



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - QUALIFYING GROUP #1

10 Doug Chandler
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	45.288	25.658	37.646	1:48.592
3	33.108	23.806	35.750	1:32.664
4	32.290	23.182	35.409	1:30.880
5	32.263	23.171	3:16.300	4:11.734
6	43.659	24.323	36.489	1:44.471
7	32.162	22.916	34.857	1:29.936
8	31.665	22.783	34.980	1:29.428
9	31.358	22.970	34.924	1:29.253
10	31.381	22.789	34.687	1:28.856
11	31.333	22.754	34.687	1:28.773
12	32.679	23.697	5:18.327	6:14.703
13	44.129	25.271	35.850	1:45.249
14	31.690	22.963	34.823	1:29.476
15	31.622	22.705	34.674	1:29.002
16	31.354	22.697	34.729	1:28.780
17	32.501	23.529	2:23.432	3:19.463
18	41.591	23.910	35.651	1:41.152
19	31.864	22.749	34.793	1:29.406
20	31.442	22.724	34.681	1:28.847
21	31.279	22.629	34.568	1:28.475
AVG	31.874	23.361	35.247	1:32.166
IDEAL	31.279	22.629	34.568	1:28.475

24 Clint McBain
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	45.509	25.306	36.586	1:47.400
3	31.947	22.859	34.792	1:29.598
4	31.685	22.733	34.765	1:29.182
5	31.572	22.853	34.881	1:29.306
6	31.922	22.922	55.294	1:50.138
7	2:19.083	23.667	35.407	3:18.157
8	31.583	22.811	34.787	1:29.180
9	31.726	22.976	34.922	1:29.624
10	31.548	22.996	35.070	1:29.614
11	31.588	22.773	34.815	1:29.176
12	33.441	24.876	55.907	1:54.223
13	5:26.560	22.935	35.490	6:24.985
14	31.570	23.568	34.849	1:29.986
15	31.647	23.025	35.793	1:30.465
16	31.766	22.980	54.498	1:49.244
17	2:24.825	23.325	35.337	3:23.486
18	31.287	22.719	34.557	1:28.564
19	31.232	22.639	34.677	1:28.548
20	31.372	22.880	36.947	1:31.199
AVG	31.726	23.202	35.230	1:29.537
IDEAL	31.232	22.639	34.557	1:28.428

30 Francis Martin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	41.682	23.847	36.445	1:41.974
3	31.973	23.289	35.722	1:30.984
4	31.745	22.826	35.360	1:29.931
5	31.548	22.831	35.112	1:29.491
6	31.482	22.832	35.126	1:29.440
7	32.118	23.065	8:22.500	9:17.683
8	41.951	23.826	36.016	1:41.793
9	31.752	22.828	35.404	1:29.983
10	32.456	22.827	3:35.716	4:30.998
11	41.457	22.936	35.516	1:39.909
12	31.259	22.575	34.926	1:28.759
13	31.185	22.648	34.875	1:28.707
14	31.105	22.865	34.900	1:28.870
15	33.383	24.143	2:04.943	3:02.469
16	41.274	23.017	35.557	1:39.848
17	31.394	22.669	35.117	1:29.180
18	31.496	22.792	35.065	1:29.353
AVG	31.761	23.048	35.367	1:32.730
IDEAL	31.105	22.575	34.875	1:28.555

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.960	23.366	36.283	1:50.608
2	41.682	23.847	36.445	1:41.974
3	31.973	23.289	35.722	1:30.984
4	31.745	22.826	35.360	1:29.931
5	31.548	22.831	35.112	1:29.491
6	31.482	22.832	35.126	1:29.440
7	32.118	23.065	8:22.500	9:17.683
8	41.951	23.826	36.016	1:41.793
9	31.752	22.828	35.404	1:29.983
10	32.456	22.827	3:35.716	4:30.998
11	41.457	22.936	35.516	1:39.909
12	31.259	22.575	34.926	1:28.759
13	31.185	22.648	34.875	1:28.707
14	31.105	22.865	34.900	1:28.870
15	33.383	24.143	2:04.943	3:02.469
16	41.274	23.017	35.557	1:39.848
17	31.394	22.669	35.117	1:29.180
18	31.496	22.792	35.065	1:29.353
AVG	31.761	23.048	35.367	1:32.730
IDEAL	31.105	22.575	34.875	1:28.555

