



Chevrolet Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - FINAL

**1** Mathew Mladin  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.111	-
2	36.922	34.313	28.367	1:39.602
3	37.183	34.030	28.098	1:39.310
4	37.375	34.227	28.190	1:39.792
5	37.655	34.212	28.089	1:39.955
6	37.300	34.099	28.091	1:39.490
7	37.147	33.718	27.804	1:38.670
7	<del>36.961</del>	<del>33.685</del>	<del>27.891</del>	<del>1:38.537</del>
7	<del>36.991</del>	<del>33.639</del>	<del>27.964</del>	<del>1:38.594</del>
7	-	-	11:30.06	<del>12:43.27</del> P
7	54.694	36.048	1:57.322	3:28.064
8	38.419	33.771	28.335	1:40.524
9	37.480	33.702	27.894	1:39.075
10	36.822	33.675	28.384	1:38.882
11	36.986	34.049	28.006	1:39.040
12	36.855	33.617	27.944	1:38.416
13	36.735	33.509	27.881	1:38.125
14	36.783	33.644	27.965	1:38.393
15	36.960	33.559	27.799	1:38.317
16	36.828	33.716	28.000	1:38.545
17	36.891	33.629	27.911	1:38.431
18	36.895	33.755	27.905	1:38.554
19	36.948	33.758	27.972	1:38.677
20	36.970	34.273	29.547	1:40.790
21	37.184	33.896	28.878	1:39.958
22	37.118	33.870	27.962	1:38.950
23	37.019	34.125	28.737	1:39.881
24	37.788	34.438	28.714	1:40.941
25	37.672	33.784	28.456	1:39.912
26	37.079	33.761	28.289	1:39.130
27	37.337	34.058	28.106	1:39.501
28	37.257	33.838	28.873	1:39.968
AVG	37.171	33.967	28.225	1:39.290
IDEAL	36.735	33.509	27.799	1:38.043

**14** Shawn M Higbee  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.378	-
2	38.312	34.508	28.451	1:41.271
3	38.160	34.908	29.044	1:42.111
4	38.659	34.722	28.890	1:42.271
5	38.640	34.932	29.115	1:42.687
6	38.433	34.935	28.842	1:42.210
7	38.452	34.793	29.025	1:42.270
7	<del>38.559</del>	<del>34.993</del>	<del>28.968</del>	<del>1:42.539</del>
7	<del>38.505</del>	36.124	12:37.36	<del>13:51.99</del> P
7	45.222	36.879	2:13.828	3:35.929
8	39.005	35.123	28.597	1:42.725
9	38.250	34.364	28.390	1:41.005
10	38.086	34.679	28.730	1:41.495

11	38.134	34.646	28.715	1:41.495
12	38.516	34.793	29.034	1:42.343
13	38.416	34.717	28.973	1:42.106
14	38.489	34.827	28.769	1:42.085
15	38.431	35.053	28.985	1:42.469
16	38.635	35.062	28.959	1:42.656
17	38.449	34.813	28.843	1:42.105
18	38.540	34.737	29.017	1:42.294
19	38.369	34.732	28.647	1:41.747
20	38.156	34.603	28.783	1:41.542
21	38.503	34.768	29.186	1:42.457
22	38.436	34.679	28.824	1:41.939
23	38.705	34.900	29.170	1:42.776
24	38.613	34.770	28.594	1:41.977
25	38.427	34.754	28.689	1:41.870
26	38.364	34.656	28.785	1:41.805
27	38.514	34.694	28.583	1:41.791
28	38.203	34.657	28.455	1:41.316
AVG	38.664	34.882	28.800	1:42.011
IDEAL	38.086	34.364	28.390	1:40.840

**17** Miguel Duhamel  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.884	-
2	37.097	33.704	28.021	1:38.822
3	36.889	33.942	27.958	1:38.789
4	36.875	33.552	27.707	1:38.134
5	36.847	33.646	27.762	1:38.256
6	37.315	33.908	27.912	1:39.135
7	37.246	33.887	27.763	1:38.897
7	<del>36.814</del>	<del>33.642</del>	<del>27.892</del>	<del>1:38.348</del>
7	<del>37.010</del>	<del>34.025</del>	<del>28.201</del>	<del>1:39.236</del>
7	-	-	11:24.03	<del>12:39.04</del> P
7	43.072	35.295	2:17.873	3:36.239
8	38.186	34.035	28.191	1:40.412
9	37.333	33.827	27.841	1:39.001
10	37.123	33.943	28.040	1:39.106
11	37.127	34.247	28.014	1:39.387
12	37.003	33.712	27.546	1:38.261
13	36.559	33.458	27.844	1:37.860
14	36.671	33.697	27.864	1:38.232
15	36.880	33.612	28.045	1:38.537
16	36.945	33.657	28.037	1:38.639
17	36.758	33.614	27.847	1:38.218
18	36.819	33.617	27.784	1:38.220
19	36.812	33.646	28.053	1:38.511
20	36.745	33.419	27.833	1:37.997
21	37.269	33.708	28.051	1:39.028
22	36.764	33.695	27.924	1:38.383
23	37.271	34.025	28.579	1:39.875
24	37.493	34.230	27.879	1:39.602
25	37.014	33.946	28.324	1:39.283
26	37.032	33.630	28.030	1:38.693

27	37.438	34.063	27.888	1:39.389
28	36.843	33.305	27.807	1:37.955
AVG	37.271	33.830	27.942	1:38.786
IDEAL	36.559	33.305	27.546	1:37.410

**19** Jason Curtis  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	29.906	-
2	39.710	35.979	29.497	1:45.186
3	39.262	36.024	29.731	1:45.016
4	39.265	35.673	29.443	1:44.380
5	39.232	36.107	29.565	1:44.904
6	39.718	35.603	29.507	1:44.829
7	39.283	37.344	29.651	1:46.278
7	<del>39.260</del>	<del>35.729</del>	<del>29.377</del>	<del>1:44.360</del>
7	<del>39.330</del>	46.180	11:50.21	<del>13:15.72</del> P
7	52.704	37.921	2:16.147	3:46.772
8	42.600	37.275	29.573	1:49.448
9	39.856	35.654	29.517	1:45.027
10	39.474	36.062	29.745	1:45.281
11	40.528	35.842	29.496	1:45.865
12	39.481	36.220	29.521	1:45.222
13	39.408	35.735	29.208	1:44.352
14	39.135	35.444	30.211	1:44.790
15	39.068	35.312	29.742	1:44.121
16	39.284	36.018	29.495	1:44.797
17	39.341	35.457	29.443	1:44.241
18	39.271	35.886	29.613	1:44.771
19	39.550	35.765	29.724	1:45.038
20	39.316	36.288	29.223	1:44.827
21	39.013	35.144	29.338	1:43.494
22	39.097	35.463	29.156	1:43.715
23	39.643	35.402	29.170	1:44.215
24	39.056	35.298	30.084	1:44.437
25	39.134	35.597	29.814	1:44.544
26	39.601	35.250	29.233	1:44.085
27	39.412	35.521	29.959	1:44.891
AVG	39.528	35.899	29.577	1:44.914
IDEAL	39.013	35.144	29.156	1:43.312

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.405	-
2	37.035	34.189	27.627	1:38.850
3	37.225	33.767	27.571	1:38.563
4	37.176	33.868	27.766	1:38.810
5	37.219	33.948	27.781	1:38.948
6	37.462	34.028	27.733	1:39.223
7	37.373	34.501	28.058	1:39.931
7	<del>37.342</del>	<del>34.136</del>	<del>27.763</del>	<del>1:39.240</del>
7	<del>37.247</del>	<del>34.065</del>	<del>27.902</del>	<del>1:39.213</del>
7	-	-	11:28.83	<del>12:48.53</del> P
7	50.978	37.482	1:56.969	3:25.429

