



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - FINAL

**1** Mathew Mladin  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.234</del>	27.797	21.437	-
2	34.029	<del>27.618</del>	21.281	1:22.928
3	34.069	27.637	<del>20.993</del>	1:22.699
4	<del>33.755</del>	27.836	21.300	1:22.890
5	33.999	28.045	21.238	1:23.283
6	33.809	28.003	21.122	1:22.933
7	33.899	28.037	21.133	1:23.069
8	33.976	28.018	21.154	1:23.149
9	34.092	28.069	21.245	1:23.406
10	34.174	28.072	21.321	1:23.568
11	34.091	28.054	21.223	1:23.368
12	34.151	27.988	21.238	1:23.377
13	34.383	27.988	21.319	1:23.690
14	34.185	27.980	21.303	1:23.468
15	35.252	28.013	21.332	1:24.597
16	34.162	28.060	21.322	1:23.543
17	34.104	28.066	21.367	1:23.538
18	34.523	28.055	21.295	1:23.874
19	34.496	28.238	21.309	1:24.043
20	34.350	28.171	21.440	1:23.961
21	34.325	28.106	21.623	1:24.054
22	34.495	28.172	21.455	1:24.122
23	34.499	28.579	21.508	1:24.586
24	34.605	28.296	21.509	1:24.410
25	34.122	28.386	21.456	1:23.964
AVG	34.231	28.052	21.317	1:23.605
IDEAL	33.755	27.618	20.993	1:22.366

**11** Ben Spies  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.379</del>	27.952	21.428	-
2	<del>33.909</del>	<del>27.856</del>	21.196	1:22.960
3	34.004	27.912	<del>21.138</del>	1:23.053
4	34.317	28.064	21.267	1:23.648
5	34.467	27.908	21.412	1:23.787
6	34.149	27.938	21.270	1:23.357
7	34.126	28.055	21.283	1:23.464
8	34.251	28.012	21.317	1:23.581
9	34.359	28.105	21.304	1:23.768
10	34.190	27.965	21.242	1:23.396
11	34.267	28.038	21.267	1:23.572
12	34.431	28.050	21.370	1:23.851
13	34.550	28.140	21.336	1:24.026
14	34.796	28.263	21.424	1:24.483
15	34.335	27.923	21.512	1:23.770
16	34.339	28.060	21.393	1:23.791
17	34.415	28.118	21.478	1:24.011
18	34.577	27.972	21.324	1:23.873
19	34.651	28.091	21.429	1:24.170
20	34.879	28.130	21.510	1:24.519
21	34.500	28.113	21.416	1:24.029

**13** Cory West  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
22	34.383	27.921	21.677	1:23.980
23	34.530	28.015	21.402	1:23.946
24	34.627	28.174	21.829	1:24.630
25	35.518	28.226	21.463	1:25.207
AVG	34.438	28.035	21.399	1:23.874
IDEAL	33.909	27.856	21.138	1:22.902

**15** Steve Rapp  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.737</del>	29.143	22.594	-
2	35.863	29.204	21.937	1:27.004
3	36.137	<del>29.048</del>	21.958	1:27.143
4	35.737	29.225	<del>21.890</del>	1:26.852
5	<del>35.686</del>	29.211	22.133	1:27.030
6	35.830	29.233	22.460	1:27.523
7	35.825	29.297	22.126	1:27.248
8	35.893	29.124	22.027	1:27.043
9	35.881	29.295	22.107	1:27.283
10	35.998	29.123	21.928	1:27.048
11	36.010	29.119	21.942	1:27.071
12	35.698	29.145	22.163	1:27.006
13	35.889	29.243	22.305	1:27.436
14	36.266	29.269	22.069	1:27.604
15	36.297	29.388	22.253	1:27.938
16	36.288	29.400	22.262	1:27.949
17	36.468	29.347	22.387	1:28.203
18	36.958	29.518	22.339	1:28.815
19	36.843	29.768	22.688	1:29.299
20	36.742	29.590	22.459	1:28.791
21	36.478	29.517	22.620	1:28.615
22	36.210	29.362	22.321	1:27.893
23	36.442	29.691	22.492	1:28.625
24	36.657	29.536	22.640	1:28.833
AVG	36.178	29.325	22.254	1:27.750
IDEAL	35.686	29.048	21.890	1:26.624

