

AMA CHEVROLET SUPERBIKE CHAMPIONSHIP

SUZUKI SUPERBIKE SHOWDOWN

ROAD ATLANTA - BRASELTON, GA

ROUND 16 OF 18 - SEPT. 3-5, 2004

Chevrolet Superbike Championship presented by Parts Unlimited



INDIVIDUAL TIMES - FINAL

35 Andrew J Deatherage
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	37.528	28.425	22.152	1:28.105
3	37.664	28.750	22.818	1:29.231
4	37.689	28.385	22.151	1:28.225
5	37.664	28.661	22.193	1:28.517
6	38.012	28.566	22.478	1:29.056
7	37.741	28.677	22.556	1:28.973
8	37.462	28.655	22.559	1:28.676
9	37.633	28.836	22.340	1:28.809
10	37.568	28.878	22.506	1:28.952
11	37.443	28.767	22.456	1:28.665
12	37.722	28.656	22.832	1:29.210
13	38.010	28.645	22.494	1:29.148
14	37.937	28.861	22.686	1:29.484
15	37.699	28.750	22.530	1:28.979
16	37.899	28.829	23.095	1:29.822
17	38.085	28.964	22.797	1:29.846
18	38.505	29.471	22.746	1:30.721
19	38.093	29.215	22.852	1:30.160
20	38.154	28.805	22.623	1:29.582
21	38.135	29.061	22.799	1:29.995
22	37.985	28.735	22.646	1:29.367
23	38.033	28.842	22.820	1:29.695
24	38.129	28.961	22.690	1:29.780
AVG	37.860	28.800	22.601	1:29.261
IDEAL	37.443	28.385	22.151	1:27.979

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.618	-
2	38.175	28.599	23.227	1:30.001
3	37.959	28.372	23.068	1:29.398
4	38.139	28.641	22.856	1:29.636
5	38.019	-	-	1:29.808
6	37.902	-	-	1:29.553
7	37.930	-	-	1:29.799
8	38.134	-	-	1:29.980
9	38.089	-	-	1:29.594
10	38.660	-	-	1:30.784
11	38.018	-	-	1:29.906
12	38.042	-	-	1:30.351
13	38.026	-	-	1:30.230
14	38.489	-	-	1:30.687
15	38.279	-	-	1:30.123
16	38.421	-	-	1:30.638
17	38.409	-	-	1:30.619
18	38.463	-	-	1:30.808
19	38.556	-	-	1:31.519
20	38.029	-	-	1:30.310
21	38.322	-	-	1:30.210
22	38.262	-	-	1:30.361

23 38.214 - - 1:30.585
24 38.539 - - 1:31.040

AVG	38.220	28.537	23.192	1:30.272
IDEAL	37.959	28.372	22.856	1:29.187

41 Joshua Kurt Hayes
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	21.667	-
2	36.335	28.051	21.808	1:26.193
3	36.159	27.951	22.077	1:26.188
4	36.203	27.932	21.930	1:26.066
5	36.157	28.061	21.906	1:26.124
6	36.240	28.028	21.891	1:26.159
7	36.073	28.091	21.850	1:26.014
8	36.504	28.115	21.991	1:26.610
9	36.031	28.071	21.880	1:25.983
10	36.183	28.099	22.025	1:26.306
11	36.305	28.322	21.946	1:26.573
12	36.423	28.152	22.080	1:26.655
13	36.360	28.210	22.036	1:26.606
14	36.197	28.058	22.041	1:26.295
15	35.984	28.260	22.097	1:26.340
16	36.317	28.064	22.158	1:26.539
17	36.290	28.146	22.101	1:26.537
18	36.388	28.125	22.065	1:26.578
19	36.518	28.196	22.359	1:27.074
20	37.522	28.390	22.302	1:28.213
21	36.405	28.171	22.289	1:26.866
22	36.636	28.351	22.103	1:27.090
23	36.576	28.237	22.261	1:27.074
24	38.002	28.726	22.234	1:28.962
25	36.801	28.571	22.433	1:27.805
AVG	36.442	28.182	22.061	1:26.702
IDEAL	35.984	27.932	21.808	1:25.724