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 - FINAL

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	38.323	33.975	27.946	1:40.244
9	37.374	33.818	27.898	1:39.090
10	37.182	33.822	28.014	1:39.019
11	37.289	34.296	28.367	1:39.952
12	37.277	33.729	27.600	1:38.606
13	37.135	33.680	27.823	1:38.638
14	36.969	33.938	27.514	1:38.421
15	37.130	34.012	27.739	1:38.881
16	37.207	33.896	27.599	1:38.702
17	37.093	33.874	27.698	1:38.665
18	37.225	34.003	27.801	1:39.029
19	37.252	34.139	27.916	1:39.306
20	37.349	34.062	27.847	1:39.258
21	37.304	33.925	27.707	1:38.937
22	37.229	33.924	27.808	1:38.961
23	37.132	33.775	28.183	1:39.090
24	37.893	34.363	28.451	1:40.707
25	37.477	34.115	28.243	1:39.835
26	37.330	34.014	28.108	1:39.452
27	37.294	34.282	27.965	1:39.542
28	37.149	34.102	28.676	1:39.927
AVG	37.315	33.988	27.948	1:39.251
IDEAL	36.969	33.680	27.514	1:38.163

**24** Clint McBain  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	29.149	-
2	38.585	34.926	29.210	1:42.721
3	38.873	34.898	29.069	1:42.840
4	38.407	34.985	28.965	1:42.358
5	38.205	34.657	29.158	1:42.020
6	38.715	34.812	28.860	1:42.387
7	38.412	35.222	29.215	1:42.849
7	<del>38.295</del>	<del>34.647</del>	<del>28.868</del>	<del>1:41.811</del>
7	<del>38.376</del>	35.552	12:27.28	<del>13:41.21</del> <b>P</b>
7	48.008	35.898	2:16.949	3:40.855
8	40.327	35.087	29.177	1:44.591
9	38.263	34.926	28.433	1:41.622
10	37.926	34.640	28.560	1:41.126
11	37.888	34.804	28.642	1:41.333
12	38.645	34.570	28.739	1:41.954
13	37.841	34.587	28.418	1:40.846
14	38.329	34.553	28.712	1:41.594
15	38.282	34.660	28.702	1:41.644
16	38.291	35.001	28.841	1:42.134
17	38.708	34.915	29.321	1:42.944
18	38.353	34.980	28.746	1:42.079
19	38.036	34.675	28.835	1:41.545
20	38.145	34.953	28.788	1:41.886
21	38.288	35.155	28.851	1:42.294

22	38.320	35.024	28.918	1:42.262
23	38.526	35.050	29.593	1:43.169
24	38.727	35.072	29.137	1:42.936
25	38.624	35.013	29.242	1:42.879
26	38.703	37.650	29.422	1:45.774
27	38.880	35.209	29.284	1:43.372
28	38.706	35.657	29.576	1:43.939
AVG	38.476	35.072	28.982	1:42.477
IDEAL	37.841	34.553	28.418	1:40.812

**26** Andrew Nelson  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	29.997	-
2	38.706	35.225	28.974	1:42.904
3	38.713	35.434	29.417	1:43.564
4	38.687	35.065	28.845	1:42.597
5	38.696	35.035	30.484	1:44.215
6	38.848	35.133	29.299	1:43.280
7	38.574	35.407	29.415	1:43.397
7	<del>38.632</del>	<del>35.617</del>	<del>29.240</del>	<del>1:43.489</del>
7	<del>38.696</del>	<del>42.560</del>	<del>1:01.997</del>	<del>2:23.253</del> <b>R</b>
7	<del>11:30.50</del>	43.280	2:36.465	<del>14:50.24</del>
8	40.442	35.603	29.028	1:45.074
9	38.433	35.363	29.067	1:42.864
10	38.526	35.147	28.885	1:42.557
11	38.743	35.143	28.495	1:42.382
12	38.248	35.093	29.171	1:42.512
13	38.578	35.503	30.802	1:44.883
14	38.543	35.207	38.720	1:52.470
15	39.668	35.863	33.042	1:48.574
16	39.555	36.087	29.567	1:45.209
17	39.023	35.564	29.081	1:43.668
18	39.164	35.960	29.105	1:44.230
19	38.777	35.758	29.436	1:43.970
20	39.334	35.615	29.072	1:44.021
21	39.389	36.247	29.463	1:45.099
22	39.889	37.228	29.975	1:47.092
23	39.859	35.905	29.542	1:45.306
24	39.986	36.551	29.627	1:46.164
25	40.917	38.524	29.967	1:49.408
26	40.103	37.302	32.056	1:49.461
27	40.235	36.773	31.324	1:48.332
AVG	39.217	35.836	29.736	1:45.124
IDEAL	38.248	35.035	28.495	1:41.777

**29** Robert M Christman  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	29.281	-
2	39.617	35.335	29.031	1:43.983
3	39.186	34.983	29.036	1:43.205
4	38.746	35.286	28.837	1:42.869
5	38.643	35.424	28.990	1:43.057
6	39.060	35.287	28.879	1:43.226

7	39.091	35.179	28.919	1:43.189
7	<del>38.592</del>	<del>35.373</del>	<del>29.121</del>	<del>1:43.066</del>
7	<del>38.453</del>	44.524	11:32.34	<del>12:55.32</del> <b>P</b>
7	44.818	36.155	3:00.302	4:21.275
8	40.179	35.318	29.298	1:44.795
9	38.713	35.333	28.993	1:43.039
10	38.618	35.183	29.041	1:42.843
11	38.773	35.898	28.914	1:43.584
12	38.699	35.549	29.139	1:43.387
13	38.575	35.130	29.122	1:42.827
14	38.504	35.304	29.092	1:42.900
15	38.829	34.981	28.766	1:42.575
16	38.618	34.948	29.010	1:42.576
17	38.459	36.067	28.937	1:43.462
18	38.599	35.482	28.871	1:42.952
19	38.328	35.385	28.841	1:42.554
20	38.942	35.406	28.956	1:43.304
21	38.851	35.589	29.069	1:43.509
22	38.521	35.153	29.027	1:42.701
23	38.533	35.175	28.787	1:42.495
24	38.935	35.249	28.894	1:43.078
25	38.834	35.429	29.021	1:43.284
26	38.842	35.227	28.998	1:43.066
27	38.789	35.303	29.085	1:43.177
28	39.096	35.534	29.577	1:44.207
AVG	39.051	35.361	29.011	1:43.180
IDEAL	38.328	34.948	28.766	1:42.041

**32** Eric Bostrom  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.897	-
2	37.538	33.940	27.933	1:39.411
3	37.313	34.067	27.857	1:39.237
4	37.498	34.332	28.000	1:39.830
5	37.467	34.410	28.228	1:40.105
6	37.465	34.225	27.885	1:39.575
7	37.562	34.103	27.908	1:39.573
7	<del>37.487</del>	<del>34.063</del>	<del>27.967</del>	<del>1:39.518</del>
7	<del>37.460</del>	34.338	13:08.90	<del>14:20.70</del> <b>P</b>
7	51.198	37.297	1:58.039	3:26.534
8	38.761	34.204	28.041	1:41.006
9	37.549	33.881	28.000	1:39.430
10	37.371	34.097	28.007	1:39.475
11	37.253	33.845	27.979	1:39.076
12	37.419	33.937	27.899	1:39.255
13	37.429	33.974	28.078	1:39.480
14	37.355	33.890	27.965	1:39.210
15	37.370	34.053	28.053	1:39.476
AVG	37.525	34.287	27.982	1:39.581
IDEAL	37.253	33.845	27.857	1:38.954

**38** Dean Mizdal  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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**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 - FINAL

