



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	49.960	30.554	19.406	-
2	36.081	29.936	19.407	1:25.424
3	36.092	30.181	19.564	1:25.837
4	36.151	30.222	19.569	1:25.941
5	36.136	30.119	19.558	1:25.812
6	35.967	29.965	19.536	1:25.468
7	36.211	30.458	19.528	1:26.196
8	36.149	30.290	19.601	1:26.039
9	36.259	30.435	19.660	1:26.354
10	36.389	30.599	19.648	1:26.636
11	36.769	30.642	19.845	1:27.256
12	36.543	30.570	19.630	1:26.743
13	36.336	30.538	19.650	1:26.524
14	36.521	30.545	19.618	1:26.684
15	36.163	30.568	19.684	1:26.414
16	36.399	30.789	19.675	1:26.863
17	36.443	30.763	20.387	1:27.593
18	36.598	30.886	19.640	1:27.124
19	37.158	30.646	19.684	1:27.489
20	36.167	30.520	20.205	1:26.891
21	36.399	30.660	19.698	1:26.758
22	36.453	31.080	19.783	1:27.316
23	36.610	30.575	19.611	1:26.796
24	36.533	30.443	19.608	1:26.584
25	36.328	30.497	19.661	1:26.486
26	36.243	30.491	19.674	1:26.409
AVG	36.364	30.499	19.674	1:26.545
IDEAL	35.967	29.936	19.407	1:25.310

**11** Ben Spies  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.361	30.152	19.209	-
2	35.861	29.995	19.324	1:25.180
3	35.964	30.077	19.372	1:25.414
4	36.026	30.202	19.424	1:25.652
5	36.055	30.213	19.593	1:25.861
6	36.145	30.220	19.454	1:25.819
7	36.065	30.182	19.483	1:25.730
8	36.032	30.204	19.502	1:25.738
9	36.171	30.227	19.445	1:25.843
10	36.169	30.399	19.492	1:26.060
11	36.277	30.340	19.638	1:26.255
12	36.257	30.349	19.603	1:26.209
13	36.272	30.301	19.569	1:26.141
14	36.390	30.470	19.547	1:26.407
15	36.214	30.350	19.571	1:26.135
16	36.199	30.529	19.770	1:26.499
17	36.715	30.513	19.680	1:26.908
18	36.278	30.394	19.671	1:26.343
19	36.793	31.337	20.136	1:28.267
20	36.423	30.603	19.646	1:26.671

**13** Cory West  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
21	36.247	30.558	19.665	1:26.470
22	36.415	30.659	19.572	1:26.645
23	36.814	31.751	19.685	1:28.250
24	37.107	30.694	19.728	1:27.529
25	36.775	30.629	19.776	1:27.180
26	36.827	30.854	20.016	1:27.696
AVG	36.336	30.473	19.601	1:26.437
IDEAL	35.861	29.995	19.324	1:25.180

**15** Steve Rapp  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.963	32.597	20.366	-
2	37.712	31.630	20.209	1:29.550
3	37.622	31.427	20.135	1:29.183
4	37.597	31.505	20.143	1:29.246
5	37.629	31.519	20.122	1:29.270
6	37.301	31.453	20.273	1:29.027
7	37.669	31.528	20.122	1:29.319
8	37.545	31.469	20.154	1:29.167
9	37.885	31.558	20.181	1:29.623
10	37.615	31.531	20.233	1:29.379
11	37.802	31.555	20.462	1:29.819
12	37.739	31.654	20.201	1:29.594
13	37.700	31.553	20.233	1:29.486
14	37.709	31.466	20.372	1:29.547
15	37.763	31.408	20.263	1:29.434
16	37.894	31.585	20.196	1:29.674
17	37.702	31.484	20.344	1:29.530
18	37.723	31.549	20.235	1:29.507
19	37.872	31.643	20.375	1:29.890
20	37.790	32.103	20.188	1:30.081
21	37.819	31.784	20.348	1:29.951
22	37.665	32.273	20.338	1:30.275
23	38.248	32.108	20.615	1:30.971
24	38.328	31.952	20.509	1:30.789
25	38.454	32.119	21.620	1:32.193
AVG	37.783	31.698	20.329	1:29.771
IDEAL	37.301	31.408	20.122	1:28.831

