

AMA SUPERBIKE CHAMPIONSHIP PRESENTED BY PARTS UNLIMITED
 AMA SUZUKI SUPERBIKE SHOWDOWN PRESENTED BY MAKITA
 ROAD ATLANTA - BRASELTON, GA
 ROUND 10 OF 10 - SEPT. 2-4, 2005
 Repsol Lubricants Superstock Series



INDIVIDUAL TIMES - PRACTICE SESSION #1

6 Damon S Buckmaster
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	26.651	-
2	41.199	29.500	22.426	1:33.124
3	37.969	28.642	22.139	1:28.750
4	36.845	28.236	21.757	1:26.839
5	35.983	28.416	21.481	1:25.880
6	35.781	28.038	21.695	1:25.514
7	5:39.406	29.641	21.870	6:30.916
8	35.469	27.880	21.357	1:24.706
9	35.422	27.810	21.415	1:24.646
10	11:19.48	29.414	22.005	12:10.90
11	37.849	28.181	21.602	1:27.631
12	35.863	27.990	21.616	1:25.469
13	35.790	28.338	21.535	1:25.663
14	35.665	27.873	21.613	1:25.151
15	35.775	27.930	21.827	1:25.532
16	35.785	27.917	21.592	1:25.293
AVG	36.569	28.387	21.729	1:26.477
IDEAL	35.422	27.810	21.357	1:24.588

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.158	-
2	37.129	28.718	21.883	1:27.729
3	5:39.496	28.463	21.887	6:29.846
4	3:54.974	28.254	21.716	4:44.944
5	35.816	28.264	21.910	1:25.990
6	35.904	28.105	21.697	1:25.706
7	36.001	28.149	21.733	1:25.883
8	35.998	28.163	21.949	1:26.111
9	5:13.359	28.774	22.253	6:04.386
10	36.031	28.381	21.830	1:26.242
11	5:07.418	28.735	22.341	5:58.494
12	36.638	28.806	21.858	1:27.302
AVG	36.217	28.438	22.018	1:26.423
IDEAL	35.816	28.105	21.697	1:25.617

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.681	-
2	37.664	28.608	24.834	1:31.106
3	39.171	28.403	22.318	1:29.893
4	39.048	28.599	22.612	1:30.259
5	37.283	28.628	22.802	1:28.712
6	37.131	28.466	22.480	1:28.077
7	37.144	28.539	22.596	1:28.279
8	11:37.31	29.091	22.433	12:28.83
9	37.019	28.398	22.108	1:27.524
10	36.726	28.297	22.013	1:27.037
11	36.676	28.263	22.090	1:27.029
12	36.462	28.353	22.021	1:26.836

13 36.786 28.399 22.041 1:27.225

14 7:13.125 29.026 22.390 8:04.541

15 37.165 28.333 22.088 1:27.587

AVG 37.312 28.520 22.472 1:28.214

IDEAL 36.462 28.263 22.013 1:26.737

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.420	-
2	36.244	27.969	21.455	1:25.667
3	35.821	27.861	21.444	1:25.126
4	35.463	27.801	22.594	1:25.858
5	3:40.450	27.901	21.725	4:30.077
6	35.492	27.785	21.637	1:24.913
7	35.768	27.851	21.507	1:25.126
8	-	28.414	22.130	-
9	35.969	27.814	21.462	1:25.245
10	3:39.725	27.975	21.564	4:29.264
11	35.427	27.645	21.579	1:24.651
12	35.769	27.877	21.445	1:25.091
13	17:06.63	28.073	21.578	17:56.29
14	5:38.852	27.849	21.638	6:28.339
15	35.612	27.631	21.302	1:24.545
16	37.119	27.964	21.842	1:26.925
AVG	35.868	27.894	21.708	1:25.315
IDEAL	35.427	27.631	21.302	1:24.361

27 Heath A Small
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.445	-
2	38.181	28.510	22.476	1:29.167
3	37.508	28.641	22.535	1:28.683
4	4:31.568	28.841	22.224	5:22.633
4	4:16.106	29.431	22.804	5:08.341
5	37.093	28.798	22.290	1:28.181
6	37.594	29.142	22.466	1:29.202
7	5:40.795	34.415	23.378	6:38.588
8	37.709	28.905	22.943	1:29.556
9	37.248	29.005	22.628	1:28.880
10	37.116	28.823	22.345	1:28.283
AVG	37.559	28.833	22.673	1:28.962
IDEAL	37.116	28.510	22.224	1:27.850

