



AMA Superstock Series presented by Dynojet

INDIVIDUAL TIMES - SATURDAY PRACTICE

**11** Ben Spies  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.991</del>	33.852	22.138	-
2	38.808	32.911	22.996	1:34.715
3	37.507	30.815	21.028	1:29.350
4	37.012	30.365	19.872	1:27.249
5	39.998	31.932	27.945	1:39.874 <b>P</b>
6	3:13.119	31.493	20.218	4:04.830
7	36.573	30.278	19.705	1:26.555
8	36.478	30.206	19.628	1:26.313
9	44.493	30.844	26.899	1:42.236 <b>P</b>
10	1:33.025	34.904	21.357	2:29.286
11	36.513	30.136	19.674	1:26.323
12	36.252	30.093	19.504	1:25.848
AVG	37.393	31.486	20.612	1:30.940
IDEAL	36.252	30.093	19.504	1:25.848

**18** Chris Ulrich  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.911</del>	33.765	21.146	-
2	38.383	32.822	20.745	1:31.950
3	39.109	31.892	20.157	1:31.158
4	37.348	31.620	20.926	1:29.895
5	42.075	35.611	30.978	1:48.664 <b>P</b>
6	5:17.601	33.604	21.654	6:12.859
7	37.478	31.372	20.185	1:29.035
8	37.314	31.191	20.061	1:28.565
9	37.419	31.301	20.068	1:28.788
10	41.954	33.924	28.417	1:44.295 <b>P</b>
11	3:40.060	32.212	20.382	4:32.654
12	37.441	31.310	23.125	1:31.875
13	38.024	31.194	20.034	1:29.252
14	39.595	34.512	30.643	1:44.750 <b>P</b>
AVG	38.740	32.595	20.771	1:32.956
IDEAL	37.314	31.191	20.034	1:28.538

**19** Jason Curtis  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:00.240</del>	37.014	23.225	-
2	41.580	33.579	21.122	1:36.281
3	38.794	32.344	20.962	1:32.100
4	38.422	32.268	20.668	1:31.358
5	38.286	32.134	27.876	1:38.295 <b>P</b>
6	4:11.307	46.711	24.442	5:22.460
7	53.261	34.616	21.426	1:49.303
8	38.205	40.393	20.772	1:39.370
9	38.121	31.612	20.405	1:30.138
10	39.304	32.009	20.441	1:31.754
11	37.872	31.676	20.474	1:30.022
12	37.898	31.546	20.285	1:29.729
13	37.939	31.436	20.276	1:29.651
14	44.393	37.773	31.082	1:53.248 <b>P</b>

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>56.041</del>	34.147	21.894	-
2	39.430	33.903	20.448	1:33.781
3	37.877	32.119	20.137	1:30.133
4	37.545	30.983	19.820	1:28.348
5	39.375	33.280	26.792	1:39.447 <b>P</b>
6	4:26.420	32.124	20.526	5:19.070
7	36.670	30.481	19.956	1:27.107
8	36.910	30.479	19.465	1:26.853
9	36.380	30.700	19.363	1:26.443
10	37.763	32.350	27.966	1:38.079 <b>P</b>
11	3:24.155	31.230	19.953	4:15.338
12	36.594	30.538	19.531	1:26.663
13	36.685	30.369	19.430	1:26.484
14	36.621	30.594	19.468	1:26.683
AVG	37.441	31.664	19.999	1:30.002
IDEAL	36.380	30.369	19.363	1:26.112

**44** John Haner  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.976</del>	42.802	23.176	-
2	40.335	34.045	21.560	1:35.940
3	40.548	34.745	28.842	1:44.136 <b>P</b>
4	2:27.887	32.841	20.536	3:21.264
5	38.061	31.631	20.406	1:30.099
6	37.935	31.671	20.239	1:29.846
7	44.248	36.596	30.085	1:50.930 <b>P</b>
AVG	40.226	33.588	21.184	1:35.005
IDEAL	37.935	31.631	20.239	1:29.806

**59** Jake Holden  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>59.399</del>	37.221	22.178	-
2	38.922	32.887	21.840	1:33.649
3	38.495	31.357	20.106	1:29.957
4	37.219	32.312	27.583	1:37.113 <b>P</b>
5	2:28.776	31.485	20.364	3:20.625
6	37.029	30.531	19.865	1:27.426
7	36.823	30.869	19.776	1:27.468
8	38.664	32.799	29.862	1:41.325 <b>P</b>
9	5:29.541	34.156	20.438	6:24.135
10	37.080	30.460	19.703	1:27.243
11	36.783	31.772	19.826	1:28.381
12	36.809	30.376	19.669	1:26.855
13	36.556	30.359	19.861	1:26.776
14	36.612	30.439	19.524	1:26.575
15	36.593	30.376	19.636	1:26.605
AVG	37.299	31.441	20.214	1:29.948
IDEAL	36.556	30.359	19.524	1:26.439