**16** Martin Craggill  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0:00.000
AVG	-	-	-	-
IDEAL	-	-	-	-

**17** Miguel Duhamel  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
17	35.259	28.669	21.819	1:25.746
18	35.485	28.808	21.828	1:26.121
19	35.329	28.931	21.779	1:26.040
20	35.250	28.948	21.827	1:26.024
21	35.502	28.962	22.164	1:26.628
22	35.499	28.924	21.859	1:26.283
23	35.339	28.874	21.805	1:26.017
24	35.333	28.812	21.928	1:26.073
25	36.501	28.856	21.734	1:27.091
AVG	35.346	28.790	21.794	1:25.945
IDEAL	35.049	28.613	21.595	1:25.257

**16** Martin Craggill  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.443</del>	28.037	21.406	-
2	34.412	<del>27.860</del>	<del>21.232</del>	1:23.503
3	34.297	28.113	21.459	1:23.869
4	<del>34.120</del>	28.014	21.495	1:23.629
5	34.313	28.150	21.276	1:23.738
6	34.217	28.191	21.451	1:23.859
7	34.583	28.296	21.532	1:24.410
8	34.653	28.313	21.502	1:24.468
9	34.726	28.310	21.555	1:24.591
10	34.590	28.227	21.573	1:24.389
11	34.704	28.257	21.464	1:24.425
12	34.781	28.224	21.582	1:24.587
13	34.764	28.318	21.552	1:24.634
14	34.922	28.549	21.567	1:25.037
15	34.636	28.376	21.778	1:24.790
16	34.923	28.415	21.635	1:24.973
17	35.034	28.220	21.807	1:25.061
18	35.032	28.398	21.624	1:25.054
19	34.897	28.397	21.703	1:24.997
20	34.774	28.432	21.612	1:24.818
21	34.734	28.362	21.616	1:24.712
22	35.058	28.334	21.585	1:24.977
23	34.903	28.399	21.556	1:24.858
24	35.026	28.320	21.748	1:25.094
25	34.823	28.267	21.684	1:24.775
AVG	34.705	28.271	21.560	1:24.552
IDEAL	34.120	27.860	21.232	1:23.212

**17** Miguel Duhamel  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
17	35.259	28.669	21.819	1:25.746
18	35.485	28.808	21.828	1:26.121
19	35.329	28.931	21.779	1:26.040
20	35.250	28.948	21.827	1:26.024
21	35.502	28.962	22.164	1:26.628
22	35.499	28.924	21.859	1:26.283
23	35.339	28.874	21.805	1:26.017
24	35.333	28.812	21.928	1:26.073
25	36.501	28.856	21.734	1:27.091
AVG	35.346	28.790	21.794	1:25.945
IDEAL	35.049	28.613	21.595	1:25.257

**18** Chris Ulrich  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0:00.000
AVG	-	-	-	-
IDEAL	-	-	-	-

**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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INDIVIDUAL TIMES - FINAL

**19** Jason Curtis  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.329</del>	29.356	22.974	-
2	37.477	29.019	22.383	1:28.878
3	36.158	29.000	22.334	1:27.492
4	36.044	28.933	22.587	1:27.564
5	36.310	28.976	22.333	1:27.620
6	36.066	28.932	22.419	1:27.417
7	36.239	29.167	22.350	1:27.755
8	35.919	28.843	22.220	1:26.981
9	36.253	29.230	22.528	1:28.011
10	36.114	28.994	22.443	1:27.552
11	35.957	28.962	22.446	1:27.366
12	36.050	29.063	22.312	1:27.424
13	36.084	29.000	22.525	1:27.609
14	35.938	28.961	22.316	1:27.215
15	36.068	28.962	22.328	1:27.358
16	35.989	28.972	22.234	1:27.195
17	35.862	28.989	22.479	1:27.331
18	35.898	29.166	22.209	1:27.273
19	35.932	28.908	22.344	1:27.183
20	35.791	28.952	22.600	1:27.343
21	36.248	29.330	22.416	1:27.994
22	35.964	29.032	22.305	1:27.300
23	36.165	28.856	22.491	1:27.511
24	36.078	29.026	22.480	1:27.584
AVG	36.113	29.026	22.419	1:27.520
IDEAL	35.791	28.843	22.209	1:26.843

