



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - PRACTICE SESSION #1

1 Mathew Mladin Suzuki GSX-R1000					20 37.149 33.076 34.149 1:44.374					19 38.540 34.724 29.201 1:42.464				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
20				37.149	21				37.415	19				38.540
21				33.076	22				33.028	20				51.082
22				34.149	AVG				29.004	21				38.307
1				1:44.374	IDEAL				28.267	22				34.317
2	42.710	34.841	29.783	1:47.335	15 Steve Rapp Suzuki GSX-R1000				29.004	23				1:45.769
3	37.540	33.381	28.218	1:39.138	LAP	SEG 1	SEG 2	SEG 3	LAPTIME	24				2:58.393
4	57.919	33.713	28.255	1:59.888	1				-	AVG				41.178
5	36.709	35.197	-	-	2	45.047	34.844	28.993	1:48.884	IDEAL				34.369
6	48.749	33.690	28.232	1:50.671	3	37.841	33.605	28.708	1:40.155	20				29.346
7	36.385	33.016	28.067	1:37.468	4	37.878	34.644	28.837	1:41.359	21				1:44.893
8	36.445	32.898	27.918	1:37.260	5	38.218	33.730	28.556	1:40.503	22				38.174
9	37.799	35.780	6:44.593	7:58.171	6	37.696	34.098	28.704	1:40.497	23				34.189
10	50.883	38.950	30.492	2:00.325	7	41.214	33.713	7:55.172	9:10.099	24				29.136
11	36.913	37.263	28.542	1:42.718	8	41.354	33.992	28.969	1:44.315	AVG				1:41.499
12	36.480	32.988	27.904	1:37.371	9	38.693	34.104	28.622	1:41.419	IDEAL				37.268
13	41.863	37.730	3:19.998	4:39.590	10	37.745	33.891	28.634	1:40.270	17 Miguel Duhamel Honda CBR1000RR				29.123
14	39.052	33.043	27.822	1:39.917	11	37.778	33.928	28.500	1:40.206	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
15	36.482	32.785	27.672	1:36.939	12	37.708	33.310	28.745	1:39.763	1				-
16	36.439	33.061	5:38.798	6:48.298	13	40.264	33.820	8:47.521	10:01.60	2	43.462	35.384	-	-
17	41.018	33.458	28.438	1:42.914	14	43.056	33.713	28.725	1:45.494	3	42.412	34.825	29.591	1:46.828
18	36.463	32.597	27.637	1:36.696	15	37.708	34.058	28.667	1:40.433	4	38.994	33.729	28.846	1:41.568
19	36.538	33.185	27.947	1:37.670	16	38.070	33.595	4:07.506	5:19.171	5	37.874	33.614	28.658	1:40.146
20	37.527	32.935	27.745	1:38.207	17	46.227	34.028	28.559	1:48.815	6	38.728	34.133	6:11.681	7:24.542
21	36.500	32.612	28.063	1:37.175	18	37.601	33.550	28.346	1:39.497	7	41.961	35.198	29.223	1:46.381
22	36.382	32.712	27.910	1:37.004	19	37.610	33.277	28.525	1:39.412	8	37.698	34.506	28.909	1:41.113
23	36.657	33.032	1:12.920	2:22.609	20	37.335	33.794	3:13.232	4:24.361	9	38.140	33.851	28.553	1:40.545
24	40.058	32.860	27.823	1:40.742	21	41.475	33.434	28.380	1:43.290	10	37.379	33.614	28.596	1:39.588
25	36.042	32.547	27.657	1:36.246	22	37.690	33.469	28.438	1:39.597	11	39.730	34.203	29:08.71	30:27.55
26	36.105	32.537	27.725	1:36.366	AVG				38.786	12	49.624	38.788	31.154	1:59.566
AVG	37.641	33.872	28.192	1:39.547	IDEAL				37.335	13	39.377	35.193	29.074	1:43.644
IDEAL	36.042	32.537	27.637	1:36.215	16 Martin Craggill Suzuki GSX-R1000				38.838	14	38.058	34.105	28.615	1:40.778
					LAP	SEG 1	SEG 2	SEG 3	LAPTIME	15	37.654	34.478	28.650	1:40.781
					1				31.918	16	37.489	33.554	28.644	1:39.686
					2	1:18.499	36.375	29.358	2:24.233	17	38.280	34.310	16:52.02	18:05.95
					3	39.364	35.080	29.524	1:43.968	18	43.555	34.663	28.829	1:47.047
					4	38.877	42.266	36.602	1:57.745	19	37.936	33.537	28.213	1:39.686
					5	38.485	34.494	29.637	1:42.616	20	38.696	33.278	28.805	1:40.779
					6	42.544	37.966	3:29.561	4:50.070	21	37.432	33.368	28.650	1:39.450
					7	48.959	49.094	29.460	2:07.512	22	38.385	33.730	2:15.235	3:27.349
					8	39.743	38.487	29.497	1:47.727	23	41.930	34.077	28.807	1:44.814
					9	39.057	34.729	29.037	1:42.822	24	38.079	33.633	28.323	1:40.035
					10	39.320	34.619	3:19.085	4:33.024	25	37.462	33.245	28.715	1:39.422
					11	42.437	38.480	35.919	1:56.836	26	37.338	33.734	28.197	1:39.269
					12	45.694	39.810	29.444	1:54.947	AVG				39.085
					13	38.909	34.824	6:37.128	7:50.860	IDEAL				37.338
					14	46.528	34.673	29.031	1:50.232	20				34.270
					15	38.375	34.530	29.355	1:42.259	21				28.853
					16	45.219	40.124	28.777	1:54.120	22				28.197
					17	38.584	40.959	3:05.911	4:25.454	23				28.197
					18	45.912	37.347	30.185	1:53.445	AVG				34.270
										IDEAL				37.338
										20 Aaron W Yates Suzuki GSX-R1000				28.853
										LAP	SEG 1	SEG 2	SEG 3	LAPTIME
										1				-
										2	41.912	34.932	28.665	1:45.509
										3	38.115	33.636	27.934	1:39.685
										4	37.695	34.709	1:42.755	2:55.160
										5	40.310	33.523	28.023	1:41.857
										6	37.109	33.208	27.850	1:38.166
										7	37.413	33.271	28.012	1:38.696
										8	39.714	35.586	-	-
										9	43.098	34.442	29.341	1:46.881
										10	37.619	33.508	28.415	1:39.542
										11	38.334	35.045	11:28.92	12:44.22

