



INDIVIDUAL TIMES - PRACTICE SESSION #3

**1** Aaron W Yates  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.524	19.700	17.824	-
2	51.780	18.475	17.275	1:27.530
3	52.002	-	-	1:36.147 P
3	2:20.429	22.457	18.136	3:01.022
4	50.330	18.469	17.374	1:26.172
5	50.664	18.211	17.306	1:26.181
6	50.994	-	-	1:35.172 P
7	2:10.959	19.269	17.456	2:47.683
8	50.730	18.998	17.525	1:27.252
9	51.012	18.310	17.254	1:26.575
10	51.262	-	-	1:36.251 P
11	2:19.940	18.845	17.429	2:56.214
12	53.571	18.462	17.333	1:29.366
13	50.660	18.613	30.852	1:40.124 P
14	2:01.862	18.791	17.351	2:38.004
14	1:04.403	18.880	17.325	1:40.608
AVG	51.408	18.768	17.417	1:31.622
IDEAL	50.660	18.211	17.254	1:26.125

**2** Jamie A Hacking  
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.093	19.264	17.829	-
2	52.877	18.412	17.248	1:28.537
3	51.040	18.367	17.226	1:26.634
4	54.117	18.422	17.222	1:29.762
5	50.400	18.212	17.196	1:25.808
6	50.272	18.346	17.239	1:25.857
7	50.849	-	-	1:41.254 P
8	2:52.453	18.401	17.225	3:28.079
9	50.314	18.212	17.595	1:26.120
10	51.381	18.212	17.219	1:26.812
11	50.208	18.471	17.161	1:25.840
12	50.319	18.476	17.202	1:25.998
13	50.244	18.339	17.260	1:25.842
14	50.612	-	-	1:41.943 P
AVG	51.053	18.428	17.302	1:29.201
IDEAL	50.208	18.212	17.161	1:25.581

**4** Joshua Hayes  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.190	19.726	17.464	-
2	52.114	18.723	17.149	1:27.985
3	52.078	18.510	17.167	1:27.754
4	52.537	18.544	17.105	1:28.186
5	55.130	-	-	1:38.933 P
5	5:08.818	19.521	17.436	5:45.776
6	52.965	18.579	17.135	1:28.679
7	51.074	18.541	17.213	1:26.827
8	50.994	18.448	17.224	1:26.666
9	51.225	18.502	17.294	1:27.021

10 51.140 18.463 17.347 1:26.950  
11 55.680 18.503 17.255 1:31.437  
12 51.074 18.488 17.257 1:26.819  
13 51.316 18.992 33.128 1:43.436 P

AVG 52.125 18.659 17.256 1:29.914  
IDEAL 50.994 18.448 17.105 1:26.547

**6** Damon S Buckmaster  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:23.918	19.838	17.682	2:01.437
3	53.295	19.150	17.371	1:29.815
4	53.458	18.932	17.343	1:29.732
5	51.935	18.490	17.361	1:27.787
6	51.766	-	-	4:13.027 P
7	1:21.429	19.485	17.336	1:58.250
8	53.373	18.985	17.273	1:29.632
9	52.008	18.520	17.370	1:27.898
10	51.545	18.565	17.406	1:27.515
11	58.626	-	-	6:44.478 P
12	1:15.715	18.626	17.345	1:51.686
13	51.321	18.474	17.219	1:27.014
14	51.146	18.445	17.351	1:26.943
AVG	52.847	18.864	17.369	1:28.292
IDEAL	51.146	18.445	17.219	1:26.811

**12** Ben Attard  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:23.349	20.139	17.929	2:01.418
3	54.083	19.848	17.753	1:31.684
4	52.604	19.160	17.734	1:29.498
5	53.613	19.681	17.848	1:31.142
6	54.662	19.466	17.779	1:31.906
7	51.799	18.805	17.504	1:28.107
AVG	53.352	19.516	17.758	1:30.467
IDEAL	51.799	18.805	17.504	1:28.107

**13** Cory West  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.809	20.526	18.343	-
2	53.765	19.485	18.037	1:31.286
3	52.375	19.120	17.587	1:29.082
4	52.305	-	-	1:51.656 P
5	2:37.028	19.160	17.751	3:13.939
6	52.217	18.777	17.568	1:28.562
7	51.471	18.845	17.558	1:27.874
8	53.405	19.400	17.555	1:30.360
8	55.047	18.839	17.544	1:31.429
9	51.571	18.990	17.627	1:28.189
10	51.541	18.807	17.521	1:27.868
11	1:06.576	-	-	1:58.900 P