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	21.938	-
2	36.904	28.564	21.848	1:27.316
3	36.665	28.510	21.884	1:27.059
4	36.490	28.520	21.926	1:26.936
5	36.693	28.782	21.723	1:27.199
6	36.377	28.485	21.619	1:26.481
7	36.248	28.682	21.756	1:26.686
8	36.502	28.754	21.978	1:27.234
9	36.373	29.035	21.860	1:27.267
10	36.438	28.741	21.922	1:27.100
11	36.324	28.870	21.921	1:27.115
12	36.599	29.198	21.975	1:27.772
13	36.452	28.903	21.949	1:27.304
14	36.754	28.807	22.014	1:27.574
15	36.415	28.885	22.147	1:27.447
16	36.706	28.852	21.975	1:27.532

17 36.574 28.815 21.914 1:27.302
18 36.488 28.863 22.186 1:27.537
19 36.498 28.813 22.103 1:27.414
20 36.946 28.839 22.120 1:27.905
21 36.872 28.926 22.289 1:28.087
22 36.771 29.166 22.281 1:28.219
23 36.574 29.171 22.263 1:28.007
24 37.097 28.986 22.218 1:28.302
25 37.181 29.348 22.735 1:29.263

AVG	36.621	28.853	22.018	1:27.494
IDEAL	36.248	28.485	21.619	1:26.352

45 Lee Acree
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.131	-
2	37.021	28.517	21.872	1:27.410
3	36.648	28.505	22.014	1:27.167
4	36.691	28.480	22.003	1:27.174
5	36.762	28.751	22.084	1:27.596
6	36.625	28.635	22.093	1:27.352
7	36.666	28.652	22.308	1:27.626
8	36.750	28.537	22.227	1:27.514
9	37.090	28.713	22.200	1:28.004
10	36.855	28.837	22.148	1:27.841
11	36.888	28.708	22.137	1:27.733
12	36.805	28.735	22.557	1:28.097
13	37.103	28.695	22.219	1:28.017
14	36.906	28.624	22.111	1:27.642
15	37.611	28.871	22.815	1:29.296
16	37.161	28.636	22.010	1:27.808
17	36.802	28.660	22.314	1:27.776
18	36.851	28.553	22.228	1:27.632
19	36.995	28.871	22.209	1:28.074
20	36.874	28.836	22.116	1:27.827
21	36.968	28.757	22.097	1:27.821
22	37.136	28.583	22.188	1:27.908
23	36.835	28.729	22.221	1:27.785
24	37.575	28.801	22.208	1:28.584
25	37.350	28.724	22.992	1:29.065
AVG	36.957	28.684	22.220	1:27.865
IDEAL	36.625	28.480	21.872	1:26.977

47 Opie Caylor
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.456	-
2	37.237	28.351	22.071	1:27.660
3	37.059	28.443	22.071	1:27.573
4	37.037	28.422	21.962	1:27.421
5	36.936	28.607	22.141	1:27.684
6	37.055	28.852	22.428	1:28.335
7	37.109	28.813	22.421	1:28.343
8	37.306	28.984	22.617	1:28.907
9	37.755	29.259	22.642	1:29.656

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

47 Opie Caylor
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	37.251	29.023	22.409	1:28.683
11	37.171	29.044	22.547	1:28.762
12	37.481	29.161	22.671	1:29.313
13	37.464	29.167	22.853	1:29.484
14	37.509	29.170	22.801	1:29.480
15	37.470	29.010	22.611	1:29.091
16	37.603	29.046	22.370	1:29.019
17	37.503	29.020	22.668	1:29.191
18	37.658	28.982	22.781	1:29.421
19	37.546	29.722	22.753	1:30.021
20	37.621	29.837	22.552	1:30.009
21	38.749	29.553	22.707	1:31.009
22	37.620	29.313	22.625	1:29.558
23	38.017	29.197	22.724	1:29.938
24	37.615	28.972	22.513	1:29.099
AVG	37.619	29.214	22.639	1:29.472
IDEAL	36.936	28.351	21.962	1:27.249

57 Jeremy Toyne
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.710	-
2	37.396	28.439	22.272	1:28.106
3	37.279	28.573	22.520	1:28.372
4	37.520	29.066	22.818	1:29.404
5	37.729	29.718	22.959	1:30.406
6	37.136	29.434	23.126	1:29.695
7	37.596	29.222	22.881	1:29.699
8	37.144	28.959	22.557	1:28.659
9	37.488	29.735	22.811	1:30.033
10	37.389	29.113	22.482	1:28.983
11	38.339	29.829	23.667	1:31.835
12	37.945	29.262	23.098	1:30.305
13	37.857	30.330	23.277	1:31.464
14	37.685	29.116	22.728	1:29.529
15	37.504	29.429	22.531	1:29.464
16	37.750	29.531	22.883	1:30.164
17	37.147	29.077	22.761	1:28.985
18	37.148	29.276	23.038	1:29.462
19	37.701	29.305	22.726	1:29.731
20	37.347	29.204	22.592	1:29.143
21	37.002	29.269	22.576	1:28.847
22	37.485	29.238	22.569	1:29.293
23	37.472	29.030	22.522	1:29.023
24	37.095	29.001	22.374	1:28.471
AVG	37.485	29.268	22.770	1:29.525
IDEAL	37.002	28.439	22.272	1:27.712

