.454	30.861	22.593	4:25.522
13	34.416	27.657	22.146	1:24.218
14	35.038	28.341	22.671	1:26.049
15	34.052	27.582	21.529	1:23.163
16	35.387	27.701	21.841	1:24.929
17	33.862	27.620	21.658	1:23.140
18	34.164	27.613	21.617	1:23.394
19	34.147	28.564	-	1:28.257 P
20	52.531	29.784	22.746	8:21.066
21	34.479	27.916	21.824	1:24.218
22	33.747	27.535	21.479	1:22.761
23	36.095	29.463	21.500	1:27.058
24	35.285	27.752	-	1:29.095 P
AVG	34.982	28.545	22.111	1:26.177
IDEAL	33.747	27.535	21.479	1:22.761

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.180	29.054	23.126	-
2	36.512	28.213	22.559	1:27.284
3	35.797	28.045	22.420	1:26.262
4	35.516	27.951	22.173	1:25.639
5	35.529	28.583	-	1:34.128 P
6	50.673	28.329	22.344	8:58.095
7	35.433	28.192	22.194	1:25.819
8	35.273	27.886	-	1:31.990 P
9	50.291	28.142	22.148	2:34.814
10	35.893	29.911	-	1:36.278 P
11	50.745	28.617	22.128	9:51.448
12	36.839	28.325	22.061	1:27.225
13	36.048	29.200	21.983	1:27.232
14	35.009	27.933	21.975	1:24.917
15	35.176	28.064	22.201	1:25.442
16	35.214	27.942	22.105	1:25.260
17	46.609	31.027	-	1:47.818 P
18	50.392	28.305	22.087	6:43.119
19	34.951	27.862	22.714	1:25.528
20	35.096	27.889	21.986	1:24.972
21	35.061	27.922	22.146	1:25.129

22 35.103 27.905 22.028 1:25.035
 23 47.825 36.858 - 1:59.947 **P**

AVG 35.503 28.400 22.232 1:27.246
 IDEAL 34.951 27.862 21.975 1:24.788

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.566	29.511	23.055	-
2	35.915	28.352	22.250	1:26.517
3	35.446	28.221	22.129	1:25.796
4	35.878	31.393	-	1:36.267 P
5	50.909	28.734	22.175	7:19.041
6	35.443	27.961	22.091	1:25.496
7	34.585	27.716	21.827	1:24.128
8	34.628	27.715	21.919	1:24.262
9	35.275	28.394	23.858	1:27.526
10	34.436	27.793	21.697	1:23.925
11	40.179	29.127	21.862	1:31.169
12	35.676	29.362	-	1:33.127 P
13	51.679	29.569	22.110	6:38.190
14	34.395	27.936	21.700	1:24.031
15	34.510	27.936	21.661	1:24.108
16	34.352	27.716	21.784	1:23.851
17	35.026	28.369	-	1:29.234 P
18	49.842	28.078	21.763	6:11.152
19	34.270	27.714	21.682	1:23.665
20	34.158	27.693	21.654	1:23.506
21	36.584	28.682	-	1:33.322 P
22	51.014	28.944	22.070	4:34.963
23	34.495	27.858	21.748	1:24.101
24	36.260	29.535	-	1:33.405 P
25	1:02.168	28.924	33.244	2:45.250
26	35.516	27.762	21.632	1:24.909
AVG	35.351	28.500	22.033	1:27.117
IDEAL	34.158	27.693	21.632	1:23.483

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.343	31.692	24.651	-
2	37.889	29.585	22.815	1:30.289
AVG	37.889	30.638	23.733	1:30.289
IDEAL	37.889	29.585	22.815	1:30.289

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.726	29.224	23.502	-
2	38.205	28.158	22.522	1:28.885
3	36.172	28.037	22.461	1:26.670
4	35.144	27.955	22.158	1:25.258
5	35.044	27.925	22.113	1:25.082
6	38.215	28.932	22.753	1:29.900
7	35.033	27.946	22.190	1:25.169
8	37.545	29.152	-	1:34.237 P

