



INDIVIDUAL TIMES - QUALIFYING GROUP #1

19 Jason Curtis
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	55.089	27.854	21.372	1:44.314
3	43.812	26.127	20.772	1:30.710
4	43.339	26.160	20.671	1:30.170
5	44.231	26.847	3:52.354	5:03.432
6	56.674	27.389	21.375	1:45.439
7	43.442	26.672	1:13.348	2:23.461
8	48.988	26.418	20.770	1:36.176
9	43.198	26.351	20.816	1:30.365
10	43.055	26.208	20.747	1:30.011
11	43.311	26.512	20.828	1:30.651
12	43.302	26.399	20.724	1:30.425
13	43.427	26.832	2:58.034	4:08.293
14	54.793	29.624	21.230	1:45.646
15	43.445	26.156	20.741	1:30.341
16	42.923	25.995	20.816	1:29.734
17	43.414	26.019	20.816	1:30.249
18	42.906	25.964	20.771	1:29.641
AVG	43.771	26.678	20.889	1:33.848
IDEAL	42.906	25.964	20.671	1:29.541

25 Akira Tamitsuji
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	56.919	27.760	21.552	1:46.230
3	44.133	27.958	21.737	1:33.829
4	43.555	26.335	20.743	1:30.633
5	45.485	27.071	20.887	1:33.443
6	43.512	26.883	21.011	1:31.407
7	49.159	27.485	9:40.054	10:56.699
8	52.777	27.295	21.221	1:41.293
9	43.933	27.181	20.943	1:32.056
10	43.567	26.345	20.736	1:30.647
11	44.377	27.505	8:24.122	9:36.004
12	53.106	27.762	20.895	1:41.762
13	43.136	26.693	21.255	1:31.085
14	43.675	26.572	20.806	1:31.054
15	43.078	26.811	20.850	1:30.738
AVG	44.328	27.118	21.053	1:34.515
IDEAL	43.078	26.335	20.736	1:30.149

36 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	53.975	28.256	21.623	1:43.854
3	43.492	26.107	20.860	1:30.459
4	43.006	25.897	20.491	1:29.394
5	43.515	25.957	20.872	1:30.344
6	42.551	25.674	20.843	1:29.068
7	42.921	25.872	20.916	1:29.708

8 42.780 25.817 20.764 1:29.361

9 52.457 31.235 9:50.452 11:14.144

10 58.745 27.460 21.280 1:47.485

11 42.676 25.989 20.781 1:29.447

12 42.699 25.752 20.580 1:29.031

13 42.448 25.894 20.900 1:29.242

14 51.784 33.185 3:46.607 5:11.576

15 53.549 27.299 21.161 1:42.008

16 43.104 25.926 20.852 1:29.882

AVG 42.907 26.265 20.906 1:31.628

IDEAL 42.448 25.674 20.491 1:28.613

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	54.632	27.307	21.262	1:43.201
3	43.976	27.798	21.754	1:33.528
4	43.773	26.336	20.702	1:30.811
5	45.208	27.274	20.712	1:33.195
6	43.557	26.845	20.839	1:31.240
7	44.560	28.033	3:32.551	4:45.144
8	50.295	26.966	21.651	1:38.913
9	43.702	26.264	20.870	1:30.836
10	43.785	26.838	20.924	1:31.547
11	44.220	27.018	21.051	1:32.288
12	44.124	27.278	2:35.604	3:47.006
13	49.331	26.737	21.000	1:37.068
14	44.011	26.754	21.015	1:31.780
15	43.702	26.396	20.931	1:31.029
16	43.878	26.465	21.033	1:31.376
17	43.480	26.705	20.923	1:31.108
AVG	44.773	26.938	21.048	1:33.423
IDEAL	43.480	26.264	20.702	1:30.446

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	53.063	27.068	20.998	1:41.129
3	43.979	27.893	36.703	1:48.575
4	49.180	26.472	21.148	1:36.800
5	42.843	26.080	20.925	1:29.848
6	42.987	26.123	20.709	1:29.818
7	43.401	26.568	20.915	1:30.884
8	43.059	26.083	20.691	1:29.832
9	42.968	26.145	21.025	1:30.138
10	45.041	27.222	3:29.509	4:41.772
11	52.318	26.797	21.095	1:40.209
12	43.080	26.130	20.855	1:30.065
13	42.671	26.730	21.033	1:30.434
14	42.966	26.109	20.919	1:29.995
15	43.171	26.194	20.997	1:30.361
16	47.928	27.786	5:29.403	6:45.117
17	59.399	31.946	23.158	1:54.503

