



Repsol Lubricants Superstock Series

INDIVIDUAL TIMES - PRACTICE SESSION #3

1 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.858	35.579	22.279	-
2	39.588	33.504	21.851	1:34.943
3	38.574	48.728	21.198	1:48.499
4	38.292	32.336	27.724	1:38.352 P
5	2:16.441	33.840	20.869	3:11.150
6	38.206	31.943	20.209	1:30.358
7	37.512	31.055	19.903	1:28.471
8	36.969	31.492	26.849	1:35.309 P
9	3:21.347	32.473	20.620	4:14.440
10	37.311	31.111	19.810	1:28.232
11	36.969	30.996	19.766	1:27.732
12	4:29.367	4:21.859	4:07.283	5:20.606
13	37.077	30.835	19.712	1:27.623
14	36.817	30.729	19.673	1:27.218
AVG	37.732	32.158	20.535	1:30.915
IDEAL	36.817	30.729	19.673	1:27.218

2 Jamie A Hacking
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.556	36.054	22.502	-
2	39.632	32.934	20.803	1:33.369
3	37.812	32.356	20.582	1:30.750
4	37.186	31.687	19.959	1:28.832
5	37.390	31.034	19.774	1:28.197
6	36.800	30.919	19.724	1:27.443
7	38.379	33.098	28.521	1:39.998 P
8	3:08.148	31.989	20.283	4:00.419
9	36.795	30.671	19.677	1:27.143
10	36.653	30.803	19.737	1:27.193
11	36.538	30.558	20.445	1:27.541
12	36.904	30.583	19.664	1:27.151
13	36.533	30.633	19.569	1:26.735
14	37.484	33.459	31.112	1:42.055 P
AVG	37.342	31.913	20.227	1:30.534
IDEAL	36.533	30.558	19.569	1:26.660

4 Joshua Hayes
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.144	34.511	21.633	-
2	39.731	33.103	20.961	1:33.795
3	38.446	32.133	20.593	1:31.172
4	37.676	31.464	20.189	1:29.329
5	37.355	31.221	20.093	1:28.668
6	37.249	31.147	19.872	1:28.267
7	38.211	32.639	26.136	1:36.987 P
8	4:50.253	32.448	20.694	5:43.394
9	37.962	31.367	20.055	1:29.384
10	37.265	30.949	19.860	1:28.074
11	36.979	31.349	20.019	1:28.347
12	37.220	31.080	20.034	1:28.334

13 37.121 31.153 19.836 1:28.110
 14 37.053 31.048 19.976 1:28.077
 15 41.475 34.255 21.691 1:37.421
 16 36.928 30.936 27.149 1:35.013 P

AVG 37.853 31.880 20.356 1:30.606
 IDEAL 36.928 30.936 19.836 1:27.700

6 Damon S Buckmaster
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.566	36.745	29.821	- P
2	4:23.125	35.836	21.207	5:20.168
3	37.968	32.103	20.375	1:30.446
4	37.899	31.782	20.412	1:30.093
5	37.380	31.452	20.220	1:29.053
6	43.472	37.943	29.839	1:51.253 P
7	2:11.186	32.218	20.386	3:03.790
8	37.316	31.634	28.266	1:37.216 P
9	2:46.537	32.174	20.239	3:38.950
10	37.332	31.304	20.186	1:28.822
11	37.230	31.315	20.067	1:28.612
12	44.152	39.841	31.911	1:55.903 P
AVG	39.094	32.656	20.387	1:30.707
IDEAL	37.230	31.304	20.067	1:28.601

9 Eric Erling Haugo
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.575	34.567	22.007	-
2	40.440	34.490	22.032	1:36.961
3	39.750	34.088	21.555	1:35.392
4	39.775	34.351	21.410	1:35.537
5	40.039	33.876	21.537	1:35.452
6	40.992	33.939	37.408	1:52.338 P
7	57.691	34.157	21.769	1:53.617
8	40.091	35.846	36.964	1:52.901 P
AVG	40.181	34.414	21.718	1:43.171
IDEAL	39.750	33.876	21.410	1:35.036

12 Ben Attard
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.227	37.387	22.841	-
2	40.540	33.998	21.075	1:35.613
3	39.048	34.014	21.221	1:34.282
4	37.873	31.844	20.661	1:30.378
5	41.710	33.688	21.249	1:36.646
6	37.530	31.216	20.309	1:29.055
7	39.916	33.307	21.301	1:34.525
8	37.614	31.260	20.052	1:28.926
9	41.420	33.420	30.880	1:45.719 P
10	4:30.206	36.577	23.684	5:30.467
11	39.200	33.363	21.621	1:34.183
12	37.318	31.009	20.013	1:28.340
13	39.871	32.893	28.999	1:41.764 P