**20** Aaron W Yates  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.655</del>	28.217	21.438	-
2	34.821	28.165	21.216	1:24.201
3	34.523	28.154	21.204	1:23.881
4	34.508	28.067	21.219	1:23.795
5	34.447	27.979	21.360	1:23.786
6	34.788	28.256	21.421	1:24.464
7	34.522	28.120	21.470	1:24.111
8	35.255	28.218	21.361	1:24.834
9	34.534	28.228	21.371	1:24.133
10	34.545	28.294	21.409	1:24.249
11	34.424	28.223	21.404	1:24.050
12	34.453	28.267	21.414	1:24.134
13	34.543	28.231	21.484	1:24.258
14	34.728	28.256	21.618	1:24.602
15	34.765	28.213	21.489	1:24.467
16	34.865	28.446	21.473	1:24.784
17	35.128	28.375	22.071	1:25.574
18	34.853	28.223	21.474	1:24.549
19	34.890	28.397	21.759	1:25.046
20	34.854	28.298	21.605	1:24.757
21	34.994	28.264	21.560	1:24.817
22	34.979	28.359	21.529	1:24.866

23 34.978 28.323 21.560 1:24.861

24 35.119 28.109 21.556 1:24.784

25 34.649 28.262 21.556 1:24.467

AVG 34.766 28.241 21.484 1:24.493

IDEAL 34.424 27.979 21.204 1:23.606

**22** Tommy Hayden  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.028</del>	28.473	21.555	-
2	34.712	28.139	21.415	1:24.265
3	34.623	28.258	21.436	1:24.317
4	34.845	28.426	21.549	1:24.820
5	35.490	28.635	21.789	1:25.914
6	35.345	28.730	21.619	1:25.693
7	35.522	28.310	21.482	1:25.315
8	34.840	28.337	21.509	1:24.686
9	35.001	28.268	21.413	1:24.682
10	34.687	28.336	21.441	1:24.464
11	34.781	28.289	21.436	1:24.506
12	34.757	28.203	21.479	1:24.438
13	35.117	28.402	21.488	1:25.007
14	34.814	28.263	21.474	1:24.550
15	35.084	28.297	21.552	1:24.934
16	35.080	28.305	21.521	1:24.906
17	35.427	28.401	22.682	1:26.511
18	35.168	28.336	21.591	1:25.094
19	35.109	28.478	21.749	1:25.335
20	35.284	28.894	21.703	1:25.880
21	35.188	28.705	21.744	1:25.637
22	35.483	28.525	21.839	1:25.847
23	35.669	28.512	21.616	1:25.797
24	35.293	28.618	21.640	1:25.550
25	35.189	28.681	21.691	1:25.561
AVG	35.104	28.433	21.617	1:25.155
IDEAL	34.623	28.139	21.413	1:24.175

**26** Brian Stokes  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0:00.000
AVG	-	-	-	-
IDEAL	-	-	-	-

**36** Eric C Wood  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.508</del>	28.988	22.519	-
2	35.297	28.691	21.854	1:25.842
3	35.492	28.802	22.143	1:26.437
4	35.535	28.757	24.702	1:28.994
5	35.591	28.971	22.478	1:27.041
6	35.662	29.235	22.298	1:27.196
7	35.556	28.942	22.174	1:26.671
8	36.222	28.996	22.217	1:27.434
9	36.082	29.070	22.268	1:27.419
10	36.033	29.079	22.491	1:27.603