36 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.207	-
2	37.234	29.083	22.069	1:28.385
3	36.465	28.520	22.315	1:27.300
4	36.684	28.346	21.946	1:26.975
5	36.290	28.473	22.067	1:26.830
6	7:59.950	34.976	25.746	9:00.672
7	37.103	28.611	22.206	1:27.921
8	36.563	28.652	22.054	1:27.268

9 36.283 28.419 21.961 1:26.664

10 11:46.01 30.037 23.381 12:39.43

11 40.752 29.490 22.321 1:32.563

12 37.051 28.757 22.359 1:28.167

13 36.651 28.509 21.971 1:27.130

AVG 37.033 28.776 22.612 1:27.806

IDEAL 36.283 28.346 21.946 1:26.574

40 Jason Disalvo
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.081	-
2	38.096	28.494	22.067	1:28.656
3	36.670	28.269	21.909	1:26.848
4	36.195	28.499	22.094	1:26.787
5	35.890	27.914	21.539	1:25.343
6	36.681	28.033	22.307	1:27.021
7	35.947	27.893	21.417	1:25.258
8	6:39.847	28.944	22.387	7:31.178
9	36.657	27.971	21.826	1:26.454
10	35.290	27.760	21.146	1:24.197
11	35.527	27.618	21.175	1:24.319
12	7:58.481	28.829	21.927	8:49.237
13	35.769	27.834	21.600	1:25.202
14	35.698	27.801	21.496	1:24.995
15	36.056	28.024	21.692	1:25.771
AVG	36.206	28.134	21.844	1:25.904
IDEAL	35.290	27.618	21.146	1:24.054

43 Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.143	-
2	38.085	28.477	22.293	1:28.855
3	36.869	28.201	22.222	1:27.292
4	36.605	28.003	22.007	1:26.615
5	36.516	28.234	22.118	1:26.868
6	-	29.869	24.624	-
7	38.642	28.573	22.352	1:29.566
8	16:10.74	28.270	22.495	17:01.50
9	37.142	28.332	22.030	1:27.503
10	36.587	28.136	22.051	1:26.773
11	36.526	28.082	22.032	1:26.640
12	36.462	27.995	22.529	1:26.986
13	4:05.930	29.344	22.969	4:58.243
14	36.666	28.731	22.906	1:28.303
AVG	37.010	28.481	22.626	1:27.540
IDEAL	36.462	27.995	22.007	1:26.464

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.102	-
2	37.257	28.928	22.452	1:28.638
3	36.847	28.208	21.860	1:26.914
4	4:46.277	28.625	21.701	5:36.602

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



INDIVIDUAL TIMES - PRACTICE SESSION #1

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	36.849	28.540	21.458	1:26.847
6	36.991	28.130	21.465	1:26.585
7	36.160	28.094	21.562	1:25.816
8	35.876	28.014	21.404	1:25.294
9	36.056	28.042	21.313	1:25.411
9	8:50.942	29.551	22.711	9:43.204
10	37.647	28.243	21.692	1:27.582
11	36.953	28.309	21.773	1:27.035
12	36.408	28.210	22.114	1:26.732
AVG	36.470	28.198	21.598	1:26.246
IDEAL	35.876	28.014	21.313	1:25.203

45 Lee Acree
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.428	-
2	37.988	28.692	22.636	1:29.316
3	37.191	28.586	22.447	1:28.225
4	37.007	28.473	22.273	1:27.754
5	38.366	28.582	22.518	1:29.465
6	37.107	28.499	22.383	1:27.989
7	37.047	28.541	22.457	1:28.046
8	13:55.13	28.886	22.774	14:46.79
9	37.361	28.570	22.236	1:28.167
10	36.710	28.207	22.284	1:27.201
11	36.610	28.223	22.447	1:27.280
12	3:57.116	28.394	24.233	4:49.743
13	37.559	28.510	22.368	1:28.437
14	37.074	28.427	22.384	1:27.885
AVG	37.275	28.507	22.633	1:28.160
IDEAL	36.610	28.207	22.236	1:27.053