**61** Scott Jensen  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>57.476</del>	35.650	21.826	-
2	39.737	33.414	21.027	1:34.178
3	38.674	32.511	20.739	1:31.924
4	38.203	32.033	20.545	1:30.782
5	38.263	32.058	20.663	1:30.984
6	38.274	32.109	20.492	1:30.874
7	38.321	32.113	20.514	1:30.948
8	38.953	32.722	29.854	1:41.530 <b>P</b>
9	2:51.165	32.695	20.919	3:44.779
10	37.990	31.900	20.432	1:30.322
11	37.791	31.652	20.383	1:29.825
12	37.909	31.687	20.607	1:30.204
13	38.037	32.014	20.500	1:30.550
14	38.168	32.230	30.422	1:40.820 <b>P</b>
15	2:16.976	32.291	20.700	3:09.967
16	38.341	32.133	29.437	1:39.910 <b>P</b>
AVG	38.358	32.451	20.719	1:33.296
IDEAL	37.791	31.652	20.383	1:29.825

**62** David Weber  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:07.303</del>	38.024	29.278	- <b>P</b>
2	2:08.802	35.132	21.919	3:05.853
3	39.710	32.562	20.841	1:33.114
4	38.532	34.965	28.155	1:41.652 <b>P</b>
5	2:39.744	32.621	20.706	3:33.071
6	39.046	32.124	20.352	1:31.521
7	38.156	31.849	20.308	1:30.312
8	37.900	33.006	31.712	1:42.617 <b>P</b>
AVG	38.669	33.785	20.825	1:35.843
IDEAL	37.900	31.849	20.308	1:30.056

**69** Danny C Eslick  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.724</del>	34.079	21.645	-
2	38.332	32.408	20.445	1:31.185
3	40.111	34.222	26.316	1:40.648 <b>P</b>
4	1:21.920	37.644	26.664	2:26.228 <b>P</b>
5	1:43.894	31.975	20.602	2:36.472
6	37.643	31.351	20.115	1:29.109
7	37.156	31.147	19.978	1:28.281
8	37.207	31.444	19.974	1:28.624
9	37.022	35.626	27.607	1:40.254 <b>P</b>
10	2:55.655	34.102	21.855	3:51.611
11	36.883	31.004	20.289	1:28.175
12	36.986	31.285	19.937	1:28.208
13	37.491	34.465	26.254	1:38.209 <b>P</b>
14	1:51.241	43.515	22.629	2:57.385
15	36.971	30.838	19.914	1:27.723
16	42.724	32.782	27.172	1:42.677 <b>P</b>

