



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - SUNDAY WARM-UP

1 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.186	28.185	22.001	-
2	34.444	27.250	21.166	1:22.861
3	33.681	27.146	21.803	1:22.631
4	33.269	26.887	21.449	1:21.605
5	36.443	28.249	-	1:29.125 P
6	49.000	27.597	21.403	3:44.918
7	33.320	27.087	21.254	1:21.660
8	35.158	28.058	-	1:27.732 P
9	49.784	28.076	21.709	3:50.500
10	33.734	27.975	22.302	1:24.011
11	33.304	27.153	21.317	1:21.773
12	33.130	27.035	21.243	1:21.409
13	33.161	28.368	-	1:27.218 P
14	49.157	27.526	21.631	3:04.357
15	33.172	26.910	21.193	1:21.275
16	33.250	26.996	21.128	1:21.374
17	33.093	26.818	21.147	1:21.058
AVG	33.781	27.489	21.482	1:23.364
IDEAL	33.093	26.818	21.128	1:21.039

2 Jamie A Hacking
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.586	28.335	22.252	-
2	34.417	27.531	21.621	1:23.568
3	34.067	27.349	21.556	1:22.973
4	34.027	27.571	21.526	1:23.124
5	35.035	30.005	-	1:33.830 P
6	49.761	27.747	22.014	4:28.598
7	35.320	29.085	22.234	1:26.638
8	34.087	27.388	21.624	1:23.100
9	33.808	27.527	21.509	1:22.843
10	36.056	28.775	-	1:30.863 P
11	49.242	27.654	21.588	3:32.336
12	33.841	27.219	21.653	1:22.712
13	33.933	27.156	21.827	1:22.915
14	34.625	27.313	21.833	1:23.771
15	33.821	27.322	21.723	1:22.865
16	38.851	31.288	-	1:39.399 P
AVG	34.761	28.079	21.766	1:24.933
IDEAL	33.808	27.156	21.509	1:22.472

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.067	28.349	22.718	-
2	45.056	28.433	24.844	1:38.332
3	34.027	27.348	21.654	1:23.029
4	34.487	27.389	21.506	1:23.382
5	33.832	27.408	21.311	1:22.550
6	34.014	28.389	-	1:28.494 P
7	48.973	27.596	21.377	4:27.076

8 34.680 28.278 - 1:29.112 **P**

9 49.086 27.607 21.479 2:51.147

10 34.221 27.470 21.391 1:23.082

11 33.670 27.518 21.383 1:22.571

12 33.773 27.542 21.389 1:22.704

13 33.923 27.439 21.360 1:22.722

14 33.908 27.644 - 1:25.847 **P**

15 50.510 28.290 22.220 4:27.963

16 34.789 30.402 21.790 1:26.981

AVG 34.167 27.964 21.879 1:25.994

IDEAL 33.670 27.348 21.311 1:22.328

22 Tommy Hayden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.987	28.861	23.126	-
2	37.346	29.013	22.658	1:29.016
3	34.969	27.859	22.087	1:24.915
4	35.231	27.920	22.055	1:25.206
5	34.657	28.061	24.354	1:27.072
6	34.735	28.505	22.042	1:25.282
7	35.193	28.630	22.213	1:26.036
8	34.206	27.709	21.837	1:23.752
9	34.092	27.502	21.490	1:23.083
10	37.429	28.941	-	1:33.603 P
11	51.671	29.028	22.644	4:58.918
12	36.598	28.619	-	1:33.500 P
13	49.441	27.772	21.669	3:02.082
14	35.430	28.213	22.191	1:25.834
15	34.039	27.791	21.825	1:23.655
16	34.049	27.746	21.624	1:23.419
17	34.062	27.469	21.553	1:23.084
18	34.143	27.614	21.582	1:23.339
AVG	35.079	28.181	22.184	1:26.053
IDEAL	34.039	27.469	21.490	1:22.998

