



INDIVIDUAL TIMES - SATURDAY PRACTICE (WILL BE USED TO SET GRID)

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.691	30.126	28.565	-
2	39.018	28.700	23.924	1:31.642
3	38.932	30.188	-	1:36.714 P
4	49.873	27.764	22.109	3:20.072
5	35.895	27.988	22.109	1:25.992
6	34.095	27.811	21.774	1:23.679
7	37.618	28.805	22.878	1:29.301
8	33.929	27.640	21.678	1:23.247
9	36.779	29.060	-	1:33.318 P
10	52.818	29.879	22.938	4:12.456
11	33.803	27.650	23.080	1:24.533
12	40.457	29.298	22.949	1:32.704
13	33.740	27.600	21.715	1:23.055
14	36.686	29.772	-	1:33.687 P
AVG	36.450	28.734	22.515	1:28.898
IDEAL	33.740	27.600	21.678	1:23.018

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.844	29.228	23.616	-
2	36.026	28.063	22.739	1:26.828
3	35.628	28.463	22.511	1:26.603
4	35.191	27.753	22.860	1:25.804
5	36.287	28.901	-	1:33.738 P
6	50.698	28.386	22.313	4:51.273
7	34.830	27.856	21.827	1:24.514
8	34.710	27.838	21.993	1:24.541
9	34.864	27.990	22.140	1:24.994
10	38.515	30.227	-	1:38.878 P
11	51.330	29.310	22.020	2:58.506
12	34.874	27.641	22.464	1:24.979
13	34.629	27.594	21.790	1:24.012
14	34.692	27.746	21.921	1:24.359
AVG	35.477	28.357	22.349	1:27.204
IDEAL	34.629	27.594	21.790	1:24.012

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.788	29.973	25.815	-
2	37.196	28.513	23.663	1:29.372
3	35.106	28.228	22.296	1:25.630
4	34.914	28.169	22.330	1:25.413
5	36.501	28.635	22.228	1:27.364
6	35.223	28.698	22.905	1:26.826
7	37.893	29.812	-	1:35.763 P
8	51.471	29.000	22.472	5:32.985
9	35.219	30.267	23.200	1:28.686
10	34.521	27.776	21.900	1:24.196
11	34.555	27.860	21.953	1:24.368
12	41.919	28.170	22.126	1:32.215

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	34.538	28.132	22.965	1:25.635
14	43.177	29.592	22.195	1:34.964
AVG	35.473	28.730	22.787	1:28.159
IDEAL	34.521	27.776	21.900	1:24.196
1	59.116	32.235	26.881	-
2	37.950	29.535	-	1:33.760 P
3	54.441	31.446	22.995	3:15.530
4	36.020	28.654	22.429	1:27.103
5	35.942	28.465	22.352	1:26.758
6	39.563	30.924	-	1:38.978 P
7	1:03.834	37.006	26.828	7:13.881
8	44.883	29.646	22.628	1:37.156
9	35.464	28.325	22.517	1:26.306
10	35.207	28.425	22.083	1:25.714
11	35.590	28.424	22.426	1:26.440
12	44.647	34.645	-	1:51.238 P
AVG	36.534	29.608	22.490	1:30.277
IDEAL	35.207	28.325	22.083	1:25.614

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.135	29.862	25.273	-
2	37.853	28.528	23.605	1:29.986
3	36.344	28.133	22.717	1:27.194
4	38.177	34.019	-	1:40.178 P
5	50.832	28.298	22.534	3:11.365
6	35.115	27.891	22.257	1:25.263
7	35.527	30.630	23.638	1:29.794
8	34.954	27.904	22.150	1:25.008
9	36.300	28.662	-	1:31.858 P
10	52.313	29.777	22.536	3:15.613
11	34.694	27.819	22.139	1:24.652
12	34.717	27.706	21.996	1:24.419
13	34.553	27.710	22.017	1:24.279
14	34.589	27.794	22.135	1:24.518
AVG	35.711	28.517	22.750	1:27.923
IDEAL	34.553	27.706	21.996	1:24.255

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.731	33.364	26.367	-
2	38.481	29.648	23.839	1:31.968
3	37.012	29.426	23.478	1:29.916
4	36.896	29.060	23.196	1:29.152
5	36.224	28.666	23.029	1:27.919
6	37.619	29.315	-	1:34.666 P
7	-	29.225	-	2:50.783 P
8	59.720	33.797	25.923	5:26.384
9	35.898	28.762	22.461	1:27.121
10	35.835	28.549	22.507	1:26.891