**38** Dean Mizdal  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	29.570
2	39.990	35.296	29.145	1:44.430
3	39.451	35.808	29.427	1:44.686
4	39.479	35.682	28.961	1:44.122
5	39.291	35.386	29.290	1:43.967
6	39.539	35.650	29.024	1:44.214
7	39.167	35.331	29.267	1:43.765
7	<del>39.373</del>	<del>35.346</del>	<del>29.454</del>	<del>1:44.173</del>
7	<del>39.355</del>	<del>41.974</del>	<del>1:09.937</del>	<del>2:31.266</del>
7	<del>11:20.20</del>	<del>40.027</del>	<del>2:36.392</del>	<del>14:36.62</del>
8	41.416	36.595	29.817	1:47.827
9	40.127	36.009	29.161	1:45.296
10	39.364	35.529	29.305	1:44.198
11	41.474	36.037	29.217	1:46.728
12	39.748	35.770	29.691	1:45.209
13	39.909	35.557	29.549	1:45.015
14	39.489	35.574	29.522	1:44.585
15	39.374	35.438	29.271	1:44.083
16	40.046	36.108	29.244	1:45.399
17	39.282	35.323	29.276	1:43.882
18	40.044	36.004	29.607	1:45.655
19	39.445	36.213	29.560	1:45.217
20	39.818	36.085	29.360	1:45.263
21	39.789	35.521	29.379	1:44.689
22	39.562	35.923	29.286	1:44.771
23	39.571	35.708	29.626	1:44.905
24	40.079	35.610	29.174	1:44.863
25	39.581	36.015	28.986	1:44.582
26	39.838	36.291	29.382	1:45.511
27	39.602	35.605	28.810	1:44.017
AVG	39.788	35.930	29.330	1:44.880
IDEAL	39.167	35.296	28.810	1:43.272

**41** Joshua Kurt Hayes  
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	28.405
2	37.614	34.543	28.235	1:40.391
3	37.565	34.170	28.183	1:39.919
4	37.782	34.362	28.424	1:40.568
5	37.773	34.394	28.293	1:40.460
6	37.670	34.289	28.351	1:40.310
7	37.737	34.501	28.478	1:40.716
7	<del>37.980</del>	<del>34.420</del>	<del>28.384</del>	<del>1:40.785</del>
7	<del>37.911</del>	<del>34.428</del>	<del>13:47.22</del>	<del>14:59.56</del>
7	-	-	-	21.393
7	-	-	-	2:19.508
8	40.361	35.596	29.155	1:45.112
9	38.252	34.362	28.333	1:40.946
10	37.772	34.423	28.079	1:40.274
11	37.610	34.590	28.443	1:40.643

12	37.717	34.164	28.468	1:40.350
13	37.702	34.192	28.288	1:40.182
14	37.885	34.532	28.499	1:40.916
15	38.160	34.534	28.456	1:41.150
16	38.217	34.573	28.492	1:41.283
17	38.053	34.546	28.455	1:41.053
18	38.093	34.868	28.591	1:41.551
19	38.186	34.766	28.740	1:41.692
20	38.129	34.509	28.514	1:41.151
21	38.130	34.658	28.544	1:41.331
22	37.958	34.464	28.718	1:41.140
23	38.064	34.639	28.484	1:41.188
24	38.054	34.617	28.343	1:41.014
25	38.005	34.471	28.320	1:40.796
26	37.935	34.623	28.566	1:41.124
27	37.965	34.776	28.627	1:41.369
28	38.266	34.684	28.637	1:41.587
AVG	38.013	34.532	28.469	1:38.274
IDEAL	37.565	34.164	28.079	1:39.809

**44** John Haner  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	29.126
2	38.588	35.138	28.763	1:42.489
3	38.490	35.140	29.117	1:42.747
4	38.496	35.165	29.040	1:42.701
5	38.635	35.452	29.521	1:43.608
6	39.129	35.224	29.096	1:43.448
7	38.626	35.711	30.014	1:44.350
7	<del>38.674</del>	<del>35.279</del>	<del>29.110</del>	<del>1:43.063</del>
7	<del>38.442</del>	<del>47.121</del>	<del>12:30.46</del>	<del>13:56.03</del>
7	53.963	40.196	1:49.392	3:23.551
8	38.969	35.251	29.904	1:44.124
9	38.387	35.745	28.834	1:42.967
10	38.488	35.191	29.057	1:42.736
11	38.840	35.002	28.909	1:42.751
12	39.123	34.949	29.257	1:43.328
13	38.762	35.625	29.425	1:43.812
14	38.537	35.038	29.175	1:42.750
15	38.450	35.191	28.983	1:42.625
16	38.766	34.938	29.301	1:43.005
17	38.887	35.493	29.573	1:43.953
18	38.975	35.523	30.014	1:44.511
19	38.820	35.979	29.707	1:44.507
20	39.536	35.621	29.935	1:45.092
21	39.356	35.943	29.880	1:45.179
22	39.216	35.722	29.735	1:44.673
23	39.817	36.108	30.000	1:45.925
24	39.293	35.973	29.822	1:45.088
25	38.798	35.459	29.229	1:43.486
26	39.861	36.584	29.993	1:46.437
27	38.695	35.519	29.682	1:43.896

AVG	38.905	35.662	29.448	1:43.853
IDEAL	38.387	34.938	28.763	1:42.088

**45** Lee Acree  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	29.093
2	38.412	35.189	29.054	1:42.655
3	38.540	35.007	29.102	1:42.648
4	38.464	35.073	28.850	1:42.386
5	38.627	35.071	29.050	1:42.747
6	38.695	35.364	29.379	1:43.437
7	38.586	35.210	29.131	1:42.927
7	<del>38.503</del>	<del>35.150</del>	<del>28.597</del>	<del>1:42.250</del>
7	<del>38.256</del>	<del>37.872</del>	<del>12:33.01</del>	<del>13:49.14</del>
7	51.240	40.662	2:00.150	3:32.052
8	39.373	35.191	29.078	1:43.641
9	38.043	34.887	28.434	1:41.363
10	38.045	35.149	28.571	1:41.765
11	38.235	34.839	28.596	1:41.670
12	38.784	35.072	28.654	1:42.510
13	38.167	35.037	28.739	1:41.943
14	38.247	35.074	28.656	1:41.977
15	38.306	34.888	28.711	1:41.905
16	38.512	34.947	28.566	1:42.025
17	38.172	34.791	28.793	1:41.756
18	38.290	34.950	28.859	1:42.099
19	38.305	34.875	28.671	1:41.851
20	38.084	34.631	28.793	1:41.508
21	38.263	35.101	29.036	1:42.401
22	38.740	34.981	28.664	1:42.384
23	38.469	35.136	29.184	1:42.789
24	38.617	35.099	29.215	1:42.931
25	38.447	35.011	29.350	1:42.808
26	38.522	35.278	28.919	1:42.719
27	38.492	35.309	29.166	1:42.967
28	38.659	35.521	29.174	1:43.354
AVG	38.448	35.352	28.910	1:42.414
IDEAL	38.043	34.631	28.434	1:41.108

**56** Thomas G Montano  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	29.719
2	38.785	36.057	29.615	1:44.457
3	38.770	35.653	29.469	1:43.893
4	38.640	35.409	29.299	1:43.348
5	38.712	35.696	29.206	1:43.614
6	39.037	35.751	29.234	1:44.022
7	38.776	35.874	29.364	1:44.014
7	<del>38.944</del>	<del>35.616</del>	<del>29.123</del>	<del>1:43.683</del>
7	<del>38.846</del>	<del>44.927</del>	<del>11:50.01</del>	<del>13:13.79</del>
7	49.935	38.010	2:28.792	3:56.737
8	41.775	37.086	29.764	1:48.625
9	39.211	35.346	30.114	1:44.671