**16** Martin Craggill  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0.000
AVG	-	-	-	-
IDEAL	-	-	-	-

**17** Miguel Duhamel  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0.000
AVG	-	-	-	-
IDEAL	-	-	-	-

**18** Chris Ulrich  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.623	30.159	19.464	-
2	36.192	30.349	19.609	1:26.149
3	36.191	30.175	19.626	1:25.991
4	36.167	30.229	19.579	1:25.975
5	36.398	30.282	19.616	1:26.296
6	36.105	30.226	19.581	1:25.912
7	36.350	30.291	19.602	1:26.243
8	36.126	30.240	19.631	1:25.997
9	36.221	30.328	19.565	1:26.114
10	36.129	30.360	19.777	1:26.266
11	36.393	30.499	19.852	1:26.744
12	36.554	30.517	19.644	1:26.716
13	36.463	30.365	19.703	1:26.530
14	36.481	30.480	19.596	1:26.557
15	36.351	30.441	19.708	1:26.500
16	36.504	30.574	19.651	1:26.729
17	36.564	30.789	20.208	1:27.561
18	36.858	30.540	19.782	1:27.181
19	36.646	30.571	19.717	1:26.934
20	36.456	30.583	20.057	1:27.096
21	36.745	30.691	19.891	1:27.327
22	36.486	31.103	19.849	1:27.438
23	36.482	30.630	19.702	1:26.813
24	36.695	30.609	19.662	1:26.965
25	36.265	30.593	19.644	1:26.502
26	36.263	30.655	19.756	1:26.674
AVG	36.403	30.461	19.701	1:26.608
IDEAL	36.105	30.175	19.565	1:25.845

**19** Jason Curtis  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	0.000
AVG	-	-	-	-
IDEAL	-	-	-	-

**19** Jason Curtis  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.677	32.325	20.352	-
2	37.709	31.645	20.169	1:29.522
3	37.426	31.609	20.122	1:29.157
4	37.670	31.531	20.172	1:29.373
5	37.652	31.520	20.204	1:29.377
6	37.598	31.602	20.202	1:29.403
7	37.654	31.589	20.129	1:29.372
8	37.638	31.537	20.081	1:29.255
9	37.693	31.587	20.139	1:29.419
10	37.665	31.538	20.254	1:29.457
11	37.708	31.584	20.695	1:29.986
12	37.953	31.684	20.312	1:29.949
13	37.745	31.402	20.135	1:29.281
14	37.837	31.253	20.099	1:29.190
15	37.562	31.681	20.250	1:29.494
16	37.601	31.829	20.216	1:29.646
17	37.536	31.524	20.442	1:29.502

**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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**19** Jason Curtis  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
18	37.655	31.855	20.105	1:29.615
19	37.675	31.772	20.247	1:29.694
20	37.619	31.791	20.076	1:29.486
21	37.486	31.760	20.044	1:29.290
22	37.427	31.331	20.053	1:28.811
23	37.795	31.730	20.260	1:29.784
24	37.499	31.369	20.124	1:28.992
25	37.523	32.012	20.313	1:29.848
26	37.465	31.425	20.183	1:29.072
AVG	37.572	31.672	20.156	1:29.399
IDEAL	37.426	31.253	20.044	1:28.723

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.612	30.990	19.622	-
2	36.715	30.672	19.874	1:27.262
3	36.578	30.898	19.785	1:27.261
4	36.486	30.630	19.616	1:26.732
5	36.556	30.188	19.615	1:26.359
6	36.210	30.108	19.443	1:25.761
7	36.293	30.470	19.617	1:26.379
8	36.394	30.458	19.593	1:26.445
9	36.423	30.292	19.632	1:26.348
10	36.576	30.443	19.659	1:26.678
11	36.534	30.430	19.745	1:26.709
12	36.621	30.486	19.781	1:26.887
13	36.586	30.477	19.676	1:26.738
14	36.568	30.585	19.821	1:26.974
15	36.403	30.616	19.654	1:26.674
16	36.567	30.603	19.689	1:26.860
17	36.503	30.551	19.716	1:26.771
18	36.804	30.355	19.668	1:26.826
19	36.489	31.210	20.380	1:28.079
20	36.395	30.215	19.524	1:26.134
21	36.536	30.283	19.634	1:26.452
22	36.795	30.365	19.866	1:27.026
AVG	36.525	30.515	19.710	1:26.731
IDEAL	36.210	30.108	19.443	1:25.761