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

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	41.006	33.689	28.533	1:43.228
13	37.230	33.174	27.975	1:38.379
14	37.178	33.064	27.894	1:38.137
15	37.094	33.061	4:35.919	5:46.074 P
16	40.819	34.950	3:35.175	4:50.944 P
17	45.343	33.691	29.105	1:48.138
18	37.780	33.225	27.906	1:38.911
19	36.934	33.018	27.895	1:37.846
20	37.180	33.331	28.424	1:38.935
21	37.066	33.232	27.813	1:38.111
22	37.797	35.042	3:00.829	4:13.669 P
23	1:08.209	34.331	27.887	2:10.426
24	37.011	33.075	27.948	1:38.033
25	37.122	32.942	27.842	1:37.906
26	36.966	32.911	28.085	1:37.962
AVG	37.783	33.516	28.109	1:39.599
IDEAL	36.934	32.911	27.813	1:37.658

**24** Clint McBain  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	47.828	36.585	30.931	1:55.344
3	41.285	35.639	30.159	1:47.082
4	39.985	35.560	59.002	2:14.547 P
5	2:26.987	35.489	29.832	3:32.307
6	39.531	34.680	30.078	1:44.289
7	40.004	35.440	57.570	2:13.014 P
8	14:39.11	35.750	29.821	15:44.68
9	39.174	34.543	29.450	1:43.167
10	39.113	34.583	29.452	1:43.148
11	39.101	34.675	55.709	2:09.486 P
12	4:51.662	35.290	29.737	5:56.689
13	39.208	34.501	29.934	1:43.643
14	38.910	34.366	29.544	1:42.820
15	39.495	34.759	29.825	1:44.078
16	38.662	34.348	1:00.464	2:13.473 P
AVG	39.497	35.080	29.887	1:45.446
IDEAL	38.662	34.348	29.450	1:42.460

**32** Eric Bostrom  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	46.816	37.395	-	- P
3	45.029	36.447	2:22.453	3:43.929 P
4	43.629	35.013	29.978	1:48.620
5	39.076	34.285	29.106	1:42.467
6	39.403	34.148	29.145	1:42.696
7	38.007	34.281	15:53.73	17:17.95 P
8	44.887	34.965	29.554	1:49.406
9	39.769	34.379	29.457	1:43.606

10	38.386	33.829	28.671	1:40.885
11	37.884	33.605	28.778	1:40.267
12	1:02.021	35.470	4:30.299	6:07.789 P
13	44.241	34.779	29.143	1:48.163
14	38.334	34.735	19:42.52	20:54.81
15	2:20.707	33.648	28.490	3:22.844
16	37.421	33.828	2:36.436	3:47.685 P
17	44.229	33.919	2:03.223	3:21.371 P
18	42.220	33.933	28.766	1:44.918
19	38.561	33.728	28.656	1:40.945
20	37.700	33.533	28.586	1:39.818
21	37.769	33.765	28.840	1:40.374
22	38.475	33.650	2:24.506	3:36.631 P
23	48.778	33.874	28.781	1:51.433
24	38.911	34.105	28.908	1:41.924
25	37.417	33.177	28.427	1:39.022
26	37.431	33.569	28.985	1:39.985
AVG	39.625	34.303	28.941	1:43.260
IDEAL	37.417	33.177	28.427	1:39.022

**33** Vincent Haskovec  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	46.998	35.511	29.293	1:51.802
3	38.432	34.169	28.742	1:41.344
4	38.171	33.861	28.768	1:40.800
5	38.600	34.572	29.457	1:42.629
6	38.263	34.335	29.138	1:41.736
7	38.134	34.057	28.608	1:40.799
8	37.247	33.846	16:56.58	18:07.67 P
9	41.580	34.574	29.369	1:45.523
10	37.877	33.821	28.836	1:40.534
11	37.874	33.850	28.796	1:40.520
12	1:16.503	35.669	13:36.11	15:28.28 P
13	42.976	34.868	29.857	1:47.701
14	38.686	34.661	29.149	1:42.497
15	38.297	34.162	29.093	1:41.551
16	38.319	34.001	29.060	1:41.379
AVG	38.804	34.397	29.090	1:42.986
IDEAL	37.247	33.821	28.608	1:39.676

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:00.621	41.612	31.567	2:13.800
3	40.927	36.122	30.002	1:47.051
4	38.686	34.156	28.947	1:41.789
5	38.342	34.406	5:24.755	6:37.503 P
6	51.951	35.319	29.446	1:56.715
7	38.659	34.075	29.401	1:42.135
8	38.036	34.120	29.002	1:41.158
9	39.044	34.029	28.856	1:41.929
10	38.151	34.272	29.476	1:41.898

11	38.299	34.344	29.080	1:41.723
12	38.356	34.185	7:35.975	8:48.516 P
13	57.946	38.861	32.384	2:09.191
14	50.152	35.380	29.158	1:54.690
15	38.523	34.185	29.077	1:41.785
16	38.019	34.838	29.066	1:41.923
17	37.922	34.194	28.757	1:40.873
18	37.931	33.908	28.855	1:40.695
19	38.008	33.994	28.553	1:40.554
AVG	38.480	34.707	29.453	1:43.776
IDEAL	37.922	33.908	28.553	1:40.383

**38** Dean Mizdal  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	51.746	37.644	31.580	2:00.970
3	41.746	35.985	29.932	1:47.663
4	39.803	35.242	30.244	1:45.288
5	40.349	35.595	29.851	1:45.795
6	39.403	35.228	29.602	1:44.234
7	40.231	35.804	30.442	1:46.477
8	39.980	35.137	5:11.708	6:26.826 P
9	47.842	35.819	29.899	1:53.560
10	39.916	35.151	29.677	1:44.745
11	39.933	35.174	30.004	1:45.111
12	39.887	35.342	58.673	2:13.902 P
13	42.554	35.400	6:10.297	7:28.251 P
14	43.595	35.108	29.960	1:48.662
15	39.552	34.824	29.667	1:44.042
16	39.879	35.242	29.965	1:45.087
17	39.954	35.132	29.436	1:44.521
18	39.557	35.153	8:42.490	9:57.199 P
19	47.980	35.752	29.725	1:53.458
20	40.133	35.039	29.702	1:44.874
21	40.019	35.369	29.667	1:45.055
22	39.573	34.768	29.558	1:43.900
AVG	40.337	35.424	29.936	1:47.261
IDEAL	39.403	34.768	29.436	1:43.607

**41** Joshua Hayes  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	43.574	35.818	29.790	1:49.182
3	40.503	34.176	28.937	1:43.616
4	38.184	34.617	29.221	1:42.022
5	38.093	33.934	28.849	1:40.876
6	37.611	33.798	28.901	1:40.310
7	37.573	33.860	28.875	1:40.308
8	37.660	34.144	28.931	1:40.735
9	37.999	35.062	2:53.292	4:06.352 P
10	40.595	33.778	28.885	1:43.258
11	37.825	33.671	28.682	1:40.178
12	37.829	33.661	28.751	1:40.242

