



INDIVIDUAL TIMES - FINAL

1 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.079	31.167	19.913	-
2	36.841	30.731	19.509	1:27.080
3	36.732	30.813	19.461	1:27.005
4	36.557	30.357	19.493	1:26.407
5	36.522	30.526	19.505	1:26.552
6	36.515	30.664	19.631	1:26.810
7	36.552	30.554	19.525	1:26.630
8	36.584	30.435	19.534	1:26.552
9	36.550	30.218	19.436	1:26.204
10	36.542	30.342	19.499	1:26.383
11	36.781	30.450	19.744	1:26.975
12	36.714	30.379	19.664	1:26.757
13	36.640	30.505	19.600	1:26.745
14	36.720	30.406	19.551	1:26.677
15	36.541	30.410	19.691	1:26.642
16	36.620	30.297	19.619	1:26.536
AVG	36.627	30.516	19.586	1:26.664
IDEAL	36.515	30.218	19.436	1:26.169

2 Jamie A Hacking
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.345	31.261	20.085	-
2	36.654	30.631	19.572	1:26.856
3	36.590	30.892	19.549	1:27.031
4	36.486	30.626	19.551	1:26.663
5	36.275	30.486	19.460	1:26.221
6	36.425	30.677	19.547	1:26.649
7	36.582	30.570	19.474	1:26.626
8	36.523	30.415	19.588	1:26.526
9	36.483	30.374	19.545	1:26.402
10	36.436	30.348	19.400	1:26.183
11	36.483	30.282	19.497	1:26.262
12	36.325	30.358	19.425	1:26.108
13	36.345	2:10.040	27.312	3:13.697 P
AVG	36.467	30.577	19.558	1:26.502
IDEAL	36.275	30.282	19.400	1:25.956

4 Joshua Hayes
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.960	31.049	19.911	-
2	37.160	31.052	19.713	1:27.925
3	36.912	30.663	19.819	1:27.395
4	36.845	30.714	19.669	1:27.228
5	36.791	30.867	19.879	1:27.537
6	36.888	30.775	19.716	1:27.379
7	36.896	30.622	19.893	1:27.410
8	37.446	31.013	19.963	1:28.422
9	36.996	30.713	19.927	1:27.636
10	36.964	30.773	19.855	1:27.592
11	36.985	30.809	19.872	1:27.666
12	37.141	30.677	19.915	1:27.733

13 37.022 30.853 19.799 1:27.675

14 36.967 30.552 20.065 1:27.584

15 36.969 30.490 19.857 1:27.316

16 36.897 30.630 20.045 1:27.572

AVG 36.994 30.771 19.865 1:27.609

IDEAL 36.791 30.490 19.669 1:26.950

6 Damon S Buckmaster
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0:00.000
AVG	-	-	-	-
IDEAL	-	-	-	-

12 Ben Attard
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.271	31.925	20.346	-
2	37.452	31.465	20.234	1:29.150
3	37.401	31.764	20.221	1:29.387
4	37.294	31.482	20.253	1:29.028
5	37.307	31.528	20.262	1:29.098
6	37.206	31.622	20.202	1:29.030
7	37.378	31.528	20.330	1:29.235
8	37.308	31.358	20.375	1:29.041
9	37.419	31.373	20.180	1:28.973
10	37.448	31.305	20.229	1:28.981
11	37.319	30.873	20.144	1:28.336
12	37.328	30.916	20.017	1:28.261
13	37.342	31.176	20.260	1:28.779
14	38.026	31.176	20.259	1:29.460
15	37.370	31.171	20.118	1:28.659
16	37.639	31.385	20.347	1:29.371
AVG	37.416	31.378	20.236	1:28.986
IDEAL	37.206	30.873	20.017	1:28.096

13 Cory West
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.954	31.847	20.107	-
2	37.274	32.197	20.251	1:29.722
3	37.522	31.729	20.243	1:29.494
4	37.382	31.546	20.116	1:29.044
5	37.397	31.570	20.133	1:29.100
6	37.333	31.423	20.216	1:28.972
7	37.388	31.697	20.210	1:29.295
8	37.381	31.430	20.191	1:29.001
9	37.499	31.455	20.214	1:29.168
10	37.342	31.372	20.176	1:28.890
11	37.415	31.528	20.311	1:29.254
12	37.472	31.732	20.286	1:29.490
13	37.506	31.608	20.324	1:29.438
14	37.477	31.613	20.401	1:29.491
15	37.477	31.602	20.377	1:29.455
16	37.636	31.674	20.726	1:30.035
AVG	37.433	31.626	20.268	1:29.323
IDEAL	37.274	31.372	20.116	1:28.763

