



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - FINAL

1 Mathew Mladin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	38.105	-	-	-
2	34.608	1:01.593	38.375	-	170.53	2:14.576
3	34.552	1:01.514	38.198	-	170.63	2:14.264
4	34.728	1:01.773	38.380	-	171.28	2:14.881
5	34.756	1:01.503	38.380	-	169.89	2:14.639
6	34.544	1:01.649	38.380	-	170.10	2:14.573
7	34.817	1:01.620	38.390	-	170.21	2:14.827
8	34.700	1:01.775	38.373	-	170.21	2:14.847
9	34.613	1:01.516	38.340	-	170.81	2:14.468
10	34.615	1:01.690	38.227	-	169.89	2:14.533
11	34.693	1:01.797	38.240	-	170.95	2:14.730
12	34.832	1:01.878	38.539	-	170.88	2:15.249
13	34.666	1:02.061	38.193	-	174.04	2:14.920
14	34.626	1:02.509	38.625	-	173.27	2:15.760
15	34.687	1:02.122	38.391	-	171.81	2:15.200
16	34.723	1:02.129	38.453	-	170.67	2:15.305
AVG	34.677	1:01.809	38.349	-	171.01	2:14.851
IDEAL	34.544	1:01.503	38.193	-	174.04	2:14.239

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	38.320	-	-	-
2	34.744	1:02.043	38.206	-	173.86	2:14.992
3	34.631	1:01.997	38.267	-	173.82	2:14.896
4	34.827	1:02.089	38.999	-	173.42	2:15.916
5	34.976	1:02.355	38.199	-	173.71	2:15.530
6	34.877	1:02.196	38.463	-	174.04	2:15.536
7	34.994	1:02.196	38.356	-	173.53	2:15.546
8	34.765	1:02.596	38.406	-	174.60	2:15.767
9	34.853	1:01.914	38.195	-	170.42	2:14.961
10	34.799	1:01.789	38.170	-	172.61	2:14.757
11	34.881	1:01.803	38.066	-	170.60	2:14.750
12	34.785	1:02.089	38.104	-	173.12	2:14.978
13	34.747	1:02.261	38.210	-	174.79	2:15.218
14	34.670	1:01.942	38.362	-	174.01	2:14.974
15	34.666	1:02.009	38.092	-	174.23	2:14.766
16	34.631	1:02.127	38.557	-	174.08	2:15.314
AVG	34.790	1:02.094	38.311	-	173.39	2:15.193
IDEAL	34.631	1:01.789	38.066	-	174.79	2:14.486

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.069	-	-	-
2	35.556	1:02.915	38.989	-	167.01	2:17.460
3	35.472	1:02.916	39.266	-	167.59	2:17.654
4	35.997	1:02.786	39.139	-	165.56	2:17.923
5	35.654	1:03.037	39.258	-	166.67	2:17.949
6	35.732	1:03.154	39.670	-	166.40	2:18.555
7	35.821	1:03.130	39.359	-	161.38	2:18.310
8	35.724	1:03.329	39.607	-	166.06	2:18.659

9	36.026	1:03.297	39.515	-	163.34	2:18.837
10	35.870	1:03.270	39.395	-	164.92	2:18.535
11	35.816	1:03.188	39.473	-	164.62	2:18.476
12	35.671	1:03.094	39.392	-	165.86	2:18.158
13	35.684	1:03.538	39.491	-	166.13	2:18.712
14	35.900	1:03.466	39.381	-	165.02	2:18.747
15	35.833	1:03.982	39.808	-	164.36	2:19.622
16	35.962	1:03.524	40.079	-	163.64	2:19.565
AVG	35.796	1:03.245	39.436	-	165.12	2:18.500
IDEAL	35.472	1:02.786	38.989	-	167.59	2:17.248

17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	38.329	-	-	-
2	34.664	1:02.035	38.073	-	172.07	2:14.772
3	34.689	1:02.146	38.141	-	174.60	2:14.976
4	34.971	1:02.025	38.390	-	172.87	2:15.386
5	35.004	1:02.178	38.461	-	168.52	2:15.643
6	34.901	1:02.048	38.516	-	169.26	2:15.465
7	34.989	1:02.078	38.469	-	168.14	2:15.537
8	34.930	1:07.173	45.992	-	168.49	2:28.095 P
9	2:46.783	1:03.836	38.624	-	-	4:29.243
10	35.449	1:02.829	38.545	-	168.14	2:16.822
11	35.880	1:02.632	38.640	-	168.52	2:17.152
12	34.799	1:02.245	38.522	-	169.01	2:15.566
13	34.778	1:02.726	38.352	-	168.63	2:15.857
14	34.996	1:02.153	38.497	-	170.70	2:15.646
15	35.052	1:03.025	38.798	-	167.76	2:16.876
AVG	35.008	1:02.795	38.454	-	169.75	2:16.753
IDEAL	34.664	1:02.025	38.073	-	174.60	2:14.763