46 Brent George
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.439	-
2	38.831	29.967	22.776	1:31.574
3	36.898	28.557	22.286	1:27.741
4	36.587	28.313	21.925	1:26.826
5	44.016	28.786	22.478	1:35.279
6	6:13.599	32.467	23.323	7:09.389
7	37.191	28.482	22.548	1:28.221
8	36.600	28.188	22.292	1:27.079
9	37.775	28.756	22.153	1:28.685
10	37.102	28.540	22.008	1:27.650
11	36.852	28.382	22.097	1:27.331
12	7:12.768	28.880	22.267	8:03.916
13	37.910	28.489	22.005	1:28.404
14	36.819	28.378	21.970	1:27.167
15	36.699	28.371	21.909	1:26.980
AVG	37.206	28.897	22.432	1:28.578
IDEAL	36.587	28.188	21.909	1:26.685

56 Tony Meiring
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.659	-
2	38.683	28.604	22.096	1:29.382
3	37.064	28.211	22.039	1:27.314
4	37.025	28.565	23.292	1:28.881
5	40.753	28.892	22.230	1:31.874
6	37.747	28.521	22.244	1:28.511
7	3:47.983	28.283	22.076	4:38.342
8	36.896	28.272	22.146	1:27.315
9	37.182	28.186	22.330	1:27.697
10	3:57.025	28.574	22.727	4:48.326
11	37.393	28.321	22.297	1:28.011
12	37.041	28.212	22.218	1:27.471
13	37.036	28.287	22.297	1:27.620
14	36.974	28.215	22.477	1:27.666
15	37.144	28.314	23.052	1:28.509
16	43.935	30.914	22.228	1:37.077
17	3:25.053	28.310	22.200	4:15.563
AVG	38.067	28.542	22.389	1:29.025
IDEAL	36.896	28.186	22.039	1:27.121

69 Johnny Rock Page
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	25.302	-
2	40.770	30.599	25.549	1:36.918
3	40.401	29.931	24.559	1:34.891
4	39.573	30.150	23.831	1:33.554
5	39.981	30.426	23.664	1:34.070
6	39.741	30.426	24.285	1:34.451
7	40.240	30.341	24.493	1:35.074
8	10:13.43	31.606	24.711	11:09.74
9	40.393	30.370	24.124	1:34.887
10	39.808	30.380	23.881	1:34.070
11	39.489	30.071	23.694	1:33.253
12	39.469	30.005	23.702	1:33.177
13	39.785	30.247	23.938	1:33.970
AVG	39.968	30.379	24.287	1:34.392
IDEAL	39.469	29.931	23.664	1:33.064

74 Jason Perez
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.631	-
2	37.659	28.429	22.476	1:28.564
3	37.587	28.393	22.012	1:27.992
4	37.477	28.426	21.897	1:27.800
5	36.579	28.204	21.829	1:26.612
6	37.290	28.533	21.776	1:27.598
7	36.532	28.342	21.911	1:26.785
8	36.539	28.296	21.937	1:26.772
9	36.694	28.399	21.965	1:27.058
10	36.541	28.606	21.889	1:27.035

11	36.361	28.257	21.770	1:26.388
12	4:14.663	28.350	21.973	5:04.986
13	36.494	28.448	21.768	1:26.709
14	37.724	28.388	21.855	1:27.967
15	36.313	28.343	22.013	1:26.669
16	36.564	28.476	21.954	1:26.994
17	36.588	28.388	21.955	1:26.930
AVG	36.831	28.384	22.077	1:27.141
IDEAL	36.313	28.204	21.768	1:26.285

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.757	-
2	39.280	30.317	23.429	1:33.025
3	38.997	30.044	23.435	1:32.475
4	37.944	30.021	23.141	1:31.105
5	38.326	30.191	23.320	1:31.836
6	37.923	29.993	23.003	1:30.919
7	37.893	29.879	22.952	1:30.724
8	18:10.29	31.072	23.850	19:05.21
9	39.854	30.348	23.402	1:33.603
10	40.348	30.546	23.900	1:34.794
11	40.209	30.591	23.579	1:34.378
12	39.456	30.774	23.729	1:33.958
AVG	39.023	30.343	23.541	1:32.682
IDEAL	37.893	29.879	22.952	1:30.724