**15** Steve Rapp  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.677	19.011	17.667	-
2	51.518	18.981	17.525	1:28.024
3	53.070	18.713	17.427	1:29.210
4	50.583	18.602	17.485	1:26.670
5	52.426	-	-	1:39.401 P
6	5:00.897	18.730	17.930	5:37.557
7	50.744	18.561	17.395	1:26.700
8	50.936	-	-	1:31.434 P
9	5:38.066	18.890	17.426	6:14.382
10	50.583	18.490	17.448	1:26.521
11	50.389	18.444	17.403	1:26.236
12	52.685	-	-	1:38.816 P
AVG	51.437	18.714	17.523	1:30.335
IDEAL	50.389	18.444	17.395	1:26.228

**16** Martin Craggill  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.030	19.958	18.072	-
2	53.264	18.821	17.756	1:29.842
3	51.616	18.674	17.448	1:27.737
4	51.320	18.626	17.520	1:27.466
5	51.776	18.589	17.288	1:27.653
6	50.994	-	-	1:50.288 P
7	2:38.737	18.749	17.520	3:15.005
8	59.311	19.424	17.844	1:36.579
9	55.216	-	-	1:46.531 P
10	3:20.994	19.072	17.526	3:57.592
11	51.185	19.299	17.398	1:27.882
12	50.953	18.851	17.280	1:27.083
13	54.063	-	-	1:40.011 P
14	2:27.715	18.737	17.485	3:03.937
15	51.402	18.574	17.427	1:27.402
16	51.313	18.574	17.415	1:27.302
AVG	52.701	18.919	17.537	1:29.896
IDEAL	50.953	18.574	17.280	1:26.806

**18** Chris Ulrich  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.037	19.346	17.691	-
2	52.353	18.941	17.588	1:28.882
3	52.410	-	-	1:45.021 P
4	1:58.802	18.672	17.528	2:35.003
5	51.693	20.000	32.836	1:44.529 P
6	3:44.450	19.414	17.692	4:21.556
7	51.602	18.822	17.584	1:28.008
8	52.432	18.830	17.575	1:28.837
9	51.409	18.680	17.533	1:27.622
10	55.756	-	-	1:49.165 P

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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**18** Chris Ulrich  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
11	3:12.580	19.024	17.698	3:49.302
12	53.450	18.806	17.676	1:29.932
13	52.055	18.810	17.711	1:28.576
14	1:15.713	-	-	2:10.310 <b>P</b>
AVG	52.752	18.880	17.695	1:29.254
IDEAL	51.409	18.672	17.528	1:27.609

**32** Eric Bostrom  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>36.829</del>	19.242	17.588	-
2	52.449	18.702	17.370	1:28.520
2	<del>51.136</del>	<del>18.760</del>	<del>17.414</del>	<del>1:27.309</del>
3	<del>51.100</del>	<del>18.899</del>	<del>17.387</del>	<del>1:27.386</del>
4	50.929	18.529	17.309	1:26.767
5	53.814	19.472	17.710	1:30.996
6	50.788	18.492	17.276	1:26.556
7	52.263	-	-	1:37.801 <b>P</b>
8	2:07.147	18.651	17.352	2:43.151
9	50.505	18.335	17.288	1:26.128
9	<del>50.518</del>	<del>23.875</del>	<del>17.904</del>	<del>1:32.297</del>
10	<del>50.534</del>	<del>18.393</del>	<del>17.284</del>	<del>1:26.211</del>
11	50.195	18.456	17.195	1:25.846
12	51.183	18.995	17.372	1:27.549
13	1:01.160	-	-	1:48.830 <b>P</b>
AVG	51.516	18.764	17.384	1:28.770
IDEAL	50.195	18.335	17.195	1:25.725