11 36.190 28.984 22.061 1:27.235

12 35.962 29.063 22.644 1:27.669

13 36.009 29.063 22.278 1:27.349

14 36.294 29.127 22.219 1:27.640

15 35.697 29.055 22.159 1:26.911

16 35.942 28.995 22.159 1:27.096

17 35.750 28.841 22.509 1:27.100

18 36.132 29.009 22.189 1:27.329

19 36.274 30.079 22.508 1:28.861

20 36.080 29.129 22.450 1:27.659

21 36.001 29.081 22.340 1:27.422

22 35.835 29.120 22.437 1:27.392

23 36.096 29.078 22.481 1:27.655

24 35.781 29.136 22.230 1:27.147

AVG 35.904 29.051 22.395 1:27.347

IDEAL 35.297 28.691 21.854 1:25.842

**38** Dean Mizdal  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.709</del>	29.726	22.983	-
2	37.270	29.641	22.618	1:29.530
3	36.748	29.392	22.804	1:28.944
4	36.703	29.396	22.740	1:28.839
5	36.603	29.837	22.683	1:29.123
6	36.957	29.718	22.775	1:29.450
7	36.951	29.617	22.624	1:29.192
8	36.737	29.574	22.710	1:29.021
9	36.840	29.532	22.782	1:29.155
10	36.907	29.506	22.745	1:29.159
11	37.083	29.510	22.788	1:29.380
12	37.102	29.718	23.342	1:30.161
13	37.007	30.155	23.009	1:30.170
14	37.185	29.998	22.958	1:30.140
15	36.835	29.655	22.809	1:29.299
16	37.068	29.730	23.078	1:29.876
17	36.772	29.756	22.709	1:29.237
18	36.792	29.489	22.855	1:29.135
19	36.999	29.816	22.961	1:29.776
20	37.046	29.442	22.952	1:29.440
21	36.957	29.613	22.935	1:29.505
22	37.114	29.546	23.168	1:29.828
23	37.011	29.736	23.036	1:29.782
24	37.358	29.591	23.229	1:30.179
AVG	36.959	29.654	22.887	1:29.492
IDEAL	36.603	29.392	22.618	1:28.614

**43** Jason R Pridmore  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.195</del>	28.304	21.891	-
2	34.924	28.342	22.036	1:25.302
3	35.005	28.226	21.792	1:25.023
4	34.813	28.175	21.709	1:24.697
5	35.406	28.153	21.866	1:25.425
6	35.051	28.168	21.871	1:25.091

**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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INDIVIDUAL TIMES - FINAL

**43** Jason R Pridmore  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	34.942	28.213	21.959	1:25.114
8	35.151	28.212	21.851	1:25.213
9	35.026	28.271	22.070	1:25.366
10	35.478	28.865	22.201	1:26.544
11	35.464	28.277	22.054	1:25.795
12	35.224	28.376	22.084	1:25.685
13	35.908	29.071	22.369	1:27.348
14	35.851	28.736	22.045	1:26.632
15	35.400	28.510	22.211	1:26.121
16	35.299	28.602	22.086	1:25.987
17	35.701	28.658	22.962	1:27.321
18	36.315	28.367	22.131	1:26.813
19	34.972	28.371	22.092	1:25.435
20	35.135	28.596	22.172	1:25.903
21	35.261	28.710	22.659	1:26.630
22	35.495	28.489	22.446	1:26.430
23	35.150	28.535	22.078	1:25.763
24	35.321	28.366	22.195	1:25.883
25	36.241	28.593	22.070	1:26.903
AVG	35.439	28.517	22.197	1:26.152
IDEAL	34.813	28.153	21.709	1:24.675

