



INDIVIDUAL TIMES - FINAL

**1** Mathew Mladin  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.768</del>	31.820	19.948	-
2	36.681	31.050	19.869	1:27.599
3	36.403	31.030	19.779	1:27.211
4	36.351	30.536	19.651	1:26.538
5	36.205	30.632	19.597	1:26.434
6	36.207	30.548	19.551	1:26.306
7	36.075	30.390	19.557	1:26.022
8	36.037	30.564	19.632	1:26.233
9	36.056	30.494	19.624	1:26.174
10	36.480	31.207	19.694	1:27.380
10	<del>36.075</del>	<del>30.720</del>	<del>19.731</del>	<del>1:26.526</del>
10	<del>38.672</del>	<del>36.546</del>	<del>31.918</del>	<del>1:47.136</del>
10	<del>11:02.441</del>	<del>33.328</del>	<del>44.886</del>	<del>12:20.655</del>
11	1:10.858	31.000	19.631	2:01.489
12	36.100	30.428	19.460	1:25.987
13	36.011	30.324	19.497	1:25.831
14	35.939	30.207	19.456	1:25.602
15	35.906	30.637	19.664	1:26.207
16	36.081	30.548	19.502	1:26.131
17	36.060	30.485	19.578	1:26.122
18	36.247	30.362	19.514	1:26.122
19	36.030	30.074	19.384	1:25.487
20	35.807	30.473	19.506	1:25.787
21	36.069	30.217	19.526	1:25.811
22	36.097	30.191	19.509	1:25.797
23	36.094	30.221	19.523	1:25.838
24	36.055	30.115	19.497	1:25.667
25	36.040	30.245	19.523	1:25.808
26	36.300	30.482	19.845	1:26.628
AVG	36.139	30.549	19.597	1:26.197
IDEAL	35.807	30.074	19.384	1:25.265

**11** Ben Spies  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.833</del>	31.931	19.902	-
2	36.774	31.227	20.073	1:28.073
3	36.616	30.973	19.822	1:27.410
4	36.586	31.087	19.855	1:27.527
5	36.471	30.995	19.822	1:27.289
6	36.924	31.105	19.804	1:27.833
7	36.656	30.988	19.807	1:27.452
8	36.718	31.595	20.031	1:28.345
9	36.535	31.051	19.811	1:27.397
10	36.934	31.069	19.898	1:27.901
10	<del>36.485</del>	<del>30.851</del>	<del>19.832</del>	<del>1:27.169</del>
10	<del>12:52.692</del>	<del>12:45.665</del>	<del>13:15.228</del>	<del>14:30.508</del>
11	40.198	31.393	19.982	1:31.572
12	36.637	30.895	19.936	1:27.468
13	36.515	30.943	19.838	1:27.295
14	36.467	30.854	19.883	1:27.204
15	36.481	31.038	19.900	1:27.419

16	36.662	30.871	19.839	1:27.373
17	36.523	30.954	19.847	1:27.323
18	36.511	30.930	19.991	1:27.432
19	36.623	30.839	19.956	1:27.417
20	36.866	31.343	19.981	1:28.190
21	36.451	30.991	20.027	1:27.468
22	37.742	31.296	19.941	1:28.979
23	36.577	31.390	20.085	1:28.052
24	37.549	31.223	20.046	1:28.817
25	37.262	31.203	20.079	1:28.543
26	37.013	31.165	21.035	1:29.214
AVG	36.883	31.119	19.964	1:27.937
IDEAL	36.451	30.839	19.804	1:27.094

**15** Steve Rapp  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.665</del>	32.149	20.516	-
2	37.563	32.189	20.635	1:30.387
3	37.364	31.202	19.757	1:28.323
4	37.254	31.013	19.745	1:28.012
5	36.880	30.842	19.909	1:27.631
6	37.916	31.034	30.141	1:39.091 P
7	2:05.459	30.850	19.834	2:56.143
8	36.830	31.908	20.087	1:28.825
9	37.896	31.311	28.976	1:38.184 P
AVG	37.386	31.389	20.069	1:31.493
IDEAL	36.830	30.842	19.745	1:27.418