**40** Jason Disalvo  
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.147</del>	20.196	17.951	-
2	53.063	-	-	1:40.396 <b>P</b>
3	2:04.956	21.211	17.842	2:44.009
4	51.865	-	-	1:34.357 <b>P</b>
5	3:21.800	18.783	17.348	3:57.932
6	50.188	18.382	17.054	1:25.624
7	53.552	18.442	17.121	1:29.114
8	50.990	18.532	17.232	1:26.754
9	50.847	18.280	17.180	1:26.307
10	<del>50.166</del>	<del>18.263</del>	17.233	1:25.662
11	1:09.251	-	-	2:07.317 <b>P</b>
12	2:38.861	18.964	17.398	3:15.223
13	51.712	18.652	17.293	1:27.658
14	50.572	18.508	17.173	1:26.253
AVG	51.439	18.928	17.348	1:29.125
IDEAL	50.166	18.263	17.054	1:25.483

**43** Jason R Pridmore  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.761</del>	20.895	17.866	-
2	53.558	18.833	17.569	1:29.959

3	51.588	18.616	17.315	1:27.520
4	51.300	18.633	17.108	1:27.041
5	51.289	18.606	17.354	1:27.248
6	50.826	18.661	17.957	1:27.443
7	58.507	-	-	1:50.253 <b>P</b>
8	5:09.299	18.679	17.359	5:45.337
9	51.613	18.690	17.372	1:27.674
10	<del>50.703</del>	<del>18.483</del>	17.302	<del>1:26.488</del>
11	1:04.594	-	-	2:16.512 <b>P</b>
12	-	-	-	7:12.600 <b>P</b>
AVG	52.330	18.871	17.452	1:27.612
IDEAL	50.703	18.483	17.108	1:26.294

**74** Jason Perez  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>39.086</del>	20.500	18.586	-
2	53.086	19.083	17.626	1:29.794
3	51.868	18.866	17.483	1:28.217
4	51.312	18.751	17.326	1:27.390
5	57.804	-	-	1:46.266 <b>P</b>
6	3:45.688	18.800	17.479	4:21.967
7	51.235	18.652	17.262	1:27.149
8	51.037	18.776	17.315	1:27.128
9	1:02.379	-	-	1:50.313 <b>P</b>
10	2:04.846	18.947	17.520	2:41.313
11	51.814	-	-	1:37.268 <b>P</b>
12	3:18.015	19.031	20.620	3:57.666
12	-	-	-	1:25.749 <b>P</b>
AVG	52.594	19.045	17.913	1:29.491
IDEAL	51.037	18.652	17.262	1:26.951

**81** C R Gittere  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.544</del>	-	-	- <b>P</b>
2	1:44.965	20.792	18.837	2:24.593
3	56.397	-	-	1:52.105 <b>P</b>
AVG	1:20.681	20.792	18.837	2:08.349
IDEAL	1:44.965	20.792	18.837	2:24.593

**83** Tim Knutson  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>39.449</del>	20.864	18.586	-
2	55.949	21.104	18.653	1:35.706
3	55.101	20.004	18.521	1:33.626
4	54.472	19.775	18.178	1:32.425
5	55.016	19.489	18.472	1:32.976
6	<del>53.895</del>	19.922	18.352	<del>1:32.169</del>
7	54.778	-	-	5:39.545 <b>P</b>
8	1:23.299	20.106	18.457	2:01.862
8	<del>54.675</del>	<del>19.737</del>	<del>18.301</del>	<del>1:32.712</del>
9	<del>54.521</del>	-	-	<del>3:37.753</del> <b>P</b>
10	1:18.192	20.079	18.491	1:56.761
11	55.027	19.682	18.534	1:33.242

12	1:02.596	19.823	18.435	1:40.854
13	54.947	19.963	18.321	1:33.231
14	54.661	19.915	18.363	1:32.939
AVG	56.276	20.042	18.446	1:34.802
IDEAL	53.895	19.489	18.178	1:31.562

**96** Aaron Gobert  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>37.845</del>	20.201	17.644	-
2	53.449	19.053	17.214	1:29.716
3	52.453	18.743	17.227	1:28.423
4	51.464	19.035	17.116	1:27.615
5	51.331	18.830	17.231	1:27.392
6	53.281	-	-	1:36.431 <b>P</b>
7	3:06.553	18.810	17.291	3:42.654
8	51.197	18.656	17.281	1:27.133
8	<del>55.538</del>	<del>18.802</del>	<del>17.295</del>	<del>1:31.635</del>
9	<del>51.356</del>	-	-	<del>1:35.170</del> <b>P</b>
10	2:35.477	18.794	17.221	3:11.492
11	51.140	18.743	17.293	1:27.176
12	51.149	18.875	17.278	1:27.302
13	51.276	19.448	27.328	1:38.052 <b>P</b>
14	2:26.518	18.682	17.264	3:02.464
15	51.597	19.390	17.556	1:28.543
16	51.572	18.893	17.323	1:27.788
AVG	51.810	19.011	17.303	1:29.597
IDEAL	51.140	18.656	17.116	1:26.912

