



INDIVIDUAL TIMES - QUALIFYING GROUP #1

**37** Nathan Hester  
Yamaha YZF-R6

| LAP   | SEG 1  | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|--------|----------|--------|-------|--------|----------|
| 1     | -      | -        | 42.621 | -     | -      | -        |
| 2     | 38.849 | 1:06.336 | 42.015 | -     | 146.29 | 2:27.200 |
| 3     | 38.472 | 1:05.733 | 41.909 | -     | 146.37 | 2:26.114 |
| 4     | 38.644 | 1:06.766 | 41.991 | -     | 146.21 | 2:27.401 |
| 5     | 38.592 | 1:05.839 | 41.894 | -     | 146.58 | 2:26.326 |
| 6     | 38.410 | 1:05.915 | 41.979 | -     | 146.76 | 2:26.303 |
| 7     | 39.115 | 1:08.216 | 42.371 | -     | 145.64 | 2:29.701 |
| 8     | 38.614 | 1:06.036 | 41.706 | -     | 144.89 | 2:26.356 |
| AVG   | 38.671 | 1:06.406 | 42.061 | -     | 146.11 | 2:27.057 |
| IDEAL | 38.410 | 1:05.733 | 41.706 | -     | 146.76 | 2:25.849 |

**41** Matthew Furtek  
Kawasaki ZX-6RR

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|----------|----------|--------|-------|--------|----------|
| 1     | -        | -        | -      | -     | -      | -        |
| 2     | 1:11.207 | 1:17.374 | 42.930 | -     | -      | 3:11.511 |
| 3     | 39.103   | 1:06.456 | 42.029 | -     | 143.39 | 2:27.588 |
| 4     | 38.717   | 1:10.263 | 42.834 | -     | 144.76 | 2:31.814 |
| 5     | 38.565   | 1:07.031 | 47.911 | -     | 145.35 | 2:33.506 |
| 6     | 1:36.852 | 1:06.793 | 46.873 | -     | -      | 3:30.517 |
| 7     | 1:51.315 | 1:07.020 | 41.825 | -     | -      | 3:40.160 |
| 8     | 38.436   | 1:05.801 | 41.558 | -     | 145.66 | 2:25.795 |
| 9     | 38.357   | 1:05.727 | 41.573 | -     | 146.52 | 2:25.657 |
| 10    | 42.909   | 1:11.540 | 42.231 | -     | 145.48 | 2:36.680 |
| AVG   | 39.348   | 1:08.667 | 43.307 | -     | 145.19 | 2:30.173 |
| IDEAL | 38.357   | 1:05.727 | 41.558 | -     | 146.52 | 2:25.642 |

**42** Chris L Siebenhaar  
Honda CBR600RR

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|----------|----------|--------|-------|--------|----------|
| 1     | -        | -        | -      | -     | -      | -        |
| 2     | 1:00.515 | 1:10.714 | 44.040 | -     | -      | 2:55.269 |
| 3     | 40.032   | 1:08.303 | 42.924 | -     | 142.64 | 2:31.259 |
| 4     | 39.865   | 1:07.547 | 42.644 | -     | 143.04 | 2:30.056 |
| 5     | 39.461   | 1:07.434 | 42.614 | -     | 143.87 | 2:29.508 |
| 6     | 39.429   | 1:09.196 | 55.837 | -     | 144.96 | 2:44.461 |
| 7     | 2:56.112 | 1:08.368 | 43.331 | -     | -      | 4:47.811 |
| 8     | 39.375   | 1:07.997 | 42.516 | -     | 144.48 | 2:29.887 |
| 9     | 39.284   | 1:10.009 | 43.788 | -     | 143.69 | 2:33.080 |
| 10    | 39.427   | 1:07.624 | 42.688 | -     | 142.79 | 2:29.739 |
| AVG   | 39.553   | 1:08.577 | 43.068 | -     | 143.64 | 2:35.408 |
| IDEAL | 39.284   | 1:07.434 | 42.516 | -     | 144.96 | 2:29.233 |

