



INDIVIDUAL TIMES - PRACTICE SESSION #2

1 Mathew Mladin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	54.050	33.165	20.885	-
2	-	-	-	-
2	37.372	31.399	20.146	1:28.917
3	-	-	-	-
3	36.972	30.873	19.814	1:27.659
4	-	-	-	-
4	36.526	30.598	19.744	1:26.868
5	41.166	34.066	28.759	1:43.991 P
6	-	-	-	-
6	2:41.438	31.854	20.099	3:33.390
7	-	-	-	-
7	36.890	31.183	19.949	1:28.023
8	-	-	-	-
8	36.801	30.692	19.895	1:27.388
9	36.945	36.176	29.231	1:42.352 P
9	1:37.303	33.195	39.842	2:50.340
10	4:31.443	32.869	20.887	5:25.198
11	-	-	-	-
11	36.798	30.638	19.749	1:27.184
12	-	-	-	-
12	36.343	30.369	19.834	1:26.546
13	37.728	33.498	29.188	1:40.414 P
14	-	-	-	-
14	1:13.729	31.191	19.918	2:04.838
15	-	-	-	-
15	36.460	30.559	19.621	1:26.641
AVG	37.273	31.942	20.045	1:30.199
IDEAL	36.343	30.369	19.621	1:26.333

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	56.485	36.470	22.015	-
2	-	-	-	-
2	3:07.373	3:01.954	2:49.844	4:00.684
3	-	-	-	-
3	37.154	31.479	20.205	1:28.837
4	-	-	-	-
4	4:29.427	4:23.003	4:10.293	5:22.253
5	-	-	-	-
5	36.938	31.140	20.190	1:28.268
6	-	-	-	-
6	36.716	30.875	19.942	1:27.532
7	-	-	-	-
7	36.756	30.858	19.937	1:27.552
8	-	-	-	-
8	36.669	30.714	20.079	1:27.461
9	-	-	-	-
9	6:10.015	6:06.349	5:54.693	7:10.996
10	-	-	-	-

10 37.796 32.048 19.998 1:29.842

11 - - - -

11 36.336 30.680 19.772 1:26.788

12 - - - -

12 36.254 30.507 19.724 1:26.485

13 - - - -

13 42.212 32.737 21.866 1:36.816

14 - - - -

14 ~~36.166~~ ~~30.203~~ ~~19.558~~ ~~1:25.928~~

AVG 37.345 31.208 20.274 1:28.668

IDEAL 36.166 30.203 19.558 1:25.928

13 Cory West
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	-	-	-	-
2	1:00.750	35.829	22.950	1:59.529
3	-	-	-	-
3	38.770	32.999	20.797	1:32.565
4	-	-	-	-
4	38.075	31.934	20.649	1:30.658
5	-	-	-	-
5	37.517	31.700	20.417	1:29.634
6	-	-	-	-
6	37.634	31.817	20.343	1:29.794
7	-	-	-	-
7	37.747	31.934	23.456	1:33.137
8	-	-	-	-
8	49.386	36.657	20.683	1:46.726
9	-	-	-	-
9	37.730	31.505	20.330	1:29.565
10	37.377	31.619	6:12.184	7:21.180 P
11	-	-	-	-
11	50.280	32.680	20.580	1:43.540
12	37.543	31.611	20.361	1:29.514
13	-	-	-	-
13	37.573	32.172	20.367	1:30.112
14	-	-	-	-
14	37.401	31.600	20.249	1:29.250
15	-	-	-	-
15	37.443	31.487	20.235	1:29.164
16	37.516	32.205	20.433	1:30.154
17	-	-	-	-
17	37.644	31.774	20.362	1:29.780
AVG	37.690	32.470	20.814	1:32.400
IDEAL	37.377	31.487	20.235	1:29.099

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	54.805	33.610	21.195	-
2	-	-	-	-
2	38.521	31.275	19.963	1:29.759
3	-	-	-	-