**99** Geoff May  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>37.225</del>	19.617	17.608	-
2	52.050	18.823	17.354	1:28.228
3	51.351	19.049	17.469	1:27.869
4	6:23.352	18.915	17.474	6:59.741
5	50.668	18.490	17.339	1:26.496
6	51.479	-	-	1:39.463 <b>P</b>
7	4:26.518	18.793	17.418	5:02.729
8	50.623	18.449	17.343	1:26.415
9	50.609	18.538	17.333	1:26.479
10	<del>50.434</del>	<del>18.440</del>	<del>17.284</del>	<del>1:26.157</del>
11	50.552	-	-	1:42.890 <b>P</b>
12	2:19.359	18.737	17.364	2:55.459
AVG	50.971	18.785	17.398	1:30.500
IDEAL	50.434	18.440	17.284	1:26.157

**102** Mark Simon  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.973</del>	20.915	18.057	-
2	54.647	20.345	18.164	1:33.155
3	55.368	20.283	17.856	1:33.506
4	56.095	-	-	1:52.249 <b>P</b>
5	1:14.369	20.559	17.929	1:52.857
6	54.251	20.047	17.906	1:32.203

**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 #3

**102** Mark Simon  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	54.560	-	-	1:56.286 P
8	5:07.211	20.059	18.036	5:45.307
9	54.233	20.001	17.819	1:32.054
10	53.762	19.995	18.160	1:31.916
11	53.743	-	-	1:51.652 P
AVG	54.074	20.019	18.005	1:31.985
IDEAL	53.762	19.995	17.819	1:31.575

**118** Lance Williams  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	40.596	21.647	18.950	-
1	56.609	21.436	18.235	1:36.280
2	55.494	20.322	18.344	1:34.160
2	55.879	20.468	18.610	1:34.958
3	58.104	-	-	1:59.778 P
AVG	55.494	20.984	18.647	1:34.160
IDEAL	55.494	20.322	18.344	1:34.160

**126** Jay Tanner  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	39.497	20.962	18.535	-
2	55.612	21.230	18.526	1:35.368
3	53.992	19.832	18.170	1:31.994
4	53.996	19.885	18.276	1:32.157
5	53.547	19.863	18.172	1:31.581
6	53.975	20.102	18.252	1:32.328
7	52.927	19.943	18.230	1:31.100
8	53.619	19.879	18.008	1:31.505
9	53.796	-	-	1:57.917 P
10	3:24.581	20.025	18.136	4:02.741
11	53.116	19.575	18.042	1:30.733
11	52.572	19.676	18.025	1:30.273
12	53.099	19.579	18.110	1:30.788
13	53.231	19.758	18.197	1:31.186
14	53.016	20.315	18.289	1:31.621
AVG	53.711	20.114	18.236	1:31.957
IDEAL	52.927	19.575	18.008	1:30.509

**129** Corey D Eaton  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.422	20.401	18.021	-
2	54.105	19.999	17.934	1:32.038
3	54.913	20.030	17.787	1:32.729
4	53.552	19.796	28.066	1:41.413
4	54.953	19.452	17.698	1:32.103
5	52.445	19.512	17.638	1:29.594
6	1:04.376	-	-	2:01.874 P
7	2:58.013	19.794	17.881	3:35.688
8	52.679	19.493	17.623	1:29.795
9	52.536	-	-	1:44.676 P

10 1:55.287 19.408 17.659 2:32.354  
11 52.328 19.364 17.617 1:29.309  
12 57.260 - - 1:46.895 P  
13 2:08.757 19.506 17.540 2:45.802  
14 52.651 19.479 17.652 1:29.782  
AVG 53.753 19.698 17.737 1:35.830  
IDEAL 52.328 19.364 17.540 1:29.232

