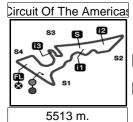
<u>Circuit Of The Americas</u> Computerised results and timing service provided by **TISSOT**



RED BULL GRAND PRIX OF THE AMERICAS

Free Practice Nr. 4 Classification



14

| | 6 | Rider | Nation | Team | | Motorcy | cle Time | Lap : | Total | Gap | тор Т | Speed |
|-------|------|--------------------|------------|------------|----------------|-----------------|---------------------|--------------|-------|--------|---------|-------|
| 1 | 93 | Marc MARQUEZ | SPA | Repsol H | londa Team | HON | DA 2'03.7 ' | 79 10 | 12 | | | 339.6 |
| 2 | 26 | Dani PEDROSA | SPA | Repsol H | londa Team | HON | DA 2'04.1 | 83 12 | 12 | 0.404 | 0.404 | 341.1 |
| 3 | 99 | Jorge LORENZO | SPA | Yamaha | Factory Racing | yAMA | HA 2'04.6 | 80 9 | 10 | 0.901 | 0.497 | 335.5 |
| 4 | | Cal CRUTCHLOW | GBR | Monster | Yamaha Tech 3 | 3 YAMA | HA 2'04.8 : | 25 12 | 13 | 1.046 | 0.145 | 335.9 |
| 5 | 6 | Stefan BRADL | GER | LCR Hon | nda MotoGP | HON | DA 2'04.9 | 96 13 | 14 | 1.217 | 0.171 | 338.0 |
| 6 | 4 | Andrea DOVIZIOSO | ITA | Ducati Te | eam | DUC | ATI 2'05.5 | 58 12 | 12 | 1.779 | 0.562 | 337.5 |
| 7 | 46 | Valentino ROSSI | ITA | Yamaha | Factory Racing | yAMA | HA 2'05.6 ' | 79 8 | 12 | 1.900 | 0.121 | 335.0 |
| 8 | 19 | Alvaro BAUTISTA | SPA | GO&FUN | N Honda Gresin | ni HON | DA 2'05.7 | 32 10 | 10 | 1.953 | 0.053 | 337.2 |
| 9 | 69 | Nicky HAYDEN | USA | Ducati Te | eam | DUC | ATI 2'06.1 : | 25 11 | 11 | 2.346 | 0.393 | 335.9 |
| 10 | 29 | Andrea IANNONE | ITA | Energy T | I. Pramac Rac | cing DUC | ATI 2'06.2 | 80 11 | 12 | 2.501 | 0.155 | 338.0 |
| 11 | 41 | Aleix ESPARGARO | SPA | Power El | ectronics Aspa | ır A | RT 2'06.4 | 08 9 | 10 | 2.629 | 0.128 | 321.3 |
| 12 | 14 | Randy DE PUNIET | FRA | Power El | ectronics Aspa | ır A | RT 2'07.0 | 89 11 | 12 | 3.310 | 0.681 | 318.7 |
| 13 | 11 | Ben SPIES | USA | Ignite Pra | amac Racing | DUC | ATI 2'07.3 | 04 10 | 11 | 3.525 | 0.215 | 337.1 |
| 14 | 38 | Bradley SMITH | GBR | Monster ' | Yamaha Tech 3 | 3 YAMA | HA 2'07.4 | 10 12 | 12 | 3.631 | 0.106 | 337.6 |
| 15 | 8 | Hector BARBERA | SPA | Avintia B | lusens | F | TR 2'07.9 | 39 11 | 11 | 4.160 | 0.529 | 319.4 |
| 16 | 68 | Yonny HERNANDEZ | COL | Paul Bird | l Motorsport | A | RT 2'07.9 | 42 8 | 11 | 4.163 | 0.003 | 316.4 |
| 17 | 5 | Colin EDWARDS | USA | NGM Mo | bile Forward R | acingFTR KAWAS/ | KI 2'08.3 | 83 10 | 12 | 4.604 | 0.441 | 315.0 |
| 18 | 17 | Karel ABRAHAM | CZE | Cardion / | AB Motoracing | A | RT 2'08.6 | 05 10 | 11 | 4.826 | 0.222 | 313.4 |
| 19 | 70 | Michael LAVERTY | GBR | Paul Bird | l Motorsport | Pl | 3M 2'08.8 | 18 10 | 11 | 5.039 | 0.213 | 313.6 |
| 20 | 7 | Hiroshi AOYAMA | JPN | Avintia B | lusens | F | TR 2'08.9 | 34 5 | 10 | 5.155 | 0.116 | 314.8 |
| 21 | 71 | Claudio CORTI | ITA | NGM Mo | bile Forward R | acingFTR KAWAS/ | KI 2'09.0 | 02 10 | 11 | 5.223 | 0.068 | 321.5 |
| 22 | 9 | Danilo PETRUCCI | ITA | Came lo | daRacing Proje | ect IODA-SUT | ER 2'09.0 | 97 6 | 9 | 5.318 | 0.095 | 316.9 |
| 23 | 52 | Lukas PESEK | CZE | Came lo | daRacing Proje | ect IODA-SUT | ER 2'10.0 | 18 8 | 9 | 6.239 | 0.921 | 316.4 |
| 24 | 67 | Bryan STARING | AUS | GO&FUN | N Honda Gresin | ni FTR HON | DA 2'10.0 | 32 11 | 12 | 6.253 | 0.014 | 312.7 |
| 25 | 79 | Blake YOUNG | USA | Attack Pe | erformance Rad | cing A | PR 2'11.1 | 18 5 | 10 | 7.339 | 1.086 | 309.4 |
| Not o | jual | ified (Out 107%) | | | | | 2'12.4 | 43 | | | | |
| • | 44 | Mike BARNES | USA | GP Tech | | В | CL 2'14.7 | 09 5 | 7 | 10.930 | 3.591 | 290.9 |
| 1 | Prac | tice condition:Dry | Fas | stest Lap: | Lap: 10 | Marc MARC | UEZ | | 2'0 | 3.779 | 160.3 l | Km/h |
| | | Air: 19° | Circuit Re | cord Lap: | | New circ | uit | | | | | |
| | | Humidity: 27% | Circuit | Best Lap: | 2013 | Dani PEDR | OSA | | 2'0 | 04.408 | 159.5 l | Km/h |

The results are provisional until the end of the limit for protest and appeals.

