



# **BRITISH SUPERBIKES**

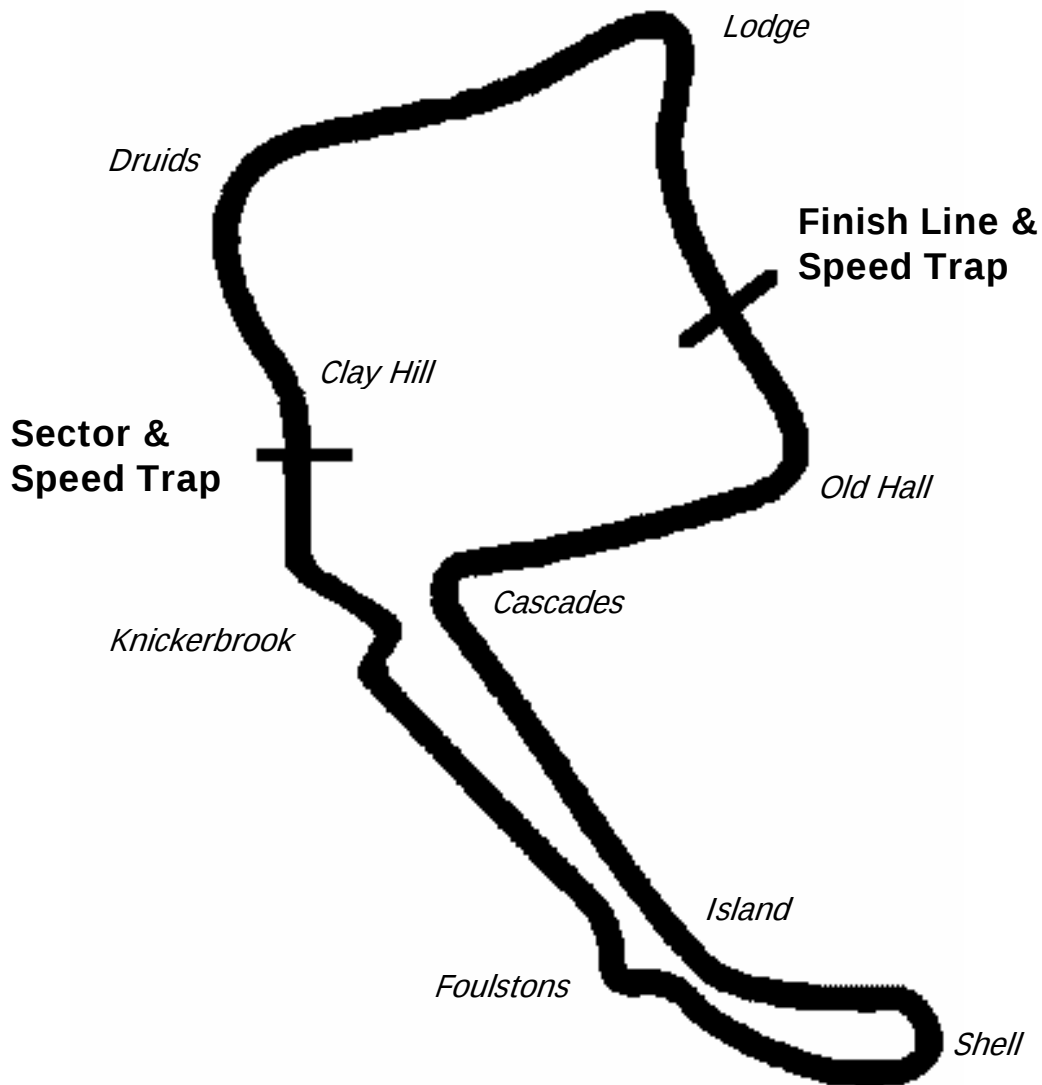
**Round 4**  
**Oulton Park International Circuit**

**29th April - 1st May 2006**



**Results Provided by MST Sports Timing Ltd**  
***[www.msttiming.com](http://www.msttiming.com)***

# OULTON PARK - INTERNATIONAL



**Circuit Length – 2.6920 miles**  
Sector is under the footbridge

|                           |          | <i><b>Best Sector Information</b></i> |                          |                        |                              |
|---------------------------|----------|---------------------------------------|--------------------------|------------------------|------------------------------|
| <i><b>Lap Records</b></i> |          | <i><b>Sector 1</b></i>                | <i><b>Trap (mph)</b></i> | <i><b>Sector 2</b></i> | <i><b>F/L Trap (mph)</b></i> |
| Superbike                 | 1:36.314 | 1:09.516                              | 140.6                    | 26.331                 | 145.2                        |
| Supersport                | 1:39.357 | 1:12.054                              | 127.0                    | 27.177                 | 134.2                        |
| Superstock                | 1:40.763 | 1:12.731                              | 131.8                    | 27.442                 | 139.2                        |
| 125GP                     | 1:45.819 | 1:16.580                              | 109.6                    | 29.185                 | 115.1                        |
| Yamaha R6                 | 1:44.748 | 1:15.897                              | 122.2                    | 28.849                 | 126.8                        |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 1

| POS | NO | CL | NAME             | NAT | ENTRY                           | TIME     | LAPS | GAP   | MPH    |
|-----|----|----|------------------|-----|---------------------------------|----------|------|-------|--------|
| 1   | 9  |    | Karl HARRIS      |     | Honda - HM Plant Honda          | 1:36.686 | 21   |       | 100.23 |
| 2   | 67 |    | Shane BYRNE      |     | Suzuki - Rizla Suzuki           | 1:36.869 | 20   | 0.183 | 100.04 |
| 3   | 91 |    | Leon HASLAM      |     | Ducati - Airwaves Ducati        | 1:37.111 | 19   | 0.425 | 99.79  |
| 4   | 11 |    | James HAYDON     |     | Suzuki - Rizla Suzuki           | 1:37.678 | 23   | 0.992 | 99.21  |
| 5   | 8  |    | Tommy HILL       |     | Yamaha - Virgin Mobile Yamaha   | 1:37.798 | 17   | 1.112 | 99.09  |
| 6   | 2  |    | Ryuichi KIYONARI |     | Honda - HM Plant Honda          | 1:37.847 | 22   | 1.161 | 99.04  |
| 7   | 1  |    | Gregorio LAVILLA |     | Ducati - Airwaves Ducati        | 1:37.957 | 12   | 1.271 | 98.93  |
| 8   | 3  |    | Michael RUTTER   |     | Honda - Stobart Motorsport      | 1:37.998 | 24   | 1.312 | 98.89  |
| 9   | 12 |    | Dean THOMAS      |     | Kawasaki - Hawk Kawasaki        | 1:38.559 | 15   | 1.873 | 98.32  |
| 10  | 75 |    | Glen RICHARDS    |     | Honda - Team Hydrex Honda       | 1:38.612 | 19   | 1.926 | 98.27  |
| 11  | 65 |    | Jonathan REA     |     | Honda - Red Bull Honda          | 1:38.849 | 15   | 2.163 | 98.04  |
| 12  | 15 |    | Ben WILSON       |     | Suzuki - Vivaldi Racing         | 1:39.575 | 19   | 2.889 | 97.32  |
| 13  | 5  |    | Gary MASON       |     | Honda - Team Hydrex Honda       | 1:39.640 | 16   | 2.954 | 97.26  |
| 14  | 10 |    | Jon KIRKHAM      |     | Suzuki - Scuderia Stellare      | 1:39.724 | 18   | 3.038 | 97.18  |
| 15  | 74 |    | Kieran CLARKE    |     | Yamaha - Virgin Mobile Yamaha   | 1:39.764 | 16   | 3.078 | 97.14  |
| 16  | 16 |    | Billy McCONNELL  |     | Yamaha - Virgin Mobile Yamaha   | 1:40.012 | 17   | 3.326 | 96.90  |
| 17  | 56 | C  | James BUCKINGHAM |     | Honda - Quay Garage Racing      | 1:40.084 | 17   | 3.398 | 96.83  |
| 18  | 33 |    | Michael LAVERTY  |     | Honda - Stobart Motorsport      | 1:40.121 | 18   | 3.435 | 96.79  |
| 19  | 88 |    | Scott SMART      |     | Suzuki - Vivaldi Racing         | 1:40.275 | 14   | 3.589 | 96.64  |
| 20  | 46 |    | Ollie BRIDEWELL  |     | Suzuki - Vivaldi Racing         | 1:40.453 | 17   | 3.767 | 96.47  |
| 21  | 42 |    | Dean ELLISON     |     | Honda - Slingshot SMT Racing    | 1:40.757 | 17   | 4.071 | 96.18  |
| 22  | 41 |    | Craig COXHELL    |     | Kawasaki - Hawk Kawasaki        | 1:40.793 | 17   | 4.107 | 96.15  |
| 23  | 4  |    | Steve PLATER     |     | Honda - UK Diggers.com          | 1:41.143 | 11   | 4.457 | 95.81  |
| 24  | 17 |    | Steve BROGAN     |     | Yamaha - Frasers of Gloucester  | 1:41.409 | 15   | 4.723 | 95.56  |
| 25  | 60 |    | Peter HICKMAN    |     | Kawasaki - Hawk Kawasaki        | 1:41.545 | 19   | 4.859 | 95.43  |
| 26  | 68 | C  | Chris MARTIN     |     | Honda - PR Branson Honda        | 1:42.212 | 7    | 5.526 | 94.81  |
| 27  | 43 | C  | Howie MAINWARING |     | Suzuki - Protech Racing         | 1:42.490 | 8    | 5.804 | 94.55  |
| 28  | 37 |    | Danny BEAUMONT   |     | Kawasaki - Dienza Performance   | 1:42.731 | 11   | 6.045 | 94.33  |
| 29  | 77 | C  | Marty NUTT       |     | Honda-M Johns Motors/NuttTravel | 1:44.442 | 6    | 7.756 | 92.79  |
| 30  | 14 | C  | Craig SPROSTON   |     | Honda - Team CSR                | 1:44.852 | 9    | 8.166 | 92.42  |
| 31  | 30 | C  | Gareth GLYNN     |     | Honda - Chapman Racing          | 1:44.860 | 16   | 8.174 | 92.42  |
| 32  | 94 | C  | Michael HOWARTH  |     | Kawasaki - MAR                  | 1:45.060 | 8    | 8.374 | 92.24  |
| 33  | 48 |    | Nick MEDD        |     | Kawasaki - Medd Racing          | 1:45.187 | 12   | 8.501 | 92.13  |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 1 - SECTOR ANALYSIS

| <b>1 Gregorio LAVILLA</b> Ducati - Airwaves Ducati |                 |              |               |              |                 |      |                 |              |                              |
|----------------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|--------------|------------------------------|
| 1 -                                                | 6:16.696        | 113.9        | 32.582        | 120.9        | X:00.000        | 7 -  | X:00.000        | 93.5         | 28.735 137.5 X:00.000        |
| 2 -                                                | 1:15.030        | 126.1        | 27.766        | 138.0        | 1:42.796        | 8 -  | 1:11.383        | 126.8        | 27.254 138.6 1:38.637        |
| 3 -                                                | 1:12.294        | 128.8        | 27.382        | 138.0        | 1:39.676        | 9 -  | 7:28.480        | 118.5        | 28.176 136.9 X:00.000        |
| 4 -                                                | 8:11.768        | 124.0        | 28.124        | 138.9        | X:00.000        | 10 - | 1:12.081        | 126.8        | 27.544 135.5 1:39.625        |
| 5 -                                                | 1:11.906        | 126.8        | 27.218        | 138.3        | 1:39.124        | 11 - | 4:30.612        | 122.0        | 28.194 136.6 4:58.806        |
| 6 -                                                | <b>1:10.914</b> | 128.0        | <b>27.043</b> | 139.5        | <b>1:37.957</b> | 12 - | 1:12.461        | 125.9        | 27.945 <b>139.8</b> 1:40.406 |
| <b>2 Ryuichi KIYONARI</b> Honda - HM Plant Honda   |                 |              |               |              |                 |      |                 |              |                              |
| 1 -                                                | 1:58.861        | 119.4        | 29.722        | 124.2        | 2:28.583        | 12 - | 1:16.146        | 125.6        | 27.747 137.5 1:43.893        |
| 2 -                                                | 1:15.389        | 128.3        | 27.656        | 130.8        | 1:43.045        | 13 - | 1:12.764        | 130.5        | 27.389 136.3 1:40.153        |
| 3 -                                                | 1:13.594        | 132.1        | 27.414        | 139.8        | 1:41.008        | 14 - | 6:16.635        | 120.4        | 28.188 133.4 X:00.000        |
| 4 -                                                | 1:14.045        | 132.1        | 27.403        | 137.2        | 1:41.448        | 15 - | 1:13.825        | 125.6        | 27.557 136.3 1:41.382        |
| 5 -                                                | 1:12.320        | <b>133.9</b> | 27.364        | 136.1        | 1:39.684        | 16 - | 1:11.794        | 131.3        | 27.061 138.6 1:38.855        |
| 6 -                                                | 1:12.779        | 129.8        | 27.519        | 138.3        | 1:40.298        | 17 - | 1:12.106        | 128.5        | 27.235 134.2 1:39.341        |
| 7 -                                                | 1:14.008        | 131.0        | 27.317        | 137.2        | 1:41.325        | 18 - | 1:11.627        | 129.5        | 27.192 138.9 1:38.819        |
| 8 -                                                | 1:12.028        | 132.1        | 27.010        | 137.7        | 1:39.038        | 19 - | 4:24.331        | 126.1        | 28.052 133.9 4:52.383        |
| 9 -                                                | 1:11.592        | 128.3        | 27.549        | <b>142.4</b> | 1:39.141        | 20 - | 1:14.478        | 124.7        | 27.634 135.2 1:42.112        |
| 10 -                                               | <b>1:10.961</b> | 131.5        | <b>26.886</b> | 142.1        | <b>1:37.847</b> | 21 - | 1:13.533        | 125.9        | 27.383 135.8 1:40.916        |
| 11 -                                               | 7:17.242        | 124.0        | 28.614        | 126.3        | X:00.000        | 22 - | 1:12.034        | 131.8        | 27.033 138.6 1:39.067        |
| <b>3 Michael RUTTER</b> Honda - Stobart Motorsport |                 |              |               |              |                 |      |                 |              |                              |
| 1 -                                                | 1:59.517        | 123.8        | 29.620        | 127.5        | 2:29.137        | 13 - | 1:13.488        | 126.1        | 27.450 137.7 1:40.938        |
| 2 -                                                | 1:16.004        | 124.9        | 28.114        | 137.5        | 1:44.118        | 14 - | 1:11.369        | 129.0        | 27.237 140.9 1:38.606        |
| 3 -                                                | 1:13.563        | 127.3        | 27.589        | <b>141.2</b> | 1:41.152        | 15 - | 1:15.325        | 125.4        | 31.527 138.3 1:46.852        |
| 4 -                                                | 1:13.247        | 129.8        | 27.274        | 139.5        | 1:40.521        | 16 - | 1:13.399        | 126.6        | 27.508 137.7 1:40.907        |
| 5 -                                                | 1:11.898        | 131.0        | 27.099        | 138.3        | 1:38.997        | 17 - | 1:11.876        | 127.3        | 27.777 136.3 1:39.653        |
| 6 -                                                | 1:13.006        | 128.3        | 27.777        | 139.5        | 1:40.783        | 18 - | 1:12.288        | 128.0        | 27.404 138.0 1:39.692        |
| 7 -                                                | 1:14.437        | 129.0        | 27.222        | 139.2        | 1:41.659        | 19 - | 7:47.748        | 126.6        | 27.602 138.6 X:00.000        |
| 8 -                                                | 1:11.917        | 129.5        | 27.117        | 139.2        | 1:39.034        | 20 - | <b>1:10.784</b> | 130.3        | 27.214 138.0 <b>1:37.998</b> |
| 9 -                                                | 1:12.348        | 129.0        | 27.381        | 137.5        | 1:39.729        | 21 - | 1:12.550        | 127.5        | 27.408 139.2 1:39.958        |
| 10 -                                               | 5:34.280        | 117.5        | 28.024        | 136.3        | X:00.000        | 22 - | 1:11.225        | 127.5        | <b>26.940</b> 140.3 1:38.165 |
| 11 -                                               | 1:13.827        | 126.3        | 27.480        | 138.3        | 1:41.307        | 23 - | 1:11.523        | 128.0        | 27.643 140.9 1:39.166        |
| 12 -                                               | 1:12.259        | 128.3        | 27.428        | 139.8        | 1:39.687        | 24 - | 1:11.857        | <b>132.1</b> | 27.258 138.6 1:39.115        |
| <b>4 Steve PLATER</b> Honda - UK Diggers.com       |                 |              |               |              |                 |      |                 |              |                              |
| 1 -                                                | 1:59.006        | 121.3        | 29.754        | 121.7        | 2:28.760        | 7 -  | X:00.000        | 128.0        | 29.356 131.3 X:00.000        |
| 2 -                                                | 1:15.862        | 127.3        | 27.859        | 134.4        | 1:43.721        | 8 -  | 1:14.115        | 127.8        | 28.058 134.4 1:42.173        |
| 3 -                                                | 1:14.252        | <b>130.0</b> | 27.482        | 134.4        | 1:41.734        | 9 -  | 1:13.455        | 129.8        | 27.688 134.4 <b>1:41.143</b> |
| 4 -                                                | 8:29.542        | 121.7        | 28.321        | 131.3        | X:00.000        | 10 - | 1:13.795        | 129.3        | <b>27.457 135.5</b> 1:41.252 |
| 5 -                                                | 1:13.986        | 128.3        | 27.572        | 134.4        | 1:41.558        | 11 - | <b>1:13.319</b> | 128.8        | 28.364 131.3 1:41.683        |
| 6 -                                                | 1:13.972        | 129.0        | 27.575        | 132.8        | 1:41.547        |      |                 |              |                              |
| <b>5 Gary MASON</b> Honda - Team Hydrex Honda      |                 |              |               |              |                 |      |                 |              |                              |
| 1 -                                                | 2:29.053        | 123.1        | 29.627        | 135.8        | 2:58.680        | 9 -  | 1:13.210        | 128.3        | 27.660 135.8 1:40.870        |
| 2 -                                                | 1:16.765        | 125.4        | 28.213        | 137.2        | 1:44.978        | 10 - | 1:19.409        | 126.6        | 27.582 138.6 1:46.991        |
| 3 -                                                | 1:14.214        | 127.3        | 27.828        | 137.7        | 1:42.042        | 11 - | 1:12.435        | 129.5        | 27.681 136.3 1:40.116        |
| 4 -                                                | 1:13.684        | 129.0        | 27.664        | <b>140.3</b> | 1:41.348        | 12 - | 9:35.309        | 125.6        | 28.243 137.5 X:00.000        |
| 5 -                                                | 1:12.476        | 129.8        | <b>27.164</b> | 139.8        | <b>1:39.640</b> | 13 - | 1:12.538        | <b>130.5</b> | 27.717 138.6 1:40.255        |
| 6 -                                                | 1:13.128        | 129.0        | 27.555        | 139.8        | 1:40.683        | 14 - | <b>1:12.410</b> | 129.0        | 27.353 <b>140.3</b> 1:39.763 |
| 7 -                                                | 1:12.449        | 128.5        | 27.466        | 139.5        | 1:39.915        | 15 - | 1:12.619        | 126.8        | 27.649 137.7 1:40.268        |
| 8 -                                                | X:00.000        | 127.5        | 28.339        | 133.9        | X:00.000        | 16 - | 1:18.125        | 127.8        | 27.973 136.6 1:46.098        |

Weather / Track : Sunny / Dry

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Oulton Park  
Circuit Length = 2.6920 miles.  
Start: 10:20 End: 11:10

Printed - 11:12 Saturday, 29 April 2006

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

|      |              |       |        |       |          |                               |          |       |        |       |          |
|------|--------------|-------|--------|-------|----------|-------------------------------|----------|-------|--------|-------|----------|
| 8    | Tommy HILL   |       |        |       |          | Yamaha - Virgin Mobile Yamaha |          |       |        |       |          |
| 1 -  | 1:57.360     | 128.0 | 28.335 | 140.3 | 2:25.695 | 10 -                          | 1:11.156 | 133.4 | 26.852 | 144.6 | 1:38.008 |
| 2 -  | 1:14.797     | 131.3 | 27.568 | 143.0 | 1:42.365 | 11 -                          | X:00.000 | 127.5 | 27.719 | 140.9 | X:00.000 |
| 3 -  | 1:12.782     | 132.8 | 27.030 | 142.4 | 1:39.812 | 12 -                          | 1:12.662 | 130.0 | 28.047 | 140.3 | 1:40.709 |
| 4 -  | 1:12.452     | 132.1 | 27.608 | 144.3 | 1:40.060 | 13 -                          | 1:12.175 | 129.3 | 27.313 | 142.1 | 1:39.488 |
| 5 -  | 1:12.343     | 125.2 | 28.014 | 143.0 | 1:40.357 | 14 -                          | 4:44.417 | 128.0 | 27.260 | 141.2 | X:00.000 |
| 6 -  | 1:11.761     | 134.2 | 26.941 | 142.1 | 1:38.702 | 15 -                          | 1:11.193 | 131.3 | 26.781 | 142.4 | 1:37.974 |
| 7 -  | 7:34.586     | 128.3 | 27.893 | 141.8 | X:00.000 | 16 -                          | 1:11.136 | 133.1 | 26.662 | 141.2 | 1:37.798 |
| 8 -  | 1:12.302     | 130.0 | 27.213 | 141.8 | 1:39.515 | 17 -                          | 1:11.446 | 130.8 | 27.211 | 144.0 | 1:38.657 |
| 9 -  | 1:11.615     | 129.5 | 26.874 | 142.7 | 1:38.489 |                               |          |       |        |       |          |
| 9    | Karl HARRIS  |       |        |       |          | Honda - HM Plant Honda        |          |       |        |       |          |
| 1 -  | 1:55.597     | 124.2 | 28.739 | 138.0 | 2:24.336 | 12 -                          | 6:57.254 | 131.8 | 27.014 | 138.3 | X:00.000 |
| 2 -  | 1:15.552     | 131.0 | 27.641 | 139.5 | 1:43.193 | 13 -                          | 1:10.951 | 131.5 | 26.695 | 136.6 | 1:37.646 |
| 3 -  | 1:12.094     | 132.8 | 26.996 | 140.9 | 1:39.090 | 14 -                          | 1:10.759 | 131.8 | 26.592 | 138.9 | 1:37.351 |
| 4 -  | 1:12.879     | 123.3 | 27.989 | 141.2 | 1:40.868 | 15 -                          | 1:10.350 | 135.5 | 26.622 | 142.1 | 1:36.972 |
| 5 -  | 1:12.278     | 130.0 | 26.938 | 140.1 | 1:39.216 | 16 -                          | 1:11.156 | 135.0 | 26.792 | 139.5 | 1:37.948 |
| 6 -  | 1:10.820     | 133.1 | 26.584 | 138.6 | 1:37.404 | 17 -                          | 1:10.688 | 132.3 | 27.212 | 138.6 | 1:37.900 |
| 7 -  | 1:11.591     | 133.6 | 26.640 | 139.8 | 1:38.231 | 18 -                          | 1:10.564 | 132.8 | 26.846 | 139.2 | 1:37.410 |
| 8 -  | 1:10.623     | 132.1 | 26.530 | 140.1 | 1:37.153 | 19 -                          | 1:10.731 | 132.6 | 26.561 | 140.3 | 1:37.292 |
| 9 -  | X:00.000     | 132.3 | 26.798 | 140.1 | X:00.000 | 20 -                          | 1:11.838 | 131.5 | 26.795 | 138.0 | 1:38.633 |
| 10 - | 1:10.592     | 133.9 | 26.726 | 138.6 | 1:37.318 | 21 -                          | 1:10.320 | 135.8 | 26.495 | 139.2 | 1:36.815 |
| 11 - | 1:10.129     | 135.0 | 26.557 | 142.1 | 1:36.686 |                               |          |       |        |       |          |
| 10   | Jon KIRKHAM  |       |        |       |          | Suzuki - Scuderia Stellare    |          |       |        |       |          |
| 1 -  | 2:26.849     | 113.3 | 32.220 | 134.2 | 2:59.069 | 10 -                          | 1:13.371 | 129.0 | 27.910 | 138.9 | 1:41.281 |
| 2 -  | 5:40.971     | 117.7 | 29.219 | 136.9 | X:00.000 | 11 -                          | 1:13.419 | 130.5 | 27.501 | 137.5 | 1:40.920 |
| 3 -  | 1:16.422     | 126.6 | 28.220 | 137.7 | 1:44.642 | 12 -                          | 1:13.214 | 129.8 | 27.364 | 137.7 | 1:40.578 |
| 4 -  | 1:15.640     | 130.0 | 27.964 | 139.2 | 1:43.604 | 13 -                          | X:00.000 | 124.5 | 28.512 | 137.5 | X:00.000 |
| 5 -  | 6:46.421     | 125.9 | 28.514 | 136.6 | X:00.000 | 14 -                          | 1:13.870 | 128.0 | 27.801 | 140.3 | 1:41.671 |
| 6 -  | 1:15.179     | 127.8 | 28.154 | 137.2 | 1:43.333 | 15 -                          | 1:13.119 | 125.9 | 28.599 | 139.2 | 1:41.718 |
| 7 -  | 1:14.253     | 127.3 | 27.908 | 137.2 | 1:42.161 | 16 -                          | 1:12.506 | 128.3 | 27.218 | 138.9 | 1:39.724 |
| 8 -  | 1:14.664     | 127.3 | 27.779 | 138.3 | 1:42.443 | 17 -                          | 1:12.350 | 128.0 | 27.432 | 137.5 | 1:39.782 |
| 9 -  | 1:14.015     | 127.5 | 27.709 | 136.6 | 1:41.724 | 18 -                          | 1:12.730 | 128.8 | 27.619 | 140.3 | 1:40.349 |
| 11   | James HAYDON |       |        |       |          | Suzuki - Rizla Suzuki         |          |       |        |       |          |
| 1 -  | 1:56.973     | 126.8 | 28.366 | 138.6 | 2:25.339 | 13 -                          | 8:11.288 | 126.8 | 27.547 | 140.1 | X:00.000 |
| 2 -  | 1:14.843     | 129.3 | 27.582 | 141.8 | 1:42.425 | 14 -                          | 1:12.726 | 129.3 | 27.015 | 139.8 | 1:39.741 |
| 3 -  | 1:12.542     | 132.3 | 27.036 | 142.1 | 1:39.578 | 15 -                          | 1:11.885 | 126.1 | 27.083 | 138.9 | 1:38.968 |
| 4 -  | 1:12.294     | 126.6 | 28.159 | 142.4 | 1:40.453 | 16 -                          | 1:11.271 | 129.0 | 27.020 | 139.5 | 1:38.291 |
| 5 -  | 1:12.335     | 117.1 | 27.720 | 143.3 | 1:40.055 | 17 -                          | 1:11.288 | 130.3 | 26.997 | 139.8 | 1:38.285 |
| 6 -  | 1:11.587     | 133.9 | 27.026 | 143.7 | 1:38.613 | 18 -                          | 6:39.839 | 107.7 | 28.448 | 140.1 | X:00.000 |
| 7 -  | 1:11.811     | 132.8 | 27.157 | 141.5 | 1:38.968 | 19 -                          | 1:27.585 | 116.7 | 27.552 | 142.1 | 1:55.137 |
| 8 -  | 1:11.808     | 130.8 | 27.054 | 141.5 | 1:38.862 | 20 -                          | 1:11.139 | 124.5 | 27.644 | 141.5 | 1:38.783 |
| 9 -  | 1:11.699     | 128.3 | 27.077 | 140.3 | 1:38.776 | 21 -                          | 1:10.871 | 130.3 | 26.807 | 141.2 | 1:37.678 |
| 10 - | 1:11.402     | 132.1 | 27.507 | 141.2 | 1:38.909 | 22 -                          | 1:10.869 | 131.3 | 26.897 | 140.6 | 1:37.766 |
| 11 - | 1:11.935     | 133.1 | 27.357 | 140.9 | 1:39.292 | 23 -                          | 1:10.911 | 130.3 | 26.898 | 141.8 | 1:37.809 |
| 12 - | 1:11.613     | 129.5 | 27.085 | 139.5 | 1:38.698 |                               |          |       |        |       |          |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

|      |                 |       |        |       |          |                                |          |       |        |       |          |
|------|-----------------|-------|--------|-------|----------|--------------------------------|----------|-------|--------|-------|----------|
| 12   | Dean THOMAS     |       |        |       |          | Kawasaki - Hawk Kawasaki       |          |       |        |       |          |
| 1 -  | 3:06.846        | 121.7 | 29.512 | 133.4 | 3:36.358 | 9 -                            | 1:12.214 | 128.0 | 27.119 | 140.1 | 1:39.333 |
| 2 -  | 1:16.273        | 127.5 | 27.821 | 136.3 | 1:44.094 | 10 -                           | 8:39.041 | 127.3 | 27.611 | 135.8 | X:00.000 |
| 3 -  | 1:14.084        | 124.0 | 27.900 | 136.3 | 1:41.984 | 11 -                           | 1:11.916 | 128.8 | 27.190 | 137.2 | 1:39.106 |
| 4 -  | 1:12.655        | 129.8 | 27.284 | 138.0 | 1:39.939 | 12 -                           | 8:26.361 | 118.7 | 28.440 | 136.3 | X:00.000 |
| 5 -  | 1:12.282        | 129.3 | 27.256 | 136.3 | 1:39.538 | 13 -                           | 1:11.890 | 127.8 | 27.110 | 138.6 | 1:39.000 |
| 6 -  | 1:11.932        | 130.0 | 27.318 | 136.3 | 1:39.250 | 14 -                           | 1:11.507 | 128.5 | 27.052 | 138.9 | 1:38.559 |
| 7 -  | 7:57.413        | 126.6 | 27.902 | 136.3 | X:00.000 | 15 -                           | 3:26.196 | 129.3 | 27.104 | 136.3 | 3:53.300 |
| 8 -  | 1:12.310        | 128.3 | 27.206 | 137.7 | 1:39.516 |                                |          |       |        |       |          |
| 14   | Craig SPROSTON  |       |        |       |          | Honda - Team CSR               |          |       |        |       | C        |
| 1 -  |                 |       |        |       | X:00.000 | 6 -                            |          |       |        |       | 1:45.042 |
| 2 -  |                 |       |        |       | 1:45.891 | 7 -                            |          |       |        |       | 1:44.852 |
| 3 -  |                 |       |        |       | X:00.000 | 8 -                            |          |       |        |       | 1:45.069 |
| 4 -  |                 |       |        |       | 1:45.032 | 9 -                            |          |       |        |       | 2:06.205 |
| 5 -  |                 |       |        |       | X:00.000 |                                |          |       |        |       |          |
| 15   | Ben WILSON      |       |        |       |          | Suzuki - Vivaldi Racing        |          |       |        |       |          |
| 1 -  | 2:16.957        | 118.7 | 31.140 | 136.6 | 2:48.097 | 11 -                           | 1:13.766 | 128.3 | 27.785 | 138.9 | 1:41.551 |
| 2 -  | 1:16.489        | 124.2 | 28.397 | 138.9 | 1:44.886 | 12 -                           | 1:12.727 | 130.3 | 27.543 | 136.6 | 1:40.270 |
| 3 -  | 1:15.308        | 124.9 | 28.132 | 139.8 | 1:43.440 | 13 -                           | 1:12.574 | 130.8 | 27.456 | 139.5 | 1:40.030 |
| 4 -  | 1:13.707        | 127.3 | 27.906 | 139.5 | 1:41.613 | 14 -                           | 1:12.771 | 128.8 | 27.504 | 138.6 | 1:40.275 |
| 5 -  | 1:13.325        | 127.5 | 27.672 | 137.7 | 1:40.997 | 15 -                           | 1:12.270 | 127.8 | 27.479 | 139.5 | 1:39.749 |
| 6 -  | 1:12.999        | 128.3 | 27.611 | 138.6 | 1:40.610 | 16 -                           | 1:12.152 | 128.3 | 27.423 | 139.5 | 1:39.575 |
| 7 -  | 1:12.750        | 127.0 | 27.503 | 138.0 | 1:40.253 | 17 -                           | 8:35.811 | 125.4 | 27.964 | 136.9 | X:00.000 |
| 8 -  | 1:18.911        | 127.8 | 28.127 | 135.8 | 1:47.038 | 18 -                           | 1:12.957 | 127.0 | 27.780 | 138.3 | 1:40.737 |
| 9 -  | 1:13.160        | 127.3 | 27.843 | 136.6 | 1:41.003 | 19 -                           | 3:23.834 | 125.4 | 28.030 | 136.9 | 3:51.864 |
| 10 - | 9:29.779        | 122.6 | 28.414 | 136.9 | X:00.000 |                                |          |       |        |       |          |
| 16   | Billy McCONNELL |       |        |       |          | Yamaha - Virgin Mobile Yamaha  |          |       |        |       |          |
| 1 -  | 3:45.637        | 129.8 | 28.030 | 137.5 | 4:13.667 | 10 -                           | 1:12.784 | 128.5 | 27.651 | 136.3 | 1:40.435 |
| 2 -  | 1:14.268        | 129.8 | 27.935 | 139.8 | 1:42.203 | 11 -                           | 1:13.658 | 128.8 | 27.568 | 138.9 | 1:41.226 |
| 3 -  | 7:32.455        | 127.5 | 28.206 | 137.7 | X:00.000 | 12 -                           | 7:50.853 | 128.5 | 27.693 | 136.6 | X:00.000 |
| 4 -  | 1:13.997        | 130.3 | 27.843 | 137.7 | 1:41.840 | 13 -                           | 1:12.633 | 130.3 | 27.379 | 138.9 | 1:40.012 |
| 5 -  | 1:14.298        | 131.0 | 27.784 | 138.6 | 1:42.082 | 14 -                           | 1:12.709 | 127.5 | 27.479 | 137.5 | 1:40.188 |
| 6 -  | 1:13.137        | 131.3 | 27.866 | 140.6 | 1:41.003 | 15 -                           | 1:12.662 | 127.8 | 27.518 | 138.9 | 1:40.180 |
| 7 -  | 1:12.646        | 132.6 | 27.468 | 138.3 | 1:40.114 | 16 -                           | 1:13.018 | 126.6 | 27.433 | 137.2 | 1:40.451 |
| 8 -  | 6:57.322        | 128.5 | 27.720 | 138.6 | X:00.000 | 17 -                           | 1:24.999 | 123.3 | 27.778 | 138.3 | 1:52.777 |
| 9 -  | 1:13.407        | 129.0 | 27.379 | 137.7 | 1:40.786 |                                |          |       |        |       |          |
| 17   | Steve BROGAN    |       |        |       |          | Yamaha - Frasers of Gloucester |          |       |        |       |          |
| 1 -  | 2:01.232        | 123.5 | 29.383 | 132.6 | 2:30.615 | 9 -                            | 1:14.428 | 126.3 | 27.972 | 135.0 | 1:42.400 |
| 2 -  | 1:18.303        | 120.0 | 28.573 | 133.1 | 1:46.876 | 10 -                           | 1:14.035 | 126.6 | 27.905 | 134.4 | 1:41.940 |
| 3 -  | 5:37.422        | 126.3 | 28.311 | 134.2 | X:00.000 | 11 -                           | 1:14.165 | 124.5 | 27.984 | 133.6 | 1:42.149 |
| 4 -  | 1:15.397        | 124.0 | 28.180 | 134.2 | 1:43.577 | 12 -                           | 9:28.059 | 126.1 | 28.633 | 134.7 | X:00.000 |
| 5 -  | 1:14.806        | 126.1 | 28.016 | 134.7 | 1:42.822 | 13 -                           | 1:14.263 | 125.2 | 28.107 | 133.6 | 1:42.370 |
| 6 -  | 1:14.451        | 125.2 | 27.904 | 134.4 | 1:42.355 | 14 -                           | 1:13.755 | 126.1 | 27.654 | 133.4 | 1:41.409 |
| 7 -  | X:00.000        | 107.5 | 29.117 | 132.1 | X:00.000 | 15 -                           | 1:13.699 | 125.4 | 27.739 | 135.0 | 1:41.438 |
| 8 -  | 1:15.181        | 124.7 | 28.349 | 132.6 | 1:43.530 |                                |          |       |        |       |          |

## 2006 Bennetts British Superbike Championship &amp; Superbike Cup

## FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

|     |                 |       |        |       |          |                               |          |       |        |       |          |
|-----|-----------------|-------|--------|-------|----------|-------------------------------|----------|-------|--------|-------|----------|
| 30  | Gareth GLYNN    |       |        |       |          | Honda - Chapman Racing        |          |       |        |       | C        |
| 1 - | 3:19.651        | 115.3 | 32.040 | 122.9 | 3:51.691 | 9 -                           | 1:16.732 | 125.6 | 29.056 | 131.5 | 1:45.788 |
| 2 - | 1:20.201        | 120.4 | 29.731 | 125.6 | 1:49.932 | 10 -                          | 1:16.621 | 124.7 | 28.691 | 133.6 | 1:45.312 |
| 3 - | 1:17.770        | 122.9 | 29.379 | 132.3 | 1:47.149 | 11 -                          | 1:16.406 | 124.9 | 28.746 | 132.1 | 1:45.152 |
| 4 - | 1:16.079        | 124.9 | 28.986 | 132.1 | 1:45.065 | 12 -                          | 1:16.156 | 124.7 | 28.704 | 127.8 | 1:44.860 |
| 5 - | 1:16.589        | 124.5 | 28.628 | 131.8 | 1:45.217 | 13 -                          | 1:16.676 | 125.4 | 29.064 | 129.3 | 1:45.740 |
| 6 - | 1:16.953        | 123.5 | 29.397 | 120.9 | 1:46.350 | 14 -                          | 1:17.353 | 120.4 | 29.250 | 130.3 | 1:46.603 |
| 7 - | 1:16.572        | 128.5 | 28.730 | 132.3 | 1:45.302 | 15 -                          | 1:17.784 | 122.9 | 28.742 | 133.6 | 1:46.526 |
| 8 - | 1:16.426        | 122.2 | 28.571 | 127.5 | 1:44.997 | 16 -                          | 1:16.653 | 124.7 | 28.703 | 131.5 | 1:45.356 |
| 33  | Michael LAVERTY |       |        |       |          | Honda - Stobart Motorsport    |          |       |        |       |          |
| 1 - | 2:46.827        | 114.7 | 30.494 | 128.3 | 3:17.321 | 10 -                          | 1:14.827 | 124.2 | 28.065 | 138.6 | 1:42.892 |
| 2 - | 1:17.545        | 124.2 | 28.584 | 137.5 | 1:46.129 | 11 -                          | 1:13.220 | 125.6 | 27.729 | 137.2 | 1:40.949 |
| 3 - | 1:14.788        | 126.6 | 28.617 | 136.9 | 1:43.405 | 12 -                          | 6:38.293 | 117.7 | 29.485 | 132.8 | X:00.000 |
| 4 - | 1:13.753        | 130.8 | 27.575 | 136.3 | 1:41.328 | 13 -                          | 1:14.978 | 128.0 | 27.718 | 136.9 | 1:42.696 |
| 5 - | 1:12.727        | 129.5 | 27.429 | 135.5 | 1:40.156 | 14 -                          | 1:12.547 | 119.1 | 27.822 | 139.5 | 1:40.369 |
| 6 - | 1:12.630        | 127.0 | 27.491 | 136.3 | 1:40.121 | 15 -                          | 9:58.546 | 113.7 | 29.521 | 136.1 | X:00.000 |
| 7 - | 5:37.657        | 95.8  | 30.670 | 131.8 | X:00.000 | 16 -                          | 1:13.607 | 124.2 | 27.565 | 137.2 | 1:41.172 |
| 8 - | 1:19.039        | 96.9  | 32.613 | 133.6 | 1:51.652 | 17 -                          | 1:13.546 | 128.3 | 27.532 | 134.7 | 1:41.078 |
| 9 - | 1:15.352        | 125.6 | 28.292 | 136.9 | 1:43.644 | 18 -                          | 1:13.235 | 125.9 | 28.033 | 133.1 | 1:41.268 |
| 37  | Danny BEAUMONT  |       |        |       |          | Kawasaki - Dienza Performance |          |       |        |       |          |
| 1 - | 5:06.163        | 115.5 | 30.234 | 128.8 | X:00.000 | 7 -                           | 5:17.559 | 123.3 | 28.821 | 131.0 | X:00.000 |
| 2 - | 1:18.969        | 116.7 | 28.848 | 130.3 | 1:47.817 | 8 -                           | X:00.000 | 122.6 | 28.802 | 133.4 | X:00.000 |
| 3 - | 1:16.650        | 127.0 | 28.850 | 132.6 | 1:45.500 | 9 -                           | 8:25.605 | 124.7 | 28.862 | 132.3 | X:00.000 |
| 4 - | 5:33.412        | 117.1 | 29.118 | 128.3 | X:00.000 | 10 -                          | 1:15.131 | 123.1 | 28.182 | 131.5 | 1:43.313 |
| 5 - | 1:15.773        | 123.3 | 28.305 | 128.8 | 1:44.078 | 11 -                          | 1:14.549 | 120.2 | 28.182 | 130.8 | 1:42.731 |
| 6 - | 1:15.190        | 123.8 | 28.407 | 133.9 | 1:43.597 |                               |          |       |        |       |          |
| 41  | Craig COXHELL   |       |        |       |          | Kawasaki - Hawk Kawasaki      |          |       |        |       |          |
| 1 - | 6:43.941        | 115.7 | 29.625 | 131.5 | X:00.000 | 10 -                          | 6:58.135 | 127.0 | 27.803 | 136.3 | X:00.000 |
| 2 - | 1:18.813        | 120.9 | 28.738 | 135.2 | 1:47.551 | 11 -                          | 1:14.081 | 129.3 | 27.623 | 138.9 | 1:41.704 |
| 3 - | 1:31.104        | 71.3  | 29.488 | 138.3 | 2:00.592 | 12 -                          | 4:05.450 | 127.0 | 27.738 | 130.8 | 4:33.188 |
| 4 - | 1:15.586        | 125.9 | 28.191 | 120.2 | 1:43.777 | 13 -                          | 1:14.522 | 125.6 | 27.959 | 136.1 | 1:42.481 |
| 5 - | 1:15.128        | 127.5 | 28.067 | 136.6 | 1:43.195 | 14 -                          | 1:13.317 | 126.8 | 27.476 | 135.0 | 1:40.793 |
| 6 - | 1:14.799        | 127.3 | 27.719 | 134.7 | 1:42.518 | 15 -                          | 3:43.726 | 126.8 | 27.721 | 136.9 | 4:11.447 |
| 7 - | 7:03.719        | 114.1 | 28.414 | 135.2 | X:00.000 | 16 -                          | 1:14.186 | 127.5 | 27.683 | 135.2 | 1:41.869 |
| 8 - | 1:14.876        | 127.5 | 27.571 | 136.3 | 1:42.447 | 17 -                          | 1:13.435 | 129.5 | 27.546 | 137.7 | 1:40.981 |
| 9 - | 1:13.849        | 127.3 | 27.598 | 136.1 | 1:41.447 |                               |          |       |        |       |          |
| 42  | Dean ELLISON    |       |        |       |          | Honda - Slingshot SMT Racing  |          |       |        |       |          |
| 1 - | 2:00.034        | 122.6 | 29.910 | 133.6 | 2:29.944 | 10 -                          | X:00.000 | 124.9 | 27.929 | 135.8 | X:00.000 |
| 2 - | 5:23.389        | 127.8 | 28.056 | 138.6 | X:00.000 | 11 -                          | 1:15.123 | 126.1 | 27.896 | 136.9 | 1:43.019 |
| 3 - | 1:14.924        | 128.0 | 27.657 | 137.2 | 1:42.581 | 12 -                          | 1:13.965 | 125.9 | 27.680 | 136.3 | 1:41.645 |
| 4 - | 1:14.273        | 127.5 | 27.718 | 136.3 | 1:41.991 | 13 -                          | 1:14.290 | 125.4 | 27.587 | 135.5 | 1:41.877 |
| 5 - | 1:30.308        | 129.3 | 27.909 | 134.4 | 1:58.217 | 14 -                          | 1:14.498 | 124.2 | 27.632 | 135.5 | 1:42.130 |
| 6 - | 1:28.411        | 126.3 | 27.604 | 138.3 | 1:56.015 | 15 -                          | 1:13.762 | 126.6 | 27.508 | 136.3 | 1:41.270 |
| 7 - | 1:13.965        | 129.5 | 27.744 | 139.2 | 1:41.709 | 16 -                          | 1:14.097 | 124.5 | 27.847 | 135.0 | 1:41.944 |
| 8 - | 1:13.483        | 131.0 | 27.435 | 137.2 | 1:40.918 | 17 -                          | 5:02.780 | 126.8 | 27.827 | 134.2 | X:00.000 |
| 9 - | 1:13.293        | 130.0 | 27.464 | 136.6 | 1:40.757 |                               |          |       |        |       |          |

## 2006 Bennetts British Superbike Championship &amp; Superbike Cup

## FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

|                     |                  |              |          |                     |  |                            |          |  |  |  |   |
|---------------------|------------------|--------------|----------|---------------------|--|----------------------------|----------|--|--|--|---|
| 43                  | Howie MAINWARING |              |          |                     |  | Suzuki - Protech Racing    |          |  |  |  | C |
| 1 - X:00.000 121.7  |                  | 28.891 131.3 | X:00.000 | 5 - 1:14.682 127.0  |  | 28.557 131.8               | 1:43.239 |  |  |  |   |
| 2 - 5:08.514 123.5  |                  | 28.555 133.1 | X:00.000 | 6 - 9:42.715 125.6  |  | 28.229 135.5               | X:00.000 |  |  |  |   |
| 3 - 1:15.989 122.6  |                  | 28.664 129.5 | 1:44.653 | 7 - 1:14.561 125.9  |  | 28.020 133.9               | 1:42.581 |  |  |  |   |
| 4 - 1:15.708 124.7  |                  | 28.198 132.8 | 1:43.906 | 8 - 1:14.527 125.4  |  | 27.963 133.4               | 1:42.490 |  |  |  |   |
| 46                  | Ollie BRIDEWELL  |              |          |                     |  | Suzuki - Vivaldi Racing    |          |  |  |  |   |
| 1 - 2:51.880 118.9  |                  | 30.954 132.1 | 3:22.834 | 10 - 1:13.972 130.3 |  | 28.113 137.2               | 1:42.085 |  |  |  |   |
| 2 - 1:19.211 127.0  |                  | 29.770 133.9 | 1:48.981 | 11 - X:00.000 128.3 |  | 28.838 137.2               | X:00.000 |  |  |  |   |
| 3 - 1:15.937 127.3  |                  | 28.488 135.2 | 1:44.425 | 12 - 1:23.510 120.6 |  | 28.451 136.1               | 1:51.961 |  |  |  |   |
| 4 - X:00.000 126.8  |                  | 28.754 136.3 | X:00.000 | 13 - 1:13.993 129.5 |  | 28.677 137.7               | 1:42.670 |  |  |  |   |
| 5 - 1:14.339 129.3  |                  | 27.792 138.0 | 1:42.131 | 14 - 1:13.210 130.0 |  | 27.783 138.6               | 1:40.993 |  |  |  |   |
| 6 - 1:14.393 131.3  |                  | 27.907 131.0 | 1:42.300 | 15 - 1:13.049 128.3 |  | 27.548 137.5               | 1:40.597 |  |  |  |   |
| 7 - 1:13.581 130.5  |                  | 27.967 136.6 | 1:41.548 | 16 - 1:12.925 131.5 |  | 27.657 137.2               | 1:40.582 |  |  |  |   |
| 8 - 1:13.087 131.0  |                  | 27.900 135.0 | 1:40.987 | 17 - 1:12.903 129.8 |  | 27.550 139.2               | 1:40.453 |  |  |  |   |
| 9 - 1:13.054 130.0  |                  | 27.622 136.9 | 1:40.676 |                     |  |                            |          |  |  |  |   |
| 48                  | Nick MEDD        |              |          |                     |  | Kawasaki - Medd Racing     |          |  |  |  |   |
| 1 - 2:39.765 106.8  |                  | 32.402 128.3 | 3:12.167 | 7 - 1:19.619 118.5  |  | 29.546 131.8               | 1:49.165 |  |  |  |   |
| 2 - 1:20.757 116.1  |                  | 30.279 129.3 | 1:51.036 | 8 - 5:54.361 120.4  |  | 29.106 134.2               | X:00.000 |  |  |  |   |
| 3 - 1:18.930 118.7  |                  | 29.385 133.1 | 1:48.315 | 9 - 1:18.232 123.1  |  | 29.122 134.2               | 1:47.354 |  |  |  |   |
| 4 - 1:18.611 120.9  |                  | 29.459 127.8 | 1:48.070 | 10 - 1:16.389 123.8 |  | 28.798 128.0               | 1:45.187 |  |  |  |   |
| 5 - 1:17.692 121.3  |                  | 28.891 133.1 | 1:46.583 | 11 - X:00.000 120.9 |  | 29.801 132.8               | X:00.000 |  |  |  |   |
| 6 - 5:24.012 113.9  |                  | 30.179 128.3 | X:00.000 | 12 - 1:17.138 121.1 |  | 29.812 133.6               | 1:46.950 |  |  |  |   |
| 56                  | James BUCKINGHAM |              |          |                     |  | Honda - Quay Garage Racing |          |  |  |  | C |
| 1 - 2:07.200 115.3  |                  | 30.851 131.0 | 2:38.051 | 10 - 1:14.536 126.1 |  | 27.923 137.7               | 1:42.459 |  |  |  |   |
| 2 - 1:20.728 124.2  |                  | 29.450 135.5 | 1:50.178 | 11 - 1:13.632 123.8 |  | 28.960 135.8               | 1:42.592 |  |  |  |   |
| 3 - 1:17.015 125.9  |                  | 29.028 134.4 | 1:46.043 | 12 - X:00.000 111.2 |  | 29.748 132.1               | X:00.000 |  |  |  |   |
| 4 - 1:17.903 124.5  |                  | 29.422 134.7 | 1:47.325 | 13 - 1:18.139 122.6 |  | 30.870 135.5               | 1:49.009 |  |  |  |   |
| 5 - 1:15.272 128.0  |                  | 28.240 136.3 | 1:43.512 | 14 - 1:14.720 125.9 |  | 27.702 138.6               | 1:42.422 |  |  |  |   |
| 6 - 1:15.635 127.5  |                  | 28.073 136.6 | 1:43.708 | 15 - 1:13.352 126.8 |  | 27.633 138.0               | 1:40.985 |  |  |  |   |
| 7 - 1:14.268 126.8  |                  | 27.910 137.5 | 1:42.178 | 16 - 1:12.721 127.8 |  | 27.363 136.6               | 1:40.084 |  |  |  |   |
| 8 - 1:14.023 125.2  |                  | 28.105 135.8 | 1:42.128 | 17 - 1:13.128 125.9 |  | 27.620 137.2               | 1:40.748 |  |  |  |   |
| 9 - 1:13.657 129.0  |                  | 27.572 137.7 | 1:41.229 |                     |  |                            |          |  |  |  |   |
| 60                  | Peter HICKMAN    |              |          |                     |  | Kawasaki - Hawk Kawasaki   |          |  |  |  |   |
| 1 - 2:26.374 117.3  |                  | 31.280 131.8 | 2:57.654 | 11 - 1:13.951 129.3 |  | 27.594 138.0               | 1:41.545 |  |  |  |   |
| 2 - 1:19.930 123.1  |                  | 29.185 133.6 | 1:49.115 | 12 - X:00.000 116.3 |  | 28.777 136.9               | X:00.000 |  |  |  |   |
| 3 - 1:17.875 125.2  |                  | 28.789 134.2 | 1:46.664 | 13 - 1:14.860 125.6 |  | 28.016 136.9               | 1:42.876 |  |  |  |   |
| 4 - 8:04.986 119.6  |                  | 28.581 135.0 | X:00.000 | 14 - 1:14.272 128.0 |  | 28.012 136.6               | 1:42.284 |  |  |  |   |
| 5 - 1:17.764 125.6  |                  | 28.544 136.1 | 1:46.308 | 15 - 1:15.102 124.0 |  | 27.917 136.3               | 1:43.019 |  |  |  |   |
| 6 - 1:15.073 126.8  |                  | 28.303 137.5 | 1:43.376 | 16 - 1:14.280 128.5 |  | 28.035 136.6               | 1:42.315 |  |  |  |   |
| 7 - 1:14.822 124.0  |                  | 28.389 135.0 | 1:43.211 | 17 - 1:14.173 127.8 |  | 28.141 138.6               | 1:42.314 |  |  |  |   |
| 8 - 1:14.599 126.8  |                  | 27.944 138.6 | 1:42.543 | 18 - 1:15.608 127.5 |  | 28.018 135.5               | 1:43.626 |  |  |  |   |
| 9 - 1:14.413 127.8  |                  | 28.302 136.9 | 1:42.715 | 19 - 1:14.810 128.0 |  | 28.174 135.2               | 1:42.984 |  |  |  |   |
| 10 - 1:14.729 129.8 |                  | 27.691 138.0 | 1:42.420 |                     |  |                            |          |  |  |  |   |

## 2006 Bennetts British Superbike Championship &amp; Superbike Cup

## FREE PRACTICE 1 - SECTOR ANALYSIS

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| 65 Jonathan REA Honda - Red Bull Honda         |          |              |               |              |          |      |                 |              |                                     |
|------------------------------------------------|----------|--------------|---------------|--------------|----------|------|-----------------|--------------|-------------------------------------|
| 1 -                                            | 2:07.703 | 129.8        | 28.692        | 141.8        | 2:36.395 | 9 -  | 1:13.381        | 132.6        | 27.308 142.7 1:40.689               |
| 2 -                                            | 1:17.729 | 132.1        | 28.059        | 143.3        | 1:45.788 | 10 - | 1:12.195        | 132.8        | 27.019 142.1 1:39.214               |
| 3 -                                            | 1:14.314 | <b>135.0</b> | 27.682        | 136.3        | 1:41.996 | 11 - | 1:12.234        | 134.4        | <b>26.945</b> 142.1 1:39.179        |
| 4 -                                            | 1:15.071 | 132.6        | 27.293        | <b>143.7</b> | 1:42.364 | 12 - | 9:39.286        | 129.8        | 27.459 141.5 X:00.000               |
| 5 -                                            | 1:12.922 | 133.9        | 27.281        | 141.5        | 1:40.203 | 13 - | 1:12.182        | 131.3        | 27.297 141.2 1:39.479               |
| 6 -                                            | 9:48.253 | 127.8        | 27.602        | 139.8        | X:00.000 | 14 - | <b>1:11.838</b> | 134.4        | 27.011 139.5 <b>1:38.849</b>        |
| 7 -                                            | 1:13.000 | 132.1        | 27.132        | 141.2        | 1:40.132 | 15 - | 1:14.763        | 129.3        | 28.134 120.6 1:42.897               |
| 8 -                                            | 9:17.614 | 131.3        | 28.141        | 141.2        | X:00.000 |      |                 |              |                                     |
| 67 Shane BYRNE Suzuki - Rizla Suzuki           |          |              |               |              |          |      |                 |              |                                     |
| 1 -                                            | 2:11.328 | 117.9        | 29.314        | 140.9        | 2:40.642 | 11 - | 7:04.560        | 121.5        | 28.460 139.5 X:00.000               |
| 2 -                                            | 1:14.119 | 133.9        | 27.638        | 142.4        | 1:41.757 | 12 - | 1:13.942        | 134.2        | 26.953 141.8 1:40.895               |
| 3 -                                            | 1:11.715 | <b>136.3</b> | 26.928        | 140.3        | 1:38.643 | 13 - | 1:10.784        | 126.6        | 27.335 142.4 1:38.119               |
| 4 -                                            | 1:10.970 | 135.0        | 26.884        | 143.0        | 1:37.854 | 14 - | 1:10.996        | 132.3        | 26.925 142.1 1:37.921               |
| 5 -                                            | 1:14.631 | 129.3        | 27.086        | 141.5        | 1:41.717 | 15 - | 1:10.711        | 134.4        | 26.911 142.1 1:37.622               |
| 6 -                                            | 1:10.846 | 133.6        | 26.818        | <b>143.3</b> | 1:37.664 | 16 - | 1:10.928        | 131.5        | 26.825 142.4 1:37.753               |
| 7 -                                            | 1:11.344 | 128.0        | 27.389        | 142.4        | 1:38.733 | 17 - | X:00.000        | 134.4        | 27.171 142.1 X:00.000               |
| 8 -                                            | 1:11.431 | <b>136.3</b> | 26.937        | 142.1        | 1:38.368 | 18 - | 1:10.652        | 131.8        | <b>26.584</b> 143.0 1:37.236        |
| 9 -                                            | 1:10.777 | 129.5        | 27.255        | 140.9        | 1:38.032 | 19 - | <b>1:10.132</b> | 133.4        | 26.737 <b>143.3</b> <b>1:36.869</b> |
| 10 -                                           | 1:10.677 | 133.9        | 26.782        | <b>143.3</b> | 1:37.459 | 20 - | 1:10.549        | 133.6        | 26.691 141.5 1:37.240               |
| 68 Chris MARTIN Honda - PR Branson Honda C     |          |              |               |              |          |      |                 |              |                                     |
| 1 -                                            | 5:34.629 | 120.6        | 29.732        | 130.3        | X:00.000 | 5 -  | 1:15.062        | <b>126.8</b> | 28.131 131.3 1:43.193               |
| 2 -                                            | 8:29.804 | 118.5        | 29.594        | 130.0        | X:00.000 | 6 -  | 1:14.417        | 122.4        | 28.098 130.3 1:42.515               |
| 3 -                                            | 8:10.161 | 124.7        | 29.093        | 131.3        | X:00.000 | 7 -  | <b>1:14.291</b> | 125.9        | <b>27.921 132.6 1:42.212</b>        |
| 4 -                                            | X:00.000 | 123.5        | 28.722        | 132.1        | X:00.000 |      |                 |              |                                     |
| 74 Kieran CLARKE Yamaha - Virgin Mobile Yamaha |          |              |               |              |          |      |                 |              |                                     |
| 1 -                                            | 2:14.557 | 119.8        | <b>15.061</b> | 134.4        | 2:29.618 | 9 -  | 7:48.888        | 125.9        | 28.307 136.9 X:00.000               |
| 2 -                                            | 1:33.430 | 125.2        | 29.031        | 137.5        | 2:02.461 | 10 - | 1:13.288        | 128.8        | 27.642 137.7 1:40.930               |
| 3 -                                            | 1:16.105 | 124.5        | 28.539        | <b>139.8</b> | 1:44.644 | 11 - | 1:12.575        | 127.5        | 27.758 138.0 1:40.333               |
| 4 -                                            | 1:14.392 | 128.5        | 27.998        | 139.2        | 1:42.390 | 12 - | 5:31.495        | 125.4        | 28.323 136.3 X:00.000               |
| 5 -                                            | 7:53.429 | 128.0        | 28.084        | 138.3        | X:00.000 | 13 - | 1:13.400        | 127.8        | 27.579 138.0 1:40.979               |
| 6 -                                            | 1:14.484 | <b>129.3</b> | 27.824        | 138.3        | 1:42.308 | 14 - | 1:12.474        | 128.5        | 27.502 138.0 1:39.976               |
| 7 -                                            | 1:14.111 | 126.8        | 27.970        | 138.9        | 1:42.081 | 15 - | 1:12.529        | 128.5        | 27.401 137.7 1:39.930               |
| 8 -                                            | 1:13.315 | 127.3        | 27.825        | 137.5        | 1:41.140 | 16 - | <b>1:12.341</b> | 128.0        | 27.423 137.7 <b>1:39.764</b>        |
| 75 Glen RICHARDS Honda - Team Hydrex Honda     |          |              |               |              |          |      |                 |              |                                     |
| 1 -                                            | 2:47.902 | 122.2        | 29.906        | 135.0        | 3:17.808 | 11 - | 1:11.951        | 129.3        | 27.196 138.9 1:39.147               |
| 2 -                                            | 1:17.487 | 128.3        | 28.324        | <b>139.8</b> | 1:45.811 | 12 - | 1:17.532        | 127.5        | 27.581 137.2 1:45.113               |
| 3 -                                            | 1:14.903 | 129.8        | 28.077        | 134.2        | 1:42.980 | 13 - | 1:12.103        | 128.8        | 27.291 136.9 1:39.394               |
| 4 -                                            | 1:13.317 | 128.5        | 27.476        | 138.0        | 1:40.793 | 14 - | X:00.000        | 129.3        | 27.445 138.6 X:00.000               |
| 5 -                                            | 1:12.547 | 130.0        | 27.107        | 137.7        | 1:39.654 | 15 - | 1:12.282        | 124.0        | 27.709 136.1 1:39.991               |
| 6 -                                            | 1:12.359 | 131.0        | <b>27.077</b> | 137.2        | 1:39.436 | 16 - | <b>1:11.502</b> | 129.3        | 27.110 139.5 <b>1:38.612</b>        |
| 7 -                                            | X:00.000 | 125.2        | 27.748        | 137.5        | X:00.000 | 17 - | 1:11.703        | 126.6        | 27.203 138.0 1:38.906               |
| 8 -                                            | 1:12.191 | 128.0        | 27.244        | 138.6        | 1:39.435 | 18 - | 1:11.735        | 128.0        | 27.085 137.5 1:38.820               |
| 9 -                                            | 1:12.485 | <b>131.3</b> | 27.147        | 137.7        | 1:39.632 | 19 - | 1:12.230        | 129.0        | 27.198 137.2 1:39.428               |
| 10 -                                           | 1:11.902 | 129.5        | 27.143        | 138.3        | 1:39.045 |      |                 |              |                                     |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 1 - SECTOR ANALYSIS

(contd.)

|                           |                 |                     |  |          |  |                                 |  |                     |  |                 |   |
|---------------------------|-----------------|---------------------|--|----------|--|---------------------------------|--|---------------------|--|-----------------|---|
| 77                        | Marty NUTT      |                     |  |          |  | Honda-M Johns Motors/NuttTravel |  |                     |  |                 | C |
| 1 - 3:13.810 108.0        |                 | 31.945 124.5        |  | 3:45.755 |  | 4 - 1:25.125 124.2              |  | 28.473 130.3        |  | 1:53.598        |   |
| 2 - 1:27.300 122.6        |                 | 29.131 <b>132.8</b> |  | 1:56.431 |  | 5 - <b>1:16.346 127.3</b>       |  | <b>28.096</b> 131.5 |  | <b>1:44.442</b> |   |
| 3 - 1:19.438 126.3        |                 | 29.320 122.6        |  | 1:48.758 |  | 6 - 7:43.939 123.3              |  | 29.452 131.3        |  | X:00.000        |   |
| 88                        | Scott SMART     |                     |  |          |  | Suzuki - Vivaldi Racing         |  |                     |  |                 |   |
| 1 - 3:18.744 109.8        |                 | 31.021 133.6        |  | 3:49.765 |  | 8 - 1:12.796 124.2              |  | 27.605 139.2        |  | 1:40.401        |   |
| 2 - 1:19.124 114.5        |                 | 29.358 136.1        |  | 1:48.482 |  | 9 - 1:12.884 126.6              |  | 27.907 138.9        |  | 1:40.791        |   |
| 3 - 1:15.928 121.7        |                 | 28.585 138.0        |  | 1:44.513 |  | 10 - X:00.000 120.6             |  | 28.357 139.2        |  | X:00.000        |   |
| 4 - 1:14.277 124.5        |                 | 28.054 136.6        |  | 1:42.331 |  | 11 - 1:13.872 124.9             |  | 28.049 136.6        |  | 1:41.921        |   |
| 5 - 1:13.302 <b>127.0</b> |                 | 27.616 138.0        |  | 1:40.918 |  | 12 - 1:13.179 124.2             |  | 27.675 138.3        |  | 1:40.854        |   |
| 6 - 1:12.977 126.1        |                 | 27.572 139.2        |  | 1:40.549 |  | 13 - 1:12.791 <b>127.0</b>      |  | 27.484 137.5        |  | <b>1:40.275</b> |   |
| 7 - 1:13.183 126.3        |                 | <b>27.482 140.1</b> |  | 1:40.665 |  | 14 - 1:17.790 93.8              |  | 29.329 139.2        |  | 1:47.119        |   |
| 91                        | Leon HASLAM     |                     |  |          |  | Ducati - Airwaves Ducati        |  |                     |  |                 |   |
| 1 - 5:59.802 130.8        |                 | 27.609 138.6        |  | X:00.000 |  | 11 - 1:10.785 133.6             |  | 26.814 138.3        |  | 1:37.599        |   |
| 2 - 1:12.126 131.8        |                 | 27.222 138.0        |  | 1:39.348 |  | 12 - 7:28.340 121.5             |  | 28.347 135.8        |  | X:00.000        |   |
| 3 - 1:11.614 132.8        |                 | 26.944 137.5        |  | 1:38.558 |  | 13 - 1:11.060 133.1             |  | 26.674 137.2        |  | 1:37.734        |   |
| 4 - 1:11.618 <b>134.2</b> |                 | 27.069 138.0        |  | 1:38.687 |  | 14 - 1:10.630 133.4             |  | 26.705 137.5        |  | 1:37.335        |   |
| 5 - 1:11.261 132.8        |                 | 26.797 <b>140.1</b> |  | 1:38.058 |  | 15 - 1:11.073 132.3             |  | 26.819 136.6        |  | 1:37.892        |   |
| 6 - X:00.000 128.5        |                 | 27.204 137.2        |  | X:00.000 |  | 16 - <b>1:10.442</b> 132.1      |  | 26.669 138.0        |  | <b>1:37.111</b> |   |
| 7 - 1:11.544 132.3        |                 | 26.978 138.0        |  | 1:38.522 |  | 17 - 1:10.655 128.5             |  | 26.887 137.7        |  | 1:37.542        |   |
| 8 - 1:11.115 133.1        |                 | 26.839 139.5        |  | 1:37.954 |  | 18 - 1:10.540 133.6             |  | <b>26.639</b> 138.3 |  | 1:37.179        |   |
| 9 - 1:11.365 133.1        |                 | 26.982 138.9        |  | 1:38.347 |  | 19 - 1:17.530 101.5             |  | 30.792 130.0        |  | 1:48.322        |   |
| 10 - 1:11.774 132.8       |                 | 27.055 137.2        |  | 1:38.829 |  |                                 |  |                     |  |                 |   |
| 94                        | Michael HOWARTH |                     |  |          |  | Kawasaki - MAR                  |  |                     |  |                 | C |
| 1 - 3:14.480 110.3        |                 | 31.838 127.0        |  | 3:46.318 |  | 5 - 6:23.836 110.5              |  | 29.559 132.6        |  | X:00.000        |   |
| 2 - 1:22.382 116.7        |                 | 29.942 132.1        |  | 1:52.324 |  | 6 - <b>1:16.340</b> 124.5       |  | <b>28.720 133.6</b> |  | <b>1:45.060</b> |   |
| 3 - 7:12.338 122.2        |                 | 29.172 131.5        |  | X:00.000 |  | 7 - X:00.000 119.8              |  | 29.356 130.8        |  | X:00.000        |   |
| 4 - 1:17.414 122.4        |                 | 29.088 131.8        |  | 1:46.502 |  | 8 - 1:16.756 123.5              |  | 28.962 133.4        |  | 1:45.718        |   |

**2006 Bennetts British Superbike Championship & Superbike Cup**

**FREE PRACTICE 1 - SPEED TRAPS**

| SECTOR 1 |    |                  |       | SECTOR 2 |      |       |    | FINISH LINE      |       |  |  |
|----------|----|------------------|-------|----------|------|-------|----|------------------|-------|--|--|
| POS      | NO | NAME             | SPEED | NO       | NAME | SPEED | NO | NAME             | SPEED |  |  |
| 1        | 67 | Shane BYRNE      | 136.3 |          |      |       | 8  | Tommy HILL       | 144.6 |  |  |
| 2        | 9  | Karl HARRIS      | 135.8 |          |      |       | 11 | James HAYDON     | 143.7 |  |  |
| 3        | 65 | Jonathan REA     | 135.0 |          |      |       | 65 | Jonathan REA     | 143.7 |  |  |
| 4        | 8  | Tommy HILL       | 134.2 |          |      |       | 67 | Shane BYRNE      | 143.3 |  |  |
| 5        | 91 | Leon HASLAM      | 134.2 |          |      |       | 2  | Ryuichi KIYONARI | 142.4 |  |  |
| 6        | 2  | Ryuichi KIYONARI | 133.9 |          |      |       | 9  | Karl HARRIS      | 142.1 |  |  |
| 7        | 11 | James HAYDON     | 133.9 |          |      |       | 3  | Michael RUTTER   | 141.2 |  |  |
| 8        | 16 | Billy McCONNELL  | 132.6 |          |      |       | 16 | Billy McCONNELL  | 140.6 |  |  |
| 9        | 3  | Michael RUTTER   | 132.1 |          |      |       | 5  | Gary MASON       | 140.3 |  |  |
| 10       | 46 | Ollie BRIDEWELL  | 131.5 |          |      |       | 10 | Jon KIRKHAM      | 140.3 |  |  |
| 11       | 75 | Glen RICHARDS    | 131.3 |          |      |       | 12 | Dean THOMAS      | 140.1 |  |  |
| 12       | 42 | Dean ELLISON     | 131.0 |          |      |       | 88 | Scott SMART      | 140.1 |  |  |
| 13       | 15 | Ben WILSON       | 130.8 |          |      |       | 91 | Leon HASLAM      | 140.1 |  |  |
| 14       | 33 | Michael LAVERTY  | 130.8 |          |      |       | 1  | Gregorio LAVILLA | 139.8 |  |  |
| 15       | 5  | Gary MASON       | 130.5 |          |      |       | 15 | Ben WILSON       | 139.8 |  |  |
| 16       | 10 | Jon KIRKHAM      | 130.5 |          |      |       | 74 | Kieran CLARKE    | 139.8 |  |  |
| 17       | 4  | Steve PLATER     | 130.0 |          |      |       | 75 | Glen RICHARDS    | 139.8 |  |  |
| 18       | 12 | Dean THOMAS      | 130.0 |          |      |       | 33 | Michael LAVERTY  | 139.5 |  |  |
| 19       | 60 | Peter HICKMAN    | 129.8 |          |      |       | 42 | Dean ELLISON     | 139.2 |  |  |
| 20       | 41 | Craig COXHELL    | 129.5 |          |      |       | 46 | Ollie BRIDEWELL  | 139.2 |  |  |
| 21       | 74 | Kieran CLARKE    | 129.3 |          |      |       | 41 | Craig COXHELL    | 138.9 |  |  |
| 22       | 56 | James BUCKINGHAM | 129.0 |          |      |       | 56 | James BUCKINGHAM | 138.6 |  |  |
| 23       | 1  | Gregorio LAVILLA | 128.8 |          |      |       | 60 | Peter HICKMAN    | 138.6 |  |  |
| 24       | 30 | Gareth GLYNN     | 128.5 |          |      |       | 4  | Steve PLATER     | 135.5 |  |  |
| 25       | 77 | Marty NUTT       | 127.3 |          |      |       | 43 | Howie MAINWARING | 135.5 |  |  |
| 26       | 37 | Danny BEAUMONT   | 127.0 |          |      |       | 17 | Steve BROGAN     | 135.0 |  |  |
| 27       | 43 | Howie MAINWARING | 127.0 |          |      |       | 48 | Nick MEDD        | 134.2 |  |  |
| 28       | 88 | Scott SMART      | 127.0 |          |      |       | 37 | Danny BEAUMONT   | 133.9 |  |  |
| 29       | 68 | Chris MARTIN     | 126.8 |          |      |       | 30 | Gareth GLYNN     | 133.6 |  |  |
| 30       | 17 | Steve BROGAN     | 126.6 |          |      |       | 94 | Michael HOWARTH  | 133.6 |  |  |
| 31       | 94 | Michael HOWARTH  | 124.5 |          |      |       | 77 | Marty NUTT       | 132.8 |  |  |
| 32       | 48 | Nick MEDD        | 123.8 |          |      |       | 68 | Chris MARTIN     | 132.6 |  |  |
| 33       |    |                  |       |          |      |       |    |                  |       |  |  |