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

41 Joshua Hayes Kawasaki ZX-10RR					13 40.181 37.237 3:03.925 4:21.343 P				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	39.068	34.965	29.880	1:43.914	14	46.496	35.297	29.762	1:51.556
5	39.570	35.380	5:38.129	6:53.078 P	15	38.864	34.524	29.362	1:42.750
6	50.822	35.838	30.235	1:56.895	16	39.139	36.229	4:06.347	5:21.714 P
7	38.789	34.987	29.506	1:43.283	17	48.007	35.040	29.896	1:52.942
8	38.909	34.638	29.062	1:42.609	18	39.231	34.732	29.754	1:43.717
9	38.826	34.406	29.321	1:42.554	19	38.844	34.564	29.370	1:42.778
10	38.802	34.629	3:52.747	5:06.179 P	20	38.951	34.798	29.391	1:43.139
11	53.342	34.746	30.691	1:58.779	21	38.708	35.343	29.396	1:43.447
12	39.209	34.448	29.215	1:42.872	22	38.725	37.324	3:14.175	4:30.224 P
13	38.734	34.543	29.253	1:42.530	23	43.797	35.274	29.468	1:48.540
14	38.730	34.445	29.096	1:42.272	24	38.940	34.545	29.450	1:42.935
15	39.050	34.161	29.007	1:42.218	25	38.655	34.630	29.325	1:42.610
16	38.422	34.373	29.214	1:42.009	26	38.734	34.938	29.335	1:43.007
17	39.196	36.227	3:48.967	5:04.390 P	AVG	39.950	35.753	29.714	1:46.312
18	49.557	34.686	29.251	1:53.495	IDEAL	38.655	34.524	29.325	1:42.505
19	38.777	35.297	29.093	1:43.167	56 Thomas G Montano Ducati 999R				
20	38.653	34.296	29.039	1:41.988	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
21	38.836	34.681	29.331	1:42.848	1	-	-	-	- P
AVG	38.953	34.924	29.476	1:45.998	2	52.412	41.777	32.134	2:06.322
IDEAL	38.422	34.161	29.007	1:41.590	3	40.488	36.034	31.224	1:47.745

44 John Haner Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	54.506	37.683	1:36.635	3:08.824 P
3	42.783	34.088	29.157	1:46.028
4	37.280	34.291	28.965	1:40.536
5	37.546	33.444	7:26.690	8:37.680 P
6	43.528	33.908	28.972	1:46.408
7	37.842	34.337	28.853	1:41.032
8	37.697	34.388	2:00.343	3:12.427 P
9	53.476	39.879	31.818	2:05.172
10	37.330	33.611	28.521	1:39.461
11	37.890	33.797	2:20.191	3:31.878 P
12	43.417	34.805	28.684	1:46.906
13	37.384	33.548	28.578	1:39.510
14	37.406	33.416	28.655	1:39.477
15	37.387	34.275	28.614	1:40.277
16	37.625	34.685	9:09.943	10:22.25 P
17	44.977	33.906	28.886	1:47.769
18	37.657	33.485	28.920	1:40.062
19	38.793	33.505	28.667	1:40.966
20	37.576	33.583	28.782	1:39.941
21	37.400	33.886	29.516	1:40.802
AVG	38.620	34.426	29.039	1:42.084
IDEAL	37.280	33.416	28.521	1:39.217

53 Brien K Whitlock Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	45.496	36.135	30.538	1:52.168
3	40.174	35.156	30.209	1:45.539
4	40.355	35.028	29.854	1:45.237
5	39.482	34.436	29.956	1:43.874
6	39.318	34.874	1:52.620	3:06.812 P
7	41.814	34.827	30.909	1:47.550
8	39.432	35.588	29.740	1:44.760
9	39.062	34.716	29.832	1:43.610
10	39.353	34.494	29.718	1:43.565
11	39.188	34.656	29.726	1:43.570
12	1:12.869	35.429	13:31.30	15:19.60 P
AVG	40.367	35.031	30.054	1:45.541
IDEAL	39.062	34.436	29.718	1:43.215

54 David Stanton Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	57.811	40.102	32.577	2:10.489
3	41.829	36.860	2:04.171	3:22.860 P
4	46.521	35.367	29.666	1:51.554
5	39.321	34.872	29.571	1:43.764
6	39.918	35.287	29.929	1:45.134
7	42.940	40.054	3:58.275	5:21.269 P
8	54.405	35.802	29.658	1:59.865
9	39.397	34.918	2:23.361	3:37.676 P
10	44.432	35.099	29.487	1:49.018
11	39.116	34.773	29.563	1:43.452
12	39.057	34.734	29.613	1:43.404

57 Jeremy Toye Honda CBR1000RR				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	49.046	37.905	32.551	1:59.502
3	42.350	35.606	30.052	1:48.008
4	39.804	34.510	29.414	1:43.728
5	39.219	34.648	30.193	1:44.060
6	38.996	34.735	28.951	1:42.683
7	38.845	35.282	29.636	1:43.763
8	38.455	34.364	29.020	1:41.840
9	38.260	34.411	29.549	1:42.220
10	38.998	34.394	1:01.309	2:14.700 P
11	3:07.862	34.672	29.215	4:11.749
12	38.576	34.155	29.081	1:41.812
13	38.384	34.199	28.922	1:41.506
14	38.320	34.176	29.129	1:41.625
15	38.095	34.135	28.862	1:41.092
16	39.239	35.198	1:02.002	2:16.439 P

45 Lee Acree Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	51.887	36.231	30.074	1:58.192

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

**57** Jeremy Toye  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
17	6:09.407	34.759	29.024	7:13.190
18	38.656	34.439	29.154	1:42.250
19	38.808	34.425	29.124	1:42.357
20	38.803	34.618	29.192	1:42.613
21	38.687	34.396	29.125	1:42.208
22	38.666	34.108	28.964	1:41.738
23	38.509	34.347	29.138	1:41.994
24	38.619	34.378	29.099	1:42.095
25	39.125	34.627	1:01.425	2:15.176 <b>P</b>
26	2:40.407	34.597	29.243	3:44.248
27	38.596	34.288	28.951	1:41.835
28	38.725	34.150	29.555	1:42.430
29	38.577	34.235	29.925	1:42.737
AVG	38.706	34.413	29.208	1:42.226
IDEAL	38.095	34.108	28.862	1:41.065

