



AMA Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - QUALIFYING GROUP #2

1 Mathew Mladin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.730	31.859	19.871	-
2	36.409	30.307	19.542	1:26.258
3	35.821	32.838	19.652	1:28.312
4	36.001	30.130	19.653	1:25.784
5	36.256	30.231	19.513	1:26.000
6	38.349	33.718	27.449	1:39.516 P
7	1:40.090	31.018	19.993	2:31.101
8	36.426	30.335	19.592	1:26.353
9	37.526	31.473	26.751	1:35.750 P
10	2:06.558	30.813	19.894	2:57.265
11	36.099	30.028	19.315	1:25.442
12	35.974	30.235	19.564	1:25.774
13	45.602	34.435	19.618	1:39.654
14	36.164	31.862	27.589	1:35.615 P
15	3:59.348	31.369	19.830	4:50.547
16	36.548	30.475	19.615	1:26.639
17	36.327	30.450	19.671	1:26.448
18	36.313	30.457	19.572	1:26.341
19	4:06.786	3:55.187	3:39.099	4:57.842
20	36.490	30.381	19.456	1:26.326
21	36.104	30.097	19.430	1:25.631
AVG	36.454	31.126	19.634	1:29.115
IDEAL	35.821	30.028	19.315	1:25.164

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.305	32.220	20.085	-
2	37.291	31.158	20.011	1:28.461
3	36.757	30.760	19.838	1:27.355
4	36.259	30.419	19.612	1:26.290
5	39.150	31.524	25.879	1:36.552 P
6	1:56.870	32.226	20.011	2:49.107
7	36.425	30.418	19.624	1:26.468
8	3:38.455	3:32.061	3:19.806	4:30.615
9	36.170	30.497	19.585	1:26.252
10	37.658	32.938	25.260	1:35.856 P
11	3:01.595	31.769	20.171	3:53.534
12	36.463	30.436	19.499	1:26.398
13	36.273	30.369	19.583	1:26.225
14	5:00.046	4:53.523	4:41.879	5:52.983
15	36.365	30.341	19.549	1:26.255
16	36.218	30.220	19.579	1:26.018
17	36.103	30.047	19.392	1:25.542
18	35.998	29.932	19.411	1:25.341
19	36.036	31.155	19.944	1:27.135
20	35.996	29.908	19.426	1:25.330
AVG	36.611	30.908	19.707	1:27.698
IDEAL	35.996	29.908	19.392	1:25.295

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.250	32.088	20.162	-
2	37.190	30.809	19.991	1:27.990
3	37.359	30.967	19.747	1:28.072
4	37.240	31.330	27.502	1:36.072 P
5	7:27.211	32.035	20.365	8:19.610
6	37.261	30.926	19.871	1:28.059
7	37.167	31.055	19.898	1:28.120
8	39.901	32.379	27.897	1:40.177 P
9	3:16.116	33.935	21.045	4:11.095
10	37.095	30.618	19.764	1:27.476
11	42.840	36.067	27.567	1:46.474 P
12	5:00.027	32.814	20.933	5:53.773
13	37.044	30.631	19.773	1:27.448
14	40.579	32.224	27.795	1:40.598 P
AVG	38.367	31.991	20.155	1:31.557
IDEAL	37.044	30.618	19.747	1:27.408

16 Martin Craggill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.673	32.792	20.881	-
2	44.362	38.215	33.761	1:56.338 P
3	6:19.130	35.932	22.312	7:17.374
4	45.863	33.313	31.010	1:50.186 P
AVG	45.113	35.063	21.597	1:53.262
IDEAL	44.362	33.313	22.312	1:39.987

