



Malaysian Round, 13-14-15 May 2016

World Supersport - Chronological Analysis Superpole 1

Sepang International Circuit 5.543 m

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1° 44 R. ROLFO (2'09.488)

| Lap | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Lap Time | km/h | Local Time |
|-----|--------------|---------------|---------------|---------------|---------------|-----------------|--------------|--------------|
| 1 | 5.508 | 19.851 | 32.775 | 40.483 | 36.517 | 2'10.327 | 246.9 | 14:32'16.478 |
| 2 | 5.505 | 20.047 | 31.564 | 39.664 | 33.740 | 2'10.425 | 249.8 | 14:36'37.230 |
| 3 | 5.486 | 21.412 | | | | 1'09.502 P | 250.9 | 14:37'46.732 |
| 4 | | | 41.703 | 53.359 | 48.965 | 4'02.032 P | | 14:41'48.764 |
| 5 | 5.572 | 20.166 | 31.380 | 39.352 | 33.675 | 2'10.145 | 247.5 | 14:43'58.909 |
| 6 | 5.399 | 19.939 | 31.200 | 39.285 | 33.665 | 2'09.488 | 255.1 | 14:46'08.397 |

2° 86 A. BADOVINI (2'09.522)

| Lap | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Lap Time | km/h | Local Time |
|-----|--------------|---------------|---------------|---------------|---------------|-----------------|--------------|--------------|
| 1 | 5.414 | 20.024 | 32.412 | 40.250 | 33.497 | 2'10.166 | 253.3 | 14:32'12.074 |
| 2 | 5.414 | 20.025 | 31.634 | 39.666 | 33.466 | 2'10.205 | 253.3 | 14:36'32.445 |
| 3 | 5.450 | 20.949 | | | | 1'09.450 P | 250.9 | 14:37'41.895 |
| 4 | | | 33.489 | 41.801 | 33.631 | 4'51.377 P | | 14:42'33.272 |
| 5 | 5.430 | 19.998 | 31.536 | 39.357 | 33.201 | 2'09.522 | 252.1 | 14:44'42.794 |
| 6 | 5.423 | 19.955 | 31.723 | 39.557 | 33.441 | 2'10.099 | 252.7 | 14:46'52.893 |

3° 11 C. GAMARINO (2'09.576)

| Lap | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Lap Time | km/h | Local Time |
|-----|--------------|---------------|---------------|---------------|---------------|-----------------|--------------|--------------|
| 1 | 5.422 | 19.948 | 35.634 | 41.454 | 42.458 | 2'11.548 | 253.9 | 14:32'45.730 |
| 2 | 5.431 | 19.900 | 32.302 | 39.899 | 33.977 | 2'10.582 | 252.7 | 14:34'57.278 |
| 3 | 5.425 | 20.905 | | | | 1'09.416 P | 252.7 | 14:38'17.276 |
| 4 | | | 32.598 | 40.918 | 34.106 | 3'56.303 P | | 14:42'13.579 |
| 5 | 5.442 | 19.818 | 31.269 | 39.406 | 33.641 | 2'09.576 | 252.1 | 14:44'23.155 |
| 6 | 5.400 | 20.038 | 31.718 | 40.140 | 34.071 | 2'11.367 | 255.1 | 14:46'34.522 |

4° 25 A. BALDOLINI (2'09.805)

| Lap | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Lap Time | km/h | Local Time |
|-----|--------------|---------------|--------|---------------|---------------|-----------------|--------------|--------------|
| 1 | 5.474 | 20.978 | 33.112 | 40.828 | 33.975 | 2'11.364 | 250.9 | 14:32'53.497 |
| 2 | 5.447 | 20.021 | 31.690 | 39.546 | 33.676 | 2'10.125 | 251.5 | 14:35'04.861 |
| 3 | 5.411 | 19.903 | 31.719 | 39.368 | 33.570 | 2'10.125 | 251.5 | 14:37'14.986 |
| 4 | 5.413 | 19.889 | 31.499 | 39.380 | 33.612 | 2'09.805 | 254.5 | 14:39'24.791 |
| 5 | | | | | | 1'09.139 P | 253.9 | 14:40'33.930 |
| 6 | 5.441 | 20.190 | 32.137 | 40.083 | 33.960 | 3'44.029 P | | 14:44'17.959 |
| | | | 31.866 | 39.674 | 33.648 | 2'10.819 | 252.1 | 14:46'28.778 |