**59** Jacob L Holden  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- <b>P</b>
2	46.345	34.798	29.257	1:50.400
3	37.888	33.948	28.786	1:40.622
4	38.019	34.071	5:11.698	6:23.788 <b>P</b>
5	43.195	34.216	29.064	1:46.475
6	37.757	33.788	29.014	1:40.558
7	38.090	34.443	5:34.975	6:47.508 <b>P</b>
8	49.466	36.896	29.491	1:55.853
9	39.070	34.391	28.928	1:42.390
10	37.738	33.861	28.882	1:40.482
11	38.119	34.087	28.925	1:41.131
12	39.326	36.267	2:21.640	3:37.232 <b>P</b>
13	42.722	34.324	28.915	1:45.960
14	37.505	33.553	28.601	1:39.659
15	37.652	34.444	2:13.182	3:25.278 <b>P</b>
16	1:18.854	34.675	28.835	2:22.364
17	37.470	33.937	28.501	1:39.908
18	40.128	36.137	29.235	1:45.500
AVG	38.906	34.579	28.956	1:44.078
IDEAL	37.470	33.553	28.501	1:39.524

**61** Scott Jensen  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- <b>P</b>
2	47.812	36.210	30.845	1:54.867
3	40.756	35.101	33.570	1:49.428
4	40.098	35.133	29.430	1:44.661
5	39.334	34.952	29.383	1:43.668
6	1:03.835	35.947	2:58.720	4:38.501 <b>P</b>
7	45.383	35.453	29.752	1:50.588
8	39.702	34.998	29.555	1:44.255
9	39.161	34.730	30.180	1:44.071

10	39.338	34.872	29.939	1:44.149
11	39.070	34.828	29.453	1:43.350
12	39.175	34.772	30.138	1:44.084
13	38.542	34.451	29.142	1:42.135
14	38.695	34.253	29.161	1:42.108
15	39.772	35.526	7:54.532	9:09.830 <b>P</b>
16	48.182	34.664	29.429	1:52.275
17	39.399	34.946	29.271	1:43.617
18	38.749	34.492	29.547	1:42.788
19	38.886	34.484	29.111	1:42.480
20	39.291	34.937	2:54.577	4:08.805 <b>P</b>
21	50.828	34.485	29.428	1:54.740
22	38.986	34.573	29.434	1:42.993
23	40.735	34.545	31.109	1:46.388
AVG	39.706	34.923	29.891	1:45.840
IDEAL	38.542	34.253	29.111	1:41.906

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- <b>P</b>
2	50.274	40.100	32.704	2:03.077
3	41.349	35.919	30.750	1:48.017
4	41.121	35.741	30.441	1:47.302
5	40.555	35.724	30.698	1:46.977
6	40.941	35.429	30.428	1:46.797
7	40.637	35.616	30.210	1:46.462
8	40.499	35.654	30.662	1:46.815
9	40.505	35.409	30.938	1:46.851
10	40.497	36.004	12:29.77	13:46.27 <b>P</b>
11	50.464	37.540	30.354	1:58.358
12	40.456	35.459	30.286	1:46.201
13	40.424	35.421	30.513	1:46.357
14	40.244	35.532	30.227	1:46.003
15	40.478	35.604	30.347	1:46.429
AVG	40.642	36.082	30.658	1:48.896
IDEAL	40.244	35.409	30.210	1:45.863

**72** Larry Pegram  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- <b>P</b>
2	41.908	34.900	1:37.859	2:54.667 <b>P</b>
3	42.459	34.645	29.380	1:46.483
4	38.016	33.789	28.930	1:40.734
5	38.218	33.789	28.759	1:40.767
6	38.676	35.084	6:42.441	7:56.201 <b>P</b>
7	47.767	34.374	29.533	1:51.675
8	38.171	34.005	28.842	1:41.017
9	38.087	33.927	3:17.956	4:29.970 <b>P</b>
10	43.830	45.187	30.410	1:59.426
11	37.710	33.603	28.976	1:40.289
12	37.733	33.770	28.744	1:40.246
13	38.053	34.749	30.044	1:42.846
14	37.559	33.786	28.880	1:40.225

15	1:25.312	38.186	6:13.687	8:17.185 <b>P</b>
16	44.090	35.682	28.885	1:48.657
17	37.839	33.707	28.653	1:40.199
18	40.556	36.594	30.250	1:47.400
19	37.668	33.879	29.828	1:41.375
20	40.466	34.802	29.178	1:44.446
21	38.053	33.706	28.950	1:40.708
AVG	39.394	34.758	29.265	1:44.156
IDEAL	37.559	33.603	28.653	1:39.815

**74** Mike Sullivan  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- <b>P</b>
2	50.523	39.753	33.155	2:03.431
3	43.298	37.366	31.585	1:52.249
4	42.512	36.788	33.725	1:53.025
5	41.383	36.507	31.193	1:49.084
6	40.664	35.844	30.871	1:47.378
7	40.762	35.819	31.219	1:47.800
8	40.000	35.939	4:00.255	5:16.193 <b>P</b>
9	46.704	36.073	30.649	1:53.426
10	39.692	35.927	30.545	1:46.163
11	40.094	35.530	30.535	1:46.158
12	40.305	35.666	31.279	1:47.249
13	40.753	36.506	3:43.211	5:00.469 <b>P</b>
14	44.511	36.683	30.919	1:52.113
15	39.964	35.290	30.337	1:45.591
16	39.742	38.369	30.713	1:48.824
17	39.806	35.578	30.763	1:46.148
18	40.199	35.799	31.230	1:47.228
19	39.599	35.490	30.800	1:45.889
20	39.619	35.593	30.639	1:45.851
21	40.261	35.313	30.370	1:45.944
22	39.611	35.410	30.053	1:45.074
23	39.691	35.644	30.307	1:45.642
24	39.523	35.625	30.764	1:45.912
25	39.767	35.422	30.262	1:45.452
26	39.938	35.414	2:43.359	3:58.712 <b>P</b>
27	46.043	36.011	30.561	1:52.615
28	39.778	35.608	30.279	1:45.664
29	40.026	35.399	30.130	1:45.554
30	39.581	35.182	33.072	1:47.835
AVG	40.851	36.053	30.998	1:48.358
IDEAL	39.523	35.182	30.053	1:44.758

**75** James Kerker  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- <b>P</b>
2	52.459	40.366	33.196	2:06.021
3	42.429	36.986	30.667	1:50.082
4	39.692	35.849	30.762	1:46.303
5	40.359	35.715	30.390	1:46.464
6	40.227	35.491	3:42.587	4:58.305 <b>P</b>

**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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**75** James Kerker  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	43.788	35.208	30.249	1:49.244
8	39.221	34.934	32.517	1:46.671
9	39.165	34.762	30.344	1:44.272
10	39.450	35.441	29.852	1:44.743
11	39.324	34.773	8:42.472	9:56.570 P
12	48.055	35.789	30.351	1:54.194
13	39.394	35.174	29.979	1:44.547
14	39.415	34.705	29.931	1:44.051
15	38.997	34.755	29.996	1:43.748
AVG	39.844	35.060	30.402	1:46.434
IDEAL	38.997	34.705	29.852	1:43.554

