



Chevrolet Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - PRACTICE SESSION #1

1 Mathew Mladin Suzuki GSX-R1000					17 Miguel Duhamel Honda CBR1000RR					20 Aaron W Yates Suzuki GSX-R1000											
AVG 32.356 23.360 35.930 1:32.432					AVG 33.167 24.131 36.936 1:33.570					AVG 32.511 23.294 35.843 1:31.647											
IDEAL 31.693 22.997 34.972 1:29.661					IDEAL 32.511 23.294 35.843 1:31.647					IDEAL 32.511 23.294 35.843 1:31.647											
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME							
1	-	-	-	- P	1	-	-	-	- P	1	-	-	-	- P							
2	39.764	23.575	35.715	1:39.053	2	43.138	26.621	36.945	1:46.704	2	47.781	24.101	35.940	1:47.822							
3	31.539	22.383	35.005	1:28.928	3	33.455	24.138	36.888	1:34.482	3	31.900	22.906	35.471	1:30.277							
4	32.008	23.099	34.657	1:29.764	4	32.906	23.646	35.629	1:32.181	4	31.657	22.526	34.249	1:28.433							
5	31.089	23.065	34.596	1:28.750	5	31.535	22.643	34.679	1:28.858	5	30.937	22.351	33.996	1:27.283							
6	30.879	22.070	34.021	1:26.970	6	31.556	23.138	34.425	1:29.118	6	30.803	22.243	34.564	1:27.610							
7	32.072	23.853	-	- P	7	31.235	22.371	6:20.420	7:14.026 P	7	32.213	23.787	-	- P							
8	41.578	23.302	6:45.104	7:41.029 P	8	39.717	24.223	35.938	1:39.877	8	54.143	24.316	35.938	1:54.397							
9	41.316	22.758	34.955	1:39.029	9	31.971	22.313	34.527	1:28.811	9	31.955	22.602	35.513	1:30.070							
10	31.719	22.385	34.211	1:28.315	10	31.229	22.367	35.272	1:28.868	10	31.114	22.238	35.464	1:28.815							
11	30.814	22.086	33.937	1:26.838	11	31.628	22.515	3:28.249	4:22.392 P	11	30.893	22.382	3:37.190	4:30.465 P							
12	30.471	21.962	34.240	1:26.673	12	41.993	23.215	35.106	1:40.314	12	43.560	22.514	34.136	1:40.210							
13	30.532	22.364	34.625	1:27.521	13	31.480	22.546	34.893	1:28.920	13	30.870	22.229	34.428	1:27.527							
14	31.121	22.905	2:38.613	3:32.640 P	14	30.966	22.054	34.263	1:27.283	14	30.964	22.905	34.384	1:28.253							
15	39.906	22.971	36.232	1:39.109	15	31.303	22.666	7:00.451	7:54.421 P	15	30.567	22.105	33.892	1:26.563							
16	30.970	22.294	34.229	1:27.492	16	39.286	22.845	2:41.283	3:43.414 P	16	30.524	22.243	33.665	1:26.431							
17	30.772	24.819	2:11.485	3:07.076 P	17	37.502	22.507	34.350	1:34.359	17	30.537	22.205	33.829	1:26.570							
18	42.959	22.826	34.982	1:40.767	18	31.127	22.268	2:40.884	3:34.279 P	18	34.106	23.804	36.510	1:34.420							
19	31.100	23.555	35.060	1:29.715	19	37.518	22.364	1:38.645	2:38.526 P	19	32.331	23.135	4:25.880	5:21.347 P							
20	30.971	22.115	34.310	1:27.395	20	36.811	22.306	34.321	1:33.438	20	50.226	23.543	35.735	1:49.503							
21	30.608	22.065	34.178	1:26.851	AVG 32.093 22.785 35.172 1:32.209	21	31.747	22.789	3:08.711	4:03.247 P	21	31.747	22.789	3:08.711	4:03.247 P						
22	30.694	22.534	34.044	1:27.271	IDEAL 30.966 22.054 34.263 1:27.283	22	40.377	23.119	34.305	1:37.800	22	40.377	23.119	34.305	1:37.800						
23	30.837	21.979	33.970	1:26.786	19 Jason Curtis Suzuki GSX-R1000	23	30.999	22.415	34.025	1:27.439	23	30.999	22.415	34.025	1:27.439						
24	33.757	25.020	2:42.203	3:40.980 P	1	-	-	-	- P	AVG 31.419 22.839 34.780 1:29.847	24	33.757	25.020	2:42.203	3:40.980 P						
25	37.486	22.935	34.298	1:34.720	2	52.767	26.352	39.536	1:58.654	IDEAL 30.524 22.105 33.665 1:26.293	25	37.486	22.935	34.298	1:34.720						
26	30.579	22.162	33.982	1:26.723	3	35.188	25.383	38.309	1:38.880	26	30.579	22.162	33.982	1:26.723							
AVG 31.186 22.843 34.562 1:30.434	14 Shawn M Higbee Suzuki GSX-R1000					4	33.346	24.033	36.463	1:33.843	AVG 31.419 22.839 34.780 1:29.847	26	30.579	22.162	33.982	1:26.723					
IDEAL 30.471 21.962 33.937 1:26.370	1	-	-	- P	5	33.798	23.761	36.499	1:34.058	IDEAL 30.524 22.105 33.665 1:26.293	26	30.579	22.162	33.982	1:26.723						
2	48.566	28.697	38.141	1:55.404	6	33.194	23.721	36.532	1:33.447	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723					
3	34.096	24.492	36.920	1:35.509	7	33.627	24.052	36.853	1:34.532	1	-	-	-	- P	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
4	33.547	24.023	36.409	1:33.979	8	33.060	23.957	36.626	1:33.643	2	42.174	24.405	36.743	1:43.322	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
5	32.455	23.469	36.098	1:32.022	9	33.413	23.570	36.562	1:33.545	3	34.079	23.627	-	- P	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
6	32.272	23.615	36.211	1:32.098	10	32.997	23.380	36.109	1:32.486	4	39.404	23.345	35.421	1:38.170	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
7	32.812	23.455	35.742	1:32.008	11	32.902	23.632	36.346	1:32.881	5	32.470	23.879	8:11.062	9:08.767 P	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
8	32.878	23.288	36.162	1:32.328	12	33.564	25.225	37.890	1:36.680	6	39.922	23.149	35.488	1:38.560	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
9	32.325	22.997	35.821	1:31.143	13	32.880	23.890	36.511	1:33.281	7	32.203	23.069	35.383	1:30.656	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
10	32.045	23.142	35.095	1:30.281	14	32.710	23.657	36.123	1:32.489	8	32.934	22.966	35.212	1:31.112	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
11	31.779	23.265	35.306	1:30.349	15	32.782	23.687	36.382	1:32.850	9	32.284	23.084	35.071	1:30.439	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
12	31.828	23.296	36.403	1:31.527	16	32.993	23.826	11:43.31	12:40.13 P	10	31.942	23.076	34.961	1:29.978	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
13	32.145	23.063	12:59.47	13:54.68 P	17	49.131	27.718	41.601	1:58.450	11	32.388	23.733	4:28.999	5:25.119 P	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
14	45.858	23.195	35.797	1:44.850	18	33.859	24.003	36.871	1:34.733	12	38.974	23.354	35.571	1:37.899	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
15	31.975	23.208	35.624	1:30.807	19	32.602	23.550	36.475	1:32.627	13	32.004	22.949	35.123	1:30.076	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
16	31.728	23.058	35.136	1:29.922	20	32.578	23.371	35.843	1:31.791	14	31.759	22.748	35.090	1:29.598	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
17	31.693	23.084	34.972	1:29.749	21	32.511	23.370	36.003	1:31.884	15	31.967	22.886	34.654	1:29.507	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
18	31.767	23.105	35.039	1:29.910	22	32.812	23.447	35.977	1:32.235	16	31.633	23.328	4:42.250	5:37.211 P	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
					23	32.516	23.294	36.140	1:31.950	17	40.108	23.623	35.509	1:39.240	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
										18	32.113	22.903	34.953	1:29.969	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
										19	31.804	22.760	34.889	1:29.453	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723
										20	31.852	22.773	35.038	1:29.664	27	Eric Bostrom Ducati 999R	26	30.579	22.162	33.982	1:26.723

