



INDIVIDUAL TIMES - PRACTICE SESSION #3

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.440</del>	30.575	23.865	-
2	39.627	30.949	22.839	1:33.415
3	3:33.423	3:26.742	3:19.635	4:23.843
4	37.385	29.007	21.618	1:28.009
5	35.576	28.706	22.475	1:26.756
6	34.904	28.637	21.585	1:25.125
7	3:55.858	3:47.300	3:40.024	4:46.927
8	35.293	28.608	21.601	1:25.502
AVG	36.557	29.414	22.331	1:27.762
IDEAL	34.904	28.608	21.585	1:25.097

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>56.664</del>	32.236	24.428	-
2	35.970	28.605	21.551	1:26.125
3	35.641	28.652	21.400	1:25.693
4	35.798	28.538	21.187	1:25.523
5	34.309	28.370	21.208	1:23.886
6	34.261	28.281	21.917	1:24.459
7	34.717	28.438	21.304	1:24.458
8	34.613	28.592	21.406	1:24.612
9	3:54.348	3:44.394	3:32.445	4:45.240
10	34.647	28.411	21.226	1:24.284
11	34.299	28.293	21.187	1:23.779
AVG	34.917	28.842	21.682	1:24.758
IDEAL	34.261	28.281	21.187	1:23.729

**4** Joshua Hayes  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.720</del>	31.815	22.905	-
2	36.819	30.165	22.149	1:29.133
3	35.466	29.526	21.581	1:26.573
4	35.207	29.070	21.609	1:25.886
5	35.184	28.938	21.447	1:25.569
6	35.853	29.018	21.701	1:26.572
7	34.891	28.759	21.437	1:25.086
8	34.693	28.685	21.585	1:24.962
9	34.874	28.861	21.443	1:25.178
AVG	35.373	29.426	21.762	1:26.120
IDEAL	34.693	28.685	21.437	1:24.814

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>57.101</del>	33.382	23.720	-
2	36.595	29.152	22.111	1:27.858
3	35.690	28.751	21.944	1:26.385
4	35.246	28.713	21.928	1:25.887
5	7:25.118	7:16.575	7:02.971	8:16.013
6	35.279	28.718	21.803	1:25.800
7	3:38.058	3:31.817	3:24.623	4:29.270

AVG 35.702 29.743 22.301 1:26.482  
 IDEAL 35.246 28.713 21.803 1:25.762

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.415</del>	31.010	23.405	-
2	38.257	30.148	22.562	1:30.967
3	36.746	29.999	22.199	1:28.945
4	35.755	29.199	21.827	1:26.780
5	35.664	28.903	21.918	1:26.484
6	39.804	35.500	29.124	1:44.428
7	36.662	32.016	22.746	1:31.423
8	35.451	28.839	22.055	1:26.345
9	35.518	29.000	22.006	1:26.524
10	35.500	28.919	21.868	1:26.286
11	3:28.926	3:17.328	3:08.081	4:20.360
12	35.298	29.093	21.786	1:26.177
AVG	36.466	29.713	22.237	1:27.770
IDEAL	35.298	28.839	21.786	1:25.923

**15** Steve Rapp  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.679</del>	30.326	22.353	-
2	35.738	29.384	21.768	1:26.890
3	35.309	28.765	21.479	1:25.554
4	5:10.654	5:05.197	4:58.222	6:01.510
5	34.567	28.508	21.250	1:24.325
6	35.508	28.745	21.825	1:26.078
7	34.739	28.677	21.329	1:24.745
AVG	35.172	29.067	21.668	1:25.518
IDEAL	34.567	28.508	21.250	1:24.325

**16** Martin Craggill  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.809</del>	32.513	23.356	-
2	42.972	33.478	22.139	1:38.589
3	3:50.914	3:43.060	3:32.017	4:48.867
4	44.334	37.532	26.245	1:48.111
5	36.111	29.596	22.084	1:27.790
6	38.927	29.159	22.156	1:30.242
7	41.096	35.805	22.645	1:39.546
8	35.517	29.154	21.801	1:26.472
AVG	37.913	30.780	22.364	1:32.528
IDEAL	35.517	29.154	21.801	1:26.472

**18** Chris Ulrich  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.948</del>	30.144	22.804	-
2	37.348	29.561	22.257	1:29.165
3	36.166	29.078	21.861	1:27.105
4	35.612	29.149	21.901	1:26.662
5	35.305	29.493	21.683	1:26.481
6	35.468	28.907	21.756	1:26.130