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Ground: 40°



RED BULL GRAND PRIX OF THE AMERICAS

Free Practice Nr. 4 Top Speed & Average

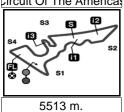




| O | Rider | Nation | Motorcycle | | Тор | 5 spee | eds | | Average | Тор |
|----------|------------------|--------|-------------|-------|-------|--------|-------|-------|---------|-------|
| 26 | Dani PEDROSA | SPA | HONDA | 341.1 | 340.8 | 340.4 | 340.1 | 339.9 | 340.5 | 341.1 |
| 93 | Marc MARQUEZ | SPA | HONDA | 339.6 | 339.3 | 339.1 | 338.4 | 337.0 | 338.7 | 339.6 |
| 6 | Stefan BRADL | GER | HONDA | 338.0 | 337.5 | 336.9 | 336.7 | 336.7 | 337.1 | 338.0 |
| 29 | Andrea IANNONE | ITA | DUCATI | 338.0 | 336.4 | 335.7 | 335.5 | 334.3 | 336.0 | 338.0 |
| 38 | Bradley SMITH | GBR | YAMAHA | 337.6 | 336.8 | 335.6 | 335.2 | 333.8 | 335.8 | 337.6 |
| 4 | Andrea DOVIZIOSO | ITA | DUCATI | 337.5 | 337.2 | 337.1 | 337.0 | 336.8 | 337.1 | 337.5 |
| 19 | Alvaro BAUTISTA | SPA | HONDA | 337.2 | 335.1 | 335.0 | 334.2 | 334.1 | 335.1 | 337.2 |
| 11 | Ben SPIES | USA | DUCATI | 337.1 | 337.1 | 336.2 | 335.6 | 335.2 | 336.2 | 337.1 |
| 35 | Cal CRUTCHLOW | GBR | YAMAHA | 335.9 | 335.5 | 334.8 | 334.2 | 334.1 | 334.9 | 335.9 |
| 69 | Nicky HAYDEN | USA | DUCATI | 335.9 | 335.6 | 335.0 | 334.6 | 333.8 | 335.0 | 335.9 |
| 99 | Jorge LORENZO | SPA | YAMAHA | 335.5 | 335.1 | 335.1 | 334.8 | 334.4 | 335.0 | 335.5 |
| 46 | Valentino ROSSI | ITA | YAMAHA | 335.0 | 334.6 | 334.1 | 334.0 | 333.0 | 334.0 | 335.0 |
| 71 | Claudio CORTI | ITA | FTR KAWASAK | 321.5 | 316.7 | 316.0 | 315.4 | 315.1 | 316.9 | 321.5 |
| 41 | Aleix ESPARGARO | SPA | ART | 321.3 | 319.7 | 318.5 | 318.3 | 317.1 | 319.0 | 321.3 |
| 8 | Hector BARBERA | SPA | FTR | 319.4 | 316.9 | 315.9 | 315.6 | 315.1 | 316.6 | 319.4 |
| 14 | Randy DE PUNIET | FRA | ART | 318.7 | 317.0 | 316.0 | 314.2 | 313.4 | 315.9 | 318.7 |
| 9 | Danilo PETRUCCI | ITA | IODA-SUTER | 316.9 | 316.5 | 316.2 | 315.9 | 309.9 | 315.1 | 316.9 |
| 52 | Lukas PESEK | CZE | IODA-SUTER | 316.4 | 314.8 | 314.7 | 313.5 | 310.1 | 313.9 | 316.4 |
| 68 | Yonny HERNANDEZ | COL | ART | 316.4 | 315.3 | 314.8 | 314.4 | 314.2 | 315.0 | 316.4 |
| 5 | Colin EDWARDS | USA | FTR KAWASAK | 315.0 | 314.8 | 314.4 | 314.3 | 313.0 | 314.3 | 315.0 |
| 7 | Hiroshi AOYAMA | JPN | FTR | 314.8 | 312.5 | 312.2 | 311.6 | 311.2 | 312.3 | 314.8 |
| 70 | Michael LAVERTY | GBR | PBM | 313.6 | 311.2 | 310.9 | 310.7 | 308.8 | 311.0 | 313.6 |
| 17 | Karel ABRAHAM | CZE | ART | 313.4 | 310.0 | 309.8 | 309.2 | 308.8 | 310.2 | 313.4 |
| 67 | Bryan STARING | AUS | FTR HONDA | 312.7 | 312.0 | 311.8 | 311.6 | 311.0 | 311.8 | 312.7 |
| 79 | Blake YOUNG | USA | APR | 309.4 | 308.7 | 306.4 | 305.3 | 304.6 | 306.9 | 309.4 |
| 44 | Mike BARNES | USA | BCL | 290.9 | 290.5 | 288.4 | 287.3 | 287.1 | 288.8 | 290.9 |
| | | | | | | | | | | |







MotoGP

RED BULL GRAND PRIX OF THE AMERICAS Free Practice Nr. 4 Chronological Analysis of Performances

