



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - QUALIFYING GROUP #4

1 Mathew Mladin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:08.674	1:27.352	41.322	-
2	34.988	1:02.056	37.701	2:14.745
3	34.143	1:00.608	37.395	2:12.146
4	33.994	1:00.956	37.535	2:12.485
5	34.122	1:00.663	37.471	2:12.257
6	36.102	1:04.784	1:38.836	3:19.721 P
7	53.168	1:12.739	37.535	2:43.442
8	34.234	1:00.803	37.426	2:12.463
9	38.238	1:07.251	1:32.865	3:18.354 P
10	53.270	1:15.531	39.914	2:48.715
11	34.194	1:00.752	37.352	2:12.298
12	34.152	1:00.510	37.309	2:11.970
AVG	34.908	1:02.043	38.096	2:12.623
IDEAL	33.994	1:00.510	37.309	2:11.812

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:04.157	1:07.096	39.876	2:51.129
3	34.710	1:01.734	37.609	2:14.053
4	34.385	1:01.529	37.663	2:13.577
5	37.744	1:05.351	2:26.022	4:09.116 P
6	56.714	1:04.766	38.059	2:39.539
7	34.309	1:01.393	37.503	2:13.204
8	34.332	1:01.097	37.517	2:12.945
9	35.275	1:02.937	1:50.409	3:28.621 P
10	50.327	1:04.642	38.041	2:33.009
11	34.979	1:05.165	39.559	2:19.702
12	34.236	1:08.365	41.225	2:23.826
13	34.321	1:01.043	37.132	2:12.496
AVG	34.921	1:03.760	38.418	2:17.852
IDEAL	34.236	1:01.043	37.132	2:12.411

13 Cory West
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:51.910	1:10.525	41.385	-
2	35.788	1:04.584	39.242	2:19.614
3	35.877	1:03.333	39.205	2:18.415
4	35.492	1:03.383	38.975	2:17.850
5	35.625	1:02.875	38.792	2:17.292
6	35.500	1:03.120	39.209	2:17.829
7	35.885	1:03.722	39.113	2:18.720
8	35.826	1:03.498	39.121	2:18.446
9	45.642	1:13.008	48.710	2:47.359 P
AVG	35.713	1:05.339	39.380	2:18.309
IDEAL	35.492	1:02.875	38.792	2:17.159

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:45.296	1:05.704	39.593	-

2 35.401 1:02.506 39.061 2:16.968

3 35.477 1:02.566 39.046 2:17.089

4 35.315 1:02.587 39.125 2:17.027

5 35.551 1:02.776 49.153 2:27.480 **P**

6 6:14.813 1:07.950 39.812 8:02.574

7 35.252 1:01.771 38.750 2:15.773

8 36.405 1:03.542 47.183 2:27.130 **P**

9 1:59.088 1:03.044 39.168 3:41.300

10 35.719 1:02.497 38.928 2:17.144

AVG 35.565 1:03.404 39.171 2:19.447

IDEAL 35.252 1:01.771 38.750 2:15.773

16 Martin Craggill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:58.795	1:06.660	52.135	- P
2	3:22.107	1:07.163	40.937	5:10.207
3	35.831	1:03.287	39.520	2:18.638
4	35.983	1:03.373	39.451	2:18.808
5	40.725	1:17.469	57.904	2:56.098 P
6	2:57.255	1:08.105	40.179	4:45.539
7	35.524	1:02.675	39.432	2:17.631
8	41.072	1:13.930	53.099	2:48.100 P
9	1:37.008	1:05.157	39.510	3:21.676
10	39.275	1:32.818	56.580	3:08.673 P
AVG	38.068	1:06.294	39.838	2:18.359
IDEAL	35.524	1:02.675	39.432	2:17.631

17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:43.666	1:04.561	39.105	-
2	35.015	1:02.784	38.109	2:15.908
3	34.504	1:02.415	38.095	2:15.014
4	34.432	1:01.772	45.533	2:21.737 P
5	4:19.690	1:13.486	40.898	6:14.074
6	35.323	1:02.123	38.269	2:15.715
7	34.415	1:01.300	37.677	2:13.391
8	34.526	1:01.405	43.355	2:19.285 P
9	1:53.293	1:04.875	43.163	3:41.331 P
10	1:07.765	1:03.089	38.498	2:49.352
11	34.537	1:01.447	37.856	2:13.839
AVG	34.679	1:03.569	39.502	2:16.413
IDEAL	34.415	1:01.300	37.677	2:13.391

