



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - QUALIFYING GROUP #3

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
1	-	-	22.470	-
2	37.098	28.583	22.048	1:27.729
3	36.764	28.350	22.209	1:27.322
4	36.927	28.483	22.195	1:27.605
5	5:47.302	30.107	22.534	6:39.942
6	36.937	28.268	22.380	1:27.584
7	36.695	28.243	22.170	1:27.109
8	36.872	28.438	22.541	1:27.851
9	5:15.062	28.728	22.127	6:05.917
10	36.568	28.421	21.958	1:26.947
11	36.428	28.212	22.039	1:26.679
AVG	36.786	28.583	22.243	1:27.353
IDEAL	36.428	28.212	21.958	1:26.598

19 Jason Curtis
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
1	-	-	24.027	-
2	4:29.807	30.990	22.816	5:23.613
3	37.464	29.085	22.370	1:28.919
4	37.124	28.914	22.352	1:28.391
5	37.141	28.975	22.410	1:28.525
6	36.663	28.809	22.564	1:28.035
7	36.873	29.120	22.387	1:28.381
8	36.726	29.139	22.334	1:28.198
9	43.962	39.317	25.564	1:48.843
10	36.730	29.137	22.186	1:28.052
11	37.360	28.893	22.579	1:28.832
AVG	37.782	29.229	22.872	1:28.416
IDEAL	36.663	28.809	22.186	1:27.657

27 Heath A Small
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
1	-	-	22.873	-
2	37.707	28.883	22.666	1:29.256
3	37.054	28.807	22.326	1:28.186
4	4:09.892	30.220	22.864	5:02.975
5	36.906	28.728	22.424	1:28.058
6	5:39.725	28.938	22.202	6:30.865
7	36.459	29.155	22.303	1:27.917
8	36.671	28.569	22.307	1:27.547
9	36.967	29.595	22.859	1:29.420
10	3:51.339	29.039	22.523	4:42.901
11	37.218	28.749	22.361	1:28.329
AVG	36.997	29.068	22.519	1:28.388
IDEAL	36.459	28.569	22.202	1:27.229

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
1	-	-	24.017	-
2	39.909	29.599	23.996	1:33.504

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
3	38.395	28.993	22.997	1:30.386
4	37.855	28.909	23.243	1:30.007
5	38.520	28.899	22.998	1:30.417
6	37.669	29.209	23.126	1:30.003
7	38.223	28.993	23.492	1:30.708
8	2:41.921	29.069	22.897	3:33.887
9	37.784	28.790	22.754	1:29.328
10	37.664	29.003	22.756	1:29.423
11	37.805	29.036	23.014	1:29.855
AVG	38.222	29.045	23.191	1:30.402
IDEAL	37.664	28.790	22.754	1:29.208

73 Reuben Frankenfield
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
1	-	-	23.678	-
2	38.011	30.019	22.652	1:30.682
3	37.562	29.083	22.595	1:29.240
4	38.222	29.471	22.541	1:30.234
5	37.043	28.948	22.475	1:28.465
6	4:42.729	29.482	22.993	5:35.204
7	37.185	29.110	22.505	1:28.799
8	36.804	28.892	22.204	1:27.900
9	36.809	28.862	22.333	1:28.004
10	36.813	28.787	22.175	1:27.775
11	37.080	28.682	22.510	1:28.272
12	36.888	28.920	22.348	1:28.156
13	36.780	28.753	22.279	1:27.811
14	4:04.754	28.960	22.913	4:56.626
15	36.970	28.828	22.293	1:28.091
AVG	37.181	29.057	22.566	1:28.619
IDEAL	36.780	28.682	22.175	1:27.637

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
1	-	-	24.383	-
2	39.250	29.399	24.041	1:32.691
3	38.696	29.565	23.538	1:31.800
4	38.313	29.333	23.406	1:31.053
5	38.155	29.428	23.220	1:30.803
6	5:10.336	30.046	23.589	6:03.972
AVG	38.604	29.554	23.696	1:31.586
IDEAL	38.155	29.333	23.220	1:30.709

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
1	-	-	23.769	-
2	39.223	30.416	22.713	1:32.352
3	37.440	29.934	22.757	1:30.132
4	37.556	29.681	22.962	1:30.198
5	37.146	29.647	22.689	1:29.482
6	37.169	29.689	22.606	1:29.464
7	37.310	29.772	22.584	1:29.666
8	37.461	29.606	22.693	1:29.759

78 David R N Bell
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
9	4:52.993	29.692	22.870	5:45.554
10	37.585	31.135	23.752	1:32.471
11	38.522	30.373	23.746	1:32.641
12	37.427	29.683	22.554	1:29.664
13	37.115	29.911	22.616	1:29.642
14	37.516	30.163	22.834	1:30.513
15	37.296	29.696	22.637	1:29.629
16	39.211	32.119	23.692	1:35.021
17	37.602	29.695	22.655	1:29.951
AVG	37.705	30.053	22.944	1:30.706
IDEAL	37.115	29.606	22.554	1:29.275