62 David Weber
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
11	36.565	32.326	-	1:37.995 P
AVG	36.788	30.372	23.850	1:31.514
IDEAL	35.835	28.549	22.461	1:26.845
1	57.444	30.477	26.967	-
2	37.745	28.792	23.598	1:30.134
3	36.598	29.166	-	1:32.798 P
4	52.878	29.629	23.249	7:32.399
5	36.319	28.923	22.580	1:27.822
6	35.253	28.748	22.402	1:26.403
7	35.566	28.499	22.347	1:26.412
8	35.476	28.365	22.533	1:26.373
9	35.149	28.285	22.353	1:25.787
10	35.943	42.739	27.076	1:45.757
11	35.278	28.330	22.038	1:25.645
12	35.195	28.300	22.078	1:25.574
13	42.241	40.586	-	1:52.141 P
AVG	35.852	28.865	22.575	1:27.439
IDEAL	35.149	28.285	22.038	1:25.472

69 Danny C Eslick
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.344	30.423	25.921	-
2	37.413	28.363	23.509	1:29.285
3	35.694	28.808	-	1:32.632 P
4	51.360	28.300	23.060	5:04.809
5	36.451	28.506	22.804	1:27.761
6	35.764	28.697	22.361	1:26.823
7	35.562	29.929	-	1:33.163 P
8	54.066	30.034	24.032	4:39.499
9	35.409	28.233	22.638	1:26.279
10	35.326	28.216	22.533	1:26.075
11	35.336	28.329	22.670	1:26.334
12	44.877	34.737	22.274	1:41.888
AVG	35.869	28.894	23.180	1:30.027
IDEAL	35.326	28.216	22.274	1:25.816

79 Blake R Young
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.845	29.357	24.488	-
2	36.267	28.492	22.763	1:27.521
3	35.763	28.447	-	1:30.376 P
4	50.963	28.430	22.534	3:09.769
5	35.051	27.926	22.435	1:25.412
6	35.022	27.890	22.243	1:25.155
7	35.611	28.599	-	1:30.348 P
8	50.788	28.223	22.565	4:58.807
9	35.287	28.087	-	1:28.584 P
10	50.297	27.943	22.354	2:39.792
11	34.822	27.977	22.080	1:24.878
12	34.825	28.098	22.133	1:25.055

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



INDIVIDUAL TIMES - SATURDAY PRACTICE (WILL BE USED TO SET GRID)

79 Blake R Young
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	34.689	27.969	22.082	1:24.740
AVG	34.689	27.969	22.082	1:24.740
IDEAL	34.689	27.890	22.080	1:24.658

99 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.397	28.441	22.955	-
2	34.715	27.771	22.058	1:24.544
3	34.404	27.657	21.959	1:24.020
4	39.389	28.903	-	1:35.368 P
5	53.085	30.725	22.361	4:45.841
6	34.312	27.415	22.165	1:23.892
7	34.466	27.641	22.067	1:24.174
8	34.330	27.724	22.083	1:24.137
9	37.927	31.506	-	1:36.801 P
AVG	35.649	28.643	22.235	1:27.562
IDEAL	34.312	27.415	21.959	1:23.687

101 Gary Mason
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.122	29.513	24.609	-
2	37.747	28.344	23.735	1:29.827
3	36.445	28.040	22.720	1:27.205
4	36.010	28.102	22.765	1:26.877
5	35.283	27.884	22.498	1:25.666
6	36.030	28.378	-	1:32.767 P
7	52.886	30.413	22.473	3:43.534
8	34.854	27.658	22.002	1:24.514
9	35.052	27.937	22.282	1:25.270
10	42.089	28.851	-	1:37.505 P
11	53.660	30.597	23.063	3:54.964
12	35.381	27.904	22.313	1:25.598
13	35.034	27.755	22.131	1:24.919
14	35.108	27.712	22.427	1:25.247
AVG	35.694	28.506	22.751	1:27.763
IDEAL	34.854	27.658	22.002	1:24.514

119 Andy Feuersthaler
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.607	33.248	26.353	-
2	37.785	29.505	24.049	1:31.339
3	37.160	29.598	23.471	1:30.228
4	36.891	29.128	23.610	1:29.629
5	36.930	28.899	23.064	1:28.892
6	37.055	28.749	23.644	1:29.448
7	37.436	29.112	23.190	1:29.739
8	36.726	29.094	23.087	1:28.907
9	36.250	29.051	23.122	1:28.423
10	36.396	28.982	23.224	1:28.601
11	36.518	28.987	23.030	1:28.535