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:02.558	1:11.830	50.729	- P
2	2:13.631	1:04.069	39.379	3:57.079
3	36.527	1:03.504	39.252	2:19.283
4	35.781	1:04.353	39.111	2:19.245
5	35.941	1:03.675	51.389	2:31.006 P
6	6:22.449	1:08.645	39.373	8:10.467
7	35.761	1:02.672	39.090	2:17.523
8	35.827	1:02.971	39.421	2:18.219

9 39.087 1:18.902 1:04.178 3:02.168 **P**

AVG 36.859 1:05.215 39.271 2:21.055

IDEAL 35.761 1:02.672 39.090 2:17.523

19 Jason Curtis
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:48.502	1:08.383	40.119	-
2	36.046	1:03.646	39.050	2:18.742
3	35.568	1:03.181	39.104	2:17.853
4	35.827	1:03.370	39.198	2:18.396
5	43.346	1:17.181	42.643	2:43.170
6	38.533	1:03.469	39.071	2:21.073
7	35.784	1:03.650	38.948	2:18.382
8	35.701	1:03.519	39.073	2:18.292
9	35.575	1:03.091	38.895	2:17.561
10	36.874	1:07.762	48.286	2:32.921 P
11	2:15.396	1:08.879	40.137	4:04.412
12	35.405	1:02.480	38.577	2:16.462
AVG	36.146	1:04.675	39.529	2:22.285
IDEAL	35.405	1:02.480	38.577	2:16.462

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:00.661	1:06.487	39.014	2:46.163
3	35.264	1:02.591	38.230	2:16.084
4	34.935	1:02.032	38.039	2:15.006
5	34.957	1:02.617	2:13.157	3:50.731 P
6	55.661	1:04.637	2:54.394	4:54.692 P
7	55.091	1:03.406	38.392	2:36.888
8	35.050	1:01.691	38.009	2:14.750
9	34.630	1:01.286	38.060	2:13.976
10	34.605	1:01.214	37.890	2:13.708
11	34.506	1:01.330	37.892	2:13.728
12	34.587	1:01.210	37.894	2:13.690
13	34.517	1:01.070	37.879	2:13.465
AVG	34.783	1:02.464	38.130	2:16.811
IDEAL	34.506	1:01.070	37.879	2:13.455

22 Tommy Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:46.500	1:06.381	40.120	-
2	36.907	1:05.342	38.749	2:20.998
3	35.168	1:02.218	38.012	2:15.398
4	35.597	1:03.059	46.344	2:25.000 P
5	3:38.103	1:05.995	48.722	5:32.819 P
6	1:27.139	1:04.206	38.671	3:10.016
7	34.918	1:01.122	37.903	2:13.943
8	35.945	1:03.008	45.735	2:24.688 P
9	1:47.456	1:04.007	38.362	3:29.825
10	34.729	1:01.029	37.988	2:13.745
11	35.009	2:10.197	50.525	3:35.732 P

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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AVG	35.468	1:03.637	38.544	2:18.962
IDEAL	34.729	1:01.029	37.903	2:13.661

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Akira Tamitsuji
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:00.024	1:05.962	54.062	- P
2	2:01.296	1:04.385	39.414	3:45.095
3	35.984	1:03.892	39.048	2:18.924
4	36.053	1:04.124	39.317	2:19.495
5	36.354	1:04.365	53.923	2:34.642 P
6	1:49.718	1:04.239	39.255	3:33.212
7	35.855	1:03.888	39.155	2:18.898
8	35.888	1:04.072	38.981	2:18.942
9	36.194	1:04.236	43.539	2:23.969
10	38.206	1:04.329	39.458	2:21.992
11	36.386	1:03.887	39.312	2:19.585
12	35.838	1:03.962	39.007	2:18.807
AVG	36.306	1:04.278	39.649	2:21.695
IDEAL	35.838	1:03.887	38.981	2:18.706

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Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:57.638	1:07.952	49.686	- P
2	1:45.682	1:04.511	39.091	3:29.284
3	35.361	1:02.935	38.744	2:17.040
4	36.546	1:03.760	38.660	2:18.967
5	35.318	1:02.428	38.514	2:16.260
6	38.251	1:12.578	53.237	2:44.066 P
7	4:54.976	1:14.874	38.914	6:48.764
8	35.627	1:02.421	38.261	2:16.309
9	35.184	1:02.130	38.602	2:15.916
10	39.877	1:09.612	51.059	2:40.548 P
AVG	36.595	1:05.370	38.684	2:20.840
IDEAL	35.184	1:02.130	38.261	2:15.574