**58** Chad Klock  
Honda CBR600RR

| LAP | SEG 1  | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-----|--------|----------|--------|-------|--------|----------|
| 1   | -      | -        | 43.907 | -     | -      | -        |
| 2   | 40.169 | 1:07.562 | 43.241 | -     | 135.96 | 2:30.972 |
| 3   | 39.961 | 1:06.975 | 43.196 | -     | 137.97 | 2:30.132 |
| 4   | 39.751 | 1:07.166 | 43.033 | -     | 137.09 | 2:29.951 |
| 5   | 39.555 | 1:06.404 | 42.889 | -     | 140.92 | 2:28.848 |
| 6   | 39.531 | 1:06.546 | 42.680 | -     | 139.81 | 2:28.757 |

|       |        |          |        |   |        |          |
|-------|--------|----------|--------|---|--------|----------|
| 7     | 39.546 | 1:06.524 | 42.992 | - | 140.73 | 2:29.062 |
| 8     | 39.138 | 1:07.508 | 42.666 | - | 142.07 | 2:29.312 |
| 9     | 39.092 | 1:08.008 | 42.928 | - | 142.74 | 2:30.028 |
| 10    | 39.581 | 1:06.219 | 42.772 | - | 137.07 | 2:28.572 |
| AVG   | 39.587 | 1:06.944 | 43.027 | - | 139.51 | 2:29.470 |
| IDEAL | 39.092 | 1:06.219 | 42.666 | - | 142.74 | 2:27.977 |

**71** Jessica Zalusky  
Kawasaki ZX-6RR

| LAP   | SEG 1  | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|--------|----------|--------|-------|--------|----------|
| 1     | -      | -        | 44.138 | -     | -      | -        |
| 2     | 40.677 | 1:11.618 | 44.380 | -     | 145.90 | 2:36.674 |
| 3     | 40.508 | 1:10.693 | 43.554 | -     | 147.87 | 2:34.755 |
| 4     | 39.914 | 1:10.019 | 43.757 | -     | 146.84 | 2:33.691 |
| 5     | 39.893 | 1:10.031 | 43.421 | -     | 146.79 | 2:33.344 |
| 6     | 39.960 | 1:10.663 | 43.402 | -     | 147.58 | 2:34.025 |
| 7     | 39.811 | 1:09.666 | 43.366 | -     | 147.02 | 2:32.843 |
| 8     | 39.768 | 1:09.528 | 43.286 | -     | 146.52 | 2:32.582 |
| 9     | 39.780 | 1:09.734 | 43.240 | -     | 146.86 | 2:32.754 |
| 10    | 40.266 | 1:10.458 | 55.808 | -     | 145.92 | 2:46.532 |
| AVG   | 40.064 | 1:10.268 | 43.616 | -     | 146.81 | 2:35.245 |
| IDEAL | 39.768 | 1:09.528 | 43.240 | -     | 147.87 | 2:32.537 |

**127** Scotty L Vanscoik  
Kawasaki ZX-6RR

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|----------|----------|--------|-------|--------|----------|
| 1     | -        | -        | 44.185 | -     | -      | -        |
| 2     | 40.232   | 1:09.927 | 43.559 | -     | 144.10 | 2:33.718 |
| 3     | 40.240   | 1:09.328 | 43.213 | -     | 142.79 | 2:32.780 |
| 4     | 39.838   | 1:09.821 | 43.442 | -     | 142.32 | 2:33.101 |
| 5     | 39.928   | 1:09.171 | 43.163 | -     | 142.22 | 2:32.262 |
| 6     | 39.841   | 1:09.259 | 59.113 | -     | 144.15 | 2:48.213 |
| 7     | 3:03.434 | 1:09.280 | 43.461 | -     | -      | 4:56.175 |
| 8     | 39.872   | 1:09.468 | 43.101 | -     | 141.50 | 2:32.440 |
| 9     | 39.939   | 1:09.319 | 43.064 | -     | 141.87 | 2:32.322 |
| AVG   | 39.984   | 1:09.447 | 43.398 | -     | 142.71 | 2:34.977 |
| IDEAL | 39.838   | 1:09.171 | 43.064 | -     | 144.15 | 2:32.073 |