32 Eric Bostrom
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.527	29.123	23.404	-
2	35.879	28.955	-	1:34.625 P
3	51.604	29.236	22.369	2:39.385
4	34.848	27.954	23.616	1:26.418
5	34.909	27.765	21.858	1:24.532
6	37.711	29.911	-	1:36.698 P
7	51.007	28.304	22.703	2:52.379
8	34.952	27.975	21.930	1:24.857
9	34.313	27.748	21.977	1:24.038
10	37.291	29.166	-	1:32.569 P
11	50.092	28.062	22.030	3:41.132
12	34.302	27.761	21.722	1:23.785
13	34.152	27.741	21.782	1:23.675
14	35.653	30.707	-	1:33.247 P
15	55.303	31.697	23.606	3:09.676
16	35.274	29.298	22.087	1:26.658

AVG 35.389 28.838 22.424 1:28.282

IDEAL 34.152 27.741 21.722 1:23.615

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.391	30.154	25.237	-
2	38.218	29.380	23.202	1:30.800
3	36.631	28.463	-	1:33.525 P
4	51.923	28.910	23.013	3:06.711
5	36.798	28.583	22.661	1:28.041
6	36.587	28.479	-	1:33.956 P
AVG	37.059	28.995	23.528	1:31.581
IDEAL	36.798	28.583	22.661	1:28.041

40 Jason Disalvo
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.705	29.901	23.804	-
2	35.842	27.596	22.126	1:25.564
3	34.682	27.413	21.919	1:24.014
4	34.237	27.333	21.473	1:23.042
5	35.852	27.568	-	1:31.859 P
6	52.402	29.158	23.244	3:21.461
7	40.362	29.050	-	1:37.992 P
8	50.899	28.446	22.452	3:40.161
9	34.402	27.308	21.612	1:23.322
10	34.083	27.347	21.609	1:23.039
11	34.016	27.359	21.530	1:22.905
12	38.637	30.105	-	1:38.161 P
AVG	35.790	28.215	22.197	1:27.767
IDEAL	34.016	27.308	21.473	1:22.797

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.923	29.872	23.050	-
2	36.259	28.683	22.208	1:27.149
3	36.136	28.670	22.091	1:26.897
4	35.194	28.276	22.015	1:25.485
5	37.711	34.399	-	1:40.298 P
AVG	36.325	28.875	22.341	1:29.957
IDEAL	35.194	28.276	22.015	1:25.485

50 Matt D Lynn
MV Agusta F4-1000R 312

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.284	29.155	23.129	-
2	35.310	27.931	22.296	1:25.537
3	34.426	27.924	21.979	1:24.329
4	34.286	27.759	22.108	1:24.153
5	34.992	27.886	22.399	1:25.278
6	34.424	27.780	22.087	1:24.292
7	34.319	27.924	22.089	1:24.332
8	34.864	27.803	21.899	1:24.566
9	34.164	27.601	21.919	1:23.684
10	34.441	27.804	21.879	1:24.125

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 - SUNDAY WARM-UP

50 Matt D Lynn
MV Agusta F4-1000R 312

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
11	37.933	30.590	-	1:39.937 P
12	52.037	29.621	22.416	6:41.403
13	34.396	27.792	22.203	1:24.391
14	34.435	27.717	22.171	1:24.323
15	34.770	27.747	22.111	1:24.628
16	37.328	30.870	-	1:37.088 P
17	-	30.083	-	2:04.519 P
AVG	35.772	29.203	22.225	1:30.074
IDEAL	34.164	27.601	21.879	1:23.644