**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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**56** Thomas G Montano  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	39.090	35.499	29.997	1:44.586
11	40.944	35.950	29.583	1:46.478
12	40.088	35.921	29.515	1:45.524
13	39.073	35.657	29.345	1:44.075
14	39.042	35.382	29.284	1:43.707
15	38.721	35.529	29.790	1:44.040
16	39.567	35.628	29.741	1:44.936
17	38.944	35.886	28.925	1:43.755
18	38.919	35.580	28.946	1:43.445
19	38.801	35.562	29.130	1:43.492
20	39.169	35.641	29.037	1:43.847
21	38.789	35.397	29.189	1:43.375
22	38.651	35.237	29.622	1:43.510
23	38.835	35.923	29.361	1:44.119
24	39.232	35.523	29.412	1:44.167
25	38.565	35.619	29.172	1:43.356
26	38.953	35.915	29.457	1:44.325
27	38.743	35.530	29.471	1:43.744
AVG	39.118	35.632	29.388	1:44.138
IDEAL	38.565	35.237	28.925	1:42.728

**57** Jeremy Toye  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	29.148	-
2	38.693	35.034	28.867	1:42.594
3	38.392	34.905	28.924	1:42.221
4	38.543	35.020	28.796	1:42.358
5	38.700	35.112	28.979	1:42.791
6	38.882	35.687	28.905	1:43.474
AVG	38.642	35.152	28.937	1:42.688
IDEAL	38.392	34.905	28.796	1:42.092

**61** Scott Jensen  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	29.310	-
2	38.996	35.618	29.147	1:43.761
3	39.374	35.210	29.257	1:43.841
4	38.611	35.219	29.249	1:43.079
5	39.303	35.283	29.335	1:43.921
6	38.909	35.243	29.285	1:43.437
7	38.785	35.323	29.124	1:43.231
7	38.782	35.696	28.961	1:43.439
7	38.580	42.779	11:41.36	13:02.72 P
7	53.225	40.769	2:36.999	4:10.993
8	40.410	35.341	29.254	1:45.005
9	38.723	35.405	28.934	1:43.062
10	38.530	35.230	28.947	1:42.707
11	38.795	35.450	28.649	1:42.894
12	38.877	35.462	29.078	1:43.417
13	38.648	35.080	29.101	1:42.829

14	38.842	35.214	28.967	1:43.023
15	38.677	35.103	28.765	1:42.544
16	38.590	35.103	28.787	1:42.479
17	38.712	35.364	28.924	1:43.000
18	38.627	35.199	28.792	1:42.617
19	39.189	35.444	28.841	1:43.475
20	39.202	35.417	28.990	1:43.609
21	39.004	36.354	28.976	1:44.334
22	38.925	35.514	29.106	1:43.545
23	39.104	35.510	28.985	1:43.599
24	39.265	35.452	28.987	1:43.703
25	39.449	35.907	1:55.140	3:10.496 P
26	41.530	35.625	29.392	1:46.547
27	39.321	35.645	29.124	1:44.090
AVG	39.083	35.596	29.047	1:43.491
IDEAL	38.530	35.080	28.649	1:42.259

**63** Kevin Hanson  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.556	-
2	40.233	36.562	29.948	1:46.743
3	40.013	36.134	29.945	1:46.092
4	39.555	36.173	29.764	1:45.492
5	39.943	36.203	30.611	1:46.757
6	39.305	36.047	30.674	1:46.026
7	40.053	36.172	30.022	1:46.246
7	39.729	36.127	30.314	1:46.170
7	42.030	55.546	11:05.99	12:43.57 P
7	52.744	40.853	2:35.429	4:09.025
8	41.950	37.368	30.125	1:49.443
9	39.532	35.645	29.932	1:45.109
10	39.338	36.004	30.283	1:45.625
11	40.251	35.867	29.869	1:45.987
12	39.916	36.119	30.805	1:46.840
13	40.008	36.013	30.078	1:46.099
14	39.592	35.963	30.053	1:45.608
15	39.438	35.872	29.874	1:45.183
16	39.729	36.069	30.096	1:45.894
17	39.667	36.305	30.062	1:46.034
18	39.733	36.650	30.142	1:46.526
19	39.546	36.452	30.559	1:46.557
20	40.947	35.666	31.474	1:48.088
21	39.899	36.411	30.855	1:47.166
22	39.946	36.675	30.242	1:46.863
23	40.185	35.953	29.497	1:45.635
24	40.166	36.208	30.333	1:46.707
25	40.076	36.913	30.357	1:47.346
26	40.130	36.560	30.125	1:46.815
27	40.230	36.920	30.768	1:47.917
AVG	39.976	36.436	30.261	1:46.492
IDEAL	39.305	35.645	29.497	1:44.447

**64** Jeremiah J Johnson  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.107	-
2	39.714	35.732	29.625	1:45.071
3	39.294	36.200	29.812	1:45.306
4	39.491	35.662	29.822	1:44.975
5	39.534	35.714	29.736	1:44.983
6	40.083	35.764	30.379	1:46.226
7	39.540	35.724	29.702	1:44.966
7	39.614	35.500	29.523	1:44.638
7	39.655	49.512	11:56.18	13:25.35 P
7	52.004	42.038	2:01.024	3:35.066
8	41.138	36.189	29.742	1:47.069
9	39.505	35.204	29.890	1:44.599
10	39.223	35.590	29.897	1:44.711
11	41.162	35.692	29.935	1:46.788
12	39.903	35.692	29.893	1:45.488
13	39.192	35.771	29.894	1:44.857
14	39.244	35.464	29.539	1:44.248
15	39.147	35.606	29.796	1:44.549
16	39.776	35.512	29.582	1:44.870
17	39.356	35.228	29.584	1:44.168
18	39.665	35.863	29.848	1:45.376
19	39.313	36.370	29.770	1:45.453
20	39.681	35.791	29.744	1:45.215
21	39.502	35.506	30.162	1:45.170
22	40.143	36.575	30.535	1:47.253
23	39.267	35.949	29.959	1:45.175
24	39.526	35.276	29.387	1:44.190
25	38.855	35.556	29.590	1:44.000
26	38.852	35.475	29.402	1:43.729
27	38.783	35.535	29.274	1:43.592
AVG	39.573	35.951	29.800	1:45.078
IDEAL	38.783	35.204	29.274	1:43.261

**67** John Scott Wilson  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.375	-
2	39.802	35.811	29.702	1:45.314
3	39.737	36.181	29.682	1:45.600
4	39.387	35.625	29.568	1:44.580
5	39.373	35.575	29.807	1:44.755
6	39.619	35.895	30.188	1:45.702
7	39.894	35.678	29.813	1:45.384
7	39.681	35.802	29.656	1:45.140
7	39.705	48.376	11:54.59	13:22.67 P
7	52.305	39.418	2:04.522	3:36.245
8	40.644	36.106	29.553	1:46.302
9	39.235	35.499	29.339	1:44.073
10	39.029	35.980	29.523	1:44.532
11	39.085	35.813	29.673	1:44.572
12	39.169	35.464	29.606	1:44.239

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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**67** John Scott Wilson  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	39.623	35.567	29.615	1:44.805
14	39.679	36.113	30.006	1:45.798
15	39.654	35.972	30.275	1:45.901
16	39.909	35.948	29.671	1:45.528
17	39.382	36.460	30.296	1:46.138
18	40.113	35.866	30.090	1:46.069
19	39.702	36.184	30.072	1:45.958
20	39.664	36.190	29.436	1:45.290
21	39.530	36.138	29.628	1:45.296
22	39.631	35.789	29.661	1:45.081
23	39.469	36.861	30.039	1:46.369
24	39.730	35.879	29.810	1:45.419
25	40.087	35.970	29.761	1:45.818
26	40.105	36.064	30.169	1:46.338
27	39.629	36.092	29.922	1:45.643
AVG	39.727	36.073	29.897	1:45.697
IDEAL	39.029	35.464	29.339	1:43.832