**184** Scott Ackerman  
Yamaha YZF-R6

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|----------|----------|--------|-------|--------|----------|
| 1     | -        | -        | 44.831 | -     | -      | -        |
| 2     | 40.320   | 1:09.510 | 43.793 | -     | 140.56 | 2:33.623 |
| 3     | 39.975   | 1:09.083 | 43.766 | -     | 142.27 | 2:32.825 |
| 4     | 39.762   | 1:08.533 | 42.991 | -     | 143.36 | 2:31.286 |
| 5     | 39.548   | 1:08.310 | 50.828 | -     | 142.44 | 2:38.687 |
| 6     | 4:59.013 | 1:08.503 | 43.046 | -     | -      | 6:50.563 |
| 7     | 39.458   | 1:07.870 | 42.906 | -     | 142.39 | 2:30.234 |
| 8     | 39.531   | 1:08.242 | 43.118 | -     | 141.60 | 2:30.891 |
| AVG   | 39.766   | 1:08.579 | 44.410 | -     | 142.10 | 2:32.924 |
| IDEAL | 39.458   | 1:07.870 | 42.906 | -     | 143.36 | 2:30.234 |

**213** Tristan Schoenewald  
Honda CBR600RR

| LAP | SEG 1 | SEG 2 | SEG 3  | SEG 4 | SPEED | LAPTIME |
|-----|-------|-------|--------|-------|-------|---------|
| 1   | -     | -     | 43.543 | -     | -     | -       |

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 - QUALIFYING GROUP #1

**213** Tristan Schoenewald  
Honda CBR600RR

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME    |
|-------|----------|----------|--------|-------|--------|------------|
| 2     | 39.555   | 1:09.263 | 57.928 | -     | 144.79 | 2:46.746 P |
| 3     | 4:04.713 | 1:10.159 | 42.678 | -     | -      | 5:57.550   |
| 4     | 39.159   | 1:08.179 | 42.460 | -     | 146.05 | 2:29.798   |
| 5     | 38.967   | 1:07.639 | 42.306 | -     | 145.95 | 2:28.912   |
| 6     | 38.672   | 1:07.211 | 41.991 | -     | 146.05 | 2:27.873   |
| 7     | 38.788   | 1:18.073 | 54.947 | -     | 145.02 | 2:51.807 P |
| 8     | 56.827   | 1:08.012 | 42.164 | -     | -      | 2:47.003   |
| AVG   | 39.028   | 1:09.791 | 42.320 | -     | 145.57 | 2:38.690   |
| IDEAL | 38.672   | 1:07.211 | 41.991 | -     | 146.05 | 2:27.873   |

**256** Greg Steltenpohl  
Honda CBR600RR

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME    |
|-------|----------|----------|--------|-------|--------|------------|
| 1     | -        | -        | 44.130 | -     | -      | -          |
| 2     | 40.153   | 1:09.778 | 43.073 | -     | 143.57 | 2:33.004   |
| 3     | 39.762   | 1:07.969 | 43.423 | -     | 145.90 | 2:31.154   |
| 4     | 39.784   | 1:07.984 | 43.351 | -     | 142.22 | 2:31.119   |
| 5     | 39.759   | 1:08.753 | 43.421 | -     | 142.79 | 2:31.934   |
| 6     | 39.602   | 1:08.925 | 43.388 | -     | 144.68 | 2:31.914   |
| 7     | 40.074   | 1:08.016 | 43.518 | -     | 143.01 | 2:31.609   |
| 8     | 40.044   | 1:18.048 | 54.139 | -     | 141.63 | 2:52.231 P |
| 9     | 1:51.633 | 1:10.528 | 50.132 | -     | -      | 3:52.293   |
| AVG   | 39.883   | 1:10.000 | 44.305 | -     | 143.40 | 2:34.709   |
| IDEAL | 39.602   | 1:07.969 | 43.073 | -     | 145.90 | 2:30.643   |

**292** Keith D Marshall  
Suzuki GSX-R600

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME    |
|-------|----------|----------|--------|-------|--------|------------|
| 1     | -        | -        | 42.886 | -     | -      | -          |
| 2     | 39.568   | 1:06.988 | 42.727 | -     | 146.08 | 2:29.283   |
| 3     | 39.477   | 1:07.028 | 42.725 | -     | 140.68 | 2:29.230   |
| 4     | 39.437   | 1:06.867 | 42.436 | -     | 140.61 | 2:28.740   |
| 5     | 39.526   | 1:06.653 | 42.870 | -     | 142.84 | 2:29.049   |
| 6     | 39.431   | 1:07.098 | 44.027 | -     | 141.43 | 2:30.556   |
| 7     | 39.337   | 1:07.160 | 58.340 | -     | 139.43 | 2:44.837 P |
| 8     | 2:04.047 | 1:07.954 | 42.571 | -     | -      | 3:54.572   |
| 9     | 39.505   | 1:07.617 | 49.020 | -     | 139.88 | 2:36.142   |
| AVG   | 39.469   | 1:07.171 | 43.658 | -     | 141.56 | 2:32.548   |
| IDEAL | 39.337   | 1:06.653 | 42.436 | -     | 146.08 | 2:28.425   |