**16** Martin Craggill  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.932</del>	32.181	20.751	-
2	37.656	32.215	20.588	1:30.458
3	37.661	32.074	20.666	1:30.401
4	37.345	31.587	20.022	1:28.954
5	37.220	30.971	20.025	1:28.217
6	37.341	31.714	20.344	1:29.398
7	37.729	32.092	20.377	1:30.198
8	37.820	31.227	20.178	1:29.225
9	37.711	31.454	20.251	1:29.416
10	38.209	31.549	20.264	1:30.022
10	<del>37.975</del>	<del>31.192</del>	<del>36.906</del>	<del>1:46.073</del>
10	<del>12:21.118</del>	<del>35.830</del>	<del>56.056</del>	<del>13:51.004</del>
11	40.543	31.285	19.971	1:31.798
12	36.900	30.702	19.886	1:27.487
13	36.796	30.829	19.862	1:27.487
14	36.769	30.862	19.898	1:27.530
15	36.682	30.823	19.752	1:27.257
16	36.906	30.886	19.853	1:27.646
17	36.962	30.989	20.002	1:27.953
18	37.796	31.287	20.261	1:29.344
19	37.745	31.437	20.123	1:29.304
20	37.575	31.278	20.124	1:28.977
21	37.433	31.105	20.128	1:28.667
22	37.516	31.271	20.235	1:29.022

23	37.384	31.123	20.085	1:28.593
24	37.539	31.332	20.262	1:29.132
25	37.306	30.837	20.484	1:28.627
26	37.521	30.796	20.565	1:28.881
AVG	37.517	31.297	20.187	1:28.946
IDEAL	36.682	30.702	19.752	1:27.135

**17** Miguel Duhamel  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.063</del>	31.982	20.080	-
2	36.380	30.487	19.697	1:26.563
3	36.292	30.385	19.611	1:26.288
4	36.122	30.178	19.602	1:25.902
5	36.271	30.762	19.789	1:26.822
6	36.340	30.497	19.640	1:26.477
7	36.316	30.521	19.758	1:26.595
8	36.759	30.825	19.541	1:27.124
9	36.070	31.055	19.766	1:26.891
10	36.683	31.522	20.016	1:28.221
10	<del>36.721</del>	<del>30.989</del>	<del>25.622</del>	<del>1:33.332</del> P
10	<del>12:46.970</del>	<del>32.343</del>	<del>1:12.051</del>	<del>14:31.364</del>
11	40.154	31.176	19.703	1:31.033
12	36.388	30.349	19.511	1:26.249
13	36.079	30.434	19.422	1:25.935
14	36.036	30.385	19.523	1:25.943
15	36.054	30.586	19.640	1:26.280
16	36.492	30.897	20.012	1:27.400
17	36.964	32.594	20.460	1:30.018
18	37.930	32.237	27.144	1:37.311 P
19	1:26.869	31.654	20.121	2:18.644
20	36.905	30.935	20.013	1:27.852
21	36.613	30.828	19.716	1:27.157
22	36.532	30.647	20.261	1:27.439
23	36.939	30.711	19.774	1:27.424
24	36.554	30.395	19.654	1:26.602
25	36.246	31.191	19.895	1:27.332
26	36.570	30.546	19.554	1:26.670
AVG	36.654	30.915	19.790	1:27.564
IDEAL	36.036	30.178	19.422	1:25.637

**19** Jason Curtis  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.698</del>	33.084	20.614	-
2	37.906	32.488	20.686	1:31.080
3	37.575	32.061	20.577	1:30.213
4	37.406	31.561	20.062	1:29.029
5	37.565	31.410	20.067	1:29.042
6	37.425	31.481	20.325	1:29.231
7	37.600	31.894	20.419	1:29.913
8	37.833	31.889	20.472	1:30.194
9	37.840	31.560	20.499	1:29.900
10	37.544	31.607	20.476	1:29.627
10	<del>37.476</del>	<del>31.411</del>	<del>20.515</del>	<del>1:29.401</del>
10	<del>51.013</del>	<del>36.068</del>	<del>9:44.970</del>	<del>11:12.051</del> P