**44** John Haner  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.152	29.039	22.113	-
2	35.294	28.853	21.624	1:25.771
3	35.563	28.541	21.632	1:25.736
4	35.160	28.987	21.757	1:25.904
5	35.450	29.171	21.832	1:26.453
6	35.468	29.128	21.917	1:26.513
7	35.640	29.171	22.010	1:26.821
8	35.719	29.077	21.915	1:26.711
9	35.581	29.061	21.977	1:26.620
10	35.502	29.225	21.973	1:26.700
11	35.361	29.179	21.927	1:26.466
12	35.473	29.085	21.935	1:26.493
13	35.693	29.102	22.106	1:26.900
14	35.701	29.075	22.085	1:26.860
15	36.054	29.207	22.098	1:27.359
16	35.766	29.360	22.224	1:27.351
17	36.062	29.371	22.059	1:27.492
18	36.014	29.382	21.859	1:27.255
19	35.805	29.250	22.124	1:27.179
20	35.738	29.149	22.106	1:26.993
21	35.895	29.397	22.041	1:27.334
22	36.036	29.427	22.209	1:27.672
23	35.876	29.348	22.314	1:27.539
24	36.082	29.278	22.206	1:27.565
25	36.204	29.388	22.386	1:27.978
AVG	35.714	29.170	22.017	1:26.903
IDEAL	35.160	28.541	21.624	1:25.326

**59** Jake Holden  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.991	28.849	22.142	-
2	35.253	34.673	21.965	1:31.890
3	35.044	28.491	21.487	1:25.022
4	35.685	29.301	21.920	1:26.906
5	34.958	28.528	21.669	1:25.155
6	34.897	29.226	22.378	1:26.501
7	35.774	28.676	21.984	1:26.434
8	35.010	28.581	21.670	1:25.261
9	34.955	28.693	21.575	1:25.223
10	35.250	28.594	21.583	1:25.427
11	34.958	28.762	21.510	1:25.229
12	34.954	28.609	21.532	1:25.095
13	34.844	29.011	21.709	1:25.564
14	35.123	28.677	21.711	1:25.511
15	35.041	28.725	21.893	1:25.659
16	35.275	28.696	21.738	1:25.709
17	34.899	28.854	21.758	1:25.511
18	35.256	28.823	21.771	1:25.851
19	35.049	28.759	21.730	1:25.538
20	35.139	28.811	21.741	1:25.691
21	35.175	28.799	21.704	1:25.678
22	35.017	28.747	21.768	1:25.532
23	35.261	28.894	21.737	1:25.892
24	35.257	28.840	21.716	1:25.813
25	35.463	28.813	22.138	1:26.413
AVG	35.147	28.782	21.781	1:25.938
IDEAL	34.844	28.491	21.487	1:24.822

**61** Scott Jensen  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.835	29.388	22.447	-
2	36.070	29.033	22.005	1:27.108
3	35.846	29.148	22.161	1:27.156
4	35.906	29.117	22.738	1:27.760
5	35.810	29.331	22.352	1:27.494
6	36.002	29.314	22.327	1:27.643
7	36.893	29.634	22.409	1:28.936
8	36.293	29.599	22.637	1:28.528
9	36.384	29.634	22.963	1:28.980
10	36.636	29.572	22.590	1:28.797
11	36.594	29.585	22.480	1:28.659
12	36.398	29.568	22.505	1:28.471
13	36.343	29.671	22.641	1:28.655
14	36.566	29.609	22.508	1:28.683
15	36.689	29.567	22.759	1:29.015
16	36.914	29.674	22.754	1:29.342
17	36.658	29.751	22.656	1:29.065
18	36.726	29.768	23.042	1:29.536
19	36.882	30.003	23.059	1:29.944
20	36.664	29.858	23.066	1:29.588
21	37.084	29.947	23.308	1:30.339

22 36.940 29.901 22.874 1:29.716  
 23 37.092 31.267 23.059 1:31.418  
 24 37.249 30.227 22.984 1:30.460  
 AVG 36.566 29.683 22.688 1:28.959  
 IDEAL 35.810 29.033 22.005 1:26.848

