



METZELER 

Wednesday 5th – Saturday 8th August 2015

**promoted by
Dundrod & District Motorcycle Club
www.ulstergrandprix.net**



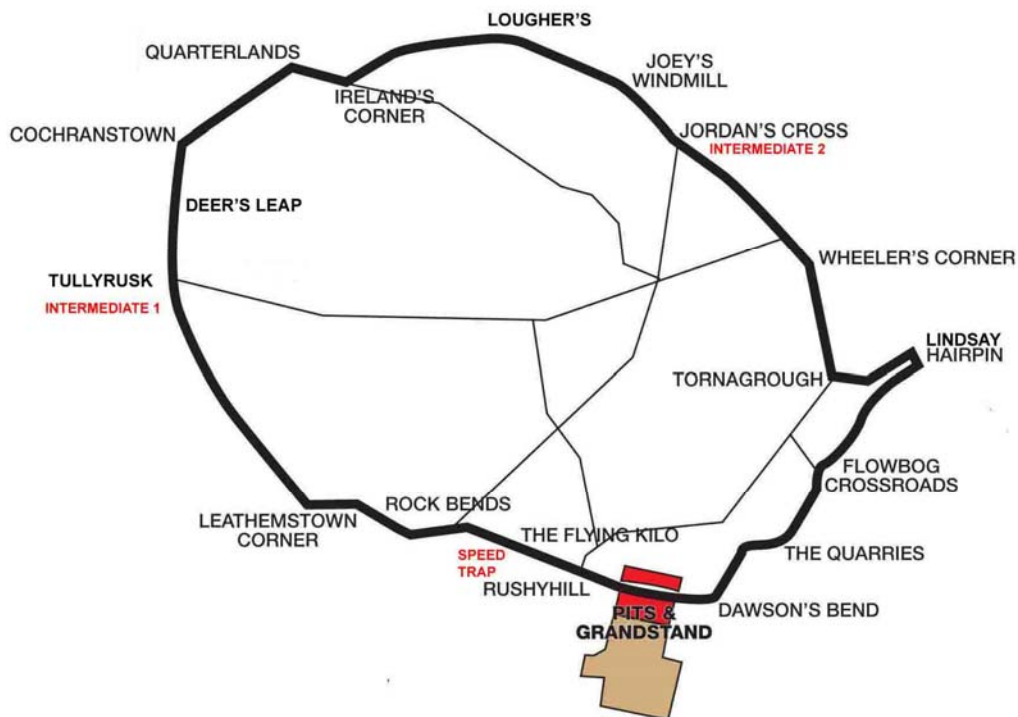
Smart flies
Aer Lingus 



LCCC
Lisburn &
Castlereagh
City Council



Dundrod Circuit 7.4011 miles



LAP RECORDS

| Class | Name | Machine | m s | mph | Year |
|---------------------|-------------------|-----------|----------|---------|------|
| 125cc | William Dunlop | Honda | 3 55.017 | 113.370 | 2009 |
| Moto 3 (250cc 4/s) | Christian Elkin | Honda | 4 06.683 | 108.009 | 2013 |
| 250cc | Darran Lindsay | Honda | 3 38.634 | 121.866 | 2006 |
| 400cc | Jason Griffiths | Yamaha | 3 58.43 | 111.748 | 2003 |
| Moto 450 | Paul Owen | Yamaha | 4 36.889 | 96.226 | 2011 |
| Supertwin | Ivan Lintin | Kawasaki | 3 44.398 | 118.735 | 2014 |
| Supersport | Michael Dunlop | Yamaha | 3 27.187 | 128.599 | 2010 |
| Superstock | Ian Hutchinson | Honda | 3 21.599 | 132.163 | 2010 |
| Superbike | Bruce Anstey (NZ) | Suzuki | 3 18.870 | 133.977 | 2010 |
| Challenge Superbike | Peter Hickman | BMW | 3 24.303 | 130.414 | 2014 |
| National 750cc | Lee Johnston | Honda 600 | 3 36.269 | 123.198 | 2012 |

MOST WINS at the ULSTER GP

| | | | |
|----------------------|----|-----------|---|
| Joey Dunlop | 24 | 1979 - 99 | (125 - 2, 250 - 7, 500 - 3, Superbike - 8, F1 - 4) |
| Ian Lougher | 18 | 1998 - 13 | (125 - 4, 250 - 3, Supersport - 3, Superstock - 2, Superbike - 6) |
| Phillip McCallen | 14 | 1991 - 96 | (250 - 6, 400 - 1, Supersport - 3, Superbike - 4) |
| Guy Martin | 11 | 2006 - 13 | (Supersport - 4, Superbike - 7) |
| Bruce Anstey (NZ) | 10 | 2003 - 14 | (Supersport - 3, Prod'n 600 - 1, Superstock - 2, Superbike - 4) |
| Brian Reid | 9 | 1983 - 92 | (250 - 4, 350 - 2, 400 - 1, F2 - 1, Supersport - 1) |
| Robert Dunlop | 9 | 1990 - 03 | (125 - 7, Superbike - 2) |
| Ryan Farquhar | 9 | 2002 - 12 | (400 - 1, Supertwin - 4, Supersport - 2, Superstock - 2) |
| Stanley Woods | 7 | 1924 - 39 | (350 - 1, 500 - 4, Over 600 - 2) |
| Mike Hailwood | 7 | 1959 - 67 | (125 - 1, 250 - 1, 350 - 1, 500 - 4) |
| Giacomo Agostini (I) | 7 | 1967 - 70 | (350 - 4, 500 - 3) |
| Ray McCullough | 7 | 1971 - 82 | (250 - 3, 350 - 4) |
| Bob Jackson | 7 | 1993 - 97 | (SSP - 1, Classic 250 - 3, Classic 500 - 3) |
| William Dunlop | 7 | 2007 - 13 | (125 - 2, 250 - 2, Supersport - 3) |
| John Surtees | 6 | 1955 - 60 | (250 - 1, 350 - 3, 500 - 2) |
| John Williams | 6 | 1973 - 78 | (250 - 1, 350 - 1, 500 - 3, Superbike - 1) |
| Bill Swallow | 6 | 1994 - 00 | (Classic 350 - 3, Classic 500 - 3) |
| Michael Dunlop | 6 | 2011 - 13 | (Supersport - 2, Superstock - 3, Superbike - 1) |

MOST WINS at the DUNDROD 150

| | | | |
|----------------|----|-----------|---|
| Joey Dunlop | 24 | 1976 - 94 | (125 - 1, 250 - 5, 350 - 2, 500 - 3, Superbike - 13) |
| Bob Jackson | 11 | 1981 - 98 | (250 - 1, Supersport - 2, Superbike - 4, Classic - 4) |
| Ray McCullough | 10 | 1965 - 82 | (250 - 7, 350 - 3) |

**QUALIFYING
CANCELLED
DUE
TO
POOR VISIBILITY
BETWEEN
WHEELER'S
& THE HAIRPIN**

METZELER ULSTER GRAND PRIX SUPERSPORT

Second Qualifying


Thursday, 06 August 2015



Qualifying Time **4:07.491** Qualifying Speed **107.656**

| Pos | Class | No | Name | Machine / Sponsor | Time | Best Lap | | On | Total Laps | Qualifying Laps |
|---------------------------|-------|-----|--------------------|--------------------------------------|----------|----------|---------|----|------------|-----------------|
| | | | | | | Behind | Speed | | | |
| Qualifying Classification | | | | | | | | | | |
| 1 | SSP | 13 | Lee JOHNSTON | Triumph 675 - ECR/Burdens | 3:29.174 | | 127.377 | 4 | 8 | 5 |
| 2 | SSP | 5 | Bruce ANSTEY | Honda - Valvoline Racing by Padgetts | 3:29.545 | 0.371 | 127.151 | 7 | 8 | 7 |
| 3 | SSP | 4 | Guy MARTIN | Triumph 675 - Guy Martin Racing | 3:30.298 | 1.124 | 126.696 | 6 | 8 | 7 |
| 4 | SSP | 6 | William DUNLOP | Yamaha - CD-IC Racing | 3:30.438 | 1.264 | 126.612 | 6 | 7 | 5 |
| 5 | SSP | 24 | Keith AMOR | Honda - Rig Deluge Road Racing | 3:31.202 | 2.028 | 126.154 | 3 | 8 | 6 |
| 6 | SSP | 69 | Glenn IRWIN | Kawasaki - Gearlink Kawasaki | 3:31.547 | 2.373 | 125.948 | 6 | 8 | 6 |
| 7 | SSP | 9 | Ian HUTCHINSON | Yamaha - Team Traction Control | 3:32.773 | 3.599 | 125.222 | 6 | 8 | 6 |
| 8 | SSP | 2 | Dean HARRISON | Yamaha - Mar-Train Racing | 3:32.781 | 3.607 | 125.218 | 4 | 5 | 3 |
| 9 | SSP | 7 | Dan KNEEN | Honda - Valvoline Racing by Padgetts | 3:33.697 | 4.523 | 124.681 | 8 | 8 | 7 |
| 10 | SSP | 1 | Michael DUNLOP | Honda - MD Racing | 3:33.887 | 4.713 | 124.570 | 7 | 8 | 6 |
| 11 | SSP | 10 | Conor CUMMINS | Honda - Jackson Racing | 3:34.141 | 4.967 | 124.423 | 4 | 7 | 4 |
| 12 | SSP | 41 | Robert KENNEDY | Yamaha - Kennedy Racing | 3:35.265 | 6.091 | 123.773 | 6 | 7 | 6 |
| 13 | SSP | 15 | Ivan LINTIN | Kawasaki - RC Express Racing | 3:35.453 | 6.279 | 123.665 | 2 | 8 | 6 |
| 14 | SSP | 97 | Seamus ELLIOTT | Honda - Wilson Craig Racing | 3:36.016 | 6.842 | 123.343 | 6 | 8 | 5 |
| 15 | SSP | 16 | Derek McGEE | Yamaha - McGee Racing | 3:36.994 | 7.820 | 122.787 | 3 | 3 | 2 |
| 16 | SSP | 20 | Christian ELKIN | Triumph 675 - Team Wylie Racing | 3:37.315 | 8.141 | 122.605 | 5 | 8 | 6 |
| 17 | SSP | 44 | David MULLIGAN | Yamaha | 3:39.269 | 10.095 | 121.513 | 5 | 8 | 6 |
| 18 | SSP | 14 | Tom McHALE | Honda | 3:39.405 | 10.231 | 121.437 | 4 | 8 | 6 |
| 19 | SSP | 51 | Derek SHEILS | Kawasaki - BikeBitsNI Racing | 3:40.729 | 11.555 | 120.709 | 7 | 8 | 6 |
| 20 | SSP | 53 | Jonathan HOWARTH | Honda - DTR | 3:41.006 | 11.832 | 120.558 | 6 | 7 | 6 |
| 21 | SSP | 58 | Connor BEHAN | Kawasaki - AIR Kawasaki | 3:41.328 | 12.154 | 120.382 | 4 | 5 | 4 |
| 22 | SSP | 71 | Davy MORGAN | Yamaha - Magic Bullet CSC Racing | 3:42.033 | 12.859 | 120.000 | 7 | 8 | 6 |
| 23 | SSP | 27 | Robert WILSON | Yamaha - Stoddart Racing | 3:42.688 | 13.514 | 119.647 | 5 | 8 | 6 |
| 24 | SSP | 34 | Brian McCORMACK | Honda - TAG Racing | 3:42.719 | 13.545 | 119.630 | 8 | 8 | 6 |
| 25 | SSP | 21 | Sam WILSON | Kawasaki - SJW Racing | 3:43.378 | 14.204 | 119.277 | 5 | 7 | 6 |
| 26 | SSP | 78 | Michal DOKOUPIL | Yamaha - Das Trans | 3:44.103 | 14.929 | 118.892 | 7 | 8 | 7 |
| 27 | SSP | 77 | Mark GOODINGS | Kawasaki - IPG Power Generation | 3:44.145 | 14.971 | 118.869 | 5 | 8 | 7 |
| 28 | SSP | 29 | Paul JORDAN | Honda - Moira MRC | 3:44.443 | 15.269 | 118.711 | 3 | 7 | 4 |
| 29 | SSP | 82 | Xavier DENIS | Honda - Optimark Road Racing Team | 3:45.330 | 16.156 | 118.244 | 5 | 8 | 7 |
| 30 | SSP | 42 | Andy LAWSON | Kawasaki - Shirlaw's Motorcycles | 3:45.433 | 16.259 | 118.190 | 8 | 8 | 7 |
| 31 | SSP | 61 | John WALSH | Yamaha - O'D Racing | 3:45.786 | 16.612 | 118.005 | 3 | 6 | 4 |
| 32 | SSP | 104 | Daley MATHISON | Suzuki - Hol-Taj Suzuki | 3:45.991 | 16.817 | 117.898 | 3 | 5 | 4 |
| 33 | SSP | 50 | Gavin LUPTON | Honda | 3:46.825 | 17.651 | 117.465 | 7 | 8 | 7 |
| 34 | SSP | 36 | Dennis BOOTH | Yamaha | 3:47.296 | 18.122 | 117.221 | 5 | 6 | 5 |
| 35 | SSP | 48 | Neil KERNOHAN | Yamaha - Logan Racing | 3:47.313 | 18.139 | 117.213 | 5 | 8 | 6 |
| 36 | SSP | 52 | James COWTON | Honda - Cowton Racing | 3:47.775 | 18.601 | 116.975 | 2 | 4 | 2 |
| 37 | SSP | 38 | James KELLY | Yamaha - Lift West | 3:47.796 | 18.622 | 116.964 | 5 | 5 | 4 |
| 38 | SSP | 56 | Wolfi SCHUSTER | Honda - Schuster Motorsport | 3:48.113 | 18.939 | 116.802 | 8 | 8 | 7 |
| 39 | SSP | 17 | Dave HEWSON | Yamaha - Obsession Engineering | 3:48.178 | 19.004 | 116.768 | 5 | 6 | 5 |
| 40 | SSP | 28 | Richard McLOUGHLIN | Honda | 3:48.214 | 19.040 | 116.750 | 7 | 8 | 7 |
| 41 | SSP | 37 | Nuno CAETANO | Kawasaki - KS Team of Portugal | 3:48.803 | 19.629 | 116.449 | 3 | 5 | 4 |
| 42 | SSP | 59 | Gareth EVANS | Suzuki - Joe Evans Garage | 3:49.150 | 19.976 | 116.273 | 7 | 8 | 7 |
| 43 | SSP | 47 | Timothy ELWOOD | Suzuki - Rod Lee Racing | 3:50.555 | 21.381 | 115.564 | 5 | 6 | 5 |
| 44 | SSP | 91 | Thomas MAXWELL | Honda - Cookstown BE Racing | 3:50.959 | 21.785 | 115.362 | 5 | 6 | 4 |
| 45 | SSP | 40 | Matthew REES | Kawasaki - GT Superbikes | 3:51.487 | 22.313 | 115.099 | 5 | 7 | 5 |
| 46 | SSP | 80 | Darren COOPER | Kawasaki - Flue Stox | 3:52.490 | 23.316 | 114.603 | 3 | 4 | 3 |
| 47 | SSP | 33 | Paul CRANSTON | Honda - P & J Fuel Haulage | 3:53.325 | 24.151 | 114.192 | 3 | 6 | 5 |
| 48 | SSP | 43 | Andrew SELLARS | Suzuki | 3:56.127 | 26.953 | 112.837 | 4 | 8 | 6 |
| 49 | SSP | 23 | Andrew TAYLOR | Triumph 675 - Kings Inn | 3:59.313 | 30.139 | 111.335 | 8 | 8 | 7 |
| 50 | SSP | 86 | Patricia FERNANDEZ | Yamaha - Magic Bullet Racing | 3:59.776 | 30.602 | 111.120 | 7 | 8 | 7 |
| 51 | SSP | 25 | Scott CAMPBELL | Yamaha - Ian Bell Motorcycles | 4:01.076 | 31.902 | 110.521 | 6 | 7 | 5 |