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.058	28.531	22.528	-
2	36.606	28.111	22.299	1:27.016
3	34.447	27.885	21.902	1:24.234
4	37.039	29.099	-	1:33.673 P
5	50.835	28.625	22.210	3:17.696
6	34.261	27.862	21.884	1:24.007
7	36.280	29.305	22.290	1:27.874
8	36.582	28.661	22.409	1:27.652
9	34.212	27.793	21.902	1:23.907
10	35.876	28.442	-	1:29.545 P
11	53.384	31.194	22.191	5:47.233
12	34.171	27.822	21.750	1:23.742
13	34.046	27.703	21.669	1:23.418
14	34.024	27.748	21.781	1:23.554
15	34.029	27.678	21.728	1:23.435
16	35.865	29.501	22.357	1:27.723
17	34.180	27.790	21.710	1:23.680
AVG	35.116	28.456	22.041	1:25.961
IDEAL	34.024	27.678	21.669	1:23.372

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.598	29.852	23.746	-
2	40.247	34.063	-	1:43.049 P
3	53.973	30.578	23.394	3:39.328
4	36.498	29.199	22.956	1:28.653
5	39.270	29.696	-	1:37.303 P
6	52.544	29.360	23.183	3:01.411
7	36.229	28.976	-	1:33.236 P
8	52.944	29.632	23.312	4:27.664
9	35.913	28.775	22.985	1:27.674
10	36.060	28.780	-	1:32.867 P
11	-	29.312	-	8:01.625 P
AVG	37.369	29.839	23.263	1:33.797
IDEAL	35.913	28.775	22.956	1:27.644

66 Mathew Mladin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.178	28.374	22.804	-
2	49.239	29.577	21.947	1:40.763
3	36.434	29.365	-	1:33.572 P
4	49.501	27.788	21.713	4:19.124
5	33.520	27.345	21.371	1:22.235
6	33.065	27.040	21.088	1:21.193
7	34.201	27.549	-	1:26.518 P
8	50.146	27.894	22.252	2:52.991
9	34.420	27.648	22.374	1:24.443
10	36.775	28.107	-	1:30.695 P
11	48.662	27.309	21.354	2:31.865
12	33.281	27.132	21.063	1:21.477
13	33.193	26.911	21.238	1:21.342
14	36.333	27.096	-	1:27.392 P
15	48.500	27.056	21.444	2:31.678
16	32.932	28.519	22.258	1:23.709
17	32.756	26.876	20.898	1:20.529
AVG	34.264	27.776	21.758	1:24.828
IDEAL	32.756	26.876	20.898	1:20.529

68 Dominic Jones
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.428	30.912	24.516	-
2	36.962	29.320	23.282	1:29.564
3	35.893	29.069	23.009	1:27.972
4	35.895	28.915	22.842	1:27.651
5	35.878	29.171	-	1:33.202 P
AVG	36.157	29.477	23.412	1:29.597
IDEAL	35.893	28.915	22.842	1:27.649

77 James Ellison
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.420	28.990	22.430	-
2	34.981	27.888	21.592	1:24.461
3	34.453	27.668	21.636	1:23.757
4	34.179	27.708	21.495	1:23.382
5	34.257	27.565	21.749	1:23.572
6	34.095	27.644	21.701	1:23.440
7	37.601	32.025	-	1:38.896 P
8	53.613	30.682	22.931	5:05.239
9	35.498	28.063	22.256	1:25.816
10	34.709	27.715	21.635	1:24.060
11	34.320	27.484	21.505	1:23.309
12	34.531	27.598	21.697	1:23.826
13	34.252	27.708	21.539	1:23.499
14	33.932	27.639	21.732	1:23.303
15	39.139	32.617	-	1:41.300 P
16	53.294	30.288	23.006	3:40.294
17	35.200	28.228	21.788	1:25.216
AVG	35.082	28.677	21.913	1:25.118
IDEAL	33.932	27.484	21.495	1:22.912

88 Luca Scassa
MV Agusta F4-1000R 312

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.202	29.387	23.815	-
2	36.248	28.385	-	1:30.505 P
3	51.718	29.078	22.640	2:06.585
4	35.281	28.059	22.141	1:25.481
5	35.424	27.971	22.235	1:25.630
6	35.214	27.877	21.843	1:24.934
7	34.868	28.232	21.865	1:24.964
8	34.459	27.867	21.812	1:24.138
9	34.482	27.818	21.637	1:23.937
10	35.154	29.838	-	1:31.167 P
11	-	29.545	-	6:33.897 P
12	50.062	28.037	22.025	7:06.803
13	34.799	27.792	21.832	1:24.424
AVG	35.103	28.453	22.185	1:26.131
IDEAL	34.459	27.792	21.637	1:23.888