12 36.486 28.859 - 1:37.328 P
 13 52.649 29.446 23.203 2:07.098
 14 35.859 28.642 22.462 1:26.963
 AVG 36.767 29.344 23.501 1:30.412
 IDEAL 35.859 28.642 22.462 1:26.963

148 Chad R Lewin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.672	32.918	24.754	-
2	37.835	29.377	22.986	1:30.198
3	36.316	28.852	22.700	1:27.868
4	36.015	28.898	22.973	1:27.886
5	36.147	28.791	-	1:31.458 P
6	56.587	33.293	23.294	3:34.986
7	35.851	30.474	-	1:33.025 P
8	51.942	28.930	23.011	6:51.993
9	35.337	28.159	22.314	1:25.809
10	35.275	28.266	22.571	1:26.112
11	39.407	34.534	-	1:41.620 P
AVG	36.523	29.796	23.075	1:30.497
IDEAL	35.275	28.159	22.314	1:25.748

155 Ben D Bostrom
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.706	29.410	25.296	-
2	36.425	28.672	24.000	1:29.097
3	41.011	42.540	47.354	2:10.906
4	41.586	28.444	-	1:37.124 P
5	50.653	28.142	22.512	3:18.697
6	34.131	27.863	21.815	1:23.809
7	34.746	28.260	-	1:28.036 P
8	50.796	28.503	22.294	3:09.253
9	34.147	27.849	24.525	1:26.521
10	33.956	27.690	21.597	1:23.242
AVG	34.681	28.315	23.148	1:27.972
IDEAL	33.956	27.690	21.597	1:23.242

269 Johnny Rock Page
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.483	32.571	27.912	-
2	40.728	30.278	24.813	1:35.819
3	38.410	29.524	24.273	1:32.207
4	38.378	29.207	23.754	1:31.338
5	37.720	28.998	23.650	1:30.367
6	38.355	29.169	23.977	1:31.501
7	38.656	29.289	23.886	1:31.831
8	37.824	29.245	23.655	1:30.724
9	37.629	29.387	23.646	1:30.661
10	39.634	33.724	-	1:45.564 P
11	59.227	33.741	25.486	4:29.445
12	39.438	29.852	24.321	1:33.611
13	38.414	29.591	23.587	1:31.591
14	37.802	29.340	24.217	1:31.359

AVG 38.582 30.280 24.398 1:33.048
 IDEAL 37.629 28.998 23.587 1:30.213

270 Davie Stone
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.828	31.559	25.269	-
2	38.287	30.413	24.275	1:32.976
3	37.490	30.024	24.784	1:32.299
4	37.363	29.846	23.922	1:31.130
5	37.807	29.944	23.783	1:31.533
6	36.787	29.837	23.425	1:30.049
7	37.372	29.624	23.350	1:30.347
8	36.909	29.770	-	1:44.222 P
9	54.955	31.254	23.701	3:58.846
10	36.658	34.482	23.383	1:34.523
11	36.349	29.974	23.517	1:29.840
12	36.689	29.843	23.977	1:30.509
13	46.241	51.601	-	2:17.271 P
AVG	37.171	30.548	23.944	1:32.743
IDEAL	36.349	29.624	23.350	1:29.324

298 Manuel I Garza
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.696	30.111	24.585	-
2	38.913	29.296	23.863	1:32.072
3	37.748	29.377	23.971	1:31.096
4	38.009	29.378	-	1:37.874 P
5	52.825	29.108	23.717	3:54.924
6	38.009	28.989	23.602	1:30.600
7	37.354	29.061	23.863	1:30.278
8	38.284	30.244	-	1:40.800 P
9	53.167	29.588	23.579	7:12.373
10	37.619	28.967	23.546	1:30.132
AVG	37.991	29.412	23.841	1:33.265
IDEAL	37.354	28.967	23.546	1:29.867

302 Santiago Villa
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.153	32.545	28.609	-
2	39.437	30.101	25.333	1:34.871
3	38.211	29.436	24.017	1:31.663
4	37.821	29.627	24.207	1:31.654
5	37.927	29.914	24.250	1:32.091
6	37.365	29.592	24.073	1:31.029
7	37.438	29.425	-	1:35.654 P
8	54.539	30.883	23.657	2:52.893
9	37.379	29.547	23.810	1:30.736
10	37.126	29.538	23.552	1:30.217
11	37.179	29.549	23.840	1:30.568
12	37.388	29.522	23.726	1:30.636
13	37.291	29.425	23.647	1:30.363
14	36.526	29.442	23.604	1:29.573
15	40.090	33.846	-	1:46.922 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