**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 - SATURDAY PRACTICE

AVG	38.048	32.623	20.671	1:33.009	2	39.954	34.217	21.977	1:36.147	6	4:17.955	37.074	22.572	5:17.601
IDEAL	36.883	30.838	19.914	1:27.635	3	39.269	32.851	21.982	1:34.103	7	41.461	34.684	22.048	1:38.193
<b>75</b> James Kerker Honda CBR1000RR					4 39.871 32.746 20.985 1:33.601					8 40.410 33.795 24.863 1:39.069				
LAP SEG 1 SEG 2 SEG 3 LAPTIME					5 38.122 32.128 20.890 1:31.141					9 40.401 33.903 28.403 1:42.707 P				
1 58.956 36.124 22.832 -					6 37.997 32.019 20.477 1:30.493					10 4:08.755 34.674 22.305 5:05.735				
2 40.942 34.121 21.784 1:36.847					7 38.110 31.877 20.358 1:30.344					11 40.102 33.603 21.787 1:35.492				
3 39.864 33.621 21.559 1:35.044					8 37.702 31.504 20.370 1:29.576					12 39.880 33.020 21.766 1:34.666				
4 40.115 34.089 22.004 1:36.208					9 37.625 31.529 20.414 1:29.568					13 39.465 33.096 21.530 1:34.091				
5 39.712 33.844 28.678 1:42.234 P					10 42.455 37.638 20.847 1:40.940					14 39.756 32.878 21.599 1:34.232				
AVG 40.158 34.360 22.045 1:37.583					11 37.910 31.959 31.070 1:40.939 P					AVG 40.827 34.484 22.592 1:38.445				
IDEAL 39.712 33.621 21.559 1:34.892					12 7:06.939 33.179 21.610 8:01.728					IDEAL 39.465 32.878 21.530 1:33.872				
<b>79</b> Blake R Young Suzuki GSX-R1000					13 38.273 32.029 20.731 1:31.032					<b>288</b> Randall Kienast Suzuki GSX-R1000				
LAP SEG 1 SEG 2 SEG 3 LAPTIME					14 37.972 31.975 21.205 1:31.152					LAP SEG 1 SEG 2 SEG 3 LAPTIME				
1 54.915 33.901 21.015 -					15 37.745 31.681 20.636 1:30.062					1 59.478 36.956 22.523 -				
2 38.368 32.962 20.570 1:31.900					AVG 38.783 32.989 21.151 1:33.232					2 46.604 34.480 27.666 1:48.750				
3 38.475 31.925 20.116 1:30.515					IDEAL 37.625 31.504 20.358 1:29.487					3 38.566 32.089 21.066 1:31.722				
4 37.510 31.911 26.863 1:36.284 P					<b>143</b> Jason Fry Suzuki GSX-R1000					4 37.884 31.357 20.377 1:29.619				
5 3:59.590 37.008 20.670 4:57.268					LAP SEG 1 SEG 2 SEG 3 LAPTIME					5 37.922 31.654 20.316 1:29.891				
6 37.521 32.020 20.044 1:29.585					1 58.634 35.942 22.692 -					6 38.035 31.457 20.510 1:30.002				
7 37.257 31.455 20.070 1:28.783					2 40.787 34.375 22.150 1:37.312					7 37.873 31.451 20.355 1:29.679				
8 39.983 33.033 26.675 1:39.691 P					3 40.406 34.107 22.234 1:36.746					8 37.763 31.607 20.363 1:29.732				
9 1:58.166 31.413 19.844 2:49.423					4 39.965 33.653 21.922 1:35.540					9 54.811 38.303 44.204 2:17.318 P				
10 37.034 31.077 19.833 1:27.943					5 40.187 34.453 22.376 1:37.016					10 2:34.633 31.854 20.356 3:26.842				
11 37.079 30.958 19.788 1:27.824					6 40.453 33.682 37.031 1:51.166 P					AVG 38.007 32.545 20.733 1:30.107				
12 37.045 30.992 20.249 1:28.286					7 5:52.202 34.325 22.246 6:48.773					IDEAL 37.763 31.357 20.316 1:29.435				
13 37.077 31.244 19.937 1:28.257					8 40.733 33.802 22.015 1:36.550					<b>298</b> Manuel I Garza Suzuki GSX-R1000				
14 59.204 34.916 26.090 2:00.210 P					9 39.988 33.992 22.102 1:36.082					LAP SEG 1 SEG 2 SEG 3 LAPTIME				
15 1:21.479 31.336 20.032 2:12.847					10 40.637 36.035 22.673 1:39.345					1 1:00.577 37.470 23.107 -				
16 37.116 31.030 19.934 1:28.080					11 40.243 34.134 22.293 1:36.670					2 42.123 35.252 22.524 1:39.899				
AVG 37.679 32.324 20.162 1:30.650					12 40.968 34.367 22.236 1:37.571					3 41.448 35.440 22.605 1:39.493				
IDEAL 37.034 30.958 19.788 1:27.779					13 41.547 36.026 36.117 1:53.690 P					4 41.368 34.851 22.342 1:38.561				
<b>99</b> Geoff May Suzuki GSX-R1000					AVG 40.538 34.530 22.267 1:39.790					5 41.031 34.481 34.453 1:49.964 P				
LAP SEG 1 SEG 2 SEG 3 LAPTIME					IDEAL 39.965 33.653 21.922 1:35.540					6 4:05.856 34.539 22.640 5:03.035				
1 53.832 33.193 20.639 -					<b>155</b> Ben D Bostrom Yamaha YZF-R1					7 40.502 34.171 21.979 1:36.652				
2 37.262 30.946 19.774 1:27.982					LAP SEG 1 SEG 2 SEG 3 LAPTIME					8 40.365 34.201 22.056 1:36.622				
3 37.494 30.774 20.027 1:28.295					1 1:00.206 37.580 22.626 -					9 39.952 33.554 21.606 1:35.112				
4 37.702 31.423 26.794 1:35.919 P					2 39.802 32.338 20.639 1:32.779					10 40.034 33.562 21.543 1:35.139				
5 4:57.988 31.734 19.964 5:49.687					3 37.719 31.310 20.165 1:29.194					11 39.677 33.958 31.361 1:44.996 P				
6 36.929 30.807 20.080 1:27.817					4 36.900 30.768 19.754 1:27.423					12 4:32.303 33.342 21.489 5:27.133				
7 36.733 30.470 19.623 1:26.826					5 37.775 30.616 26.401 1:34.792 P					13 39.784 33.463 21.492 1:34.740				
8 36.810 30.941 19.726 1:27.476					6 1:53.885 31.893 20.007 2:45.785					14 39.682 33.667 21.530 1:34.879				
9 40.035 32.212 29.848 1:42.095 P					7 36.671 30.354 19.495 1:26.520					AVG 40.542 34.425 22.076 1:38.732				
10 4:13.005 31.592 19.978 5:04.575					AVG 37.773 31.213 20.448 1:30.142					IDEAL 39.677 33.342 21.489 1:34.507				
11 36.625 30.342 19.529 1:26.496					IDEAL 36.671 30.354 19.495 1:26.520					<b>302</b> Santiago Villa Suzuki GSX-R1000				
12 36.532 30.422 19.647 1:26.600					<b>269</b> Johnny Rock Page Yamaha YZF-R1					LAP SEG 1 SEG 2 SEG 3 LAPTIME				
AVG 37.347 31.238 19.899 1:29.945					LAP SEG 1 SEG 2 SEG 3 LAPTIME					1 1:07.324 40.364 26.960 -				
IDEAL 36.532 30.342 19.529 1:26.403					1 1:04.187 39.460 24.727 -					2 42.396 34.990 22.396 1:39.781				
<b>101</b> Gary Mason Suzuki GSX-R1000					2 43.267 36.089 23.412 1:42.767					3 40.393 34.015 21.789 1:36.197				
LAP SEG 1 SEG 2 SEG 3 LAPTIME					3 42.140 34.324 22.419 1:38.882					4 40.077 33.912 22.081 1:36.071				
1 59.072 36.269 22.803 -					4 40.822 34.217 22.102 1:37.140					5 39.893 33.307 21.632 1:34.832				
P - lap ended in the pits					5 41.391 34.351 29.916 1:45.658 P					6 39.287 33.742 21.334 1:34.363				
R - lap ended on a red flag														