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



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INDIVIDUAL TIMES - PRACTICE SESSION #1

32 Eric Bostrom
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
21	31.664	23.056	36.164	1:30.883
22	31.904	23.102	35.046	1:30.051
23	31.694	22.739	34.786	1:29.219
AVG	31.754	22.966	35.332	1:30.051
IDEAL	31.633	22.739	34.654	1:29.026

37 Kevin W Pate
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	52.049	29.796	42.478	2:04.323
3	37.415	25.980	39.244	1:42.639
4	35.713	25.207	38.830	1:39.749
5	35.215	25.422	1:03.366	2:04.003
6	12:14.75	25.742	39.253	13:19.75
7	34.148	24.321	37.728	1:36.197
8	38.334	32.750	37.556	1:48.640
9	34.004	24.388	57.256	1:55.648
10	17:50.83	26.529	37.073	18:54.43
11	39.973	28.779	1:02.111	2:10.863
AVG	36.400	25.796	38.880	1:41.806
IDEAL	34.004	24.321	37.073	1:35.398

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:48.584	26.340	37.605	2:52.529
3	33.864	24.554	36.809	1:35.227
4	33.335	24.402	36.958	1:34.695
5	33.054	23.948	36.410	1:33.412
6	33.056	24.266	36.529	1:33.851
7	33.416	24.295	36.653	1:34.365
8	33.455	24.428	36.496	1:34.379
9	33.347	24.230	36.481	1:34.058
10	33.543	24.345	37.128	1:35.016
11	33.731	24.560	6:31.389	7:29.680
12	44.132	24.288	36.926	1:45.346
13	33.370	24.003	36.516	1:33.889
14	33.273	23.933	36.720	1:33.926
15	33.087	24.208	36.735	1:34.030
16	33.601	23.962	36.829	1:34.393
17	33.381	24.157	7:14.874	8:12.412
18	49.715	24.866	37.282	1:51.863
19	33.500	24.245	36.432	1:34.177
20	33.081	23.968	36.582	1:33.630
21	32.838	24.026	36.436	1:33.301
22	33.053	23.866	36.379	1:33.298
AVG	33.333	24.328	36.732	1:35.714
IDEAL	32.838	23.866	36.379	1:33.083