**316** Victor Chirinos  
Yamaha YZF-R6

| LAP | SEG 1  | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-----|--------|----------|--------|-------|--------|----------|
| 1   | -      | -        | 43.543 | -     | -      | -        |
| 2   | 40.289 | 1:08.982 | 42.731 | -     | 146.94 | 2:32.002 |
| 3   | 39.937 | 1:07.341 | 42.793 | -     | 145.30 | 2:30.070 |
| 4   | 39.304 | 1:07.256 | 43.279 | -     | 146.31 | 2:29.840 |
| 5   | 39.175 | 1:07.153 | 42.870 | -     | 147.45 | 2:29.199 |
| 6   | 39.400 | 1:07.278 | 42.631 | -     | 146.44 | 2:29.309 |
| 7   | 39.289 | 1:06.759 | 42.980 | -     | 147.00 | 2:29.029 |
| 8   | 39.526 | 1:07.084 | 42.799 | -     | 144.61 | 2:29.409 |
| 9   | 39.371 | 1:06.753 | 42.670 | -     | 145.04 | 2:28.794 |

10 39.287 1:06.902 42.330 - 143.82 2:28.519

| AVG   | 39.487 | 1:07.241 | 42.814 | - | 145.67 | 2:29.469 |
|-------|--------|----------|--------|---|--------|----------|
| IDEAL | 39.175 | 1:06.753 | 42.330 | - | 147.45 | 2:28.258 |

**417** Dwayne Lang  
Kawasaki ZX-6RR

| LAP   | SEG 1  | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|--------|----------|--------|-------|--------|----------|
| 1     | -      | -        | 44.058 | -     | -      | -        |
| 2     | 40.441 | 1:08.877 | 43.804 | -     | 140.12 | 2:33.121 |
| 3     | 40.480 | 1:09.065 | 43.513 | -     | 140.97 | 2:33.058 |
| 4     | 39.694 | 1:08.476 | 43.477 | -     | 140.94 | 2:31.647 |
| 5     | 39.797 | 1:08.246 | 44.098 | -     | 141.87 | 2:32.141 |
| 6     | 39.976 | 1:08.311 | 43.395 | -     | 141.63 | 2:31.682 |
| 7     | 40.037 | 1:08.238 | 43.769 | -     | 142.00 | 2:32.044 |
| 8     | 39.810 | 1:08.250 | 43.308 | -     | 142.24 | 2:31.369 |
| 9     | 40.244 | 1:07.836 | 43.643 | -     | 141.07 | 2:31.724 |
| 10    | 40.043 | 1:07.979 | 43.388 | -     | 139.17 | 2:31.410 |
| AVG   | 40.058 | 1:08.364 | 43.645 | -     | 141.11 | 2:32.022 |
| IDEAL | 39.694 | 1:07.836 | 43.308 | -     | 142.24 | 2:30.839 |

**471** Myron B Bell  
Suzuki GSX-R600

| LAP   | SEG 1    | SEG 2    | SEG 3    | SEG 4 | SPEED  | LAPTIME    |
|-------|----------|----------|----------|-------|--------|------------|
| 1     | -        | -        | 44.000   | -     | -      | -          |
| 2     | 40.853   | 1:09.655 | 43.424   | -     | 140.05 | 2:33.931   |
| 3     | 40.392   | 1:07.457 | 42.999   | -     | 141.07 | 2:30.849   |
| 4     | 40.154   | 1:07.215 | 42.982   | -     | 139.81 | 2:30.352   |
| 5     | 39.681   | 1:07.317 | 42.993   | -     | 142.57 | 2:29.990   |
| 6     | 39.683   | 1:08.779 | 1:00.972 | -     | 142.32 | 2:49.433 P |
| 7     | 3:07.191 | 1:08.659 | 42.937   | -     | -      | 4:58.788   |
| 8     | 39.817   | 1:07.960 | 43.076   | -     | 140.24 | 2:30.853   |
| 9     | 39.758   | 1:07.580 | 44.040   | -     | 140.65 | 2:31.378   |
| AVG   | 40.048   | 1:08.078 | 43.306   | -     | 140.96 | 2:33.827   |
| IDEAL | 39.681   | 1:07.215 | 42.937   | -     | 142.57 | 2:29.833   |