**72** Larry Pegram  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.430	28.931	22.500	-
2	35.593	28.963	21.825	1:26.381
3	35.463	28.819	21.984	1:26.266
4	35.597	28.935	22.540	1:27.072
5	35.933	28.800	22.275	1:27.009
6	35.686	29.224	22.405	1:27.315
7	35.769	29.143	22.142	1:27.054
8	35.830	29.131	22.145	1:27.106
9	35.978	29.028	22.250	1:27.257
10	36.091	28.850	21.968	1:26.909
11	35.644	29.087	22.034	1:26.765
12	35.846	29.234	22.150	1:27.229
13	35.690	29.210	22.053	1:26.953
14	35.683	29.126	22.134	1:26.942
15	35.924	29.123	22.156	1:27.203
16	36.191	28.995	22.541	1:27.727
17	35.838	29.097	22.311	1:27.246
18	35.833	29.603	22.265	1:27.701
19	37.137	29.939	22.178	1:29.253
20	36.342	29.297	22.107	1:27.747
21	35.859	29.375	22.229	1:27.462
22	35.928	29.291	22.190	1:27.409
23	36.056	29.352	23.120	1:28.528
24	36.200	29.031	22.293	1:27.524
AVG	35.918	29.149	22.242	1:27.307
IDEAL	35.463	28.800	21.825	1:26.089

**87** Taylor C Knapp  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.396	29.593	21.803	-
2	35.348	29.287	21.922	1:26.557
3	35.401	29.261	21.862	1:26.524
4	35.632	29.215	22.242	1:27.089
5	35.556	29.304	22.171	1:27.031
6	35.699	29.485	22.371	1:27.555
7	35.632	29.133	22.087	1:26.851
8	36.053	28.984	22.215	1:27.252
9	36.064	29.149	22.364	1:27.577
10	36.150	29.116	22.167	1:27.433
11	35.496	29.103	21.900	1:26.499
12	35.801	29.312	21.976	1:27.089
13	35.714	29.288	22.118	1:27.120
14	35.972	29.398	22.093	1:27.463
15	35.888	29.337	22.147	1:27.373
16	35.834	29.219	22.269	1:27.322
17	35.976	29.336	22.583	1:27.895

**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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**87** Taylor C Knapp  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
18	36.447	29.243	22.235	1:27.925
19	36.082	29.864	22.289	1:28.235
20	35.941	29.402	22.693	1:28.036
21	36.044	29.409	22.263	1:27.716
22	35.991	29.618	22.672	1:28.281
23	36.454	29.620	22.546	1:28.621
24	36.605	29.726	22.762	1:29.092
AVG	36.224	29.555	22.494	1:28.272
IDEAL	35.348	28.984	21.862	1:26.194

**95** Roger Lee Hayden  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.915	28.688	22.227	-
2	34.520	28.050	21.477	1:24.046
3	35.257	28.293	21.432	1:24.981
4	34.807	28.045	21.580	1:24.432
5	34.949	28.270	21.430	1:24.649
6	34.596	28.483	21.620	1:24.700
7	34.751	28.380	21.384	1:24.514
8	34.793	28.299	21.486	1:24.578
9	34.797	28.324	21.548	1:24.670
10	34.843	28.215	21.487	1:24.544
11	34.816	28.239	21.478	1:24.534
12	34.898	28.335	21.630	1:24.862
13	34.930	28.426	21.474	1:24.830
14	34.842	28.336	21.535	1:24.713
15	34.967	28.253	21.672	1:24.891
16	35.005	28.328	21.667	1:24.999
17	35.174	28.365	25.725	1:29.264
AVG	34.871	28.313	21.570	1:24.950
IDEAL	34.520	28.045	21.384	1:23.949

**97** Scott E Carpenter  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.038	29.920	23.118	-
2	37.406	29.778	23.072	1:30.257
3	37.175	31.193	23.095	1:31.463
4	37.369	29.826	23.032	1:30.227
5	37.149	30.035	23.114	1:30.298
6	37.234	29.898	23.093	1:30.225
7	37.069	30.155	23.023	1:30.246
8	37.199	29.893	22.993	1:30.085
9	37.144	29.982	23.311	1:30.437
10	37.379	30.056	23.107	1:30.542
11	37.231	30.359	23.228	1:30.819
12	39.349	30.064	23.166	1:32.578
13	39.939	31.540	23.214	1:34.693
14	39.848	31.103	31.481	1:42.432
15	1:34.922	32.055	24.197	2:31.175
16	38.505	33.055	23.184	1:34.744
17	37.493	31.821	29.674	1:38.988