Weather / Track : Bright / Dry

Oulton Park  
Circuit Length = 2.6920 miles  
Start: 09:30 End: 10:10

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 1 - BEST SECTOR TIMES

| SECTOR 1         |    |            |          | SECTOR 2 |            | IDEAL / BEST COMPARISON |     |    |            |          |          |       |
|------------------|----|------------|----------|----------|------------|-------------------------|-----|----|------------|----------|----------|-------|
| POS              | NO | NAME       | TIME     | NO       | NAME       | TIME                    | POS | NO | NAME       | IDEAL    | BEST     | DIFF  |
| 1                | 9  | HARRIS     | 1:10.129 | 9        | HARRIS     | 26.495                  | 1   | 9  | HARRIS     | 1:36.624 | 1:36.686 | 0.062 |
| 2                | 67 | BYRNE      | 1:10.132 | 67       | BYRNE      | 26.584                  | 2   | 67 | BYRNE      | 1:36.716 | 1:36.869 | 0.153 |
| 3                | 91 | HASLAM     | 1:10.442 | 91       | HASLAM     | 26.639                  | 3   | 91 | HASLAM     | 1:37.081 | 1:37.111 | 0.030 |
| 4                | 3  | RUTTER     | 1:10.784 | 8        | HILL       | 26.662                  | 4   | 11 | HAYDON     | 1:37.676 | 1:37.678 | 0.002 |
| 5                | 11 | HAYDON     | 1:10.869 | 11       | HAYDON     | 26.807                  | 5   | 3  | RUTTER     | 1:37.724 | 1:37.998 | 0.274 |
| 6                | 1  | LAVILLA    | 1:10.914 | 2        | KIYONARI   | 26.886                  | 6   | 8  | HILL       | 1:37.798 | 1:37.798 | 0.000 |
| 7                | 2  | KIYONARI   | 1:10.961 | 3        | RUTTER     | 26.940                  | 7   | 2  | KIYONARI   | 1:37.847 | 1:37.847 | 0.000 |
| 8                | 8  | HILL       | 1:11.136 | 65       | REA        | 26.945                  | 8   | 1  | LAVILLA    | 1:37.957 | 1:37.957 | 0.000 |
| 9                | 75 | RICHARDS   | 1:11.502 | 1        | LAVILLA    | 27.043                  | 9   | 12 | THOMAS     | 1:38.559 | 1:38.559 | 0.000 |
| 10               | 12 | THOMAS     | 1:11.507 | 12       | THOMAS     | 27.052                  | 10  | 75 | RICHARDS   | 1:38.579 | 1:38.612 | 0.033 |
| 11               | 65 | REA        | 1:11.838 | 75       | RICHARDS   | 27.077                  | 11  | 65 | REA        | 1:38.783 | 1:38.849 | 0.066 |
| 12               | 15 | WILSON     | 1:12.152 | 5        | MASON      | 27.164                  | 12  | 10 | KIRKHAM    | 1:39.568 | 1:39.724 | 0.156 |
| 13               | 74 | CLARKE     | 1:12.341 | 10       | KIRKHAM    | 27.218                  | 13  | 5  | MASON      | 1:39.574 | 1:39.640 | 0.066 |
| 14               | 10 | KIRKHAM    | 1:12.350 | 56       | BUCKINGHAM | 27.363                  | 14  | 15 | WILSON     | 1:39.575 | 1:39.575 | 0.000 |
| 15               | 5  | MASON      | 1:12.410 | 16       | McCONNELL  | 27.379                  | 15  | 74 | CLARKE     | 1:39.742 | 1:39.764 | 0.022 |
| 16               | 33 | LAVERTY    | 1:12.547 | 74       | CLARKE     | 27.401                  | 16  | 33 | LAVERTY    | 1:39.976 | 1:40.121 | 0.145 |
| 17               | 16 | McCONNELL  | 1:12.633 | 15       | WILSON     | 27.423                  | 17  | 16 | McCONNELL  | 1:40.012 | 1:40.012 | 0.000 |
| 18               | 56 | BUCKINGHAM | 1:12.721 | 33       | LAVERTY    | 27.429                  | 18  | 56 | BUCKINGHAM | 1:40.084 | 1:40.084 | 0.000 |
| 19               | 88 | SMART      | 1:12.791 | 42       | ELLISON    | 27.435                  | 19  | 88 | SMART      | 1:40.273 | 1:40.275 | 0.002 |
| 20               | 46 | BRIDEWELL  | 1:12.903 | 4        | PLATER     | 27.457                  | 20  | 46 | BRIDEWELL  | 1:40.451 | 1:40.453 | 0.002 |
| 21               | 42 | ELLISON    | 1:13.293 | 41       | COXHELL    | 27.476                  | 21  | 42 | ELLISON    | 1:40.728 | 1:40.757 | 0.029 |
| 22               | 41 | COXHELL    | 1:13.317 | 88       | SMART      | 27.482                  | 22  | 4  | PLATER     | 1:40.776 | 1:41.143 | 0.367 |
| 23               | 4  | PLATER     | 1:13.319 | 46       | BRIDEWELL  | 27.548                  | 23  | 41 | COXHELL    | 1:40.793 | 1:40.793 | 0.000 |
| 24               | 17 | BROGAN     | 1:13.699 | 60       | HICKMAN    | 27.594                  | 24  | 17 | BROGAN     | 1:41.353 | 1:41.409 | 0.056 |
| 25               | 60 | HICKMAN    | 1:13.951 | 17       | BROGAN     | 27.654                  | 25  | 60 | HICKMAN    | 1:41.545 | 1:41.545 | 0.000 |
| 26               | 68 | MARTIN     | 1:14.291 | 68       | MARTIN     | 27.921                  | 26  | 68 | MARTIN     | 1:42.212 | 1:42.212 | 0.000 |
| 27               | 43 | MAINWARING | 1:14.527 | 43       | MAINWARING | 27.963                  | 27  | 43 | MAINWARING | 1:42.490 | 1:42.490 | 0.000 |
| 28               | 37 | BEAUMONT   | 1:14.549 | 77       | NUTT       | 28.096                  | 28  | 37 | BEAUMONT   | 1:42.731 | 1:42.731 | 0.000 |
| 29               | 30 | GLYNN      | 1:16.079 | 37       | BEAUMONT   | 28.182                  | 29  | 77 | NUTT       | 1:44.442 | 1:44.442 | 0.000 |
| 30               | 94 | HOWARTH    | 1:16.340 | 30       | GLYNN      | 28.571                  | 30  | 30 | GLYNN      | 1:44.650 | 1:44.860 | 0.210 |
| 31               | 77 | NUTT       | 1:16.346 | 94       | HOWARTH    | 28.720                  | 31  | 94 | HOWARTH    | 1:45.060 | 1:45.060 | 0.000 |
| 32               | 48 | MEDD       | 1:16.389 | 48       | MEDD       | 28.798                  | 32  | 48 | MEDD       | 1:45.187 | 1:45.187 | 0.000 |
| 33               |    |            |          |          |            |                         |     |    |            |          |          |       |
| Perfect Lap Time |    |            |          |          |            |                         |     |    |            | 1:36.624 |          |       |

**2006 Bennetts British Superbike Championship & Superbike Cup  
FREE PRACTICE 2**

| POS | NO | CL | NAME             | NAT | ENTRY                           | TIME     | LAPS | GAP   | MPH    |
|-----|----|----|------------------|-----|---------------------------------|----------|------|-------|--------|
| 1   | 67 |    | Shane BYRNE      |     | Suzuki - Rizla Suzuki           | 1:36.543 | 22   |       | 100.38 |
| 2   | 91 |    | Leon HASLAM      |     | Ducati - Airwaves Ducati        | 1:36.551 | 24   | 0.008 | 100.37 |
| 3   | 9  |    | Karl HARRIS      |     | Honda - HM Plant Honda          | 1:36.589 | 20   | 0.046 | 100.33 |
| 4   | 11 |    | James HAYDON     |     | Suzuki - Rizla Suzuki           | 1:36.796 | 24   | 0.253 | 100.12 |
| 5   | 1  |    | Gregorio LAVILLA |     | Ducati - Airwaves Ducati        | 1:37.260 | 19   | 0.717 | 99.64  |
| 6   | 8  |    | Tommy HILL       |     | Yamaha - Virgin Mobile Yamaha   | 1:37.353 | 18   | 0.810 | 99.54  |
| 7   | 3  |    | Michael RUTTER   |     | Honda - Stobart Motorsport      | 1:37.463 | 22   | 0.920 | 99.43  |
| 8   | 65 |    | Jonathan REA     |     | Honda - Red Bull Honda          | 1:37.517 | 18   | 0.974 | 99.38  |
| 9   | 2  |    | Ryuichi KIYONARI |     | Honda - HM Plant Honda          | 1:37.612 | 22   | 1.069 | 99.28  |
| 10  | 12 |    | Dean THOMAS      |     | Kawasaki - Hawk Kawasaki        | 1:37.719 | 20   | 1.176 | 99.17  |
| 11  | 75 |    | Glen RICHARDS    |     | Honda - Team Hydrex Honda       | 1:37.871 | 20   | 1.328 | 99.02  |
| 12  | 33 |    | Michael LAVERTY  |     | Honda - Stobart Motorsport      | 1:38.431 | 20   | 1.888 | 98.45  |
| 13  | 74 |    | Kieran CLARKE    |     | Yamaha - Virgin Mobile Yamaha   | 1:38.439 | 20   | 1.896 | 98.44  |
| 14  | 88 |    | Scott SMART      |     | Suzuki - Vivaldi Racing         | 1:38.679 | 18   | 2.136 | 98.20  |
| 15  | 15 |    | Ben WILSON       |     | Suzuki - Vivaldi Racing         | 1:38.686 | 19   | 2.143 | 98.20  |
| 16  | 5  |    | Gary MASON       |     | Honda - Team Hydrex Honda       | 1:38.910 | 19   | 2.367 | 97.98  |
| 17  | 16 |    | Billy McCONNELL  |     | Yamaha - Virgin Mobile Yamaha   | 1:39.156 | 18   | 2.613 | 97.73  |
| 18  | 10 |    | Jon KIRKHAM      |     | Suzuki - Scuderia Stellare      | 1:39.282 | 23   | 2.739 | 97.61  |
| 19  | 56 | C  | James BUCKINGHAM |     | Honda - Quay Garage Racing      | 1:39.291 | 20   | 2.748 | 97.60  |
| 20  | 4  |    | Steve PLATER     |     | Honda - UK Diggers.com          | 1:39.571 | 19   | 3.028 | 97.33  |
| 21  | 41 |    | Craig COXHELL    |     | Kawasaki - Hawk Kawasaki        | 1:39.741 | 21   | 3.198 | 97.16  |
| 22  | 68 | C  | Chris MARTIN     |     | Honda - PR Branson Honda        | 1:39.941 | 13   | 3.398 | 96.96  |
| 23  | 46 |    | Ollie BRIDEWELL  |     | Suzuki - Vivaldi Racing         | 1:40.226 | 19   | 3.683 | 96.69  |
| 24  | 42 |    | Dean ELLISON     |     | Honda - Slingshot SMT Racing    | 1:40.313 | 20   | 3.770 | 96.61  |
| 25  | 77 | C  | Marty NUTT       |     | Honda-M Johns Motors/NuttTravel | 1:40.578 | 14   | 4.035 | 96.35  |
| 26  | 43 | C  | Howie MAINWARING |     | Suzuki - Protech Racing         | 1:40.778 | 13   | 4.235 | 96.16  |
| 27  | 17 |    | Steve BROGAN     |     | Yamaha - Jentin Racing          | 1:41.004 | 15   | 4.461 | 95.94  |
| 28  | 30 | C  | Gareth GLYNN     |     | Honda - Chapman Racing          | 1:41.510 | 12   | 4.967 | 95.47  |
| 29  | 60 |    | Peter HICKMAN    |     | Kawasaki - Hawk Kawasaki        | 1:41.640 | 9    | 5.097 | 95.34  |
| 30  | 37 |    | Danny BEAUMONT   |     | Kawasaki - Dienza Performance   | 1:42.373 | 11   | 5.830 | 94.66  |
| 31  | 14 | C  | Craig SPROSTON   |     | Honda - Team CSR                | 1:43.495 | 15   | 6.952 | 93.63  |
| 32  | 94 | C  | Michael HOWARTH  |     | Kawasaki - MAR                  | 1:43.868 | 17   | 7.325 | 93.30  |
| 33  | 48 |    | Nick MEDD        |     | Kawasaki - Medd Racing          | 1:44.176 | 13   | 7.633 | 93.02  |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 2 - SECTOR ANALYSIS

| <b>1 Gregorio LAVILLA</b> Ducati - Airwaves Ducati |                 |              |        |              |                 |      |                 |              |                                     |
|----------------------------------------------------|-----------------|--------------|--------|--------------|-----------------|------|-----------------|--------------|-------------------------------------|
| 1 -                                                | 9:00.823        | 128.0        | 28.663 | 138.3        | X:00.000        | 11 - | 1:10.727        | 127.5        | 27.283 138.0 1:38.010               |
| 2 -                                                | 1:14.365        | 124.9        | 27.819 | 139.2        | 1:42.184        | 12 - | 1:10.786        | 130.0        | 27.333 138.9 1:38.119               |
| 3 -                                                | 1:12.701        | 126.1        | 27.713 | 141.2        | 1:40.414        | 13 - | 8:40.217        | 123.1        | 27.756 138.0 X:00.000               |
| 4 -                                                | 1:11.651        | 127.8        | 27.342 | 140.9        | 1:38.993        | 14 - | 1:11.065        | 129.3        | 27.451 137.7 1:38.516               |
| 5 -                                                | 1:10.919        | 129.5        | 27.100 | 139.8        | 1:38.019        | 15 - | 5:50.606        | 126.3        | 27.196 140.1 X:00.000               |
| 6 -                                                | 1:10.818        | 130.0        | 27.194 | 139.5        | 1:38.012        | 16 - | 1:10.285        | 129.0        | <b>27.058</b> 137.7 1:37.343        |
| 7 -                                                | 8:28.914        | 125.9        | 28.628 | 136.6        | X:00.000        | 17 - | 1:10.390        | 130.0        | 27.329 138.6 1:37.719               |
| 8 -                                                | 1:11.553        | 127.5        | 27.544 | 138.3        | 1:39.097        | 18 - | <b>1:10.188</b> | 131.0        | 27.072 <b>142.1</b> <b>1:37.260</b> |
| 9 -                                                | 1:10.867        | 130.0        | 27.300 | 138.3        | 1:38.167        | 19 - | 1:10.312        | <b>132.1</b> | 27.123 140.9 1:37.435               |
| 10 -                                               | 1:10.496        | 130.0        | 27.737 | 138.9        | 1:38.233        |      |                 |              |                                     |
| <b>2 Ryuichi KIYONARI</b> Honda - HM Plant Honda   |                 |              |        |              |                 |      |                 |              |                                     |
| 1 -                                                | 9:01.126        | 128.5        | 28.648 | 136.1        | X:00.000        | 12 - | 1:21.840        | 118.3        | 28.276 137.2 1:50.116               |
| 2 -                                                | 1:14.723        | 132.3        | 27.634 | 138.6        | 1:42.357        | 13 - | 5:15.595        | 115.5        | 28.763 133.6 X:00.000               |
| 3 -                                                | 1:12.805        | 127.3        | 27.659 | 138.9        | 1:40.464        | 14 - | 1:14.165        | 131.5        | 27.284 138.0 1:41.449               |
| 4 -                                                | 1:13.907        | 127.3        | 27.448 | 138.6        | 1:41.355        | 15 - | 1:12.663        | 130.5        | 27.426 136.9 1:40.089               |
| 5 -                                                | 1:12.624        | 128.3        | 27.667 | 134.7        | 1:40.291        | 16 - | 1:12.439        | 130.5        | 27.913 135.0 1:40.352               |
| 6 -                                                | 1:11.508        | 132.8        | 27.197 | 136.9        | 1:38.705        | 17 - | 1:13.800        | 130.0        | 27.378 136.9 1:41.178               |
| 7 -                                                | 1:11.231        | 132.1        | 27.058 | 130.5        | 1:38.289        | 18 - | 4:30.047        | 121.3        | 28.598 132.6 4:58.645               |
| 8 -                                                | 1:12.070        | 131.8        | 26.928 | 138.3        | 1:38.998        | 19 - | 1:13.097        | 130.8        | 27.379 138.9 1:40.476               |
| 9 -                                                | <b>1:10.694</b> | 132.3        | 26.986 | 138.3        | 1:37.680        | 20 - | 1:11.838        | 131.3        | 27.489 136.1 1:39.327               |
| 10 -                                               | 7:25.687        | 126.1        | 28.040 | 135.5        | X:00.000        | 21 - | 1:10.780        | <b>133.1</b> | <b>26.832</b> 138.9 <b>1:37.612</b> |
| 11 -                                               | 1:12.649        | 132.6        | 27.102 | 137.7        | 1:39.751        | 22 - | 1:10.735        | 130.5        | 26.898 <b>141.2</b> 1:37.633        |
| <b>3 Michael RUTTER</b> Honda - Stobart Motorsport |                 |              |        |              |                 |      |                 |              |                                     |
| 1 -                                                | 9:00.038        | 123.5        | 28.612 | 138.9        | X:00.000        | 12 - | 9:56.663        | 130.3        | 27.246 138.6 X:00.000               |
| 2 -                                                | 1:14.312        | 125.6        | 27.503 | <b>143.7</b> | 1:41.815        | 13 - | 1:10.803        | <b>131.3</b> | <b>26.921</b> 139.2 1:37.724        |
| 3 -                                                | 1:13.745        | 126.1        | 27.562 | 138.6        | 1:41.307        | 14 - | <b>1:10.513</b> | 130.3        | 26.950 138.9 <b>1:37.463</b>        |
| 4 -                                                | 1:11.638        | 129.0        | 27.343 | 139.5        | 1:38.981        | 15 - | 1:12.714        | 118.3        | 27.990 138.3 1:40.704               |
| 5 -                                                | 1:10.940        | 130.8        | 27.056 | 140.9        | 1:37.996        | 16 - | 1:10.695        | 130.0        | 26.934 138.9 1:37.629               |
| 6 -                                                | 1:13.103        | <b>131.3</b> | 27.291 | 139.2        | 1:40.394        | 17 - | 1:10.901        | 128.8        | 27.245 139.8 1:38.146               |
| 7 -                                                | 1:11.025        | 129.3        | 27.033 | 139.5        | 1:38.058        | 18 - | 1:10.741        | 131.0        | 27.118 139.2 1:37.859               |
| 8 -                                                | 1:11.121        | 129.5        | 27.113 | 142.1        | 1:38.234        | 19 - | 1:13.420        | 117.7        | 28.871 139.5 1:42.291               |
| 9 -                                                | 1:12.816        | <b>131.3</b> | 26.987 | 138.3        | 1:39.803        | 20 - | 1:10.963        | 128.3        | 26.924 140.1 1:37.887               |
| 10 -                                               | 1:10.683        | 130.3        | 27.018 | 140.9        | 1:37.701        | 21 - | 6:48.859        | 120.0        | 28.150 137.2 X:00.000               |
| 11 -                                               | 1:10.750        | 129.3        | 27.022 | 140.6        | 1:37.772        | 22 - | 1:11.524        | 129.8        | 27.382 140.9 1:38.906               |
| <b>4 Steve PLATER</b> Honda - UK Diggers.com       |                 |              |        |              |                 |      |                 |              |                                     |
| 1 -                                                | 9:03.411        | 118.7        | 28.857 | 132.3        | X:00.000        | 11 - | 9:54.338        | 128.5        | 27.819 135.0 X:00.000               |
| 2 -                                                | 1:14.466        | 128.5        | 27.871 | 136.1        | 1:42.337        | 12 - | 1:12.458        | 130.3        | 27.327 136.3 1:39.785               |
| 3 -                                                | 1:14.028        | 129.5        | 27.755 | 136.1        | 1:41.783        | 13 - | 1:12.775        | 129.3        | 27.349 135.5 1:40.124               |
| 4 -                                                | 1:12.739        | 129.3        | 27.378 | <b>138.0</b> | 1:40.117        | 14 - | 1:12.541        | 128.8        | 27.357 137.7 1:39.898               |
| 5 -                                                | 1:17.894        | <b>131.5</b> | 27.866 | 135.5        | 1:45.760        | 15 - | 1:16.489        | 129.8        | 27.636 136.1 1:44.125               |
| 6 -                                                | 1:12.764        | 129.0        | 27.363 | 137.5        | 1:40.127        | 16 - | 1:12.404        | 130.3        | 27.308 135.5 1:39.712               |
| 7 -                                                | X:00.000        | 121.1        | 28.036 | 136.6        | X:00.000        | 17 - | 1:12.442        | 130.0        | <b>27.274</b> 134.2 1:39.716        |
| 8 -                                                | 1:13.177        | 127.0        | 27.363 | 136.1        | 1:40.540        | 18 - | 1:20.301        | 98.9         | 31.479 135.5 1:51.780               |
| 9 -                                                | 1:12.552        | 130.3        | 27.462 | 136.9        | 1:40.014        | 19 - | 1:12.294        | 130.8        | 27.999 108.7 1:40.293               |
| 10 -                                               | <b>1:12.237</b> | 130.3        | 27.334 | 137.2        | <b>1:39.571</b> |      |                 |              |                                     |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

| 5 Gary MASON Honda - Team Hydrex Honda     |          |              |        |              |          |      |                 |              |                                     |
|--------------------------------------------|----------|--------------|--------|--------------|----------|------|-----------------|--------------|-------------------------------------|
| 1 -                                        | 9:13.468 | 124.9        | 29.127 | 134.7        | X:00.000 | 11 - | 1:12.452        | 129.0        | 27.368 138.6 1:39.820               |
| 2 -                                        | 1:15.244 | 121.5        | 28.598 | 138.6        | 1:43.842 | 12 - | 1:12.563        | 127.8        | 27.345 138.9 1:39.908               |
| 3 -                                        | 1:13.099 | 126.6        | 27.936 | 138.0        | 1:41.035 | 13 - | 1:13.082        | 128.5        | 27.606 141.5 1:40.688               |
| 4 -                                        | 1:13.146 | 129.3        | 27.915 | 139.2        | 1:41.061 | 14 - | 1:12.061        | <b>131.8</b> | <b>27.007 141.8</b> 1:39.068        |
| 5 -                                        | 1:13.163 | 129.3        | 27.856 | 138.9        | 1:41.019 | 15 - | 6:30.378        | 130.3        | 27.405 140.9 X:00.000               |
| 6 -                                        | 7:27.395 | 128.5        | 27.888 | 138.0        | X:00.000 | 16 - | <b>1:11.802</b> | 130.3        | 27.108 139.5 <b>1:38.910</b>        |
| 7 -                                        | 1:12.406 | 129.8        | 27.524 | 139.8        | 1:39.930 | 17 - | 1:12.311        | 128.3        | 27.199 138.3 1:39.510               |
| 8 -                                        | 1:13.066 | 130.3        | 27.492 | 138.6        | 1:40.558 | 18 - | 1:11.970        | 129.8        | 27.188 139.5 1:39.158               |
| 9 -                                        | 1:12.580 | 129.8        | 27.696 | 137.2        | 1:40.276 | 19 - | 1:19.362        | 128.8        | 27.547 140.3 1:46.909               |
| 10 -                                       | 8:57.237 | 127.8        | 27.525 | 138.6        | X:00.000 |      |                 |              |                                     |
| 8 Tommy HILL Yamaha - Virgin Mobile Yamaha |          |              |        |              |          |      |                 |              |                                     |
| 1 -                                        | 8:58.232 | 131.0        | 28.026 | 138.6        | X:00.000 | 10 - | 1:12.843        | 129.3        | 27.054 140.6 1:39.897               |
| 2 -                                        | 1:12.445 | 131.5        | 27.183 | 143.7        | 1:39.628 | 11 - | 1:11.004        | 133.1        | 27.180 140.3 1:38.184               |
| 3 -                                        | 1:11.296 | <b>133.6</b> | 26.986 | <b>144.0</b> | 1:38.282 | 12 - | 7:24.347        | 129.0        | 27.554 140.6 X:00.000               |
| 4 -                                        | 1:11.312 | 133.1        | 26.893 | <b>144.0</b> | 1:38.205 | 13 - | 1:11.391        | 131.8        | 26.781 142.4 1:38.172               |
| 5 -                                        | 1:11.124 | 133.1        | 26.880 | 143.0        | 1:38.004 | 14 - | 1:11.313        | 131.8        | 26.957 142.7 1:38.270               |
| 6 -                                        | 5:44.182 | 128.5        | 27.736 | 140.6        | X:00.000 | 15 - | 1:10.939        | 131.5        | <b>26.737</b> 142.4 1:37.676        |
| 7 -                                        | 1:11.315 | 132.6        | 27.245 | 142.1        | 1:38.560 | 16 - | 4:40.136        | 122.4        | 27.849 140.1 X:00.000               |
| 8 -                                        | 1:11.175 | 132.6        | 27.145 | 141.8        | 1:38.320 | 17 - | 1:10.645        | <b>133.6</b> | 27.080 140.1 1:37.725               |
| 9 -                                        | 7:27.848 | 131.3        | 27.356 | 140.3        | X:00.000 | 18 - | <b>1:10.493</b> | 131.5        | 26.860 140.3 <b>1:37.353</b>        |
| 9 Karl HARRIS Honda - HM Plant Honda       |          |              |        |              |          |      |                 |              |                                     |
| 1 -                                        | 8:57.401 | 130.3        | 27.854 | 139.8        | X:00.000 | 11 - | 1:10.225        | 133.9        | 26.728 140.3 1:36.953               |
| 2 -                                        | 1:12.387 | 132.8        | 27.004 | 138.3        | 1:39.391 | 12 - | 1:10.229        | 135.0        | 26.577 138.0 1:36.806               |
| 3 -                                        | 1:11.250 | 133.6        | 26.912 | 138.0        | 1:38.162 | 13 - | 1:10.374        | <b>135.2</b> | 26.673 140.6 1:37.047               |
| 4 -                                        | 1:11.046 | 134.2        | 26.730 | 140.1        | 1:37.776 | 14 - | 1:10.767        | 133.6        | 26.778 139.5 1:37.545               |
| 5 -                                        | 1:10.727 | 134.2        | 26.705 | 138.6        | 1:37.432 | 15 - | 8:41.662        | 131.3        | 27.160 138.6 X:00.000               |
| 6 -                                        | 6:18.171 | 133.4        | 26.898 | <b>141.5</b> | X:00.000 | 16 - | 1:10.190        | 133.9        | <b>26.530</b> 138.6 1:36.720        |
| 7 -                                        | 1:10.562 | 134.7        | 26.744 | 138.0        | 1:37.306 | 17 - | <b>1:10.048</b> | 134.4        | 26.541 139.5 <b>1:36.589</b>        |
| 8 -                                        | 1:10.366 | 133.9        | 26.726 | 139.8        | 1:37.092 | 18 - | 1:11.718        | 122.6        | 27.767 138.9 1:39.485               |
| 9 -                                        | 6:42.818 | 133.1        | 27.195 | 137.5        | X:00.000 | 19 - | 1:10.488        | 132.1        | 26.952 140.3 1:37.440               |
| 10 -                                       | 1:10.708 | 133.9        | 26.708 | 140.3        | 1:37.416 | 20 - | 1:10.637        | 131.8        | 26.896 140.1 1:37.533               |
| 10 Jon KIRKHAM Suzuki - Scuderia Stellare  |          |              |        |              |          |      |                 |              |                                     |
| 1 -                                        | 8:58.071 | 126.1        | 28.915 | 135.5        | X:00.000 | 13 - | <b>1:12.085</b> | 130.5        | <b>27.197</b> 138.9 <b>1:39.282</b> |
| 2 -                                        | 1:15.116 | 125.9        | 28.067 | 137.7        | 1:43.183 | 14 - | 1:12.446        | 131.0        | 27.339 138.3 1:39.785               |
| 3 -                                        | 1:13.918 | 128.3        | 27.912 | 140.1        | 1:41.830 | 15 - | 1:12.103        | 130.5        | 27.769 137.2 1:39.872               |
| 4 -                                        | 1:13.608 | 129.0        | 27.637 | <b>140.3</b> | 1:41.245 | 16 - | 1:13.596        | 128.0        | 27.522 138.6 1:41.118               |
| 5 -                                        | 1:13.123 | 130.0        | 28.287 | 130.5        | 1:41.410 | 17 - | 1:12.504        | 128.8        | 27.299 138.3 1:39.803               |
| 6 -                                        | 1:15.330 | 128.0        | 27.731 | 138.0        | 1:43.061 | 18 - | 1:12.731        | 130.0        | 27.470 139.2 1:40.201               |
| 7 -                                        | 1:12.703 | 130.5        | 27.457 | 138.9        | 1:40.160 | 19 - | 1:12.271        | 131.5        | 27.262 140.1 1:39.533               |
| 8 -                                        | 6:44.046 | 124.7        | 28.322 | 138.0        | X:00.000 | 20 - | 7:03.626        | 128.0        | 27.761 138.3 X:00.000               |
| 9 -                                        | 1:12.732 | 130.0        | 27.414 | 140.1        | 1:40.146 | 21 - | 1:12.992        | 129.3        | 27.570 138.3 1:40.562               |
| 10 -                                       | 1:12.554 | 130.3        | 27.237 | 138.6        | 1:39.791 | 22 - | 1:12.550        | 129.3        | 27.466 137.7 1:40.016               |
| 11 -                                       | 1:12.303 | 128.0        | 27.327 | 138.9        | 1:39.630 | 23 - | 1:12.654        | 127.3        | 27.673 138.0 1:40.327               |
| 12 -                                       | 1:12.366 | <b>132.3</b> | 27.266 | 137.5        | 1:39.632 |      |                 |              |                                     |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

| <b>11 James HAYDON</b> Suzuki - Rizla Suzuki       |          |              |        |       |          |      |                 |              |                                     |
|----------------------------------------------------|----------|--------------|--------|-------|----------|------|-----------------|--------------|-------------------------------------|
| 1 -                                                | 8:57.588 | 130.0        | 27.986 | 139.2 | X:00.000 | 13 - | 1:11.384        | 133.9        | 26.721 141.5 1:38.105               |
| 2 -                                                | 1:12.686 | 131.5        | 27.073 | 140.6 | 1:39.759 | 14 - | 1:10.204        | 133.1        | 26.740 142.1 1:36.944               |
| 3 -                                                | 1:11.223 | 133.9        | 27.180 | 141.8 | 1:38.403 | 15 - | 1:10.225        | 133.6        | 26.653 141.5 1:36.878               |
| 4 -                                                | 1:11.568 | 131.0        | 26.934 | 141.2 | 1:38.502 | 16 - | 1:10.367        | 132.8        | <b>26.639 142.7</b> 1:37.006        |
| 5 -                                                | 1:10.872 | 132.1        | 26.845 | 141.8 | 1:37.717 | 17 - | 1:10.411        | 134.2        | 26.642 141.5 1:37.053               |
| 6 -                                                | 6:38.523 | 130.3        | 27.359 | 139.2 | X:00.000 | 18 - | <b>1:10.154</b> | 132.8        | 26.642 <b>142.7</b> <b>1:36.796</b> |
| 7 -                                                | 1:11.686 | <b>135.2</b> | 27.608 | 140.3 | 1:39.294 | 19 - | 1:11.121        | 132.1        | 26.728 141.2 1:37.849               |
| 8 -                                                | 1:10.797 | 132.8        | 26.859 | 140.9 | 1:37.656 | 20 - | 1:10.323        | 134.2        | 26.908 141.8 1:37.231               |
| 9 -                                                | 1:11.346 | 131.0        | 26.981 | 140.9 | 1:38.327 | 21 - | 1:10.887        | 132.3        | 27.352 140.1 1:38.239               |
| 10 -                                               | 1:10.761 | 133.9        | 26.912 | 139.5 | 1:37.673 | 22 - | 1:10.808        | 134.7        | 26.903 140.9 1:37.711               |
| 11 -                                               | 1:10.959 | 132.8        | 26.885 | 138.9 | 1:37.844 | 23 - | 1:11.433        | 130.5        | 26.973 140.9 1:38.406               |
| 12 -                                               | 7:49.821 | 121.3        | 27.987 | 140.1 | X:00.000 | 24 - | 1:16.564        | 128.5        | 27.257 140.1 1:43.821               |
| <b>12 Dean THOMAS</b> Kawasaki - Hawk Kawasaki     |          |              |        |       |          |      |                 |              |                                     |
| 1 -                                                | 9:23.227 | 122.6        | 29.220 | 135.2 | X:00.000 | 11 - | <b>1:10.918</b> | 130.5        | <b>26.801</b> 138.9 <b>1:37.719</b> |
| 2 -                                                | 1:16.701 | 126.1        | 28.023 | 136.9 | 1:44.724 | 12 - | 1:11.302        | 122.4        | 27.318 <b>139.5</b> 1:38.620        |
| 3 -                                                | 1:13.616 | 127.5        | 27.463 | 138.6 | 1:41.079 | 13 - | 1:12.736        | 119.4        | 27.743 134.7 1:40.479               |
| 4 -                                                | 1:12.420 | 130.0        | 27.215 | 137.2 | 1:39.635 | 14 - | 1:11.404        | 130.3        | 27.027 138.0 1:38.431               |
| 5 -                                                | X:00.000 | 126.8        | 28.586 | 134.7 | X:00.000 | 15 - | 1:11.556        | 129.3        | 27.143 137.2 1:38.699               |
| 6 -                                                | 1:12.647 | 127.8        | 27.281 | 135.5 | 1:39.928 | 16 - | 1:11.625        | 129.3        | 27.262 137.5 1:38.887               |
| 7 -                                                | 1:11.490 | 129.3        | 27.166 | 136.1 | 1:38.656 | 17 - | 1:11.673        | 127.3        | 27.024 137.2 1:38.697               |
| 8 -                                                | 1:12.003 | 130.3        | 27.158 | 135.8 | 1:39.161 | 18 - | 1:11.448        | 128.5        | 27.082 137.5 1:38.530               |
| 9 -                                                | 9:29.869 | 128.5        | 27.550 | 137.2 | X:00.000 | 19 - | 1:12.139        | 122.6        | 27.462 137.7 1:39.601               |
| 10 -                                               | 1:11.562 | <b>131.0</b> | 26.860 | 139.2 | 1:38.422 | 20 - | 1:12.119        | 127.8        | 27.707 135.5 1:39.826               |
| <b>14 Craig SPROSTON</b> Honda - Team CSR <b>C</b> |          |              |        |       |          |      |                 |              |                                     |
| 1 -                                                | 9:28.075 | 118.3        | 30.407 | 131.8 | X:00.000 | 9 -  | 1:15.332        | 126.8        | 28.355 133.9 1:43.687               |
| 2 -                                                | 7:42.829 | 120.0        | 33.486 | 110.0 | X:00.000 | 10 - | 1:15.433        | 127.3        | <b>28.241</b> 135.5 1:43.674        |
| 3 -                                                | 1:16.696 | 126.6        | 28.801 | 133.1 | 1:45.497 | 11 - | 8:35.302        | 118.7        | 28.967 134.4 X:00.000               |
| 4 -                                                | 1:15.676 | 124.9        | 28.554 | 135.0 | 1:44.230 | 12 - | 1:15.469        | 127.0        | 28.399 133.6 1:43.868               |
| 5 -                                                | 1:15.975 | 127.0        | 28.727 | 135.5 | 1:44.702 | 13 - | <b>1:15.047</b> | 127.5        | 28.448 131.8 <b>1:43.495</b>        |
| 6 -                                                | 1:15.612 | 127.0        | 28.823 | 133.4 | 1:44.435 | 14 - | 1:15.254        | 126.3        | 28.543 129.0 1:43.797               |
| 7 -                                                | X:00.000 | 114.3        | 34.170 | 124.2 | X:00.000 | 15 - | 1:15.664        | <b>127.8</b> | 28.490 <b>135.8</b> 1:44.154        |
| 8 -                                                | 1:17.915 | 126.1        | 28.883 | 131.5 | 1:46.798 |      |                 |              |                                     |
| <b>15 Ben WILSON</b> Suzuki - Vivaldi Racing       |          |              |        |       |          |      |                 |              |                                     |
| 1 -                                                | 9:14.754 | 115.9        | 30.290 | 134.4 | X:00.000 | 11 - | <b>1:11.459</b> | 128.8        | 27.227 138.9 <b>1:38.686</b>        |
| 2 -                                                | 1:16.084 | 124.7        | 28.153 | 139.2 | 1:44.237 | 12 - | 1:11.623        | 128.8        | 27.323 137.7 1:38.946               |
| 3 -                                                | 1:13.553 | 129.0        | 27.482 | 139.2 | 1:41.035 | 13 - | 1:11.867        | 127.8        | 27.198 138.9 1:39.065               |
| 4 -                                                | 1:12.407 | 128.0        | 27.349 | 140.1 | 1:39.756 | 14 - | 9:06.985        | 123.1        | 27.841 140.3 X:00.000               |
| 5 -                                                | 1:12.772 | 128.5        | 28.044 | 138.6 | 1:40.816 | 15 - | 1:11.793        | 126.8        | <b>27.091 140.9</b> 1:38.884        |
| 6 -                                                | 1:12.195 | 128.5        | 27.328 | 138.9 | 1:39.523 | 16 - | 3:37.466        | 127.5        | 27.536 137.5 4:05.002               |
| 7 -                                                | 1:11.846 | 130.0        | 27.174 | 138.9 | 1:39.020 | 17 - | 1:12.154        | 128.8        | 27.516 138.0 1:39.670               |
| 8 -                                                | 1:11.752 | <b>130.8</b> | 27.283 | 138.3 | 1:39.035 | 18 - | 1:12.152        | 124.9        | 27.414 137.2 1:39.566               |
| 9 -                                                | 9:59.613 | 128.8        | 27.798 | 139.2 | X:00.000 | 19 - | 1:12.144        | 126.3        | 27.538 137.5 1:39.682               |
| 10 -                                               | 1:12.105 | 130.5        | 27.313 | 138.9 | 1:39.418 |      |                 |              |                                     |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

| 16 Billy McCONNELL Yamaha - Virgin Mobile Yamaha |                 |              |        |              |                 |      |                       |              |                                     |
|--------------------------------------------------|-----------------|--------------|--------|--------------|-----------------|------|-----------------------|--------------|-------------------------------------|
| 1 -                                              | 8:58.549        | 127.3        | 28.065 | <b>140.9</b> | X:00.000        | 10 - | 1:12.055              | 130.5        | <b>27.104</b> 140.1 1:39.159        |
| 2 -                                              | 1:13.159        | 130.5        | 27.581 | 139.5        | 1:40.740        | 11 - | 1:12.319              | 129.3        | 27.323 139.5 1:39.642               |
| 3 -                                              | 1:12.824        | 130.5        | 27.449 | 138.3        | 1:40.273        | 12 - | 1:12.396              | 130.0        | 27.350 137.7 1:39.746               |
| 4 -                                              | 1:12.757        | 132.6        | 27.361 | 138.6        | 1:40.118        | 13 - | 1:13.573              | 129.5        | 27.767 136.6 1:41.340               |
| 5 -                                              | 1:12.211        | <b>132.8</b> | 27.291 | 136.6        | 1:39.502        | 14 - | 8:16.168              | 129.5        | 27.508 138.3 X:00.000               |
| 6 -                                              | 1:12.293        | 131.8        | 27.199 | 137.7        | 1:39.492        | 15 - | 1:12.713              | 129.5        | 27.528 138.0 1:40.241               |
| 7 -                                              | <b>1:12.040</b> | 130.0        | 27.116 | 138.3        | <b>1:39.156</b> | 16 - | 4:34.090              | 125.9        | 27.705 138.3 X:00.000               |
| 8 -                                              | 1:12.063        | 129.8        | 27.347 | 139.2        | 1:39.410        | 17 - | 1:12.321              | 130.3        | 27.287 138.3 1:39.608               |
| 9 -                                              | X:00.000        | 129.8        | 27.307 | 138.0        | X:00.000        | 18 - | 1:12.064              | 130.0        | 27.156 136.6 1:39.220               |
| 17 Steve BROGAN Yamaha - Jentin Racing           |                 |              |        |              |                 |      |                       |              |                                     |
| 1 -                                              | 9:00.337        | 123.8        | 29.011 | <b>135.5</b> | X:00.000        | 9 -  | 1:14.821              | 124.7        | 27.888 134.7 1:42.709               |
| 2 -                                              | 1:16.029        | 125.6        | 28.338 | 135.2        | 1:44.367        | 10 - | <b>1:13.299</b>       | 126.6        | 27.705 134.2 <b>1:41.004</b>        |
| 3 -                                              | 7:04.376        | 124.2        | 28.174 | 133.4        | X:00.000        | 11 - | 1:13.566              | 126.3        | 27.703 134.2 1:41.269               |
| 4 -                                              | 1:13.965        | 126.3        | 27.866 | 135.0        | 1:41.831        | 12 - | 5:44.194              | 123.5        | 28.139 132.1 X:00.000               |
| 5 -                                              | 1:14.052        | 124.5        | 27.922 | 133.4        | 1:41.974        | 13 - | 1:14.214              | <b>126.8</b> | 27.944 132.8 1:42.158               |
| 6 -                                              | 1:13.353        | 126.1        | 27.819 | 134.4        | 1:41.172        | 14 - | 1:13.522              | 123.5        | 27.729 132.8 1:41.251               |
| 7 -                                              | X:00.000        | 123.5        | 28.320 | 133.4        | X:00.000        | 15 - | 1:13.363              | 125.9        | <b>27.681</b> 133.9 1:41.044        |
| 8 -                                              | 1:48.449        | 115.3        | 29.725 | 132.8        | 2:18.174        |      |                       |              |                                     |
| 30 Gareth GLYNN Honda - Chapman Racing C         |                 |              |        |              |                 |      |                       |              |                                     |
| 1 -                                              | X:00.000        | 117.5        | 30.489 | 133.1        | X:00.000        | 7 -  | 9:42.665              | 128.3        | 28.795 129.3 X:00.000               |
| 2 -                                              | 1:17.154        | 126.1        | 28.758 | 133.9        | 1:45.912        | 8 -  | 5:35.641              | 121.7        | 28.949 132.6 X:00.000               |
| 3 -                                              | 1:14.497        | 127.5        | 28.135 | 126.8        | 1:42.632        | 9 -  | 1:14.472              | <b>131.5</b> | 27.900 135.2 1:42.372               |
| 4 -                                              | 1:14.103        | 127.3        | 28.763 | 130.0        | 1:42.866        | 10 - | 1:13.744              | 130.5        | <b>27.819 136.3</b> 1:41.563        |
| 5 -                                              | 1:14.704        | 122.6        | 28.320 | <b>136.3</b> | 1:43.024        | 11 - | <b>1:13.505</b>       | 130.8        | 28.005 <b>136.3</b> <b>1:41.510</b> |
| 6 -                                              | 1:14.445        | 126.1        | 28.545 | 133.1        | 1:42.990        | 12 - | 1:14.382              | 130.0        | 28.015 134.2 1:42.397               |
| 33 Michael LAVERTY Honda - Stobart Motorsport    |                 |              |        |              |                 |      |                       |              |                                     |
| 1 -                                              | 9:19.459        | 122.2        | 29.323 | 134.7        | X:00.000        | 11 - | 1:11.992              | 130.0        | 27.164 138.0 1:39.156               |
| 2 -                                              | 1:14.163        | 129.3        | 27.580 | <b>139.8</b> | 1:41.743        | 12 - | <b>1:11.315</b>       | 130.3        | <b>27.116</b> 137.5 <b>1:38.431</b> |
| 3 -                                              | 1:12.928        | 130.5        | 27.914 | 133.4        | 1:40.842        | 13 - | 1:11.776              | <b>130.8</b> | 27.277 136.3 1:39.053               |
| 4 -                                              | 1:32.232        | 129.0        | 28.116 | 137.7        | 2:00.348        | 14 - | 9:48.070              | 123.1        | 28.162 136.6 X:00.000               |
| 5 -                                              | 1:12.401        | 130.0        | 27.332 | 137.7        | 1:39.733        | 15 - | 1:12.291              | 129.8        | 27.447 136.9 1:39.738               |
| 6 -                                              | 1:12.095        | 128.8        | 27.389 | 138.0        | 1:39.484        | 16 - | 1:12.108              | 130.3        | 27.608 137.7 1:39.716               |
| 7 -                                              | 1:12.247        | 124.0        | 27.513 | 136.9        | 1:39.760        | 17 - | 1:11.939              | 128.5        | 27.317 137.7 1:39.256               |
| 8 -                                              | 1:11.557        | <b>130.8</b> | 27.166 | <b>139.8</b> | 1:38.723        | 18 - | 1:11.805              | 128.5        | 27.257 137.7 1:39.062               |
| 9 -                                              | 7:29.641        | 122.0        | 28.567 | 136.1        | X:00.000        | 19 - | 1:12.010              | 129.0        | 27.224 139.2 1:39.234               |
| 10 -                                             | 1:14.689        | 128.8        | 27.685 | 137.7        | 1:42.374        | 20 - | 1:12.064              | 127.5        | 27.543 134.2 1:39.607               |
| 37 Danny BEAUMONT Kawasaki - Dienza Performance  |                 |              |        |              |                 |      |                       |              |                                     |
| 1 -                                              | X:00.000        | 120.6        | 29.133 | 130.0        | X:00.000        | 7 -  | <b>1:14.211 128.0</b> | 28.162       | 133.9 <b>1:42.373</b>               |
| 2 -                                              | 6:41.895        | 126.6        | 28.695 | 131.3        | X:00.000        | 8 -  | 7:33.334              | 125.2        | 28.275 132.1 X:00.000               |
| 3 -                                              | 1:14.810        | 126.1        | 28.630 | 134.2        | 1:43.440        | 9 -  | 1:14.618              | 123.8        | <b>28.124</b> 133.9 1:42.742        |
| 4 -                                              | 1:14.910        | 126.6        | 28.168 | 134.2        | 1:43.078        | 10 - | 1:14.480              | 125.2        | 28.162 134.2 1:42.642               |
| 5 -                                              | 1:14.271        | 120.9        | 28.252 | 132.1        | 1:42.523        | 11 - | 1:14.609              | 122.0        | 28.318 134.2 1:42.927               |
| 6 -                                              | 7:31.271        | 125.2        | 28.783 | <b>135.8</b> | X:00.000        |      |                       |              |                                     |

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## FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

| 41 Craig COXHELL Kawasaki - Hawk Kawasaki     |                 |              |               |              |                 |      |                 |              |                                     |
|-----------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|--------------|-------------------------------------|
| 1 -                                           | 9:06.328        | 123.8        | 28.563        | 135.5        | X:00.000        | 12 - | 1:13.961        | 128.8        | 32.137 134.4 1:46.098               |
| 2 -                                           | 1:14.799        | 127.0        | 27.810        | 138.3        | 1:42.609        | 13 - | 1:15.427        | 101.5        | 30.138 137.2 1:45.565               |
| 3 -                                           | 1:13.478        | 126.6        | 27.581        | 138.3        | 1:41.059        | 14 - | 1:13.107        | <b>131.5</b> | 27.549 138.3 1:40.656               |
| 4 -                                           | 1:13.095        | 128.8        | 27.595        | 137.2        | 1:40.690        | 15 - | 1:12.850        | 127.5        | <b>27.394</b> 137.7 1:40.244        |
| 5 -                                           | 1:13.361        | 129.5        | 27.855        | <b>140.1</b> | 1:41.216        | 16 - | 1:12.846        | 128.8        | 27.423 137.7 1:40.269               |
| 6 -                                           | 1:30.184        | 126.6        | 37.146        | 88.6         | 2:07.330        | 17 - | 1:33.175        | 127.5        | 27.536 136.6 2:00.711               |
| 7 -                                           | 1:17.829        | 127.5        | 27.505        | 137.5        | 1:45.334        | 18 - | 6:43.214        | 126.1        | 27.566 138.3 X:00.000               |
| 8 -                                           | 1:13.132        | 127.8        | 27.402        | 138.0        | 1:40.534        | 19 - | 1:16.057        | 127.5        | 27.571 137.5 1:43.628               |
| 9 -                                           | 1:12.853        | 130.8        | 27.634        | 137.2        | 1:40.487        | 20 - | <b>1:12.307</b> | 128.5        | 27.434 138.0 <b>1:39.741</b>        |
| 10 -                                          | 1:12.890        | 130.5        | 27.531        | 138.0        | 1:40.421        | 21 - | 1:12.396        | 124.2        | 27.539 137.7 1:39.935               |
| 11 -                                          | 9:15.892        | 128.0        | 27.731        | 137.2        | X:00.000        |      |                 |              |                                     |
| 42 Dean ELLISON Honda - Slingshot SMT Racing  |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                           | 9:22.012        | 115.7        | 30.678        | 135.5        | X:00.000        | 11 - | 1:13.757        | 126.3        | 27.872 133.9 1:41.629               |
| 2 -                                           | 4:33.914        | 122.9        | 28.318        | 135.8        | X:00.000        | 12 - | 1:13.592        | 126.3        | 27.670 133.4 1:41.262               |
| 3 -                                           | 1:15.373        | 127.3        | 28.007        | 135.5        | 1:43.380        | 13 - | 7:50.882        | <b>129.3</b> | 27.622 137.5 X:00.000               |
| 4 -                                           | 1:14.909        | 127.3        | 27.906        | 135.2        | 1:42.815        | 14 - | 1:13.000        | 129.0        | 27.480 <b>137.7</b> 1:40.480        |
| 5 -                                           | 1:14.543        | 126.1        | 27.990        | 135.8        | 1:42.533        | 15 - | 1:13.724        | 128.0        | <b>27.389</b> 137.2 1:41.113        |
| 6 -                                           | 8:09.460        | 125.6        | 28.011        | 135.0        | X:00.000        | 16 - | <b>1:12.766</b> | 125.6        | 27.547 136.9 <b>1:40.313</b>        |
| 7 -                                           | 1:13.957        | 127.0        | 27.750        | 135.2        | 1:41.707        | 17 - | 1:13.604        | 125.2        | 27.668 134.7 1:41.272               |
| 8 -                                           | 1:17.009        | 128.8        | 27.906        | 134.7        | 1:44.915        | 18 - | 1:13.956        | 127.8        | 27.537 136.6 1:41.493               |
| 9 -                                           | 1:13.656        | 126.3        | 27.775        | 134.2        | 1:41.431        | 19 - | 1:12.960        | 128.0        | 27.447 137.5 1:40.407               |
| 10 -                                          | 1:23.380        | 127.3        | 27.970        | 135.8        | 1:51.350        | 20 - | 1:13.436        | 127.5        | 27.419 136.3 1:40.855               |
| 43 Howie MAINWARING Suzuki - Protech Racing C |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                           | 9:04.183        | 118.3        | 29.221        | 132.1        | X:00.000        | 8 -  | 1:13.833        | 127.3        | 27.702 <b>137.2</b> 1:41.535        |
| 2 -                                           | 1:16.893        | 124.5        | 28.403        | 134.4        | 1:45.296        | 9 -  | 9:56.086        | 120.4        | 28.886 132.6 X:00.000               |
| 3 -                                           | 1:14.572        | 124.7        | 28.111        | 133.9        | 1:42.683        | 10 - | 1:16.624        | 126.8        | 27.793 133.9 1:44.417               |
| 4 -                                           | 1:14.009        | <b>131.3</b> | 27.453        | 136.3        | 1:41.462        | 11 - | 1:13.704        | 128.8        | 27.668 135.8 1:41.372               |
| 5 -                                           | 1:13.453        | 130.5        | 27.631        | 136.1        | 1:41.084        | 12 - | 1:13.872        | 129.0        | 27.725 134.7 1:41.597               |
| 6 -                                           | <b>1:13.330</b> | 129.5        | <b>27.448</b> | 134.7        | <b>1:40.778</b> | 13 - | 1:13.820        | 128.8        | 27.666 134.2 1:41.486               |
| 7 -                                           | 1:13.967        | 128.3        | 27.676        | 136.3        | 1:41.643        |      |                 |              |                                     |
| 46 Ollie BRIDEWELL Suzuki - Vivaldi Racing    |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                           | 9:23.901        | 125.2        | 29.156        | 139.2        | X:00.000        | 11 - | X:00.000        | 129.0        | 28.329 135.5 X:00.000               |
| 2 -                                           | 1:17.123        | 117.9        | 28.380        | 138.6        | 1:45.503        | 12 - | 1:14.215        | 128.8        | 27.809 137.2 1:42.024               |
| 3 -                                           | 1:14.167        | 128.0        | 27.861        | 139.2        | 1:42.028        | 13 - | 1:13.742        | 129.0        | 27.933 137.5 1:41.675               |
| 4 -                                           | 1:13.979        | 130.3        | 27.915        | 137.5        | 1:41.894        | 14 - | 1:12.806        | <b>132.3</b> | <b>27.420</b> 138.3 <b>1:40.226</b> |
| 5 -                                           | 1:13.504        | 130.8        | 27.808        | 139.2        | 1:41.312        | 15 - | 1:12.839        | 131.5        | 27.671 139.2 1:40.510               |
| 6 -                                           | 1:13.165        | 130.5        | 27.592        | 138.0        | 1:40.757        | 16 - | 1:12.903        | 128.8        | 27.648 139.5 1:40.551               |
| 7 -                                           | 1:13.880        | 131.5        | 27.913        | 137.2        | 1:41.793        | 17 - | 1:12.613        | 128.8        | 27.630 138.0 1:40.243               |
| 8 -                                           | 1:13.072        | 131.0        | 27.566        | 137.7        | 1:40.638        | 18 - | 1:13.345        | 128.3        | 27.652 <b>139.8</b> 1:40.997        |
| 9 -                                           | <b>1:12.600</b> | 130.0        | 28.035        | 135.8        | 1:40.635        | 19 - | 1:13.631        | 128.8        | 27.928 138.0 1:41.559               |
| 10 -                                          | 1:12.818        | 130.0        | 27.860        | 135.8        | 1:40.678        |      |                 |              |                                     |

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## FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

| 48 Nick MEDD Kawasaki - Medd Racing              |          |              |               |              |          |      |                 |              |                                            |
|--------------------------------------------------|----------|--------------|---------------|--------------|----------|------|-----------------|--------------|--------------------------------------------|
| 1 -                                              | 9:08.904 | 116.3        | 30.674        | 131.3        | X:00.000 | 8 -  | 9:42.243        | 115.3        | 29.425 131.5 X:00.000                      |
| 2 -                                              | 1:18.133 | 122.6        | 29.308        | 133.6        | 1:47.441 | 9 -  | 1:16.745        | 120.2        | 29.032 133.9 1:45.777                      |
| 3 -                                              | 4:40.274 | 116.7        | 29.506        | 132.6        | X:00.000 | 10 - | 1:17.051        | 121.1        | 28.838 133.9 1:45.889                      |
| 4 -                                              | 1:18.245 | 119.4        | 29.453        | 130.3        | 1:47.698 | 11 - | 8:36.341        | 119.4        | 29.251 131.8 X:00.000                      |
| 5 -                                              | 5:13.356 | 122.6        | 28.917        | 133.4        | X:00.000 | 12 - | 1:16.408        | <b>123.3</b> | 28.578 133.9 1:44.986                      |
| 6 -                                              | 1:16.218 | 121.3        | 29.026        | 132.8        | 1:45.244 | 13 - | <b>1:15.603</b> | <b>123.3</b> | <b>28.573</b> <b>135.2</b> <b>1:44.176</b> |
| 7 -                                              | 1:16.700 | 120.0        | 29.244        | 132.6        | 1:45.944 |      |                 |              |                                            |
| 56 James BUCKINGHAM Honda - Quay Garage Racing C |          |              |               |              |          |      |                 |              |                                            |
| 1 -                                              | 9:12.480 | 118.1        | 30.093        | 130.8        | X:00.000 | 11 - | X:00.000        | 113.5        | 29.612 131.0 X:00.000                      |
| 2 -                                              | 1:19.874 | 124.5        | 28.522        | 138.6        | 1:48.396 | 12 - | 1:16.857        | 126.6        | 27.447 137.5 1:44.304                      |
| 3 -                                              | 1:14.321 | 122.4        | 28.551        | <b>139.2</b> | 1:42.872 | 13 - | 1:13.097        | 127.3        | 27.412 137.5 1:40.509                      |
| 4 -                                              | 1:13.114 | 127.3        | 28.246        | 138.3        | 1:41.360 | 14 - | 1:14.826        | 105.5        | 29.864 138.3 1:44.690                      |
| 5 -                                              | 1:17.239 | 127.8        | 27.638        | 138.9        | 1:44.877 | 15 - | <b>1:12.031</b> | <b>130.0</b> | <b>27.260</b> 138.6 <b>1:39.291</b>        |
| 6 -                                              | 1:15.590 | 117.7        | 31.396        | 135.8        | 1:46.986 | 16 - | 1:12.322        | 129.0        | 27.344 <b>139.2</b> 1:39.666               |
| 7 -                                              | 1:13.989 | 128.8        | 27.492        | 138.3        | 1:41.481 | 17 - | 1:17.057        | 122.9        | 27.728 138.0 1:44.785                      |
| 8 -                                              | 1:12.563 | 129.0        | 27.367        | 137.7        | 1:39.930 | 18 - | 1:12.241        | 126.8        | 27.759 138.9 1:40.000                      |
| 9 -                                              | 1:12.299 | 129.8        | 27.886        | 138.0        | 1:40.185 | 19 - | 1:12.507        | 127.8        | 27.322 137.5 1:39.829                      |
| 10 -                                             | 1:12.621 | 128.0        | 27.497        | 137.5        | 1:40.118 | 20 - | 1:12.162        | 129.0        | 27.381 136.3 1:39.543                      |
| 60 Peter HICKMAN Kawasaki - Hawk Kawasaki        |          |              |               |              |          |      |                 |              |                                            |
| 1 -                                              | 9:02.191 | 127.8        | 28.567        | 137.2        | X:00.000 | 6 -  | 1:13.968        | 130.3        | 27.893 133.1 1:41.861                      |
| 2 -                                              | 1:15.295 | <b>130.8</b> | 27.947        | 138.9        | 1:43.242 | 7 -  | 1:13.984        | 129.3        | 27.799 136.1 1:41.783                      |
| 3 -                                              | 1:14.196 | 130.0        | 27.842        | <b>140.1</b> | 1:42.038 | 8 -  | 1:13.885        | <b>130.8</b> | 27.817 137.2 1:41.702                      |
| 4 -                                              | 1:14.254 | 129.5        | <b>27.707</b> | 137.5        | 1:41.961 | 9 -  | 1:13.905        | 130.5        | 27.735 138.0 <b>1:41.640</b>               |
| 5 -                                              | 1:14.515 | 130.3        | 27.736        | 138.0        | 1:42.251 |      |                 |              |                                            |
| 65 Jonathan REA Honda - Red Bull Honda           |          |              |               |              |          |      |                 |              |                                            |
| 1 -                                              | 9:00.507 | 121.5        | 28.320        | 141.5        | X:00.000 | 10 - | 7:52.927        | 131.5        | 27.218 142.1 X:00.000                      |
| 2 -                                              | 1:15.184 | 131.5        | 27.836        | <b>144.3</b> | 1:43.020 | 11 - | 1:11.755        | 133.9        | 27.719 141.5 1:39.474                      |
| 3 -                                              | 1:15.947 | 131.8        | 27.699        | 143.0        | 1:43.646 | 12 - | 1:11.417        | 134.2        | 26.818 141.8 1:38.235                      |
| 4 -                                              | 1:11.983 | 133.6        | 26.964        | 140.9        | 1:38.947 | 13 - | 1:14.123        | 132.6        | 27.291 141.5 1:41.414                      |
| 5 -                                              | 1:16.082 | 111.1        | 28.973        | 142.1        | 1:45.055 | 14 - | 1:11.065        | 133.9        | 26.862 143.0 1:37.927                      |
| 6 -                                              | 7:26.113 | 131.0        | 27.351        | 142.7        | X:00.000 | 15 - | 8:48.220        | 128.5        | 27.256 141.8 X:00.000                      |
| 7 -                                              | 1:13.531 | 133.9        | 27.731        | 143.0        | 1:41.262 | 16 - | 1:11.206        | 133.1        | 26.725 143.0 1:37.931                      |
| 8 -                                              | 1:14.550 | 121.7        | 28.382        | 142.4        | 1:42.932 | 17 - | 1:11.054        | <b>134.4</b> | 27.128 142.7 1:38.182                      |
| 9 -                                              | 1:11.328 | 133.9        | 26.758        | 143.0        | 1:38.086 | 18 - | <b>1:10.844</b> | 132.6        | <b>26.673</b> 143.3 <b>1:37.517</b>        |
| 67 Shane BYRNE Suzuki - Rizla Suzuki             |          |              |               |              |          |      |                 |              |                                            |
| 1 -                                              | 8:53.193 | 131.3        | 27.348        | 142.1        | X:00.000 | 12 - | 7:30.152        | 130.5        | 27.945 140.9 X:00.000                      |
| 2 -                                              | 1:11.068 | 134.2        | 27.002        | 141.8        | 1:38.070 | 13 - | 1:10.042        | 135.2        | <b>26.501</b> 140.6 <b>1:36.543</b>        |
| 3 -                                              | 1:10.531 | 131.8        | 27.127        | 141.8        | 1:37.658 | 14 - | 1:10.425        | 135.2        | 26.753 141.8 1:37.178                      |
| 4 -                                              | 1:10.691 | 132.6        | 26.918        | 140.3        | 1:37.609 | 15 - | 1:16.436        | 125.9        | 27.267 141.8 1:43.703                      |
| 5 -                                              | 1:10.865 | 133.4        | 26.774        | 140.6        | 1:37.639 | 16 - | 1:10.087        | 135.5        | 26.609 142.7 1:36.696                      |
| 6 -                                              | 5:16.739 | 122.6        | 28.127        | 136.9        | X:00.000 | 17 - | 1:09.926        | <b>137.2</b> | 27.123 142.4 1:37.049                      |
| 7 -                                              | 1:13.755 | 126.3        | 28.828        | 140.9        | 1:42.583 | 18 - | <b>1:09.920</b> | 135.2        | 26.740 142.4 1:36.660                      |
| 8 -                                              | 1:10.714 | 135.2        | 27.040        | 141.2        | 1:37.754 | 19 - | 1:10.106        | 133.9        | 26.583 <b>144.0</b> 1:36.689               |
| 9 -                                              | 1:10.676 | 135.0        | 26.854        | 141.8        | 1:37.530 | 20 - | 1:10.473        | 135.8        | 26.650 142.4 1:37.123                      |
| 10 -                                             | 1:10.392 | 135.0        | 26.734        | 142.1        | 1:37.126 | 21 - | 1:11.388        | 132.8        | 26.755 140.1 1:38.143                      |
| 11 -                                             | 1:10.411 | 135.5        | 26.640        | 142.7        | 1:37.051 | 22 - | 4:49.410        | 133.4        | 26.985 143.0 X:00.000                      |

Weather / Track : Sunny / Dry

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Oulton Park  
Circuit Length = 2.6920 miles.  
Start: 14:10 End: 15:00

Printed - 15:02 Saturday, 29 April 2006

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

| 68 Chris MARTIN Honda - PR Branson Honda C      |                 |              |        |              |          |      |                 |              |                                     |
|-------------------------------------------------|-----------------|--------------|--------|--------------|----------|------|-----------------|--------------|-------------------------------------|
| 1 -                                             | X:00.000        | 124.0        | 29.601 | 129.5        | X:00.000 | 8 -  | 1:13.465        | 129.0        | 27.818 135.5 1:41.283               |
| 2 -                                             | 1:15.359        | 126.1        | 27.982 | 134.2        | 1:43.341 | 9 -  | 1:16.422        | 121.1        | 29.184 135.5 1:45.606               |
| 3 -                                             | 1:13.513        | <b>129.3</b> | 27.818 | 134.7        | 1:41.331 | 10 - | 1:13.033        | 128.8        | 27.694 <b>139.5</b> 1:40.727        |
| 4 -                                             | 8:11.732        | 123.5        | 29.087 | 133.4        | X:00.000 | 11 - | <b>1:12.327</b> | 128.8        | <b>27.614</b> 137.2 <b>1:39.941</b> |
| 5 -                                             | 1:13.869        | 127.3        | 27.860 | 134.4        | 1:41.729 | 12 - | 7:31.977        | 123.5        | 29.727 130.3 X:00.000               |
| 6 -                                             | 8:42.603        | 114.5        | 28.353 | 135.8        | X:00.000 | 13 - | 1:13.652        | 128.5        | 27.968 134.2 1:41.620               |
| 7 -                                             | 1:13.545        | 128.3        | 27.963 | 137.5        | 1:41.508 |      |                 |              |                                     |
| 74 Kieran CLARKE Yamaha - Virgin Mobile Yamaha  |                 |              |        |              |          |      |                 |              |                                     |
| 1 -                                             | 8:59.181        | 127.8        | 28.488 | 140.6        | X:00.000 | 11 - | 1:12.572        | 129.8        | 27.456 139.8 1:40.028               |
| 2 -                                             | 1:15.657        | 131.0        | 27.715 | 140.9        | 1:43.372 | 12 - | 1:12.564        | 131.3        | 27.359 139.5 1:39.923               |
| 3 -                                             | 1:13.740        | 129.8        | 27.675 | <b>141.8</b> | 1:41.415 | 13 - | 5:46.471        | 125.9        | 28.009 139.8 X:00.000               |
| 4 -                                             | 1:13.381        | 130.3        | 27.678 | 141.2        | 1:41.059 | 14 - | 1:12.736        | 129.8        | 27.425 139.5 1:40.161               |
| 5 -                                             | 1:13.292        | <b>132.1</b> | 27.511 | 139.5        | 1:40.803 | 15 - | 1:12.503        | 131.5        | 27.122 139.5 1:39.625               |
| 6 -                                             | 1:12.588        | <b>132.1</b> | 27.733 | 138.9        | 1:40.321 | 16 - | 1:13.434        | 129.8        | 27.322 140.3 1:40.756               |
| 7 -                                             | 1:12.464        | 131.0        | 27.358 | 138.0        | 1:39.822 | 17 - | 1:12.218        | 131.0        | 27.265 <b>141.8</b> 1:39.483        |
| 8 -                                             | 1:12.040        | 131.8        | 27.479 | 138.6        | 1:39.519 | 18 - | 4:36.430        | 127.3        | 27.723 138.6 X:00.000               |
| 9 -                                             | X:00.000        | 110.0        | 28.936 | 136.3        | X:00.000 | 19 - | 1:11.530        | 131.8        | <b>27.053</b> 138.9 1:38.583        |
| 10 -                                            | 1:12.925        | 130.0        | 27.670 | 138.0        | 1:40.595 | 20 - | <b>1:11.313</b> | 130.8        | 27.126 139.2 <b>1:38.439</b>        |
| 75 Glen RICHARDS Honda - Team Hydrex Honda      |                 |              |        |              |          |      |                 |              |                                     |
| 1 -                                             | 9:09.400        | 125.2        | 29.481 | 132.8        | X:00.000 | 11 - | 7:34.918        | 129.0        | 27.641 138.9 X:00.000               |
| 2 -                                             | 6:54.050        | 125.2        | 28.231 | 132.3        | X:00.000 | 12 - | 1:12.029        | 130.0        | <b>26.768</b> 139.2 1:38.797        |
| 3 -                                             | 1:13.399        | 129.0        | 27.347 | 137.7        | 1:40.746 | 13 - | 1:11.637        | 130.5        | 26.931 140.3 1:38.568               |
| 4 -                                             | 1:12.372        | 127.3        | 27.201 | 139.2        | 1:39.573 | 14 - | 1:13.809        | 128.8        | 27.254 <b>140.6</b> 1:41.063        |
| 5 -                                             | 6:43.143        | 129.0        | 27.641 | 137.7        | X:00.000 | 15 - | <b>1:10.952</b> | <b>131.0</b> | 26.919 139.5 <b>1:37.871</b>        |
| 6 -                                             | 1:12.673        | 130.0        | 26.909 | 139.8        | 1:39.582 | 16 - | 1:12.989        | 130.3        | 27.271 139.8 1:40.260               |
| 7 -                                             | 1:11.667        | 129.0        | 27.012 | 138.9        | 1:38.679 | 17 - | 1:11.486        | 128.5        | 27.137 140.1 1:38.623               |
| 8 -                                             | 1:11.348        | 130.0        | 26.964 | 138.9        | 1:38.312 | 18 - | 1:20.064        | 130.5        | 26.992 140.1 1:47.056               |
| 9 -                                             | 1:12.021        | 121.5        | 28.075 | 138.6        | 1:40.096 | 19 - | 1:11.407        | 129.3        | 26.917 139.2 1:38.324               |
| 10 -                                            | 1:11.862        | 127.8        | 27.172 | 138.6        | 1:39.034 | 20 - | 1:11.330        | 129.5        | 27.736 125.9 1:39.066               |
| 77 Marty NUTT Honda-M Johns Motors/NuttTravel C |                 |              |        |              |          |      |                 |              |                                     |
| 1 -                                             | X:00.000        | 113.5        | 30.312 | 128.0        | X:00.000 | 8 -  | 4:24.020        | 121.7        | 28.124 132.1 4:52.144               |
| 2 -                                             | X:00.000        | 125.4        | 28.258 | 132.6        | X:00.000 | 9 -  | 1:14.046        | <b>128.5</b> | <b>27.379</b> <b>136.6</b> 1:41.425 |
| 3 -                                             | 1:14.548        | 125.9        | 27.991 | 130.8        | 1:42.539 | 10 - | 1:13.591        | 126.6        | 27.535 135.5 1:41.126               |
| 4 -                                             | 1:14.293        | 125.2        | 27.964 | 131.8        | 1:42.257 | 11 - | 3:55.453        | 124.5        | 27.959 132.6 4:23.412               |
| 5 -                                             | 7:07.267        | 124.5        | 28.290 | 131.5        | X:00.000 | 12 - | 1:13.944        | 127.3        | 27.678 135.2 1:41.622               |
| 6 -                                             | 1:14.202        | 124.9        | 27.665 | 133.6        | 1:41.867 | 13 - | <b>1:12.962</b> | 126.8        | 27.616 135.8 <b>1:40.578</b>        |
| 7 -                                             | 1:13.206        | 126.1        | 27.547 | 133.9        | 1:40.753 | 14 - | 1:13.137        | <b>128.5</b> | 27.503 135.0 1:40.640               |
| 88 Scott SMART Suzuki - Vivaldi Racing          |                 |              |        |              |          |      |                 |              |                                     |
| 1 -                                             | X:00.000        | 117.7        | 29.007 | 139.8        | X:00.000 | 10 - | 1:12.748        | 128.3        | 27.532 <b>141.2</b> 1:40.280        |
| 2 -                                             | 1:13.966        | 124.5        | 27.726 | 138.3        | 1:41.692 | 11 - | 1:12.155        | 128.8        | 27.504 140.3 1:39.659               |
| 3 -                                             | 1:13.010        | 128.3        | 27.521 | 139.8        | 1:40.531 | 12 - | 1:12.012        | 129.3        | 27.362 139.8 1:39.374               |
| 4 -                                             | 1:12.177        | 128.8        | 27.271 | 140.6        | 1:39.448 | 13 - | 5:17.839        | 124.2        | 27.956 139.5 X:00.000               |
| 5 -                                             | 1:11.803        | 129.3        | 27.216 | 139.5        | 1:39.019 | 14 - | 1:11.910        | 128.0        | 27.351 140.1 1:39.261               |
| 6 -                                             | <b>1:11.480</b> | 125.9        | 27.477 | 137.5        | 1:38.957 | 15 - | 1:11.523        | <b>129.8</b> | 27.333 140.3 1:38.856               |
| 7 -                                             | 1:12.170        | 128.0        | 27.580 | 137.5        | 1:39.750 | 16 - | 1:11.882        | 128.5        | 27.301 139.8 1:39.183               |
| 8 -                                             | 1:11.807        | 126.6        | 27.464 | 136.6        | 1:39.271 | 17 - | 1:11.693        | 128.8        | 27.301 140.1 1:38.994               |
| 9 -                                             | X:00.000        | 122.2        | 28.355 | 139.5        | X:00.000 | 18 - | 1:11.483        | 129.0        | <b>27.196</b> 140.9 <b>1:38.679</b> |

