



INDIVIDUAL TIMES - FINAL

8 Chris Peris
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTME
0	-	-	-	-
1	33.181	22.550	34.267	1:29.997
2	1:17.805	29.683	57.045	2:44.532 P
3	3:36.422	22.833	34.841	4:34.096
4	31.009	22.963	34.815	1:28.787
5	37.501	26.226	52.654	1:56.381 P
6	1:53.367	24.391	35.187	2:52.945
7	31.080	23.001	34.675	1:28.757
8	31.415	24.308	52.398	1:48.120 P
AVG	31.671	23.753	34.757	1:29.180
IDEAL	31.009	22.550	34.267	1:27.825

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTME
0	-	-	-	-
1	33.579	22.836	34.607	1:31.022
2	31.748	22.422	34.395	1:28.565
3	30.890	22.404	34.344	1:27.638
4	30.886	22.444	34.367	1:27.697
5	30.880	22.290	34.435	1:27.606
6	30.906	22.458	34.587	1:27.951
7	30.961	22.491	34.428	1:27.880
8	31.098	22.390	34.535	1:28.023
9	31.107	22.528	34.695	1:28.330
10	31.119	22.431	34.805	1:28.355
11	31.194	22.453	34.741	1:28.388
12	31.126	22.645	34.744	1:28.514
13	31.186	22.531	34.842	1:28.559
14	31.315	22.634	34.703	1:28.651
15	31.350	22.679	34.919	1:28.948
16	31.385	22.727	35.148	1:29.260
17	31.566	22.983	36.077	1:30.626
AVG	31.312	22.550	34.728	1:28.589
IDEAL	30.880	22.290	34.344	1:27.514

20 Aaron W. Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTME
0	-	-	-	-
1	33.638	22.652	34.405	1:30.695
2	31.052	22.624	34.340	1:28.015
3	30.667	22.111	33.805	1:26.583
4	30.483	22.545	34.019	1:27.047
5	30.551	22.180	33.958	1:26.689
6	30.590	22.107	33.865	1:26.562
7	30.472	22.186	33.952	1:26.610
8	30.534	22.187	33.966	1:26.687
9	30.726	22.288	34.027	1:27.041
10	31.120	22.207	34.281	1:27.608
11	30.568	22.231	34.321	1:27.121
12	30.468	22.171	33.938	1:26.576
13	30.560	22.276	34.006	1:26.842

14 30.688 22.341 34.193 1:27.222

15 30.665 22.190 34.038 1:26.893

16 31.221 22.366 34.805 1:28.392

17 31.765 22.220 34.543 1:28.528

AVG 30.914 22.290 34.148 1:27.352

IDEAL 30.468 22.107 33.805 1:26.379

23 Santiago Villa
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTME
0	-	-	-	-
1	34.680	24.376	36.571	1:35.627
2	32.054	22.770	36.801	1:31.625
3	31.943	23.108	36.233	1:31.284
4	32.173	22.961	35.617	1:30.751
5	31.959	23.109	46.564	1:41.633 P
6	35.779	23.334	35.525	1:34.639
7	32.365	23.580	35.920	1:31.866
8	32.382	23.290	35.739	1:31.411
9	32.200	23.190	36.157	1:31.547
10	32.191	23.218	35.506	1:30.914
11	32.689	23.121	35.591	1:31.401
12	32.114	23.522	35.640	1:31.276
13	32.614	23.647	35.933	1:32.194
14	32.527	23.143	35.619	1:31.289
15	32.096	23.249	35.939	1:31.283
16	32.221	23.387	36.333	1:31.940
AVG	32.624	23.313	35.942	1:32.542
IDEAL	31.943	22.770	35.506	1:30.219

25 David Anthony
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTME
0	-	-	-	-
1	34.424	23.068	34.935	1:32.427
2	31.679	22.984	35.346	1:30.009
3	31.662	22.828	35.143	1:29.633
4	31.403	22.916	35.035	1:29.354
5	31.551	22.832	35.255	1:29.637
6	31.558	23.106	35.178	1:29.841
7	31.797	23.337	35.445	1:30.579
8	31.623	22.944	35.459	1:30.025
9	31.910	23.173	35.935	1:31.018
10	32.075	22.975	35.145	1:30.196
11	31.710	23.002	35.882	1:30.595
12	31.742	22.973	35.430	1:30.145
13	32.180	22.962	35.392	1:30.533
14	31.599	22.919	35.295	1:29.813
15	31.641	22.940	35.155	1:29.736
16	31.734	22.842	35.083	1:29.658
17	31.741	22.930	35.360	1:30.031
AVG	31.884	22.984	35.322	1:30.190
IDEAL	31.403	22.828	34.935	1:29.166

