



INDIVIDUAL TIMES - QUALIFYING GROUP #1

19 Jason Curtis
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	44.959	26.081	38.598	1:49.639
3	33.597	24.155	37.016	1:34.767
4	33.220	23.821	36.526	1:33.568
5	33.092	23.819	36.506	1:33.417
6	33.290	23.820	36.149	1:33.259
7	32.760	24.052	36.412	1:33.224
8	32.842	23.815	36.288	1:32.945
9	33.415	25.315	5:25.541	6:24.271
10	41.389	24.040	36.282	1:41.711
11	32.767	23.435	35.980	1:32.183
12	32.215	23.485	36.025	1:31.725
13	32.526	23.458	35.820	1:31.804
14	32.437	23.492	35.757	1:31.686
15	32.475	23.411	36.037	1:31.923
16	32.459	23.484	36.379	1:32.322
17	35.297	24.318	36.095	1:35.710
AVG	33.028	24.000	36.391	1:34.659
IDEAL	32.215	23.411	35.757	1:31.383

25 Marco Martinez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	39.394	-
2	34.856	24.876	37.588	1:37.320
3	33.552	24.118	36.803	1:34.474
4	33.114	24.025	36.997	1:34.136
5	32.870	24.038	36.660	1:33.568
6	34.495	24.798	1:04.190	2:03.483
7	4:53.315	26.957	1:00.716	6:20.988
AVG	33.777	24.802	37.489	1:34.874
IDEAL	32.870	24.025	36.660	1:33.555

47 Opie Caylor
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	54.455	29.506	40.553	2:04.514
AVG	54.455	29.506	40.553	2:04.514
IDEAL	54.455	29.506	40.553	2:04.514

60 David Weber
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	42.288	24.604	36.852	1:43.744
3	32.672	23.701	35.795	1:32.168
4	32.510	23.562	35.547	1:31.618
5	32.114	23.469	35.805	1:31.388
6	32.933	23.620	36.055	1:32.608
7	31.873	23.606	35.632	1:31.111
8	32.708	26.131	57.528	1:56.366
9	1:50.398	24.405	36.248	2:51.051

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	31.944	23.671	35.499	1:31.114
11	34.350	24.041	35.924	1:34.315
12	32.251	24.181	35.991	1:32.423
13	31.983	24.331	35.887	1:32.201
14	32.146	24.026	35.737	1:31.909
15	32.407	26.145	35.671	1:34.223
16	32.313	23.954	35.404	1:31.671
17	32.511	23.946	54.004	1:50.462
AVG	32.444	24.180	35.836	1:32.972
IDEAL	31.873	23.469	35.404	1:30.746

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.883	-
2	34.608	25.287	37.270	1:37.165
3	34.297	25.117	37.306	1:36.720
4	34.205	24.865	37.467	1:36.536
5	33.801	25.131	37.587	1:36.519
6	34.046	25.146	37.379	1:36.571
7	34.047	25.382	37.487	1:36.916
8	34.016	24.982	37.059	1:36.057
9	34.076	25.060	36.954	1:36.089
AVG	34.137	25.121	37.488	1:36.572
IDEAL	33.801	24.865	36.954	1:35.619

123 Montez Stewart
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	39.666	24.511	37.816	1:41.993
3	34.205	24.000	36.985	1:35.190
4	32.901	23.834	36.395	1:33.130
5	32.888	24.056	36.625	1:33.568
6	33.401	24.585	3:07.754	4:05.740
7	41.524	24.039	36.504	1:42.067
8	32.971	24.062	37.186	1:34.219
9	42.605	24.127	36.484	1:43.216
10	32.820	23.991	36.669	1:33.480
11	33.161	23.969	36.810	1:33.940
12	32.881	23.937	3:25.314	4:22.132
13	41.431	24.028	36.010	1:41.469
14	32.590	23.937	36.310	1:32.838
15	32.621	24.017	36.401	1:33.039
16	32.832	23.727	36.584	1:33.143
AVG	33.025	24.055	36.675	1:36.253
IDEAL	32.590	23.727	36.010	1:32.327

139 Brian Hall
Suzuki GSX-R750

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.452	-
2	34.607	24.081	36.939	1:35.626
3	33.301	24.043	35.924	1:33.267
4	33.474	24.485	37.130	1:35.090
5	34.032	24.472	36.424	1:34.928