17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.260	32.899	20.361	-
2	37.088	31.133	19.957	1:28.178
3	36.868	30.799	19.988	1:27.654
4	36.995	30.796	19.794	1:27.584
5	36.560	30.422	19.546	1:26.528
6	36.700	31.079	24.456	1:32.235 P
7	4:16.192	30.921	19.821	5:06.934
8	36.612	30.655	24.714	1:31.981 P
9	3:00.676	30.691	19.830	3:51.197
10	36.506	30.499	19.662	1:26.666
11	36.432	30.661	19.676	1:26.769
12	36.601	30.750	24.386	1:31.737 P
13	2:14.600	30.783	19.799	3:05.182
14	36.549	30.669	19.674	1:26.891
15	37.017	30.936	24.923	1:32.877 P
16	2:46.157	32.194	20.230	3:38.580
17	36.900	30.805	25.295	1:33.000 P
18	1:21.762	33.840	20.911	2:16.512
19	37.458	31.466	19.680	1:28.605
20	36.487	30.599	19.548	1:26.634
AVG	36.769	31.130	19.898	1:29.096
IDEAL	36.432	30.422	19.546	1:26.399

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.837	32.210	20.627	-
2	37.916	31.480	20.550	1:29.946
3	37.621	31.505	20.120	1:29.246
4	37.562	31.300	20.107	1:28.968
5	38.092	32.276	29.734	1:40.102 P
6	9:09.491	32.033	20.223	10:01.747
7	37.683	31.454	20.132	1:29.270
8	37.645	31.425	20.179	1:29.249
9	41.709	40.777	30.709	1:53.195 P
10	5:42.523	36.115	22.026	6:40.664
11	38.048	31.264	20.196	1:29.508
12	37.832	31.297	20.378	1:29.507
13	42.711	35.621	31.001	1:49.333 P
AVG	38.682	32.332	20.454	1:30.725
IDEAL	37.562	31.264	20.107	1:28.933

19 Jason Curtis
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.323	34.106	21.217	-
2	38.910	32.258	20.833	1:32.002
3	38.032	31.918	20.438	1:30.388
4	38.185	32.005	1:46.037	2:56.227 P
5	56.506	34.251	21.101	1:51.857
6	38.341	31.915	20.287	1:30.543
7	38.309	31.857	20.294	1:30.460
8	38.103	31.907	20.359	1:30.368
9	46.942	35.800	7:08.350	8:31.093 P
10	56.544	34.753	21.855	1:53.152
11	38.361	31.627	20.317	1:30.305
12	37.795	31.515	20.322	1:29.632
13	37.847	31.481	20.191	1:29.520
14	47.497	38.420	22.181	1:48.098
15	38.297	35.735	1:25.178	2:39.209 P
16	51.272	32.610	20.418	1:44.299
17	37.818	31.459	20.532	1:29.808
AVG	38.182	32.825	20.739	1:31.733
IDEAL	37.795	31.459	20.191	1:29.445

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.545	34.301	21.244	-
2	38.875	31.921	20.426	1:31.222
3	37.748	31.458	26.594	1:35.799 P
4	2:34.943	31.490	19.972	3:26.405
5	37.517	30.954	20.020	1:28.490
6	37.134	30.877	19.845	1:27.856
7	37.155	30.975	20.145	1:28.274
8	40.448	34.117	26.498	1:41.063 P
9	4:14.329	31.647	20.111	5:06.087
10	36.925	30.733	19.789	1:27.447

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 #2

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
11	37.037	30.602	19.717	1:27.356
12	37.012	30.641	19.661	1:27.314
13	38.334	32.072	26.070	1:36.476 P
14	3:01.787	31.415	19.937	3:53.139
15	37.212	30.893	19.783	1:27.888
16	36.988	30.873	19.894	1:27.756
17	36.918	30.674	19.768	1:27.360
18	40.458	32.225	20.233	1:32.915
19	36.919	30.580	19.640	1:27.138
20	46.823	34.083	30.423	1:51.330 P
AVG	37.610	31.406	19.829	1:29.275
IDEAL	36.918	30.580	19.640	1:27.137