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	38.747	-	-	-
2	34.676	1:02.818	38.608	-	170.60	2:16.102
3	35.153	1:02.402	38.605	-	172.65	2:16.159
4	35.024	1:01.769	38.388	-	169.01	2:15.181
5	34.964	1:01.804	38.315	-	169.61	2:15.083
6	34.796	1:02.294	38.619	-	172.72	2:15.709
7	35.079	1:01.715	38.434	-	168.11	2:15.227
8	35.096	1:02.094	38.526	-	169.36	2:15.716
9	34.978	1:02.292	38.267	-	168.77	2:15.537
10	34.999	1:01.941	38.557	-	169.15	2:15.497
11	35.025	1:01.624	38.393	-	168.45	2:15.042
12	34.840	1:01.570	38.244	-	169.78	2:14.654
13	34.832	1:01.818	38.236	-	171.28	2:14.886
14	34.683	1:01.878	38.410	-	170.99	2:14.971
15	34.747	1:01.671	38.480	-	168.11	2:14.898
16	34.845	1:01.925	38.237	-	166.94	2:15.008
AVG	34.916	1:01.974	38.442	-	169.70	2:15.311
IDEAL	34.676	1:01.570	38.236	-	172.72	2:14.482

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

24 Clint McBain
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.710	-	-	-
2	36.203	1:03.808	39.187	-	169.50	2:19.198
3	36.054	1:03.878	39.167	-	168.38	2:19.098
4	35.735	1:03.497	39.431	-	167.04	2:18.663
5	35.921	1:03.693	39.529	-	164.00	2:19.143
6	35.817	1:03.594	39.359	-	165.72	2:18.769
7	35.975	1:04.048	39.514	-	166.30	2:19.537
8	36.157	1:03.799	39.296	-	163.57	2:19.251
9	36.174	1:03.964	39.847	-	161.95	2:19.984
10	36.058	1:03.760	39.563	-	163.73	2:19.381
11	36.041	1:03.767	39.477	-	164.23	2:19.285
12	35.782	1:03.653	39.427	-	165.86	2:18.862
13	36.053	1:03.717	39.623	-	165.46	2:19.393
14	35.830	1:04.002	39.480	-	166.30	2:19.312
15	36.175	1:03.964	39.526	-	167.39	2:19.665
16	35.778	1:03.536	39.695	-	166.77	2:19.009
AVG	35.984	1:03.779	39.489	-	165.75	2:19.237
IDEAL	35.735	1:03.497	39.167	-	169.50	2:18.398

32 Eric Bostrom
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	38.444	-	-	-
2	35.004	1:01.591	38.386	-	172.36	2:14.980
3	34.955	1:01.737	38.410	-	173.60	2:15.103
4	35.073	1:01.694	38.558	-	170.45	2:15.324
5	35.189	1:02.002	38.503	-	172.29	2:15.694
6	35.024	1:01.833	38.482	-	172.47	2:15.339
7	35.228	1:01.955	38.516	-	171.96	2:15.699
8	35.062	1:01.970	38.504	-	171.17	2:15.536
9	35.112	1:01.784	38.424	-	171.17	2:15.321
10	34.965	1:01.649	38.277	-	170.70	2:14.890
11	34.830	1:01.492	38.235	-	171.31	2:14.557
12	34.865	1:01.735	38.292	-	171.10	2:14.892
13	34.851	1:02.029	38.420	-	173.38	2:15.299
14	34.834	1:01.642	38.531	-	172.25	2:15.006
15	35.052	1:01.417	38.283	-	172.36	2:14.752
16	35.021	1:01.648	39.036	-	171.31	2:15.705
AVG	35.004	1:01.745	38.456	-	171.86	2:15.206
IDEAL	34.830	1:01.417	38.235	-	173.60	2:14.482

