



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	54.083	33.801	20.282	-
2	36.301	30.551	19.438	1:26.290
3	35.894	30.124	19.440	1:25.459
4	37.693	30.483	19.720	1:27.896
5	41.854	34.069	28.398	1:44.321 P
6	1:15.860	30.878	19.506	2:06.244
7	36.535	30.248	19.511	1:26.294
8	36.171	30.314	19.467	1:25.952
9	40.811	34.146	27.139	1:42.096 P
10	1:39.258	31.517	20.171	2:30.945
11	36.308	30.275	19.601	1:26.183
12	36.107	32.237	27.447	1:35.791 P
13	3:14.450	31.307	19.649	4:05.405
14	36.134	32.611	27.191	1:35.935 P
15	1:46.675	30.751	19.434	2:36.860
16	42.619	34.115	20.936	1:37.669
17	35.945	30.041	19.470	1:25.456
AVG	37.698	31.616	19.740	1:30.456
IDEAL	35.894	30.041	19.434	1:25.369

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.391	31.458	19.933	-
2	35.973	30.073	19.332	1:25.378
3	35.883	29.980	19.267	1:25.131
4	35.784	29.883	19.250	1:24.917
5	35.797	30.024	19.236	1:25.058
6	35.684	30.028	19.277	1:24.988
7	35.825	30.056	19.342	1:25.223
8	35.809	30.085	19.297	1:25.191
9	6:09.356	6:03.786	5:52.412	7:03.461
10	5:04.987	5:03.243	4:54.486	6:02.670
11	35.735	29.749	19.909	1:25.394
12	46.973	41.852	20.456	1:49.281
13	36.841	35.063	26.016	1:37.920
AVG	35.926	30.640	19.530	1:26.578
IDEAL	35.684	29.749	19.236	1:24.669

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.240	31.955	20.285	-
2	37.336	30.989	19.874	1:28.198
3	37.035	30.542	20.103	1:27.680
4	37.152	30.863	28.663	1:36.678 P
5	4:39.957	32.076	20.300	5:32.333
6	43.915	32.853	27.859	1:44.627 P
7	5:44.646	32.911	20.747	6:38.304
8	37.183	30.627	19.751	1:27.561
9	36.887	30.670	19.770	1:27.327
10	40.827	31.438	26.876	1:39.140 P

16 Martin Craggill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.202	33.271	20.931	-
2	37.984	31.308	20.475	1:29.767
3	43.685	37.993	25.118	1:46.797
4	37.287	30.916	19.817	1:28.020
5	37.427	30.823	19.906	1:28.156
6	45.308	34.594	36.566	1:56.468 P
7	4:26.950	32.105	21.570	5:20.625
8	37.167	30.629	19.824	1:27.620
9	37.106	40.750	32.120	1:49.975 P
10	4:13.487	31.995	20.087	5:05.569
11	37.781	32.304	20.432	1:30.517
12	36.980	30.672	20.202	1:27.854
13	44.313	44.542	33.772	2:02.626 P
AVG	38.859	31.862	20.361	1:28.656
IDEAL	36.980	30.629	19.817	1:27.426

17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.275	34.034	20.241	-
2	36.440	30.406	19.531	1:26.376
3	37.092	30.537	24.668	1:32.297 P
4	2:00.945	31.375	19.964	2:52.285
5	36.546	30.232	19.533	1:26.311
6	36.264	30.102	19.375	1:25.741
7	36.315	30.231	19.461	1:26.006
8	36.292	30.255	24.779	1:31.326 P
9	6:54.607	31.673	19.909	7:46.189
10	36.553	30.497	19.613	1:26.663
11	37.817	30.972	24.888	1:33.676 P
12	1:40.334	33.807	20.146	2:34.287
13	36.154	30.260	19.445	1:25.859
14	38.378	31.175	20.070	1:29.623
15	36.727	30.767	19.842	1:27.335
AVG	36.780	31.088	19.761	1:28.292
IDEAL	36.154	30.102	19.375	1:25.631

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.457	32.152	20.305	-
2	37.631	31.299	19.972	1:28.902
3	37.285	31.105	19.978	1:28.369
4	37.358	30.899	19.834	1:28.090
5	37.184	30.916	19.945	1:28.045
6	37.185	30.977	19.814	1:27.976
7	39.132	33.143	27.989	1:40.264 P
8	3:32.486	31.439	19.984	4:23.909
9	37.434	31.065	20.035	1:28.534
10	37.301	30.993	19.987	1:28.281