Provisional result to be confirmed by the Stewards of the Meeting subject to completion of technical inspections & the time limit for protests Page 1 / 1

| | | | | |
|---------------|------------------------------|---|------------------|-----------------------------------|
| Circuit | Dundrod | Signed | Organising Club | Dundrod & District MCC |
| Length(miles) | 7.4011 Lap 1 (7.2763) |  | Chief Timekeeper | Qualifying Started |
| Weather | Cloudy | | | 12:35 |
| Track | Dry | Issued At: | | |
| | | | | 13:16 |



METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

1 13 Lee JOHNSTON

SSP Behind

Best Time **3:29.174** Best Speed **127.377** On **4** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:15.280 | 102.612 | | 1:16.779 | 1:23.995 | 142.0 |
| 2 | 3:32.579 | 125.337 | 56.908 | 1:13.588 | 1:22.083 | 171.3 |
| 3 | 3:31.206 | 126.152 | 56.256 | 1:13.188 | 1:21.762 | 172.2 |
| 4 | 3:29.174 | 127.377 | 55.928 | 1:12.423 | 1:20.823 | 172.2 |
| 5 | 3:29.502 | 127.178 | 55.584 | 1:12.576 | 1:21.342 | 173.5 |
| 6 | 3:44.867 | 118.488 | 56.507 | 1:15.706 | 1:32.654 | 161.9 |
| 7 | 7:56.211 | 55.950 | | 1:23.664 | 1:32.844 | 140.6 |
| 8 | 4:56.379 | 89.898 | 56.414 | 2:03.136 | 1:56.829 | 174.4 |
| <i>Ideal</i> | <i>3:28.830</i> | <i>127.587</i> | <i>55.584</i> | <i>1:12.423</i> | <i>1:20.823</i> | <i>174.4</i> |

2 5 Bruce ANSTEY

SSP Behind **0.371**

Best Time **3:29.545** Best Speed **127.151** On **7** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 7:42.899 | 56.588 | | 1:20.250 | 1:28.744 | 130.2 |
| 2 | 3:34.170 | 124.406 | 57.171 | 1:15.093 | 1:21.906 | 168.3 |
| 3 | 3:30.769 | 126.413 | 56.489 | 1:12.953 | 1:21.327 | 170.0 |
| 4 | 3:29.973 | 126.892 | 56.665 | 1:12.115 | 1:21.193 | 170.5 |
| 5 | 3:31.524 | 125.962 | 56.005 | 1:12.407 | 1:23.112 | 169.2 |
| 6 | 3:33.525 | 124.781 | 57.528 | 1:13.515 | 1:22.482 | 170.0 |
| 7 | 3:29.545 | 127.151 | 56.486 | 1:12.434 | 1:20.625 | 169.6 |
| 8 | 3:30.392 | 126.640 | 56.093 | 1:12.458 | 1:21.841 | 171.3 |
| <i>Ideal</i> | <i>3:28.745</i> | <i>127.639</i> | <i>56.005</i> | <i>1:12.115</i> | <i>1:20.625</i> | <i>171.3</i> |

3 4 Guy MARTIN

SSP Behind **1.124**

Best Time **3:30.298** Best Speed **126.696** On **6** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 7:24.235 | 58.966 | | 1:21.006 | 1:24.127 | 150.3 |
| 2 | 3:35.662 | 123.545 | 58.224 | 1:14.271 | 1:23.167 | 165.0 |
| 3 | 3:31.748 | 125.829 | 56.915 | 1:13.134 | 1:21.699 | 169.6 |
| 4 | 3:31.277 | 126.109 | 56.392 | 1:12.952 | 1:21.933 | 170.9 |
| 5 | 3:31.214 | 126.147 | 56.423 | 1:13.223 | 1:21.568 | 170.0 |
| 6 | 3:30.298 | 126.696 | 56.535 | 1:12.375 | 1:21.388 | 169.6 |
| 7 | 3:38.314 | 122.044 | 56.972 | 1:15.560 | 1:25.782 | 173.1 |
| 8 | 3:32.067 | 125.639 | 56.531 | 1:13.419 | 1:22.117 | 170.5 |
| <i>Ideal</i> | <i>3:30.155</i> | <i>126.782</i> | <i>56.392</i> | <i>1:12.375</i> | <i>1:21.388</i> | <i>173.1</i> |

Qualifying Classification

Position

4 6 William DUNLOP

SSP Behind **1.264**

Best Time **3:30.438** Best Speed **126.612** On **6** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:39.389 | 93.757 | | 1:18.300 | 1:33.118 | 142.6 |
| 2 | 3:36.706 | 122.950 | 57.507 | 1:13.894 | 1:25.305 | 165.0 |
| 3 | 3:32.128 | 125.603 | 56.345 | 1:13.515 | 1:22.268 | 176.7 |
| 4 | 3:48.814 | 116.444 | 57.809 | 1:18.322 | 1:32.683 | 167.9 |
| 5 | 9:22.688 | 47.351 | | 1:13.669 | 1:23.689 | 157.7 |
| 6 | 3:30.438 | 126.612 | 56.174 | 1:12.183 | 1:22.081 | 175.8 |
| 7 | 3:50.133 | 115.776 | 56.188 | 1:14.353 | 1:39.592 | 177.7 |
| <i>Ideal</i> | <i>3:30.438</i> | <i>126.612</i> | <i>56.174</i> | <i>1:12.183</i> | <i>1:22.081</i> | <i>177.7</i> |

5 24 Keith AMOR

SSP Behind **2.028**

Best Time **3:31.202** Best Speed **126.154** On **3** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:16.337 | 102.188 | | 1:16.550 | 1:23.646 | 143.0 |
| 2 | 3:32.412 | 125.435 | 56.934 | 1:13.851 | 1:21.627 | 170.9 |
| 3 | 3:31.202 | 126.154 | 56.298 | 1:13.382 | 1:21.522 | 170.9 |
| 4 | 3:32.484 | 125.393 | 56.383 | 1:14.062 | 1:22.039 | 174.0 |
| 5 | 3:45.345 | 118.236 | 57.444 | 1:15.073 | 1:32.828 | 170.5 |
| 6 | 6:03.750 | 73.248 | | 1:13.667 | 1:24.327 | 154.8 |
| 7 | 3:34.824 | 124.027 | 57.526 | 1:14.153 | 1:23.145 | 171.8 |
| 8 | 3:32.215 | 125.552 | 57.080 | 1:13.359 | 1:21.776 | 170.5 |
| <i>Ideal</i> | <i>3:31.179</i> | <i>126.168</i> | <i>56.298</i> | <i>1:13.359</i> | <i>1:21.522</i> | <i>174.0</i> |

