



AMA Superstock Series presented by Dynojet

INDIVIDUAL TIMES - PRACTICE SESSION #1

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.146	36.509	21.637	-
2	40.482	32.616	29.272	1:42.370 P
3	5:47.737	34.092	23.493	6:45.323
4	44.837	35.182	20.423	1:40.442
5	36.910	30.743	19.732	1:27.384
6	36.972	30.401	22.391	1:29.763
7	36.485	30.210	19.583	1:26.278
8	4:56.432	4:55.335	4:47.621	6:04.184 P
9	56.472	32.783	20.301	1:49.557
10	36.550	30.340	19.672	1:26.562
11	36.396	30.255	19.573	1:26.225
12	36.258	35.887	22.916	1:35.061
13	36.213	30.090	19.582	1:25.886
14	6:29.497	6:20.915	6:07.978	7:22.227
15	37.582	31.442	20.235	1:29.258
16	36.422	30.070	19.517	1:26.008
17	36.346	30.046	19.483	1:25.874
18	36.285	29.983	19.379	1:25.647
19	36.154	30.314	19.582	1:26.050
20	36.237	29.988	20.148	1:26.372
21	36.380	30.032	19.521	1:25.933
22	36.164	30.030	19.438	1:25.632
23	36.167	30.017	19.463	1:25.647
AVG	36.706	31.226	20.136	1:28.689
IDEAL	36.154	29.983	19.379	1:25.516

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.713	34.535	21.178	-
2	38.286	31.985	20.747	1:31.017
3	37.726	32.751	33.033	1:43.510 P
4	6:55.595	33.095	20.391	7:49.080
5	37.615	31.367	20.225	1:29.206
6	37.560	31.380	19.982	1:28.921
7	37.687	31.413	20.021	1:29.120
8	37.972	31.142	20.012	1:29.125
9	37.359	34.711	29.653	1:41.722 P
10	8:26.636	31.941	20.162	9:18.740
11	37.619	31.430	20.091	1:29.140
12	37.368	34.176	30.759	1:42.303 P
13	11:17.425	36.887	21.159	12:15.472
14	37.677	31.154	20.103	1:28.934
15	37.184	30.868	19.898	1:27.949
16	37.666	31.126	20.928	1:29.720
17	37.449	31.058	19.940	1:28.447
18	42.266	34.981	30.867	1:48.113 P
19	3:17.462	32.444	20.337	4:10.242
20	37.375	31.158	19.963	1:28.496
AVG	37.920	32.480	20.321	1:31.972
IDEAL	37.184	30.868	19.898	1:27.949

19 Jason Curtis
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.351	34.982	22.369	-
2	39.585	32.777	20.895	1:33.257
3	38.173	32.388	21.033	1:31.594
4	38.866	32.143	20.821	1:31.830
5	38.288	31.876	20.637	1:30.800
6	38.092	31.681	21.794	1:31.566
7	38.007	31.849	27.016	1:36.873 P
8	4:14.226	33.049	21.114	5:08.389
9	38.277	31.740	20.503	1:30.520
10	37.776	31.458	20.362	1:29.595
11	37.894	31.379	20.371	1:29.644
12	38.044	31.820	30.606	1:40.471 P
13	5:20.061	33.218	21.190	6:14.469
14	38.308	31.903	20.561	1:30.771
15	37.849	31.646	20.456	1:29.952
16	37.909	31.428	20.402	1:29.739
17	37.961	31.512	20.367	1:29.840
18	37.891	37.354	31.144	1:46.389 P
19	5:14.566	35.864	21.663	6:12.093
20	38.710	32.553	20.555	1:31.819
21	38.346	31.939	20.517	1:30.802
22	38.241	32.077	27.736	1:38.055 P
23	1:54.889	32.120	20.542	2:47.551
24	37.701	31.651	21.128	1:30.480
25	37.891	31.459	20.386	1:29.736
26	37.659	31.327	20.350	1:29.335
27	37.597	31.391	20.275	1:29.263
28	55.234	39.705	33.395	2:08.335 P
AVG	38.139	32.392	20.795	1:32.379
IDEAL	37.597	31.327	20.275	1:29.199

