



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - PRACTICE SESSION #2

1 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.019	19.655	17.364	-
2	54.096	18.802	17.169	1:30.067
3	49.330	18.121	17.152	1:24.603
4	50.642	19.503	17.308	1:27.453
5	49.359	17.773	17.006	1:24.138
6	49.668	17.875	17.179	1:24.721
7	58.655	19.983	17.145	1:35.783
8	49.388	17.852	16.984	1:24.225
9	49.338	17.716	16.963	1:24.016
10	49.579	18.031	18.634	1:26.243
11	49.290	17.812	16.999	1:24.101
12	49.408	17.823	17.068	1:24.299
13	49.116	17.717	16.976	1:23.809
14	1:01.386	-	-	1:48.208 P
AVG	50.656	18.359	17.227	1:26.122
IDEAL	49.116	17.716	16.963	1:23.794

2 Jamie A Hacking
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.864	19.246	17.618	-
2	51.233	18.520	17.217	1:26.969
3	50.952	18.495	17.146	1:26.593
4	51.737	18.317	17.156	1:27.209
5	51.839	18.350	17.083	1:27.272
6	50.276	18.169	17.066	1:25.511
7	50.419	18.228	17.066	1:25.713
8	50.161	18.142	16.972	1:25.274
9	49.997	18.289	17.019	1:25.305
10	50.199	18.288	16.987	1:25.474
11	50.017	18.119	16.968	1:25.103
12	49.769	18.135	17.025	1:24.928
13	49.881	18.224	17.077	1:25.182
14	49.963	18.374	17.047	1:25.384
15	49.982	18.265	17.001	1:25.247
16	50.237	18.000	16.931	1:25.168
17	50.066	17.990	16.883	1:24.939
18	49.980	-	-	2:42.952 P
AVG	50.395	18.303	17.074	1:25.704
IDEAL	49.769	17.990	16.883	1:24.642

10 Doug Chandler
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.597	19.845	17.752	-
2	52.569	18.808	17.326	1:28.703
3	51.165	18.588	17.453	1:27.206
4	52.844	-	-	1:47.944 P
5	2:44.161	18.681	17.523	3:20.365
6	50.815	-	-	1:45.229 P
7	3:22.099	18.559	17.174	3:57.831
8	51.065	18.865	17.332	1:27.262
9	50.442	18.538	17.387	1:26.366

10 50.533 18.481 17.322 1:26.335

11 50.676 18.687 17.307 1:26.670

12 50.364 18.671 17.284 1:26.319

13 52.824 - - 1:56.178 **P**

14 3:14.249 18.738 17.291 3:50.278

15 50.775 18.530 17.312 1:26.617

AVG 51.217 18.729 17.368 1:26.868

IDEAL 50.364 18.481 17.174 1:26.018

17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.147	19.496	17.650	-
2	52.499	19.021	17.222	1:28.742
3	50.530	17.995	16.913	1:25.438
4	51.229	-	-	1:32.132 P
5	2:39.317	-	-	3:30.645 P
6	4:59.156	-	-	5:41.673 P
7	1:58.575	18.424	16.940	2:33.939
8	50.940	18.107	16.980	1:26.028
9	50.102	22.156	18.394	1:30.652
10	49.857	17.906	17.019	1:24.782
11	50.144	18.102	16.876	1:25.122
12	49.977	17.853	17.129	1:24.959
13	50.046	17.844	16.895	1:24.784
14	50.161	-	-	1:31.772 P
15	2:34.531	18.518	17.044	3:10.093
AVG	50.548	18.327	17.188	1:27.441
IDEAL	49.857	17.844	16.876	1:24.576

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.861	19.316	17.545	-
2	52.047	18.825	17.229	1:28.101
3	51.435	-	-	1:40.232 P
4	2:59.752	18.389	17.368	3:35.509
5	49.948	18.250	17.186	1:25.383
6	49.834	18.227	17.146	1:25.208
7	49.672	18.206	17.359	1:25.236
8	49.811	18.115	17.158	1:25.084
9	56.238	-	-	1:44.840 P
10	4:15.005	18.407	17.266	4:50.678
11	49.707	18.071	17.101	1:24.878
12	50.069	18.091	17.143	1:25.303
13	49.578	18.114	17.141	1:24.833
14	49.970	-	-	1:38.843 P
AVG	50.755	18.365	17.240	1:28.310
IDEAL	49.578	18.071	17.101	1:24.750