9 51.775 28.601 23.173 8:36.526
 10 35.211 28.033 22.130 1:25.374
 11 35.036 27.860 22.078 1:24.974
 12 37.678 30.587 - 1:35.465 **P**
 13 51.088 28.617 22.471 8:20.513
 14 35.351 28.030 22.119 1:25.499
 15 34.782 27.832 22.000 1:24.614
 16 34.770 27.886 21.986 1:24.641
 17 34.773 27.891 22.294 1:24.958
 18 37.061 31.904 - 1:35.623 **P**
 19 50.405 28.223 22.182 8:50.673
 20 35.475 28.213 22.101 1:25.789
 21 34.376 27.863 22.071 1:24.310
 22 34.436 27.751 21.934 1:24.121
 23 34.471 28.861 23.035 1:26.366
 24 34.367 27.979 22.031 1:24.378
 25 34.736 41.765 - 1:51.208 **P**

AVG 35.613 28.482 22.385 1:27.066
 IDEAL 34.367 27.751 21.934 1:24.052

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.407	32.191	26.216	-
2	39.082	30.090	24.923	1:34.095
3	37.687	29.517	23.775	1:30.978
4	37.197	29.426	23.522	1:30.145
5	36.642	29.003	23.304	1:28.948
6	37.142	29.452	-	1:35.045 P
7	53.143	29.559	23.585	4:22.548
8	36.936	29.333	23.844	1:30.113
9	37.399	29.534	-	1:34.847 P
10	-	30.329	-	2:49.438 P
11	52.984	29.536	23.448	10:04.506
12	36.423	29.070	23.209	1:28.701
13	36.251	28.918	23.338	1:28.507
14	37.702	29.720	-	1:34.790 P
15	53.309	29.800	23.509	7:51.127
16	36.682	29.098	23.564	1:29.344
17	37.254	29.315	24.170	1:30.738
18	39.430	30.567	-	1:38.446 P
19	54.921	30.349	24.571	5:43.385
20	39.226	30.421	-	1:39.018 P
21	55.203	30.412	24.792	3:11.406
22	39.087	32.273	-	1:40.262 P
AVG	37.609	29.905	23.985	1:32.932
IDEAL	36.251	28.918	23.209	1:28.377

62 David Weber
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.564	30.526	24.038	-
2	37.309	28.854	22.882	1:29.045
3	36.190	28.732	22.797	1:27.718
4	36.089	28.545	22.539	1:27.173