27 Scotty L. Van Hawk
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTME
0	-	-	-	-
1	34.424	23.068	34.935	1:32.427
2	31.679	22.984	35.346	1:30.009
3	31.662	22.828	35.143	1:29.633
4	31.403	22.916	35.035	1:29.354
5	31.551	22.832	35.255	1:29.637
6	31.558	23.106	35.178	1:29.841
7	31.797	23.337	35.445	1:30.579
8	31.623	22.944	35.459	1:30.025
9	31.910	23.173	35.935	1:31.018
10	32.075	22.975	35.145	1:30.196
11	31.710	23.002	35.882	1:30.595
12	31.742	22.973	35.430	1:30.145
13	32.180	22.962	35.392	1:30.533
14	31.599	22.919	35.295	1:29.813
15	31.641	22.940	35.155	1:29.736
16	31.734	22.842	35.083	1:29.658
17	31.741	22.930	35.360	1:30.031
AVG	31.884	22.984	35.322	1:30.190
IDEAL	31.403	22.828	34.935	1:29.166

0 - - - -

1 36.093 23.981 36.221 1:36.295

2 32.941 23.226 36.916 1:33.083

3 32.493 23.548 35.876 1:31.916

4 32.478 23.533 35.785 1:31.795

5 33.054 23.723 36.248 1:33.025

6 32.884 23.734 36.183 1:32.801

7 32.935 23.703 36.110 1:32.747

8 32.812 23.677 36.099 1:32.587

9 33.044 23.639 36.052 1:32.735

10 32.863 23.654 36.173 1:32.689

11 32.742 23.556 36.157 1:32.455

12 32.778 23.593 36.041 1:32.412

13 33.023 23.785 35.902 1:32.710

14 32.862 24.644 36.249 1:33.755

15 32.496 23.402 36.397 1:32.295

16 32.640 23.504 35.691 1:31.834

AVG 33.009 23.681 36.131 1:32.821

IDEAL 32.478 23.226 35.691 1:31.394

48 Reno Karimian
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTME
0	-	-	-	-
1	36.640	24.329	36.647	1:37.616
2	32.604	23.310	36.508	1:32.422
3	32.702	23.875	35.982	1:32.559
4	32.841	23.831	36.240	1:32.913
5	32.846	23.667	35.963	1:32.476
6	32.942	23.720	35.777	1:32.438
7	32.703	23.599	35.858	1:32.160
8	32.628	23.787	35.909	1:32.324
9	33.005	23.906	35.997	1:32.908
10	32.707	23.804	36.176	1:32.687
11	32.704	23.982	35.839	1:32.525
12	32.629	23.774	36.203	1:32.606
13	32.647	23.836	35.858	1:32.341
14	32.645	24.605	35.612	1:32.861
15	32.344	23.767	35.981	1:32.092
16	33.345	23.852	35.515	1:32.713
AVG	32.996	23.853	36.004	1:32.853
IDEAL	32.344	23.310	35.515	1:31.169

59 Jake Holden
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTME
0	-	-	-	-
1	33.315	22.589	34.403	1:30.306
2	31.005	22.649	34.248	1:27.902
3	30.535	22.125	33.939	1:26.598
4	30.468	22.192	34.030	1:26.691
5	30.518	22.298	34.150	1:26.966
6	30.412	22.239	34.025	1:26.676
7	30.467	22.116	34.049	1:26.632
8	30.494	22.132	34.129	1:26.755
9	30.757	22.228	34.111	1:27.095

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

59 Jake Holden
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	31.104	22.273	34.262	1:27.638
11	30.643	22.211	34.568	1:27.422
12	30.864	22.517	34.251	1:27.632
13	30.706	22.242	34.140	1:27.088
14	30.877	22.261	34.292	1:27.431
15	30.748	22.267	34.230	1:27.244
16	31.124	22.579	34.631	1:28.334
17	31.054	23.099	34.571	1:28.724
AVG	30.890	22.431	34.368	1:27.689
IDEAL	30.412	22.116	33.939	1:26.466