AVG 39.276 33.049 21.275 1:34.494
 IDEAL 37.318 31.009 20.013 1:28.340

13 Cory West
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.432	35.373	22.059	-
2	39.344	33.260	20.867	1:33.471
3	38.290	32.461	20.728	1:31.479
4	38.132	31.949	20.529	1:30.610
AVG	38.589	33.261	21.046	1:31.853
IDEAL	38.132	31.949	20.529	1:30.610

15 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.651	34.302	21.349	-
2	40.409	32.550	20.600	1:33.560
3	37.646	31.875	20.064	1:29.584
4	37.360	31.244	26.985	1:35.590 P
5	2:59.118	32.089	20.830	3:52.037
6	37.293	30.903	19.925	1:28.121
7	37.001	31.366	19.879	1:28.246
8	36.948	30.707	19.893	1:27.548
9	39.043	32.305	29.037	1:40.384 P
10	3:22.783	33.435	19.923	4:16.141
11	37.031	31.076	19.976	1:28.082
12	37.461	31.230	27.758	1:36.449 P
AVG	37.799	31.924	20.271	1:31.951
IDEAL	36.948	30.707	19.879	1:27.534

16 Martin Craggill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.669	36.876	22.793	-
2	41.337	33.942	21.487	1:36.766
3	38.654	32.676	31.113	1:42.443
4	48.094	36.342	25.737	1:50.173
5	38.685	32.370	20.367	1:31.422
6	39.513	31.484	20.655	1:31.652
7	37.815	31.240	20.073	1:29.127
8	37.168	30.769	20.011	1:27.947
9	48.550	44.712	36.090	2:09.352 P
10	4:40.176	49.940	21.418	5:51.534
11	41.548	31.363	20.112	1:33.023
12	37.451	41.177	42.457	2:01.085 P
13	1:33.683	35.604	20.738	2:30.025
14	37.472	41.436	35.268	1:54.176 P
AVG	38.849	33.267	20.850	1:33.197
IDEAL	37.168	30.769	20.011	1:27.947

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.285	34.360	20.925	-
2	39.060	32.619	20.580	1:32.259
3	37.762	32.369	20.043	1:30.174

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



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INDIVIDUAL TIMES - PRACTICE SESSION #3

18 Chris Ulrich
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	37.484	31.223	20.257	1:28.964
5	40.139	34.914	31.181	1:46.233 P
6	3:38.760	32.159	20.249	4:31.167
7	37.800	31.404	20.119	1:29.323
8	37.598	33.198	31.058	1:41.854 P
9	1:52.823	31.672	20.261	2:44.756
10	37.718	31.401	20.280	1:29.399
11	39.578	36.890	29.025	1:45.493 P
12	1:43.150	31.934	20.381	2:35.464
13	37.848	31.815	30.403	1:40.066 P
AVG	38.310	32.661	20.258	1:37.333
IDEAL	37.484	31.223	20.043	1:28.750

25 Akira Tamitsuji
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:03.263	43.795	1:19.468	- P
2	56.812	34.926	21.637	1:53.375
3	39.175	33.928	1:42.515	2:55.617 P
4	53.267	34.292	21.211	1:48.769
5	39.570	33.832	1:37.020	2:50.422 P
6	54.106	33.851	21.130	1:49.087
7	38.726	33.271	2:38.819	3:50.816 P
8	51.117	34.065	21.105	1:46.288
9	39.220	33.470	3:59.419	5:12.110 P
10	55.405	33.699	21.087	1:50.191
11	38.803	33.476	20.824	1:33.103
12	38.836	32.687	20.775	1:32.298
AVG	39.055	33.772	21.110	1:43.289
IDEAL	38.726	32.687	20.775	1:32.188

32 Eric Bostrom
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.894	35.630	30.265	- P
2	3:40.285	33.195	21.571	4:35.051
3	38.762	32.322	20.186	1:31.270
4	39.159	31.602	21.266	1:32.027
5	37.710	31.261	19.833	1:28.804
6	37.146	30.880	20.036	1:28.062
7	37.321	30.959	19.937	1:28.217
8	37.337	30.816	19.951	1:28.104
9	38.829	31.261	25.454	1:35.545 P
10	4:02.454	32.618	20.316	4:55.387
11	37.568	31.102	20.026	1:28.697
12	36.947	30.917	19.942	1:27.806
13	37.511	30.999	19.860	1:28.370
14	36.954	30.665	19.701	1:27.319
15	37.158	31.108	26.383	1:34.649 P
AVG	37.700	31.689	20.219	1:29.906
IDEAL	36.947	30.665	19.701	1:27.312

