



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	SEG 4	SPEED	LAPTIME
1	-	-	17.499	-	-	-
2	50.434	18.198	17.136	-	175.78	1:25.768
3	50.023	18.184	17.054	-	177.05	1:25.261
4	49.725	17.954	17.016	-	176.04	1:24.695
5	49.706	-	1:50.613	-	176.19	1:33.597 P
6	-	18.853	17.205	-	-	-
7	49.918	18.131	16.987	-	179.96	1:25.036
8	57.085	18.959	17.330	-	176.97	1:33.374
9	49.560	18.142	17.085	-	176.71	1:24.787
9	<del>50.006</del>	-	<del>1:50.021</del>	-	-	<del>1:32.935</del> P
10	11:36.98	18.219	17.118	-	-	12:12.32
11	50.366	18.177	17.003	-	176.34	1:25.546
12	49.635	18.000	17.138	-	176.60	1:24.772
13	50.349	-	1:49.070	-	177.39	1:31.932 P
14	3:03.340	18.172	17.080	-	-	3:38.592
15	49.530	17.948	16.869	-	177.28	1:24.346
16	49.602	18.084	16.968	-	177.66	1:24.653
17	55.287	-	1:55.194	-	180.28	1:38.226 P
18	2:53.989	19.151	17.456	-	-	3:30.596
19	49.486	17.892	16.806	-	178.04	1:24.184
20	50.268	18.274	16.839	-	179.65	1:25.381
21	51.698	-	1:50.852	-	179.30	1:34.013 P
AVG	50.792	18.271	17.093	-	177.58	1:27.848
IDEAL	49.486	17.892	16.806	-	180.28	1:24.184

11 Ben Spies Suzuki GSX-R1000						
LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.490	-	-	-
2	51.076	18.841	17.000	-	175.89	1:26.917
3	50.458	18.425	17.032	-	180.00	1:25.914
4	50.161	18.513	17.089	-	177.81	1:25.763
5	54.544	-	1:56.522	-	178.07	1:39.434 P
6	3:02.443	21.316	17.364	-	-	3:41.123
7	51.620	18.711	17.072	-	176.26	1:27.403
8	58.545	20.823	17.243	-	176.34	1:36.611
9	50.328	18.442	17.047	-	177.39	1:25.817
10	50.463	18.185	17.054	-	177.24	1:25.702
11	49.944	18.175	17.127	-	180.47	1:25.246
11	<del>55.120</del>	-	<del>1:54.755</del>	-	-	<del>1:37.628</del> P
12	<del>4:45.912</del>	19.230	18.388	-	-	<del>5:23.530</del>
13	52.619	18.311	17.047	-	169.92	1:27.978
14	49.992	18.690	17.214	-	177.81	1:25.896
15	50.183	18.315	17.062	-	178.23	1:25.559
16	51.905	-	1:49.512	-	179.03	1:32.449 P
17	3:15.042	19.970	17.682	-	-	3:52.694
18	49.615	18.060	17.040	-	176.26	1:24.715
19	56.010	20.331	17.240	-	176.41	1:33.581
20	49.633	18.174	16.963	-	177.35	1:24.770
20	<del>55.204</del>	-	<del>1:55.181</del>	-	-	<del>1:38.218</del> P

15 Steve Rapp Suzuki GSX-R1000						
LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.629	-	-	-
2	51.784	19.108	17.394	-	170.51	1:28.286
3	51.393	18.993	17.612	-	172.60	1:27.998
4	51.003	18.831	17.546	-	171.36	1:27.379
4	<del>55.445</del>	-	<del>1:55.220</del>	-	-	<del>1:37.674</del> P
5	<del>10:49.31</del>	19.372	17.631	-	-	<del>11:26.32</del>
5	<del>52.069</del>	<del>18.936</del>	<del>17.673</del>	-	-	<del>1:28.678</del>
6	51.402	18.944	17.553	-	-	1:27.899
7	51.056	19.020	17.427	-	171.67	1:27.502
8	51.169	-	1:54.792	-	172.10	1:37.365 P
9	4:31.384	19.149	17.467	-	-	5:08.001
10	50.773	18.720	17.427	-	173.25	1:26.919
11	50.874	18.813	17.453	-	172.60	1:27.140
12	51.275	-	1:50.350	-	172.49	1:32.897 P
13	3:55.329	18.939	17.469	-	-	4:31.737
14	51.052	18.766	17.659	-	171.64	1:27.477
14	51.040	-	1:59.412	-	170.79	1:41.753 P
AVG	51.165	18.969	17.522	-	171.90	1:30.472
IDEAL	50.773	18.720	17.394	-	173.25	1:26.887