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	33.307	23.147	34.486	1:30.940
2	32.138	22.298	35.126	1:29.562
3	31.319	22.558	34.713	1:28.589
4	31.378	23.090	34.863	1:29.332
5	31.693	22.812	34.783	1:29.288
6	31.161	22.660	35.026	1:28.847
7	31.707	24.466	35.319	1:31.492
8	31.530	23.130	35.229	1:29.889
9	31.591	23.058	35.081	1:29.730
10	31.583	23.048	35.032	1:29.663
11	31.377	23.066	35.503	1:29.946
12	31.692	22.877	35.260	1:29.829
13	31.422	22.937	35.165	1:29.523
14	31.603	22.979	36.064	1:30.646
15	31.699	22.969	35.235	1:29.903
16	31.749	22.930	35.462	1:30.141
17	31.623	23.071	35.446	1:30.140
AVG	31.681	23.006	35.164	1:29.851
IDEAL	31.161	22.298	34.486	1:27.946

79 Blake R. Young
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	32.993	22.624	34.657	1:30.274
2	30.858	22.676	34.702	1:28.236
3	30.692	22.677	34.502	1:27.871
4	30.886	22.411	34.414	1:27.711
5	31.028	22.502	34.360	1:27.890
6	30.981	1:07.912	5:47.620	7:26.513 P
7	36.328	22.861	34.535	1:33.724
AVG	31.967	22.625	34.528	1:29.284
IDEAL	30.692	22.411	34.360	1:27.462

81 C. R. Gittere
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-

85 Ryan D. Elleby
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.624	24.761	36.762	1:38.146
2	33.572	23.208	36.760	1:33.540
3	33.259	24.157	36.506	1:33.921
4	32.983	23.760	36.391	1:33.135
5	33.498	23.907	36.748	1:34.153
6	33.396	24.272	36.679	1:34.346
7	33.609	24.151	36.888	1:34.648
8	33.363	23.985	36.748	1:34.096
9	33.325	24.195	37.187	1:34.707
10	33.731	24.564	58.633	1:56.928 P
AVG	33.998	24.156	36.743	1:34.884
IDEAL	32.983	23.208	36.391	1:32.583

85 Ryan D. Elleby
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	35.413	23.354	35.319	1:34.085
2	31.769	22.370	35.395	1:29.534
3	31.706	22.773	34.799	1:29.278
4	31.702	22.687	34.864	1:29.253
5	31.676	22.749	35.013	1:29.437
6	31.764	23.187	34.931	1:29.882
7	31.713	23.294	35.312	1:30.319
8	31.812	22.839	35.364	1:30.015
9	31.709	23.201	35.725	1:30.635
10	31.708	22.790	35.191	1:29.690
11	31.695	22.917	35.221	1:29.833
12	31.640	23.030	35.328	1:29.998
13	32.020	23.219	34.981	1:30.220
14	32.110	22.885	35.202	1:30.197
15	31.782	22.980	35.074	1:29.836
16	31.952	22.881	35.181	1:30.014
17	31.889	23.007	35.170	1:30.065
AVG	32.004	22.951	35.181	1:30.135
IDEAL	31.640	22.370	34.799	1:28.809

99 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	33.110	22.544	34.557	1:30.212
2	31.196	22.622	34.593	1:28.411
3	30.889	22.425	34.056	1:27.370
4	30.716	22.105	34.011	1:26.832
5	30.747	22.191	34.107	1:27.045
6	30.721	22.114	34.227	1:27.062
7	30.873	22.064	34.305	1:27.242
8	30.830	22.122	34.299	1:27.252
9	30.975	22.191	34.477	1:27.642
10	30.937	22.211	34.382	1:27.530
11	30.882	22.186	34.514	1:27.583
12	31.092	22.212	34.483	1:27.786
13	58.281	25.207	35.834	1:59.323
14	31.705	22.709	34.716	1:29.130
15	31.305	22.376	34.413	1:28.094