**78** David Rn Bell  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	51.855	38.244	32.031	2:02.130
3	41.163	35.776	30.339	1:47.278
4	39.800	35.179	30.530	1:45.509
5	39.990	35.015	30.037	1:45.042
6	39.439	34.880	29.825	1:44.143
7	42.527	37.995	9:27.588	10:48.11 P
8	1:21.293	42.238	1:05.658	3:09.188 P
9	42.762	35.908	30.347	1:49.016
10	39.446	34.941	30.165	1:44.552
11	39.534	35.119	29.959	1:44.611
12	39.189	34.787	29.996	1:43.972
13	39.623	35.026	30.081	1:44.729
14	39.133	35.031	30.000	1:44.163
15	39.132	35.136	14:35.24	15:49.51 P
16	49.950	35.802	30.002	1:55.753
17	39.695	35.169	29.794	1:44.657
18	39.404	34.662	29.756	1:43.822
19	38.811	34.724	29.551	1:43.086
AVG	39.977	35.494	30.161	1:46.831
IDEAL	38.811	34.662	29.551	1:43.024

**80** Kurtis L Roberts  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	43.364	34.943	30.084	1:48.391
3	39.885	34.485	29.291	1:43.662
4	38.826	35.317	3:14.016	4:28.159 P
5	46.501	34.229	28.895	1:49.625
6	40.105	34.234	28.854	1:43.193
7	38.930	33.961	28.990	1:41.880
8	38.072	34.241	29.479	1:41.792
9	38.016	33.824	29.141	1:40.981
10	1:24.567	45.537	11:46.06	13:56.16 P
11	48.849	36.576	30.311	1:55.736
12	38.600	34.243	29.161	1:42.004

13	38.081	34.273	28.966	1:41.321
14	37.992	34.087	28.907	1:40.985
15	37.672	33.948	28.838	1:40.458
16	49.106	46.091	10:36.90	12:12.10 P
17	44.055	35.412	28.963	1:48.430
18	41.120	36.938	29.067	1:47.124
AVG	39.486	34.687	29.194	1:44.460
IDEAL	37.672	33.824	28.838	1:40.334

**81** C R Gittere  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	51.733	40.533	4:52.783	6:25.049 P
3	53.089	37.578	30.907	2:01.574
4	40.477	35.854	30.566	1:46.897
5	39.986	35.503	30.415	1:45.904
6	40.410	35.689	5:03.414	6:19.512 P
7	55.425	36.043	30.476	2:01.944
8	40.033	35.805	2:09.545	3:25.382 P
9	53.399	36.197	30.328	1:59.923
10	40.517	35.795	30.272	1:46.585
11	40.035	35.958	3:35.933	4:51.926 P
12	51.253	36.409	30.617	1:58.279
13	40.471	36.069	30.361	1:46.900
14	40.555	36.122	2:05.136	3:21.813 P
15	54.245	38.911	31.051	2:04.207
16	41.070	35.802	30.107	1:46.979
17	40.488	36.412	30.027	1:46.927
18	40.064	36.106	30.919	1:47.088
19	40.878	35.695	30.093	1:46.665
20	40.482	36.114	6:55.254	8:11.850 P
AVG	40.420	36.452	30.472	1:52.298
IDEAL	39.986	35.503	30.027	1:45.517

**86** Jimmy Moore  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	57.723	40.823	32.394	2:10.940
3	42.367	37.617	30.045	1:50.029
4	39.364	34.899	29.645	1:43.909
5	38.787	34.632	28.948	1:42.367
6	39.443	34.723	29.119	1:43.285
7	38.896	34.275	28.805	1:41.976
8	38.430	34.398	2:43.487	3:56.315 P
9	1:14.494	35.028	30.139	2:19.660
10	38.731	34.374	29.681	1:42.785
11	38.799	34.474	29.042	1:42.314
12	38.690	34.321	1:55.304	3:08.315 P
13	45.825	34.661	29.329	1:49.814
14	39.026	34.472	29.367	1:42.864
15	38.380	34.449	28.913	1:41.741
16	38.639	33.988	29.064	1:41.691

**87** James J King  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:19.165	40.386	33.387	2:32.938
3	42.371	36.683	31.057	1:50.111
4	41.343	36.255	30.548	1:48.145
5	40.674	36.536	30.824	1:48.034
6	41.444	36.407	7:16.121	8:33.972 P
7	48.973	37.226	31.193	1:57.391
8	41.600	36.610	31.522	1:49.732
9	41.031	36.412	31.580	1:49.023
10	41.100	36.167	31.356	1:48.623
11	41.802	36.398	12:14.82	13:33.02 P
12	49.844	37.036	31.570	1:58.450
13	41.753	36.700	30.966	1:49.419
14	40.979	36.236	30.997	1:48.213
15	41.717	36.450	30.881	1:49.049
AVG	41.438	36.822	31.323	1:50.563
IDEAL	40.674	36.167	30.548	1:47.389

**91** Jeffrey S Tigert  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	49.653	37.898	32.306	1:59.858
3	41.688	35.379	7:03.431	8:20.498 P
4	44.369	36.362	30.213	1:50.945
5	39.315	34.594	30.751	1:44.660
6	38.316	34.497	29.714	1:42.526
AVG	40.922	35.746	30.746	1:49.497
IDEAL	38.316	34.497	29.714	1:42.526

**94** J J Roetlin  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	56.770	38.509	30.820	2:06.099
3	39.644	35.137	30.802	1:45.583
4	39.802	36.141	2:12.689	3:28.632 P
5	54.225	34.988	29.652	1:58.865
6	38.911	34.426	29.434	1:42.770
7	38.903	34.771	2:07.154	3:20.827 P
8	56.797	34.949	29.783	2:01.529
9	39.152	34.655	38.904	1:52.711
10	38.833	34.748	29.362	1:42.943
11	38.796	34.716	29.052	1:42.565
12	1:27.652	35.670	3:40.119	5:43.440 P
13	57.090	35.623	30.486	2:03.199
14	39.609	34.976	29.759	1:44.343
15	38.770	34.620	29.382	1:42.772
16	38.635	34.559	2:40.910	3:54.104 P
17	1:02.916	1:25.289	30.471	2:58.675

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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**94** J J Roetlin  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
18	39.825	35.144	2:22.151	3:37.120 P
19	48.106	35.010	29.748	1:52.864
20	39.235	34.603	29.668	1:43.506
21	39.356	34.533	29.574	1:43.463
22	44.322	34.882	29.734	1:48.938
23	39.043	35.147	30.092	1:44.283
24	39.027	34.714	29.558	1:43.299
25	38.960	34.590	2:28.184	3:41.734 P
AVG	39.967	34.828	29.729	1:46.059
IDEAL	38.635	34.426	29.052	1:42.113