11 38.860 34.655 29.357 1:42.872 P
 12 3:19.821 36.522 21.331 4:17.674
 13 37.338 31.059 20.061 1:28.458
 14 47.767 37.305 36.232 2:01.304 P

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
AVG	37.779	32.206	20.113	1:32.060
IDEAL	37.184	30.899	19.814	1:27.898

19 Jason Curtis
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	59.399	34.993	22.340	1:56.731
3	38.986	32.320	20.933	1:32.239
4	38.196	31.741	20.438	1:30.375
5	38.084	31.868	20.549	1:30.501
6	38.109	31.591	20.485	1:30.185
7	38.209	31.923	3:07.150	4:17.282 P
8	1:00.940	35.220	22.931	1:59.090
9	39.786	31.940	20.364	1:32.090
10	37.587	31.507	20.079	1:29.174
11	37.765	31.578	21.153	1:30.496
12	44.724	32.103	20.611	1:37.439
13	37.796	31.805	20.318	1:29.919
14	43.625	33.128	2:02.723	3:19.476 P
15	55.270	34.713	20.724	1:50.706
16	37.594	31.276	20.253	1:29.123
17	38.525	37.122	29.325	1:44.972 P
AVG	39.153	32.802	20.860	1:32.410
IDEAL	37.587	31.276	20.079	1:28.942

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.513	32.249	20.264	-
2	37.109	30.704	19.728	1:27.541
3	36.586	30.338	19.737	1:26.661
4	36.833	30.562	19.732	1:27.127
5	36.487	30.313	19.643	1:26.442
6	36.596	30.244	19.526	1:26.366
7	38.761	32.795	28.150	1:39.706 P
8	3:32.231	31.935	19.992	4:24.158
9	36.651	30.525	19.529	1:26.705
10	36.240	30.299	19.533	1:26.072
11	37.646	32.108	26.677	1:36.431 P
12	4:02.083	31.848	19.882	4:53.813
13	36.974	30.549	19.542	1:27.065
14	36.308	30.275	20.274	1:26.857
15	36.399	30.133	19.366	1:25.899
AVG	36.882	30.992	19.750	1:28.573
IDEAL	36.240	30.133	19.366	1:25.740

22 Tommy Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.706	32.350	20.356	-
2	37.295	31.029	19.857	1:28.181

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 - QUALIFYING GROUP #4

22 Tommy Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	36.938	30.689	19.814	1:27.440
4	39.487	33.081	28.091	1:40.659 P
5	2:56.059	33.588	20.786	3:50.433
6	38.489	32.293	29.162	1:39.943 P
7	3:36.143	32.749	20.400	4:29.291
8	37.151	31.030	19.937	1:28.118
9	39.079	32.034	26.952	1:38.065 P
10	3:22.620	32.088	20.144	4:14.852
11	36.889	30.863	19.698	1:27.449
12	46.792	32.195	25.296	1:44.282 P
13	1:54.897	31.578	19.868	2:46.343
14	36.688	30.496	19.922	1:27.106
AVG	37.817	31.890	20.071	1:34.133
IDEAL	36.688	30.496	19.698	1:26.882

36 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	53.097	34.796	21.668	1:49.561
3	38.594	31.871	20.499	1:30.964
4	38.157	31.544	20.272	1:29.973
5	37.646	31.257	20.274	1:29.176
6	37.634	31.296	20.093	1:29.023
7	37.730	45.032	35.908	1:58.670 P
8	4:18.382	36.389	23.095	5:17.867
9	38.122	31.574	20.328	1:30.024
10	37.427	31.139	20.021	1:28.587
11	37.813	31.444	20.302	1:29.559
12	42.152	34.271	33.847	1:50.270 P
AVG	38.364	32.558	20.728	1:29.615
IDEAL	37.427	31.139	20.021	1:28.587

43 Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.036	36.085	20.952	-
2	37.852	31.412	20.002	1:29.267
3	37.311	30.756	19.782	1:27.850
4	36.489	30.686	19.778	1:26.953
5	36.412	31.063	20.490	1:27.966
6	36.891	30.752	26.563	1:34.205 P
7	4:36.001	32.024	19.895	5:27.920
8	36.619	30.374	19.647	1:26.639
9	36.263	30.256	19.641	1:26.160
10	36.494	30.398	19.687	1:26.578
11	38.624	32.546	26.462	1:37.631 P
12	2:35.017	32.197	20.156	3:27.370
13	36.883	30.998	19.729	1:27.610
14	36.369	30.319	19.676	1:26.365
15	36.427	30.401	19.630	1:26.459
16	41.911	32.827	27.377	1:42.115 P