3 37.418 31.089 20.073 1:28.580

4 - - - -

4 37.307 30.770 19.845 1:27.922

5 37.775 31.790 31.149 1:40.715 **P**

6 - - - -

6 3:44.715 34.019 21.123 4:39.857

7 - - - -

7 36.793 30.645 20.037 1:27.475

8 38.056 31.900 28.516 1:38.472 **P**

8 ~~3:09.635~~ ~~46.817~~ ~~40.464~~ ~~4:36.916~~

9 4:34.771 36.595 29.465 5:40.831 **P**

10 - - - -

10 3:12.334 31.986 20.467 4:04.787

11 - - - -

11 37.712 30.910 19.888 1:28.511

12 - - - -

12 ~~36.781~~ ~~30.617~~ ~~19.797~~ ~~1:27.194~~

13 37.327 30.991 28.423 1:36.741 **P**

AVG 37.511 31.949 20.246 1:31.395

IDEAL 36.781 30.617 19.797 1:27.194

16 Martin Craggill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.241	38.400	22.841	-
2	40.314	33.386	20.892	1:34.593
3	37.959	31.910	20.431	1:30.299
4	37.292	31.616	20.216	1:29.124
5	-	-	-	-
5	37.095	30.928	20.097	1:28.119
6	37.459	32.652	32.685	1:42.797 P
7	3:59.445	32.092	20.527	4:52.064
8	37.135	31.012	35.564	1:43.711 P
8	47.226	37.148	37.231	2:01.605
9	4:18.629	32.242	20.369	5:11.239
10	37.289	30.959	20.165	1:28.413
11	-	-	-	-
11	36.867	30.877	20.151	1:27.895
12	42.385	50.008	35.011	2:07.404 P
AVG	38.200	31.768	20.632	1:33.119
IDEAL	36.867	30.877	20.097	1:27.841

17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	55.027	33.537	21.490	-
2	39.474	32.954	27.996	1:40.424 P
3	-	-	-	-
3	2:37.108	36.247	20.708	3:34.063
4	37.281	31.168	20.088	1:28.537
5	-	-	-	-
5	36.928	31.257	19.918	1:28.103
6	-	-	-	-
6	36.932	30.865	19.881	1:27.678
7	-	-	-	-

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



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17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	36.627	31.001	19.676	1:27.303
8	-	-	-	-
8	36.585	30.665	20.094	1:27.343
9	37.153	31.376	26.187	1:34.715 P
9	34.261	34.538	28.983	4:17.782 R
10	-	-	-	-
10	4:11.284	31.252	20.104	5:02.640
11	-	-	-	-
11	36.562	30.899	19.679	1:27.140
12	-	-	-	-
12	36.237	30.724	19.586	1:26.546
13	-	-	-	-
13	36.322	30.296	19.791	1:26.409
14	-	-	-	-
14	36.286	30.291	19.580	1:26.156
15	-	-	-	-
15	36.392	30.285	19.622	1:26.299
16	-	-	-	-
16	36.267	30.393	19.663	1:26.323
AVG	36.492	30.718	19.755	1:27.582
IDEAL	36.237	30.285	19.580	1:26.101

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.144	33.051	21.094	-
2	38.226	32.358	20.918	1:31.501
3	-	-	-	-
3	38.792	32.050	20.517	1:31.359
4	-	-	-	-
4	37.832	31.544	20.222	1:29.598
5	38.011	34.092	30.684	1:42.787 P
6	-	-	-	-
6	2:48.836	32.378	20.538	3:41.752
7	-	-	-	-
7	37.856	31.397	20.255	1:29.509
8	-	-	-	-
8	37.515	31.344	20.106	1:28.965
9	37.392	31.514	20.339	1:29.245
10	42.965	34.893	33.092	1:50.950 P
11	6:16.465	32.284	21.290	7:10.040
12	-	-	-	-
12	37.871	32.052	20.332	1:30.255
13	-	-	-	-
13	37.613	31.402	19.973	1:28.988
14	-	-	-	-
14	37.185	31.100	20.155	1:28.440
15	37.341	31.203	20.094	1:28.638
16	39.207	36.137	30.060	1:45.405 P
AVG	38.293	32.425	20.449	1:32.057
IDEAL	37.185	31.100	19.973	1:28.258