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

**19** Jason Curtis  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	1:14.380	34.599	1:05.793	2:54.772
11	40.932	32.204	20.338	1:33.474
12	37.673	31.818	20.512	1:30.004
13	37.260	31.598	20.339	1:29.197
14	37.615	31.654	20.388	1:29.657
15	37.486	31.750	20.529	1:29.765
16	37.749	32.055	20.427	1:30.231
17	38.013	31.850	20.585	1:30.448
18	37.921	31.617	20.273	1:29.811
19	37.607	31.314	20.124	1:29.045
20	37.597	31.397	20.205	1:29.199
21	37.560	31.280	20.154	1:28.994
22	37.486	31.387	20.264	1:29.137
23	37.533	31.179	20.169	1:28.881
24	37.586	31.447	21.027	1:30.060
25	37.699	31.327	20.166	1:29.191
26	37.412	31.183	20.027	1:28.622
AVG	37.821	31.745	20.345	1:29.732
IDEAL	37.260	31.179	20.027	1:28.466

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.536</del>	30.851	19.685	-
2	36.878	30.511	19.669	1:27.058
3	36.566	30.512	19.702	1:26.779
4	36.658	30.445	19.572	1:26.675
5	36.516	30.696	19.670	1:26.881
6	36.531	30.826	19.581	1:26.938
7	36.575	30.401	19.532	1:26.508
8	36.592	30.529	19.476	1:26.597
9	36.491	31.042	19.743	1:27.276
10	36.423	30.256	19.520	1:26.199
10	<del>36.505</del>	<del>30.646</del>	<del>19.696</del>	<del>1:26.847</del>
10	<del>38.261</del>	<del>37.811</del>	<del>31.541</del>	<del>1:47.613</del>
10	<del>11:08.780</del>	<del>32.671</del>	<del>45.809</del>	<del>12:27.260</del>
10	-	-	-	24.277
11	39.907	30.395	19.509	1:29.811
12	36.467	30.201	19.499	1:26.167
13	36.310	30.240	19.524	1:26.074
14	36.405	30.196	19.474	1:26.075
15	36.385	30.409	19.431	1:26.225
16	36.399	30.336	19.476	1:26.211
17	36.314	30.210	19.440	1:25.963
18	36.156	30.032	19.445	1:25.632
19	36.329	30.188	19.533	1:26.050
20	36.459	30.733	19.449	1:26.641
21	36.309	30.156	19.537	1:26.002
22	36.119	30.189	19.484	1:25.793
23	36.192	30.242	19.441	1:25.875
24	36.073	30.360	19.623	1:26.056
25	36.912	30.673	19.878	1:27.463

**22** Tommy Hayden  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
26	37.001	31.266	20.051	1:28.318
AVG	36.614	30.487	19.592	1:24.365
IDEAL	36.073	30.032	19.431	1:25.536

**22** Tommy Hayden  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.847</del>	32.527	20.320	-
2	37.130	31.268	20.489	1:28.887
3	37.199	30.803	19.689	1:27.691
4	36.483	30.497	19.683	1:26.663
5	36.486	30.638	20.088	1:27.212
6	36.845	30.710	19.608	1:27.162
7	36.521	30.295	19.552	1:26.367
8	36.505	30.933	19.896	1:27.335
9	36.573	30.609	19.668	1:26.851
10	36.534	30.582	19.636	1:26.751
10	<del>36.425</del>	<del>30.756</del>	<del>19.766</del>	<del>1:26.946</del>
10	<del>42.067</del>	<del>33.903</del>	<del>28.933</del>	<del>1:44.903</del>
10	<del>10:57.563</del>	<del>35.444</del>	<del>1:14.291</del>	<del>12:47.298</del>
11	40.668	30.991	19.775	1:31.433
12	36.714	30.613	19.591	1:26.917
13	36.412	30.423	19.536	1:26.370
14	36.425	30.585	19.565	1:26.575
15	36.495	30.849	19.610	1:26.954
16	36.615	30.654	19.773	1:27.042
17	36.837	30.779	19.886	1:27.502
18	37.270	30.565	19.649	1:27.484
19	36.801	30.401	19.571	1:26.773
20	36.795	30.603	19.754	1:27.151
21	36.608	32.147	20.510	1:29.265
22	37.262	30.780	19.696	1:27.738
23	37.015	30.747	19.832	1:27.594
24	37.321	31.070	19.944	1:28.336
25	37.399	31.423	20.133	1:28.954
26	38.028	31.702	20.396	1:30.125
AVG	36.998	30.892	19.840	1:27.645
IDEAL	36.412	30.295	19.536	1:26.242