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.044	33.272	20.772	-
2	38.233	31.673	20.408	1:30.314
3	37.743	31.001	20.172	1:28.915
4	37.518	30.965	20.229	1:28.712
5	39.777	32.638	27.368	1:39.783 P
6	3:16.399	35.348	21.321	4:13.068
7	37.735	31.064	20.123	1:28.922
8	37.948	30.988	20.302	1:29.238
9	39.233	31.235	20.116	1:30.584
10	37.652	31.363	27.951	1:36.966 P
11	3:41.540	31.735	20.098	4:33.373
12	36.965	30.766	19.847	1:27.579
13	37.225	30.873	20.093	1:28.191
14	50.724	39.710	28.597	1:59.031 P
AVG	38.003	31.763	20.316	1:30.920
IDEAL	36.965	30.766	19.847	1:27.579

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.983	33.177	20.806	-
2	37.513	31.293	20.133	1:28.939
3	37.191	30.906	19.941	1:28.038
4	36.972	31.043	19.890	1:27.905
5	37.221	30.960	19.848	1:28.029
6	44.877	32.730	28.668	1:46.275 P
7	3:42.051	31.856	20.259	4:34.166
8	36.876	30.572	19.755	1:27.204
9	36.800	30.724	19.707	1:27.230
10	36.883	30.499	19.727	1:27.109
11	40.851	33.484	28.542	1:42.877 P
12	3:54.203	32.139	20.499	4:46.841
13	36.851	30.549	19.725	1:27.125
14	37.957	31.088	19.944	1:28.989
15	36.843	30.495	19.699	1:27.037
16	36.781	30.580	19.803	1:27.164
AVG	37.395	31.381	19.981	1:28.970
IDEAL	36.781	30.495	19.699	1:26.974

62 David Weber
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.141	32.531	20.611	-
2	37.661	31.192	20.085	1:28.937
3	37.693	31.413	46.317	1:55.423 P
4	49.068	31.626	20.079	1:40.773
5	37.506	31.250	20.056	1:28.812
6	37.475	30.910	19.979	1:28.364
7	41.077	36.611	4:32.404	5:50.092 P
8	53.548	31.831	20.344	1:45.723

9 37.180 31.054 19.972 1:28.206

10 37.304 30.637 19.968 1:27.909

11 37.649 31.679 1:29.890 2:39.217 **P**

AVG 37.858 31.815 20.118 1:30.172

IDEAL 37.180 30.637 19.968 1:27.785

72 Larry Pegram
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.696	34.508	21.188	-
2	38.689	31.809	20.144	1:30.642
3	37.508	31.166	19.926	1:28.599
4	37.221	31.021	19.870	1:28.112
5	37.206	30.769	19.932	1:27.907
6	40.005	32.327	20.166	1:32.499
7	38.732	34.646	20.829	1:34.206
8	37.443	31.910	28.907	1:38.260 P
9	2:25.486	32.725	20.588	3:18.799
10	38.001	31.400	20.118	1:29.519
11	37.239	31.012	20.193	1:28.444
12	37.383	31.153	26.414	1:34.950 P
13	3:15.362	35.888	23.116	4:14.366
14	37.062	30.699	19.778	1:27.539
15	37.124	30.534	19.697	1:27.355
16	41.168	34.125	30.059	1:45.352 P
AVG	38.060	32.231	20.427	1:30.669
IDEAL	37.062	30.534	19.697	1:27.293

95 Roger Lee Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.465	33.447	21.018	-
2	37.743	31.497	20.612	1:29.852
3	45.084	34.163	20.404	1:39.652
4	37.553	30.989	20.100	1:28.642
5	37.148	31.075	19.997	1:28.220
6	36.939	30.912	19.869	1:27.720
7	37.001	31.725	28.079	1:36.806 P
8	1:57.850	32.367	20.519	2:50.736
9	37.172	30.765	19.971	1:27.908
10	36.916	30.650	19.774	1:27.340
11	36.730	30.875	19.909	1:27.514
12	37.057	30.776	19.766	1:27.599
13	42.483	34.488	27.215	1:44.185 P
14	1:55.557	32.165	20.312	2:48.034
15	36.901	30.616	19.943	1:27.459
16	39.336	32.327	24.741	1:36.404 P
17	1:47.065	32.266	20.342	2:39.673
18	36.708	30.393	20.014	1:27.115
AVG	37.668	31.750	20.170	1:31.173
IDEAL	36.708	30.393	19.766	1:26.867