19 Jason Curtis
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	56.096	36.665	22.517	1:55.277
3	40.027	32.180	21.418	1:33.626
4	37.732	32.477	20.655	1:30.863
5	37.844	31.854	20.934	1:30.632
6	37.894	31.774	20.470	1:30.138
7	37.518	31.702	20.395	1:29.615
8	37.489	31.621	2:17.366	3:26.476 P
9	-	-	-	-
9	1:01.328	39.734	22.441	2:03.503
10	-	-	-	-
10	38.601	31.618	20.352	1:30.570
11	-	-	-	-
11	37.103	31.241	20.244	1:28.589
12	37.275	32.992	4:28.284	5:38.551 P
13	52.086	33.760	21.199	1:47.045
14	-	-	-	-
14	37.779	31.212	20.192	1:29.183
15	-	-	-	-
15	37.214	31.147	20.071	1:28.432
16	37.141	31.086	20.151	1:28.378
AVG	37.801	32.238	20.849	1:30.003
IDEAL	37.103	31.086	20.071	1:28.260

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	54.504	33.376	21.128	-
2	38.188	32.061	27.714	1:37.963 P
3	1:28.886	31.785	20.420	2:21.092
4	-	-	-	-
4	37.160	30.973	19.872	1:28.004
5	-	-	-	-
5	37.011	30.781	19.789	1:27.582
6	-	-	-	-
6	36.694	30.750	19.712	1:27.156
7	44.689	32.429	29.087	1:46.206 P
8	-	-	-	-
8	2:22.922	31.384	20.031	3:14.336
9	-	-	-	-
9	36.972	30.631	19.721	1:27.324
10	36.691	30.547	30.515	1:37.753 P
11	-	-	-	-
11	6:07.950	32.252	20.377	7:00.579
12	36.947	31.412	20.198	1:28.557
13	-	-	-	-
13	46.298	31.919	20.328	1:38.545
14	-	-	-	-
14	36.474	30.341	19.510	1:26.325
15	36.301	30.276	19.551	1:26.128
16	-	-	-	-

16 43.215 36.522 20.298 1:40.035
 AVG 38.079 31.394 20.088 1:32.117
 IDEAL 36.301 30.276 19.510 1:26.087

22 Tommy Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	1:01.845	38.123	23.722	-
2	-	-	-	-
2	40.647	34.038	21.785	1:36.470
3	-	-	-	-
3	38.798	32.373	20.857	1:32.028
4	-	-	-	-
4	38.009	31.750	20.324	1:30.083
5	-	-	-	-
5	37.527	31.733	20.160	1:29.419
6	-	-	-	-
6	42.479	32.078	20.508	1:35.065
7	37.252	31.035	19.999	1:28.285
8	39.691	32.902	29.013	1:41.605 P
9	-	-	-	-
9	3:07.717	34.388	20.987	4:03.092
10	-	-	-	-
10	38.012	33.171	22.014	1:33.197
11	-	-	-	-
11	5:32.206	5:27.107	5:14.012	6:28.436
12	37.318	30.682	19.836	1:27.836
13	-	-	-	-
13	37.331	31.542	20.751	1:29.624
14	-	-	-	-
14	36.767	31.148	23.706	1:31.621
15	36.982	30.683	20.534	1:28.198
16	-	-	-	-
16	48.045	33.618	20.083	1:41.746
17	-	-	-	-
17	36.662	30.706	19.717	1:27.084
AVG	38.267	32.123	20.581	1:32.304
IDEAL	36.662	30.682	19.717	1:27.060

26 Brian Stokes
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	1:02.906	38.969	23.937	-
2	-	-	-	-
2	41.725	34.032	21.348	1:37.106
3	-	-	-	-
3	38.801	32.698	20.615	1:32.114
4	38.098	32.433	20.583	1:31.114
5	-	-	-	-
5	38.705	32.065	20.362	1:31.132
6	-	-	-	-
6	37.628	31.908	20.349	1:29.884
7	-	-	-	-
7	37.712	31.681	20.266	1:29.659

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

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INDIVIDUAL TIMES - PRACTICE SESSION #2

26 Brian Stokes
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	-	-	-	-
8	37.940	31.738	20.346	1:30.023
9	39.907	33.591	31.181	1:44.678 P
9	4:13.023	39.645	36.291	5:28.959 R
10	4:25.767	34.264	21.212	5:21.244
11	-	-	-	-
11	37.911	31.984	20.309	1:30.204
12	-	-	-	-
12	37.675	31.829	20.152	1:29.656
13	-	-	-	-
13	37.799	31.889	20.261	1:29.949
14	37.537	31.779	20.415	1:29.731
15	-	-	-	-
15	38.872	31.903	20.892	1:31.667
16	45.602	35.784	35.404	1:56.790 P
AVG	38.234	32.751	20.513	1:32.273
IDEAL	37.537	31.681	20.152	1:29.370