59 Jacob L Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.772	-

2	37.247	28.407	21.978	1:27.632
3	37.086	28.324	21.899	1:27.308
4	36.651	28.338	21.769	1:26.758
5	36.423	28.468	22.008	1:26.898
6	37.842	35.320	28.934	1:42.095
AVG	37.083	28.389	22.067	1:29.721
IDEAL	36.423	28.324	21.769	1:26.516

72 Larry Pegram
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	21.745	-
2	36.421	28.152	22.131	1:26.704
3	36.333	28.088	21.854	1:26.275
4	36.295	28.190	21.895	1:26.380
5	36.746	28.407	22.067	1:27.219
6	36.841	28.543	22.088	1:27.472
7	36.766	28.461	22.170	1:27.397
8	36.917	28.568	22.302	1:27.787
9	36.899	28.609	22.306	1:27.814
10	37.029	28.724	22.257	1:28.010
11	37.024	28.828	22.537	1:28.390
12	36.878	28.589	22.441	1:27.908
13	36.897	28.631	22.151	1:27.679
14	36.726	28.505	22.196	1:27.426
15	36.772	28.568	22.196	1:27.536
16	36.948	28.566	22.189	1:27.703
17	37.003	28.767	22.280	1:28.050
18	37.022	28.727	22.266	1:28.014
19	37.175	28.681	22.253	1:28.109
20	37.153	28.727	22.380	1:28.261
21	37.242	28.755	22.450	1:28.446
22	37.215	28.841	22.352	1:28.408
23	37.081	28.876	22.684	1:28.641
24	37.306	28.794	22.395	1:28.495
25	37.394	28.906	22.622	1:28.921
AVG	36.920	28.604	22.248	1:27.794
IDEAL	36.295	28.088	21.854	1:26.236

73 Reuben Frankenfield
Suzuki GSX-r1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.821	-
2	38.458	28.967	22.877	1:30.302
3	37.755	28.879	22.683	1:29.317
4	38.259	29.035	22.915	1:30.210
5	38.335	29.152	23.162	1:30.650
6	38.427	29.042	23.129	1:30.598
7	38.616	29.278	23.171	1:31.066
8	38.165	29.309	23.148	1:30.622
9	38.080	29.489	23.219	1:30.787
10	38.040	29.508	23.310	1:30.858
11	38.139	29.540	23.584	1:31.262
12	38.368	29.646	23.451	1:31.465
13	39.638	29.489	23.310	1:32.438

14	38.341	29.490	23.155	1:30.985
15	38.854	29.481	22.894	1:31.230
16	38.258	29.644	23.128	1:31.029
17	38.720	29.535	23.366	1:31.621
18	38.552	29.614	23.336	1:31.502
19	38.452	29.422	22.951	1:30.825
20	38.651	29.978	23.485	1:32.114
21	38.617	29.781	23.190	1:31.588
22	38.374	29.769	23.348	1:31.491
23	38.720	29.428	23.106	1:31.255
24	38.391	30.911	23.140	1:32.442
AVG	38.440	29.495	23.161	1:31.110
IDEAL	37.755	28.879	22.683	1:29.317

81 C R Gittere
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.300	-
2	38.465	28.818	22.852	1:30.136
3	38.031	28.668	22.639	1:29.337
4	38.287	28.697	22.822	1:29.806
5	38.210	28.802	23.646	1:30.658
6	38.068	28.910	22.940	1:29.919
7	38.690	29.257	23.610	1:31.558
8	39.180	29.245	23.696	1:32.121
9	40.685	35.694	31.756	1:48.135
AVG	38.702	28.914	23.188	1:30.505
IDEAL	38.031	28.668	22.639	1:29.337