16 Martin Craggill Suzuki GSX-R1000						
LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.683	-	-	-
2	51.565	19.100	17.542	-	173.43	1:28.206
3	51.209	18.655	17.588	-	172.71	1:27.452
4	51.401	18.848	17.645	-	175.22	1:27.894
5	1:04.830	-	2:12.423	-	169.47	1:54.778 P
6	5:23.528	22.610	18.311	-	-	6:04.449
7	1:04.533	18.691	17.427	-	172.28	1:40.651
8	51.614	25.949	27.222	-	170.44	1:44.785
9	51.017	18.683	17.578	-	175.33	1:27.278
9	<del>1:01.908</del>	<del>18.531</del>	<del>17.500</del>	-	-	<del>1:37.939</del>
10	51.611	-	1:58.998	-	-	1:41.498 P
10	<del>4:51.863</del>	<del>18.332</del>	<del>17.483</del>	-	-	<del>5:27.678</del>
11	50.823	18.628	17.570	-	-	1:27.021
11	<del>42.818</del>	<del>21.044</del>	<del>17.408</del>	-	-	<del>1:21.269</del>
12	54.657	18.634	17.607	-	-	1:30.898
13	1:04.799	-	2:17.874	-	174.08	2:00.266 P
14	3:03.612	19.095	17.877	-	-	3:40.583
14	<del>1:01.954</del>	<del>19.104</del>	<del>17.456</del>	-	-	<del>1:38.513</del>
15	50.896	18.678	17.387	-	-	1:26.961
AVG	51.644	18.779	17.656	-	172.87	1:30.296
IDEAL	51.017	18.655	17.427	-	175.33	1:27.099

17 Miguel Duhamel Honda CBR1000RR						
LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	18.351	-	-	-
2	53.864	19.002	17.410	-	174.34	1:30.276

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

**17** Miguel Duhamel  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
3	51.721	18.556	17.320	-	175.96	1:27.598
4	51.139	18.219	17.187	-	175.37	1:26.544
5	50.900	18.626	17.309	-	178.49	1:26.834
6	51.146	18.161	17.329	-	179.61	1:26.636
7	50.863	-	1:49.022	-	177.01	1:31.693 P
8	-	18.611	17.372	-	-	-
9	50.892	18.355	17.322	-	175.52	1:26.568
10	51.357	-	1:48.910	-	174.78	1:31.588 P
11	10:22.02	21.452	18.392	-	-	11:01.87
12	52.090	18.573	17.351	-	171.89	1:28.013
13	59.273	19.317	17.361	-	175.11	1:35.951
14	50.993	-	1:56.068	-	175.85	1:38.708 P
15	4:00.851	18.605	17.314	-	-	4:36.769
16	50.463	18.337	17.148	-	176.52	1:25.949
17	1:39.994	-	2:39.030	-	176.94	2:21.882 P
18	20:05.29	18.867	17.319	-	-	20:41.48
19	50.441	18.102	17.233	-	175.63	1:25.777
20	50.294	18.182	17.148	-	176.56	1:25.624
20	51.278	18.401	32.914	-	177.77	1:42.592 P
AVG	51.632	18.691	17.365	-	176.20	1:30.005
IDEAL	50.294	18.102	17.148	-	179.61	1:25.545