16 31.140 22.256 35.537 1:28.933
17 31.250 22.500 35.050 1:28.800

AVG	SEG 1	SEG 2	SEG 3	LAPTIME
AVG	31.148	22.461	34.617	1:27.992
IDEAL	30.716	22.064	34.011	1:26.791

107 Jordan M. Szoke
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	33.920	22.591	34.567	1:31.078
2	32.431	22.258	34.655	1:29.344
3	31.448	22.438	34.795	1:28.681
4	31.318	22.508	34.767	1:28.594
5	31.215	22.300	34.995	1:28.510
6	31.536	22.622	34.933	1:29.091
7	31.491	22.452	35.022	1:28.965
8	31.520	22.509	35.005	1:29.034
9	31.605	22.611	34.954	1:29.170
10	31.442	22.513	35.091	1:29.046
11	31.606	22.637	35.085	1:29.327
12	31.629	22.657	35.011	1:29.297
13	31.559	22.625	35.006	1:29.191
14	31.502	22.558	35.118	1:29.177
15	31.624	22.615	35.054	1:29.293
16	31.674	22.812	34.875	1:29.360
17	31.216	22.576	34.911	1:28.703
AVG	31.690	22.546	34.932	1:29.168
IDEAL	31.215	22.258	34.567	1:28.040

113 Matthew McBride
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	34.895	23.504	35.475	1:33.874
2	31.572	22.809	35.787	1:30.167
3	31.748	23.048	35.808	1:30.604
4	31.871	23.052	35.729	1:30.652
5	31.962	23.286	36.037	1:31.285
6	32.376	23.335	35.701	1:31.412
7	31.862	23.301	36.094	1:31.257
8	31.977	23.282	36.028	1:31.288
9	31.926	23.333	36.122	1:31.382
10	32.148	23.482	36.244	1:31.873
11	32.030	23.336	36.341	1:31.707
12	32.434	23.370	35.857	1:31.662
13	32.022	23.325	36.061	1:31.408
14	32.102	23.422	36.207	1:31.732
15	32.107	23.484	36.256	1:31.847
16	32.430	23.213	35.799	1:31.442
17	31.955	23.375	35.974	1:31.303
AVG	32.201	23.292	35.972	1:31.464
IDEAL	31.572	22.809	35.475	1:29.855

121 Hawk Mazzotta
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-

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 - FINAL

121 Hawk Mazzotta
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	35.054	23.666	35.441	1:34.160
2	31.927	22.338	35.895	1:30.160
3	31.582	23.095	35.532	1:30.210
4	32.136	23.032	35.581	1:30.749
5	32.057	23.351	35.903	1:31.310
6	32.617	23.365	35.658	1:31.639
7	31.902	23.182	36.011	1:31.095
8	32.197	23.424	35.738	1:31.360
9	32.080	23.280	35.890	1:31.250
10	32.253	23.535	36.013	1:31.801
11	32.210	23.388	36.066	1:31.664
12	32.135	23.247	35.903	1:31.284
13	32.614	23.422	35.912	1:31.948
14	32.281	23.357	36.107	1:31.745
15	32.252	23.444	35.997	1:31.693
16	32.068	23.132	35.936	1:31.136
17	32.117	23.742	35.793	1:31.651
AVG	32.322	23.294	35.846	1:31.462
IDEAL	31.582	22.338	35.441	1:29.361

136 Skip Salenius
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	35.714	23.599	36.276	1:35.588
2	32.410	23.001	36.446	1:31.857
3	32.476	23.470	35.930	1:31.876
4	32.454	23.293	35.842	1:31.590
5	32.469	23.522	35.821	1:31.812
6	32.743	23.439	35.936	1:32.118
7	32.466	23.217	36.019	1:31.702
8	32.409	23.358	35.829	1:31.596
9	32.399	23.492	35.879	1:31.769
10	32.327	23.480	36.098	1:31.906
11	32.602	23.690	36.044	1:32.337
12	32.623	23.291	35.880	1:31.794
13	32.440	23.319	36.061	1:31.820
14	32.532	23.582	36.003	1:32.116
15	32.641	23.336	35.968	1:31.945
16	32.581	23.208	36.010	1:31.799
17	32.454	23.365	36.321	1:32.140
AVG	32.691	23.392	36.021	1:32.104
IDEAL	32.327	23.001	35.821	1:31.149

164 Shane C. Narbonne
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	36.433	24.155	36.437	1:37.025
2	32.789	23.756	36.934	1:33.479
3	33.195	23.825	36.196	1:33.215
4	32.660	23.679	36.512	1:32.851
5	32.540	23.991	36.150	1:32.681