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.601	30.935	19.666	-
2	36.742	30.977	19.955	1:27.674
3	36.618	30.893	19.679	1:27.190
4	36.569	30.548	19.618	1:26.736
5	36.818	30.808	19.793	1:27.419
6	36.942	30.728	19.773	1:27.443
7	36.831	30.870	19.798	1:27.499
8	36.955	30.971	19.841	1:27.767
9	36.810	30.831	19.783	1:27.424
10	37.037	31.158	19.748	1:27.943

11	36.903	30.976	19.984	1:27.863
12	36.935	30.895	19.899	1:27.729
13	37.040	31.069	19.857	1:27.966
14	37.187	30.885	19.689	1:27.761
15	36.947	30.940	19.861	1:27.749
16	36.777	30.836	19.716	1:27.329
17	36.901	30.838	19.698	1:27.436
18	36.749	30.725	19.658	1:27.132
19	36.873	30.725	19.892	1:27.490
20	36.931	30.692	19.732	1:27.354
21	36.806	30.718	19.721	1:27.246
22	36.812	30.742	20.426	1:27.980
23	37.224	30.845	19.882	1:27.951
24	36.796	30.873	19.778	1:27.447
25	36.811	30.910	20.506	1:28.227
26	38.057	31.531	20.590	1:30.178
AVG	36.922	30.885	19.871	1:27.684
IDEAL	36.569	30.548	19.618	1:26.736

**25** Akira Tamitsuji  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.182	32.674	20.508	-
2	37.512	31.784	20.168	1:29.464
3	37.512	31.537	20.285	1:29.334
4	37.923	32.008	20.426	1:30.357
5	37.708	32.500	20.692	1:30.899
6	38.283	32.437	21.318	1:32.037
7	37.928	31.983	20.510	1:30.420
8	39.650	32.189	20.739	1:32.578
9	38.144	32.453	21.013	1:31.609
10	38.339	32.370	20.875	1:31.583
11	38.398	32.780	21.805	1:32.984
12	38.157	32.666	20.756	1:31.579
13	38.493	32.787	20.813	1:32.093
14	38.761	32.976	20.929	1:32.667
15	38.618	33.030	20.843	1:32.490
16	38.747	33.167	20.866	1:32.780
17	39.115	32.497	20.690	1:32.302
18	38.699	32.783	20.749	1:32.231
19	39.016	32.749	20.634	1:32.400
20	38.188	32.757	20.832	1:31.776
21	38.428	32.536	20.735	1:31.698
22	38.809	32.430	20.585	1:31.824
23	38.475	32.662	20.784	1:31.921
24	38.500	32.518	20.691	1:31.710
25	38.354	32.379	20.690	1:31.423
AVG	38.407	32.506	20.757	1:31.673
IDEAL	37.512	31.537	20.168	1:29.217

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.196	32.005	20.194	-
2	37.213	31.033	20.066	1:28.312
3	37.309	31.287	20.020	1:28.616

4	37.299	31.096	20.053	1:28.449
5	37.362	31.265	20.121	1:28.748
6	37.373	31.199	20.098	1:28.671
7	37.374	30.922	20.041	1:28.337
8	37.321	31.430	20.008	1:28.759
9	37.412	31.151	20.051	1:28.614
10	37.390	32.025	19.857	1:29.271
11	37.324	31.108	20.084	1:28.516
12	37.234	31.338	20.097	1:28.669
13	37.443	31.046	20.004	1:28.493
14	37.443	30.997	20.084	1:28.523
15	37.417	31.782	20.118	1:29.316
AVG	37.348	31.299	20.059	1:28.649
IDEAL	37.213	30.922	19.857	1:27.991