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 - FRIDAY PRACTICE

62 David Weber Suzuki GSX-R1000					4 35.271 27.990 24.155 1:27.415					101 Gary Mason Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	36.333	31.853	-	1:38.884 P	5	36.828	28.289	-	1:33.959 P	1	53.921	29.782	24.139	-
6	52.523	29.361	23.162	10:39.209	6	50.670	28.166	22.503	6:20.664	2	36.611	28.232	23.609	1:28.453
7	36.033	28.461	22.333	1:26.827	7	35.041	28.599	22.262	1:25.902	3	35.849	28.102	23.154	1:27.105
8	35.486	28.435	22.467	1:26.387	8	39.597	29.548	-	1:37.395 P	4	35.309	27.973	22.532	1:25.814
9	35.606	28.277	22.859	1:26.742	9	50.616	28.275	22.341	5:20.997	5	35.579	27.951	22.648	1:26.178
10	35.512	28.420	22.400	1:26.332	10	38.066	28.130	22.288	1:28.485	6	37.224	38.483	22.966	1:38.673
11	35.598	28.348	22.447	1:26.393	11	35.211	27.945	22.413	1:25.569	7	35.123	27.850	22.317	1:25.290
12	36.093	28.577	22.446	1:27.116	12	44.210	29.344	-	1:41.963 P	8	36.048	31.786	-	1:35.225 P
13	38.446	32.802	-	1:40.751 P	13	50.384	28.014	22.370	3:43.390	9	53.029	29.773	23.256	8:19.619
14	51.541	28.954	22.587	17:02.392	14	35.409	28.286	22.107	1:25.801	10	35.640	28.346	22.683	1:26.669
15	35.868	28.301	22.396	1:26.564	15	41.772	27.809	-	1:36.794 P	11	35.384	28.325	22.498	1:26.207
16	35.715	28.586	22.398	1:26.699	16	50.295	27.809	22.486	4:53.576	12	35.492	28.152	22.348	1:25.991
17	35.723	34.271	-	1:39.934 P	17	34.844	27.816	22.139	1:24.799	13	35.587	28.161	22.630	1:26.378
AVG	36.037	29.198	22.549	1:30.239	18	40.600	29.497	-	1:38.383 P	14	42.420	45.929	-	2:03.244 P
IDEAL	35.486	28.277	22.333	1:26.096	19	50.956	28.357	22.598	5:19.653	15	59.369	35.171	24.198	10:13.157
69 Danny C Eslick Suzuki GSX-R1000					20 35.590 28.185 - 1:31.506 P					16 35.552 28.343 22.631 1:26.526				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.700	31.967	24.733	-	21	50.661	28.341	22.321	2:05.928	17	35.242	28.105	22.427	1:25.774
2	37.164	28.554	22.618	1:28.336	22	34.867	28.010	22.266	1:25.144	18	35.551	28.215	22.507	1:26.273
3	36.042	28.252	22.743	1:27.038	23	34.966	27.862	22.152	1:24.979	19	41.169	43.050	23.196	1:47.414
4	39.362	33.850	-	1:41.239 P	24	34.776	27.842	22.232	1:24.849	20	35.602	28.208	22.850	1:26.660
5	1:09.223	36.058	33.164	5:55.162	25	42.659	32.958	-	1:46.315 P	21	35.607	28.452	22.956	1:27.015
6	35.691	28.336	22.520	1:26.547	AVG	36.225	28.628	22.532	1:29.113	22	38.007	30.365	22.653	1:31.025
7	35.511	28.641	22.392	1:26.543	IDEAL	34.776	27.816	22.107	1:24.698	23	35.538	33.050	-	1:38.574 P
8	38.481	29.810	-	1:34.746 P	99 Geoff May Suzuki GSX-R1000					24	51.661	28.823	22.838	4:55.399
9	1:11.297	44.591	26.706	5:25.165	LAP	SEG 1	SEG 2	SEG 3	LAPTIME	25	35.464	28.303	22.345	1:26.111
10	35.794	28.266	22.306	1:26.366	1	53.388	29.928	23.460	-	26	35.323	27.990	22.402	1:25.715
11	35.393	28.029	22.264	1:25.686	2	35.542	27.833	22.429	1:25.803	27	35.074	27.919	22.333	1:25.326
12	34.976	28.122	22.492	1:25.590	3	37.256	27.810	22.274	1:27.340	AVG	35.999	28.792	22.838	1:28.142
13	36.601	28.398	-	1:33.576 P	4	34.822	27.657	22.203	1:24.682	IDEAL	35.074	27.850	22.317	1:25.240
14	51.632	29.404	22.228	4:54.704	5	34.708	27.712	22.230	1:24.650	119 Andy Feuersthaler Suzuki GSX-R1000				
15	35.336	32.023	22.066	1:29.425	6	37.126	32.550	-	1:36.593 P	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
16	45.317	37.101	-	1:54.053 P	7	50.541	28.190	22.351	7:44.656	1	55.247	31.033	24.214	-
17	-	34.029	-	3:56.835 P	8	35.081	28.325	-	1:31.628 P	2	37.818	29.716	23.211	1:30.745
18	59.564	35.703	23.861	3:23.133	9	50.078	27.877	22.201	6:05.104	3	36.821	28.806	22.970	1:28.596
19	35.354	28.268	22.415	1:26.037	10	34.851	27.652	21.917	1:24.419	4	37.109	28.789	23.106	1:29.004
20	38.120	32.068	-	1:36.937 P	11	34.580	27.510	22.028	1:24.118	5	36.411	28.861	22.840	1:28.112
21	-	29.806	-	3:13.603 P	12	34.493	27.554	22.116	1:24.164	6	36.204	28.677	22.989	1:27.869
22	50.863	28.187	22.676	3:22.617	13	37.129	28.758	-	1:34.156 P	7	36.126	28.797	23.275	1:28.198
23	35.928	28.362	22.378	1:26.668	14	50.403	28.068	22.335	10:21.380	8	36.629	28.739	22.796	1:28.163
24	35.635	28.544	22.253	1:26.432	15	35.133	27.775	22.474	1:25.383	9	36.733	28.770	22.767	1:28.270
25	35.046	28.187	22.469	1:25.701	16	34.675	27.824	22.122	1:24.621	10	36.634	29.226	-	1:40.844 P
26	38.472	28.178	22.216	1:28.865	17	36.404	28.868	-	1:33.531 P	11	51.999	29.295	22.704	4:54.641
AVG	36.406	29.070	22.625	1:29.161	18	50.098	27.851	22.247	4:44.366	12	36.419	28.609	22.591	1:27.619
IDEAL	34.976	28.029	22.066	1:25.071	19	37.491	27.869	21.997	1:27.356	13	35.933	28.500	22.589	1:27.022
79 Blake R Young Suzuki GSX-R1000					20	34.259	27.634	21.914	1:23.807	14	36.031	28.623	-	1:46.231 P
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	21	34.890	27.588	22.200	1:24.677	15	53.054	29.653	23.401	7:53.820
1	53.314	29.767	23.547	-	22	34.940	27.826	22.084	1:24.850	16	36.135	28.677	22.902	1:27.714
2	37.164	28.554	22.618	1:28.336	23	34.476	27.729	21.923	1:24.127					