35 Andrew J Deatherage
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	40.159	-	-	-
2	36.687	1:05.190	40.104	-	164.86	2:21.981
3	36.731	1:05.258	39.799	-	165.46	2:21.787
4	36.906	1:05.152	39.875	-	164.89	2:21.933
5	36.700	1:04.701	40.080	-	164.43	2:21.481
6	36.603	1:05.293	39.937	-	162.73	2:21.833
7	36.626	1:05.176	40.111	-	165.26	2:21.913
8	37.072	1:04.990	40.245	-	164.23	2:22.307

9	36.653	1:05.771	40.430	-	160.15	2:22.855
10	36.896	1:05.889	40.803	-	162.43	2:23.587
11	36.783	1:05.914	40.371	-	159.30	2:23.067
12	37.032	1:05.677	40.546	-	160.21	2:23.255
13	36.990	1:05.752	40.413	-	157.65	2:23.155
14	37.059	1:05.766	40.644	-	160.15	2:23.469
15	36.794	1:05.664	40.374	-	160.81	2:22.832
16	37.173	1:07.638	43.246	-	159.99	2:28.056
AVG	36.835	1:05.600	40.445	-	162.04	2:22.898
IDEAL	36.603	1:04.701	39.799	-	165.46	2:21.103

36 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.855	-	-	-
2	36.780	1:04.212	40.075	-	159.30	2:21.067
3	36.288	1:04.410	39.693	-	159.89	2:20.390
4	36.191	1:04.122	40.400	-	159.99	2:20.713
5	36.470	1:04.876	40.170	-	155.19	2:21.516
6	36.632	1:04.834	40.127	-	155.96	2:21.593
7	36.550	1:05.692	40.471	-	156.47	2:22.713
8	36.654	1:04.845	40.469	-	158.90	2:21.968
9	36.614	1:04.668	40.101	-	157.68	2:21.384
10	36.427	1:04.514	40.398	-	157.46	2:21.339
11	36.642	1:04.999	40.330	-	154.72	2:21.970
12	36.626	1:05.104	40.565	-	155.76	2:22.295
13	36.654	1:04.662	40.738	-	156.02	2:22.054
14	36.704	1:05.038	40.429	-	155.46	2:22.171
15	37.116	1:05.090	40.747	-	155.34	2:22.953
16	37.119	1:04.647	40.695	-	159.27	2:22.461
AVG	36.631	1:04.781	40.329	-	157.16	2:21.772
IDEAL	36.191	1:04.122	39.693	-	159.99	2:20.006

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	40.366	-	-	-
2	36.694	1:05.340	40.520	-	166.60	2:22.554
3	37.131	1:05.040	40.346	-	167.97	2:22.517
4	37.254	1:04.993	40.451	-	159.37	2:22.698
5	37.293	1:05.301	40.560	-	153.91	2:23.154
6	37.128	1:05.668	40.601	-	159.40	2:23.397
7	37.392	1:05.609	40.437	-	156.14	2:23.438
8	37.192	1:06.052	40.685	-	159.21	2:23.929
9	37.277	1:05.556	40.685	-	156.32	2:23.518
10	37.286	1:05.789	40.819	-	158.53	2:23.894
11	37.198	1:05.559	40.564	-	157.89	2:23.321
12	37.343	1:05.848	40.686	-	158.84	2:23.876
13	37.330	1:05.784	40.951	-	158.65	2:24.064
14	37.672	1:06.107	40.644	-	157.43	2:24.423
15	37.468	1:05.458	41.072	-	156.59	2:23.998
16	37.644	1:05.942	41.118	-	155.55	2:24.704
AVG	37.287	1:05.603	40.657	-	158.83	2:23.566
IDEAL	36.694	1:04.993	40.346	-	167.97	2:22.033

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



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INDIVIDUAL TIMES - FINAL

41 Joshua Hayes
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	38.732	-	-	-
2	35.208	1:02.880	38.696	-	168.52	2:16.784
3	35.245	1:02.553	38.825	-	168.32	2:16.622
4	35.499	1:02.602	38.932	-	160.71	2:17.033
5	35.384	1:02.873	38.902	-	165.29	2:17.159
6	35.420	1:02.885	39.086	-	165.39	2:17.391
7	35.493	1:03.095	38.963	-	165.52	2:17.551
8	35.503	1:03.320	38.825	-	165.12	2:17.647
9	35.391	1:02.986	39.384	-	163.47	2:17.760
10	35.597	1:03.037	39.013	-	162.79	2:17.646
11	35.324	1:02.888	38.867	-	163.73	2:17.079
12	35.315	1:02.863	38.815	-	164.62	2:16.993
13	35.198	1:02.763	39.020	-	165.83	2:16.980
14	35.294	1:02.907	38.883	-	164.16	2:17.084
15	35.250	1:03.089	39.069	-	164.82	2:17.408
16	35.284	1:03.389	39.354	-	163.11	2:18.028
AVG	35.360	1:02.942	38.960	-	164.76	2:17.278
IDEAL	35.198	1:02.553	38.696	-	168.52	2:16.446