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.053	31.220	19.833	-
2	36.649	30.440	19.612	1:26.700
3	36.599	30.489	19.522	1:26.609
4	36.545	30.398	19.538	1:26.481
5	36.582	30.336	19.531	1:26.449
6	37.265	31.020	19.634	1:27.919
7	36.619	30.766	19.699	1:27.084
8	36.690	30.688	19.649	1:27.027
9	36.546	30.714	19.630	1:26.890
10	36.926	30.900	19.765	1:27.591
11	36.536	30.783	19.737	1:27.055
12	36.698	30.811	19.729	1:27.238
13	36.718	31.330	19.990	1:28.039
14	36.723	30.786	19.649	1:27.158
15	36.517	31.174	19.913	1:27.604
16	36.744	31.221	19.890	1:27.854
AVG	36.690	30.817	19.708	1:27.180
IDEAL	36.517	30.336	19.522	1:26.376

16 Martin Craggill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.210	31.211	19.999	-
2	36.850	30.781	19.776	1:27.407
3	36.662	30.915	19.725	1:27.302
4	36.731	30.642	19.758	1:27.131
5	36.995	30.869	19.934	1:27.798
6	37.187	30.870	19.798	1:27.855
7	36.650	30.805	19.882	1:27.337
8	36.911	30.993	20.080	1:27.984
9	37.249	30.859	19.940	1:28.048
10	36.731	30.986	19.869	1:27.586
11	36.836	30.878	20.029	1:27.744
12	36.968	30.763	19.891	1:27.622
13	36.859	31.008	19.860	1:27.727
14	36.789	31.002	19.916	1:27.707
15	36.704	30.743	19.845	1:27.292
16	37.664	31.956	20.611	1:30.231
AVG	36.919	30.955	19.932	1:27.785
IDEAL	36.650	30.642	19.725	1:27.016

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.140	31.983	20.163	-
2	37.540	31.403	20.306	1:29.250
3	37.346	31.787	20.096	1:29.228
4	37.386	31.528	20.154	1:29.068
5	37.319	31.561	20.217	1:29.098
6	37.586	31.341	20.100	1:29.026
7	37.189	31.765	20.366	1:29.320
8	37.219	31.393	20.364	1:28.976
9	37.356	31.524	20.102	1:28.981

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 - FINAL

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	37.397	31.394	20.278	1:29.068
11	37.252	31.447	20.389	1:29.087
12	37.271	31.288	20.072	1:28.632
13	37.232	31.352	20.029	1:28.613
14	37.687	31.214	20.068	1:28.968
15	37.292	31.574	20.233	1:29.100
16	37.414	31.521	20.485	1:29.419
AVG	37.363	31.399	20.222	1:28.984
IDEAL	37.189	31.214	20.029	1:28.432

32 Eric Bostrom
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.415	31.546	19.869	-
2	37.407	30.995	19.750	1:28.152
3	37.005	31.030	20.158	1:28.193
4	37.172	31.071	19.897	1:28.140
5	37.306	30.898	19.838	1:28.042
6	37.164	31.124	19.874	1:28.162
7	37.243	31.110	19.866	1:28.218
8	37.150	30.861	19.940	1:27.950
9	37.164	30.914	19.799	1:27.876
10	37.041	30.864	20.140	1:28.045
11	37.288	31.056	19.942	1:28.286
12	37.232	30.899	20.063	1:28.193
13	37.217	31.031	19.903	1:28.151
14	37.360	31.034	19.907	1:28.300
15	37.307	31.055	19.994	1:28.355
16	37.373	31.003	19.970	1:28.346
AVG	37.229	31.031	19.932	1:28.161
IDEAL	37.005	30.861	19.750	1:27.616

40 Jason Disalvo
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.397	30.719	19.678	-
2	36.693	30.446	19.604	1:26.742
3	36.591	30.552	19.628	1:26.771
4	36.792	30.407	19.485	1:26.684
5	36.404	30.361	19.422	1:26.187
6	36.471	30.401	19.574	1:26.446
7	36.656	30.344	19.489	1:26.488
8	36.696	30.176	19.649	1:26.520
9	36.675	30.363	19.574	1:26.611
10	36.674	30.415	19.586	1:26.675
11	36.777	30.456	19.550	1:26.783
12	36.621	30.255	19.717	1:26.592
13	36.876	31.298	19.585	1:27.759
14	36.655	30.233	19.598	1:26.485
15	36.675	30.330	19.754	1:26.759
16	36.766	30.285	19.837	1:26.888
AVG	36.668	30.440	19.608	1:26.693
IDEAL	36.404	30.176	19.422	1:26.002

43 Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0.000
AVG	-	-	-	-
IDEAL	-	-	-	-