**72** Larry Pegram  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.102	-
2	37.531	34.885	28.222	1:40.637
3	37.531	34.853	28.245	1:40.629
4	37.860	34.859	28.633	1:41.352
5	37.834	34.845	28.873	1:41.552
6	37.905	34.825	28.767	1:41.497
7	37.962	34.742	28.450	1:41.154
7	<del>38.072</del>	<del>34.786</del>	<del>28.617</del>	<del>1:41.475</del>
7	<del>38.098</del>	34.978	12:40.83	<del>13:53.91</del> P
7	50.752	36.805	2:14.313	3:41.870
8	38.909	35.433	28.351	1:42.692
9	37.643	34.581	28.376	1:40.601
10	37.764	34.634	28.517	1:40.915
11	37.880	34.925	28.442	1:41.248
12	38.418	34.856	28.855	1:42.129
13	38.123	34.828	28.776	1:41.727
14	38.137	34.945	28.592	1:41.673
15	38.358	35.005	28.597	1:41.960
16	38.404	34.761	28.611	1:41.776
17	38.261	34.790	28.618	1:41.669
18	38.266	34.950	28.493	1:41.709
19	38.268	34.943	28.418	1:41.629
20	38.106	34.821	28.543	1:41.471
21	38.095	34.802	28.584	1:41.481
22	38.155	34.898	28.571	1:41.624
23	38.047	34.747	28.528	1:41.322
24	38.158	34.874	28.619	1:41.651
25	38.484	35.005	28.807	1:42.296
26	38.537	35.139	28.928	1:42.603
27	38.527	35.297	29.189	1:43.013

28 38.680 35.572 29.376 1:43.628

AVG 38.161 35.006 28.637 1:41.759

IDEAL 37.531 34.581 28.222 1:40.334

**77** Jack E Pfeifer  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.310	-
2	39.753	35.555	29.596	1:44.904
3	39.466	36.077	29.869	1:45.413
4	39.474	35.598	29.762	1:44.834
5	39.471	35.055	29.189	1:43.714
6	39.348	35.831	29.651	1:44.830
7	39.005	35.546	30.137	1:44.688
7	<del>39.239</del>	<del>35.347</del>	<del>29.403</del>	<del>1:43.989</del>
7	<del>39.435</del>	45.915	12:00.15	<del>13:25.50</del> P
7	45.222	41.063	2:12.032	3:38.317
8	40.768	36.176	29.675	1:46.619
9	39.380	35.351	29.500	1:44.231
10	39.041	35.203	29.622	1:43.866
11	38.929	35.074	29.453	1:43.455
12	39.039	35.536	29.655	1:44.229
13	39.363	34.970	29.518	1:43.851
14	39.060	35.294	29.284	1:43.638
15	39.189	35.165	29.517	1:43.871
16	39.148	35.386	29.586	1:44.119
17	39.031	35.816	29.548	1:44.395
18	39.015	35.516	29.476	1:44.006
19	39.233	35.314	29.413	1:43.959
20	39.318	35.114	29.606	1:44.038
21	38.844	35.069	29.516	1:43.429
22	39.186	34.876	29.297	1:43.359
23	39.205	35.200	29.341	1:43.746
24	39.323	35.686	29.328	1:44.337
25	39.452	35.397	29.421	1:44.270
26	39.094	35.367	29.458	1:43.919
27	39.082	35.393	30.515	1:44.990
AVG	39.498	35.616	29.602	1:44.258
IDEAL	38.844	34.876	29.189	1:42.908

**78** David Bell  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.210	-
2	39.723	35.525	29.359	1:44.607
3	39.319	36.206	29.757	1:45.283
4	39.130	35.838	29.217	1:44.186
5	39.271	35.758	29.247	1:44.276
6	39.315	35.357	29.335	1:44.007
7	39.006	35.390	29.467	1:43.862
7	<del>39.461</del>	<del>35.232</del>	<del>29.565</del>	<del>1:44.257</del>
7	<del>38.767</del>	40.452	58.027	<del>2:17.246</del> P
7	11:31.92	38.736	2:38.549	<del>14:49.20</del>
8	40.864	36.118	29.874	1:46.856
9	39.199	35.257	29.606	1:44.062

10 38.863 35.245 29.756 1:43.864

11 38.836 35.163 29.545 1:43.544

12 39.031 35.250 29.374 1:43.655

13 38.773 35.319 29.327 1:43.420

14 38.710 35.043 29.881 1:43.635

15 39.188 35.306 29.589 1:44.082

16 38.963 35.523 29.678 1:44.164

17 38.955 35.605 30.073 1:44.632

18 39.910 35.333 29.261 1:44.505

19 39.213 35.116 29.512 1:43.840

20 39.418 35.229 29.423 1:44.070

21 39.053 35.409 29.394 1:43.856

22 38.867 35.229 29.217 1:43.313

23 38.806 35.241 29.339 1:43.386

24 39.181 35.203 29.130 1:43.514

25 39.069 35.279 29.210 1:43.558

26 38.762 35.487 29.378 1:43.626

27 39.152 35.541 29.352 1:44.046

AVG 39.165 35.534 29.510 1:44.063

IDEAL 38.710 35.043 29.130 1:42.884

**88** Kim Nakashima  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.483	-
2	39.437	35.979	29.530	1:44.946
3	39.620	35.757	29.351	1:44.729
4	39.641	35.481	29.707	1:44.828
5	39.606	35.579	29.267	1:44.453
6	38.935	35.635	29.504	1:44.074
7	39.262	35.913	29.334	1:44.508
7	<del>39.607</del>	<del>35.668</del>	<del>29.206</del>	<del>1:44.481</del>
7	<del>39.225</del>	52.373	12:03.33	<del>13:34.93</del> P
7	59.186	40.073	1:48.742	3:28.001
8	41.923	36.767	30.076	1:48.766
9	39.297	35.576	29.072	1:43.944
10	38.961	35.404	29.073	1:43.437
11	40.650	35.943	29.162	1:45.755
12	39.523	35.713	28.974	1:44.209
13	39.306	36.190	29.195	1:44.690
14	39.534	36.058	29.215	1:44.807
15	39.482	36.181	29.677	1:45.340
16	39.926	36.073	29.662	1:45.661
17	39.313	36.121	29.405	1:44.840
18	39.736	36.048	29.536	1:45.320
19	39.551	36.398	29.146	1:45.095
20	40.332	36.366	29.652	1:46.350
21	39.486	35.630	29.195	1:44.311
22	38.902	35.890	29.649	1:44.441
23	39.484	36.034	29.528	1:45.047
24	40.076	35.717	29.135	1:44.928
25	39.543	36.151	29.137	1:44.831
26	39.524	36.173	29.264	1:44.961
27	39.651	35.593	28.930	1:44.174