22 Tommy Hayden
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.681	32.940	20.741	-
2	37.743	31.946	20.642	1:30.331
3	37.682	31.721	20.440	1:29.844
4	41.984	32.061	20.536	1:34.580
5	37.998	31.588	20.248	1:29.834
6	41.256	33.332	30.111	1:44.699 P
7	3:15.628	32.221	20.547	4:08.396
8	38.214	32.239	20.304	1:30.757
9	37.473	31.594	20.334	1:29.400
10	37.214	31.351	20.070	1:28.635
11	37.162	31.189	19.945	1:28.295
12	4:33.643	4:24.047	4:13.634	5:28.972
13	38.649	32.369	20.316	1:31.335
14	37.579	31.468	20.231	1:29.278
15	37.282	31.149	20.172	1:28.603
16	37.169	30.980	19.830	1:27.978
17	41.170	33.587	27.948	1:42.706 P
18	4:13.241	32.104	20.336	5:05.681
19	37.661	31.688	21.015	1:30.365
20	37.358	31.063	19.806	1:28.227
AVG	38.350	31.926	20.324	1:31.554
IDEAL	37.162	30.980	19.806	1:27.947

36 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.520	35.873	21.647	-
2	39.029	32.342	20.835	1:32.206
3	37.986	31.790	20.385	1:30.161
4	38.053	31.806	20.488	1:30.347
5	38.117	31.617	20.159	1:29.894
6	38.122	31.523	20.327	1:29.973
7	38.043	31.618	20.362	1:30.022
8	56.467	34.519	36.036	2:07.022 P
9	8:29.178	35.418	21.261	9:25.857
10	38.507	32.167	20.541	1:31.215

11 38.100 31.707 20.266 1:30.073
 12 37.883 31.692 20.235 1:29.810
 13 38.047 31.730 20.258 1:30.034
 14 37.947 31.660 20.300 1:29.906
 15 54.171 33.375 35.514 2:03.059 **P**
 16 3:31.282 35.513 35.222 4:42.017 **P**
 AVG 38.161 32.709 20.524 1:30.309
 IDEAL 37.883 31.523 20.159 1:29.566

43 Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.476	35.255	22.221	-
2	38.976	32.344	20.544	1:31.865
3	37.717	31.558	20.005	1:29.281
4	37.359	31.358	20.030	1:28.746
5	36.996	31.206	20.023	1:28.225
6	37.162	31.157	19.896	1:28.215
7	36.915	30.892	19.917	1:27.723
8	36.843	30.901	19.832	1:27.577
9	41.180	34.234	27.143	1:42.557 P
10	6:05.138	33.127	20.367	6:58.631
11	37.211	30.919	19.947	1:28.078
12	36.705	30.550	19.800	1:27.055
13	36.580	30.444	19.831	1:26.855
14	38.041	31.840	25.952	1:35.833 P
15	2:05.119	32.132	20.100	2:57.351
16	36.748	30.527	19.692	1:26.967
17	36.436	30.505	19.652	1:26.593
18	39.039	32.828	26.097	1:37.964 P
AVG	37.594	31.765	20.124	1:30.236
IDEAL	36.436	30.444	19.652	1:26.532

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.163	32.625	20.538	-
2	37.755	30.914	20.162	1:28.831
3	37.581	31.290	27.531	1:36.402 P
4	3:38.659	34.776	24.850	4:38.285
5	39.624	30.788	19.894	1:30.306
6	37.819	30.978	19.996	1:28.793
7	37.586	30.845	20.081	1:28.512
8	42.018	37.976	28.769	1:48.762 P
9	5:38.748	32.075	20.349	6:31.173
10	37.490	30.840	25.460	1:33.791 P
11	2:11.238	31.368	20.361	3:02.966
12	37.705	31.449	25.198	1:34.352 P
13	2:43.920	31.860	20.035	3:35.816
14	36.779	30.377	19.762	1:26.917
15	37.020	36.758	32.578	1:46.356 P
AVG	38.138	31.553	20.131	1:30.988
IDEAL	36.779	30.377	19.762	1:26.917