191 Eric Erling Haugo
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	32.739	24.346	36.356	1:33.441
7	32.597	24.070	36.409	1:33.075
8	32.689	23.639	36.222	1:32.550
9	32.657	23.394	36.219	1:32.270
10	32.482	23.530	36.229	1:32.242
11	33.635	23.819	36.398	1:33.852
12	33.007	23.681	36.292	1:32.979
13	33.061	23.857	36.321	1:33.239
14	32.868	23.794	36.362	1:33.025
15	33.057	23.879	36.465	1:33.401
16	32.887	24.046	36.709	1:33.642
AVG	33.061	23.871	36.386	1:33.318
IDEAL	32.482	23.394	36.150	1:32.027

216 Francis Martin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	36.285	24.226	36.263	1:36.774
2	32.988	23.418	36.604	1:33.010
3	32.619	23.978	35.954	1:32.551
4	32.762	24.004	36.088	1:32.854
5	33.047	24.041	36.090	1:33.179
6	32.868	24.305	36.200	1:33.373
7	32.760	23.527	36.101	1:32.387
8	32.479	23.400	35.781	1:31.660
9	32.559	23.743	36.089	1:32.391
10	32.766	23.815	36.009	1:32.589
11	32.743	23.898	35.885	1:32.526
12	32.825	23.862	35.953	1:32.640
13	33.009	23.516	36.133	1:32.658
14	32.392	24.371	36.178	1:32.941
15	32.854	23.510	36.025	1:32.389
16	33.296	23.767	36.218	1:33.281
AVG	33.016	23.836	36.098	1:32.950
IDEAL	32.392	23.400	35.781	1:31.573

269 Johnny Rock Page
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
16	31.848	22.900	35.899	1:30.647
17	31.752	22.667	35.491	1:29.910
AVG	31.730	22.763	35.339	1:29.832
IDEAL	31.297	22.477	34.855	1:28.629

270 Davie Stone
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	35.734	23.529	35.676	1:34.938
2	32.088	22.851	35.679	1:30.618
3	31.851	23.234	35.018	1:30.104
4	31.758	23.371	35.761	1:30.891
5	32.014	23.296	35.551	1:30.861
6	32.328	23.891	35.433	1:31.652
7	32.043	23.408	35.551	1:31.002
8	31.828	23.385	35.534	1:30.747
9	32.192	23.490	35.626	1:31.308
10	32.283	23.606	35.892	1:31.780
11	32.276	23.581	35.915	1:31.772
12	32.281	23.512	35.703	1:31.496
13	32.173	23.582	35.746	1:31.500
14	32.495	23.565	35.896	1:31.955
15	32.381	23.558	35.830	1:31.769
16	32.348	23.523	35.798	1:31.668
17	32.051	23.547	35.490	1:31.088
AVG	32.360	23.466	35.653	1:31.479
IDEAL	31.758	22.851	35.018	1:29.627

288 Randall Kienast
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	36.254	24.669	37.402	1:38.324
2	32.590	23.249	36.688	1:32.528
3	33.029	23.797	36.391	1:33.216
4	32.511	23.778	36.215	1:32.504
5	32.580	23.754	36.462	1:32.795
6	32.701	24.091	36.497	1:33.289
7	32.752	23.824	36.556	1:33.131
8	32.873	23.476	36.363	1:32.712
9	32.428	23.530	36.147	1:32.104
10	32.560	23.440	36.072	1:32.074
11	33.786	23.780	36.256	1:33.822
12	32.831	23.917	36.141	1:32.889
13	32.596	23.713	36.342	1:32.651
14	32.430	23.578	36.283	1:32.291
15	32.571	23.817	36.770	1:33.157
16	32.475	23.623	36.225	1:32.323
AVG	32.935	23.752	36.426	1:33.113
IDEAL	32.428	23.249	36.072	1:31.748