36 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	57.301	36.165	21.136	-
2	-	-	-	-
2	38.446	32.169	20.396	1:31.011
3	37.882	35.142	20.397	1:33.421
4	-	-	-	-
4	38.304	31.953	20.612	1:30.869
5	-	-	-	-
5	37.795	31.746	20.583	1:30.124
6	-	-	-	-
6	37.978	31.785	20.524	1:30.287
7	42.554	41.078	9:33.899	10:57.531 P
8	-	-	-	-
8	50.174	37.381	24.444	1:51.999
9	-	-	-	-
9	38.707	31.900	20.506	1:31.113
10	-	-	-	-
10	37.816	31.681	20.203	1:29.700
11	-	-	-	-
11	37.516	31.586	20.300	1:29.401
12	-	-	-	-
12	37.468	31.317	20.272	1:29.057
13	-	-	-	-
13	37.607	31.846	20.471	1:29.924
14	-	-	-	-
14	37.780	31.853	20.298	1:29.931
AVG	38.321	32.810	20.475	1:30.440
IDEAL	37.468	31.317	20.203	1:28.988

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	1:00.965	37.985	22.980	-
2	40.304	33.305	20.994	1:34.603
3	37.942	31.892	20.316	1:30.149
4	37.122	31.576	20.262	1:28.960
5	36.966	31.050	20.027	1:28.043
6	39.880	37.917	31.966	1:49.763 P
6	6:38.563	34.082	32.003	7:44.648 R
7	6:38.855	35.463	21.911	7:36.228
8	38.804	1:48.077	43.688	3:10.568 P
AVG	38.503	32.657	21.081	1:30.438
IDEAL	36.966	31.050	20.027	1:28.043

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.856	36.671	22.187	-
2	41.021	34.324	21.810	1:37.155
3	39.974	33.726	21.200	1:34.901
4	39.344	33.818	21.402	1:34.565
5	39.457	32.992	20.919	1:33.368
6	39.421	33.286	21.023	1:33.729
7	39.533	33.109	21.228	1:33.871
8	39.483	33.191	21.268	1:33.942
9	39.122	32.802	20.968	1:32.893
10	39.476	32.954	21.249	1:33.679
10	39.476	33.133	2:59.863	4:12.471 R
11	5:23.021	33.775	21.226	6:18.021
12	39.292	32.808	21.233	1:33.332
13	38.950	33.289	21.253	1:33.491
14	38.846	32.665	20.852	1:32.363
15	38.448	32.566	21.059	1:32.073
16	38.920	32.588	20.960	1:32.468
AVG	39.378	33.410	21.240	1:33.702
IDEAL	38.448	32.566	20.852	1:31.866

43 Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.725	31.106	20.168	1:28.999
11	37.502	31.363	27.606	1:36.471 P
12	2:27.492	31.574	20.216	3:19.283
13	37.421	32.025	20.228	1:29.674
AVG	37.734	31.967	20.370	1:32.011
IDEAL	37.421	31.106	20.132	1:28.660

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.174	33.324	20.850	-
2	37.303	30.811	20.021	1:28.135
3	36.895	30.778	19.913	1:27.587
4	36.759	32.092	19.929	1:28.780
5	36.864	30.928	19.794	1:27.587
6	38.619	32.565	29.960	1:41.145 P
7	4:33.028	31.113	20.170	5:24.311
8	36.782	30.552	31.819	1:39.153 P
9	6:16.401	32.647	20.719	7:09.768
10	37.015	30.566	19.674	1:27.255
11	43.659	37.049	20.866	1:41.574
12	36.861	30.793	22.421	1:30.076
13	45.601	32.977	20.139	1:38.717
14	36.636	30.475	19.667	1:26.778

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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AVG	37.739	31.509	20.347	1:32.435
IDEAL	36.636	30.475	19.667	1:26.778