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 - FRIDAY PRACTICE

119 Andy Feuersthaler Suzuki GSX-R1000					22 36.249 28.007 22.443 1:26.699					17 38.665 29.481 23.640 1:31.786				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
17	35.866	28.404	22.716	1:26.985	23	35.415	41.769	22.372	1:39.555	18	38.581	29.336	24.366	1:32.284
18	36.159	28.429	22.560	1:27.148	24	34.203	27.659	21.699	1:23.560	19	40.932	31.314	-	1:43.731 P
19	38.696	31.365	-	1:45.693 P	25	36.382	28.628	-	1:31.042 P	20	55.936	31.140	24.796	6:00.362
AVG	36.907	29.399	22.638	1:27.066	26	50.143	28.101	22.042	4:29.367	21	39.149	29.697	24.239	1:33.086
IDEAL	35.866	28.404	22.560	1:26.829	26	34.957	28.168	-	1:31.337 P	22	39.053	43.830	-	1:58.530 P

148 Chad R Lewin Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.481	31.705	26.776	-
2	40.908	30.827	-	1:43.360 P
3	56.264	31.027	25.237	6:24.604
4	38.335	29.756	24.217	1:32.308
5	37.629	29.073	23.260	1:29.962
6	36.510	29.108	23.281	1:28.899
7	36.428	28.948	-	1:32.919 P
8	52.399	29.594	22.805	3:41.031
9	36.242	29.027	-	1:34.193 P
10	52.792	29.555	23.237	8:16.459
11	36.425	28.799	22.677	1:27.901
12	36.171	28.776	22.931	1:27.877
13	35.738	28.581	-	1:31.511 P
14	53.391	29.201	24.190	3:42.038
15	36.144	28.569	22.932	1:27.645
16	37.443	33.383	-	1:40.202 P
AVG	37.088	29.746	23.777	1:32.434
IDEAL	36.144	28.569	22.677	1:27.390