**150** Matt D Lynn  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.367	19.650	17.717	-
2	52.118	18.856	17.420	1:28.393
3	51.285	18.705	17.515	1:27.505
4	51.826	19.206	17.693	1:28.724
5	52.069	18.620	17.276	1:27.964
6	51.829	-	-	1:45.220 P
7	5:09.886	18.779	17.705	5:46.371
8	51.643	18.696	17.530	1:27.869
9	51.316	18.720	18.316	1:28.353
10	51.759	18.720	17.486	1:27.965
11	51.243	18.784	17.537	1:27.564
12	51.527	18.725	17.484	1:27.735
13	51.591	18.857	17.598	1:28.046
14	1:00.884	-	-	1:59.457 P
AVG	52.424	18.860	17.607	1:28.012
IDEAL	51.243	18.620	17.276	1:27.139

**159** Martin Szwarc  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.621	20.139	18.481	-
2	55.130	20.108	18.144	1:33.383
3	53.970	19.409	18.331	1:31.710
4	53.914	19.317	18.125	1:31.356
5	54.545	-	-	1:53.426 P
6	2:04.118	19.488	18.249	2:41.855
6	55.022	19.357	18.462	1:32.841
7	55.699	19.173	18.261	1:33.133
8	53.787	19.411	18.208	1:31.406
9	53.810	19.355	18.179	1:31.344
10	53.719	-	-	1:59.466 P
AVG	54.125	19.604	18.245	1:31.840
IDEAL	53.787	19.317	18.125	1:31.229

**211** Reno Karimian  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	39.674	21.083	18.591	-
2	55.748	20.312	18.323	1:34.384
3	54.508	19.958	18.096	1:32.561
4	54.455	-	-	4:05.670 P
5	1:22.772	19.895	18.056	2:00.722
6	54.189	20.044	18.002	1:32.235
7	55.409	19.907	18.106	1:33.421
8	56.051	20.037	18.180	1:34.268

9 54.804 - - 2:30.734 P  
10 1:14.835 19.990 18.285 1:53.110  
11 53.965 20.059 18.714 1:32.738  
AVG 54.882 20.143 18.261 1:33.268  
IDEAL 53.965 19.895 18.002 1:31.861

**213** Robbie Dowie  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	40.417	21.591	18.826	-
2	57.033	21.108	18.545	1:36.686
3	56.164	20.365	18.296	1:34.826
4	55.174	20.120	18.124	1:33.417
5	55.432	20.207	18.106	1:33.745
6	55.255	20.261	18.169	1:33.685
7	55.379	20.635	18.197	1:34.210
8	55.078	20.024	18.084	1:33.187
9	54.611	20.473	18.372	1:33.456
10	56.157	-	-	1:58.205 P
AVG	55.587	20.532	18.302	1:34.151
IDEAL	54.611	20.024	18.084	1:32.719

**311** Roberto Pietri  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.744	19.923	17.820	-
2	53.644	19.190	17.614	1:30.448
3	53.243	20.119	17.834	1:31.196
4	52.731	18.989	17.495	1:29.215
5	52.174	19.009	17.365	1:28.547
6	52.674	-	-	1:37.563 P
7	4:59.247	18.896	17.528	5:35.671
8	53.639	18.971	17.522	1:30.132
9	51.940	-	-	1:36.118 P
10	3:31.091	19.091	17.527	4:07.709
11	52.238	19.159	17.484	1:28.880
12	52.117	-	-	1:38.305 P
13	2:24.803	18.997	17.454	3:01.253
14	51.674	19.413	17.437	1:28.523
15	51.710	-	-	1:55.727 P
AVG	52.526	19.251	17.553	1:31.893
IDEAL	51.674	18.896	17.365	1:27.934

**329** Ricardo Sune Falcon  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.921	20.123	18.797	-
2	56.207	20.133	21.772	1:38.112
3	1:01.981	20.223	18.606	1:40.810
4	55.056	20.356	18.153	1:33.565
5	53.936	19.727	18.213	1:31.876
6	54.578	-	-	4:57.412 P
7	1:28.519	20.191	18.541	2:07.251
8	54.178	19.574	18.287	1:32.038
9	53.845	19.663	18.362	1:31.870
10	54.133	19.685	18.605	1:32.423

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



INDIVIDUAL TIMES - PRACTICE SESSION #3

329

Ricardo Sune Falcon  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
11	53.472	19.370	18.276	1:31.118
12	53.581	19.639	18.617	1:31.837
AVG	53.526	19.505	18.446	1:31.477
IDEAL	53.472	19.370	18.153	1:30.995