**26** Brian Stokes  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.065</del>	32.709	20.376	-
2	37.832	32.228	20.249	1:30.309
3	37.814	31.888	20.186	1:29.888
4	37.839	31.637	20.172	1:29.648
5	37.770	31.718	20.327	1:29.816
6	37.693	31.872	20.307	1:29.872
7	37.817	32.062	20.407	1:30.286
8	37.964	31.763	20.404	1:30.131
9	37.988	31.616	20.338	1:29.941
10	37.923	32.054	20.425	1:30.401
10	<del>37.476</del>	<del>31.436</del>	<del>36.036</del>	<del>1:44.950</del>
11	<del>14:34.106</del>	<del>35.084</del>	<del>20.577</del>	<del>15:27.767</del>
12	37.888	32.172	20.222	1:30.283
13	37.833	31.741	20.180	1:29.755

**36** Eric C Wood  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
14	37.811	31.805	20.122	1:29.738
15	37.557	31.504	20.185	1:29.247
16	37.906	32.055	20.378	1:30.339
17	37.803	32.117	20.506	1:30.425
18	37.760	31.736	20.185	1:29.681
19	37.712	31.645	20.264	1:29.622
20	37.664	31.741	20.323	1:29.727
21	37.894	32.145	20.440	1:30.479
22	37.909	31.967	20.638	1:30.515
23	38.010	32.238	20.660	1:30.908
24	37.990	31.983	20.471	1:30.443
25	38.007	32.042	20.725	1:30.775
26	38.171	32.834	20.957	1:31.962
AVG	37.855	31.965	20.368	1:30.157
IDEAL	37.557	31.504	20.122	1:29.183

**36** Eric C Wood  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.813</del>	32.159	20.654	-
2	38.024	31.874	20.504	1:30.402
3	37.800	31.680	20.399	1:29.879
4	37.771	31.603	20.393	1:29.767
5	37.967	31.855	20.222	1:30.044
6	37.845	31.782	20.315	1:29.942
7	37.885	31.901	20.527	1:30.314
8	38.039	31.804	20.444	1:30.287
9	37.964	31.454	20.440	1:29.858
10	37.741	31.524	20.366	1:29.631
10	37.668	31.789	11:33.230	12:42.687
10	1:08.051	36.142	1:09.385	2:53.579
11	40.768	32.116	20.428	1:33.311
12	37.845	31.729	20.231	1:29.804
13	37.515	31.582	20.283	1:29.379
14	37.912	31.586	20.271	1:29.768
15	37.674	31.649	20.606	1:29.930
16	37.796	31.956	20.440	1:30.192
17	38.029	31.851	20.536	1:30.416
18	38.081	32.167	20.345	1:30.592
19	37.843	31.692	20.337	1:29.872
20	37.662	31.812	20.389	1:29.862
21	37.786	31.758	20.357	1:29.901
22	37.969	31.919	20.361	1:30.249
23	37.837	31.962	20.416	1:30.215
24	38.236	31.806	20.483	1:30.525
25	37.983	32.216	21.674	1:31.873
26	38.051	31.910	20.774	1:30.735
AVG	37.988	31.974	20.469	1:30.270
IDEAL	37.515	31.454	20.222	1:29.191

**43** Jason R Pridmore  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.171</del>	32.168	20.003	-
2	36.802	30.731	19.784	1:27.316
3	36.545	30.655	19.705	1:26.905