**38** Dean Mizdal  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.881	33.158	20.722	-
2	38.322	32.297	20.829	1:31.449
3	38.274	32.571	20.752	1:31.597
4	38.172	32.384	20.675	1:31.231
5	38.049	32.114	20.852	1:31.015
6	38.110	32.243	20.775	1:31.128
7	38.319	32.266	20.691	1:31.276
8	38.371	32.619	20.790	1:31.780
9	38.306	32.914	20.853	1:32.073
10	38.376	32.322	20.766	1:31.463
11	38.302	32.554	20.499	1:31.354
12	38.146	32.223	20.648	1:31.018
13	38.490	33.067	21.142	1:32.699
14	37.996	31.932	20.431	1:30.359
15	38.064	31.850	20.423	1:30.336
16	38.175	32.354	20.311	1:30.840
17	37.574	32.082	20.571	1:30.226
18	38.426	31.865	20.416	1:30.707
19	37.657	32.281	20.775	1:30.713
20	38.061	32.170	20.419	1:30.650
21	37.918	32.249	20.568	1:30.735
22	38.221	31.809	20.631	1:30.662
23	38.295	32.198	20.593	1:31.086
24	38.041	31.785	20.685	1:30.511
25	38.095	32.088	20.625	1:30.807
AVG	38.157	32.296	20.658	1:31.071
IDEAL	37.574	31.785	20.311	1:29.670

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.620	30.838	19.783	-
2	36.424	30.587	19.604	1:26.614
3	36.253	30.518	19.812	1:26.584
4	36.339	30.529	19.935	1:26.803
5	36.222	30.521	19.925	1:26.669
6	36.546	30.393	19.656	1:26.595
7	36.316	30.499	19.740	1:26.555



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INDIVIDUAL TIMES - FINAL

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	36.335	30.428	19.692	1:26.455
9	36.391	30.746	19.829	1:26.965
10	36.576	30.537	19.593	1:26.706
11	36.505	30.626	19.703	1:26.833
12	36.470	31.838	20.049	1:28.356
13	36.899	30.944	19.884	1:27.728
14	36.865	30.752	19.889	1:27.507
15	36.791	30.958	19.905	1:27.654
16	36.831	30.958	19.915	1:27.703
17	36.835	30.959	19.962	1:27.756
18	36.957	30.870	19.800	1:27.627
19	36.912	31.057	20.073	1:28.042
20	36.833	30.947	19.985	1:27.764
21	36.861	31.397	20.678	1:28.936
22	37.086	31.049	19.869	1:28.004
23	37.016	30.875	20.237	1:28.127
24	36.877	30.882	20.350	1:28.108
25	36.902	31.259	20.927	1:29.089
26	37.266	31.024	20.413	1:28.703
AVG	36.800	30.953	20.040	1:27.793
IDEAL	36.222	30.393	19.593	1:26.208

**44** John Haner  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.812	31.604	20.007	-
2	37.088	30.724	19.898	1:27.709
3	37.024	31.105	20.017	1:28.146
4	37.048	31.248	19.930	1:28.225
5	37.314	31.125	20.455	1:28.894
6	37.628	30.998	20.406	1:29.032
7	37.755	31.431	20.201	1:29.387
8	37.763	31.202	20.166	1:29.131
9	37.796	30.972	20.115	1:28.883
10	37.634	32.640	20.079	1:30.353
11	38.337	31.796	24.204	1:34.337 P
12	1:40.576	31.179	20.082	2:31.837
13	37.611	30.918	20.021	1:28.551
14	37.516	30.825	20.104	1:28.445
15	37.931	32.868	19.962	1:30.761
16	37.317	31.637	20.743	1:29.697
17	39.676	34.247	30.794	1:44.717 P
AVG	37.696	31.560	20.146	1:30.418
IDEAL	37.024	30.724	19.898	1:27.646

**59** Jake Holden  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.209	31.349	19.861	-
2	36.941	31.104	19.736	1:27.781
3	37.091	30.905	19.648	1:27.643
4	36.902	30.599	19.675	1:27.177
5	37.035	30.693	19.844	1:27.572