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| P Crossing the finish line in pit lane T2 Time from 1st inter Lap Lap Time T1 T2 T3 T4 Sp | | | | | | | | 74 Time from 3rd intermediate to finish line | | | | | |
|--|----------|-------------|----------|--------------|-----------|-----------|---------|--|------------------|------------------|------------------|------------------|----------------|
| Lap | Lap Time | <u>T1</u> | T2 | <i>T3</i> | <i>T4</i> | Speed | Lap | Lap Time | <i>T1</i> | <i>T2</i> | <i>T3</i> | <i>T4</i> | Speed |
| 104 | 93 | larc MARQ | UEZ | Repsol Ho | onda Tear | n SPA | 7 | 2'13.610 P | 37.987 | 31.429 | 32.886 | 31.308 | 327.9 |
| 1st | 93 | Ru | ıns=2 To | otal laps=12 | 2 Fu | II laps=9 | 8 | 5'59.399 | 4'22.112 | 35.510 | 32.744 | 29.033 | 327.8 |
| 1 | 2'35.705 | 59.846 | 33.384 | 32.567 | 29.908 | 331.1 | 9 | 2'07.413 | 36.311 | 31.510 | 31.080 | 28.512 | 334.2 |
| 2 | 2'07.150 | | 31.435 | 31.390 | 28.636 | 334.1 | 10 | 2'05.556 | 35.332 | 30.257 | 31.460 | 28.507 | 335.5 |
| 3 | 2'04.783 | | 30.210 | 30.824 | 28.486 | 336.5 | 11 | 2'12.549 | 35.309 | 30.749 | 36.321 | 30.170 | 335.9 |
| 4 | 2'05.254 | | 30.300 | 30.924 | 28.623 | 337.0 | 12 | 2'04.825 | 35.295 | 30.296 | 30.823 | 28.411 | 334.1 |
| 5 | 2'04.355 | | 30.357 | 30.585 | 28.436 | 336.6 | 13 | 2'26.171 P | 45.232 | 32.448 | 35.973 | 32.518 | 334.8 |
| 6 | 2'04.182 | | 29.930 | 30.735 | 28.446 | 333.7 | | Stof | an BRAD |)I | LCR Hono | da MotoG | P GEI |
| 7 | 2'13.741 | | 32.292 | 32.355 | 31.919 | 331.7 | 5th | | | | tal laps=14 | | laps=1 |
| 8 | 7'38.066 | 5'58.255 | 33.123 | 36.095 | 30.593 | 315.8 | | 0140 404 D | | | • | | |
| 9 | 2'04.969 | 35.547 | 30.006 | 31.077 | 28.339 | 339.1 | 1 | 2'42.491 P | 1'02.875 | 33.807 | 33.854 | 31.955 | 332.2 |
| 10 | 2'03.779 | 35.007 | 29.930 | 30.541 | 28.301 | 338.4 | 2 | 3'09.580 | 1'32.133 | 35.105 | 33.050 | 29.292 | 330.9 |
| 11 | 2'15.841 | 34.890 | 29.954 | 38.327 | 32.670 | 339.3 | 3 | 2'07.656 | 36.236 | 30.629 | 32.088 | 28.703 | 338.0 |
| 12 | 2'03.866 | 35.202 | 29.833 | 30.515 | 28.316 | 339.6 | 4 | 2'05.604 | 35.554 | 30.474 | 30.993 | 28.583 | 335.8 |
| | | | | D | | | 5 | 2'05.444 | 35.481 | 30.429 | 30.920 | 28.614 | 335.8 |
| 2nd | 26 L | Dani PEDRO | | Repsol Ho | | | 6 | 2'05.696 | 35.429 | 30.532 | 31.012 | 28.723 | 334.7 332.3 |
| | | Rı | ıns=2 To | otal laps=12 | 2 Fu | II laps=9 | 7 | 2'06.379 | 35.422 | 30.819 | 31.363 | 28.775 28.792 | |
| 1 | 3'17.632 | 1'39.442 | 33.743 | 34.319 | 30.128 | 330.0 | 8 | 2'06.759 | 35.534 | 30.634 | 31.799 | | 333.6 |
| 2 | 2'09.056 | 37.134 | 31.196 | 31.710 | 29.016 | 339.9 | 9 10 | 2'05.666 | 35.682 35.449 | 30.362 | 30.951 | 28.671 | 335.7 |
| 3 | 2'07.034 | | 30.787 | 31.287 | 28.796 | 339.6 | 11 | 2'05.290 | | 30.384 | 30.903 | 28.554 | 336.7 |
| 4 | 2'05.764 | | 30.511 | 30.979 | 28.668 | 339.6 | 12 | 2'05.312 | 35.248 | 30.630 | 30.800 | 28.634 | 337.5 |
| 5 | 2'08.707 | P 35.659 | 30.512 | 31.018 | 31.518 | 338.3 | 13 | 2'05.408 2'04.996 | 35.334 35.346 | 30.399 30.279 | 31.017 30.808 | 28.658 28.563 | 336.7 336.7 |
| 6 | 6'45.756 | 5'08.116 | 33.000 | 34.401 | 30.239 | 321.3 | 14 | | 35.285 | 30.521 | 30.911 | 28.948 | 336.9 |
| 7 | 2'07.358 | 36.316 | 30.598 | 31.370 | 29.074 | 337.6 | 14 | 2'05.665 | 33.203 | 30.321 | 30.911 | 20.940 | 330.9 |
| 8 | 2'04.622 | 35.486 | 30.096 | 30.642 | 28.398 | 340.8 | C41- | ₄ And | rea DOV | IZIOSO | Ducati Te | am | ITA |
| 9 | 2'04.333 | 35.198 | 30.170 | 30.560 | 28.405 | 340.4 | 6th | 1 4 And | | | tal laps=12 | 2 Fu | II laps= |
| 10 | 2'04.284 | 35.282 | 30.000 | 30.705 | 28.297 | 341.1 | | 0100 040 | | | • | | |
| 11 | 2'18.259 | 38.120 | 33.788 | 34.568 | 31.783 | 319.1 | 1 | 2'23.342 | 47.717 | 32.883 | 33.023 | 29.719 | 333.0 |
| 12 | 2'04.183 | 35.619 | 29.974 | 30.470 | 28.120 | 340.1 | 2 | 2'10.824 | 36.234 36.158 | 31.199 31.325 | 32.187 31.357 | 31.204 29.312 | 334.9 335.4 |
| | | larra I ODE | NZO | Yamaha F | actory Do | oci CDA | 4 | 2'08.152 2'06.034 | 35.561 | 30.628 | 31.143 | 28.702 | 337.5 |
| 3rd | 99 | lorge LORE | | | - | | 5 | 2'06.034 | 35.765 | 30.606 | 31.022 | 28.752 | 335.9 |
| | | Rı | ıns=3 To | otal laps=10 |) Fu | II laps=5 | 6 | 2'11.709 P | 39.419 | 30.532 | 31.465 | 30.293 | 335.8 |
| 1 | 2'12.796 | 40.623 | 31.595 | 31.840 | 28.738 | 332.4 | 7 | 7'16.054 | 5'42.502 | 32.336 | 31.889 | 29.327 | 333.1 |
| 2 | 2'05.507 | 35.482 | 30.499 | 31.071 | 28.455 | 334.4 | 8 | 2'06.496 | 35.899 | 30.754 | 30.933 | 28.910 | 335.8 |
| 3 | 2'05.335 | 35.415 | 30.392 | 30.891 | 28.637 | 333.7 | 9 | 2'05.789 | 35.527 | 30.452 | 31.016 | 28.794 | 337.2 |
| 4 | 2'05.232 | | 30.367 | 31.168 | 28.501 | 334.8 | 10 | 2'06.515 | 35.605 | 30.489 | 31.093 | 29.328 | 336.8 |
| 5 | 2'07.527 | | 30.407 | 31.841 | 30.075 | 333.8 | 11 | 2'05.733 | 35.635 | 30.429 | 30.846 | 28.823 | 337.0 |
| 6 | 9'21.497 | | 30.887 | 31.391 | 28.673 | 331.3 | 12 | 2'05.558 | 35.531 | | 31.033 | 28.798 | |
| 7 | 2'08.573 | | 30.798 | 31.418 | 30.001 | 333.6 | | | | | | | |
| 8 | 5'21.861 | _ | 30.524 | 30.919 | 28.412 | 335.5 | 7th | 46 Vale | entino RO | DSSI | Yamaha F | Factory Ra | aci ITA |
| 9 | 2'04.680 | | 30.405 | 30.912 | 28.437 | 335.1 | , ci | 1 70 | Ru | ns=4 To | tal laps=12 | 2 Fu | II laps= |
| 10 | 2'05.298 | 35.389 | 30.790 | 30.738 | 28.381 | 335.1 | 1 | 2'56.020 P | 1'19.008 | 33.831 | 33.504 | 29.677 | 330.3 |
| 441 | (| Cal CRUTCH | II OW | Monster Y | amaha Te | ec GBR | 2 | 3'14.057 P | | 32.711 | 32.808 | 29.669 | 332.4 |
| 4th | 35 | | | otal laps=13 | | II laps=9 | 3 | 2'54.000 | 1'18.810 | 32.670 | 33.207 | 29.313 | 333.0 |
| | 015 | | | <u>'</u> | | | 4 | 2'07.811 | 36.517 | 30.883 | 31.449 | 28.962 | 334.1 |
| 1 | 2'25.270 | | 33.223 | 33.400 | 29.702 | 331.1 | 5 | 2'06.778 | 36.043 | 30.638 | 31.391 | 28.706 | 331.8 |
| 2 | 2'09.441 | | 31.166 | 31.749 | 29.920 | 332.7 | 6 | 2'06.067 | 35.762 | 30.600 | 31.090 | 28.615 | 332.0 |
| 3 | 2'10.436 | | 31.020 | 31.084 | 32.551 | 332.2 | 7 | 2'06.018 | 35.733 | 30.505 | 31.216 | 28.564 | 333.0 |
| 4 | 2'10.263 | | 31.017 | 31.148 | 28.364 | 333.3 | 8 | 2'05.679 | 35.628 | 30.445 | 31.007 | 28.599 | 331.8 |
| 5 | 2'05.523 | | 30.406 | 31.223 | 28.499 | 332.5 | 9 | 2'11.416 P | 38.654 | 31.291 | 31.997 | 29.474 | 329.5 |
| 6 | 2'05.351 | 35.307 | 30.424 | 31.259 | 28.361 | 330.4 | 10 | 4'34.180 | 3'02.265 | 31.584 | 31.493 | 28.838 | 335.0 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |





Free Practice Nr. 4 MotoGP

| rree | Fract | ICE | 9 Nr. 4 | | | | | | | | | | | JOIN | oGP |
|-----------|---------------------|----------|---------------|---------|-------------|--------------|-----------|-------------|----------|-------------|---------------|--------|-------------|----------|-----------|
| Lap L | Lap Time | ı | T1 | T2 | <i>T3</i> | T4 | Speed | Lap I | Lap Time | 9 | T1 | T2 | <i>T3</i> | T4 | Speed |
| 11 | 2'05.824 | ļ | 35.689 | 30.634 | 30.966 | 28.535 | 334.0 | 4 | 2'25.98 | 1 P | 44.770 | 35.324 | 34.051 | 31.836 | 313.4 |
| 12 | 2'06.056 | ; | 35.624 | 30.527 | 31.222 | 28.683 | 334.6 | 5 | 6'58.13 | 3 | 5'21.747 | 34.371 | 32.804 | 29.211 | 311.8 |
| | | | | | COSCUN | I I I anda C | *** OD A | 6 | 2'08.50 | 9 | 36.550 | 30.947 | 31.927 | 29.085 | 310.4 |
| 8th | 19 ' | 4IV | aro BAUT | | | Honda G | | 1 | 2'08.64 | 1 | 36.594 | 30.837 | 32.230 | 28.980 | 316.0 |
| | . • | | Rui | ns=3 To | otal laps=1 | 0 Fu | II laps=5 | 8 | 2'07.99 | 5 | 36.168 | 30.972 | 31.795 | 29.060 | 317.0 |
| 1 | 2'57.031 | | 1'20.080 | 33.765 | 33.531 | 29.655 | 327.0 | 9 | 2'43.49 | 1 | 43.920 | 33.187 | 49.752 | 36.632 | 307.0 |
| 2 | 2'08.069 |) | 36.409 | 31.015 | 31.642 | 29.003 | 333.7 | 10 | 2'10.79 | 0 | 36.349 | 30.763 | 32.579 | 31.099 | 318.7 |
| 3 | 2'07.010 |) | 36.228 | 30.701 | 31.248 | 28.833 | 337.2 | 11 | 2'07.08 | | 36.111 | 30.522 | 31.593 | 28.863 | 314.2 |
| 4 | 2'06.857 | , | 36.188 | 30.660 | 31.114 | 28.895 | 334.2 | 12 | 2'07.22 | 4 | 35.963 | 30.725 | 31.670 | 28.866 | 312.6 |
| 5 | 2'06.156 | ; | 35.885 | 30.425 | 31.155 | 28.691 | 332.3 | | | D - " | CDIEC | | Ignite Dra | mac Raci | na IIC |
| 6 | 2'13.562 | P | 37.711 | 31.812 | 32.565 | 31.474 | 322.8 | 13th | 11 | Ber | SPIES | | - | | _ |
| 7 | 7'56.089 |) | 6'22.434 | 31.634 | 32.984 | 29.037 | 332.7 | | | | Rui | ns=2 T | otal laps=1 | 1 Fu | ıll laps= |
| 8 | 2'08.646 | P | 36.203 | 30.711 | 31.326 | 30.406 | 335.0 | 1 | 3'18.03 | 7 | 1'37.097 | 34.855 | 35.189 | 30.896 | 320.6 |
| 9 | 5'58.041 | | 4'26.481 | 31.346 | 31.482 | 28.732 | 334.1 | 2 | 2'10.29 | 3 | 37.082 | 31.433 | 31.860 | 29.918 | 336.2 |
| 10 | 2'05.732 | 2 | 35.744 | 30.355 | 31.061 | 28.572 | 335.1 | 3 | 2'11.48 | 1 | 36.207 | 31.023 | 33.402 | 30.849 | 337.1 |
| | | | | | Ducati Ta | | 1104 | 4 | 2'16.75 | 3 | 36.093 | 35.666 | 35.665 | 29.329 | 309.1 |
| 9th | 69 ^r | NIC | ky HAYDI | | Ducati Te | | USA | 5 | 2'09.84 | 6 | 36.004 | 32.362 | 32.314 | 29.166 | 321.3 |
| <u> </u> | | | Rui | ns=2 To | otal laps=1 | 1 Fu | II laps=8 | 6 | 2'07.67 | 5 | 35.842 | 31.011 | 31.511 | 29.311 | 331.6 |
| 1 | 2'17.105 | | 41.715 | 32.691 | 32.983 | 29.716 | 331.3 | 7 | 2'13.66 | 2 P | 35.852 | 32.832 | 33.058 | 31.920 | 308.0 |
| 2 | 2'08.960 | | 36.866 | 31.278 | 31.790 | 29.026 | 333.8 | 8 | 7'34.35 | 3 | 6'01.936 | 31.535 | 31.926 | 28.956 | 335.1 |
| 3 | 2'06.679 | | 35.985 | 30.799 | 31.029 | 28.866 | 335.0 | 9 | 2'08.21 | | 35.823 | 30.867 | 31.533 | 29.991 | 337.1 |
| 4 | 2'06.676 | | 35.866 | 30.760 | 31.161 | 28.889 | 335.9 | 10 | 2'07.30 | 4 | 35.865 | 30.904 | 31.349 | 29.186 | 335.6 |
| 5 | 2'18.276 | | 37.441 | 32.445 | 37.379 | 31.011 | 300.1 | _11 | 2'07.38 | 3 | 35.720 | 30.914 | 31.544 | 29.205 | 335.2 |
| 6 | 2'06.266 | ; | 35.791 | 30.391 | 31.232 | 28.852 | 333.4 | | | D | -U CMIT | | Monetor \ | Yamaha T | oc CB |
| 7 | 2'17.594 | . P | 39.288 | 33.635 | 33.037 | 31.634 | 323.3 | 14th | 38 | Bra | dley SMI | | | | |
| 8 | 8'33.372 |) | 6'57.988 | 32.938 | 32.701 | 29.745 | 332.6 | | | | Rui | ns=2 T | otal laps=1 | 2 Fu | ıll laps= |
| 9 | 2'27.742 | 2 | 36.493 | 37.807 | 38.301 | 35.141 | 314.1 | 1 | 3'09.92 | 2 | 1'31.317 | 33.873 | 33.731 | 31.001 | 330.5 |
| 10 | 2'06.825 | <u> </u> | 36.117 | 30.601 | 31.068 | 29.039 | 335.6 | 2 | 2'13.21 | 0 | 37.864 | 33.025 | 32.576 | 29.745 | 332.4 |
| 11 | 2'06.125 | j | 35.916 | 30.365 | 31.014 | 28.830 | 334.6 | 3 | 2'16.09 | 2 | 37.299 | 32.307 | 36.743 | 29.743 | 321.1 |
| | | | I I A N I N I | ONE | Enormy T | I. Pramac | D ITA | 4 | 2'09.82 | 9 | 36.527 | 31.590 | 32.571 | 29.141 | 337.6 |
| 10th | 29 | ۹nc | drea IANN | | | | | 5 | 2'08.54 | 9 | 36.355 | 31.116 | 31.696 | 29.382 | 335.2 |
| . • • • • | | | Rui | ns=1 To | otal laps=1 | 2 Full | laps=10 | 6 | 2'08.18 | 8 | 36.212 | 31.069 | 31.746 | 29.161 | 333.8 |
| 1 | 2'43.534 | | 54.392 | 39.020 | 36.146 | 33.976 | 320.6 | 7 | 2'08.05 | 0 | 36.140 | 31.107 | 31.755 | 29.048 | 332.2 |
| 2 | 2'10.515 | | 37.261 | 31.362 | 32.599 | 29.293 | 335.7 | 8 | 2'21.18 | 9 P | 40.711 | 32.423 | 35.505 | 32.550 | 323.3 |
| 3 | 2'07.990 |) | 36.255 | 31.005 | 31.702 | 29.028 | 336.4 | 9 | 5'20.26 | 8 | 3'44.704 | 33.020 | 32.744 | 29.800 | 331.2 |
| 4 | 2'19.058 | 3 | 47.132 | 31.192 | 31.507 | 29.227 | 332.9 | 10 | 2'09.56 | 0 | 36.659 | 31.697 | 31.941 | 29.263 | 328.2 |
| 5 | 2'26.114 | ļ | 35.815 | 30.708 | 32.241 | 47.350 | 334.3 | 11 | 2'11.00 | | 36.110 | 30.739 | 34.898 | 29.257 | 336.8 |
| 6 | 2'08.595 | ; | 36.775 | 30.999 | 31.693 | 29.128 | 330.6 | 12 | 2'07.41 | 0 | 36.052 | 30.804 | 31.492 | 29.062 | 335.6 |
| 7 | 2'07.501 | | 36.137 | 30.837 | 31.534 | 28.993 | 332.6 | | | <u>ل</u> مد | tor BARE | ZED A | Avintia Bl | usens | SP |
| 8 | 2'07.715 | 5 | 35.910 | 31.132 | 31.598 | 29.075 | 329.1 | 15th | 8 | пес | | | | | |
| 9 | 2'11.548 | 3 | 36.690 | 33.142 | 32.431 | 29.285 | 320.5 | | | | Rui | ns=2 T | otal laps=1 | 1 Fu | ıll laps= |
| 10 | 2'06.800 | _ | 35.917 | 30.743 | 31.253 | 28.887 | 335.5 | 1 | 2'24.23 | 3 | 48.026 | 33.299 | 33.304 | 29.604 | 311.4 |
| 11 | 2'06.280 |) | 35.709 | 30.763 | 31.161 | 28.647 | 338.0 | 2 | 2'30.88 | 4 | 37.348 | 31.963 | 32.247 | 49.326 | 316.9 |
| 12 | 2'28.549 |) P | 35.956 | 36.889 | 41.820 | 33.884 | 197.2 | 3 | 2'10.14 | 8 | 37.218 | 31.270 | 32.431 | 29.229 | 319.4 |
| | | \ la | v ECDAD | CARO | Power Fla | ectronics A | 76 CDV | 4 | 2'16.23 | | 36.331 | 31.420 | 32.390 | 36.090 | 315.1 |
| 11th | ∣ 41 ľ | 4IE | ix ESPAR | | | | | 5 | 2'08.56 | 3 | 36.200 | 31.298 | 31.962 | 29.103 | 314.5 |
| | | | Rui | ns=1 To | otal laps=1 | 0 Fu | II laps=8 | | 2'36.77 | | 37.290 | 37.949 | 43.409 | 38.127 | 165.4 |
| 1 | 3'19.243 | 3 | 1'43.955 | 33.326 | 32.418 | 29.544 | 316.7 | 7 | 2'08.84 | 8 | 36.312 | 31.383 | 32.110 | 29.043 | 312.2 |
| 2 | 2'08.592 | 2 | 36.824 | 31.364 | 31.385 | 29.019 | 319.7 | 8 | 2'17.72 | 7 | 39.170 | 32.481 | 33.823 | 32.253 | 308.4 |
| 3 | 2'07.419 |) | 36.144 | 30.732 | 31.689 | 28.854 | 321.3 | 9 | 2'11.49 | | 36.390 | 31.292 | 33.171 | 30.640 | 314.4 |
| 4 | 2'18.463 | } | 36.209 | 34.525 | 38.576 | 29.153 | 314.5 | 10 | 7'31.34 | | 5'47.608 | 31.818 | 32.549 | 39.372 | 315.9 |
| 5 | 2'07.254 | ļ | 36.237 | 30.841 | 31.381 | 28.795 | 316.7 | 11 | 2'07.93 | 9 | 36.105 | 30.989 | 31.826 | 29.019 | 315.6 |
| 6 | 2'07.712 | 2 | 36.004 | 30.923 | 31.449 | 29.336 | 317.1 | | | ۷۸۳ | nny HERN | IVNDE | 7 Paul Rird | Motorsno | rt CO |
| 7 | 2'15.392 | 2 | 42.798 | 31.494 | 32.190 | 28.910 | 314.4 | 16th | 68 | ı Ol | | | | | |
| 88 | 2'06.565 | | 35.848 | 30.780 | 31.306 | 28.631 | 318.5 | | | | | | otal laps=1 | | ıll laps= |
| 9 | 2'06.408 | 3 | 35.899 | 30.656 | 31.283 | 28.570 | 318.3 | 1 | 3'21.57 | 6 | 1'41.989 | 36.734 | 33.315 | 29.538 | 305.6 |
| 10 | 2'18.066 | P | 41.264 | 31.654 | 33.724 | 31.424 | 286.1 | 2 | 2'09.57 | 7 | 36.744 | 31.802 | 31.838 | 29.193 | 313.5 |
| | | 1 | AL DE DI | INIIET | Dowor El | ectronics A | \e FD^ | 3 | 2'08.88 | 8 | 36.347 | 31.362 | 31.863 | 29.316 | 314.8 |
| 12th | վ 14 ^լ ՝ | kar | ndy DE Pl | | | | | 4 | 2'09.39 | 1 | 36.635 | 31.704 | 31.784 | 29.268 | 314.2 |
| | | | Rui | ns=2 To | otal laps=1 | 2 Fu | II laps=9 | 5 | 2'09.65 | 2 | 36.534 | 31.482 | 32.081 | 29.555 | 311.4 |
| 1 | 2'41.731 | | 1'03.377 | 33.981 | 33.704 | 30.669 | 311.7 | 6 | 2'11.07 | 3 P | 36.389 | 31.496 | 31.985 | 31.203 | 310.3 |
| 2 | 2'11.178 | | 37.391 | 31.688 | 32.721 | 29.378 | 310.0 | 7 | 7'29.36 | _ | 5'55.059 | 32.734 | 32.281 | 29.292 | 311.6 |
| 3 | 2'08.819 | | 36.599 | 31.088 | 32.029 | 29.103 | 311.1 | 8 | 2'07.94 | 2 | 36.229 | 30.970 | 31.590 | 29.153 | 314.4 |
| | | | | | | | | | | | | | | | |
| Faste | st Lap: | Ma | arc MARQUI | EZ | | Repsol He | onda Tea | am SP | A 2 | '03.7 | 779 35 | .007 2 | 9.930 30 | 0.541 2 | 8.301 |