**98** Jake P Zemke  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
17	37.735	33.817	29.121	1:40.673
18	38.358	33.368	28.231	1:39.958
19	37.297	33.914	28.164	1:39.375
20	37.460	33.754	28.311	1:39.525
21	38.038	33.810	18:36.63	19:48.60 P
22	47.562	34.228	28.896	1:50.687
23	37.890	34.316	29.032	1:41.238
24	38.272	33.681	28.398	1:40.351
25	37.896	34.619	2:37.936	3:50.451 P
26	47.361	34.145	28.625	1:50.131
1	-	-	-	- P
2	47.324	36.031	29.574	1:52.929
3	38.947	34.474	28.797	1:42.218
4	38.177	34.158	28.446	1:40.781
5	37.924	34.030	28.756	1:40.709
6	37.935	34.018	4:01.425	5:13.378 P
7	48.106	34.052	28.749	1:50.907
8	38.834	33.965	29.098	1:41.897
9	38.429	34.570	29.201	1:42.199
10	37.907	33.536	28.193	1:39.636
11	38.046	34.182	-	- P
12	47.098	34.281	29.579	1:50.958
13	38.085	33.678	28.601	1:40.365
14	37.616	33.887	28.513	1:40.016
15	37.939	34.023	13:37.80	14:50.03 P
16	50.987	34.461	28.634	1:54.081
AVG	38.041	34.120	28.746	1:43.932
IDEAL	37.297	33.368	28.164	1:38.830

**100** Neil Hodgson  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	46.634	38.756	1:57.751	3:23.140 P
3	44.911	35.453	30.305	1:50.669
4	39.303	34.644	29.194	1:43.141
5	38.346	34.471	28.799	1:41.617
6	38.036	34.241	28.690	1:40.967

7	38.259	34.419	29.402	1:42.080
8	37.841	33.423	28.956	1:40.220
9	40.167	34.235	28.621	1:43.023
10	37.462	33.198	28.460	1:39.120
11	38.347	34.706	3:25.282	4:38.334 P
12	52.321	36.070	29.069	1:57.460
13	38.598	35.679	29.892	1:44.169
14	37.731	33.584	28.312	1:39.627
15	38.419	34.460	29.098	1:41.977
16	37.632	34.211	28.372	1:40.215
17	37.415	33.514	28.274	1:39.203
18	37.196	33.918	10:04.59	11:15.70 P
19	43.038	34.484	28.531	1:46.053
20	38.809	33.877	28.413	1:41.099
21	37.482	33.307	28.223	1:39.013
22	37.608	33.371	28.323	1:39.302
23	37.407	33.860	3:26.267	4:37.534 P
24	43.609	34.251	28.449	1:46.309
25	37.418	33.191	28.145	1:38.754
AVG	38.563	34.390	28.806	1:42.671
IDEAL	37.196	33.191	28.145	1:38.531

**101** Mark T Miller  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	51.586	41.168	31.239	2:03.993
3	40.521	36.040	30.023	1:46.583
4	39.438	35.882	29.518	1:44.838
5	39.209	35.467	29.557	1:44.233
6	39.341	35.372	29.577	1:44.290
7	1:12.912	47.479	5:09.489	7:09.881 P
8	43.276	36.227	29.717	1:49.219
9	39.001	35.397	29.655	1:44.053
10	39.104	35.047	29.054	1:43.205
AVG	39.984	36.325	29.792	1:45.203
IDEAL	39.001	35.047	29.054	1:43.102

**102** Mark Simon  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	47.615	37.174	31.581	1:56.371
3	40.765	35.792	31.188	1:47.745
4	40.149	35.443	31.015	1:46.608
5	40.138	35.531	5:48.538	7:04.207 P
6	49.356	36.356	31.074	1:56.785
7	40.162	35.476	9:22.813	10:38.45 P
8	48.448	35.843	30.895	1:55.186
9	40.100	35.438	30.473	1:46.012
10	39.769	35.578	5:04.875	6:20.221 P
11	52.193	35.657	31.046	1:58.897
12	39.562	34.990	30.430	1:44.982
AVG	40.092	35.753	30.963	1:51.573
IDEAL	39.562	34.990	30.430	1:44.982

**118** Harley Barnes  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	53.998	38.181	31.541	2:03.720
3	41.452	36.288	30.620	1:48.360
4	40.036	35.185	30.484	1:45.705
5	40.609	35.282	30.239	1:46.130
6	39.562	35.001	31.108	1:45.671
7	39.677	35.150	30.409	1:45.235
AVG	40.267	35.848	30.733	1:49.137
IDEAL	39.562	35.001	30.239	1:44.802

**126** Michael Ernest  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:32.870	37.715	31.166	2:41.751
3	39.794	35.336	4:36.861	5:51.990 P
4	46.413	35.813	31.491	1:53.717
5	41.136	34.762	29.819	1:45.717
6	39.036	34.945	29.810	1:43.791
7	39.263	34.860	29.710	1:43.833
8	38.951	35.162	29.821	1:43.934
9	39.330	35.199	29.808	1:44.338
10	39.103	34.726	29.757	1:43.586
11	39.250	34.745	3:49.529	5:03.524 P
12	47.209	35.856	30.419	1:53.484
13	39.502	34.768	1:34.231	2:48.501 P
14	43.998	36.681	32.022	1:52.700
15	39.108	34.337	29.395	1:42.840
16	38.943	34.771	29.421	1:43.136
17	38.933	34.839	5:00.046	6:13.818 P
AVG	40.197	35.282	30.220	1:46.461
IDEAL	38.933	34.337	29.395	1:42.665

**128** Nickoles W Moore  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	-	-	-	1:45.103
3	-	-	-	6:37.397 P
4	42.597	35.397	29.789	1:47.782
5	39.593	35.823	29.796	1:45.212
6	39.292	35.469	2:02.549	3:17.309 P
7	48.194	35.634	29.994	1:53.822
8	40.446	35.031	2:09.765	3:25.241 P
9	45.933	35.834	30.323	1:52.089
10	40.191	35.269	2:34.263	3:49.722 P
AVG	41.342	35.494	29.975	1:48.802
IDEAL	39.292	35.031	29.789	1:44.111

**132** Kevin Lacombe  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P

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

**132** Kevin Lacombe  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	50.150	39.736	32.105	2:01.991
3	40.754	35.990	29.864	1:46.607
4	39.676	35.051	1:03.575	2:18.302 P
5	4:24.924	35.243	29.918	5:30.085
6	39.642	35.053	29.477	1:44.172
7	39.058	34.785	29.717	1:43.559
8	39.465	34.968	58.027	2:12.459 P
9	6:41.332	36.066	29.731	7:47.129
10	39.406	35.851	57.324	2:12.581 P
11	3:26.145	43.758	30.695	4:40.598
12	39.948	35.354	29.405	1:44.707
13	39.192	34.790	29.286	1:43.268
14	39.120	34.915	29.552	1:43.587
15	39.378	35.277	54.481	2:09.136 P
16	9:17.803	37.361	29.862	10:25.02
17	40.039	34.889	29.365	1:44.293
18	38.901	34.935	29.021	1:42.857
19	39.046	34.844	29.361	1:43.251
20	38.974	35.044	29.273	1:43.291
21	38.928	35.015	56.455	2:10.398 P
AVG	39.435	35.535	29.775	1:45.598
IDEAL	38.901	34.785	29.021	1:42.707