6 36.950 30.754 19.872 1:27.577  
 7 37.019 30.807 19.903 1:27.729  
 8 37.157 30.800 19.855 1:27.812  
 9 37.143 30.755 19.831 1:27.729  
 10 37.165 31.200 19.860 1:28.224  
 11 37.176 31.025 19.921 1:28.122  
 12 37.183 30.872 20.015 1:28.070  
 13 37.115 31.021 19.963 1:28.099  
 14 37.205 30.917 20.054 1:28.177  
 15 37.307 30.984 19.945 1:28.236  
 16 37.197 31.241 19.966 1:28.405  
 17 37.109 30.889 19.842 1:27.840  
 18 37.214 30.938 19.934 1:28.085  
 19 37.215 30.896 19.875 1:27.986  
 20 37.183 30.959 19.957 1:28.099  
 21 37.401 31.060 20.119 1:28.580  
 22 37.382 31.427 20.027 1:28.837  
 23 37.551 31.211 19.981 1:28.743  
 24 37.325 31.123 20.094 1:28.542  
 25 37.440 31.182 20.054 1:28.676  
 26 38.152 31.516 20.552 1:30.220  
 AVG 37.212 30.999 19.935 1:28.136  
 IDEAL 36.902 30.599 19.648 1:27.149

**61** Scott Jensen  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.189	31.861	20.327	-
2	37.126	31.070	19.797	1:27.992
3	37.310	31.351	19.965	1:28.625
4	37.244	31.101	20.114	1:28.459
5	37.310	31.252	20.176	1:28.739
6	37.362	31.190	20.177	1:28.729
7	37.375	32.005	20.074	1:29.454
8	37.210	31.064	19.991	1:28.265
9	36.997	31.076	20.190	1:28.263
10	37.356	31.780	20.069	1:29.205
11	37.141	31.145	20.040	1:28.326
12	37.199	31.259	20.240	1:28.697
13	37.411	31.125	20.009	1:28.544
14	37.359	31.024	20.169	1:28.552
15	37.243	31.166	20.312	1:28.721
16	37.353	31.367	20.415	1:29.135
17	37.711	31.440	20.284	1:29.436
18	37.450	31.287	20.268	1:29.005
19	37.466	31.512	20.285	1:29.262
20	37.637	31.634	20.441	1:29.712
21	37.696	31.233	20.249	1:29.178
22	37.672	31.784	20.345	1:29.801
23	37.876	31.657	20.404	1:29.936
24	37.876	31.550	20.444	1:29.870
25	37.797	31.725	20.317	1:29.839
26	37.846	31.572	20.437	1:29.856
AVG	37.441	31.393	20.213	1:29.024
IDEAL	36.997	31.024	19.797	1:27.818

**62** David Weber  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.110	32.484	20.626	-
2	37.620	31.626	20.206	1:29.451
3	37.662	31.523	20.079	1:29.264
4	38.123	31.752	20.485	1:30.360
5	37.836	31.514	20.093	1:29.443
6	37.699	31.450	20.279	1:29.429
7	37.751	31.413	20.262	1:29.426
8	37.595	31.324	20.169	1:29.087
9	37.639	31.288	20.123	1:29.050
10	37.564	31.297	20.095	1:28.955
11	37.445	31.265	20.202	1:28.911
12	37.502	31.522	20.251	1:29.275
13	37.754	31.419	20.210	1:29.383
14	38.496	31.411	20.026	1:29.934
15	37.597	31.622	20.187	1:29.405
16	37.700	31.663	20.186	1:29.549
17	37.922	31.482	20.138	1:29.541
18	37.682	31.357	20.207	1:29.246
19	37.832	32.186	20.050	1:30.068
20	37.600	31.403	20.128	1:29.131
21	37.749	31.301	20.040	1:29.091
22	37.580	31.355	20.044	1:28.979
23	37.980	31.401	20.063	1:29.444
24	37.910	31.286	20.072	1:29.268
25	37.856	31.899	20.187	1:29.942
AVG	37.754	31.530	20.176	1:29.401
IDEAL	37.445	31.265	20.026	1:28.736

**72** Larry Pegram  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.406	32.216	20.189	-
2	37.220	31.488	19.825	1:28.533
3	37.228	31.312	20.010	1:28.550
4	37.287	31.099	20.089	1:28.475
5	37.375	31.101	20.243	1:28.719
6	37.618	30.992	20.178	1:28.788
7	37.297	31.579	19.804	1:28.680
8	37.289	30.876	20.033	1:28.197
9	37.388	31.101	20.099	1:28.588
10	37.452	31.492	19.888	1:28.832
11	37.284	30.988	19.953	1:28.225
12	37.270	31.119	20.106	1:28.495
13	37.389	31.056	20.007	1:28.452
14	37.361	31.031	20.043	1:28.435
15	37.420	31.066	20.024	1:28.509
16	37.361	31.034	20.052	1:28.447
17	37.428	31.057	20.101	1:28.586
18	37.407	31.300	20.132	1:28.839
19	37.548	31.138	20.090	1:28.776
20	37.514	31.369	20.091	1:28.974
21	37.386	31.178	20.054	1:28.618