5° 111 K. SMITH (2'09.862)

| Lap | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Lap Time | km/h | Local Time |
|-----|--------------|---------------|--------|---------------|---------------|-----------------|--------------|--------------|
| 1 | 5.447 | 20.300 | 33.411 | 41.170 | 34.335 | 2'10.717 | 252.1 | 14:33'06.868 |
| 2 | 5.425 | 20.048 | 31.815 | 39.423 | 33.732 | 2'10.363 | 253.9 | 14:35'17.585 |
| 3 | 5.412 | 19.940 | 31.743 | 39.448 | 33.699 | 2'10.197 | 253.9 | 14:37'27.948 |
| 4 | 5.422 | 19.903 | 31.463 | 39.643 | 33.739 | 2'10.197 | 253.9 | 14:39'38.145 |
| 5 | 5.416 | 20.083 | 31.461 | 39.319 | 33.740 | 2'09.894 | 253.9 | 14:41'48.039 |
| 6 | 5.401 | 19.903 | 31.466 | 39.339 | 33.558 | 2'09.862 | 254.5 | 14:43'57.901 |
| | | | 31.419 | 39.691 | 33.749 | 2'10.163 | 255.1 | 14:46'08.064 |

6° 78 H. OKUBO (2'10.029)

| Lap | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Lap Time | km/h | Local Time |
|-----|--------------|---------------|---------------|---------------|---------------|-----------------|--------------|--------------|
| 1 | 5.383 | 20.541 | 35.169 | 48.523 | 38.178 | 2'10.634 | 253.9 | 14:33'07.175 |
| 2 | 5.337 | 20.230 | 31.714 | 39.558 | 33.438 | 2'10.404 | 255.7 | 14:35'17.809 |
| 3 | 5.329 | 20.273 | 31.633 | 39.606 | 33.598 | 2'10.404 | 255.7 | 14:37'28.213 |
| 4 | 5.380 | 20.246 | 31.503 | 40.366 | 33.630 | 2'11.101 | 257.5 | 14:39'39.314 |
| 5 | 5.340 | 20.316 | 31.576 | 39.602 | 33.510 | 2'10.314 | 255.1 | 14:41'49.628 |
| 6 | 5.332 | 20.096 | 31.264 | 39.738 | 33.371 | 2'10.029 | 257.5 | 14:43'59.657 |
| | | | 31.507 | 40.368 | 33.705 | 2'11.008 | 257.5 | 14:46'10.665 |

7° 81 L. STAPLEFORD (2'10.043)

| Lap | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Lap Time | km/h | Local Time |
|-----|--------------|---------------|---------------|---------------|---------------|-----------------|--------------|--------------|
| 1 | 5.296 | 20.481 | 34.768 | 41.403 | 33.804 | 2'11.319 | 260.0 | 14:32'19.526 |
| 2 | 5.238 | 20.371 | 31.808 | 39.916 | 33.818 | 2'11.243 | 260.0 | 14:34'30.845 |
| 3 | 5.343 | 23.112 | 31.765 | 39.960 | 33.909 | 1'16.059 P | 253.3 | 14:36'42.088 |
| 4 | | | 32.624 | 40.635 | 34.672 | 4'38.748 P | | 14:37'58.147 |
| 5 | 5.320 | 20.430 | 31.856 | 39.466 | 33.498 | 2'10.570 | 258.1 | 14:42'36.895 |
| 6 | 5.307 | 20.295 | 31.718 | 39.361 | 33.362 | 2'10.043 | 258.7 | 14:44'47.465 |
| | | | | | | | | 14:46'57.508 |

8° 19 K. WAHR (2'10.404)

| Lap | Seg. 1 | Seg. 2 | Seg. 3 | Seg. 4 | Seg. 5 | Lap Time | km/h | Local Time |
|-----|--------------|---------------|--------|--------|---------------|----------|--------------|--------------|
| 1 | 5.376 | 20.375 | 32.123 | 40.402 | 36.018 | 2'10.404 | 253.3 | 14:32'16.752 |
| 2 | 5.394 | 20.248 | 31.505 | 39.662 | 33.713 | 2'10.522 | 255.1 | 14:34'27.156 |
| | | | | | | | | 14:36'37.678 |

P = Pits In/Out - C = Lap-Time Cancelled

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