**150** Matt D Lynn  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	55.177	35.467	30.271	2:00.915
3	39.289	35.105	30.199	1:44.593
4	38.799	34.464	29.386	1:42.649
5	38.960	34.659	29.469	1:43.088
6	38.541	34.551	29.628	1:42.720
7	38.494	34.228	29.656	1:42.378
8	39.089	34.613	30.046	1:43.747
9	38.623	34.663	29.982	1:43.269
10	38.835	34.771	14:26.90	15:40.51 P
11	51.036	35.657	30.643	1:57.336
12	39.996	34.827	30.290	1:45.113
13	39.213	34.839	29.466	1:43.518
14	38.930	34.588	29.280	1:42.798
15	38.475	34.363	29.432	1:42.270
16	38.974	34.893	29.810	1:43.677
17	39.034	34.912	29.655	1:43.602
18	38.688	34.731	29.539	1:42.959
19	39.042	34.940	29.590	1:43.571
20	38.718	34.578	29.879	1:43.174
AVG	38.924	34.781	29.790	1:45.077
IDEAL	38.475	34.228	29.280	1:41.983

4	39.766	35.275	29.763	1:44.804
5	39.439	35.121	3:41.694	4:56.254 P
6	45.875	35.145	29.639	1:50.659
7	39.327	34.810	31.496	1:45.633
8	39.748	34.942	29.434	1:44.124
9	39.301	34.725	29.708	1:43.734
10	39.514	34.710	29.542	1:43.766
11	40.589	35.067	1:59.800	3:15.457 P
12	50.192	34.949	29.490	1:54.630
13	39.239	35.002	29.692	1:43.932
14	39.379	34.826	29.405	1:43.609
15	39.537	35.161	7:49.277	9:03.975 P
16	46.730	35.079	29.306	1:51.114
17	39.533	34.843	29.295	1:43.670
18	39.657	35.407	2:27.134	3:42.198 P
19	44.304	35.189	29.583	1:49.077
20	39.447	34.941	29.390	1:43.779
21	39.601	35.048	1:52.101	3:06.750 P
22	43.994	34.930	29.296	1:48.220
23	39.304	34.645	29.360	1:43.309
24	39.074	35.299	29.450	1:43.822
AVG	40.790	35.106	29.671	1:46.317
IDEAL	39.074	34.645	29.295	1:43.013

**133** Peter Holzinger  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	51.956	38.238	31.731	2:01.925
3	42.105	36.664	31.331	1:50.100
4	41.628	35.946	30.668	1:48.243
5	41.729	36.370	31.215	1:49.314
6	42.140	35.808	5:35.656	6:53.604 P
7	46.463	36.217	30.302	1:52.981
8	40.125	35.792	30.721	1:46.637
9	40.630	36.247	30.728	1:47.605
10	41.073	36.202	30.428	1:47.703
11	40.629	36.156	30.308	1:47.093
12	40.784	36.674	9:26.924	10:44.38 P
13	46.785	35.765	30.230	1:52.780
14	40.145	36.471	30.537	1:47.152
15	40.207	35.938	30.658	1:46.802
16	40.525	36.094	30.459	1:47.078
17	40.922	35.625	30.773	1:47.320
18	41.058	36.301	5:32.266	6:49.624 P
19	44.164	35.423	32.781	1:52.369
20	39.934	36.081	30.695	1:46.709
21	39.914	35.625	30.265	1:45.805
22	40.064	35.422	29.965	1:45.451
AVG	41.551	36.146	30.766	1:49.059
IDEAL	39.914	35.422	29.965	1:45.302

**154** Alan Schmidt  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	45.306	36.967	30.953	1:53.225
3	40.715	35.853	30.671	1:47.239
4	39.841	35.356	30.071	1:45.268
5	39.510	35.078	3:12.520	4:27.107 P
6	45.300	35.314	29.636	1:50.250
7	39.108	34.922	29.540	1:43.570
8	38.765	34.566	29.642	1:42.973
9	1:04.084	35.162	29.495	2:08.741
10	39.434	34.962	19:59.50	21:13.89 P
11	43.832	36.156	30.009	1:49.998
12	39.611	35.320	30.418	1:45.349
13	39.216	35.097	29.429	1:43.742
14	39.094	35.132	29.536	1:43.762
15	38.996	34.898	29.639	1:43.533
16	39.051	35.073	29.387	1:43.510
17	39.022	34.667	29.501	1:43.189
AVG	40.453	35.283	29.852	1:45.816
IDEAL	38.765	34.566	29.387	1:42.717

**162** Cory A Call  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	56.351	40.309	33.345	2:10.005
3	41.252	34.912	30.016	1:46.179
4	39.571	37.589	31.500	1:48.660
5	40.245	35.320	30.111	1:45.676
6	39.445	34.417	29.705	1:43.566
7	38.678	34.169	29.703	1:42.549
8	39.206	37.732	1:10.725	2:27.663 P
9	-	-	4:52.104	3:41.379 P
10	1:46.585	35.465	30.580	2:52.630
11	39.438	34.160	29.980	1:43.578
AVG	39.691	36.008	30.617	1:45.035
IDEAL	38.678	34.160	29.703	1:42.540

**156** Tony Meiring  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	44.490	36.200	30.265	1:50.956
3	40.561	35.957	29.866	1:46.384

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	48.020	37.037	30.987	1:56.044
3	40.759	35.575	30.420	1:46.753
4	40.069	34.716	29.656	1:44.441
5	39.554	34.542	29.395	1:43.491
6	38.944	34.446	29.869	1:43.259
7	39.260	34.591	29.990	1:43.842
8	40.322	34.757	3:00.470	4:15.548 P
9	51.927	34.679	29.639	1:56.245
10	38.678	34.981	29.335	1:42.994
11	38.519	34.491	29.429	1:42.439

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

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	39.258	34.386	29.292	1:42.936
13	38.700	34.317	29.227	1:42.244
14	38.736	34.613	29.497	1:42.846
15	38.825	34.591	4:12.529	5:25.945 P
16	56.125	35.246	29.745	2:01.116
17	38.856	34.503	29.612	1:42.971
18	39.180	34.580	29.390	1:43.151
19	38.928	34.247	29.731	1:42.906
20	38.832	34.521	6:33.536	7:46.889 P
21	59.789	40.291	30.285	2:10.365
22	39.450	34.538	29.732	1:43.719
23	38.717	34.188	29.319	1:42.224
24	38.744	34.406	29.353	1:42.503
25	38.852	34.219	29.383	1:42.453
26	38.364	34.328	29.348	1:42.040
27	38.622	34.316	29.371	1:42.308
28	38.444	34.177	29.264	1:41.884
AVG	38.834	34.792	29.503	1:43.950
IDEAL	38.364	34.177	29.227	1:41.768