95 Roger Hayden
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.220	29.063	23.157	-
2	35.870	28.037	-	1:33.293 P
3	52.420	29.533	22.887	3:07.359
4	34.697	27.574	21.748	1:24.019
5	33.920	27.351	21.782	1:23.053
6	34.992	27.633	21.829	1:24.454
7	34.008	27.422	21.391	1:22.821
8	11:42.294	11:35.974	11:25.538	12:33.560
9	34.837	27.534	21.787	1:24.158
10	34.257	31.988	23.157	1:29.402
11	34.339	27.870	21.948	1:24.156
12	33.941	27.364	21.513	1:22.818
AVG	34.540	28.306	22.120	1:25.353
IDEAL	33.920	27.351	21.391	1:22.662

97 Scott E Carpenter
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.884	32.205	23.679	-
2	37.105	30.051	23.373	1:30.529
3	37.135	29.011	22.997	1:29.143
4	36.408	29.126	23.188	1:28.722
5	36.723	28.932	-	1:32.561 P
6	53.184	30.144	23.041	13:27.597
7	36.777	29.518	23.293	1:29.587
8	37.252	29.031	-	1:34.771 P
9	-	29.201	-	3:34.201 P
AVG	36.900	29.691	23.262	1:30.885
IDEAL	36.408	29.011	22.997	1:28.415

98 Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.845	28.209	22.636	-

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Jake P Zemke
 Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	34.767	27.606	21.835	1:24.209
3	34.100	27.546	21.578	1:23.225
4	33.967	27.863	21.765	1:23.595
5	34.044	27.432	21.720	1:23.196
6	33.805	27.491	21.575	1:22.870
7	33.894	27.402	21.498	1:22.794
8	33.954	27.425	-	1:27.293 P
9	49.458	27.798	21.660	5:31.497
10	33.984	27.340	21.555	1:22.879
11	33.862	27.364	21.492	1:22.717
12	33.624	27.290	21.600	1:22.515
13	33.830	27.386	-	1:28.390 P
14	49.882	27.934	21.949	5:02.562
15	33.976	27.325	21.629	1:22.930
16	33.867	27.197	21.471	1:22.535
AVG	33.975	27.493	21.641	1:23.781
IDEAL	33.624	27.197	21.471	1:22.292

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Keith D Marshall
 Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.864	29.316	23.548	-
2	37.716	29.134	23.227	1:30.078
3	36.338	28.915	22.797	1:28.049
4	36.032	28.828	22.867	1:27.727
5	36.291	29.319	-	1:34.295 P
6	53.572	29.565	24.007	10:19.785
7	36.464	28.997	22.950	1:28.411
8	36.303	28.739	22.796	1:27.838
9	35.892	28.638	22.914	1:27.444
10	36.215	28.781	-	1:33.614 P
AVG	36.406	29.023	23.138	1:29.682
IDEAL	35.892	28.638	22.796	1:27.326

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Manuel I Garza
 Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.629	29.373	23.257	-
2	37.094	28.785	23.345	1:29.224
3	37.134	28.858	23.552	1:29.544
4	37.095	28.985	-	1:38.129 P
5	52.423	29.222	23.202	3:54.030
6	38.069	29.094	23.452	1:30.615
7	37.747	28.788	23.544	1:30.078
8	37.477	29.045	-	1:36.899 P
9	52.357	28.799	23.558	2:14.836
10	37.220	28.567	22.865	1:28.652
11	36.826	28.464	-	1:34.699 P
AVG	37.333	28.907	23.347	1:32.230
IDEAL	37.094	28.567	22.865	1:28.526

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