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.181	31.699	20.482	-
2	37.249	31.836	20.248	1:29.333
3	37.295	31.195	20.102	1:28.592
4	37.393	31.042	19.974	1:28.409
5	37.228	30.976	20.055	1:28.259
6	37.214	31.074	19.978	1:28.265
7	37.299	31.171	20.208	1:28.677
8	37.783	31.167	20.093	1:29.043
9	37.547	31.011	20.161	1:28.718
10	37.559	31.462	20.289	1:29.309
11	37.574	31.473	20.392	1:29.439
12	37.999	31.802	20.428	1:30.229
13	37.970	31.963	20.410	1:30.343
14	38.148	32.201	20.851	1:31.201
15	38.988	32.566	20.960	1:32.514
16	38.861	32.632	21.174	1:32.667
AVG	37.740	31.579	20.363	1:29.667
IDEAL	37.214	30.976	19.974	1:28.164

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.482	30.888	19.595	-
2	36.550	30.302	19.552	1:26.404
3	36.493	30.595	19.507	1:26.595
4	36.554	30.460	19.579	1:26.592
5	36.520	30.365	19.649	1:26.534
6	36.564	1:10.414	35.776	2:22.754
AVG	36.536	30.522	19.576	1:26.531
IDEAL	36.493	30.302	19.507	1:26.302

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0.000
AVG	-	-	-	-
IDEAL	-	-	-	-

99 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.237	31.245	19.992	-
2	36.710	30.688	19.584	1:26.982
3	36.378	30.537	19.447	1:26.362
4	36.369	30.460	19.569	1:26.398
5	36.379	30.607	19.605	1:26.592
6	36.558	30.655	19.625	1:26.838

7 36.630 30.996 19.694 1:27.320

8 36.825 30.791 19.587 1:27.203

9 36.662 30.653 19.661 1:26.976

10 36.944 30.664 19.623 1:27.232

11 36.712 30.820 19.692 1:27.224

12 36.869 30.707 19.745 1:27.321

13 36.874 30.820 19.791 1:27.485

14 36.791 30.960 19.833 1:27.585

15 36.734 31.250 19.877 1:27.860

16 36.808 31.202 19.905 1:27.915

AVG 36.680 30.827 19.701 1:27.163

IDEAL 36.369 30.460 19.447 1:26.276

150 Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.865	31.653	20.211	-
2	37.335	31.178	20.193	1:28.706
3	37.349	31.168	20.171	1:28.688
4	37.471	31.301	20.121	1:28.893
5	37.199	31.132	20.100	1:28.431
6	37.308	31.201	20.241	1:28.751
7	37.254	31.226	20.152	1:28.632
8	37.241	31.341	20.174	1:28.756
9	37.576	31.179	20.157	1:28.912
10	37.318	31.184	20.222	1:28.724
11	37.507	31.316	20.191	1:29.014
12	37.318	31.151	20.087	1:28.555
13	37.613	31.180	20.494	1:29.287
14	37.547	31.384	20.366	1:29.297
15	37.550	31.364	20.317	1:29.232
16	37.636	31.296	20.398	1:29.330
AVG	37.415	31.266	20.225	1:28.881
IDEAL	37.199	31.132	20.087	1:28.418

175 Marcin Biernacki
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0.000
AVG	-	-	-	-
IDEAL	-	-	-	-

201 Brian Boyd
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0.000
AVG	-	-	-	-
IDEAL	-	-	-	-

288 Randall Kienast
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.590	32.686	20.904	-
2	38.633	32.018	20.606	1:31.256
3	38.404	32.608	20.684	1:31.696
4	38.442	32.278	20.788	1:31.507
5	38.782	32.407	20.786	1:31.975

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INDIVIDUAL TIMES - FINAL

288 Randall Kienast
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	38.740	32.852	20.812	1:32.404
7	38.465	32.679	20.848	1:31.991
8	38.557	33.039	20.537	1:32.134
9	38.121	32.042	20.569	1:30.733
10	38.130	32.153	20.967	1:31.250
11	38.694	32.271	20.649	1:31.613
12	38.707	32.008	20.822	1:31.538
13	38.747	32.183	21.050	1:31.980
14	38.678	32.340	20.806	1:31.825
15	38.770	32.831	20.586	1:32.187
16	38.892	32.094	20.888	1:31.875
AVG	38.591	32.408	20.776	1:31.775
IDEAL	38.121	32.008	20.537	1:30.667

295 Brandon Parrish
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.607	32.764	20.843	-
2	38.421	32.229	20.627	1:31.277
3	38.740	32.305	20.775	1:31.819
4	38.712	32.444	20.891	1:32.046
5	38.617	32.240	20.967	1:31.824
6	38.779	32.439	20.970	1:32.189
7	38.805	32.444	20.754	1:32.003
8	38.610	32.232	20.664	1:31.505
9	38.440	32.462	20.731	1:31.632
10	38.230	32.603	20.864	1:31.697
11	38.746	32.521	20.723	1:31.990
12	38.392	32.304	20.785	1:31.481
13	38.558	32.396	20.784	1:31.738
14	38.823	32.211	20.838	1:31.871
15	38.663	32.807	20.866	1:32.336
16	38.710	32.430	20.847	1:31.987
AVG	38.616	32.427	20.808	1:31.826
IDEAL	38.230	32.211	20.627	1:31.067