**211** Reno Karimian  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	47.337	37.696	32.089	1:57.121
3	41.807	35.436	30.816	1:48.059
4	40.406	34.899	29.466	1:44.771
5	39.878	35.258	30.039	1:45.174
6	39.543	34.928	29.683	1:44.154
7	39.340	35.176	29.833	1:44.349
8	39.358	35.325	7:54.422	9:09.105 P
9	47.795	36.763	30.110	1:54.668
10	40.458	35.410	30.170	1:46.038
11	39.384	34.636	29.467	1:43.486
12	39.634	35.180	29.492	1:44.305
13	39.355	34.922	29.732	1:44.009
14	39.508	35.742	9:25.946	10:41.19 P
15	49.143	36.192	30.309	1:55.644
16	40.595	35.134	29.807	1:45.536
17	39.828	35.240	29.888	1:44.956
18	39.679	35.336	30.320	1:45.334
19	40.331	35.573	1:34.603	2:50.506 P
AVG	39.940	35.491	30.081	1:47.174
IDEAL	39.340	34.636	29.466	1:43.442

**230** Christopher Ancien  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	46.685	38.019	30.712	1:55.416
3	41.456	36.001	30.186	1:47.643
4	40.326	36.036	30.911	1:47.273

5	39.924	35.848	30.394	1:46.166
6	40.995	36.046	2:17.931	3:34.971 P
7	44.741	35.958	30.345	1:51.044
8	40.686	35.868	30.235	1:46.789
9	40.735	35.572	29.852	1:46.158
10	40.650	35.537	30.083	1:46.270
11	40.380	35.721	30.084	1:46.185
12	40.474	35.438	30.073	1:45.984
13	40.272	35.688	30.089	1:46.049
14	40.123	35.816	7:24.268	8:40.208 P
15	54.412	39.314	31.495	2:05.221
16	42.037	35.686	29.782	1:47.505
17	40.061	35.721	30.349	1:46.130
18	40.334	36.107	30.302	1:46.743
19	47.332	45.451	2:39.775	4:12.557 P
20	48.138	39.049	1:28.504	2:55.691 P
21	53.576	37.567	3:25.318	4:56.460 P
22	53.240	37.460	30.302	2:01.001
23	40.451	35.372	30.164	1:45.986
24	39.933	35.572	30.413	1:45.918
25	39.942	35.315	30.084	1:45.340
26	39.688	35.424	30.074	1:45.185
AVG	41.234	36.239	30.301	1:48.580
IDEAL	39.688	35.315	29.782	1:44.784

**246** Brent George  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	55.246	37.859	30.245	2:03.350
3	39.346	58.135	7:53.096	9:30.577 P
AVG	39.346	37.859	30.245	2:03.350
IDEAL	39.346	37.859	30.245	1:47.450

**253** David Guy  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	56.580	40.289	33.364	2:10.233
3	42.258	35.684	30.976	1:48.918
4	40.067	35.288	30.482	1:45.838
5	40.273	35.408	30.740	1:46.420
6	40.467	35.211	30.468	1:46.147
7	39.739	35.689	30.386	1:45.814
8	40.158	35.433	30.843	1:46.434
9	40.416	35.404	30.137	1:45.956
10	40.011	35.405	30.400	1:45.816
11	40.673	35.885	30.928	1:47.485
12	40.350	34.955	30.005	1:45.310
13	39.244	35.179	30.304	1:44.726
14	39.671	35.093	29.855	1:44.620
15	39.715	35.443	2:41.339	3:56.497 P
16	-	-	8:10.860	5:29.521 P
17	47.204	35.980	30.607	1:53.791
18	40.141	35.282	30.398	1:45.821

19	39.618	36.687	30.073	1:46.377
20	39.486	35.598	29.898	1:44.983
21	39.625	35.121	30.009	1:44.755
22	39.651	35.493	30.163	1:45.307
23	39.905	35.308	30.153	1:45.366
24	40.270	35.477	30.399	1:46.146
25	40.998	36.495	1:46.969	3:04.462 P
26	43.477	35.269	30.189	1:48.935
27	39.795	34.966	30.093	1:44.854
28	39.983	35.433	29.956	1:45.373
AVG	40.224	35.710	30.436	1:46.315
IDEAL	39.244	34.955	29.855	1:44.054

**394** Eric Gulbransen  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	48.230	34.859	29.728	1:52.817
13	38.729	34.869	30.317	1:43.916
14	38.888	35.382	29.961	1:44.231
15	38.876	34.535	29.688	1:43.099
16	38.940	34.413	29.676	1:43.028
17	39.515	34.433	29.543	1:43.491
1	-	-	-	- P
2	45.815	36.798	31.656	1:54.270
3	41.170	35.800	30.494	1:47.464
4	39.601	35.072	3:25.323	4:39.997 P
5	43.992	34.827	29.875	1:48.693
6	38.940	34.250	29.725	1:42.914
7	38.937	34.434	29.834	1:43.205
8	39.169	34.896	29.548	1:43.614
9	38.992	34.487	7:53.854	9:07.333 P
10	46.877	35.582	29.729	1:52.188
11	39.460	35.098	1:19.980	2:34.539 P
AVG	40.073	34.984	29.983	1:46.379
IDEAL	38.729	34.250	29.543	1:42.521

**511** Akira Tamitsuji  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	55.403	43.172	36.537	2:15.111
3	43.639	37.631	31.037	1:52.307
4	40.743	36.022	29.587	1:46.352
5	40.433	36.559	29.802	1:46.794
6	1:54.121	39.745	2:59.880	5:33.747 P
7	52.775	36.635	30.104	1:59.514
8	41.066	38.144	29.782	1:48.992
9	40.378	36.211	29.903	1:46.491
10	40.150	36.520	29.641	1:46.310
11	40.654	36.404	15:11.60	16:28.66 P
12	1:00.512	40.716	31.347	2:12.576
13	40.568	36.550	30.421	1:47.539
14	39.914	35.918	29.462	1:45.294
15	39.799	35.666	29.606	1:45.071
16	40.137	35.866	29.228	1:45.232

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





AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - PRACTICE SESSION #1

**511** Akira Tamitsuji  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME	
17	41.400	37.425	2:32.010	3:50.834	<b>P</b>
AVG	41.400	37.425	-	-	
IDEAL	39.799	35.666	29.228	1:44.694	