18 43.782 27.468 21.202 1:32.453

19 43.171 26.224 20.958 1:30.352

20 43.309 26.199 20.915 1:30.424

21 42.950 26.424 21.134 1:30.508

AVG 43.904 26.659 21.104 1:32.100

IDEAL 42.671 26.080 20.691 1:29.442

67 K Mark Crozier
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:06.008	28.865	21.243	1:56.115
3	43.582	26.511	21.088	1:31.180
4	43.364	26.437	20.877	1:30.678
5	43.634	26.404	22.213	1:32.250
6	42.944	26.054	20.822	1:29.820
7	42.957	26.221	20.653	1:29.830
8	45.435	28.622	3:24.759	4:38.816
9	55.239	26.208	20.469	1:41.915
10	42.630	25.867	20.446	1:28.943
11	42.797	25.854	20.507	1:29.158
12	42.608	25.919	20.816	1:29.343
13	42.755	27.564	6:02.086	7:12.406
14	59.046	30.631	22.643	1:52.319
15	45.110	30.753	21.162	1:37.025
16	43.343	26.158	20.697	1:30.198
17	43.644	26.229	20.558	1:30.431
AVG	43.446	27.143	21.014	1:31.731
IDEAL	42.608	25.854	20.446	1:28.909

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	54.941	28.993	1:06.420	2:30.355
3	1:06.856	28.117	22.116	1:57.090
4	45.349	27.470	21.758	1:34.577
5	45.489	27.638	22.151	1:35.278
AVG	45.419	28.055	22.008	1:34.927
IDEAL	45.349	27.470	21.758	1:34.577

87 Taylor C Knapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	52.096	27.736	21.527	1:41.358
3	44.073	27.980	21.736	1:33.789
4	43.536	26.393	20.798	1:30.727
5	44.148	26.014	21.001	1:31.163
6	42.926	25.987	20.846	1:29.760
7	45.031	28.473	3:34.668	4:48.171
8	50.169	30.148	21.662	1:41.979
9	43.818	26.661	1:21.789	2:32.268
10	57.850	26.888	20.759	1:45.497
11	42.902	26.187	20.876	1:29.966
12	44.420	27.616	7:07.824	8:19.860

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 - QUALIFYING GROUP #1

87 Taylor C Knapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	53.305	26.292	21.121	1:40.718
14	43.356	26.440	21.261	1:31.056
15	56.468	37.604	23.447	1:57.520
16	47.395	31.291	22.227	1:40.912
17	52.661	26.704	21.072	1:40.436
18	43.601	26.470	21.449	1:31.520
AVG	44.784	26.476	21.763	1:36.928
IDEAL	42.902	25.987	20.759	1:29.649

97 Scott E Carpenter
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:00.103	27.723	21.580	1:49.406
3	44.340	26.790	21.144	1:32.274
4	44.093	26.962	21.086	1:32.141
5	43.848	26.454	21.002	1:31.303
6	43.732	26.519	20.972	1:31.223
7	44.716	27.014	4:05.682	5:17.412
8	55.977	27.474	22.239	1:45.690
9	44.444	26.689	1:32.732	2:43.866
10	53.440	28.156	24.627	1:46.223
11	44.557	26.664	20.905	1:32.126
12	43.553	26.521	20.823	1:30.898
13	43.448	26.401	20.753	1:30.601
14	43.773	26.495	20.936	1:31.204
15	48.144	28.489	1:49.357	3:05.990
16	56.903	34.837	21.287	1:53.027
17	43.517	26.565	20.855	1:30.936
18	43.507	26.397	21.018	1:30.921
AVG	44.282	26.957	21.373	1:33.795
IDEAL	43.448	26.397	20.753	1:30.597

125 Marco Martinez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	57.753	28.459	21.517	1:47.729
3	44.569	26.833	21.120	1:32.521
4	44.020	26.430	20.972	1:31.422
5	43.973	26.436	20.974	1:31.383
6	50.681	29.797	2:31.171	3:51.650
7	50.926	27.043	21.242	1:39.211
8	43.837	26.327	20.609	1:30.773
9	45.577	26.443	20.802	1:32.822
10	43.611	26.598	20.703	1:30.913
11	50.727	31.151	5:59.504	7:21.381
12	55.724	31.096	21.452	1:48.272
13	43.616	26.330	20.814	1:30.760
14	43.833	26.423	20.931	1:31.187
15	44.124	31.562	1:17.248	2:32.935
16	52.083	27.118	21.896	1:41.097