232 Chad Rolland Yamaha YZF-R1				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.248	31.204	25.044	-
2	39.684	30.791	24.408	1:34.883
3	37.856	29.571	24.027	1:31.453
4	38.391	29.479	-	1:35.750 P
5	54.700	30.301	24.399	7:55.861
6	38.030	29.744	24.283	1:32.058
7	37.506	29.661	23.846	1:31.013
8	37.910	30.095	24.474	1:32.479
9	37.243	29.410	23.913	1:30.567
10	37.188	29.346	23.990	1:30.523
11	38.651	29.443	-	1:36.431 P
12	53.451	29.686	23.765	9:29.369
13	37.303	29.401	23.437	1:30.140
14	37.476	29.382	23.356	1:30.214
15	38.085	29.497	23.664	1:31.247
16	37.710	29.412	23.853	1:30.975
17	37.517	29.432	23.908	1:30.858
18	38.310	35.818	-	1:47.168 P
19	53.549	29.774	23.775	9:05.131
20	37.661	29.371	23.677	1:30.709
21	37.188	29.324	-	1:34.019 P
AVG	37.865	29.716	23.989	1:32.970
IDEAL	37.188	29.346	23.356	1:29.890

270 Davie Stone Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.089	36.354	28.735	-
2	40.372	31.157	25.537	1:37.066
3	39.118	30.958	25.216	1:35.291
4	38.314	30.250	24.419	1:32.983
5	38.089	30.375	-	1:39.978 P
6	58.157	32.579	25.579	8:46.855
7	38.303	30.660	24.672	1:33.634
8	38.278	30.657	24.953	1:33.888
9	38.121	30.459	24.478	1:33.058
10	37.718	30.659	23.906	1:32.283
11	37.372	30.307	24.352	1:32.031
12	37.960	30.495	24.054	1:32.509
13	16:46.611	16:39.873	16:34.355	17:42.114
14	38.094	30.450	23.882	1:32.426
15	37.594	30.232	23.900	1:31.726
16	37.540	30.378	23.867	1:31.785
17	37.865	30.167	23.811	1:31.843
AVG	38.196	30.652	24.473	1:33.607
IDEAL	37.372	30.167	23.811	1:31.350

155 Ben D Bostrom Yamaha YZF-R1				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.842	31.130	24.712	-
2	40.554	30.484	23.724	1:34.762
3	36.442	28.806	23.529	1:28.777
4	37.414	29.602	24.419	1:31.435
5	38.179	28.397	22.633	1:29.209
6	34.657	28.201	22.070	1:24.928
7	34.387	27.950	21.819	1:24.155
8	39.617	33.856	22.701	1:36.173
9	39.814	30.273	22.724	1:32.811
10	34.156	27.706	21.535	1:23.396
11	37.106	28.552	-	1:31.704 P
12	50.691	28.478	22.213	6:08.505
13	34.025	27.658	21.495	1:23.178
14	33.955	27.778	-	1:31.054 P
15	54.179	30.382	23.797	7:11.325
16	36.011	28.308	22.073	1:26.392
17	34.255	27.902	21.653	1:23.810
18	34.075	27.814	21.744	1:23.633
19	35.486	28.648	-	1:31.928 P
20	52.168	29.036	23.132	8:26.346
21	35.060	27.996	21.978	1:25.033

269 Johnny Rock Page Yamaha YZF-R1				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.557	35.541	28.016	-
2	43.989	31.725	25.397	1:41.111
3	39.750	30.229	24.201	1:34.180
4	40.141	29.895	23.969	1:34.005
5	38.785	29.748	24.009	1:32.542
6	38.598	29.625	23.745	1:31.969
7	39.215	30.201	-	1:39.686 P
8	56.421	30.976	25.445	7:12.797
9	38.801	29.915	24.037	1:32.753
10	38.518	29.691	23.891	1:32.099
11	38.415	29.608	23.923	1:31.946
12	38.396	29.623	24.174	1:32.193
13	40.852	29.579	-	1:40.697 P
14	57.176	31.092	26.085	13:07.620
15	39.404	30.148	23.932	1:33.484
16	39.504	29.806	24.246	1:33.556