78 David R N Bell
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
1	-	-	24.679	-
2	39.437	29.379	24.113	1:32.929
3	39.045	29.329	23.119	1:31.493
4	38.553	29.122	23.025	1:30.700
5	38.119	29.084	22.796	1:29.999
6	6:41.070	29.710	23.159	7:33.939
7	38.314	28.863	23.063	1:30.240
8	37.682	28.673	22.556	1:28.911
9	37.454	28.788	22.800	1:29.042
10	37.564	29.080	22.974	1:29.618
AVG	38.271	29.114	23.228	1:30.367
IDEAL	37.454	28.673	22.556	1:28.683

81 C R Gittere
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
1	-	-	24.922	-
2	39.757	29.385	23.350	1:32.493
3	38.690	29.021	23.618	1:31.328
4	3:31.773	29.333	23.448	4:24.553
5	38.321	29.075	23.368	1:30.764
6	38.486	28.851	23.481	1:30.819
7	5:27.594	29.373	23.585	6:20.552
8	38.396	28.939	23.202	1:30.538
9	3:03.386	29.541	23.489	3:56.415
10	38.552	28.967	23.007	1:30.526
11	38.347	28.909	23.358	1:30.615
12	2:44.356	29.180	23.432	3:36.968
AVG	38.650	29.143	23.522	1:31.012
IDEAL	38.321	28.851	23.007	1:30.179

86 Jimmy Moore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTITUDE
0	-	-	23.767	-
1	38.941	29.101	23.027	1:31.070
2	38.288	28.822	22.585	1:29.695
3	4:05.969	28.981	22.857	4:57.806
AVG	38.288	28.968	22.823	1:29.695
IDEAL	38.288	28.822	22.585	1:29.695

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 #3

93 Byron Barbour
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	25.210	-
2	40.569	33.727	23.109	1:37.405
3	37.496	28.630	22.421	1:28.547
4	37.073	28.623	22.556	1:28.252
5	38.345	29.056	22.773	1:30.173
6	36.635	28.073	22.327	1:27.036
7	3:49.019	29.222	22.617	4:40.858
8	36.729	28.806	22.166	1:27.701
9	36.715	28.614	22.348	1:27.677
10	36.895	28.542	22.484	1:27.921
11	3:34.915	28.821	22.645	4:26.381
12	37.201	28.520	22.628	1:28.349
AVG	37.518	28.691	22.774	1:29.229
IDEAL	36.635	28.073	22.166	1:26.875

94 J J Roetlin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	26.737	-
1	39.589	29.245	23.238	1:32.072
2	37.526	28.771	22.928	1:29.225
3	3:55.633	28.738	22.775	4:47.146
4	37.173	28.663	22.610	1:28.445
5	37.386	28.706	22.548	1:28.640
6	37.591	28.527	22.560	1:28.678
7	5:07.936	29.056	22.791	5:59.783
8	37.105	28.441	22.360	1:27.906
9	37.399	28.675	22.414	1:28.488
10	37.138	28.432	22.759	1:28.329
11	37.210	28.541	22.442	1:28.193
12	36.979	28.556	22.457	1:27.992
13	37.030	28.595	22.537	1:28.162
AVG	37.254	28.688	22.648	1:28.406
IDEAL	36.979	28.432	22.360	1:27.771

97 Scott E Carpenter
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.369	-
2	38.711	29.441	24.669	1:32.821
3	4:08.082	30.075	23.051	5:01.207
4	6:58.471	29.859	23.013	7:51.343
5	38.148	29.174	22.948	1:30.270
6	37.670	28.850	22.439	1:28.958
7	37.547	29.000	22.998	1:29.545
8	6:11.973	30.184	23.102	7:05.259
9	38.614	30.609	23.497	1:32.720
10	38.644	29.909	23.376	1:31.929
AVG	38.222	29.678	23.346	1:31.040
IDEAL	37.547	28.850	22.439	1:28.836

101 Mark T Miller
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.938	-
2	37.074	28.430	22.008	1:27.512
3	36.963	28.423	22.287	1:27.673
4	37.053	28.372	22.195	1:27.620
5	7:25.387	28.272	22.429	8:16.088
6	36.520	28.309	21.951	1:26.780
7	36.894	28.322	22.230	1:27.446
8	37.000	28.277	22.052	1:27.330
9	10:59.11	28.838	22.251	11:50.19
AVG	36.917	28.405	22.260	1:27.393
IDEAL	36.520	28.272	21.951	1:26.743

131 Chuck Ivey
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.298	-
2	38.500	29.834	23.294	1:31.628
3	37.931	29.830	22.788	1:30.549
4	37.726	29.636	22.597	1:29.958
5	37.244	29.600	22.507	1:29.350
6	4:32.776	29.672	23.100	5:25.547
7	38.316	29.428	22.540	1:30.283
8	37.777	29.135	22.412	1:29.324
9	37.424	29.084	22.254	1:28.762
AVG	37.845	29.527	22.754	1:29.979
IDEAL	37.244	29.084	22.254	1:28.582