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.701	36.763	22.938	-
2	43.112	34.559	21.721	1:39.392
3	39.164	31.598	20.202	1:30.964
4	37.258	31.082	19.896	1:28.236
5	36.984	30.746	19.742	1:27.473
6	36.875	30.707	19.583	1:27.166
7	40.833	32.052	27.485	1:40.371 P
8	6:02.171	31.575	20.007	6:53.753
9	37.181	30.746	19.756	1:27.683
10	36.816	30.666	19.632	1:27.114
11	36.764	30.297	19.459	1:26.520
12	36.517	30.338	19.519	1:26.375
13	36.626	30.203	19.456	1:26.285
14	43.776	34.671	28.239	1:46.686 P
15	7:50.306	31.928	20.299	8:42.532
16	37.237	30.537	19.655	1:27.429
17	38.543	32.732	27.583	1:38.858 P
18	4:01.337	30.991	19.992	4:52.320

19 37.142 30.346 20.166 1:27.653
 20 37.796 30.318 19.601 1:27.715
 21 36.633 30.368 19.522 1:26.522
 22 36.628 30.185 19.690 1:26.503
 23 45.854 34.516 28.193 1:48.563 P
 24 4:16.608 31.073 19.878 5:07.559
 25 36.724 30.460 19.559 1:26.744
 AVG 37.988 31.322 20.020 1:29.298
 IDEAL 36.517 30.185 19.456 1:26.158

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.638	42.223	32.415	- P
2	4:19.873	34.789	20.962	5:15.623
3	38.276	31.739	20.576	1:30.591
4	37.969	31.320	20.100	1:29.389
5	37.735	31.324	20.038	1:29.097
6	37.510	31.153	20.018	1:28.681
7	37.557	31.131	20.202	1:28.890
8	48.110	34.674	27.722	1:50.505 P
9	7:45.801	35.797	20.546	8:42.144
10	37.574	31.353	20.010	1:28.937
11	37.365	31.258	19.939	1:28.561
12	38.205	30.988	19.935	1:29.127
13	37.427	31.275	20.666	1:29.368
14	37.870	30.981	19.908	1:28.759
15	37.445	31.080	20.201	1:28.726
16	45.816	36.662	28.889	1:51.367 P
17	10:21.209	33.161	20.504	11:14.874
18	37.361	30.923	19.981	1:28.265
19	37.373	30.951	19.920	1:28.244
20	37.171	30.904	19.906	1:27.981
21	37.181	30.793	19.882	1:27.856
22	37.357	31.029	19.967	1:28.353
23	43.671	36.329	29.313	1:49.312 P
AVG	37.944	32.255	20.172	1:28.801
IDEAL	37.171	30.793	19.882	1:27.846

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.727	33.811	20.916	-
2	37.705	31.703	20.304	1:29.711
3	38.958	33.254	29.612	1:41.824 P
4	2:20.512	34.361	23.570	3:18.443
5	36.777	30.635	19.574	1:26.986
6	37.973	33.043	26.201	1:37.217 P
7	4:49.489	33.294	20.492	5:43.276
8	36.756	30.367	19.659	1:26.782
9	37.113	31.967	30.109	1:39.189 P
10	6:35.028	34.242	20.553	7:29.823
11	36.837	30.282	19.667	1:26.786
12	36.642	30.270	19.627	1:26.538
13	38.696	32.149	28.664	1:39.509 P
14	5:45.076	34.153	20.750	6:39.980

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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99 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	36.717	30.457	19.694	1:26.868
13	37.739	32.929	29.226	1:39.894 P
14	9:01.342	30.894	20.009	9:52.245
15	36.768	30.486	19.740	1:26.995
16	36.676	30.419	19.762	1:26.857
17	39.238	31.915	27.669	1:38.822 P
AVG	37.428	31.183	19.801	1:31.887
IDEAL	36.553	30.247	19.671	1:26.472