45 Lee Acree
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.482	-	-	-
2	35.838	1:04.149	39.340	-	169.89	2:19.327
3	35.534	1:03.792	39.486	-	169.92	2:18.812
4	35.802	1:03.840	39.322	-	168.70	2:18.964
5	35.989	1:03.885	39.237	-	163.96	2:19.111
6	35.653	1:03.696	39.264	-	168.11	2:18.613
7	35.708	1:03.945	39.388	-	166.84	2:19.041
8	35.812	1:04.060	39.532	-	167.59	2:19.405
9	35.992	1:04.175	39.410	-	165.56	2:19.577
10	35.712	1:03.982	39.151	-	167.59	2:18.845
11	35.711	1:04.004	39.423	-	167.18	2:19.137
12	35.731	1:04.119	39.245	-	165.02	2:19.094
13	35.440	1:04.011	39.713	-	168.35	2:19.163
14	36.042	1:04.458	39.660	-	164.46	2:20.159
15	36.456	1:04.307	39.933	-	166.26	2:20.695
16	36.283	1:04.224	39.912	-	163.02	2:20.419
AVG	35.847	1:04.043	39.469	-	166.83	2:19.357
IDEAL	35.440	1:03.696	39.151	-	169.92	2:18.287

57 Jeremy Toye
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.944	-	-	-
2	36.305	1:05.645	40.198	-	168.77	2:22.147
3	36.313	1:05.943	40.073	-	167.11	2:22.328
4	36.470	1:05.686	40.219	-	165.12	2:22.375
5	36.522	1:05.758	40.242	-	164.26	2:22.522
6	36.345	1:05.632	40.461	-	165.52	2:22.438
7	36.748	1:06.128	40.314	-	163.11	2:23.190
8	36.882	1:06.087	40.525	-	164.39	2:23.493

9	36.733	1:05.573	40.652	-	162.76	2:22.957
10	36.872	1:05.916	40.638	-	163.34	2:23.425
11	36.926	1:06.033	40.576	-	162.11	2:23.535
12	36.800	1:05.571	40.343	-	164.39	2:22.714
13	36.628	1:05.657	40.449	-	164.10	2:22.734
14	36.761	1:05.221	40.376	-	163.73	2:22.358
15	36.496	1:05.521	40.231	-	163.02	2:22.248
16	36.611	1:05.376	40.390	-	163.73	2:22.377
AVG	36.634	1:05.707	40.369	-	164.26	2:22.737
IDEAL	36.305	1:05.221	40.073	-	168.77	2:21.599

59 Jacob L Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	38.825	-	-	-
2	35.717	1:02.893	38.629	-	166.84	2:17.239
AVG	35.717	1:02.893	38.727	-	166.84	2:17.239
IDEAL	35.717	1:02.893	38.629	-	166.84	2:17.239

60 Greg J Fryer
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	42.334	-	-	-
2	38.659	1:08.795	42.157	-	156.08	2:29.611
3	38.516	1:09.289	42.256	-	151.88	2:30.061
4	38.789	1:09.524	43.094	-	155.34	2:31.407
5	38.435	1:08.545	50.867	-	154.61	2:37.848 P
6	1:58.359	1:09.466	43.010	-	-	3:50.836
7	38.798	1:08.373	42.492	-	157.19	2:29.663
8	38.393	1:08.233	42.424	-	154.34	2:29.050
9	38.794	1:09.092	42.230	-	151.68	2:30.116
10	38.135	1:08.040	42.203	-	155.99	2:28.378
11	38.580	1:08.279	42.208	-	151.10	2:29.067
12	38.171	1:08.058	42.833	-	150.24	2:29.063
13	41.471	1:08.390	41.912	-	154.69	2:31.773
14	38.304	1:08.388	42.929	-	155.31	2:29.621
AVG	38.754	1:08.652	42.468	-	154.04	2:30.471
IDEAL	38.135	1:08.040	41.912	-	157.19	2:28.087