150 Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.674	-
2	36.853	28.207	22.694	1:27.755
3	37.272	28.128	22.726	1:28.126
4	36.988	28.691	22.541	1:28.220
5	36.763	28.555	22.278	1:27.596
5	4:06.845	29.169	22.612	4:58.626
6	36.748	28.224	22.045	1:27.017
7	36.710	28.323	22.228	1:27.261
8	36.574	28.201	22.274	1:27.049
9	36.291	28.050	22.195	1:26.536
10	36.578	28.284	22.328	1:27.190
AVG	36.754	28.296	22.398	1:27.467
IDEAL	36.291	28.050	22.195	1:26.536

168 K Mark Crozier
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.250	-
2	38.099	29.343	22.296	1:29.737
3	36.826	29.108	22.122	1:28.056
4	37.415	29.032	22.194	1:28.641
5	41.593	30.568	22.203	1:34.364
6	37.049	28.722	22.414	1:28.185

7	37.158	29.286	22.809	1:29.252
8	37.174	29.332	23.975	1:30.481
9	42.086	30.289	23.113	1:35.488
AVG	38.284	29.440	22.818	1:30.384
IDEAL	36.826	28.722	22.122	1:27.671

201 Brian Boyd
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.933	-
2	40.666	30.392	23.455	1:34.514
3	39.528	30.069	23.365	1:32.961
4	39.073	29.952	23.082	1:32.107
5	38.481	29.920	23.272	1:31.672
6	38.742	30.108	23.576	1:32.426
7	38.940	29.840	22.997	1:31.777
8	38.735	30.048	23.069	1:31.852
9	38.526	29.702	22.894	1:31.121
10	38.349	29.941	22.915	1:31.205
11	38.140	29.702	23.013	1:30.855
12	38.259	29.794	22.988	1:31.041
13	38.454	30.108	22.907	1:31.469
AVG	38.824	29.965	23.267	1:31.917
IDEAL	38.140	29.702	22.894	1:30.735

315 Roberto Concepcion
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	25.715	-
2	42.319	30.637	25.175	1:38.131
3	41.694	30.370	24.438	1:36.501
4	40.771	30.788	24.813	1:36.372
5	40.476	30.442	24.899	1:35.817
6	40.992	30.418	25.113	1:36.522
7	4:34.966	29.746	24.865	5:29.577
8	41.103	30.194	24.871	1:36.167
9	40.668	30.417	24.691	1:35.775
10	40.689	30.429	24.605	1:35.723
11	40.745	30.402	24.803	1:35.951
AVG	41.051	30.384	24.908	1:36.329
IDEAL	40.476	29.746	24.438	1:34.660

345 Logan Young
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.281	-
2	38.699	29.103	22.779	1:30.580
3	37.925	28.687	22.585	1:29.197
4	38.159	29.451	22.730	1:30.340
5	17:01.65	29.530	23.430	17:54.61
6	39.151	29.761	23.064	1:31.976
7	3:49.337	29.239	22.990	4:41.566
AVG	38.483	29.295	23.123	1:30.523
IDEAL	37.925	28.687	22.585	1:29.197

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 #3

511 Akira Tamitsuji
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.109	-
2	38.389	28.998	23.993	1:31.379
3	37.244	28.056	22.587	1:27.887
4	4:18.226	28.286	22.293	5:08.805
5	36.950	28.080	23.089	1:28.119
6	5:25.724	28.714	23.831	6:18.268
7	37.230	28.172	22.248	1:27.649
8	36.868	28.086	22.457	1:27.412
9	37.270	28.085	22.369	1:27.724
10	37.166	28.053	22.853	1:28.071
11	2:39.831	28.262	22.344	3:30.437
12	37.449	28.178	22.830	1:28.458
13	36.962	27.893	22.360	1:27.215
AVG	37.281	28.239	22.797	1:28.213
IDEAL	36.868	27.893	22.248	1:27.009

911 Michael A Smith
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.832	-
2	37.799	28.794	22.862	1:29.454
3	36.920	28.689	21.941	1:27.551
4	36.455	28.286	22.086	1:26.827
5	37.234	29.384	24.252	1:30.870
6	39.743	31.332	22.293	1:33.368
7	41.642	37.452	25.264	1:44.358
8	38.522	30.643	23.113	1:32.278
9	37.437	29.058	22.087	1:28.582
AVG	38.219	29.455	22.970	1:29.847
IDEAL	36.455	28.286	21.941	1:26.681

973 James E Stroud
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.488	-
2	38.506	29.367	23.560	1:31.433
3	37.987	29.112	22.966	1:30.065
4	37.886	29.289	23.230	1:30.405
5	38.319	29.086	23.059	1:30.464
6	38.337	29.110	23.247	1:30.694
7	38.046	29.096	23.866	1:31.008
8	37.967	28.975	22.988	1:29.930
9	5:13.521	29.898	23.705	6:07.125
AVG	38.150	29.242	23.346	1:30.572
IDEAL	37.886	28.975	22.966	1:29.826