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	58.434	36.157	22.277	-
2	-	-	-	-
2	39.788	33.349	21.109	1:34.246
3	-	-	-	-
3	38.665	32.595	20.649	1:31.909
4	-	-	-	-
4	38.417	31.952	20.596	1:30.965
5	-	-	-	-
5	38.437	32.091	21.519	1:32.047
6	38.547	32.303	2:28.737	3:39.588 P
7	55.012	33.258	20.918	1:49.188
8	-	-	-	-
8	37.941	31.703	20.341	1:29.984
9	-	-	-	-
9	37.693	31.579	20.408	1:29.680
10	38.197	31.877	4:47.420	5:57.494 P
11	54.413	32.290	21.154	1:47.857
12	37.938	32.145	20.308	1:30.390
13	-	-	-	-
13	37.897	31.646	20.289	1:29.832
14	-	-	-	-
14	37.713	31.673	20.366	1:29.752
15	-	-	-	-
15	37.857	31.913	20.546	1:30.316
16	-	-	-	-
16	38.084	32.377	20.454	1:30.914
17	-	-	-	-
17	38.198	32.117	20.634	1:30.949
AVG	38.241	32.413	20.771	1:30.915
IDEAL	37.693	31.579	20.289	1:29.561

72 Larry Pegram
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	58.172	36.026	22.146	-
2	39.120	33.482	21.140	1:33.741
3	-	-	-	-
3	38.041	32.373	20.505	1:30.918
4	37.800	32.669	21.353	1:31.822
5	-	-	-	-
5	37.925	31.744	20.354	1:30.023
6	-	-	-	-
6	37.636	31.655	20.286	1:29.578
7	-	-	-	-
7	37.621	31.580	20.224	1:29.424
8	-	-	-	-
8	37.473	31.475	20.154	1:29.102
9	42.969	33.223	28.536	1:44.727 P

10	-	-	-	-
10	10:16.562	33.841	21.164	11:11.567
11	-	-	-	-
11	37.963	34.471	20.517	1:32.951
12	-	-	-	-
12	37.615	31.418	20.189	1:29.223
13	37.218	31.228	20.166	1:28.612
14	-	-	-	-
14	42.171	35.105	20.636	1:37.912
15	41.718	32.420	32.627	1:46.765 P
AVG	38.867	32.847	20.679	1:32.336
IDEAL	37.218	31.228	20.154	1:28.599

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.897	35.796	24.101	-
2	-	-	-	-
2	41.928	34.403	21.822	1:38.153
3	39.486	33.474	31.943	1:44.902 P
4	-	-	-	-
4	1:58.032	33.256	21.504	2:52.792
5	39.264	33.036	29.398	1:41.697 P
AVG	40.226	33.993	22.476	1:41.584
IDEAL	39.264	33.036	21.504	1:33.804

87 Taylor C Knapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	54.688	33.571	21.117	-
2	-	-	-	-
2	38.493	32.577	21.051	1:32.122
3	-	-	-	-
3	38.810	32.480	20.978	1:32.268
4	-	-	-	-
4	39.401	33.302	20.919	1:33.622
5	-	-	-	-
5	38.160	31.966	20.475	1:30.601
6	-	-	-	-
6	38.077	32.270	20.817	1:31.165
7	42.123	36.316	4:27.433	5:45.872 P
8	1:02.646	34.463	11:40.694	13:17.803 P
9	-	-	-	-
9	1:00.951	35.514	21.999	1:58.464
10	-	-	-	-
10	39.563	32.441	20.975	1:32.980
11	-	-	-	-
11	38.003	31.930	20.541	1:30.474
AVG	39.079	33.348	20.986	1:31.890
IDEAL	38.003	31.930	20.475	1:30.408

95 Roger Lee Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.937	35.772	22.165	-
2	-	-	-	-

2	38.865	32.699	20.890	1:32.454
3	-	-	-	-
3	37.527	31.470	20.799	1:29.795
4	-	-	-	-
4	48.121	35.455	20.893	1:44.469
5	-	-	-	-
5	37.241	31.410	20.457	1:29.107
6	-	-	-	-
6	36.988	31.560	20.177	1:28.725
7	40.497	32.893	28.966	1:42.355 P
8	-	-	-	-
8	2:38.596	32.881	20.428	3:31.904
9	-	-	-	-
9	37.103	31.263	19.913	1:28.279
10	-	-	-	-
10	36.963	30.991	20.068	1:28.022
10	36.712	30.940	29.856	1:37.509 R
11	-	-	-	-
11	4:54.272	33.076	20.664	5:48.011
12	-	-	-	-
12	36.853	30.855	19.673	1:27.381
13	36.497	30.760	19.704	1:26.961
14	-	-	-	-
14	37.071	32.065	20.883	1:30.019
15	36.554	31.074	19.996	1:27.624
AVG	37.585	32.308	20.507	1:30.265
IDEAL	36.497	30.760	19.673	1:26.930