288 Randall Kienast
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	34.278	23.091	35.230	1:32.599

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

288 Randall Kienast
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	31.369	22.884	35.726	1:29.979
3	31.965	22.765	34.764	1:29.495
4	31.411	22.863	34.934	1:29.207
5	31.619	22.849	35.064	1:29.531
6	31.847	22.957	35.206	1:30.010
7	31.713	23.341	35.403	1:30.457
8	31.702	22.878	35.672	1:30.252
9	31.958	23.130	35.725	1:30.813
10	32.067	23.051	35.213	1:30.330
11	31.670	22.922	35.276	1:29.868
12	31.525	22.820	35.128	1:29.473
13	31.640	23.000	34.995	1:29.635
14	31.831	22.839	35.115	1:29.785
15	31.617	23.026	35.536	1:30.179
16	31.817	22.877	35.391	1:30.085
17	31.829	22.816	35.458	1:30.103
AVG	31.724	22.939	35.288	1:29.950
IDEAL	31.369	22.765	34.764	1:28.899

311 Robertino Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	33.921	22.949	34.419	1:31.288
2	32.524	22.307	35.176	1:30.007
3	31.442	22.467	34.505	1:28.413
4	31.117	22.639	34.254	1:28.009
5	31.351	22.451	34.608	1:28.410
6	31.560	22.611	34.904	1:29.075
7	31.512	22.561	34.878	1:28.952
8	31.630	22.490	34.898	1:29.018
9	31.655	22.673	34.801	1:29.129
10	31.615	22.557	34.897	1:29.069
11	31.702	22.643	35.016	1:29.361
12	31.658	22.767	35.278	1:29.703
13	31.548	22.532	34.764	1:28.844
14	32.042	22.752	34.719	1:29.512
15	31.680	22.650	34.820	1:29.150
16	31.833	22.740	35.129	1:29.702
AVG	31.799	22.612	34.817	1:29.228
IDEAL	31.117	22.307	34.254	1:27.677

369 Brian Hall
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	35.480	23.645	35.668	1:34.794
2	32.344	22.744	36.189	1:31.276
3	32.367	23.376	35.689	1:31.431
4	32.377	23.274	35.939	1:31.590
5	32.455	23.372	35.703	1:31.530
6	32.642	23.524	36.122	1:32.287
7	32.566	23.408	36.305	1:32.279

8	32.624	23.509	35.967	1:32.100
9	32.540	23.432	36.165	1:32.137
10	32.640	23.507	36.178	1:32.325
11	32.694	23.536	35.996	1:32.226
12	33.120	23.630	35.996	1:32.746
13	32.570	23.453	35.834	1:31.857
14	32.431	23.386	35.809	1:31.625
15	32.721	23.455	35.862	1:32.038
16	32.570	23.393	35.828	1:31.792
17	32.775	23.502	35.944	1:32.220
AVG	32.752	23.425	35.953	1:32.131
IDEAL	32.344	22.744	35.668	1:30.755

517 Lloyd Bayley
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	35.568	24.112	36.243	1:35.923
2	32.990	23.303	36.810	1:33.103
3	32.655	24.284	36.068	1:33.006
4	32.773	23.913	36.261	1:32.947
5	32.868	23.731	36.189	1:32.788
6	32.779	24.448	36.458	1:33.684
7	33.024	24.042	36.193	1:33.260
8	32.846	23.628	36.114	1:32.587
9	32.520	23.520	35.956	1:31.996
10	32.432	23.917	35.927	1:32.275
11	32.806	23.641	35.960	1:32.407
12	32.368	23.730	36.170	1:32.268
13	32.862	23.951	35.885	1:32.698
14	32.615	23.778	36.312	1:32.705
15	32.742	23.681	36.104	1:32.527
16	32.415	23.605	35.783	1:31.803
AVG	32.891	23.830	36.152	1:32.873
IDEAL	32.368	23.303	35.783	1:31.453

611 Brett McCormick
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	34.275	23.067	34.739	1:32.081
2	31.611	22.150	35.283	1:29.045
3	31.349	22.513	34.712	1:28.573
4	31.371	22.714	34.778	1:28.863
5	31.165	22.452	34.654	1:28.271
6	31.211	22.492	34.722	1:28.424
7	31.527	22.700	34.805	1:29.031
8	31.585	22.533	35.022	1:29.140
9	31.527	22.742	35.011	1:29.279
10	31.341	22.735	34.910	1:28.986
11	31.507	22.690	34.969	1:29.166
12	31.623	22.867	35.064	1:29.553
13	31.435	22.453	34.806	1:28.694
14	31.634	22.672	34.898	1:29.204
15	31.662	22.667	35.117	1:29.446
16	31.674	22.892	35.080	1:29.646