22 Tommy Hayden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.329	20.003	17.326	-
2	52.550	18.948	17.234	1:28.732
3	51.071	19.364	17.035	1:27.470
4	52.832	19.493	17.143	1:29.467

5 50.275 18.213 17.044 1:25.532

6 52.774 21.396 17.322 1:31.492

7 50.395 - - 1:47.841 **P**

8 5:45.918 18.867 17.271 6:22.056

9 50.247 18.053 17.027 1:25.327

10 50.693 18.459 17.105 1:26.257

11 58.249 20.596 17.639 1:36.484

12 50.015 17.972 16.994 1:24.980

13 1:07.957 - - 1:58.410 **P**

AVG 51.762 19.131 17.182 1:28.127

IDEAL 50.015 17.972 16.994 1:24.980

32 Eric Bostrom
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.863	19.436	17.427	-
2	51.340	18.886	17.416	1:27.642
3	51.697	18.631	17.177	1:27.505
4	49.926	18.130	16.970	1:25.026
5	58.225	-	-	1:44.641 P
6	2:06.302	18.654	17.157	2:42.113
7	51.399	20.112	17.683	1:29.194
8	49.859	18.136	17.050	1:25.045
9	49.777	17.989	16.981	1:24.746
10	49.339	18.016	30.960	1:38.315 P
11	3:25.977	18.474	17.214	4:01.664
12	49.858	18.061	16.971	1:24.890
13	49.602	18.023	16.974	1:24.598
14	49.489	18.070	16.971	1:24.530
15	49.557	17.947	17.023	1:24.528
16	53.981	-	-	1:35.300 P
17	1:25.449	18.229	17.097	2:00.776
18	49.333	17.999	16.927	1:24.259
AVG	50.956	18.424	17.136	1:27.352
IDEAL	49.333	17.947	16.927	1:24.207

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.712	20.479	18.233	-
2	54.541	19.790	18.114	1:32.445
3	53.751	19.388	17.649	1:30.788
4	53.657	19.408	17.600	1:30.665
5	53.364	-	-	1:46.453 P
AVG	53.828	19.766	17.899	1:35.088
IDEAL	53.657	19.388	17.600	1:30.645

40 Jason Disalvo
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.975	20.023	17.952	-
2	52.992	19.141	17.541	1:29.674
3	51.247	18.414	17.216	1:26.877
4	50.776	-	-	1:52.774 P
5	2:30.125	20.912	18.139	3:09.176
6	53.149	19.116	17.522	1:29.786
7	52.251	-	-	1:37.703 P

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

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40 Jason Disalvo
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	2:59.081	18.780	17.448	3:35.309
9	50.737	18.387	17.187	1:26.311
10	50.231	18.223	17.208	1:25.661
11	50.202	18.160	17.174	1:25.537
12	50.219	18.236	17.230	1:25.685
13	50.046	18.085	17.110	1:25.241
14	1:03.572	-	-	2:10.688 P
15	3:06.217	19.247	17.768	3:43.232
15	52.896	-	-	1:43.206 P
AVG	50.287	18.445	17.304	1:25.687
IDEAL	50.046	18.085	17.110	1:25.241

50 Matt D Lynn
MV Agusta F4-1000R 312

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.802	20.169	17.693	-
2	52.473	18.770	17.356	1:28.599
3	50.823	18.633	17.037	1:26.494
4	50.985	18.603	17.247	1:26.834
5	50.654	18.474	17.214	1:26.343
6	50.880	18.552	17.156	1:26.588
7	50.665	18.387	17.215	1:26.267
8	50.787	18.405	17.132	1:26.324
9	51.064	-	-	1:54.950 P
10	5:58.404	-	-	7:03.151 P
11	1:19.408	-	-	2:23.441 P
12	1:21.251	-	-	2:22.669 P
13	1:13.271	-	-	2:26.948 P
AVG	51.041	18.749	17.256	1:26.778
IDEAL	50.654	18.387	17.037	1:26.079