17 43.709 26.651 20.921 1:31.282

18 43.760 26.436 20.944 1:31.139

AVG 45.797 27.655 21.055 1:34.786

IDEAL 43.611 26.327 20.609 1:30.547

175 Marcin Biernacki
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	58.515	29.035	22.797	1:50.347
3	44.133	26.744	21.076	1:31.953
4	44.226	27.536	21.699	1:33.460
5	44.134	27.139	21.588	1:32.860
6	-	-	-	4:45.440
7	52.385	28.858	26.474	1:47.717
8	47.357	28.815	14:01.025	15:17.197
9	57.807	28.492	24.261	1:50.559
10	46.643	29.509	21.910	1:38.061
11	44.384	27.172	21.471	1:33.026
AVG	46.180	28.144	22.115	1:36.180
IDEAL	44.133	26.744	21.076	1:31.953

264 Dominic Jones
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	56.963	27.843	21.458	1:46.264
3	44.387	26.473	20.830	1:31.690
4	43.483	26.702	20.806	1:30.991
5	43.563	26.692	20.901	1:31.156
6	43.512	26.618	20.938	1:31.068
AVG	43.736	26.866	20.986	1:34.234
IDEAL	43.483	26.473	20.806	1:30.762

311 Roberto Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	59.735	28.122	21.543	1:49.400
3	43.834	26.783	20.796	1:31.413
4	43.122	26.309	20.665	1:30.096
5	42.842	26.200	20.500	1:29.542
6	42.624	26.469	20.576	1:29.670
7	49.982	29.792	3:54.624	5:14.397
8	56.443	26.922	20.813	1:44.178
9	42.592	26.090	20.443	1:29.124
10	42.456	25.906	20.378	1:28.740
11	42.518	26.067	20.436	1:29.020
12	46.851	26.734	8:59.126	10:12.711
13	59.866	37.996	21.420	1:59.282
14	42.534	33.284	26.256	1:42.075
AVG	43.936	26.854	20.757	1:32.651
IDEAL	42.456	25.906	20.378	1:28.740

335 Kenny Noyes
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	59.735	28.122	21.543	1:49.400
3	43.834	26.783	20.796	1:31.413
4	43.122	26.309	20.665	1:30.096
5	42.842	26.200	20.500	1:29.542
6	42.624	26.469	20.576	1:29.670
7	49.982	29.792	3:54.624	5:14.397
8	56.443	26.922	20.813	1:44.178
9	42.592	26.090	20.443	1:29.124
10	42.456	25.906	20.378	1:28.740
11	42.518	26.067	20.436	1:29.020
12	46.851	26.734	8:59.126	10:12.711
13	59.866	37.996	21.420	1:59.282
14	42.534	33.284	26.256	1:42.075
AVG	43.936	26.854	20.757	1:32.651
IDEAL	42.456	25.906	20.378	1:28.740

1 - - - - P

2 59.810 27.829 21.491 1:49.129

3 43.603 26.669 21.142 1:31.415

4 43.297 26.470 20.989 1:30.755

5 43.527 26.427 18:39.957 19:49.910 P

6 56.701 28.000 21.847 1:46.548

7 44.101 26.684 21.281 1:32.065

8 43.132 26.411 21.202 1:30.746

9 43.741 26.752 21.124 1:31.617

10 43.144 26.437 20.984 1:30.565

11 43.172 26.274 21.088 1:30.534

AVG 43.465 26.795 21.239 1:33.031

IDEAL 43.132 26.274 20.984 1:30.390

373 Andi Notman
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:03.903	31.821	22.596	1:58.320
3	46.620	28.100	21.416	1:36.136
4	44.401	26.975	21.244	1:32.620
5	44.203	26.836	21.654	1:32.694
6	44.392	26.899	21.451	1:32.742
7	44.055	27.146	21.617	1:32.817
8	44.518	27.287	21.211	1:33.016
9	46.436	30.574	5:17.566	6:34.577
10	57.327	27.770	21.527	1:46.623
11	44.814	27.167	21.340	1:33.322
12	44.477	26.883	21.330	1:32.690
13	44.319	26.986	21.529	1:32.834
14	44.235	27.209	7:10.471	8:21.916
15	52.782	28.116	21.847	1:42.745
16	44.814	27.165	21.332	1:33.312
17	43.802	26.786	21.297	1:31.885
AVG	44.699	27.733	21.528	1:34.880
IDEAL	43.802	26.786	21.211	1:31.800