Weather / Track : Sunny / Dry

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Oulton Park  
Circuit Length = 2.6920 miles.  
Start: 14:10 End: 15:00

Printed - 15:02 Saturday, 29 April 2006

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 2 - SECTOR ANALYSIS

(contd.)

| <b>91 Leon HASLAM</b>     |                 |              |        |       |                          |      |                 |              |                                            |
|---------------------------|-----------------|--------------|--------|-------|--------------------------|------|-----------------|--------------|--------------------------------------------|
|                           |                 |              |        |       | Ducati - Airwaves Ducati |      |                 |              |                                            |
| 1 -                       | 8:58.890        | 130.5        | 28.537 | 135.0 | X:00.000                 | 13 - | 1:10.370        | 133.4        | 26.573 139.5 1:36.943                      |
| 2 -                       | 1:15.367        | 128.0        | 27.495 | 140.1 | 1:42.862                 | 14 - | 1:11.860        | 115.7        | 27.778 138.6 1:39.638                      |
| 3 -                       | 1:10.590        | 133.6        | 26.991 | 142.4 | 1:37.581                 | 15 - | 1:10.267        | 134.7        | 26.486 139.5 1:36.753                      |
| 4 -                       | 1:11.145        | 133.9        | 26.661 | 139.5 | 1:37.806                 | 16 - | 1:10.322        | 133.1        | 26.796 139.2 1:37.118                      |
| 5 -                       | <b>1:10.056</b> | <b>135.2</b> | 26.660 | 139.8 | 1:36.716                 | 17 - | 6:20.920        | 131.3        | 27.167 140.1 X:00.000                      |
| 6 -                       | 1:11.353        | 128.8        | 27.215 | 140.6 | 1:38.568                 | 18 - | 1:10.419        | 134.2        | 26.637 141.8 1:37.056                      |
| 7 -                       | 1:10.192        | 133.4        | 26.600 | 140.3 | 1:36.792                 | 19 - | 1:10.121        | 133.4        | <b>26.430</b> <b>144.0</b> <b>1:36.551</b> |
| 8 -                       | 1:10.408        | 132.8        | 26.587 | 138.6 | 1:36.995                 | 20 - | 1:11.125        | 132.1        | 26.768 140.1 1:37.893                      |
| 9 -                       | 1:10.104        | 133.4        | 26.552 | 139.5 | 1:36.656                 | 21 - | 1:10.234        | 135.0        | 28.694 138.3 1:38.928                      |
| 10 -                      | 1:10.364        | 132.8        | 26.656 | 139.2 | 1:37.020                 | 22 - | 1:10.233        | 133.1        | 26.736 141.5 1:36.969                      |
| 11 -                      | 8:04.417        | 130.0        | 27.211 | 136.1 | X:00.000                 | 23 - | 1:10.358        | 134.2        | 26.570 138.6 1:36.928                      |
| 12 -                      | 1:17.300        | 126.1        | 27.510 | 139.2 | 1:44.810                 | 24 - | 1:12.435        | 128.5        | 27.164 139.2 1:39.599                      |
| <b>94 Michael HOWARTH</b> |                 |              |        |       |                          |      |                 |              |                                            |
|                           |                 |              |        |       | Kawasaki - MAR           |      |                 |              |                                            |
| 1 -                       | 9:18.372        | 113.3        | 31.336 | 127.0 | X:00.000                 | 10 - | 1:21.367        | 123.1        | 28.837 132.1 1:50.204                      |
| 2 -                       | 1:20.302        | 123.1        | 29.147 | 134.2 | 1:49.449                 | 11 - | 9:46.380        | 123.1        | 29.064 129.8 X:00.000                      |
| 3 -                       | 1:36.844        | 120.4        | 29.586 | 130.0 | 2:06.430                 | 12 - | 1:16.268        | 122.6        | 28.622 133.4 1:44.890                      |
| 4 -                       | 1:17.143        | 122.6        | 29.129 | 132.1 | 1:46.272                 | 13 - | <b>1:15.595</b> | <b>126.6</b> | <b>28.273</b> 134.2 <b>1:43.868</b>        |
| 5 -                       | 1:17.192        | 122.0        | 29.280 | 131.8 | 1:46.472                 | 14 - | 1:15.641        | <b>126.6</b> | 28.555 <b>135.8</b> 1:44.196               |
| 6 -                       | 9:41.523        | 114.1        | 29.253 | 129.8 | X:00.000                 | 15 - | 1:15.662        | 122.4        | 28.629 132.6 1:44.291                      |
| 7 -                       | 1:16.856        | 124.9        | 28.655 | 133.9 | 1:45.511                 | 16 - | 1:15.803        | 125.2        | 28.339 131.8 1:44.142                      |
| 8 -                       | 1:16.081        | 125.4        | 28.692 | 132.1 | 1:44.773                 | 17 - | 1:15.845        | 122.9        | 29.313 105.0 1:45.158                      |
| 9 -                       | 1:16.121        | 125.2        | 28.630 | 129.5 | 1:44.751                 |      |                 |              |                                            |

**2006 Bennetts British Superbike Championship & Superbike Cup**

**FREE PRACTICE 2 - SPEED TRAPS**

| SECTOR 1 |    |                  |       | SECTOR 2 |      |       |    | FINISH LINE      |       |  |  |
|----------|----|------------------|-------|----------|------|-------|----|------------------|-------|--|--|
| POS      | NO | NAME             | SPEED | NO       | NAME | SPEED | NO | NAME             | SPEED |  |  |
| 1        | 67 | Shane BYRNE      | 137.2 |          |      |       | 65 | Jonathan REA     | 144.3 |  |  |
| 2        | 9  | Karl HARRIS      | 135.2 |          |      |       | 8  | Tommy HILL       | 144.0 |  |  |
| 3        | 11 | James HAYDON     | 135.2 |          |      |       | 67 | Shane BYRNE      | 144.0 |  |  |
| 4        | 91 | Leon HASLAM      | 135.2 |          |      |       | 91 | Leon HASLAM      | 144.0 |  |  |
| 5        | 65 | Jonathan REA     | 134.4 |          |      |       | 3  | Michael RUTTER   | 143.7 |  |  |
| 6        | 8  | Tommy HILL       | 133.6 |          |      |       | 11 | James HAYDON     | 142.7 |  |  |
| 7        | 2  | Ryuichi KIYONARI | 133.1 |          |      |       | 1  | Gregorio LAVILLA | 142.1 |  |  |
| 8        | 16 | Billy McCONNELL  | 132.8 |          |      |       | 5  | Gary MASON       | 141.8 |  |  |
| 9        | 10 | Jon KIRKHAM      | 132.3 |          |      |       | 74 | Kieran CLARKE    | 141.8 |  |  |
| 10       | 46 | Ollie BRIDEWELL  | 132.3 |          |      |       | 9  | Karl HARRIS      | 141.5 |  |  |
| 11       | 1  | Gregorio LAVILLA | 132.1 |          |      |       | 2  | Ryuichi KIYONARI | 141.2 |  |  |
| 12       | 74 | Kieran CLARKE    | 132.1 |          |      |       | 88 | Scott SMART      | 141.2 |  |  |
| 13       | 5  | Gary MASON       | 131.8 |          |      |       | 15 | Ben WILSON       | 140.9 |  |  |
| 14       | 4  | Steve PLATER     | 131.5 |          |      |       | 16 | Billy McCONNELL  | 140.9 |  |  |
| 15       | 30 | Gareth GLYNN     | 131.5 |          |      |       | 75 | Glen RICHARDS    | 140.6 |  |  |
| 16       | 41 | Craig COXHELL    | 131.5 |          |      |       | 10 | Jon KIRKHAM      | 140.3 |  |  |
| 17       | 3  | Michael RUTTER   | 131.3 |          |      |       | 41 | Craig COXHELL    | 140.1 |  |  |
| 18       | 43 | Howie MAINWARING | 131.3 |          |      |       | 60 | Peter HICKMAN    | 140.1 |  |  |
| 19       | 12 | Dean THOMAS      | 131.0 |          |      |       | 33 | Michael LAVERTY  | 139.8 |  |  |
| 20       | 75 | Glen RICHARDS    | 131.0 |          |      |       | 46 | Ollie BRIDEWELL  | 139.8 |  |  |
| 21       | 15 | Ben WILSON       | 130.8 |          |      |       | 12 | Dean THOMAS      | 139.5 |  |  |
| 22       | 33 | Michael LAVERTY  | 130.8 |          |      |       | 68 | Chris MARTIN     | 139.5 |  |  |
| 23       | 60 | Peter HICKMAN    | 130.8 |          |      |       | 56 | James BUCKINGHAM | 139.2 |  |  |
| 24       | 56 | James BUCKINGHAM | 130.0 |          |      |       | 4  | Steve PLATER     | 138.0 |  |  |
| 25       | 88 | Scott SMART      | 129.8 |          |      |       | 42 | Dean ELLISON     | 137.7 |  |  |
| 26       | 42 | Dean ELLISON     | 129.3 |          |      |       | 43 | Howie MAINWARING | 137.2 |  |  |
| 27       | 68 | Chris MARTIN     | 129.3 |          |      |       | 77 | Marty NUTT       | 136.6 |  |  |
| 28       | 77 | Marty NUTT       | 128.5 |          |      |       | 30 | Gareth GLYNN     | 136.3 |  |  |
| 29       | 37 | Danny BEAUMONT   | 128.0 |          |      |       | 14 | Craig SPROSTON   | 135.8 |  |  |
| 30       | 14 | Craig SPROSTON   | 127.8 |          |      |       | 37 | Danny BEAUMONT   | 135.8 |  |  |
| 31       | 17 | Steve BROGAN     | 126.8 |          |      |       | 94 | Michael HOWARTH  | 135.8 |  |  |
| 32       | 94 | Michael HOWARTH  | 126.6 |          |      |       | 17 | Steve BROGAN     | 135.5 |  |  |
| 33       | 48 | Nick MEDD        | 123.3 |          |      |       | 48 | Nick MEDD        | 135.2 |  |  |

Weather / Track : Sunny / Dry

Oulton Park  
Circuit Length = 2.6920 miles  
Start: 14:10 End: 15:00

## 2006 Bennetts British Superbike Championship &amp; Superbike Cup

## FREE PRACTICE 2 - BEST SECTOR TIMES

| SECTOR 1 |    |            |          | SECTOR 2 |            | IDEAL / BEST COMPARISON |     |    |                  |          |          |       |
|----------|----|------------|----------|----------|------------|-------------------------|-----|----|------------------|----------|----------|-------|
| POS      | NO | NAME       | TIME     | NO       | NAME       | TIME                    | POS | NO | NAME             | IDEAL    | BEST     | DIFF  |
| 1        | 67 | BYRNE      | 1:09.920 | 91       | HASLAM     | 26.430                  | 1   | 67 | BYRNE            | 1:36.421 | 1:36.543 | 0.122 |
| 2        | 9  | HARRIS     | 1:10.048 | 67       | BYRNE      | 26.501                  | 2   | 91 | HASLAM           | 1:36.486 | 1:36.551 | 0.065 |
| 3        | 91 | HASLAM     | 1:10.056 | 9        | HARRIS     | 26.530                  | 3   | 9  | HARRIS           | 1:36.578 | 1:36.589 | 0.011 |
| 4        | 11 | HAYDON     | 1:10.154 | 11       | HAYDON     | 26.639                  | 4   | 11 | HAYDON           | 1:36.793 | 1:36.796 | 0.003 |
| 5        | 1  | LAVILLA    | 1:10.188 | 65       | REA        | 26.673                  | 5   | 8  | HILL             | 1:37.230 | 1:37.353 | 0.123 |
| 6        | 8  | HILL       | 1:10.493 | 8        | HILL       | 26.737                  | 6   | 1  | LAVILLA          | 1:37.246 | 1:37.260 | 0.014 |
| 7        | 3  | RUTTER     | 1:10.513 | 75       | RICHARDS   | 26.768                  | 7   | 3  | RUTTER           | 1:37.434 | 1:37.463 | 0.029 |
| 8        | 2  | KIYONARI   | 1:10.694 | 12       | THOMAS     | 26.801                  | 8   | 65 | REA              | 1:37.517 | 1:37.517 | 0.000 |
| 9        | 65 | REA        | 1:10.844 | 2        | KIYONARI   | 26.832                  | 9   | 2  | KIYONARI         | 1:37.526 | 1:37.612 | 0.086 |
| 10       | 12 | THOMAS     | 1:10.918 | 3        | RUTTER     | 26.921                  | 10  | 12 | THOMAS           | 1:37.719 | 1:37.719 | 0.000 |
| 11       | 75 | RICHARDS   | 1:10.952 | 5        | MASON      | 27.007                  | 11  | 75 | RICHARDS         | 1:37.720 | 1:37.871 | 0.151 |
| 12       | 74 | CLARKE     | 1:11.313 | 74       | CLARKE     | 27.053                  | 12  | 74 | CLARKE           | 1:38.366 | 1:38.439 | 0.073 |
| 13       | 33 | LAVERTY    | 1:11.315 | 1        | LAVILLA    | 27.058                  | 13  | 33 | LAVERTY          | 1:38.431 | 1:38.431 | 0.000 |
| 14       | 15 | WILSON     | 1:11.459 | 15       | WILSON     | 27.091                  | 14  | 15 | WILSON           | 1:38.550 | 1:38.686 | 0.136 |
| 15       | 88 | SMART      | 1:11.480 | 16       | McCONNELL  | 27.104                  | 15  | 88 | SMART            | 1:38.676 | 1:38.679 | 0.003 |
| 16       | 5  | MASON      | 1:11.802 | 33       | LAVERTY    | 27.116                  | 16  | 5  | MASON            | 1:38.809 | 1:38.910 | 0.101 |
| 17       | 56 | BUCKINGHAM | 1:12.031 | 88       | SMART      | 27.196                  | 17  | 16 | McCONNELL        | 1:39.144 | 1:39.156 | 0.012 |
| 18       | 16 | McCONNELL  | 1:12.040 | 10       | KIRKHAM    | 27.197                  | 18  | 10 | KIRKHAM          | 1:39.282 | 1:39.282 | 0.000 |
| 19       | 10 | KIRKHAM    | 1:12.085 | 56       | BUCKINGHAM | 27.260                  | 19  | 56 | BUCKINGHAM       | 1:39.291 | 1:39.291 | 0.000 |
| 20       | 4  | PLATER     | 1:12.237 | 4        | PLATER     | 27.274                  | 20  | 4  | PLATER           | 1:39.511 | 1:39.571 | 0.060 |
| 21       | 41 | COXHELL    | 1:12.307 | 77       | NUTT       | 27.379                  | 21  | 41 | COXHELL          | 1:39.701 | 1:39.741 | 0.040 |
| 22       | 68 | MARTIN     | 1:12.327 | 42       | ELLISON    | 27.389                  | 22  | 68 | MARTIN           | 1:39.941 | 1:39.941 | 0.000 |
| 23       | 46 | BRIDEWELL  | 1:12.600 | 41       | COXHELL    | 27.394                  | 23  | 46 | BRIDEWELL        | 1:40.020 | 1:40.226 | 0.206 |
| 24       | 42 | ELLISON    | 1:12.766 | 46       | BRIDEWELL  | 27.420                  | 24  | 42 | ELLISON          | 1:40.155 | 1:40.313 | 0.158 |
| 25       | 77 | NUTT       | 1:12.962 | 43       | MAINWARING | 27.448                  | 25  | 77 | NUTT             | 1:40.341 | 1:40.578 | 0.237 |
| 26       | 17 | BROGAN     | 1:13.299 | 68       | MARTIN     | 27.614                  | 26  | 43 | MAINWARING       | 1:40.778 | 1:40.778 | 0.000 |
| 27       | 43 | MAINWARING | 1:13.330 | 17       | BROGAN     | 27.681                  | 27  | 17 | BROGAN           | 1:40.980 | 1:41.004 | 0.024 |
| 28       | 30 | GLYNN      | 1:13.505 | 60       | HICKMAN    | 27.707                  | 28  | 30 | GLYNN            | 1:41.324 | 1:41.510 | 0.186 |
| 29       | 60 | HICKMAN    | 1:13.885 | 30       | GLYNN      | 27.819                  | 29  | 60 | HICKMAN          | 1:41.592 | 1:41.640 | 0.048 |
| 30       | 37 | BEAUMONT   | 1:14.211 | 37       | BEAUMONT   | 28.124                  | 30  | 37 | BEAUMONT         | 1:42.335 | 1:42.373 | 0.038 |
| 31       | 14 | SPROSTON   | 1:15.047 | 14       | SPROSTON   | 28.241                  | 31  | 14 | SPROSTON         | 1:43.288 | 1:43.495 | 0.207 |
| 32       | 94 | HOWARTH    | 1:15.595 | 94       | HOWARTH    | 28.273                  | 32  | 94 | HOWARTH          | 1:43.868 | 1:43.868 | 0.000 |
| 33       | 48 | MEDD       | 1:15.603 | 48       | MEDD       | 28.573                  | 33  | 48 | MEDD             | 1:44.176 | 1:44.176 | 0.000 |
|          |    |            |          |          |            |                         |     |    | Perfect Lap Time | 1:36.350 |          |       |

## 2006 Bennetts British Superbike Championship & Superbike Cup

### FREE PRACTICE 3

| POS | NO | CL | NAME             | NAT | ENTRY                           | TIME     | LAPS | GAP    | MPH    |
|-----|----|----|------------------|-----|---------------------------------|----------|------|--------|--------|
| 1   | 67 |    | Shane BYRNE      |     | Suzuki - Rizla Suzuki           | 1:36.271 | 8    |        | 100.66 |
| 2   | 91 |    | Leon HASLAM      |     | Ducati - Airwaves Ducati        | 1:36.437 | 22   | 0.166  | 100.49 |
| 3   | 9  |    | Karl HARRIS      |     | Honda - HM Plant Honda          | 1:36.529 | 15   | 0.258  | 100.39 |
| 4   | 1  |    | Gregorio LAVILLA |     | Ducati - Airwaves Ducati        | 1:36.531 | 19   | 0.260  | 100.39 |
| 5   | 65 |    | Jonathan REA     |     | Honda - Red Bull Honda          | 1:37.534 | 18   | 1.263  | 99.36  |
| 6   | 11 |    | James HAYDON     |     | Suzuki - Rizla Suzuki           | 1:37.600 | 21   | 1.329  | 99.29  |
| 7   | 3  |    | Michael RUTTER   |     | Honda - Stobart Motorsport      | 1:37.985 | 17   | 1.714  | 98.90  |
| 8   | 75 |    | Glen RICHARDS    |     | Honda - Team Hydrex Honda       | 1:38.043 | 18   | 1.772  | 98.84  |
| 9   | 8  |    | Tommy HILL       |     | Yamaha - Virgin Mobile Yamaha   | 1:38.097 | 19   | 1.826  | 98.79  |
| 10  | 2  |    | Ryuichi KIYONARI |     | Honda - HM Plant Honda          | 1:38.330 | 16   | 2.059  | 98.55  |
| 11  | 10 |    | Jon KIRKHAM      |     | Suzuki - Scuderia Stellare      | 1:38.865 | 20   | 2.594  | 98.02  |
| 12  | 56 | C  | James BUCKINGHAM |     | Honda - Quay Garage Racing      | 1:38.886 | 19   | 2.615  | 98.00  |
| 13  | 12 |    | Dean THOMAS      |     | Kawasaki - Hawk Kawasaki        | 1:38.933 | 12   | 2.662  | 97.95  |
| 14  | 5  |    | Gary MASON       |     | Honda - Team Hydrex Honda       | 1:38.957 | 19   | 2.686  | 97.93  |
| 15  | 33 |    | Michael LAVERTY  |     | Honda - Stobart Motorsport      | 1:39.271 | 19   | 3.000  | 97.62  |
| 16  | 41 |    | Craig COXHELL    |     | Kawasaki - Hawk Kawasaki        | 1:39.371 | 17   | 3.100  | 97.52  |
| 17  | 15 |    | Ben WILSON       |     | Suzuki - Vivaldi Racing         | 1:39.412 | 18   | 3.141  | 97.48  |
| 18  | 88 |    | Scott SMART      |     | Suzuki - Vivaldi Racing         | 1:39.567 | 19   | 3.296  | 97.33  |
| 19  | 74 |    | Kieran CLARKE    |     | Yamaha - Virgin Mobile Yamaha   | 1:39.861 | 17   | 3.590  | 97.04  |
| 20  | 16 |    | Billy McCONNELL  |     | Yamaha - Virgin Mobile Yamaha   | 1:39.873 | 19   | 3.602  | 97.03  |
| 21  | 4  |    | Steve PLATER     |     | Honda - UK Diggers.com          | 1:40.058 | 16   | 3.787  | 96.85  |
| 22  | 60 |    | Peter HICKMAN    |     | Kawasaki - Hawk Kawasaki        | 1:40.409 | 18   | 4.138  | 96.51  |
| 23  | 37 |    | Danny BEAUMONT   |     | Kawasaki - Dienza Performance   | 1:40.702 | 14   | 4.431  | 96.23  |
| 24  | 46 |    | Ollie BRIDEWELL  |     | Suzuki - Vivaldi Racing         | 1:40.774 | 21   | 4.503  | 96.16  |
| 25  | 17 |    | Steve BROGAN     |     | Yamaha - Jentin Racing          | 1:41.018 | 18   | 4.747  | 95.93  |
| 26  | 43 | C  | Howie MAINWARING |     | Suzuki - Protech Racing         | 1:41.688 | 13   | 5.417  | 95.30  |
| 27  | 30 | C  | Gareth GLYNN     |     | Honda - Chapman Racing          | 1:41.768 | 18   | 5.497  | 95.22  |
| 28  | 68 | C  | Chris MARTIN     |     | Honda - PR Branson Honda        | 1:41.856 | 16   | 5.585  | 95.14  |
| 29  | 42 |    | Dean ELLISON     |     | Honda - Slingshot SMT Racing    | 1:42.279 | 13   | 6.008  | 94.75  |
| 30  | 14 | C  | Craig SPROSTON   |     | Honda - Team CSR                | 1:43.232 | 16   | 6.961  | 93.87  |
| 31  | 94 | C  | Michael HOWARTH  |     | Kawasaki - MAR                  | 1:44.142 | 14   | 7.871  | 93.05  |
| 32  | 77 | C  | Marty NUTT       |     | Honda-M Johns Motors/NuttTravel | 1:44.962 | 9    | 8.691  | 92.33  |
| 33  | 48 |    | Nick MEDD        |     | Kawasaki - Medd Racing          | 1:47.042 | 13   | 10.771 | 90.53  |

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

Oulton Park

Circuit Length = 2.6920 miles.

Start: 12:10 End: 13:00

|                |           |             |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|                |           |             |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 3 - SECTOR ANALYSIS

| <b>1 Gregorio LAVILLA</b> Ducati - Airwaves Ducati |                 |              |               |              |                 |      |                 |              |                                     |
|----------------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|--------------|-------------------------------------|
| 1 -                                                | X:00.000        | 118.5        | 28.853        | 136.3        | X:00.000        | 11 - | 1:09.746        | 132.3        | 26.848 138.9 1:36.594               |
| 2 -                                                | 1:13.699        | 128.0        | 27.426        | 137.7        | 1:41.125        | 12 - | 1:22.460        | 124.2        | 27.279 139.8 1:49.739               |
| 3 -                                                | 1:12.147        | 122.6        | 27.681        | 136.9        | 1:39.828        | 13 - | 1:10.170        | 131.3        | <b>26.798</b> 139.2 1:36.968        |
| 4 -                                                | 1:12.166        | 130.5        | 26.917        | 141.2        | 1:39.083        | 14 - | 1:09.708        | <b>132.8</b> | 26.826 139.8 1:36.534               |
| 5 -                                                | 1:10.567        | 131.3        | 26.948        | 139.5        | 1:37.515        | 15 - | <b>1:09.703</b> | 131.3        | 26.828 139.5 <b>1:36.531</b>        |
| 6 -                                                | 1:15.330        | 126.6        | 27.464        | 139.8        | 1:42.794        | 16 - | 1:17.880        | 118.7        | 34.633 1:52.513P                    |
| 7 -                                                | 1:10.943        | 132.6        | 26.805        | <b>141.8</b> | 1:37.748        | 17 - | 8:48.746        | 129.5        | 27.726 136.3 X:00.000               |
| 8 -                                                | 1:11.265        | 131.3        | 26.896        | 136.9        | 1:38.161        | 18 - | 1:10.522        | 130.3        | 26.943 138.9 1:37.465               |
| 9 -                                                | 1:09.863        | 132.3        | 27.028        | 139.5        | 1:36.891        | 19 - | 1:14.718        | 98.8         | 39.036 1:53.754P                    |
| 10 -                                               | 1:21.916        | 127.5        | 27.367        | 139.2        | 1:49.283        |      |                 |              |                                     |
| <b>2 Ryuichi KIYONARI</b> Honda - HM Plant Honda   |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                                | X:00.000        | 125.2        | 28.962        | 123.5        | X:00.000        | 9 -  | 7:43.654        | 124.0        | 29.103 130.0 X:00.000               |
| 2 -                                                | 1:17.248        | 130.5        | 28.111        | 136.1        | 1:45.359        | 10 - | 1:16.180        | 131.8        | 27.869 133.6 1:44.049               |
| 3 -                                                | 1:13.897        | 135.2        | 27.165        | 136.9        | 1:41.062        | 11 - | 1:15.791        | 120.9        | 34.701 1:50.492P                    |
| 4 -                                                | 1:12.191        | 129.3        | 27.292        | 135.8        | 1:39.483        | 12 - | 4:20.566        | 116.9        | 29.381 133.9 4:49.947               |
| 5 -                                                | 1:15.720        | 130.3        | 28.260        | 133.4        | 1:43.980        | 13 - | 1:14.292        | 127.5        | 28.556 132.6 1:42.848               |
| 6 -                                                | 1:11.513        | <b>135.8</b> | <b>26.817</b> | 136.9        | <b>1:38.330</b> | 14 - | 1:13.467        | 133.1        | 28.184 136.3 1:41.651               |
| 7 -                                                | <b>1:11.325</b> | <b>135.8</b> | 27.294        | <b>137.7</b> | 1:38.619        | 15 - | 1:12.582        | 134.4        | 35.743 1:48.325P                    |
| 8 -                                                | 1:11.946        | 133.4        | 37.110        |              | 1:49.056P       | 16 - | 5:36.205        | 99.4         | 43.034 X:00.000P                    |
| <b>3 Michael RUTTER</b> Honda - Stobart Motorsport |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                                | X:00.000        | 75.8         | 39.596        |              | X:00.000P       | 10 - | 1:12.026        | 130.5        | 27.431 139.2 1:39.457               |
| 2 -                                                | 3:10.383        | 125.2        | 28.171        | 131.8        | 3:38.554        | 11 - | <b>1:10.985</b> | 128.0        | <b>27.000</b> 138.9 <b>1:37.985</b> |
| 3 -                                                | 1:15.318        | 126.8        | 28.061        | 137.5        | 1:43.379        | 12 - | 1:18.773        | 122.9        | 34.803 1:53.576P                    |
| 4 -                                                | 1:12.542        | 131.3        | 27.475        | 139.2        | 1:40.017        | 13 - | 8:09.951        | 125.4        | 28.967 136.3 X:00.000               |
| 5 -                                                | 1:11.811        | 130.3        | 27.253        | 140.1        | 1:39.064        | 14 - | 1:14.906        | 127.8        | 27.882 138.0 1:42.788               |
| 6 -                                                | 1:17.078        | 126.3        | 33.612        |              | 1:50.690P       | 15 - | 1:12.527        | 128.5        | 27.321 139.2 1:39.848               |
| 7 -                                                | 3:29.388        | 118.1        | 28.075        | 137.7        | 3:57.463        | 16 - | 1:14.294        | 119.1        | 37.407 1:51.701P                    |
| 8 -                                                | 1:12.646        | 130.3        | 27.438        | <b>140.9</b> | 1:40.084        | 17 - | 8:39.320        | 110.1        | 35.909 X:00.000P                    |
| 9 -                                                | 1:11.490        | <b>134.4</b> | 27.089        | 138.3        | 1:38.579        |      |                 |              |                                     |
| <b>4 Steve PLATER</b> Honda - UK Diggers.com       |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                                | X:00.000        | 125.4        | 29.035        | 131.0        | X:00.000        | 9 -  | 1:13.354        | 129.8        | <b>27.556</b> 134.4 1:40.910        |
| 2 -                                                | 1:18.656        | 118.5        | 31.440        | 128.0        | 1:50.096        | 10 - | 1:13.457        | 129.0        | 27.752 <b>134.7</b> 1:41.209        |
| 3 -                                                | 1:14.805        | 127.8        | 27.904        | 134.4        | 1:42.709        | 11 - | 1:13.016        | 129.5        | 27.724 134.2 1:40.740               |
| 4 -                                                | 1:13.286        | 127.8        | 27.740        | 133.1        | 1:41.026        | 12 - | 1:17.119        | 119.6        | 28.949 133.9 1:46.068               |
| 5 -                                                | 1:19.340        | 130.3        | 28.061        | 134.2        | 1:47.401        | 13 - | 1:12.775        | <b>132.1</b> | 27.673 133.9 1:40.448               |
| 6 -                                                | <b>1:12.439</b> | 130.5        | 27.619        | 133.4        | <b>1:40.058</b> | 14 - | 1:13.116        | 130.0        | 27.587 133.6 1:40.703               |
| 7 -                                                | 1:20.865        | 120.6        | 36.368        |              | 1:57.233P       | 15 - | 1:21.431        | 117.5        | 34.563 1:55.994P                    |
| 8 -                                                | 8:43.482        | 130.3        | 27.744        | 134.4        | X:00.000        | 16 - | 8:30.876        | 87.8         | 42.364 X:00.000P                    |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 3 - SECTOR ANALYSIS

(contd.)

| 5 Gary MASON Honda - Team Hydrex Honda     |          |              |               |              |            |      |                 |              |                                            |
|--------------------------------------------|----------|--------------|---------------|--------------|------------|------|-----------------|--------------|--------------------------------------------|
| 1 -                                        | X:00.000 | 128.0        | 29.615        | 135.5        | X:00.000   | 11 - | 8:25.121        | 131.0        | 27.669 136.9 X:00.000                      |
| 2 -                                        | 1:16.502 | 124.7        | 28.262        | <b>138.6</b> | 1:44.764   | 12 - | 1:12.260        | 130.3        | 27.586 137.2 1:39.846                      |
| 3 -                                        | 1:13.554 | 131.0        | 27.540        | 137.7        | 1:41.094   | 13 - | <b>1:11.822</b> | <b>133.9</b> | <b>27.135</b> <b>138.6</b> <b>1:38.957</b> |
| 4 -                                        | 1:13.015 | 130.0        | 27.536        | 135.2        | 1:40.551   | 14 - | 1:11.999        | 129.8        | 27.161 <b>138.6</b> 1:39.160               |
| 5 -                                        | 1:14.509 | 114.9        | 37.141        |              | 1:51.650 P | 15 - | 1:12.557        | 131.5        | 27.463 136.3 1:40.020                      |
| 6 -                                        | 4:52.546 | 80.4         | 32.168        | 135.8        | X:00.000   | 16 - | 1:12.722        | 133.1        | 27.883 85.7 1:40.605                       |
| 7 -                                        | 1:13.976 | 130.0        | 27.536        | 137.7        | 1:41.512   | 17 - | 1:25.531        | 113.1        | 40.889 2:06.420 P                          |
| 8 -                                        | 1:12.612 | 132.3        | 27.465        | 137.7        | 1:40.077   | 18 - | 7:39.686        | 110.3        | 32.025 122.2 X:00.000                      |
| 9 -                                        | 1:13.256 | 129.8        | 27.500        | 137.7        | 1:40.756   | 19 - | 1:24.751        | 123.8        | 29.384 130.8 1:54.135                      |
| 10 -                                       | 1:13.279 | 130.0        | 34.211        |              | 1:47.490 P |      |                 |              |                                            |
| 8 Tommy HILL Yamaha - Virgin Mobile Yamaha |          |              |               |              |            |      |                 |              |                                            |
| 1 -                                        | X:00.000 | 113.1        | 29.050        | 138.3        | X:00.000   | 11 - | 1:11.406        | 130.8        | 26.915 139.8 1:38.321                      |
| 2 -                                        | 1:15.667 | 132.8        | 27.653        | 138.3        | 1:43.320   | 12 - | 1:11.543        | 130.8        | 27.048 140.3 1:38.591                      |
| 3 -                                        | 1:13.409 | 131.8        | 27.333        | 139.5        | 1:40.742   | 13 - | 1:11.515        | 130.0        | 27.146 138.3 1:38.661                      |
| 4 -                                        | 1:12.709 | 125.6        | 27.673        | 139.8        | 1:40.382   | 14 - | 1:24.233        | 111.4        | 36.291 2:00.524 P                          |
| 5 -                                        | 1:12.115 | 132.1        | 27.112        | 141.2        | 1:39.227   | 15 - | 4:19.450        | 127.5        | 27.633 136.6 4:47.083                      |
| 6 -                                        | 1:11.994 | 131.3        | <b>26.865</b> | <b>141.5</b> | 1:38.859   | 16 - | 1:11.297        | 132.1        | 27.098 138.9 1:38.395                      |
| 7 -                                        | 1:12.774 | <b>133.6</b> | 26.939        | <b>141.5</b> | 1:39.713   | 17 - | <b>1:10.933</b> | 132.3        | 27.164 139.5 <b>1:38.097</b>               |
| 8 -                                        | 1:12.949 | 129.5        | 34.613        |              | 1:47.562 P | 18 - | 1:12.470        | 130.3        | 34.581 1:47.051 P                          |
| 9 -                                        | 4:18.121 | 129.3        | 28.049        | 136.9        | 4:46.170   | 19 - | 4:00.706        | 111.2        | 36.927 4:37.633 P                          |
| 10 -                                       | 1:11.996 | 131.8        | 27.082        | 140.6        | 1:39.078   |      |                 |              |                                            |
| 9 Karl HARRIS Honda - HM Plant Honda       |          |              |               |              |            |      |                 |              |                                            |
| 1 -                                        | X:00.000 | 127.5        | 28.604        | 136.1        | X:00.000   | 9 -  | <b>1:10.002</b> | 133.6        | <b>26.527</b> 137.2 <b>1:36.529</b>        |
| 2 -                                        | 1:13.482 | 132.6        | 27.140        | 137.7        | 1:40.622   | 10 - | 1:19.431        | 117.5        | 35.438 1:54.869 P                          |
| 3 -                                        | 1:11.430 | 132.8        | 26.819        | 138.0        | 1:38.249   | 11 - | 7:42.282        | 133.6        | 27.493 <b>139.2</b> X:00.000               |
| 4 -                                        | 1:17.086 | 121.5        | 35.174        |              | 1:52.260 P | 12 - | 1:10.414        | 133.6        | 26.798 136.6 1:37.212                      |
| 5 -                                        | 7:52.221 | 132.8        | 27.161        | 136.9        | X:00.000   | 13 - | 1:10.015        | <b>135.2</b> | 26.646 137.2 1:36.661                      |
| 6 -                                        | 1:10.923 | 134.4        | 26.893        | 137.7        | 1:37.816   | 14 - | 1:10.085        | <b>135.2</b> | 26.540 137.5 1:36.625                      |
| 7 -                                        | 1:10.617 | 134.4        | 26.605        | 138.3        | 1:37.222   | 15 - | 1:15.746        | 117.3        | 36.947 1:52.693 P                          |
| 8 -                                        | 1:10.368 | 133.9        | 26.689        | 138.9        | 1:37.057   |      |                 |              |                                            |
| 10 Jon KIRKHAM Suzuki - Scuderia Stellare  |          |              |               |              |            |      |                 |              |                                            |
| 1 -                                        | X:00.000 | 120.4        | 29.365        | 129.8        | X:00.000   | 11 - | 7:31.412        | 128.0        | 28.028 136.6 X:00.000                      |
| 2 -                                        | 1:16.821 | 128.5        | 28.174        | 138.3        | 1:44.995   | 12 - | 1:13.068        | 130.3        | 27.505 136.9 1:40.573                      |
| 3 -                                        | 1:15.252 | 125.6        | 28.214        | 137.7        | 1:43.466   | 13 - | 1:11.908        | 132.8        | 27.216 138.6 1:39.124                      |
| 4 -                                        | 1:13.817 | 128.3        | 27.572        | 138.3        | 1:41.389   | 14 - | 1:11.928        | 132.3        | 27.200 137.7 1:39.128                      |
| 5 -                                        | 1:12.979 | 128.8        | 27.674        | 138.6        | 1:40.653   | 15 - | 1:11.767        | 133.4        | 27.098 138.9 <b>1:38.865</b>               |
| 6 -                                        | 1:13.323 | <b>134.2</b> | 27.423        | <b>141.2</b> | 1:40.746   | 16 - | 1:11.834        | 132.6        | 27.602 137.7 1:39.436                      |
| 7 -                                        | 1:15.642 | 127.3        | 27.741        | 138.9        | 1:43.383   | 17 - | 1:11.776        | 132.3        | 27.176 138.0 1:38.952                      |
| 8 -                                        | 1:12.396 | 130.8        | 27.415        | 137.7        | 1:39.811   | 18 - | 1:11.976        | <b>134.2</b> | <b>27.064</b> 137.7 1:39.040               |
| 9 -                                        | 1:12.682 | 128.5        | 27.361        | 137.2        | 1:40.043   | 19 - | <b>1:11.654</b> | 132.3        | 27.355 132.1 1:39.009                      |
| 10 -                                       | 1:13.782 | 120.2        | 36.210        |              | 1:49.992 P | 20 - | 1:20.597        | 112.7        | 39.107 1:59.704 P                          |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 3 - SECTOR ANALYSIS

(contd.)

| <b>11</b> | <b>James HAYDON</b>   |              |               | Suzuki - Rizla Suzuki    |                 |      |                 |              |               |              |                 |
|-----------|-----------------------|--------------|---------------|--------------------------|-----------------|------|-----------------|--------------|---------------|--------------|-----------------|
| 1 -       | X:00.000              | 127.5        | 28.873        | 135.2                    | X:00.000        | 12 - | 4:29.432        | 111.1        | 28.350        | 140.1        | 4:57.782        |
| 2 -       | 1:16.245              | 131.3        | 27.614        | 137.7                    | 1:43.859        | 13 - | 1:11.759        | 132.8        | <b>26.756</b> | <b>142.4</b> | 1:38.515        |
| 3 -       | 1:19.853              | 116.9        | 28.465        | 138.9                    | 1:48.318        | 14 - | 1:12.355        | 133.4        | 26.791        | 141.2        | 1:39.146        |
| 4 -       | 1:12.534              | 131.0        | 26.949        | 139.5                    | 1:39.483        | 15 - | 1:10.983        | 132.6        | 26.790        | 140.3        | 1:37.773        |
| 5 -       | 1:21.480              | 124.0        | 27.567        | 139.8                    | 1:49.047        | 16 - | 1:11.337        | 128.3        | 27.335        | 140.3        | 1:38.672        |
| 6 -       | 1:11.345              | 134.4        | 26.932        | 137.2                    | 1:38.277        | 17 - | 1:11.513        | 133.1        | 27.251        | 141.8        | 1:38.764        |
| 7 -       | 1:11.831              | 130.3        | 34.042        |                          | 1:45.873 P      | 18 - | 1:19.428        | 108.4        | 43.772        |              | 2:03.200 P      |
| 8 -       | 5:13.582              | 132.8        | 27.076        | 140.1                    | X:00.000        | 19 - | 6:18.633        | 103.5        | 40.680        |              | X:00.000 P      |
| 9 -       | 1:11.102              | 131.3        | 26.809        | 142.1                    | 1:37.911        | 20 - | 2:32.441        | 116.9        | 30.815        | 127.5        | 3:03.256        |
| 10 -      | <b>1:10.694</b>       | <b>135.5</b> | 26.906        | 140.9                    | <b>1:37.600</b> | 21 - | 1:24.659        | 117.3        | 31.238        | 123.3        | 1:55.897        |
| 11 -      | 1:11.346              | 132.1        | 35.303        |                          | 1:46.649 P      |      |                 |              |               |              |                 |
| <b>12</b> | <b>Dean THOMAS</b>    |              |               | Kawasaki - Hawk Kawasaki |                 |      |                 |              |               |              |                 |
| 1 -       | X:00.000              | 117.5        | 30.305        | 130.3                    | X:00.000        | 7 -  | <b>1:11.813</b> | 129.8        | 27.120        | 136.1        | <b>1:38.933</b> |
| 2 -       | 1:16.446              | 125.4        | 27.714        | 134.7                    | 1:44.160        | 8 -  | 1:19.661        | 124.7        | 32.856        |              | 1:52.517 P      |
| 3 -       | 1:13.151              | 130.0        | 27.315        | 135.5                    | 1:40.466        | 9 -  | X:00.000        | 127.3        | 27.797        | 134.7        | X:00.000        |
| 4 -       | 1:12.452              | 128.8        | <b>27.085</b> | 137.2                    | 1:39.537        | 10 - | 1:22.598        | 73.5         | 32.312        | 125.2        | 1:54.910        |
| 5 -       | 1:12.101              | <b>131.5</b> | 27.639        | <b>139.2</b>             | 1:39.740        | 11 - | 1:15.074        | 129.5        | 31.515        |              | 1:46.589 P      |
| 6 -       | 1:20.424              | 125.4        | 27.465        | 135.0                    | 1:47.889        | 12 - | 6:58.198        | 88.3         | 41.383        |              | X:00.000 P      |
| <b>14</b> | <b>Craig SPROSTON</b> |              |               | Honda - Team CSR         |                 |      |                 |              |               |              |                 |
| 1 -       | X:00.000              | 113.7        | 33.402        | 102.9                    | X:00.000        | 9 -  | 8:58.628        | 124.9        | 29.028        | 133.1        | X:00.000        |
| 2 -       | 1:23.900              | 117.7        | 31.362        | 132.1                    | 1:55.262        | 10 - | 1:18.778        | 127.8        | 28.493        | 134.4        | 1:47.271        |
| 3 -       | 1:17.015              | 128.8        | 28.603        | 132.3                    | 1:45.618        | 11 - | <b>1:14.901</b> | 128.3        | 28.331        | 133.6        | <b>1:43.232</b> |
| 4 -       | 1:16.127              | 129.0        | 28.794        | 131.0                    | 1:44.921        | 12 - | 1:15.235        | <b>130.3</b> | <b>28.299</b> | 134.2        | 1:43.534        |
| 5 -       | 1:16.395              | 129.8        | 28.414        | <b>135.2</b>             | 1:44.809        | 13 - | 1:15.819        | 122.6        | 34.051        |              | 1:49.870 P      |
| 6 -       | 1:16.601              | 122.9        | 31.250        | 98.1                     | 1:47.851        | 14 - | 6:11.275        | 101.0        | 36.738        | 112.4        | X:00.000        |
| 7 -       | 1:22.615              | 105.5        | 32.081        | 130.3                    | 1:54.696        | 15 - | 1:32.158        | 105.0        | 36.701        | 89.0         | 2:08.859        |
| 8 -       | 1:21.247              | 118.5        | 35.787        |                          | 1:57.034 P      | 16 - | 1:35.672        | 100.0        | 40.384        |              | 2:16.056 P      |
| <b>15</b> | <b>Ben WILSON</b>     |              |               | Suzuki - Vivaldi Racing  |                 |      |                 |              |               |              |                 |
| 1 -       | X:00.000              | 122.4        | 29.317        | 136.9                    | X:00.000        | 10 - | 1:12.052        | 129.8        | 27.360        | 138.0        | <b>1:39.412</b> |
| 2 -       | 1:15.983              | 125.2        | 28.260        | 135.5                    | 1:44.243        | 11 - | 1:15.231        | 125.9        | 35.070        |              | 1:50.301 P      |
| 3 -       | 1:14.174              | 128.0        | 27.846        | 136.3                    | 1:42.020        | 12 - | 6:09.549        | 127.5        | 27.932        | 137.2        | X:00.000        |
| 4 -       | 1:20.569              | 84.5         | 35.870        |                          | 1:56.439 P      | 13 - | 1:13.281        | 128.3        | 27.574        | 136.6        | 1:40.855        |
| 5 -       | 3:35.173              | 127.3        | 27.974        | 137.7                    | 4:03.147        | 14 - | 1:13.297        | 129.3        | 27.894        | 135.0        | 1:41.191        |
| 6 -       | 1:13.408              | 128.5        | 27.503        | 137.5                    | 1:40.911        | 15 - | 1:12.572        | 129.3        | 27.426        | 137.5        | 1:39.998        |
| 7 -       | 1:19.521              | 120.0        | 28.451        | 138.0                    | 1:47.972        | 16 - | 1:12.151        | <b>131.5</b> | 27.411        | 136.9        | 1:39.562        |
| 8 -       | 1:12.703              | 129.0        | 27.466        | 136.1                    | 1:40.169        | 17 - | <b>1:12.013</b> | 130.3        | 27.472        | 137.5        | 1:39.485        |
| 9 -       | 1:12.376              | 129.3        | <b>27.219</b> | <b>138.6</b>             | 1:39.595        | 18 - | 1:12.361        | 129.0        | 28.260        | 81.6         | 1:40.621        |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 3 - SECTOR ANALYSIS

(contd.)

| <b>16 Billy McCONNELL</b> Yamaha - Virgin Mobile Yamaha |                 |              |               |              |                 |      |                 |       |                                     |
|---------------------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|-------|-------------------------------------|
| 1 -                                                     | X:00.000        | 116.9        | 29.096        | 135.5        | X:00.000        | 11 - | 1:12.557        | 131.3 | 27.485 135.8 1:40.042               |
| 2 -                                                     | 1:16.214        | 130.0        | 27.786        | 137.5        | 1:44.000        | 12 - | 1:14.450        | 130.5 | 33.782 1:48.232P                    |
| 3 -                                                     | 1:14.027        | 125.6        | 27.522        | 136.9        | 1:41.549        | 13 - | 6:23.892        | 128.8 | 27.528 137.7 X:00.000               |
| 4 -                                                     | 1:13.816        | 131.0        | 27.595        | 135.0        | 1:41.411        | 14 - | 1:12.713        | 128.0 | 27.992 137.5 1:40.705               |
| 5 -                                                     | 1:15.972        | 126.8        | 28.007        | 136.9        | 1:43.979        | 15 - | 1:12.944        | 132.3 | 27.438 137.5 1:40.382               |
| 6 -                                                     | 1:15.436        | 129.3        | 27.702        | 137.5        | 1:43.138        | 16 - | 1:12.632        | 132.8 | <b>27.241</b> 136.9 <b>1:39.873</b> |
| 7 -                                                     | 1:12.986        | 130.8        | 27.678        | 136.9        | 1:40.664        | 17 - | <b>1:12.355</b> | 130.5 | 27.561 136.6 1:39.916               |
| 8 -                                                     | 1:12.545        | 132.1        | 27.453        | 138.3        | 1:39.998        | 18 - | 1:12.366        | 129.3 | 27.568 137.2 1:39.934               |
| 9 -                                                     | 1:13.534        | 132.3        | 27.397        | <b>138.9</b> | 1:40.931        | 19 - | 1:15.390        | 130.8 | 32.919 1:48.309P                    |
| 10 -                                                    | 1:12.833        | <b>133.4</b> | 27.575        | 137.5        | 1:40.408        |      |                 |       |                                     |
| <b>17 Steve BROGAN</b> Yamaha - Jentin Racing           |                 |              |               |              |                 |      |                 |       |                                     |
| 1 -                                                     | X:00.000        | 124.7        | 28.782        | 130.8        | X:00.000        | 10 - | 1:13.776        | 128.5 | 27.979 128.5 1:41.755               |
| 2 -                                                     | 1:16.432        | 125.2        | 28.335        | 134.2        | 1:44.767        | 11 - | 1:24.474        | 115.7 | 34.994 1:59.468P                    |
| 3 -                                                     | 1:15.803        | 122.0        | 28.057        | <b>135.8</b> | 1:43.860        | 12 - | 3:54.208        | 125.9 | 28.554 133.1 4:22.762               |
| 4 -                                                     | 1:14.664        | 127.3        | 34.075        |              | 1:48.739P       | 13 - | 1:13.493        | 128.0 | 27.819 133.6 1:41.312               |
| 5 -                                                     | 3:24.577        | 126.6        | 28.449        | 132.1        | 3:53.026        | 14 - | 1:13.829        | 127.0 | 27.763 133.1 1:41.592               |
| 6 -                                                     | 1:13.919        | 128.3        | 27.827        | 134.4        | 1:41.746        | 15 - | 1:13.884        | 127.8 | 27.793 132.8 1:41.677               |
| 7 -                                                     | 1:13.997        | 128.0        | 27.698        | 134.7        | 1:41.695        | 16 - | 1:18.327        | 119.4 | 35.760 1:54.087P                    |
| 8 -                                                     | 1:14.451        | 128.8        | 27.892        | 133.6        | 1:42.343        | 17 - | 6:16.740        | 114.3 | 29.918 119.4 X:00.000               |
| 9 -                                                     | <b>1:13.435</b> | <b>129.3</b> | <b>27.583</b> | 133.6        | <b>1:41.018</b> | 18 - | 1:27.233        | 113.9 | 38.511 2:05.744P                    |
| <b>30 Gareth GLYNN</b> Honda - Chapman Racing <b>C</b>  |                 |              |               |              |                 |      |                 |       |                                     |
| 1 -                                                     | X:00.000        | 115.9        | 30.901        | 129.0        | X:00.000        | 10 - | 1:16.521        | 130.8 | 28.087 127.8 1:44.608               |
| 2 -                                                     | 1:18.327        | 126.1        | 28.992        | 132.1        | 1:47.319        | 11 - | 1:15.600        | 123.1 | 34.031 1:49.631P                    |
| 3 -                                                     | 1:15.827        | 128.5        | 28.407        | 133.9        | 1:44.234        | 12 - | 5:10.410        | 127.0 | 29.290 130.8 X:00.000               |
| 4 -                                                     | 1:14.992        | 128.0        | 28.189        | 132.1        | 1:43.181        | 13 - | 1:17.101        | 125.9 | 28.965 130.3 1:46.066               |
| 5 -                                                     | <b>1:13.780</b> | <b>131.3</b> | 27.988        | 133.4        | <b>1:41.768</b> | 14 - | 1:15.559        | 127.8 | 28.394 128.3 1:43.953               |
| 6 -                                                     | 1:14.263        | 130.3        | 27.974        | 126.8        | 1:42.237        | 15 - | 1:15.057        | 126.8 | 28.630 131.8 1:43.687               |
| 7 -                                                     | 1:15.396        | 126.8        | 33.996        |              | 1:49.392P       | 16 - | 1:14.533        | 131.0 | 28.265 132.3 1:42.798               |
| 8 -                                                     | 1:53.095        | 129.5        | <b>27.895</b> | <b>135.8</b> | 2:20.990        | 17 - | 1:14.850        | 128.0 | 28.162 134.2 1:43.012               |
| 9 -                                                     | 1:15.697        | 123.8        | 29.277        | 132.8        | 1:44.974        | 18 - | 1:20.620        | 102.7 | 37.714 1:58.334P                    |
| <b>33 Michael LAVERTY</b> Honda - Stobart Motorsport    |                 |              |               |              |                 |      |                 |       |                                     |
| 1 -                                                     | X:00.000        | 122.6        | 30.070        | 129.5        | X:00.000        | 11 - | 1:12.526        | 130.8 | 27.825 <b>140.3</b> 1:40.351        |
| 2 -                                                     | 1:21.640        | 127.3        | 28.598        | 133.9        | 1:50.238        | 12 - | 1:23.905        | 111.8 | 28.373 136.1 1:52.278               |
| 3 -                                                     | 1:25.510        | 81.3         | 36.224        | 130.0        | 2:01.734        | 13 - | 1:12.533        | 129.5 | 27.336 137.7 1:39.869               |
| 4 -                                                     | 1:19.359        | 129.5        | 28.071        | 136.3        | 1:47.430        | 14 - | 1:18.125        | 120.4 | 36.366 1:54.491P                    |
| 5 -                                                     | 1:13.820        | 129.5        | 27.575        | 136.9        | 1:41.395        | 15 - | 3:37.113        | 119.1 | 29.157 132.8 4:06.270               |
| 6 -                                                     | 1:13.028        | 131.0        | 27.486        | 136.6        | 1:40.514        | 16 - | 1:18.873        | 127.8 | 27.864 136.6 1:46.737               |
| 7 -                                                     | 1:19.814        | 118.7        | 35.967        |              | 1:55.781P       | 17 - | 1:13.076        | 130.5 | 27.464 137.5 1:40.540               |
| 8 -                                                     | 4:24.714        | 127.8        | 28.140        | 136.9        | 4:52.854        | 18 - | 1:17.340        | 124.5 | 35.880 1:53.220P                    |
| 9 -                                                     | 1:13.290        | <b>131.5</b> | 27.364        | 137.7        | 1:40.654        | 19 - | 6:53.344        | 91.6  | 47.038 X:00.000P                    |
| 10 -                                                    | <b>1:12.077</b> | 129.3        | <b>27.194</b> | 138.3        | <b>1:39.271</b> |      |                 |       |                                     |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 3 - SECTOR ANALYSIS

(contd.)

| 37 Danny BEAUMONT Kawasaki - Dienza Performance |                 |              |               |              |                 |      |                 |              |                                            |
|-------------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|--------------|--------------------------------------------|
| 1 -                                             | X:00.000        | 112.9        | 30.552        | 132.8        | X:00.000        | 8 -  | 1:15.418        | 126.3        | 28.535 131.3 1:43.953                      |
| 2 -                                             | 1:17.041        | 127.8        | 28.322        | <b>134.7</b> | 1:45.363        | 9 -  | 1:14.993        | <b>129.8</b> | 28.196 133.9 1:43.189                      |
| 3 -                                             | 1:15.575        | 127.8        | 28.751        | 133.1        | 1:44.326        | 10 - | 1:17.267        | 118.5        | 36.062 1:53.329P                           |
| 4 -                                             | 1:15.316        | 128.5        | 34.450        |              | 1:49.766P       | 11 - | 8:01.948        | 124.2        | 38.814 X:00.000P                           |
| 5 -                                             | 3:54.350        | 116.3        | 33.350        | 124.0        | 4:27.700        | 12 - | 4:26.081        | 125.9        | 28.495 132.6 4:54.576                      |
| 6 -                                             | 1:15.711        | 129.5        | 28.677        | 129.8        | 1:44.388        | 13 - | 1:14.009        | 129.3        | 28.082 133.4 1:42.091                      |
| 7 -                                             | 1:26.702        | 121.7        | 28.927        | 130.0        | 1:55.629        | 14 - | <b>1:12.978</b> | 128.8        | <b>27.724</b> 133.9 <b>1:40.702</b>        |
| 41 Craig COXHILL Kawasaki - Hawk Kawasaki       |                 |              |               |              |                 |      |                 |              |                                            |
| 1 -                                             | X:00.000        | 114.7        | 30.366        | 130.8        | X:00.000        | 10 - | 1:12.904        | 131.5        | 27.238 136.6 1:40.142                      |
| 2 -                                             | 1:16.670        | 125.2        | 28.378        | 137.5        | 1:45.048        | 11 - | 1:12.514        | 128.0        | 27.379 136.6 1:39.893                      |
| 3 -                                             | 1:14.032        | 130.8        | 27.373        | 137.7        | 1:41.405        | 12 - | 1:12.747        | 129.8        | 35.014 1:47.761P                           |
| 4 -                                             | 1:12.754        | 127.5        | 27.709        | <b>138.6</b> | 1:40.463        | 13 - | 6:59.562        | 130.0        | 27.663 136.9 X:00.000                      |
| 5 -                                             | 1:13.159        | 131.0        | 27.394        | 136.3        | 1:40.553        | 14 - | 1:13.814        | 118.7        | 33.410 1:47.224P                           |
| 6 -                                             | 1:17.383        | 130.0        | 27.358        | 137.5        | 1:44.741        | 15 - | 2:36.584        | 131.0        | 33.272 3:09.856P                           |
| 7 -                                             | <b>1:12.223</b> | <b>133.4</b> | <b>27.148</b> | 136.6        | <b>1:39.371</b> | 16 - | 1:46.504        | 122.6        | 37.813 2:24.317P                           |
| 8 -                                             | 1:21.542        | 119.6        | 33.266        |              | 1:54.808P       | 17 - | 7:33.459        | 109.8        | 38.272 X:00.000P                           |
| 9 -                                             | 6:40.353        | 130.0        | 27.856        | 135.0        | X:00.000        |      |                 |              |                                            |
| 42 Dean ELLISON Honda - Slingshot SMT Racing    |                 |              |               |              |                 |      |                 |              |                                            |
| 1 -                                             | X:00.000        | 117.7        | 30.162        | 133.4        | X:00.000        | 8 -  | 1:22.620        | 104.5        | 39.912 2:02.532P                           |
| 2 -                                             | 1:18.242        | 128.5        | 28.350        | 135.5        | 1:46.592        | 9 -  | 6:51.173        | 121.3        | 28.645 133.9 X:00.000                      |
| 3 -                                             | 1:24.619        | 125.6        | 39.090        |              | 2:03.709P       | 10 - | 1:23.975        | 110.1        | 37.793 2:01.768P                           |
| 4 -                                             | 5:08.065        | <b>129.0</b> | 28.139        | 134.4        | X:00.000        | 11 - | 8:16.816        | 124.5        | 28.070 135.5 X:00.000                      |
| 5 -                                             | 1:14.538        | 127.0        | 27.917        | 135.0        | 1:42.455        | 12 - | <b>1:13.583</b> | 128.5        | 32.668 1:46.251P                           |
| 6 -                                             | 1:14.507        | 127.5        | 27.772        | 133.4        | <b>1:42.279</b> | 13 - | 2:36.857        | 92.1         | 40.779 3:17.636P                           |
| 7 -                                             | 1:15.293        | 128.0        | <b>27.530</b> | <b>136.1</b> | 1:42.823        |      |                 |              |                                            |
| 43 Howie MAINWARING Suzuki - Protech Racing C   |                 |              |               |              |                 |      |                 |              |                                            |
| 1 -                                             | X:00.000        | 117.9        | 31.920        | 124.7        | X:00.000        | 8 -  | 1:49.011        | 117.3        | 34.196 2:23.207P                           |
| 2 -                                             | 1:19.075        | 125.6        | 28.810        | 132.8        | 1:47.885        | 9 -  | 6:44.693        | 122.0        | 28.743 131.5 X:00.000                      |
| 3 -                                             | 1:15.410        | 128.3        | 28.217        | 135.0        | 1:43.627        | 10 - | 1:14.405        | <b>130.8</b> | 27.872 134.7 1:42.277                      |
| 4 -                                             | 1:14.698        | 129.5        | 28.035        | 132.3        | 1:42.733        | 11 - | <b>1:13.965</b> | 130.3        | <b>27.723</b> <b>135.2</b> <b>1:41.688</b> |
| 5 -                                             | 1:14.113        | 127.8        | 28.008        | 133.1        | 1:42.121        | 12 - | 1:16.335        | 105.6        | 36.590 1:52.925P                           |
| 6 -                                             | 1:14.072        | 128.8        | 27.864        | 133.6        | 1:41.936        | 13 - | X:00.000        | 107.8        | 37.807 X:00.000P                           |
| 7 -                                             | 1:20.753        | 118.7        | 35.113        |              | 1:55.866P       |      |                 |              |                                            |
| 46 Ollie BRIDEWELL Suzuki - Vivaldi Racing      |                 |              |               |              |                 |      |                 |              |                                            |
| 1 -                                             | X:00.000        | 121.1        | 30.591        | 133.9        | X:00.000        | 12 - | 1:17.366        | 114.5        | 28.810 134.4 1:46.176                      |
| 2 -                                             | 1:16.383        | 128.5        | 29.100        | 135.0        | 1:45.483        | 13 - | 1:22.463        | 115.5        | 36.052 1:58.515P                           |
| 3 -                                             | 1:14.814        | 128.3        | 33.703        |              | 1:48.517P       | 14 - | 9:20.554        | 130.0        | 28.144 136.3 X:00.000                      |
| 4 -                                             | 3:04.693        | 117.9        | 28.430        | 138.3        | 3:33.123        | 15 - | 1:13.455        | 129.5        | 27.762 135.2 1:41.217                      |
| 5 -                                             | 1:14.992        | 129.8        | 27.715        | <b>138.6</b> | 1:42.707        | 16 - | 1:13.476        | 129.5        | 28.264 126.1 1:41.740                      |
| 6 -                                             | 1:16.686        | 127.3        | 28.902        | 136.1        | 1:45.588        | 17 - | 1:16.489        | 129.0        | 28.595 133.6 1:45.084                      |
| 7 -                                             | 1:17.095        | 128.0        | 28.111        | 135.5        | 1:45.206        | 18 - | 1:19.076        | 118.7        | 34.318 1:53.394P                           |
| 8 -                                             | 1:18.828        | 127.5        | 28.614        | 135.0        | 1:47.442        | 19 - | 4:01.281        | 120.4        | 29.935 135.8 4:31.216                      |
| 9 -                                             | 1:14.178        | <b>133.1</b> | 27.725        | 137.2        | 1:41.903        | 20 - | 1:14.928        | 129.0        | 28.000 138.0 1:42.928                      |
| 10 -                                            | 1:13.383        | 131.8        | <b>27.464</b> | 138.3        | 1:40.847        | 21 - | 1:14.327        | 129.5        | 28.142 <b>138.6</b> 1:42.469               |
| 11 -                                            | <b>1:12.997</b> | <b>133.1</b> | 27.777        | 136.3        | <b>1:40.774</b> |      |                 |              |                                            |

Weather / Track : Cloudy / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 3 - SECTOR ANALYSIS

(contd.)

| 48 Nick MEDD Kawasaki - Medd Racing              |                 |              |               |              |                 |      |                 |              |                            |
|--------------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|--------------|----------------------------|
| 1 -                                              | X:00.000        | 118.9        | 31.919        | 120.6        | X:00.000        | 8 -  | 2:19.228        | 116.9        | 37.250                     |
| 2 -                                              | 1:26.862        | 114.3        | 38.235        |              | 2:05.097 P      | 9 -  | 6:15.706        | 118.7        | 29.207 131.0               |
| 3 -                                              | 3:41.280        | 110.7        | 30.874        | 128.5        | 4:12.154        | 10 - | 1:18.411        | 121.3        | 35.139                     |
| 4 -                                              | 1:20.233        | 121.1        | 29.566        | 131.5        | 1:49.799        | 11 - | 9:54.198        | 121.3        | 28.907 131.8               |
| 5 -                                              | 1:18.396        | 122.9        | <b>29.027</b> | 130.8        | 1:47.423        | 12 - | 1:27.216        | 102.1        | 40.494                     |
| 6 -                                              | <b>1:17.714</b> | <b>123.8</b> | 29.328        | <b>132.1</b> | <b>1:47.042</b> | 13 - | 7:12.714        | 95.4         | 41.950                     |
| 7 -                                              | 1:18.502        | 118.3        | 36.023        |              | 1:54.525 P      |      |                 |              | X:00.000 P                 |
| 56 James BUCKINGHAM Honda - Quay Garage Racing C |                 |              |               |              |                 |      |                 |              |                            |
| 1 -                                              | X:00.000        | 117.5        | 30.231        | 128.8        | X:00.000        | 11 - | 1:21.744        | 126.1        | 28.117 135.2               |
| 2 -                                              | 1:18.797        | 125.9        | 28.181        | 136.6        | 1:46.978        | 12 - | 1:21.532        | 122.6        | 27.795 137.7               |
| 3 -                                              | 1:14.942        | 128.0        | 27.763        | 135.5        | 1:42.705        | 13 - | 1:12.803        | 127.3        | 27.670 137.2               |
| 4 -                                              | 1:13.361        | 129.0        | 27.462        | 135.5        | 1:40.823        | 14 - | 1:15.342        | 127.3        | 27.281 138.0               |
| 5 -                                              | 1:13.943        | 125.2        | 28.135        | 135.8        | 1:42.078        | 15 - | 1:13.377        | 117.1        | 28.896 <b>138.6</b>        |
| 6 -                                              | 1:13.145        | 129.0        | 27.352        | 137.5        | 1:40.497        | 16 - | <b>1:11.822</b> | <b>131.3</b> | <b>27.064</b> 136.3        |
| 7 -                                              | 1:12.437        | 130.5        | 27.255        | 137.5        | 1:39.692        | 17 - | 1:12.457        | 129.0        | 27.288 136.3               |
| 8 -                                              | 1:12.498        | 130.3        | 27.279        | 135.8        | 1:39.777        | 18 - | 1:12.961        | 126.3        | 27.480 135.5               |
| 9 -                                              | 1:15.344        | 125.2        | 34.228        |              | 1:49.572 P      | 19 - | 1:12.989        | 120.6        | 37.756                     |
| 10 -                                             | 7:24.912        | 110.3        | 32.744        | 131.3        | X:00.000        |      |                 |              | 1:50.745 P                 |
| 60 Peter HICKMAN Kawasaki - Hawk Kawasaki        |                 |              |               |              |                 |      |                 |              |                            |
| 1 -                                              | X:00.000        | 123.1        | 29.436        | 132.1        | X:00.000        | 10 - | 1:13.008        | 130.5        | 27.489 137.5               |
| 2 -                                              | 1:18.373        | 126.8        | 28.479        | 135.0        | 1:46.852        | 11 - | 1:13.197        | 131.0        | 27.633 137.7               |
| 3 -                                              | 1:15.347        | 129.5        | 28.119        | 136.9        | 1:43.466        | 12 - | <b>1:12.947</b> | 131.5        | 27.462 136.6               |
| 4 -                                              | 1:15.486        | 129.3        | 28.020        | 135.0        | 1:43.506        | 13 - | 1:21.068        | 73.5         | 39.039                     |
| 5 -                                              | 1:14.542        | 131.5        | 34.462        |              | 1:49.004 P      | 14 - | 8:07.031        | 131.5        | 27.665 135.2               |
| 6 -                                              | 4:42.623        | 129.8        | 27.978        | 136.6        | X:00.000        | 15 - | 1:13.801        | 131.0        | 27.642 136.9               |
| 7 -                                              | 1:13.682        | 132.3        | <b>27.429</b> | <b>138.9</b> | 1:41.111        | 16 - | 1:13.525        | 131.5        | 27.970 107.5               |
| 8 -                                              | 1:13.727        | 131.5        | 27.547        | 137.7        | 1:41.274        | 17 - | 1:20.201        | 119.6        | 38.097                     |
| 9 -                                              | 1:13.144        | <b>133.1</b> | 27.573        | 127.5        | 1:40.717        | 18 - | 2:21.923        | 94.7         | 44.712                     |
| 65 Jonathan REA Honda - Red Bull Honda           |                 |              |               |              |                 |      |                 |              |                            |
| 1 -                                              | X:00.000        | 128.5        | 28.601        | 138.0        | X:00.000        | 10 - | 1:12.308        | <b>135.5</b> | 27.264 140.6               |
| 2 -                                              | 1:20.388        | 131.3        | 28.231        | 140.6        | 1:48.619        | 11 - | 1:11.633        | 134.4        | 26.845 141.8               |
| 3 -                                              | 1:15.197        | 133.6        | 27.624        | 141.5        | 1:42.821        | 12 - | 1:11.288        | 133.9        | 26.806 141.5               |
| 4 -                                              | 1:14.811        | 131.3        | 27.823        | 140.3        | 1:42.634        | 13 - | 1:11.481        | <b>135.5</b> | <b>26.609</b> <b>142.4</b> |
| 5 -                                              | 1:13.070        | 133.9        | 27.387        | 140.3        | 1:40.457        | 14 - | 1:13.659        | 135.0        | 27.316 142.1               |
| 6 -                                              | 1:12.309        | 133.6        | 27.215        | 141.2        | 1:39.524        | 15 - | <b>1:10.782</b> | 134.2        | 26.752 141.2               |
| 7 -                                              | 1:12.004        | 134.2        | 26.940        | 141.8        | 1:38.944        | 16 - | 1:17.578        | 134.4        | 33.703                     |
| 8 -                                              | 1:14.274        | 120.9        | 34.552        |              | 1:48.826 P      | 17 - | 6:08.444        | 132.6        | 27.678 139.5               |
| 9 -                                              | 4:32.778        | 134.7        | 27.295        | 141.5        | X:00.000        | 18 - | 1:14.588        | 133.4        | 32.376                     |
| 67 Shane BYRNE Suzuki - Rizla Suzuki             |                 |              |               |              |                 |      |                 |              |                            |
| 1 -                                              | X:00.000        | 125.4        | 28.819        | 139.8        | X:00.000        | 5 -  | 1:10.127        | 135.0        | 26.538 141.5               |
| 2 -                                              | 1:12.741        | 135.5        | 27.174        | 141.5        | 1:39.915        | 6 -  | <b>1:09.770</b> | <b>136.1</b> | <b>26.501</b> <b>141.8</b> |
| 3 -                                              | 1:12.069        | 135.8        | 26.887        | 140.6        | 1:38.956        | 7 -  | 1:10.035        | 135.8        | 26.593 139.5               |
| 4 -                                              | 1:10.444        | <b>136.1</b> | 26.641        | 141.5        | 1:37.085        | 8 -  | 1:23.157        | 94.6         | 38.732                     |