**544** Shea D Fouchek  
Suzuki GSX-R600

| LAP   | SEG 1  | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME    |
|-------|--------|----------|--------|-------|--------|------------|
| 1     | -      | -        | 44.261 | -     | -      | -          |
| 2     | 40.557 | 1:08.715 | 43.534 | -     | 140.00 | 2:32.806   |
| 3     | 44.849 | 1:17.969 | 43.962 | -     | 140.24 | 2:46.780   |
| 4     | 40.443 | 1:07.713 | 43.067 | -     | 139.57 | 2:31.223   |
| 5     | 39.995 | 1:07.463 | 42.804 | -     | 140.27 | 2:30.262   |
| 6     | 39.591 | 1:07.335 | 42.694 | -     | 142.47 | 2:29.620   |
| 7     | 39.458 | 1:07.762 | 57.432 | -     | 141.31 | 2:44.652 P |
| 8     | 55.940 | 1:08.346 | 42.438 | -     | -      | 2:46.724   |
| 9     | 39.236 | 1:07.852 | 42.568 | -     | 146.18 | 2:29.656   |
| 10    | 39.510 | 1:07.283 | 42.644 | -     | 141.19 | 2:29.437   |
| AVG   | 40.455 | 1:08.937 | 43.108 | -     | 141.40 | 2:35.684   |
| IDEAL | 39.236 | 1:07.283 | 42.438 | -     | 146.18 | 2:28.957   |

**690** Simon Kowalski  
Suzuki GSX600

| LAP | SEG 1  | SEG 2    | SEG 3  | SEG 4 | SPEED | LAPTIME  |
|-----|--------|----------|--------|-------|-------|----------|
| 1   | -      | -        | -      | -     | -     | - P      |
| 2   | 56.304 | 1:13.516 | 45.561 | -     | -     | 2:55.381 |

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 - QUALIFYING GROUP #1

**690** Simon Kowalski  
Suzuki GSX600

| LAP   | SEG 1  | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|--------|----------|--------|-------|--------|----------|
| 3     | 41.132 | 1:10.743 | 44.455 | -     | 138.75 | 2:36.330 |
| 4     | 40.909 | 1:10.016 | 48.948 | -     | 140.22 | 2:39.873 |
| 5     | 41.003 | 1:10.161 | 44.874 | -     | 139.10 | 2:36.038 |
| 6     | 40.558 | 1:09.551 | 44.263 | -     | 137.58 | 2:34.372 |
| AVG   | 40.901 | 1:10.118 | 45.635 | -     | 138.91 | 2:36.653 |
| IDEAL | 40.558 | 1:09.551 | 44.263 | -     | 140.22 | 2:34.372 |

**716** Steve Vento  
Kawasaki ZX-6RR

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|----------|----------|--------|-------|--------|----------|
| 1     | -        | -        | -      | -     | -      | -        |
| 2     | 54.263   | 1:13.208 | 44.929 | -     | -      | 2:52.400 |
| 3     | 41.737   | 1:09.616 | 44.883 | -     | 140.77 | 2:36.236 |
| 4     | 41.574   | 1:09.851 | 44.697 | -     | 144.10 | 2:36.123 |
| 5     | 41.415   | 1:09.675 | 51.818 | -     | 140.03 | 2:42.908 |
| 6     | 1:26.833 | 1:09.945 | 44.704 | -     | -      | 3:21.482 |
| 7     | 41.495   | 1:10.108 | 45.070 | -     | 141.36 | 2:36.673 |
| 8     | 41.411   | 1:10.668 | 44.552 | -     | 139.41 | 2:36.632 |
| 9     | 41.749   | 1:10.712 | 44.348 | -     | 141.31 | 2:36.808 |
| 10    | 41.023   | 1:10.488 | 44.828 | -     | 140.32 | 2:36.339 |
| AVG   | 41.486   | 1:10.475 | 45.537 | -     | 141.04 | 2:39.265 |
| IDEAL | 41.023   | 1:09.616 | 44.348 | -     | 144.10 | 2:34.987 |

