



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - QUALIFYING GROUP #1

**13** Cory West  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.302	24.696	20.667	-
2	54.578	17.846	19.385	1:31.809
3	52.459	-	-	1:41.136 P
4	2:42.581	17.724	19.480	3:19.785
5	51.883	17.659	19.150	1:28.691
6	52.069	18.057	19.084	1:29.211
7	51.514	18.522	19.101	1:29.136
8	1:14.545	-	-	2:02.351 P
9	3:36.619	17.814	19.853	4:14.285
10	52.035	17.521	19.119	1:28.674
11	51.474	17.370	19.058	1:27.902
12	51.979	30.619	19.036	1:41.634 P
13	7:21.555	17.760	19.239	7:58.554
14	51.556	17.450	18.696	1:27.703
15	51.664	17.481	18.990	1:28.135
16	51.659	17.415	18.871	1:27.945
17	52.874	17.709	23.987	1:34.570
18	51.454	17.407	18.812	1:27.673
19	51.166	17.483	18.777	1:27.426
AVG	52.026	17.681	19.207	1:30.832
IDEAL	51.166	17.370	18.696	1:27.232

**23** Mark Ledesma  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.085	17.662	19.423	-
2	52.130	17.472	18.819	1:28.421
3	56.536	-	-	2:18.336 P
4	14:03.384	17.283	18.626	14:39.293
5	51.792	17.455	18.859	1:28.106
6	51.790	17.501	18.489	1:27.780
7	51.893	17.437	18.912	1:28.242
8	1:14.420	-	-	2:18.363 P
9	7:12.720	18.016	26.584	7:57.320
10	52.875	17.536	19.235	1:29.646
11	52.532	17.531	18.776	1:28.839
12	52.011	18.110	18.720	1:28.841
AVG	52.695	17.600	18.873	1:28.553
IDEAL	51.790	17.283	18.489	1:27.562

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.922	18.183	19.739	-
2	53.083	17.624	18.943	1:29.651
3	58.670	17.617	19.479	1:35.766
4	51.994	17.586	19.087	1:28.667
5	51.972	17.487	18.914	1:28.373
6	51.661	17.435	18.967	1:28.063
7	58.791	-	-	1:54.835 P
8	4:31.822	17.844	20.118	5:09.785
9	51.297	17.249	18.666	1:27.212

10 50.711 17.204 18.482 1:26.397  
 11 50.732 17.252 18.726 1:26.710  
 12 50.991 17.318 18.996 1:27.305  
 13 1:01.564 - - 1:54.747 P  
 AVG 52.783 17.500 19.050 1:28.454  
 IDEAL 50.711 17.204 18.482 1:26.397

**75** James Kerker  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.091	20.600	22.492	-
2	59.754	-	-	1:52.716 P
3	1:53.199	18.858	20.580	2:32.637
4	57.962	-	-	2:21.273 P
5	1:12.383	19.065	20.527	1:51.974
6	55.340	18.338	20.517	1:34.195
7	54.834	18.341	20.156	1:33.332
8	1:01.176	18.457	20.757	1:40.389
9	55.347	18.083	20.058	1:33.488
10	54.468	18.367	20.413	1:33.247
11	55.406	-	-	1:57.119 P
AVG	56.786	18.763	20.687	1:34.930
IDEAL	54.468	18.083	20.058	1:32.608

**78** David R N Bell  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	39.004	18.169	20.835	-
2	54.006	17.841	19.949	1:31.796
3	53.691	17.671	19.581	1:30.944
4	53.445	17.513	19.866	1:30.824
5	53.729	17.590	19.596	1:30.915
6	52.845	17.723	19.304	1:29.871
7	1:01.672	-	-	1:51.424 P
8	5:01.799	17.780	21.388	5:40.967
9	53.279	17.767	19.720	1:30.765
10	52.978	18.048	19.340	1:30.367
11	53.197	-	-	1:41.501 P
12	5:09.833	17.506	19.444	5:46.784
13	52.492	17.518	19.128	1:29.138
14	52.218	-	-	1:39.272 P
AVG	53.959	17.739	19.832	1:32.539
IDEAL	52.492	17.506	19.128	1:29.127