**20** Aaron W Yates  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.636	-	-	-
2	51.385	18.534	17.469	-	176.52	1:27.388
3	50.465	18.560	17.337	-	176.64	1:26.362
4	50.609	-	1:51.308	-	176.71	1:33.971 P
5	-	18.699	17.489	-	-	-
6	50.469	18.511	17.365	-	174.93	1:26.345
7	50.378	18.270	17.411	-	176.11	1:26.059
8	50.500	-	1:49.050	-	175.59	1:31.639 P
9	10:43.11	18.516	17.437	-	-	11:19.06
10	55.805	18.382	17.464	-	174.34	1:31.651
11	50.510	-	1:49.828	-	175.33	1:32.364 P
12	10:26.98	18.571	17.406	-	-	11:02.96
13	50.121	18.246	17.328	-	174.41	1:25.695
14	50.136	18.326	17.316	-	173.97	1:25.778
15	50.248	-	1:49.357	-	175.85	1:32.040 P
16	11:27.62	18.484	17.340	-	-	12:03.45
17	50.188	18.374	17.295	-	176.11	1:25.856
18	50.087	18.268	17.287	-	176.26	1:25.642
19	50.476	-	1:47.250	-	176.64	1:29.963 P
20	1:35.262	18.625	17.170	-	-	2:11.056
21	49.343	17.972	17.012	-	176.19	1:24.327
21	1:02.133	-	2:09.693	-	177.73	1:52.681 P
AVG	50.715	18.422	17.360	-	175.83	1:28.339
IDEAL	49.343	17.972	17.012	-	177.73	1:24.327

**27** Heath A Small  
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	-	-	-	- P
2	1:11.350	19.906	18.018	-	-	1:49.273
3	53.578	20.668	18.046	-	170.55	1:32.292
4	52.712	19.588	17.838	-	173.36	1:30.138
5	52.080	19.114	17.770	-	167.52	1:28.964
6	52.069	19.082	17.819	-	168.24	1:28.970
7	52.737	-	8:07.121	-	168.41	7:49.303 P
8	1:16.815	20.659	18.049	-	-	1:55.522
9	53.702	-	2:17.101	-	172.10	1:59.053 P
10	1:06.801	19.844	18.007	-	-	1:44.651
11	53.247	-	3:46.736	-	166.42	3:28.729 P
12	1:11.013	21.486	18.924	-	-	1:51.423
13	52.322	20.324	17.800	-	167.59	1:30.446
14	52.324	19.374	17.772	-	176.52	1:29.470
AVG	52.752	20.004	18.004	-	170.08	1:32.133
IDEAL	52.069	19.082	17.770	-	176.52	1:28.921

**32** Eric Bostrom  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.696	-	-	-
2	56.558	18.671	23.271	-	174.05	1:38.499 P
3	-	19.776	17.566	-	-	-
4	52.138	18.850	17.449	-	173.18	1:28.437
5	50.852	18.658	17.189	-	169.44	1:26.699
6	50.589	18.547	17.300	-	175.18	1:26.436
7	50.400	18.455	17.141	-	175.11	1:25.996
8	50.220	18.304	17.133	-	171.25	1:25.657
9	57.531	18.962	17.264	-	169.75	1:33.757
10	50.289	18.268	17.182	-	180.55	1:25.738
10	<del>51.888</del>	-	<del>1:50.007</del>	-	-	<del>1:32.825</del> P
11	<del>2:16.764</del>	18.902	17.283	-	-	<del>2:52.969</del>
12	53.120	18.482	17.151	-	181.38	1:28.753
13	50.466	18.323	17.032	-	174.96	1:25.821
14	50.069	18.140	17.167	-	176.07	1:25.376
14	<del>51.053</del>	<del>18.141</del>	<del>17.347</del>	-	-	<del>1:26.541</del>
15	52.422	-	1:47.591	-	-	<del>1:30.244</del> P
16	2:32.821	18.409	17.032	-	-	3:08.262
17	51.980	18.238	16.975	-	177.88	1:27.193
18	55.359	-	1:52.028	-	171.64	1:35.053 P
19	2:14.772	18.633	17.215	-	-	2:50.620
20	49.895	18.084	16.959	-	180.98	1:24.938
21	51.268	17.642	17.319	-	176.52	1:26.230
21	<del>49.728</del>	<del>18.127</del>	<del>17.065</del>	-	-	<del>1:24.921</del>
22	55.937	-	1:58.745	-	-	<del>1:41.681</del> P
AVG	52.299	18.519	17.225	-	175.20	1:28.305
IDEAL	49.895	17.642	16.959	-	181.38	1:24.496