**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

**43** Jason R Pridmore  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	36.530	31.068	19.772	1:27.370
5	36.317	30.887	19.905	1:27.110
6	36.539	30.683	19.826	1:27.047
7	36.824	30.698	19.948	1:27.471
8	36.718	30.651	19.778	1:27.146
9	36.697	30.438	19.777	1:26.913
10	36.517	30.537	19.706	1:26.761
10	<del>36.476</del>	<del>30.408</del>	<del>19.723</del>	<del>1:26.607</del>
10	<del>40.827</del>	<del>34.091</del>	<del>28.370</del>	<del>1:43.288</del>
10	<del>11:04.303</del>	<del>33.004</del>	<del>1:13.136</del>	<del>12:50.442</del>
11	40.145	31.154	19.768	1:31.066
12	36.602	30.569	19.646	1:26.817
13	36.304	30.417	19.643	1:26.365
14	36.510	30.536	19.774	1:26.820
15	36.460	31.060	19.713	1:27.234
16	36.438	30.818	19.875	1:27.131
17	36.709	30.755	19.855	1:27.319
18	37.401	31.076	19.814	1:28.291
19	36.466	30.540	19.584	1:26.590
20	36.540	30.610	19.745	1:26.896
21	36.534	31.055	19.916	1:27.505
22	36.510	30.724	19.915	1:27.149
23	36.554	30.632	19.852	1:27.037
24	36.661	30.775	19.971	1:27.407
25	36.942	30.914	19.982	1:27.838
26	37.171	31.460	20.815	1:29.446
AVG	36.787	30.785	19.851	1:27.423
IDEAL	36.304	30.417	19.584	1:26.305

**72** Larry Pegram  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.066</del>	32.426	20.640	-
2	37.596	31.885	20.543	1:30.025
3	37.821	31.823	20.601	1:30.245
4	37.588	32.009	20.504	1:30.101
5	38.010	32.285	20.247	1:30.542
6	37.403	31.463	20.170	1:29.037
7	37.589	31.316	20.065	1:28.969
8	37.405	31.498	20.025	1:28.929
9	37.713	31.825	20.096	1:29.634
10	37.832	31.411	20.219	1:29.463
10	<del>37.652</del>	<del>31.645</del>	<del>33.799</del>	<del>1:43.095</del>
10	<del>12:14.637</del>	<del>34.256</del>	<del>1:04.142</del>	<del>13:53.036</del>
11	40.802	32.075	20.407	1:33.283
12	37.725	31.800	20.252	1:29.777
13	37.390	31.683	20.229	1:29.302
14	37.139	31.128	20.013	1:28.280
15	37.243	31.320	20.141	1:28.704
16	37.483	31.365	20.154	1:29.002
17	37.475	31.469	20.236	1:29.180
18	37.534	31.502	20.227	1:29.263

19	37.655	31.634	20.314	1:29.604
20	37.790	31.535	20.325	1:29.651
21	37.592	31.375	20.196	1:29.163
22	37.628	31.384	20.263	1:29.275
23	37.457	31.381	20.226	1:29.064
24	38.055	31.609	20.381	1:30.044
25	37.767	31.588	20.414	1:29.768
26	37.966	31.752	20.561	1:30.279
AVG	37.743	31.636	20.288	1:29.622
IDEAL	37.139	31.128	20.013	1:28.280

**75** James Kerker  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.125</del>	33.225	20.900	-
2	38.637	32.796	20.873	1:32.305
3	38.956	32.677	20.898	1:32.531
4	38.649	32.568	20.818	1:32.034
5	38.646	32.265	20.875	1:31.786
6	38.827	32.378	20.897	1:32.102
7	39.025	32.878	21.125	1:33.028
8	39.058	32.773	21.184	1:33.015
9	39.760	32.836	21.303	1:33.899
10	39.089	32.816	21.200	1:33.106
10	54.449	38.211	10:38.766	12:11.426
10	1:14.060	33.660	1:08.867	2:56.587
11	41.366	32.894	20.839	1:35.099
12	39.030	32.372	21.064	1:32.466
13	38.570	32.594	20.809	1:31.972
14	38.969	32.371	20.812	1:32.152
15	38.672	32.362	20.897	1:31.931
16	38.692	32.285	20.881	1:31.858
17	38.572	32.329	20.947	1:31.848
18	38.582	32.158	20.937	1:31.677
19	39.000	32.248	20.917	1:32.165
20	39.013	32.586	21.154	1:32.753
21	39.013	32.440	20.987	1:32.440
22	39.195	32.511	20.898	1:32.604
23	39.153	32.427	29.749	1:41.329
24	50.571	32.419	22.186	1:45.176
25	39.322	32.158	22.066	1:33.545
AVG	39.035	32.787	21.061	1:33.451
IDEAL	38.570	32.158	20.809	1:31.536