89 Scott A Greenwood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.376	-
2	37.698	28.624	22.639	1:28.961
3	37.121	29.019	22.526	1:28.666
4	37.471	28.764	22.549	1:28.784
5	37.384	28.787	22.726	1:28.898
6	37.574	28.850	22.591	1:29.014
7	37.586	29.009	22.715	1:29.311
8	37.659	28.918	22.695	1:29.273
9	37.746	29.312	22.824	1:29.882
10	37.814	28.941	22.788	1:29.543
11	37.884	28.793	23.106	1:29.783
12	38.599	29.279	22.797	1:30.675
13	37.822	29.422	23.302	1:30.546
14	37.679	29.033	28.723	1:35.434
AVG	37.695	28.981	22.818	1:29.905
IDEAL	37.121	28.624	22.526	1:28.270

90 Jeffrey S Tigert
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.607	-
2	37.900	28.945	22.978	1:29.823
3	37.612	28.867	23.508	1:29.986
4	37.917	29.008	22.655	1:29.580

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

90 Jeffrey S Tigert
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	37.520	28.959	22.856	1:29.335
6	37.466	28.864	22.547	1:28.877
7	38.078	29.049	22.767	1:29.893
8	37.367	28.957	22.604	1:28.928
9	37.267	28.870	22.635	1:28.772
10	37.541	28.892	22.889	1:29.321
11	37.716	28.986	22.925	1:29.628
12	38.002	28.988	22.860	1:29.849
13	37.234	28.997	23.190	1:29.422
14	37.550	29.187	22.880	1:29.617
15	37.750	29.139	22.680	1:29.569
16	39.506	29.478	22.536	1:31.519
17	37.368	28.996	22.651	1:29.015
18	37.521	29.149	23.291	1:29.961
19	37.647	29.054	22.806	1:29.507
20	37.593	28.972	22.403	1:28.968
21	37.416	29.033	22.656	1:29.106
22	37.525	29.086	22.801	1:29.411
23	37.453	29.033	22.574	1:29.060
24	37.931	29.023	22.903	1:29.857
AVG	37.672	29.036	22.773	1:29.481
IDEAL	37.234	28.864	22.403	1:28.502

96 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.588	-
2	36.911	28.215	22.486	1:27.611
3	37.414	28.494	22.252	1:28.160
4	36.931	28.388	21.891	1:27.211
5	36.886	28.581	22.136	1:27.602
6	36.687	28.536	22.107	1:27.330
7	36.715	28.581	22.321	1:27.616
8	37.138	28.799	22.170	1:28.106
9	36.657	28.649	22.054	1:27.359
10	36.671	28.576	22.033	1:27.280
11	36.793	28.424	22.122	1:27.339
12	36.788	28.709	22.132	1:27.629
13	36.890	28.602	22.064	1:27.556
14	36.663	28.402	22.055	1:27.120
15	37.523	28.612	22.650	1:28.784
16	36.864	28.453	22.108	1:27.424
17	36.873	28.801	22.131	1:27.805
18	36.927	28.274	22.396	1:27.597
19	37.162	28.491	22.331	1:27.983
20	36.904	28.470	22.130	1:27.504
21	37.189	28.486	22.587	1:28.261
22	36.966	28.414	22.477	1:27.858
23	37.026	28.492	22.479	1:27.997
24	37.306	28.812	22.274	1:28.392
25	37.307	28.519	22.057	1:27.883

98 Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	21.711	-
2	35.702	27.087	21.488	1:24.277
3	35.828	27.427	21.318	1:24.573
4	35.270	27.235	21.178	1:23.683
5	35.438	27.330	21.360	1:24.128
6	35.361	27.353	21.419	1:24.133
7	35.473	27.539	21.424	1:24.436
8	35.437	27.522	21.644	1:24.603
9	35.681	27.625	21.484	1:24.790
10	35.844	27.549	21.586	1:24.979
11	35.547	27.641	21.593	1:24.780
12	35.707	27.780	21.677	1:25.163
13	35.830	27.680	21.675	1:25.185
14	36.016	27.648	21.737	1:25.401
15	36.609	27.774	21.742	1:26.125
16	35.956	27.667	21.429	1:25.052
17	36.759	27.651	21.647	1:26.057
18	36.480	28.170	21.744	1:26.394
19	35.995	28.147	21.659	1:25.801
20	36.253	27.790	21.706	1:25.749
21	36.222	27.838	21.808	1:25.868
22	37.181	27.914	21.706	1:26.800
23	36.465	27.979	22.076	1:26.520
24	37.374	27.925	21.804	1:27.103
25	36.730	27.967	22.132	1:26.830
AVG	36.048	27.677	21.630	1:25.351
IDEAL	35.270	27.087	21.178	1:23.535