86 Jimmy Moore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.178	-
2	42.735	31.533	24.857	1:39.125
3	12:56.17	48.657	24.944	14:09.77
4	38.747	28.902	22.422	1:30.071
5	37.678	28.544	22.405	1:28.627
6	37.409	28.524	22.827	1:28.760
7	3:10.974	29.392	22.754	4:03.120
8	37.390	28.471	22.561	1:28.422
9	37.429	28.448	22.858	1:28.734
10	3:48.999	29.292	22.768	4:41.058
11	37.803	28.466	22.456	1:28.725
12	37.439	28.596	22.781	1:28.816
13	37.186	28.629	23.003	1:28.817
AVG	38.202	28.982	23.053	1:30.011
IDEAL	37.186	28.448	22.405	1:28.038

94 J J Roetlin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.322	-
2	39.215	29.464	23.303	1:31.982
3	38.207	29.044	22.957	1:30.208
4	38.325	29.021	23.070	1:30.416
5	38.412	29.041	23.099	1:30.552
6	4:09.834	29.580	23.396	5:02.811

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



INDIVIDUAL TIMES - PRACTICE SESSION #1

94 J J Roetlin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	38.185	28.816	23.088	1:30.088
8	37.909	29.292	23.213	1:30.413
9	3:41.042	29.009	22.879	4:32.929
10	37.840	28.969	23.044	1:29.852
11	37.597	28.565	22.802	1:28.965
12	37.732	28.635	22.927	1:29.294
13	4:14.164	29.104	23.345	5:06.613
14	38.615	28.916	23.406	1:30.937
14	4:40.735	29.297	23.236	5:33.268
15	38.464	28.823	23.733	1:31.020
16	38.727	28.870	23.163	1:30.760
AVG	38.086	28.900	23.160	1:30.044
IDEAL	37.597	28.565	22.802	1:28.965

95 Roger Lee Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.179	-
2	36.958	28.403	21.905	1:27.266
3	36.329	27.981	21.921	1:26.232
4	36.228	28.784	21.768	1:26.779
5	36.029	28.266	21.613	1:25.908
6	5:38.252	29.173	22.685	6:30.110
7	37.581	28.614	21.879	1:28.074
8	36.890	28.466	21.753	1:27.109
9	35.745	28.258	21.529	1:25.532
10	-	31.196	23.060	-
11	36.702	28.271	21.651	1:26.624
12	35.669	27.962	21.598	1:25.228
13	4:39.713	28.889	22.739	5:31.341
14	36.357	28.223	24.706	1:29.286
15	35.617	28.116	21.401	1:25.134
16	35.589	27.994	21.406	1:24.989
AVG	36.308	28.573	22.175	1:26.514
IDEAL	35.589	27.962	21.401	1:24.951

99 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.500	-
2	36.352	27.983	22.008	1:26.343
3	36.312	27.820	21.744	1:25.876
4	36.145	27.861	21.873	1:25.879
5	5:44.010	42.493	22.674	6:49.177
6	36.842	27.995	21.917	1:26.754
7	36.091	27.736	21.681	1:25.509
8	36.412	27.583	22.016	1:26.011
9	36.332	27.831	21.822	1:25.985
10	35.960	27.773	21.759	1:25.492
11	10:38.89	28.499	22.058	11:29.45
12	36.370	27.957	22.130	1:26.456
13	36.539	27.923	22.104	1:26.565

14	36.230	27.846	22.062	1:26.138
AVG	36.318	27.896	22.027	1:26.095
IDEAL	35.960	27.583	21.681	1:25.224

101 Mark T Miller
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.977	-
2	37.852	28.818	22.526	1:29.196
3	37.663	28.524	22.311	1:28.499
4	37.500	28.444	23.018	1:28.962
5	37.619	28.455	22.392	1:28.466
6	37.551	28.542	22.506	1:28.599
7	37.346	28.505	22.467	1:28.318
8	37.601	28.696	22.365	1:28.662
9	37.246	28.649	22.267	1:28.162
10	13:40.60	31.065	23.114	14:34.78
11	37.832	29.553	22.793	1:30.178
12	5:13.002	28.477	22.433	6:03.912
13	37.370	28.544	22.276	1:28.189
14	37.187	28.560	22.226	1:27.972
15	37.771	28.554	22.507	1:28.832
AVG	37.545	28.813	22.545	1:28.670
IDEAL	37.187	28.444	22.226	1:27.857