41 Joshua Kurt Hayes
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	46.002	24.724	36.714	1:47.440
3	32.778	23.468	35.235	1:31.481
4	32.358	23.013	35.212	1:30.583
5	31.754	22.781	35.117	1:29.651
6	32.601	22.844	34.748	1:30.193
7	31.896	23.954	1:48.301	2:44.151
8	39.037	23.208	35.366	1:37.610
9	31.628	22.613	34.715	1:28.955
10	31.790	22.926	34.625	1:29.341
11	31.888	22.831	34.903	1:29.622
12	31.914	23.289	10:56.13	11:51.33
13	50.565	24.533	35.670	1:50.768
14	31.740	22.733	34.861	1:29.334
15	31.724	22.728	34.459	1:28.911
16	31.300	28.242	3:58.503	4:58.045
17	52.190	24.632	36.152	1:52.974
18	32.449	23.787	35.298	1:31.534
19	31.849	22.980	35.034	1:29.862
20	31.670	22.979	35.215	1:29.864
21	31.636	22.996	35.058	1:29.690
AVG	31.936	23.317	35.199	1:30.474
IDEAL	31.300	22.613	34.459	1:28.372

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	49.563	27.869	38.467	1:55.899
3	32.936	23.962	35.464	1:32.363
4	32.243	22.802	34.520	1:29.565
5	31.566	22.676	34.604	1:28.846
6	31.718	23.176	7:15.916	8:10.810
7	42.900	23.673	35.833	1:42.407
8	32.026	23.356	1:21.475	2:16.857
9	42.588	24.853	35.241	1:42.682
10	31.691	22.883	34.790	1:29.364
11	31.597	23.578	35.323	1:30.498
12	31.528	22.961	34.986	1:29.475
AVG	31.913	23.392	35.470	1:33.150
IDEAL	31.528	22.676	34.520	1:28.724

45 Lee Acree
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	45.706	24.614	36.945	1:47.265
3	33.480	24.140	36.134	1:33.754
4	32.779	23.568	3:40.706	4:37.054
5	46.472	23.737	36.090	1:46.298
6	32.467	23.540	36.126	1:32.132
7	32.581	23.697	35.968	1:32.245

8	32.643	23.937	35.718	1:32.298
9	36.205	28.855	35.723	1:40.782
10	32.946	24.303	4:16.759	5:14.007
11	45.240	23.915	35.487	1:44.642
12	32.517	23.695	35.391	1:31.603
13	32.666	23.973	35.429	1:32.068
14	32.683	23.773	35.820	1:32.276
15	32.465	26.640	4:40.888	5:39.993
16	43.468	23.508	35.681	1:42.657
17	32.494	23.855	35.896	1:32.244
18	32.764	23.779	36.050	1:32.594
AVG	32.952	24.036	35.878	1:36.344
IDEAL	32.465	23.508	35.391	1:31.363

47 Opie Caylor
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	44.764	24.247	36.099	1:45.110
3	32.294	23.388	35.201	1:30.883
4	31.807	23.214	35.156	1:30.177
5	32.395	23.467	35.548	1:31.409
6	32.308	24.266	36.837	1:33.410
7	32.161	23.756	35.399	1:31.316
8	33.917	23.740	35.842	1:33.500
9	32.026	23.287	35.705	1:31.017
10	34.116	24.402	4:34.883	5:33.401
11	44.211	23.897	35.715	1:43.823
12	32.600	23.334	8:36.487	9:32.420
13	51.177	26.734	37.218	1:55.129
14	32.224	23.126	35.433	1:30.783
15	31.856	23.369	35.634	1:30.859
16	32.409	24.788	3:06.943	4:04.139
17	41.314	23.692	35.354	1:40.360
18	32.926	23.197	35.615	1:31.738
19	32.244	23.295	35.246	1:30.785
20	32.141	23.336	35.460	1:30.937
21	31.840	23.320	35.589	1:30.750
AVG	32.454	23.793	35.709	1:33.554
IDEAL	31.807	23.126	35.156	1:30.089

49 John R Jacobi
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:07.694	-
2	1:13.112	26.712	39.797	2:19.621
3	35.447	25.810	38.756	1:40.013
4	34.320	25.022	37.814	1:37.156
5	34.099	25.077	37.463	1:36.638
6	33.776	24.719	37.381	1:35.876
7	34.239	25.214	1:08.689	2:08.143
8	-	-	-	14:06.98
9	51.202	25.544	38.303	1:55.049
10	33.938	24.745	37.291	1:35.974
11	33.612	24.593	37.475	1:35.680

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



Chevrolet Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - PRACTICE SESSION #1

49 John R Jacobi
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	34.050	24.488	37.543	1:36.081
13	33.588	24.331	37.048	1:34.966
14	33.576	24.564	1:11.814	2:09.953 P
AVG	33.738	24.461	37.295	1:35.523
IDEAL	33.576	24.331	37.048	1:34.954