Weather / Track : Cloudy / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 3 - SECTOR ANALYSIS

(contd.)

| 68 Chris MARTIN  |                       | Honda - PR Branson Honda        |                 |      |                       |                     |                 |           |  | C |
|------------------|-----------------------|---------------------------------|-----------------|------|-----------------------|---------------------|-----------------|-----------|--|---|
| 1 -              | X:00.000 119.1        | 30.228 130.5                    | X:00.000        | 9 -  | 1:14.003 124.9        | 33.638              |                 | 1:47.641P |  |   |
| 2 -              | 1:17.718 116.5        | 28.404 <b>133.9</b>             | 1:46.122        | 10 - | X:00.000 122.6        | 28.625 131.5        | X:00.000        |           |  |   |
| 3 -              | 1:14.722 <b>130.0</b> | 28.023 131.8                    | 1:42.745        | 11 - | 1:14.304 128.0        | 27.957 131.0        | 1:42.261        |           |  |   |
| 4 -              | 1:22.423 116.3        | 35.534                          | 1:57.957P       | 12 - | 1:17.492 123.3        | 33.181              | 1:50.673P       |           |  |   |
| 5 -              | 3:48.043 104.2        | 33.769 106.1                    | 4:21.812        | 13 - | 3:18.293 97.9         | 29.297 127.3        | 3:47.590        |           |  |   |
| 6 -              | 1:23.583 126.3        | 28.291 133.4                    | 1:51.874        | 14 - | 1:16.661 120.0        | 36.064              | 1:52.725P       |           |  |   |
| 7 -              | 1:14.605 127.8        | <b>27.841 133.9</b>             | 1:42.446        | 15 - | 4:58.824 114.9        | 31.025 128.0        | X:00.000        |           |  |   |
| 8 -              | <b>1:13.828</b> 128.3 | 28.028 <b>133.9</b>             | <b>1:41.856</b> | 16 - | 1:22.117 122.0        | 35.554              | 1:57.671P       |           |  |   |
| 74 Kieran CLARKE |                       | Yamaha - Virgin Mobile Yamaha   |                 |      |                       |                     |                 |           |  |   |
| 1 -              | X:00.000 127.0        | 29.230 135.0                    | X:00.000        | 10 - | <b>1:12.476</b> 133.6 | 27.385 <b>140.6</b> | <b>1:39.861</b> |           |  |   |
| 2 -              | 1:17.267 130.0        | 27.890 137.5                    | 1:45.157        | 11 - | 1:14.843 124.5        | 27.604 139.5        | 1:42.447        |           |  |   |
| 3 -              | 1:14.225 131.3        | 27.557 138.0                    | 1:41.782        | 12 - | 1:12.988 133.4        | <b>27.256</b> 139.8 | 1:40.244        |           |  |   |
| 4 -              | 1:13.718 130.0        | 27.665 137.5                    | 1:41.383        | 13 - | 1:12.491 133.1        | 27.676 138.3        | 1:40.167        |           |  |   |
| 5 -              | 1:13.375 130.3        | 27.672 139.5                    | 1:41.047        | 14 - | 1:16.644 129.8        | 28.367 139.2        | 1:45.011        |           |  |   |
| 6 -              | 1:15.358 130.5        | 34.170                          | 1:49.528P       | 15 - | 1:13.250 <b>133.9</b> | 27.415 139.2        | 1:40.665        |           |  |   |
| 7 -              | 6:12.941 119.1        | 28.458 138.0                    | X:00.000        | 16 - | 1:13.435 133.4        | 31.807              | 1:45.242P       |           |  |   |
| 8 -              | 1:13.690 132.3        | 27.365 139.5                    | 1:41.055        | 17 - | 6:46.517 103.5        | 36.542              | X:00.000P       |           |  |   |
| 9 -              | 1:13.205 131.3        | 27.365 139.8                    | 1:40.570        |      |                       |                     |                 |           |  |   |
| 75 Glen RICHARDS |                       | Honda - Team Hydrex Honda       |                 |      |                       |                     |                 |           |  |   |
| 1 -              | X:00.000 125.6        | 28.932 132.3                    | X:00.000        | 10 - | 1:16.175 131.5        | 27.113 138.6        | 1:43.288        |           |  |   |
| 2 -              | 1:15.293 129.5        | 27.519 139.2                    | 1:42.812        | 11 - | 1:11.742 129.8        | 27.012 137.5        | 1:38.754        |           |  |   |
| 3 -              | 1:12.596 130.3        | 27.282 137.5                    | 1:39.878        | 12 - | 1:22.779 115.1        | 38.467              | 2:01.246P       |           |  |   |
| 4 -              | 1:12.293 130.5        | 36.755                          | 1:49.048P       | 13 - | 5:38.253 108.2        | 28.680 137.7        | X:00.000        |           |  |   |
| 5 -              | 5:34.045 127.5        | 27.986 138.0                    | X:00.000        | 14 - | 1:11.919 130.5        | 27.219 136.9        | 1:39.138        |           |  |   |
| 6 -              | 1:13.910 128.8        | 27.387 139.5                    | 1:41.297        | 15 - | <b>1:11.053</b> 132.8 | <b>26.990 139.8</b> | <b>1:38.043</b> |           |  |   |
| 7 -              | 1:12.140 130.3        | 27.250 138.3                    | 1:39.390        | 16 - | 1:11.770 131.5        | 27.325 <b>139.8</b> | 1:39.095        |           |  |   |
| 8 -              | 1:11.644 130.5        | 27.034 138.9                    | 1:38.678        | 17 - | 1:11.927 <b>133.4</b> | 28.345 80.1         | 1:40.272        |           |  |   |
| 9 -              | 1:11.979 128.8        | 27.115 139.2                    | 1:39.094        | 18 - | 1:29.591 102.9        | 41.315              | 2:10.906P       |           |  |   |
| 77 Marty NUTT    |                       | Honda-M Johns Motors/NuttTravel |                 |      |                       |                     |                 |           |  | C |
| 1 -              | X:00.000 98.8         | 40.148                          | X:00.000P       | 6 -  | 9:31.148 125.4        | 29.044 130.8        | X:00.000        |           |  |   |
| 2 -              | 4:44.017 114.5        | 30.797 128.5                    | X:00.000        | 7 -  | 1:16.938 <b>126.3</b> | <b>28.455</b> 132.6 | 1:45.393        |           |  |   |
| 3 -              | 1:20.507 124.2        | 28.547 <b>134.4</b>             | 1:49.054        | 8 -  | 1:18.438 123.1        | 28.911 103.7        | 1:47.349        |           |  |   |
| 4 -              | <b>1:16.469</b> 125.9 | 28.493 130.8                    | <b>1:44.962</b> | 9 -  | 1:26.927 115.1        | 37.293              | 2:04.220P       |           |  |   |
| 5 -              | 1:24.984 124.7        | 36.679                          | 2:01.663P       |      |                       |                     |                 |           |  |   |
| 88 Scott SMART   |                       | Suzuki - Vivaldi Racing         |                 |      |                       |                     |                 |           |  |   |
| 1 -              | X:00.000 115.1        | 30.072 136.1                    | X:00.000        | 11 - | 1:13.852 126.8        | 27.806 138.3        | 1:41.658        |           |  |   |
| 2 -              | 1:17.412 124.0        | 28.824 136.9                    | 1:46.236        | 12 - | 1:12.930 <b>129.8</b> | 32.615              | 1:45.545P       |           |  |   |
| 3 -              | 1:14.835 127.0        | 28.225 139.8                    | 1:43.060        | 13 - | 7:59.231 119.8        | 28.849 136.9        | X:00.000        |           |  |   |
| 4 -              | 1:14.151 125.4        | 27.899 138.0                    | 1:42.050        | 14 - | 1:14.829 126.6        | 27.996 137.2        | 1:42.825        |           |  |   |
| 5 -              | 1:13.254 129.3        | 27.716 132.6                    | 1:40.970        | 15 - | 1:12.933 128.0        | 27.669 138.0        | 1:40.602        |           |  |   |
| 6 -              | 1:12.557 128.3        | 27.665 138.3                    | 1:40.222        | 16 - | 1:13.641 126.6        | 28.433 131.8        | 1:42.074        |           |  |   |
| 7 -              | 1:12.438 128.5        | 27.435 138.9                    | 1:39.873        | 17 - | 1:20.679 118.7        | 36.580              | 1:57.259P       |           |  |   |
| 8 -              | <b>1:12.221</b> 129.5 | <b>27.346 140.6</b>             | <b>1:39.567</b> | 18 - | 4:44.842 95.8         | 32.341 125.4        | X:00.000        |           |  |   |
| 9 -              | 1:12.815 126.1        | 34.239                          | 1:47.054P       | 19 - | 1:25.516 111.8        | 35.486              | 2:01.002P       |           |  |   |
| 10 -             | 5:44.719 117.3        | 28.735 137.5                    | X:00.000        |      |                       |                     |                 |           |  |   |

Weather / Track : Cloudy / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 3 - SECTOR ANALYSIS

(contd.)

| <b>91</b> |                 | <b>Leon HASLAM</b> |               | Ducati - Airwaves Ducati |                 |      |          |              |        |       |            |
|-----------|-----------------|--------------------|---------------|--------------------------|-----------------|------|----------|--------------|--------|-------|------------|
| 1 -       | X:00.000        | 129.8              | 27.875        | 136.1                    | X:00.000        | 12 - | 1:10.010 | 133.4        | 26.535 | 136.9 | 1:36.545   |
| 2 -       | 1:13.081        | 133.1              | 27.017        | <b>139.8</b>             | 1:40.098        | 13 - | 1:10.153 | 133.6        | 26.624 | 138.6 | 1:36.777   |
| 3 -       | 1:11.610        | 132.8              | 28.392        | 131.0                    | 1:40.002        | 14 - | 1:10.382 | 132.1        | 27.092 | 137.2 | 1:37.474   |
| 4 -       | 1:11.060        | 133.1              | 26.684        | 137.7                    | 1:37.744        | 15 - | 1:12.287 | 126.3        | 28.155 | 138.6 | 1:40.442   |
| 5 -       | 1:10.443        | 134.4              | 26.677        | 138.6                    | 1:37.120        | 16 - | 1:10.194 | <b>135.2</b> | 26.527 | 136.9 | 1:36.721   |
| 6 -       | 1:19.709        | 128.8              | 27.147        | 137.2                    | 1:46.856        | 17 - | 1:10.116 | 131.0        | 26.649 | 137.2 | 1:36.765   |
| 7 -       | 1:10.226        | 134.2              | 26.533        | 138.0                    | 1:36.759        | 18 - | 1:10.195 | 134.2        | 26.661 | 135.0 | 1:36.856   |
| 8 -       | 1:14.723        | 132.6              | 35.987        |                          | 1:50.710 P      | 19 - | 1:12.884 | 129.0        | 27.569 | 137.5 | 1:40.453   |
| 9 -       | 4:21.024        | 133.4              | 27.713        | 137.5                    | 4:48.737        | 20 - | 1:13.274 | 95.8         | 30.207 | 136.3 | 1:43.481   |
| 10 -      | 1:10.925        | 134.2              | 26.609        | 138.3                    | 1:37.534        | 21 - | 1:10.094 | 133.6        | 26.498 | 135.5 | 1:36.592   |
| 11 -      | <b>1:09.965</b> | 134.2              | <b>26.472</b> | 138.0                    | <b>1:36.437</b> | 22 - | 1:13.241 | 102.2        | 36.525 |       | 1:49.766 P |

| <b>94</b> |          | <b>Michael HOWARTH</b> |               | Kawasaki - MAR |            |      |                 |       |        |       |  | <b>C</b>        |
|-----------|----------|------------------------|---------------|----------------|------------|------|-----------------|-------|--------|-------|--|-----------------|
| 1 -       | X:00.000 | 122.9                  | 29.898        | 129.5          | X:00.000   | 8 -  | 1:17.966        | 123.3 | 36.569 |       |  | 1:54.535 P      |
| 2 -       | 1:19.227 | 124.0                  | 28.951        | 132.6          | 1:48.178   | 9 -  | 6:59.673        | 124.5 | 29.224 | 130.3 |  | X:00.000        |
| 3 -       | 1:17.334 | 126.1                  | <b>28.452</b> | 132.6          | 1:45.786   | 10 - | 1:16.968        | 122.4 | 28.690 | 131.8 |  | 1:45.658        |
| 4 -       | 1:24.426 | 118.9                  | 38.896        |                | 2:03.322 P | 11 - | <b>1:15.605</b> | 126.1 | 28.537 | 130.5 |  | <b>1:44.142</b> |
| 5 -       | 6:07.234 | 122.0                  | 29.248        | 131.8          | X:00.000   | 12 - | 1:15.759        | 127.0 | 29.032 | 133.1 |  | 1:44.791        |
| 6 -       | 1:16.052 | <b>128.0</b>           | 28.758        | <b>133.6</b>   | 1:44.810   | 13 - | 1:30.597        | 106.5 | 42.241 |       |  | 2:12.838 P      |
| 7 -       | 1:19.245 | 119.8                  | 29.181        | 129.0          | 1:48.426   | 14 - | 9:33.669        | 71.2  | 46.718 |       |  | X:00.000 P      |

**2006 Bennetts British Superbike Championship & Superbike Cup****FREE PRACTICE 3 - SPEED TRAPS**

| SECTOR 1 |    |                  |       | SECTOR 2 |      |       |    | FINISH LINE      |       |  |  |
|----------|----|------------------|-------|----------|------|-------|----|------------------|-------|--|--|
| POS      | NO | NAME             | SPEED | NO       | NAME | SPEED | NO | NAME             | SPEED |  |  |
| 1        | 67 | Shane BYRNE      | 136.1 |          |      |       | 11 | James HAYDON     | 142.4 |  |  |
| 2        | 2  | Ryuichi KIYONARI | 135.8 |          |      |       | 65 | Jonathan REA     | 142.4 |  |  |
| 3        | 11 | James HAYDON     | 135.5 |          |      |       | 1  | Gregorio LAVILLA | 141.8 |  |  |
| 4        | 65 | Jonathan REA     | 135.5 |          |      |       | 67 | Shane BYRNE      | 141.8 |  |  |
| 5        | 9  | Karl HARRIS      | 135.2 |          |      |       | 8  | Tommy HILL       | 141.5 |  |  |
| 6        | 91 | Leon HASLAM      | 135.2 |          |      |       | 10 | Jon KIRKHAM      | 141.2 |  |  |
| 7        | 3  | Michael RUTTER   | 134.4 |          |      |       | 3  | Michael RUTTER   | 140.9 |  |  |
| 8        | 10 | Jon KIRKHAM      | 134.2 |          |      |       | 74 | Kieran CLARKE    | 140.6 |  |  |
| 9        | 5  | Gary MASON       | 133.9 |          |      |       | 88 | Scott SMART      | 140.6 |  |  |
| 10       | 74 | Kieran CLARKE    | 133.9 |          |      |       | 33 | Michael LAVERTY  | 140.3 |  |  |
| 11       | 8  | Tommy HILL       | 133.6 |          |      |       | 75 | Glen RICHARDS    | 139.8 |  |  |
| 12       | 16 | Billy McCONNELL  | 133.4 |          |      |       | 91 | Leon HASLAM      | 139.8 |  |  |
| 13       | 41 | Craig COXHELL    | 133.4 |          |      |       | 9  | Karl HARRIS      | 139.2 |  |  |
| 14       | 75 | Glen RICHARDS    | 133.4 |          |      |       | 12 | Dean THOMAS      | 139.2 |  |  |
| 15       | 46 | Ollie BRIDEWELL  | 133.1 |          |      |       | 16 | Billy McCONNELL  | 138.9 |  |  |
| 16       | 60 | Peter HICKMAN    | 133.1 |          |      |       | 60 | Peter HICKMAN    | 138.9 |  |  |
| 17       | 1  | Gregorio LAVILLA | 132.8 |          |      |       | 5  | Gary MASON       | 138.6 |  |  |
| 18       | 4  | Steve PLATER     | 132.1 |          |      |       | 15 | Ben WILSON       | 138.6 |  |  |
| 19       | 12 | Dean THOMAS      | 131.5 |          |      |       | 41 | Craig COXHELL    | 138.6 |  |  |
| 20       | 15 | Ben WILSON       | 131.5 |          |      |       | 46 | Ollie BRIDEWELL  | 138.6 |  |  |
| 21       | 33 | Michael LAVERTY  | 131.5 |          |      |       | 56 | James BUCKINGHAM | 138.6 |  |  |
| 22       | 30 | Gareth GLYNN     | 131.3 |          |      |       | 2  | Ryuichi KIYONARI | 137.7 |  |  |
| 23       | 56 | James BUCKINGHAM | 131.3 |          |      |       | 42 | Dean ELLISON     | 136.1 |  |  |
| 24       | 43 | Howie MAINWARING | 130.8 |          |      |       | 17 | Steve BROGAN     | 135.8 |  |  |
| 25       | 14 | Craig SPROSTON   | 130.3 |          |      |       | 30 | Gareth GLYNN     | 135.8 |  |  |
| 26       | 68 | Chris MARTIN     | 130.0 |          |      |       | 14 | Craig SPROSTON   | 135.2 |  |  |
| 27       | 37 | Danny BEAUMONT   | 129.8 |          |      |       | 43 | Howie MAINWARING | 135.2 |  |  |
| 28       | 88 | Scott SMART      | 129.8 |          |      |       | 4  | Steve PLATER     | 134.7 |  |  |
| 29       | 17 | Steve BROGAN     | 129.3 |          |      |       | 37 | Danny BEAUMONT   | 134.7 |  |  |
| 30       | 42 | Dean ELLISON     | 129.0 |          |      |       | 77 | Marty NUTT       | 134.4 |  |  |
| 31       | 94 | Michael HOWARTH  | 128.0 |          |      |       | 68 | Chris MARTIN     | 133.9 |  |  |
| 32       | 77 | Marty NUTT       | 126.3 |          |      |       | 94 | Michael HOWARTH  | 133.6 |  |  |
| 33       | 48 | Nick MEDD        | 123.8 |          |      |       | 48 | Nick MEDD        | 132.1 |  |  |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FREE PRACTICE 3 - BEST SECTOR TIMES

| SECTOR 1 |    |            |          | SECTOR 2 |            | IDEAL / BEST COMPARISON |     |    |                  |          |          |       |
|----------|----|------------|----------|----------|------------|-------------------------|-----|----|------------------|----------|----------|-------|
| POS      | NO | NAME       | TIME     | NO       | NAME       | TIME                    | POS | NO | NAME             | IDEAL    | BEST     | DIFF  |
| 1        | 1  | LAVILLA    | 1:09.703 | 91       | HASLAM     | 26.472                  | 1   | 67 | BYRNE            | 1:36.271 | 1:36.271 | 0.000 |
| 2        | 67 | BYRNE      | 1:09.770 | 67       | BYRNE      | 26.501                  | 2   | 91 | HASLAM           | 1:36.437 | 1:36.437 | 0.000 |
| 3        | 91 | HASLAM     | 1:09.965 | 9        | HARRIS     | 26.527                  | 3   | 1  | LAVILLA          | 1:36.501 | 1:36.531 | 0.030 |
| 4        | 9  | HARRIS     | 1:10.002 | 65       | REA        | 26.609                  | 4   | 9  | HARRIS           | 1:36.529 | 1:36.529 | 0.000 |
| 5        | 11 | HAYDON     | 1:10.694 | 11       | HAYDON     | 26.756                  | 5   | 65 | REA              | 1:37.391 | 1:37.534 | 0.143 |
| 6        | 65 | REA        | 1:10.782 | 1        | LAVILLA    | 26.798                  | 6   | 11 | HAYDON           | 1:37.450 | 1:37.600 | 0.150 |
| 7        | 8  | HILL       | 1:10.933 | 2        | KIYONARI   | 26.817                  | 7   | 8  | HILL             | 1:37.798 | 1:38.097 | 0.299 |
| 8        | 3  | RUTTER     | 1:10.985 | 8        | HILL       | 26.865                  | 8   | 3  | RUTTER           | 1:37.985 | 1:37.985 | 0.000 |
| 9        | 75 | RICHARDS   | 1:11.053 | 75       | RICHARDS   | 26.990                  | 9   | 75 | RICHARDS         | 1:38.043 | 1:38.043 | 0.000 |
| 10       | 2  | KIYONARI   | 1:11.325 | 3        | RUTTER     | 27.000                  | 10  | 2  | KIYONARI         | 1:38.142 | 1:38.330 | 0.188 |
| 11       | 10 | KIRKHAM    | 1:11.654 | 56       | BUCKINGHAM | 27.064                  | 11  | 10 | KIRKHAM          | 1:38.718 | 1:38.865 | 0.147 |
| 12       | 12 | THOMAS     | 1:11.813 | 10       | KIRKHAM    | 27.064                  | 12  | 56 | BUCKINGHAM       | 1:38.886 | 1:38.886 | 0.000 |
| 13       | 56 | BUCKINGHAM | 1:11.822 | 12       | THOMAS     | 27.085                  | 13  | 12 | THOMAS           | 1:38.898 | 1:38.933 | 0.035 |
| 14       | 5  | MASON      | 1:11.822 | 5        | MASON      | 27.135                  | 14  | 5  | MASON            | 1:38.957 | 1:38.957 | 0.000 |
| 15       | 15 | WILSON     | 1:12.013 | 41       | COXHELL    | 27.148                  | 15  | 15 | WILSON           | 1:39.232 | 1:39.412 | 0.180 |
| 16       | 33 | LAVERTY    | 1:12.077 | 33       | LAVERTY    | 27.194                  | 16  | 33 | LAVERTY          | 1:39.271 | 1:39.271 | 0.000 |
| 17       | 88 | SMART      | 1:12.221 | 15       | WILSON     | 27.219                  | 17  | 41 | COXHELL          | 1:39.371 | 1:39.371 | 0.000 |
| 18       | 41 | COXHELL    | 1:12.223 | 16       | McCONNELL  | 27.241                  | 18  | 88 | SMART            | 1:39.567 | 1:39.567 | 0.000 |
| 19       | 16 | McCONNELL  | 1:12.355 | 74       | CLARKE     | 27.256                  | 19  | 16 | McCONNELL        | 1:39.596 | 1:39.873 | 0.277 |
| 20       | 4  | PLATER     | 1:12.439 | 88       | SMART      | 27.346                  | 20  | 74 | CLARKE           | 1:39.732 | 1:39.861 | 0.129 |
| 21       | 74 | CLARKE     | 1:12.476 | 60       | HICKMAN    | 27.429                  | 21  | 4  | PLATER           | 1:39.995 | 1:40.058 | 0.063 |
| 22       | 60 | HICKMAN    | 1:12.947 | 46       | BRIDEWELL  | 27.464                  | 22  | 60 | HICKMAN          | 1:40.376 | 1:40.409 | 0.033 |
| 23       | 37 | BEAUMONT   | 1:12.978 | 42       | ELLISON    | 27.530                  | 23  | 46 | BRIDEWELL        | 1:40.461 | 1:40.774 | 0.313 |
| 24       | 46 | BRIDEWELL  | 1:12.997 | 4        | PLATER     | 27.556                  | 24  | 37 | BEAUMONT         | 1:40.702 | 1:40.702 | 0.000 |
| 25       | 17 | BROGAN     | 1:13.435 | 17       | BROGAN     | 27.583                  | 25  | 17 | BROGAN           | 1:41.018 | 1:41.018 | 0.000 |
| 26       | 42 | ELLISON    | 1:13.583 | 43       | MAINWARING | 27.723                  | 26  | 42 | ELLISON          | 1:41.113 | 1:42.279 | 1.166 |
| 27       | 30 | GLYNN      | 1:13.780 | 37       | BEAUMONT   | 27.724                  | 27  | 68 | MARTIN           | 1:41.669 | 1:41.856 | 0.187 |
| 28       | 68 | MARTIN     | 1:13.828 | 68       | MARTIN     | 27.841                  | 28  | 30 | GLYNN            | 1:41.675 | 1:41.768 | 0.093 |
| 29       | 43 | MAINWARING | 1:13.965 | 30       | GLYNN      | 27.895                  | 29  | 43 | MAINWARING       | 1:41.688 | 1:41.688 | 0.000 |
| 30       | 14 | SPROSTON   | 1:14.901 | 14       | SPROSTON   | 28.299                  | 30  | 14 | SPROSTON         | 1:43.200 | 1:43.232 | 0.032 |
| 31       | 94 | HOWARTH    | 1:15.605 | 94       | HOWARTH    | 28.452                  | 31  | 94 | HOWARTH          | 1:44.057 | 1:44.142 | 0.085 |
| 32       | 77 | NUTT       | 1:16.469 | 77       | NUTT       | 28.455                  | 32  | 77 | NUTT             | 1:44.924 | 1:44.962 | 0.038 |
| 33       | 48 | MEDD       | 1:17.714 | 48       | MEDD       | 28.907                  | 33  | 48 | MEDD             | 1:46.621 | 1:47.042 | 0.421 |
|          |    |            |          |          |            |                         |     |    | Perfect Lap Time | 1:36.175 |          |       |

## 2006 Bennetts British Superbike Championship & Superbike Cup

### QUALIFYING

| POS                  | NO | CL | NAME             | NAT | ENTRY                           | TIME     | LAPS | GAP   | MPH    |
|----------------------|----|----|------------------|-----|---------------------------------|----------|------|-------|--------|
| 1                    | 91 |    | Leon HASLAM      |     | Ducati - Airwaves Ducati        | 1:35.120 | 25   |       | 101.88 |
| 2                    | 9  |    | Karl HARRIS      |     | Honda - HM Plant Honda          | 1:35.469 | 22   | 0.349 | 101.51 |
| 3                    | 1  |    | Gregorio LAVILLA |     | Ducati - Airwaves Ducati        | 1:35.490 | 20   | 0.370 | 101.48 |
| 4                    | 11 |    | James HAYDON     |     | Suzuki - Rizla Suzuki           | 1:35.641 | 26   | 0.521 | 101.32 |
| 5                    | 67 |    | Shane BYRNE      |     | Suzuki - Rizla Suzuki           | 1:36.023 | 14   | 0.903 | 100.92 |
| 6                    | 3  |    | Michael RUTTER   |     | Honda - Stobart Motorsport      | 1:36.166 | 14   | 1.046 | 100.77 |
| 7                    | 65 |    | Jonathan REA     |     | Honda - Red Bull Honda          | 1:36.179 | 19   | 1.059 | 100.76 |
| 8                    | 12 |    | Dean THOMAS      |     | Kawasaki - Hawk Kawasaki        | 1:36.679 | 21   | 1.559 | 100.24 |
| 9                    | 8  |    | Tommy HILL       |     | Yamaha - Virgin Mobile Yamaha   | 1:36.688 | 22   | 1.568 | 100.23 |
| 10                   | 75 |    | Glen RICHARDS    |     | Honda - Team Hydrex Honda       | 1:36.708 | 20   | 1.588 | 100.21 |
| 11                   | 56 | C  | James BUCKINGHAM |     | Honda - Quay Garage Racing      | 1:36.791 | 22   | 1.671 | 100.12 |
| 12                   | 5  |    | Gary MASON       |     | Honda - Team Hydrex Honda       | 1:37.182 | 22   | 2.062 | 99.72  |
| 13                   | 2  |    | Ryuichi KIYONARI |     | Honda - HM Plant Honda          | 1:37.442 | 22   | 2.322 | 99.45  |
| 14                   | 41 |    | Craig COXHELL    |     | Kawasaki - Hawk Kawasaki        | 1:37.475 | 22   | 2.355 | 99.42  |
| 15                   | 33 |    | Michael LAVERTY  |     | Honda - Stobart Motorsport      | 1:37.542 | 21   | 2.422 | 99.35  |
| 16                   | 10 |    | Jon KIRKHAM      |     | Suzuki - Scuderia Stellare      | 1:37.631 | 23   | 2.511 | 99.26  |
| 17                   | 15 |    | Ben WILSON       |     | Suzuki - Vivaldi Racing         | 1:37.775 | 23   | 2.655 | 99.11  |
| 18                   | 88 |    | Scott SMART      |     | Suzuki - Vivaldi Racing         | 1:37.827 | 25   | 2.707 | 99.06  |
| 19                   | 74 |    | Kieran CLARKE    |     | Yamaha - Virgin Mobile Yamaha   | 1:37.935 | 22   | 2.815 | 98.95  |
| 20                   | 60 |    | Peter HICKMAN    |     | Kawasaki - Hawk Kawasaki        | 1:38.118 | 22   | 2.998 | 98.77  |
| 21                   | 16 |    | Billy McCONNELL  |     | Yamaha - Virgin Mobile Yamaha   | 1:38.354 | 22   | 3.234 | 98.53  |
| 22                   | 4  |    | Steve PLATER     |     | Honda - UK Diggers.com          | 1:38.671 | 12   | 3.551 | 98.21  |
| 23                   | 77 | C  | Marty NUTT       |     | Honda-M Johns Motors/NuttTravel | 1:38.720 | 21   | 3.600 | 98.16  |
| 24                   | 42 |    | Dean ELLISON     |     | Honda - Slingshot SMT Racing    | 1:38.848 | 23   | 3.728 | 98.04  |
| 25                   | 46 |    | Ollie BRIDEWELL  |     | Suzuki - Vivaldi Racing         | 1:38.885 | 24   | 3.765 | 98.00  |
| 26                   | 68 | C  | Chris MARTIN     |     | Honda - PR Branson Honda        | 1:39.157 | 23   | 4.037 | 97.73  |
| 27                   | 17 |    | Steve BROGAN     |     | Yamaha - Jentin Racing          | 1:39.175 | 20   | 4.055 | 97.71  |
| 28                   | 30 | C  | Gareth GLYNN     |     | Honda - Chapman Racing          | 1:39.896 | 21   | 4.776 | 97.01  |
| 29                   | 43 | C  | Howie MAINWARING |     | Suzuki - Protech Racing         | 1:39.900 | 17   | 4.780 | 97.00  |
| 30                   | 37 |    | Danny BEAUMONT   |     | Kawasaki - Dienza Performance   | 1:40.288 | 20   | 5.168 | 96.63  |
| 31                   | 94 | C  | Michael HOWARTH  |     | Kawasaki - MAR                  | 1:41.151 | 21   | 6.031 | 95.80  |
| 32                   | 48 |    | Nick MEDD        |     | Kawasaki - Medd Racing          | 1:42.118 | 19   | 6.998 | 94.90  |
| QUALIFICATION MAXIMA |    |    |                  |     |                                 | 1:42.254 |      |       |        |
| 14                   | C  |    | Craig SPROSTON   |     | Honda - Team CSR                | 1:42.927 | 18   | 7.807 | 94.15  |

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

Oulton Park

Circuit Length = 2.6920 miles.

Start: 15:05 End: 15:55

|                |           |             |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|----------------|-----------|-------------|

# 2006 Bennetts British Superbike Championship & Superbike Cup

## QUALIFYING - SECTOR ANALYSIS

| <b>1 Gregorio LAVILLA</b> Ducati - Airwaves Ducati |                              |              |               |              |                 |      |                              |                     |                                     |
|----------------------------------------------------|------------------------------|--------------|---------------|--------------|-----------------|------|------------------------------|---------------------|-------------------------------------|
| 1 -                                                | 5:30.888                     | 125.4        | 27.873        | 137.2        | X:00.000        | 11 - | 1:31.817                     | 125.4               | 27.195 138.3 1:59.012               |
| 2 -                                                | 1:12.822                     | 129.0        | 27.161        | 140.6        | 1:39.983        | 12 - | 1:17.057                     | 123.5               | 28.247 138.6 1:45.304               |
| 3 -                                                | 1:09.774                     | 132.3        | 26.456        | 141.8        | 1:36.230        | 13 - | 1:09.192                     | 133.4               | <b>26.298</b> 140.6 <b>1:35.490</b> |
| 4 -                                                | 1:22.894                     | 92.9         | 45.211        |              | 2:08.105 P      | 14 - | 1:22.018                     | 118.9               | 33.492 1:55.510 P                   |
| 5 -                                                | 3:53.711                     | 126.8        | 27.193        | 139.2        | 4:20.904        | 15 - | 7:20.698                     | 130.0               | 26.752 138.6 X:00.000               |
| 6 -                                                | 1:09.907                     | 133.9        | 26.852        | 140.3        | 1:36.759        | 16 - | 1:09.158                     | 133.1               | 26.407 139.8 1:35.565               |
| 7 -                                                | 1:09.156                     | 132.6        | 26.380        | <b>143.0</b> | 1:35.536        | 17 - | 1:23.337                     | 116.3               | 34.994 1:58.331 P                   |
| 8 -                                                | 1:18.103                     | 119.8        | 34.539        |              | 1:52.642 P      | 18 - | 4:04.728                     | 130.3               | 26.899 138.9 4:31.627               |
| 9 -                                                | 5:48.575                     | 130.0        | 26.937        | 138.0        | X:00.000        | 19 - | <b>1:09.011</b> <b>134.2</b> | 26.486 140.6        | 1:35.497                            |
| 10 -                                               | 1:09.172                     | 133.6        | 26.445        | 138.9        | 1:35.617        | 20 - | 1:23.993                     | 127.8               | 27.391 130.0 1:51.384               |
| <b>2 Ryuichi KIYONARI</b> Honda - HM Plant Honda   |                              |              |               |              |                 |      |                              |                     |                                     |
| 1 -                                                | 5:31.720                     | 126.6        | 27.799        | 136.3        | X:00.000        | 12 - | 3:37.428                     | 127.8               | 28.099 131.3 4:05.527               |
| 2 -                                                | 1:13.586                     | 125.2        | 32.056        | 130.3        | 1:45.642        | 13 - | 1:12.365                     | 131.5               | 27.302 138.0 1:39.667               |
| 3 -                                                | 1:12.617                     | <b>136.9</b> | 27.018        | 136.6        | 1:39.635        | 14 - | 1:11.174                     | 133.9               | 26.841 138.3 1:38.015               |
| 4 -                                                | 1:18.446                     | 126.6        | 27.621        | 135.8        | 1:46.067        | 15 - | 1:10.732                     | 136.6               | 26.741 140.1 1:37.473               |
| 5 -                                                | 1:10.941                     | 135.0        | <b>26.586</b> | 140.1        | 1:37.527        | 16 - | 1:11.837                     | 133.4               | 32.998 1:44.835 P                   |
| 6 -                                                | 1:12.601                     | 124.7        | 36.009        |              | 1:48.610 P      | 17 - | 5:50.611                     | 134.2               | 27.806 136.3 X:00.000               |
| 7 -                                                | 3:13.900                     | 134.4        | 27.495        | 132.1        | 3:41.395        | 18 - | 1:12.716                     | 134.4               | 27.147 136.6 1:39.863               |
| 8 -                                                | 1:11.284                     | 131.0        | 26.847        | 140.6        | 1:38.131        | 19 - | 1:13.699                     | 125.4               | 32.854 1:46.553 P                   |
| 9 -                                                | 1:10.620                     | 131.0        | 26.966        | <b>141.2</b> | 1:37.586        | 20 - | 2:47.496                     | 135.2               | 28.358 134.2 3:15.854               |
| 10 -                                               | <b>1:10.613</b> <b>136.9</b> |              | 26.829        | 140.3        | <b>1:37.442</b> | 21 - | 1:10.693                     | 129.8               | 26.759 138.9 1:37.452               |
| 11 -                                               | 1:12.679                     | 131.5        | 40.295        |              | 1:52.974 P      | 22 - | 1:12.921                     | 123.1               | 30.766 1:43.687 P                   |
| <b>3 Michael RUTTER</b> Honda - Stobart Motorsport |                              |              |               |              |                 |      |                              |                     |                                     |
| 1 -                                                | 6:11.058                     | 121.7        | 28.067        | 138.3        | X:00.000        | 8 -  | 4:53.909                     | 132.8               | 26.952 137.5 X:00.000               |
| 2 -                                                | 1:12.443                     | 130.8        | 26.968        | 139.2        | 1:39.411        | 9 -  | <b>1:09.613</b> <b>135.0</b> | <b>26.553</b> 138.6 | <b>1:36.166</b>                     |
| 3 -                                                | 1:11.080                     | 130.8        | 26.889        | 138.3        | 1:37.969        | 10 - | 1:17.208                     | 109.1               | 34.648 1:51.856 P                   |
| 4 -                                                | 1:11.220                     | 131.5        | 26.910        | 138.0        | 1:38.130        | 11 - | 5:10.685                     | 121.7               | 34.018 X:00.000 P                   |
| 5 -                                                | 1:10.471                     | 130.8        | 26.788        | <b>139.5</b> | 1:37.259        | 12 - | 5:41.800                     | 132.3               | 27.390 138.3 X:00.000               |
| 6 -                                                | 1:10.346                     | 134.2        | 26.893        | 138.6        | 1:37.239        | 13 - | 1:10.953                     | 130.3               | 26.971 138.6 1:37.924               |
| 7 -                                                | 1:10.611                     | 129.8        | 45.640        |              | 1:56.251 P      | 14 - | 1:14.336                     | 125.9               | 30.305 1:44.641 P                   |
| <b>4 Steve PLATER</b> Honda - UK Diggers.com       |                              |              |               |              |                 |      |                              |                     |                                     |
| 1 -                                                | 5:57.956                     | 116.3        | 29.416        | 136.1        | X:00.000        | 7 -  | 1:16.168                     | 114.5               | 37.004 1:53.172 P                   |
| 2 -                                                | 1:15.847                     | 120.0        | 28.440        | 134.2        | 1:44.287 D      | 8 -  | X:00.000                     | 130.0               | 28.807 131.3 X:00.000               |
| 3 -                                                | 1:13.444                     | 130.5        | 27.451        | 137.2        | 1:40.895        | 9 -  | 1:19.003                     | 105.5               | 34.565 1:53.568 P                   |
| 4 -                                                | 1:12.544                     | 131.0        | 27.380        | 133.9        | 1:39.924        | 10 - | 3:04.126                     | 130.8               | 27.305 <b>138.3</b> 3:31.431        |
| 5 -                                                | 1:13.231                     | 129.5        | 27.422        | 134.4        | 1:40.653        | 11 - | <b>1:11.516</b> <b>131.5</b> | <b>27.155</b> 136.1 | <b>1:38.671</b>                     |
| 6 -                                                | 1:12.374                     | 125.4        | 27.596        | 134.4        | 1:39.970        | 12 - | 1:13.544                     | 128.8               | 29.875 1:43.419 P                   |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## QUALIFYING - SECTOR ANALYSIS

(contd.)

|      |             |       |        |                               |            |      |          |       |        |       |            |
|------|-------------|-------|--------|-------------------------------|------------|------|----------|-------|--------|-------|------------|
| 5    | Gary MASON  |       |        | Honda - Team Hydrex Honda     |            |      |          |       |        |       |            |
| 1 -  | 5:29.705    | 130.5 | 27.849 | 137.5                         | X:00.000   | 12 - | 1:12.021 | 131.3 | 27.066 | 139.2 | 1:39.087   |
| 2 -  | 1:12.307    | 131.8 | 27.073 | 140.1                         | 1:39.380   | 13 - | 1:11.364 | 132.3 | 26.879 | 140.9 | 1:38.243   |
| 3 -  | 1:11.975    | 133.1 | 26.987 | 140.9                         | 1:38.962   | 14 - | 1:11.564 | 128.5 | 27.269 | 137.2 | 1:38.833   |
| 4 -  | 1:11.817    | 131.0 | 27.223 | 139.2                         | 1:39.040   | 15 - | 1:16.485 | 131.5 | 36.382 |       | 1:52.867 P |
| 5 -  | 1:12.148    | 131.3 | 34.493 |                               | 1:46.641 P | 16 - | 3:58.595 | 127.5 | 27.508 | 141.5 | 4:26.103   |
| 6 -  | 4:19.844    | 129.5 | 27.569 | 138.6                         | 4:47.413   | 17 - | 1:10.866 | 134.4 | 26.599 | 139.8 | 1:37.465   |
| 7 -  | 1:11.412    | 133.1 | 26.999 | 140.1                         | 1:38.411   | 18 - | 1:14.866 | 131.0 | 30.682 |       | 1:45.548 P |
| 8 -  | 1:11.421    | 132.3 | 27.027 | 138.0                         | 1:38.448   | 19 - | 3:23.681 | 133.9 | 27.499 | 140.9 | 3:51.180   |
| 9 -  | 1:18.968    | 130.0 | 35.599 |                               | 1:54.567 P | 20 - | 1:10.599 | 134.2 | 26.583 | 140.3 | 1:37.182   |
| 10 - | 5:59.506    | 131.5 | 27.489 | 139.5                         | X:00.000   | 21 - | 1:10.578 | 134.7 | 26.712 | 137.7 | 1:37.290   |
| 11 - | 1:11.683    | 131.8 | 27.170 | 138.6                         | 1:38.853   | 22 - | 1:35.879 | 119.8 | 33.673 | 76.2  | 2:09.552   |
| 8    | Tommy HILL  |       |        | Yamaha - Virgin Mobile Yamaha |            |      |          |       |        |       |            |
| 1 -  | 5:31.549    | 127.0 | 27.736 | 140.6                         | X:00.000   | 12 - | 6:17.776 | 117.5 | 28.165 | 141.2 | X:00.000   |
| 2 -  | 1:13.441    | 132.1 | 27.429 | 139.8                         | 1:40.870   | 13 - | 1:10.433 | 134.4 | 26.517 | 142.7 | 1:36.950   |
| 3 -  | 1:12.372    | 134.4 | 26.968 | 142.1                         | 1:39.340   | 14 - | 1:12.107 | 130.3 | 31.639 |       | 1:43.746 P |
| 4 -  | 1:11.749    | 133.4 | 26.955 | 142.1                         | 1:38.704   | 15 - | 4:49.185 | 125.6 | 28.175 | 140.3 | X:00.000   |
| 5 -  | 1:11.103    | 133.1 | 26.853 | 140.6                         | 1:37.956   | 16 - | 1:10.266 | 134.7 | 26.422 | 140.1 | 1:36.688   |
| 6 -  | 1:19.347    | 130.8 | 34.223 |                               | 1:53.570 P | 17 - | 1:10.282 | 133.6 | 26.531 | 139.5 | 1:36.813   |
| 7 -  | 3:59.221    | 133.4 | 26.942 | 140.9                         | 4:26.163   | 18 - | 1:18.503 | 120.9 | 34.221 |       | 1:52.724 P |
| 8 -  | 1:10.623    | 133.9 | 26.669 | 143.0                         | 1:37.292   | 19 - | 4:08.011 | 125.4 | 27.383 | 140.6 | 4:35.394   |
| 9 -  | 1:10.865    | 134.7 | 26.756 | 141.5                         | 1:37.621   | 20 - | 1:10.651 | 132.8 | 26.967 | 143.0 | 1:37.618   |
| 10 - | 1:10.649    | 135.2 | 26.578 | 142.1                         | 1:37.227   | 21 - | 1:11.992 | 131.5 | 26.922 | 141.2 | 1:38.914   |
| 11 - | 1:13.577    | 124.7 | 34.222 |                               | 1:47.799 P | 22 - | 1:11.326 | 132.6 | 27.880 | 119.4 | 1:39.206   |
| 9    | Karl HARRIS |       |        | Honda - HM Plant Honda        |            |      |          |       |        |       |            |
| 1 -  | 5:33.935    | 130.8 | 27.758 | 138.9                         | X:00.000   | 12 - | 1:09.575 | 133.4 | 26.694 | 138.9 | 1:36.269   |
| 2 -  | 1:13.583    | 126.1 | 35.301 |                               | 1:48.884 P | 13 - | 1:10.170 | 135.5 | 26.489 | 138.9 | 1:36.659   |
| 3 -  | 1:32.956    | 133.6 | 26.742 | 140.1                         | 1:59.698   | 14 - | 1:09.511 | 135.2 | 26.382 | 138.9 | 1:35.893   |
| 4 -  | 1:10.709    | 128.8 | 26.873 | 136.9                         | 1:37.582   | 15 - | 1:13.488 | 131.8 | 33.371 |       | 1:46.859 P |
| 5 -  | 1:10.891    | 128.3 | 26.932 | 138.9                         | 1:37.823   | 16 - | 3:02.824 | 120.0 | 26.868 | 140.3 | 3:29.692   |
| 6 -  | 1:10.014    | 135.0 | 26.461 | 138.3                         | 1:36.475   | 17 - | 1:09.229 | 135.8 | 26.240 | 140.3 | 1:35.469   |
| 7 -  | 1:09.742    | 135.8 | 26.382 | 141.5                         | 1:36.124   | 18 - | 1:14.990 | 124.0 | 31.631 |       | 1:46.621 P |
| 8 -  | 1:16.317    | 127.8 | 33.690 |                               | 1:50.007 P | 19 - | 3:32.107 | 126.8 | 27.054 | 137.7 | 3:59.161   |
| 9 -  | 5:20.457    | 132.8 | 26.920 | 137.5                         | X:00.000   | 20 - | 1:12.514 | 131.3 | 32.877 |       | 1:45.391 P |
| 10 - | 1:10.958    | 134.7 | 27.751 | 131.5                         | 1:38.709   | 21 - | 5:52.857 | 134.2 | 26.836 | 138.0 | X:00.000   |
| 11 - | 1:10.247    | 128.5 | 26.815 | 138.3                         | 1:37.062   | 22 - | 1:09.334 | 135.5 | 26.248 | 139.2 | 1:35.582   |
| 10   | Jon KIRKHAM |       |        | Suzuki - Scuderia Stellare    |            |      |          |       |        |       |            |
| 1 -  | 5:55.838    | 124.2 | 28.696 | 138.3                         | X:00.000   | 13 - | 1:17.859 | 124.7 | 36.382 |       | 1:54.241 P |
| 2 -  | 1:15.258    | 128.0 | 27.694 | 138.9                         | 1:42.952   | 14 - | 4:25.217 | 132.3 | 27.379 | 138.9 | 4:52.596   |
| 3 -  | 1:13.188    | 130.8 | 27.377 | 138.9                         | 1:40.565   | 15 - | 1:11.800 | 132.3 | 27.071 | 138.9 | 1:38.871   |
| 4 -  | 1:12.783    | 129.5 | 27.331 | 139.8                         | 1:40.114   | 16 - | 1:11.094 | 134.4 | 26.847 | 140.6 | 1:37.941   |
| 5 -  | 1:12.310    | 131.5 | 27.133 | 138.6                         | 1:39.443   | 17 - | 1:10.797 | 135.2 | 26.834 | 140.9 | 1:37.631   |
| 6 -  | 1:12.254    | 131.8 | 27.111 | 137.5                         | 1:39.365   | 18 - | 1:11.266 | 134.2 | 27.051 | 139.2 | 1:38.317   |
| 7 -  | 1:12.283    | 130.8 | 27.168 | 138.6                         | 1:39.451   | 19 - | 1:14.504 | 124.5 | 32.772 |       | 1:47.276 P |
| 8 -  | 1:11.553    | 130.8 | 27.161 | 139.5                         | 1:38.714   | 20 - | 2:59.287 | 118.5 | 28.048 | 139.8 | 3:27.335   |
| 9 -  | 1:19.411    | 130.0 | 37.233 |                               | 1:56.644 P | 21 - | 1:15.463 | 125.4 | 27.909 | 139.2 | 1:43.372   |
| 10 - | 5:45.376    | 118.1 | 28.444 | 139.5                         | X:00.000   | 22 - | 1:10.578 | 135.5 | 27.076 | 138.3 | 1:37.654   |
| 11 - | 1:11.230    | 133.4 | 26.890 | 138.6                         | 1:38.120   | 23 - | 1:10.887 | 134.7 | 26.811 | 139.2 | 1:37.698   |
| 12 - | 1:11.263    | 133.4 | 27.108 | 138.9                         | 1:38.371   |      |          |       |        |       |            |

Weather / Track : Cloudy / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## QUALIFYING - SECTOR ANALYSIS

(contd.)

| <b>11 James HAYDON</b> Suzuki - Rizla Suzuki       |          |       |               |              |                 |      |                 |              |                                     |
|----------------------------------------------------|----------|-------|---------------|--------------|-----------------|------|-----------------|--------------|-------------------------------------|
| 1 -                                                | 5:30.977 | 129.8 | 27.489        | 140.9        | X:00.000        | 14 - | 4:07.532        | 132.8        | 27.016 139.2 4:34.548               |
| 2 -                                                | 1:11.744 | 135.5 | 26.791        | 142.4        | 1:38.535        | 15 - | 1:10.276        | 133.4        | 26.577 141.5 1:36.853               |
| 3 -                                                | 1:10.692 | 135.2 | 26.582        | 140.6        | 1:37.274        | 16 - | 1:09.858        | 133.9        | 26.379 141.8 1:36.237               |
| 4 -                                                | 1:10.277 | 134.4 | 26.459        | 138.9        | 1:36.736        | 17 - | 1:09.708        | 135.2        | 26.356 141.2 1:36.064               |
| 5 -                                                | 1:10.007 | 133.4 | 26.519        | 140.9        | 1:36.526        | 18 - | 1:11.579        | 131.5        | 32.461 1:44.040P                    |
| 6 -                                                | 1:10.280 | 133.9 | 26.652        | 139.8        | 1:36.932        | 19 - | 3:28.651        | 131.3        | 26.798 140.6 3:55.449               |
| 7 -                                                | 1:10.220 | 133.6 | 26.611        | 141.5        | 1:36.831        | 20 - | 1:09.592        | <b>137.2</b> | 26.620 141.5 1:36.212               |
| 8 -                                                | 1:10.029 | 135.0 | 26.706        | 139.8        | 1:36.735        | 21 - | 1:10.033        | 133.9        | 26.602 140.6 1:36.635               |
| 9 -                                                | 1:10.193 | 133.9 | 26.662        | 140.3        | 1:36.855        | 22 - | 1:17.429        | 128.5        | 32.309 1:49.738P                    |
| 10 -                                               | 1:09.815 | 134.7 | 26.688        | <b>143.7</b> | 1:36.503        | 23 - | 3:02.320        | 129.5        | 27.365 140.3 3:29.685               |
| 11 -                                               | 1:11.698 | 132.1 | 27.398        | 140.6        | 1:39.096        | 24 - | <b>1:09.384</b> | 135.8        | <b>26.257</b> 138.3 <b>1:35.641</b> |
| 12 -                                               | 1:10.337 | 132.1 | 26.554        | 141.8        | 1:36.891        | 25 - | 1:10.011        | 133.9        | 26.745 140.9 1:36.756               |
| 13 -                                               | 1:14.551 | 121.5 | 37.628        |              | 1:52.179P       | 26 - | 1:18.238        | 128.3        | 28.913 133.4 1:47.151               |
| <b>12 Dean THOMAS</b> Kawasaki - Hawk Kawasaki     |          |       |               |              |                 |      |                 |              |                                     |
| 1 -                                                | 5:58.892 | 126.1 | 28.025        | 137.2        | X:00.000        | 12 - | 1:10.367        | <b>133.4</b> | 26.596 137.7 1:36.963               |
| 2 -                                                | 1:12.962 | 125.4 | 27.733        | 138.0        | 1:40.695        | 13 - | 1:12.457        | 128.0        | 29.613 1:42.070P                    |
| 3 -                                                | 1:11.836 | 130.5 | 26.872        | 139.2        | 1:38.708        | 14 - | 4:52.685        | 126.1        | 27.114 137.2 X:00.000               |
| 4 -                                                | 1:12.393 | 131.3 | 26.992        | 137.7        | 1:39.385        | 15 - | <b>1:10.214</b> | 131.8        | 26.465 <b>139.8</b> <b>1:36.679</b> |
| 5 -                                                | 1:12.568 | 129.8 | 26.959        | 137.2        | 1:39.527        | 16 - | 1:13.263        | 125.6        | 31.433 1:44.696P                    |
| 6 -                                                | 1:10.921 | 132.1 | 26.648        | 137.2        | 1:37.569        | 17 - | 4:52.891        | 112.4        | 28.653 135.5 X:00.000               |
| 7 -                                                | 1:12.739 | 126.8 | 31.701        |              | 1:44.440P       | 18 - | 1:11.030        | 132.8        | <b>26.410</b> 137.5 1:37.440        |
| 8 -                                                | 4:09.886 | 127.8 | 27.022        | 136.9        | 4:36.908        | 19 - | 1:11.876        | 87.3         | 39.177 1:51.053P                    |
| 9 -                                                | 1:10.712 | 131.8 | 26.707        | 136.3        | 1:37.419        | 20 - | 3:31.874        | 130.5        | 26.805 136.3 3:58.679               |
| 10 -                                               | 1:12.186 | 101.5 | 34.399        |              | 1:46.585P       | 21 - | 1:12.109        | 128.0        | 27.269 135.5 1:39.378               |
| 11 -                                               | 3:31.411 | 123.8 | 27.874        | 136.9        | 3:59.285        |      |                 |              |                                     |
| <b>14 Craig SPROSTON</b> Honda - Team CSR <b>C</b> |          |       |               |              |                 |      |                 |              |                                     |
| 1 -                                                | 8:09.257 | 125.2 | 29.166        | 133.6        | X:00.000        | 10 - | <b>1:14.799</b> | 117.3        | 29.108 133.1 1:43.907               |
| 2 -                                                | 1:15.988 | 128.5 | 28.553        | 134.7        | 1:44.541        | 11 - | 1:15.260        | <b>130.0</b> | 28.146 133.6 1:43.406               |
| 3 -                                                | 1:15.503 | 129.5 | 28.413        | 132.8        | 1:43.916        | 12 - | 1:22.925        | 118.5        | 28.805 132.3 1:51.730               |
| 4 -                                                | 1:15.677 | 128.3 | 28.395        | 133.4        | 1:44.072        | 13 - | 1:27.880        | 125.2        | 28.870 134.2 1:56.750               |
| 5 -                                                | 1:15.963 | 129.3 | 28.425        | 132.1        | 1:44.388        | 14 - | 1:23.670        | 120.2        | 38.151 2:01.821P                    |
| 6 -                                                | 1:29.251 | 119.8 | 30.420        | 131.3        | 1:59.671        | 15 - | 4:46.099        | 116.1        | 32.514 115.7 X:00.000               |
| 7 -                                                | 1:25.651 | 73.8  | 40.406        |              | 2:06.057P       | 16 - | 1:22.392        | 128.8        | 28.146 134.4 1:50.538               |
| 8 -                                                | 6:09.473 | 126.1 | 28.667        | 134.2        | X:00.000        | 17 - | 1:17.253        | 115.7        | 36.459 108.9 1:53.712               |
| 9 -                                                | 1:14.919 | 129.0 | <b>28.008</b> | <b>135.2</b> | <b>1:42.927</b> | 18 - | 1:29.439        | 103.4        | 35.450 2:04.889P                    |
| <b>15 Ben WILSON</b> Suzuki - Vivaldi Racing       |          |       |               |              |                 |      |                 |              |                                     |
| 1 -                                                | 5:41.683 | 123.1 | 28.663        | 136.6        | X:00.000        | 13 - | 1:11.743        | 128.3        | 27.445 138.9 1:39.188               |
| 2 -                                                | 1:13.702 | 129.5 | 27.371        | 138.0        | 1:41.073        | 14 - | 1:14.223        | 123.5        | 33.737 1:47.960P                    |
| 3 -                                                | 1:11.916 | 132.6 | 27.225        | 138.6        | 1:39.141        | 15 - | 7:52.019        | 129.8        | 27.358 137.7 X:00.000               |
| 4 -                                                | 1:11.274 | 131.5 | 27.201        | <b>140.3</b> | 1:38.475        | 16 - | <b>1:10.747</b> | 129.5        | 27.090 139.5 1:37.837               |
| 5 -                                                | 1:11.652 | 132.8 | 27.126        | 139.5        | 1:38.778        | 17 - | 1:11.161        | 130.8        | <b>26.927</b> 139.5 1:38.088        |
| 6 -                                                | 1:12.919 | 127.3 | 27.385        | 138.0        | 1:40.304        | 18 - | 1:16.827        | 124.9        | 31.327 1:48.154P                    |
| 7 -                                                | 1:11.582 | 130.3 | 27.260        | 139.5        | 1:38.842        | 19 - | 4:47.679        | 130.8        | 27.739 135.8 X:00.000               |
| 8 -                                                | 1:11.324 | 129.8 | 28.089        | 138.0        | 1:39.413        | 20 - | 1:16.248        | 125.6        | 27.990 139.5 1:44.238               |
| 9 -                                                | 1:12.355 | 131.3 | 27.486        | 136.9        | 1:39.841        | 21 - | 1:13.748        | 123.1        | 31.763 1:45.511P                    |
| 10 -                                               | 1:11.888 | 131.0 | 27.793        | 135.2        | 1:39.681        | 22 - | 2:43.411        | 131.3        | 27.252 139.2 3:10.663               |
| 11 -                                               | 1:11.210 | 131.8 | 27.103        | 138.9        | 1:38.313        | 23 - | 1:10.837        | <b>133.1</b> | 26.938 139.8 <b>1:37.775</b>        |
| 12 -                                               | 1:11.035 | 130.8 | 27.165        | 138.6        | 1:38.200        |      |                 |              |                                     |

Weather / Track : Cloudy / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## QUALIFYING - SECTOR ANALYSIS

(contd.)

| 16 Billy McCONNELL Yamaha - Virgin Mobile Yamaha |                 |              |        |              |                 |      |                 |              |                                     |
|--------------------------------------------------|-----------------|--------------|--------|--------------|-----------------|------|-----------------|--------------|-------------------------------------|
| 1 -                                              | 5:33.484        | 127.3        | 27.760 | <b>139.8</b> | X:00.000        | 12 - | 1:11.458        | 131.3        | 27.221 136.9 1:38.679               |
| 2 -                                              | 1:14.236        | 128.5        | 27.828 | 137.5        | 1:42.064        | 13 - | 1:15.581        | 129.8        | 31.352 1:46.933P                    |
| 3 -                                              | 1:15.558        | 129.3        | 27.685 | 138.3        | 1:43.243        | 14 - | 5:28.665        | 130.0        | 27.360 138.3 X:00.000               |
| 4 -                                              | 1:12.389        | 132.1        | 27.214 | 138.3        | 1:39.603        | 15 - | 1:12.542        | 132.1        | 27.299 138.6 1:39.841               |
| 5 -                                              | 1:13.281        | 130.8        | 27.494 | 138.0        | 1:40.775        | 16 - | 1:12.931        | 133.1        | 32.367 1:45.298P                    |
| 6 -                                              | 1:11.878        | 133.6        | 27.246 | 136.3        | 1:39.124        | 17 - | 3:11.891        | 131.3        | 27.121 135.5 3:39.012               |
| 7 -                                              | 1:11.887        | 132.6        | 27.139 | 139.2        | 1:39.026        | 18 - | 1:11.602        | <b>134.4</b> | <b>26.851</b> 137.7 1:38.453        |
| 8 -                                              | 1:11.930        | 130.0        | 27.297 | 139.5        | 1:39.227        | 19 - | 1:11.368        | <b>134.4</b> | 26.994 139.2 1:38.362               |
| 9 -                                              | 1:14.144        | 130.3        | 32.721 |              | 1:46.865P       | 20 - | 1:13.870        | 132.3        | 32.171 1:46.041P                    |
| 10 -                                             | 6:09.163        | 129.5        | 27.162 | 139.2        | X:00.000        | 21 - | 2:52.500        | 133.4        | 26.974 138.9 3:19.474               |
| 11 -                                             | <b>1:11.321</b> | 131.0        | 27.033 | 136.6        | <b>1:38.354</b> | 22 - | 1:19.257        | 126.6        | 27.625 133.4 1:46.882               |
| 17 Steve BROGAN Yamaha - Jentin Racing           |                 |              |        |              |                 |      |                 |              |                                     |
| 1 -                                              | 5:29.229        | 126.6        | 28.250 | 132.6        | X:00.000        | 11 - | 1:12.931        | 128.5        | 27.720 131.5 1:40.651               |
| 2 -                                              | 1:14.627        | 126.6        | 28.026 | <b>135.8</b> | 1:42.653        | 12 - | 1:20.661        | 116.3        | 33.571 1:54.232P                    |
| 3 -                                              | 1:14.619        | 126.1        | 32.867 |              | 1:47.486P       | 13 - | 3:17.714        | 116.5        | 29.075 131.8 3:46.789               |
| 4 -                                              | 3:00.587        | 127.8        | 27.606 | 135.0        | 3:28.193        | 14 - | 1:12.190        | 128.0        | 27.293 133.1 1:39.483               |
| 5 -                                              | 1:13.741        | <b>129.8</b> | 27.484 | 133.1        | 1:41.225        | 15 - | <b>1:11.965</b> | 129.0        | 27.210 133.4 <b>1:39.175</b>        |
| 6 -                                              | 1:12.748        | 129.0        | 27.513 | 134.2        | 1:40.261        | 16 - | 1:21.891        | 117.5        | 35.372 1:57.263P                    |
| 7 -                                              | 1:13.223        | 128.0        | 27.560 | 133.4        | 1:40.783        | 17 - | 3:12.349        | 115.9        | 29.085 131.8 3:41.434               |
| 8 -                                              | 1:13.025        | 128.8        | 27.550 | 133.6        | 1:40.575        | 18 - | 1:12.170        | 128.8        | 27.161 134.2 1:39.331               |
| 9 -                                              | 1:13.004        | 127.8        | 34.119 |              | 1:47.123P       | 19 - | 1:12.016        | 128.8        | <b>27.160</b> 133.9 1:39.176        |
| 10 -                                             | 3:34.418        | 108.9        | 31.397 | 132.1        | 4:05.815        | 20 - | 1:22.280        | 115.9        | 34.564 1:56.844P                    |
| 30 Gareth GLYNN Honda - Chapman Racing C         |                 |              |        |              |                 |      |                 |              |                                     |
| 1 -                                              | 6:03.509        | 120.9        | 30.967 | 133.4        | X:00.000        | 12 - | 1:14.933        | 131.0        | 27.972 136.1 1:42.905               |
| 2 -                                              | 1:18.151        | 127.8        | 28.601 | 138.0        | 1:46.752        | 13 - | 1:13.826        | 129.3        | 27.896 134.4 1:41.722               |
| 3 -                                              | 1:14.117        | 128.0        | 28.582 | 135.5        | 1:42.699        | 14 - | 1:14.048        | 131.3        | 28.139 128.3 1:42.187               |
| 4 -                                              | 1:14.288        | 126.1        | 27.960 | 132.6        | 1:42.248        | 15 - | 1:13.899        | 127.3        | 28.382 130.5 1:42.281               |
| 5 -                                              | 1:14.330        | 131.8        | 27.979 | 132.1        | 1:42.309        | 16 - | 1:14.100        | 130.0        | 28.075 134.4 1:42.175               |
| 6 -                                              | 1:13.615        | 131.5        | 33.547 |              | 1:47.162P       | 17 - | 1:20.359        | 107.0        | 33.607 1:53.966P                    |
| 7 -                                              | 4:41.426        | 129.3        | 28.354 | 135.0        | X:00.000        | 18 - | 4:55.427        | 126.1        | 28.296 136.1 X:00.000               |
| 8 -                                              | 1:13.125        | 131.0        | 27.594 | 136.3        | 1:40.719        | 19 - | 1:13.439        | 131.8        | <b>27.372</b> <b>138.9</b> 1:40.811 |
| 9 -                                              | 1:12.692        | <b>132.8</b> | 27.617 | 135.5        | 1:40.309        | 20 - | <b>1:12.434</b> | 131.8        | 27.462 <b>138.9</b> <b>1:39.896</b> |
| 10 -                                             | 1:19.550        | 116.1        | 36.493 |              | 1:56.043P       | 21 - | 1:17.149        | 124.5        | 35.062 1:52.211P                    |
| 11 -                                             | 4:21.396        | 127.5        | 28.682 | 133.6        | 4:50.078        |      |                 |              |                                     |
| 33 Michael LAVERTY Honda - Stobart Motorsport    |                 |              |        |              |                 |      |                 |              |                                     |
| 1 -                                              | 6:11.549        | 124.0        | 28.355 | 137.2        | X:00.000        | 12 - | 1:11.167        | 131.0        | 27.022 137.7 1:38.189               |
| 2 -                                              | 1:12.905        | 133.4        | 28.006 | 139.2        | 1:40.911        | 13 - | 1:24.012        | 127.8        | 27.630 136.3 1:51.642               |
| 3 -                                              | 1:11.811        | 132.6        | 27.071 | 138.6        | 1:38.882        | 14 - | 1:10.946        | 130.8        | 26.977 135.8 1:37.923               |
| 4 -                                              | 1:11.415        | <b>134.4</b> | 27.069 | <b>139.5</b> | 1:38.484        | 15 - | 1:31.810        | 113.9        | 34.545 2:06.355P                    |
| 5 -                                              | 1:20.418        | 128.3        | 28.037 | 134.2        | 1:48.455        | 16 - | 6:41.343        | 123.5        | 27.902 136.9 X:00.000               |
| 6 -                                              | 1:11.445        | 132.3        | 27.077 | 137.5        | 1:38.522        | 17 - | <b>1:10.730</b> | 132.8        | 26.812 136.3 <b>1:37.542</b>        |
| 7 -                                              | 1:11.057        | 133.4        | 27.019 | 137.7        | 1:38.076        | 18 - | 1:29.157        | 113.1        | 36.780 2:05.937P                    |
| 8 -                                              | 1:26.863        | 118.9        | 36.641 |              | 2:03.504P       | 19 - | 4:11.263        | 124.9        | 27.523 138.3 4:38.786               |
| 9 -                                              | 6:32.494        | 126.8        | 27.920 | 136.3        | X:00.000        | 20 - | 1:10.746        | 133.9        | <b>26.804</b> 137.7 1:37.550        |
| 10 -                                             | 1:11.321        | 132.6        | 26.986 | 138.3        | 1:38.307        | 21 - | 1:11.418        | 131.8        | 27.052 132.6 1:38.470               |
| 11 -                                             | 1:11.033        | 131.8        | 27.089 | 138.9        | 1:38.122        |      |                 |              |                                     |

Weather / Track : Cloudy / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## QUALIFYING - SECTOR ANALYSIS

(contd.)

|      |                  |       |        |       |           |                               |          |       |        |       |           |
|------|------------------|-------|--------|-------|-----------|-------------------------------|----------|-------|--------|-------|-----------|
| 37   | Danny BEAUMONT   |       |        |       |           | Kawasaki - Dienza Performance |          |       |        |       |           |
| 1 -  | 5:45.109         | 110.9 | 41.611 |       | X:00.000P | 11 -                          | 1:14.471 | 127.8 | 28.075 | 131.5 | 1:42.546  |
| 2 -  | 3:38.574         | 124.9 | 29.031 | 129.0 | 4:07.605  | 12 -                          | 1:22.218 | 120.0 | 31.933 |       | 1:54.151P |
| 3 -  | 1:16.052         | 125.4 | 28.705 | 127.3 | 1:44.757  | 13 -                          | 4:15.682 | 128.8 | 27.558 | 135.2 | 4:43.240  |
| 4 -  | 1:24.907         | 109.1 | 34.828 | 130.3 | 1:59.735  | 14 -                          | 1:12.798 | 127.3 | 27.490 | 133.6 | 1:40.288  |
| 5 -  | 1:14.499         | 124.5 | 28.183 | 132.6 | 1:42.682  | 15 -                          | 1:18.003 | 119.1 | 33.636 |       | 1:51.639P |
| 6 -  | 1:14.127         | 126.6 | 28.113 | 129.5 | 1:42.240  | 16 -                          | 3:26.192 | 131.0 | 27.817 | 133.1 | 3:54.009  |
| 7 -  | 1:16.909         | 126.6 | 28.059 | 132.3 | 1:44.968  | 17 -                          | 1:16.352 | 125.2 | 36.441 |       | 1:52.793P |
| 8 -  | 1:15.112         | 120.9 | 37.177 |       | 1:52.289P | 18 -                          | 3:48.936 | 127.0 | 28.207 | 132.6 | 4:17.143  |
| 9 -  | 4:23.000         | 116.9 | 33.974 | 131.8 | 4:56.974  | 19 -                          | 1:14.056 | 129.3 | 27.859 | 130.0 | 1:41.915  |
| 10 - | 1:13.710         | 130.3 | 27.853 | 132.3 | 1:41.563  | 20 -                          | 1:14.152 | 129.3 | 27.882 | 131.0 | 1:42.034  |
| 41   | Craig COXHELL    |       |        |       |           | Kawasaki - Hawk Kawasaki      |          |       |        |       |           |
| 1 -  | 6:11.902         | 124.5 | 28.510 | 137.7 | X:00.000  | 12 -                          | 1:22.553 | 78.0  | 35.804 |       | 1:58.357P |
| 2 -  | 1:12.967         | 132.3 | 27.540 | 141.5 | 1:40.507  | 13 -                          | 4:47.052 | 128.0 | 27.193 | 136.3 | X:00.000  |
| 3 -  | 1:12.289         | 132.6 | 27.017 | 138.6 | 1:39.306  | 14 -                          | 1:12.174 | 133.4 | 30.428 |       | 1:42.602P |
| 4 -  | 1:11.607         | 133.9 | 27.040 | 138.9 | 1:38.647  | 15 -                          | 2:54.054 | 129.0 | 27.056 | 137.7 | 3:21.110  |
| 5 -  | 1:14.667         | 124.5 | 35.498 |       | 1:50.165P | 16 -                          | 1:11.604 | 133.4 | 26.738 | 137.7 | 1:38.342  |
| 6 -  | 4:10.092         | 80.6  | 28.882 | 138.0 | 4:38.974  | 17 -                          | 1:10.907 | 133.9 | 26.771 | 137.7 | 1:37.678  |
| 7 -  | 1:23.310         | 89.8  | 27.842 | 138.0 | 1:51.152  | 18 -                          | 1:14.034 | 127.0 | 32.705 |       | 1:46.739P |
| 8 -  | 1:11.931         | 135.0 | 27.118 | 136.6 | 1:39.049  | 19 -                          | 2:42.341 | 131.0 | 27.124 | 137.5 | 3:09.465  |
| 9 -  | 1:14.489         | 131.5 | 27.326 | 137.7 | 1:41.815  | 20 -                          | 1:10.767 | 133.4 | 26.708 | 137.5 | 1:37.475  |
| 10 - | 1:12.377         | 132.8 | 27.099 | 137.5 | 1:39.476  | 21 -                          | 1:10.792 | 133.1 | 26.717 | 137.7 | 1:37.509  |
| 11 - | 1:11.709         | 132.3 | 26.974 | 138.0 | 1:38.683  | 22 -                          | 1:24.008 | 125.4 | 32.309 |       | 1:56.317P |
| 42   | Dean ELLISON     |       |        |       |           | Honda - Slingshot SMT Racing  |          |       |        |       |           |
| 1 -  | 5:32.665         | 128.0 | 28.180 | 136.6 | X:00.000  | 13 -                          | 3:38.340 | 90.6  | 28.616 | 135.0 | 4:06.956  |
| 2 -  | 1:14.282         | 130.3 | 27.839 | 134.4 | 1:42.121  | 14 -                          | 1:13.110 | 130.3 | 27.180 | 136.6 | 1:40.290  |
| 3 -  | 1:13.832         | 129.8 | 27.714 | 136.6 | 1:41.546  | 15 -                          | 1:12.375 | 129.0 | 27.247 | 137.2 | 1:39.622  |
| 4 -  | 1:13.627         | 122.4 | 27.741 | 134.2 | 1:41.368  | 16 -                          | 1:13.016 | 128.3 | 36.616 |       | 1:49.632P |
| 5 -  | 1:14.081         | 128.3 | 27.409 | 138.0 | 1:41.490  | 17 -                          | 4:16.550 | 118.1 | 27.960 | 134.2 | 4:44.510  |
| 6 -  | 1:13.481         | 127.8 | 27.599 | 136.6 | 1:41.080  | 18 -                          | 1:19.758 | 120.2 | 27.845 | 135.5 | 1:47.603  |
| 7 -  | 1:32.005         | 109.4 | 40.725 |       | 2:12.730P | 19 -                          | 1:12.416 | 130.5 | 27.061 | 135.2 | 1:39.477  |
| 8 -  | 5:31.365         | 127.3 | 27.505 | 135.0 | X:00.000  | 20 -                          | 1:14.125 | 85.9  | 33.246 |       | 1:47.371P |
| 9 -  | 1:12.981         | 128.3 | 27.531 | 137.5 | 1:40.512  | 21 -                          | 2:37.878 | 126.3 | 27.147 | 137.7 | 3:05.025  |
| 10 - | 1:13.414         | 127.0 | 27.535 | 135.0 | 1:40.949  | 22 -                          | 1:11.912 | 130.5 | 26.967 | 136.6 | 1:38.879  |
| 11 - | 1:12.688         | 128.8 | 27.357 | 135.0 | 1:40.045  | 23 -                          | 1:11.785 | 130.8 | 27.063 | 136.9 | 1:38.848  |
| 12 - | 1:38.310         | 107.5 | 36.585 |       | 2:14.895P |                               |          |       |        |       |           |
| 43   | Howie MAINWARING |       |        |       |           | Suzuki - Protech Racing       |          |       |        |       | C         |
| 1 -  | 6:59.314         | 124.7 | 28.586 | 128.0 | X:00.000  | 10 -                          | 1:22.802 | 116.7 | 38.950 |       | 2:01.752P |
| 2 -  | 1:15.594         | 127.8 | 27.952 | 133.1 | 1:43.546  | 11 -                          | 2:42.210 | 98.2  | 34.862 | 134.4 | 3:17.072  |
| 3 -  | 1:13.752         | 129.5 | 27.810 | 134.2 | 1:41.562  | 12 -                          | 1:13.423 | 130.5 | 28.015 | 132.8 | 1:41.438  |
| 4 -  | 1:13.970         | 128.8 | 27.958 | 132.3 | 1:41.928  | 13 -                          | 1:19.774 | 121.3 | 33.720 |       | 1:53.494P |
| 5 -  | 1:13.822         | 129.8 | 27.875 | 132.3 | 1:41.697  | 14 -                          | 4:06.006 | 128.8 | 28.317 | 134.2 | 4:34.323  |
| 6 -  | 1:13.866         | 127.0 | 27.798 | 131.5 | 1:41.664  | 15 -                          | 1:13.310 | 130.8 | 27.688 | 137.2 | 1:40.998  |
| 7 -  | 1:19.270         | 109.2 | 34.281 |       | 1:53.551P | 16 -                          | 1:13.499 | 132.1 | 27.631 | 134.7 | 1:41.130  |
| 8 -  | X:00.000         | 97.1  | 29.564 | 133.6 | X:00.000  | 17 -                          | 1:13.279 | 130.5 | 27.605 | 132.8 | 1:40.884  |
| 9 -  | 1:12.592         | 132.1 | 27.308 | 133.4 | 1:39.900  |                               |          |       |        |       |           |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## QUALIFYING - SECTOR ANALYSIS