6 69 Glenn IRWIN

SSP Behind **2.373**

Best Time **3:31.547** Best Speed **125.948** On **6** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:33.975 | 95.610 | | 1:16.522 | 1:25.629 | 156.9 |
| 2 | 3:35.617 | 123.571 | 57.080 | 1:14.808 | 1:23.729 | 172.2 |
| 3 | 3:39.130 | 121.590 | 58.532 | 1:18.244 | 1:22.354 | 170.9 |
| 4 | 3:45.881 | 117.956 | 58.072 | 1:18.247 | 1:29.562 | 172.2 |
| 5 | 3:33.141 | 125.006 | 56.602 | 1:14.103 | 1:22.436 | 171.3 |
| 6 | 3:31.547 | 125.948 | 56.330 | 1:13.549 | 1:21.668 | 172.2 |
| 7 | 3:53.745 | 113.987 | 1:01.782 | 1:19.937 | 1:32.026 | 173.5 |
| 8 | 5:16.133 | 84.281 | | 1:15.163 | 1:21.528 | 157.3 |
| <i>Ideal</i> | <i>3:31.407</i> | <i>126.032</i> | <i>56.330</i> | <i>1:13.549</i> | <i>1:21.528</i> | <i>173.5</i> |



METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

7

9 Ian HUTCHINSON

SSP Behind **3.599**

Best Time **3:32.773** Best Speed **125.222** On **6** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:19.785 | 100.832 | | 1:16.862 | 1:24.300 | 142.0 |
| 2 | 3:33.682 | 124.690 | 56.949 | 1:14.273 | 1:22.460 | 173.1 |
| 3 | 3:33.266 | 124.933 | 56.547 | 1:13.745 | 1:22.974 | 171.3 |
| 4 | 3:45.347 | 118.235 | 56.711 | 1:16.641 | 1:31.995 | 171.8 |
| 5 | 6:04.105 | 73.177 | 3:26.153 | 1:14.965 | 1:22.987 | 159.9 |
| 6 | 3:32.773 | 125.222 | 56.615 | 1:13.654 | 1:22.504 | 171.8 |
| 7 | 3:34.493 | 124.218 | 56.305 | 1:13.842 | 1:24.346 | 173.5 |
| 8 | 3:33.617 | 124.728 | 56.323 | 1:14.686 | 1:22.608 | 173.5 |
| <i>Ideal</i> | <i>3:32.419</i> | <i>125.431</i> | <i>56.305</i> | <i>1:13.654</i> | <i>1:22.460</i> | <i>173.5</i> |

8

2 Dean HARRISON

SSP Behind **3.607**

Best Time **3:32.781** Best Speed **125.218** On **4** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:34.769 | 95.333 | | 1:18.367 | 1:27.089 | 148.0 |
| 2 | 3:40.117 | 121.045 | 56.792 | 1:14.398 | 1:28.927 | 172.6 |
| 3 | 10:50.775 | 40.942 | | 1:14.415 | 1:23.732 | 158.1 |
| 4 | 3:32.781 | 125.218 | 57.022 | 1:13.020 | 1:22.739 | 169.6 |
| 5 | 3:57.812 | 112.038 | 1:02.252 | 1:20.405 | 1:35.155 | 169.2 |
| <i>Ideal</i> | <i>3:32.551</i> | <i>125.353</i> | <i>56.792</i> | <i>1:13.020</i> | <i>1:22.739</i> | <i>172.6</i> |

9

7 Dan KNEEN

SSP Behind **4.523**

Best Time **3:33.697** Best Speed **124.681** On **8** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 7:38.403 | 57.143 | | 1:18.635 | 1:26.451 | 127.3 |
| 2 | 3:41.076 | 120.519 | 58.834 | 1:17.334 | 1:24.908 | 168.3 |
| 3 | 3:34.703 | 124.097 | 57.093 | 1:14.380 | 1:23.230 | 171.8 |
| 4 | 3:35.332 | 123.734 | 57.089 | 1:14.570 | 1:23.673 | 170.9 |
| 5 | 3:36.039 | 123.329 | 57.653 | 1:14.452 | 1:23.934 | 169.2 |
| 6 | 3:34.536 | 124.193 | 57.657 | 1:13.657 | 1:23.222 | 169.6 |
| 7 | 3:35.340 | 123.730 | 57.360 | 1:13.776 | 1:24.204 | 169.6 |
| 8 | 3:33.697 | 124.681 | 57.220 | 1:13.543 | 1:22.934 | 170.0 |
| <i>Ideal</i> | <i>3:33.566</i> | <i>124.757</i> | <i>57.089</i> | <i>1:13.543</i> | <i>1:22.934</i> | <i>171.8</i> |

Qualifying Classification

Position

10

1 Michael DUNLOP

SSP Behind **4.713**

Best Time **3:33.887** Best Speed **124.570** On **7** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 6:28.227 | 67.473 | | 1:20.460 | 1:30.282 | 133.9 |
| 2 | 3:37.489 | 122.507 | 58.177 | 1:15.264 | 1:24.048 | 166.7 |
| 3 | 3:51.687 | 115.000 | 58.630 | 1:15.246 | 1:37.811 | 167.5 |
| 4 | 3:36.777 | 122.910 | 57.045 | 1:15.746 | 1:23.986 | 167.5 |
| 5 | 3:34.651 | 124.127 | 57.181 | 1:13.532 | 1:23.938 | 166.7 |
| 6 | 6:05.982 | 72.801 | 3:25.414 | 1:15.673 | 1:24.895 | 153.4 |
| 7 | 3:33.887 | 124.570 | 57.511 | 1:13.742 | 1:22.634 | 166.7 |
| 8 | 3:34.467 | 124.233 | 57.058 | 1:13.619 | 1:23.790 | 166.7 |
| <i>Ideal</i> | <i>3:33.211</i> | <i>124.965</i> | <i>57.045</i> | <i>1:13.532</i> | <i>1:22.634</i> | <i>167.5</i> |

11

10 Conor CUMMINS

SSP Behind **4.967**

Best Time **3:34.141** Best Speed **124.423** On **4** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:30.974 | 96.669 | | 1:19.061 | 1:30.485 | 148.3 |
| 2 | 3:45.173 | 118.327 | 1:01.957 | 1:15.053 | 1:28.163 | 167.1 |
| 3 | 6:18.738 | 70.349 | | 1:14.157 | 1:23.365 | 151.3 |
| 4 | 3:34.141 | 124.423 | 57.255 | 1:13.684 | 1:23.202 | 168.7 |
| 5 | 3:41.307 | 120.394 | 57.562 | 1:14.134 | 1:29.611 | 166.7 |
| 6 | 8:59.058 | 49.427 | | 1:14.167 | 1:22.717 | 151.6 |
| 7 | 3:34.440 | 124.249 | 56.680 | 1:13.552 | 1:24.208 | 169.6 |
| <i>Ideal</i> | <i>3:32.949</i> | <i>125.119</i> | <i>56.680</i> | <i>1:13.552</i> | <i>1:22.717</i> | <i>169.6</i> |

12

41 Robert KENNEDY

SSP Behind **6.091**

Best Time **3:35.265** Best Speed **123.773** On **6** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:59.199 | 87.549 | | 1:22.654 | 1:32.256 | 156.2 |
| 2 | 3:41.299 | 120.398 | 59.981 | 1:16.195 | 1:25.123 | 161.1 |
| 3 | 3:37.956 | 122.245 | 57.550 | 1:15.017 | 1:25.389 | 170.0 |
| 4 | 3:40.208 | 120.995 | 58.558 | 1:15.485 | 1:26.165 | 162.6 |
| 5 | 3:36.278 | 123.193 | 57.755 | 1:14.776 | 1:23.747 | 166.7 |
| 6 | 3:35.265 | 123.773 | 57.301 | 1:14.762 | 1:23.202 | 169.2 |
| 7 | 3:49.014 | 116.342 | 58.294 | 1:16.898 | 1:33.822 | 170.0 |
| <i>Ideal</i> | <i>3:35.265</i> | <i>123.773</i> | <i>57.301</i> | <i>1:14.762</i> | <i>1:23.202</i> | <i>170.0</i> |



METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

13 15 Ivan LINTIN

SSP Behind 6.279

Best Time 3:35.453 Best Speed 123.665 On 2 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:34.430 | 95.451 | | 1:20.384 | 1:26.514 | 151.0 |
| 2 | 3:35.453 | 123.665 | 57.897 | 1:13.959 | 1:23.597 | 168.3 |
| 3 | 3:40.035 | 121.090 | 57.925 | 1:15.000 | 1:27.110 | 169.2 |
| 4 | 4:02.180 | 110.017 | 58.756 | 1:24.406 | 1:39.018 | 168.3 |
| 5 | 5:14.951 | 84.597 | | 1:17.095 | 1:32.796 | 155.5 |
| 6 | 3:39.093 | 121.610 | 58.342 | 1:14.641 | 1:26.110 | 169.6 |
| 7 | 3:35.718 | 123.513 | 57.815 | 1:14.003 | 1:23.900 | 167.1 |
| 8 | 3:36.564 | 123.030 | 57.765 | 1:15.107 | 1:23.692 | 167.1 |
| <i>Ideal</i> | <i>3:35.321</i> | <i>123.741</i> | <i>57.765</i> | <i>1:13.959</i> | <i>1:23.597</i> | <i>169.6</i> |

Qualifying Classification

Position

16 20 Christian ELKIN

SSP Behind 8.141

Best Time 3:37.315 Best Speed 122.605 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:52.868 | 89.442 | | 1:21.146 | 1:29.511 | 138.8 |
| 2 | 3:44.317 | 118.778 | 59.839 | 1:18.315 | 1:26.163 | 161.1 |
| 3 | 3:40.973 | 120.576 | 59.103 | 1:16.350 | 1:25.520 | 165.4 |
| 4 | 3:40.361 | 120.911 | 58.588 | 1:15.634 | 1:26.139 | 167.1 |
| 5 | 3:37.315 | 122.605 | 58.445 | 1:14.739 | 1:24.131 | 162.2 |
| 6 | 3:37.334 | 122.595 | 57.849 | 1:14.740 | 1:24.745 | 166.7 |
| 7 | 3:43.666 | 119.124 | 58.142 | 1:15.341 | 1:30.183 | 165.8 |
| 8 | 5:20.061 | 83.247 | | 1:14.904 | 1:35.102 | 156.9 |
| <i>Ideal</i> | <i>3:36.719</i> | <i>122.942</i> | <i>57.849</i> | <i>1:14.739</i> | <i>1:24.131</i> | <i>167.1</i> |

14 97 Seamus ELLIOTT

SSP Behind 6.842

Best Time 3:36.016 Best Speed 123.343 On 6 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 5:38.279 | 77.435 | | 1:20.286 | 1:32.888 | 145.1 |
| 2 | 5:22.851 | 82.527 | | 1:17.853 | 1:28.395 | 153.0 |
| 3 | 5:27.382 | 81.385 | | 1:16.826 | 1:25.259 | 156.9 |
| 4 | 3:38.803 | 121.771 | 58.571 | 1:15.867 | 1:24.365 | 165.4 |
| 5 | 3:37.838 | 122.311 | 58.154 | 1:15.469 | 1:24.215 | 166.7 |
| 6 | 3:36.016 | 123.343 | 57.905 | 1:14.580 | 1:23.531 | 167.1 |
| 7 | 3:36.933 | 122.821 | 58.007 | 1:14.698 | 1:24.228 | 166.7 |
| 8 | 3:36.691 | 122.958 | 57.779 | 1:15.148 | 1:23.764 | 166.7 |
| <i>Ideal</i> | <i>3:35.890</i> | <i>123.415</i> | <i>57.779</i> | <i>1:14.580</i> | <i>1:23.531</i> | <i>167.1</i> |