| | Practic | e Nr. 4 | | | | | | | | | | Mot | oGP |
|---------------------------------------|--|--|---|---|--|---|-----------------------|--|--|--|--|--|---|
| Lap | Lap Time | T1 | T2 | <i>T3</i> | T4 | Speed | Lap I | Lap Time | T1 | T2 | <i>T3</i> | T4 | Speed |
| 9 | 2'08.169 | 36.137 | 31.140 | 31.659 | 29.233 | 316.4 | 2 | 2'14.917 | 37.155 | 31.773 | 34.019 | 31.970 | 321.5 |
| 10 | 2'08.762 | 36.202 | 31.382 | 31.889 | 29.289 | 314.0 | 3 | 2'09.808 | 36.829 | 31.246 | 32.458 | 29.275 | 315.1 |
| 11 | 2'24.832 | P 46.594 | 34.082 | 32.007 | 32.149 | 315.3 | 4 | 2'25.226 P | 39.199 | 35.202 | 37.037 | 33.788 | 316.7 |
| | | .: ED\4/4 | | NCM Mak | ilo Formo | rd 110 A | 5 | 3'08.974 | 1'18.357 | 34.267 | 39.605 | 36.745 | 310.4 |
| 17th | า 5 ^{เร} | olin EDWA | | | oile Forwa | | 6 | 2'14.992 P | 37.503 | 31.662 | 34.570 | 31.257 | 312.0 |
| | | Ru | ins=2 T | otal laps=1 | 2 Fu | II laps=8 | 7 | 6'39.961 | 5'06.523 | 31.883 | 32.289 | 29.266 | 312.9 |
| 1 | 3'09.740 | 1'22.718 | 37.007 | 38.259 | 31.756 | 254.5 | 8 | 2'09.144 | 36.528 | 31.200 | 32.130 | 29.286 | 315.4 |
| 2 | 2'14.905 | 39.364 | 32.729 | 33.090 | 29.722 | 313.0 | 9 | 2'25.673 | 43.393 | 35.092 | 36.938 | 30.250 | 309.9 |
| 3 | 2'11.324 | 37.099 | 31.790 | 33.003 | 29.432 | 315.0 | 10 | 2'09.002 | 36.529 | 31.215 | 32.058 | 29.200 | 316.0 |
| 4 | 2'09.834 | 36.969 | 31.451 | 32.231 | 29.183 | 312.8 | 11 | 2'51.982 P | 48.122 | 40.640 | 42.267 | 40.953 | 178.8 |
| 5 | 2'09.464 | 36.678 | 31.323 | 32.281 | 29.182 | 311.7 | - | Don | ilo PETR | LICCI | Came Iod | laRacing F | Pro IT |
| 6 | 2'09.362 | 36.600 | 31.355 | 32.160 | 29.247 | 309.5 | 22nc | d 9 ^{⊳an} | | | | · | |
| 7 | 2'31.021 | P 42.334 | 35.965 | 38.458 | 34.264 | 188.0 | | | Ru | ns=2 | Total laps=9 | 9 Fu | II laps= |
| 8 | 6'31.050 | 4'54.055 | 33.237 | 34.028 | 29.730 | 301.4 | 1 | 2'39.493 | 56.571 | 34.829 | 35.610 | 32.483 | 302.4 |
| 9 | 2'08.607 | 36.521 | 31.087 | 31.901 | 29.098 | 314.8 | 2 | 2'10.038 | 36.595 | 31.735 | 32.330 | 29.378 | 316.5 |
| 10 | 2'08.383 | 36.329 | 31.105 | 31.945 | 29.004 | 314.4 | 3 | 2'09.542 | 36.459 | 31.477 | 32.177 | 29.429 | 315.9 |
| 11 | 2'08.816 | 36.510 | 31.156 | 32.067 | 29.083 | 314.3 | 4 | 2'24.234 | 38.680 | 32.857 | 38.102 | 34.595 | 308.0 |
| 12 | 2'51.409 | P 38.540 | 34.021 | 56.282 | 42.566 | 186.0 | 5 | 2'09.401 | 36.308 | 31.518 | 32.111 | 29.464 | 316.9 |
| | ,_ V- | rel ABRAI | 1 V V V | Cardion 4 | B Motora | cin CZE | 6 | 2'09.097 | 36.292 | 31.542 | 31.999 | 29.264 | 309.9 |
| 18th | า 17 ^{Ka} | | | | | | | 2'25.664 P | 42.619 | 34.211 | 36.730 | 32.104 | 295.8 |
| | | Ru | ins=2 T | otal laps=1 | | II laps=8 | 8 | 7'41.452 | 6'00.001 | 35.702 | 35.394 | 30.355 | 266.5 |
| 1 | 2'40.579 | 43.426 | 34.072 | 35.904 | 47.177 | 300.3 | 9 | 2'28.010 P | 36.648 | 31.552 | 45.637 | 34.173 | 316.2 |
| 2 | 2'12.670 | 38.253 | 32.017 | 32.985 | 29.415 | 310.0 | | a luk | as PESE | K | Came Iod | laRacing F | Pro CZE |
| 3 | 2'09.931 | 36.732 | 31.340 | 32.634 | 29.225 | 313.4 | 23rd | 52 Luk | | | | _ | |
| 4 | 2'25.446 | | 32.838 | 37.725 | 37.018 | 273.0 | - | | | | Total laps=9 | | II laps= |
| 5 | 9'03.119 | 7'18.126 | 36.525 | 38.658 | 29.810 | 289.5 | 1 | 2'33.438 | 43.672 | 33.827 | 37.510 | 38.429 | 284.6 |
| 6 | 2'09.474 | 36.844 | 31.166 | 32.167 | 29.297 | 306.4 | 2 | 2'20.900 | 37.645 | 32.647 | 33.456 | 37.152 | 310.1 |
| 7 | 2'09.105 | 36.335 | 31.153 | 32.171 | 29.446 | 309.8 | 3 | 2'11.319 | 37.227 | 31.708 | 32.515 | 29.869 | 314.8 |
| 8 | 2'42.605 | 40.288 | 32.950 | 38.867 | 50.500 | 302.9 | 4 | 2'10.844 | 36.946 | 31.497 | 32.811 | 29.590 | 314.7 |
| 9 | 2'12.738 | 36.990 | 31.212 | 33.302 | 31.234 | 309.2 | 5 | 2'21.195 P | 40.291 | 35.093 | 33.231 | 32.580 | 313.5 |
| 10 | 2'08.605 | 36.370 | 31.104 | 32.099 | 29.032 | 308.8 | 6 | 9'07.730 | 7'21.169 | 34.072 | 37.035 | 35.454 | 308.3 |
| 11 | 2'08.988 | 36.636 | 31.060 | 32.267 | 29.025 | 307.2 | 7 | 2'21.861 | 38.611 | 37.318 | 36.009 | 29.923 | 301.6 |
| 4041 | → Mi | chael LAV | FRTY | Paul Bird | Motorspoi | t GBR | 8 <u> </u> | 2'10.018 | 36.627 | 31.395 | 32.413 | 29.583 | 316.4 |
| 19th | า 70 ™ | | | otal laps=1 | 1 Fu | II laps=5 | 9 | 2'20.282 P | 38.124 | 32.825 | 33.875 | 35.458 | 277.0 |
| 1 | 3'23.385 | 1'36.798 | 35.725 | 39.230 | 31.632 | 306.9 | 24th | 67 Brya | n STAR | ING | GO&FUN | Honda G | res AUS |
| 2 | 3 23.365 2'17.360 | | 32.511 | 33.663 | 33.348 | 310.7 | 2 4111 | 07 | Ru | ns=2 T | otal laps=12 | 2 Fu | II laps= |