(contd.)

|      |          |                  |        |       |            |                            |          |       |        |       |           |
|------|----------|------------------|--------|-------|------------|----------------------------|----------|-------|--------|-------|-----------|
| 46   |          | Ollie BRIDEWELL  |        |       |            | Suzuki - Vivaldi Racing    |          |       |        |       |           |
| 1 -  | 6:12.113 | 123.5            | 28.845 | 136.3 | X:00.000   | 13 -                       | 3:47.329 | 116.7 | 30.309 | 137.7 | 4:17.638  |
| 2 -  | 1:17.700 | 114.1            | 29.599 | 136.9 | 1:47.299   | 14 -                       | 1:12.623 | 133.1 | 27.259 | 137.5 | 1:39.882  |
| 3 -  | 1:14.361 | 130.3            | 27.963 | 137.5 | 1:42.324   | 15 -                       | 1:12.295 | 131.5 | 27.578 | 138.6 | 1:39.873  |
| 4 -  | 1:13.350 | 130.5            | 27.740 | 138.3 | 1:41.090   | 16 -                       | 1:23.207 | 112.4 | 32.672 |       | 1:55.879P |
| 5 -  | 1:13.205 | 130.3            | 27.557 | 138.3 | 1:40.762   | 17 -                       | 4:29.868 | 81.1  | 29.764 | 135.5 | 4:59.632  |
| 6 -  | 1:13.605 | 129.0            | 27.692 | 136.3 | 1:41.297   | 18 -                       | 1:12.762 | 132.6 | 27.488 | 136.9 | 1:40.250  |
| 7 -  | 1:13.016 | 130.5            | 27.781 | 133.6 | 1:40.797   | 19 -                       | 1:11.860 | 130.8 | 27.342 | 137.7 | 1:39.202  |
| 8 -  | 1:12.907 | 131.5            | 27.526 | 136.3 | 1:40.433   | 20 -                       | 1:32.354 | 119.8 | 34.529 |       | 2:06.883P |
| 9 -  | 1:12.806 | 131.8            | 27.694 | 135.0 | 1:40.500   | 21 -                       | 4:03.545 | 92.9  | 30.143 | 136.9 | 4:33.688  |
| 10 - | 1:12.707 | 129.8            | 27.431 | 137.7 | 1:40.138   | 22 -                       | 1:12.508 | 134.2 | 26.946 | 139.2 | 1:39.454  |
| 11 - | 1:12.572 | 130.3            | 27.731 | 135.8 | 1:40.303   | 23 -                       | 1:11.619 | 132.6 | 27.266 | 138.0 | 1:38.885  |
| 12 - | 1:27.933 | 90.3             | 37.164 |       | 2:05.097 P | 24 -                       | 1:12.283 | 133.6 | 27.482 | 137.5 | 1:39.765  |
| 48   |          | Nick MEDD        |        |       |            | Kawasaki - Medd Racing     |          |       |        |       |           |
| 1 -  | 5:54.710 | 122.2            | 29.277 | 132.8 | X:00.000   | 11 -                       | 1:14.422 | 126.8 | 28.049 | 133.1 | 1:42.471  |
| 2 -  | 1:18.343 | 123.1            | 28.852 | 133.9 | 1:47.195   | 12 -                       | 1:17.509 | 119.4 | 38.035 |       | 1:55.544P |
| 3 -  | 1:16.181 | 126.3            | 28.182 | 135.5 | 1:44.363   | 13 -                       | X:00.000 | 124.5 | 28.524 | 124.7 | X:00.000  |
| 4 -  | 1:23.655 | 118.5            | 28.786 | 135.0 | 1:52.441   | 14 -                       | 1:15.327 | 127.5 | 27.912 | 134.4 | 1:43.239  |
| 5 -  | 1:14.997 | 127.5            | 27.975 | 136.6 | 1:42.972   | 15 -                       | 1:13.949 | 130.3 | 28.169 | 135.5 | 1:42.118  |
| 6 -  | 1:16.766 | 123.3            | 35.447 |       | 1:52.213 P | 16 -                       | 1:17.382 | 124.2 | 34.211 |       | 1:51.593P |
| 7 -  | 4:35.884 | 121.5            | 28.606 | 136.6 | X:00.000   | 17 -                       | 3:22.823 | 126.1 | 28.579 | 134.2 | 3:51.402  |
| 8 -  | 1:15.254 | 126.3            | 33.255 |       | 1:48.509P  | 18 -                       | 1:15.579 | 126.3 | 28.223 | 132.8 | 1:43.802  |
| 9 -  | 1:49.541 | 125.9            | 28.158 | 136.6 | 2:17.699   | 19 -                       | 1:14.283 | 128.3 | 28.008 | 133.9 | 1:42.291  |
| 10 - | 1:14.652 | 128.0            | 28.333 | 135.8 | 1:42.985   |                            |          |       |        |       |           |
| 56   |          | James BUCKINGHAM |        |       |            | Honda - Quay Garage Racing |          |       |        |       | C         |
| 1 -  | 6:21.401 | 118.5            | 29.622 | 131.8 | X:00.000   | 12 -                       | 1:11.756 | 131.5 | 27.293 | 137.2 | 1:39.049  |
| 2 -  | 1:17.399 | 128.0            | 28.118 | 137.5 | 1:45.517   | 13 -                       | 1:11.200 | 131.8 | 27.025 | 134.7 | 1:38.225  |
| 3 -  | 1:12.940 | 128.0            | 27.428 | 137.7 | 1:40.368   | 14 -                       | 1:12.668 | 128.0 | 27.144 | 136.1 | 1:39.812  |
| 4 -  | 1:12.675 | 130.8            | 27.363 | 136.9 | 1:40.038   | 15 -                       | 1:16.201 | 120.2 | 34.743 |       | 1:50.944P |
| 5 -  | 1:12.271 | 130.5            | 27.301 | 137.7 | 1:39.572   | 16 -                       | 4:06.576 | 124.9 | 27.814 | 139.2 | 4:34.390  |
| 6 -  | 1:12.370 | 129.8            | 27.155 | 137.2 | 1:39.525   | 17 -                       | 1:10.970 | 131.5 | 26.625 | 138.0 | 1:37.595  |
| 7 -  | 1:12.259 | 131.0            | 27.131 | 137.5 | 1:39.390   | 18 -                       | 1:10.770 | 131.0 | 26.693 | 135.5 | 1:37.463  |
| 8 -  | 1:17.701 | 122.9            | 36.981 |       | 1:54.682 P | 19 -                       | 1:17.710 | 123.8 | 35.549 |       | 1:53.259P |
| 9 -  | 7:19.833 | 118.5            | 30.701 | 132.6 | X:00.000   | 20 -                       | 3:18.902 | 126.6 | 27.377 | 137.7 | 3:46.279  |
| 10 - | 1:18.554 | 87.6             | 29.113 | 136.6 | 1:47.667   | 21 -                       | 1:10.257 | 131.8 | 26.534 | 138.3 | 1:36.791  |
| 11 - | 1:12.877 | 129.3            | 27.446 | 136.6 | 1:40.323   | 22 -                       | 1:10.592 | 132.1 | 26.775 | 136.3 | 1:37.367  |
| 60   |          | Peter HICKMAN    |        |       |            | Kawasaki - Hawk Kawasaki   |          |       |        |       |           |
| 1 -  | 5:51.495 | 127.5            | 28.258 | 133.4 | X:00.000   | 12 -                       | 1:12.578 | 132.3 | 27.228 | 136.1 | 1:39.806  |
| 2 -  | 1:15.078 | 130.3            | 27.686 | 136.9 | 1:42.764   | 13 -                       | 1:20.609 | 130.3 | 34.640 |       | 1:55.249P |
| 3 -  | 1:13.980 | 130.8            | 27.605 | 136.9 | 1:41.585   | 14 -                       | 7:39.140 | 129.3 | 27.539 | 135.8 | X:00.000  |
| 4 -  | 1:13.370 | 130.8            | 27.478 | 136.6 | 1:40.848   | 15 -                       | 1:11.945 | 133.6 | 27.089 | 136.6 | 1:39.034  |
| 5 -  | 1:13.681 | 130.8            | 27.583 | 138.3 | 1:41.264   | 16 -                       | 1:11.451 | 133.9 | 26.949 | 137.7 | 1:38.400  |
| 6 -  | 1:14.269 | 116.7            | 36.448 |       | 1:50.717 P | 17 -                       | 1:12.191 | 134.4 | 33.951 |       | 1:46.142P |
| 7 -  | 5:06.974 | 131.5            | 27.477 | 138.0 | X:00.000   | 18 -                       | 3:38.940 | 132.6 | 27.463 | 137.7 | 4:06.403  |
| 8 -  | 1:13.075 | 132.6            | 27.261 | 138.3 | 1:40.336   | 19 -                       | 1:17.028 | 134.2 | 27.188 | 139.2 | 1:44.216  |
| 9 -  | 1:15.110 | 125.2            | 27.598 | 137.5 | 1:42.708   | 20 -                       | 1:11.291 | 134.4 | 26.827 | 137.7 | 1:38.118  |
| 10 - | 1:12.857 | 131.0            | 27.429 | 136.6 | 1:40.286   | 21 -                       | 1:17.792 | 125.6 | 27.260 | 138.6 | 1:45.052  |
| 11 - | 1:12.765 | 132.6            | 27.321 | 137.5 | 1:40.086   | 22 -                       | 1:11.572 | 132.6 | 26.853 | 140.1 | 1:38.425  |

Weather / Track : Cloudy / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## QUALIFYING - SECTOR ANALYSIS

(contd.)

| 65 Jonathan REA Honda - Red Bull Honda         |          |              |               |              |           |      |                 |              |                                            |
|------------------------------------------------|----------|--------------|---------------|--------------|-----------|------|-----------------|--------------|--------------------------------------------|
| 1 -                                            | 5:30.483 | 132.6        | 27.891        | 139.5        | X:00.000  | 11 - | 1:10.582        | 136.9        | 26.758 141.8 1:37.340                      |
| 2 -                                            | 1:14.100 | 134.7        | 27.321        | 139.8        | 1:41.421  | 12 - | 1:16.411        | 135.0        | 32.639 1:49.050P                           |
| 3 -                                            | 1:13.943 | 132.6        | 27.227        | 142.1        | 1:41.170  | 13 - | 7:57.615        | 69.2         | 45.076 X:00.000P                           |
| 4 -                                            | 1:11.508 | 135.2        | 26.803        | 142.1        | 1:38.311  | 14 - | X:00.000        | 133.9        | 27.548 141.8 X:00.000                      |
| 5 -                                            | 1:12.776 | 134.7        | 32.813        |              | 1:45.589P | 15 - | 1:11.664        | 135.2        | 26.988 141.2 1:38.652                      |
| 6 -                                            | 2:58.895 | 127.3        | 27.982        | 140.9        | 3:26.877  | 16 - | 1:10.019        | 136.1        | 26.493 142.4 1:36.512                      |
| 7 -                                            | 1:11.265 | 134.7        | 26.933        | 142.1        | 1:38.198  | 17 - | 1:11.957        | 134.2        | 30.793 1:42.750P                           |
| 8 -                                            | 1:10.792 | 125.4        | 26.867        | 142.1        | 1:37.659  | 18 - | 2:11.211        | 134.7        | 27.218 142.4 2:38.429                      |
| 9 -                                            | 1:10.620 | 135.5        | 27.410        | 140.3        | 1:38.030  | 19 - | <b>1:09.747</b> | <b>138.6</b> | <b>26.432</b> <b>143.7</b> <b>1:36.179</b> |
| 10 -                                           | 1:10.658 | 135.2        | 26.682        | 141.8        | 1:37.340  |      |                 |              |                                            |
| 67 Shane BYRNE Suzuki - Rizla Suzuki           |          |              |               |              |           |      |                 |              |                                            |
| 1 -                                            | X:00.000 | 119.1        | 28.713        | 138.9        | X:00.000  | 8 -  | 1:15.202        | 125.9        | 34.255 1:49.457P                           |
| 2 -                                            | 1:11.807 | 135.8        | 26.882        | 141.8        | 1:38.689  | 9 -  | 4:32.435        | 122.4        | 28.534 142.4 X:00.000                      |
| 3 -                                            | 1:10.522 | 136.6        | 26.626        | 140.9        | 1:37.148  | 10 - | 1:09.902        | <b>137.7</b> | <b>26.121</b> <b>144.6</b> <b>1:36.023</b> |
| 4 -                                            | 1:09.887 | 136.9        | 26.509        | 141.8        | 1:36.396  | 11 - | <b>1:09.688</b> | <b>137.7</b> | 26.551 142.1 1:36.239                      |
| 5 -                                            | 1:09.916 | 135.0        | 26.513        | 142.7        | 1:36.429  | 12 - | 1:13.071        | 124.5        | 34.664 1:47.735P                           |
| 6 -                                            | 1:09.770 | 135.8        | 26.476        | 142.4        | 1:36.246  | 13 - | 4:01.503        | 124.2        | 27.475 141.8 4:28.978                      |
| 7 -                                            | 1:10.032 | 135.5        | 26.867        | 139.5        | 1:36.899  | 14 - | 1:09.892        | 137.2        | 26.350 140.9 1:36.242                      |
| 68 Chris MARTIN Honda - PR Branson Honda C     |          |              |               |              |           |      |                 |              |                                            |
| 1 -                                            | 5:44.797 | 112.5        | 30.377        | 132.8        | X:00.000  | 13 - | 1:18.989        | 118.3        | 32.994 1:51.983P                           |
| 2 -                                            | 1:18.175 | 114.9        | 29.894        | 133.9        | 1:48.069D | 14 - | 2:28.534        | 120.0        | 28.872 132.1 2:57.406                      |
| 3 -                                            | 1:14.383 | <b>130.8</b> | 28.051        | 134.4        | 1:42.434  | 15 - | 1:12.043        | 129.0        | 27.317 132.8 1:39.360                      |
| 4 -                                            | 1:15.809 | 108.2        | 33.639        |              | 1:49.448P | 16 - | <b>1:11.853</b> | 130.5        | 27.304 134.2 <b>1:39.157</b>               |
| 5 -                                            | 4:27.871 | 129.3        | 28.279        | 135.2        | 4:56.150  | 17 - | 1:20.158        | 88.5         | 35.205 1:55.363P                           |
| 6 -                                            | 1:16.482 | 121.5        | 28.875        | 133.6        | 1:45.357  | 18 - | 3:41.003        | 127.3        | 27.507 134.4 4:08.510                      |
| 7 -                                            | 1:13.127 | 125.4        | 27.537        | 136.1        | 1:40.664  | 19 - | 1:12.139        | <b>130.8</b> | 27.348 132.3 1:39.487                      |
| 8 -                                            | 1:12.762 | 130.0        | 27.531        | 132.1        | 1:40.293  | 20 - | 1:12.399        | 127.5        | 27.521 133.6 1:39.920                      |
| 9 -                                            | 1:12.801 | 128.8        | 27.579        | 133.6        | 1:40.380  | 21 - | 1:12.217        | 128.3        | 31.328 1:43.545P                           |
| 10 -                                           | 1:14.834 | 112.5        | 34.091        |              | 1:48.925P | 22 - | 3:12.332        | 124.0        | 28.441 130.5 3:40.773                      |
| 11 -                                           | 3:13.101 | 127.0        | 28.267        | <b>136.3</b> | 3:41.368  | 23 - | 1:16.688        | 129.5        | 27.887 130.8 1:44.575                      |
| 12 -                                           | 1:12.047 | <b>130.8</b> | <b>27.288</b> | 134.7        | 1:39.335  |      |                 |              |                                            |
| 74 Kieran CLARKE Yamaha - Virgin Mobile Yamaha |          |              |               |              |           |      |                 |              |                                            |
| 1 -                                            | 5:32.298 | 131.3        | 27.880        | 139.8        | X:00.000  | 12 - | 4:57.496        | 125.2        | 28.041 138.3 X:00.000                      |
| 2 -                                            | 1:13.912 | 132.6        | 27.363        | <b>140.6</b> | 1:41.275  | 13 - | 1:11.952        | 132.3        | 26.956 138.0 1:38.908                      |
| 3 -                                            | 1:13.352 | 124.5        | 27.992        | 139.8        | 1:41.344  | 14 - | 1:11.547        | 133.9        | 26.990 139.2 1:38.537                      |
| 4 -                                            | 1:12.616 | 132.1        | 27.286        | 137.7        | 1:39.902  | 15 - | 1:13.765        | 132.1        | 28.643 1:42.408P                           |
| 5 -                                            | 1:12.175 | 132.8        | 27.124        | 138.3        | 1:39.299  | 16 - | 5:56.812        | 129.5        | 27.726 138.3 X:00.000                      |
| 6 -                                            | 1:12.951 | 131.5        | 33.065        |              | 1:46.016P | 17 - | 1:11.684        | 133.6        | 26.944 138.6 1:38.628                      |
| 7 -                                            | 4:58.673 | 132.3        | 27.651        | 138.9        | X:00.000  | 18 - | 1:19.725        | 114.9        | 29.306 138.0 1:49.031                      |
| 8 -                                            | 1:12.866 | 126.8        | 27.443        | 140.3        | 1:40.309  | 19 - | 1:11.561        | 132.8        | 26.948 138.3 1:38.509                      |
| 9 -                                            | 1:12.231 | 133.1        | 27.487        | 138.0        | 1:39.718  | 20 - | 1:13.962        | 127.8        | 30.835 1:44.797P                           |
| 10 -                                           | 1:12.468 | 131.3        | 27.285        | 138.9        | 1:39.753  | 21 - | 2:12.957        | 131.5        | 27.407 137.5 2:40.364                      |
| 11 -                                           | 1:14.311 | 131.0        | 29.942        |              | 1:44.253P | 22 - | <b>1:11.033</b> | <b>134.2</b> | <b>26.902</b> 137.5 <b>1:37.935</b>        |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## QUALIFYING - SECTOR ANALYSIS

(contd.)

| 75 Glen RICHARDS Honda - Team Hydrex Honda      |          |              |        |              |           |      |                 |              |                                     |
|-------------------------------------------------|----------|--------------|--------|--------------|-----------|------|-----------------|--------------|-------------------------------------|
| 1 -                                             | 5:41.893 | 127.3        | 28.304 | 134.4        | X:00.000  | 11 - | 6:46.738        | 131.0        | 27.617 137.5 X:00.000               |
| 2 -                                             | 1:13.432 | 132.6        | 27.252 | 139.5        | 1:40.684  | 12 - | 1:10.858        | 132.3        | 26.847 140.6 1:37.705               |
| 3 -                                             | 1:11.800 | 133.1        | 27.330 | 139.8        | 1:39.130  | 13 - | <b>1:10.103</b> | 133.1        | 26.605 140.1 <b>1:36.708</b>        |
| 4 -                                             | 1:11.533 | 131.5        | 27.173 | 139.2        | 1:38.706  | 14 - | 1:23.021        | 100.1        | 34.428 1:57.449P                    |
| 5 -                                             | 1:11.683 | 131.5        | 27.173 | <b>142.1</b> | 1:38.856  | 15 - | 6:47.060        | 131.5        | 27.260 137.7 X:00.000               |
| 6 -                                             | 1:14.080 | <b>133.9</b> | 29.552 | 136.9        | 1:43.632  | 16 - | 1:11.041        | 131.3        | 26.792 138.3 1:37.833               |
| 7 -                                             | 1:11.601 | 131.5        | 27.016 | 139.8        | 1:38.617  | 17 - | 1:11.045        | 132.6        | 30.328 1:41.373P                    |
| 8 -                                             | 1:14.816 | 130.0        | 27.042 | 139.2        | 1:41.858  | 18 - | 4:19.273        | 133.4        | 26.919 140.3 4:46.192               |
| 9 -                                             | 1:11.511 | 132.3        | 27.019 | <b>142.1</b> | 1:38.530  | 19 - | 1:10.217        | 133.4        | <b>26.491</b> 140.3 1:36.708        |
| 10 -                                            | 1:24.532 | 118.7        | 37.728 |              | 2:02.260P | 20 - | 1:10.359        | 133.4        | 26.557 140.1 1:36.916               |
| 77 Marty NUTT Honda-M Johns Motors/NuttTravel C |          |              |        |              |           |      |                 |              |                                     |
| 1 -                                             | 7:07.562 | 100.3        | 35.641 | 114.3        | X:00.000  | 12 - | 1:35.261        | 77.4         | 29.873 136.1 2:05.134               |
| 2 -                                             | 1:19.286 | 127.5        | 28.304 | 134.7        | 1:47.590  | 13 - | 1:14.962        | 120.9        | 32.520 1:47.482P                    |
| 3 -                                             | 1:14.526 | 128.3        | 27.962 | 134.7        | 1:42.488  | 14 - | 3:39.732        | 128.3        | 27.846 135.2 4:07.578               |
| 4 -                                             | 1:13.897 | 128.3        | 27.837 | 134.7        | 1:41.734  | 15 - | 1:12.578        | 129.3        | 27.137 136.1 1:39.715               |
| 5 -                                             | 1:14.346 | 128.5        | 27.801 | 137.5        | 1:42.147  | 16 - | 1:12.260        | 129.8        | 27.344 <b>139.8</b> 1:39.604        |
| 6 -                                             | 1:13.212 | 130.5        | 27.558 | 137.2        | 1:40.770  | 17 - | 1:30.661        | 108.5        | 37.613 2:08.274P                    |
| 7 -                                             | 1:13.140 | 130.3        | 27.435 | 137.7        | 1:40.575  | 18 - | 4:42.772        | 131.5        | 27.217 138.6 X:00.000               |
| 8 -                                             | 1:13.020 | 131.3        | 27.426 | 137.7        | 1:40.446  | 19 - | <b>1:11.754</b> | <b>133.1</b> | <b>26.966</b> 139.5 <b>1:38.720</b> |
| 9 -                                             | 1:13.207 | 131.0        | 27.738 | 131.0        | 1:40.945  | 20 - | 1:12.101        | 130.0        | 27.277 136.6 1:39.378               |
| 10 -                                            | 1:17.189 | 123.3        | 35.478 |              | 1:52.667P | 21 - | 1:19.628        | 126.8        | 34.759 77.9 1:54.387                |
| 11 -                                            | 7:01.838 | 126.1        | 27.865 | 137.2        | X:00.000  |      |                 |              |                                     |
| 88 Scott SMART Suzuki - Vivaldi Racing          |          |              |        |              |           |      |                 |              |                                     |
| 1 -                                             | 6:06.211 | 120.6        | 28.994 | 138.6        | X:00.000  | 14 - | 1:12.909        | 124.0        | 27.780 138.9 1:40.689               |
| 2 -                                             | 1:14.984 | 126.1        | 27.928 | 139.5        | 1:42.912  | 15 - | 1:11.713        | 130.3        | 27.079 <b>140.9</b> 1:38.792        |
| 3 -                                             | 1:12.961 | 131.5        | 27.561 | 140.1        | 1:40.522  | 16 - | 1:11.367        | 130.0        | 27.077 <b>140.9</b> 1:38.444        |
| 4 -                                             | 1:11.793 | 129.5        | 27.296 | 139.2        | 1:39.089  | 17 - | 1:11.316        | 131.3        | 27.060 139.5 1:38.376               |
| 5 -                                             | 1:11.578 | <b>133.4</b> | 27.237 | 139.8        | 1:38.815  | 18 - | 1:14.074        | 124.0        | 30.585 1:44.659P                    |
| 6 -                                             | 1:11.160 | 131.3        | 27.091 | 136.3        | 1:38.251  | 19 - | 2:52.673        | 127.5        | 28.289 139.2 3:20.962               |
| 7 -                                             | 1:11.576 | 128.5        | 27.357 | 140.6        | 1:38.933  | 20 - | 1:11.486        | 128.5        | 27.130 139.8 1:38.616               |
| 8 -                                             | 1:11.138 | 129.3        | 26.966 | <b>140.9</b> | 1:38.104  | 21 - | 1:13.341        | 127.5        | 28.989 1:42.330P                    |
| 9 -                                             | 1:11.514 | 130.3        | 27.129 | 140.6        | 1:38.643  | 22 - | 2:28.316        | 127.5        | 27.891 140.3 2:56.207               |
| 10 -                                            | 1:11.159 | 130.0        | 27.201 | 138.3        | 1:38.360  | 23 - | 1:11.071        | 131.0        | <b>26.906</b> 140.3 1:37.977        |
| 11 -                                            | 1:11.268 | 130.0        | 27.095 | 139.5        | 1:38.363  | 24 - | <b>1:10.895</b> | 133.1        | 26.932 <b>140.9</b> <b>1:37.827</b> |
| 12 -                                            | 1:15.509 | 126.8        | 35.841 |              | 1:51.350P | 25 - | 1:11.621        | 131.3        | 27.335 139.2 1:38.956               |
| 13 -                                            | 7:18.741 | 123.1        | 28.321 | 138.3        | X:00.000  |      |                 |              |                                     |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## QUALIFYING - SECTOR ANALYSIS

(contd.)

| 91 Leon HASLAM           |          |              |        |       |            |      |                 |              |                              |
|--------------------------|----------|--------------|--------|-------|------------|------|-----------------|--------------|------------------------------|
| Ducati - Airwaves Ducati |          |              |        |       |            |      |                 |              |                              |
| 1 -                      | 5:29.373 | 123.3        | 27.546 | 137.2 | X:00.000   | 14 - | 1:09.977        | 134.7        | 26.219 140.9 1:36.196        |
| 2 -                      | 1:10.846 | 125.4        | 26.582 | 139.2 | 1:37.428   | 15 - | 1:09.670        | 133.6        | 26.366 138.0 1:36.036        |
| 3 -                      | 1:10.196 | 134.4        | 26.865 | 136.1 | 1:37.061   | 16 - | 1:14.367        | 122.0        | 31.790 1:46.157 P            |
| 4 -                      | 1:10.049 | <b>135.8</b> | 26.443 | 140.1 | 1:36.492   | 17 - | 3:55.723        | 111.2        | 29.346 136.9 4:25.069        |
| 5 -                      | 1:10.083 | 133.9        | 26.392 | 137.5 | 1:36.475   | 18 - | 1:11.085        | 117.3        | 29.555 136.9 1:40.640        |
| 6 -                      | 1:09.969 | 133.1        | 26.484 | 137.7 | 1:36.453   | 19 - | 1:09.797        | 134.2        | 26.192 137.7 1:35.989        |
| 7 -                      | 1:09.992 | 133.1        | 26.435 | 138.6 | 1:36.427   | 20 - | 1:13.263        | 123.8        | 34.284 1:47.547 P            |
| 8 -                      | 1:10.002 | 134.2        | 26.424 | 138.9 | 1:36.426   | 21 - | 3:55.740        | 122.0        | 28.020 138.3 4:23.760        |
| 9 -                      | 1:17.828 | 132.1        | 26.794 | 139.2 | 1:44.622   | 22 - | <b>1:09.082</b> | 135.2        | <b>26.038 141.2 1:35.120</b> |
| 10 -                     | 1:12.947 | 114.5        | 35.298 |       | 1:48.245 P | 23 - | 1:09.519        | 135.5        | 26.231 138.3 1:35.750        |
| 11 -                     | 5:17.935 | 121.3        | 27.408 | 138.0 | X:00.000   | 24 - | 1:21.807        | 93.5         | 34.813 116.3 1:56.620        |
| 12 -                     | 1:09.537 | 135.2        | 26.184 | 139.5 | 1:35.721   | 25 - | 1:24.886        | 128.8        | 28.560 124.5 1:53.446        |
| 13 -                     | 1:14.164 | 121.3        | 28.181 | 139.2 | 1:42.345   |      |                 |              |                              |
| 94 Michael HOWARTH       |          |              |        |       |            |      |                 |              |                              |
| Kawasaki - MAR           |          |              |        |       |            |      |                 |              |                              |
| 1 -                      | 6:15.472 | 124.0        | 28.966 | 133.6 | X:00.000   | 12 - | 1:15.795        | 128.5        | 28.730 <b>135.2</b> 1:44.525 |
| 2 -                      | 1:16.593 | 123.1        | 28.616 | 133.6 | 1:45.209   | 13 - | 1:15.013        | 127.8        | 28.429 134.4 1:43.442        |
| 3 -                      | 1:14.914 | 127.8        | 28.613 | 134.2 | 1:43.527   | 14 - | 1:17.910        | 119.6        | 33.095 1:51.005 P            |
| 4 -                      | 1:15.558 | 126.1        | 28.683 | 134.7 | 1:44.241   | 15 - | 6:07.283        | 126.6        | 29.381 129.8 X:00.000        |
| 5 -                      | 1:14.770 | 128.3        | 28.467 | 131.5 | 1:43.237   | 16 - | 1:20.053        | 102.9        | 28.947 133.9 1:49.000        |
| 6 -                      | 1:16.931 | 124.7        | 37.451 |       | 1:54.382 P | 17 - | 1:26.496        | 115.3        | 35.307 2:01.803 P            |
| 7 -                      | 5:20.143 | 120.0        | 29.243 | 132.1 | X:00.000   | 18 - | 3:39.345        | 128.3        | 28.228 134.4 4:07.573        |
| 8 -                      | 1:16.243 | 129.3        | 28.298 | 133.6 | 1:44.541   | 19 - | 1:14.403        | 128.8        | <b>27.967</b> 132.8 1:42.370 |
| 9 -                      | 1:14.880 | 127.3        | 28.427 | 133.1 | 1:43.307   | 20 - | <b>1:13.102</b> | <b>130.5</b> | 28.049 133.9 <b>1:41.151</b> |
| 10 -                     | 1:14.949 | 128.3        | 28.407 | 133.9 | 1:43.356   | 21 - | 1:34.821        | 104.5        | 39.053 2:13.874 P            |
| 11 -                     | 1:15.978 | 128.3        | 28.781 | 131.8 | 1:44.759   |      |                 |              |                              |

**2006 Bennetts British Superbike Championship & Superbike Cup  
QUALIFYING - SPEED TRAPS**

| SECTOR 1 |    |                  |       | SECTOR 2 |      |       |    | FINISH LINE      |       |  |  |
|----------|----|------------------|-------|----------|------|-------|----|------------------|-------|--|--|
| POS      | NO | NAME             | SPEED | NO       | NAME | SPEED | NO | NAME             | SPEED |  |  |
| 1        | 65 | Jonathan REA     | 138.6 |          |      |       | 67 | Shane BYRNE      | 144.6 |  |  |
| 2        | 67 | Shane BYRNE      | 137.7 |          |      |       | 11 | James HAYDON     | 143.7 |  |  |
| 3        | 11 | James HAYDON     | 137.2 |          |      |       | 65 | Jonathan REA     | 143.7 |  |  |
| 4        | 2  | Ryuichi KIYONARI | 136.9 |          |      |       | 1  | Gregorio LAVILLA | 143.0 |  |  |
| 5        | 9  | Karl HARRIS      | 135.8 |          |      |       | 8  | Tommy HILL       | 143.0 |  |  |
| 6        | 91 | Leon HASLAM      | 135.8 |          |      |       | 75 | Glen RICHARDS    | 142.1 |  |  |
| 7        | 10 | Jon KIRKHAM      | 135.5 |          |      |       | 5  | Gary MASON       | 141.5 |  |  |
| 8        | 8  | Tommy HILL       | 135.2 |          |      |       | 9  | Karl HARRIS      | 141.5 |  |  |
| 9        | 3  | Michael RUTTER   | 135.0 |          |      |       | 41 | Craig COXHELL    | 141.5 |  |  |
| 10       | 41 | Craig COXHELL    | 135.0 |          |      |       | 2  | Ryuichi KIYONARI | 141.2 |  |  |
| 11       | 5  | Gary MASON       | 134.7 |          |      |       | 91 | Leon HASLAM      | 141.2 |  |  |
| 12       | 16 | Billy McCONNELL  | 134.4 |          |      |       | 10 | Jon KIRKHAM      | 140.9 |  |  |
| 13       | 33 | Michael LAVERTY  | 134.4 |          |      |       | 88 | Scott SMART      | 140.9 |  |  |
| 14       | 60 | Peter HICKMAN    | 134.4 |          |      |       | 74 | Kieran CLARKE    | 140.6 |  |  |
| 15       | 1  | Gregorio LAVILLA | 134.2 |          |      |       | 15 | Ben WILSON       | 140.3 |  |  |
| 16       | 46 | Ollie BRIDEWELL  | 134.2 |          |      |       | 60 | Peter HICKMAN    | 140.1 |  |  |
| 17       | 74 | Kieran CLARKE    | 134.2 |          |      |       | 12 | Dean THOMAS      | 139.8 |  |  |
| 18       | 75 | Glen RICHARDS    | 133.9 |          |      |       | 16 | Billy McCONNELL  | 139.8 |  |  |
| 19       | 12 | Dean THOMAS      | 133.4 |          |      |       | 77 | Marty NUTT       | 139.8 |  |  |
| 20       | 88 | Scott SMART      | 133.4 |          |      |       | 3  | Michael RUTTER   | 139.5 |  |  |
| 21       | 15 | Ben WILSON       | 133.1 |          |      |       | 33 | Michael LAVERTY  | 139.5 |  |  |
| 22       | 77 | Marty NUTT       | 133.1 |          |      |       | 46 | Ollie BRIDEWELL  | 139.2 |  |  |
| 23       | 30 | Gareth GLYNN     | 132.8 |          |      |       | 56 | James BUCKINGHAM | 139.2 |  |  |
| 24       | 43 | Howie MAINWARING | 132.1 |          |      |       | 30 | Gareth GLYNN     | 138.9 |  |  |
| 25       | 56 | James BUCKINGHAM | 132.1 |          |      |       | 4  | Steve PLATER     | 138.3 |  |  |
| 26       | 4  | Steve PLATER     | 131.5 |          |      |       | 42 | Dean ELLISON     | 138.0 |  |  |
| 27       | 37 | Danny BEAUMONT   | 131.0 |          |      |       | 43 | Howie MAINWARING | 137.2 |  |  |
| 28       | 42 | Dean ELLISON     | 130.8 |          |      |       | 48 | Nick MEDD        | 136.6 |  |  |
| 29       | 68 | Chris MARTIN     | 130.8 |          |      |       | 68 | Chris MARTIN     | 136.3 |  |  |
| 30       | 94 | Michael HOWARTH  | 130.5 |          |      |       | 17 | Steve BROGAN     | 135.8 |  |  |
| 31       | 48 | Nick MEDD        | 130.3 |          |      |       | 14 | Craig SPROSTON   | 135.2 |  |  |
| 32       | 14 | Craig SPROSTON   | 130.0 |          |      |       | 37 | Danny BEAUMONT   | 135.2 |  |  |
| 33       | 17 | Steve BROGAN     | 129.8 |          |      |       | 94 | Michael HOWARTH  | 135.2 |  |  |

Weather / Track : Cloudy / Dry

## 2006 Bennetts British Superbike Championship & Superbike Cup

### QUALIFYING - BEST SECTOR TIMES

| SECTOR 1 |    |            |          | SECTOR 2 |            | IDEAL / BEST COMPARISON |     |    |                  |          |          |       |
|----------|----|------------|----------|----------|------------|-------------------------|-----|----|------------------|----------|----------|-------|
| POS      | NO | NAME       | TIME     | NO       | NAME       | TIME                    | POS | NO | NAME             | IDEAL    | BEST     | DIFF  |
| 1        | 1  | LAVILLA    | 1:09.011 | 91       | HASLAM     | 26.038                  | 1   | 91 | HASLAM           | 1:35.120 | 1:35.120 | 0.000 |
| 2        | 91 | HASLAM     | 1:09.082 | 67       | BYRNE      | 26.121                  | 2   | 1  | LAVILLA          | 1:35.309 | 1:35.490 | 0.181 |
| 3        | 9  | HARRIS     | 1:09.229 | 9        | HARRIS     | 26.240                  | 3   | 9  | HARRIS           | 1:35.469 | 1:35.469 | 0.000 |
| 4        | 11 | HAYDON     | 1:09.384 | 11       | HAYDON     | 26.257                  | 4   | 11 | HAYDON           | 1:35.641 | 1:35.641 | 0.000 |
| 5        | 3  | RUTTER     | 1:09.613 | 1        | LAVILLA    | 26.298                  | 5   | 67 | BYRNE            | 1:35.809 | 1:36.023 | 0.214 |
| 6        | 67 | BYRNE      | 1:09.688 | 12       | THOMAS     | 26.410                  | 6   | 3  | RUTTER           | 1:36.166 | 1:36.166 | 0.000 |
| 7        | 65 | REA        | 1:09.747 | 8        | HILL       | 26.422                  | 7   | 65 | REA              | 1:36.179 | 1:36.179 | 0.000 |
| 8        | 75 | RICHARDS   | 1:10.103 | 65       | REA        | 26.432                  | 8   | 75 | RICHARDS         | 1:36.594 | 1:36.708 | 0.114 |
| 9        | 12 | THOMAS     | 1:10.214 | 75       | RICHARDS   | 26.491                  | 9   | 12 | THOMAS           | 1:36.624 | 1:36.679 | 0.055 |
| 10       | 56 | BUCKINGHAM | 1:10.257 | 56       | BUCKINGHAM | 26.534                  | 10  | 8  | HILL             | 1:36.688 | 1:36.688 | 0.000 |
| 11       | 8  | HILL       | 1:10.266 | 3        | RUTTER     | 26.553                  | 11  | 56 | BUCKINGHAM       | 1:36.791 | 1:36.791 | 0.000 |
| 12       | 5  | MASON      | 1:10.578 | 5        | MASON      | 26.583                  | 12  | 5  | MASON            | 1:37.161 | 1:37.182 | 0.021 |
| 13       | 10 | KIRKHAM    | 1:10.578 | 2        | KIYONARI   | 26.586                  | 13  | 2  | KIYONARI         | 1:37.199 | 1:37.442 | 0.243 |
| 14       | 2  | KIYONARI   | 1:10.613 | 41       | COXHELL    | 26.708                  | 14  | 10 | KIRKHAM          | 1:37.389 | 1:37.631 | 0.242 |
| 15       | 33 | LAVERTY    | 1:10.730 | 33       | LAVERTY    | 26.804                  | 15  | 41 | COXHELL          | 1:37.475 | 1:37.475 | 0.000 |
| 16       | 15 | WILSON     | 1:10.747 | 10       | KIRKHAM    | 26.811                  | 16  | 33 | LAVERTY          | 1:37.534 | 1:37.542 | 0.008 |
| 17       | 41 | COXHELL    | 1:10.767 | 60       | HICKMAN    | 26.827                  | 17  | 15 | WILSON           | 1:37.674 | 1:37.775 | 0.101 |
| 18       | 88 | SMART      | 1:10.895 | 16       | McCONNELL  | 26.851                  | 18  | 88 | SMART            | 1:37.801 | 1:37.827 | 0.026 |
| 19       | 74 | CLARKE     | 1:11.033 | 74       | CLARKE     | 26.902                  | 19  | 74 | CLARKE           | 1:37.935 | 1:37.935 | 0.000 |
| 20       | 60 | HICKMAN    | 1:11.291 | 88       | SMART      | 26.906                  | 20  | 60 | HICKMAN          | 1:38.118 | 1:38.118 | 0.000 |
| 21       | 16 | McCONNELL  | 1:11.321 | 15       | WILSON     | 26.927                  | 21  | 16 | McCONNELL        | 1:38.172 | 1:38.354 | 0.182 |
| 22       | 4  | PLATER     | 1:11.516 | 46       | BRIDEWELL  | 26.946                  | 22  | 46 | BRIDEWELL        | 1:38.565 | 1:38.885 | 0.320 |
| 23       | 46 | BRIDEWELL  | 1:11.619 | 77       | NUTT       | 26.966                  | 23  | 4  | PLATER           | 1:38.671 | 1:38.671 | 0.000 |
| 24       | 77 | NUTT       | 1:11.754 | 42       | ELLISON    | 26.967                  | 24  | 77 | NUTT             | 1:38.720 | 1:38.720 | 0.000 |
| 25       | 42 | ELLISON    | 1:11.785 | 4        | PLATER     | 27.155                  | 25  | 42 | ELLISON          | 1:38.752 | 1:38.848 | 0.096 |
| 26       | 68 | MARTIN     | 1:11.853 | 17       | BROGAN     | 27.160                  | 26  | 17 | BROGAN           | 1:39.125 | 1:39.175 | 0.050 |
| 27       | 17 | BROGAN     | 1:11.965 | 68       | MARTIN     | 27.288                  | 27  | 68 | MARTIN           | 1:39.141 | 1:39.157 | 0.016 |
| 28       | 30 | GLYNN      | 1:12.434 | 43       | MAINWARING | 27.308                  | 28  | 30 | GLYNN            | 1:39.806 | 1:39.896 | 0.090 |
| 29       | 43 | MAINWARING | 1:12.592 | 30       | GLYNN      | 27.372                  | 29  | 43 | MAINWARING       | 1:39.900 | 1:39.900 | 0.000 |
| 30       | 37 | BEAUMONT   | 1:12.798 | 37       | BEAUMONT   | 27.490                  | 30  | 37 | BEAUMONT         | 1:40.288 | 1:40.288 | 0.000 |
| 31       | 94 | HOWARTH    | 1:13.102 | 48       | MEDD       | 27.912                  | 31  | 94 | HOWARTH          | 1:41.069 | 1:41.151 | 0.082 |
| 32       | 48 | MEDD       | 1:13.949 | 94       | HOWARTH    | 27.967                  | 32  | 48 | MEDD             | 1:41.861 | 1:42.118 | 0.257 |
| 33       | 14 | SPROSTON   | 1:14.799 | 14       | SPROSTON   | 28.008                  | 33  | 14 | SPROSTON         | 1:42.807 | 1:42.927 | 0.120 |
|          |    |            |          |          |            |                         |     |    | Perfect Lap Time | 1:35.049 |          |       |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## PROVISIONAL GRID - RACES 3 & 6

|                                                                                     |    |                     |    |                        |    |                      |    |                        |
|-------------------------------------------------------------------------------------|----|---------------------|----|------------------------|----|----------------------|----|------------------------|
| ROW 8                                                                               | 48 | 1:42.118<br>MEDD    | 94 | 1:41.151<br>HOWARTH    | 37 | 1:40.288<br>BEAUMONT | 43 | 1:39.900<br>MAINWARING |
| ROW 7                                                                               | 30 | 1:39.896<br>GLYNN   | 17 | 1:39.175<br>BROGAN     | 68 | 1:39.157<br>MARTIN   | 46 | 1:38.885<br>BRIDEWELL  |
| ROW 6                                                                               | 42 | 1:38.848<br>ELLISON | 77 | 1:38.720<br>NUTT       | 4  | 1:38.671<br>PLATER   | 16 | 1:38.354<br>McCONNELL  |
| ROW 5                                                                               | 60 | 1:38.118<br>HICKMAN | 74 | 1:37.935<br>CLARKE     | 88 | 1:37.827<br>SMART    | 15 | 1:37.775<br>WILSON     |
| ROW 4                                                                               | 10 | 1:37.631<br>KIRKHAM | 33 | 1:37.542<br>LAVERTY    | 41 | 1:37.475<br>COXHELL  | 2  | 1:37.442<br>KIYONARI   |
| ROW 3                                                                               | 5  | 1:37.182<br>MASON   | 56 | 1:36.791<br>BUCKINGHAM | 75 | 1:36.708<br>RICHARDS | 8  | 1:36.688<br>HILL       |
| ROW 2                                                                               | 12 | 1:36.679<br>THOMAS  | 65 | 1:36.179<br>REA        | 3  | 1:36.166<br>RUTTER   | 67 | 1:36.023<br>BYRNE      |
| ROW 1                                                                               | 11 | 1:35.641<br>HAYDON  | 1  | 1:35.490<br>LAVILLA    | 9  | 1:35.469<br>HARRIS   | 91 | 1:35.120<br>HASLAM     |
| POLE                                                                                |    |                     |    |                        |    |                      |    |                        |
|  |    |                     |    |                        |    |                      |    |                        |

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

Oulton Park  
Circuit Length = 2.6920 miles.  
Start: 15:05 End: 15:55

|                |           |             |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|                |           |             |

## 2006 Bennetts British Superbike Championship AUDI quattro PERFORMANCE AWARD POINTS

Oulton Park  
Issued - 16:00, 30/04/2006

## 2006 Bennetts British Superbike Championship & Superbike Cup

### WARM-UP

| POS | NO | CL | NAME             | NAT | ENTRY                           | TIME      | LAPS | GAP       | MPH   |
|-----|----|----|------------------|-----|---------------------------------|-----------|------|-----------|-------|
| 1   | 9  |    | Karl HARRIS      |     | Honda - HM Plant Honda          | 1:46.220  | 5    |           | 91.23 |
| 2   | 91 |    | Leon HASLAM      |     | Ducati - Airwaves Ducati        | 1:46.690  | 7    | 0.470     | 90.83 |
| 3   | 16 |    | Billy McCONNELL  |     | Yamaha - Virgin Mobile Yamaha   | 1:49.488  | 6    | 3.268     | 88.51 |
| 4   | 33 |    | Michael LAVERTY  |     | Honda - Stobart Motorsport      | 1:50.635  | 8    | 4.415     | 87.59 |
| 5   | 11 |    | James HAYDON     |     | Suzuki - Rizla Suzuki           | 1:50.724  | 8    | 4.504     | 87.52 |
| 6   | 1  |    | Gregorio LAVILLA |     | Ducati - Airwaves Ducati        | 1:50.918  | 4    | 4.698     | 87.37 |
| 7   | 3  |    | Michael RUTTER   |     | Honda - Stobart Motorsport      | 1:52.031  | 5    | 5.811     | 86.50 |
| 8   | 5  |    | Gary MASON       |     | Honda - Team Hydrex Honda       | 1:52.712  | 6    | 6.492     | 85.98 |
| 9   | 17 |    | Steve BROGAN     |     | Yamaha - Jentin Racing          | 1:53.068  | 7    | 6.848     | 85.71 |
| 10  | 15 |    | Ben WILSON       |     | Suzuki - Vivaldi Racing         | 1:53.836  | 4    | 7.616     | 85.13 |
| 11  | 88 |    | Scott SMART      |     | Suzuki - Vivaldi Racing         | 1:54.066  | 7    | 7.846     | 84.96 |
| 12  | 75 |    | Glen RICHARDS    |     | Honda - Team Hydrex Honda       | 1:54.419  | 7    | 8.199     | 84.69 |
| 13  | 74 |    | Kieran CLARKE    |     | Yamaha - Virgin Mobile Yamaha   | 1:54.489  | 4    | 8.269     | 84.64 |
| 14  | 42 |    | Dean ELLISON     |     | Honda - Slingshot SMT Racing    | 1:55.484  | 7    | 9.264     | 83.91 |
| 15  | 46 |    | Ollie BRIDEWELL  |     | Suzuki - Vivaldi Racing         | 1:55.502  | 7    | 9.282     | 83.90 |
| 16  | 12 |    | Dean THOMAS      |     | Kawasaki - Hawk Kawasaki        | 1:55.890  | 7    | 9.670     | 83.62 |
| 17  | 77 | C  | Marty NUTT       |     | Honda-M Johns Motors/NuttTravel | 1:56.064  | 6    | 9.844     | 83.49 |
| 18  | 4  |    | Steve PLATER     |     | Honda - UK Diggers.com          | 1:56.116  | 6    | 9.896     | 83.46 |
| 19  | 48 |    | Nick MEDD        |     | Kawasaki - Medd Racing          | 1:57.604  | 7    | 11.384    | 82.40 |
| 20  | 94 | C  | Michael HOWARTH  |     | Kawasaki - MAR                  | 1:57.649  | 4    | 11.429    | 82.37 |
| 21  | 41 |    | Craig COXHELL    |     | Kawasaki - Hawk Kawasaki        | 1:57.753  | 5    | 11.533    | 82.30 |
| 22  | 43 | C  | Howie MAINWARING |     | Suzuki - Protech Racing         | 1:57.866  | 5    | 11.646    | 82.22 |
| 23  | 60 |    | Peter HICKMAN    |     | Kawasaki - Hawk Kawasaki        | 1:58.394  | 4    | 12.174    | 81.85 |
| 24  | 56 | C  | James BUCKINGHAM |     | Honda - Quay Garage Racing      | 1:59.798  | 4    | 13.578    | 80.89 |
| 25  | 10 |    | Jon KIRKHAM      |     | Suzuki - Scuderia Stellare      | 1:59.852  | 6    | 13.632    | 80.86 |
| 26  | 68 | C  | Chris MARTIN     |     | Honda - PR Branson Honda        | 2:00.801  | 6    | 14.581    | 80.22 |
| 27  | 30 | C  | Gareth GLYNN     |     | Honda - Chapman Racing          | 2:01.015  | 3    | 14.795    | 80.08 |
| 28  | 65 |    | Jonathan REA     |     | Honda - Red Bull Honda          | 2:01.440  | 4    | 15.220    | 79.80 |
| 29  | 8  |    | Tommy HILL       |     | Yamaha - Virgin Mobile Yamaha   | 24:23.035 | 1    | 22:36.815 | 6.62  |
| 30  | 2  |    | Ryuichi KIYONARI |     | Honda - HM Plant Honda          | 24:23.861 | 1    | 22:37.641 | 6.62  |

Weather / Track : Cloudy / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Oulton Park

Circuit Length = 2.6920 miles.

Start: 09:57 End: 10:12

|                |           |             |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|----------------|-----------|-------------|

## 2006 Bennetts British Superbike Championship & Superbike Cup

### WARM-UP - SECTOR ANALYSIS

|                    |                  |              |  |            |                               |  |              |            |
|--------------------|------------------|--------------|--|------------|-------------------------------|--|--------------|------------|
| 1                  | Gregorio LAVILLA |              |  |            | Ducati - Airwaves Ducati      |  |              |            |
| 1 - X:00.000 102.4 |                  | 39.610       |  | X:00.000 P | 3 - 1:22.106 116.3            |  | 30.647 130.8 | 1:52.753   |
| 2 - 7:09.120 114.9 |                  | 31.147 132.1 |  | X:00.000   | 4 - 1:20.569 118.7            |  | 30.349 133.4 | 1:50.918   |
| 2                  | Ryuichi KIYONARI |              |  |            | Honda - HM Plant Honda        |  |              |            |
| 1 - X:00.000 107.2 |                  | 32.228 123.8 |  | X:00.000   |                               |  |              |            |
| 3                  | Michael RUTTER   |              |  |            | Honda - Stobart Motorsport    |  |              |            |
| 1 -                |                  |              |  | X:00.000   | 4 -                           |  | X:00.000     |            |
| 2 -                |                  |              |  | 2:02.147   | 5 -                           |  | 1:52.031     |            |
| 3 -                |                  |              |  | 2:07.023 P |                               |  |              |            |
| 4                  | Steve PLATER     |              |  |            | Honda - UK Diggers.com        |  |              |            |
| 1 - X:00.000 107.5 |                  | 32.739 118.3 |  | X:00.000   | 4 - 1:35.303 103.0            |  | 42.851       | 2:18.154 P |
| 2 - 1:26.327 111.6 |                  | 32.518 118.9 |  | 1:58.845   | 5 - 4:40.552 114.3            |  | 32.308 123.5 | X:00.000   |
| 3 - 1:26.013 112.5 |                  | 32.754 122.9 |  | 1:58.767   | 6 - 1:24.415 116.5            |  | 31.701 127.0 | 1:56.116   |
| 5                  | Gary MASON       |              |  |            | Honda - Team Hydrex Honda     |  |              |            |
| 1 - X:00.000 108.9 |                  | 34.822 121.5 |  | X:00.000   | 4 - 3:18.280 121.3            |  | 30.805 130.3 | 3:49.085   |
| 2 - 1:27.054 116.3 |                  | 32.488 124.2 |  | 1:59.542   | 5 - 1:22.174 118.7            |  | 31.327 131.5 | 1:53.501   |
| 3 - 1:25.016 118.1 |                  | 31.279 128.0 |  | 1:56.295   | 6 - 1:21.734 114.7            |  | 30.978 128.8 | 1:52.712   |
| 8                  | Tommy HILL       |              |  |            | Yamaha - Virgin Mobile Yamaha |  |              |            |
| 1 - X:00.000 110.3 |                  | 32.374 129.8 |  | X:00.000   |                               |  |              |            |
| 9                  | Karl HARRIS      |              |  |            | Honda - HM Plant Honda        |  |              |            |
| 1 - X:00.000 112.4 |                  | 32.130 128.8 |  | X:00.000   | 4 - 1:17.093 123.5            |  | 29.127 128.0 | 1:46.220   |
| 2 - 1:25.502 115.5 |                  | 41.108       |  | 2:06.610 P | 5 - 1:24.761 111.6            |  | 34.969       | 1:59.730 P |
| 3 - 2:53.682 125.4 |                  | 29.116 130.8 |  | 3:22.798   |                               |  |              |            |
| 10                 | Jon KIRKHAM      |              |  |            | Suzuki - Scuderia Stellare    |  |              |            |
| 1 - X:00.000 104.8 |                  | 33.068 118.5 |  | X:00.000   | 4 - 1:27.882 112.2            |  | 31.970 118.7 | 1:59.852   |
| 2 - 1:26.512 114.7 |                  | 39.206       |  | 2:05.718 P | 5 - 1:26.211 106.5            |  | 38.392       | 2:04.603 P |
| 3 - 2:37.998 105.5 |                  | 34.548 116.3 |  | 3:12.546   | 6 - 3:19.732 103.5            |  | 33.583 112.5 | 3:53.315   |
| 11                 | James HAYDON     |              |  |            | Suzuki - Rizla Suzuki         |  |              |            |
| 1 - X:00.000 113.7 |                  | 33.146 128.5 |  | X:00.000   | 5 - 1:22.764 118.3            |  | 30.544 131.0 | 1:53.308   |
| 2 - 1:25.174 120.9 |                  | 31.784 126.3 |  | 1:56.958   | 6 - 1:21.890 123.3            |  | 30.534 131.3 | 1:52.424   |
| 3 - 1:24.657 118.5 |                  | 31.490 129.8 |  | 1:56.147   | 7 - 1:20.838 121.7            |  | 30.376 132.1 | 1:51.214   |
| 4 - 1:23.236 120.0 |                  | 31.263 129.8 |  | 1:54.499   | 8 - 1:20.548 123.1            |  | 30.176 134.2 | 1:50.724   |
| 12                 | Dean THOMAS      |              |  |            | Kawasaki - Hawk Kawasaki      |  |              |            |
| 1 - X:00.000 100.9 |                  | 34.876 122.9 |  | X:00.000   | 5 - 1:24.944 113.3            |  | 31.283 128.8 | 1:56.227   |
| 2 - 1:28.597 112.9 |                  | 32.908 128.3 |  | 2:01.505   | 6 - 1:23.880 117.9            |  | 32.010 128.8 | 1:55.890   |
| 3 - 1:26.593 113.9 |                  | 32.856 126.6 |  | 1:59.449   | 7 - 1:24.774 112.5            |  | 37.884       | 2:02.658 P |
| 4 - 1:24.883 108.7 |                  | 31.604 123.5 |  | 1:56.487   |                               |  |              |            |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## WARM-UP - SECTOR ANALYSIS

(contd.)

|                    |                  |              |            |                    |  |                               |  |            |  |  |
|--------------------|------------------|--------------|------------|--------------------|--|-------------------------------|--|------------|--|--|
| 15                 | Ben WILSON       |              |            |                    |  | Suzuki - Vivaldi Racing       |  |            |  |  |
| 1 - X:00.000 96.8  |                  | 33.470 125.2 | X:00.000   | 3 - 1:22.623 118.3 |  | 31.213 129.8                  |  | 1:53.836   |  |  |
| 2 - 1:24.373 117.5 |                  | 32.959 117.5 | 1:57.332   | 4 - 1:28.596 95.1  |  | 41.811                        |  | 2:10.407 P |  |  |
| 16                 | Billy McCONNELL  |              |            |                    |  | Yamaha - Virgin Mobile Yamaha |  |            |  |  |
| 1 - X:00.000 114.7 |                  | 31.076 121.5 | X:00.000   | 4 - 1:19.280 121.1 |  | 30.208 127.5                  |  | 1:49.488   |  |  |
| 2 - 1:23.231 115.5 |                  | 31.398 127.5 | 1:54.629   | 5 - 1:19.459 116.3 |  | 30.125 130.3                  |  | 1:49.584   |  |  |
| 3 - 1:21.190 117.3 |                  | 30.355 127.8 | 1:51.545   | 6 - 1:55.394 116.3 |  | 34.611                        |  | 2:30.005 P |  |  |
| 17                 | Steve BROGAN     |              |            |                    |  | Yamaha - Jentin Racing        |  |            |  |  |
| 1 - X:00.000 115.7 |                  | 32.318 126.6 | X:00.000   | 5 - 1:22.162 117.1 |  | 30.906 124.5                  |  | 1:53.068   |  |  |
| 2 - 1:24.467 117.9 |                  | 50.350       | 2:14.817 P | 6 - 1:24.178 117.3 |  | 31.400 125.6                  |  | 1:55.578   |  |  |
| 3 - 2:05.333 118.3 |                  | 31.439 125.9 | 2:36.772   | 7 - 1:22.179 117.9 |  | 30.973 126.3                  |  | 1:53.152   |  |  |
| 4 - 1:22.252 117.5 |                  | 31.027 126.8 | 1:53.279   |                    |  |                               |  |            |  |  |
| 30                 | Gareth GLYNN     |              |            |                    |  | Honda - Chapman Racing C      |  |            |  |  |
| 1 - X:00.000 99.1  |                  | 34.428 125.9 | X:00.000   | 3 - 1:26.437 115.7 |  | 37.090                        |  | 2:03.527 P |  |  |
| 2 - 1:27.410 114.3 |                  | 33.605 128.0 | 2:01.015   |                    |  |                               |  |            |  |  |
| 33                 | Michael LAVERTY  |              |            |                    |  | Honda - Stobart Motorsport    |  |            |  |  |
| 1 - X:00.000 104.5 |                  | 34.009 116.5 | X:00.000   | 5 - 1:21.348 118.9 |  | 30.760 130.3                  |  | 1:52.108   |  |  |
| 2 - 1:29.549 113.7 |                  | 32.118 126.1 | 2:01.667   | 6 - 1:21.941 118.9 |  | 32.394 124.9                  |  | 1:54.335   |  |  |
| 3 - 1:23.218 116.9 |                  | 30.820 128.8 | 1:54.038   | 7 - 1:20.487 120.2 |  | 30.191 130.8                  |  | 1:50.678   |  |  |
| 4 - 1:21.460 119.4 |                  | 31.979 124.0 | 1:53.439   | 8 - 1:20.399 120.6 |  | 30.236 129.8                  |  | 1:50.635   |  |  |
| 37                 | Danny BEAUMONT   |              |            |                    |  | Kawasaki - Dienza Performance |  |            |  |  |
| 1 - X:00.000 99.8  |                  | 39.792       | X:00.000 P | 2 - 8:15.195 99.4  |  | 39.768                        |  | X:00.000 P |  |  |
| 41                 | Craig COXHELL    |              |            |                    |  | Kawasaki - Hawk Kawasaki      |  |            |  |  |
| 1 - X:00.000 99.1  |                  | 34.233 122.2 | X:00.000   | 4 - 1:25.646 109.4 |  | 32.107 123.1                  |  | 1:57.753   |  |  |
| 2 - 1:31.495 105.6 |                  | 33.595 124.2 | 2:05.090   | 5 - 1:27.570 107.5 |  | 39.348                        |  | 2:06.918 P |  |  |
| 3 - 1:28.124 78.9  |                  | 34.178 123.1 | 2:02.302   |                    |  |                               |  |            |  |  |
| 42                 | Dean ELLISON     |              |            |                    |  | Honda - Slingshot SMT Racing  |  |            |  |  |
| 1 - X:00.000 115.1 |                  | 32.988 122.9 | X:00.000   | 5 - 1:24.181 112.9 |  | 31.353 124.2                  |  | 1:55.534   |  |  |
| 2 - 1:26.450 114.9 |                  | 41.045       | 2:07.495 P | 6 - 1:24.070 115.9 |  | 31.547 125.2                  |  | 1:55.617   |  |  |
| 3 - 2:28.394 115.5 |                  | 32.166 123.8 | 3:00.560   | 7 - 1:23.986 115.1 |  | 31.498 122.9                  |  | 1:55.484   |  |  |
| 4 - 1:25.145 113.3 |                  | 31.345 124.0 | 1:56.490   |                    |  |                               |  |            |  |  |
| 43                 | Howie MAINWARING |              |            |                    |  | Suzuki - Protech Racing C     |  |            |  |  |
| 1 -                |                  |              | X:00.000   | 4 -                |  |                               |  | X:00.000   |  |  |
| 2 -                |                  |              | 2:00.311   | 5 -                |  |                               |  | 1:57.866   |  |  |
| 3 -                |                  |              | 2:02.114 P |                    |  |                               |  |            |  |  |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## WARM-UP - SECTOR ANALYSIS

(contd.)

|                    |                  |              |  |           |  |                                 |  |              |  |           |   |
|--------------------|------------------|--------------|--|-----------|--|---------------------------------|--|--------------|--|-----------|---|
| 46                 | Ollie BRIDEWELL  |              |  |           |  | Suzuki - Vivaldi Racing         |  |              |  |           |   |
| 1 - X:00.000 97.5  |                  | 34.093 125.6 |  | X:00.000  |  | 5 - 1:24.164 116.9              |  | 32.130 124.2 |  | 1:56.294  |   |
| 2 - 1:27.138 111.6 |                  | 33.849 122.4 |  | 2:00.987  |  | 6 - 1:23.718 116.7              |  | 32.218 120.4 |  | 1:55.936  |   |
| 3 - 1:26.302 113.1 |                  | 31.988 125.9 |  | 1:58.290  |  | 7 - 1:23.871 114.5              |  | 31.631 128.0 |  | 1:55.502  |   |
| 4 - 3:24.421 114.7 |                  | 32.529 126.3 |  | 3:56.950  |  |                                 |  |              |  |           |   |
| 48                 | Nick MEDD        |              |  |           |  | Kawasaki - Medd Racing          |  |              |  |           |   |
| 1 - X:00.000 102.1 |                  | 34.875 118.5 |  | X:00.000  |  | 5 - 1:28.362 107.2              |  | 39.482       |  | 2:07.844P |   |
| 2 - 1:30.741 109.6 |                  | 33.325 121.1 |  | 2:04.066  |  | 6 - 2:19.460 110.3              |  | 32.651 120.4 |  | 2:52.111  |   |
| 3 - 1:27.870 112.7 |                  | 32.166 122.9 |  | 2:00.036  |  | 7 - 1:25.487 113.1              |  | 32.117 121.1 |  | 1:57.604  |   |
| 4 - 1:27.309 110.3 |                  | 33.104 118.3 |  | 2:00.413  |  |                                 |  |              |  |           |   |
| 56                 | James BUCKINGHAM |              |  |           |  | Honda - Quay Garage Racing      |  |              |  |           | C |
| 1 - X:00.000 110.5 |                  | 32.873 124.2 |  | X:00.000  |  | 3 - 1:27.886 112.9              |  | 31.912 124.0 |  | 1:59.798  |   |
| 2 - 1:29.150 112.9 |                  | 33.258 112.9 |  | 2:02.408  |  | 4 - 1:32.718 100.3              |  | 43.121       |  | 2:15.839P |   |
| 60                 | Peter HICKMAN    |              |  |           |  | Kawasaki - Hawk Kawasaki        |  |              |  |           |   |
| 1 - X:00.000 108.5 |                  | 33.399 121.3 |  | X:00.000  |  | 3 - 1:26.499 111.1              |  | 31.895 123.8 |  | 1:58.394  |   |
| 2 - 1:27.630 113.7 |                  | 33.336 124.9 |  | 2:00.966  |  | 4 - 1:25.010 102.2              |  | 41.774       |  | 2:06.784P |   |
| 65                 | Jonathan REA     |              |  |           |  | Honda - Red Bull Honda          |  |              |  |           |   |
| 1 - X:00.000 115.7 |                  | 32.704 131.3 |  | X:00.000  |  | 3 - 1:29.771 116.3              |  | 31.669 131.8 |  | 2:01.440  |   |
| 2 - 1:26.048 110.0 |                  | 47.159 58.6  |  | 2:13.207  |  | 4 - 3:16.177 120.4              |  | 30.970 132.6 |  | 3:47.147  |   |
| 68                 | Chris MARTIN     |              |  |           |  | Honda - PR Branson Honda        |  |              |  |           | C |
| 1 - X:00.000 89.3  |                  | 37.340 105.1 |  | X:00.000  |  | 4 - 1:27.665 112.5              |  | 33.136 114.3 |  | 2:00.801  |   |
| 2 - 1:35.076 103.5 |                  | 37.960       |  | 2:13.036P |  | 5 - 1:29.344 111.1              |  | 38.581       |  | 2:07.925P |   |
| 3 - 2:43.803 78.7  |                  | 36.861 108.5 |  | 3:20.664  |  | 6 - 2:42.406 92.3               |  | 34.004 113.1 |  | 3:16.410  |   |
| 74                 | Kieran CLARKE    |              |  |           |  | Yamaha - Virgin Mobile Yamaha   |  |              |  |           |   |
| 1 - X:00.000 111.8 |                  | 32.888 127.5 |  | X:00.000  |  | 3 - 3:22.588 117.3              |  | 32.446 128.3 |  | 3:55.034  |   |
| 2 - 1:27.230 120.9 |                  | 39.176       |  | 2:06.406P |  | 4 - 1:23.236 124.7              |  | 31.253 130.3 |  | 1:54.489  |   |
| 75                 | Glen RICHARDS    |              |  |           |  | Honda - Team Hydrex Honda       |  |              |  |           |   |
| 1 - X:00.000 110.3 |                  | 33.307 122.6 |  | X:00.000  |  | 5 - 1:25.274 118.1              |  | 31.314 124.9 |  | 1:56.588  |   |
| 2 - 1:27.163 112.7 |                  | 40.188       |  | 2:07.351P |  | 6 - 1:23.127 117.1              |  | 31.292 128.0 |  | 1:54.419  |   |
| 3 - 3:17.751 111.6 |                  | 32.965 124.0 |  | 3:50.716  |  | 7 - 1:25.469 116.7              |  | 32.280 111.6 |  | 1:57.749  |   |
| 4 - 1:27.234 114.3 |                  | 32.242 122.6 |  | 1:59.476  |  |                                 |  |              |  |           |   |
| 77                 | Marty NUTT       |              |  |           |  | Honda-M Johns Motors/NuttTravel |  |              |  |           | C |
| 1 - X:00.000 105.3 |                  | 34.068 121.3 |  | X:00.000  |  | 4 - 1:24.507 116.7              |  | 31.557 125.2 |  | 1:56.064  |   |
| 2 - 1:27.952 113.5 |                  | 38.791       |  | 2:06.743P |  | 5 - 1:40.899 107.0              |  | 39.935 101.3 |  | 2:20.834  |   |
| 3 - 3:27.431 115.9 |                  | 32.669 120.6 |  | 4:00.100  |  | 6 - 1:42.718 103.4              |  | 40.584 85.3  |  | 2:23.302  |   |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## WARM-UP - SECTOR ANALYSIS