123 Montez Stewart
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.953	-
2	40.584	29.917	23.488	1:33.988
3	39.282	29.725	23.702	1:32.709
4	38.682	30.179	23.985	1:32.846
5	39.337	29.979	23.561	1:32.878
6	39.074	29.953	23.607	1:32.634
7	6:35.126	29.726	23.868	7:28.720
8	38.706	29.394	23.299	1:31.398
9	38.588	29.282	23.301	1:31.171
10	38.298	29.504	26.421	1:34.223
11	38.857	29.643	23.481	1:31.981
12	39.192	29.466	23.680	1:32.338
13	6:31.206	30.040	24.311	7:25.557
14	39.146	29.333	23.169	1:31.648
15	38.500	29.639	23.508	1:31.647
16	3:32.152	29.706	23.074	4:24.932
17	38.578	29.436	22.913	1:30.926
AVG	38.986	29.683	23.725	1:32.337
IDEAL	38.298	29.282	22.913	1:30.492

134 Michael F Barnes
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.321	-
2	4:43.336	28.530	22.137	5:34.003
3	36.762	27.883	21.851	1:26.496
4	37.005	27.853	21.760	1:26.619
5	36.468	27.909	22.050	1:26.427

6	6:16.383	30.821	22.691	7:09.895
7	37.087	28.046	21.967	1:27.100
8	36.491	27.683	21.815	1:25.988
9	36.978	27.943	21.901	1:26.821
10	36.586	27.896	21.838	1:26.320
11	36.383	27.810	21.851	1:26.043
12	5:49.658	27.946	23.690	6:41.294
13	35.979	27.448	21.332	1:24.759
14	36.053	27.492	21.518	1:25.064
15	38.979	28.730	22.675	1:30.384
16	37.449	27.993	21.766	1:27.208
AVG	36.852	28.300	22.109	1:26.602
IDEAL	35.979	27.448	21.332	1:24.759

149 Blake R Young
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.743	-
2	39.032	28.836	23.142	1:31.010
3	40.451	29.350	23.141	1:32.942
4	37.886	28.635	23.894	1:30.415
5	37.770	28.633	22.428	1:28.832
6	37.098	28.279	22.494	1:27.871
7	37.611	28.204	22.575	1:28.390
8	5:19.198	29.144	23.035	6:11.378
9	37.326	28.252	22.713	1:28.291
10	37.183	28.041	22.597	1:27.821
11	38.127	28.657	23.170	1:29.953
12	36.902	28.485	22.657	1:28.043
13	36.997	28.473	22.614	1:28.084
14	9:19.797	28.244	24.438	10:12.47
15	37.114	28.350	22.578	1:28.042
16	37.091	28.218	22.559	1:27.868
17	37.809	28.231	23.036	1:29.076
18	37.206	28.225	22.755	1:28.186
AVG	37.707	28.486	22.976	1:28.988
IDEAL	36.902	28.041	22.428	1:27.371

150 Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.367	-
2	37.907	28.623	22.734	1:29.264
3	37.562	28.270	22.737	1:28.569
4	37.230	28.351	22.746	1:28.327
5	37.302	28.462	22.801	1:28.564
6	37.739	28.609	22.675	1:29.022
7	37.205	28.171	23.053	1:28.429
8	37.100	28.334	22.367	1:27.802
8	20:23.31	29.666	24.012	21:16.99
AVG	37.435	28.403	22.810	1:28.568
IDEAL	37.100	28.171	22.367	1:27.639

320 Rodolfo Ramirez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	-	-	-	-
5	-	-	-	-

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
 AMA SUZUKI SUPERBIKE SHOWDOWN PRESENTED BY MAKITA
 ROAD ATLANTA - BRASELTON, GA
 ROUND 10 OF 10 - SEPT. 2-4, 2005
 Repsol Lubricants Superstock Series