100 Byron Barbour
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.741	-
2	38.019	28.895	22.726	1:29.639
3	37.675	28.676	22.278	1:28.629
4	37.473	29.211	22.247	1:28.931
5	37.278	28.828	22.143	1:28.250
6	37.530	28.654	22.422	1:28.606
7	38.034	28.751	22.617	1:29.401
8	37.170	28.895	22.342	1:28.407
9	37.162	28.900	22.209	1:28.271
10	37.188	28.910	22.328	1:28.426
11	37.181	28.944	22.526	1:28.651
12	37.322	28.626	22.407	1:28.355
13	38.030	28.865	22.385	1:29.279
14	37.827	29.219	22.600	1:29.646
15	38.159	28.856	22.469	1:29.484
16	37.234	28.785	22.463	1:28.482
17	37.725	29.091	22.561	1:29.377
18	37.570	29.349	22.771	1:29.691

19	37.437	28.902	22.827	1:29.165
20	38.031	29.164	22.693	1:29.889
21	37.716	29.097	22.423	1:29.236
22	37.481	29.233	23.035	1:29.749
23	37.772	29.035	22.555	1:29.362
24	37.855	28.928	22.524	1:29.306
AVG	37.596	28.946	22.525	1:29.058
IDEAL	37.162	28.626	22.143	1:27.931

119 Roger Bell
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.698	-
2	37.368	28.453	22.807	1:28.628
3	37.162	28.378	22.327	1:27.867
4	37.423	28.546	22.367	1:28.336
5	37.426	28.747	22.810	1:28.982
6	37.564	28.785	22.909	1:29.258
7	37.760	28.789	23.254	1:29.803
8	37.918	28.882	23.017	1:29.817
9	37.953	28.961	22.811	1:29.725
10	37.698	28.772	23.082	1:29.553
11	38.898	29.816	23.404	1:32.117
12	38.119	29.073	23.167	1:30.360
13	37.946	29.018	23.245	1:30.209
14	37.841	29.086	23.024	1:29.951
15	39.271	30.321	22.945	1:32.536
16	38.121	29.059	23.119	1:30.298
17	38.014	28.916	23.551	1:30.481
18	37.891	29.146	22.819	1:29.855
19	38.269	28.986	23.116	1:30.372
20	38.080	28.936	23.066	1:30.081
21	37.878	28.854	22.908	1:29.640
22	37.999	28.903	23.098	1:30.000
23	38.103	28.884	22.850	1:29.837
24	38.044	28.873	22.908	1:29.825
AVG	37.945	28.964	22.971	1:29.893
IDEAL	37.162	28.378	22.327	1:27.867

132 Jesse A Janisch
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.435	-
2	37.482	28.643	22.683	1:28.808
3	36.908	28.521	22.153	1:27.582
4	37.388	28.910	22.324	1:28.622
5	37.082	28.767	21.922	1:27.771
6	37.322	28.803	22.186	1:28.310
7	37.074	28.841	22.372	1:28.287
8	36.978	28.910	22.417	1:28.305
9	37.289	29.034	22.343	1:28.665
10	37.067	29.003	22.498	1:28.567
11	37.021	28.804	22.381	1:28.206
12	37.050	28.915	22.491	1:28.456
13	37.093	29.072	22.368	1:28.532

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

199 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
16	36.935	28.929	22.055	1:27.918
17	36.951	28.904	22.111	1:27.967
18	36.915	28.829	22.068	1:27.812
19	36.937	28.969	21.937	1:27.842
20	36.912	28.832	22.189	1:27.933
21	37.118	28.885	22.108	1:28.111
22	37.076	28.856	21.977	1:27.909
23	36.928	28.843	22.572	1:28.343
24	37.102	29.029	22.175	1:28.306
25	37.470	29.521	22.862	1:29.853
AVG	37.034	28.960	22.205	1:28.199
IDEAL	36.362	28.417	21.633	1:26.412

341 Brian Stokes
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.770	-
2	36.973	29.122	22.290	1:28.385
3	37.211	28.695	22.035	1:27.941
4	36.834	28.598	21.838	1:27.269
5	36.741	28.718	21.938	1:27.397
6	37.116	28.867	22.413	1:28.396
7	37.264	28.892	22.187	1:28.343
8	37.318	28.970	22.559	1:28.847
9	37.720	29.165	22.762	1:29.647
10	37.399	29.038	22.400	1:28.837
11	37.356	29.174	22.196	1:28.726
12	37.380	29.094	22.672	1:29.146
13	37.669	29.309	22.549	1:29.526
14	37.958	29.259	22.411	1:29.628
15	37.465	29.153	22.409	1:29.026
16	37.567	29.168	22.250	1:28.985
17	37.459	29.324	22.337	1:29.119
18	37.827	29.295	22.280	1:29.402
19	37.755	29.521	23.162	1:30.438
20	37.277	29.557	22.436	1:29.270
21	38.795	29.600	22.514	1:30.909
22	37.745	29.603	22.728	1:30.075
23	37.981	29.358	22.523	1:29.862
24	37.687	29.313	22.376	1:29.375
AVG	37.500	29.165	22.418	1:29.067
IDEAL	36.741	28.598	21.838	1:27.176