40 Jason Disalvo
Yamaha YZF-R1LE

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.871	36.125	22.745	-
2	39.551	32.890	27.562	1:40.003 P
3	2:18.837	32.419	20.497	3:11.753
4	37.508	31.103	19.848	1:28.459
5	38.055	31.401	20.217	1:29.673
6	37.102	31.116	19.822	1:28.040
7	36.894	30.656	19.794	1:27.343
8	37.086	30.652	19.873	1:27.611
9	36.804	30.509	19.756	1:27.069
10	37.240	31.404	27.809	1:36.453 P
11	1:58.524	30.924	19.863	2:49.311
12	36.904	30.414	19.614	1:26.931
13	49.918	38.306	34.054	2:02.278 P
AVG	37.460	31.634	20.203	1:30.176
IDEAL	36.804	30.414	19.614	1:26.831

43 Jason R Pridmore
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.203	36.771	23.432	-
2	42.047	34.127	21.414	1:37.588
3	39.749	32.837	20.940	1:33.527
4	39.249	32.227	20.583	1:32.058
5	37.618	31.295	20.289	1:29.202
6	37.713	31.361	20.194	1:29.269
7	37.281	31.239	20.039	1:28.559
8	37.026	31.107	20.068	1:28.200
9	55.748	40.533	31.905	2:08.185 P
AVG	38.669	32.620	20.870	1:31.200
IDEAL	37.026	31.107	20.039	1:28.172

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.168	35.231	21.938	-
2	38.534	32.382	29.196	1:40.111 P
3	5:52.403	32.162	20.437	6:45.001
4	37.782	31.381	20.224	1:29.388
5	37.597	31.265	20.398	1:29.260
6	43.518	35.923	27.836	1:47.276 P
AVG	39.358	33.057	20.749	1:32.920
IDEAL	37.597	31.265	20.224	1:29.086

59 Jake Holden
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.522	36.290	22.232	-
2	43.457	35.232	28.554	1:47.243 P
3	3:43.643	32.939	20.768	4:37.350
4	37.702	31.452	20.106	1:29.259
5	38.348	32.495	20.433	1:31.275
6	37.363	31.264	19.913	1:28.539
7	37.356	30.982	19.878	1:28.216

8 42.528 34.044 28.130 1:44.703 P
 9 1:41.245 33.631 20.776 2:35.651
 10 37.280 31.000 19.803 1:28.084
 11 36.981 30.813 19.796 1:27.590
 12 36.890 30.791 19.736 1:27.417
 13 37.006 30.730 19.760 1:27.496
 14 40.768 32.913 26.721 1:40.402 P
 15 1:34.500 32.027 20.404 2:26.931
 16 36.954 30.684 19.789 1:27.427
 AVG 38.859 32.431 20.261 1:32.093
 IDEAL 36.890 30.684 19.736 1:27.311

75 James Kerker
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.411	34.957	22.453	-
2	40.705	33.827	22.086	1:36.619
3	40.855	34.436	21.964	1:37.255
4	39.837	33.722	31.638	1:45.197 P
AVG	40.466	34.236	22.168	1:39.690
IDEAL	39.837	33.722	21.964	1:35.523

96 Aaron Gobert
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.892	35.478	22.415	-
2	40.230	34.029	21.141	1:35.400
3	38.225	32.068	25.669	1:35.962 P
4	1:59.460	32.035	20.302	2:51.797
5	37.815	31.622	20.212	1:29.648
6	37.900	32.108	25.184	1:35.192 P
9	10:00.387	31.533	20.078	10:51.998
10	37.314	31.169	19.985	1:28.468
11	37.276	30.900	19.879	1:28.055
12	37.198	31.020	19.901	1:28.119
13	37.063	31.459	19.860	1:28.382
14	37.146	30.916	19.951	1:28.013
AVG	37.796	32.028	20.372	1:30.804
IDEAL	37.063	30.900	19.860	1:27.822

99 Geoff May
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.667	35.649	31.018	- P
2	12:37.047	33.354	20.408	13:30.809
3	37.085	31.049	19.770	1:27.905
4	36.620	30.931	19.727	1:27.278
5	36.667	30.679	19.704	1:27.050
6	36.548	30.595	19.833	1:26.976
7	36.854	32.727	27.304	1:36.884 P
8	4:58.671	31.280	19.819	5:49.770
9	36.681	31.131	19.710	1:27.522
AVG	36.743	31.933	19.853	1:28.936
IDEAL	36.548	30.595	19.704	1:26.847

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



Repsol Lubricants Superstock Series

INDIVIDUAL TIMES - PRACTICE SESSION #3

125 Marco Martinez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.820	44.528	23.292	-
2	52.497	37.244	21.740	1:51.481
3	39.853	33.622	21.320	1:34.795
4	39.461	33.073	21.158	1:33.692
5	39.459	33.166	21.078	1:33.702
6	39.167	32.838	33.740	1:45.744 P
7	1:04.556	39.647	1:46.274	3:30.477 P
8	1:13.333	34.310	21.150	2:08.793
9	39.108	32.410	20.689	1:32.208
10	38.653	32.345	29.831	1:40.829 P
AVG	39.284	33.626	21.489	1:36.828
IDEAL	38.653	32.345	20.689	1:31.687