98 Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.970	32.722	20.248	-

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 - QUALIFYING GROUP #4

98 Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	36.899	30.737	19.627	1:27.263
3	36.497	30.629	19.786	1:26.912
4	36.331	30.538	19.524	1:26.393
5	36.318	30.410	19.585	1:26.313
6	38.320	31.645	27.041	1:37.006 P
7	4:23.000	31.186	19.839	5:14.025
8	36.344	30.402	19.541	1:26.287
9	36.149	30.199	19.357	1:25.704
10	36.030	30.129	19.399	1:25.558
11	36.188	30.137	19.306	1:25.631
12	36.370	30.730	26.511	1:33.611 P
13	3:24.775	32.682	19.966	4:17.423
14	36.349	30.298	19.415	1:26.062
15	36.128	30.208	21.464	1:27.799
16	42.182	34.239	31.309	1:47.729 P
AVG	36.931	30.945	19.734	1:27.878
IDEAL	36.030	30.129	19.306	1:25.465

8	4:27.163	32.387	20.811	5:20.360
9	37.268	30.817	19.918	1:28.003
10	37.088	30.562	19.898	1:27.548
11	38.521	31.712	24.284	1:34.517 P
12	4:28.108	32.377	20.364	5:20.848
13	37.552	30.717	20.005	1:28.274
14	37.045	30.533	19.811	1:27.390
15	36.893	30.793	19.835	1:27.520
AVG	37.380	31.415	20.177	1:29.133
IDEAL	36.893	30.533	19.811	1:27.237

100 Neil Hodgson
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.830	32.303	20.528	-
2	37.243	30.857	19.878	1:27.978
3	36.740	30.573	19.818	1:27.131
4	36.532	30.437	19.670	1:26.639
5	36.487	30.551	20.079	1:27.117
6	36.487	30.372	19.784	1:26.643
7	36.511	30.298	19.655	1:26.464
8	36.451	30.385	19.635	1:26.470
9	36.697	34.456	25.957	1:37.110 P
10	3:15.208	32.510	20.236	4:07.954
11	36.995	30.985	19.816	1:27.796
12	36.548	30.660	19.921	1:27.128
13	36.393	30.432	19.699	1:26.523
14	37.854	31.314	24.477	1:33.645 P
15	1:52.487	34.026	20.120	2:46.634
16	36.364	30.326	19.565	1:26.256
17	36.316	30.313	19.639	1:26.267
18	41.813	33.254	33.589	1:48.656 P
AVG	37.029	31.336	19.870	1:28.083
IDEAL	36.316	30.298	19.565	1:26.179

155 Ben D Bostrom
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.562	33.911	27.651	- P
2	2:06.368	31.983	20.268	2:58.618
3	37.288	30.976	20.390	1:28.654
4	38.141	31.314	19.795	1:29.249
5	36.677	30.794	19.968	1:27.440
6	36.570	30.505	19.792	1:26.867
7	36.474	30.503	19.722	1:26.700
8	43.743	34.532	20.394	1:38.668
9	37.995	32.054	27.618	1:37.667 P
10	2:42.986	33.251	20.606	3:36.843
11	37.720	31.688	26.687	1:36.095 P
12	2:05.974	32.037	19.966	2:57.977
13	36.503	30.515	19.694	1:26.712
14	37.118	31.643	27.620	1:36.381 P
15	1:47.018	32.280	20.661	2:39.959
15	37.183	31.163	26.380	1:34.726 P
AVG	37.823	31.866	20.114	1:31.443
IDEAL	36.474	30.503	19.694	1:26.672

150 Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.634	32.918	20.716	-
2	37.554	31.314	20.104	1:28.971
3	37.368	30.848	20.013	1:28.228
4	37.127	30.910	19.827	1:27.864
5	37.462	31.700	20.357	1:29.519
6	37.108	31.161	20.010	1:28.279
7	37.575	31.505	24.404	1:33.483 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