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.233	33.458	20.775	-
2	37.942	31.273	20.146	1:29.362
3	37.465	30.962	19.875	1:28.302
4	37.229	30.735	19.913	1:27.877
5	37.829	31.793	20.359	1:29.982
6	37.291	30.813	19.915	1:28.019
7	40.915	32.777	27.464	1:41.156 P
8	5:43.112	32.107	20.323	6:35.542
9	37.667	32.666	20.881	1:31.213
10	37.129	30.653	19.741	1:27.524
11	37.034	30.776	19.821	1:27.631
12	37.022	30.701	19.748	1:27.471
13	37.072	30.598	19.696	1:27.366
14	42.432	33.144	28.331	1:43.906 P
15	4:45.438	31.662	20.753	5:37.853
16	36.981	30.612	19.767	1:27.361
17	36.993	30.556	19.893	1:27.443
18	36.974	30.624	19.748	1:27.345
19	48.336	33.939	28.388	1:50.663 P
AVG	37.865	31.571	20.085	1:30.130
IDEAL	36.974	30.556	19.696	1:27.226

62 David Weber
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.805	33.071	20.734	-
2	38.097	31.741	20.357	1:30.195
3	37.693	31.500	20.289	1:29.482
4	37.945	31.689	20.241	1:29.875
5	38.014	31.865	20.166	1:30.046
6	37.762	31.606	20.158	1:29.526
7	37.819	31.791	20.255	1:29.865
8	38.018	32.649	2:21.329	3:31.996 P
9	58.587	32.518	56.188	2:27.293 P
10	51.588	32.280	20.446	1:44.314
11	37.927	31.605	20.181	1:29.713
12	38.016	31.667	20.223	1:29.905
13	38.056	31.535	20.235	1:29.825
14	37.806	31.225	20.074	1:29.105
15	37.979	33.402	2:24.071	3:35.451 P
16	55.150	31.903	20.236	1:47.289
17	37.869	32.104	20.218	1:30.191
18	37.874	31.232	19.989	1:29.095
19	37.935	31.581	20.056	1:29.572
AVG	37.921	31.945	20.241	1:30.765
IDEAL	37.693	31.225	19.989	1:28.907

72 Larry Pegram
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.574	32.833	20.741	-
2	37.656	31.224	19.993	1:28.873

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 #2

72 Larry Pegram Honda CBR1000RR					3 37.587 30.885 19.825 1:28.296					1 1:00.942 34.359 26.583 - P				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	38.921	32.380	20.792	1:32.093	4	36.440	30.834	19.650	1:26.923	2	2:08.173	33.783	20.545	3:02.500
4	37.956	35.870	22.030	1:35.856	5	37.062	31.130	25.265	1:33.457 P	3	37.893	31.364	20.205	1:29.461
5	37.360	31.049	19.985	1:28.394	6	2:46.415	33.758	20.189	3:40.362	7	15:56.476	35.297	26.177	16:57.950 P
6	37.517	30.988	19.974	1:28.478	7	36.961	31.276	20.269	1:28.505	8	4:12.516	33.991	20.800	5:07.307
7	37.476	31.039	19.928	1:28.442	8	36.772	30.686	19.692	1:27.150	9	37.599	31.189	19.917	1:28.706
8	40.249	32.578	29.190	1:42.017 P	9	36.691	30.880	26.181	1:33.752 P	10	37.303	30.958	19.990	1:28.250
9	1:42.798	36.006	28.247	2:47.051	10	2:59.246	31.367	20.010	3:50.623	11	37.333	31.086	20.057	1:28.476
10	45.951	32.242	20.220	1:38.413	11	36.715	31.225	20.287	1:28.228	12	37.531	31.326	20.276	1:29.133
11	37.558	31.292	28.355	1:37.205 P	12	36.605	30.660	19.769	1:27.034	13	39.780	33.969	27.159	1:40.907 P
12	2:13.645	31.854	20.327	3:05.826	13	36.485	30.680	19.721	1:26.887	AVG	37.907	32.880	20.256	1:30.822
13	37.404	30.980	19.915	1:28.299	14	36.391	30.491	19.579	1:26.461	IDEAL	37.303	30.958	19.917	1:28.178
14	37.236	30.841	19.905	1:27.982	15	36.652	31.003	26.565	1:34.220 P	155 Ben D Bostrom Ducati 999R				
15	40.026	33.519	28.317	1:41.862 P	16	3:27.811	31.889	19.972	4:19.672	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
16	3:50.943	32.893	20.754	4:44.590	17	36.583	30.570	19.632	1:26.786	1	1:02.363	34.529	27.833	- P
17	37.228	30.806	19.782	1:27.817	18	36.306	30.368	19.614	1:26.287	2	1:18.110	33.051	20.431	2:11.592
18	37.295	30.858	19.819	1:27.972	19	36.196	30.283	19.573	1:26.051	3	37.672	31.419	20.007	1:29.098
19	44.196	35.265	32.693	1:52.154 P	20	36.177	30.192	19.426	1:25.795	4	37.001	30.729	19.814	1:27.543
AVG	38.494	32.380	20.286	1:32.679	21	36.212	30.392	19.513	1:26.116	5	40.239	32.079	22.012	1:34.330
IDEAL	37.228	30.806	19.782	1:27.817	22	44.047	33.355	30.514	1:47.915 P	6	36.704	30.666	19.819	1:27.189
					AVG	36.715	31.174	19.855	1:28.287	7	37.519	31.343	26.829	1:35.691 P
					IDEAL	36.177	30.192	19.426	1:25.795	8	8:13.909	31.829	20.027	9:05.764