INDIVIDUAL TIMES - PRACTICE SESSION #1

320 Rodolfo Ramirez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	26.587	-
2	40.836	30.016	24.571	1:35.423
3	40.286	29.904	24.393	1:34.583
4	40.039	29.501	23.824	1:33.364
5	39.766	29.871	23.953	1:33.590
6	39.932	29.730	24.229	1:33.891
7	17:10.54	30.501	24.398	18:05.44
8	40.302	29.964	23.567	1:33.833
9	39.581	29.329	23.851	1:32.760
10	40.143	29.789	23.711	1:33.643
11	40.328	29.757	24.609	1:34.693
12	39.926	29.531	24.319	1:33.776
13	39.633	29.596	24.156	1:33.385
AVG	40.070	29.791	24.320	1:33.904
IDEAL	39.581	29.329	23.567	1:32.476

471 Myron B Bell
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.580	-
2	40.170	29.745	23.221	1:33.136
3	38.734	29.578	23.770	1:32.082
4	38.811	29.457	23.208	1:31.476
5	39.993	29.805	24.211	1:34.009
AVG	39.427	29.646	23.798	1:32.676
IDEAL	38.734	29.457	23.208	1:31.399

511 Akira Tamitsuji
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.350	-
2	40.681	29.098	23.848	1:33.627
3	38.836	28.497	22.726	1:30.059
4	38.723	28.377	22.662	1:29.761
5	38.062	28.424	22.287	1:28.773
6	37.785	28.327	22.616	1:28.727
7	37.735	28.304	22.947	1:28.986
8	5:00.700	32.902	22.888	5:56.489
9	40.221	29.316	22.872	1:32.409
10	37.144	28.176	22.532	1:27.851
11	37.984	29.040	23.331	1:30.355
12	37.077	28.289	22.730	1:28.096
13	37.549	28.396	22.479	1:28.424
14	37.240	28.482	22.765	1:28.488
15	5:41.849	28.663	22.610	6:33.122
16	37.775	28.536	22.358	1:28.669
17	37.052	28.188	22.506	1:27.745
18	37.512	28.204	22.687	1:28.403
AVG	38.092	28.778	22.844	1:29.358
IDEAL	37.052	28.176	22.287	1:27.515

557 David M Loikits
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	25.362	-
2	40.708	30.749	24.072	1:35.529
3	39.790	30.023	23.708	1:33.521
4	39.843	30.434	23.646	1:33.923
5	39.302	30.391	23.947	1:33.640
6	39.420	30.105	23.956	1:33.480
7	39.579	30.512	24.057	1:34.148
8	6:59.996	30.509	23.643	7:54.148
9	38.991	30.173	23.864	1:33.028
10	39.376	30.013	23.618	1:33.008
11	39.629	30.404	23.946	1:33.978
12	7:04.212	30.347	23.822	7:58.381
13	43.900	31.331	23.738	1:38.970
14	39.530	30.175	23.812	1:33.517
15	40.310	30.425	24.069	1:34.804
16	40.075	30.183	23.981	1:34.240
17	39.532	30.008	23.502	1:33.042
AVG	39.999	30.361	23.926	1:34.202
IDEAL	38.991	30.008	23.502	1:32.501

731 M Ivan Garza
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.708	-
2	41.350	30.837	24.411	1:36.598
3	41.106	30.853	24.343	1:36.302
4	4:08.022	30.644	24.322	5:02.988
5	40.254	30.483	24.646	1:35.383
6	40.303	30.707	24.362	1:35.372
7	5:47.320	30.406	23.979	6:41.705
8	40.568	30.068	24.567	1:35.203
AVG	40.716	30.571	24.417	1:35.771
IDEAL	40.254	30.068	23.979	1:34.301

971 Garth Cloyd
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	25.451	-
2	40.935	31.351	24.430	1:36.716
3	40.813	31.087	24.244	1:36.143
4	40.242	30.111	24.035	1:34.388
5	39.762	30.837	24.116	1:34.715
6	40.093	30.569	24.272	1:34.934
7	11:28.86	31.365	24.738	12:24.96
8	40.364	30.956	24.025	1:35.345
AVG	40.368	30.897	24.414	1:35.374
IDEAL	39.762	30.111	24.025	1:33.898

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