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 - FINAL

AVG	39.642	36.091	29.402	1:44.940
IDEAL	38.902	35.404	28.930	1:43.236

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Eric C Wood  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.854	-
2	38.613	35.322	28.764	1:42.699
3	38.529	35.492	28.822	1:42.842
4	38.508	35.084	28.533	1:42.125
5	38.586	35.256	29.055	1:42.896
6	39.084	35.202	28.979	1:43.265
7	38.819	35.448	29.027	1:43.294
7	<del>38.991</del>	<del>35.234</del>	<del>29.174</del>	<del>1:43.399</del>
7	<del>38.780</del>	41.892	12:26.44	<del>13:47.11</del> P
7	50.354	41.333	2:01.965	3:33.652
8	40.072	35.743	29.086	1:44.901
9	38.539	35.378	28.701	1:42.618
10	38.375	35.133	28.759	1:42.267
11	39.138	35.055	28.788	1:42.981
12	39.075	35.140	29.014	1:43.229
13	38.758	35.132	29.021	1:42.911
14	38.876	35.182	28.857	1:42.915
15	38.701	35.234	28.708	1:42.643
16	38.581	34.973	28.871	1:42.425
17	38.514	35.379	28.552	1:42.445
18	38.429	35.036	28.385	1:41.849
19	38.689	35.261	28.701	1:42.650
20	38.531	35.191	28.891	1:42.613
21	38.719	35.248	28.713	1:42.680
22	38.739	35.337	29.005	1:43.081
23	38.691	35.441	28.928	1:43.060
24	38.318	35.242	28.691	1:42.250
25	38.503	36.376	28.827	1:43.706
26	38.565	35.092	28.787	1:42.444
27	38.603	35.543	28.858	1:43.004
28	39.332	35.611	29.850	1:44.793
AVG	38.736	35.750	28.858	1:42.911
IDEAL	38.318	34.973	28.385	1:41.675

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Jake P Zemke  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.412	-
2	36.843	33.765	27.288	1:37.895
3	37.048	33.658	27.534	1:38.240
4	37.095	33.779	27.791	1:38.665
5	37.043	33.777	27.616	1:38.437
6	37.052	33.794	27.799	1:38.645
7	36.949	33.834	27.605	1:38.388
7	<del>37.054</del>	<del>33.768</del>	<del>27.669</del>	<del>1:38.491</del>
7	<del>37.043</del>	<del>34.016</del>	<del>27.836</del>	<del>1:38.895</del> R
7	-	-	11:33.73	12:51.30 P
7	55.997	36.040	1:55.003	3:27.041
8	38.860	33.999	28.152	1:41.011

9	37.391	33.691	27.653	1:38.736
10	37.295	33.791	27.913	1:38.998
11	37.403	33.717	27.559	1:38.678
12	37.044	33.617	27.425	1:38.085
13	36.952	33.643	27.525	1:38.120
14	36.881	33.774	27.573	1:38.227
15	37.125	33.700	27.718	1:38.543
16	37.233	33.626	27.689	1:38.548
17	37.000	33.685	27.601	1:38.285
18	37.090	33.627	27.561	1:38.278
19	37.005	33.633	27.736	1:38.374
20	36.881	33.609	27.720	1:38.210
21	37.446	33.774	27.792	1:39.012
22	36.882	33.697	27.696	1:38.275
23	37.317	34.064	27.897	1:39.278
24	37.574	33.658	27.944	1:39.176
25	36.994	33.692	27.608	1:38.293
26	37.002	34.087	28.302	1:39.391
27	37.281	33.944	28.041	1:39.265
28	37.641	34.104	28.339	1:40.084
AVG	37.204	33.844	27.729	1:38.710
IDEAL	36.843	33.609	27.288	1:37.739

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Mark C Foster  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	29.246	-
2	38.844	36.101	28.800	1:43.744
3	38.874	35.064	28.953	1:42.891
4	38.439	34.947	29.300	1:42.686
5	38.483	35.316	28.871	1:42.670
AVG	38.660	35.357	29.034	1:42.998
IDEAL	38.439	34.947	28.800	1:42.186

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Ben D Bostrom  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
19	37.646	34.276	29.143	1:41.064
20	38.014	34.590	28.819	1:41.423
21	37.924	34.453	28.409	1:40.785
22	37.723	34.398	28.457	1:40.577
23	37.679	34.624	29.346	1:41.649
24	38.834	35.141	28.616	1:42.591
25	38.606	34.408	28.296	1:41.309
26	37.589	34.435	28.491	1:40.514
27	37.821	34.497	28.858	1:41.176
28	39.048	35.101	29.018	1:43.166
1	-	-	27.783	-
2	37.163	33.821	27.789	1:38.773
3	37.062	33.985	28.401	1:39.447
4	37.271	33.994	27.845	1:39.110
5	37.059	34.012	27.942	1:39.013
6	37.295	34.071	28.005	1:39.371
7	37.258	33.956	28.008	1:39.222
7	<del>37.125</del>	<del>33.943</del>	<del>28.017</del>	<del>1:39.085</del>

7	<del>37.366</del>	<del>34.014</del>	<del>28.549</del>	<del>1:39.930</del> R
7	-	-	11:31.17	12:42.49 P
7	47.870	37.073	2:04.110	3:29.053
8	38.102	34.062	28.260	1:40.424
9	37.487	34.175	28.247	1:39.909
10	37.374	34.056	27.862	1:39.292
11	37.200	33.903	28.044	1:39.147
12	37.528	33.895	27.962	1:39.384
13	37.215	34.168	28.218	1:39.601
14	37.057	33.876	28.189	1:39.121
15	37.382	33.896	27.972	1:39.250
16	37.494	34.006	28.059	1:39.559
17	37.708	34.387	28.234	1:40.328
18	37.264	34.185	28.487	1:39.936
AVG	37.622	34.337	28.313	1:40.190
IDEAL	37.057	33.821	27.789	1:38.668

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James J King  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.512	-
2	40.058	35.886	30.105	1:46.049
3	39.968	35.843	29.632	1:45.443
4	40.099	36.130	29.743	1:45.972
5	40.098	36.144	30.040	1:46.282
6	39.991	36.744	29.956	1:46.691
7	39.977	36.084	29.766	1:45.828
7	<del>39.952</del>	<del>35.815</del>	<del>29.488</del>	<del>1:45.255</del>
7	<del>40.907</del>	56.745	11:40.56	<del>13:18.21</del> P
7	50.283	39.144	2:05.800	3:35.227
8	42.546	36.673	29.836	1:49.054
9	39.670	35.590	29.319	1:44.578
10	39.337	36.183	29.266	1:44.786
11	40.772	35.697	29.468	1:45.936
12	39.627	36.625	29.398	1:45.650
13	39.402	36.651	29.689	1:45.741
14	39.242	35.705	29.840	1:44.788
15	39.550	35.547	29.348	1:44.444
16	39.527	35.781	30.924	1:46.231
17	40.792	36.129	30.389	1:47.310
18	40.397	36.502	30.202	1:47.101
19	40.203	36.542	30.170	1:46.915
20	40.379	36.500	30.190	1:47.069
21	39.942	36.051	30.111	1:46.105
22	40.266	36.442	30.458	1:47.165
23	40.506	36.203	30.182	1:46.891
24	40.373	36.192	29.837	1:46.403
25	40.064	36.078	30.470	1:46.612
26	40.247	36.258	30.426	1:46.932
27	40.199	36.347	30.799	1:47.346
AVG	40.124	36.284	30.003	1:46.282
IDEAL	39.242	35.547	29.266	1:44.055





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**168** Ken Hill  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	28.876
2	38.485	34.578	28.654	1:41.717
3	38.316	35.243	29.098	1:42.656
4	38.499	35.344	28.844	1:42.687
5	38.564	35.025	28.871	1:42.459
6	38.596	35.188	28.968	1:42.752
7	38.830	35.235	29.187	1:43.252
7	<del>38.769</del>	<del>35.339</del>	<del>29.073</del>	<del>1:43.180</del>
7	<del>39.145</del>	39.063	12:16.68	<del>13:34.89</del> P
7	50.335	36.488	2:20.423	3:47.246
8	39.923	35.060	29.702	1:44.685
9	38.245	34.740	28.567	1:41.552
10	37.992	34.525	29.064	1:41.581
11	38.351	34.667	28.729	1:41.747
12	38.573	34.830	28.755	1:42.158
13	38.628	34.956	29.028	1:42.612
14	38.553	34.948	28.782	1:42.283
15	38.417	34.869	28.828	1:42.113
16	38.920	34.804	28.676	1:42.399
17	38.495	34.661	28.815	1:41.971
18	38.516	34.747	28.890	1:42.154
19	38.568	34.865	28.966	1:42.399
20	38.781	35.150	29.156	1:43.086
21	38.795	35.045	29.079	1:42.919
22	38.727	34.911	29.085	1:42.722
23	38.689	34.962	29.132	1:42.783
24	38.649	34.987	29.051	1:42.687
25	38.786	35.186	29.035	1:43.007
26	38.707	35.223	29.122	1:43.052
27	38.821	35.088	29.303	1:43.212
28	38.728	35.089	29.217	1:43.034
AVG	38.635	35.154	28.981	1:42.581
IDEAL	37.992	34.525	28.567	1:41.084