AVG 37.704 30.411 23.125 1:31.278  
 IDEAL 37.069 29.778 22.993 1:29.840

**98** Jake P Zemke  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.834	28.114	21.720	-
2	34.722	28.089	21.499	1:24.310
3	34.450	28.055	21.476	1:23.981
4	34.473	28.001	21.499	1:23.972
5	34.518	28.151	21.773	1:24.441
6	34.636	28.217	21.582	1:24.436
7	34.570	28.214	21.498	1:24.282
8	34.816	28.241	21.590	1:24.646
9	34.929	28.116	21.548	1:24.592
10	34.835	28.196	22.134	1:25.165
11	34.863	28.274	21.705	1:24.843
12	35.226	28.395	21.898	1:25.518
13	35.164	28.451	21.698	1:25.313
14	35.360	28.624	21.982	1:25.966
15	35.323	28.504	21.781	1:25.608
16	35.505	28.673	21.818	1:25.995
17	35.270	28.444	21.921	1:25.635
18	35.384	28.434	21.888	1:25.706
19	35.228	28.496	21.969	1:25.693
20	35.198	28.801	21.846	1:25.845
21	35.401	28.764	21.839	1:26.003
22	35.340	28.635	21.880	1:25.855
23	35.356	28.479	21.745	1:25.580
24	35.379	28.486	21.737	1:25.601
25	35.302	28.547	21.809	1:25.657
AVG	35.052	28.376	21.753	1:25.194
IDEAL	34.450	28.001	21.476	1:23.927

**100** Neil Hodgson  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.306	28.031	21.276	-
2	34.373	28.052	21.549	1:23.974
3	34.497	28.017	21.313	1:23.827
4	34.737	28.161	21.351	1:24.249
5	34.727	28.027	21.486	1:24.240
6	34.725	28.129	21.393	1:24.247
7	34.585	28.277	21.384	1:24.246
8	35.842	28.445	21.614	1:25.901
9	34.875	28.172	21.493	1:24.540
10	34.813	28.281	21.360	1:24.455
11	34.825	28.387	21.516	1:24.728
12	34.817	28.367	21.502	1:24.686
13	34.821	28.380	21.507	1:24.707
14	34.977	28.301	21.568	1:24.845
15	34.949	28.322	21.413	1:24.684
16	35.005	28.316	21.578	1:24.899
17	34.807	28.230	21.518	1:24.555
18	35.086	28.616	21.520	1:25.222
19	35.171	28.585	21.584	1:25.340

20 35.423 28.477 21.699 1:25.599  
 21 35.362 28.554 21.719 1:25.635  
 22 35.362 28.562 22.165 1:26.089  
 23 35.756 28.627 21.958 1:26.341  
 24 35.471 28.578 21.875 1:25.924  
 25 35.569 28.579 21.984 1:26.132  
 AVG 35.040 28.344 21.578 1:24.987  
 IDEAL 34.373 28.017 21.313 1:23.702

**150** Matt D Lynn  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.765	28.669	22.096	-
2	34.955	28.325	21.633	1:24.912
3	35.294	28.439	21.772	1:25.505
4	35.201	28.467	21.963	1:25.630
5	35.211	28.496	21.856	1:25.564
6	35.164	28.686	21.978	1:25.828
7	35.179	28.583	22.055	1:25.817
8	35.463	28.654	21.988	1:26.105
9	35.457	28.858	21.976	1:26.291
10	35.453	28.741	22.076	1:26.269
11	35.565	28.857	22.034	1:26.456
12	35.741	28.994	22.090	1:26.825
13	35.473	28.945	22.188	1:26.606
14	35.551	29.172	21.993	1:26.716
15	35.813	28.833	22.108	1:26.755
16	36.040	28.897	22.166	1:27.103
17	35.870	28.787	22.147	1:26.804
18	35.994	29.048	22.305	1:27.347
19	35.968	28.994	22.330	1:27.291
20	36.127	29.192	22.396	1:27.714
21	35.809	29.083	22.213	1:27.104
22	35.932	28.949	22.228	1:27.109
23	35.826	29.049	22.268	1:27.143
24	36.005	29.086	22.322	1:27.412
25	36.641	29.326	22.736	1:28.703
AVG	35.655	28.845	22.117	1:26.625
IDEAL	34.955	28.325	21.633	1:24.912