17 44 David MULLIGAN

SSP Behind 10.095

Best Time 3:39.269 Best Speed 121.513 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:34.354 | 95.478 | | 1:20.239 | 1:27.965 | 139.7 |
| 2 | 3:39.604 | 121.327 | 58.273 | 1:15.643 | 1:25.688 | 164.2 |
| 3 | 3:47.852 | 116.935 | 59.093 | 1:16.330 | 1:32.429 | 162.6 |
| 4 | 6:30.580 | 68.216 | | 1:15.830 | 1:25.791 | 140.9 |
| 5 | 3:39.269 | 121.513 | 58.674 | 1:15.615 | 1:24.980 | 163.0 |
| 6 | 3:49.369 | 116.162 | 1:00.330 | 1:18.787 | 1:30.252 | 159.6 |
| 7 | 3:41.592 | 120.239 | 58.613 | 1:16.702 | 1:26.277 | 160.7 |
| 8 | 3:41.287 | 120.405 | 59.204 | 1:16.837 | 1:25.246 | 159.9 |
| <i>Ideal</i> | <i>3:38.868</i> | <i>121.735</i> | <i>58.273</i> | <i>1:15.615</i> | <i>1:24.980</i> | <i>164.2</i> |

15 16 Derek McGEE

SSP Behind 7.820

Best Time 3:36.994 Best Speed 122.787 On 3 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 5:51.868 | 74.445 | | 1:18.919 | 1:27.829 | 125.2 |
| 2 | 3:43.320 | 119.308 | 58.533 | 1:16.332 | 1:28.455 | 168.3 |
| 3 | 3:36.994 | 122.787 | 57.388 | 1:14.825 | 1:24.781 | 169.6 |
| <i>Ideal</i> | <i>3:36.994</i> | <i>122.787</i> | <i>57.388</i> | <i>1:14.825</i> | <i>1:24.781</i> | <i>169.6</i> |

18 14 Tom McHALE

SSP Behind 10.231

Best Time 3:39.405 Best Speed 121.437 On 4 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:52.490 | 89.558 | | 1:20.953 | 1:29.471 | 149.6 |
| 2 | 3:45.009 | 118.413 | 59.841 | 1:18.163 | 1:27.005 | 163.4 |
| 3 | 3:41.953 | 120.043 | 59.749 | 1:15.905 | 1:26.299 | 165.4 |
| 4 | 3:39.405 | 121.437 | 58.965 | 1:15.218 | 1:25.222 | 166.7 |
| 5 | 3:46.655 | 117.553 | 59.008 | 1:15.744 | 1:31.903 | 163.4 |
| 6 | 7:29.998 | 59.209 | | 1:20.436 | 1:27.088 | 151.3 |
| 7 | 3:42.526 | 119.734 | 59.423 | 1:16.675 | 1:26.428 | 165.0 |
| 8 | 3:42.892 | 119.538 | 59.335 | 1:16.723 | 1:26.834 | 154.4 |
| <i>Ideal</i> | <i>3:39.405</i> | <i>121.437</i> | <i>58.965</i> | <i>1:15.218</i> | <i>1:25.222</i> | <i>166.7</i> |

METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

19 51 Derek SHEILS

SSP Behind 11.555

Best Time 3:40.729 Best Speed 120.709 On 7 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 6:01.506 | 72.460 | | 1:20.403 | 1:28.279 | 145.1 |
| 2 | 3:47.927 | 116.897 | 1:00.155 | 1:16.812 | 1:30.960 | 159.6 |
| 3 | 5:16.803 | 84.103 | 2:34.537 | 1:16.653 | 1:25.613 | 150.0 |
| 4 | 3:41.257 | 120.421 | 59.315 | 1:16.393 | 1:25.549 | 159.6 |
| 5 | 3:41.817 | 120.117 | 59.503 | 1:16.434 | 1:25.880 | 158.4 |
| 6 | 3:50.663 | 115.510 | 59.173 | 1:22.697 | 1:28.793 | 160.3 |
| 7 | 3:40.729 | 120.709 | 59.467 | 1:16.191 | 1:25.071 | 158.8 |
| 8 | 3:55.501 | 113.137 | 58.677 | 1:22.103 | 1:34.721 | 161.1 |
| <i>Ideal</i> | <i>3:39.939</i> | <i>121.142</i> | <i>58.677</i> | <i>1:16.191</i> | <i>1:25.071</i> | <i>161.1</i> |

20 53 Jonathan HOWARTH

SSP Behind 11.832

Best Time 3:41.006 Best Speed 120.558 On 6 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 9:38.717 | 45.263 | | 1:23.226 | 1:31.709 | 133.6 |
| 2 | 3:50.151 | 115.767 | 1:01.856 | 1:20.077 | 1:28.218 | 161.5 |
| 3 | 3:45.675 | 118.063 | 1:01.087 | 1:17.253 | 1:27.335 | 159.2 |
| 4 | 3:43.125 | 119.413 | 59.283 | 1:17.186 | 1:26.656 | 160.3 |
| 5 | 3:45.488 | 118.161 | 1:01.399 | 1:16.733 | 1:27.356 | 151.3 |
| 6 | 3:41.006 | 120.558 | 59.267 | 1:16.107 | 1:25.632 | 159.2 |
| 7 | 3:42.862 | 119.554 | 58.724 | 1:16.917 | 1:27.221 | 164.2 |
| <i>Ideal</i> | <i>3:40.463</i> | <i>120.855</i> | <i>58.724</i> | <i>1:16.107</i> | <i>1:25.632</i> | <i>164.2</i> |

21 58 Connor BEHAN

SSP Behind 12.154

Best Time 3:41.328 Best Speed 120.382 On 4 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 9:36.028 | 45.475 | | 1:20.996 | 1:30.368 | 147.3 |
| 2 | 3:45.341 | 118.238 | 59.700 | 1:18.281 | 1:27.360 | 161.5 |
| 3 | 3:44.108 | 118.889 | 59.454 | 1:16.412 | 1:28.242 | 165.0 |
| 4 | 3:41.328 | 120.382 | 59.532 | 1:16.468 | 1:25.328 | 163.0 |
| 5 | 3:57.525 | 112.173 | 1:01.614 | 1:19.291 | 1:36.620 | 158.1 |
| <i>Ideal</i> | <i>3:41.194</i> | <i>120.455</i> | <i>59.454</i> | <i>1:16.412</i> | <i>1:25.328</i> | <i>165.0</i> |

Qualifying Classification

Position

22 71 Davy MORGAN

SSP Behind 12.859

Best Time 3:42.033 Best Speed 120.000 On 7 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 5:32.589 | 78.760 | | 1:28.607 | 1:35.389 | 140.0 |
| 2 | 4:09.323 | 106.865 | 1:07.346 | 1:25.933 | 1:36.044 | 142.3 |
| 3 | 3:48.040 | 116.839 | 1:01.956 | 1:19.114 | 1:26.970 | 157.3 |
| 4 | 3:43.461 | 119.233 | 59.533 | 1:17.339 | 1:26.589 | 163.8 |
| 5 | 3:44.494 | 118.685 | 59.801 | 1:17.815 | 1:26.878 | 158.1 |
| 6 | 3:43.477 | 119.225 | 1:00.333 | 1:16.525 | 1:26.619 | 159.2 |
| 7 | 3:42.033 | 120.000 | 59.954 | 1:16.590 | 1:25.489 | 161.9 |
| 8 | 3:43.072 | 119.441 | 59.173 | 1:16.833 | 1:27.066 | 163.0 |
| <i>Ideal</i> | <i>3:41.187</i> | <i>120.459</i> | <i>59.173</i> | <i>1:16.525</i> | <i>1:25.489</i> | <i>163.8</i> |

23 27 Robert WILSON

SSP Behind 13.514

Best Time 3:42.688 Best Speed 119.647 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 5:00.221 | 87.251 | | 1:24.846 | 1:33.675 | 125.9 |
| 2 | 5:42.692 | 77.749 | | 1:20.195 | 1:28.380 | 146.4 |
| 3 | 3:45.707 | 118.047 | 1:00.263 | 1:18.349 | 1:27.095 | 159.2 |
| 4 | 3:44.416 | 118.726 | 59.978 | 1:17.895 | 1:26.543 | 158.8 |
| 5 | 3:42.688 | 119.647 | 59.173 | 1:17.008 | 1:26.507 | 164.2 |
| 6 | 3:47.082 | 117.332 | 1:01.396 | 1:18.826 | 1:26.860 | 165.4 |
| 7 | 3:44.865 | 118.489 | 59.515 | 1:17.441 | 1:27.909 | 163.8 |
| 8 | 3:44.634 | 118.611 | 59.698 | 1:18.481 | 1:26.455 | 163.8 |
| <i>Ideal</i> | <i>3:42.636</i> | <i>119.675</i> | <i>59.173</i> | <i>1:17.008</i> | <i>1:26.455</i> | <i>165.4</i> |

24 34 Brian McCORMACK

SSP Behind 13.545

Best Time 3:42.719 Best Speed 119.630 On 8 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:37.977 | 94.233 | | 1:22.239 | 1:29.022 | 139.1 |
| 2 | 3:47.154 | 117.295 | 1:00.928 | 1:18.851 | 1:27.375 | 157.7 |
| 3 | 3:46.083 | 117.850 | 1:00.973 | 1:18.193 | 1:26.917 | 0.0 |
| 4 | 3:58.890 | 111.532 | 1:01.483 | 1:23.899 | 1:33.508 | 156.2 |
| 5 | 7:35.488 | 58.495 | | 1:19.318 | 1:27.025 | 0.0 |
| 6 | 3:44.042 | 118.924 | 59.902 | 1:17.740 | 1:26.400 | 160.7 |
| 7 | 3:43.710 | 119.100 | 1:00.220 | 1:17.401 | 1:26.089 | 0.0 |
| 8 | 3:42.719 | 119.630 | 59.938 | 1:17.338 | 1:25.443 | 158.4 |
| <i>Ideal</i> | <i>3:42.683</i> | <i>119.650</i> | <i>59.902</i> | <i>1:17.338</i> | <i>1:25.443</i> | <i>160.7</i> |

METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

25 21 Sam WILSON

SSP Behind 14.204

Best Time 3:43.378 Best Speed 119.277 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 5:33.372 | 78.575 | | 1:22.980 | 1:35.300 | 149.6 |
| 2 | 3:51.614 | 115.036 | 1:01.463 | 1:21.236 | 1:28.915 | 163.8 |
| 3 | 3:46.470 | 117.649 | 59.821 | 1:19.469 | 1:27.180 | 166.2 |
| 4 | 3:44.403 | 118.733 | 1:00.079 | 1:17.692 | 1:26.632 | 167.5 |
| 5 | 3:43.378 | 119.277 | 59.137 | 1:17.648 | 1:26.593 | 166.7 |
| 6 | 3:44.161 | 118.861 | 59.768 | 1:17.861 | 1:26.532 | 163.4 |
| 7 | 3:45.174 | 118.326 | 59.370 | 1:16.878 | 1:28.926 | 162.2 |
| <i>Ideal</i> | <i>3:42.547</i> | <i>119.723</i> | <i>59.137</i> | <i>1:16.878</i> | <i>1:26.532</i> | <i>167.5</i> |

26 78 Michal DOKOUPIL

SSP Behind 14.929

Best Time 3:44.103 Best Speed 118.892 On 7 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 5:07.112 | 85.294 | | 1:24.424 | 1:33.645 | 131.5 |
| 2 | 3:51.838 | 114.925 | 1:01.698 | 1:21.127 | 1:29.013 | 149.6 |
| 3 | 3:46.698 | 117.531 | 1:00.812 | 1:18.033 | 1:27.853 | 155.9 |
| 4 | 3:47.273 | 117.233 | 1:00.401 | 1:19.601 | 1:27.271 | 161.1 |
| 5 | 3:44.468 | 118.698 | 59.703 | 1:17.825 | 1:26.940 | 166.2 |
| 6 | 3:44.408 | 118.730 | 59.510 | 1:17.819 | 1:27.079 | 163.0 |
| 7 | 3:44.103 | 118.892 | 59.485 | 1:17.571 | 1:27.047 | 163.0 |
| 8 | 3:46.597 | 117.583 | 1:00.437 | 1:18.331 | 1:27.829 | 164.2 |
| <i>Ideal</i> | <i>3:43.996</i> | <i>118.948</i> | <i>59.485</i> | <i>1:17.571</i> | <i>1:26.940</i> | <i>166.2</i> |