**719** Andy Feuersthaler  
Suzuki GSX-R600X

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|----------|----------|--------|-------|--------|----------|
| 1     | -        | -        | 43.181 | -     | -      | -        |
| 2     | 39.504   | 1:07.281 | 42.458 | -     | 138.79 | 2:29.243 |
| 3     | 39.178   | 1:06.510 | 42.184 | -     | 143.87 | 2:27.873 |
| 4     | 38.773   | 1:06.954 | 56.317 | -     | 143.09 | 2:42.044 |
| 5     | 2:01.114 | 1:13.525 | 51.702 | -     | -      | 4:06.341 |
| 6     | 39.771   | 1:06.252 | 42.421 | -     | 140.34 | 2:28.443 |
| 7     | 39.518   | 1:06.214 | 42.398 | -     | 140.61 | 2:28.130 |
| 8     | 39.160   | 1:06.320 | 42.322 | -     | 142.22 | 2:27.802 |
| 9     | 39.067   | 1:06.225 | 42.334 | -     | 141.43 | 2:27.627 |
| AVG   | 39.282   | 1:07.410 | 42.471 | -     | 141.48 | 2:30.166 |
| IDEAL | 38.773   | 1:06.214 | 42.184 | -     | 143.87 | 2:27.171 |

**727** Scott Ryan  
Suzuki GSX-R600X

| LAP | SEG 1  | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-----|--------|----------|--------|-------|--------|----------|
| 1   | -      | -        | -      | -     | -      | -        |
| 2   | 56.446 | 1:13.323 | 43.294 | -     | -      | 2:53.064 |
| 3   | 39.714 | 1:08.980 | 43.224 | -     | 144.91 | 2:31.917 |
| 4   | 39.314 | 1:07.837 | 42.950 | -     | 145.20 | 2:30.101 |
| 5   | 39.753 | 1:08.178 | 43.201 | -     | 144.86 | 2:31.133 |
| 6   | 39.319 | 1:07.595 | 43.052 | -     | 146.58 | 2:29.966 |
| 7   | 39.383 | 1:08.155 | 42.925 | -     | 145.17 | 2:30.462 |
| 8   | 39.719 | 1:07.904 | 43.127 | -     | 144.76 | 2:30.750 |
| 9   | 39.440 | 1:07.987 | 42.568 | -     | 145.04 | 2:29.994 |
| 10  | 39.216 | 1:08.016 | 42.516 | -     | 145.45 | 2:29.748 |
| 11  | 39.294 | 1:08.641 | 42.917 | -     | 144.89 | 2:30.852 |

AVG 39.461 1:08.662 42.977 - 145.21 2:32.799  
IDEAL 39.216 1:07.595 42.516 - 146.58 2:29.327

**970** Shawn G Conrad  
Kawasaki ZX-6RR

| LAP   | SEG 1    | SEG 2    | SEG 3  | SEG 4 | SPEED  | LAPTIME  |
|-------|----------|----------|--------|-------|--------|----------|
| 1     | -        | -        | 43.047 | -     | -      | -        |
| 2     | 39.281   | 1:06.699 | 41.927 | -     | 146.76 | 2:27.906 |
| 3     | 38.569   | 1:06.446 | 48.819 | -     | 145.84 | 2:33.835 |
| 4     | 3:21.423 | 1:15.864 | 43.642 | -     | -      | 5:20.930 |
| 5     | 39.066   | 1:06.967 | 41.419 | -     | 148.22 | 2:27.452 |
| 6     | 38.285   | 1:05.327 | 41.135 | -     | 148.09 | 2:24.747 |
| 7     | 38.067   | 1:05.235 | 41.184 | -     | 149.82 | 2:24.485 |
| 8     | 38.193   | 1:05.798 | 41.384 | -     | 149.96 | 2:25.375 |
| 9     | 38.233   | 1:05.594 | 41.475 | -     | 147.18 | 2:25.302 |
| AVG   | 38.528   | 1:07.241 | 42.670 | -     | 147.98 | 2:27.015 |
| IDEAL | 38.067   | 1:05.235 | 41.135 | -     | 149.96 | 2:24.436 |

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