57 Jeremy Toye
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	37.642	-
2	33.363	24.540	36.283	1:34.186
3	32.660	23.916	35.941	1:32.517
4	32.396	23.776	36.931	1:33.103
5	32.607	24.319	35.832	1:32.758
6	32.201	23.857	36.004	1:32.062
7	32.057	23.637	35.732	1:31.425
8	32.332	23.792	1:00.953	1:57.077 P
9	3:50.634	23.967	36.217	4:50.819
10	32.264	23.709	37.080	1:33.053
11	32.836	23.574	36.109	1:32.519
12	32.527	23.320	35.757	1:31.604
13	32.421	23.695	35.809	1:31.925
14	32.150	23.635	35.675	1:31.460
15	32.172	23.318	35.733	1:31.223
16	32.284	23.745	59.344	1:55.373 P
17	11:11.26	25.242	37.122	12:13.62
18	32.969	23.795	36.335	1:33.099
19	32.605	23.913	36.629	1:33.147
20	32.784	23.769	36.468	1:33.021
21	32.798	23.616	36.517	1:32.930
22	32.899	24.169	1:00.984	1:58.052 P
AVG	32.543	23.872	36.306	1:32.502
IDEAL	32.057	23.318	35.675	1:31.050

58 Rick R Narup
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.966	-
2	36.600	26.069	38.775	1:41.444
3	35.191	25.246	38.012	1:38.448
4	34.082	24.885	37.742	1:36.709
5	33.810	25.006	38.245	1:37.061
6	34.296	25.002	37.875	1:37.173
7	33.934	24.824	37.390	1:36.148
8	33.725	24.941	37.365	1:36.031
9	33.920	24.641	37.527	1:36.089
10	33.884	24.860	37.366	1:36.110
11	34.557	25.033	37.152	1:36.742
AVG	34.400	25.051	38.038	1:37.195
IDEAL	33.725	24.641	37.152	1:35.518

61 Scott Jensen
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.751	-
2	34.277	23.894	37.058	1:35.229
3	33.211	23.672	36.564	1:33.447
4	33.173	23.532	36.689	1:33.394
5	33.461	23.784	36.797	1:34.042
6	33.332	23.879	1:01.325	1:58.536 P
7	3:30.916	23.828	36.938	4:31.682
8	32.988	23.625	36.424	1:33.038
9	33.464	24.126	36.329	1:33.920
10	32.876	23.661	36.217	1:32.754
11	34.013	24.397	1:00.258	1:58.668 P
12	14:33.27	24.136	37.693	15:35.10
13	33.634	24.149	36.792	1:34.575
14	33.089	24.187	36.545	1:33.822
14	32.934	23.837	1:04.445	2:01.215 P
AVG	33.371	23.908	36.900	1:33.802
IDEAL	32.876	23.532	36.217	1:32.625

63 Kevin Hanson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	39.203	-
2	36.165	25.769	38.205	1:40.138
3	34.234	24.782	37.517	1:36.533
4	33.260	24.837	36.746	1:34.843
5	33.226	24.250	36.171	1:33.646
6	32.957	24.523	36.207	1:33.687
7	33.069	24.491	36.691	1:34.250
8	33.645	25.061	1:02.589	2:01.294 P
9	2:50.197	24.535	37.175	3:51.907
10	33.161	24.604	36.774	1:34.539
11	33.287	24.523	38.115	1:35.925
12	33.707	24.871	1:01.201	1:59.779 P
13	2:19.752	25.083	37.345	3:22.180
14	33.506	25.350	57.690	1:56.545 P
15	1:55.214	24.928	37.357	2:57.498
16	33.382	24.846	37.073	1:35.301
17	33.611	24.556	1:01.628	1:59.795 P
AVG	33.631	24.813	37.275	1:35.429
IDEAL	32.957	24.250	36.171	1:33.378

64 Jeremiah J Johnson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	37.970	-
2	33.184	24.974	36.536	1:34.693
3	33.396	24.851	36.917	1:35.163
4	33.434	25.008	37.103	1:35.544
5	33.201	24.776	37.090	1:35.068
6	33.858	25.146	36.748	1:35.751
AVG	33.415	24.951	37.061	1:35.244
IDEAL	33.184	24.776	36.536	1:34.495

72 Larry Pegram
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	44.073	25.178	37.116	1:46.367
3	32.785	23.445	35.564	1:31.794
4	32.235	23.139	37.467	1:32.841
5	32.215	23.077	35.865	1:31.156
6	31.760	23.900	35.193	1:30.853
7	31.894	23.431	35.218	1:30.543
8	33.188	24.246	7:08.346	8:05.780 P
9	44.514	27.623	38.345	1:50.483
10	31.875	23.111	35.063	1:30.049
11	31.739	22.893	34.959	1:29.591
12	31.820	22.687	35.317	1:29.824
13	33.333	23.559	35.846	1:32.738
14	31.776	22.809	35.235	1:29.820
15	31.678	22.787	35.084	1:29.549
AVG	32.192	23.405	35.867	1:32.094
IDEAL	31.678	22.687	34.959	1:29.324