(contd.)

|                    |                 |              |  |           |  |                          |  |              |  |           |   |
|--------------------|-----------------|--------------|--|-----------|--|--------------------------|--|--------------|--|-----------|---|
| 88                 | Scott SMART     |              |  |           |  | Suzuki - Vivaldi Racing  |  |              |  |           |   |
| 1 - X:00.000 110.0 |                 | 32.582 124.9 |  | X:00.000  |  | 5 - 1:24.542 117.5       |  | 31.370 131.0 |  | 1:55.912  |   |
| 2 - 1:25.647 110.0 |                 | 32.408 123.8 |  | 1:58.055  |  | 6 - 1:22.809 114.7       |  | 31.257 129.3 |  | 1:54.066  |   |
| 3 - 1:23.706 113.9 |                 | 31.783 128.3 |  | 1:55.489  |  | 7 - 1:22.990 114.9       |  | 36.970       |  | 1:59.960P |   |
| 4 - 1:23.284 116.3 |                 | 32.166 126.1 |  | 1:55.450  |  |                          |  |              |  |           |   |
| 91                 | Leon HASLAM     |              |  |           |  | Ducati - Airwaves Ducati |  |              |  |           |   |
| 1 - X:00.000 118.5 |                 | 35.633       |  | X:00.000P |  | 5 - 1:19.101 125.9       |  | 30.011 125.9 |  | 1:49.112  |   |
| 2 - 3:22.420 115.9 |                 | 32.560 117.9 |  | 3:54.980  |  | 6 - 1:17.594 124.2       |  | 29.096 124.5 |  | 1:46.690  |   |
| 3 - 1:21.988 119.6 |                 | 31.293 124.2 |  | 1:53.281  |  | 7 - 1:17.028 119.4       |  | 30.125 119.4 |  | 1:47.153  |   |
| 4 - 1:22.165 120.6 |                 | 30.953 118.5 |  | 1:53.118  |  |                          |  |              |  |           |   |
| 94                 | Michael HOWARTH |              |  |           |  | Kawasaki - MAR           |  |              |  |           | C |
| 1 - X:00.000 107.5 |                 | 33.357 119.8 |  | X:00.000  |  | 3 - 1:25.952 116.5       |  | 31.697 125.4 |  | 1:57.649  |   |
| 2 - 1:28.460 115.3 |                 | 34.667 81.1  |  | 2:03.127  |  | 4 - 1:25.031 111.6       |  | 40.272       |  | 2:05.303P |   |

**2006 Bennetts British Superbike Championship & Superbike Cup  
WARM-UP - SPEED TRAPS**

| SECTOR 1 |    |                  |       | SECTOR 2 |      |       |    | FINISH LINE      |       |  |  |
|----------|----|------------------|-------|----------|------|-------|----|------------------|-------|--|--|
| POS      | NO | NAME             | SPEED | NO       | NAME | SPEED | NO | NAME             | SPEED |  |  |
| 1        | 91 | Leon HASLAM      | 125.9 |          |      |       | 11 | James HAYDON     | 134.2 |  |  |
| 2        | 9  | Karl HARRIS      | 125.4 |          |      |       | 1  | Gregorio LAVILLA | 133.4 |  |  |
| 3        | 74 | Kieran CLARKE    | 124.7 |          |      |       | 65 | Jonathan REA     | 132.6 |  |  |
| 4        | 11 | James HAYDON     | 123.3 |          |      |       | 5  | Gary MASON       | 131.5 |  |  |
| 5        | 5  | Gary MASON       | 121.3 |          |      |       | 88 | Scott SMART      | 131.0 |  |  |
| 6        | 16 | Billy McCONNELL  | 121.1 |          |      |       | 9  | Karl HARRIS      | 130.8 |  |  |
| 7        | 33 | Michael LAVERTY  | 120.6 |          |      |       | 33 | Michael LAVERTY  | 130.8 |  |  |
| 8        | 65 | Jonathan REA     | 120.4 |          |      |       | 16 | Billy McCONNELL  | 130.3 |  |  |
| 9        | 1  | Gregorio LAVILLA | 118.7 |          |      |       | 74 | Kieran CLARKE    | 130.3 |  |  |
| 10       | 15 | Ben WILSON       | 118.3 |          |      |       | 8  | Tommy HILL       | 129.8 |  |  |
| 11       | 17 | Steve BROGAN     | 118.3 |          |      |       | 15 | Ben WILSON       | 129.8 |  |  |
| 12       | 75 | Glen RICHARDS    | 118.1 |          |      |       | 12 | Dean THOMAS      | 128.8 |  |  |
| 13       | 12 | Dean THOMAS      | 117.9 |          |      |       | 30 | Gareth GLYNN     | 128.0 |  |  |
| 14       | 88 | Scott SMART      | 117.5 |          |      |       | 46 | Ollie BRIDEWELL  | 128.0 |  |  |
| 15       | 46 | Ollie BRIDEWELL  | 116.9 |          |      |       | 75 | Glen RICHARDS    | 128.0 |  |  |
| 16       | 77 | Marty NUTT       | 116.7 |          |      |       | 4  | Steve PLATER     | 127.0 |  |  |
| 17       | 4  | Steve PLATER     | 116.5 |          |      |       | 17 | Steve BROGAN     | 126.8 |  |  |
| 18       | 94 | Michael HOWARTH  | 116.5 |          |      |       | 91 | Leon HASLAM      | 125.9 |  |  |
| 19       | 42 | Dean ELLISON     | 115.9 |          |      |       | 94 | Michael HOWARTH  | 125.4 |  |  |
| 20       | 30 | Gareth GLYNN     | 115.7 |          |      |       | 42 | Dean ELLISON     | 125.2 |  |  |
| 21       | 10 | Jon KIRKHAM      | 114.7 |          |      |       | 77 | Marty NUTT       | 125.2 |  |  |
| 22       | 60 | Peter HICKMAN    | 113.7 |          |      |       | 60 | Peter HICKMAN    | 124.9 |  |  |
| 23       | 48 | Nick MEDD        | 113.1 |          |      |       | 41 | Craig COXHELL    | 124.2 |  |  |
| 24       | 56 | James BUCKINGHAM | 112.9 |          |      |       | 56 | James BUCKINGHAM | 124.2 |  |  |
| 25       | 68 | Chris MARTIN     | 112.5 |          |      |       | 2  | Ryuichi KIYONARI | 123.8 |  |  |
| 26       | 8  | Tommy HILL       | 110.3 |          |      |       | 48 | Nick MEDD        | 122.9 |  |  |
| 27       | 41 | Craig COXHELL    | 109.4 |          |      |       | 10 | Jon KIRKHAM      | 118.7 |  |  |
| 28       | 2  | Ryuichi KIYONARI | 107.2 |          |      |       | 68 | Chris MARTIN     | 114.3 |  |  |
| 29       | 37 | Danny BEAUMONT   | 99.8  |          |      |       |    |                  |       |  |  |
| 30       |    |                  |       |          |      |       |    |                  |       |  |  |
| 31       |    |                  |       |          |      |       |    |                  |       |  |  |

## 2006 Bennetts British Superbike Championship & Superbike Cup

### WARM-UP - BEST SECTOR TIMES

| SECTOR 1 |    |            |           | SECTOR 2 |            | IDEAL / BEST COMPARISON |                  |    |            |           |           |       |
|----------|----|------------|-----------|----------|------------|-------------------------|------------------|----|------------|-----------|-----------|-------|
| POS      | NO | NAME       | TIME      | NO       | NAME       | TIME                    | POS              | NO | NAME       | IDEAL     | BEST      | DIFF  |
| 1        | 91 | HASLAM     | 1:17.028  | 91       | HASLAM     | 29.096                  | 1                | 91 | HASLAM     | 1:46.124  | 1:46.690  | 0.566 |
| 2        | 9  | HARRIS     | 1:17.093  | 9        | HARRIS     | 29.116                  | 2                | 9  | HARRIS     | 1:46.209  | 1:46.220  | 0.011 |
| 3        | 16 | McCONNELL  | 1:19.280  | 16       | McCONNELL  | 30.125                  | 3                | 16 | McCONNELL  | 1:49.405  | 1:49.488  | 0.083 |
| 4        | 33 | LAVERTY    | 1:20.399  | 11       | HAYDON     | 30.176                  | 4                | 33 | LAVERTY    | 1:50.590  | 1:50.635  | 0.045 |
| 5        | 11 | HAYDON     | 1:20.548  | 33       | LAVERTY    | 30.191                  | 5                | 11 | HAYDON     | 1:50.724  | 1:50.724  | 0.000 |
| 6        | 1  | LAVILLA    | 1:20.569  | 1        | LAVILLA    | 30.349                  | 6                | 1  | LAVILLA    | 1:50.918  | 1:50.918  | 0.000 |
| 7        | 5  | MASON      | 1:21.734  | 5        | MASON      | 30.805                  | 7                | 5  | MASON      | 1:52.539  | 1:52.712  | 0.173 |
| 8        | 17 | BROGAN     | 1:22.162  | 17       | BROGAN     | 30.906                  | 8                | 17 | BROGAN     | 1:53.068  | 1:53.068  | 0.000 |
| 9        | 15 | WILSON     | 1:22.623  | 65       | REA        | 30.970                  | 9                | 15 | WILSON     | 1:53.836  | 1:53.836  | 0.000 |
| 10       | 88 | SMART      | 1:22.809  | 15       | WILSON     | 31.213                  | 10               | 88 | SMART      | 1:54.066  | 1:54.066  | 0.000 |
| 11       | 75 | RICHARDS   | 1:23.127  | 74       | CLARKE     | 31.253                  | 11               | 75 | RICHARDS   | 1:54.419  | 1:54.419  | 0.000 |
| 12       | 74 | CLARKE     | 1:23.236  | 88       | SMART      | 31.257                  | 12               | 74 | CLARKE     | 1:54.489  | 1:54.489  | 0.000 |
| 13       | 46 | BRIDEWELL  | 1:23.718  | 12       | THOMAS     | 31.283                  | 13               | 12 | THOMAS     | 1:55.163  | 1:55.890  | 0.727 |
| 14       | 12 | THOMAS     | 1:23.880  | 75       | RICHARDS   | 31.292                  | 14               | 42 | ELLISON    | 1:55.331  | 1:55.484  | 0.153 |
| 15       | 42 | ELLISON    | 1:23.986  | 42       | ELLISON    | 31.345                  | 15               | 46 | BRIDEWELL  | 1:55.349  | 1:55.502  | 0.153 |
| 16       | 4  | PLATER     | 1:24.415  | 77       | NUTT       | 31.557                  | 16               | 77 | NUTT       | 1:56.064  | 1:56.064  | 0.000 |
| 17       | 77 | NUTT       | 1:24.507  | 46       | BRIDEWELL  | 31.631                  | 17               | 4  | PLATER     | 1:56.116  | 1:56.116  | 0.000 |
| 18       | 60 | HICKMAN    | 1:25.010  | 94       | HOWARTH    | 31.697                  | 18               | 94 | HOWARTH    | 1:56.728  | 1:57.649  | 0.921 |
| 19       | 94 | HOWARTH    | 1:25.031  | 4        | PLATER     | 31.701                  | 19               | 60 | HICKMAN    | 1:56.905  | 1:58.394  | 1.489 |
| 20       | 48 | MEDD       | 1:25.487  | 60       | HICKMAN    | 31.895                  | 20               | 65 | REA        | 1:57.018  | 2:01.440  | 4.422 |
| 21       | 41 | COXHELL    | 1:25.646  | 56       | BUCKINGHAM | 31.912                  | 21               | 48 | MEDD       | 1:57.604  | 1:57.604  | 0.000 |
| 22       | 65 | REA        | 1:26.048  | 10       | KIRKHAM    | 31.970                  | 22               | 41 | COXHELL    | 1:57.753  | 1:57.753  | 0.000 |
| 23       | 10 | KIRKHAM    | 1:26.211  | 41       | COXHELL    | 32.107                  | 23               | 10 | KIRKHAM    | 1:58.181  | 1:59.852  | 1.671 |
| 24       | 30 | GLYNN      | 1:26.437  | 48       | MEDD       | 32.117                  | 24               | 56 | BUCKINGHAM | 1:59.798  | 1:59.798  | 0.000 |
| 25       | 68 | MARTIN     | 1:27.665  | 2        | KIYONARI   | 32.228                  | 25               | 30 | GLYNN      | 2:00.042  | 2:01.015  | 0.973 |
| 26       | 56 | BUCKINGHAM | 1:27.886  | 8        | HILL       | 32.374                  | 26               | 68 | MARTIN     | 2:00.801  | 2:00.801  | 0.000 |
| 27       | 37 | BEAUMONT   | 8:15.195  | 68       | MARTIN     | 33.136                  | 27               | 37 | BEAUMONT   | 8:54.963  | 8:54.963  | 0.000 |
| 28       | 8  | HILL       | 23:50.661 | 30       | GLYNN      | 33.605                  | 28               | 8  | HILL       | 24:23.035 | 24:23.035 | 0.000 |
| 29       | 2  | KIYONARI   | 23:51.633 | 37       | BEAUMONT   | 39.768                  | 29               | 2  | KIYONARI   | 24:23.861 | 24:23.861 | 0.000 |
| 30       |    |            |           |          |            |                         |                  |    |            |           |           |       |
| 31       |    |            |           |          |            |                         |                  |    |            |           |           |       |
|          |    |            |           |          |            |                         | Perfect Lap Time |    | 1:46.124   |           |           |       |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## FINAL GRID - RACES 3 & 6

|                                                                                     |    |                     |    |                        |    |                      |    |                        |
|-------------------------------------------------------------------------------------|----|---------------------|----|------------------------|----|----------------------|----|------------------------|
| ROW 8                                                                               | 48 | 1:42.118<br>MEDD    | 94 | 1:41.151<br>HOWARTH    | 37 | 1:40.288<br>BEAUMONT | 43 | 1:39.900<br>MAINWARING |
| ROW 7                                                                               | 30 | 1:39.896<br>GLYNN   | 17 | 1:39.175<br>BROGAN     | 68 | 1:39.157<br>MARTIN   | 46 | 1:38.885<br>BRIDEWELL  |
| ROW 6                                                                               | 42 | 1:38.848<br>ELLISON | 77 | 1:38.720<br>NUTT       | 4  | 1:38.671<br>PLATER   | 16 | 1:38.354<br>McCONNELL  |
| ROW 5                                                                               | 60 | 1:38.118<br>HICKMAN | 74 | 1:37.935<br>CLARKE     | 88 | 1:37.827<br>SMART    | 15 | 1:37.775<br>WILSON     |
| ROW 4                                                                               | 10 | 1:37.631<br>KIRKHAM | 33 | 1:37.542<br>LAVERTY    | 41 | 1:37.475<br>COXHELL  | 2  | 1:37.442<br>KIYONARI   |
| ROW 3                                                                               | 5  | 1:37.182<br>MASON   | 56 | 1:36.791<br>BUCKINGHAM | 75 | 1:36.708<br>RICHARDS | 8  | 1:36.688<br>HILL       |
| ROW 2                                                                               | 12 | 1:36.679<br>THOMAS  | 65 | 1:36.179<br>REA        | 3  | 1:36.166<br>RUTTER   | 67 | 1:36.023<br>BYRNE      |
| ROW 1                                                                               | 11 | 1:35.641<br>HAYDON  | 1  | 1:35.490<br>LAVILLA    | 9  | 1:35.469<br>HARRIS   | 91 | 1:35.120<br>HASLAM     |
| POLE                                                                                |    |                     |    |                        |    |                      |    |                        |
|  |    |                     |    |                        |    |                      |    |                        |

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

Oulton Park  
Circuit Length = 2.6920 miles.  
Start: 15:05 End: 15:55

|                |           |             |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|                |           |             |

## 2006 Bennetts British Superbike Championship & Superbike Cup

### RACE CLASSIFICATION - RACE 3

| POS | NO | CL | NAME             | NAT | ENTRY                           | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|------------------|-----|---------------------------------|-----------|------|----------|-------|----------|
| 1   | 1  |    | Gregorio LAVILLA |     | Ducati - Airwaves Ducati        | 27:41.446 | 17   |          | 99.16 | 1:36.902 |
| 2   | 67 |    | Shane BYRNE      |     | Suzuki - Rizla Suzuki           | 27:41.875 | 17   | 0.429    | 99.13 | 1:36.698 |
| 3   | 91 |    | Leon HASLAM      |     | Ducati - Airwaves Ducati        | 27:42.316 | 17   | 0.870    | 99.10 | 1:36.881 |
| 4   | 11 |    | James HAYDON     |     | Suzuki - Rizla Suzuki           | 27:43.533 | 17   | 2.087    | 99.03 | 1:37.081 |
| 5   | 9  |    | Karl HARRIS      |     | Honda - HM Plant Honda          | 27:52.634 | 17   | 11.188   | 98.49 | 1:37.031 |
| 6   | 2  |    | Ryuichi KIYONARI |     | Honda - HM Plant Honda          | 28:00.913 | 17   | 19.467   | 98.01 | 1:37.424 |
| 7   | 8  |    | Tommy HILL       |     | Yamaha - Virgin Mobile Yamaha   | 28:01.499 | 17   | 20.053   | 97.97 | 1:37.921 |
| 8   | 65 |    | Jonathan REA     |     | Honda - Red Bull Honda          | 28:01.642 | 17   | 20.196   | 97.97 | 1:37.874 |
| 9   | 3  |    | Michael RUTTER   |     | Honda - Stobart Motorsport      | 28:02.324 | 17   | 20.878   | 97.93 | 1:37.914 |
| 10  | 75 |    | Glen RICHARDS    |     | Honda - Team Hydrex Honda       | 28:07.300 | 17   | 25.854   | 97.64 | 1:38.076 |
| 11  | 33 |    | Michael LAVERTY  |     | Honda - Stobart Motorsport      | 28:07.391 | 17   | 25.945   | 97.63 | 1:38.187 |
| 12  | 12 |    | Dean THOMAS      |     | Kawasaki - Hawk Kawasaki        | 28:09.598 | 17   | 28.152   | 97.50 | 1:38.039 |
| 13  | 88 |    | Scott SMART      |     | Suzuki - Vivaldi Racing         | 28:09.656 | 17   | 28.210   | 97.50 | 1:38.473 |
| 14  | 15 |    | Ben WILSON       |     | Suzuki - Vivaldi Racing         | 28:11.045 | 17   | 29.599   | 97.42 | 1:38.482 |
| 15  | 10 |    | Jon KIRKHAM      |     | Suzuki - Scuderia Stellare      | 28:11.309 | 17   | 29.863   | 97.41 | 1:38.579 |
| 16  | 56 | C  | James BUCKINGHAM |     | Honda - Quay Garage Racing      | 28:17.879 | 17   | 36.433   | 97.03 | 1:38.279 |
| 17  | 41 |    | Craig COXHELL    |     | Kawasaki - Hawk Kawasaki        | 28:20.731 | 17   | 39.285   | 96.87 | 1:39.086 |
| 18  | 16 |    | Billy MCCONNELL  |     | Yamaha - Virgin Mobile Yamaha   | 28:37.586 | 17   | 56.140   | 95.92 | 1:39.109 |
| 19  | 60 |    | Peter HICKMAN    |     | Kawasaki - Hawk Kawasaki        | 28:43.202 | 17   | 1:01.756 | 95.60 | 1:40.291 |
| 20  | 77 | C  | Marty NUTT       |     | Honda-M Johns Motors/NuttTravel | 28:46.588 | 17   | 1:05.142 | 95.42 | 1:40.168 |
| 21  | 68 | C  | Chris MARTIN     |     | Honda - PR Branson Honda        | 28:46.703 | 17   | 1:05.257 | 95.41 | 1:40.240 |
| 22  | 17 |    | Steve BROGAN     |     | Yamaha - Jentin Racing          | 28:49.169 | 17   | 1:07.723 | 95.27 | 1:40.436 |
| 23  | 43 | C  | Howie MAINWARING |     | Suzuki - Protech Racing         | 28:49.290 | 17   | 1:07.844 | 95.27 | 1:40.765 |
| 24  | 46 |    | Ollie BRIDEWELL  |     | Suzuki - Vivaldi Racing         | 28:49.414 | 17   | 1:07.968 | 95.26 | 1:40.559 |

## NOT CLASSIFIED

|    |   |                 |                               |           |    |        |       |          |
|----|---|-----------------|-------------------------------|-----------|----|--------|-------|----------|
| 5  |   | Gary MASON      | Honda - Team Hydrex Honda     | 23:49.329 | 14 | D.N.F. | 94.92 | 1:39.399 |
| 94 | C | Michael HOWARTH | Kawasaki - MAR                | 22:52.767 | 13 | D.N.F. | 91.77 | 1:43.604 |
| 42 |   | Dean ELLISON    | Honda - Slingshot SMT Racing  | 17:31.750 | 10 | D.N.F. | 92.14 | 1:41.533 |
| 74 |   | Kieran CLARKE   | Yamaha - Virgin Mobile Yamaha | 15:33.090 | 9  | D.N.F. | 93.47 | 1:39.616 |
| 4  |   | Steve PLATER    | Honda - UK Diggers.com        | 5:24.249  | 3  | D.N.F. | 89.66 | 1:43.600 |
| 48 |   | Nick MEDD       | Kawasaki - Medd Racing        | 3:54.567  | 2  | D.N.F. | 82.63 | 1:58.426 |
| 37 |   | Danny BEAUMONT  | Kawasaki - Dienza Performance |           | 0  | D.N.F. | N/A   |          |
| 30 | C | Gareth GLYNN    | Honda - Chapman Racing        |           | 0  | D.N.F. | N/A   |          |

## FASTEST LAP

|    |   |                  |                            |          |   |           |           |
|----|---|------------------|----------------------------|----------|---|-----------|-----------|
| 67 |   | Shane BYRNE      | Suzuki - Rizla Suzuki      | 1:36.698 | 6 | 100.22mph | 161.29kph |
| 56 | C | James BUCKINGHAM | Honda - Quay Garage Racing | 1:38.279 | 4 | 98.60mph  | 158.69kph |

Weather / Track : Bright / Dry

These results are provisional until the conclusion of any judicial and technical matters.

Oulton Park

Circuit Length = 2.6920 miles.

Start: 14:00 End: 14:29

|                |           |             |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|                |           |             |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 3 - LAP CHART

| Lap 1 |        |          | Lap 2 |        |           | Lap 3 |        |           | Lap 4 |        |          | Lap 5 |        |          |
|-------|--------|----------|-------|--------|-----------|-------|--------|-----------|-------|--------|----------|-------|--------|----------|
| No    | Behind | Laptime  | No    | Behind | Laptime   | No    | Behind | Laptime   | No    | Behind | Laptime  | No    | Behind | Laptime  |
| 91    |        | 1:41.659 | 91    |        | 1:37.973  | 91    |        | 1:37.415  | 91    |        | 1:37.398 | 91    |        | 1:37.495 |
| 11    | 1.296  | 1:42.955 | 11    | 1.439  | 1:38.116  | 1     | 1.571  | 1:37.419  | 1     | 1.395  | 1:37.222 | 1     | 1.099  | 1:37.199 |
| 67    | 1.492  | 1:43.151 | 1     | 1.567  | 1:37.878  | 11    | 2.034  | 1:38.010  | 67    | 1.939  | 1:37.221 | 67    | 1.595  | 1:37.151 |
| 1     | 1.662  | 1:43.321 | 67    | 1.752  | 1:38.233  | 67    | 2.116  | 1:37.779  | 11    | 2.050  | 1:37.414 | 11    | 1.965  | 1:37.410 |
| 12    | 2.292  | 1:43.951 | 12    | 2.667  | 1:38.348  | 12    | 3.291  | 1:38.039  | 12    | 4.238  | 1:38.345 | 12    | 5.476  | 1:38.733 |
| 75    | 2.774  | 1:44.433 | 3     | 4.293  | 1:39.099  | 3     | 4.792  | 1:37.914  | 3     | 5.315  | 1:37.921 | 3     | 6.261  | 1:38.441 |
| 33    | 3.020  | 1:44.679 | 75    | 4.405  | 1:39.604  | 75    | 5.110  | 1:38.120  | 75    | 5.805  | 1:38.093 | 75    | 6.650  | 1:38.340 |
| 3     | 3.167  | 1:44.826 | 33    | 4.689  | 1:39.642  | 8     | 5.654  | 1:38.293  | 8     | 6.177  | 1:37.921 | 8     | 6.839  | 1:38.157 |
| 65    | 3.677  | 1:45.336 | 8     | 4.776  | 1:39.007  | 33    | 6.042  | 1:38.768  | 33    | 6.831  | 1:38.187 | 33    | 7.753  | 1:38.417 |
| 8     | 3.742  | 1:45.401 | 65    | 5.376  | 1:39.672  | 65    | 6.401  | 1:38.440  | 65    | 7.046  | 1:38.043 | 9     | 7.912  | 1:37.052 |
| 56    | 4.223  | 1:45.882 | 56    | 5.661  | 1:39.411  | 56    | 7.416  | 1:39.170  | 56    | 8.297  | 1:38.279 | 65    | 9.272  | 1:39.721 |
| 2     | 4.983  | 1:46.642 | 2     | 6.345  | 1:39.335  | 2     | 7.668  | 1:38.738  | 9     | 8.355  | 1:37.474 | 2     | 9.659  | 1:38.631 |
| 15    | 5.218  | 1:46.877 | 15    | 6.974  | 1:39.729  | 15    | 8.157  | 1:38.598  | 2     | 8.523  | 1:38.253 | 56    | 10.150 | 1:39.348 |
| 88    | 5.608  | 1:47.267 | 88    | 7.355  | 1:39.720  | 9     | 8.279  | 1:37.709  | 15    | 9.580  | 1:38.821 | 15    | 10.649 | 1:38.564 |
| 41    | 5.906  | 1:47.565 | 5     | 7.726  | 1:39.525  | 88    | 9.012  | 1:39.072  | 88    | 10.285 | 1:38.671 | 88    | 11.263 | 1:38.473 |
| 5     | 6.174  | 1:47.833 | 9     | 7.985  | 1:38.327  | 5     | 9.871  | 1:39.560  | 5     | 11.872 | 1:39.399 | 10    | 13.775 | 1:39.323 |
| 10    | 6.433  | 1:48.092 | 10    | 8.585  | 1:40.125  | 10    | 10.410 | 1:39.240  | 10    | 11.947 | 1:38.935 | 5     | 14.765 | 1:40.388 |
| 16    | 6.843  | 1:48.502 | 41    | 9.020  | 1:41.087  | 41    | 11.439 | 1:39.834  | 41    | 13.523 | 1:39.482 | 41    | 15.114 | 1:39.086 |
| 9     | 7.631  | 1:49.290 | 16    | 9.284  | 1:40.414  | 16    | 11.998 | 1:40.129  | 16    | 13.997 | 1:39.397 | 16    | 16.662 | 1:40.160 |
| 60    | 7.882  | 1:49.541 | 60    | 11.254 | 1:41.345  | 60    | 14.130 | 1:40.291  | 74    | 16.586 | 1:39.730 | 74    | 18.707 | 1:39.616 |
| 74    | 7.907  | 1:49.566 | 74    | 11.553 | 1:41.619  | 74    | 14.254 | 1:40.116  | 60    | 17.233 | 1:40.501 | 60    | 20.282 | 1:40.544 |
| 43    | 8.176  | 1:49.835 | 43    | 11.907 | 1:41.704  | 43    | 15.257 | 1:40.765  | 43    | 18.649 | 1:40.790 | 68    | 22.068 | 1:40.551 |
| 68    | 8.935  | 1:50.594 | 68    | 12.732 | 1:41.770  | 17    | 16.057 | 1:40.436  | 68    | 19.012 | 1:40.240 | 43    | 22.627 | 1:41.473 |
| 4     | 9.166  | 1:50.825 | 17    | 13.036 | 1:41.698  | 68    | 16.170 | 1:40.853  | 17    | 19.405 | 1:40.746 | 17    | 22.756 | 1:40.846 |
| 17    | 9.311  | 1:50.970 | 46    | 13.142 | 1:41.566  | 46    | 16.662 | 1:40.935  | 46    | 19.875 | 1:40.611 | 46    | 22.939 | 1:40.559 |
| 46    | 9.549  | 1:51.208 | 4     | 14.793 | 1:43.600  | 77    | 19.045 | 1:41.511  | 77    | 22.478 | 1:40.831 | 77    | 25.459 | 1:40.476 |
| 77    | 9.757  | 1:51.416 | 77    | 14.949 | 1:43.165  | 94    | 25.737 | 1:44.192  | 94    | 32.576 | 1:44.237 | 42    | 37.073 | 1:41.953 |
| 94    | 13.080 | 1:54.739 | 94    | 18.960 | 1:43.853  | 4     | 27.202 | 1:49.824P | 42    | 32.615 | 1:42.226 | 94    | 38.936 | 1:43.855 |
| 48    | 16.767 | 1:58.426 | 42    | 23.214 | 1:43.539  | 42    | 27.787 | 1:41.988  |       |        |          |       |        |          |
| 42    | 17.648 | 1:59.307 | 48    | 34.935 | 1:56.141P |       |        |           |       |        |          |       |        |          |

**2006 Bennetts British Superbike Championship & Superbike Cup**  
**RACE 3 - LAP CHART**

(contd.)

| Lap 6 |        |          | Lap 7 |        |          | Lap 8 |        |          | Lap 9 |          |           | Lap 10 |          |           |
|-------|--------|----------|-------|--------|----------|-------|--------|----------|-------|----------|-----------|--------|----------|-----------|
| No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind   | Laptime   | No     | Behind   | Laptime   |
| 91    |        | 1:37.352 | 91    |        | 1:37.493 | 91    |        | 1:37.919 | 1     |          | 1:37.637  | 1      |          | 1:37.233  |
| 1     | 0.659  | 1:36.912 | 1     | 0.386  | 1:37.220 | 1     | 0.382  | 1:37.915 | 67    | 0.032    | 1:37.623  | 67     | 0.136    | 1:37.337  |
| 67    | 0.941  | 1:36.698 | 67    | 0.530  | 1:37.082 | 67    | 0.428  | 1:37.817 | 91    | 0.342    | 1:38.361  | 91     | 0.707    | 1:37.598  |
| 11    | 1.694  | 1:37.081 | 11    | 1.710  | 1:37.509 | 11    | 1.322  | 1:37.531 | 11    | 0.645    | 1:37.342  | 11     | 0.938    | 1:37.526  |
| 12    | 6.438  | 1:38.314 | 12    | 7.709  | 1:38.764 | 3     | 8.643  | 1:38.670 | 3     | 9.496    | 1:38.872  | 9      | 9.394    | 1:37.105  |
| 3     | 6.956  | 1:38.047 | 3     | 7.892  | 1:38.429 | 8     | 8.871  | 1:38.439 | 9     | 9.522    | 1:38.253  | 3      | 11.079   | 1:38.816  |
| 75    | 7.374  | 1:38.076 | 8     | 8.351  | 1:38.241 | 9     | 9.288  | 1:38.592 | 8     | 9.854    | 1:39.002  | 8      | 11.150   | 1:38.529  |
| 8     | 7.603  | 1:38.116 | 75    | 8.567  | 1:38.686 | 12    | 9.627  | 1:39.837 | 75    | 10.677   | 1:38.949  | 65     | 11.704   | 1:37.881  |
| 9     | 7.855  | 1:37.295 | 9     | 8.615  | 1:38.253 | 75    | 9.747  | 1:39.099 | 65    | 11.056   | 1:38.534  | 75     | 12.417   | 1:38.973  |
| 33    | 9.186  | 1:38.785 | 33    | 10.099 | 1:38.406 | 65    | 10.541 | 1:37.905 | 12    | 11.403   | 1:39.795  | 12     | 13.315   | 1:39.145  |
| 65    | 10.174 | 1:38.254 | 65    | 10.555 | 1:37.874 | 33    | 10.823 | 1:38.643 | 33    | 11.609   | 1:38.805  | 33     | 13.388   | 1:39.012  |
| 2     | 10.460 | 1:38.153 | 2     | 10.805 | 1:37.838 | 2     | 11.137 | 1:38.251 | 2     | 11.683   | 1:38.565  | 2      | 13.437   | 1:38.987  |
| 56    | 11.554 | 1:38.756 | 56    | 12.742 | 1:38.681 | 15    | 13.812 | 1:38.833 | 15    | 15.049   | 1:39.256  | 15     | 16.605   | 1:38.789  |
| 15    | 11.779 | 1:38.482 | 15    | 12.898 | 1:38.612 | 56    | 13.819 | 1:38.996 | 88    | 15.362   | 1:39.126  | 88     | 17.048   | 1:38.919  |
| 88    | 12.554 | 1:38.643 | 88    | 13.573 | 1:38.512 | 88    | 14.255 | 1:38.601 | 56    | 15.825   | 1:40.025  | 56     | 17.686   | 1:39.094  |
| 10    | 15.364 | 1:38.941 | 10    | 16.838 | 1:38.967 | 10    | 17.875 | 1:38.956 | 10    | 18.512   | 1:38.656  | 10     | 19.858   | 1:38.579  |
| 41    | 16.901 | 1:39.139 | 41    | 18.683 | 1:39.275 | 41    | 20.004 | 1:39.240 | 41    | 21.405   | 1:39.420  | 41     | 23.526   | 1:39.354  |
| 5     | 17.747 | 1:40.334 | 5     | 20.365 | 1:40.111 | 16    | 22.658 | 1:39.109 | 16    | 24.149   | 1:39.510  | 16     | 26.583   | 1:39.667  |
| 16    | 19.414 | 1:40.104 | 16    | 21.468 | 1:39.547 | 5     | 22.834 | 1:40.388 | 5     | 25.234   | 1:40.419  | 5      | 28.202   | 1:40.201  |
| 74    | 22.089 | 1:40.734 | 74    | 25.017 | 1:40.421 | 74    | 27.179 | 1:40.081 | 60    | 32.200   | 1:40.773  | 60     | 35.292   | 1:40.325  |
| 60    | 23.869 | 1:40.939 | 60    | 26.827 | 1:40.451 | 60    | 29.446 | 1:40.538 | 68    | 33.194   | 1:40.716  | 68     | 36.889   | 1:40.928  |
| 68    | 25.018 | 1:40.302 | 68    | 28.009 | 1:40.484 | 68    | 30.497 | 1:40.407 | 17    | 36.209   | 1:41.318  | 77     | 40.465   | 1:41.051  |
| 17    | 26.613 | 1:41.209 | 17    | 29.757 | 1:40.637 | 17    | 32.910 | 1:41.072 | 46    | 36.270   | 1:41.271  | 17     | 40.578   | 1:41.602  |
| 46    | 26.664 | 1:41.077 | 46    | 29.815 | 1:40.644 | 46    | 33.018 | 1:41.122 | 77    | 36.647   | 1:40.822  | 46     | 40.810   | 1:41.773  |
| 43    | 27.432 | 1:42.157 | 43    | 30.783 | 1:40.844 | 43    | 33.689 | 1:40.825 | 43    | 36.752   | 1:41.082  | 43     | 40.960   | 1:41.441  |
| 77    | 28.676 | 1:40.569 | 77    | 31.351 | 1:40.168 | 77    | 33.844 | 1:40.412 | 74    | 50.367   | 2:01.207P | 42     | 1:11.794 | 1:55.156P |
| 42    | 41.905 | 1:42.184 | 42    | 46.117 | 1:41.705 | 42    | 50.357 | 1:42.159 | 42    | 53.871   | 1:41.533  | 94     | 1:12.085 | 1:44.447  |
| 94    | 45.188 | 1:43.604 | 94    | 51.870 | 1:44.175 | 94    | 58.454 | 1:44.503 | 94    | 1:04.871 | 1:44.436  |        |          |           |

**2006 Bennetts British Superbike Championship & Superbike Cup  
RACE 3 - LAP CHART**

(contd.)

| Lap 11 |          |          | Lap 12 |          |          | Lap 13 |        |          | Lap 14 |        |           | Lap 15 |        |          |
|--------|----------|----------|--------|----------|----------|--------|--------|----------|--------|--------|-----------|--------|--------|----------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime  | No     | Behind | Laptime   | No     | Behind | Laptime  |
| 1      |          | 1:37.318 | 67     |          | 1:37.391 | 67     |        | 1:37.961 | 1      |        | 1:37.559  | 1      |        | 1:36.972 |
| 67     | 0.074    | 1:37.256 | 1      | 0.209    | 1:37.674 | 1      | 0.217  | 1:37.969 | 67     | 0.214  | 1:37.990  | 67     | 0.220  | 1:36.978 |
| 91     | 0.510    | 1:37.121 | 91     | 0.606    | 1:37.561 | 91     | 0.495  | 1:37.850 | 91     | 0.733  | 1:38.014  | 91     | 0.642  | 1:36.881 |
| 11     | 1.288    | 1:37.668 | 11     | 1.520    | 1:37.697 | 11     | 0.793  | 1:37.234 | 11     | 0.831  | 1:37.814  | 11     | 1.251  | 1:37.392 |
| 9      | 9.381    | 1:37.305 | 9      | 8.947    | 1:37.031 | 9      | 8.389  | 1:37.403 | 94     | 1 LAP  | 1:51.167P | 9      | 7.909  | 1:37.065 |
| 8      | 12.101   | 1:38.269 | 8      | 13.016   | 1:38.380 | 8      | 14.117 | 1:39.062 | 9      | 7.816  | 1:37.203  | 8      | 17.133 | 1:38.526 |
| 3      | 12.860   | 1:39.099 | 3      | 13.881   | 1:38.486 | 3      | 14.524 | 1:38.604 | 65     | 15.140 | 1:38.351  | 65     | 17.378 | 1:39.210 |
| 65     | 12.990   | 1:38.604 | 65     | 14.101   | 1:38.576 | 65     | 14.565 | 1:38.425 | 8      | 15.579 | 1:39.238  | 2      | 17.494 | 1:38.546 |
| 75     | 13.566   | 1:38.467 | 75     | 14.987   | 1:38.886 | 2      | 15.986 | 1:38.285 | 3      | 15.769 | 1:39.021  | 3      | 18.019 | 1:39.222 |
| 33     | 14.523   | 1:38.453 | 2      | 15.662   | 1:38.273 | 75     | 16.294 | 1:39.268 | 2      | 15.920 | 1:37.710  | 75     | 20.059 | 1:39.467 |
| 2      | 14.854   | 1:38.735 | 33     | 16.203   | 1:39.145 | 33     | 17.154 | 1:38.912 | 75     | 17.564 | 1:39.046  | 33     | 20.661 | 1:39.027 |
| 12     | 15.401   | 1:39.404 | 12     | 17.473   | 1:39.537 | 12     | 18.997 | 1:39.485 | 33     | 18.606 | 1:39.228  | 12     | 23.264 | 1:39.463 |
| 15     | 18.143   | 1:38.856 | 15     | 19.766   | 1:39.088 | 15     | 20.932 | 1:39.127 | 12     | 20.773 | 1:39.552  | 15     | 24.700 | 1:39.222 |
| 88     | 18.342   | 1:38.612 | 88     | 20.130   | 1:39.253 | 88     | 21.149 | 1:38.980 | 15     | 22.450 | 1:39.294  | 88     | 24.849 | 1:39.172 |
| 56     | 19.442   | 1:39.074 | 56     | 21.524   | 1:39.547 | 56     | 23.280 | 1:39.717 | 88     | 22.649 | 1:39.276  | 10     | 26.161 | 1:38.705 |
| 10     | 21.253   | 1:38.713 | 10     | 22.658   | 1:38.870 | 10     | 23.330 | 1:38.633 | 10     | 24.428 | 1:38.874  | 56     | 29.441 | 1:40.379 |
| 41     | 25.367   | 1:39.159 | 41     | 27.443   | 1:39.541 | 41     | 28.680 | 1:39.198 | 56     | 26.034 | 1:40.530  | 41     | 33.034 | 1:39.607 |
| 16     | 28.758   | 1:39.493 | 16     | 31.221   | 1:39.928 | 16     | 33.699 | 1:40.439 | 41     | 30.399 | 1:39.495  | 16     | 40.664 | 1:41.126 |
| 5      | 31.151   | 1:40.267 | 5      | 34.687   | 1:41.001 | 5      | 38.300 | 1:41.574 | 16     | 36.510 | 1:40.587  | 60     | 52.915 | 1:41.526 |
| 60     | 38.348   | 1:40.374 | 60     | 41.705   | 1:40.822 | 60     | 44.625 | 1:40.881 | 60     | 48.361 | 1:41.512  | 77     | 57.028 | 1:41.113 |
| 68     | 41.020   | 1:41.449 | 68     | 45.663   | 1:42.108 | 77     | 49.736 | 1:41.473 | 77     | 52.887 | 1:40.927  | 68     | 57.758 | 1:41.221 |
| 77     | 43.364   | 1:40.217 | 77     | 46.224   | 1:40.325 | 68     | 49.968 | 1:42.266 | 68     | 53.509 | 1:41.317  | 43     | 58.929 | 1:41.046 |
| 17     | 44.416   | 1:41.156 | 43     | 48.679   | 1:41.666 | 43     | 51.672 | 1:40.954 | 43     | 54.855 | 1:40.959  | 17     | 59.048 | 1:40.785 |
| 43     | 44.478   | 1:40.836 | 17     | 49.148   | 1:42.197 | 46     | 52.009 | 1:40.743 | 46     | 55.068 | 1:40.835  | 46     | 59.380 | 1:41.284 |
| 46     | 44.965   | 1:41.473 | 46     | 49.227   | 1:41.727 | 17     | 52.188 | 1:41.001 | 17     | 55.235 | 1:40.823  |        |        |          |
| 94     | 1:19.936 | 1:45.169 | 94     | 1:26.861 | 1:44.390 |        |        |          | 5      | 58.853 | 1:58.329P |        |        |          |

**2006 Bennetts British Superbike Championship & Superbike Cup  
RACE 3 - LAP CHART**

(contd.)

| Lap 16 |          |          | Lap 17 |          |          | Lap 18 |        |         | Lap 19 |        |         | Lap 20 |        |         |
|--------|----------|----------|--------|----------|----------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime | No     | Behind | Laptime | No     | Behind | Laptime |
| 1      |          | 1:37.096 | 1      |          | 1:36.902 |        |        |         |        |        |         |        |        |         |
| 67     | 0.320    | 1:37.196 | 67     | 0.429    | 1:37.011 |        |        |         |        |        |         |        |        |         |
| 91     | 0.702    | 1:37.156 | 91     | 0.870    | 1:37.070 |        |        |         |        |        |         |        |        |         |
| 11     | 1.502    | 1:37.347 | 11     | 2.087    | 1:37.487 |        |        |         |        |        |         |        |        |         |
| 9      | 9.011    | 1:38.198 | 9      | 11.188   | 1:39.079 |        |        |         |        |        |         |        |        |         |
| 8      | 18.575   | 1:38.538 | 2      | 19.467   | 1:37.424 |        |        |         |        |        |         |        |        |         |
| 65     | 18.694   | 1:38.412 | 8      | 20.053   | 1:38.380 |        |        |         |        |        |         |        |        |         |
| 2      | 18.945   | 1:38.547 | 65     | 20.196   | 1:38.404 |        |        |         |        |        |         |        |        |         |
| 3      | 19.364   | 1:38.441 | 3      | 20.878   | 1:38.416 |        |        |         |        |        |         |        |        |         |
| 75     | 22.540   | 1:39.577 | 75     | 25.854   | 1:40.216 |        |        |         |        |        |         |        |        |         |
| 33     | 22.741   | 1:39.176 | 33     | 25.945   | 1:40.106 |        |        |         |        |        |         |        |        |         |
| 12     | 25.650   | 1:39.482 | 12     | 28.152   | 1:39.404 |        |        |         |        |        |         |        |        |         |
| 88     | 26.544   | 1:38.791 | 88     | 28.210   | 1:38.568 |        |        |         |        |        |         |        |        |         |
| 15     | 27.325   | 1:39.721 | 15     | 29.599   | 1:39.176 |        |        |         |        |        |         |        |        |         |
| 10     | 27.790   | 1:38.725 | 10     | 29.863   | 1:38.975 |        |        |         |        |        |         |        |        |         |
| 56     | 32.674   | 1:40.329 | 56     | 36.433   | 1:40.661 |        |        |         |        |        |         |        |        |         |
| 41     | 36.001   | 1:40.063 | 41     | 39.285   | 1:40.186 |        |        |         |        |        |         |        |        |         |
| 16     | 48.935   | 1:45.367 | 16     | 56.140   | 1:44.107 |        |        |         |        |        |         |        |        |         |
| 60     | 57.391   | 1:41.572 | 60     | 1:01.756 | 1:41.267 |        |        |         |        |        |         |        |        |         |
| 77     | 1:00.965 | 1:41.033 | 77     | 1:05.142 | 1:41.079 |        |        |         |        |        |         |        |        |         |
| 68     | 1:01.646 | 1:40.984 | 68     | 1:05.257 | 1:40.513 |        |        |         |        |        |         |        |        |         |
| 43     | 1:03.431 | 1:41.598 | 17     | 1:07.723 | 1:40.963 |        |        |         |        |        |         |        |        |         |
| 17     | 1:03.662 | 1:41.710 | 43     | 1:07.844 | 1:41.315 |        |        |         |        |        |         |        |        |         |
| 46     | 1:03.916 | 1:41.632 | 46     | 1:07.968 | 1:40.954 |        |        |         |        |        |         |        |        |         |

## 2006 Bennetts British Superbike Championship & Superbike Cup

### RACE 3 - SECTOR ANALYSIS

| 1 Gregorio LAVILLA Ducati - Airwaves Ducati |                 |              |               |              |                 |      |                 |              |                                     |
|---------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|--------------|-------------------------------------|
| 1 -                                         | 1:16.309        | 131.0        | 27.012        | 141.2        | 1:43.321        | 10 - | 1:10.409        | 130.5        | 26.824 140.1 1:37.233               |
| 2 -                                         | 1:11.115        | 132.3        | 26.763        | <b>142.7</b> | 1:37.878        | 11 - | 1:10.384        | 128.8        | 26.934 139.5 1:37.318               |
| 3 -                                         | 1:10.738        | 130.8        | 26.681        | 140.1        | 1:37.419        | 12 - | 1:11.067        | 131.8        | 26.607 141.5 1:37.674               |
| 4 -                                         | 1:10.415        | 130.8        | 26.807        | 141.5        | 1:37.222        | 13 - | 1:11.180        | 130.3        | 26.789 141.5 1:37.969               |
| 5 -                                         | 1:10.451        | 130.8        | 26.748        | 141.2        | 1:37.199        | 14 - | 1:10.785        | 131.0        | 26.774 140.3 1:37.559               |
| 6 -                                         | 1:10.314        | 132.1        | <b>26.598</b> | 140.1        | 1:36.912        | 15 - | 1:10.193        | 131.0        | 26.779 140.1 1:36.972               |
| 7 -                                         | 1:10.496        | 130.8        | 26.724        | 139.5        | 1:37.220        | 16 - | 1:10.285        | 129.5        | 26.811 140.6 1:37.096               |
| 8 -                                         | 1:11.061        | <b>132.6</b> | 26.854        | 140.6        | 1:37.915        | 17 - | <b>1:10.143</b> | 131.8        | 26.759 139.5 <b>1:36.902</b>        |
| 9 -                                         | 1:10.720        | 131.0        | 26.917        | 137.2        | 1:37.637        |      |                 |              |                                     |
| 2 Ryuichi KIYONARI Honda - HM Plant Honda   |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                         | 1:19.144        | 131.5        | 27.498        | 137.7        | 1:46.642        | 10 - | 1:11.930        | 133.4        | 27.057 136.3 1:38.987               |
| 2 -                                         | 1:12.169        | 132.6        | 27.166        | 138.9        | 1:39.335        | 11 - | 1:11.746        | 132.3        | 26.989 139.2 1:38.735               |
| 3 -                                         | 1:11.684        | 130.3        | 27.054        | 138.3        | 1:38.738        | 12 - | 1:11.517        | 133.1        | 26.756 139.2 1:38.273               |
| 4 -                                         | 1:11.252        | 132.6        | 27.001        | 139.2        | 1:38.253        | 13 - | 1:11.294        | 131.8        | 26.991 139.8 1:38.285               |
| 5 -                                         | 1:11.631        | <b>135.8</b> | 27.000        | 138.9        | 1:38.631        | 14 - | <b>1:10.737</b> | 135.0        | 26.973 139.5 1:37.710               |
| 6 -                                         | 1:11.282        | 134.2        | 26.871        | 138.0        | 1:38.153        | 15 - | 1:11.672        | 130.3        | 26.874 140.9 1:38.546               |
| 7 -                                         | 1:11.183        | 133.1        | 26.655        | 141.2        | 1:37.838        | 16 - | 1:11.486        | 130.5        | 27.061 <b>141.8</b> 1:38.547        |
| 8 -                                         | 1:11.311        | 133.4        | 26.940        | 139.2        | 1:38.251        | 17 - | 1:10.842        | 135.5        | <b>26.582</b> 140.6 <b>1:37.424</b> |
| 9 -                                         | 1:11.474        | 132.8        | 27.091        | 137.2        | 1:38.565        |      |                 |              |                                     |
| 3 Michael RUTTER Honda - Stobart Motorsport |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                         | 1:17.744        | 131.0        | 27.082        | <b>143.0</b> | 1:44.826        | 10 - | 1:11.634        | 129.3        | 27.182 139.8 1:38.816               |
| 2 -                                         | 1:11.960        | 128.3        | 27.139        | 137.7        | 1:39.099        | 11 - | 1:12.105        | 128.5        | 26.994 139.5 1:39.099               |
| 3 -                                         | <b>1:10.881</b> | 129.0        | 27.033        | 140.1        | <b>1:37.914</b> | 12 - | 1:11.438        | 130.8        | 27.048 140.6 1:38.486               |
| 4 -                                         | 1:10.926        | 130.0        | 26.995        | 141.8        | 1:37.921        | 13 - | 1:11.588        | 130.5        | 27.016 140.9 1:38.604               |
| 5 -                                         | 1:11.484        | 130.3        | 26.957        | 140.3        | 1:38.441        | 14 - | 1:11.998        | <b>131.8</b> | 27.023 140.6 1:39.021               |
| 6 -                                         | 1:11.181        | 130.3        | <b>26.866</b> | 142.1        | 1:38.047        | 15 - | 1:12.151        | 131.0        | 27.071 140.3 1:39.222               |
| 7 -                                         | 1:11.327        | 129.5        | 27.102        | 136.6        | 1:38.429        | 16 - | 1:11.419        | 130.5        | 27.022 140.6 1:38.441               |
| 8 -                                         | 1:11.530        | 127.8        | 27.140        | 138.9        | 1:38.670        | 17 - | 1:11.282        | 130.3        | 27.134 138.9 1:38.416               |
| 9 -                                         | 1:11.665        | 124.5        | 27.207        | 140.1        | 1:38.872        |      |                 |              |                                     |
| 4 Steve PLATER Honda - UK Diggers.com       |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                         | 1:22.714        | <b>131.8</b> | 28.111        | <b>138.0</b> | 1:50.825        | 3 -  | <b>1:13.308</b> | 128.5        | 36.516 1:49.824P                    |
| 2 -                                         | 1:15.733        | 130.0        | <b>27.867</b> | 133.4        | <b>1:43.600</b> |      |                 |              |                                     |
| 5 Gary MASON Honda - Team Hydrex Honda      |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                         | 1:20.183        | <b>132.6</b> | 27.650        | 138.3        | 1:47.833        | 8 -  | 1:12.744        | 128.8        | 27.644 138.9 1:40.388               |
| 2 -                                         | 1:12.285        | <b>132.6</b> | <b>27.240</b> | <b>139.8</b> | 1:39.525        | 9 -  | 1:12.916        | 130.3        | 27.503 137.5 1:40.419               |
| 3 -                                         | 1:12.181        | 131.8        | 27.379        | 136.9        | 1:39.560        | 10 - | 1:12.576        | 129.5        | 27.625 133.9 1:40.201               |
| 4 -                                         | <b>1:12.011</b> | 132.3        | 27.388        | 137.5        | <b>1:39.399</b> | 11 - | 1:12.521        | 129.3        | 27.746 135.0 1:40.267               |
| 5 -                                         | 1:13.012        | 129.8        | 27.376        | 137.7        | 1:40.388        | 12 - | 1:13.264        | 130.5        | 27.737 136.9 1:41.001               |
| 6 -                                         | 1:12.932        | 131.3        | 27.402        | 136.1        | 1:40.334        | 13 - | 1:13.601        | 128.5        | 27.973 135.0 1:41.574               |
| 7 -                                         | 1:12.618        | 129.8        | 27.493        | 136.1        | 1:40.111        | 14 - | 1:16.130        | 78.6         | 42.199 1:58.329P                    |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 3 - SECTOR ANALYSIS

(contd.)

| 8 Tommy HILL Yamaha - Virgin Mobile Yamaha |                 |              |               |              |                 |      |                 |              |                              |
|--------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|--------------|------------------------------|
| 1 -                                        | 1:18.390        | 132.3        | 27.011        | 142.4        | 1:45.401        | 10 - | 1:11.458        | 132.6        | 27.071 140.6 1:38.529        |
| 2 -                                        | 1:12.015        | 132.8        | 26.992        | 141.2        | 1:39.007        | 11 - | 1:11.410        | 131.3        | 26.859 138.3 1:38.269        |
| 3 -                                        | 1:11.359        | 133.4        | 26.934        | 142.4        | 1:38.293        | 12 - | 1:11.430        | 129.8        | 26.950 141.2 1:38.380        |
| 4 -                                        | <b>1:11.088</b> | 133.9        | 26.833        | <b>143.3</b> | <b>1:37.921</b> | 13 - | 1:11.811        | 130.3        | 27.251 139.8 1:39.062        |
| 5 -                                        | 1:11.399        | 133.1        | <b>26.758</b> | 142.4        | 1:38.157        | 14 - | 1:12.174        | 131.8        | 27.064 140.6 1:39.238        |
| 6 -                                        | 1:11.283        | 132.8        | 26.833        | 142.7        | 1:38.116        | 15 - | 1:11.631        | 132.6        | 26.895 140.9 1:38.526        |
| 7 -                                        | 1:11.357        | <b>135.2</b> | 26.884        | 142.7        | 1:38.241        | 16 - | 1:11.527        | 131.3        | 27.011 141.2 1:38.538        |
| 8 -                                        | 1:11.478        | 131.8        | 26.961        | 140.9        | 1:38.439        | 17 - | 1:11.506        | 132.3        | 26.874 141.8 1:38.380        |
| 9 -                                        | 1:11.442        | 127.0        | 27.560        | 142.1        | 1:39.002        |      |                 |              |                              |
| 9 Karl HARRIS Honda - HM Plant Honda       |                 |              |               |              |                 |      |                 |              |                              |
| 1 -                                        | 1:21.788        | 130.5        | 27.502        | 140.1        | 1:49.290        | 10 - | 1:10.500        | 131.5        | 26.605 137.5 1:37.105        |
| 2 -                                        | 1:11.396        | 133.9        | 26.931        | 141.8        | 1:38.327        | 11 - | 1:10.685        | 133.6        | 26.620 138.0 1:37.305        |
| 3 -                                        | 1:10.879        | 135.2        | 26.830        | <b>143.0</b> | 1:37.709        | 12 - | <b>1:10.396</b> | 133.6        | 26.635 138.6 <b>1:37.031</b> |
| 4 -                                        | 1:10.789        | <b>136.3</b> | 26.685        | 136.9        | 1:37.474        | 13 - | 1:10.703        | 133.6        | 26.700 138.6 1:37.403        |
| 5 -                                        | 1:10.564        | 135.0        | <b>26.488</b> | 142.4        | 1:37.052        | 14 - | 1:10.489        | 134.2        | 26.714 138.6 1:37.203        |
| 6 -                                        | 1:10.796        | 135.5        | 26.499        | 142.4        | 1:37.295        | 15 - | 1:10.532        | 132.6        | 26.533 138.9 1:37.065        |
| 7 -                                        | 1:11.230        | 135.5        | 27.023        | 139.2        | 1:38.253        | 16 - | 1:11.366        | 131.5        | 26.832 137.7 1:38.198        |
| 8 -                                        | 1:11.660        | 130.8        | 26.932        | 139.5        | 1:38.592        | 17 - | 1:11.787        | 131.0        | 27.292 126.1 1:39.079        |
| 9 -                                        | 1:11.131        | 126.6        | 27.122        | 140.3        | 1:38.253        |      |                 |              |                              |
| 10 Jon KIRKHAM Suzuki - Scuderia Stellare  |                 |              |               |              |                 |      |                 |              |                              |
| 1 -                                        | 1:20.518        | 130.8        | 27.574        | <b>141.8</b> | 1:48.092        | 10 - | <b>1:11.464</b> | 131.5        | 27.115 139.5 <b>1:38.579</b> |
| 2 -                                        | 1:13.000        | 134.2        | 27.125        | 139.5        | 1:40.125        | 11 - | 1:11.693        | 132.3        | 27.020 138.3 1:38.713        |
| 3 -                                        | 1:12.131        | 132.3        | 27.109        | 139.5        | 1:39.240        | 12 - | 1:11.890        | 131.0        | <b>26.980</b> 138.9 1:38.870 |
| 4 -                                        | 1:11.814        | <b>135.2</b> | 27.121        | 141.2        | 1:38.935        | 13 - | 1:11.629        | 132.1        | 27.004 139.8 1:38.633        |
| 5 -                                        | 1:12.257        | 131.5        | 27.066        | 139.5        | 1:39.323        | 14 - | 1:11.881        | 132.1        | 26.993 136.3 1:38.874        |
| 6 -                                        | 1:11.855        | 132.3        | 27.086        | 139.2        | 1:38.941        | 15 - | 1:11.683        | 130.3        | 27.022 136.6 1:38.705        |
| 7 -                                        | 1:11.785        | 132.8        | 27.182        | 138.6        | 1:38.967        | 16 - | 1:11.720        | 131.8        | 27.005 138.9 1:38.725        |
| 8 -                                        | 1:11.961        | 130.5        | 26.995        | 139.2        | 1:38.956        | 17 - | 1:11.639        | 130.8        | 27.336 140.6 1:38.975        |
| 9 -                                        | 1:11.578        | 132.6        | 27.078        | 139.2        | 1:38.656        |      |                 |              |                              |
| 11 James HAYDON Suzuki - Rizla Suzuki      |                 |              |               |              |                 |      |                 |              |                              |
| 1 -                                        | 1:15.918        | 132.1        | 27.037        | 140.9        | 1:42.955        | 10 - | 1:10.829        | 133.9        | 26.697 143.3 1:37.526        |
| 2 -                                        | 1:11.119        | 133.9        | 26.997        | 140.3        | 1:38.116        | 11 - | 1:10.907        | 133.9        | 26.761 140.3 1:37.668        |
| 3 -                                        | 1:11.291        | 135.2        | 26.719        | 142.1        | 1:38.010        | 12 - | 1:10.981        | 132.8        | 26.716 141.5 1:37.697        |
| 4 -                                        | 1:10.606        | 134.7        | 26.808        | 143.7        | 1:37.414        | 13 - | 1:10.664        | 134.2        | 26.570 143.3 1:37.234        |
| 5 -                                        | 1:10.645        | 134.4        | 26.765        | 143.7        | 1:37.410        | 14 - | 1:11.099        | <b>136.9</b> | 26.715 <b>144.0</b> 1:37.814 |
| 6 -                                        | <b>1:10.481</b> | 135.0        | 26.600        | 143.0        | <b>1:37.081</b> | 15 - | 1:10.668        | 135.5        | 26.724 140.9 1:37.392        |
| 7 -                                        | 1:10.818        | 136.3        | 26.691        | 141.5        | 1:37.509        | 16 - | 1:10.652        | 133.1        | 26.695 143.3 1:37.347        |
| 8 -                                        | 1:10.878        | 134.4        | 26.653        | 142.4        | 1:37.531        | 17 - | 1:10.639        | 134.7        | 26.848 141.2 1:37.487        |
| 9 -                                        | 1:10.803        | 135.0        | <b>26.539</b> | 142.1        | 1:37.342        |      |                 |              |                              |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 3 - SECTOR ANALYSIS

(contd.)

| 12 Dean THOMAS Kawasaki - Hawk Kawasaki          |                 |              |               |              |                 |      |          |       |                              |
|--------------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|----------|-------|------------------------------|
| 1 -                                              | 1:16.883        | 130.3        | 27.068        | 138.3        | 1:43.951        | 10 - | 1:11.746 | 127.8 | 27.399 136.3 1:39.145        |
| 2 -                                              | 1:11.470        | <b>130.5</b> | 26.878        | 138.0        | 1:38.348        | 11 - | 1:12.209 | 130.0 | 27.195 136.9 1:39.404        |
| 3 -                                              | <b>1:11.183</b> | 129.5        | <b>26.856</b> | <b>139.5</b> | <b>1:38.039</b> | 12 - | 1:12.301 | 129.0 | 27.236 135.8 1:39.537        |
| 4 -                                              | 1:11.441        | 130.0        | 26.904        | 138.0        | 1:38.345        | 13 - | 1:12.200 | 129.3 | 27.285 136.6 1:39.485        |
| 5 -                                              | 1:11.564        | 128.3        | 27.169        | 134.7        | 1:38.733        | 14 - | 1:12.153 | 128.3 | 27.399 135.2 1:39.552        |
| 6 -                                              | 1:11.271        | 127.8        | 27.043        | 137.7        | 1:38.314        | 15 - | 1:12.131 | 126.6 | 27.332 135.2 1:39.463        |
| 7 -                                              | 1:11.525        | 127.3        | 27.239        | 134.4        | 1:38.764        | 16 - | 1:12.066 | 127.3 | 27.416 134.4 1:39.482        |
| 8 -                                              | 1:12.497        | 129.8        | 27.340        | 137.7        | 1:39.837        | 17 - | 1:12.119 | 127.8 | 27.285 133.4 1:39.404        |
| 9 -                                              | 1:12.237        | 128.8        | 27.558        | 137.2        | 1:39.795        |      |          |       |                              |
| 15 Ben WILSON Suzuki - Vivaldi Racing            |                 |              |               |              |                 |      |          |       |                              |
| 1 -                                              | 1:19.428        | 133.1        | 27.449        | 140.6        | 1:46.877        | 10 - | 1:11.748 | 131.3 | 27.041 138.3 1:38.789        |
| 2 -                                              | 1:12.433        | 132.8        | 27.296        | 139.2        | 1:39.729        | 11 - | 1:11.672 | 131.5 | 27.184 136.9 1:38.856        |
| 3 -                                              | 1:11.677        | 132.1        | 26.921        | 140.3        | 1:38.598        | 12 - | 1:11.926 | 128.8 | 27.162 138.3 1:39.088        |
| 4 -                                              | 1:11.942        | 133.1        | <b>26.879</b> | 141.8        | 1:38.821        | 13 - | 1:11.794 | 129.5 | 27.333 136.6 1:39.127        |
| 5 -                                              | <b>1:11.536</b> | <b>133.9</b> | 27.028        | 139.8        | 1:38.564        | 14 - | 1:12.118 | 130.3 | 27.176 138.9 1:39.294        |
| 6 -                                              | 1:11.552        | 132.6        | 26.930        | <b>144.0</b> | <b>1:38.482</b> | 15 - | 1:11.957 | 130.3 | 27.265 138.3 1:39.222        |
| 7 -                                              | 1:11.607        | 131.5        | 27.005        | 141.2        | 1:38.612        | 16 - | 1:12.411 | 129.0 | 27.310 138.0 1:39.721        |
| 8 -                                              | 1:11.790        | 127.0        | 27.043        | 137.7        | 1:38.833        | 17 - | 1:11.947 | 131.0 | 27.229 140.9 1:39.176        |
| 9 -                                              | 1:12.112        | 129.3        | 27.144        | 136.6        | 1:39.256        |      |          |       |                              |
| 16 Billy McCONNELL Yamaha - Virgin Mobile Yamaha |                 |              |               |              |                 |      |          |       |                              |
| 1 -                                              | 1:20.751        | 132.3        | 27.751        | 138.9        | 1:48.502        | 10 - | 1:12.280 | 129.5 | 27.387 136.3 1:39.667        |
| 2 -                                              | 1:13.030        | <b>134.4</b> | 27.384        | <b>140.3</b> | 1:40.414        | 11 - | 1:12.277 | 130.5 | 27.216 136.6 1:39.493        |
| 3 -                                              | 1:12.862        | 130.0        | 27.267        | 140.1        | 1:40.129        | 12 - | 1:12.566 | 130.5 | 27.362 136.6 1:39.928        |
| 4 -                                              | 1:12.182        | 132.8        | 27.215        | 136.9        | 1:39.397        | 13 - | 1:13.013 | 129.3 | 27.426 135.8 1:40.439        |
| 5 -                                              | 1:12.986        | 129.8        | 27.174        | 139.2        | 1:40.160        | 14 - | 1:13.072 | 128.3 | 27.515 136.6 1:40.587        |
| 6 -                                              | 1:12.722        | 129.8        | 27.382        | 137.7        | 1:40.104        | 15 - | 1:13.134 | 124.9 | 27.992 136.1 1:41.126        |
| 7 -                                              | 1:12.432        | 130.8        | <b>27.115</b> | 139.5        | 1:39.547        | 16 - | 1:17.505 | 123.1 | 27.862 135.8 1:45.367        |
| 8 -                                              | <b>1:11.940</b> | 132.6        | 27.169        | 139.8        | <b>1:39.109</b> | 17 - | 1:15.468 | 117.7 | 28.639 129.5 1:44.107        |
| 9 -                                              | 1:12.269        | 132.8        | 27.241        | 137.7        | 1:39.510        |      |          |       |                              |
| 17 Steve BROGAN Yamaha - Jentin Racing           |                 |              |               |              |                 |      |          |       |                              |
| 1 -                                              | 1:22.944        | <b>130.5</b> | 28.026        | 135.8        | 1:50.970        | 10 - | 1:13.871 | 125.4 | 27.731 <b>136.3</b> 1:41.602 |
| 2 -                                              | 1:13.949        | 129.5        | 27.749        | 133.6        | 1:41.698        | 11 - | 1:13.603 | 127.0 | 27.553 133.6 1:41.156        |
| 3 -                                              | 1:13.035        | 128.3        | 27.401        | 135.2        | <b>1:40.436</b> | 12 - | 1:14.040 | 127.3 | 28.157 133.4 1:42.197        |
| 4 -                                              | 1:13.355        | 128.8        | <b>27.391</b> | 135.5        | 1:40.746        | 13 - | 1:13.397 | 128.8 | 27.604 135.0 1:41.001        |
| 5 -                                              | 1:13.309        | 129.8        | 27.537        | 135.8        | 1:40.846        | 14 - | 1:13.298 | 130.0 | 27.525 136.1 1:40.823        |
| 6 -                                              | 1:13.606        | 126.1        | 27.603        | 133.6        | 1:41.209        | 15 - | 1:13.186 | 128.8 | 27.599 131.5 1:40.785        |
| 7 -                                              | <b>1:13.006</b> | 127.0        | 27.631        | 133.6        | 1:40.637        | 16 - | 1:14.112 | 128.0 | 27.598 134.4 1:41.710        |
| 8 -                                              | 1:13.242        | 126.1        | 27.830        | 133.9        | 1:41.072        | 17 - | 1:13.358 | 126.8 | 27.605 133.6 1:40.963        |
| 9 -                                              | 1:13.590        | 125.6        | 27.728        | 133.4        | 1:41.318        |      |          |       |                              |
| 30 Gareth GLYNN Honda - Chapman Racing C         |                 |              |               |              |                 |      |          |       |                              |
|                                                  |                 |              |               |              |                 |      |          |       |                              |