**179** Jeff Williams  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	29.805
2	38.845	35.350	29.051	1:43.245
3	39.052	35.439	29.378	1:43.869
4	38.600	35.212	29.390	1:43.201
5	39.066	35.563	29.373	1:44.001
6	38.868	35.400	29.116	1:43.384
7	38.695	35.401	29.402	1:43.498
7	<del>38.464</del>	<del>36.195</del>	<del>29.302</del>	<del>1:43.961</del>
7	<del>38.757</del>	42.046	11:44.17	<del>13:04.98</del> P
7	<del>49.302</del>	<del>40.565</del>	<del>2:52.205</del>	<del>4:22.072</del>
AVG	38.854	36.344	29.359	1:43.533
IDEAL	38.600	35.212	29.051	1:42.863

**187** Cory Denton West  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	29.341
2	39.075	35.541	29.227	1:43.843
3	39.271	35.229	29.040	1:43.540
4	38.600	35.332	29.385	1:43.317
5	39.008	35.491	29.028	1:43.527
6	38.945	35.374	29.233	1:43.552
7	38.915	35.527	29.543	1:43.985
7	<del>38.688</del>	<del>35.377</del>	<del>29.427</del>	<del>1:43.492</del>
7	<del>38.843</del>	42.656	11:32.24	<del>12:53.74</del> P
7	51.047	45.788	2:42.613	4:19.448
8	40.915	36.015	29.168	1:46.097
9	38.784	35.529	28.964	1:43.277
10	38.767	35.382	29.231	1:43.380
11	38.854	35.576	29.456	1:43.886
12	39.334	35.721	29.229	1:44.284
13	39.035	35.758	29.556	1:44.349
14	39.300	35.914	29.339	1:44.553
15	39.539	35.863	29.242	1:44.643
16	39.323	35.876	29.204	1:44.403
17	39.039	35.923	29.317	1:44.279
18	39.148	35.811	29.227	1:44.185
19	38.908	35.702	29.239	1:43.849
20	39.110	35.769	29.262	1:44.141
21	39.235	35.845	29.236	1:44.316
22	39.157	35.480	29.234	1:43.872
23	38.940	35.629	29.040	1:43.608
24	38.976	35.502	29.223	1:43.701
25	39.133	35.763	29.208	1:44.103
26	38.788	35.324	28.992	1:43.104
27	38.603	35.569	30.701	1:44.872
AVG	39.104	35.632	29.291	1:44.026
IDEAL	38.600	35.229	28.964	1:42.794

**198** Kenyon Kluge  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	30.516
2	41.828	36.501	30.634	1:48.962
3	40.059	36.254	30.913	1:47.226
4	40.169	36.452	30.687	1:47.307
5	40.320	36.383	30.846	1:47.549
6	40.300	36.664	30.637	1:47.600
7	40.425	36.347	30.480	1:47.252
AVG	40.517	36.433	30.673	1:47.649
IDEAL	40.059	36.254	30.480	1:46.793

**199** Geoff May  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	28.558
2	38.139	34.368	28.089	1:40.596
3	38.358	34.718	28.438	1:41.514

4	38.160	34.731	28.233	1:41.124
5	38.292	34.818	28.772	1:41.882
6	38.501	34.849	28.819	1:42.169
7	39.048	35.056	28.823	1:42.927
7	<del>38.766</del>	<del>35.014</del>	<del>28.681</del>	<del>1:42.463</del>
7	<del>38.763</del>	35.351	12:58.57	<del>14:12.69</del> P
7	51.411	36.320	1:50.783	3:18.514
8	39.281	35.297	28.345	1:42.923
9	38.287	35.085	28.330	1:41.702
10	38.284	35.230	28.494	1:42.008
11	38.229	34.647	28.298	1:41.174
12	38.738	34.799	28.378	1:41.915
13	38.298	34.617	28.617	1:41.532
14	38.543	35.015	28.905	1:42.463
15	39.132	34.653	28.410	1:42.195
16	38.424	34.949	28.462	1:41.834
17	38.598	34.487	28.598	1:41.683
18	38.196	34.865	28.196	1:41.257
19	38.308	34.735	28.333	1:41.376
20	38.214	34.697	28.391	1:41.302
21	38.313	34.815	28.556	1:41.684
22	38.415	34.971	28.493	1:41.879
23	38.709	35.112	28.827	1:42.647
24	38.660	34.898	28.428	1:41.986
25	38.515	34.929	28.927	1:42.372
26	38.584	35.113	28.560	1:42.257
27	38.585	34.824	28.524	1:41.932
28	38.736	35.283	28.585	1:42.604
AVG	38.490	34.932	28.504	1:41.859
IDEAL	38.139	34.368	28.089	1:40.596

**210** James Randolph  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	29.452
2	38.808	35.363	29.258	1:43.429
3	38.889	35.033	48.910	2:02.832
4	41.809	35.144	28.916	1:45.869
5	38.782	35.264	29.165	1:43.210
6	39.165	35.884	28.911	1:43.960
7	39.038	35.603	29.391	1:44.032
7	<del>39.519</del>	<del>35.423</del>	<del>29.037</del>	<del>1:43.978</del>
7	<del>39.027</del>	57.578	11:27.45	<del>13:04.05</del> P
7	54.461	36.914	2:19.221	3:50.596
8	42.119	36.610	29.482	1:48.211
9	39.003	35.433	29.231	1:43.667
10	38.795	35.190	29.426	1:43.411
AVG	39.601	35.644	29.248	1:46.514
IDEAL	38.782	35.033	28.911	1:42.726

**264** Brien K Whitlock  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	29.831
2	39.126	35.760	29.753	1:44.639

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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**264** Brien K Whitlock  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	39.332	35.868	29.519	1:44.720
4	39.043	35.296	29.433	1:43.773
5	39.415	35.214	29.782	1:44.411
6	39.302	35.273	29.434	1:44.008
7	39.083	36.058	29.613	1:44.753
7	<del>39.005</del>	<del>35.152</del>	<del>29.292</del>	<del>1:43.449</del>
7	<del>39.155</del>	43.995	11:40.97	<del>13:04.12</del> P
7	49.350	39.165	2:35.952	4:04.467
8	41.274	36.082	29.765	1:47.121
9	39.437	35.274	29.261	1:43.972
10	38.956	35.257	29.452	1:43.666
11	39.064	35.098	29.546	1:43.707
12	39.199	35.342	29.448	1:43.990
13	39.046	35.238	29.858	1:44.143
14	39.102	35.861	29.804	1:44.766
15	39.478	35.438	29.964	1:44.880
16	39.273	35.544	29.587	1:44.404
17	39.180	35.664	29.544	1:44.388
18	39.112	35.716	29.621	1:44.449
19	39.135	35.510	29.947	1:44.592
20	39.170	35.183	29.852	1:44.205
21	39.243	35.543	30.152	1:44.939
22	39.341	35.262	29.808	1:44.411
23	39.216	36.022	29.524	1:44.762
24	39.760	36.134	29.791	1:45.686
25	39.064	35.604	29.904	1:44.572
26	39.414	35.517	29.788	1:44.719
27	39.452	35.758	29.777	1:44.987
AVG	39.324	35.689	29.687	1:44.561
IDEAL	38.956	35.098	29.261	1:43.315