**87** Taylor C Knapp  
Suzuki GSX-R1000

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

**97** Scott E Carpenter  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.429</del>	33.371	21.058	-
2	38.704	32.845	20.751	1:32.300
3	38.603	32.806	20.814	1:32.223

4	38.545	32.523	20.748	1:31.815
5	38.377	32.521	20.580	1:31.478
6	38.398	32.457	20.569	1:31.424
7	38.421	32.500	20.630	1:31.551
8	38.235	32.264	20.599	1:31.098
9	38.531	32.324	20.721	1:31.575
10	38.763	32.361	20.684	1:31.808
AVG	38.512	32.590	20.718	1:31.709
IDEAL	38.235	32.264	20.569	1:31.068

**98** Jake P Zemke  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.878</del>	32.333	20.545	-
2	37.394	31.373	19.739	1:28.505
3	36.828	30.662	19.740	1:27.230
4	36.223	30.687	19.683	1:26.593
5	36.087	31.169	19.958	1:27.214
6	36.367	30.773	19.688	1:26.829
7	36.225	30.760	19.631	1:26.615
8	36.411	31.179	19.905	1:27.494
9	36.402	30.830	19.631	1:26.863
10	36.327	30.719	19.667	1:26.713
10	<del>36.352</del>	<del>30.906</del>	<del>19.847</del>	<del>1:27.105</del>
10	<del>40.567</del>	<del>33.780</del>	<del>30.164</del>	<del>1:44.510</del>
10	<del>11:15.057</del>	<del>33.880</del>	<del>58.696</del>	<del>12:47.633</del>
11	40.395	31.252	19.685	1:31.332
12	36.469	30.879	19.548	1:26.896
13	36.205	30.670	19.479	1:26.354
14	36.278	30.761	19.524	1:26.562
15	36.412	30.734	19.621	1:26.767
16	36.232	30.702	19.603	1:26.536
17	36.230	31.044	19.704	1:26.978
18	36.591	30.852	19.801	1:27.244
19	36.463	31.068	19.825	1:27.355
20	36.689	31.391	20.041	1:28.121
21	36.718	32.146	20.557	1:29.421
22	37.339	32.187	20.488	1:30.014
23	37.224	32.246	20.757	1:30.226
24	37.665	32.694	20.804	1:31.163
25	37.658	32.418	20.903	1:30.978
26	38.242	32.876	21.105	1:32.223
AVG	36.843	31.323	19.986	1:28.089
IDEAL	36.087	30.662	19.479	1:26.228

**100** Neil Hodgson  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.122</del>	31.977	20.145	-
2	36.409	30.799	19.699	1:26.906
3	36.285	30.736	19.836	1:26.857
4	36.399	30.840	19.642	1:26.881
5	36.317	30.490	19.552	1:26.360
6	36.261	30.459	19.545	1:26.264
7	36.221	30.392	19.717	1:26.330
8	36.433	30.559	19.596	1:26.587

**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

**100** Neil Hodgson  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	36.190	30.339	19.668	1:26.197
10	36.578	31.138	19.635	1:27.351
10	<del>36.254</del>	<del>30.672</del>	<del>19.629</del>	<del>1:26.555</del>
10	<del>37.897</del>	<del>35.407</del>	<del>26.542</del>	<del>1:39.845</del>
10	<del>11.29.222</del>	<del>33.570</del>	<del>35.551</del>	<del>12:38.343</del>
11	59.921	31.043	19.662	1:50.625
12	36.105	30.272	19.479	1:25.855
13	35.982	30.472	19.404	1:25.858
14	36.106	30.490	19.503	1:26.100
15	36.058	30.674	19.596	1:26.327
16	36.357	30.278	19.474	1:26.109
17	36.102	30.562	19.485	1:26.149
18	36.276	30.355	19.551	1:26.182
19	36.405	30.457	19.581	1:26.443
20	36.236	30.585	19.494	1:26.314
21	36.333	30.441	19.555	1:26.329
22	36.367	30.825	19.836	1:27.029
23	36.496	30.902	19.894	1:27.291
24	36.675	30.726	19.865	1:27.266
25	36.838	30.852	20.006	1:27.696
26	36.741	30.674	20.272	1:27.687
AVG	36.344	30.616	19.664	1:26.599
IDEAL	35.982	30.272	19.404	1:25.658

