



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	<del>39.271</del>	20.508	18.763	-
2	52.388	17.040	18.266	1:27.693
3	49.344	<del>16.784</del>	18.123	1:24.250
4	49.986	-	-	1:40.723 P
5	2:55.688	17.020	18.021	3:30.730
6	49.648	16.843	17.884	1:24.374
7	49.645	-	-	1:37.062 P
7	<del>3:37.326</del>	<del>17.203</del>	<del>18.427</del>	<del>4:12.956</del>
8	<del>49.622</del>	<del>27.127</del>	<del>17.765</del>	<del>1:34.514</del> P
9	2:36.697	17.063	18.245	3:12.005
10	49.458	16.908	17.787	1:24.153
11	49.166	17.161	17.858	1:24.185
12	49.088	16.959	17.822	1:23.869
13	49.284	-	-	1:31.763 P
14	5:41.284	17.022	17.917	6:16.223
15	49.281	16.820	17.724	1:23.825
16	49.207	17.305	21.998	1:28.509
17	<del>49.053</del>	<del>16.879</del>	<del>17.681</del>	<del>1:23.613</del>
18	50.432	16.999	17.836	1:25.267
AVG	49.691	16.985	17.994	1:26.547
IDEAL	49.053	16.784	17.681	1:23.518

**10** Doug Chandler  
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.509</del>	18.062	20.448	-
2	52.931	17.603	18.953	1:29.488
3	51.619	17.520	18.849	1:27.988
4	51.091	17.453	18.892	1:27.437
5	51.315	-	-	1:43.426 P
6	7:23.718	17.739	19.403	8:00.860
7	51.670	17.521	18.851	1:28.042
8	51.175	17.625	18.834	1:27.634
9	52.817	-	-	1:44.433 P
10	3:04.601	<del>17.385</del>	21.622	3:43.609
11	51.487	17.475	18.769	1:27.731
12	51.018	17.588	<del>18.685</del>	1:27.290
13	51.901	-	-	1:41.000 P
14	7:13.121	17.590	18.883	7:49.594
15	<del>50.829</del>	17.541	18.800	1:27.170
16	51.069	17.437	18.766	1:27.272
17	51.195	17.458	18.694	1:27.347
AVG	51.548	17.571	19.175	1:31.251
IDEAL	50.829	17.385	18.685	1:26.899

**11** Ben Spies  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>36.455</del>	17.280	19.175	-
2	50.354	16.884	18.547	1:25.785
3	49.867	16.812	18.054	1:24.734
4	53.605	-	-	1:35.621 P

5	1:32.615	17.482	18.785	2:08.881
6	49.377	16.892	17.974	1:24.243
7	49.314	16.833	17.852	1:23.998
8	52.933	-	-	1:35.975 P
9	3:25.297	17.008	18.418	4:00.723
10	49.694	16.953	17.964	1:24.611
11	49.346	16.942	18.098	1:24.386
12	50.010	17.012	18.061	1:25.083
13	49.790	16.982	18.134	1:24.906
14	57.349	-	-	1:40.374 P
15	4:14.907	16.935	18.894	4:50.736
16	54.672	17.830	20.243	1:32.745
17	55.135	17.572	20.520	1:33.226
18	<del>48.829</del>	<del>16.789</del>	<del>17.756</del>	<del>1:23.374</del>
19	52.716	-	-	1:32.346 P
20	2:51.176	-	-	3:35.265 P
AVG	51.533	17.105	18.579	1:27.931
IDEAL	48.829	16.789	17.756	1:23.374