| 3 | 4'47.128 | 3'11.320 | 33.071 | 32.915 | 29.822 | 308.8 | 1 | 2'46.094 | 1'06.461 | 34.082 | 34.756 | 30.795 | 297.6 |
| 4 | 2'10.073 | 36.728 | 31.695 | 32.368 | 29.282 | 306.8 | 2 | 2'13.509 | 37.706 | 32.165 | 33.455 | 30.183 | 307.3 |
| 5 | 2'09.629 | 36.871 | 31.475 | 32.060 | 29.223 | 306.2 | 3 | 2'11.406 | 37.382 | 31.909 | 32.442 | 29.673 | 311.0 |
| 6 | 2'09.313 | 36.519 | 31.623 | 32.014 | 29.157 | 308.0 | 4 | 2'11.219 | 37.448 | 31.669 | 32.495 | 29.607 | 311.6 |
| 7 | 2'09.316 | 36.619 | 31.521 | 32.011 | 29.165 | 305.5 | 5 | 2'10.560 | 36.731 | 31.769 | 32.238 | 29.822 | 310.0 |
| 8 | 2'28.512 | | 36.650 | 35.335 | 34.488 | 303.2 | 6 | 2'10.914 | 36.843 | 32.133 | 32.269 | 29.669 | 306.6 |
| 9 | 6'14.523 | 4'39.326 | 32.549 | 32.731 | 29.917 | 311.2 | 7 | 2'19.343 P | 40.224 | 32.662 | 33.219 | 33.238 | 303.7 |
| 10 | 2'08.818 | 36.604 | 31.400 | 31.835 | 28.979 | 313.6 | 8 | 6'53.364 | 5'05.020 | 35.143 | 41.349 | 31.852 | 302.3 |
| 11 | 2'18.000 | | 33.132 | 34.580 | 33.635 | 310.9 | 9 | 2'13.008 | 38.112 | 32.274 | 32.827 | 29.795 | 312.7 |
| | | | | | | | 10 | 2'11.069 | 37.213 | 31.843 | 32.462 | 29.551 | 311.8 |
| 20th | า 7 Hi | roshi AOY | AMA | Avintia Bl | usens | JPN | 11 | 2'10.032 | 37.164 | 31.556 | 31.968 | 29.344 | 310.3 |
| 2011 | · / | Ru | ins=2 T | otal laps=1 | 0 Fu | II laps=6 | 12 | 2'11.458 | 37.368 | 31.942 | 32.447 | 29.701 | 312.0 |
| 1 | 2'32.313 | 51.268 | 34.623 | 34.952 | 31.470 | 307.6 | | | | | | ufo v | |
| | 2'12.562 | 37.738 | 31.983 | 33.198 | 29.643 | 311.6 | 25th | 79 Blak | e YOUN | | Attack Pe | | |
| 2 | | 36.710 | 31.874 | 32.071 | 29.256 | 312.5 | | | Ru | ns=2 T | otal laps=10 | 0 Fu | II laps=0 |
| 2 | 2'09.911 | | 31.299 | 32.795 | 29.513 | 314.8 | 1 | 3'20.356 | 1'37.424 | 35.227 | 35.372 | 32.333 | 309.4 |
| | 2'09.781 | 36.174 | | | 28.972 | 312.2 | 2 | 2'12.884 | 37.495 | 32.490 | 32.960 | 29.939 | 308.7 |
| 3 | | 36.174 36.609 | 31.339 | 32.014 | 20.312 | 312.2 | | | | | | | 260.8 |
| 3 4 | 2'09.781 | 36.609 | | 32.014 34.042 | 36.714 | 297.1 | 3 | 2'29.084 | 40.325 | 41.529 | 37.089 | 30.141 | 200.0 |
| 3 4 5 | 2'09.781 2'08.934 | 36.609 | 31.339 | | | | 3 4 | 2'29.084 2'26.212 | | | 37.089 40.486 | 30.141 36.639 | 306.4 |
| 3 4 5 6 | 2'09.781 2'08.934 2'21.868 | 36.609 P 38.281 | 31.339 32.831 | 34.042 | 36.714 | 297.1 | | | 40.325 | 41.529 | | | |
| 3 4 5 6 7 | 2'09.781 2'08.934 2'21.868 7'51.387 | 36.609 P 38.281 6'09.242 | 31.339 32.831 35.662 | 34.042 35.657 | 36.714 30.826 | 297.1 305.3 | 4 | 2'26.212 | 40.325 37.143 | 41.529 31.944 | 40.486 | 36.639 | 306.4 |
| 3 4 5 6 7 8 | 2'09.781 2'08.934 2'21.868 7'51.387 2'15.001 | 36.609 P 38.281 6'09.242 38.114 37.330 | 31.339 32.831 35.662 32.649 | 34.042 35.657 33.722 | 36.714 30.826 30.516 | 297.1 305.3 309.7 | 4 5 | 2'26.212 2'11.118 | 40.325 37.143 36.898 | 41.529 31.944 31.800 | 40.486 32.582 | 36.639 29.838 | 306.4 304.6 |
| 3 4 5 6 7 8 9 | 2'09.781 2'08.934 2'21.868 7'51.387 2'15.001 2'12.479 2'14.842 | 36.609 P 38.281 6'09.242 38.114 37.330 P 37.062 | 31.339 32.831 35.662 32.649 32.353 32.358 | 34.042 35.657 33.722 33.178 32.936 | 36.714 30.826 30.516 29.618 32.486 | 297.1 305.3 309.7 311.2 311.2 | 4 5 6 7 8 | 2'26.212 2'11.118 2'18.845 P | 40.325 37.143 36.898 37.272 | 41.529 31.944 31.800 32.890 | 40.486 32.582 34.108 | 36.639 29.838 34.575 | 306.4 304.6 279.9 |
| 3 4 5 6 7 8 9 10 | 2'09.781 2'08.934 2'21.868 7'51.387 2'15.001 2'12.479 2'14.842 | 36.609 P 38.281 6'09.242 38.114 37.330 P 37.062 audio COF | 31.339[32.831 35.662 32.649 32.353 32.358 | 34.042 35.657 33.722 33.178 32.936 NGM Mob | 36.714 30.826 30.516 29.618 32.486 | 297.1 305.3 309.7 311.2 311.2 | 4 5 6 7 | 2'26.212 2'11.118 2'18.845 P 9'37.879 | 40.325 37.143 36.898 37.272 7'45.472 38.910 36.998 | 41.529 31.944 31.800 32.890 34.350 34.762 32.366 | 40.486 32.582 34.108 34.073 | 36.639 29.838 34.575 43.984 | 306.4 304.6 279.9 304.3 |
| 3 4 5 6 7 8 9 | 2'09.781 2'08.934 2'21.868 7'51.387 2'15.001 2'12.479 2'14.842 | 36.609 P 38.281 6'09.242 38.114 37.330 P 37.062 audio COF | 31.339[32.831 35.662 32.649 32.353 32.358 | 34.042 35.657 33.722 33.178 32.936 | 36.714 30.826 30.516 29.618 32.486 | 297.1 305.3 309.7 311.2 311.2 | 4 5 6 7 8 | 2'26.212 2'11.118 2'18.845 P 9'37.879 2'21.291 | 40.325 37.143 36.898 37.272 7'45.472 38.910 | 41.529 31.944 31.800 32.890 34.350 34.762 | 40.486 32.582 34.108 34.073 37.526 | 36.639 29.838 34.575 43.984 30.093 | 306.4 304.6 279.9 304.3 244.8 |