**155** Ben D Bostrom  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.174</del>	32.661	20.513	-
2	37.686	32.203	20.478	1:30.367
3	36.637	31.203	19.749	1:27.589
4	36.603	30.736	19.626	1:26.966
5	36.405	30.584	19.607	1:26.597
6	36.305	30.517	19.783	1:26.605
7	36.451	30.692	19.648	1:26.791
8	36.385	30.598	19.750	1:26.733
9	36.469	30.551	19.750	1:26.770
10	36.582	30.651	19.652	1:26.885
10	<del>36.304</del>	<del>30.566</del>	<del>19.594</del>	<del>1:26.464</del>
10	<del>40.471</del>	<del>33.357</del>	<del>27.080</del>	<del>1:40.908</del>
10	<del>11.02.570</del>	<del>34.491</del>	<del>1.13.552</del>	<del>12.50.613</del>
11	39.313	30.846	19.759	1:29.918
12	36.292	30.661	19.563	1:26.515
13	36.203	30.346	19.529	1:26.078
14	36.173	30.297	19.484	1:25.953
15	36.127	30.291	19.443	1:25.861
16	36.377	30.562	19.509	1:26.447
17	36.389	30.460	19.561	1:26.409
18	36.324	30.646	19.699	1:26.669
19	36.473	30.729	19.659	1:26.861
20	36.543	30.775	19.731	1:27.049
21	36.765	30.819	19.828	1:27.412
22	36.600	30.830	19.787	1:27.217

23	36.751	30.957	19.872	1:27.580
24	36.741	31.104	19.995	1:27.839
25	36.710	31.068	20.011	1:27.788
26	37.086	31.426	20.342	1:28.854
AVG	36.659	30.858	19.785	1:27.205
IDEAL	36.127	30.291	19.443	1:25.861

**191** Eric Erling Haugo  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.825</del>	34.407	21.418	-
2	39.369	33.461	21.392	1:34.221
3	39.297	33.511	21.288	1:34.097
4	39.230	33.387	21.370	1:33.987
5	39.283	33.328	21.061	1:33.671
6	39.204	33.645	21.531	1:34.381
7	39.443	33.408	21.362	1:34.213
8	39.358	33.303	21.342	1:34.003
9	39.141	33.519	21.310	1:33.969
10	39.612	33.515	21.412	1:34.538
10	42.869	39.175	10:44.916	12:06.960
10	1:07.010	35.094	1:03.863	2:45.966
11	42.335	33.863	21.641	1:37.839
12	39.469	34.004	21.752	1:35.225
13	40.071	33.842	21.678	1:35.591
14	39.910	33.548	21.304	1:34.762
15	39.690	33.689	21.401	1:34.780
16	39.872	34.110	21.914	1:35.896
17	39.760	33.527	21.526	1:34.813
18	39.758	33.457	21.638	1:34.853
19	39.958	33.621	21.873	1:35.451
20	45.105	34.859	24.017	1:43.981
21	40.717	35.812	23.583	1:40.111
22	40.449	35.189	21.899	1:37.538
23	40.483	34.224	21.630	1:36.337
24	40.116	35.308	22.414	1:37.838
25	40.358	34.782	22.535	1:37.674
AVG	40.194	34.207	21.772	1:35.824
IDEAL	39.141	33.303	21.061	1:33.505

**414** Michael J Sanchez  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.063</del>	33.248	20.815	-
2	38.590	32.195	20.862	1:31.648
3	38.660	32.540	20.835	1:32.035
4	39.162	32.178	20.834	1:32.174
5	38.725	32.193	20.721	1:31.639
6	38.723	32.185	20.681	1:31.589
7	38.575	32.075	20.718	1:31.367
8	38.672	32.216	20.746	1:31.635
9	38.748	32.163	21.064	1:31.974
10	38.637	31.972	20.611	1:31.221
10	38.706	33.882	11:32.628	12:45.216
10	57.543	33.949	1:00.768	2:32.261
11	41.101	32.805	20.680	1:34.585