**15** Steve Rapp  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>40.564</del>	17.889	22.675	-
2	51.698	17.445	19.817	1:28.960
3	50.670	17.564	18.480	1:26.713
4	50.694	17.344	18.648	1:26.687
5	50.794	17.368	18.513	1:26.675
6	54.101	-	-	1:40.572 P
7	5:19.046	17.529	18.804	5:55.380
8	50.865	17.422	18.576	1:26.863
9	50.520	17.477	18.602	1:26.599
10	54.119	-	-	1:37.538 P
11	3:46.900	17.413	18.971	4:23.284
12	50.881	-	-	1:34.113 P
13	<del>1:43.219</del>	<del>17.464</del>	<del>19.451</del>	<del>2:20.134</del>
14	<del>50.418</del>	<del>17.256</del>	<del>18.391</del>	<del>1:26.065</del>
15	50.474	29.510	20.568	1:40.552 P
16	3:47.217	17.509	18.934	4:23.659
17	50.740	17.430	18.731	1:26.901
18	50.726	17.453	18.469	1:26.649
AVG	51.285	17.469	18.925	1:30.376
IDEAL	50.418	17.256	18.391	1:26.065

**16** Martin Craggill  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>41.916</del>	18.262	23.655	-
2	1:17.512	17.239	19.088	1:53.839
3	1:02.158	-	-	1:54.442 P
4	1:44.185	17.235	18.754	2:20.173
5	<del>50.921</del>	17.311	18.716	1:26.948
6	1:11.793	-	-	2:04.562 P
7	3:16.329	17.372	19.868	3:53.570
8	56.082	17.200	18.719	1:32.001
9	50.950	17.406	<del>18.490</del>	1:26.845

**17** Miguel Duhamel  
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>36.176</del>	17.425	18.751	-
2	51.929	17.263	18.505	1:27.696
3	50.895	17.031	18.336	1:26.262
4	50.845	17.046	18.140	1:26.031
5	51.002	-	-	1:31.207 P
6	2:34.341	-	-	3:13.156 P
7	2:19.269	17.312	18.368	2:54.948
8	50.626	17.087	18.230	1:25.942
9	50.472	17.152	18.194	1:25.818
10	51.006	17.209	18.152	1:26.366
11	50.589	17.210	18.083	1:25.882
12	50.715	-	-	1:31.926 P
13	6:28.150	-	-	7:07.553 P
14	2:09.223	17.517	18.387	2:45.126
15	51.149	-	-	1:28.979 P
16	3:36.671	22.451	20.756	4:19.878
17	59.438	18.146	32.189	1:49.774
18	<del>50.176</del>	<del>16.915</del>	<del>18.121</del>	<del>1:25.212</del>
19	50.189	17.112	<del>18.080</del>	1:25.381
AVG	51.464	17.264	18.469	1:27.225
IDEAL	50.176	16.915	18.080	1:25.171

**19** Jason Curtis  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>43.528</del>	-	-	- P
2	9:33.084	18.215	20.349	10:11.648
3	53.275	17.680	19.422	1:30.378
4	51.932	17.621	18.876	1:28.428
5	52.180	17.643	18.839	1:28.662
6	51.957	17.580	18.813	1:28.351
7	51.728	-	-	1:32.538 P
8	3:13.096	17.644	19.037	3:49.778
9	51.858	17.531	18.692	1:28.081
10	51.141	17.455	18.706	1:27.303
11	51.248	17.843	19.351	1:28.442
12	51.201	17.460	18.581	1:27.242
13	51.726	17.773	18.614	1:28.113
14	51.807	-	-	1:36.738 P
15	2:52.323	17.477	19.516	3:29.316
16	50.909	<del>17.421</del>	<del>18.442</del>	1:26.772
17	<del>50.368</del>	<del>17.380</del>	18.501	1:26.250
18	1:02.715	-	-	1:53.903 P
AVG	51.641	17.623	18.981	1:29.023
IDEAL	50.368	17.380	18.442	1:26.191