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SPA

2'03.779

Repsol Honda Team



35.007

29.930



30.541

Fastest Lap:

Marc MARQUEZ

Free Practice Nr. 4 MotoGP

| Lap | Lap Time | | T1 | T2 | <i>T3</i> | T4 | Speed | Lap | Lap Time | T1 | T2 | Т3 | T4 Spee |
|--------------|-------------------|-------|----------|--------|--------------|--------|-----------|-----|----------|----|----|----|---------|
| 26th | 1 44 ^N | /like | BARNE | S | GP Tech | | USA | | | | | | |
| 20 11 | 1 44 | | Rui | าร=2 | Total laps=7 | . Fu | II laps=4 | | | | | | |
| 1 | 2'43.388 | | 1'03.740 | 34.430 | 34.458 | 30.760 | 287.0 | | | | | | |
| 2 | 2'16.107 | | 38.750 | 32.964 | 33.996 | 30.397 | 288.4 | | | | | | |
| 3 | 2'16.238 | | 38.378 | 32.649 | 35.052 | 30.159 | 290.9 | | | | | | |
| 4 | 2'14.938 | | 38.126 | 32.493 | 33.822 | 30.497 | 290.5 | | | | | | |
| 5 | 2'14.709 | | 38.140 | 32.586 | 33.766 | 30.217 | 287.1 | | | | | | |
| 6 | 2'20.387 | Р | 40.059 | 32.933 | 34.167 | 33.228 | 284.7 | | | | | | |
| 7 | 17'01.415 | 1 | 5'23.349 | 33.363 | 34.139 | 30.564 | 287.3 | | | | | | |

Fastest Lap: Marc MARQUEZ Repsol Honda Team SPA 2'03.779 35.007 29.930 30.541 28.301