7 35.744 29.822 21.743 1:27.309  
 8 35.561 28.873 22.084 1:26.517  
 9 4:26.112 4:23.333 4:09.108 5:26.670  
 10 35.804 28.927 21.749 1:26.480  
 11 36.726 29.356 21.870 1:27.952  
 AVG 35.948 29.376 21.950 1:27.111  
 IDEAL 35.305 28.873 21.683 1:25.861

**32** Eric Bostrom  
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.273</del>	30.803	23.471	-
2	36.788	29.503	22.018	1:28.308
3	35.641	28.973	21.743	1:26.356
4	34.903	28.684	21.537	1:25.124
5	3:51.449	3:43.612	3:35.593	4:42.031
6	34.843	28.796	21.339	1:24.977
7	34.559	28.454	21.381	1:24.394
8	34.529	28.387	21.466	1:24.382
9	36.356	28.708	21.381	1:26.445
10	36.639	30.371	21.733	1:28.743
11	34.734	28.397	21.385	1:24.516
AVG	35.444	29.107	21.745	1:25.916
IDEAL	34.529	28.387	21.339	1:24.255

**40** Jason Disalvo  
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.397</del>	31.026	23.371	-
2	37.113	29.870	21.753	1:28.736
3	35.248	28.961	21.642	1:25.852
4	35.451	28.951	21.487	1:25.888
5	34.552	28.787	21.408	1:24.747
6	34.396	28.392	21.290	1:24.078
7	34.957	28.547	21.339	1:24.843
8	34.402	28.413	21.613	1:24.428
9	34.492	28.519	21.203	1:24.213
10	43.155	28.573	22.360	1:34.087
11	34.949	28.510	21.303	1:24.762
12	34.391	28.453	21.192	1:24.036
AVG	34.995	28.917	21.663	1:25.970
IDEAL	34.391	28.392	21.192	1:23.975

**59** Jake Holden  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.916</del>	30.940	22.976	-
2	5:46.366	5:39.066	5:29.398	6:37.957
3	35.719	28.903	21.780	1:26.402
4	35.377	29.049	21.933	1:26.358
5	35.250	28.761	21.585	1:25.596
6	35.112	28.647	21.676	1:25.435
7	34.889	28.774	21.539	1:25.202
8	36.768	29.574	21.674	1:28.015
9	35.399	28.762	21.631	1:25.792
10	34.857	28.725	21.557	1:25.140

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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AVG	35.421	29.126	21.817	1:25.992
IDEAL	34.857	28.647	21.539	1:25.042

**96**

Aaron Gobert  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.055</del>	30.879	23.175	-
2	37.508	29.911	22.271	1:29.690
3	36.222	29.060	21.849	1:27.131
4	35.828	29.148	21.635	1:26.611
5	35.582	29.419	22.778	1:27.779
6	38.741	28.935	21.616	1:29.293
7	35.164	28.734	21.705	1:25.602
8	3:50.099	3:45.873	3:38.837	4:43.817
9	36.407	28.855	22.083	1:27.345
10	35.238	<del>28.723</del>	<del>21.557</del>	1:25.519
11	35.000	28.743	21.634	1:25.378
12	<del>34.869</del>	28.839	21.740	1:25.447
AVG	36.056	29.204	22.004	1:26.979
IDEAL	34.869	28.723	21.557	1:25.149

**99**

Geoff May  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>58.643</del>	33.879	24.763	-
2	5:39.572	5:28.745	5:16.693	6:30.915
3	35.450	28.757	22.112	1:26.318
4	35.131	28.567	21.679	1:25.376
5	35.153	28.529	22.110	1:25.791
6	35.541	<del>28.458</del>	21.821	1:25.820
AVG	35.319	29.638	22.497	1:25.826
IDEAL	35.131	28.458	21.679	1:25.267

**131**

Chuck Ivey  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>57.154</del>	33.342	23.812	-
2	38.612	31.281	23.028	1:32.921
3	37.538	<del>30.760</del>	<del>22.702</del>	1:31.000
4	37.845	30.826	23.000	1:31.671
5	37.432	30.766	22.948	1:31.146
6	37.419	30.949	22.704	1:31.071
7	<del>37.356</del>	30.815	22.864	1:31.035
8	3:15.544	3:09.321	2:56.691	4:09.485
9	37.669	31.084	22.782	1:31.535
AVG	37.696	31.228	22.980	1:31.483
IDEAL	37.356	30.760	22.702	1:30.819

