



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	58.743	36.168	22.576	-
2	34.997	28.146	21.248	1:24.391
3	33.981	27.892	20.942	1:22.815
4	33.923	27.765	20.932	1:22.621
5	3:11.280	3:03.025	2:55.965	4:00.694
6	33.741	27.700	20.898	1:22.339
7	33.625	27.691	20.794	1:22.109
8	3:34.602	3:25.689	3:16.984	4:24.184
9	33.780	27.771	20.943	1:22.494
10	33.794	27.517	20.934	1:22.244
AVG	33.977	27.783	21.158	1:22.716
IDEAL	33.625	27.517	20.794	1:21.936

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.743	32.245	23.497	-
2	35.169	28.037	21.436	1:24.642
3	34.880	28.353	21.102	1:24.335
4	34.276	27.999	20.955	1:23.230
5	34.289	27.839	21.088	1:23.217
6	34.086	27.989	21.102	1:23.177
7	4:05.838	3:57.039	3:50.027	4:55.740
8	33.578	27.621	20.788	1:21.987
9	2:52.755	2:46.328	2:39.538	3:43.641
10	33.486	27.695	21.069	1:22.251
AVG	34.252	28.472	21.380	1:23.263
IDEAL	33.486	27.621	20.788	1:21.895

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.113	29.126	21.988	-
2	35.119	28.710	21.406	1:25.234
3	34.762	28.626	21.477	1:24.865
4	4:30.969	4:20.369	4:13.224	5:21.672
5	34.581	28.547	21.125	1:24.252
6	4:44.693	4:46.134	4:39.086	5:45.809
7	34.411	28.516	21.115	1:24.042
AVG	34.718	28.705	21.422	1:24.598
IDEAL	34.411	28.516	21.115	1:24.042

16 Martin Craggill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.946	31.588	23.358	-
2	37.946	29.400	21.869	1:29.214
3	35.508	29.010	21.821	1:26.339
4	45.992	32.137	23.620	1:41.749
5	36.206	29.247	21.587	1:27.040
6	35.263	29.039	22.249	1:26.551
AVG	36.231	30.070	22.417	1:30.179
IDEAL	35.263	29.010	21.587	1:25.861

17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.074	29.825	25.249	-
2	35.645	28.533	21.450	1:25.627
3	34.590	27.996	21.862	1:24.448
4	35.797	28.279	21.714	1:25.790
5	34.571	28.059	21.429	1:24.059
6	10:14.155	10:17.511	10:17.949	11:21.729
7	34.615	27.984	21.558	1:24.157
AVG	35.044	28.446	22.210	1:24.816
IDEAL	34.571	27.984	21.429	1:23.984

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.914	31.884	23.030	-
2	36.503	28.631	21.766	1:26.899
3	34.991	28.153	21.394	1:24.538
4	3:42.302	3:33.766	3:26.531	4:32.791
5	34.677	28.168	21.400	1:24.246
6	34.854	28.394	21.453	1:24.701
7	3:12.786	3:05.081	2:57.071	4:04.174
8	34.582	28.398	21.309	1:24.289
9	34.632	28.274	21.272	1:24.178
10	34.555	28.151	21.237	1:23.943
AVG	34.971	28.757	21.608	1:24.685
IDEAL	34.555	28.151	21.237	1:23.943

22 Tommy Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.986	29.655	22.330	-
2	35.798	28.746	21.626	1:26.170
3	35.246	28.440	21.599	1:25.284
4	36.089	30.982	22.429	1:29.500
5	34.931	28.419	21.443	1:24.793
6	4:02.391	3:55.503	3:48.513	4:54.743
7	3:53.810	3:46.893	3:39.748	4:45.146
8	35.220	29.800	21.607	1:26.628
9	34.532	28.395	21.365	1:24.293
AVG	35.303	29.205	21.771	1:26.111
IDEAL	34.532	28.395	21.365	1:24.293

26 Brian Stokes
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.026	30.402	22.624	-
2	36.250	29.296	22.173	1:27.719
3	35.897	28.962	22.173	1:27.032
4	35.772	29.077	22.270	1:27.120
5	4:12.208	4:05.822	3:57.044	5:03.862
6	35.532	29.096	21.948	1:26.576
7	35.548	29.856	22.152	1:27.556
8	35.458	28.992	21.825	1:26.274

AVG	35.743	29.383	22.166	1:27.046
IDEAL	35.458	28.962	21.825	1:26.245

43 Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.540	32.022	23.517	-
2	37.633	28.971	22.253	1:28.857
3	35.421	28.475	21.752	1:25.647
4	4:54.589	4:47.698	4:41.211	5:45.961
5	35.078	28.160	21.858	1:25.096
6	35.062	28.181	21.786	1:25.028
7	3:34.264	3:24.454	3:26.791	4:37.050
AVG	35.798	29.162	22.233	1:26.157
IDEAL	35.062	28.160	21.752	1:24.973