MotoGP

RED BULL GRAND PRIX OF THE AMERICAS Free Practice Nr. 4 Best Partial Times

IT Ideal Lap Time, sum of the best partial times

BT Best Lap Time

| <i>T1</i> | | <i>T2</i> | | <i>T3</i> | | <i>T4</i> | | | | | |
|----------------|--------|------------------|--------|-------------|--------|-------------|--------|-----------------------|----------|----------|----------|
| Pos Rider | Time | Rider | Time | Rider | Time | Rider | Time | Pos Rider | IT | B7 | <u>r</u> |
| 1 M.MARQUEZ | 34.890 | M.MARQUEZ | 29.833 | D.PEDROSA | 30.470 | D.PEDROSA | 28.120 | 1 M.MARQUEZ | 2'03.539 | 2'03.779 | (1) |
| 2J.LORENZO | 34.926 | D.PEDROSA | 29.974 | M.MARQUEZ | 30.515 | M.MARQUEZ | 28.301 | 2 D.PEDROSA | 2'03.762 | 2'04.183 | (2) |
| 3D.PEDROSA | 35.198 | A.DOVIZIOSO | 30.196 | J.LORENZO | 30.738 | C.CRUTCHLOW | 28.361 | 3 J.LORENZO | 2'04.412 | 2'04.680 | (3) |
| 4S.BRADL | 35.248 | C.CRUTCHLOW | 30.257 | S.BRADL | 30.800 | J.LORENZO | 28.381 | 4 C.CRUTCHLO | 2'04.736 | 2'04.825 | (4) |
| 5C.CRUTCHLOW | 35.295 | S.BRADL | 30.279 | C.CRUTCHLOW | 30.823 | V.ROSSI | 28.535 | 5 S.BRADL | 2'04.881 | 2'04.996 | (5) |
| 6 A.DOVIZIOSO | 35.527 | A.BAUTISTA | 30.355 | A.DOVIZIOSO | 30.846 | S.BRADL | 28.554 | 6 A.DOVIZIOSO | 2'05.271 | 2'05.558 | (6) |
| 7V.ROSSI | 35.624 | N.HAYDEN | 30.365 | V.ROSSI | 30.966 | A.ESPARGARO | 28.570 | 7 V.ROSSI | 2'05.570 | 2'05.679 | (7) |
| 8 A.IANNONE | 35.709 | J.LORENZO | 30.367 | N.HAYDEN | 31.014 | A.BAUTISTA | 28.572 | 8 A.BAUTISTA | 2'05.732 | 2'05.732 | (8) |
| 9B.SPIES | 35.720 | V.ROSSI | 30.445 | A.BAUTISTA | 31.061 | A.IANNONE | 28.647 | 9 N.HAYDEN | 2'06.000 | 2'06.125 | (9) |
| 10 A.BAUTISTA | 35.744 | R.DE PUNIET | 30.522 | A.IANNONE | 31.161 | A.DOVIZIOSO | 28.702 | 10 A.IANNONE | 2'06.225 | 2'06.280 | (10) |
| 11 N.HAYDEN | 35.791 | A.ESPARGARO | 30.656 | A.ESPARGARO | 31.283 | N.HAYDEN | 28.830 | 11 A.ESPARGAR | 2'06.357 | 2'06.408 | (11) |
| 12 A.ESPARGARO | 35.848 | A.IANNONE | 30.708 | B.SPIES | 31.349 | R.DE PUNIET | 28.863 | 12 R.DE PUNIET | 2'06.941 | 2'07.089 | (12) |
| 13R.DE PUNIET | 35.963 | B.SMITH | 30.739 | B.SMITH | 31.492 | H.AOYAMA | 28.972 | 13 B.SPIES | 2'07.102 | 2'07.304 | (13) |
| 14B.SMITH | 36.052 | B.SPIES | 30.867 | Y.HERNANDEZ | 31.590 | M.LAVERTY | 28.979 | 14 B.SMITH | 2'07.331 | 2'07.410 | (14) |
| 15H.BARBERA | 36.105 | Y.HERNANDEZ | 30.970 | R.DE PUNIET | 31.593 | C.EDWARDS | 29.004 | 15 Y.HERNANDEZ | 2'07.850 | 2'07.942 | (16) |
| 16 Y.HERNANDEZ | 36.137 | H.BARBERA | 30.989 | H.BARBERA | 31.826 | H.BARBERA | 29.019 | 16 H.BARBERA | 2'07.939 | 2'07.939 | (15) |
| 17H.AOYAMA | 36.174 | K.ABRAHAM | 31.060 | M.LAVERTY | 31.835 | K.ABRAHAM | 29.025 | 17 C.EDWARDS | 2'08.321 | 2'08.383 | (17) |
| 18 D.PETRUCCI | 36.292 | C.EDWARDS | 31.087 | C.EDWARDS | 31.901 | B.SMITH | 29.048 | 18 H.AOYAMA | 2'08.459 | 2'08.934 | (20) |
| 19C.EDWARDS | 36.329 | C.CORTI | 31.200 | B.STARING | 31.968 | Y.HERNANDEZ | 29.153 | 19 K.ABRAHAM | 2'08.519 | 2'08.605 | (18) |
| 20 K.ABRAHAM | 36.335 | H.AOYAMA | 31.299 | D.PETRUCCI | 31.999 | B.SPIES | 29.166 | 20 M.LAVERTY | 2'08.733 | 2'08.818 | (19) |
| 21 M.LAVERTY | 36.519 | L.PESEK | 31.395 | H.AOYAMA | 32.014 | C.CORTI | 29.200 | 21 C.CORTI | 2'08.986 | 2'09.002 | (21) |
| 22 C.CORTI | 36.528 | M.LAVERTY | 31.400 | C.CORTI | 32.058 | D.PETRUCCI | 29.264 | 22 D.PETRUCCI | 2'09.032 | 2'09.097 | (22) |
| 23L.PESEK | 36.627 | D.PETRUCCI | 31.477 | K.ABRAHAM | 32.099 | B.STARING | 29.344 | 23 B.STARING | 2'09.599 | 2'10.032 | (24) |
| 24B.STARING | 36.731 | B.STARING | 31.556 | L.PESEK | 32.413 | L.PESEK | 29.583 | 24 L.PESEK | 2'10.018 | 2'10.018 | (23) |

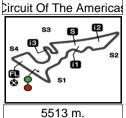
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MotoGP

RED BULL GRAND PRIX OF THE AMERICAS Free Practice Nr. 4 Best Partial Times

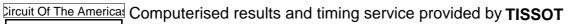
IT Ideal Lap Time, sum of the best partial times

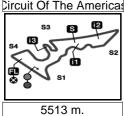
BT Best Lap Time

| <i>T1</i> | | <i>T2</i> | | T3 | 3 | <i>T</i> ₄ | 4 | | |
|-------------|--------|-----------|--------|----------|--------|-----------------------|--------|-------------------|------------------------|
| Pos Rider | Time | Rider | Time | Rider | Time | Rider | Time | Pos Rider | IT BT |
| 25B.YOUNG | 36.898 | B.YOUNG | 31.800 | B.YOUNG | 32.582 | B.YOUNG | 29.838 | 25 B.YOUNG | 2'11.118 2'11.118 (25) |
| 26 M.BARNES | 38.126 | M.BARNES | 32.493 | M.BARNES | 33.766 | M.BARNES | 30.159 | 26 M.BARNES | 2'14.544 2'14.709 (26) |









MotoGP

RED BULL GRAND PRIX OF THE AMERICAS

Free Practice Nr. 4 Fastest Laps Sequence

| Practice Time | Rider | Nation | Motorcycle | Time | Km/h | Rider's Lap |
|-----------------|------------------|--------|------------|----------|---------|-------------|
| - Fractice Time | Midel | Nation | Motorcycle | Tille | /////// | Niuei S Lap |
| 4'18.303 | 99 Jorge LORENZO | SPA | YAMAHA | 2'05.507 | 158.1 | 2 |
| 6'23.638 | 99 Jorge LORENZO | SPA | YAMAHA | 2'05.335 | 158.3 | 3 |
| 6'47.638 | 93 Marc MARQUEZ | SPA | HONDA | 2'04.783 | 159.0 | 3 |
| 10'57.247 | 93 Marc MARQUEZ | SPA | HONDA | 2'04.355 | 159.5 | 5 |
| 13'01.429 | 93 Marc MARQUEZ | SPA | HONDA | 2'04.182 | 159.8 | 6 |
| 27'01.984 | 93 Marc MARQUEZ | SPA | HONDA | 2'03.779 | 160.3 | 10 |