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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**72** Larry Pegram  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
22	37.365	31.239	20.044	1:28.648
23	37.870	31.511	20.142	1:29.523
24	37.681	31.558	20.166	1:29.405
25	37.733	31.719	20.253	1:29.704
26	38.224	31.645	20.527	1:30.396
AVG	37.775	31.534	20.226	1:29.535
IDEAL	37.220	30.876	19.804	1:27.900

**75** James Kerker  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.182</del>	33.105	21.077	-
2	38.830	32.427	20.759	1:32.016
3	38.638	32.275	20.767	1:31.680
4	38.441	32.074	20.769	1:31.283
5	38.559	32.226	20.815	1:31.600
6	38.616	32.568	20.714	1:31.899
7	38.722	32.417	20.776	1:31.914
8	38.660	32.088	20.695	1:31.444
9	38.604	32.214	20.666	1:31.483
10	38.736	32.255	20.888	1:31.879
11	38.574	32.051	20.815	1:31.439
12	38.558	32.115	20.706	1:31.380
13	38.708	32.115	20.721	1:31.544
14	38.529	31.886	21.678	1:32.094
15	39.003	32.004	21.475	1:32.482
16	40.037	32.257	22.110	1:34.404
17	39.616	32.404	20.910	1:32.930
18	39.382	32.699	20.834	1:32.915
19	39.916	32.928	20.812	1:33.657
20	39.003	32.104	20.779	1:31.886
21	38.992	32.603	21.066	1:32.662
22	39.117	32.248	21.032	1:32.397
23	38.961	32.198	20.924	1:32.082
24	38.707	32.597	20.706	1:32.010
25	39.028	32.240	20.722	1:31.990
AVG	38.914	32.324	20.929	1:32.128
IDEAL	38.441	31.886	20.666	1:30.993

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.188</del>	32.441	20.747	-
2	37.666	31.569	20.224	1:29.459
3	37.787	31.426	20.194	1:29.408
4	37.840	31.790	20.598	1:30.228
5	37.779	32.060	20.773	1:30.611
6	38.429	32.213	20.879	1:31.520
7	37.992	31.451	20.470	1:29.913
8	38.040	31.663	20.365	1:30.067
9	38.224	31.616	20.505	1:30.346
10	38.239	31.752	20.425	1:30.416
11	38.239	31.776	20.578	1:30.593

12	38.285	32.122	20.526	1:30.933
13	38.340	32.143	20.659	1:31.142
14	38.501	31.988	20.555	1:31.044
15	38.686	32.201	20.734	1:31.621
16	38.512	32.276	20.729	1:31.517
17	38.508	32.011	20.700	1:31.219
18	38.599	32.825	21.467	1:32.891
19	38.416	32.275	20.855	1:31.546
20	38.492	31.925	20.568	1:30.985
21	38.214	31.975	20.939	1:31.129
22	39.840	32.480	20.607	1:32.928
23	38.822	32.465	21.068	1:32.354
24	38.973	32.187	21.976	1:33.137
25	38.941	32.627	20.709	1:32.278
AVG	38.386	32.053	20.707	1:31.129
IDEAL	37.666	31.426	20.194	1:29.286

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.165</del>	31.219	19.947	-
2	36.735	31.164	19.846	1:27.745
3	36.960	31.483	19.882	1:28.325
4	36.790	30.736	19.753	1:27.279
5	36.784	30.847	19.869	1:27.500
6	36.738	30.791	19.854	1:27.383
7	36.835	30.877	19.868	1:27.580
8	36.930	31.142	19.894	1:27.965
9	36.766	30.938	19.955	1:27.659
10	36.765	30.873	19.955	1:27.593
11	36.924	30.830	19.995	1:27.749
12	36.713	30.925	19.791	1:27.430
13	36.746	30.833	19.822	1:27.401
14	36.873	30.664	19.683	1:27.220
15	36.759	30.739	19.788	1:27.286
16	36.553	31.006	19.828	1:27.387
17	36.676	30.769	19.745	1:27.190
18	36.646	30.723	19.742	1:27.111
19	36.532	30.790	19.732	1:27.054
20	36.593	30.947	19.744	1:27.284
21	36.576	30.979	19.716	1:27.271
22	36.628	30.873	20.464	1:27.964
23	37.703	31.508	20.264	1:29.475
24	37.208	31.260	19.980	1:28.448
25	37.782	31.327	20.339	1:29.448
26	37.658	31.395	20.330	1:29.382
AVG	36.875	30.986	19.915	1:27.765
IDEAL	36.532	30.664	19.683	1:26.878