74 Mike Sullivan
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.589	-
2	35.071	25.964	38.860	1:39.896
3	34.057	23.915	37.142	1:35.114
4	33.777	23.938	36.687	1:34.401
5	32.952	24.024	36.236	1:33.211
6	33.152	23.713	36.328	1:33.193
7	32.948	23.937	36.775	1:33.660
8	33.116	23.952	36.748	1:33.817
9	32.946	23.640	36.376	1:32.961
10	32.901	24.092	36.156	1:33.149
11	32.536	23.760	36.317	1:32.613
12	33.873	25.424	37.230	1:36.527
13	33.070	23.994	36.323	1:33.387
14	32.535	23.609	36.195	1:32.339
15	32.427	23.619	36.409	1:32.455
16	32.510	24.021	36.218	1:32.748
17	32.853	23.516	36.238	1:32.606
18	32.708	23.406	36.370	1:32.483
19	32.623	23.406	36.092	1:32.121
20	32.428	23.477	36.364	1:32.268
AVG	33.078	23.969	36.783	1:33.629
IDEAL	32.427	23.406	36.092	1:31.925

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	48.333	27.127	39.212	1:54.672
3	35.268	26.553	38.331	1:40.151
4	34.578	25.830	38.350	1:38.758
5	35.208	25.393	38.586	1:39.187

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



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INDIVIDUAL TIMES - PRACTICE SESSION #1

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	34.471	25.575	38.103	1:38.150
7	35.199	25.424	37.681	1:38.304
8	35.037	25.621	38.069	1:38.727
9	34.612	25.642	38.365	1:38.619
AVG	34.830	25.566	38.054	1:38.450
IDEAL	34.471	25.393	37.681	1:37.546

77 Jack E Pfeifer
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.631	-
2	34.351	24.687	37.909	1:36.947
3	34.355	25.951	37.647	1:37.953
4	33.949	24.639	37.931	1:36.518
5	33.334	24.697	36.641	1:34.671
6	33.648	24.486	36.733	1:34.866
7	33.845	24.797	1:03.100	2:01.743 P
8	14:51.65	25.150	38.112	15:54.92
9	33.886	24.498	37.246	1:35.630
10	33.565	24.289	36.862	1:34.716
11	33.324	24.368	37.753	1:35.445
12	33.100	24.467	36.952	1:34.519
13	33.331	24.169	36.633	1:34.133
14	33.084	24.437	1:02.326	1:59.847 P
15	7:31.508	24.341	37.312	8:33.161
16	32.872	24.005	36.726	1:33.602
17	33.004	24.556	36.187	1:33.747
18	33.088	24.220	37.030	1:34.338
18	35.301	25.108	58.315	1:58.724 P
AVG	33.627	24.604	37.269	1:35.160
IDEAL	32.872	24.005	36.187	1:33.064

78 David Bell
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	52.779	27.076	39.485	1:59.339
3	35.478	24.952	37.577	1:38.007
4	33.794	24.266	36.340	1:34.400
5	33.396	24.218	36.171	1:33.784
6	32.991	24.430	36.751	1:34.172
7	33.049	24.072	4:25.365	5:22.486 P
8	45.203	24.912	36.978	1:47.092
9	33.500	24.227	36.279	1:34.006
10	33.569	24.294	37.108	1:34.971
11	33.309	24.073	2:43.187	3:40.569 P
12	43.275	24.383	36.281	1:43.939
13	32.834	24.166	36.291	1:33.291
14	32.782	23.934	36.332	1:33.048
15	34.806	30.604	5:16.327	6:21.736 P
16	46.667	24.726	37.042	1:48.435
17	32.981	24.030	36.058	1:33.070

18	32.854	23.993	36.126	1:32.972
19	32.790	23.910	36.075	1:32.776
20	32.824	23.916	35.925	1:32.664
21	32.735	23.581	36.068	1:32.384
AVG	33.326	24.358	36.612	1:35.999
IDEAL	32.735	23.581	35.925	1:32.240

81 C R Gittere
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.587	-
2	36.024	26.543	37.508	1:40.075
3	33.939	24.544	36.403	1:34.886
4	33.432	24.154	36.158	1:33.744
5	34.033	25.818	1:09.139	2:08.990 P
6	3:29.249	26.157	37.689	4:33.095
7	34.806	24.185	1:02.167	2:01.158 P
8	5:49.620	25.817	38.747	6:54.184
9	33.525	24.032	36.668	1:34.224
10	33.359	24.098	58.721	1:56.179 P
11	1:56.467	25.555	36.735	2:58.758
12	33.480	24.135	36.274	1:33.889
13	32.996	24.749	58.068	1:55.813 P
14	5:53.476	26.008	37.194	6:56.678
15	33.914	24.549	36.395	1:34.858
16	33.505	23.940	36.917	1:34.362
AVG	33.910	24.952	37.273	1:35.148
IDEAL	32.996	23.940	36.158	1:33.094

96 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	41.679	-
2	35.093	24.963	37.782	1:37.838
3	33.049	24.274	35.944	1:33.267
4	32.131	23.367	35.492	1:30.990
5	31.991	23.525	35.572	1:31.087
6	34.084	28.361	6:05.044	7:07.488 P
7	50.281	24.505	36.045	1:50.831
AVG	33.270	24.127	37.085	1:33.295
IDEAL	31.991	23.367	35.492	1:30.849

97 Scott E Carpenter
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	41.310	-
2	35.923	25.866	40.872	1:42.661
3	34.683	24.851	38.313	1:37.848
4	34.961	25.552	54.187	1:54.700 P
AVG	35.189	25.423	40.165	1:45.070
IDEAL	34.683	24.851	38.313	1:37.848