**33** Vincent Haskovec  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.790	-	-	-

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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**33** Vincent Haskovec  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
2	52.398	18.739	17.565	-	170.69	1:28.701
3	52.074	18.674	17.596	-	170.48	1:28.343
4	51.695	18.834	17.414	-	170.97	1:27.942
5	51.987	-	1:55.360	-	171.99	1:37.947 P
6	5:37.743	19.070	17.529	-	-	6:14.343
7	52.442	-	1:53.350	-	171.22	1:35.821 P
8	4:12.728	18.959	17.789	-	-	4:49.476
9	52.073	18.966	17.524	-	172.67	1:28.563
10	51.902	-	1:48.468	-	171.99	1:30.944 P
11	2:35.039	19.511	17.590	-	-	3:12.140
12	51.405	18.609	17.222	-	174.30	1:27.235
12	<del>52.901</del>	-	<del>1:52.463</del>	-	-	<del>1:35.241</del> P
13	<del>5:12.828</del>	19.454	17.354	-	-	<del>5:49.637</del>
14	50.992	-	1:45.455	-	171.43	1:28.101
15	51.138	18.498	17.358	-	171.89	1:26.994
15	53.967	-	1:57.178	-	171.22	1:39.820 P
AVG	52.006	18.931	17.494	-	171.71	1:30.946
IDEAL	50.992	18.498	17.222	-	174.30	1:26.711

**36** Eric C Wood  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	18.855	-	-	-
2	53.558	19.554	17.901	-	162.99	1:31.013
3	54.193	19.472	17.790	-	165.46	1:31.454
4	53.643	19.278	18.065	-	166.28	1:30.987
5	1:05.483	-	2:14.151	-	162.45	1:56.086 P
6	4:21.675	19.638	17.997	-	-	4:59.310
7	53.162	19.203	17.978	-	161.56	1:30.343
8	52.498	19.210	18.006	-	165.55	1:29.714
9	53.089	19.323	17.991	-	165.19	1:30.403
10	1:11.905	19.984	18.146	-	165.65	1:50.034
11	53.011	19.185	18.110	-	164.51	1:30.306
12	52.169	19.071	17.896	-	164.90	1:29.136
13	51.742	18.974	17.930	-	164.73	1:28.646
13	<del>1:10.121</del>	-	<del>2:23.602</del>	-	-	<del>2:05.672</del> P
14	<del>4:50.047</del>	19.765	18.115	-	-	<del>5:27.927</del>
15	52.612	19.029	18.124	-	164.44	1:29.765
16	52.210	19.050	17.843	-	165.29	1:29.103
17	51.652	19.217	17.825	-	165.69	1:28.694
17	<del>1:00.088</del>	-	<del>2:15.815</del>	-	-	<del>1:57.990</del> P
AVG	52.795	19.330	18.036	-	164.62	1:29.964
IDEAL	51.652	18.974	17.790	-	166.28	1:28.416

**41** Joshua Hayes  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.812	-	-	-
2	51.809	18.699	17.424	-	172.24	1:27.931
3	51.041	18.592	17.375	-	172.82	1:27.008
4	51.031	18.436	17.364	-	173.07	1:26.831
5	50.616	18.672	17.390	-	172.78	1:26.678