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.806	-	-	-
2	36.716	1:05.096	39.969	-	165.16	2:21.781
3	36.437	1:04.809	40.145	-	163.34	2:21.391
4	37.064	1:04.891	40.114	-	160.77	2:22.068
5	37.036	1:04.636	40.306	-	157.71	2:21.978
6	36.646	1:04.755	40.059	-	161.06	2:21.460
7	36.901	1:05.042	40.262	-	157.46	2:22.204
8	36.956	1:05.181	40.122	-	162.11	2:22.260
9	36.693	1:04.943	40.121	-	159.37	2:21.757
10	36.750	1:04.789	40.144	-	158.16	2:21.683
11	36.791	1:04.808	40.080	-	157.55	2:21.679
12	36.733	1:04.769	40.023	-	158.16	2:21.524
13	36.839	1:04.869	40.249	-	158.75	2:21.957
14	36.732	1:04.731	40.162	-	159.15	2:21.625

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

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
15	36.645	1:04.751	40.455	-	157.92	2:21.850
16	36.589	1:21.591	48.604	-	158.78	2:46.784
AVG	36.617	1:04.751	40.455	-	158.35	2:34.317
IDEAL	36.437	1:04.636	39.969	-	165.16	2:21.042

72 Larry Pegram
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.489	-	-	-
2	36.027	1:03.817	39.687	-	168.00	2:19.531
3	35.619	1:03.813	39.489	-	168.11	2:18.920
4	35.951	1:03.516	39.356	-	166.09	2:18.822
5	36.106	1:03.415	39.467	-	164.13	2:18.989
6	35.927	1:03.433	39.568	-	164.23	2:18.928
7	36.156	1:03.752	39.559	-	163.96	2:19.466
8	36.138	1:03.919	39.773	-	165.19	2:19.830
9	36.019	1:03.758	39.645	-	163.31	2:19.422
10	35.903	1:03.493	39.518	-	164.39	2:18.913
11	35.809	1:03.614	39.454	-	164.16	2:18.876
12	35.996	1:03.534	39.498	-	166.09	2:19.028
13	35.848	1:03.808	39.575	-	165.72	2:19.231
14	35.850	1:03.901	39.485	-	164.99	2:19.236
AVG	35.950	1:03.675	39.540	-	165.26	2:19.169
IDEAL	35.619	1:03.415	39.356	-	168.11	2:18.389

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	41.678	-	-	-
2	38.284	1:07.785	41.714	-	156.44	2:27.783
3	38.370	1:09.854	42.216	-	155.64	2:30.440
4	38.694	1:07.895	42.678	-	154.17	2:29.267
5	38.840	1:08.020	56.847	-	152.87	2:43.707
6	1:59.278	1:09.447	55.086	-	-	4:03.812
AVG	38.547	1:08.600	42.071	-	154.78	2:32.799
IDEAL	38.284	1:07.785	41.714	-	156.44	2:27.783

78 David Bell
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	40.502	-	-	-
2	37.201	1:06.192	41.049	-	161.22	2:24.442
3	37.168	1:06.111	40.708	-	161.82	2:23.987
4	37.293	1:05.870	54.183	-	159.58	2:37.346
5	37.883	1:06.231	40.958	-	156.26	2:25.072
6	37.101	1:06.645	40.800	-	159.30	2:24.546
7	37.531	1:06.392	41.496	-	154.64	2:25.419
8	37.456	1:06.419	40.951	-	156.47	2:24.825
9	37.555	1:06.036	40.837	-	155.70	2:24.428
10	37.466	1:06.057	41.043	-	157.55	2:24.567
11	37.404	1:05.881	40.785	-	157.07	2:24.069
12	37.275	1:05.731	40.703	-	157.49	2:23.708
13	37.147	1:06.298	40.552	-	157.95	2:23.997

14	37.169	1:05.808	40.870	-	160.68	2:23.847
15	37.277	1:06.191	40.999	-	156.98	2:24.467
AVG	37.340	1:06.111	40.875	-	158.23	2:25.238
IDEAL	37.101	1:05.731	40.552	-	161.82	2:23.384