**98** Jake P Zemke  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.362</del>	30.852	19.510	-
2	36.178	30.511	19.483	1:26.172
3	36.108	30.518	19.552	1:26.178
4	36.195	30.560	19.683	1:26.438

5	36.379	30.564	19.752	1:26.696
6	36.376	30.655	19.687	1:26.717
7	36.250	30.617	19.609	1:26.476
8	36.586	30.625	19.613	1:26.824
9	36.316	30.506	19.651	1:26.473
10	36.405	30.456	19.626	1:26.486
11	36.363	30.971	19.635	1:26.969
12	36.360	30.634	19.717	1:26.711
13	36.329	30.587	19.627	1:26.542
14	36.420	31.084	19.661	1:27.165
15	36.442	30.650	19.618	1:26.710
16	36.436	30.548	19.608	1:26.591
17	36.393	30.592	19.671	1:26.656
18	36.301	30.712	19.860	1:26.873
19	37.010	30.987	19.664	1:27.661
20	36.325	30.996	20.333	1:27.654
21	36.480	30.835	19.758	1:27.072
22	36.695	30.648	19.842	1:27.185
23	36.569	30.667	19.747	1:26.982
24	36.587	30.703	19.755	1:27.044
25	36.757	31.159	19.983	1:27.900
26	37.213	31.461	20.240	1:28.914
AVG	36.456	30.728	19.727	1:26.915
IDEAL	36.108	30.456	19.483	1:26.046

**100** Neil Hodgson  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.848</del>	30.999	19.849	-
2	36.532	30.612	19.657	1:26.801
3	36.376	30.466	19.828	1:26.670
4	36.441	30.466	19.797	1:26.704
5	36.370	30.460	19.863	1:26.693
6	36.403	30.555	19.682	1:26.640
7	36.505	30.437	19.610	1:26.552
8	36.381	30.407	19.703	1:26.491
9	36.417	30.496	19.622	1:26.535
10	36.522	30.527	19.635	1:26.684
11	36.499	30.496	19.712	1:26.708
12	36.555	30.552	19.778	1:26.885
13	36.545	30.525	19.656	1:26.726
14	36.542	30.635	19.767	1:26.944
15	36.406	30.627	19.697	1:26.730
16	36.500	30.638	19.710	1:26.848
17	36.454	30.614	19.681	1:26.750
18	36.550	30.580	19.688	1:26.818
19	36.513	31.190	20.552	1:28.255
20	36.783	30.732	19.772	1:27.288
21	36.510	31.146	19.709	1:27.365
22	36.835	30.753	20.138	1:27.726
23	36.903	31.091	20.002	1:27.996
24	36.982	31.111	19.968	1:28.061
25	36.884	30.912	19.979	1:27.775
26	36.857	30.654	19.846	1:27.356







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**373** Andi Notman  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.860</del>	32.919	20.940	-
2	38.457	32.561	20.802	1:31.820
3	38.389	32.630	20.821	1:31.840
4	38.142	32.183	20.583	1:30.908
5	<del>38.094</del>	32.386	20.921	1:31.400
6	38.427	32.481	20.915	1:31.823
7	38.578	32.292	20.640	1:31.510
8	38.232	32.371	20.720	1:31.323
9	38.208	32.405	20.805	1:31.418
10	38.377	<del>32.109</del>	20.735	1:31.221
11	38.492	32.218	20.656	1:31.366
12	38.537	32.162	20.708	1:31.407
13	38.673	33.061	21.234	1:32.968
14	38.367	32.247	20.708	1:31.322
15	38.299	32.588	20.759	1:31.645
16	38.554	32.249	20.677	1:31.479
17	38.418	32.383	20.739	1:31.540
18	38.391	32.242	21.147	1:31.780
19	38.351	32.341	20.776	1:31.468
20	38.410	32.563	20.821	1:31.794
21	38.352	32.561	20.744	1:31.657
22	38.705	32.423	20.610	1:31.738
23	38.499	32.626	20.922	1:32.047
24	38.567	32.487	20.838	1:31.892
25	38.907	32.283	<del>20.579</del>	1:31.769
AVG	38.435	32.431	20.792	1:31.631
IDEAL	38.094	32.109	20.579	1:30.782

