



INDIVIDUAL TIMES - QUALIFYING SESSION #1

11 Ben Spies
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.529	32.827	20.701	-
2	36.798	30.204	19.489	1:26.491
3	36.311	30.200	19.410	1:25.921
4	36.191	29.924	19.408	1:25.523
5	36.147	29.896	19.409	1:25.451
6	40.311	31.573	29.241	1:41.125 P
7	1:40.146	36.918	37.070	2:54.134 P
8	10:19.072	31.832	20.004	11:10.907
9	36.142	29.901	19.275	1:25.318
10	36.009	29.867	19.308	1:25.184
11	41.045	32.989	28.848	1:42.883 P
12	1:39.938	39.905	19.854	2:39.696
13	36.291	30.090	19.516	1:25.897
14	38.825	30.196	19.640	1:28.661
AVG	37.407	30.792	19.638	1:27.730
IDEAL	36.009	29.867	19.275	1:25.151

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.048	32.505	20.543	-
2	37.632	31.557	20.105	1:29.293
3	37.472	31.374	19.998	1:28.845
4	37.212	31.092	19.874	1:28.177
5	37.201	31.083	20.010	1:28.294
6	39.004	32.469	28.224	1:39.696 P
7	12:22.182	32.959	20.087	13:15.229
8	37.150	30.955	19.843	1:27.947
9	38.626	33.644	26.914	1:39.184 P
10	2:35.705	31.195	19.788	3:26.688
11	36.988	30.697	19.769	1:27.454
12	36.745	30.682	19.796	1:27.222
13	36.847	30.973	19.941	1:27.761
AVG	37.487	31.630	19.978	1:30.387
IDEAL	36.745	30.682	19.769	1:27.195

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.113	32.636	20.478	-
2	37.122	30.281	19.421	1:26.824
3	36.570	30.072	19.448	1:26.089
4	36.624	30.240	19.333	1:26.197
5	36.655	30.358	19.462	1:26.475
6	40.191	31.974	27.171	1:39.336 P
6	3:07.139	33.607	31.207	4:11.952 R
7	8:00.074	30.728	19.655	8:50.456
8	36.632	30.237	19.529	1:26.399
9	37.942	30.497	25.383	1:33.823 P
10	2:59.597	32.061	19.916	3:51.574
11	37.162	30.438	19.570	1:27.170
12	43.595	33.987	29.479	1:47.060 P

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.074	33.232	20.843	-
2	37.825	31.428	20.211	1:29.465
3	37.494	31.368	20.159	1:29.020
4	37.463	31.278	20.071	1:28.812
5	37.605	35.999	28.606	1:42.210 P
6	14:11.606	33.941	21.729	15:07.276
7	39.389	34.059	20.143	1:33.591
8	37.814	31.252	20.034	1:29.100
9	37.802	32.194	25.910	1:35.907 P
10	3:38.608	32.227	20.068	4:30.902
11	37.588	31.169	20.028	1:28.784
AVG	37.873	32.559	20.365	1:32.111
IDEAL	37.463	31.169	20.028	1:28.660

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.817	33.290	20.527	-
2	36.699	30.366	19.624	1:26.689
3	36.656	30.443	19.727	1:26.826
4	36.480	30.288	19.546	1:26.313
5	38.795	31.272	27.957	1:38.025 P
6	2:44.750	37.581	36.721	3:59.052 P
6	1:20.749	32.014	40.796	2:33.559 R
7	7:18.012	31.751	19.987	8:09.749
8	36.579	30.053	19.406	1:26.038
9	36.380	30.222	19.465	1:26.068
10	36.469	30.135	19.552	1:26.156
11	37.516	31.056	25.126	1:33.699 P
12	2:05.601	34.502	21.070	3:01.172
13	36.429	30.075	19.345	1:25.849
AVG	36.889	31.121	19.825	1:28.407
IDEAL	36.380	30.053	19.345	1:25.777

62 David Weber
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.852	32.792	20.060	-
2	37.477	31.253	20.081	1:28.810
3	37.160	30.935	20.167	1:28.262
4	43.598	37.505	31.338	1:52.440 P
4	6:12.814	40.882	33.595	7:27.290 R
5	7:56.093	34.845	22.005	8:52.944
6	37.630	31.143	20.016	1:28.789
7	37.455	31.184	19.985	1:28.624
8	50.658	36.486	30.184	1:57.329 P
AVG	38.664	32.663	20.386	1:28.621
IDEAL	37.160	30.935	19.985	1:28.080

69 Danny C Eslick
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.942	33.945	20.997	-
2	38.058	31.551	20.337	1:29.945