549 Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.415	-
2	38.379	28.893	22.948	1:30.221
3	37.893	28.832	22.672	1:29.396
4	38.138	28.955	22.656	1:29.749
5	38.097	29.285	23.403	1:30.784
6	37.999	28.980	22.859	1:29.838

7	37.839	28.955	22.760	1:29.554
8	37.687	29.013	22.707	1:29.407
9	37.957	29.174	22.483	1:29.614
10	38.286	29.426	22.905	1:30.617
11	38.117	29.113	22.655	1:29.884
12	38.027	29.387	22.919	1:30.333
13	38.055	29.301	22.858	1:30.213
14	37.928	29.173	23.034	1:30.135
15	37.977	29.276	23.058	1:30.311
16	38.055	30.791	22.841	1:31.687
17	38.237	29.260	22.879	1:30.376
18	38.174	29.286	22.895	1:30.356
19	38.595	29.553	22.937	1:31.085
20	37.862	29.322	22.907	1:30.091
21	37.865	29.195	22.976	1:30.036
22	38.142	29.462	23.346	1:30.950
23	38.723	29.386	22.816	1:30.925
24	38.468	29.282	23.152	1:30.901
AVG	38.097	29.261	22.914	1:30.251
IDEAL	37.687	28.832	22.483	1:29.001

911 Michael A Smith
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.865	-
2	37.568	28.416	22.273	1:28.257
3	37.401	28.944	22.656	1:29.001
4	36.768	28.668	22.092	1:27.528
5	37.186	28.524	22.087	1:27.797
6	37.260	28.761	22.252	1:28.272
7	37.173	28.594	22.131	1:27.898
8	37.390	28.634	22.296	1:28.320
9	36.537	28.502	22.412	1:27.451
10	36.932	28.921	22.347	1:28.199
11	36.973	28.918	22.338	1:28.229
12	37.099	29.110	22.338	1:28.546
13	37.058	28.803	22.310	1:28.171
14	36.928	29.118	22.397	1:28.443
15	37.064	28.912	22.329	1:28.304
16	37.461	29.057	22.253	1:28.770
17	37.155	28.912	22.437	1:28.503
18	37.042	28.977	22.418	1:28.438
19	37.305	28.847	22.456	1:28.608
20	37.573	29.318	22.612	1:29.503
21	37.313	29.158	22.873	1:29.343
22	37.433	29.071	22.324	1:28.828
23	37.644	28.970	22.245	1:28.859
24	38.284	29.245	22.932	1:30.461
AVG	37.241	28.886	22.403	1:28.510
IDEAL	36.537	28.416	22.087	1:27.040

940 J J Roetlin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.765	-

2	38.079	28.333	22.336	1:28.748
3	37.250	28.419	22.494	1:28.163
4	37.635	28.422	22.960	1:29.017
5	37.878	28.413	22.593	1:28.884
6	37.753	28.584	22.707	1:29.044
7	37.659	28.630	22.320	1:28.609
8	37.652	28.744	22.898	1:29.295
9	37.982	28.856	22.700	1:29.537
10	37.631	28.744	22.689	1:29.065
11	37.726	28.825	22.659	1:29.209
12	37.895	28.680	22.859	1:29.433
13	37.746	30.612	32.259	1:40.617
14	52.634	28.692	23.110	2:44.436
15	38.306	29.000	23.012	1:30.318
16	41.283	31.154	24.176	1:36.613
17	38.068	32.435	22.805	1:33.308
18	38.094	29.015	23.029	1:30.138
19	38.089	28.795	22.677	1:29.560
20	38.113	28.692	22.762	1:29.567
21	38.220	28.821	22.775	1:29.816
22	38.141	28.893	22.683	1:29.717
23	37.941	28.845	23.002	1:29.788
AVG	38.056	29.041	22.798	1:30.327
IDEAL	37.250	28.333	22.320	1:27.903

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