97 Scott E Carpenter
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	56.448	34.686	21.763	-
2	-	-	-	-
2	40.310	34.180	21.379	1:35.869
3	-	-	-	-
3	39.903	33.078	21.201	1:34.182
4	-	-	-	-
4	39.333	33.407	21.401	1:34.141
5	39.941	33.707	28.233	1:41.881 P
6	-	-	-	-
6	1:43.953	37.145	21.585	2:42.683
7	-	-	-	-
7	39.801	35.492	21.538	1:36.831
8	39.755	33.473	27.769	1:40.998 P
9	-	-	-	-
9	9:13.561	34.547	21.597	10:09.705
10	-	-	-	-
10	39.720	33.574	21.428	1:34.722
11	-	-	-	-
11	39.731	33.784	21.243	1:34.759
12	-	-	-	-
12	39.551	33.543	21.399	1:34.492
13	41.884	36.495	31.033	1:49.413 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



INDIVIDUAL TIMES - PRACTICE SESSION #2

AVG	39.993	34.393	21.453	1:37.729
IDEAL	39.333	33.078	21.201	1:33.612

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Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	54.187	33.500	20.688	-
2	-	-	-	-
2	37.175	32.240	20.230	1:29.644
3	-	-	-	-
3	36.679	31.122	19.828	1:27.630
4	-	-	-	-
4	36.521	31.206	20.039	1:27.765
5	36.743	31.224	20.548	1:28.514
6	-	-	-	-
6	36.323	30.914	19.887	1:27.124
7	-	-	-	-
7	36.289	31.119	19.626	1:27.033
8	-	-	-	-
8	36.453	30.899	19.778	1:27.129
9	-	-	-	-
9	36.452	30.947	19.770	1:27.169
10	36.741	31.327	27.817	1:35.885 P
11	-	-	-	-
11	9:15.836	37.070	20.974	10:13.880
12	-	-	-	-
12	36.979	31.421	19.617	1:28.017
13	-	-	-	-
13	36.330	31.047	20.046	1:27.424
14	36.126	31.949	20.457	1:28.531
15	-	-	-	-
15	36.297	30.583	19.700	1:26.580
16	-	-	-	-
16	36.189	30.740	19.706	1:26.635
17	-	-	-	-
17	36.317	30.537	19.576	1:26.429
AVG	36.508	31.298	20.029	1:28.101
IDEAL	36.126	30.537	19.576	1:26.238

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Neil Hodgson
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	54.442	33.517	20.926	-
2	-	-	-	-
2	37.777	32.040	20.139	1:29.955
3	-	-	-	-
3	38.042	31.422	20.129	1:29.594
4	-	-	-	-
4	37.153	31.166	19.958	1:28.277
5	-	-	-	-
5	36.701	30.806	19.916	1:27.423
6	-	-	-	-
6	36.720	30.964	19.978	1:27.662
7	36.736	30.824	19.963	1:27.523

8	38.375	32.246	26.071	1:36.692 P
9	-	-	-	-
9	3:36.031	32.554	20.545	4:29.130
10	37.168	31.214	29.685	1:38.067 P
10	47.932	32.486	32.638	1:53.056 R
11	-	-	-	-
11	4:32.894	32.295	20.345	5:25.534
12	-	-	-	-
12	37.242	31.090	19.953	1:28.286
13	-	-	-	-
13	36.593	30.947	19.816	1:27.357
14	-	-	-	-
14	36.360	30.747	19.669	1:26.776
15	36.244	30.924	20.180	1:27.347
16	-	-	-	-
16	36.515	30.650	19.692	1:26.856
17	-	-	-	-
17	36.397	30.632	19.707	1:26.736
AVG	37.093	31.460	20.061	1:29.683
IDEAL	36.244	30.632	19.669	1:26.546