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|     |                  |       |        |       |          |                               |          |       |        |       |           |   |
|-----|------------------|-------|--------|-------|----------|-------------------------------|----------|-------|--------|-------|-----------|---|
| 33  | Michael LAVERTY  |       |        |       |          | Honda - Stobart Motorsport    |          |       |        |       |           |   |
| 1 - | 1:17.386         | 134.2 | 27.293 | 140.9 | 1:44.679 | 10 -                          | 1:11.837 | 133.4 | 27.175 | 140.1 | 1:39.012  |   |
| 2 - | 1:12.498         | 133.6 | 27.144 | 141.5 | 1:39.642 | 11 -                          | 1:11.494 | 132.1 | 26.959 | 139.8 | 1:38.453  |   |
| 3 - | 1:11.825         | 132.6 | 26.943 | 140.9 | 1:38.768 | 12 -                          | 1:12.225 | 132.8 | 26.920 | 139.5 | 1:39.145  |   |
| 4 - | 1:11.344         | 133.9 | 26.843 | 140.1 | 1:38.187 | 13 -                          | 1:11.929 | 131.8 | 26.983 | 139.8 | 1:38.912  |   |
| 5 - | 1:11.498         | 132.6 | 26.919 | 140.6 | 1:38.417 | 14 -                          | 1:11.827 | 132.1 | 27.401 | 137.7 | 1:39.228  |   |
| 6 - | 1:11.677         | 132.3 | 27.108 | 140.9 | 1:38.785 | 15 -                          | 1:11.838 | 131.8 | 27.189 | 140.1 | 1:39.027  |   |
| 7 - | 1:11.378         | 132.1 | 27.028 | 140.1 | 1:38.406 | 16 -                          | 1:11.948 | 131.5 | 27.228 | 141.2 | 1:39.176  |   |
| 8 - | 1:11.415         | 131.8 | 27.228 | 141.5 | 1:38.643 | 17 -                          | 1:12.609 | 132.6 | 27.497 | 136.3 | 1:40.106  |   |
| 9 - | 1:11.627         | 133.1 | 27.178 | 139.8 | 1:38.805 |                               |          |       |        |       |           |   |
| 37  | Danny BEAUMONT   |       |        |       |          | Kawasaki - Dienza Performance |          |       |        |       |           |   |
|     |                  |       |        |       |          |                               |          |       |        |       |           |   |
| 41  | Craig COXHELL    |       |        |       |          | Kawasaki - Hawk Kawasaki      |          |       |        |       |           |   |
| 1 - | 1:19.980         | 130.3 | 27.585 | 141.2 | 1:47.565 | 10 -                          | 1:12.237 | 129.5 | 27.117 | 137.2 | 1:39.354  |   |
| 2 - | 1:13.015         | 132.6 | 28.072 | 137.2 | 1:41.087 | 11 -                          | 1:11.994 | 129.0 | 27.165 | 138.6 | 1:39.159  |   |
| 3 - | 1:12.571         | 131.5 | 27.263 | 137.7 | 1:39.834 | 12 -                          | 1:12.432 | 129.8 | 27.109 | 137.5 | 1:39.541  |   |
| 4 - | 1:12.322         | 131.0 | 27.160 | 138.6 | 1:39.482 | 13 -                          | 1:12.090 | 129.8 | 27.108 | 136.9 | 1:39.198  |   |
| 5 - | 1:12.102         | 130.5 | 26.984 | 140.3 | 1:39.086 | 14 -                          | 1:12.292 | 129.8 | 27.203 | 135.2 | 1:39.495  |   |
| 6 - | 1:12.087         | 131.5 | 27.052 | 138.3 | 1:39.139 | 15 -                          | 1:12.412 | 129.3 | 27.195 | 138.6 | 1:39.607  |   |
| 7 - | 1:12.126         | 129.0 | 27.149 | 137.7 | 1:39.275 | 16 -                          | 1:12.808 | 128.5 | 27.255 | 137.7 | 1:40.063  |   |
| 8 - | 1:12.208         | 129.0 | 27.032 | 138.0 | 1:39.240 | 17 -                          | 1:12.673 | 128.5 | 27.513 | 135.0 | 1:40.186  |   |
| 9 - | 1:12.189         | 130.0 | 27.231 | 137.2 | 1:39.420 |                               |          |       |        |       |           |   |
| 42  | Dean ELLISON     |       |        |       |          | Honda - Slingshot SMT Racing  |          |       |        |       |           |   |
| 1 - | 1:30.855         | 124.2 | 28.452 | 137.5 | 1:59.307 | 6 -                           | 1:14.391 | 128.8 | 27.793 | 136.9 | 1:42.184  |   |
| 2 - | 1:15.686         | 128.3 | 27.853 | 135.8 | 1:43.539 | 7 -                           | 1:13.901 | 128.0 | 27.804 | 136.3 | 1:41.705  |   |
| 3 - | 1:14.244         | 127.5 | 27.744 | 137.2 | 1:41.988 | 8 -                           | 1:14.200 | 126.8 | 27.959 | 135.0 | 1:42.159  |   |
| 4 - | 1:14.311         | 130.0 | 27.915 | 136.9 | 1:42.226 | 9 -                           | 1:13.767 | 127.5 | 27.766 | 135.5 | 1:41.533  |   |
| 5 - | 1:14.141         | 127.3 | 27.812 | 135.8 | 1:41.953 | 10 -                          | 1:19.721 | 109.2 | 35.435 |       | 1:55.156P |   |
| 43  | Howie MAINWARING |       |        |       |          | Suzuki - Protech Racing       |          |       |        |       |           | C |
| 1 - | 1:22.146         | 129.8 | 27.689 | 138.3 | 1:49.835 | 10 -                          | 1:13.760 | 131.8 | 27.681 | 139.5 | 1:41.441  |   |
| 2 - | 1:14.365         | 131.5 | 27.339 | 139.5 | 1:41.704 | 11 -                          | 1:13.435 | 131.8 | 27.401 | 137.7 | 1:40.836  |   |
| 3 - | 1:13.277         | 131.8 | 27.488 | 138.3 | 1:40.765 | 12 -                          | 1:14.049 | 125.9 | 27.617 | 138.3 | 1:41.666  |   |
| 4 - | 1:13.073         | 130.5 | 27.717 | 136.6 | 1:40.790 | 13 -                          | 1:13.393 | 131.3 | 27.561 | 136.3 | 1:40.954  |   |
| 5 - | 1:13.770         | 132.1 | 27.703 | 133.9 | 1:41.473 | 14 -                          | 1:13.352 | 131.5 | 27.607 | 135.2 | 1:40.959  |   |
| 6 - | 1:14.642         | 131.3 | 27.515 | 137.5 | 1:42.157 | 15 -                          | 1:13.313 | 130.0 | 27.733 | 133.6 | 1:41.046  |   |
| 7 - | 1:13.370         | 130.8 | 27.474 | 137.7 | 1:40.844 | 16 -                          | 1:13.511 | 131.0 | 28.087 | 136.1 | 1:41.598  |   |
| 8 - | 1:13.158         | 131.3 | 27.667 | 136.3 | 1:40.825 | 17 -                          | 1:13.824 | 130.0 | 27.491 | 135.0 | 1:41.315  |   |
| 9 - | 1:13.209         | 131.5 | 27.873 | 138.3 | 1:41.082 |                               |          |       |        |       |           |   |

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|     |                  |       |        |       |          |                            |          |       |        |       |           |   |
|-----|------------------|-------|--------|-------|----------|----------------------------|----------|-------|--------|-------|-----------|---|
| 46  | Ollie BRIDEWELL  |       |        |       |          | Suzuki - Vivaldi Racing    |          |       |        |       |           |   |
| 1 - | 1:23.179         | 128.8 | 28.029 | 138.6 | 1:51.208 | 10 -                       | 1:14.008 | 128.5 | 27.765 | 138.0 | 1:41.773  |   |
| 2 - | 1:14.006         | 131.0 | 27.560 | 138.3 | 1:41.566 | 11 -                       | 1:13.848 | 130.8 | 27.625 | 138.9 | 1:41.473  |   |
| 3 - | 1:13.133         | 132.8 | 27.802 | 139.2 | 1:40.935 | 12 -                       | 1:13.757 | 130.3 | 27.970 | 136.1 | 1:41.727  |   |
| 4 - | 1:13.092         | 131.8 | 27.519 | 139.8 | 1:40.611 | 13 -                       | 1:12.994 | 129.8 | 27.749 | 137.2 | 1:40.743  |   |
| 5 - | 1:13.048         | 132.3 | 27.511 | 139.2 | 1:40.559 | 14 -                       | 1:13.187 | 130.0 | 27.648 | 137.7 | 1:40.835  |   |
| 6 - | 1:13.591         | 129.5 | 27.486 | 139.2 | 1:41.077 | 15 -                       | 1:13.566 | 129.8 | 27.718 | 136.9 | 1:41.284  |   |
| 7 - | 1:13.129         | 130.8 | 27.515 | 138.6 | 1:40.644 | 16 -                       | 1:13.872 | 125.6 | 27.760 | 137.7 | 1:41.632  |   |
| 8 - | 1:13.272         | 126.3 | 27.850 | 135.8 | 1:41.122 | 17 -                       | 1:13.464 | 129.5 | 27.490 | 139.8 | 1:40.954  |   |
| 9 - | 1:13.535         | 126.6 | 27.736 | 136.9 | 1:41.271 |                            |          |       |        |       |           |   |
| 48  | Nick MEDD        |       |        |       |          | Kawasaki - Medd Racing     |          |       |        |       |           |   |
| 1 - | 1:28.549         | 116.5 | 29.877 | 119.8 | 1:58.426 | 2 -                        | 1:19.536 | 117.5 | 36.605 |       | 1:56.141P |   |
| 56  | James BUCKINGHAM |       |        |       |          | Honda - Quay Garage Racing |          |       |        |       |           | C |
| 1 - | 1:18.721         | 131.8 | 27.161 | 140.6 | 1:45.882 | 10 -                       | 1:11.866 | 129.3 | 27.228 | 137.5 | 1:39.094  |   |
| 2 - | 1:12.365         | 131.3 | 27.046 | 140.6 | 1:39.411 | 11 -                       | 1:11.863 | 128.3 | 27.211 | 135.8 | 1:39.074  |   |
| 3 - | 1:12.230         | 129.5 | 26.940 | 138.0 | 1:39.170 | 12 -                       | 1:12.328 | 129.8 | 27.219 | 134.7 | 1:39.547  |   |
| 4 - | 1:11.330         | 130.3 | 26.949 | 138.0 | 1:38.279 | 13 -                       | 1:12.504 | 128.0 | 27.213 | 136.1 | 1:39.717  |   |
| 5 - | 1:12.417         | 129.8 | 26.931 | 139.8 | 1:39.348 | 14 -                       | 1:13.231 | 128.0 | 27.299 | 134.4 | 1:40.530  |   |
| 6 - | 1:11.846         | 129.8 | 26.910 | 135.8 | 1:38.756 | 15 -                       | 1:12.903 | 125.4 | 27.476 | 136.3 | 1:40.379  |   |
| 7 - | 1:11.663         | 129.3 | 27.018 | 138.0 | 1:38.681 | 16 -                       | 1:12.948 | 126.6 | 27.381 | 136.3 | 1:40.329  |   |
| 8 - | 1:11.881         | 126.8 | 27.115 | 134.7 | 1:38.996 | 17 -                       | 1:13.150 | 126.3 | 27.511 | 136.1 | 1:40.661  |   |
| 9 - | 1:12.930         | 128.3 | 27.095 | 138.3 | 1:40.025 |                            |          |       |        |       |           |   |
| 60  | Peter HICKMAN    |       |        |       |          | Kawasaki - Hawk Kawasaki   |          |       |        |       |           |   |
| 1 - | 1:21.441         | 129.0 | 28.100 | 137.5 | 1:49.541 | 10 -                       | 1:12.752 | 129.5 | 27.573 | 138.0 | 1:40.325  |   |
| 2 - | 1:13.988         | 130.3 | 27.357 | 138.0 | 1:41.345 | 11 -                       | 1:12.916 | 128.3 | 27.458 | 138.3 | 1:40.374  |   |
| 3 - | 1:12.930         | 129.8 | 27.361 | 139.2 | 1:40.291 | 12 -                       | 1:13.247 | 130.8 | 27.575 | 137.2 | 1:40.822  |   |
| 4 - | 1:13.096         | 131.5 | 27.405 | 140.1 | 1:40.501 | 13 -                       | 1:13.275 | 129.5 | 27.606 | 138.3 | 1:40.881  |   |
| 5 - | 1:13.226         | 130.8 | 27.318 | 138.0 | 1:40.544 | 14 -                       | 1:13.859 | 128.8 | 27.653 | 138.0 | 1:41.512  |   |
| 6 - | 1:13.561         | 130.8 | 27.378 | 137.7 | 1:40.939 | 15 -                       | 1:13.762 | 128.3 | 27.764 | 136.3 | 1:41.526  |   |
| 7 - | 1:13.100         | 130.8 | 27.351 | 137.7 | 1:40.451 | 16 -                       | 1:13.898 | 128.0 | 27.674 | 138.3 | 1:41.572  |   |
| 8 - | 1:13.067         | 128.8 | 27.471 | 137.7 | 1:40.538 | 17 -                       | 1:13.557 | 129.5 | 27.710 | 136.3 | 1:41.267  |   |
| 9 - | 1:13.301         | 128.3 | 27.472 | 138.6 | 1:40.773 |                            |          |       |        |       |           |   |
| 65  | Jonathan REA     |       |        |       |          | Honda - Red Bull Honda     |          |       |        |       |           |   |
| 1 - | 1:18.098         | 133.6 | 27.238 | 143.0 | 1:45.336 | 10 -                       | 1:11.113 | 133.6 | 26.768 | 138.6 | 1:37.881  |   |
| 2 - | 1:12.463         | 135.0 | 27.209 | 141.5 | 1:39.672 | 11 -                       | 1:11.576 | 132.8 | 27.028 | 141.8 | 1:38.604  |   |
| 3 - | 1:11.626         | 134.2 | 26.814 | 143.0 | 1:38.440 | 12 -                       | 1:11.622 | 134.7 | 26.954 | 140.6 | 1:38.576  |   |
| 4 - | 1:11.332         | 135.5 | 26.711 | 144.9 | 1:38.043 | 13 -                       | 1:11.593 | 134.4 | 26.832 | 143.3 | 1:38.425  |   |
| 5 - | 1:12.789         | 134.2 | 26.932 | 142.7 | 1:39.721 | 14 -                       | 1:11.419 | 132.3 | 26.932 | 140.9 | 1:38.351  |   |
| 6 - | 1:11.550         | 133.9 | 26.704 | 142.1 | 1:38.254 | 15 -                       | 1:12.280 | 134.2 | 26.930 | 142.4 | 1:39.210  |   |
| 7 - | 1:11.203         | 133.9 | 26.671 | 142.7 | 1:37.874 | 16 -                       | 1:11.589 | 132.1 | 26.823 | 143.7 | 1:38.412  |   |
| 8 - | 1:11.086         | 135.0 | 26.819 | 140.3 | 1:37.905 | 17 -                       | 1:11.552 | 135.5 | 26.852 | 142.1 | 1:38.404  |   |
| 9 - | 1:11.412         | 134.2 | 27.122 | 142.1 | 1:38.534 |                            |          |       |        |       |           |   |

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| <b>67</b> | <b>Shane BYRNE</b>   | Suzuki - Rizla Suzuki                    |               |              |                 |      |          |       |                       |
| 1 -       | 1:16.067             | 133.9                                    | 27.084        | 140.9        | 1:43.151        | 10 - | 1:10.584 | 134.7 | 26.753 141.5 1:37.337 |
| 2 -       | 1:11.599             | 135.2                                    | 26.634        | 142.4        | 1:38.233        | 11 - | 1:10.389 | 135.2 | 26.867 140.9 1:37.256 |
| 3 -       | 1:11.121             | <b>135.5</b>                             | 26.658        | 141.5        | 1:37.779        | 12 - | 1:10.748 | 132.3 | 26.643 140.9 1:37.391 |
| 4 -       | 1:10.729             | 135.0                                    | <b>26.492</b> | 142.1        | 1:37.221        | 13 - | 1:11.156 | 134.2 | 26.805 140.3 1:37.961 |
| 5 -       | 1:10.448             | 133.4                                    | 26.703        | 141.5        | 1:37.151        | 14 - | 1:11.329 | 135.2 | 26.661 142.1 1:37.990 |
| 6 -       | <b>1:10.159</b>      | 132.8                                    | 26.539        | 141.8        | <b>1:36.698</b> | 15 - | 1:10.346 | 132.8 | 26.632 141.2 1:36.978 |
| 7 -       | 1:10.441             | 133.6                                    | 26.641        | <b>142.7</b> | 1:37.082        | 16 - | 1:10.463 | 134.4 | 26.733 142.4 1:37.196 |
| 8 -       | 1:11.088             | 133.6                                    | 26.729        | 142.1        | 1:37.817        | 17 - | 1:10.501 | 134.2 | 26.510 142.1 1:37.011 |
| 9 -       | 1:10.952             | 133.4                                    | 26.671        | 141.2        | 1:37.623        |      |          |       |                       |
| <b>68</b> | <b>Chris MARTIN</b>  | Honda - PR Branson Honda <b>C</b>        |               |              |                 |      |          |       |                       |
| 1 -       | 1:22.483             | 128.5                                    | 28.111        | 135.5        | 1:50.594        | 10 - | 1:13.177 | 128.8 | 27.751 133.6 1:40.928 |
| 2 -       | 1:13.940             | 130.8                                    | 27.830        | <b>136.3</b> | 1:41.770        | 11 - | 1:13.522 | 123.1 | 27.927 132.1 1:41.449 |
| 3 -       | 1:12.919             | 131.8                                    | 27.934        | 135.8        | 1:40.853        | 12 - | 1:14.131 | 128.3 | 27.977 131.8 1:42.108 |
| 4 -       | 1:12.830             | <b>132.8</b>                             | <b>27.410</b> | 135.5        | <b>1:40.240</b> | 13 - | 1:13.977 | 126.6 | 28.289 131.0 1:42.266 |
| 5 -       | 1:13.074             | 131.0                                    | 27.477        | 134.7        | 1:40.551        | 14 - | 1:13.665 | 129.5 | 27.652 132.6 1:41.317 |
| 6 -       | <b>1:12.760</b>      | 131.8                                    | 27.542        | 134.7        | 1:40.302        | 15 - | 1:13.452 | 129.8 | 27.769 132.1 1:41.221 |
| 7 -       | 1:12.964             | 130.8                                    | 27.520        | 135.0        | 1:40.484        | 16 - | 1:13.339 | 130.8 | 27.645 132.8 1:40.984 |
| 8 -       | 1:12.803             | 130.8                                    | 27.604        | 134.7        | 1:40.407        | 17 - | 1:12.924 | 130.5 | 27.589 134.7 1:40.513 |
| 9 -       | 1:13.132             | 130.8                                    | 27.584        | 134.7        | 1:40.716        |      |          |       |                       |
| <b>74</b> | <b>Kieran CLARKE</b> | Yamaha - Virgin Mobile Yamaha            |               |              |                 |      |          |       |                       |
| 1 -       | 1:21.637             | 130.3                                    | 27.929        | 140.3        | 1:49.566        | 6 -  | 1:13.477 | 131.3 | 27.257 139.5 1:40.734 |
| 2 -       | 1:14.243             | 132.3                                    | 27.376        | 140.3        | 1:41.619        | 7 -  | 1:13.082 | 131.0 | 27.339 139.8 1:40.421 |
| 3 -       | 1:12.823             | <b>134.4</b>                             | 27.293        | <b>140.6</b> | 1:40.116        | 8 -  | 1:12.774 | 131.3 | 27.307 139.8 1:40.081 |
| 4 -       | 1:12.696             | 132.6                                    | 27.034        | 139.5        | 1:39.730        | 9 -  | 1:24.890 | 114.7 | 36.317 2:01.207P      |
| 5 -       | <b>1:12.652</b>      | 133.4                                    | <b>26.964</b> | <b>140.6</b> | <b>1:39.616</b> |      |          |       |                       |
| <b>75</b> | <b>Glen RICHARDS</b> | Honda - Team Hydrex Honda                |               |              |                 |      |          |       |                       |
| 1 -       | 1:17.126             | 131.0                                    | 27.307        | 140.3        | 1:44.433        | 10 - | 1:11.923 | 131.8 | 27.050 138.9 1:38.973 |
| 2 -       | 1:12.161             | 130.0                                    | 27.443        | 137.5        | 1:39.604        | 11 - | 1:11.465 | 132.8 | 27.002 139.2 1:38.467 |
| 3 -       | 1:11.183             | 132.6                                    | 26.937        | 138.6        | 1:38.120        | 12 - | 1:11.863 | 133.1 | 27.023 137.5 1:38.886 |
| 4 -       | 1:11.202             | 131.0                                    | <b>26.891</b> | 139.2        | 1:38.093        | 13 - | 1:12.039 | 129.0 | 27.229 139.2 1:39.268 |
| 5 -       | 1:11.342             | 132.1                                    | 26.998        | 140.3        | 1:38.340        | 14 - | 1:11.865 | 130.0 | 27.181 138.6 1:39.046 |
| 6 -       | <b>1:11.153</b>      | <b>133.4</b>                             | 26.923        | <b>140.9</b> | <b>1:38.076</b> | 15 - | 1:12.194 | 130.0 | 27.273 137.5 1:39.467 |
| 7 -       | 1:11.407             | 132.1                                    | 27.279        | 139.8        | 1:38.686        | 16 - | 1:12.263 | 128.8 | 27.314 136.6 1:39.577 |
| 8 -       | 1:12.024             | 132.8                                    | 27.075        | 140.3        | 1:39.099        | 17 - | 1:12.657 | 128.8 | 27.559 136.6 1:40.216 |
| 9 -       | 1:11.804             | 131.3                                    | 27.145        | 138.6        | 1:38.949        |      |          |       |                       |
| <b>77</b> | <b>Marty NUTT</b>    | Honda-M Johns Motors/NuttTravel <b>C</b> |               |              |                 |      |          |       |                       |
| 1 -       | 1:23.514             | 129.0                                    | 27.902        | 136.9        | 1:51.416        | 10 - | 1:13.500 | 127.5 | 27.551 135.8 1:41.051 |
| 2 -       | 1:15.360             | 131.5                                    | 27.805        | 138.3        | 1:43.165        | 11 - | 1:12.798 | 128.5 | 27.419 136.3 1:40.217 |
| 3 -       | 1:13.497             | 130.5                                    | 28.014        | 137.2        | 1:41.511        | 12 - | 1:12.876 | 130.0 | 27.449 135.8 1:40.325 |
| 4 -       | 1:13.254             | 129.8                                    | 27.577        | 137.5        | 1:40.831        | 13 - | 1:13.562 | 129.8 | 27.911 134.4 1:41.473 |
| 5 -       | 1:13.011             | 129.8                                    | 27.465        | 138.6        | 1:40.476        | 14 - | 1:13.387 | 128.3 | 27.540 133.9 1:40.927 |
| 6 -       | 1:13.128             | 130.0                                    | 27.441        | 138.9        | 1:40.569        | 15 - | 1:13.466 | 128.0 | 27.647 134.4 1:41.113 |
| 7 -       | 1:12.896             | 130.8                                    | <b>27.272</b> | <b>139.5</b> | <b>1:40.168</b> | 16 - | 1:13.318 | 128.3 | 27.715 136.1 1:41.033 |
| 8 -       | <b>1:12.750</b>      | 130.5                                    | 27.662        | 138.3        | 1:40.412        | 17 - | 1:13.394 | 126.8 | 27.685 133.9 1:41.079 |
| 9 -       | 1:13.267             | <b>132.3</b>                             | 27.555        | <b>139.5</b> | 1:40.822        |      |          |       |                       |

Weather / Track : Bright / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 3 - SECTOR ANALYSIS

(contd.)

|     |             |       |        |       |          |                         |          |       |        |       |          |  |  |  |  |
|-----|-------------|-------|--------|-------|----------|-------------------------|----------|-------|--------|-------|----------|--|--|--|--|
| 88  | Scott SMART |       |        |       |          | Suzuki - Vivaldi Racing |          |       |        |       |          |  |  |  |  |
| 1 - | 1:19.628    | 130.5 | 27.639 | 142.7 | 1:47.267 | 10 -                    | 1:11.799 | 130.0 | 27.120 | 140.1 | 1:38.919 |  |  |  |  |
| 2 - | 1:12.431    | 129.3 | 27.289 | 142.4 | 1:39.720 | 11 -                    | 1:11.405 | 130.3 | 27.207 | 142.4 | 1:38.612 |  |  |  |  |
| 3 - | 1:12.025    | 131.8 | 27.047 | 144.0 | 1:39.072 | 12 -                    | 1:12.080 | 132.3 | 27.173 | 142.1 | 1:39.253 |  |  |  |  |
| 4 - | 1:11.719    | 130.8 | 26.952 | 143.7 | 1:38.671 | 13 -                    | 1:11.872 | 128.5 | 27.108 | 141.5 | 1:38.980 |  |  |  |  |
| 5 - | 1:11.466    | 131.0 | 27.007 | 140.9 | 1:38.473 | 14 -                    | 1:12.029 | 129.8 | 27.247 | 141.8 | 1:39.276 |  |  |  |  |
| 6 - | 1:11.604    | 129.3 | 27.039 | 141.2 | 1:38.643 | 15 -                    | 1:11.875 | 129.8 | 27.297 | 142.7 | 1:39.172 |  |  |  |  |
| 7 - | 1:11.536    | 133.1 | 26.976 | 142.1 | 1:38.512 | 16 -                    | 1:11.859 | 130.5 | 26.932 | 140.9 | 1:38.791 |  |  |  |  |
| 8 - | 1:11.551    | 131.5 | 27.050 | 142.1 | 1:38.601 | 17 -                    | 1:11.518 | 130.8 | 27.050 | 143.0 | 1:38.568 |  |  |  |  |
| 9 - | 1:11.891    | 130.8 | 27.235 | 140.9 | 1:39.126 |                         |          |       |        |       |          |  |  |  |  |

|     |             |       |        |       |          |                          |          |       |        |       |          |  |  |  |  |
|-----|-------------|-------|--------|-------|----------|--------------------------|----------|-------|--------|-------|----------|--|--|--|--|
| 91  | Leon HASLAM |       |        |       |          | Ducati - Airwaves Ducati |          |       |        |       |          |  |  |  |  |
| 1 - | 1:14.821    | 133.1 | 26.838 | 139.8 | 1:41.659 | 10 -                     | 1:10.883 | 133.4 | 26.715 | 143.0 | 1:37.598 |  |  |  |  |
| 2 - | 1:11.308    | 134.2 | 26.665 | 141.2 | 1:37.973 | 11 -                     | 1:10.502 | 135.8 | 26.619 | 143.7 | 1:37.121 |  |  |  |  |
| 3 - | 1:10.787    | 134.7 | 26.628 | 138.9 | 1:37.415 | 12 -                     | 1:10.935 | 134.4 | 26.626 | 141.5 | 1:37.561 |  |  |  |  |
| 4 - | 1:10.782    | 133.6 | 26.616 | 141.8 | 1:37.398 | 13 -                     | 1:11.029 | 135.0 | 26.821 | 143.3 | 1:37.850 |  |  |  |  |
| 5 - | 1:10.812    | 134.7 | 26.683 | 140.1 | 1:37.495 | 14 -                     | 1:11.250 | 133.9 | 26.764 | 141.5 | 1:38.014 |  |  |  |  |
| 6 - | 1:10.721    | 133.4 | 26.631 | 140.3 | 1:37.352 | 15 -                     | 1:10.401 | 135.5 | 26.480 | 141.2 | 1:36.881 |  |  |  |  |
| 7 - | 1:10.846    | 134.4 | 26.647 | 139.8 | 1:37.493 | 16 -                     | 1:10.472 | 134.7 | 26.684 | 140.3 | 1:37.156 |  |  |  |  |
| 8 - | 1:11.143    | 134.7 | 26.776 | 140.3 | 1:37.919 | 17 -                     | 1:10.483 | 134.4 | 26.587 | 139.5 | 1:37.070 |  |  |  |  |
| 9 - | 1:10.938    | 134.7 | 27.423 | 142.7 | 1:38.361 |                          |          |       |        |       |          |  |  |  |  |

|     |                 |       |        |       |          |                |          |       |        |       |            |  |  |  |  |   |
|-----|-----------------|-------|--------|-------|----------|----------------|----------|-------|--------|-------|------------|--|--|--|--|---|
| 94  | Michael HOWARTH |       |        |       |          | Kawasaki - MAR |          |       |        |       |            |  |  |  |  | C |
| 1 - | 1:26.240        | 123.5 | 28.499 | 133.1 | 1:54.739 | 8 -            | 1:15.783 | 120.9 | 28.720 | 131.8 | 1:44.503   |  |  |  |  |   |
| 2 - | 1:15.422        | 125.4 | 28.431 | 133.1 | 1:43.853 | 9 -            | 1:15.700 | 121.1 | 28.736 | 131.3 | 1:44.436   |  |  |  |  |   |
| 3 - | 1:15.532        | 125.9 | 28.660 | 133.4 | 1:44.192 | 10 -           | 1:15.805 | 125.2 | 28.642 | 129.5 | 1:44.447   |  |  |  |  |   |
| 4 - | 1:15.889        | 124.5 | 28.348 | 131.0 | 1:44.237 | 11 -           | 1:15.953 | 123.3 | 29.216 | 128.5 | 1:45.169   |  |  |  |  |   |
| 5 - | 1:15.453        | 127.3 | 28.402 | 134.7 | 1:43.855 | 12 -           | 1:15.720 | 124.2 | 28.670 | 127.8 | 1:44.390   |  |  |  |  |   |
| 6 - | 1:15.244        | 126.1 | 28.360 | 134.4 | 1:43.604 | 13 -           | 1:15.992 | 118.7 | 35.175 |       | 1:51.167 P |  |  |  |  |   |
| 7 - | 1:15.583        | 124.9 | 28.592 | 133.1 | 1:44.175 |                |          |       |        |       |            |  |  |  |  |   |

**2006 Bennetts British Superbike Championship & Superbike Cup**

**RACE 3 - SPEED TRAPS**

| SECTOR 1 |    |                  |       | SECTOR 2 |      |       |    | FINISH LINE      |       |  |  |
|----------|----|------------------|-------|----------|------|-------|----|------------------|-------|--|--|
| POS      | NO | NAME             | SPEED | NO       | NAME | SPEED | NO | NAME             | SPEED |  |  |
| 1        | 11 | James HAYDON     | 136.9 |          |      |       | 65 | Jonathan REA     | 144.9 |  |  |
| 2        | 9  | Karl HARRIS      | 136.3 |          |      |       | 11 | James HAYDON     | 144.0 |  |  |
| 3        | 2  | Ryuichi KIYONARI | 135.8 |          |      |       | 15 | Ben WILSON       | 144.0 |  |  |
| 4        | 91 | Leon HASLAM      | 135.8 |          |      |       | 88 | Scott SMART      | 144.0 |  |  |
| 5        | 65 | Jonathan REA     | 135.5 |          |      |       | 91 | Leon HASLAM      | 143.7 |  |  |
| 6        | 67 | Shane BYRNE      | 135.5 |          |      |       | 8  | Tommy HILL       | 143.3 |  |  |
| 7        | 8  | Tommy HILL       | 135.2 |          |      |       | 3  | Michael RUTTER   | 143.0 |  |  |
| 8        | 10 | Jon KIRKHAM      | 135.2 |          |      |       | 9  | Karl HARRIS      | 143.0 |  |  |
| 9        | 16 | Billy McCONNELL  | 134.4 |          |      |       | 1  | Gregorio LAVILLA | 142.7 |  |  |
| 10       | 74 | Kieran CLARKE    | 134.4 |          |      |       | 67 | Shane BYRNE      | 142.7 |  |  |
| 11       | 33 | Michael LAVERTY  | 134.2 |          |      |       | 2  | Ryuichi KIYONARI | 141.8 |  |  |
| 12       | 15 | Ben WILSON       | 133.9 |          |      |       | 10 | Jon KIRKHAM      | 141.8 |  |  |
| 13       | 75 | Glen RICHARDS    | 133.4 |          |      |       | 33 | Michael LAVERTY  | 141.5 |  |  |
| 14       | 88 | Scott SMART      | 133.1 |          |      |       | 41 | Craig COXHELL    | 141.2 |  |  |
| 15       | 46 | Ollie BRIDEWELL  | 132.8 |          |      |       | 75 | Glen RICHARDS    | 140.9 |  |  |
| 16       | 68 | Chris MARTIN     | 132.8 |          |      |       | 56 | James BUCKINGHAM | 140.6 |  |  |
| 17       | 1  | Gregorio LAVILLA | 132.6 |          |      |       | 74 | Kieran CLARKE    | 140.6 |  |  |
| 18       | 5  | Gary MASON       | 132.6 |          |      |       | 16 | Billy McCONNELL  | 140.3 |  |  |
| 19       | 41 | Craig COXHELL    | 132.6 |          |      |       | 60 | Peter HICKMAN    | 140.1 |  |  |
| 20       | 77 | Marty NUTT       | 132.3 |          |      |       | 5  | Gary MASON       | 139.8 |  |  |
| 21       | 43 | Howie MAINWARING | 132.1 |          |      |       | 46 | Ollie BRIDEWELL  | 139.8 |  |  |
| 22       | 3  | Michael RUTTER   | 131.8 |          |      |       | 12 | Dean THOMAS      | 139.5 |  |  |
| 23       | 4  | Steve PLATER     | 131.8 |          |      |       | 43 | Howie MAINWARING | 139.5 |  |  |
| 24       | 56 | James BUCKINGHAM | 131.8 |          |      |       | 77 | Marty NUTT       | 139.5 |  |  |
| 25       | 60 | Peter HICKMAN    | 131.5 |          |      |       | 4  | Steve PLATER     | 138.0 |  |  |
| 26       | 12 | Dean THOMAS      | 130.5 |          |      |       | 42 | Dean ELLISON     | 137.5 |  |  |
| 27       | 17 | Steve BROGAN     | 130.5 |          |      |       | 17 | Steve BROGAN     | 136.3 |  |  |
| 28       | 42 | Dean ELLISON     | 130.0 |          |      |       | 68 | Chris MARTIN     | 136.3 |  |  |
| 29       | 94 | Michael HOWARTH  | 127.3 |          |      |       | 94 | Michael HOWARTH  | 134.7 |  |  |
| 30       | 48 | Nick MEDD        | 117.5 |          |      |       | 48 | Nick MEDD        | 119.8 |  |  |

Weather / Track : Bright / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 3 - BEST SECTOR TIMES

| SECTOR 1 |    |            |          | SECTOR 2 |            | IDEAL / BEST COMPARISON |     |    |                  |          |          |       |
|----------|----|------------|----------|----------|------------|-------------------------|-----|----|------------------|----------|----------|-------|
| POS      | NO | NAME       | TIME     | NO       | NAME       | TIME                    | POS | NO | NAME             | IDEAL    | BEST     | DIFF  |
| 1        | 1  | LAVILLA    | 1:10.143 | 91       | HASLAM     | 26.480                  | 1   | 67 | BYRNE            | 1:36.651 | 1:36.698 | 0.047 |
| 2        | 67 | BYRNE      | 1:10.159 | 9        | HARRIS     | 26.488                  | 2   | 1  | LAVILLA          | 1:36.741 | 1:36.902 | 0.161 |
| 3        | 9  | HARRIS     | 1:10.396 | 67       | BYRNE      | 26.492                  | 3   | 91 | HASLAM           | 1:36.881 | 1:36.881 | 0.000 |
| 4        | 91 | HASLAM     | 1:10.401 | 11       | HAYDON     | 26.539                  | 4   | 9  | HARRIS           | 1:36.884 | 1:37.031 | 0.147 |
| 5        | 11 | HAYDON     | 1:10.481 | 2        | KIYONARI   | 26.582                  | 5   | 11 | HAYDON           | 1:37.020 | 1:37.081 | 0.061 |
| 6        | 2  | KIYONARI   | 1:10.737 | 1        | LAVILLA    | 26.598                  | 6   | 2  | KIYONARI         | 1:37.319 | 1:37.424 | 0.105 |
| 7        | 3  | RUTTER     | 1:10.881 | 65       | REA        | 26.671                  | 7   | 3  | RUTTER           | 1:37.747 | 1:37.914 | 0.167 |
| 8        | 65 | REA        | 1:11.086 | 8        | HILL       | 26.758                  | 8   | 65 | REA              | 1:37.757 | 1:37.874 | 0.117 |
| 9        | 8  | HILL       | 1:11.088 | 33       | LAVERTY    | 26.843                  | 9   | 8  | HILL             | 1:37.846 | 1:37.921 | 0.075 |
| 10       | 75 | RICHARDS   | 1:11.153 | 12       | THOMAS     | 26.856                  | 10  | 12 | THOMAS           | 1:38.039 | 1:38.039 | 0.000 |
| 11       | 12 | THOMAS     | 1:11.183 | 3        | RUTTER     | 26.866                  | 11  | 75 | RICHARDS         | 1:38.044 | 1:38.076 | 0.032 |
| 12       | 56 | BUCKINGHAM | 1:11.330 | 15       | WILSON     | 26.879                  | 12  | 33 | LAVERTY          | 1:38.187 | 1:38.187 | 0.000 |
| 13       | 33 | LAVERTY    | 1:11.344 | 75       | RICHARDS   | 26.891                  | 13  | 56 | BUCKINGHAM       | 1:38.240 | 1:38.279 | 0.039 |
| 14       | 88 | SMART      | 1:11.405 | 56       | BUCKINGHAM | 26.910                  | 14  | 88 | SMART            | 1:38.337 | 1:38.473 | 0.136 |
| 15       | 10 | KIRKHAM    | 1:11.464 | 88       | SMART      | 26.932                  | 15  | 15 | WILSON           | 1:38.415 | 1:38.482 | 0.067 |
| 16       | 15 | WILSON     | 1:11.536 | 74       | CLARKE     | 26.964                  | 16  | 10 | KIRKHAM          | 1:38.444 | 1:38.579 | 0.135 |
| 17       | 16 | McCONNELL  | 1:11.940 | 10       | KIRKHAM    | 26.980                  | 17  | 41 | COXHELL          | 1:38.978 | 1:39.086 | 0.108 |
| 18       | 41 | COXHELL    | 1:11.994 | 41       | COXHELL    | 26.984                  | 18  | 16 | McCONNELL        | 1:39.055 | 1:39.109 | 0.054 |
| 19       | 5  | MASON      | 1:12.011 | 16       | McCONNELL  | 27.115                  | 19  | 5  | MASON            | 1:39.251 | 1:39.399 | 0.148 |
| 20       | 74 | CLARKE     | 1:12.652 | 5        | MASON      | 27.240                  | 20  | 74 | CLARKE           | 1:39.616 | 1:39.616 | 0.000 |
| 21       | 77 | NUTT       | 1:12.750 | 77       | NUTT       | 27.272                  | 21  | 77 | NUTT             | 1:40.022 | 1:40.168 | 0.146 |
| 22       | 60 | HICKMAN    | 1:12.752 | 60       | HICKMAN    | 27.318                  | 22  | 60 | HICKMAN          | 1:40.070 | 1:40.291 | 0.221 |
| 23       | 68 | MARTIN     | 1:12.760 | 43       | MAINWARING | 27.339                  | 23  | 68 | MARTIN           | 1:40.170 | 1:40.240 | 0.070 |
| 24       | 46 | BRIDEWELL  | 1:12.994 | 17       | BROGAN     | 27.391                  | 24  | 17 | BROGAN           | 1:40.397 | 1:40.436 | 0.039 |
| 25       | 17 | BROGAN     | 1:13.006 | 68       | MARTIN     | 27.410                  | 25  | 43 | MAINWARING       | 1:40.412 | 1:40.765 | 0.353 |
| 26       | 43 | MAINWARING | 1:13.073 | 46       | BRIDEWELL  | 27.486                  | 26  | 46 | BRIDEWELL        | 1:40.480 | 1:40.559 | 0.079 |
| 27       | 4  | PLATER     | 1:13.308 | 42       | ELLISON    | 27.744                  | 27  | 4  | PLATER           | 1:41.175 | 1:43.600 | 2.425 |
| 28       | 42 | ELLISON    | 1:13.767 | 4        | PLATER     | 27.867                  | 28  | 42 | ELLISON          | 1:41.511 | 1:41.533 | 0.022 |
| 29       | 94 | HOWARTH    | 1:15.244 | 94       | HOWARTH    | 28.348                  | 29  | 94 | HOWARTH          | 1:43.592 | 1:43.604 | 0.012 |
| 30       | 48 | MEDD       | 1:19.536 | 48       | MEDD       | 29.877                  | 30  | 48 | MEDD             | 1:49.413 | 1:56.141 | 6.728 |
|          |    |            |          |          |            |                         |     |    | Perfect Lap Time | 1:36.623 |          |       |

# MCRCB BULLETIN TK104

## 2006 Bennetts British Superbike Championship

### RIDERS POINTS AFTER ROUND 7

|                                    | TOTAL | 26th March<br>Brands Hatch - Indy | 9th April<br>Donington Park | 17th April<br>Thruxton | 1st May<br>Oulton Park | 21st May<br>Mondello Park | 4th June<br>Mallory Park | 18th June<br>Snetterton | 16th July<br>Knockhill | 23rd July<br>Oulton Park | 13th August<br>Croft | 28th August<br>Cadwell Park | 17th September<br>Silverstone | 1st October<br>Brands Hatch - GP |
|------------------------------------|-------|-----------------------------------|-----------------------------|------------------------|------------------------|---------------------------|--------------------------|-------------------------|------------------------|--------------------------|----------------------|-----------------------------|-------------------------------|----------------------------------|
| Gregorio LAVILLA ( <i>Ducati</i> ) | 157   | 25 16                             | 25 16                       | 25 25                  | 25                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Leon HASLAM ( <i>Ducati</i> )      | 112   | 20                                | 16 20                       | 20 20                  | 16                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Ryuichi KIYONARI ( <i>Honda</i> )  | 97    | 13 25                             | 20                          | 16 13                  | 10                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Karl HARRIS ( <i>Honda</i> )       | 68    | 20 11                             | 10                          | 16                     | 11                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Shane BYRNE ( <i>Suzuki</i> )      | 65    | 10 5                              | 11                          | 11 8                   | 20                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Jonathan REA ( <i>Honda</i> )      | 62    | 11                                | 8 11                        | 13 11                  | 8                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Michael RUTTER ( <i>Honda</i> )    | 51    | 16                                | 9                           | 10 9                   | 7                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Scott SMART ( <i>Suzuki</i> )      | 47    | 2                                 | 6 25                        | 5 6                    | 3                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Michael LAVERTY ( <i>Honda</i> )   | 47    | 9                                 | 13 9                        | 6 5                    | 5                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Dean THOMAS ( <i>Kawasaki</i> )    | 44    | 8 8                               | 7                           | 7 10                   | 4                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Tommy HILL ( <i>Yamaha</i> )       | 44    | 10                                | 10                          | 8 7                    | 9                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Glen RICHARDS ( <i>Honda</i> )     | 33    | 7 7                               | 4                           | 9                      | 6                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| James HAYDON ( <i>Suzuki</i> )     | 28    | 6 9                               |                             |                        | 13                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Gary MASON ( <i>Honda</i> )        | 27    | 5 2                               | 3 13                        | 4                      |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Ben WILSON ( <i>Suzuki</i> )       | 21    | 4 3                               | 4 5                         | 3                      | 2                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Craig COXHELL ( <i>Kawasaki</i> )  | 18    | 13                                | 5                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Ollie BRIDEWELL ( <i>Suzuki</i> )  | 15    | 1 6                               | 8                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Chris MARTIN ( <i>Honda</i> )      | 7     |                                   | 7                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Malcolm ASHLEY ( <i>Kawasaki</i> ) | 6     |                                   | 6                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Billy McCONNELL ( <i>Yamaha</i> )  | 6     |                                   | 2                           | 4                      |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| James BUCKINGHAM ( <i>Honda</i> )  | 6     |                                   | 1 3                         | 1 1                    |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Steve PLATER ( <i>Honda</i> )      | 5     |                                   |                             | 3 2                    |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Jon KIRKHAM ( <i>Suzuki</i> )      | 5     | 4                                 |                             |                        | 1                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Sean EMMETT ( <i>Kawasaki</i> )    | 3     | 3                                 |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Dean ELLISON ( <i>Honda</i> )      | 2     |                                   | 2                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Kieran CLARKE ( <i>Yamaha</i> )    | 2     |                                   |                             | 2                      |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Marty NUTT ( <i>Honda</i> )        | 1     | 1                                 |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Howie MAINWARING ( <i>Suzuki</i> ) | 1     |                                   | 1                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |

**MCRCB BULLETIN TK105**

## 2006 Bennetts British Superbike Championship

## CUP POINTS AFTER ROUND 7

[illegible]

# MCRCB BULLETIN TK106

## 2006 Bennetts British Superbike Championship

### MANUFACTURERS POINTS AFTER ROUND 7

|          | TOTAL | 26th March<br>Brands Hatch - Indy | 9th April<br>Donington Park | 17th April<br>Thruxton | 1st May<br>Oulton Park | 21st May<br>Mondello Park | 4th June<br>Mallory Park | 18th June<br>Snetterton | 16th July<br>Knockhill | 23rd July<br>Oulton Park | 13th August<br>Croft | 28th August<br>Cadwell Park | 17th September<br>Silverstone | 1st October<br>Brands Hatch - GP |
|----------|-------|-----------------------------------|-----------------------------|------------------------|------------------------|---------------------------|--------------------------|-------------------------|------------------------|--------------------------|----------------------|-----------------------------|-------------------------------|----------------------------------|
| Ducati   | 165   | 25 20                             | 25 20                       | 25 25                  | 25                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Honda    | 121   | 20 25                             | 20 13                       | 16 16                  | 11                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Suzuki   | 94    | 10 9                              | 11 25                       | 11 8                   | 20                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Kawasaki | 55    | 8 13                              | 7 6                         | 7 10                   | 4                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Yamaha   | 46    | 10                                | 2 10                        | 8 7                    | 9                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|          |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |

## 2006 Bennetts British Superbike Championship & Superbike Cup

### RACE CLASSIFICATION - RACE 6

| POS | NO | CL | NAME             | NAT | ENTRY                         | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|------------------|-----|-------------------------------|-----------|------|----------|-------|----------|
| 1   | 1  |    | Gregorio LAVILLA |     | Ducati - Airwaves Ducati      | 27:33.612 | 17   |          | 99.63 | 1:36.325 |
| 2   | 9  |    | Karl HARRIS      |     | Honda - HM Plant Honda        | 27:33.670 | 17   | 0.058    | 99.62 | 1:36.245 |
| 3   | 65 |    | Jonathan REA     |     | Honda - Red Bull Honda        | 27:43.992 | 17   | 10.380   | 99.00 | 1:36.705 |
| 4   | 67 |    | Shane BYRNE      |     | Suzuki - Rizla Suzuki         | 27:44.616 | 17   | 11.004   | 98.97 | 1:37.126 |
| 5   | 2  |    | Ryuichi KIYONARI |     | Honda - HM Plant Honda        | 27:46.042 | 17   | 12.430   | 98.88 | 1:36.639 |
| 6   | 3  |    | Michael RUTTER   |     | Honda - Stobart Motorsport    | 27:48.376 | 17   | 14.764   | 98.74 | 1:37.129 |
| 7   | 91 |    | Leon HASLAM      |     | Ducati - Airwaves Ducati      | 27:48.438 | 17   | 14.826   | 98.74 | 1:36.900 |
| 8   | 8  |    | Tommy HILL       |     | Yamaha - Virgin Mobile Yamaha | 27:56.257 | 17   | 22.645   | 98.28 | 1:37.299 |
| 9   | 75 |    | Glen RICHARDS    |     | Honda - Team Hydrex Honda     | 28:01.266 | 17   | 27.654   | 97.99 | 1:37.614 |
| 10  | 15 |    | Ben WILSON       |     | Suzuki - Vivaldi Racing       | 28:01.470 | 17   | 27.858   | 97.98 | 1:37.359 |
| 11  | 33 |    | Michael LAVERTY  |     | Honda - Stobart Motorsport    | 28:01.708 | 17   | 28.096   | 97.96 | 1:38.158 |
| 12  | 10 |    | Jon KIRKHAM      |     | Suzuki - Scuderia Stellare    | 28:01.914 | 17   | 28.302   | 97.95 | 1:37.832 |
| 13  | 88 |    | Scott SMART      |     | Suzuki - Vivaldi Racing       | 28:02.561 | 17   | 28.949   | 97.91 | 1:38.130 |
| 14  | 5  |    | Gary MASON       |     | Honda - Team Hydrex Honda     | 28:10.097 | 17   | 36.485   | 97.48 | 1:38.461 |
| 15  | 41 |    | Craig COXHELL    |     | Kawasaki - Hawk Kawasaki      | 28:10.201 | 17   | 36.589   | 97.47 | 1:38.357 |
| 16  | 56 | C  | James BUCKINGHAM |     | Honda - Quay Garage Racing    | 28:16.351 | 17   | 42.739   | 97.12 | 1:38.336 |
| 17  | 11 |    | James HAYDON     |     | Suzuki - Rizla Suzuki         | 28:27.755 | 17   | 54.143   | 96.47 | 1:37.667 |
| 18  | 46 |    | Ollie BRIDEWELL  |     | Suzuki - Vivaldi Racing       | 28:30.984 | 17   | 57.372   | 96.29 | 1:39.388 |
| 19  | 74 |    | Kieran CLARKE    |     | Yamaha - Virgin Mobile Yamaha | 28:31.312 | 17   | 57.700   | 96.27 | 1:39.420 |
| 20  | 60 |    | Peter HICKMAN    |     | Kawasaki - Hawk Kawasaki      | 28:37.905 | 17   | 1:04.293 | 95.90 | 1:39.714 |
| 21  | 68 | C  | Chris MARTIN     |     | Honda - PR Branson Honda      | 28:52.639 | 17   | 1:19.027 | 95.08 | 1:40.381 |
| 22  | 42 |    | Dean ELLISON     |     | Honda - Slingshot SMT Racing  | 28:53.959 | 17   | 1:20.347 | 95.01 | 1:40.910 |

## NOT CLASSIFIED

|    |   |                  |                               |           |    |        |       |          |
|----|---|------------------|-------------------------------|-----------|----|--------|-------|----------|
| 43 | C | Howie MAINWARING | Suzuki - Protech Racing       | 20:20.350 | 12 | D.N.F. | 95.29 | 1:40.453 |
| 94 | C | Michael HOWARTH  | Kawasaki - MAR                | 19:12.064 | 11 | D.N.F. | 92.53 | 1:42.167 |
| 17 |   | Steve BROGAN     | Yamaha - Jentin Racing        | 13:38.217 | 8  | D.N.F. | 94.75 | 1:40.528 |
| 4  |   | Steve PLATER     | Honda - UK Diggers.com        | 10:18.620 | 6  | D.N.F. | 93.99 | 1:40.052 |
| 30 | C | Gareth GLYNN     | Honda - Chapman Racing        | 10:26.021 | 6  | D.N.F. | 92.88 | 1:42.083 |
| 48 |   | Nick MEDD        | Kawasaki - Medd Racing        | 12:41.538 | 5  | D.N.F. | 63.62 | 1:46.528 |
| 16 |   | Billy McCONNELL  | Yamaha - Virgin Mobile Yamaha | 5:08.025  | 3  | D.N.F. | 94.38 | 1:39.478 |
| 12 |   | Dean THOMAS      | Kawasaki - Hawk Kawasaki      |           | 0  | D.N.F. | N/A   |          |

## FASTEST LAP

|    |   |                  |                            |          |   |           |           |
|----|---|------------------|----------------------------|----------|---|-----------|-----------|
| 9  |   | Karl HARRIS      | Honda - HM Plant Honda     | 1:36.245 | 5 | 100.69mph | 162.04kph |
| 56 | C | James BUCKINGHAM | Honda - Quay Garage Racing | 1:38.336 | 3 | 98.55mph  | 158.60kph |

No. 65 &amp; 67 under investigation - incident on lap 17

New Lap Record - Weather / Track : Bright / Dry

These results are provisional until the conclusion of any judicial and technical matters.

Oulton Park

Circuit Length = 2.6920 miles.

Start: 16:47 End: 17:17

|                |           |             |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|                |           |             |

## 2006 Bennetts British Superbike Championship & Superbike Cup

### RACE CLASSIFICATION - RACE 6 - AMENDED

| POS | NO | CL | NAME             | NAT | ENTRY                         | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|------------------|-----|-------------------------------|-----------|------|----------|-------|----------|
| 1   | 1  |    | Gregorio LAVILLA |     | Ducati - Airwaves Ducati      | 27:33.612 | 17   |          | 99.63 | 1:36.325 |
| 2   | 9  |    | Karl HARRIS      |     | Honda - HM Plant Honda        | 27:33.670 | 17   | 0.058    | 99.62 | 1:36.245 |
| 3   | 67 |    | Shane BYRNE      |     | Suzuki - Rizla Suzuki         | 27:45.616 | 17   | 12.004   | 98.91 | 1:37.126 |
| 4   | 65 |    | Jonathan REA     |     | Honda - Red Bull Honda        | 27:45.992 | 17   | 12.380   | 98.89 | 1:36.705 |
| 5   | 2  |    | Ryuichi KIYONARI |     | Honda - HM Plant Honda        | 27:46.042 | 17   | 12.430   | 98.88 | 1:36.639 |
| 6   | 3  |    | Michael RUTTER   |     | Honda - Stobart Motorsport    | 27:48.376 | 17   | 14.764   | 98.74 | 1:37.129 |
| 7   | 91 |    | Leon HASLAM      |     | Ducati - Airwaves Ducati      | 27:48.438 | 17   | 14.826   | 98.74 | 1:36.900 |
| 8   | 8  |    | Tommy HILL       |     | Yamaha - Virgin Mobile Yamaha | 27:56.257 | 17   | 22.645   | 98.28 | 1:37.299 |
| 9   | 75 |    | Glen RICHARDS    |     | Honda - Team Hydrex Honda     | 28:01.266 | 17   | 27.654   | 97.99 | 1:37.614 |
| 10  | 15 |    | Ben WILSON       |     | Suzuki - Vivaldi Racing       | 28:01.470 | 17   | 27.858   | 97.98 | 1:37.359 |
| 11  | 33 |    | Michael LAVERTY  |     | Honda - Stobart Motorsport    | 28:01.708 | 17   | 28.096   | 97.96 | 1:38.158 |
| 12  | 10 |    | Jon KIRKHAM      |     | Suzuki - Scuderia Stellare    | 28:01.914 | 17   | 28.302   | 97.95 | 1:37.832 |
| 13  | 88 |    | Scott SMART      |     | Suzuki - Vivaldi Racing       | 28:02.561 | 17   | 28.949   | 97.91 | 1:38.130 |
| 14  | 5  |    | Gary MASON       |     | Honda - Team Hydrex Honda     | 28:10.097 | 17   | 36.485   | 97.48 | 1:38.461 |
| 15  | 41 |    | Craig COXHELL    |     | Kawasaki - Hawk Kawasaki      | 28:10.201 | 17   | 36.589   | 97.47 | 1:38.357 |
| 16  | 56 | C  | James BUCKINGHAM |     | Honda - Quay Garage Racing    | 28:16.351 | 17   | 42.739   | 97.12 | 1:38.336 |
| 17  | 11 |    | James HAYDON     |     | Suzuki - Rizla Suzuki         | 28:27.755 | 17   | 54.143   | 96.47 | 1:37.667 |
| 18  | 46 |    | Ollie BRIDEWELL  |     | Suzuki - Vivaldi Racing       | 28:30.984 | 17   | 57.372   | 96.29 | 1:39.388 |
| 19  | 74 |    | Kieran CLARKE    |     | Yamaha - Virgin Mobile Yamaha | 28:31.312 | 17   | 57.700   | 96.27 | 1:39.420 |
| 20  | 60 |    | Peter HICKMAN    |     | Kawasaki - Hawk Kawasaki      | 28:37.905 | 17   | 1:04.293 | 95.90 | 1:39.714 |
| 21  | 68 | C  | Chris MARTIN     |     | Honda - PR Branson Honda      | 28:52.639 | 17   | 1:19.027 | 95.08 | 1:40.381 |
| 22  | 42 |    | Dean ELLISON     |     | Honda - Slingshot SMT Racing  | 28:53.959 | 17   | 1:20.347 | 95.01 | 1:40.910 |

## NOT CLASSIFIED

|    |   |                  |                               |           |    |        |       |          |
|----|---|------------------|-------------------------------|-----------|----|--------|-------|----------|
| 43 | C | Howie MAINWARING | Suzuki - Protech Racing       | 20:20.350 | 12 | D.N.F. | 95.29 | 1:40.453 |
| 94 | C | Michael HOWARTH  | Kawasaki - MAR                | 19:12.064 | 11 | D.N.F. | 92.53 | 1:42.167 |
| 17 |   | Steve BROGAN     | Yamaha - Jentin Racing        | 13:38.217 | 8  | D.N.F. | 94.75 | 1:40.528 |
| 4  |   | Steve PLATER     | Honda - UK Diggers.com        | 10:18.620 | 6  | D.N.F. | 93.99 | 1:40.052 |
| 30 | C | Gareth GLYNN     | Honda - Chapman Racing        | 10:26.021 | 6  | D.N.F. | 92.88 | 1:42.083 |
| 48 |   | Nick MEDD        | Kawasaki - Medd Racing        | 12:41.538 | 5  | D.N.F. | 63.62 | 1:46.528 |
| 16 |   | Billy McCONNELL  | Yamaha - Virgin Mobile Yamaha | 5:08.025  | 3  | D.N.F. | 94.38 | 1:39.478 |
| 12 |   | Dean THOMAS      | Kawasaki - Hawk Kawasaki      |           | 0  | D.N.F. | N/A   |          |

## FASTEST LAP

|    |   |                  |                            |          |   |           |           |
|----|---|------------------|----------------------------|----------|---|-----------|-----------|
| 9  |   | Karl HARRIS      | Honda - HM Plant Honda     | 1:36.245 | 5 | 100.69mph | 162.04kph |
| 56 | C | James BUCKINGHAM | Honda - Quay Garage Racing | 1:38.336 | 3 | 98.55mph  | 158.60kph |

No 67 - 1 sec penalty, No 65 - 2 sec penalty for cutting circuit at Hizzys

New Lap Record

- Weather / Track : Sunny / Dry

These results are provisional until the conclusion of any judicial and technical matters.

Oulton Park

Circuit Length = 2.6920 miles.

Start: 16:47 End: 17:17

|                |           |             |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|----------------|-----------|-------------|

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 6 - LAP CHART

| Lap 1 |        |          | Lap 2 |        |           | Lap 3 |        |          | Lap 4 |        |          | Lap 5 |        |          |
|-------|--------|----------|-------|--------|-----------|-------|--------|----------|-------|--------|----------|-------|--------|----------|
| No    | Behind | Laptime  | No    | Behind | Laptime   | No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  |
| 3     |        | 1:43.240 | 9     |        | 1:37.582  | 1     |        | 1:37.034 | 1     |        | 1:36.325 | 1     |        | 1:36.784 |
| 67    | 0.183  | 1:43.423 | 3     | 0.041  | 1:37.880  | 3     | 0.563  | 1:37.811 | 9     | 0.966  | 1:36.664 | 9     | 0.427  | 1:36.245 |
| 9     | 0.257  | 1:43.497 | 1     | 0.255  | 1:37.682  | 9     | 0.627  | 1:37.916 | 3     | 1.558  | 1:37.320 | 3     | 1.903  | 1:37.129 |
| 1     | 0.412  | 1:43.652 | 67    | 0.562  | 1:38.218  | 67    | 0.948  | 1:37.675 | 67    | 1.773  | 1:37.150 | 67    | 2.115  | 1:37.126 |
| 65    | 1.425  | 1:44.665 | 65    | 1.476  | 1:37.890  | 65    | 1.729  | 1:37.542 | 65    | 2.891  | 1:37.487 | 65    | 3.994  | 1:37.887 |
| 8     | 1.645  | 1:44.885 | 8     | 2.120  | 1:38.314  | 8     | 2.919  | 1:38.088 | 8     | 4.499  | 1:37.905 | 8     | 5.549  | 1:37.834 |
| 33    | 2.116  | 1:45.356 | 33    | 2.518  | 1:38.241  | 33    | 3.387  | 1:38.158 | 2     | 4.663  | 1:37.323 | 2     | 5.729  | 1:37.850 |
| 2     | 2.929  | 1:46.169 | 2     | 3.339  | 1:38.249  | 2     | 3.665  | 1:37.615 | 33    | 5.443  | 1:38.381 | 33    | 6.879  | 1:38.220 |
| 75    | 3.090  | 1:46.330 | 75    | 3.914  | 1:38.663  | 75    | 4.239  | 1:37.614 | 75    | 5.716  | 1:37.802 | 75    | 7.117  | 1:38.185 |
| 10    | 3.339  | 1:46.579 | 10    | 4.630  | 1:39.130  | 10    | 5.854  | 1:38.513 | 10    | 7.594  | 1:38.065 | 10    | 8.642  | 1:37.832 |
| 88    | 3.621  | 1:46.861 | 88    | 5.165  | 1:39.383  | 88    | 6.300  | 1:38.424 | 88    | 8.472  | 1:38.497 | 15    | 10.117 | 1:38.316 |
| 15    | 3.977  | 1:47.217 | 15    | 5.366  | 1:39.228  | 15    | 6.510  | 1:38.433 | 15    | 8.585  | 1:38.400 | 88    | 10.202 | 1:38.514 |
| 41    | 4.346  | 1:47.586 | 41    | 5.704  | 1:39.197  | 41    | 6.772  | 1:38.357 | 5     | 9.242  | 1:38.499 | 91    | 10.762 | 1:37.381 |
| 5     | 4.735  | 1:47.975 | 5     | 5.896  | 1:39.000  | 5     | 7.068  | 1:38.461 | 41    | 9.452  | 1:39.005 | 5     | 10.986 | 1:38.528 |
| 56    | 5.476  | 1:48.716 | 56    | 6.775  | 1:39.138  | 56    | 7.822  | 1:38.336 | 91    | 10.165 | 1:37.564 | 41    | 11.329 | 1:38.661 |
| 16    | 5.735  | 1:48.975 | 16    | 7.468  | 1:39.572  | 91    | 8.926  | 1:37.196 | 56    | 10.373 | 1:38.876 | 56    | 12.071 | 1:38.482 |
| 74    | 5.846  | 1:49.086 | 74    | 7.632  | 1:39.625  | 16    | 9.657  | 1:39.478 | 4     | 15.897 | 1:40.052 | 4     | 19.284 | 1:40.171 |
| 4     | 6.457  | 1:49.697 | 91    | 9.019  | 1:39.222  | 74    | 9.987  | 1:39.644 | 46    | 16.015 | 1:40.075 | 46    | 19.449 | 1:40.218 |
| 46    | 6.671  | 1:49.911 | 4     | 9.387  | 1:40.769  | 4     | 12.170 | 1:40.072 | 60    | 18.471 | 1:40.179 | 60    | 21.836 | 1:40.149 |
| 43    | 7.270  | 1:50.510 | 46    | 9.464  | 1:40.632  | 46    | 12.265 | 1:40.090 | 74    | 18.908 | 1:45.246 | 74    | 21.932 | 1:39.808 |
| 60    | 7.369  | 1:50.609 | 43    | 10.890 | 1:41.459  | 60    | 14.617 | 1:40.907 | 43    | 20.020 | 1:41.518 | 43    | 24.334 | 1:41.098 |
| 17    | 7.560  | 1:50.800 | 60    | 10.999 | 1:41.469  | 43    | 14.827 | 1:41.226 | 17    | 20.118 | 1:41.204 | 68    | 24.516 | 1:41.097 |
| 91    | 7.636  | 1:50.876 | 17    | 11.338 | 1:41.617  | 68    | 15.063 | 1:40.684 | 68    | 20.203 | 1:41.465 | 17    | 24.686 | 1:41.352 |
| 68    | 8.167  | 1:51.407 | 68    | 11.668 | 1:41.340  | 17    | 15.239 | 1:41.190 | 42    | 22.563 | 1:41.366 | 42    | 27.338 | 1:41.559 |
| 94    | 8.525  | 1:51.765 | 94    | 12.853 | 1:42.167  | 42    | 17.522 | 1:41.608 | 94    | 24.024 | 1:42.331 | 94    | 30.910 | 1:43.670 |
| 42    | 8.994  | 1:52.234 | 42    | 13.203 | 1:42.048  | 94    | 18.018 | 1:42.454 | 30    | 27.078 | 1:42.559 | 30    | 32.377 | 1:42.083 |
| 30    | 9.764  | 1:53.004 | 30    | 15.148 | 1:43.223  | 30    | 20.844 | 1:42.985 | 11    | 37.499 | 1:39.124 | 11    | 38.663 | 1:37.948 |
| 48    | 11.265 | 1:54.505 | 48    | 26.024 | 1:52.598P | 11    | 34.700 | 1:38.794 |       |        |          | 48    | 2 LAPS | 5:15.141 |
| 11    | 31.231 | 2:14.471 | 11    | 33.195 | 1:39.803  |       |        |          |       |        |          |       |        |          |

No. 65 & 67 under investigation - incident on lap 17  
 New Lap Record - Weather / Track : Bright / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 6 - LAP CHART

(contd.)

| Lap 6 |        |           | Lap 7 |        |           | Lap 8 |        |          | Lap 9 |          |          | Lap 10 |          |          |
|-------|--------|-----------|-------|--------|-----------|-------|--------|----------|-------|----------|----------|--------|----------|----------|
| No    | Behind | Laptime   | No    | Behind | Laptime   | No    | Behind | Laptime  | No    | Behind   | Laptime  | No     | Behind   | Laptime  |
| 1     |        | 1:36.630  | 1     |        | 1:36.721  | 1     |        | 1:37.296 | 1     |          | 1:36.749 | 1      |          | 1:36.606 |
| 9     | 0.194  | 1:36.397  | 9     | 0.185  | 1:36.712  | 9     | 0.173  | 1:37.284 | 9     | 0.134    | 1:36.710 | 9      | 0.122    | 1:36.594 |
| 3     | 2.869  | 1:37.596  | 3     | 3.857  | 1:37.709  | 67    | 4.239  | 1:37.578 | 67    | 4.748    | 1:37.258 | 67     | 5.591    | 1:37.449 |
| 67    | 3.054  | 1:37.569  | 67    | 3.957  | 1:37.624  | 3     | 4.744  | 1:38.183 | 3     | 5.468    | 1:37.473 | 3      | 6.060    | 1:37.198 |
| 65    | 5.106  | 1:37.742  | 65    | 5.702  | 1:37.317  | 65    | 5.914  | 1:37.508 | 65    | 6.335    | 1:37.170 | 65     | 6.434    | 1:36.705 |
| 8     | 6.218  | 1:37.299  | 2     | 7.140  | 1:37.328  | 2     | 6.723  | 1:36.879 | 2     | 6.636    | 1:36.662 | 2      | 6.669    | 1:36.639 |
| 2     | 6.533  | 1:37.434  | 8     | 7.648  | 1:38.151  | 8     | 7.954  | 1:37.602 | 8     | 9.192    | 1:37.987 | 8      | 10.749   | 1:38.163 |
| 33    | 8.420  | 1:38.171  | 75    | 10.509 | 1:38.664  | 91    | 11.398 | 1:37.344 | 91    | 11.765   | 1:37.116 | 91     | 12.059   | 1:36.900 |
| 75    | 8.566  | 1:38.079  | 33    | 10.819 | 1:39.120  | 75    | 12.216 | 1:39.003 | 75    | 13.585   | 1:38.118 | 75     | 15.374   | 1:38.395 |
| 10    | 10.111 | 1:38.099  | 91    | 11.350 | 1:36.946  | 33    | 12.546 | 1:39.023 | 33    | 14.248   | 1:38.451 | 15     | 16.630   | 1:38.888 |
| 15    | 10.846 | 1:37.359  | 10    | 11.557 | 1:38.167  | 10    | 12.764 | 1:38.503 | 15    | 14.348   | 1:38.205 | 33     | 16.926   | 1:39.284 |
| 91    | 11.125 | 1:36.993  | 15    | 11.960 | 1:37.835  | 15    | 12.892 | 1:38.228 | 10    | 14.661   | 1:38.646 | 10     | 17.170   | 1:39.115 |
| 88    | 12.407 | 1:38.835  | 88    | 13.934 | 1:38.248  | 88    | 14.806 | 1:38.168 | 88    | 16.267   | 1:38.210 | 88     | 17.821   | 1:38.160 |
| 5     | 13.045 | 1:38.689  | 5     | 15.254 | 1:38.930  | 5     | 16.883 | 1:38.925 | 41    | 19.138   | 1:38.886 | 41     | 20.952   | 1:38.420 |
| 41    | 13.310 | 1:38.611  | 41    | 15.347 | 1:38.758  | 41    | 17.001 | 1:38.950 | 5     | 19.294   | 1:39.160 | 5      | 21.631   | 1:38.943 |
| 56    | 13.932 | 1:38.491  | 56    | 15.968 | 1:38.757  | 56    | 17.456 | 1:38.784 | 56    | 19.814   | 1:39.107 | 56     | 22.302   | 1:39.094 |
| 46    | 23.547 | 1:40.728  | 46    | 27.622 | 1:40.796  | 46    | 30.841 | 1:40.515 | 74    | 33.840   | 1:39.715 | 74     | 36.701   | 1:39.467 |
| 60    | 24.920 | 1:39.714  | 60    | 27.932 | 1:39.733  | 74    | 30.874 | 1:39.981 | 46    | 34.309   | 1:40.217 | 46     | 37.091   | 1:39.388 |
| 74    | 25.102 | 1:39.800  | 74    | 28.189 | 1:39.808  | 60    | 31.178 | 1:40.542 | 60    | 34.526   | 1:40.097 | 60     | 37.826   | 1:39.906 |
| 43    | 28.157 | 1:40.453  | 43    | 31.971 | 1:40.535  | 43    | 35.292 | 1:40.617 | 43    | 39.009   | 1:40.466 | 68     | 43.154   | 1:40.381 |
| 68    | 28.396 | 1:40.510  | 68    | 32.198 | 1:40.523  | 68    | 35.737 | 1:40.835 | 68    | 39.379   | 1:40.391 | 43     | 43.343   | 1:40.940 |
| 17    | 28.607 | 1:40.551  | 17    | 32.414 | 1:40.528  | 17    | 36.093 | 1:40.975 | 11    | 44.185   | 1:38.257 | 11     | 45.246   | 1:37.667 |
| 4     | 30.513 | 1:47.859P | 42    | 36.097 | 1:41.200  | 42    | 39.741 | 1:40.940 | 42    | 44.530   | 1:41.538 | 42     | 49.107   | 1:41.183 |
| 42    | 31.618 | 1:40.910  | 11    | 41.995 | 1:38.718  | 11    | 42.677 | 1:37.978 | 94    | 1:05.541 | 1:44.764 | 94     | 1:12.418 | 1:43.483 |
| 94    | 37.681 | 1:43.401  | 94    | 48.711 | 1:47.751  | 94    | 57.526 | 1:46.111 |       |          |          |        |          |          |
| 30    | 37.914 | 1:42.167  | 48    | 2 LAPS | 1:52.766P |       |        |          |       |          |          |        |          |          |
| 11    | 39.998 | 1:37.965  |       |        |           |       |        |          |       |          |          |        |          |          |
| 48    | 2 LAPS | 1:46.528  |       |        |           |       |        |          |       |          |          |        |          |          |

No. 65 & 67 under investigation - incident on lap 17  
 New Lap Record - Weather / Track : Bright / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 6 - LAP CHART

(contd.)