95 Roger Lee Hayden Kawasaki ZX-10RR				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.339	34.780	21.560	-
2	38.362	32.351	20.349	1:31.062
3	37.442	31.621	20.584	1:29.647
4	37.568	31.651	20.097	1:29.315
5	37.304	37.260	31.810	1:46.374 P
6	2:33.571	42.561	21.771	3:37.904
7	37.968	31.303	21.338	1:30.609
8	37.135	31.002	20.273	1:28.410
9	37.330	31.187	19.896	1:28.413
10	42.465	33.453	28.638	1:44.556 P
11	3:33.229	35.822	20.462	4:29.513
12	37.298	30.989	20.244	1:28.531
13	36.984	31.102	20.072	1:28.158
14	37.067	31.126	20.131	1:28.323
15	41.877	35.087	28.639	1:45.603 P
16	4:02.831	32.288	20.541	4:55.660
17	37.248	31.018	20.048	1:28.314
18	37.109	30.981	19.953	1:28.043
19	37.136	31.033	20.003	1:28.173
20	37.127	31.194	20.093	1:28.413
21	37.140	31.265	19.968	1:28.372
AVG	37.915	32.066	20.410	1:30.871
IDEAL	36.984	30.981	19.896	1:27.861

100 Neil Hodgson Ducati 999R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.012	32.483	20.529	-
2	37.267	30.985	25.688	1:33.940 P
3	2:24.920	32.224	20.297	3:17.442
4	36.943	30.709	20.385	1:28.038
5	37.726	30.749	19.921	1:28.397
6	37.098	30.642	20.160	1:27.901
7	38.664	31.722	25.747	1:36.132 P
8	3:21.236	32.640	20.859	4:14.736
9	37.011	30.950	20.070	1:28.030
10	36.670	30.912	19.986	1:27.568
11	36.704	30.781	19.922	1:27.407
12	36.574	30.547	19.883	1:27.004
13	36.509	30.452	19.772	1:26.732
14	36.456	30.715	20.119	1:27.290
15	36.516	30.715	19.801	1:27.031
16	38.264	32.256	21.983	1:32.503
17	36.625	30.406	19.823	1:26.854
18	36.421	30.536	19.800	1:26.758
19	38.278	32.168	26.533	1:36.979 P
20	2:28.100	32.208	20.757	3:21.065
21	36.412	30.491	19.667	1:26.569
22	36.292	30.462	19.667	1:26.391
23	36.447	30.579	26.083	1:33.109 P
AVG	36.992	31.145	20.179	1:29.191
IDEAL	36.262	30.406	19.667	1:26.334

98 Jake P Zemke Honda CBR1000RR				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.423	32.684	20.740	-
2	37.453	31.511	19.953	1:28.917

150 Matt D Lynn Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.423	32.684	20.740	-
2	37.453	31.511	19.953	1:28.917

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