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Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	54.601	33.832	20.769	-
2	-	-	-	-
2	38.019	31.644	20.383	1:30.046
3	-	-	-	-
3	37.751	31.503	20.228	1:29.482
4	-	-	-	-
4	37.470	31.496	20.300	1:29.266
5	-	-	-	-
5	37.548	31.526	20.370	1:29.444
6	39.479	32.188	26.640	1:38.307 P
7	-	-	-	-
7	1:58.790	33.142	20.852	2:52.784
8	-	-	-	-
8	37.765	31.253	20.370	1:29.388
9	-	-	-	-
9	37.501	31.502	20.464	1:29.466
9	53.073	37.108	34.713	2:04.894 R
10	-	-	-	-
10	5:31.319	31.844	20.230	6:23.393
11	-	-	-	-
11	37.180	31.065	22.382	1:30.627
12	-	-	-	-
12	47.574	31.001	19.889	1:38.464
13	36.840	30.958	19.992	1:27.790
14	37.099	31.485	20.361	1:28.945
15	-	-	-	-
15	37.486	31.201	19.959	1:28.647
AVG	37.649	31.710	20.468	1:30.823
IDEAL	36.840	30.958	19.889	1:27.687

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Ben D Bostrom
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	59.843	37.153	22.690	-
2	-	-	-	-
2	40.395	33.614	21.216	1:35.225
3	39.623	33.752	29.478	1:42.854 P
4	-	-	-	-
4	3:07.148	36.433	21.376	4:04.956
5	-	-	-	-
5	38.335	33.181	20.308	1:31.824
6	-	-	-	-
6	38.586	31.601	20.187	1:30.374
7	-	-	-	-
7	36.962	31.203	20.077	1:28.242
8	-	-	-	-
8	36.879	30.902	19.799	1:27.580
9	-	-	-	-
9	36.529	30.697	19.627	1:26.853
10	39.034	32.683	29.579	1:41.296 P
11	-	-	-	-
11	7:36.826	39.887	20.845	8:37.558
12	37.608	31.559	27.530	1:36.697 P
13	-	-	-	-
13	1:42.681	33.192	20.698	2:36.571
14	-	-	-	-
14	37.643	31.291	19.912	1:28.846
15	-	-	-	-
15	36.505	30.631	19.691	1:26.827
AVG	38.009	32.365	20.535	1:32.420
IDEAL	36.505	30.631	19.627	1:26.764

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Dominic Jones
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	1:02.177	37.962	24.215	-
2	-	-	-	-
2	41.473	34.517	21.833	1:37.823
3	-	-	-	-
3	39.526	33.646	21.439	1:34.611
4	38.913	33.308	21.280	1:33.501
5	-	-	-	-
5	38.693	33.093	21.117	1:32.903
6	-	-	-	-
6	38.911	33.004	21.037	1:32.952
7	-	-	-	-
7	38.890	33.797	23.127	1:35.813
8	41.347	36.679	3:42.853	5:00.879 P
9	-	-	-	-
9	56.092	34.657	21.588	1:52.336
10	-	-	-	-
10	39.246	33.257	21.034	1:33.536
11	-	-	-	-
11	38.832	32.829	20.850	1:32.511

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 #2

264 Dominic Jones
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	38.945	33.398	2:43.822	3:56.166 P
AVG	38.945	33.398	-	-
IDEAL	38.693	32.829	20.850	1:32.373

311 Roberto Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	55.350	34.434	20.916	-
2	-	-	-	-
2	38.055	32.026	20.625	1:30.706
3	37.929	32.116	20.255	1:30.299
4	38.253	32.311	20.594	1:31.158
5	-	-	-	-
5	37.704	31.820	20.168	1:29.691
6	42.161	38.383	30.455	1:50.999 P
7	-	-	-	-
7	3:57.912	36.505	20.656	4:55.073
8	-	-	-	-
8	37.727	31.591	20.104	1:29.421
9	-	-	-	-
9	11:25.260	11:21.533	11:10.734	12:19.712
10	-	-	-	-
10	37.935	33.060	20.556	1:31.551
11	-	-	-	-
11	37.723	32.137	20.511	1:30.371
12	40.329	37.754	31.672	1:49.755 P
AVG	38.646	33.375	20.487	1:30.457
IDEAL	37.704	31.591	20.104	1:29.398