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.077	18.791	17.286	-
1	53.467	18.338	17.080	1:28.885
2	51.702	18.538	17.091	1:27.331
3	51.385	-	-	1:37.502 P
4	1:56.957	18.155	17.130	2:32.242
5	50.100	18.098	17.087	1:25.285
6	49.720	18.040	17.059	1:24.820
7	52.584	-	-	1:39.364 P
8	2:37.573	18.143	17.125	3:12.840
9	49.516	18.162	17.039	1:24.716
10	49.762	18.129	17.064	1:24.955
11	49.608	18.140	17.036	1:24.784
12	52.946	-	-	1:38.514 P
AVG	50.702	18.207	17.103	1:29.993
IDEAL	49.516	18.040	17.036	1:24.592

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P

2	1:25.780	20.477	18.181	2:04.439
3	53.151	19.031	17.809	1:29.991
4	52.241	19.165	17.972	1:29.379
5	52.835	19.105	17.968	1:29.908
6	52.197	20.165	18.006	1:30.368
7	52.487	-	-	4:23.173 P
8	1:17.337	-	-	2:47.153 P
9	1:16.703	-	-	2:31.245 P
10	1:13.243	19.300	17.921	1:50.464
11	52.411	18.998	17.690	1:29.099
12	52.087	18.852	17.731	1:28.670
AVG	52.487	19.508	17.940	1:29.569
IDEAL	52.087	18.852	17.690	1:28.629

62 David Weber
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.457	-	-	- P
2	5:33.703	19.381	17.762	6:10.846
3	51.936	18.874	17.886	1:28.696
4	52.220	18.987	17.575	1:28.782
5	51.831	18.931	17.620	1:28.383
6	52.772	18.927	17.697	1:29.395
7	52.740	-	-	1:46.803 P
8	3:11.061	-	-	4:16.999 P
AVG	52.300	19.020	17.708	1:28.814
IDEAL	51.831	18.874	17.575	1:28.280

66 Mathew Mladin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	35.889	18.653	17.237	-
2	50.393	17.864	17.029	1:25.287
3	49.615	17.791	16.879	1:24.285
4	49.515	17.803	16.927	1:24.245
5	49.381	17.734	16.933	1:24.047
6	50.807	-	-	1:37.494 P
7	2:35.269	18.212	17.032	3:10.514
8	49.565	17.951	16.872	1:24.388
9	49.200	17.734	16.818	1:23.752
10	49.085	17.666	16.913	1:23.664
11	50.484	-	-	1:32.605 P
12	2:27.520	17.598	16.967	3:02.084
13	49.134	17.659	16.899	1:23.691
14	49.112	-	-	1:35.681 P
15	2:41.910	17.866	16.843	3:16.619
16	49.264	17.719	16.964	1:23.947
17	49.541	17.785	17.079	1:24.405
18	49.333	-	-	1:31.313 P
AVG	49.602	17.860	16.957	1:27.057
IDEAL	49.085	17.598	16.818	1:23.501

68 Dominic Jones
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.347	19.979	18.368	-
2	54.027	19.470	18.117	1:31.614

3	55.344	19.490	17.874	1:32.708
4	53.477	19.354	18.006	1:30.837
5	53.750	19.321	17.864	1:30.936
AVG	54.388	19.517	18.017	1:31.760
IDEAL	53.477	19.321	17.864	1:30.662

77 James Ellison
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.075	19.423	17.650	-
2	52.594	-	-	1:45.081 P
3	4:21.173	18.691	17.762	4:57.626
4	51.989	18.675	17.225	1:27.889
5	50.751	18.267	17.199	1:26.217
6	50.725	18.507	17.262	1:26.495
7	50.972	18.300	17.075	1:26.348
8	50.911	18.306	17.170	1:26.387
9	56.970	-	-	1:56.873 P
AVG	52.130	18.596	17.335	1:26.667
IDEAL	50.725	18.267	17.075	1:26.068