101 Gary Mason
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.909	35.254	22.715	-
2	39.325	33.004	21.402	1:33.731
3	38.198	31.993	20.645	1:30.837
4	38.152	31.812	20.466	1:30.430
5	37.726	32.116	20.461	1:30.303
6	38.479	31.610	20.469	1:30.558
7	37.785	31.495	20.388	1:29.667
8	37.626	31.400	20.403	1:29.430
9	37.836	31.478	20.387	1:29.701
10	46.584	38.460	37.087	2:02.131 P
11	7:45.515	35.671	21.448	8:42.634
12	38.029	31.889	20.616	1:30.535
13	37.809	31.450	20.406	1:29.665
14	37.730	31.549	20.298	1:29.577
15	40.843	33.205	29.687	1:43.735 P
16	7:04.028	35.194	21.582	8:00.804
17	37.883	31.626	20.442	1:29.951
18	38.830	31.375	20.635	1:30.841
19	38.504	31.559	20.299	1:30.363
20	37.635	31.416	20.165	1:29.215
21	37.521	31.220	20.238	1:28.979
22	37.502	31.224	20.306	1:29.032
23	37.598	31.095	20.317	1:29.010
24	37.546	31.203	20.354	1:29.103
25	46.087	36.789	29.476	1:52.352 P
26	3:38.507	33.448	20.842	4:32.797
27	37.440	31.142	20.139	1:28.722
28	37.271	30.920	20.109	1:28.300
AVG	38.058	32.301	20.621	1:30.531
IDEAL	37.271	30.920	20.109	1:28.300

143 Jason Fry
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.326	35.438	22.889	-
2	41.510	35.237	22.102	1:38.849
3	41.038	33.952	22.216	1:37.205
4	40.212	33.607	22.219	1:36.039
5	40.353	34.040	22.305	1:36.698
6	40.107	34.461	37.438	1:52.006 P
7	2:21.261	33.626	22.047	3:16.934

148 Chad R Lewin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	40.342	33.447	21.761	1:35.550
9	40.605	33.945	22.158	1:36.708
10	40.299	33.789	36.095	1:50.183 P
11	3:48.890	34.311	33.874	4:57.075 P
12	3:00.133	34.092	22.169	3:56.394
13	40.039	33.753	22.051	1:35.842
14	40.283	33.966	22.117	1:36.365
15	40.247	34.082	22.405	1:36.734
16	40.226	33.990	22.333	1:36.549
17	40.185	33.724	22.178	1:36.087
18	40.584	34.042	33.334	1:47.960 P
AVG	40.425	34.050	22.181	1:39.222
IDEAL	40.039	33.447	21.761	1:35.247

155 Ben D Bostrom
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.839	40.599	33.240	- P
2	2:39.119	36.081	22.457	3:37.658
3	40.947	34.834	21.870	1:37.651
4	39.795	32.809	21.105	1:33.709
5	38.489	32.410	21.450	1:32.349
6	38.452	32.154	20.679	1:31.284
7	37.959	32.221	20.740	1:30.919
8	38.217	32.086	20.632	1:30.935
9	42.021	38.259	35.497	1:55.777 P
10	4:50.114	37.131	24.256	5:51.501
11	40.179	34.383	21.052	1:35.613
12	38.281	32.274	20.607	1:31.163
13	37.987	32.064	20.546	1:30.597
14	42.527	39.752	33.898	1:56.177 P
15	14:37.340	34.398	21.163	15:32.902
16	37.955	31.653	20.512	1:30.120
17	42.898	35.330	31.916	1:50.143 P
AVG	39.670	33.559	21.313	1:32.434
IDEAL	37.955	31.653	20.512	1:30.120

155 Ben D Bostrom
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.504	36.835	22.669	-
2	40.308	33.785	21.252	1:35.344
3	38.850	33.106	20.786	1:32.743
4	37.725	31.872	20.150	1:29.747
5	37.390	32.995	31.975	1:42.360 P
6	7:03.529	32.454	20.232	7:56.215
7	37.388	30.947	19.855	1:28.190
8	36.897	30.802	19.825	1:27.524
9	37.699	32.006	28.230	1:37.934 P
10	3:51.552	31.449	20.144	4:43.146
11	36.951	31.124	27.243	1:35.318 P
12	4:03.116	33.381	21.019	4:57.516
13	37.970	31.246	26.210	1:35.426 P
14	3:08.491	32.501	20.637	4:01.629
15	37.188	30.812	19.765	1:27.765
16	36.540	30.479	19.738	1:26.757