6	50.640	18.722	17.399	-	173.50	1:26.762
6	<del>52.109</del>	-	<del>1:56.023</del>	-	-	<del>1:36.624</del> P
7	<del>3:43.706</del>	19.290	17.819	-	-	<del>4:20.815</del>
8	52.184	18.913	17.664	-	170.30	1:28.761
8	<del>52.041</del>	<del>18.925</del>	<del>17.574</del>	-	-	<del>1:28.541</del>
9	51.362	-	1:54.215	-	-	<del>1:36.641</del> P
10	2:38.589	18.866	17.414	-	-	3:14.869
11	50.874	18.756	17.278	-	171.99	1:26.908
12	51.687	18.617	17.371	-	172.92	1:27.675
13	51.059	18.468	17.366	-	172.28	1:26.893
14	50.942	18.562	17.466	-	172.96	1:26.970
15	50.900	18.675	17.446	-	172.28	1:27.021
16	50.955	18.691	17.483	-	173.57	1:27.129
17	54.214	-	1:57.102	-	171.32	1:39.618 P
18	4:06.276	18.708	17.575	-	-	4:42.558
19	51.020	18.638	17.459	-	171.89	1:27.117
20	50.703	18.428	17.429	-	173.21	1:26.559
AVG	51.275	18.692	17.470	-	172.54	1:27.914
IDEAL	50.616	18.428	17.278	-	173.57	1:26.322

**44** John Haner  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.933	-	-	-
2	51.777	18.903	17.676	-	167.76	1:28.355
3	51.441	18.833	17.875	-	168.44	1:28.149
4	51.647	19.237	17.996	-	166.35	1:28.880
5	54.034	-	2:02.193	-	166.28	1:44.196 P
6	4:45.307	19.446	18.017	-	-	5:22.770
7	51.678	18.803	17.811	-	165.55	1:28.292
8	51.555	18.785	17.863	-	166.78	1:28.203
9	51.972	18.879	17.855	-	165.16	1:28.706
10	51.663	18.894	17.960	-	165.72	1:28.518
11	51.717	-	2:00.120	-	166.48	1:42.160 P
12	7:22.755	19.590	17.993	-	-	8:00.338
13	52.764	19.153	18.792	-	169.30	1:30.709
14	2:30.780	19.111	17.906	-	117.84	3:07.797
15	51.734	18.859	17.921	-	168.41	1:28.514
16	51.707	18.819	17.851	-	166.22	1:28.377
17	51.690	18.707	17.818	-	166.22	1:28.215
18	51.919	-	2:02.442	-	166.95	1:44.624 P
AVG	51.950	19.001	17.951	-	163.56	1:31.850
IDEAL	51.441	18.707	17.676	-	169.30	1:27.823

**57** Jeremy Toye  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	18.745	-	-	-
2	55.202	19.831	17.840	-	167.90	1:32.873
3	52.555	19.072	17.904	-	169.99	1:29.531
4	52.959	19.210	17.934	-	170.09	1:30.103
5	52.825	19.270	17.966	-	169.44	1:30.061
6	54.288	-	4:05.242	-	168.88	3:47.276 P
7	1:20.764	20.666	18.554	-	-	1:59.984
8	55.194	19.770	18.090	-	167.25	1:33.054

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INDIVIDUAL TIMES - QUALIFYING GROUP #2

**57** Jeremy Toye  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
9	53.627	19.391	17.928	-	167.96	1:30.947
10	53.282	19.449	17.922	-	168.68	1:30.653
11	52.874	20.135	17.981	-	168.54	1:30.991
12	52.907	18.981	17.771	-	169.89	1:29.659
13	52.401	19.217	17.858	-	169.23	1:29.476
14	52.646	18.988	17.773	-	168.99	1:29.407
15	53.030	19.076	17.751	-	167.93	1:29.857
16	52.649	18.958	17.820	-	168.54	1:29.427
17	52.719	18.938	17.683	-	169.54	1:29.339
18	52.217	19.203	17.696	-	170.86	1:29.116
19	52.022	18.927	17.765	-	170.20	1:28.713
20	54.604	19.747	18.122	-	169.96	1:32.474
21	53.167	19.237	17.926	-	165.52	1:30.330
22	1:00.901	-	4:01.180	-	168.00	3:43.254 P
23	1:08.206	19.169	17.910	-	-	1:45.285
AVG	53.503	19.244	17.851	-	168.85	1:31.119
IDEAL	52.022	18.927	17.683	-	170.86	1:28.631