80 Kurtis L Roberts
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.347	19.750	17.597	-
2	52.394	19.100	17.462	1:28.956
3	52.480	19.562	17.394	1:29.436
4	59.828	-	-	1:57.819 P
5	3:06.672	19.472	17.464	3:43.608
6	51.874	19.228	17.520	1:28.622
7	1:10.497	-	-	2:10.636 P
8	3:40.072	19.998	17.770	4:17.840
9	55.387	-	-	1:56.850 P
10	9:34.861	19.344	17.508	10:11.712
AVG	54.393	19.493	17.531	1:29.005
IDEAL	51.874	19.100	17.394	1:28.368

88 Luca Scassa
MV Agusta F4-1000R 312

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.472	19.592	17.880	-
2	52.653	18.911	17.656	1:29.220
3	53.400	18.597	17.415	1:29.412
4	50.770	18.372	17.164	1:26.306
5	50.885	-	-	1:33.530 P
6	8:43.165	-	-	9:34.382 P
AVG	51.927	18.868	17.529	1:29.617
IDEAL	50.770	18.372	17.164	1:26.306

95 Roger Lee Hayden
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.889	19.681	17.208	-
2	51.778	18.545	17.533	1:27.856
3	51.452	19.124	17.126	1:27.702
4	51.622	18.456	17.036	1:27.114
5	50.421	18.194	16.990	1:25.606
6	50.224	18.164	16.943	1:25.330

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95 Roger Lee Hayden Kawasaki ZX-10R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
11				56.566 - - 1:45.175 P
AVG	52.691	18.842	17.548	1:27.785
IDEAL	51.168	18.438	17.344	1:26.949
7	6:06.703	5:23.229	17.091	6:42.816
8	55.378	18.898	17.074	1:31.350
9	50.762	18.298	17.034	1:26.094
10	49.895	18.270	17.042	1:25.208
11	50.253	18.385	16.937	1:25.576
12	50.071	18.072	17.037	1:25.179
13	4:23.050	3:51.392	17.120	4:58.563
14	50.193	21.019	17.692	1:28.904
AVG	51.092	18.824	17.128	1:27.052
IDEAL	49.895	18.072	16.937	1:24.905

98 Jake P Zemke Honda CBR1000RR				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	35.797	18.809	16.988	-
2	50.191	18.341	16.821	1:25.353
3	49.766	18.079	16.818	1:24.662
4	49.855	18.034	16.829	1:24.718
5	49.539	18.286	17.089	1:24.914
6	49.467	18.091	16.788	1:24.346
7	49.762	18.136	16.851	1:24.748
8	49.719	17.935	16.900	1:24.554
9	49.889	-	-	1:37.417 P
10	8:37.824	18.435	16.992	9:13.251
11	50.340	18.134	16.801	1:25.274
12	1:01.132	-	-	1:50.928 P
13	4:19.183	-	-	5:25.115 P
AVG	49.836	18.228	16.888	1:26.221
IDEAL	49.467	17.935	16.788	1:24.190

269 Johnny Rock Page Yamaha YZF-R1				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	40.151	21.045	19.106	-
2	55.549	19.899	17.998	1:33.446
3	53.561	19.288	18.016	1:30.865
4	53.902	19.625	17.957	1:31.484
5	53.291	-	-	1:49.315 P
AVG	54.076	19.964	18.269	1:31.932
IDEAL	53.561	19.288	17.957	1:30.806

361 Martin Cardenas Kawasaki ZX-10R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.557	20.343	18.214	-
2	53.685	19.125	17.402	1:30.213
3	51.475	18.945	17.344	1:27.763
4	51.545	18.438	17.527	1:27.510
5	51.310	18.446	17.425	1:27.182
6	51.916	-	-	1:46.108 P
7	3:43.853	18.765	17.553	4:20.172
8	51.199	18.485	17.420	1:27.104
9	51.478	18.460	17.447	1:27.384
10	51.168	18.573	17.599	1:27.340

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Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session