374 Barry Teasdale
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	56.014	29.233	22.651	1:47.898
3	49.597	27.974	21.618	1:39.190
4	45.236	27.320	21.431	1:33.987
5	46.120	28.203	21.431	1:35.754
6	45.007	26.762	21.572	1:33.342
7	44.277	26.595	21.224	1:32.095
8	44.363	26.944	21.496	1:32.803
9	44.163	26.777	21.623	1:32.563
10	47.785	29.287	5:22.975	6:40.047
11	53.865	27.453	21.520	1:42.838
12	44.436	27.140	21.370	1:32.945
13	44.262	26.939	21.098	1:32.299
14	44.268	26.653	21.335	1:32.256
15	43.838	26.752	21.168	1:31.759

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 - QUALIFYING GROUP #1

374		Barry Teasdale								
		Suzuki GSX-R1000								
LAP	SEG 1	SEG 2	SEG 3	LAPTIME						
					9	43.308	26.483	21.532	1:31.323	
					10	43.919	30.924	8:47.372	10:02.216	P
					11	1:00.393	27.538	21.447	1:49.378	
16	44.187	26.954	21.177	1:32.317	12	44.110	27.313	21.512	1:32.935	
17	46.786	29.011	3:26.033	4:41.830	13	43.923	26.614	21.116	1:31.653	
18	51.813	27.433	21.402	1:40.647	14	43.676	26.762	23.108	1:33.546	
19	44.221	27.020	21.377	1:32.618	15	43.982	26.692	21.081	1:31.755	
AVG	46.751	27.604	21.319	1:35.194	16	43.962	26.483	21.314	1:31.760	
IDEAL	43.838	26.595	21.098	1:31.531	17	43.937	26.480	21.101	1:31.518	
					AVG	43.736	26.956	21.397	1:32.648	
					IDEAL	43.283	26.315	20.885	1:30.484	

414		Michael J Sanchez								
		Suzuki GSX-R1000								
LAP	SEG 1	SEG 2	SEG 3	LAPTIME						
1	-	-	-	-						P
2	1:16.024	28.762	21.893	2:06.679						
3	43.433	26.194	20.950	1:30.577						
4	43.263	26.400	21.021	1:30.684						
5	43.017	28.336	15:14.937	16:26.290						P
6	1:04.487	28.735	21.985	1:55.207						
7	43.240	26.425	21.045	1:30.711						
8	43.094	26.583	21.027	1:30.705						
9	43.519	26.548	21.281	1:31.349						
10	43.509	26.966	21.256	1:31.731						
11	43.649	28.405	21.970	1:34.024						
12	43.575	26.761	21.300	1:31.636						
AVG	43.367	27.283	21.373	1:31.427						
IDEAL	43.017	26.194	20.950	1:30.161						

416		Fernando Amantini								
		Kawasaki ZX-10RR								
LAP	SEG 1	SEG 2	SEG 3	LAPTIME						
1	-	-	-	-						P
2	1:04.173	28.284	1:31.363	3:03.820						P
3	55.938	26.470	21.685	1:44.093						
4	43.527	26.166	21.417	1:31.110						
5	43.091	26.113	21.824	1:31.028						
6	43.160	26.832	21.092	1:31.084						
7	42.848	26.137	21.293	1:30.278						
8	43.204	26.100	20.967	1:30.271						
9	43.410	26.982	8:52.768	10:03.160						P
10	56.762	26.574	21.330	1:44.666						
11	43.179	26.240	21.241	1:30.659						
AVG	43.203	26.590	21.356	1:34.149						
IDEAL	42.848	26.100	20.967	1:29.916						

616		Brad M Hendry								
		Suzuki GSX-R1000								
LAP	SEG 1	SEG 2	SEG 3	LAPTIME						
1	-	-	-	-						P
2	56.908	27.121	21.558	1:45.586						
3	44.037	27.167	22.265	1:33.469						
4	44.108	26.477	20.997	1:31.582						
5	43.771	26.315	21.035	1:31.122						
6	43.428	26.633	20.886	1:30.947						
7	43.283	26.345	20.885	1:30.513						
8	43.285	26.425	20.986	1:30.696						

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

AMA SUPERBIKE CHAMPIONSHIP PRESENTED BY PARTS UNLIMITED
2006 SUZUKI BIG KAHUNA NATIONALS
VIRGINIA INTERNATIONAL RACEWAY - ALTON, VA
ROUND 15 OF 19 - AUGUST 18-20, 2006



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - QUALIFYING GROUP #1

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