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.960	23.366	36.283	1:50.608
2	32.973	23.881	36.317	1:33.171
3	32.470	23.845	35.781	1:32.095
4	32.384	23.378	35.748	1:31.510
5	32.744	23.838	5:01.615	5:58.197
6	48.686	24.154	36.160	1:49.000
7	32.887	23.521	35.698	1:32.105
8	32.046	23.238	35.443	1:30.727
9	32.157	23.203	35.513	1:30.872
10	32.045	23.372	35.894	1:31.311
11	33.599	24.553	2:41.308	3:39.459

62 David Weber
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	32.107	23.328	35.897	1:31.333
2	32.080	23.457	36.111	1:31.648
AVG	32.499	23.753	36.057	1:31.641
IDEAL	32.045	23.203	35.443	1:30.691

68 Dominic Jones
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	31.766	23.165	35.504	1:30.434
2	31.552	23.050	35.149	1:29.751
3	31.472	22.864	35.179	1:29.516
4	34.342	25.777	2:20.476	3:20.595
5	46.144	23.377	35.391	1:44.912
6	31.644	23.013	35.149	1:29.807
7	31.494	23.227	35.037	1:29.758
8	32.101	23.498	35.402	1:31.000
9	31.820	23.501	35.923	1:31.243
10	36.655	26.933	5:08.799	6:12.387
11	40.472	23.302	36.309	1:40.083
12	32.079	23.131	35.774	1:30.984
13	32.011	23.294	35.396	1:30.701
14	31.878	23.327	35.747	1:30.951
15	32.634	26.795	3:19.530	4:18.959
16	46.953	23.637	35.648	1:46.238
17	32.056	23.108	35.497	1:30.660
AVG	32.393	23.805	35.577	1:33.288
IDEAL	31.472	22.864	35.037	1:29.374

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	31.916	22.972	34.727	1:29.614
2	31.816	23.017	34.897	1:29.729
3	32.090	24.009	57.777	1:53.877
4	6:24.291	24.116	43.071	7:31.478
5	33.722	23.203	34.864	1:31.789
6	31.940	23.026	34.876	1:29.841
7	32.298	24.174	58.942	1:55.414
AVG	32.478	23.698	35.282	1:30.712
IDEAL	31.816	22.834	34.727	1:29.376

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	31.287	22.719	34.557	1:28.564
2	47.235	27.000	38.612	1:52.846
3	34.057	23.949	36.762	1:34.768
4	33.019	23.812	35.952	1:32.783
5	32.417	23.553	35.997	1:31.967
6	32.375	23.431	35.957	1:31.763
7	32.729	25.827	38.671	1:37.228
8	32.290	23.119	35.925	1:31.335
9	32.371	23.562	35.915	1:31.848
AVG	32.751	24.282	36.724	1:33.099
IDEAL	32.290	23.119	35.915	1:31.325

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 #1

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	32.975	24.571	36.313	1:33.859
11	33.977	23.849	36.414	1:34.240
12	32.782	23.827	36.261	1:32.870
13	32.905	23.810	36.410	1:33.125
14	32.655	23.861	37.181	1:33.697
15	32.998	23.677	36.304	1:32.978
16	32.920	23.999	36.288	1:33.207
17	33.615	26.564	34.2918	4:43.097 P
18	44.084	23.941	36.211	1:44.236
19	33.322	25.594	36.356	1:35.271
20	32.903	23.830	36.348	1:33.081
21	32.690	23.842	36.677	1:33.208
AVG	33.067	24.280	36.433	1:34.525
IDEAL	32.655	23.677	36.211	1:32.543

16	32.695	23.488	36.358	1:32.542
17	35.515	26.926	2:30.771	3:33.212 P
18	42.855	28.607	37.628	1:49.090
19	33.076	23.662	37.419	1:34.156
20	32.402	23.767	36.515	1:32.684
21	32.296	23.499	36.226	1:32.021
AVG	32.910	24.181	36.855	1:35.745
IDEAL	32.296	23.303	36.031	1:31.630

6	33.083	23.417	36.360	1:32.860
7	33.218	23.876	36.260	1:33.355
8	48.085	25.612	57.556	2:11.253 P
9	3:08.889	24.329	36.344	4:09.563
10	33.096	23.551	36.013	1:32.660
11	32.867	23.559	36.151	1:32.577
AVG	33.232	24.073	36.417	1:35.091
IDEAL	32.867	23.417	36.013	1:32.296

97 Scott E Carpenter
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	46.363	25.314	37.708	1:49.385
3	34.663	24.302	36.908	1:35.873
4	33.919	24.198	37.161	1:35.278
5	34.239	25.669	37.018	1:36.926
6	33.558	24.328	11:25.739	12:23.626 P
7	51.697	24.106	36.838	1:52.640
8	33.438	25.875	55.182	1:54.495 P
9	50.753	25.343	55.912	2:12.008 P
10	40.388	23.830	36.740	1:40.958
11	33.342	23.848	36.654	1:33.844
12	33.221	23.775	36.540	1:33.536
13	33.497	23.927	36.547	1:33.971
14	33.400	23.915	36.752	1:34.066
AVG	33.698	24.495	36.887	1:37.093
IDEAL	33.221	23.775	36.540	1:33.536