**59** Jacob L Holden  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.879	-	-	-
2	51.975	19.190	17.650	-	170.16	1:28.815
3	51.700	19.200	17.715	-	171.82	1:28.616
4	51.621	-	1:58.842	-	170.65	1:41.127 P
5	9:31.028	19.403	17.711	-	-	10:08.14
6	52.000	18.958	17.725	-	170.13	1:28.683
7	51.320	-	1:58.228	-	171.11	1:40.503 P
8	1:49.074	19.031	17.669	-	-	2:25.774
9	51.469	-	1:47.541	-	171.07	1:29.873
10	51.506	18.958	17.585	-	172.17	1:28.050
11	51.094	18.930	17.559	-	171.99	1:27.582
12	52.243	-	1:55.756	-	172.46	1:38.197 P
13	4:24.634	18.962	17.676	-	-	5:01.273
13	<del>56.148</del>	<del>19.548</del>	<del>18.126</del>	-	-	<del>1:35.822</del>
14	51.445	19.014	17.608	-	-	<del>1:28.066</del>
15	51.186	18.916	17.541	-	171.46	1:27.643
16	51.431	18.955	17.633	-	171.39	1:28.019
17	1:04.471	-	2:08.740	-	171.04	1:51.106 P
AVG	51.583	19.047	17.663	-	171.29	1:31.555
IDEAL	51.094	18.916	17.541	-	172.46	1:27.551

**72** Larry Pegram  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	-	-	-	- P
2	1:09.067	19.733	17.888	-	-	1:46.688
3	52.215	18.884	17.566	-	170.76	1:28.665
4	52.173	19.033	17.505	-	171.75	1:28.711
5	51.970	18.896	17.544	-	172.17	1:28.410
6	51.767	18.930	17.467	-	171.64	1:28.164
7	53.371	19.394	18.083	-	172.24	1:30.848

8	52.573	19.103	17.622	-	170.51	1:29.298
9	51.544	18.718	17.404	-	170.97	1:27.666
10	55.153	-	3:06.835	-	171.29	2:49.430 P
11	1:09.941	19.181	17.678	-	-	1:46.801
12	51.756	18.730	17.602	-	171.71	1:28.088
13	51.444	18.707	17.437	-	170.06	1:27.588
14	51.564	18.744	17.473	-	170.97	1:27.781
15	59.484	-	6:40.891	-	171.18	6:23.418 P
16	1:13.923	20.607	17.649	-	-	1:52.179
17	51.237	18.612	17.173	-	171.89	1:27.022
18	51.501	18.519	17.520	-	171.78	1:27.540
19	51.483	18.608	17.319	-	170.51	1:27.410
AVG	52.613	19.030	17.562	-	171.25	1:28.321
IDEAL	51.237	18.519	17.173	-	172.24	1:26.928

**80** Kurtis L Roberts  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.822	-	-	-
2	53.461	19.330	17.384	-	179.42	1:30.175
3	52.370	18.935	17.361	-	175.85	1:28.667
4	51.513	-	2:02.467	-	174.08	1:45.106 P
5	6:50.540	19.727	17.911	-	-	7:28.178
6	51.901	18.827	17.760	-	175.52	1:28.488
6	<del>59.311</del>	-	<del>2:17.235</del>	-	-	<del>1:59.475</del> P
7	-	-	-	-	-	- P
8	5:55.047	20.053	17.480	-	-	6:32.580
8	<del>52.202</del>	<del>19.231</del>	<del>17.320</del>	-	-	<del>1:28.752</del>
9	51.486	19.197	17.253	-	-	<del>1:27.936</del>
10	1:22.772	-	2:51.324	-	172.64	2:34.071 P
11	<del>19.25.73</del>	19.806	17.402	-	-	<del>20:02.93</del>
12	51.554	19.050	17.160	-	175.55	1:27.763
13	52.058	18.996	17.255	-	175.37	1:28.309
AVG	52.049	19.325	17.479	-	175.49	1:31.418
IDEAL	51.513	18.827	17.160	-	179.42	1:27.499