80 Kurtis L Roberts
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	38.500	-	-	-
2	34.869	1:02.982	38.434	-	169.96	2:16.285
3	34.650	1:02.838	38.472	-	169.71	2:15.960
4	35.077	1:02.813	38.608	-	167.90	2:16.499
5	34.848	1:02.815	38.500	-	165.62	2:16.163
6	34.877	1:03.013	38.351	-	166.60	2:16.241
7	34.885	1:03.594	38.558	-	168.18	2:17.036
8	35.026	1:03.048	38.633	-	166.30	2:16.707
9	35.164	1:03.485	38.667	-	164.26	2:17.316
10	35.144	1:03.419	38.624	-	165.22	2:17.187
11	35.130	1:03.604	38.805	-	165.16	2:17.538
12	35.195	1:03.310	38.783	-	164.43	2:17.289
13	35.208	1:03.643	38.913	-	166.57	2:17.764
14	35.155	1:03.409	38.888	-	165.16	2:17.452
15	35.040	1:03.737	38.907	-	163.24	2:17.684
16	35.163	1:04.587	48.357	-	163.96	2:28.107
AVG	35.029	1:03.353	38.643	-	166.15	2:17.682
IDEAL	34.650	1:02.813	38.351	-	169.96	2:15.814

81 C R Gittere
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	40.734	-	-	-
2	36.879	1:05.581	40.425	-	167.80	2:22.885
3	36.789	1:06.082	40.149	-	168.45	2:23.020
4	37.016	1:05.420	40.526	-	168.25	2:22.962
5	36.951	1:05.795	40.365	-	168.77	2:23.111
6	36.975	1:05.800	40.541	-	164.76	2:23.317
7	37.131	1:05.954	40.595	-	162.60	2:23.680
8	37.191	1:06.200	40.643	-	165.29	2:24.034
9	36.942	1:05.519	40.610	-	162.92	2:23.071
10	37.395	1:05.957	40.490	-	166.33	2:23.841
11	36.979	1:06.064	40.478	-	164.03	2:23.520
12	36.982	1:05.908	40.599	-	164.89	2:23.489
13	36.942	1:06.192	40.650	-	165.26	2:23.783
14	36.983	1:09.384	42.466	-	165.69	2:28.833
15	38.069	1:08.800	41.632	-	157.07	2:28.501
AVG	37.087	1:06.333	40.727	-	165.15	2:24.146
IDEAL	36.789	1:05.420	40.149	-	168.77	2:22.358

86 Jimmy Moore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.427	-	-	-
2	35.921	1:04.000	39.556	-	159.99	2:19.477
3	35.778	1:03.862	39.617	-	160.36	2:19.258
4	36.299	1:04.578	39.541	-	158.78	2:20.418
5	36.155	1:04.134	39.372	-	161.73	2:19.660

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INDIVIDUAL TIMES - FINAL

86 Jimmy Moore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
6	36.008	1:03.979	39.466	-	160.55	2:19.453
7	36.179	1:04.639	39.364	-	158.81	2:20.183
8	36.125	1:04.032	39.321	-	161.44	2:19.478
9	35.896	1:04.024	39.564	-	159.18	2:19.483
10	35.870	1:03.476	39.424	-	158.32	2:18.769
11	35.826	1:03.829	39.359	-	157.49	2:19.014
12	35.877	1:04.023	39.422	-	159.99	2:19.321
13	35.966	1:03.847	39.605	-	160.05	2:19.419
14	35.860	1:04.260	39.382	-	160.27	2:19.502
15	36.162	1:03.992	39.613	-	159.99	2:19.766
16	35.837	1:04.233	39.643	-	159.89	2:19.712
AVG	35.964	1:04.030	39.469	-	159.63	2:19.464
IDEAL	35.778	1:03.476	39.321	-	161.73	2:18.575

91 Jeffrey S Tigert
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	40.288	-	-	-
2	36.609	1:04.786	40.509	-	167.76	2:21.904
3	36.858	1:04.994	39.896	-	164.86	2:21.747
4	36.588	1:05.464	40.312	-	165.86	2:22.364
5	36.627	1:05.010	39.686	-	163.83	2:21.323
AVG	36.670	1:05.063	40.138	-	165.58	2:21.835
IDEAL	36.588	1:04.786	39.686	-	167.76	2:21.060