17 41.347 32.450 20.386 1:34.182

18 36.550 30.371 28.176 1:35.097 **P**

19 2:23.028 30.934 19.887 3:13.848

20 36.836 30.246 26.598 1:33.679 **P**

21 2:20.952 31.628 19.975 3:12.555

22 36.723 30.319 20.439 1:27.481

23 36.566 30.176 19.628 1:26.370

24 36.847 30.213 19.566 1:26.626

AVG 37.840 31.573 20.334 1:32.040

IDEAL 36.540 30.176 19.566 1:26.282

269 Johnny Rock Page
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.108	40.202	24.901	-
2	44.877	35.559	22.280	1:42.716
3	41.596	34.533	21.612	1:37.741
4	40.448	34.008	21.633	1:36.088
5	40.086	33.468	21.367	1:34.921
6	39.866	33.201	21.119	1:34.185
7	39.268	33.080	21.130	1:33.477
8	44.378	41.072	32.778	1:58.228 P
9	6:01.687	44.206	26.267	7:12.159
10	47.654	35.560	22.935	1:46.149
11	41.228	33.831	21.839	1:36.898
12	40.258	33.404	21.763	1:35.425
13	39.966	33.110	21.426	1:34.502
14	39.490	33.304	21.342	1:34.136
15	39.251	33.452	21.228	1:33.930
16	39.095	33.047	21.464	1:33.606
17	39.073	32.653	21.125	1:32.851
18	39.136	32.593	21.252	1:32.980
19	46.785	34.732	32.054	1:53.571 P
AVG	40.925	33.721	21.776	1:35.974
IDEAL	39.073	32.593	21.119	1:32.785

288 Randall Kienast
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.705	38.453	30.252	- P
2	5:49.335	32.484	20.839	6:42.658
3	38.677	31.825	20.508	1:31.010
4	38.530	31.616	20.498	1:30.644
5	38.459	31.578	20.482	1:30.519
6	38.149	31.865	20.431	1:30.445
7	38.117	31.642	20.576	1:30.334
8	38.325	32.065	20.410	1:30.799
9	38.480	31.882	20.592	1:30.954
10	38.522	32.160	20.781	1:31.462
11	50.488	36.993	59.891	2:27.371 P
AVG	38.407	32.411	20.569	1:30.771
IDEAL	38.117	31.578	20.410	1:30.105

298 Manuel I Garza
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.897	38.835	23.062	-

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 - PRACTICE SESSION #1

298 Manuel I Garza
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	42.002	34.539	21.656	1:38.197
3	40.265	34.040	21.799	1:36.104
4	40.557	34.106	22.148	1:36.811
5	39.879	33.294	21.558	1:34.731
6	39.611	33.436	21.455	1:34.501
7	39.649	33.561	31.705	1:44.915 P
8	4:05.415	33.582	21.545	5:00.542
9	39.756	33.446	21.460	1:34.662
10	39.903	33.264	21.451	1:34.617
11	39.643	33.001	21.355	1:34.000
12	39.543	33.104	34.304	1:46.950 P
13	7:27.308	37.033	23.105	8:27.445
14	41.959	34.055	22.065	1:38.079
15	40.348	34.660	31.674	1:46.681 P
16	-	-	-	5:20.975
17	-	-	-	1:33.666
AVG	40.259	33.937	21.782	1:37.993
IDEAL	39.543	33.001	21.355	1:33.899

302 Santiago Villa
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.054	36.153	22.901	-
2	41.492	34.754	22.180	1:38.426
3	41.949	34.496	21.808	1:38.252
4	40.540	33.685	21.689	1:35.913
5	40.039	34.008	21.653	1:35.700
6	40.452	33.767	21.327	1:35.546
7	39.668	33.208	21.608	1:34.484
8	39.606	33.683	21.604	1:34.893
9	39.707	33.576	33.730	1:47.013 P
10	3:29.829	33.626	32.507	4:35.962 P
11	2:28.817	34.349	21.716	3:24.881
12	39.555	33.228	21.470	1:34.253
13	39.350	33.425	21.061	1:33.836
14	39.365	33.048	21.518	1:33.931
15	39.110	33.007	21.104	1:33.221
16	39.567	32.744	21.368	1:33.679
17	39.012	32.626	21.068	1:32.706
18	38.882	32.739	20.999	1:32.620
19	38.800	32.796	21.102	1:32.698
20	38.966	32.995	35.174	1:47.135 P
21	7:15.590	34.626	21.585	8:11.801
22	39.475	32.860	21.310	1:33.644
23	39.052	32.646	21.222	1:32.920
24	39.036	33.439	21.194	1:33.668
25	39.244	32.595	21.280	1:33.118
26	39.502	33.003	21.373	1:33.878
27	55.105	37.067	34.318	2:06.489 P
AVG	39.653	33.635	21.484	1:35.524
IDEAL	38.800	32.595	20.999	1:32.394