**91** Jeffrey S Tigert  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	18.493	-	-	-
2	53.502	19.422	17.908	-	167.62	1:30.832
3	51.962	18.986	17.752	-	168.51	1:28.700
4	52.269	19.071	17.711	-	168.75	1:29.050
5	51.758	18.968	17.699	-	171.64	1:28.424
6	51.878	-	2:06.320	-	168.85	1:48.621 P
7	4:40.494	20.071	18.187	-	-	5:18.752
8	53.152	19.159	17.686	-	166.65	1:29.997
9	51.397	18.737	17.530	-	168.13	1:27.663
10	51.756	20.244	17.832	-	170.65	1:29.832
11	51.838	18.787	17.578	-	172.78	1:28.203
12	51.330	18.848	17.516	-	169.40	1:27.694
13	51.685	18.886	17.650	-	168.85	1:28.220
14	52.772	-	2:02.153	-	167.35	1:44.504 P
AVG	52.108	19.198	17.795	-	169.10	1:30.283
IDEAL	51.330	18.737	17.516	-	172.78	1:27.583

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**98** Jake P Zemke  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.758	-	-	-
2	53.606	-	1:55.126	-	175.93	1:37.368 <b>P</b>
3	-	19.052	17.577	-	-	-
4	51.519	18.947	17.240	-	177.24	1:27.706
5	51.503	18.894	17.297	-	178.27	1:27.693
6	50.947	-	1:54.587	-	178.80	1:37.291 <b>P</b>
7	5:02.774	19.125	17.339	-	-	5:39.237
8	51.066	18.715	17.218	-	177.62	1:26.999
9	50.897	18.489	17.153	-	178.69	1:26.539
10	50.592	-	1:50.465	-	178.96	1:33.312 <b>P</b>
11	2:29.866	20.549	18.101	-	-	3:08.517
12	50.693	18.521	17.071	-	178.42	1:26.284
13	50.635	18.488	17.088	-	178.30	1:26.211
14	50.857	-	1:49.943	-	179.42	1:32.855 <b>P</b>
15	3:11.441	18.522	17.336	-	-	3:47.299
16	54.160	-	1:52.726	-	177.09	1:35.390 <b>P</b>
17	2:21.987	18.514	16.956	-	-	2:57.457
18	51.367	18.610	16.998	-	178.57	1:26.974
19	50.407	18.625	16.971	-	178.38	1:26.002
19	56.126	-	2:08.996	-	178.84	1:52.025 <b>P</b>
AVG	51.741	18.850	17.293	-	178.18	1:30.048
IDEAL	50.407	18.488	16.956	-	179.42	1:25.851

**99** Geoff May  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	17.827	-	-	-
2	52.148	18.914	17.559	-	173.10	1:28.621
3	51.504	19.033	17.453	-	174.82	1:27.990
4	51.185	18.963	17.424	-	175.93	1:27.572
5	51.350	18.804	17.481	-	175.07	1:27.634
6	51.695	19.075	17.624	-	174.56	1:28.393
7	52.525	-	2:02.644	-	174.56	1:45.021 <b>P</b>
8	7:11.808	18.933	17.572	-	-	7:48.313
8	<del>52.693</del>	<del>19.156</del>	<del>17.489</del>	-	-	<del>1:29.338</del>
9	51.246	-	1:59.958	-	-	1:42.469 <b>P</b>
10	4:07.297	19.125	17.731	-	-	4:44.153
11	53.413	18.895	17.327	-	175.67	1:29.634
12	51.495	18.743	17.388	-	179.26	1:27.626
13	51.601	18.918	17.413	-	175.63	1:27.932
14	51.633	18.863	17.432	-	176.04	1:27.928
15	51.616	18.751	17.484	-	174.89	1:27.851
16	51.694	-	1:56.328	-	174.74	1:38.845 <b>P</b>
AVG	51.777	18.918	17.517	-	175.36	1:30.421
IDEAL	51.185	18.743	17.327	-	179.26	1:27.255