| Lap 11 |          |          | Lap 12 |        |          | Lap 13 |          |          | Lap 14 |          |          | Lap 15 |          |          |
|--------|----------|----------|--------|--------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|
| No     | Behind   | Laptime  | No     | Behind | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  |
| 1      |          | 1:36.670 | 1      |        | 1:36.648 | 1      |          | 1:37.119 | 1      |          | 1:37.236 | 1      |          | 1:36.781 |
| 9      | 0.222    | 1:36.770 | 9      | 0.178  | 1:36.604 | 9      | 0.123    | 1:37.064 | 9      | 0.115    | 1:37.228 | 9      | 0.072    | 1:36.738 |
| 67     | 6.422    | 1:37.501 | 67     | 7.440  | 1:37.666 | 67     | 7.962    | 1:37.641 | 67     | 8.276    | 1:37.550 | 67     | 8.955    | 1:37.460 |
| 3      | 6.861    | 1:37.471 | 3      | 7.881  | 1:37.668 | 65     | 8.699    | 1:37.659 | 65     | 8.370    | 1:36.907 | 65     | 9.029    | 1:37.440 |
| 2      | 6.871    | 1:36.872 | 65     | 8.159  | 1:37.600 | 3      | 8.806    | 1:38.044 | 3      | 9.981    | 1:38.411 | 3      | 11.445   | 1:38.245 |
| 65     | 7.207    | 1:37.443 | 2      | 8.227  | 1:38.004 | 2      | 8.957    | 1:37.849 | 2      | 11.473   | 1:39.752 | 2      | 12.098   | 1:37.406 |
| 8      | 12.326   | 1:38.247 | 91     | 13.525 | 1:37.583 | 91     | 13.737   | 1:37.331 | 91     | 13.614   | 1:37.113 | 91     | 13.985   | 1:37.152 |
| 91     | 12.590   | 1:37.201 | 8      | 14.104 | 1:38.426 | 8      | 15.001   | 1:38.016 | 8      | 16.215   | 1:38.450 | 8      | 17.916   | 1:38.482 |
| 75     | 17.049   | 1:38.345 | 75     | 19.085 | 1:38.684 | 75     | 20.779   | 1:38.813 | 75     | 22.174   | 1:38.631 | 75     | 24.285   | 1:38.892 |
| 15     | 17.961   | 1:38.001 | 15     | 19.481 | 1:38.168 | 15     | 20.961   | 1:38.599 | 15     | 22.329   | 1:38.604 | 15     | 24.496   | 1:38.948 |
| 33     | 18.572   | 1:38.316 | 33     | 20.552 | 1:38.628 | 33     | 21.941   | 1:38.508 | 33     | 23.107   | 1:38.402 | 33     | 24.844   | 1:38.518 |
| 10     | 18.762   | 1:38.262 | 10     | 20.652 | 1:38.538 | 10     | 22.208   | 1:38.675 | 10     | 23.313   | 1:38.341 | 10     | 25.076   | 1:38.544 |
| 88     | 19.652   | 1:38.501 | 88     | 21.134 | 1:38.130 | 88     | 22.536   | 1:38.521 | 88     | 23.763   | 1:38.463 | 88     | 25.226   | 1:38.244 |
| 41     | 23.350   | 1:39.068 | 41     | 26.195 | 1:39.493 | 5      | 28.554   | 1:39.207 | 5      | 30.095   | 1:38.777 | 5      | 32.057   | 1:38.743 |
| 5      | 23.799   | 1:38.838 | 5      | 26.466 | 1:39.315 | 41     | 28.795   | 1:39.719 | 41     | 30.436   | 1:38.877 | 41     | 32.567   | 1:38.912 |
| 56     | 24.364   | 1:38.732 | 56     | 26.985 | 1:39.269 | 56     | 29.582   | 1:39.716 | 56     | 31.379   | 1:39.033 | 56     | 34.296   | 1:39.698 |
| 74     | 39.770   | 1:39.739 | 74     | 42.964 | 1:39.842 | 74     | 45.491   | 1:39.646 | 74     | 48.159   | 1:39.904 | 74     | 50.798   | 1:39.420 |
| 46     | 40.060   | 1:39.639 | 46     | 43.227 | 1:39.815 | 46     | 45.865   | 1:39.757 | 46     | 48.627   | 1:39.998 | 11     | 51.167   | 1:38.078 |
| 60     | 41.339   | 1:40.183 | 60     | 45.094 | 1:40.403 | 60     | 48.326   | 1:40.351 | 11     | 49.870   | 1:38.047 | 46     | 51.392   | 1:39.546 |
| 11     | 47.059   | 1:38.483 | 11     | 48.267 | 1:37.856 | 11     | 49.059   | 1:37.911 | 60     | 51.648   | 1:40.558 | 60     | 55.211   | 1:40.344 |
| 68     | 47.100   | 1:40.616 | 68     | 51.452 | 1:41.000 | 68     | 56.838   | 1:42.505 | 68     | 1:01.777 | 1:42.175 | 68     | 1:07.026 | 1:42.030 |
| 43     | 47.404   | 1:40.731 | 43     | 51.553 | 1:40.797 | 42     | 1:03.186 | 1:41.835 | 42     | 1:07.484 | 1:41.534 | 42     | 1:11.826 | 1:41.123 |
| 42     | 53.600   | 1:41.163 | 42     | 58.470 | 1:41.518 |        |          |          |        |          |          |        |          |          |
| 94     | 1:19.915 | 1:44.167 |        |        |          |        |          |          |        |          |          |        |          |          |

No. 65 & 67 under investigation - incident on lap 17  
 New Lap Record - Weather / Track : Bright / Dry

**2006 Bennetts British Superbike Championship & Superbike Cup  
RACE 6 - LAP CHART**

(contd.)

| Lap 16 |          |          | Lap 17 |          |          | Lap 18 |        |         | Lap 19 |        |         | Lap 20 |        |         |
|--------|----------|----------|--------|----------|----------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime | No     | Behind | Laptime | No     | Behind | Laptime |
| 1      |          | 1:36.959 | 1      |          | 1:36.720 |        |        |         |        |        |         |        |        |         |
| 9      | 0.035    | 1:36.922 | 9      | 0.058    | 1:36.743 |        |        |         |        |        |         |        |        |         |
| 65     | 9.337    | 1:37.267 | 65     | 10.380   | 1:37.763 |        |        |         |        |        |         |        |        |         |
| 67     | 9.485    | 1:37.489 | 67     | 11.004   | 1:38.239 |        |        |         |        |        |         |        |        |         |
| 2      | 12.168   | 1:37.029 | 2      | 12.430   | 1:36.982 |        |        |         |        |        |         |        |        |         |
| 3      | 12.904   | 1:38.418 | 3      | 14.764   | 1:38.580 |        |        |         |        |        |         |        |        |         |
| 91     | 14.110   | 1:37.084 | 91     | 14.826   | 1:37.436 |        |        |         |        |        |         |        |        |         |
| 8      | 19.823   | 1:38.866 | 8      | 22.645   | 1:39.542 |        |        |         |        |        |         |        |        |         |
| 75     | 25.478   | 1:38.152 | 75     | 27.654   | 1:38.896 |        |        |         |        |        |         |        |        |         |
| 15     | 25.927   | 1:38.390 | 15     | 27.858   | 1:38.651 |        |        |         |        |        |         |        |        |         |
| 33     | 26.310   | 1:38.425 | 33     | 28.096   | 1:38.506 |        |        |         |        |        |         |        |        |         |
| 10     | 26.472   | 1:38.355 | 10     | 28.302   | 1:38.550 |        |        |         |        |        |         |        |        |         |
| 88     | 26.714   | 1:38.447 | 88     | 28.949   | 1:38.955 |        |        |         |        |        |         |        |        |         |
| 5      | 34.104   | 1:39.006 | 5      | 36.485   | 1:39.101 |        |        |         |        |        |         |        |        |         |
| 41     | 34.356   | 1:38.748 | 41     | 36.589   | 1:38.953 |        |        |         |        |        |         |        |        |         |
| 56     | 38.033   | 1:40.696 | 56     | 42.739   | 1:41.426 |        |        |         |        |        |         |        |        |         |
| 11     | 52.524   | 1:38.316 | 11     | 54.143   | 1:38.339 |        |        |         |        |        |         |        |        |         |
| 74     | 54.081   | 1:40.242 | 46     | 57.372   | 1:39.821 |        |        |         |        |        |         |        |        |         |
| 46     | 54.271   | 1:39.838 | 74     | 57.700   | 1:40.339 |        |        |         |        |        |         |        |        |         |
| 60     | 59.050   | 1:40.798 | 60     | 1:04.293 | 1:41.963 |        |        |         |        |        |         |        |        |         |
| 68     | 1:12.917 | 1:42.850 | 68     | 1:19.027 | 1:42.830 |        |        |         |        |        |         |        |        |         |
| 42     | 1:16.132 | 1:41.265 | 42     | 1:20.347 | 1:40.935 |        |        |         |        |        |         |        |        |         |

No. 65 & 67 under investigation - incident on lap 17  
New Lap Record - Weather / Track : Bright / Dry

## 2006 Bennetts British Superbike Championship & Superbike Cup

### RACE 6 - SECTOR ANALYSIS

| 1 Gregorio LAVILLA Ducati - Airwaves Ducati |                 |              |               |              |                 |      |                 |       |                              |
|---------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|-------|------------------------------|
| 1 -                                         | 1:16.936        | 130.3        | 26.716        | <b>143.0</b> | 1:43.652        | 10 - | <b>1:09.724</b> | 129.0 | 26.882 139.5 1:36.606        |
| 2 -                                         | 1:10.832        | 131.5        | 26.850        | 140.1        | 1:37.682        | 11 - | 1:09.877        | 129.5 | 26.793 141.2 1:36.670        |
| 3 -                                         | 1:10.566        | 130.8        | <b>26.468</b> | 141.2        | 1:37.034        | 12 - | 1:09.784        | 130.5 | 26.864 139.8 1:36.648        |
| 4 -                                         | 1:09.778        | <b>131.8</b> | 26.547        | 140.1        | <b>1:36.325</b> | 13 - | 1:10.160        | 129.5 | 26.959 138.3 1:37.119        |
| 5 -                                         | 1:09.863        | 128.8        | 26.921        | 139.5        | 1:36.784        | 14 - | 1:10.158        | 130.3 | 27.078 138.6 1:37.236        |
| 6 -                                         | 1:09.730        | 129.3        | 26.900        | 140.3        | 1:36.630        | 15 - | 1:09.865        | 130.3 | 26.916 138.6 1:36.781        |
| 7 -                                         | 1:09.829        | 127.8        | 26.892        | 139.2        | 1:36.721        | 16 - | 1:09.953        | 130.0 | 27.006 140.6 1:36.959        |
| 8 -                                         | 1:10.168        | 129.0        | 27.128        | 139.5        | 1:37.296        | 17 - | 1:09.859        | 131.3 | 26.861 141.2 1:36.720        |
| 9 -                                         | 1:09.902        | 127.5        | 26.847        | 139.8        | 1:36.749        |      |                 |       |                              |
| 2 Ryuichi KIYONARI Honda - HM Plant Honda   |                 |              |               |              |                 |      |                 |       |                              |
| 1 -                                         | 1:18.935        | 131.8        | 27.234        | 140.1        | 1:46.169        | 10 - | <b>1:10.041</b> | 133.4 | 26.598 140.9 <b>1:36.639</b> |
| 2 -                                         | 1:11.417        | 134.4        | 26.832        | 139.2        | 1:38.249        | 11 - | 1:10.227        | 132.8 | 26.645 <b>143.0</b> 1:36.872 |
| 3 -                                         | 1:10.719        | <b>136.1</b> | 26.896        | 141.8        | 1:37.615        | 12 - | 1:10.904        | 134.2 | 27.100 138.0 1:38.004        |
| 4 -                                         | 1:10.639        | 134.7        | 26.684        | <b>143.0</b> | 1:37.323        | 13 - | 1:11.142        | 135.0 | 26.707 141.5 1:37.849        |
| 5 -                                         | 1:10.925        | 129.8        | 26.925        | 140.6        | 1:37.850        | 14 - | 1:12.779        | 133.9 | 26.973 139.5 1:39.752        |
| 6 -                                         | 1:10.784        | 134.4        | 26.650        | 141.8        | 1:37.434        | 15 - | 1:10.786        | 135.2 | 26.620 140.9 1:37.406        |
| 7 -                                         | 1:10.546        | 134.2        | 26.782        | 140.3        | 1:37.328        | 16 - | 1:10.359        | 134.2 | 26.670 141.2 1:37.029        |
| 8 -                                         | 1:10.182        | 134.4        | 26.697        | 141.8        | 1:36.879        | 17 - | 1:10.404        | 135.8 | 26.578 141.2 1:36.982        |
| 9 -                                         | 1:10.160        | 135.8        | <b>26.502</b> | 141.8        | 1:36.662        |      |                 |       |                              |
| 3 Michael RUTTER Honda - Stobart Motorsport |                 |              |               |              |                 |      |                 |       |                              |
| 1 -                                         | 1:16.231        | 129.5        | 27.009        | 140.1        | 1:43.240        | 10 - | 1:10.484        | 129.0 | 26.714 140.9 1:37.198        |
| 2 -                                         | 1:10.933        | 129.5        | 26.947        | <b>143.7</b> | 1:37.880        | 11 - | 1:10.615        | 130.5 | 26.856 142.1 1:37.471        |
| 3 -                                         | 1:11.095        | 130.0        | 26.716        | 141.8        | 1:37.811        | 12 - | 1:10.757        | 130.0 | 26.911 141.2 1:37.668        |
| 4 -                                         | 1:10.692        | <b>132.3</b> | <b>26.628</b> | 143.3        | 1:37.320        | 13 - | 1:11.014        | 130.8 | 27.030 142.7 1:38.044        |
| 5 -                                         | <b>1:10.360</b> | 128.8        | 26.769        | 140.9        | <b>1:37.129</b> | 14 - | 1:11.296        | 129.8 | 27.115 140.1 1:38.411        |
| 6 -                                         | 1:10.775        | 130.0        | 26.821        | 140.9        | 1:37.596        | 15 - | 1:11.197        | 130.5 | 27.048 139.2 1:38.245        |
| 7 -                                         | 1:10.764        | 130.3        | 26.945        | 141.2        | 1:37.709        | 16 - | 1:11.415        | 129.3 | 27.003 140.6 1:38.418        |
| 8 -                                         | 1:11.223        | 130.0        | 26.960        | 140.9        | 1:38.183        | 17 - | 1:11.557        | 128.8 | 27.023 141.2 1:38.580        |
| 9 -                                         | 1:10.756        | 131.5        | 26.717        | 140.6        | 1:37.473        |      |                 |       |                              |
| 4 Steve PLATER Honda - UK Diggers.com       |                 |              |               |              |                 |      |                 |       |                              |
| 1 -                                         | 1:22.091        | 131.3        | 27.606        | 137.5        | 1:49.697        | 4 -  | <b>1:12.592</b> | 129.8 | 27.460 136.3 <b>1:40.052</b> |
| 2 -                                         | 1:13.079        | <b>132.3</b> | 27.690        | <b>138.3</b> | 1:40.769        | 5 -  | 1:12.751        | 128.3 | 27.420 136.3 1:40.171        |
| 3 -                                         | 1:12.659        | 131.0        | <b>27.413</b> | 137.2        | 1:40.072        | 6 -  | 1:13.351        | 124.7 | 34.508 1:47.859P             |
| 5 Gary MASON Honda - Team Hydrex Honda      |                 |              |               |              |                 |      |                 |       |                              |
| 1 -                                         | 1:20.537        | 133.9        | 27.438        | 138.0        | 1:47.975        | 10 - | 1:11.921        | 130.5 | 27.022 138.9 1:38.943        |
| 2 -                                         | 1:12.065        | 133.6        | <b>26.935</b> | <b>142.7</b> | 1:39.000        | 11 - | 1:11.672        | 130.3 | 27.166 139.8 1:38.838        |
| 3 -                                         | 1:11.449        | <b>135.0</b> | 27.012        | <b>142.7</b> | <b>1:38.461</b> | 12 - | 1:12.155        | 130.8 | 27.160 139.5 1:39.315        |
| 4 -                                         | 1:11.507        | 132.8        | 26.992        | 141.2        | 1:38.499        | 13 - | 1:12.045        | 129.5 | 27.162 139.2 1:39.207        |
| 5 -                                         | <b>1:11.443</b> | 133.9        | 27.085        | 140.3        | 1:38.528        | 14 - | 1:11.721        | 129.3 | 27.056 138.9 1:38.777        |
| 6 -                                         | 1:11.740        | 133.1        | 26.949        | 140.9        | 1:38.689        | 15 - | 1:11.464        | 129.5 | 27.279 137.7 1:38.743        |
| 7 -                                         | 1:11.633        | 131.8        | 27.297        | 139.2        | 1:38.930        | 16 - | 1:11.810        | 128.0 | 27.196 137.7 1:39.006        |
| 8 -                                         | 1:11.582        | 129.0        | 27.343        | 137.7        | 1:38.925        | 17 - | 1:11.823        | 128.3 | 27.278 138.3 1:39.101        |
| 9 -                                         | 1:11.766        | 130.5        | 27.394        | 139.8        | 1:39.160        |      |                 |       |                              |

No. 65 & 67 under investigation - incident on lap 17  
New Lap Record - Weather / Track : Bright / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 6 - SECTOR ANALYSIS

(contd.)

| 8 Tommy HILL    |                       | Yamaha - Virgin Mobile Yamaha |                 |      |                       |                     |                 |  |  |
|-----------------|-----------------------|-------------------------------|-----------------|------|-----------------------|---------------------|-----------------|--|--|
| 1 -             | 1:17.753 132.6        | 27.132 143.7                  | 1:44.885        | 10 - | 1:11.300 132.8        | 26.863 140.3        | 1:38.163        |  |  |
| 2 -             | 1:11.558 133.4        | 26.756 143.0                  | 1:38.314        | 11 - | 1:11.231 130.0        | 27.016 141.5        | 1:38.247        |  |  |
| 3 -             | 1:11.294 <b>134.2</b> | 26.794 142.4                  | 1:38.088        | 12 - | 1:11.531 131.0        | 26.895 <b>144.0</b> | 1:38.426        |  |  |
| 4 -             | 1:11.134 132.3        | 26.771 143.3                  | 1:37.905        | 13 - | 1:11.242 132.3        | 26.774 143.0        | 1:38.016        |  |  |
| 5 -             | 1:10.990 132.3        | 26.844 142.1                  | 1:37.834        | 14 - | 1:11.520 130.5        | 26.930 141.2        | 1:38.450        |  |  |
| 6 -             | <b>1:10.718</b> 133.4 | <b>26.581</b> 143.3           | <b>1:37.299</b> | 15 - | 1:11.557 131.0        | 26.925 141.8        | 1:38.482        |  |  |
| 7 -             | 1:11.413 132.6        | 26.738 142.1                  | 1:38.151        | 16 - | 1:11.658 132.3        | 27.208 141.2        | 1:38.866        |  |  |
| 8 -             | 1:10.732 131.8        | 26.870 141.5                  | 1:37.602        | 17 - | 1:12.189 130.5        | 27.353 140.6        | 1:39.542        |  |  |
| 9 -             | 1:11.071 132.1        | 26.916 141.2                  | 1:37.987        |      |                       |                     |                 |  |  |
| 9 Karl HARRIS   |                       | Honda - HM Plant Honda        |                 |      |                       |                     |                 |  |  |
| 1 -             | 1:16.707 <b>134.7</b> | 26.790 141.5                  | 1:43.497        | 10 - | <b>1:09.790</b> 132.1 | 26.804 138.9        | 1:36.594        |  |  |
| 2 -             | 1:10.819 <b>134.7</b> | 26.763 139.8                  | 1:37.582        | 11 - | 1:09.958 132.3        | 26.812 140.6        | 1:36.770        |  |  |
| 3 -             | 1:11.258 133.1        | 26.658 <b>142.1</b>           | 1:37.916        | 12 - | 1:09.859 132.1        | 26.745 140.6        | 1:36.604        |  |  |
| 4 -             | 1:10.240 133.9        | <b>26.424</b> 140.1           | 1:36.664        | 13 - | 1:10.327 133.4        | 26.737 140.3        | 1:37.064        |  |  |
| 5 -             | 1:09.805 133.9        | 26.440 139.8                  | <b>1:36.245</b> | 14 - | 1:10.159 132.3        | 27.069 140.6        | 1:37.228        |  |  |
| 6 -             | 1:09.813 134.2        | 26.584 139.5                  | 1:36.397        | 15 - | 1:09.894 132.1        | 26.844 138.6        | 1:36.738        |  |  |
| 7 -             | 1:10.093 133.4        | 26.619 139.5                  | 1:36.712        | 16 - | 1:10.014 131.8        | 26.908 140.1        | 1:36.922        |  |  |
| 8 -             | 1:10.220 133.1        | 27.064 138.9                  | 1:37.284        | 17 - | 1:10.100 133.9        | 26.643 140.6        | 1:36.743        |  |  |
| 9 -             | 1:09.996 <b>134.7</b> | 26.714 141.2                  | 1:36.710        |      |                       |                     |                 |  |  |
| 10 Jon KIRKHAM  |                       | Suzuki - Scuderia Stellare    |                 |      |                       |                     |                 |  |  |
| 1 -             | 1:19.367 133.9        | 27.212 <b>142.7</b>           | 1:46.579        | 10 - | 1:12.001 131.5        | 27.114 141.2        | 1:39.115        |  |  |
| 2 -             | 1:11.957 133.1        | 27.173 142.1                  | 1:39.130        | 11 - | 1:11.282 <b>136.1</b> | 26.980 141.8        | 1:38.262        |  |  |
| 3 -             | 1:11.524 133.1        | 26.989 138.9                  | 1:38.513        | 12 - | 1:11.626 135.0        | 26.912 140.9        | 1:38.538        |  |  |
| 4 -             | 1:11.162 132.8        | 26.903 140.1                  | 1:38.065        | 13 - | 1:11.669 134.4        | 27.006 140.9        | 1:38.675        |  |  |
| 5 -             | <b>1:10.965</b> 133.4 | 26.867 141.5                  | <b>1:37.832</b> | 14 - | 1:11.322 134.2        | 27.019 <b>142.7</b> | 1:38.341        |  |  |
| 6 -             | 1:11.253 133.1        | <b>26.846</b> 140.6           | 1:38.099        | 15 - | 1:11.335 133.9        | 27.209 142.4        | 1:38.544        |  |  |
| 7 -             | 1:11.105 132.8        | 27.062 <b>142.7</b>           | 1:38.167        | 16 - | 1:11.382 132.6        | 26.973 142.1        | 1:38.355        |  |  |
| 8 -             | 1:11.205 133.6        | 27.298 139.5                  | 1:38.503        | 17 - | 1:11.383 132.8        | 27.167 141.8        | 1:38.550        |  |  |
| 9 -             | 1:11.662 134.4        | 26.984 140.9                  | 1:38.646        |      |                       |                     |                 |  |  |
| 11 James HAYDON |                       | Suzuki - Rizla Suzuki         |                 |      |                       |                     |                 |  |  |
| 1 -             | 1:46.438 124.7        | 28.033 137.7                  | 2:14.471        | 10 - | <b>1:10.993</b> 132.8 | 26.674 140.3        | <b>1:37.667</b> |  |  |
| 2 -             | 1:12.699 129.5        | 27.104 140.6                  | 1:39.803        | 11 - | 1:11.199 135.5        | 27.284 141.8        | 1:38.483        |  |  |
| 3 -             | 1:11.739 133.6        | 27.055 141.2                  | 1:38.794        | 12 - | 1:11.039 133.9        | 26.817 141.5        | 1:37.856        |  |  |
| 4 -             | 1:12.114 131.5        | 27.010 140.6                  | 1:39.124        | 13 - | 1:11.136 135.2        | 26.775 141.2        | 1:37.911        |  |  |
| 5 -             | 1:11.296 133.1        | <b>26.652</b> 140.9           | 1:37.948        | 14 - | 1:11.187 133.6        | 26.860 140.6        | 1:38.047        |  |  |
| 6 -             | 1:11.150 131.5        | 26.815 140.6                  | 1:37.965        | 15 - | 1:11.096 <b>136.3</b> | 26.982 <b>142.7</b> | 1:38.078        |  |  |
| 7 -             | 1:11.866 133.9        | 26.852 140.3                  | 1:38.718        | 16 - | 1:11.531 131.3        | 26.785 141.2        | 1:38.316        |  |  |
| 8 -             | 1:11.075 131.0        | 26.903 140.6                  | 1:37.978        | 17 - | 1:11.360 133.9        | 26.979 139.2        | 1:38.339        |  |  |
| 9 -             | 1:11.206 133.6        | 27.051 140.9                  | 1:38.257        |      |                       |                     |                 |  |  |
| 12 Dean THOMAS  |                       | Kawasaki - Hawk Kawasaki      |                 |      |                       |                     |                 |  |  |
|                 |                       |                               |                 |      |                       |                     |                 |  |  |

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 6 - SECTOR ANALYSIS

(contd.)

|           |                        |                               |               |              |                 |      |                 |              |                                     |
|-----------|------------------------|-------------------------------|---------------|--------------|-----------------|------|-----------------|--------------|-------------------------------------|
| <b>15</b> | <b>Ben WILSON</b>      | Suzuki - Vivaldi Racing       |               |              |                 |      |                 |              |                                     |
| 1 -       | 1:19.991               | 131.0                         | 27.226        | 139.5        | 1:47.217        | 10 - | 1:11.937        | 131.8        | 26.951 138.9 1:38.888               |
| 2 -       | 1:12.209               | 130.8                         | 27.019        | 142.4        | 1:39.228        | 11 - | 1:11.107        | 132.6        | 26.894 141.8 1:38.001               |
| 3 -       | 1:11.464               | 134.2                         | 26.969        | 143.7        | 1:38.433        | 12 - | 1:11.302        | 132.6        | 26.866 139.8 1:38.168               |
| 4 -       | 1:11.399               | 134.2                         | 27.001        | 140.6        | 1:38.400        | 13 - | 1:11.508        | 131.0        | 27.091 140.1 1:38.599               |
| 5 -       | 1:11.342               | <b>135.0</b>                  | 26.974        | 140.3        | 1:38.316        | 14 - | 1:11.623        | 129.5        | 26.981 142.7 1:38.604               |
| 6 -       | <b>1:10.591</b>        | 133.4                         | <b>26.768</b> | 142.7        | <b>1:37.359</b> | 15 - | 1:11.907        | 131.3        | 27.041 138.6 1:38.948               |
| 7 -       | 1:11.023               | 134.4                         | 26.812        | <b>144.3</b> | 1:37.835        | 16 - | 1:11.369        | 131.5        | 27.021 141.5 1:38.390               |
| 8 -       | 1:11.168               | 132.6                         | 27.060        | 143.0        | 1:38.228        | 17 - | 1:11.519        | 129.5        | 27.132 132.1 1:38.651               |
| 9 -       | 1:11.313               | 134.7                         | 26.892        | 142.7        | 1:38.205        |      |                 |              |                                     |
| <b>16</b> | <b>Billy McCONNELL</b> | Yamaha - Virgin Mobile Yamaha |               |              |                 |      |                 |              |                                     |
| 1 -       | 1:21.748               | 131.3                         | 27.227        | <b>141.8</b> | 1:48.975        | 3 -  | <b>1:12.302</b> | <b>134.4</b> | <b>27.176</b> 140.9 <b>1:39.478</b> |
| 2 -       | 1:12.388               | 131.3                         | 27.184        | 138.9        | 1:39.572        |      |                 |              |                                     |
| <b>17</b> | <b>Steve BROGAN</b>    | Yamaha - Jentin Racing        |               |              |                 |      |                 |              |                                     |
| 1 -       | 1:22.913               | 129.8                         | 27.887        | <b>136.9</b> | 1:50.800        | 5 -  | 1:13.628        | 130.0        | 27.724 134.4 1:41.352               |
| 2 -       | 1:14.189               | 129.8                         | <b>27.428</b> | 135.5        | 1:41.617        | 6 -  | <b>1:13.005</b> | 130.3        | 27.546 135.2 1:40.551               |
| 3 -       | 1:13.613               | <b>131.3</b>                  | 27.577        | 136.6        | 1:41.190        | 7 -  | 1:13.081        | 129.5        | 27.447 134.4 <b>1:40.528</b>        |
| 4 -       | 1:13.579               | 130.0                         | 27.625        | 136.3        | 1:41.204        | 8 -  | 1:13.331        | 128.0        | 27.644 134.7 1:40.975               |
| <b>30</b> | <b>Gareth GLYNN</b>    | Honda - Chapman Racing        |               |              |                 |      |                 |              |                                     |
| 1 -       | 1:24.506               | 129.3                         | 28.498        | 134.2        | 1:53.004        | 4 -  | 1:14.286        | <b>130.0</b> | 28.273 129.3 1:42.559               |
| 2 -       | 1:15.180               | <b>130.0</b>                  | <b>28.043</b> | 133.6        | 1:43.223        | 5 -  | <b>1:13.957</b> | 128.5        | 28.126 133.4 <b>1:42.083</b>        |
| 3 -       | 1:14.835               | 129.8                         | 28.150        | <b>134.7</b> | 1:42.985        | 6 -  | 1:14.022        | 128.8        | 28.145 <b>134.7</b> 1:42.167        |
| <b>33</b> | <b>Michael LAVERTY</b> | Honda - Stobart Motorsport    |               |              |                 |      |                 |              |                                     |
| 1 -       | 1:18.393               | 134.7                         | 26.963        | 140.9        | 1:45.356        | 10 - | 1:12.287        | 132.3        | 26.997 140.6 1:39.284               |
| 2 -       | 1:11.378               | <b>135.5</b>                  | <b>26.863</b> | 141.5        | 1:38.241        | 11 - | <b>1:11.208</b> | 134.2        | 27.108 140.1 1:38.316               |
| 3 -       | 1:11.247               | 135.2                         | 26.911        | <b>142.4</b> | <b>1:38.158</b> | 12 - | 1:11.577        | 132.6        | 27.051 137.2 1:38.628               |
| 4 -       | 1:11.381               | 133.6                         | 27.000        | 141.5        | 1:38.381        | 13 - | 1:11.537        | 132.3        | 26.971 140.6 1:38.508               |
| 5 -       | 1:11.273               | 133.6                         | 26.947        | 141.5        | 1:38.220        | 14 - | 1:11.408        | 132.1        | 26.994 141.2 1:38.402               |
| 6 -       | <b>1:11.208</b>        | 133.4                         | 26.963        | 139.8        | 1:38.171        | 15 - | 1:11.358        | 132.8        | 27.160 139.8 1:38.518               |
| 7 -       | 1:12.127               | 134.2                         | 26.993        | 139.2        | 1:39.120        | 16 - | 1:11.363        | 132.6        | 27.062 140.3 1:38.425               |
| 8 -       | 1:11.721               | 134.7                         | 27.302        | 138.9        | 1:39.023        | 17 - | 1:11.329        | 132.1        | 27.177 139.2 1:38.506               |
| 9 -       | 1:11.398               | 133.4                         | 27.053        | 137.5        | 1:38.451        |      |                 |              |                                     |
| <b>41</b> | <b>Craig COXHELL</b>   | Kawasaki - Hawk Kawasaki      |               |              |                 |      |                 |              |                                     |
| 1 -       | 1:20.228               | 132.3                         | 27.358        | 134.7        | 1:47.586        | 10 - | <b>1:11.424</b> | 130.8        | 26.996 137.2 1:38.420               |
| 2 -       | 1:12.124               | 127.8                         | 27.073        | 139.5        | 1:39.197        | 11 - | 1:11.958        | 129.8        | 27.110 137.5 1:39.068               |
| 3 -       | 1:11.469               | 131.8                         | <b>26.888</b> | <b>141.8</b> | <b>1:38.357</b> | 12 - | 1:12.197        | 131.0        | 27.296 136.9 1:39.493               |
| 4 -       | 1:12.094               | 129.5                         | 26.911        | 139.8        | 1:39.005        | 13 - | 1:12.504        | 129.8        | 27.215 138.3 1:39.719               |
| 5 -       | 1:11.761               | 130.3                         | 26.900        | 140.9        | 1:38.661        | 14 - | 1:11.730        | 131.0        | 27.147 137.7 1:38.877               |
| 6 -       | 1:11.619               | 131.3                         | 26.992        | 139.8        | 1:38.611        | 15 - | 1:11.884        | 130.5        | 27.028 138.3 1:38.912               |
| 7 -       | 1:11.578               | <b>133.1</b>                  | 27.180        | 138.0        | 1:38.758        | 16 - | 1:11.673        | 131.3        | 27.075 138.0 1:38.748               |
| 8 -       | 1:11.574               | 128.5                         | 27.376        | 137.7        | 1:38.950        | 17 - | 1:11.741        | 128.8        | 27.212 140.6 1:38.953               |
| 9 -       | 1:11.717               | 127.5                         | 27.169        | 137.5        | 1:38.886        |      |                 |              |                                     |

No. 65 & 67 under investigation - incident on lap 17  
 New Lap Record - Weather / Track : Bright / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 6 - SECTOR ANALYSIS

(contd.)

|           |                         |                                     |               |              |                 |      |                 |              |                                            |
|-----------|-------------------------|-------------------------------------|---------------|--------------|-----------------|------|-----------------|--------------|--------------------------------------------|
| <b>42</b> | <b>Dean ELLISON</b>     | Honda - Slingshot SMT Racing        |               |              |                 |      |                 |              |                                            |
| 1 -       | 1:24.090                | 128.5                               | 28.144        | 138.0        | 1:52.234        | 10 - | 1:13.372        | 127.8        | 27.811 133.9 1:41.183                      |
| 2 -       | 1:14.212                | 128.0                               | 27.836        | <b>138.6</b> | 1:42.048        | 11 - | 1:13.462        | 127.3        | 27.701 134.4 1:41.163                      |
| 3 -       | 1:13.780                | 129.3                               | 27.828        | 137.5        | 1:41.608        | 12 - | 1:13.721        | 127.3        | 27.797 133.9 1:41.518                      |
| 4 -       | 1:13.533                | 129.3                               | 27.833        | 136.3        | 1:41.366        | 13 - | 1:14.065        | 126.3        | 27.770 133.9 1:41.835                      |
| 5 -       | 1:13.874                | 128.0                               | 27.685        | 136.6        | 1:41.559        | 14 - | 1:13.732        | 128.0        | 27.802 133.1 1:41.534                      |
| 6 -       | <b>1:13.229</b>         | <b>129.5</b>                        | 27.681        | 135.8        | <b>1:40.910</b> | 15 - | 1:13.389        | 127.0        | 27.734 134.2 1:41.123                      |
| 7 -       | 1:13.439                | 127.8                               | 27.761        | 134.7        | 1:41.200        | 16 - | 1:13.431        | 124.7        | 27.834 133.9 1:41.265                      |
| 8 -       | 1:13.302                | 126.3                               | <b>27.638</b> | 133.9        | 1:40.940        | 17 - | 1:13.269        | 128.5        | 27.666 133.6 1:40.935                      |
| 9 -       | 1:13.685                | 127.5                               | 27.853        | 136.3        | 1:41.538        |      |                 |              |                                            |
| <b>43</b> | <b>Howie MAINWARING</b> | Suzuki - Protech Racing <b>C</b>    |               |              |                 |      |                 |              |                                            |
| 1 -       | 1:22.645                | 129.5                               | 27.865        | 136.3        | 1:50.510        | 7 -  | 1:12.852        | 128.5        | 27.683 131.3 1:40.535                      |
| 2 -       | 1:13.618                | 127.8                               | 27.841        | 133.9        | 1:41.459        | 8 -  | 1:13.107        | 128.5        | 27.510 134.2 1:40.617                      |
| 3 -       | 1:13.391                | 127.3                               | 27.835        | <b>136.6</b> | 1:41.226        | 9 -  | 1:12.849        | 128.0        | 27.617 134.2 1:40.466                      |
| 4 -       | 1:13.860                | 128.5                               | 27.658        | 135.0        | 1:41.518        | 10 - | 1:13.482        | 129.5        | <b>27.458</b> 135.2 1:40.940               |
| 5 -       | 1:13.321                | 127.8                               | 27.777        | 134.4        | 1:41.098        | 11 - | <b>1:12.819</b> | <b>130.0</b> | 27.912 135.5 1:40.731                      |
| 6 -       | 1:12.875                | 128.5                               | 27.578        | 135.2        | <b>1:40.453</b> | 12 - | 1:12.985        | 129.0        | 27.812 <b>136.6</b> 1:40.797               |
| <b>46</b> | <b>Ollie BRIDEWELL</b>  | Suzuki - Vivaldi Racing             |               |              |                 |      |                 |              |                                            |
| 1 -       | 1:22.219                | 126.8                               | 27.692        | 140.1        | 1:49.911        | 10 - | <b>1:11.982</b> | 130.5        | 27.406 138.9 <b>1:39.388</b>               |
| 2 -       | 1:12.981                | 129.3                               | 27.651        | 141.8        | 1:40.632        | 11 - | 1:12.133        | 129.5        | 27.506 136.6 1:39.639                      |
| 3 -       | 1:12.676                | 128.5                               | 27.414        | <b>142.7</b> | 1:40.090        | 12 - | 1:12.329        | 128.8        | 27.486 138.6 1:39.815                      |
| 4 -       | 1:12.676                | 130.0                               | 27.399        | 140.6        | 1:40.075        | 13 - | 1:12.359        | <b>132.1</b> | 27.398 138.3 1:39.757                      |
| 5 -       | 1:12.713                | 127.3                               | 27.505        | 139.2        | 1:40.218        | 14 - | 1:12.439        | 129.8        | 27.559 136.3 1:39.998                      |
| 6 -       | 1:13.046                | 126.8                               | 27.682        | 135.0        | 1:40.728        | 15 - | 1:12.045        | 131.5        | 27.501 138.0 1:39.546                      |
| 7 -       | 1:13.185                | 131.3                               | 27.611        | 138.3        | 1:40.796        | 16 - | 1:12.346        | <b>132.1</b> | 27.492 138.0 1:39.838                      |
| 8 -       | 1:12.891                | 130.8                               | 27.624        | 136.9        | 1:40.515        | 17 - | 1:12.303        | 130.0        | 27.518 138.9 1:39.821                      |
| 9 -       | 1:12.849                | 130.3                               | <b>27.368</b> | 136.9        | 1:40.217        |      |                 |              |                                            |
| <b>48</b> | <b>Nick MEDD</b>        | Kawasaki - Medd Racing              |               |              |                 |      |                 |              |                                            |
| 1 -       | 1:25.283                | 121.5                               | 29.222        | 124.9        | 1:54.505        | 4 -  | 1:17.837        | <b>123.1</b> | <b>28.691</b> <b>133.4</b> <b>1:46.528</b> |
| 2 -       | 1:17.892                | 115.5                               | 34.706        |              | 1:52.598 P      | 5 -  | <b>1:17.093</b> | 121.7        | 35.673 1:52.766 P                          |
| 3 -       | 4:45.873                | 122.6                               | 29.268        | 127.8        | X:00.000        |      |                 |              |                                            |
| <b>56</b> | <b>James BUCKINGHAM</b> | Honda - Quay Garage Racing <b>C</b> |               |              |                 |      |                 |              |                                            |
| 1 -       | 1:21.402                | 128.3                               | 27.314        | 139.8        | 1:48.716        | 10 - | 1:12.020        | 130.0        | 27.074 138.0 1:39.094                      |
| 2 -       | 1:12.114                | 129.3                               | 27.024        | <b>140.6</b> | 1:39.138        | 11 - | 1:11.620        | 130.0        | 27.112 138.9 1:38.732                      |
| 3 -       | 1:11.437                | <b>131.5</b>                        | <b>26.899</b> | <b>140.6</b> | <b>1:38.336</b> | 12 - | 1:12.021        | 128.5        | 27.248 138.6 1:39.269                      |
| 4 -       | <b>1:11.419</b>         | 129.8                               | 27.457        | 138.3        | 1:38.876        | 13 - | 1:12.574        | 128.8        | 27.142 137.7 1:39.716                      |
| 5 -       | 1:11.583                | 129.5                               | <b>26.899</b> | 139.5        | 1:38.482        | 14 - | 1:11.966        | 127.8        | 27.067 136.3 1:39.033                      |
| 6 -       | 1:11.494                | 130.0                               | 26.997        | 137.2        | 1:38.491        | 15 - | 1:12.269        | 126.8        | 27.429 135.5 1:39.698                      |
| 7 -       | 1:11.725                | 130.5                               | 27.032        | 138.0        | 1:38.757        | 16 - | 1:13.134        | 125.6        | 27.562 133.1 1:40.696                      |
| 8 -       | 1:11.653                | 129.5                               | 27.131        | 137.7        | 1:38.784        | 17 - | 1:13.546        | 124.5        | 27.880 131.0 1:41.426                      |
| 9 -       | 1:11.910                | 128.8                               | 27.197        | 134.7        | 1:39.107        |      |                 |              |                                            |

No. 65 & 67 under investigation - incident on lap 17  
 New Lap Record - Weather / Track : Bright / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 6 - SECTOR ANALYSIS

(contd.)

| 60  | Peter HICKMAN         | Kawasaki - Hawk Kawasaki   |                 |      |                       |                     |                 |  |  |
|-----|-----------------------|----------------------------|-----------------|------|-----------------------|---------------------|-----------------|--|--|
| 1 - | 1:22.753 124.0        | 27.856 137.5               | 1:50.609        | 10 - | 1:12.598 131.8        | 27.308 139.5        | 1:39.906        |  |  |
| 2 - | 1:14.009 130.3        | 27.460 137.7               | 1:41.469        | 11 - | 1:12.680 131.0        | 27.503 136.6        | 1:40.183        |  |  |
| 3 - | 1:13.432 127.8        | 27.475 139.2               | 1:40.907        | 12 - | 1:12.954 129.0        | 27.449 138.9        | 1:40.403        |  |  |
| 4 - | 1:12.929 130.3        | 27.250 139.5               | 1:40.179        | 13 - | 1:12.868 130.3        | 27.483 138.6        | 1:40.351        |  |  |
| 5 - | 1:12.918 130.5        | 27.231 138.6               | 1:40.149        | 14 - | 1:13.162 130.8        | 27.396 137.2        | 1:40.558        |  |  |
| 6 - | <b>1:12.456</b> 131.0 | 27.258 138.3               | <b>1:39.714</b> | 15 - | 1:12.900 129.8        | 27.444 138.0        | 1:40.344        |  |  |
| 7 - | 1:12.617 131.5        | <b>27.116</b> 138.9        | 1:39.733        | 16 - | 1:13.116 129.0        | 27.682 137.5        | 1:40.798        |  |  |
| 8 - | 1:13.262 <b>132.6</b> | 27.280 <b>140.6</b>        | 1:40.542        | 17 - | 1:13.987 127.8        | 27.976 135.8        | 1:41.963        |  |  |
| 9 - | 1:12.907 131.5        | 27.190 140.3               | 1:40.097        |      |                       |                     |                 |  |  |
| 65  | Jonathan REA          | Honda - Red Bull Honda     |                 |      |                       |                     |                 |  |  |
| 1 - | 1:17.873 134.7        | 26.792 141.2               | 1:44.665        | 10 - | 1:10.141 134.4        | <b>26.564</b> 140.6 | <b>1:36.705</b> |  |  |
| 2 - | 1:11.254 133.9        | 26.636 141.8               | 1:37.890        | 11 - | 1:10.743 <b>136.3</b> | 26.700 141.5        | 1:37.443        |  |  |
| 3 - | 1:10.909 134.7        | 26.633 143.0               | 1:37.542        | 12 - | 1:10.782 135.2        | 26.818 141.5        | 1:37.600        |  |  |
| 4 - | 1:10.815 134.7        | 26.672 <b>144.0</b>        | 1:37.487        | 13 - | 1:10.964 133.6        | 26.695 141.2        | 1:37.659        |  |  |
| 5 - | 1:11.091 134.2        | 26.796 140.1               | 1:37.887        | 14 - | <b>1:10.064</b> 135.2 | 26.843 141.8        | 1:36.907        |  |  |
| 6 - | 1:11.007 134.7        | 26.735 140.1               | 1:37.742        | 15 - | 1:10.715 135.5        | 26.725 142.4        | 1:37.440        |  |  |
| 7 - | 1:10.584 133.9        | 26.733 140.9               | 1:37.317        | 16 - | 1:10.448 134.2        | 26.819 138.6        | 1:37.267        |  |  |
| 8 - | 1:10.675 133.9        | 26.833 140.3               | 1:37.508        | 17 - | 1:10.521 122.9        | 27.242 137.5        | 1:37.763        |  |  |
| 9 - | 1:10.562 134.2        | 26.608 141.2               | 1:37.170        |      |                       |                     |                 |  |  |
| 67  | Shane BYRNE           | Suzuki - Rizla Suzuki      |                 |      |                       |                     |                 |  |  |
| 1 - | 1:16.504 <b>136.1</b> | 26.919 142.1               | 1:43.423        | 10 - | 1:10.629 132.3        | 26.820 141.5        | 1:37.449        |  |  |
| 2 - | 1:11.603 135.8        | <b>26.615</b> <b>144.3</b> | 1:38.218        | 11 - | 1:10.639 134.7        | 26.862 140.1        | 1:37.501        |  |  |
| 3 - | 1:10.959 135.8        | 26.716 <b>144.3</b>        | 1:37.675        | 12 - | 1:10.778 133.1        | 26.888 140.9        | 1:37.666        |  |  |
| 4 - | 1:10.430 134.7        | 26.720 142.7               | 1:37.150        | 13 - | 1:10.790 131.5        | 26.851 140.6        | 1:37.641        |  |  |
| 5 - | <b>1:10.293</b> 135.2 | 26.833 143.3               | <b>1:37.126</b> | 14 - | 1:10.660 132.1        | 26.890 140.1        | 1:37.550        |  |  |
| 6 - | 1:10.648 133.6        | 26.921 142.4               | 1:37.569        | 15 - | 1:10.618 131.8        | 26.842 139.8        | 1:37.460        |  |  |
| 7 - | 1:10.658 132.3        | 26.966 142.7               | 1:37.624        | 16 - | 1:10.857 133.4        | 26.632 142.1        | 1:37.489        |  |  |
| 8 - | 1:10.726 132.6        | 26.852 140.3               | 1:37.578        | 17 - | 1:11.328 131.3        | 26.911 134.7        | 1:38.239        |  |  |
| 9 - | 1:10.581 134.7        | 26.677 140.3               | 1:37.258        |      |                       |                     |                 |  |  |
| 68  | Chris MARTIN          | Honda - PR Branson Honda   |                 |      |                       |                     |                 |  |  |
| 1 - | 1:23.292 129.3        | 28.115 <b>137.2</b>        | 1:51.407        | 10 - | <b>1:12.747</b> 129.5 | 27.634 132.3        | <b>1:40.381</b> |  |  |
| 2 - | 1:13.872 <b>132.8</b> | <b>27.468</b> 134.4        | 1:41.340        | 11 - | 1:12.920 128.3        | 27.696 130.8        | 1:40.616        |  |  |
| 3 - | 1:13.130 130.8        | 27.554 136.3               | 1:40.684        | 12 - | 1:13.198 129.3        | 27.802 130.8        | 1:41.000        |  |  |
| 4 - | 1:13.874 128.3        | 27.591 136.9               | 1:41.465        | 13 - | 1:14.490 126.1        | 28.015 132.6        | 1:42.505        |  |  |
| 5 - | 1:13.358 130.3        | 27.739 135.2               | 1:41.097        | 14 - | 1:14.046 127.0        | 28.129 130.8        | 1:42.175        |  |  |
| 6 - | 1:12.943 131.0        | 27.567 135.5               | 1:40.510        | 15 - | 1:13.929 127.3        | 28.101 130.5        | 1:42.030        |  |  |
| 7 - | 1:13.047 131.3        | 27.476 133.1               | 1:40.523        | 16 - | 1:14.582 124.9        | 28.268 131.3        | 1:42.850        |  |  |
| 8 - | 1:13.347 130.5        | 27.488 136.1               | 1:40.835        | 17 - | 1:14.430 125.6        | 28.400 126.1        | 1:42.830        |  |  |
| 9 - | 1:12.783 131.3        | 27.608 130.5               | 1:40.391        |      |                       |                     |                 |  |  |

No. 65 & 67 under investigation - incident on lap 17  
 New Lap Record - Weather / Track : Bright / Dry

# 2006 Bennetts British Superbike Championship & Superbike Cup

## RACE 6 - SECTOR ANALYSIS

(contd.)

| 74 Kieran CLARKE Yamaha - Virgin Mobile Yamaha |                 |              |               |              |                 |      |                 |              |                                     |
|------------------------------------------------|-----------------|--------------|---------------|--------------|-----------------|------|-----------------|--------------|-------------------------------------|
| 1 -                                            | 1:21.490        | 131.3        | 27.596        | 141.2        | 1:49.086        | 10 - | <b>1:12.103</b> | 132.6        | 27.364 138.9 1:39.467               |
| 2 -                                            | 1:12.713        | 133.4        | <b>26.912</b> | <b>142.1</b> | 1:39.625        | 11 - | 1:12.288        | 132.1        | 27.451 138.9 1:39.739               |
| 3 -                                            | 1:12.593        | 134.4        | 27.051        | <b>142.1</b> | 1:39.644        | 12 - | 1:12.386        | 131.5        | 27.456 138.3 1:39.842               |
| 4 -                                            | 1:18.116        | 133.4        | 27.130        | 140.6        | 1:45.246        | 13 - | 1:12.290        | 133.6        | 27.356 138.6 1:39.646               |
| 5 -                                            | 1:12.709        | 134.2        | 27.099        | 140.3        | 1:39.808        | 14 - | 1:12.592        | 133.1        | 27.312 139.5 1:39.904               |
| 6 -                                            | 1:12.534        | 134.4        | 27.266        | 140.1        | 1:39.800        | 15 - | 1:12.131        | 130.5        | 27.289 138.6 <b>1:39.420</b>        |
| 7 -                                            | 1:12.592        | <b>135.8</b> | 27.216        | 140.3        | 1:39.808        | 16 - | 1:12.788        | 133.1        | 27.454 137.7 1:40.242               |
| 8 -                                            | 1:12.706        | 134.2        | 27.275        | 140.9        | 1:39.981        | 17 - | 1:12.883        | 132.1        | 27.456 140.1 1:40.339               |
| 9 -                                            | 1:12.538        | 132.3        | 27.177        | 138.9        | 1:39.715        |      |                 |              |                                     |
| 75 Glen RICHARDS Honda - Team Hydrex Honda     |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                            | 1:19.125        | 132.1        | 27.205        | 141.5        | 1:46.330        | 10 - | 1:11.423        | 129.3        | 26.972 138.9 1:38.395               |
| 2 -                                            | 1:11.789        | 133.1        | 26.874        | 141.2        | 1:38.663        | 11 - | 1:11.431        | 131.0        | 26.914 138.3 1:38.345               |
| 3 -                                            | <b>1:10.864</b> | 133.6        | <b>26.750</b> | <b>141.8</b> | <b>1:37.614</b> | 12 - | 1:11.670        | 130.3        | 27.014 139.2 1:38.684               |
| 4 -                                            | 1:11.013        | 133.1        | 26.789        | 140.9        | 1:37.802        | 13 - | 1:11.746        | 131.3        | 27.067 138.6 1:38.813               |
| 5 -                                            | 1:11.348        | 133.6        | 26.837        | 138.3        | 1:38.185        | 14 - | 1:11.612        | 128.8        | 27.019 136.6 1:38.631               |
| 6 -                                            | 1:11.192        | <b>133.9</b> | 26.887        | <b>141.8</b> | 1:38.079        | 15 - | 1:11.839        | 129.3        | 27.053 138.6 1:38.892               |
| 7 -                                            | 1:11.635        | 130.5        | 27.029        | 137.2        | 1:38.664        | 16 - | 1:11.255        | 129.3        | 26.897 139.5 1:38.152               |
| 8 -                                            | 1:11.828        | 131.8        | 27.175        | 137.7        | 1:39.003        | 17 - | 1:11.780        | 129.5        | 27.116 137.2 1:38.896               |
| 9 -                                            | 1:11.289        | 132.6        | 26.829        | 138.3        | 1:38.118        |      |                 |              |                                     |
| 88 Scott SMART Suzuki - Vivaldi Racing         |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                            | 1:19.750        | 130.5        | 27.111        | <b>144.6</b> | 1:46.861        | 10 - | <b>1:11.092</b> | 133.1        | 27.068 142.1 1:38.160               |
| 2 -                                            | 1:12.173        | 131.0        | 27.210        | 143.0        | 1:39.383        | 11 - | 1:11.460        | 131.3        | 27.041 141.5 1:38.501               |
| 3 -                                            | 1:11.390        | 131.0        | 27.034        | 143.3        | 1:38.424        | 12 - | 1:11.232        | 132.6        | <b>26.898</b> 142.7 <b>1:38.130</b> |
| 4 -                                            | 1:11.391        | 131.3        | 27.106        | 142.7        | 1:38.497        | 13 - | 1:11.569        | 133.1        | 26.952 143.7 1:38.521               |
| 5 -                                            | 1:11.299        | 131.8        | 27.215        | 143.7        | 1:38.514        | 14 - | 1:11.512        | 132.3        | 26.951 141.8 1:38.463               |
| 6 -                                            | 1:11.774        | 131.3        | 27.061        | 140.6        | 1:38.835        | 15 - | 1:11.268        | <b>133.9</b> | 26.976 144.3 1:38.244               |
| 7 -                                            | 1:11.310        | 132.1        | 26.938        | 142.1        | 1:38.248        | 16 - | 1:11.511        | 133.1        | 26.936 140.9 1:38.447               |
| 8 -                                            | 1:11.185        | 133.6        | 26.983        | 140.3        | 1:38.168        | 17 - | 1:11.438        | 132.8        | 27.517 133.1 1:38.955               |
| 9 -                                            | 1:11.277        | 132.8        | 26.933        | 140.9        | 1:38.210        |      |                 |              |                                     |
| 91 Leon HASLAM Ducati - Airwaves Ducati        |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                            | 1:23.572        | 130.8        | 27.304        | <b>142.1</b> | 1:50.876        | 10 - | <b>1:10.291</b> | 133.6        | 26.609 135.2 <b>1:36.900</b>        |
| 2 -                                            | 1:12.208        | 133.4        | 27.014        | 138.0        | 1:39.222        | 11 - | 1:10.689        | 133.4        | 26.512 140.3 1:37.201               |
| 3 -                                            | 1:10.538        | <b>134.4</b> | 26.658        | 141.2        | 1:37.196        | 12 - | 1:10.817        | 133.1        | 26.766 136.3 1:37.583               |
| 4 -                                            | 1:10.432        | 133.4        | 27.132        | <b>142.1</b> | 1:37.564        | 13 - | 1:10.636        | 133.6        | 26.695 140.3 1:37.331               |
| 5 -                                            | 1:10.725        | 133.4        | 26.656        | 139.8        | 1:37.381        | 14 - | 1:10.493        | 133.6        | 26.620 139.5 1:37.113               |
| 6 -                                            | 1:10.502        | 133.6        | <b>26.491</b> | 140.6        | 1:36.993        | 15 - | 1:10.452        | 132.6        | 26.700 140.1 1:37.152               |
| 7 -                                            | 1:10.313        | <b>134.4</b> | 26.633        | 140.1        | 1:36.946        | 16 - | 1:10.386        | 131.8        | 26.698 138.0 1:37.084               |
| 8 -                                            | 1:10.571        | 133.4        | 26.773        | 139.5        | 1:37.344        | 17 - | 1:10.657        | 131.5        | 26.779 138.6 1:37.436               |
| 9 -                                            | 1:10.538        | 132.8        | 26.578        | 140.6        | 1:37.116        |      |                 |              |                                     |
| 94 Michael HOWARTH Kawasaki - MAR C            |                 |              |               |              |                 |      |                 |              |                                     |
| 1 -                                            | 1:23.750        | <b>126.3</b> | 28.015        | <b>137.7</b> | 1:51.765        | 7 -  | 1:16.378        | 122.4        | 31.373 116.3 1:47.751               |
| 2 -                                            | 1:14.174        | 124.2        | <b>27.993</b> | 134.7        | <b>1:42.167</b> | 8 -  | 1:17.171        | 123.8        | 28.940 129.5 1:46.111               |
| 3 -                                            | <b>1:13.958</b> | 125.6        | 28.496        | 131.5        | 1:42.454        | 9 -  | 1:16.229        | 122.4        | 28.535 131.8 1:44.764               |
| 4 -                                            | 1:14.171        | <b>126.3</b> | 28.160        | 131.3        | 1:42.331        | 10 - | 1:14.942        | 124.0        | 28.541 132.1 1:43.483               |
| 5 -                                            | 1:15.119        | 125.4        | 28.551        | 131.0        | 1:43.670        | 11 - | 1:15.491        | 122.9        | 28.676 130.8 1:44.167               |
| 6 -                                            | 1:15.054        | 123.1        | 28.347        | 131.8        | 1:43.401        |      |                 |              |                                     |

No. 65 & 67 under investigation - incident on lap 17  
New Lap Record - Weather / Track : Bright / Dry

**2006 Bennetts British Superbike Championship & Superbike Cup**

**RACE 6 - SPEED TRAPS**

| SECTOR 1 |    |                  |       | SECTOR 2 |      |       |    | FINISH LINE      |       |  |  |
|----------|----|------------------|-------|----------|------|-------|----|------------------|-------|--|--|
| POS      | NO | NAME             | SPEED | NO       | NAME | SPEED | NO | NAME             | SPEED |  |  |
| 1        | 11 | James HAYDON     | 136.3 |          |      |       | 88 | Scott SMART      | 144.6 |  |  |
| 2        | 65 | Jonathan REA     | 136.3 |          |      |       | 15 | Ben WILSON       | 144.3 |  |  |
| 3        | 2  | Ryuichi KIYONARI | 136.1 |          |      |       | 67 | Shane BYRNE      | 144.3 |  |  |
| 4        | 10 | Jon KIRKHAM      | 136.1 |          |      |       | 8  | Tommy HILL       | 144.0 |  |  |
| 5        | 67 | Shane BYRNE      | 136.1 |          |      |       | 65 | Jonathan REA     | 144.0 |  |  |
| 6        | 74 | Kieran CLARKE    | 135.8 |          |      |       | 3  | Michael RUTTER   | 143.7 |  |  |
| 7        | 33 | Michael LAVERTY  | 135.5 |          |      |       | 1  | Gregorio LAVILLA | 143.0 |  |  |
| 8        | 5  | Gary MASON       | 135.0 |          |      |       | 2  | Ryuichi KIYONARI | 143.0 |  |  |
| 9        | 15 | Ben WILSON       | 135.0 |          |      |       | 5  | Gary MASON       | 142.7 |  |  |
| 10       | 9  | Karl HARRIS      | 134.7 |          |      |       | 10 | Jon KIRKHAM      | 142.7 |  |  |
| 11       | 16 | Billy McCONNELL  | 134.4 |          |      |       | 11 | James HAYDON     | 142.7 |  |  |
| 12       | 91 | Leon HASLAM      | 134.4 |          |      |       | 46 | Ollie BRIDEWELL  | 142.7 |  |  |
| 13       | 8  | Tommy HILL       | 134.2 |          |      |       | 33 | Michael LAVERTY  | 142.4 |  |  |
| 14       | 75 | Glen RICHARDS    | 133.9 |          |      |       | 9  | Karl HARRIS      | 142.1 |  |  |
| 15       | 88 | Scott SMART      | 133.9 |          |      |       | 74 | Kieran CLARKE    | 142.1 |  |  |
| 16       | 41 | Craig COXHELL    | 133.1 |          |      |       | 91 | Leon HASLAM      | 142.1 |  |  |
| 17       | 68 | Chris MARTIN     | 132.8 |          |      |       | 16 | Billy McCONNELL  | 141.8 |  |  |
| 18       | 60 | Peter HICKMAN    | 132.6 |          |      |       | 41 | Craig COXHELL    | 141.8 |  |  |
| 19       | 3  | Michael RUTTER   | 132.3 |          |      |       | 75 | Glen RICHARDS    | 141.8 |  |  |
| 20       | 4  | Steve PLATER     | 132.3 |          |      |       | 56 | James BUCKINGHAM | 140.6 |  |  |
| 21       | 46 | Ollie BRIDEWELL  | 132.1 |          |      |       | 60 | Peter HICKMAN    | 140.6 |  |  |
| 22       | 1  | Gregorio LAVILLA | 131.8 |          |      |       | 42 | Dean ELLISON     | 138.6 |  |  |
| 23       | 56 | James BUCKINGHAM | 131.5 |          |      |       | 4  | Steve PLATER     | 138.3 |  |  |
| 24       | 17 | Steve BROGAN     | 131.3 |          |      |       | 94 | Michael HOWARTH  | 137.7 |  |  |
| 25       | 30 | Gareth GLYNN     | 130.0 |          |      |       | 68 | Chris MARTIN     | 137.2 |  |  |
| 26       | 43 | Howie MAINWARING | 130.0 |          |      |       | 17 | Steve BROGAN     | 136.9 |  |  |
| 27       | 42 | Dean ELLISON     | 129.5 |          |      |       | 43 | Howie MAINWARING | 136.6 |  |  |
| 28       | 94 | Michael HOWARTH  | 126.3 |          |      |       | 30 | Gareth GLYNN     | 134.7 |  |  |
| 29       | 48 | Nick MEDD        | 123.1 |          |      |       | 48 | Nick MEDD        | 133.4 |  |  |

Weather / Track : Bright / Dry

## 2006 Bennetts British Superbike Championship & Superbike Cup

### RACE 6 - BEST SECTOR TIMES

| SECTOR 1 |    |            |          | SECTOR 2 |            | IDEAL / BEST COMPARISON |     |    |                  |          |          |       |
|----------|----|------------|----------|----------|------------|-------------------------|-----|----|------------------|----------|----------|-------|
| POS      | NO | NAME       | TIME     | NO       | NAME       | TIME                    | POS | NO | NAME             | IDEAL    | BEST     | DIFF  |
| 1        | 1  | LAVILLA    | 1:09.724 | 9        | HARRIS     | 26.424                  | 1   | 1  | LAVILLA          | 1:36.192 | 1:36.325 | 0.133 |
| 2        | 9  | HARRIS     | 1:09.790 | 1        | LAVILLA    | 26.468                  | 2   | 9  | HARRIS           | 1:36.214 | 1:36.245 | 0.031 |
| 3        | 2  | KIYONARI   | 1:10.041 | 91       | HASLAM     | 26.491                  | 3   | 2  | KIYONARI         | 1:36.543 | 1:36.639 | 0.096 |
| 4        | 65 | REA        | 1:10.064 | 2        | KIYONARI   | 26.502                  | 4   | 65 | REA              | 1:36.628 | 1:36.705 | 0.077 |
| 5        | 91 | HASLAM     | 1:10.291 | 65       | REA        | 26.564                  | 5   | 91 | HASLAM           | 1:36.782 | 1:36.900 | 0.118 |
| 6        | 67 | BYRNE      | 1:10.293 | 8        | HILL       | 26.581                  | 6   | 67 | BYRNE            | 1:36.908 | 1:37.126 | 0.218 |
| 7        | 3  | RUTTER     | 1:10.360 | 67       | BYRNE      | 26.615                  | 7   | 3  | RUTTER           | 1:36.988 | 1:37.129 | 0.141 |
| 8        | 15 | WILSON     | 1:10.591 | 3        | RUTTER     | 26.628                  | 8   | 8  | HILL             | 1:37.299 | 1:37.299 | 0.000 |
| 9        | 8  | HILL       | 1:10.718 | 11       | HAYDON     | 26.652                  | 9   | 15 | WILSON           | 1:37.359 | 1:37.359 | 0.000 |
| 10       | 75 | RICHARDS   | 1:10.864 | 75       | RICHARDS   | 26.750                  | 10  | 75 | RICHARDS         | 1:37.614 | 1:37.614 | 0.000 |
| 11       | 10 | KIRKHAM    | 1:10.965 | 15       | WILSON     | 26.768                  | 11  | 11 | HAYDON           | 1:37.645 | 1:37.667 | 0.022 |
| 12       | 11 | HAYDON     | 1:10.993 | 10       | KIRKHAM    | 26.846                  | 12  | 10 | KIRKHAM          | 1:37.811 | 1:37.832 | 0.021 |
| 13       | 88 | SMART      | 1:11.092 | 33       | LAVERTY    | 26.863                  | 13  | 88 | SMART            | 1:37.990 | 1:38.130 | 0.140 |
| 14       | 33 | LAVERTY    | 1:11.208 | 41       | COXHELL    | 26.888                  | 14  | 33 | LAVERTY          | 1:38.071 | 1:38.158 | 0.087 |
| 15       | 56 | BUCKINGHAM | 1:11.419 | 88       | SMART      | 26.898                  | 15  | 41 | COXHELL          | 1:38.312 | 1:38.357 | 0.045 |
| 16       | 41 | COXHELL    | 1:11.424 | 56       | BUCKINGHAM | 26.899                  | 16  | 56 | BUCKINGHAM       | 1:38.318 | 1:38.336 | 0.018 |
| 17       | 5  | MASON      | 1:11.443 | 74       | CLARKE     | 26.912                  | 17  | 5  | MASON            | 1:38.378 | 1:38.461 | 0.083 |
| 18       | 46 | BRIDEWELL  | 1:11.982 | 5        | MASON      | 26.935                  | 18  | 74 | CLARKE           | 1:39.015 | 1:39.420 | 0.405 |
| 19       | 74 | CLARKE     | 1:12.103 | 60       | HICKMAN    | 27.116                  | 19  | 46 | BRIDEWELL        | 1:39.350 | 1:39.388 | 0.038 |
| 20       | 16 | McCONNELL  | 1:12.302 | 16       | McCONNELL  | 27.176                  | 20  | 16 | McCONNELL        | 1:39.478 | 1:39.478 | 0.000 |
| 21       | 60 | HICKMAN    | 1:12.456 | 46       | BRIDEWELL  | 27.368                  | 21  | 60 | HICKMAN          | 1:39.572 | 1:39.714 | 0.142 |
| 22       | 4  | PLATER     | 1:12.592 | 4        | PLATER     | 27.413                  | 22  | 4  | PLATER           | 1:40.005 | 1:40.052 | 0.047 |
| 23       | 68 | MARTIN     | 1:12.747 | 17       | BROGAN     | 27.428                  | 23  | 68 | MARTIN           | 1:40.215 | 1:40.381 | 0.166 |
| 24       | 43 | MAINWARING | 1:12.819 | 43       | MAINWARING | 27.458                  | 24  | 43 | MAINWARING       | 1:40.277 | 1:40.453 | 0.176 |
| 25       | 17 | BROGAN     | 1:13.005 | 68       | MARTIN     | 27.468                  | 25  | 17 | BROGAN           | 1:40.433 | 1:40.528 | 0.095 |
| 26       | 42 | ELLISON    | 1:13.229 | 42       | ELLISON    | 27.638                  | 26  | 42 | ELLISON          | 1:40.867 | 1:40.910 | 0.043 |
| 27       | 30 | GLYNN      | 1:13.957 | 94       | HOWARTH    | 27.993                  | 27  | 94 | HOWARTH          | 1:41.951 | 1:42.167 | 0.216 |
| 28       | 94 | HOWARTH    | 1:13.958 | 30       | GLYNN      | 28.043                  | 28  | 30 | GLYNN            | 1:42.000 | 1:42.083 | 0.083 |
| 29       | 48 | MEDD       | 1:17.093 | 48       | MEDD       | 28.691                  | 29  | 48 | MEDD             | 1:45.784 | 1:46.528 | 0.744 |
|          |    |            |          |          |            |                         |     |    | Perfect Lap Time | 1:36.148 |          |       |

# MCRCB BULLETIN TK128

## 2006 Bennetts British Superbike Championship

### RIDERS POINTS AFTER ROUND 8 - AMENDED

|                                    | TOTAL | 26th March<br>Brands Hatch - Indy | 9th April<br>Donington Park | 17th April<br>Thruxton | 1st May<br>Oulton Park | 21st May<br>Mondello Park | 4th June<br>Mallory Park | 18th June<br>Snetterton | 16th July<br>Knockhill | 23rd July<br>Oulton Park | 13th August<br>Croft | 28th August<br>Cadwell Park | 17th September<br>Silverstone | 1st October<br>Brands Hatch - GP |
|------------------------------------|-------|-----------------------------------|-----------------------------|------------------------|------------------------|---------------------------|--------------------------|-------------------------|------------------------|--------------------------|----------------------|-----------------------------|-------------------------------|----------------------------------|
| Gregorio LAVILLA ( <i>Ducati</i> ) | 182   | 25 16                             | 25 16                       | 25 25                  | 25 25                  |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Leon HASLAM ( <i>Ducati</i> )      | 121   | 20                                | 16 20                       | 20 20                  | 16 9                   |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Ryuichi KIYONARI ( <i>Honda</i> )  | 108   | 13 25                             | 20                          | 16 13                  | 10 11                  |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Karl HARRIS ( <i>Honda</i> )       | 88    | 20 11                             | 10                          | 16                     | 11 20                  |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Shane BYRNE ( <i>Suzuki</i> )      | 81    | 10 5                              | 11                          | 11 8                   | 20 16                  |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Jonathan REA ( <i>Honda</i> )      | 75    | 11                                | 8 11                        | 13 11                  | 8 13                   |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Michael RUTTER ( <i>Honda</i> )    | 61    | 16                                | 9                           | 10 9                   | 7 10                   |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Michael LAVERTY ( <i>Honda</i> )   | 52    | 9                                 | 13 9                        | 6 5                    | 5 5                    |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Tommy HILL ( <i>Yamaha</i> )       | 52    | 10                                | 10                          | 8 7                    | 9 8                    |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Scott SMART ( <i>Suzuki</i> )      | 50    | 2                                 | 6 25                        | 5 6                    | 3 3                    |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Dean THOMAS ( <i>Kawasaki</i> )    | 44    | 8 8                               | 7                           | 7 10                   | 4                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Glen RICHARDS ( <i>Honda</i> )     | 40    | 7 7                               | 4                           | 9                      | 6 7                    |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Gary MASON ( <i>Honda</i> )        | 29    | 5 2                               | 3 13                        | 4                      | 2                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| James HAYDON ( <i>Suzuki</i> )     | 28    | 6 9                               |                             |                        | 13                     |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Ben WILSON ( <i>Suzuki</i> )       | 27    | 4 3                               | 4 5                         | 3                      | 2 6                    |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Craig COXHELL ( <i>Kawasaki</i> )  | 19    | 13                                | 5                           |                        | 1                      |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Ollie BRIDEWELL ( <i>Suzuki</i> )  | 15    | 1 6                               | 8                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Jon KIRKHAM ( <i>Suzuki</i> )      | 9     | 4                                 |                             |                        | 1 4                    |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Chris MARTIN ( <i>Honda</i> )      | 7     |                                   | 7                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Malcolm ASHLEY ( <i>Kawasaki</i> ) | 6     |                                   | 6                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Billy McCONNELL ( <i>Yamaha</i> )  | 6     |                                   | 2                           | 4                      |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| James BUCKINGHAM ( <i>Honda</i> )  | 6     |                                   | 1 3                         | 1 1                    |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Steve PLATER ( <i>Honda</i> )      | 5     |                                   |                             | 3 2                    |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Sean EMMETT ( <i>Kawasaki</i> )    | 3     | 3                                 |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Dean ELLISON ( <i>Honda</i> )      | 2     |                                   | 2                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Kieran CLARKE ( <i>Yamaha</i> )    | 2     |                                   |                             | 2                      |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Marty NUTT ( <i>Honda</i> )        | 1     | 1                                 |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Howie MAINWARING ( <i>Suzuki</i> ) | 1     |                                   | 1                           |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|                                    |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |

## 2006 Bennetts British Superbike Championship

### CUP POINTS AFTER ROUND 8

Oulton Park  
Issued - 17:22, 01/05/2006

# MCRCB BULLETIN TK129

## 2006 Bennetts British Superbike Championship

### MANUFACTURERS POINTS AFTER ROUND 8 - AMENDED

|          | TOTAL | 26th March<br>Brands Hatch - Indy | 9th April<br>Donington Park | 17th April<br>Thruxton | 1st May<br>Oulton Park | 21st May<br>Mondello Park | 4th June<br>Mallory Park | 18th June<br>Snetterton | 16th July<br>Knockhill | 23rd July<br>Oulton Park | 13th August<br>Croft | 28th August<br>Cadwell Park | 17th September<br>Silverstone | 1st October<br>Brands Hatch - GP |
|----------|-------|-----------------------------------|-----------------------------|------------------------|------------------------|---------------------------|--------------------------|-------------------------|------------------------|--------------------------|----------------------|-----------------------------|-------------------------------|----------------------------------|
| Ducati   | 190   | 25 20                             | 25 20                       | 25 25                  | 25 25                  |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Honda    | 141   | 20 25                             | 20 13                       | 16 16                  | 11 20                  |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Suzuki   | 110   | 10 9                              | 11 25                       | 11 8                   | 20 16                  |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Kawasaki | 56    | 8 13                              | 7 6                         | 7 10                   | 4 1                    |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
| Yamaha   | 54    | 10                                | 2 10                        | 8 7                    | 9 8                    |                           |                          |                         |                        |                          |                      |                             |                               |                                  |
|          |       |                                   |                             |                        |                        |                           |                          |                         |                        |                          |                      |                             |                               |                                  |