6 33.483 24.124 36.429 1:34.035

7 33.333 24.305 36.568 1:34.206

8 33.764 26.826 1:09.612 2:10.201

9 3:20.229 24.944 36.868 4:22.041

10 33.399 23.991 36.253 1:33.643

11 33.156 24.116 36.297 1:33.570

12 33.071 23.959 36.337 1:33.366

13 40.346 29.077 1:06.662 2:16.084

14 2:21.601 24.772 36.218 3:22.591

15 33.214 24.020 36.377 1:33.611

16 33.122 23.959 36.084 1:33.165

AVG 33.495 24.415 36.582 1:34.045

IDEAL 33.071 23.959 35.924 1:32.953

273 Robert M Deily
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.698	-
2	34.947	25.182	37.433	1:37.563
3	34.465	25.008	38.076	1:37.549
4	34.746	25.465	38.314	1:38.525
5	34.668	25.650	37.741	1:38.059
6	34.445	25.546	37.900	1:37.891
7	34.719	25.253	37.695	1:37.667
8	34.631	25.308	37.380	1:37.319
9	34.528	25.465	37.619	1:37.612
10	34.342	25.474	38.296	1:38.112
11	34.666	25.266	40.297	1:40.230
12	35.318	27.499	57.721	2:00.538
13	1:14.530	25.317	55.993	2:35.839
14	1:03.074	25.606	37.677	2:06.356
15	34.167	25.913	37.642	1:37.721
16	38.538	29.974	41.089	1:49.601
17	34.599	25.260	37.101	1:36.959
AVG	34.913	25.824	38.197	1:38.831
IDEAL	34.167	25.008	37.101	1:36.276

307 Christian Pistoni
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	49.903	27.969	38.590	1:56.462
3	34.702	25.451	37.267	1:37.420
4	33.781	34.334	42.957	1:51.072
5	33.256	24.068	35.940	1:33.264
6	34.043	24.757	4:29.658	5:28.458
7	45.929	26.036	36.509	1:48.474
8	32.800	23.927	35.556	1:32.283
9	32.503	23.759	35.814	1:32.075
10	32.463	23.821	35.759	1:32.044
11	35.466	27.463	1:34.335	2:37.263
12	41.217	24.260	36.437	1:41.913
13	32.784	24.139	36.580	1:33.503
AVG	33.533	25.059	36.495	1:36.372
IDEAL	32.463	23.759	35.556	1:31.778

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 CHEVROLET SUPERBIKE CHAMPIONSHIP
HONDA SUPERBIKE CLASSIC PRESENTED BY DUNLOP
BARBER MOTORSPORTS PARK - BIRMINGHAM, AL
ROUND 4 OF 11 - MAY 14-16, 2004



Repsol Superstock

INDIVIDUAL TIMES - QUALIFYING GROUP #1

769 William Johnson Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9				32.395 24.487 36.989 1:33.871
10				32.227 23.661 35.453 1:31.340
11				32.559 23.588 49.001 1:45.148 P
12				3:21.160 24.032 35.978 4:21.169 P
13				32.451 23.711 35.343 1:31.505
14				33.243 25.166 35.488 1:33.897
15				32.371 23.868 35.365 1:31.604
16				32.232 23.725 35.204 1:31.161
AVG				32.602 24.049 36.129 1:34.755
IDEAL				32.227 23.588 35.204 1:31.019
1				- - - - P
2	44.191	25.198	37.921	1:47.310
3	33.580	24.763	36.684	1:35.027
4	33.548	24.530	37.108	1:35.186
5	33.558	24.498	37.057	1:35.112
6	33.610	24.254	36.980	1:34.843
7	33.420	24.334	37.096	1:34.850
8	33.601	24.618	38.091	1:36.311
9	34.062	25.176	39.077	1:38.315
10	33.292	24.323	36.455	1:34.069
11	33.381	24.406	37.262	1:35.049
12	33.398	24.539	1:24.016	2:21.953 P
13	3:50.858	25.605	37.364	4:53.827
14	33.804	24.543	37.013	1:35.360
15	33.919	24.400	37.513	1:35.831
16	33.991	24.786	37.224	1:36.001
17	33.999	24.937	37.190	1:36.126
AVG	33.654	24.682	37.336	1:36.385
IDEAL	33.292	24.254	36.455	1:34.000

851 Michael A Hanley Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1				- - 37.853 -
2	34.185	24.667	38.085	1:36.937
3	34.606	25.169	37.538	1:37.312
4	35.876	25.657	55.072	1:56.605 P
5	1:27.392	25.040	37.357	2:29.788
6	33.542	24.523	37.157	1:35.222
7	33.711	24.720	37.185	1:35.615
8	33.523	24.915	37.764	1:36.202
9	33.664	24.767	37.254	1:35.685
10	34.224	24.902	54.885	1:54.011 P
11	1:18.822	24.562	37.110	2:20.494
12	33.154	24.482	37.259	1:34.894
13	42.975	25.169	54.616	2:02.761 P
14	2:30.208	24.853	36.705	3:31.766
15	33.103	24.254	37.284	1:34.641
AVG	33.959	24.834	37.379	1:35.814
IDEAL	33.103	24.254	36.705	1:34.062

940 J J Roetlin Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1				- - - - P
2	50.555	29.284	38.344	1:58.183
3	33.362	23.970	35.738	1:33.070
4	32.609	23.967	52.099	1:48.675 P
5	1:02.665	24.820	36.461	2:03.946
6	32.883	23.717	35.890	1:32.490
7	32.576	23.731	37.054	1:33.361
8	32.520	23.801	35.506	1:31.827

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