150 Matt D Lynn
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.296	35.404	22.893	-
2	39.374	32.906	21.019	1:33.298
3	38.064	32.524	20.645	1:31.233
4	37.415	31.540	20.345	1:29.299
5	37.730	31.747	26.391	1:35.868 P
6	4:31.750	32.217	20.394	5:24.360
7	37.759	31.275	20.131	1:29.164
8	37.395	31.296	27.190	1:35.881 P
9	1:43.345	33.868	28.256	2:45.469 P
10	1:03.478	34.286	28.060	2:05.823 P
11	1:02.543	39.884	33.490	2:15.916 P
AVG	37.956	32.706	20.904	1:32.457
IDEAL	37.395	31.275	20.131	1:28.800

311 Roberto Pietri
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.441	35.991	22.450	-
2	40.299	33.709	21.401	1:35.409
3	39.166	32.880	20.749	1:32.795
4	38.454	32.556	20.783	1:31.793
5	39.373	34.371	28.018	1:41.762 P
6	7:29.753	33.462	21.425	8:24.640
7	38.516	32.544	20.646	1:31.706
8	38.205	32.421	20.766	1:31.392
9	38.364	32.024	20.657	1:31.046
10	38.072	32.482	20.580	1:31.134
11	43.762	45.862	28.781	1:58.405 P
AVG	39.357	33.244	21.051	1:33.380
IDEAL	38.072	32.024	20.580	1:30.676

415 Carlos Macias
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.754	36.138	22.616	-
2	43.066	34.048	22.044	1:39.158
3	40.100	34.089	21.623	1:35.812

4	40.446	33.513	21.465	1:35.423
5	42.116	46.826	3:24.159	4:53.101 P
6	1:25.992	42.371	34.640	2:43.004 P
AVG	41.235	34.260	21.843	1:36.454
IDEAL	40.100	33.513	21.465	1:35.078

416 Fernando Amantini
Kawasaki ZX-10RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.608	42.013	28.595	-
2	44.713	39.345	22.528	1:46.587
3	40.990	34.131	21.375	1:36.496
4	39.523	33.425	4:52.062	6:05.010 P
5	54.631	33.377	21.087	1:49.095
6	38.829	33.018	20.893	1:32.740
7	39.044	33.010	20.897	1:32.951
8	39.051	32.767	20.708	1:32.527
9	39.010	32.560	4:40.364	5:51.933 P
AVG	40.166	33.184	21.248	1:38.399
IDEAL	38.829	32.560	20.708	1:32.097

557 David M Loikits
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:53.141	35.313	1:17.829	- P
2	54.811	33.347	21.440	1:49.597
3	39.776	33.101	21.367	1:34.243
4	39.616	32.709	21.568	1:33.892
5	39.523	32.859	21.366	1:33.747
6	39.911	32.935	4:02.247	5:15.093 P
7	54.471	33.093	21.088	1:48.652
8	39.137	32.351	21.185	1:32.673
9	39.202	32.844	21.355	1:33.401
10	39.253	32.585	21.345	1:33.184
11	39.277	32.831	21.243	1:33.350
12	39.492	33.676	3:07.996	4:21.163 P
AVG	39.465	33.137	21.328	1:36.971
IDEAL	39.137	32.351	21.088	1:32.576

616 Brad M Hendry
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.241	37.074	23.167	-
2	40.422	34.309	21.510	1:36.241
3	39.719	33.300	21.099	1:34.118
4	39.039	32.906	20.951	1:32.895
5	38.771	33.817	2:22.070	3:34.657 P
6	54.421	34.885	22.025	1:51.331
7	40.683	33.928	21.207	1:35.818
8	39.965	33.383	21.885	1:35.232
9	39.121	33.164	20.977	1:33.262
10	48.853	36.246	4:18.178	5:43.277 P
11	59.030	35.360	21.439	1:55.829
12	39.705	32.837	21.038	1:33.580
13	1:01.838	33.510	21.080	1:56.427
14	39.092	33.022	20.833	1:32.947

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 SUPERBIKE CHAMPIONSHIP PRESENTED BY PARTS UNLIMITED
HONDA SUPERCYCLE WEEKEND PRESENTED BY DUNLOP TIRE
MID-OHIO SPORTS CAR COURSE - LEXINGTON, OH
ROUND 8 OF 11 - AUGUST 4-6, 2006
Repsol Lubricants Superstock Series



INDIVIDUAL TIMES - PRACTICE SESSION #3

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