**81** C R Gittere  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	42.071	19.527	22.544	-
2	57.760	-	-	1:45.914 P
3	1:12.894	18.291	20.232	1:51.416
4	54.830	18.292	19.947	1:33.069
5	54.529	18.256	19.959	1:32.743
6	55.158	-	-	1:44.693 P
7	2:02.774	18.270	20.134	2:41.178
8	55.281	-	-	1:44.036 P
9	3:57.477	18.446	21.007	4:36.930

10 1:07.661 18.010 20.134 1:45.804  
 10 53.982 17.991 19.979 1:31.952  
 11 55.030 18.012 19.946 1:32.988  
 12 54.502 18.111 19.680 1:32.294  
 13 54.266 18.183 19.941 1:32.390  
 14 54.667 - - 1:49.540 P  
 15 1:33.088 19.635 28.559 2:21.282  
 16 55.239 17.911 19.755 1:32.905  
 17 54.000 18.088 19.881 1:31.969  
 18 53.861 18.004 19.692 1:31.556  
 19 53.657 18.050 19.902 1:31.608  
 20 53.964 18.091 19.510 1:31.565  
 AVG 54.747 18.323 20.163 1:37.726  
 IDEAL 53.657 17.911 19.510 1:31.079

**102** Mark Simon  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	40.729	18.881	21.848	-
2	55.811	-	-	1:58.135 P
3	2:10.628	-	-	3:09.381 P
4	1:09.239	18.268	20.684	1:48.192
5	53.797	17.945	20.006	1:31.748
6	54.486	-	-	1:57.220 P
7	2:12.357	18.134	20.277	2:50.768
8	54.967	18.396	20.287	1:33.650
9	54.148	18.084	19.861	1:32.093
10	55.102	-	-	1:57.411 P
AVG	54.718	18.285	20.494	1:36.421
IDEAL	53.797	17.945	19.861	1:31.603

**125** Marco Martinez  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.945	18.502	20.443	-
2	54.494	18.189	20.176	1:32.860
3	54.137	17.950	20.004	1:32.090
4	53.972	18.242	19.844	1:32.057
5	1:12.186	-	-	2:01.717 P
6	4:29.105	18.424	20.398	5:07.927
7	54.061	18.278	20.022	1:32.360
8	53.886	-	-	1:41.426 P
9	6:02.476	18.382	21.256	6:42.113
10	53.514	18.084	19.897	1:31.495
11	53.787	18.087	19.762	1:31.635
12	53.563	17.970	19.762	1:31.296
13	53.769	18.091	19.752	1:31.612
14	53.639	18.161	19.712	1:31.512
15	53.469	18.119	19.691	1:31.279
16	1:01.697	-	-	1:52.363 P
AVG	54.499	18.191	20.055	1:32.693
IDEAL	53.469	17.950	19.691	1:31.110

**129** Corey D Eaton  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.922	18.183	19.739	-
2	53.083	17.624	18.943	1:29.651
3	58.670	17.617	19.479	1:35.766
4	51.994	17.586	19.087	1:28.667
5	51.972	17.487	18.914	1:28.373
6	51.661	17.435	18.967	1:28.063
7	58.791	-	-	1:54.835 P
8	4:31.822	17.844	20.118	5:09.785
9	51.297	17.249	18.666	1:27.212