98 Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	50.032	24.407	36.039	1:50.478

3	32.401	22.783	35.081	1:30.264
4	32.067	22.484	34.828	1:29.380
5	31.199	23.037	34.166	1:28.402
6	31.174	22.632	34.178	1:27.985
7	31.134	22.879	5:28.012	6:22.025 P
8	46.083	23.193	34.712	1:43.987
9	31.385	22.635	35.242	1:29.262
10	30.872	22.183	34.203	1:27.257
11	30.915	22.642	34.696	1:28.252
12	31.001	22.319	34.113	1:27.432
13	31.336	23.024	-	- P
14	46.176	23.054	34.681	1:43.910
15	31.124	22.641	34.092	1:27.857
16	31.119	22.413	34.203	1:27.735
17	31.059	22.478	16:04.36	16:58.72 P
18	48.493	29.408	34.592	1:52.493
19	30.705	22.212	34.130	1:27.046
20	30.981	22.400	33.848	1:27.229
21	30.685	22.153	33.875	1:26.713
22	31.573	22.063	33.890	1:27.526
AVG	31.285	22.686	34.508	1:30.029
IDEAL	30.685	22.063	33.848	1:26.596

100 Byron Barbour
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	39.934	-
2	36.337	26.739	39.251	1:42.326
3	34.531	24.719	37.704	1:36.953
4	34.149	24.720	37.183	1:36.052
5	33.549	24.841	36.964	1:35.353
6	34.282	24.712	36.855	1:35.848
7	33.510	24.787	36.953	1:35.250
8	33.628	24.467	3:40.548	4:38.642 P
9	49.277	25.877	37.356	1:52.510
10	33.532	24.260	36.843	1:34.635
11	33.425	24.308	36.775	1:34.508
12	33.219	24.194	36.436	1:33.849
13	33.399	24.511	37.738	1:35.648
14	34.445	26.008	5:25.794	6:26.246 P
15	44.682	25.089	36.681	1:46.452
16	33.498	24.190	36.570	1:34.259
17	32.999	24.078	36.408	1:33.484
18	33.432	24.536	37.237	1:35.206
19	33.128	24.240	36.748	1:34.116
20	33.820	32.413	1:58.587	3:04.819 P
AVG	33.817	24.793	37.273	1:36.263
IDEAL	32.999	24.078	36.408	1:33.484

111 A J Ammann
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	39.304	-
2	34.642	25.692	37.277	1:37.611
3	33.721	25.045	37.342	1:36.107

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



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111 A J Ammann
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	34.719	26.516	37.322	1:38.557
5	33.576	25.112	36.830	1:35.518
6	33.238	24.845	36.937	1:35.020
7	33.406	25.168	37.530	1:36.104
8	33.752	24.761	36.925	1:35.439
9	33.656	24.847	37.255	1:35.758
AVG	33.725	25.208	37.133	1:36.066
IDEAL	33.238	24.761	36.830	1:34.830

120 Ron McGill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	49.984	30.391	42.363	2:02.738
3	38.573	28.511	40.711	1:47.795
4	37.333	28.202	40.431	1:45.967
5	36.606	27.643	39.719	1:43.968
6	36.184	27.190	39.768	1:43.141
7	36.735	27.143	5:44.829	6:48.708
8	50.702	27.158	40.181	1:58.041
9	35.751	28.081	40.545	1:44.377
10	35.853	26.967	39.244	1:42.064
11	35.353	26.378	38.391	1:40.123
12	35.234	26.623	38.774	1:40.632
13	35.475	26.445	38.543	1:40.462
14	35.653	26.254	37.898	1:39.805
15	35.474	26.402	38.368	1:40.244
16	35.153	25.996	38.231	1:39.380
17	34.839	26.163	3:23.465	4:24.467
18	45.880	27.400	39.193	1:52.473
19	35.257	25.943	38.359	1:39.559
20	34.716	25.836	38.222	1:38.774
21	35.207	25.518	38.209	1:38.934
AVG	35.847	27.012	39.286	1:43.279
IDEAL	34.716	25.518	37.898	1:38.132

121 Lenny Beckman
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.550	-
2	33.531	24.589	36.418	1:34.539
3	33.149	24.537	36.870	1:34.555
4	33.234	24.290	37.146	1:34.669
5	33.634	24.787	36.891	1:35.313
6	33.650	24.540	38.034	1:36.223
7	32.955	24.708	36.891	1:34.554
8	33.429	24.669	1:42.386	2:40.483
9	3:43.244	24.881	36.948	4:45.073
10	38.621	24.488	36.978	1:40.087
11	33.375	25.054	36.856	1:35.285
12	33.353	24.696	36.904	1:34.953
13	33.386	24.649	37.221	1:35.257