175 Marcin Biernacki
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	49.901	25.276	38.121	1:53.299
3	33.861	24.352	37.059	1:35.272
4	33.687	24.420	37.076	1:35.183
5	33.982	24.542	37.766	1:36.289
6	34.204	25.077	37.393	1:36.674
7	34.730	31.213	1:01.911	2:07.854 P
8	11:44.777	24.933	1:05.133	13:14.843 P
9	46.525	24.464	36.781	1:47.770
10	50.763	29.245	39.407	1:59.414
11	33.377	24.463	37.482	1:35.322
12	35.762	27.772	56.753	2:00.287 P
AVG	34.229	25.033	37.636	1:39.973
IDEAL	33.377	24.352	36.781	1:34.510

261 Andrew Nelson
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:20.190	25.372	1:54.818	- P
2	42.924	23.764	35.889	1:42.577
3	32.480	23.330	35.529	1:31.339
4	32.649	23.271	35.777	1:31.697
5	37.559	25.717	4:29.245	5:32.520 P
6	51.266	33.368	37.590	2:02.223
7	32.203	23.061	35.380	1:30.644
8	36.657	27.961	3:20.447	4:25.065 P
9	51.629	29.495	40.349	2:01.474
10	32.516	23.177	35.693	1:31.385
11	32.288	23.304	35.629	1:31.222
12	38.350	29.731	1:01.311	2:09.391 P
13	51.725	23.845	35.730	1:51.300
14	32.351	23.238	35.358	1:30.946
15	32.396	23.280	35.677	1:31.353
AVG	33.945	23.760	36.236	1:32.645
IDEAL	32.203	23.061	35.358	1:30.622

131 Chuck Ivey
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	47.126	24.889	37.991	1:50.005
3	33.285	23.777	37.358	1:34.421
4	32.663	23.860	36.494	1:33.017
5	32.720	23.443	36.389	1:32.551
6	32.871	23.642	3:32.965	4:29.478 P
7	45.835	24.653	37.508	1:47.996
8	33.289	23.891	36.960	1:34.140
9	33.311	25.558	2:27.859	3:26.727 P
10	46.281	27.393	38.031	1:51.705
11	32.804	23.647	36.544	1:32.995
12	32.363	23.533	36.197	1:32.092
13	32.389	23.303	36.882	1:32.574
14	32.606	23.575	36.031	1:32.211
15	32.488	23.625	36.509	1:32.622

200 Brendon Marshall
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	47.056	26.989	38.917	1:52.963
3	33.582	24.208	36.951	1:34.741
4	32.838	23.662	36.481	1:32.980
5	32.728	24.371	37.127	1:34.226
6	33.175	24.838	37.279	1:35.292
7	33.639	24.666	37.182	1:35.486
8	33.818	24.333	36.662	1:34.813
9	52.649	28.037	56.849	2:17.535 P
10	1:01.918	24.678	36.783	2:03.379
11	33.430	24.679	36.846	1:34.955
12	33.616	24.192	36.637	1:34.445
13	32.915	23.929	36.500	1:33.345
14	32.854	24.201	36.648	1:33.702
15	33.538	23.946	37.658	1:35.142
16	33.718	24.263	36.875	1:34.856
AVG	33.321	24.733	37.039	1:34.499
IDEAL	32.728	23.662	36.481	1:32.871

269 Johnny Rock Page
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	44.464	25.930	38.000	1:48.394
3	33.360	24.323	36.476	1:34.159
4	32.504	24.220	36.228	1:32.952
5	32.147	23.383	35.959	1:31.489
6	32.625	23.980	36.274	1:32.878
7	40.328	28.630	59.066	2:08.023 P
8	12:18.590	25.790	36.946	13:21.326
9	32.502	23.902	36.175	1:32.578
10	32.560	23.932	36.392	1:32.884
11	32.199	23.892	35.704	1:31.795
12	36.344	24.125	56.410	1:56.880 P
13	4:57.525	25.644	48.334	6:11.504 P
AVG	33.030	24.465	36.461	1:34.641
IDEAL	32.147	23.383	35.704	1:31.234

P - lap ended in the pits **R** - lap ended on a red flag

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INDIVIDUAL TIMES - QUALIFYING GROUP #1