298 Manuel I Garza Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.239	31.136	24.103	-
2	38.664	29.644	23.551	1:31.859
3	38.123	29.503	24.473	1:32.099
4	37.948	29.211	24.841	1:32.000
5	37.564	29.210	23.793	1:30.566
6	37.882	29.560	-	1:38.454 P
7	54.410	30.276	24.134	14:54.229
8	37.698	29.241	23.641	1:30.580
9	37.776	29.268	23.401	1:30.444
10	38.609	29.583	-	1:37.810 P
11	53.084	29.239	23.845	3:59.608
12	37.806	29.013	23.570	1:30.390
13	37.505	29.106	23.571	1:30.182
14	37.926	30.102	23.510	1:31.539
15	38.295	29.248	23.523	1:31.066
16	37.536	29.214	23.704	1:30.454
17	44.547	32.915	-	1:49.964 P
18	53.013	29.352	23.662	9:05.814
19	37.458	28.902	24.460	1:30.819
20	37.550	28.965	-	1:34.103 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 - FRIDAY PRACTICE

298 Manuel I Garza
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
21	52.644	29.236	23.408	2:55.491
22	37.346	28.880	23.418	1:29.644
23	37.651	29.001	23.648	1:30.300
AVG	37.498	29.039	23.492	1:29.972
IDEAL	37.346	28.880	23.401	1:29.626

302 Santiago Villa
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.375	32.206	26.168	-
2	39.523	30.299	24.683	1:34.505
3	38.800	30.044	24.640	1:33.483
4	39.235	29.984	24.046	1:33.265
5	38.382	30.539	24.351	1:33.271
6	38.348	29.971	24.077	1:32.396
7	38.399	30.004	24.205	1:32.607
8	38.716	30.047	24.109	1:32.871
9	41.236	31.746	26.640	1:39.622
10	42.259	40.563	-	1:55.908 P
11	57.713	32.509	25.204	6:11.365
12	39.146	2:28.147	-	3:48.160 P
AVG	39.404	30.735	24.812	1:34.003
IDEAL	38.348	29.971	24.046	1:32.364

311 Robertino Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.617	30.221	24.396	-
2	37.273	28.491	23.049	1:28.813
3	35.907	28.255	22.812	1:26.974
4	35.867	28.085	23.000	1:26.952
5	35.674	28.120	23.118	1:26.911
6	45.624	28.738	-	2:27.015 P
7	52.513	29.288	23.225	20:44.313
8	35.929	28.132	23.065	1:27.126
9	36.021	28.140	22.921	1:27.082
10	35.914	28.174	23.066	1:27.154
11	43.285	28.638	-	1:41.527 P
12	50.717	28.211	22.506	5:34.181
13	35.694	27.968	22.479	1:26.141
14	35.478	28.174	22.716	1:26.369
15	35.478	28.163	22.570	1:26.211
16	35.537	28.003	22.615	1:26.155
17	43.596	33.419	-	1:44.977 P
18	51.192	28.412	22.780	8:39.984
19	35.782	28.074	22.506	1:26.362
AVG	35.879	28.669	22.927	1:27.983
IDEAL	35.478	27.968	22.479	1:25.925