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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100 Neil Hodgson Ducati 999R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>36.507</del>	17.332	19.175	-
2	51.442	17.055	18.285	1:26.782
3	50.703	16.908	18.126	1:25.736
4	50.433	16.942	17.924	1:25.299
5	50.377	16.978	18.103	1:25.458
6	50.124	16.944	17.915	1:24.984
7	52.419	-	-	1:35.932 <b>P</b>
7	<del>2:56.868</del>	<del>17.363</del>	<del>22.474</del>	<del>3:36.706</del>
8	<del>52.946</del>	<del>17.036</del>	<del>18.336</del>	<del>1:28.318</del>
9	50.839	16.999	18.059	1:25.897
10	50.343	16.948	18.008	1:25.299
11	50.361	-	-	1:33.266 <b>P</b>
12	5:24.695	25.772	19.068	6:09.534 <b>P</b>
13	3:07.862	17.430	18.688	3:43.980
14	50.939	17.086	18.119	1:26.143
15	50.215	16.884	17.939	1:25.039
16	50.030	16.996	17.911	1:24.937
17	49.864	16.848	<del>17.776</del>	1:24.488
18	50.553	17.234	18.757	1:26.544
19	<del>49.797</del>	<del>16.789</del>	17.846	<del>1:24.432</del>
20	55.670	-	-	1:57.830 <b>P</b>
AVG	50.882	17.025	18.231	1:26.682
IDEAL	49.797	16.789	17.776	1:24.362

150 Matt D Lynn Suzuki GSX-R1000				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>37.968</del>	17.882	20.105	-
2	52.294	17.469	19.228	1:28.991
3	52.150	17.503	19.188	1:28.841
4	51.787	17.400	18.878	1:28.065
5	51.454	17.401	18.840	1:27.694
6	53.295	-	-	1:43.009 <b>P</b>
7	6:39.438	17.798	20.769	7:18.005
8	50.477	17.676	18.619	1:26.773
9	<del>50.381</del>	<del>17.254</del>	<del>18.377</del>	<del>1:26.011</del>
10	50.547	17.267	18.758	1:26.572
11	57.247	-	-	1:45.107 <b>P</b>
12	5:50.150	17.685	19.164	6:26.999
13	50.873	17.391	18.650	1:26.914
14	50.887	17.518	18.607	1:27.011
15	50.972	17.485	18.678	1:27.134
16	51.021	17.278	18.796	1:27.094
17	50.780	17.324	18.734	1:26.838
18	50.773	17.308	18.629	1:26.710
19	50.837	17.451	18.703	1:26.991
AVG	51.611	17.476	18.984	1:28.310
IDEAL	50.381	17.254	18.377	1:26.011

155 Ben D Bostrom Ducati 999R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
<b>P</b>	- lap ended in the pits			
<b>R</b>	- lap ended on a red flag			

1	<del>38.353</del>	18.263	20.090	-
2	52.782	17.173	18.716	1:28.672
3	51.948	17.612	20.456	1:30.017
4	50.599	17.192	18.509	1:26.300
5	50.543	17.109	18.514	1:26.167
6	55.028	-	-	1:42.212 <b>P</b>
7	2:40.782	17.460	19.469	3:17.711
8	51.512	17.093	18.765	1:27.369
9	54.516	17.071	18.550	1:30.137
9	<del>56.185</del>	<del>17.205</del>	<del>18.531</del>	<del>1:31.921</del>
10	<del>51.038</del>	<del>17.103</del>	<del>18.370</del>	<del>1:26.510</del>
11	50.515	17.118	18.257	1:25.889
12	52.552	-	-	1:38.671 <b>P</b>
13	6:47.990	17.348	18.924	7:24.262
14	50.919	17.163	18.628	1:26.711
15	50.844	-	-	1:35.694 <b>P</b>
16	1:54.995	16.993	19.039	2:31.026
17	52.829	17.126	18.615	1:28.570
18	<del>49.589</del>	<del>16.854</del>	<del>18.072</del>	<del>1:24.514</del>
19	<del>49.501</del>	16.935	18.139	1:24.576
20	50.214	17.096	18.847	1:26.156
AVG	51.593	17.286	18.922	1:28.532
IDEAL	49.501	16.854	18.072	1:24.427