17	31.402	22.668	34.904	1:28.974
AVG	31.628	22.649	34.910	1:29.186
IDEAL	31.165	22.150	34.654	1:27.970

619 Seth Starnes
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	35.010	23.254	34.917	1:33.181
2	31.560	22.740	35.404	1:29.704
3	58.636	23.519	35.614	1:57.769
4	31.959	23.186	35.207	1:30.352
5	32.067	23.401	35.417	1:30.884
6	31.903	23.232	35.393	1:30.528
7	31.972	23.309	35.460	1:30.741
8	31.973	23.075	35.125	1:30.173
9	31.774	23.068	35.495	1:30.337
10	31.838	23.029	35.375	1:30.242
11	32.348	23.533	35.274	1:31.155
12	32.186	23.748	35.653	1:31.587
13	32.319	23.321	35.296	1:30.936
14	31.982	23.311	35.601	1:30.894
15	32.475	23.553	35.534	1:31.562
16	32.187	23.346	35.720	1:31.252
AVG	32.237	23.289	35.405	1:30.902
IDEAL	31.560	22.740	34.917	1:29.217

717 Talmage R. Thornton
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	35.509	24.337	36.066	1:35.912
2	32.402	23.234	36.119	1:31.754
3	32.559	23.614	36.940	1:33.113
4	32.890	23.803	36.374	1:33.067
5	32.917	23.864	36.094	1:32.874
6	32.991	23.764	36.048	1:32.803
7	33.063	23.717	36.029	1:32.809
8	32.917	23.638	35.999	1:32.554
9	33.081	23.745	35.942	1:32.768
10	32.863	23.749	35.999	1:32.611
11	32.955	23.810	36.048	1:32.813
12	32.642	23.727	36.377	1:32.745
13	32.416	23.910	35.708	1:32.034
14	32.892	24.289	35.756	1:32.937
15	32.497	23.621	36.943	1:33.061
16	32.999	24.018	35.943	1:32.959
AVG	32.974	23.803	36.149	1:32.926
IDEAL	32.402	23.234	35.708	1:31.343

771 J. B. Layman
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0:000
AVG	-	-	-	-
IDEAL	-	-	-	-

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 - FINAL

907

Ben Thompson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	33.392	22.712	34.283	1:30.387
2	33.576	22.128	36.036	1:31.740
3	31.172	22.551	34.527	1:28.251
4	31.382	22.700	34.864	1:28.946
5	31.255	22.447	34.461	1:28.164
6	31.220	22.558	34.543	1:28.321
7	31.696	22.622	34.816	1:29.133
8	31.544	22.635	34.981	1:29.161
9	31.538	22.757	34.920	1:29.215
10	31.448	22.784	34.833	1:29.065
11	31.569	22.915	34.740	1:29.224
12	31.699	22.813	34.882	1:29.394
13	31.564	22.589	34.672	1:28.824
14	31.576	22.705	34.752	1:29.033
15	31.814	22.632	34.807	1:29.253
16	31.358	22.848	34.884	1:29.091
17	31.117	22.960	34.888	1:28.964
AVG	31.701	22.668	34.817	1:29.186
IDEAL	31.117	22.128	34.283	1:27.527

911

Andy Feuersthaler
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	35.108	23.493	35.673	1:34.274
2	31.794	22.551	35.597	1:29.942
3	31.820	23.153	35.303	1:30.277
4	32.052	23.017	35.430	1:30.499
5	32.112	23.343	35.778	1:31.234
6	31.870	22.976	34.943	1:29.789
7	31.843	23.534	35.400	1:30.776
8	31.713	23.047	35.304	1:30.064
9	31.726	22.985	35.222	1:29.933
10	31.830	23.162	35.343	1:30.335
11	31.609	23.110	35.127	1:29.845
12	31.806	23.121	35.242	1:30.170
13	31.557	23.112	35.306	1:29.975
14	31.827	23.100	35.237	1:30.165
15	32.228	23.129	35.321	1:30.678
16	31.897	23.236	35.818	1:30.951
17	32.265	23.496	36.054	1:31.815
AVG	32.062	23.151	35.418	1:30.631
IDEAL	31.557	22.551	34.943	1:29.052



- 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