302 Santiago Villa
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	33.150	24.748	36.641	1:34.540
7	32.920	31.602	38.211	1:42.733
8	34.385	24.271	36.181	1:34.838
9	32.829	24.242	36.348	1:33.419
10	32.422	24.288	36.476	1:33.186
11	32.837	24.564	36.115	1:33.516
12	32.848	24.441	53.531	1:50.820 P
13	3:09.050	24.760	36.964	4:10.774
14	32.971	24.047	35.912	1:32.930
15	32.589	23.888	35.978	1:32.455
16	32.804	24.277	36.207	1:33.288
17	46.806	25.994	36.962	1:49.762
18	33.169	24.089	36.824	1:34.082
19	33.135	24.549	36.809	1:34.493
20	34.336	25.240	52.866	1:52.443 P
21	38.030	24.490	36.485	1:39.006
22	33.051	24.161	36.240	1:33.452
23	35.837	29.422	59.761	2:05.020 P
AVG	33.582	24.503	36.557	1:36.835
IDEAL	32.422	23.888	35.803	1:32.113

9	32.249	23.519	5:58.192	6:53.960 P
10	41.062	24.555	36.067	1:41.685
11	32.104	23.108	35.638	1:30.850
12	32.143	22.997	36.004	1:31.145
13	1:01.290	36.492	2:16.870	3:54.652 P
AVG	32.812	24.162	36.738	1:37.403
IDEAL	32.104	22.997	35.638	1:30.739

311 Robertino Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	43.766	24.205	36.451	1:44.422
3	33.004	23.606	35.913	1:32.523
4	32.576	23.384	35.607	1:31.567
5	32.335	23.831	35.647	1:31.812
6	33.520	28.330	6:46.752	7:48.602 P
7	44.255	24.743	36.179	1:45.177
8	32.508	23.126	35.493	1:31.127
9	32.270	23.403	35.579	1:31.252
10	32.399	26.057	6:23.811	7:22.267 P
11	40.892	23.252	35.823	1:39.968
12	32.037	23.041	35.431	1:30.509
13	32.433	23.290	35.525	1:31.247
14	32.230	23.240	35.397	1:30.867
15	32.532	23.386	35.762	1:31.681
AVG	32.531	23.736	35.734	1:34.346
IDEAL	32.037	23.041	35.397	1:30.474

361 Martin Cardenas
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.854	25.943	37.912	-
2	34.292	23.966	35.985	1:34.243
3	32.109	23.165	35.621	1:30.895
4	32.041	23.403	35.489	1:30.932
5	32.097	23.052	35.266	1:30.415
6	31.885	22.902	35.056	1:29.843
7	33.127	25.025	57.456	1:55.608 P
8	8:08.566	23.368	35.633	9:07.567
9	32.073	22.992	34.962	1:30.027
10	31.773	22.794	35.097	1:29.663
11	31.764	22.954	35.061	1:29.779
12	34.519	24.242	56.441	1:55.202 P
13	2:53.859	23.433	35.589	3:52.882
14	31.581	22.878	34.818	1:29.276
15	1:41.352	29.786	1:05.859	3:16.998 P
AVG	32.478	23.580	35.541	1:30.564
IDEAL	31.581	22.794	34.818	1:29.192

333 Tristan Palmer
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:05.464	27.109	39.197	2:11.770
3	33.672	24.634	37.550	1:35.856
4	34.605	25.778	2:16.404	3:16.787 P
5	46.090	23.936	36.603	1:46.630
6	32.699	23.731	1:47.552	2:43.981 P
7	42.971	23.731	36.582	1:43.284
8	32.777	23.333	36.262	1:32.371

973 James E Stroud
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	44.158	23.874	36.508	1:44.540
3	32.491	23.239	35.937	1:31.667
4	33.143	23.438	35.863	1:32.445
5	32.389	23.488	35.859	1:31.736
6	32.303	23.338	35.855	1:31.495
7	32.308	23.395	35.666	1:31.370
8	32.564	23.825	35.963	1:32.352
9	32.299	23.424	36.076	1:31.800
10	35.387	26.510	6:01.322	7:03.219 P
11	46.622	24.007	36.597	1:47.225
12	32.547	23.634	36.048	1:32.229
13	32.445	23.580	35.938	1:31.963
14	32.418	23.511	35.812	1:31.741
15	32.352	23.861	36.003	1:32.216
16	32.478	23.593	36.850	1:32.921
17	35.077	28.468	1:10.715	2:14.261 P
AVG	32.871	23.781	36.070	1:33.978
IDEAL	32.299	23.239	35.666	1:31.204

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