94 J J Roetlin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	40.439	-	-	-
2	36.987	1:05.933	40.627	-	160.08	2:23.547
3	37.371	1:05.799	40.224	-	159.68	2:23.394
4	37.068	1:05.386	40.607	-	158.32	2:23.061
5	37.641	1:05.754	40.326	-	159.46	2:23.721
6	36.881	1:06.074	40.573	-	160.77	2:23.528
7	37.829	1:07.536	41.516	-	155.58	2:26.882
8	37.833	1:07.060	41.715	-	154.93	2:26.608
9	38.187	1:07.731	42.320	-	151.60	2:28.238
10	38.274	1:07.263	41.677	-	154.26	2:27.213
11	37.776	1:07.526	41.909	-	156.50	2:27.210
12	38.188	1:07.385	41.694	-	153.56	2:27.267
13	38.025	1:09.291	42.899	-	154.37	2:30.216
14	38.096	1:07.347	41.642	-	154.58	2:27.085
15	37.640	1:08.749	41.197	-	154.11	2:27.586
AVG	37.700	1:07.060	41.291	-	156.27	2:26.111
IDEAL	36.881	1:05.386	40.224	-	160.77	2:22.491

98 Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	37.985	-	-	-
2	34.567	1:01.705	38.137	-	173.05	2:14.408
3	34.947	1:01.770	38.124	-	174.12	2:14.840
4	35.039	1:01.708	38.206	-	170.06	2:14.953

5	34.815	1:01.950	38.234	-	171.28	2:14.998
6	34.757	1:01.977	38.236	-	171.45	2:14.970
7	34.835	1:01.853	38.412	-	171.45	2:15.100
8	34.899	1:02.268	38.303	-	170.81	2:15.470
9	34.845	1:02.084	38.183	-	169.99	2:15.112
10	35.126	1:02.385	38.325	-	169.19	2:15.836
11	34.761	1:02.181	38.287	-	171.02	2:15.228
12	34.682	1:02.018	38.407	-	170.06	2:15.107
13	34.809	1:02.716	38.313	-	171.96	2:15.837
14	34.841	1:02.251	38.792	-	171.35	2:15.885
15	34.871	1:02.178	38.240	-	170.70	2:15.289
16	34.845	1:02.176	39.167	-	168.70	2:16.188
AVG	34.841	1:02.073	38.328	-	171.03	2:15.264
IDEAL	34.567	1:01.705	38.124	-	174.12	2:14.395

100 Neil Hodgson
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	38.489	-	-	-
2	34.825	1:01.902	38.529	-	172.39	2:15.256
3	34.741	1:01.792	38.423	-	172.47	2:14.956
4	34.892	1:01.727	38.481	-	171.56	2:15.100
5	35.171	1:02.356	38.312	-	171.92	2:15.838
6	34.876	1:01.882	38.493	-	173.49	2:15.252
7	35.070	1:01.943	38.538	-	170.81	2:15.551
8	35.129	1:01.921	38.476	-	175.99	2:15.526
9	34.997	1:01.971	38.361	-	173.01	2:15.328
10	35.008	1:01.627	38.265	-	172.25	2:14.900
11	34.949	1:01.774	38.303	-	175.09	2:15.026
12	34.592	1:01.673	38.184	-	171.17	2:14.448
13	34.728	1:02.898	38.618	-	174.08	2:16.244
14	34.818	1:10.938	38.709	-	170.14	2:24.465
15	35.147	1:03.038	39.049	-	171.63	2:17.234
AVG	34.925	1:02.674	38.482	-	172.57	2:16.080
IDEAL	34.592	1:01.627	38.184	-	175.99	2:14.403

116 Francis Martin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.751	-	-	-
2	36.076	1:04.213	39.709	-	170.63	2:19.997
3	35.894	1:04.186	39.613	-	169.71	2:19.693
4	36.233	1:03.948	39.199	-	168.49	2:19.381
5	36.151	1:03.900	39.480	-	169.12	2:19.530
6	36.059	1:03.783	39.333	-	168.38	2:19.176
7	36.143	1:03.630	39.470	-	168.07	2:19.243
AVG	36.093	1:03.943	39.508	-	169.07	2:19.503
IDEAL	35.894	1:03.630	39.199	-	170.63	2:18.723

133 Peter Holzinger
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	41.314	-	-	-
2	37.670	1:06.410	41.737	-	157.71	2:25.817
3	38.401	1:06.722	42.085	-	155.58	2:27.208
4	38.472	1:07.187	42.156	-	155.52	2:27.815