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INDIVIDUAL TIMES - SATURDAY PRACTICE

**302** Santiago Villa  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	39.445	33.751	33.805	1:47.001 <b>P</b>
AVG	39.445	33.751	-	1:47.001
IDEAL	39.287	33.307	21.334	1:33.928

**971** Garth Cloyd  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.848</del>	40.545	25.298	-
2	42.425	36.849	23.468	1:42.742
3	41.706	35.067	22.725	1:39.497
4	41.222	34.477	22.093	1:37.792
5	41.912	34.766	22.018	1:38.696
6	40.836	34.544	22.407	1:37.788
7	40.102	34.160	22.185	1:36.448
8	43.498	35.613	39.221	1:58.332 <b>P</b>
AVG	41.672	35.753	22.885	1:38.827
IDEAL	40.102	34.160	22.018	1:36.280

**311** Robertino Pietri  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>56.648</del>	34.017	22.631	-
2	39.334	32.404	20.618	1:32.356
3	38.013	32.635	20.585	1:31.233
4	38.124	32.070	20.838	1:31.032
5	38.196	31.998	20.399	1:30.593
6	37.891	31.525	20.075	1:29.491
7	41.077	40.000	30.153	1:51.230 <b>P</b>
8	6:57.124	32.533	20.324	7:49.980
9	37.495	31.482	20.205	1:29.182
10	37.698	31.498	20.071	1:29.266
11	37.405	31.414	20.102	1:28.922
12	37.336	31.344	20.224	1:28.903
13	58.961	39.066	35.098	2:13.125 <b>P</b>
AVG	38.257	32.084	20.552	1:30.109
IDEAL	37.336	31.344	20.071	1:28.750

**888** Joseph S Dawson  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:01.112</del>	38.098	23.015	-
2	41.432	34.377	22.110	1:37.919
3	39.784	33.168	21.295	1:34.248
4	39.254	32.586	20.947	1:32.787
5	44.462	36.625	37.465	1:58.552 <b>P</b>
AVG	41.233	34.971	21.842	1:34.985
IDEAL	39.254	32.586	20.947	1:32.787

**907** Ben Thompson  
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.215</del>	33.225	20.990	-
2	38.505	32.443	20.630	1:31.579
3	38.181	31.779	20.422	1:30.382
4	37.918	32.220	20.379	1:30.516
5	38.651	31.613	20.383	1:30.647
6	37.943	31.595	20.446	1:29.984
7	37.984	32.376	39.127	1:49.488 <b>P</b>
8	3:26.439	32.365	20.573	4:19.377
9	37.760	31.415	20.258	1:29.433
10	37.818	31.451	20.340	1:29.609
11	38.109	31.816	20.431	1:30.355
12	38.109	31.858	20.434	1:30.401
13	44.741	37.044	34.445	1:56.230 <b>P</b>
AVG	38.702	32.400	20.481	1:30.323
IDEAL	37.760	31.415	20.258	1:29.433

**P** - lap ended in the pits - lap ended on a red flag

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