**374** Barry Teasdale  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.649</del>	33.531	21.119	-
2	38.678	32.312	20.770	1:31.760
3	38.376	32.427	20.724	1:31.526
4	38.496	32.157	20.799	1:31.451
5	38.299	32.372	20.765	1:31.436
6	38.315	32.087	20.674	1:31.076
7	38.263	32.239	20.663	1:31.166
8	38.255	31.969	20.729	1:30.952
9	<del>38.193</del>	32.523	20.779	1:31.494
10	38.651	32.265	20.676	1:31.591
11	38.238	32.647	21.207	1:32.091
12	38.358	<del>31.938</del>	20.698	1:30.993
13	38.291	32.352	20.880	1:31.523
14	38.484	32.099	20.805	1:31.388
15	38.560	32.294	20.842	1:31.696
16	38.335	32.279	20.971	1:31.585
17	38.479	32.212	20.715	1:31.406
18	38.515	32.647	<del>20.606</del>	1:31.768
19	38.365	32.412	20.962	1:31.739
20	38.315	32.592	20.784	1:31.691
21	38.251	32.538	21.065	1:31.854

22	39.084	32.365	20.656	1:32.105
23	38.396	32.294	21.022	1:31.712
24	38.660	32.298	20.907	1:31.866
25	39.016	32.392	20.726	1:32.134
AVG	38.478	32.369	20.815	1:31.604
IDEAL	38.193	31.938	20.606	1:30.737

**414** Michael J Sanchez  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.482</del>	33.505	20.957	-
2	38.331	32.392	20.812	1:31.535
3	38.458	32.359	20.798	1:31.615
4	38.390	31.990	20.670	1:31.050
5	<del>38.172</del>	32.194	20.838	1:31.203
6	38.303	32.306	20.833	1:31.441
7	38.259	<del>31.948</del>	<del>20.562</del>	1:30.770
8	38.384	32.579	20.763	1:31.726
9	38.411	33.103	20.769	1:32.282
10	38.610	32.071	20.707	1:31.387
AVG	38.369	32.445	20.771	1:31.445
IDEAL	38.172	31.948	20.562	1:30.682

**416** Fernando Amantini  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.818</del>	33.003	20.814	-
2	38.266	32.147	20.422	1:30.835
3	38.180	32.007	20.522	1:30.709
4	38.313	32.153	20.631	1:31.097
5	38.070	31.848	20.460	1:30.378
6	38.041	32.094	20.530	1:30.665
7	38.162	31.938	20.409	1:30.509
8	38.010	32.143	20.481	1:30.634
9	38.025	31.948	20.592	1:30.565
10	38.327	32.389	20.772	1:31.488
11	38.284	32.103	20.498	1:30.885
12	38.156	31.909	20.557	1:30.622
13	38.302	31.879	20.497	1:30.679
14	38.079	31.713	20.596	1:30.388
15	38.421	<del>31.621</del>	20.576	1:30.618
16	38.137	32.058	20.423	1:30.618
17	37.984	31.761	20.343	1:30.088
18	37.951	31.980	21.009	1:30.939
19	38.095	31.881	21.424	1:31.399
20	38.107	32.012	20.375	1:30.494
21	<del>37.928</del>	31.742	<del>20.331</del>	1:30.001
22	38.035	31.912	<del>20.299</del>	1:30.246
23	38.465	33.245	20.754	1:32.464
24	38.385	32.015	20.389	1:30.789
25	38.329	32.268	20.916	1:31.513
AVG	38.169	32.071	20.585	1:30.776
IDEAL	37.928	31.621	20.299	1:29.848