AMA SUPERBIKE CHAMPIONSHIP PRESENTED BY PARTS UNLIMITED
 ROCKSTAR SUZUKI SUPERBIKE SHOWDOWN
 ROAD ATLANTA - BRASELTON, GA
 ROUND 9 OF 10 - AUGUST 31-SEPTEMBER 2, 2007
 AMA Superstock Series presented by Dynojet



INDIVIDUAL TIMES - SATURDAY PRACTICE (WILL BE USED TO SET GRID)

AVG 37.783 30.159 23.976 1:32.768
 IDEAL 36.526 29.425 23.552 1:29.503

888

Joseph S Dawson
 Suzuki GSX-R1000

311

Robertino Pietri
 Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.325	30.505	25.820	-
2	37.626	28.487	23.582	1:29.695
3	35.643	28.248	23.595	1:27.486
4	35.756	28.345	23.208	1:27.309
5	35.261	27.815	22.708	1:25.784
6	35.847	28.829	-	1:32.533 P
7	52.187	29.728	22.459	3:43.822
8	35.055	27.738	22.146	1:24.939
9	35.070	27.764	22.136	1:24.970
10	40.518	29.420	-	1:36.431 P
11	1:04.424	40.568	23.855	4:00.165
12	35.238	28.057	22.154	1:25.450
13	34.994	27.751	22.132	1:24.877
14	47.710	34.738	-	1:52.626 P
AVG	36.101	28.557	23.072	1:27.947
IDEAL	34.994	27.738	22.132	1:24.864

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.641	31.238	25.404	-
2	38.352	30.199	24.241	1:32.791
3	37.760	29.825	24.549	1:32.134
4	37.067	29.461	23.661	1:30.189
5	37.554	29.645	23.976	1:31.175
6	37.163	29.309	24.056	1:30.529
7	47.333	32.417	24.147	1:43.896
8	36.884	29.390	24.267	1:30.540
9	37.450	29.147	23.499	1:30.096
10	44.235	37.038	-	2:01.238 P
AVG	38.308	30.070	24.200	1:32.669
IDEAL	36.884	29.147	23.499	1:29.530

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Ben Thompson
 Suzuki GSX-R1000

727 Jamie Stauffer
 Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.513	30.125	24.388	-
2	35.985	28.380	22.123	1:26.488
3	34.470	27.957	21.815	1:24.243
4	35.147	28.161	22.087	1:25.394
5	40.451	35.575	24.706	1:40.731
6	36.363	31.525	-	1:36.929 P
7	54.418	31.134	23.283	6:53.898
8	35.846	28.191	21.698	1:25.734
9	34.385	27.964	21.763	1:24.112
10	36.169	28.373	21.713	1:26.255
11	34.309	27.810	21.766	1:23.885
12	35.844	31.982	-	1:37.033 P
AVG	35.897	29.237	22.534	1:27.786
IDEAL	34.309	27.810	21.698	1:23.817

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.736	29.223	23.513	-
2	35.653	28.563	22.660	1:26.877
3	35.483	28.431	22.521	1:26.435
4	35.683	28.740	23.197	1:27.620
5	35.540	28.445	-	1:33.531 P
6	50.552	28.218	22.334	2:38.459
7	35.774	28.212	22.373	1:26.359
8	35.278	28.260	22.468	1:26.005
9	37.144	31.353	-	1:36.694 P
AVG	35.794	28.827	22.724	1:29.074
IDEAL	35.278	28.212	22.373	1:25.863

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Jb Layman
 Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.878	31.170	24.708	-
2	38.777	30.428	24.467	1:33.673
3	37.916	29.859	23.783	1:31.558
4	38.024	29.785	23.924	1:31.733
5	38.108	29.903	24.144	1:32.156
6	38.400	29.764	23.967	1:32.132
7	37.994	29.852	23.746	1:31.591
8	37.584	29.930	24.064	1:31.577
9	37.898	29.769	23.930	1:31.596
10	37.919	30.078	-	1:59.173 P
AVG	38.069	30.054	24.081	1:32.002
IDEAL	37.584	29.764	23.746	1:31.094

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