12	38.240	31.999	20.661	1:30.899
13	38.281	31.993	20.678	1:30.953
14	38.396	32.316	20.643	1:31.354
15	38.279	32.157	20.769	1:31.204
16	38.506	32.173	20.725	1:31.404
17	38.706	32.036	20.545	1:31.288
18	38.364	32.097	20.627	1:31.087
19	38.672	32.014	20.647	1:31.334
20	38.490	31.946	20.566	1:31.002
21	38.677	31.997	20.527	1:31.201
22	38.525	32.341	20.667	1:31.533
23	38.473	31.805	20.593	1:30.871
24	38.814	31.944	20.731	1:31.489
25	38.566	32.079	20.853	1:31.498
26	38.447	31.964	20.635	1:31.046
AVG	38.666	32.292	20.707	1:31.497
IDEAL	38.240	31.805	20.527	1:30.572

**907** Ben Thompson  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.142</del>	31.000	20.142	-
2	37.496	31.157	20.056	1:28.708
3	37.126	31.367	20.051	1:28.544
4	37.190	31.496	19.940	1:28.626
5	37.217	31.119	20.019	1:28.355
6	37.226	31.401	20.211	1:28.838
7	37.321	31.152	20.042	1:28.515
8	37.266	31.175	20.187	1:28.628
9	37.362	31.135	20.208	1:28.704
10	37.445	31.359	20.059	1:28.862
10	<del>37.408</del>	<del>31.233</del>	<del>20.197</del>	<del>1:28.838</del>
10	<del>46.225</del>	<del>33.611</del>	<del>13.03.795</del>	<del>14.23.631</del>
11	39.737	31.639	20.120	1:31.496
12	37.034	31.125	20.057	1:28.216
13	37.112	31.195	20.104	1:28.411
14	37.153	31.155	20.034	1:28.342
15	37.174	31.203	20.115	1:28.492
16	37.436	31.287	20.221	1:28.944
17	37.497	31.087	20.223	1:28.806
18	37.309	31.087	20.283	1:28.679
19	37.421	31.193	20.256	1:28.870
20	37.567	31.258	20.104	1:28.929
21	37.363	31.265	20.154	1:28.782
22	37.369	31.190	20.104	1:28.662
23	37.349	31.284	20.169	1:28.802
24	37.492	31.318	20.174	1:28.983
25	37.459	31.231	20.213	1:28.903
26	37.331	31.311	20.364	1:29.006
AVG	37.418	31.238	20.139	1:28.804
IDEAL	37.034	31.087	19.940	1:28.061

**913** Matthew McBride  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.763</del>	32.841	20.942	-

**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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INDIVIDUAL TIMES - FINAL

913

Matthew McBride  
 Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	37.859	32.401	20.508	1:30.768
3	37.727	32.213	20.597	1:30.537
4	37.598	32.401	20.474	1:30.473
5	37.877	32.312	20.471	1:30.660
6	37.928	32.472	20.549	1:30.949
7	38.068	32.127	20.571	1:30.766
8	38.146	32.262	20.492	1:30.900
9	38.024	32.101	20.496	1:30.620
10	37.879	32.383	20.657	1:30.919
10	37.776	32.351	11:38.319	12:48.446 <b>P</b>
10	1:03.154	34.813	1:02.067	2:40.035
11	41.035	32.489	20.559	1:34.083
12	37.560	31.857	20.456	1:29.873
13	37.716	31.990	20.526	1:30.232
14	37.924	32.036	20.524	1:30.484
15	38.020	32.177	20.594	1:30.791
16	38.216	32.059	20.465	1:30.740
17	37.813	32.076	20.527	1:30.416
18	37.885	32.305	20.394	1:30.584
19	37.928	32.142	20.549	1:30.619
20	38.088	32.042	20.532	1:30.661
21	38.136	32.091	20.612	1:30.839
22	37.758	32.082	20.674	1:30.513
23	37.937	32.066	20.453	1:30.455
24	37.841	32.007	20.505	1:30.354
25	38.161	32.227	20.450	1:30.837
26	37.917	32.310	21.041	1:31.269
AVG	38.031	32.289	20.547	1:30.774
IDEAL	37.560	31.857	20.394	1:29.811