14 33.194 24.594 1:34.868 2:32.656 **P**

AVG 33.747 24.648 37.142 1:35.543
 IDEAL 32.955 24.290 36.418 1:33.662

127 James J Bonner
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	41.200	-
2	36.243	26.770	40.911	1:43.924
3	35.611	25.729	6:09.773	7:11.113
4	47.298	25.963	38.718	1:51.979
5	34.984	25.771	38.689	1:39.444
6	34.982	25.855	38.765	1:39.601
7	35.200	26.005	38.940	1:40.145
8	35.456	25.762	39.665	1:40.883
9	34.893	25.421	14:56.44	15:56.76
10	47.609	26.480	39.496	1:53.586
11	35.577	25.425	38.598	1:39.600
12	34.775	25.403	38.263	1:38.440
13	35.096	25.316	38.456	1:38.868
14	34.611	25.554	38.885	1:39.050
AVG	35.221	25.804	39.215	1:42.320
IDEAL	34.611	25.316	38.263	1:38.190

155 Ben D Bostrom
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	39.881	24.714	35.915	1:40.511
3	32.142	24.453	37.423	1:34.018
4	32.409	22.907	35.320	1:30.637
5	32.294	22.888	-	-
6	39.719	23.040	34.539	1:37.297
7	31.834	23.702	35.013	1:30.549
8	32.438	24.723	3:47.700	4:44.861
9	41.769	24.228	35.979	1:41.975
10	32.270	23.843	15:17.47	16:12.65
11	39.639	23.469	35.068	1:38.176
12	31.469	22.534	34.731	1:28.734
13	33.574	23.517	9:59.082	10:55.19
14	40.476	24.104	36.551	1:41.131
15	31.740	24.364	35.171	1:31.275
16	31.622	22.694	35.204	1:29.520
17	33.531	24.192	3:55.146	4:52.869
18	42.877	23.492	34.846	1:41.214
19	31.383	22.608	34.381	1:28.372
20	31.076	22.336	34.067	1:27.479
21	33.123	23.977	20:31.38	21:28.47
22	40.815	23.083	34.543	1:38.442
23	31.252	22.575	34.468	1:28.295
24	31.478	23.651	38.111	1:33.240
AVG	32.102	23.526	35.372	1:34.168
IDEAL	31.076	22.336	34.067	1:27.479

165 Mark Ledesma
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.460	-
2	34.642	24.858	36.248	1:35.748
3	33.135	24.604	36.493	1:34.232
4	32.762	23.952	36.988	1:33.702
5	32.552	24.016	35.939	1:32.506
6	32.847	23.895	36.088	1:32.829
7	32.382	24.386	36.029	1:32.796
8	32.520	23.896	36.303	1:32.718
9	32.413	23.736	35.849	1:31.998
10	32.865	24.142	1:08.180	2:05.187
11	4:10.942	24.501	55.053	5:30.496
AVG	32.902	24.198	36.488	1:33.316
IDEAL	32.382	23.736	35.849	1:31.966

187 Cory Denton West
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:01.311	34.012	46.707	2:22.030
3	39.787	30.330	42.607	1:52.725
4	36.819	26.491	40.296	1:43.606
5	35.751	25.795	39.017	1:40.562
6	34.627	25.300	38.331	1:38.258
7	34.571	25.259	37.789	1:37.619
8	34.449	25.010	37.435	1:36.894
9	33.941	24.648	37.288	1:35.877
10	33.596	24.436	37.662	1:35.694
11	33.674	24.581	37.056	1:35.311
12	33.827	24.595	38.037	1:36.459
13	33.372	24.344	37.466	1:35.181
14	33.401	24.353	36.728	1:34.481
15	36.411	25.447	3:25.799	4:27.657
16	48.958	24.618	36.952	1:50.528
17	33.304	24.804	1:37.902	2:36.010
18	44.617	24.700	36.743	1:46.060
19	33.507	24.384	36.533	1:34.423
20	33.008	24.483	36.650	1:34.141
21	33.556	24.209	36.382	1:34.148
22	33.146	24.372	36.482	1:33.999
23	33.094	24.065	36.201	1:33.359
24	33.141	24.235	36.240	1:33.616
25	32.992	24.243	36.210	1:33.445
26	33.067	23.946	36.182	1:33.194
27	33.106	24.181	36.349	1:33.636
28	33.276	24.015	36.380	1:33.671
AVG	33.897	24.661	37.376	1:36.703
IDEAL	32.992	23.946	36.182	1:33.119

199 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	36.677	-

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



Chevrolet Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - PRACTICE SESSION #1

199 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	32.534	23.250	35.577	1:31.361
3	40.557	28.139	35.763	1:44.460
4	31.723	23.029	35.016	1:29.768
5	31.981	23.173	35.305	1:30.458
6	31.975	45.704	58.435	2:16.113 P
7	3:14.494	23.642	35.402	4:13.539
8	31.839	23.194	35.238	1:30.271
9	31.651	22.889	35.396	1:29.936
10	31.664	22.941	35.666	1:30.271
11	31.820	23.202	54.316	1:49.338 P
12	13:18.23	24.431	35.214	14:17.87
13	32.117	23.137	35.163	1:30.417
14	31.851	23.258	35.067	1:30.176
15	31.807	23.292	35.431	1:30.529
16	31.938	23.406	54.682	1:50.026 P
AVG	31.908	23.296	35.353	1:31.765
IDEAL	31.651	22.889	35.016	1:29.555