27 77 Mark GOODINGS

SSP Behind 14.971

Best Time 3:44.145 Best Speed 118.869 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 5:30.399 | 79.282 | | 1:28.001 | 1:33.566 | 139.1 |
| 2 | 3:52.636 | 114.531 | 1:01.909 | 1:20.940 | 1:29.787 | 144.8 |
| 3 | 3:48.119 | 116.799 | 1:01.498 | 1:18.608 | 1:28.013 | 155.1 |
| 4 | 3:46.421 | 117.674 | 1:01.412 | 1:17.899 | 1:27.110 | 156.2 |
| 5 | 3:44.145 | 118.869 | 59.770 | 1:17.243 | 1:27.132 | 162.2 |
| 6 | 3:48.843 | 116.429 | 1:00.124 | 1:19.103 | 1:29.616 | 159.9 |
| 7 | 3:46.196 | 117.791 | 1:00.730 | 1:17.080 | 1:28.386 | 160.3 |
| 8 | 3:44.219 | 118.830 | 59.334 | 1:17.360 | 1:27.525 | 163.0 |
| <i>Ideal</i> | <i>3:43.524</i> | <i>119.200</i> | <i>59.334</i> | <i>1:17.080</i> | <i>1:27.110</i> | <i>163.0</i> |

Qualifying Classification

Position

28 29 Paul JORDAN

SSP Behind 15.269

Best Time 3:44.443 Best Speed 118.711 On 3 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:40.338 | 93.440 | | 1:25.324 | 1:32.041 | 131.0 |
| 2 | 5:24.327 | 82.152 | | 1:18.785 | 1:28.240 | 156.6 |
| 3 | 3:44.443 | 118.711 | 59.333 | 1:18.183 | 1:26.927 | 167.1 |
| 4 | 3:54.218 | 113.757 | 1:01.015 | 1:20.406 | 1:32.797 | 166.7 |
| 5 | 6:11.487 | 71.722 | | 1:19.855 | 1:27.742 | 150.3 |
| 6 | 3:44.864 | 118.489 | 59.269 | 1:18.358 | 1:27.237 | 167.5 |
| 7 | 4:06.154 | 108.241 | 1:06.358 | 1:26.396 | 1:33.400 | 153.4 |
| <i>Ideal</i> | <i>3:44.379</i> | <i>118.745</i> | <i>59.269</i> | <i>1:18.183</i> | <i>1:26.927</i> | <i>167.5</i> |

29 82 Xavier DENIS

SSP Behind 16.156

Best Time 3:45.330 Best Speed 118.244 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:13.700 | 83.502 | | 1:23.028 | 1:31.347 | 138.3 |
| 2 | 3:50.114 | 115.786 | 1:01.412 | 1:19.587 | 1:29.115 | 156.9 |
| 3 | 3:49.726 | 115.981 | 1:00.613 | 1:19.702 | 1:29.411 | 164.2 |
| 4 | 3:47.496 | 117.118 | 1:00.874 | 1:18.777 | 1:27.845 | 161.1 |
| 5 | 3:45.330 | 118.244 | 1:00.440 | 1:17.954 | 1:26.936 | 157.7 |
| 6 | 3:46.759 | 117.499 | 1:00.438 | 1:19.315 | 1:27.006 | 155.1 |
| 7 | 3:45.653 | 118.075 | 1:00.490 | 1:18.341 | 1:26.822 | 156.9 |
| 8 | 3:46.159 | 117.811 | 1:00.169 | 1:18.433 | 1:27.557 | 160.7 |
| <i>Ideal</i> | <i>3:44.945</i> | <i>118.447</i> | <i>1:00.169</i> | <i>1:17.954</i> | <i>1:26.822</i> | <i>164.2</i> |

30 42 Andy LAWSON

SSP Behind 16.259

Best Time 3:45.433 Best Speed 118.190 On 8 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:25.271 | 80.532 | | 1:24.087 | 1:32.057 | 147.7 |
| 2 | 3:50.955 | 115.364 | 1:01.677 | 1:20.322 | 1:28.956 | 155.9 |
| 3 | 3:50.255 | 115.715 | 1:01.254 | 1:20.209 | 1:28.792 | 155.1 |
| 4 | 3:48.514 | 116.597 | 1:01.094 | 1:19.479 | 1:27.941 | 155.9 |
| 5 | 3:45.994 | 117.897 | 1:00.655 | 1:17.970 | 1:27.369 | 155.5 |
| 6 | 3:47.251 | 117.245 | 1:00.631 | 1:19.040 | 1:27.580 | 156.9 |
| 7 | 3:48.082 | 116.817 | 1:01.040 | 1:18.890 | 1:28.152 | 154.8 |
| 8 | 3:45.433 | 118.190 | 1:00.525 | 1:17.865 | 1:27.043 | 159.9 |
| <i>Ideal</i> | <i>3:45.433</i> | <i>118.190</i> | <i>1:00.525</i> | <i>1:17.865</i> | <i>1:27.043</i> | <i>159.9</i> |

METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

31 61 John WALSH

SSP Behind 16.612

Best Time 3:45.786 Best Speed 118.005 On 3 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:07.655 | 85.143 | | 1:23.314 | 1:31.663 | 138.0 |
| 2 | 3:51.547 | 115.069 | 1:02.162 | 1:20.743 | 1:28.642 | 145.1 |
| 3 | 3:45.786 | 118.005 | 1:00.204 | 1:17.118 | 1:28.464 | 164.2 |
| 4 | 3:47.012 | 117.368 | 1:00.771 | 1:18.717 | 1:27.524 | 163.0 |
| 5 | 3:51.436 | 115.125 | 1:00.317 | 1:18.656 | 1:32.463 | 163.0 |
| 6 | 6:59.467 | 63.519 | | 1:17.758 | 1:27.930 | 152.7 |
| <i>Ideal</i> | <i>3:44.846</i> | <i>118.499</i> | <i>1:00.204</i> | <i>1:17.118</i> | <i>1:27.524</i> | <i>164.2</i> |

32 104 Daley MATHISON

SSP Behind 16.817

Best Time 3:45.991 Best Speed 117.898 On 3 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 4:37.346 | 94.448 | | 1:20.738 | 1:29.551 | 153.4 |
| 2 | 3:48.705 | 116.499 | 1:00.687 | 1:19.645 | 1:28.373 | 161.9 |
| 3 | 3:45.991 | 117.898 | 1:00.359 | 1:18.655 | 1:26.977 | 159.2 |
| 4 | 3:46.459 | 117.655 | 1:00.059 | 1:18.347 | 1:28.053 | 160.3 |
| 5 | 3:56.678 | 112.575 | 1:01.345 | 1:21.272 | 1:34.061 | 158.1 |
| <i>Ideal</i> | <i>3:45.383</i> | <i>118.216</i> | <i>1:00.059</i> | <i>1:18.347</i> | <i>1:26.977</i> | <i>161.9</i> |

33 50 Gavin LUPTON

SSP Behind 17.651

Best Time 3:46.825 Best Speed 117.465 On 7 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 7:32.574 | 57.879 | | 1:23.396 | 1:31.508 | 142.3 |
| 2 | 3:53.862 | 113.930 | 1:02.171 | 1:21.687 | 1:30.004 | 140.0 |
| 3 | 3:52.599 | 114.549 | 1:01.537 | 1:20.834 | 1:30.228 | 145.7 |
| 4 | 3:49.859 | 115.914 | 1:01.265 | 1:19.773 | 1:28.821 | 151.0 |
| 5 | 3:48.924 | 116.388 | 1:01.107 | 1:19.392 | 1:28.425 | 150.0 |
| 6 | 3:48.571 | 116.568 | 1:01.138 | 1:19.074 | 1:28.359 | 154.4 |
| 7 | 3:46.825 | 117.465 | 1:00.170 | 1:18.840 | 1:27.815 | 153.0 |
| 8 | 3:50.592 | 115.546 | 1:00.618 | 1:21.123 | 1:28.851 | 149.0 |
| <i>Ideal</i> | <i>3:46.825</i> | <i>117.465</i> | <i>1:00.170</i> | <i>1:18.840</i> | <i>1:27.815</i> | <i>154.4</i> |

Qualifying Classification

Position

34 36 Dennis BOOTH

SSP Behind 18.122

Best Time 3:47.296 Best Speed 117.221 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:33.183 | 78.619 | | 1:25.814 | 1:35.780 | 140.0 |
| 2 | 3:57.968 | 111.964 | 1:02.947 | 1:23.183 | 1:31.838 | 159.9 |
| 3 | 3:48.283 | 116.715 | 1:01.991 | 1:17.908 | 1:28.384 | 159.9 |
| 4 | 3:47.558 | 117.086 | 1:00.446 | 1:16.655 | 1:30.457 | 164.2 |
| 5 | 3:47.296 | 117.221 | 1:00.979 | 1:17.654 | 1:28.663 | 157.7 |
| 6 | 3:51.894 | 114.897 | 1:02.292 | 1:17.851 | 1:31.751 | 163.0 |
| <i>Ideal</i> | <i>3:45.485</i> | <i>118.163</i> | <i>1:00.446</i> | <i>1:16.655</i> | <i>1:28.384</i> | <i>164.2</i> |

35 48 Neil KERNOHAN

SSP Behind 18.139

Best Time 3:47.313 Best Speed 117.213 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:05.789 | 85.663 | | 1:27.495 | 1:34.322 | 135.7 |
| 2 | 3:56.173 | 112.815 | 1:02.789 | 1:22.324 | 1:31.060 | 150.3 |
| 3 | 3:53.442 | 114.135 | 1:01.573 | 1:20.545 | 1:31.324 | 151.0 |
| 4 | 3:50.394 | 115.645 | 1:01.234 | 1:20.098 | 1:29.062 | 159.9 |
| 5 | 3:47.313 | 117.213 | 1:00.707 | 1:18.348 | 1:28.258 | 163.4 |
| 6 | 3:52.688 | 114.505 | 1:00.320 | 1:20.577 | 1:31.791 | 164.2 |
| 7 | 6:00.645 | 73.879 | | 1:19.787 | 1:29.202 | 145.4 |
| 8 | 3:51.183 | 115.251 | 1:03.194 | 1:18.940 | 1:29.049 | 159.2 |
| <i>Ideal</i> | <i>3:46.926</i> | <i>117.413</i> | <i>1:00.320</i> | <i>1:18.348</i> | <i>1:28.258</i> | <i>164.2</i> |

36 52 James COWTON

SSP Behind 18.601

Best Time 3:47.775 Best Speed 116.975 On 2 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:42.785 | 92.631 | | 1:21.435 | 1:29.961 | 150.0 |
| 2 | 3:47.775 | 116.975 | 59.919 | 1:18.370 | 1:29.486 | 165.8 |
| 3 | 7:44.633 | 57.344 | | 1:18.250 | 1:27.226 | 154.4 |
| 4 | 3:51.192 | 115.246 | 59.198 | 1:18.545 | 1:33.449 | 164.6 |
| <i>Ideal</i> | <i>3:44.674</i> | <i>118.589</i> | <i>59.198</i> | <i>1:18.250</i> | <i>1:27.226</i> | <i>165.8</i> |



METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

37 38 James KELLY

SSP Behind 18.622

Best Time 3:47.796 Best Speed 116.964 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 4:59.513 | 87.458 | | 1:23.344 | 1:32.444 | 142.3 |
| 2 | 3:51.676 | 115.005 | 1:01.884 | 1:20.449 | 1:29.343 | 159.2 |
| 3 | 3:50.185 | 115.750 | 1:00.904 | 1:19.557 | 1:29.724 | 161.1 |
| 4 | 3:49.466 | 116.113 | 1:01.274 | 1:19.711 | 1:28.481 | 162.2 |
| 5 | 3:47.796 | 116.964 | 1:00.917 | 1:18.708 | 1:28.171 | 158.8 |
| <i>Ideal</i> | <i>3:47.783</i> | <i>116.971</i> | <i>1:00.904</i> | <i>1:18.708</i> | <i>1:28.171</i> | <i>162.2</i> |

38 56 Wolfi SCHUSTER

SSP Behind 18.939

Best Time 3:48.113 Best Speed 116.802 On 8 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 5:34.560 | 78.296 | | 1:29.791 | 1:36.580 | 143.6 |
| 2 | 4:00.316 | 110.871 | 1:02.729 | 1:23.553 | 1:34.034 | 138.3 |
| 3 | 3:55.012 | 113.373 | 1:01.461 | 1:21.117 | 1:32.434 | 158.8 |
| 4 | 3:49.732 | 115.978 | 1:00.508 | 1:19.204 | 1:30.020 | 161.1 |
| 5 | 3:50.548 | 115.568 | 1:00.492 | 1:20.230 | 1:29.826 | 160.7 |
| 6 | 3:51.023 | 115.330 | 1:01.871 | 1:19.297 | 1:29.855 | 162.2 |
| 7 | 3:50.772 | 115.456 | 1:01.059 | 1:19.508 | 1:30.205 | 163.8 |
| 8 | 3:48.113 | 116.802 | 59.791 | 1:19.303 | 1:29.019 | 163.8 |
| <i>Ideal</i> | <i>3:48.014</i> | <i>116.852</i> | <i>59.791</i> | <i>1:19.204</i> | <i>1:29.019</i> | <i>163.8</i> |

39 17 Dave HEWSON

SSP Behind 19.004

Best Time 3:48.178 Best Speed 116.768 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:02.117 | 86.704 | | 1:26.272 | 1:31.088 | 144.5 |
| 2 | 3:52.592 | 114.552 | 1:01.890 | 1:20.707 | 1:29.995 | 159.2 |
| 3 | 3:51.844 | 114.922 | 1:01.622 | 1:20.128 | 1:30.094 | 158.1 |
| 4 | 3:51.208 | 115.238 | 1:00.996 | 1:20.147 | 1:30.065 | 153.7 |
| 5 | 3:48.178 | 116.768 | 1:00.958 | 1:18.900 | 1:28.320 | 158.4 |
| 6 | 3:50.512 | 115.586 | 1:01.190 | 1:20.537 | 1:28.785 | 155.1 |
| <i>Ideal</i> | <i>3:48.178</i> | <i>116.768</i> | <i>1:00.958</i> | <i>1:18.900</i> | <i>1:28.320</i> | <i>159.2</i> |

Qualifying Classification

Position

40 28 Richard McLOUGHLIN

SSP Behind 19.040

Best Time 3:48.214 Best Speed 116.750 On 7 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:06.228 | 85.540 | | 1:25.194 | 1:33.338 | 143.6 |
| 2 | 3:56.780 | 112.526 | 1:02.966 | 1:22.107 | 1:31.707 | 151.0 |
| 3 | 3:53.599 | 114.059 | 1:01.848 | 1:21.566 | 1:30.185 | 155.5 |
| 4 | 3:52.624 | 114.537 | 1:02.045 | 1:20.770 | 1:29.809 | 149.6 |
| 5 | 3:50.426 | 115.629 | 1:01.399 | 1:19.480 | 1:29.547 | 157.3 |
| 6 | 3:50.228 | 115.729 | 1:01.088 | 1:20.115 | 1:29.025 | 156.6 |
| 7 | 3:48.214 | 116.750 | 1:01.110 | 1:18.740 | 1:28.364 | 155.1 |
| 8 | 3:48.688 | 116.508 | 1:01.098 | 1:18.792 | 1:28.798 | 159.2 |
| <i>Ideal</i> | <i>3:48.192</i> | <i>116.761</i> | <i>1:01.088</i> | <i>1:18.740</i> | <i>1:28.364</i> | <i>159.2</i> |

41 37 Nuno CAETANO

SSP Behind 19.629

Best Time 3:48.803 Best Speed 116.449 On 3 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 6:39.781 | 65.523 | | 1:19.852 | 1:28.782 | 145.1 |
| 2 | 3:49.234 | 116.230 | 1:01.603 | 1:18.667 | 1:28.964 | 156.9 |
| 3 | 3:48.803 | 116.449 | 1:00.728 | 1:19.230 | 1:28.845 | 157.7 |
| 4 | 3:49.782 | 115.953 | 1:01.034 | 1:18.811 | 1:29.937 | 157.3 |
| 5 | 3:57.069 | 112.389 | 1:01.238 | 1:18.978 | 1:36.853 | 157.3 |
| <i>Ideal</i> | <i>3:48.177</i> | <i>116.769</i> | <i>1:00.728</i> | <i>1:18.667</i> | <i>1:28.782</i> | <i>157.7</i> |

42 59 Gareth EVANS

SSP Behind 19.976

Best Time 3:49.150 Best Speed 116.273 On 7 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:30.230 | 79.323 | | 1:26.079 | 1:36.408 | 140.3 |
| 2 | 3:54.611 | 113.567 | 1:01.793 | 1:21.119 | 1:31.699 | 150.3 |
| 3 | 3:50.873 | 115.405 | 1:01.206 | 1:20.564 | 1:29.103 | 151.0 |
| 4 | 3:52.286 | 114.703 | 1:00.944 | 1:19.852 | 1:31.490 | 163.0 |
| 5 | 3:49.574 | 116.058 | 1:00.803 | 1:19.711 | 1:29.060 | 161.5 |
| 6 | 3:49.678 | 116.006 | 1:00.978 | 1:19.532 | 1:29.168 | 164.2 |
| 7 | 3:49.150 | 116.273 | 1:00.265 | 1:19.885 | 1:29.000 | 160.7 |
| 8 | 3:49.552 | 116.069 | 1:00.728 | 1:19.886 | 1:28.938 | 159.6 |
| <i>Ideal</i> | <i>3:48.735</i> | <i>116.484</i> | <i>1:00.265</i> | <i>1:19.532</i> | <i>1:28.938</i> | <i>164.2</i> |



METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

43 47 Timothy ELWOOD

SSP Behind 21.381

Best Time 3:50.555 Best Speed 115.564 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|-------|----------|-----------|----------|----------|----------|------------|
| 1 | 5:27.679 | 79.940 | | 1:23.971 | 1:35.932 | 155.9 |
| 2 | 3:55.021 | 113.368 | 1:01.998 | 1:21.769 | 1:31.254 | 151.0 |
| 3 | 3:52.373 | 114.660 | 1:01.578 | 1:20.812 | 1:29.983 | 161.5 |
| 4 | 3:51.708 | 114.989 | 1:01.206 | 1:19.783 | 1:30.719 | 162.2 |
| 5 | 3:50.555 | 115.564 | 1:01.614 | 1:18.682 | 1:30.259 | 154.8 |
| 6 | 3:55.864 | 112.963 | 1:02.304 | 1:19.524 | 1:34.036 | 160.3 |
| Ideal | 3:49.871 | 115.908 | 1:01.206 | 1:18.682 | 1:29.983 | 162.2 |

44 91 Thomas MAXWELL

SSP Behind 21.785

Best Time 3:50.959 Best Speed 115.362 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|-------|----------|-----------|----------|----------|----------|------------|
| 1 | 4:52.849 | 89.448 | | 1:23.886 | 1:31.925 | 143.9 |
| 2 | 3:54.138 | 113.796 | 1:01.948 | 1:21.475 | 1:30.715 | 155.9 |
| 3 | 3:54.941 | 113.407 | 1:01.807 | 1:22.275 | 1:30.859 | 156.9 |
| 4 | 3:52.601 | 114.548 | 1:02.638 | 1:20.895 | 1:29.068 | 151.3 |
| 5 | 3:50.959 | 115.362 | 1:01.012 | 1:20.586 | 1:29.361 | 157.3 |
| 6 | 9:25.490 | 47.117 | 5:32.830 | 1:50.086 | 2:02.574 | 157.3 |
| Ideal | 3:50.666 | 115.509 | 1:01.012 | 1:20.586 | 1:29.068 | 157.3 |

45 40 Matthew REES

SSP Behind 22.313

Best Time 3:51.487 Best Speed 115.099 On 5 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|-------|----------|-----------|----------|----------|----------|------------|
| 1 | 4:45.286 | 91.819 | | 1:23.610 | 1:33.867 | 141.5 |
| 2 | 3:58.851 | 111.551 | 1:03.491 | 1:22.891 | 1:32.469 | 154.1 |
| 3 | 3:57.008 | 112.418 | 1:03.280 | 1:21.658 | 1:32.070 | 155.9 |
| 4 | 3:57.302 | 112.279 | 1:03.947 | 1:22.361 | 1:30.994 | 159.6 |
| 5 | 3:51.487 | 115.099 | 1:01.767 | 1:19.967 | 1:29.753 | 161.9 |
| 6 | 4:01.738 | 110.218 | 1:02.954 | 1:23.282 | 1:35.502 | 157.3 |
| 7 | 7:34.579 | 58.612 | | 1:20.803 | 1:29.967 | 148.0 |
| Ideal | 3:51.487 | 115.099 | 1:01.767 | 1:19.967 | 1:29.753 | 161.9 |

Qualifying Classification

Position

46 80 Darren COOPER

SSP Behind 23.316

Best Time 3:52.490 Best Speed 114.603 On 3 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|-------|----------|-----------|----------|----------|----------|------------|
| 1 | 5:09.879 | 84.532 | | 1:24.658 | 1:32.298 | 143.9 |
| 2 | 3:53.758 | 113.981 | 1:02.273 | 1:20.755 | 1:30.730 | 148.6 |
| 3 | 3:52.490 | 114.603 | 1:01.633 | 1:19.588 | 1:31.269 | 151.6 |
| 4 | 3:56.410 | 112.702 | 1:01.791 | 1:20.979 | 1:33.640 | 153.0 |
| Ideal | 3:51.951 | 114.869 | 1:01.633 | 1:19.588 | 1:30.730 | 153.0 |

47 33 Paul CRANSTON

SSP Behind 24.151

Best Time 3:53.325 Best Speed 114.192 On 3 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|-------|----------|-----------|----------|----------|----------|------------|
| 1 | 9:00.860 | 48.432 | | 1:23.432 | 1:32.712 | 136.0 |
| 2 | 3:57.198 | 112.328 | 1:03.066 | 1:23.195 | 1:30.937 | 152.7 |
| 3 | 3:53.325 | 114.192 | 1:02.490 | 1:20.673 | 1:30.162 | 148.3 |
| 4 | 3:54.173 | 113.779 | 1:02.935 | 1:21.683 | 1:29.555 | 148.6 |
| 5 | 3:53.492 | 114.111 | 1:03.513 | 1:20.643 | 1:29.336 | 143.0 |
| 6 | 3:55.379 | 113.196 | 1:02.958 | 1:20.249 | 1:32.172 | 146.7 |
| Ideal | 3:52.075 | 114.808 | 1:02.490 | 1:20.249 | 1:29.336 | 152.7 |