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Jacob L Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:55.139	1:05.245	49.894	- P
2	3:28.661	1:04.500	39.676	5:12.837
3	35.438	1:02.450	38.812	2:16.700
4	35.403	1:02.367	38.773	2:16.542
5	35.276	1:02.245	38.653	2:16.175
6	35.440	1:02.177	38.609	2:16.226
7	35.314	1:06.341	48.494	2:30.148 P
8	3:36.678	1:12.177	39.736	5:28.592
9	35.391	1:02.626	38.680	2:16.697
10	35.465	1:02.136	38.693	2:16.294
11	35.159	1:02.333	38.631	2:16.123
AVG	35.361	1:04.054	38.918	2:18.113
IDEAL	35.159	1:02.136	38.609	2:15.905

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Larry Pegram
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:45.957	1:05.764	40.193	-
2	35.773	1:03.557	38.861	2:18.191

1	1:53.931	1:11.910	42.022	-
2	38.271	1:04.980	39.749	2:22.999
3	35.717	1:02.957	38.858	2:17.532
4	37.635	1:03.534	38.938	2:20.107
5	35.161	1:03.816	45.625	2:24.603 P
6	1:35.860	1:04.011	38.957	3:18.827
7	35.694	1:03.130	38.777	2:17.601
8	35.365	1:02.835	38.837	2:17.037
9	35.388	1:03.489	45.811	2:24.688 P
10	3:28.907	1:09.034	40.371	5:18.312
11	35.282	1:02.445	38.501	2:16.229
11	37.835	1:04.596	46.102	2:28.534 P
AVG	36.064	1:05.338	40.706	2:20.099
IDEAL	35.161	1:02.445	38.501	2:16.108

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Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:43.591	1:05.193	38.399	-
2	34.643	1:02.489	43.900	2:21.032 P
3	2:13.593	1:02.700	38.111	3:54.403
4	34.502	1:01.488	37.964	2:13.954
5	34.540	1:01.670	38.220	2:14.430
6	35.155	1:02.993	45.883	2:24.032 P
7	4:18.848	1:03.844	38.400	6:01.092
8	34.621	1:01.268	37.790	2:13.679
9	34.586	1:01.147	37.743	2:13.476
10	34.521	1:01.294	37.818	2:13.633
11	35.658	1:04.891	47.608	2:28.156 P
AVG	34.778	1:02.634	38.705	2:17.799
IDEAL	34.502	1:01.147	37.743	2:13.393

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Neil Hodgson
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:44.531	1:05.579	38.952	-
2	34.897	1:03.042	38.282	2:16.220
3	34.785	1:02.628	38.178	2:15.591
4	34.791	1:02.551	38.050	2:15.391
5	34.828	1:02.052	38.155	2:15.035
6	35.780	1:03.638	46.315	2:25.734 P
7	1:14.479	1:05.592	38.896	2:58.967
8	34.909	1:02.188	38.050	2:15.147
9	35.061	1:01.929	37.893	2:14.883
10	34.504	1:01.938	37.845	2:14.287
11	34.604	1:01.407	37.690	2:13.701
12	34.465	1:01.454	37.710	2:13.629
13	34.695	1:02.194	38.077	2:14.966
AVG	34.847	1:02.784	38.148	2:15.871
IDEAL	34.465	1:01.407	37.690	2:13.562

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Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:45.957	1:05.764	40.193	-
2	35.773	1:03.557	38.861	2:18.191

3	35.643	1:02.751	38.743	2:17.138
4	35.513	1:03.018	38.957	2:17.488
5	35.502	1:02.896	38.801	2:17.199
6	35.870	1:03.408	39.043	2:18.322
7	42.324	1:09.135	49.153	2:40.612 P
8	5:31.533	1:14.731	44.795	7:31.058
9	35.588	1:02.734	38.661	2:16.983
10	35.321	1:02.231	38.581	2:16.132
11	43.081	1:13.488	1:00.549	2:57.118 P
AVG	36.353	1:04.703	39.538	2:19.911
IDEAL	35.321	1:02.231	38.581	2:16.132

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Ben D Bostrom
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:01.415	1:09.789	51.627	- P
2	1:18.414	1:07.443	40.422	3:06.278
3	36.197	1:05.552	39.744	2:21.493
4	38.047	1:10.332	39.604	2:27.983
5	35.974	1:03.092	38.805	2:17.871
6	35.649	1:03.629	48.599	2:27.877 P
7	3:35.726	1:02.855	38.449	5:17.030
8	35.245	1:02.308	38.268	2:15.821
9	35.241	1:02.376	45.550	2:23.166 P
10	1:36.422	1:03.807	38.639	3:18.868
11	34.937	1:01.581	38.175	2:14.694
AVG	35.899	1:04.797	39.740	2:21.272
IDEAL	34.937	1:01.581	38.175	2:14.694

P - lap ended in the pits R - lap ended on a red flag

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