**100** Neil Hodgson  
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	-	-	-	- <b>P</b>
2	-	20.164	17.831	-	-	-
3	52.252	18.787	17.385	-	174.71	1:28.424

4	51.500	18.672	17.388	-	176.26	1:27.559
5	52.681	18.438	17.296	-	176.94	1:28.415
6	50.637	18.141	17.189	-	176.49	1:25.967
7	50.281	18.068	17.494	-	176.22	1:25.843
8	54.276	18.324	17.505	-	176.82	1:30.106
9	50.518	18.079	17.231	-	175.52	1:25.828
10	50.331	18.133	17.159	-	175.63	1:25.624
10	<del>56.812</del>	-	<del>1:56.017</del>	-	-	<del>1:38.856</del> <b>P</b>
11	<del>3:15.202</del>	18.922	17.726	-	-	<del>3:51.849</del>
12	50.867	18.332	17.361	-	174.12	1:26.560
13	50.388	18.064	17.282	-	174.96	1:25.735
14	51.259	18.538	17.371	-	176.90	1:27.168
14	<del>51.741</del>	<del>18.374</del>	<del>17.319</del>	-	-	<del>1:27.434</del>
15	50.612	18.240	17.168	-	-	<del>1:26.020</del>
16	50.361	18.226	17.250	-	178.23	1:25.837
17	52.395	-	1:50.474	-	179.11	1:33.224 <b>P</b>
18	2:56.276	18.988	18.000	-	-	3:33.264
19	50.998	18.216	17.304	-	173.10	1:26.518
20	50.470	18.451	17.099	-	177.05	1:26.020
21	52.339	18.598	17.312	-	178.11	1:28.249
22	50.983	18.100	17.435	-	176.86	1:26.518
AVG	51.297	18.483	17.389	-	176.29	1:27.286
IDEAL	50.281	18.064	17.099	-	179.11	1:25.444

**187** Cory Denton West  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	SEG 4	SPEED	LAPTIME
1	-	-	18.363	-	-	-
2	54.194	19.454	17.866	-	171.00	1:31.515
3	52.508	19.299	17.697	-	170.48	1:29.504
4	52.234	19.250	17.594	-	171.04	1:29.079
5	52.080	19.126	17.757	-	171.14	1:28.963
6	52.132	19.357	17.657	-	169.16	1:29.146
7	52.007	19.201	17.690	-	170.58	1:28.898
8	1:03.564	-	6:22.546	-	170.55	6:04.857 <b>P</b>
9	1:17.599	19.366	17.836	-	-	1:54.800
10	52.400	19.146	17.705	-	169.75	1:29.251
11	52.123	19.195	17.671	-	170.62	1:28.989
12	52.108	19.091	17.543	-	169.33	1:28.742
13	51.904	19.210	17.614	-	171.71	1:28.727
14	1:08.770	28.896	49.714	-	170.79	2:27.380 <b>P</b>
14	<del>1:28.128</del>	<del>21.369</del>	<del>18.222</del>	-	-	<del>2:07.719</del>
15	53.849	19.357	17.680	-	-	<del>1:30.886</del>
16	52.491	19.110	17.649	-	172.39	1:29.250
17	52.201	19.268	17.836	-	171.04	1:29.305
17	<del>1:02.598</del>	<del>22.905</del>	<del>19.986</del>	-	-	<del>1:45.489</del>
18	52.501	19.272	17.659	-	-	<del>1:29.432</del>
19	52.244	19.068	17.622	-	171.53	1:28.934
20	52.257	19.285	17.619	-	171.00	1:29.161
21	52.692	19.172	17.639	-	172.39	1:29.503
AVG	52.466	19.235	17.721	-	170.85	1:29.265
IDEAL	51.904	19.068	17.543	-	172.39	1:28.515

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