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.055	32.319	22.736	-
2	35.461	28.904	21.588	1:25.953
3	35.049	28.935	21.714	1:25.697
4	5:38.922	5:40.076	5:29.065	6:42.780
5	35.100	28.795	22.018	1:25.913
6	35.294	28.864	21.818	1:25.976
7	3:29.294	3:20.914	3:12.556	4:21.771
8	34.982	28.648	22.196	1:25.826
AVG	35.177	29.411	22.012	1:25.873
IDEAL	34.982	28.648	21.588	1:25.217

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.310	30.308	23.003	-
2	36.173	29.257	22.326	1:27.756
3	35.730	29.148	22.173	1:27.052
4	35.717	29.172	22.000	1:26.890
5	35.799	29.041	22.055	1:26.894
6	4:41.022	4:34.457	4:26.311	5:36.176
7	35.947	29.045	21.969	1:26.960
8	35.485	28.823	21.776	1:26.084
9	35.542	29.013	22.227	1:26.781
10	35.319	28.788	21.809	1:25.916
11	38.354	36.812	23.677	1:38.843
AVG	36.007	29.177	22.301	1:28.131
IDEAL	35.319	28.788	21.776	1:25.884

72 Larry Pegram
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.836	30.214	22.622	-
2	36.395	29.261	22.098	1:27.754
3	35.807	28.694	21.800	1:26.301
4	35.542	28.829	21.835	1:26.206
5	4:34.660	4:28.368	4:20.820	5:29.165
6	35.500	28.788	21.703	1:25.991
7	35.429	28.769	21.654	1:25.852



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72

Larry Pegram
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	3:29.442	3:22.268	3:14.701	4:22.306
9	35.329	28.721	21.788	1:25.838
AVG	35.329	28.721	21.788	1:25.838
IDEAL	35.329	28.694	21.654	1:25.677

95

Roger Lee Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.048	29.541	22.506	-
2	35.588	28.417	21.507	1:25.512
3	34.706	28.466	21.446	1:24.617
4	34.680	28.354	21.350	1:24.384
5	34.629	28.105	21.246	1:23.980
6	4:31.146	4:29.500	4:23.468	5:26.346
7	34.276	28.048	21.195	1:23.520
8	3:55.073	3:44.962	3:28.474	4:47.846
9	37.871	29.802	22.354	1:30.027
AVG	35.292	28.676	21.658	1:25.340
IDEAL	34.276	28.048	21.195	1:23.520

98

Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.279	30.158	22.121	-
2	35.411	28.834	22.057	1:26.302
3	35.063	28.255	21.486	1:24.804
4	34.450	28.188	21.669	1:24.307
5	34.398	27.997	21.454	1:23.849
6	34.553	28.102	21.365	1:24.020
7	4:21.513	4:27.154	4:21.551	5:24.850
8	3:11.076	3:04.299	2:57.334	4:00.556
9	34.410	27.975	21.423	1:23.807
10	34.297	28.148	21.423	1:23.869
AVG	34.655	28.457	21.625	1:24.423
IDEAL	34.297	27.975	21.365	1:23.637

100

Neil Hodgson
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.174	29.756	22.418	-
2	35.637	28.257	21.873	1:25.766
3	35.066	28.273	21.697	1:25.036
4	34.837	28.150	21.526	1:24.513
5	34.581	28.096	21.512	1:24.190
6	34.638	28.091	21.439	1:24.168
7	4:03.798	3:56.126	3:49.317	4:55.718
8	35.249	28.258	21.509	1:25.015
9	34.357	27.910	21.218	1:23.484
10	35.089	28.487	21.817	1:25.393
11	34.502	27.916	21.326	1:23.744
12	34.406	27.960	21.155	1:23.521
AVG	34.836	28.287	21.590	1:24.483
IDEAL	34.357	27.910	21.155	1:23.422

150

Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.176	29.636	22.541	-
2	35.489	28.801	21.894	1:26.184
3	35.336	28.659	22.048	1:26.042
4	5:51.687	5:42.601	5:33.429	6:43.754
5	35.057	28.741	21.715	1:25.513
6	34.852	28.563	21.730	1:25.145
AVG	35.183	28.880	21.985	1:25.721
IDEAL	34.852	28.563	21.715	1:25.130

155

Ben D Bostrom
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.396	3:31.499	3:23.500	-
2	36.060	29.024	21.923	1:27.007
3	35.240	28.545	21.794	1:25.579
4	34.992	28.487	22.774	1:26.253
5	34.632	28.345	21.730	1:24.707
6	3:49.020	3:42.475	3:35.489	4:41.228
7	35.520	28.571	21.664	1:25.755
8	34.992	30.608	22.176	1:27.775
AVG	35.240	28.930	22.010	1:26.179
IDEAL	34.632	28.345	21.664	1:24.640