**283** Garry Combs  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.325	-
2	39.346	35.511	29.591	1:44.449
3	39.070	35.532	29.719	1:44.321
4	39.129	35.573	29.413	1:44.115
5	38.905	35.385	29.717	1:44.007
6	38.940	35.555	29.534	1:44.029
7	38.720	35.360	29.454	1:43.535
7	<del>39.070</del>	<del>35.358</del>	<del>29.459</del>	<del>1:43.886</del>
7	<del>38.876</del>	43.937	11:51.54	<del>13:14.35</del> P
7	51.308	40.765	2:22.249	3:54.322
8	40.824	36.036	29.568	1:46.429
9	38.729	35.315	29.096	1:43.140
10	38.712	35.343	29.399	1:43.455
11	38.954	35.368	29.493	1:43.814
12	39.434	35.354	29.421	1:44.208
13	38.962	35.767	29.690	1:44.419
14	39.101	35.529	55.980	2:10.610

**353** David Stanton  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
15	40.671	36.206	29.697	1:46.574
16	39.428	36.051	29.917	1:45.396
17	39.622	35.709	29.533	1:44.863
18	39.105	35.603	29.587	1:44.295
19	39.648	36.948	31.068	1:47.665
20	39.640	35.836	29.751	1:45.226
21	39.057	35.640	29.340	1:44.037
22	39.198	35.623	30.046	1:44.867
23	39.975	35.792	29.797	1:45.564
24	39.437	35.230	29.276	1:43.944
25	38.836	35.996	29.943	1:44.774
26	39.242	35.661	29.870	1:44.773
27	39.604	36.230	30.438	1:46.272
AVG	39.369	35.897	29.718	1:44.798
IDEAL	38.712	35.230	29.096	1:43.039

**488** Chris Siglin  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.394	-
2	37.887	34.546	28.368	1:40.801
3	38.015	34.629	28.335	1:40.979
4	38.337	34.565	28.621	1:41.523
5	38.274	35.050	28.392	1:41.716
6	38.252	34.759	28.506	1:41.517
7	38.286	34.963	28.411	1:41.660
7	<del>38.016</del>	<del>35.011</del>	<del>28.387</del>	<del>1:41.414</del>
7	<del>38.038</del>	34.872	12:18.20	<del>13:31.11</del> P
7	48.561	39.176	2:33.387	4:01.124
8	38.827	34.957	27.961	1:41.745
9	37.203	34.198	28.106	1:39.507
10	37.813	34.400	28.341	1:40.554
11	37.715	34.584	28.191	1:40.490
12	37.830	34.351	28.189	1:40.370
13	37.528	34.520	28.358	1:40.405
14	37.709	34.432	28.232	1:40.374
15	37.675	34.514	28.325	1:40.514
16	37.689	34.481	28.063	1:40.233
17	37.678	34.526	28.061	1:40.265
AVG	37.920	34.862	28.286	1:40.791
IDEAL	37.203	34.198	27.961	1:39.362

**714** Steve Crevier  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.248	-
2	38.078	34.592	28.364	1:41.034
3	38.256	34.456	28.340	1:41.051
4	38.283	34.368	53.373	2:06.025 P
5	41.943	34.416	28.979	1:45.338
6	38.117	34.495	28.727	1:41.338
7	37.907	34.723	28.337	1:40.967
7	<del>38.105</del>	<del>34.296</del>	<del>28.642</del>	<del>1:41.044</del>
7	<del>38.311</del>	43.202	11:42.18	<del>13:03.69</del> P
7	53.405	36.847	2:33.791	4:04.043
8	38.936	34.742	28.646	1:42.324
9	37.583	34.346	28.180	1:40.109
10	37.744	34.214	28.420	1:40.378
11	37.672	34.069	28.267	1:40.008
12	38.018	34.359	28.386	1:40.763
13	37.778	34.470	28.311	1:40.559
14	37.764	34.572	28.326	1:40.662
15	37.804	34.385	28.324	1:40.513
16	37.929	34.642	28.500	1:41.071
17	37.906	34.366	28.203	1:40.475
18	37.929	34.413	28.395	1:40.738
19	38.004	34.753	28.370	1:41.127
20	38.046	36.538	28.574	1:43.158
21	38.007	34.728	28.343	1:41.078
22	37.941	34.545	28.326	1:40.812
23	38.023	34.619	28.244	1:40.886
24	38.122	34.538	28.597	1:41.257
25	37.994	34.698	28.368	1:41.060
26	38.293	34.804	28.454	1:41.551
27	38.280	34.499	28.535	1:41.315
28	38.106	34.526	28.920	1:41.552
AVG	38.165	34.669	28.433	1:41.197
IDEAL	37.583	34.069	28.180	1:39.832

**940** J J Roetlin  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
18	38.596	35.157	28.732	1:42.484
19	38.959	35.202	28.647	1:42.808
1	-	-	29.171	-
2	39.214	35.329	29.413	1:43.956
3	39.222	35.374	28.914	1:43.510
4	38.704	35.187	28.932	1:42.824
5	38.967	35.037	29.223	1:43.227
6	38.922	35.308	28.730	1:42.960
7	39.070	36.143	28.856	1:44.070
7	<del>39.266</del>	<del>35.366</del>	<del>28.931</del>	<del>1:43.602</del>
7	<del>39.451</del>	42.516	11:44.29	<del>13:06.26</del> P
7	46.676	39.643	2:41.954	4:08.273
AVG	38.929	35.554	28.834	1:43.083
IDEAL	38.490	34.945	28.457	1:41.891

**940** J J Roetlin  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	38.490	35.173	28.767	1:42.431
16	38.843	35.013	28.648	1:42.504
17	38.547	35.595	28.669	1:42.810

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 - FINAL

940 J J Roetlin  
 Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.161	-
2	39.727	35.790	29.344	1:44.862
3	39.464	36.028	29.645	1:45.137
4	39.249	35.740	29.152	1:44.141
5	39.293	35.798	28.785	1:43.875
6	40.941	35.858	29.143	1:45.943
7	39.225	35.908	29.596	1:44.729
<del>7</del>	<del>39.306</del>	<del>35.705</del>	<del>29.272</del>	<del>1:44.283</del>
<del>7</del>	<del>39.126</del>	50.939	11:57.25	13:27.31 P
7	51.432	45.509	1:59.363	3:36.304
8	41.051	36.090	29.498	1:46.640
9	39.241	35.769	29.616	1:44.626
10	39.101	36.035	29.640	1:44.776
11	44.175	35.969	29.128	1:49.272
12	39.496	36.682	29.170	1:45.347
13	39.470	35.451	29.276	1:44.197
14	39.279	35.769	29.708	1:44.756
15	39.048	35.519	29.545	1:44.111
16	39.585	36.274	30.044	1:45.902
17	39.325	35.513	29.289	1:44.127
18	39.218	36.064	29.730	1:45.012
19	39.399	36.244	29.419	1:45.062
20	39.570	36.199	29.334	1:45.103
21	39.595	35.588	29.585	1:44.768
22	39.806	35.766	29.426	1:44.998
23	39.134	35.765	29.689	1:44.587
24	39.808	36.215	29.360	1:45.383
25	39.078	35.925	29.381	1:44.384
26	39.255	36.537	29.503	1:45.294
27	39.300	35.780	29.253	1:44.333
AVG	39.686	35.934	29.460	1:45.053
IDEAL	39.048	35.451	28.785	1:43.284

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