727 Jamie Stauffer
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.927	30.354	23.572	-

2	36.149	28.364	22.387	1:26.901
3	35.055	28.034	22.011	1:25.099
4	40.133	33.889	-	1:46.798 P
5	51.551	28.952	22.599	7:11.077
6	34.961	28.225	22.285	1:25.471
7	34.681	28.001	21.921	1:24.603
8	38.402	30.350	-	1:39.688 P
9	1:01.267	37.522	23.745	7:22.310
10	35.479	28.213	22.293	1:25.986
11	34.635	27.845	21.762	1:24.242
12	34.445	27.793	21.668	1:23.905
13	34.236	27.823	21.669	1:23.728
14	42.146	35.159	-	1:47.906 P
15	57.481	34.539	22.942	9:09.436
16	44.727	37.118	-	1:54.487 P
17	53.761	31.204	22.557	5:53.673
18	35.134	28.060	22.551	1:25.745
19	34.642	27.897	21.854	1:24.392
20	34.312	27.927	22.069	1:24.308
21	34.261	27.852	21.665	1:23.778
22	36.740	29.931	-	1:35.784 P
AVG	35.588	28.622	22.330	1:26.702
IDEAL	34.236	27.793	21.665	1:23.693

771 Jb Layman
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.898	31.095	24.803	-
2	39.146	30.249	24.062	1:33.456
3	37.991	30.085	23.786	1:31.862
4	37.952	29.667	23.914	1:31.533
5	37.886	29.675	23.902	1:31.463
6	37.883	30.237	23.922	1:32.041
7	38.026	29.936	-	1:38.299 P
8	55.016	30.660	24.356	15:01.427
9	37.924	29.758	23.814	1:31.496
10	37.883	29.810	23.848	1:31.541
11	37.821	29.759	23.821	1:31.400
12	37.880	29.748	24.203	1:31.831
13	37.742	29.753	23.834	1:31.329
14	37.748	30.328	-	1:37.814 P
15	54.533	30.387	24.145	12:12.922
16	38.232	29.924	23.803	1:31.959
17	37.708	29.877	-	1:45.950 P
AVG	37.987	30.056	24.015	1:33.712
IDEAL	37.742	29.667	23.786	1:31.195

888 Joseph S Dawson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.922	32.436	26.486	-
2	39.937	30.456	24.707	1:35.101
3	38.565	29.779	24.341	1:32.686
4	38.458	30.078	24.380	1:32.916
5	37.866	29.837	23.957	1:31.660

6	38.045	30.194	-	1:44.162 P
7	56.207	32.157	24.051	2:47.388
8	38.254	29.708	24.054	1:32.015
9	37.768	29.575	23.668	1:31.012
10	38.020	29.605	24.240	1:31.865
11	37.245	29.394	23.653	1:30.292
12	37.312	29.306	24.293	1:30.911
13	47.739	45.335	-	2:16.339 P
14	54.987	30.654	24.334	18:15.346
15	37.628	29.358	23.613	1:30.600
16	37.330	29.505	23.529	1:30.364
17	37.220	29.331	23.503	1:30.054
18	37.033	29.428	23.750	1:30.211
19	37.023	29.344	23.797	1:30.164
20	44.716	31.415	24.244	1:40.375
21	37.502	29.837	23.630	1:30.969
22	38.344	31.259	-	1:47.266 P
23	54.394	30.285	24.109	2:41.731
24	37.104	29.574	23.717	1:30.394
AVG	37.826	30.113	24.098	1:33.859
IDEAL	37.023	29.306	23.503	1:29.832

907 Ben Thompson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	35.365	28.327	22.546	1:26.238
11	39.067	32.639	-	1:41.363 P
1	55.551	32.050	23.502	-
2	37.095	28.671	22.733	1:28.499
3	35.880	28.327	22.603	1:26.810
4	35.549	28.347	22.819	1:26.716
5	35.661	28.229	22.511	1:26.400
6	39.044	33.073	-	1:43.857 P
7	50.956	28.548	22.409	12:25.247
8	35.471	28.219	22.321	1:26.010
9	35.203	28.074	22.876	1:26.153
AVG	36.482	29.500	22.702	1:28.524
IDEAL	35.203	28.074	22.321	1:25.598

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