**155** Ben D Bostrom  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.406	28.743	21.663	-
2	34.773	28.239	21.555	1:24.567
3	35.845	28.567	21.506	1:25.917
4	34.787	28.294	21.490	1:24.571
5	34.806	28.284	21.604	1:24.694
6	34.981	28.295	21.701	1:24.977
7	34.992	28.454	21.915	1:25.361
8	35.032	28.537	21.732	1:25.301
9	35.065	28.288	21.741	1:25.094
10	35.293	28.672	21.690	1:25.655
11	34.924	28.527	21.862	1:25.313
12	35.567	28.759	22.006	1:26.333
13	36.843	29.452	21.457	2:19.752

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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155

Ben D Bostrom  
 Ducati 999R

AVG	35.993	28.839	22.183	1:26.989
IDEAL	35.517	28.681	21.930	1:26.127

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
14	<del>1:43.971</del>	<del>29.346</del>	<del>22.599</del>	<del>2:35.916</del>
15	35.317	28.656	21.835	1:25.807
16	35.150	28.727	21.831	1:25.709
17	35.198	28.575	21.720	1:25.492
18	35.526	29.425	22.177	1:27.128
19	36.045	28.619	21.844	1:26.508
20	34.991	28.361	21.710	1:25.062
21	35.444	29.391	21.909	1:26.744
22	35.552	28.611	22.051	1:26.213
23	35.076	28.804	21.971	1:25.851
AVG	35.367	28.797	21.894	1:26.057
IDEAL	34.773	28.239	21.490	1:24.502

311

Roberto Pietri  
 Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.883</del>	29.478	23.405	-
2	37.743	29.292	22.223	1:29.259
3	36.457	29.458	22.248	1:28.163
4	36.652	29.301	22.234	1:28.187
5	36.555	29.568	22.591	1:28.713
6	36.641	29.601	22.520	1:28.762
7	36.599	29.554	22.510	1:28.663
8	36.573	29.457	22.928	1:28.958
9	37.140	29.679	22.598	1:29.417
10	36.762	29.623	22.768	1:29.153
11	37.478	29.746	22.747	1:29.971
12	<del>38.021</del>	<del>32.030</del>	<del>22.872</del>	<del>1:32.923</del>
AVG	36.860	29.523	22.616	1:28.925
IDEAL	36.457	29.292	22.223	1:27.972

341

Gary Mason  
 Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.449</del>	29.049	22.400	-
2	36.164	28.771	21.930	1:26.865
3	36.180	28.934	22.197	1:27.311
4	35.900	28.904	22.082	1:26.886
5	35.957	28.921	22.215	1:27.093
6	35.809	28.845	22.249	1:26.903
7	35.618	28.681	22.035	1:26.334
8	35.517	28.867	22.163	1:26.546
9	36.559	28.694	22.143	1:27.395
10	36.484	28.703	22.269	1:27.456
11	36.268	28.780	22.119	1:27.166
12	36.077	28.823	22.184	1:27.084
13	35.684	28.756	21.979	1:26.419
14	35.593	28.762	22.162	1:26.517
15	36.168	28.870	22.177	1:27.215
16	35.913	28.928	22.448	1:27.288
17	36.014	28.935	22.248	1:27.196
18	35.975	28.876	22.290	1:27.141
19	<del>36.362</del>	<del>44.012</del>	<del>39.005</del>	<del>1:59.379</del>

**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