307 Christian Pistoni
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	51.098	26.928	37.636	1:55.662
3	33.876	24.850	37.436	1:36.161
4	33.712	24.865	36.714	1:35.291
5	33.449	24.228	36.480	1:34.157
6	34.119	26.385	6:36.868	7:37.372 P
7	47.705	28.246	40.806	1:56.756
8	55.160	37.263	3:11.192	4:43.614 P
9	52.242	25.303	37.352	1:54.897
10	33.369	25.486	36.519	1:35.373
11	33.231	24.246	35.935	1:33.412
12	33.164	24.052	35.979	1:33.195
13	33.171	24.204	37.045	1:34.420
14	35.076	29.553	8:40.220	9:44.850 P
15	47.842	25.929	38.040	1:51.810
16	33.504	24.962	36.708	1:35.175
AVG	33.667	25.360	37.221	1:36.555
IDEAL	33.164	24.052	35.935	1:33.151

415 Michael J Sanchez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	43.577	23.855	36.415	1:43.846
3	32.363	23.606	35.855	1:31.824
4	32.610	24.059	35.995	1:32.664
5	32.316	24.237	36.046	1:32.599
6	32.277	23.739	35.903	1:31.919
7	32.502	23.653	3:20.913	4:17.068 P
8	40.583	23.786	35.595	1:39.964
9	32.618	23.768	35.818	1:32.204

10	32.095	23.777	35.872	1:31.744
11	32.342	23.417	35.417	1:31.175
12	32.314	23.412	35.375	1:31.101
AVG	32.353	23.757	35.833	1:33.708
IDEAL	32.095	23.412	35.375	1:30.883

851 Michael A Hanley
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	39.380	-
2	35.160	25.670	38.882	1:39.712
3	35.265	25.939	38.304	1:39.508
4	35.516	25.415	38.794	1:39.725
5	34.223	25.375	38.773	1:38.371
6	34.409	25.094	38.644	1:38.147
7	34.278	25.526	1:43.875	2:43.679 P
8	44.217	25.163	37.714	1:47.094
9	34.145	24.677	37.707	1:36.529
10	33.897	24.591	37.635	1:36.123
11	34.343	24.858	37.957	1:37.158
12	33.463	25.019	37.625	1:36.106
13	33.537	25.064	37.866	1:36.467
AVG	34.385	25.199	38.274	1:38.631
IDEAL	33.463	24.591	37.625	1:35.679

901 Corey Sarros
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.346	-
2	35.234	25.552	37.363	1:38.149
3	34.341	25.213	37.314	1:36.868
4	33.828	25.076	37.540	1:36.444
5	33.995	25.069	1:04.335	2:03.399 P
6	3:00.282	25.815	37.383	4:03.479
7	33.918	25.969	37.072	1:36.959
8	33.944	25.636	59.475	1:59.055 P
9	2:26.818	25.317	37.780	3:29.915
10	34.087	25.289	37.558	1:36.934
11	33.681	25.054	37.287	1:36.021
12	34.080	25.014	37.461	1:36.555
13	33.680	25.184	58.068	1:56.932 P
14	2:20.127	25.878	37.784	3:23.789
15	34.082	25.300	56.695	1:56.076 P
16	3:02.566	26.452	38.643	4:07.660
17	34.605	25.199	37.604	1:37.408
18	34.046	25.058	57.203	1:56.307 P
19	4:33.121	25.398	37.407	5:35.925
20	34.050	24.959	37.330	1:36.339
AVG	34.112	25.391	37.591	1:36.853
IDEAL	33.680	24.959	37.072	1:35.712

911 Michael A Smith
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	36.717	-
2	32.493	23.389	35.578	1:31.460

3	32.209	23.254	35.777	1:31.240
4	32.213	23.341	35.340	1:30.894
5	34.134	24.082	3:14.403	4:12.619 P
6	39.637	23.500	36.773	1:39.910
7	32.152	23.395	35.887	1:31.434
8	31.666	23.178	36.122	1:30.966
9	32.055	23.222	35.573	1:30.850
AVG	32.392	23.402	35.949	1:32.249
IDEAL	31.666	23.178	35.340	1:30.183

940 J J Roetlin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	52.111	31.024	39.762	2:02.896
3	33.923	24.863	37.382	1:36.168
4	33.006	24.309	36.880	1:34.194
5	33.402	24.530	36.338	1:34.269
6	34.002	26.324	36.459	1:36.785
7	32.692	25.094	54.423	1:52.209 P
8	2:59.115	24.743	37.316	4:01.174
9	32.948	23.907	37.397	1:34.252
10	32.823	23.968	56.816	1:53.607 P
11	2:00.348	24.910	37.448	3:02.706
12	32.889	23.862	36.393	1:33.144
13	32.835	24.339	36.838	1:34.011
14	33.697	24.286	53.965	1:51.948 P
15	2:10.565	24.046	36.290	3:10.901
16	32.734	23.901	36.376	1:33.011
17	33.518	24.075	36.340	1:33.933
18	32.583	24.098	36.317	1:32.998
19	33.561	25.550	52.640	1:51.751 P
20	2:19.973	25.053	36.509	3:21.534
21	34.051	23.976	36.207	1:34.234
22	32.644	24.818	36.160	1:33.622
23	34.392	30.254	37.326	1:41.972
24	32.932	24.030	36.168	1:33.130
AVG	33.257	24.509	36.837	1:34.694
IDEAL	32.583	23.862	36.160	1:32.604

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