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133 Peter Holzinger
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
5	38.818	1:06.583	41.440	-	153.16	2:26.841
6	38.538	1:07.448	41.492	-	155.78	2:27.477
7	38.750	1:06.919	41.333	-	153.59	2:27.002
8	38.560	1:07.104	41.904	-	155.16	2:27.568
9	38.400	1:07.451	41.314	-	151.37	2:27.165
10	38.141	1:06.747	41.452	-	155.16	2:26.340
11	38.160	1:06.185	41.424	-	153.68	2:25.769
12	37.888	1:06.356	41.031	-	155.34	2:25.275
13	37.880	1:05.964	41.438	-	157.16	2:25.282
14	37.380	1:06.168	41.250	-	154.78	2:24.797
15	37.567	1:05.978	41.312	-	152.96	2:24.857
AVG	38.189	1:06.628	41.399	-	154.38	2:26.216
IDEAL	37.380	1:05.964	41.031	-	157.71	2:24.374

187 Cory Denton West
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.646	-	-	-
2	36.008	1:03.836	47.945	-	166.33	2:27.789
3	35.895	1:04.517	39.322	-	168.80	2:19.735
4	36.227	1:04.635	43.652	-	168.45	2:24.514
5	36.076	1:03.854	39.671	-	166.47	2:19.600
6	35.782	1:04.036	39.629	-	166.36	2:19.447
7	35.986	1:03.961	39.907	-	163.24	2:19.854
8	35.969	1:04.414	39.961	-	166.81	2:20.343
9	36.035	1:04.315	39.915	-	163.54	2:20.265
10	36.075	1:04.207	39.954	-	162.05	2:20.236
11	35.990	1:04.432	40.071	-	163.87	2:20.493
12	35.967	1:04.251	39.789	-	164.62	2:20.006
13	36.117	1:04.422	39.923	-	164.99	2:20.461
14	35.963	1:04.085	40.146	-	162.56	2:20.193
15	36.250	1:04.212	40.058	-	163.34	2:20.520
16	36.105	1:03.995	39.649	-	162.69	2:19.749
AVG	36.030	1:04.211	40.086	-	164.94	2:20.880
IDEAL	35.782	1:03.836	39.322	-	168.80	2:18.941

201 Brian Boyd
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	41.327	-	-	-
2	37.591	1:06.859	41.668	-	157.74	2:26.118
3	37.966	1:06.958	41.830	-	155.99	2:26.754
4	38.431	1:07.162	42.045	-	155.13	2:27.638
5	38.207	1:06.082	41.803	-	155.31	2:26.091
6	37.969	1:07.019	41.718	-	152.45	2:26.707
7	38.140	1:06.276	41.616	-	150.62	2:26.032
8	37.908	1:06.327	41.836	-	152.56	2:26.071
9	37.935	1:06.327	41.491	-	152.65	2:25.753
10	37.928	1:09.305	41.732	-	153.51	2:28.965
11	38.166	1:06.554	41.606	-	151.40	2:26.326
12	37.964	1:06.576	42.083	-	153.30	2:26.623
13	37.886	1:07.087	41.494	-	152.82	2:26.467

14	37.567	1:06.038	41.436	-	154.61	2:25.042
15	37.708	1:06.096	41.749	-	153.39	2:25.554
AVG	37.929	1:06.714	41.679	-	153.74	2:26.345
IDEAL	37.567	1:06.038	41.436	-	157.74	2:25.042

511 Akira Tamitsuji
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	39.853	-	-	-
2	36.036	1:05.005	39.424	-	169.40	2:20.465
3	36.017	1:04.625	39.397	-	168.98	2:20.038
4	36.001	1:04.995	39.623	-	169.40	2:20.618
5	36.158	1:04.861	39.847	-	166.06	2:20.865
6	36.141	1:05.014	39.944	-	166.43	2:21.100
7	36.315	1:06.414	40.216	-	164.79	2:22.945
8	36.392	1:05.122	40.275	-	166.64	2:21.789
9	36.199	1:04.932	39.829	-	163.93	2:20.960
10	36.035	1:04.191	39.611	-	167.32	2:19.836
11	35.881	1:04.756	39.686	-	167.56	2:20.323
12	36.104	1:04.833	39.658	-	166.77	2:20.595
13	36.161	1:04.394	39.501	-	166.81	2:20.056
14	35.880	1:04.835	39.734	-	168.28	2:20.449
15	36.080	1:04.331	39.696	-	168.25	2:20.107
16	36.019	1:04.445	39.455	-	165.83	2:19.919
AVG	36.095	1:04.850	39.734	-	167.10	2:20.671
IDEAL	35.880	1:04.191	39.397	-	169.40	2:19.467

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