**311**

Roberto Pietri  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.482</del>	31.528	22.954	-
2	37.207	29.429	22.526	1:29.162
3	36.763	30.357	22.465	1:29.585
4	36.516	29.530	22.389	1:28.435
5	36.630	29.233	22.382	1:28.245
6	42.749	29.258	22.301	1:34.308

7	<del>36.121</del>	<del>29.158</del>	<del>22.220</del>	<del>1:27.499</del>
8	4:35.983	4:27.467	4:18.512	5:28.205
9	36.848	29.325	22.313	1:28.487

AVG	37.369	29.664	22.419	1:29.152
IDEAL	36.121	29.158	22.220	1:27.499

**341**

Gary Mason  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>57.726</del>	32.908	24.819	-
2	37.966	30.348	22.822	1:31.135
3	36.876	29.653	22.873	1:29.403
4	36.335	29.229	22.271	1:27.835
5	36.075	29.250	22.061	1:27.386
6	36.101	29.132	22.147	1:27.380
7	35.907	28.993	22.111	1:27.010
8	42.513	29.844	21.860	1:34.217
9	<del>35.503</del>	<del>28.799</del>	<del>21.795</del>	<del>1:26.097</del>
10	35.505	28.989	22.070	1:26.564
11	3:53.292	3:46.447	3:38.749	4:45.512
AVG	36.976	29.714	22.483	1:28.559
IDEAL	35.503	28.799	21.795	1:26.097

**373**

Andi Notman  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:02.326</del>	34.867	27.459	-
2	42.463	32.566	26.464	1:41.493
3	3:35.620	3:25.785	3:17.951	4:32.315
4	<del>39.823</del>	<del>31.328</del>	<del>24.835</del>	<del>1:35.986</del>
AVG	41.143	32.920	26.253	1:38.739
IDEAL	39.823	31.328	24.835	1:35.986

**374**

Barry Teasdale  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>57.025</del>	33.012	24.014	-
2	39.262	30.983	22.924	1:33.169
3	37.978	30.613	22.877	1:31.467
4	37.320	30.331	22.866	1:30.517
5	37.220	30.193	22.693	1:30.106
6	5:00.747	4:54.966	4:47.361	5:55.141
7	37.373	30.480	<del>22.587</del>	1:30.440
8	<del>36.947</del>	<del>30.108</del>	22.967	1:30.022
AVG	37.683	30.817	22.990	1:30.954
IDEAL	36.947	30.108	22.587	1:29.643

**414**

Michael J Sanchez  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.555</del>	31.572	23.983	-
2	37.619	31.206	23.051	1:31.876
3	37.608	30.516	22.902	1:31.026
4	37.643	31.112	23.071	1:31.826
5	6:59.977	6:52.871	6:45.728	7:53.714
6	37.709	30.205	<del>22.566</del>	1:30.480
7	37.307	<del>30.043</del>	23.032	1:30.382

8	<del>37.179</del>	30.354	22.856	1:30.389
AVG	37.464	30.670	23.040	1:30.910
IDEAL	37.179	30.043	22.566	1:29.787

**416**

Fernando Amantini  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>57.181</del>	32.682	24.499	-
2	39.185	31.251	24.550	1:34.985
3	38.333	30.896	23.582	1:32.810
4	37.937	30.679	23.703	1:32.319
5	37.741	<del>30.379</del>	<del>23.483</del>	1:31.603
6	6:49.075	6:49.110	6:42.651	7:51.341
7	<del>37.483</del>	30.472	23.638	1:31.594
8	37.774	30.461	24.224	1:32.459
AVG	38.075	30.974	23.954	1:32.628
IDEAL	37.483	30.379	23.483	1:31.345

**616**

Brad M Hendry  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.034</del>	31.191	23.843	-
2	37.545	30.279	23.323	1:31.147
3	37.379	30.269	24.464	1:32.112
4	37.103	30.119	23.232	1:30.454
5	37.095	30.080	23.060	1:30.235
6	37.004	30.093	<del>22.851</del>	1:29.947
7	<del>36.662</del>	<del>29.826</del>	22.969	1:29.458
AVG	37.131	30.265	23.392	1:30.559
IDEAL	36.662	29.826	22.851	1:29.340