341 Gary Mason
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	-	-	-	-
2	54.217	34.030	21.828	1:50.075
3	-	-	-	-
3	38.822	32.872	20.810	1:32.504
4	-	-	-	-
4	38.021	31.886	20.586	1:30.493
5	-	-	-	-
5	38.055	32.258	20.598	1:30.911
6	37.965	31.787	20.853	1:30.605
7	-	-	-	-
7	38.911	31.938	20.701	1:31.549
8	-	-	-	-
8	37.888	31.715	20.616	1:30.219
9	49.659	33.225	7:45.897	9:08.781 P
10	-	-	-	-
10	57.277	33.265	21.031	1:51.573
11	38.400	32.500	20.967	1:31.867
12	-	-	-	-
12	37.953	31.870	20.418	1:30.241

414 Michael J Sanchez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	-	-	-	-
13	37.992	31.813	20.470	1:30.275
14	-	-	-	-
14	37.825	31.525	20.353	1:29.704
15	-	-	-	-
15	37.947	31.437	20.479	1:29.864
AVG	38.162	32.294	20.747	1:30.748
IDEAL	37.825	31.437	20.353	1:29.615

414 Michael J Sanchez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.546	35.088	21.457	-
2	-	-	-	-
2	38.602	32.134	20.437	1:31.173
3	-	-	-	-
3	38.231	32.010	20.545	1:30.786
4	-	-	-	-
4	38.210	32.068	20.697	1:30.975
5	-	-	-	-
5	38.330	32.161	20.606	1:31.097
6	-	-	-	-
6	38.675	32.088	20.559	1:31.322
7	-	-	-	-
7	38.326	32.046	20.567	1:30.939
8	48.244	34.402	9:41.834	11:04.480 P
9	-	-	-	-
9	56.880	32.868	20.695	1:50.444
10	-	-	-	-
10	39.179	32.096	20.828	1:32.102
11	-	-	-	-
11	38.270	32.088	20.514	1:30.872
12	-	-	-	-
12	38.340	32.784	20.698	1:31.821
13	-	-	-	-
13	38.585	32.169	20.630	1:31.383
14	38.394	32.560	20.930	1:31.884
AVG	38.467	32.611	20.705	1:31.305
IDEAL	38.210	32.010	20.437	1:30.656

907 Ben Thompson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	-	-	-	-
2	55.116	34.958	21.996	1:52.070
3	-	-	-	-
3	39.316	32.066	20.665	1:32.046
4	-	-	-	-
4	37.892	31.524	20.279	1:29.694
5	-	-	-	-
5	37.403	31.418	20.338	1:29.159
6	-	-	-	-
6	37.547	31.362	20.180	1:29.089
7	-	-	-	-
7	37.472	31.010	20.183	1:28.665

8 37.745 33.024 6:45.596 7:56.365 **P**

9 49.803 31.851 20.173 1:41.827

10 - - - -

10 37.290 31.121 20.068 1:28.479

11 - - - -

11 37.420 31.257 20.055 1:28.732

12 37.398 31.604 1:36.933 2:45.935 **P**

AVG 37.723 32.018 20.437 1:30.961

IDEAL 37.290 31.010 20.055 1:28.354

913 Matthew McBride
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	59.150	36.445	22.705	-
2	-	-	-	-
2	39.850	33.618	21.060	1:34.528
3	38.273	32.347	20.775	1:31.395
4	-	-	-	-
4	38.109	32.202	20.700	1:31.011
5	-	-	-	-
5	38.009	32.466	20.668	1:31.143
6	-	-	-	-
6	37.939	32.080	20.588	1:30.607
7	-	-	-	-
7	37.811	32.059	20.494	1:30.364
8	39.357	33.301	3:36.400	4:49.057 P
9	52.659	32.481	21.333	1:46.473
10	42.788	36.008	4:25.613	5:44.409 P
11	-	-	-	-
11	52.795	34.116	21.249	1:48.160
12	-	-	-	-
12	38.234	32.137	20.534	1:30.905
13	37.770	31.840	20.565	1:30.175
14	-	-	-	-
14	37.673	31.801	20.420	1:29.893
15	-	-	-	-
15	37.728	31.840	20.359	1:29.927
16	-	-	-	-
16	37.491	31.826	20.373	1:29.691
AVG	38.541	32.911	20.844	1:32.176
IDEAL	37.491	31.801	20.359	1:29.651

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

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