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



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - QUALIFYING GROUP #1

**129** Corey D Eaton  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.458</del>	17.861	20.597	-
2	53.305	17.708	19.596	1:30.608
3	52.727	17.750	19.824	1:30.302
4	52.954	17.789	19.996	1:30.739
5	59.759	-	-	1:54.885 <b>P</b>
6	3:36.007	17.747	19.841	4:13.594
6	<del>53.383</del>	<del>17.512</del>	<del>19.578</del>	<del>1:30.473</del>
7	<del>52.900</del>	<del>17.707</del>	<del>19.404</del>	<del>1:30.012</del>
8	59.470	17.657	19.614	1:36.741
9	52.489	17.856	19.376	1:29.720
10	58.566	-	-	1:49.490 <b>P</b>
11	8:08.297	17.777	19.926	8:45.999
12	<del>52.393</del>	<del>17.620</del>	<del>19.553</del>	<del>1:29.565</del>
13	52.537	17.669	19.330	1:29.536
14	57.414	-	-	1:48.101 <b>P</b>
15	1:10.992	17.693	19.850	1:48.535
15	<del>54.823</del>	<del>17.755</del>	<del>19.618</del>	<del>1:32.197</del>
AVG	55.161	17.739	19.773	1:31.030
IDEAL	52.393	17.620	19.330	1:29.342

**159** Martin Szwarc  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.042</del>	18.523	19.519	-
2	55.320	18.019	19.588	1:32.927
3	54.415	18.213	19.816	1:32.443
4	53.506	18.055	19.512	1:31.073
5	54.200	18.089	19.477	1:31.766
6	53.370	18.011	19.417	1:30.798
7	53.968	17.944	19.667	1:31.579
8	53.672	-	-	1:46.304 <b>P</b>
9	2:18.934	18.118	19.863	2:56.916
10	53.489	18.056	19.286	1:30.831
11	53.825	18.055	19.591	1:31.472
12	53.667	18.325	19.828	1:31.819
13	53.917	18.298	19.734	1:31.949
14	53.441	18.140	19.359	1:30.941
15	53.833	18.040	19.647	1:31.519
16	54.702	-	-	1:57.911 <b>P</b>
17	2:16.070	18.138	19.885	2:54.093
18	53.721	17.950	19.355	1:31.026
19	<del>53.247</del>	18.163	19.458	1:30.868
20	53.721	-	-	1:51.368 <b>P</b>
AVG	53.883	18.126	19.588	1:32.488
IDEAL	53.247	17.944	19.286	1:30.477

**190** David L Lambert  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>43.273</del>	20.659	22.614	-
2	58.463	19.162	20.654	1:38.279
3	56.166	18.999	20.590	1:35.755

**211** Reno Karimian  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	55.469	18.901	20.259	1:34.629
5	55.679	18.945	20.481	1:35.105
6	56.086	-	-	1:47.778 <b>P</b>
7	1:47.136	19.855	20.218	2:27.209
8	55.797	18.532	20.429	1:34.758
9	54.829	18.732	20.251	1:33.812
10	55.316	-	-	1:51.391 <b>P</b>
11	1:28.912	18.755	19.969	2:07.636
11	<del>56.333</del>	<del>18.465</del>	<del>20.390</del>	<del>1:35.188</del>
12	<del>55.045</del>	<del>18.716</del>	<del>20.219</del>	<del>1:33.980</del>
13	55.942	18.986	20.377	1:35.305
14	54.884	-	-	1:45.974 <b>P</b>
15	3:16.725	18.661	22.197	3:57.583
16	55.209	18.712	20.210	1:34.131
17	54.918	18.772	20.199	1:33.890
18	<del>54.381</del>	<del>18.561</del>	<del>20.160</del>	<del>1:33.102</del>
19	54.730	18.785	20.458	1:33.973
AVG	55.556	18.995	20.583	1:37.501
IDEAL	54.381	18.532	19.969	1:32.882