311 Roberto Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.659	32.948	20.711	-
2	38.137	32.490	20.621	1:31.248
3	38.195	33.201	20.489	1:31.885
4	38.435	32.435	20.904	1:31.774
5	38.476	32.550	20.718	1:31.745
6	38.782	32.901	20.637	1:32.319
7	38.465	32.623	20.717	1:31.805
8	38.605	35.308	26.923	1:40.837 P
AVG	38.442	33.057	20.685	1:33.087
IDEAL	38.137	32.435	20.489	1:31.061

341 Gary Mason
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.765	32.754	21.031	-
2	38.422	31.901	20.805	1:31.128
3	38.253	32.207	20.737	1:31.197
4	38.502	32.514	20.862	1:31.878
5	38.622	32.384	20.804	1:31.810
6	38.722	33.223	20.922	1:32.867
7	38.267	32.560	20.914	1:31.741
8	38.464	32.024	20.544	1:31.033
9	38.268	32.098	20.721	1:31.088
10	38.412	32.109	20.745	1:31.266
11	38.447	32.268	20.654	1:31.369
12	38.355	31.928	20.689	1:30.972
13	38.227	31.983	20.661	1:30.871
14	38.287	32.390	20.628	1:31.305
15	38.529	31.995	20.853	1:31.376
16	38.522	31.811	20.524	1:30.857
AVG	38.420	32.288	20.772	1:31.384
IDEAL	38.227	31.811	20.524	1:30.562

353 Matthew Bushe
Suzuki GSX-R750

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.334	33.408	21.926	-
2	40.748	33.082	21.857	1:35.687
3	40.595	33.292	21.842	1:35.729
4	40.670	33.202	21.810	1:35.682
5	40.564	33.206	22.005	1:35.774
6	40.739	33.280	22.030	1:36.049
7	40.561	33.144	21.886	1:35.590
8	40.698	33.069	21.897	1:35.663
9	40.669	33.370	21.997	1:36.036
10	43.335	33.328	22.010	1:38.673
11	41.664	33.346	22.411	1:37.421
12	40.939	33.599	22.431	1:36.969
13	42.024	33.599	22.235	1:37.857
14	41.005	33.325	22.104	1:36.433
15	41.498	33.578	22.104	1:37.180
AVG	41.122	33.322	22.036	1:36.482
IDEAL	40.561	33.069	21.810	1:35.439

414 Michael J Sanchez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.165	32.554	20.611	-
2	38.608	32.157	20.730	1:31.496
3	38.586	32.444	20.623	1:31.652
4	38.643	32.579	20.788	1:32.010
5	38.706	32.285	20.800	1:31.791
6	38.911	32.614	20.685	1:32.210
7	39.041	32.876	20.856	1:32.773
8	38.411	32.585	20.503	1:31.499
9	38.093	32.236	20.657	1:30.986
10	38.287	32.447	20.839	1:31.573
11	38.692	31.944	20.450	1:31.086
12	38.268	31.920	20.577	1:30.765
13	38.319	31.970	20.496	1:30.785

907 Ben Thompson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
14	38.151	32.083	20.635	1:30.870
15	38.615	32.012	20.764	1:31.392
16	38.732	32.270	20.627	1:31.630
AVG	38.513	32.298	20.663	1:31.462
IDEAL	38.093	31.920	20.450	1:30.464

913 Matthew McBride
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.466	31.367	20.100	-
AVG	-	31.367	20.100	-
IDEAL	-	-	-	-

971 Garth Cloyd
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0.000
AVG	-	-	-	-
IDEAL	-	-	-	-

971 Garth Cloyd
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.213	34.320	21.893	-
2	40.499	34.185	21.645	1:36.329
3	40.397	33.780	22.042	1:36.219
4	40.547	34.115	21.847	1:36.509
5	40.176	34.059	21.967	1:36.202
6	40.948	34.196	22.242	1:37.386
7	40.456	34.461	22.265	1:37.182
8	40.931	35.093	22.501	1:38.525
9	46.512	36.648	22.202	1:45.361
10	41.024	34.989	24.255	1:40.268
11	41.006	34.494	22.680	1:38.180
12	40.961	35.355	22.419	1:38.735
13	41.561	36.010	23.513	1:41.084
14	42.323	36.326	22.492	1:41.141
15	41.137	34.555	22.683	1:38.375
AVG	41.320	34.839	22.443	1:38.678
IDEAL	40.176	33.780	21.645	1:35.602

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