416

Fernando Amantini  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.091	29.101	18.990	-
1	57.956	20.169	18.451	1:36.576
2	55.187	19.834	18.014	1:33.035
3	54.568	19.537	18.135	1:32.240
4	54.050	-	-	4:56.917 P
5	1:26.282	19.857	18.174	2:04.312
5	55.688	19.318	17.977	1:32.984
AVG	54.309	19.697	18.433	1:32.240
IDEAL	54.568	19.537	18.135	1:32.240

616

Brad M Hendry  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.237	20.003	18.234	-
2	54.056	20.070	17.815	1:31.942
3	53.122	19.431	17.842	1:30.394
4	52.621	19.264	17.695	1:29.580
5	53.036	19.088	17.710	1:29.834
6	54.435	-	-	1:58.510 P
7	4:10.138	19.482	17.913	4:47.532
8	53.347	19.148	17.608	1:30.102
9	51.931	19.217	17.612	1:28.760
10	52.284	19.111	17.719	1:29.114
11	52.025	19.052	17.685	1:28.763
12	58.959	-	-	1:50.230 P
13	4:08.974	20.520	17.813	4:47.306
14	52.807	19.390	17.849	1:30.046
AVG	53.511	19.481	17.791	1:29.837
IDEAL	51.931	19.052	17.608	1:28.591

666

Chris Weiss  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	39.986	21.175	18.811	-
2	56.441	20.692	18.704	1:35.838
3	55.442	22.837	18.868	1:37.146
4	55.665	20.491	18.618	1:34.774
5	56.069	20.324	18.394	1:34.788
6	54.287	19.940	18.361	1:32.587
7	54.419	20.017	18.302	1:32.737
8	54.379	20.100	18.383	1:32.862
9	54.241	19.770	18.418	1:32.428
10	54.099	19.932	18.318	1:32.350
11	54.434	19.947	18.290	1:32.672
12	54.008	19.965	18.247	1:32.219

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

13	54.323	-	-	1:47.893 P
14	1:12.363	20.121	18.498	1:50.982
15	54.408	19.871	18.485	1:32.764
16	54.328	20.051	18.433	1:32.812
17	54.099	20.177	18.427	1:32.703
18	54.251	-	-	1:47.583 P
19	1:11.770	20.288	18.454	1:50.512
AVG	54.660	20.335	18.471	1:36.809
IDEAL	54.008	19.770	18.247	1:32.024

798

Premek Glinz  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	39.778	21.232	18.547	-
2	54.716	19.808	18.378	1:32.902
3	54.262	19.808	17.954	1:32.023
4	53.986	19.616	17.909	1:31.510
5	54.072	19.441	18.191	1:31.704
6	53.892	-	-	1:51.875 P
7	4:48.027	19.570	18.089	5:25.687
8	53.377	20.030	18.158	1:31.564
9	54.661	19.738	18.187	1:32.586
10	54.746	19.711	18.295	1:32.751
11	53.851	19.837	18.107	1:31.794
12	54.213	-	-	1:45.007 P
AVG	54.177	19.879	18.181	1:33.538
IDEAL	53.377	19.441	17.909	1:30.726

907

Ben Thompson  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:08.880	19.137	17.567	1:45.585
3	53.355	19.315	17.521	1:30.191
4	51.680	19.181	17.471	1:28.331
5	51.140	18.712	17.519	1:27.371
6	51.292	19.123	17.558	1:27.973
7	51.598	18.870	17.577	1:28.045
8	52.183	-	-	5:13.210 P
9	1:14.231	18.911	17.567	1:50.709
10	51.386	18.756	17.488	1:27.630
11	51.242	18.705	17.395	1:27.341
12	51.602	19.063	17.456	1:28.120
13	51.380	18.758	17.540	1:27.678
AVG	51.686	18.957	17.514	1:28.076
IDEAL	51.140	18.705	17.395	1:27.239

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  
SUZUKI SUPERBIKE CHALLENGE  
CALIFORNIA SPEEDWAY - FONTANA, CA  
ROUND 3 OF 11 - APRIL 28-30, 2006  
Repsol Lubricants Superstock Series



INDIVIDUAL TIMES - PRACTICE SESSION #3

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

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