311 Robertino Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.506	34.888	21.618	-
2	39.284	32.788	20.766	1:32.838
3	38.615	32.248	20.504	1:31.367
4	37.635	31.742	20.301	1:29.679
5	39.077	34.110	28.775	1:41.961 P
6	3:39.795	32.383	20.344	4:32.521
7	37.536	32.215	20.049	1:29.800
8	37.190	31.439	20.129	1:28.757
9	37.405	31.499	19.964	1:28.867
10	37.438	31.297	19.987	1:28.722
11	36.977	31.111	20.073	1:28.161
12	44.294	38.623	29.409	1:52.326 P
13	13:12.379	38.536	20.802	14:11.716
14	37.573	31.573	20.061	1:29.206
15	37.749	31.297	20.019	1:29.065
16	37.152	31.591	20.095	1:28.838
17	39.854	33.281	29.902	1:43.037 P
18	5:20.958	32.498	20.093	6:13.549
19	37.251	31.027	19.803	1:28.081
20	36.566	30.948	19.858	1:27.372
21	37.273	35.651	21.633	1:34.556
22	36.991	30.924	19.792	1:27.707
23	43.693	35.912	29.113	1:48.718 P
AVG	38.070	32.401	20.310	1:31.060
IDEAL	36.566	30.924	19.792	1:27.283

888 Joseph S Dawson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.958	39.745	23.212	-
2	41.290	35.158	22.351	1:38.799
3	41.441	34.245	21.875	1:37.560
4	40.336	33.885	21.809	1:36.030
5	40.029	33.495	21.485	1:35.009
6	39.677	33.441	21.610	1:34.727
7	39.603	33.636	21.487	1:34.725
8	40.174	34.081	21.707	1:35.963
9	40.650	34.047	21.698	1:36.395
10	39.634	33.454	21.506	1:34.593
11	39.789	33.312	21.453	1:34.554
12	39.582	33.418	21.252	1:34.252
13	45.497	38.206	39.236	2:02.939 P
14	19:31.836	35.258	21.951	20:29.044
15	40.512	33.798	21.608	1:35.918
16	39.876	33.454	21.525	1:34.855
17	39.664	33.456	21.455	1:34.574
18	39.969	33.085	21.237	1:34.290
19	40.403	33.824	41.209	1:55.435 P
AVG	40.478	34.070	21.719	1:35.483
IDEAL	39.582	33.085	21.237	1:33.904

907 Ben Thompson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.910	33.066	20.844	-
2	38.218	31.291	20.345	1:29.853
3	37.876	31.323	20.176	1:29.375
4	37.663	31.550	20.238	1:29.451
5	37.677	30.891	20.160	1:28.728 P
6	40.319	34.583	32.810	1:47.711 P
7	16:44.499	31.469	20.356	17:36.324
8	37.848	31.080	20.102	1:29.030
9	38.548	31.526	32.925	1:42.999 P
10	11:17.187	33.035	21.269	12:11.491
11	38.181	31.215	20.283	1:29.679
12	37.707	31.104	20.384	1:29.195
13	37.769	31.368	20.420	1:29.558
AVG	38.181	31.808	20.416	1:30.874
IDEAL	37.663	30.891	20.102	1:28.657

971 Garth Cloyd
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	40.851	34.166	21.901	1:36.918
6	40.031	33.454	21.796	1:35.280
7	39.814	34.418	22.101	1:36.333
8	40.197	34.111	37.851	1:52.160 P
9	19:57.472	34.133	21.769	20:53.374
10	40.412	33.475	21.971	1:35.858
11	40.102	33.538	21.267	1:34.907
12	40.421	33.740	24.945	1:39.106
13	39.816	34.133	44.533	1:58.482 P
1	1:05.650	41.154	24.496	-
2	43.180	35.942	22.910	1:42.032
3	41.198	34.687	22.473	1:38.358
4	40.532	33.948	21.937	1:36.416
AVG	40.596	34.145	22.506	1:38.737
IDEAL	39.814	33.454	21.267	1:34.535