79 Blake R Young
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.889	38.241	22.648	-
2	37.302	30.808	19.980	1:28.090
3	36.876	30.790	19.765	1:27.431
4	37.187	33.390	26.180	1:36.757 P
5	3:32.824	32.884	20.300	4:26.008
5	41.697	31.095	28.684	1:41.476 R
6	9:12.724	37.050	20.967	10:10.742
7	36.589	30.551	19.631	1:26.770
8	36.852	30.664	19.779	1:27.296
9	36.797	33.239	25.406	1:35.441 P
10	2:05.214	34.336	19.848	2:59.397
11	36.529	30.437	19.735	1:26.700
12	39.077	32.569	21.033	1:32.679
AVG	37.151	31.967	20.576	1:30.145
IDEAL	36.529	30.437	19.631	1:26.596

99 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.291	32.185	21.106	-
2	37.362	31.588	20.003	1:28.953
3	37.186	31.118	19.891	1:28.196
4	37.013	30.883	19.852	1:27.747
5	46.481	34.893	26.990	1:48.364 P
5	3:23.094	32.825	42.767	4:36.686 R
6	9:10.779	31.042	19.842	10:01.663
7	36.773	30.600	19.658	1:27.031
8	37.374	30.987	25.144	1:33.504 P
9	1:32.197	31.086	19.872	2:23.155
10	36.790	30.630	19.681	1:27.102
11	36.794	30.830	19.727	1:27.352
12	36.813	30.673	19.641	1:27.127
13	41.952	33.399	27.135	1:42.486 P
AVG	37.562	31.532	19.927	1:29.944
IDEAL	36.773	30.600	19.641	1:27.014

99 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.923	31.733	20.191	-
2	37.068	30.386	19.633	1:27.086
3	36.473	30.225	19.432	1:26.130
4	40.025	31.265	26.832	1:38.122 P
5	2:47.020	32.009	19.734	3:38.763
6	13:28.624	31.936	20.163	14:20.723
7	37.386	30.594	27.254	1:35.234 P
8	2:23.114	31.242	19.932	3:14.288
9	36.632	30.246	19.746	1:26.623
10	49.490	37.644	30.885	1:58.019 P
AVG	37.517	31.071	19.833	1:30.639
IDEAL	36.473	30.225	19.432	1:26.130

101 Gary Mason
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.942	33.945	20.997	-
2	38.058	31.551	20.337	1:29.945

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

Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session



AMA Superstock Series presented by Dynojet

INDIVIDUAL TIMES - QUALIFYING SESSION #1

101 Gary Mason
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	37.629	31.180	20.122	1:28.930
4	37.537	31.010	20.130	1:28.677
5	37.269	31.104	20.064	1:28.438
6	37.301	31.005	20.127	1:28.433
7	1:18.077	46.615	36.529	2:41.222 P
8	10:17.033	33.757	21.157	11:11.947
9	37.764	31.407	20.109	1:29.281
10	37.490	31.199	20.154	1:28.842
11	37.389	30.968	20.126	1:28.483
12	41.106	32.667	20.210	1:33.983
13	37.367	30.999	20.085	1:28.451
14	38.453	32.690	28.238	1:39.380 P
AVG	37.930	31.635	20.228	1:30.290
IDEAL	37.269	30.968	20.064	1:28.301

155 Ben D Bostrom
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.885	32.430	20.455	-
2	37.056	30.299	19.622	1:26.977
3	37.851	30.861	28.100	1:36.812 P
4	5:15.133	32.792	20.416	6:08.341
4	41.581	30.963	31.060	1:43.604
5	9:05.191	30.908	19.726	9:55.824
6	36.816	30.394	19.715	1:26.925
7	36.569	30.004	19.522	1:26.094
8	40.312	31.272	25.377	1:36.961 P
9	2:19.644	32.120	19.840	3:11.604
10	36.503	30.179	19.466	1:26.147
11	40.294	31.776	21.772	1:33.843
AVG	37.914	31.185	20.059	1:30.537
IDEAL	36.503	30.004	19.466	1:25.972

311 Robertino Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.294	32.110	20.184	-
2	37.297	31.450	20.070	1:28.817
3	47.185	31.153	19.867	1:38.205
4	36.889	31.180	19.954	1:28.023
5	42.726	36.244	27.241	1:46.211 P
5	5:42.345	37.017	38.992	6:58.354
6	7:23.329	32.503	20.020	8:15.851
7	37.039	31.013	19.804	1:27.856
8	36.954	31.178	19.766	1:27.898
9	36.809	30.974	19.878	1:27.660
10	41.292	34.567	26.824	1:42.683 P
11	2:07.095	32.339	20.173	2:59.606
12	44.411	41.900	29.438	1:55.748 P
AVG	38.429	32.246	19.968	1:31.592
IDEAL	36.809	30.974	19.766	1:27.548

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