**269** Johnny Rock Page  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>39.236</del>	18.483	20.753	-
2	56.723	18.119	20.084	1:34.927
3	54.383	18.043	19.846	1:32.271
4	54.297	18.210	19.862	1:32.369
5	54.382	18.056	19.821	1:32.259
6	53.919	18.116	19.907	1:31.942
7	53.882	-	-	8:00.746 <b>P</b>
8	1:15.180	18.214	20.334	1:53.728
9	53.991	18.063	19.851	1:31.905
10	54.034	18.027	20.014	1:32.075
11	55.449	-	-	3:29.378 <b>P</b>
12	1:11.800	18.258	19.906	1:49.964
13	<del>53.685</del>	<del>17.990</del>	<del>19.850</del>	<del>1:31.525</del>
14	54.128	18.152	20.106	1:32.386
AVG	54.443	18.144	20.028	1:32.407
IDEAL	53.685	17.990	19.821	1:31.496

**329** Ricardo Sune Falcon  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>40.767</del>	19.028	21.739	-
2	55.320	18.420	20.017	1:33.756
3	54.786	2:02.272	24.868	3:21.926 <b>P</b>
4	1:15.401	18.678	20.299	1:54.378
5	55.480	18.380	19.918	1:33.777
5	<del>56.672</del>	<del>18.251</del>	<del>20.434</del>	<del>1:35.357</del>
6	<del>54.188</del>	<del>18.101</del>	<del>19.629</del>	<del>1:31.917</del>
6	<del>56.480</del>	<del>18.621</del>	<del>19.843</del>	<del>1:34.944</del>
7	<del>1:15.906</del>	<del>18.509</del>	<del>20.607</del>	<del>1:55.022</del>
8	54.553	18.310	19.996	1:32.858
9	54.964	18.188	19.981	1:33.134
10	54.613	18.474	20.020	1:33.106
11	54.450	18.436	19.885	1:32.770
12	<del>53.981</del>	<del>18.216</del>	<del>20.180</del>	<del>1:32.376</del>
13	59.565	-	-	7:04.892 <b>P</b>
14	1:13.370	19.913	20.259	1:53.542
AVG	55.301	18.604	20.229	1:33.111
IDEAL	53.981	18.188	19.885	1:32.053

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>41.465</del>	18.735	22.730	-
2	55.387	18.015	19.727	1:33.128
3	53.379	17.966	20.161	1:31.505
4	52.657	17.793	18.947	1:29.396
5	52.988	-	-	3:15.617 <b>P</b>
6	1:11.717	17.642	19.063	1:48.422
7	52.287	17.761	19.103	1:29.151
8	52.497	17.889	18.943	1:29.329
9	52.647	-	-	4:20.245 <b>P</b>
10	1:12.603	17.705	19.105	1:49.413
11	<del>52.234</del>	<del>17.550</del>	<del>19.073</del>	<del>1:28.856</del>
12	52.527	17.825	19.220	1:29.571
13	52.839	-	-	6:46.847 <b>P</b>
AVG	52.944	17.888	19.607	1:30.134
IDEAL	52.234	17.550	18.943	1:28.727

**616** Brad M Hendry  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>41.365</del>	19.358	22.007	-
2	56.791	18.253	20.684	1:35.728
3	53.889	17.895	19.311	1:31.095
4	52.417	17.795	19.113	1:29.326
5	52.457	17.578	18.851	1:28.886
6	51.814	17.569	18.954	1:28.337
7	1:08.376	-	-	2:02.169 <b>P</b>
8	7:51.978	17.841	19.187	8:29.006
9	52.381	17.683	19.157	1:29.221
10	<del>51.087</del>	<del>17.492</del>	<del>18.661</del>	<del>1:27.239</del>
11	1:06.471	17.626	20.836	1:44.932

**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



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - QUALIFYING GROUP #1

616 Brad M Hendry  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	51.265	17.509	18.914	1:27.688
13	51.337	17.524	19.036	1:27.897
14	51.430	-	-	2:52.213 <b>P</b>
AVG	51.344	17.516	18.975	1:27.792
IDEAL	51.087	17.492	18.661	1:27.239