48 43 Andrew SELLARS

SSP Behind 26.953

Best Time 3:56.127 Best Speed 112.837 On 4 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|-------|----------|-----------|----------|----------|----------|------------|
| 1 | 5:13.614 | 83.525 | | 1:26.769 | 1:34.684 | 122.6 |
| 2 | 3:58.623 | 111.657 | 1:03.412 | 1:22.808 | 1:32.403 | 143.3 |
| 3 | 3:57.144 | 112.354 | 1:03.655 | 1:22.558 | 1:30.931 | 147.7 |
| 4 | 3:56.127 | 112.837 | 1:03.012 | 1:21.029 | 1:32.086 | 150.6 |
| 5 | 4:00.503 | 110.784 | 1:04.591 | 1:22.986 | 1:32.926 | 150.0 |
| 6 | 3:56.956 | 112.443 | 1:03.069 | 1:22.093 | 1:31.794 | 157.7 |
| 7 | 3:59.363 | 111.312 | 1:03.140 | 1:23.053 | 1:33.170 | 155.1 |
| 8 | 5:54.608 | 75.136 | 1:03.975 | 3:13.398 | 1:37.235 | 153.7 |
| Ideal | 3:54.972 | 113.392 | 1:03.012 | 1:21.029 | 1:30.931 | 157.7 |

METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

49 23 Andrew TAYLOR

SSP Behind 30.139

Best Time 3:59.313 Best Speed 111.335 On 8 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:32.012 | 78.897 | | 1:29.132 | 1:37.737 | 132.0 |
| 2 | 4:04.949 | 108.773 | 1:04.742 | 1:25.135 | 1:35.072 | 155.1 |
| 3 | 4:04.630 | 108.915 | 1:04.806 | 1:25.070 | 1:34.754 | 153.0 |
| 4 | 4:03.992 | 109.200 | 1:05.185 | 1:25.027 | 1:33.780 | 154.1 |
| 5 | 4:05.675 | 108.452 | 1:05.903 | 1:24.752 | 1:35.020 | 150.3 |
| 6 | 4:02.464 | 109.888 | 1:05.446 | 1:23.870 | 1:33.148 | 154.4 |
| 7 | 4:00.426 | 110.820 | 1:03.913 | 1:23.078 | 1:33.435 | 155.9 |
| 8 | 3:59.313 | 111.335 | 1:03.694 | 1:23.273 | 1:32.346 | 154.8 |
| <i>Ideal</i> | <i>3:59.118</i> | <i>111.426</i> | <i>1:03.694</i> | <i>1:23.078</i> | <i>1:32.346</i> | <i>155.9</i> |

50 86 Patricia FERNANDEZ

SSP Behind 30.602

Best Time 3:59.776 Best Speed 111.120 On 7 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:35.877 | 77.989 | | 1:29.385 | 1:39.091 | 130.0 |
| 2 | 4:05.936 | 108.337 | 1:03.811 | 1:25.996 | 1:36.129 | 143.0 |
| 3 | 4:05.076 | 108.717 | 1:03.320 | 1:25.100 | 1:36.656 | 150.6 |
| 4 | 4:04.255 | 109.083 | 1:04.054 | 1:25.312 | 1:34.889 | 158.1 |
| 5 | 4:00.875 | 110.613 | 1:02.786 | 1:24.424 | 1:33.665 | 160.3 |
| 6 | 4:00.797 | 110.649 | 1:02.888 | 1:23.954 | 1:33.955 | 161.1 |
| 7 | 3:59.776 | 111.120 | 1:02.876 | 1:23.722 | 1:33.178 | 159.2 |
| 8 | 3:59.778 | 111.119 | 1:02.181 | 1:23.700 | 1:33.897 | 161.9 |
| <i>Ideal</i> | <i>3:59.059</i> | <i>111.453</i> | <i>1:02.181</i> | <i>1:23.700</i> | <i>1:33.178</i> | <i>161.9</i> |

51 25 Scott CAMPBELL

SSP Behind 31.902

Best Time 4:01.076 Best Speed 110.521 On 6 Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:30.110 | 79.351 | | 1:30.589 | 1:39.079 | 136.0 |
| 2 | 4:06.660 | 108.019 | 1:04.556 | 1:25.682 | 1:36.422 | 139.4 |
| 3 | 4:04.510 | 108.969 | 1:03.546 | 1:25.866 | 1:35.098 | 150.6 |
| 4 | 4:05.443 | 108.555 | 1:03.902 | 1:25.261 | 1:36.280 | 152.7 |
| 5 | 8:37.990 | 51.437 | | 1:24.956 | 1:34.018 | 136.9 |
| 6 | 4:01.076 | 110.521 | 1:02.997 | 1:24.700 | 1:33.379 | 154.8 |
| 7 | 4:02.613 | 109.821 | 1:03.648 | 1:25.545 | 1:33.420 | 153.4 |
| <i>Ideal</i> | <i>4:01.076</i> | <i>110.521</i> | <i>1:02.997</i> | <i>1:24.700</i> | <i>1:33.379</i> | <i>154.8</i> |



METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

SECTOR ANALYSIS

Perfect Lap (sum of best sectors) = 3:28.324



| SECTOR 1 FINISH - TULLYRUSK | | | SECTOR 2 TULLYRUSK - JORDAN'S | | | SECTOR 3 JORDAN'S - FINISH | | | IDEAL / BEST COMPARISON | | | | | | |
|--------------------------------|-----|--------------------|----------------------------------|-----|--------------------|-------------------------------|-----|--------------------|----------------------------|------------|----------|--------------------|----------|----------|-------|
| Pos | No | Name | Time | No | Name | Time | Pos | No | Name | Ideal Time | Best Tim | Diff | | | |
| 1 | 13 | Lee JOHNSTON | 55.584 | 5 | Bruce ANSTEY | 1:12.115 | 5 | Bruce ANSTEY | 1:20.625 | 1 | 13 | Lee JOHNSTON | 3:28.830 | 3:29.174 | 0.344 |
| 2 | 5 | Bruce ANSTEY | 56.005 | 6 | William DUNLOP | 1:12.183 | 13 | Lee JOHNSTON | 1:20.823 | 2 | 5 | Bruce ANSTEY | 3:28.745 | 3:29.545 | 0.800 |
| 3 | 6 | William DUNLOP | 56.174 | 4 | Guy MARTIN | 1:12.375 | 4 | Guy MARTIN | 1:21.388 | 3 | 4 | Guy MARTIN | 3:30.155 | 3:30.298 | 0.143 |
| 4 | 24 | Keith AMOR | 56.298 | 13 | Lee JOHNSTON | 1:12.423 | 24 | Keith AMOR | 1:21.522 | 4 | 6 | William DUNLOP | 3:30.438 | 3:30.438 | 0.000 |
| 5 | 9 | Ian HUTCHINSON | 56.305 | 2 | Dean HARRISON | 1:13.020 | 69 | Glenn IRWIN | 1:21.528 | 5 | 24 | Keith AMOR | 3:31.179 | 3:31.202 | 0.023 |
| 6 | 69 | Glenn IRWIN | 56.330 | 24 | Keith AMOR | 1:13.359 | 6 | William DUNLOP | 1:22.081 | 6 | 69 | Glenn IRWIN | 3:31.407 | 3:31.547 | 0.140 |
| 7 | 4 | Guy MARTIN | 56.392 | 1 | Michael DUNLOP | 1:13.532 | 9 | Ian HUTCHINSON | 1:22.460 | 7 | 9 | Ian HUTCHINSON | 3:32.419 | 3:32.773 | 0.354 |
| 8 | 10 | Conor CUMMINS | 56.680 | 7 | Dan KNEEN | 1:13.543 | 1 | Michael DUNLOP | 1:22.634 | 8 | 2 | Dean HARRISON | 3:32.551 | 3:32.781 | 0.230 |
| 9 | 2 | Dean HARRISON | 56.792 | 69 | Glenn IRWIN | 1:13.549 | 10 | Conor CUMMINS | 1:22.717 | 9 | 7 | Dan KNEEN | 3:33.566 | 3:33.697 | 0.131 |
| 10 | 1 | Michael DUNLOP | 57.045 | 10 | Conor CUMMINS | 1:13.552 | 2 | Dean HARRISON | 1:22.739 | 10 | 1 | Michael DUNLOP | 3:33.211 | 3:33.887 | 0.676 |
| 11 | 7 | Dan KNEEN | 57.089 | 9 | Ian HUTCHINSON | 1:13.654 | 7 | Dan KNEEN | 1:22.934 | 11 | 10 | Conor CUMMINS | 3:32.949 | 3:34.141 | 1.192 |
| 12 | 41 | Robert KENNEDY | 57.301 | 15 | Ivan LINTIN | 1:13.959 | 41 | Robert KENNEDY | 1:23.202 | 12 | 41 | Robert KENNEDY | 3:35.265 | 3:35.265 | 0.000 |
| 13 | 16 | Derek McGEE | 57.388 | 97 | Seamus ELLIOTT | 1:14.580 | 97 | Seamus ELLIOTT | 1:23.531 | 13 | 15 | Ivan LINTIN | 3:35.321 | 3:35.453 | 0.132 |
| 14 | 15 | Ivan LINTIN | 57.765 | 20 | Christian ELKIN | 1:14.739 | 15 | Ivan LINTIN | 1:23.597 | 14 | 97 | Seamus ELLIOTT | 3:35.890 | 3:36.016 | 0.126 |
| 15 | 97 | Seamus ELLIOTT | 57.779 | 41 | Robert KENNEDY | 1:14.762 | 20 | Christian ELKIN | 1:24.131 | 15 | 16 | Derek McGEE | 3:36.994 | 3:36.994 | 0.000 |
| 16 | 20 | Christian ELKIN | 57.849 | 16 | Derek McGEE | 1:14.825 | 16 | Derek McGEE | 1:24.781 | 16 | 20 | Christian ELKIN | 3:36.719 | 3:37.315 | 0.596 |
| 17 | 44 | David MULLIGAN | 58.273 | 14 | Tom McHALE | 1:15.218 | 44 | David MULLIGAN | 1:24.980 | 17 | 44 | David MULLIGAN | 3:38.868 | 3:39.269 | 0.401 |
| 18 | 51 | Derek SHEILS | 58.677 | 44 | David MULLIGAN | 1:15.615 | 51 | Derek SHEILS | 1:25.071 | 18 | 14 | Tom McHALE | 3:39.405 | 3:39.405 | 0.000 |
| 19 | 53 | Jonathan HOWARTH | 58.724 | 53 | Jonathan HOWARTH | 1:16.107 | 14 | Tom McHALE | 1:25.222 | 19 | 51 | Derek SHEILS | 3:39.939 | 3:40.729 | 0.790 |
| 20 | 14 | Tom McHALE | 58.965 | 51 | Derek SHEILS | 1:16.191 | 58 | Connor BEHAN | 1:25.328 | 20 | 53 | Jonathan HOWARTH | 3:40.463 | 3:41.006 | 0.543 |
| 21 | 21 | Sam WILSON | 59.137 | 58 | Connor BEHAN | 1:16.412 | 34 | Brian McCORMACK | 1:25.443 | 21 | 58 | Connor BEHAN | 3:41.194 | 3:41.328 | 0.134 |
| 22 | 71 | Davy MORGAN | 59.173 | 71 | Davy MORGAN | 1:16.525 | 71 | Davy MORGAN | 1:25.489 | 22 | 71 | Davy MORGAN | 3:41.187 | 3:42.033 | 0.846 |
| 23 | 27 | Robert WILSON | 59.173 | 36 | Dennis BOOTH | 1:16.655 | 53 | Jonathan HOWARTH | 1:25.632 | 23 | 27 | Robert WILSON | 3:42.636 | 3:42.688 | 0.052 |
| 24 | 52 | James COWTON | 59.198 | 21 | Sam WILSON | 1:16.878 | 27 | Robert WILSON | 1:26.455 | 24 | 34 | Brian McCORMACK | 3:42.683 | 3:42.719 | 0.036 |
| 25 | 29 | Paul JORDAN | 59.269 | 27 | Robert WILSON | 1:17.008 | 21 | Sam WILSON | 1:26.532 | 25 | 21 | Sam WILSON | 3:42.547 | 3:43.378 | 0.831 |
| 26 | 77 | Mark GOODINGS | 59.334 | 77 | Mark GOODINGS | 1:17.080 | 82 | Xavier DENIS | 1:26.822 | 26 | 78 | Michal DOKOUPIL | 3:43.996 | 3:44.103 | 0.107 |
| 27 | 58 | Connor BEHAN | 59.454 | 61 | John WALSH | 1:17.118 | 29 | Paul JORDAN | 1:26.927 | 27 | 77 | Mark GOODINGS | 3:43.524 | 3:44.145 | 0.621 |
| 28 | 78 | Michal DOKOUPIL | 59.485 | 34 | Brian McCORMACK | 1:17.338 | 78 | Michal DOKOUPIL | 1:26.940 | 28 | 29 | Paul JORDAN | 3:44.379 | 3:44.443 | 0.064 |
| 29 | 56 | Wolfi SCHUSTER | 59.791 | 78 | Michal DOKOUPIL | 1:17.571 | 104 | Daley MATHISON | 1:26.977 | 29 | 82 | Xavier DENIS | 3:44.945 | 3:45.330 | 0.385 |
| 30 | 34 | Brian McCORMACK | 59.902 | 42 | Andy LAWSON | 1:17.865 | 42 | Andy LAWSON | 1:27.043 | 30 | 42 | Andy LAWSON | 3:45.433 | 3:45.433 | 0.000 |
| 31 | 104 | Daley MATHISON | 1:00.059 | 82 | Xavier DENIS | 1:17.954 | 77 | Mark GOODINGS | 1:27.110 | 31 | 61 | John WALSH | 3:44.846 | 3:45.786 | 0.940 |
| 32 | 82 | Xavier DENIS | 1:00.169 | 29 | Paul JORDAN | 1:18.183 | 52 | James COWTON | 1:27.226 | 32 | 104 | Daley MATHISON | 3:45.383 | 3:45.991 | 0.608 |
| 33 | 50 | Gavin LUPTON | 1:00.170 | 52 | James COWTON | 1:18.250 | 61 | John WALSH | 1:27.524 | 33 | 50 | Gavin LUPTON | 3:46.825 | 3:46.825 | 0.000 |
| 34 | 61 | John WALSH | 1:00.204 | 104 | Daley MATHISON | 1:18.347 | 50 | Gavin LUPTON | 1:27.815 | 34 | 36 | Dennis BOOTH | 3:45.485 | 3:47.296 | 1.811 |
| 35 | 59 | Gareth EVANS | 1:00.265 | 48 | Neil KERNOHAN | 1:18.348 | 38 | James KELLY | 1:28.171 | 35 | 48 | Neil KERNOHAN | 3:46.926 | 3:47.313 | 0.387 |
| 36 | 48 | Neil KERNOHAN | 1:00.320 | 37 | Nuno CAETANO | 1:18.667 | 48 | Neil KERNOHAN | 1:28.258 | 36 | 52 | James COWTON | 3:44.674 | 3:47.775 | 3.101 |
| 37 | 36 | Dennis BOOTH | 1:00.446 | 47 | Timothy ELWOOD | 1:18.682 | 17 | Dave HEWSON | 1:28.320 | 37 | 38 | James KELLY | 3:47.783 | 3:47.796 | 0.013 |
| 38 | 42 | Andy LAWSON | 1:00.525 | 38 | James KELLY | 1:18.708 | 28 | Richard McLOUGHLIN | 1:28.364 | 38 | 56 | Wolfi SCHUSTER | 3:48.014 | 3:48.113 | 0.099 |
| 39 | 37 | Nuno CAETANO | 1:00.728 | 28 | Richard McLOUGHLIN | 1:18.740 | 36 | Dennis BOOTH | 1:28.384 | 39 | 17 | Dave HEWSON | 3:48.178 | 3:48.178 | 0.000 |
| 40 | 38 | James KELLY | 1:00.904 | 50 | Gavin LUPTON | 1:18.840 | 37 | Nuno CAETANO | 1:28.782 | 40 | 28 | Richard McLOUGHLIN | 3:48.192 | 3:48.214 | 0.022 |
| 41 | 17 | Dave HEWSON | 1:00.958 | 17 | Dave HEWSON | 1:18.900 | 59 | Gareth EVANS | 1:28.938 | 41 | 37 | Nuno CAETANO | 3:48.177 | 3:48.803 | 0.626 |
| 42 | 91 | Thomas MAXWELL | 1:01.012 | 56 | Wolfi SCHUSTER | 1:19.204 | 56 | Wolfi SCHUSTER | 1:29.019 | 42 | 59 | Gareth EVANS | 3:48.735 | 3:49.150 | 0.415 |
| 43 | 28 | Richard McLOUGHLIN | 1:01.088 | 59 | Gareth EVANS | 1:19.532 | 91 | Thomas MAXWELL | 1:29.068 | 43 | 47 | Timothy ELWOOD | 3:49.871 | 3:50.555 | 0.684 |
| 44 | 47 | Timothy ELWOOD | 1:01.206 | 80 | Darren COOPER | 1:19.588 | 33 | Paul CRANSTON | 1:29.336 | 44 | 91 | Thomas MAXWELL | 3:50.666 | 3:50.959 | 0.293 |
| 45 | 80 | Darren COOPER | 1:01.633 | 40 | Matthew REES | 1:19.967 | 40 | Matthew REES | 1:29.753 | 45 | 40 | Matthew REES | 3:51.487 | 3:51.487 | 0.000 |
| 46 | 40 | Matthew REES | 1:01.767 | 33 | Paul CRANSTON | 1:20.249 | 47 | Timothy ELWOOD | 1:29.983 | 46 | 80 | Darren COOPER | 3:51.951 | 3:52.490 | 0.539 |
| 47 | 86 | Patricia FERNANDEZ | 1:02.181 | 91 | Thomas MAXWELL | 1:20.586 | 80 | Darren COOPER | 1:30.730 | 47 | 33 | Paul CRANSTON | 3:52.075 | 3:53.325 | 1.250 |
| 48 | 33 | Paul CRANSTON | 1:02.490 | 43 | Andrew SELLARS | 1:21.029 | 43 | Andrew SELLARS | 1:30.931 | 48 | 43 | Andrew SELLARS | 3:54.972 | 3:56.127 | 1.155 |
| 49 | 25 | Scott CAMPBELL | 1:02.997 | 23 | Andrew TAYLOR | 1:23.078 | 23 | Andrew TAYLOR | 1:32.346 | 49 | 23 | Andrew TAYLOR | 3:59.118 | 3:59.313 | 0.195 |
| 50 | 43 | Andrew SELLARS | 1:03.012 | 86 | Patricia FERNANDEZ | 1:23.700 | 86 | Patricia FERNANDEZ | 1:33.178 | 50 | 86 | Patricia FERNANDEZ | 3:59.059 | 3:59.776 | 0.717 |
| 51 | 23 | Andrew TAYLOR | 1:03.694 | 25 | Scott CAMPBELL | 1:24.700 | 25 | Scott CAMPBELL | 1:33.379 | 51 | 25 | Scott CAMPBELL | 4:01.076 | 4:01.076 | 0.000 |

METZELER ULSTER GRAND PRIX

SUPERSPORT

Second Qualifying

Thursday, 06 August 2015



METZELER

SPEED TRAP ON FLYING KILO

| Class | No/Name | Fastest | Lap 1 | Lap 2 | Lap 3 | Lap 4 | Lap 5 | Lap 6 | Lap 7 | Lap 8 | Lap 9 | Lap 10 | Lap 11 | Lap 12 |
|-------|--------------------|--------------|-------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|--------|--------|--------|
| 6 | William DUNLOP | 177.7 | 142.7 | 165.0 | 176.7 | 167.9 | 157.7 | 175.8 | <u>177.7</u> | | | | | |
| 13 | Lee JOHNSTON | 174.4 | 142.0 | 171.3 | 172.2 | 172.2 | 173.5 | 161.9 | 140.6 | <u>174.4</u> | | | | |
| 24 | Keith AMOR | 174.0 | 143.0 | 170.9 | 170.9 | <u>174.0</u> | 170.5 | 154.8 | 171.8 | 170.5 | | | | |
| 69 | Glenn IRWIN | 173.5 | 156.9 | 172.2 | 170.9 | 172.2 | 171.3 | 172.2 | <u>173.5</u> | 157.3 | | | | |
| 9 | Ian HUTCHINSON | 173.5 | 142.0 | 173.1 | 171.3 | 171.8 | 159.9 | 171.8 | <u>173.5</u> | <u>173.5</u> | | | | |
| 4 | Guy MARTIN | 173.1 | 150.3 | 165.0 | 169.6 | 170.9 | 170.0 | 169.6 | <u>173.1</u> | 170.5 | | | | |
| 2 | Dean HARRISON | 172.6 | 148.0 | <u>172.6</u> | 158.1 | 169.6 | 169.2 | | | | | | | |
| 7 | Dan KNEEN | 171.8 | 127.3 | 168.3 | <u>171.8</u> | 170.9 | 169.2 | 169.6 | 169.6 | 170.0 | | | | |
| 5 | Bruce ANSTEY | 171.3 | 130.2 | 168.3 | 170.0 | 170.5 | 169.2 | 170.0 | 169.6 | <u>171.3</u> | | | | |
| 41 | Robert KENNEDY | 170.0 | 156.2 | 161.1 | <u>170.0</u> | 162.6 | 166.7 | 169.2 | <u>170.0</u> | | | | | |
| 16 | Derek McGEE | 169.6 | 125.2 | 168.3 | <u>169.6</u> | | | | | | | | | |
| 15 | Ivan LINTIN | 169.6 | 151.0 | 168.3 | 169.2 | 168.3 | 155.5 | <u>169.6</u> | 167.1 | 167.1 | | | | |
| 10 | Conor CUMMINS | 169.6 | 148.3 | 167.1 | 151.3 | 168.7 | 166.7 | 151.6 | <u>169.6</u> | | | | | |
| 29 | Paul JORDAN | 167.5 | 131.0 | 156.6 | 167.1 | 166.7 | 150.3 | <u>167.5</u> | 153.4 | | | | | |
| 21 | Sam WILSON | 167.5 | 149.6 | 163.8 | 166.2 | <u>167.5</u> | 166.7 | 163.4 | 162.2 | | | | | |
| 1 | Michael DUNLOP | 167.5 | 133.9 | 166.7 | <u>167.5</u> | <u>167.5</u> | 166.7 | 153.4 | 166.7 | 166.7 | | | | |
| 97 | Seamus ELLIOTT | 167.1 | 145.1 | 153.0 | 156.9 | 165.4 | 166.7 | <u>167.1</u> | 166.7 | 166.7 | | | | |
| 20 | Christian ELKIN | 167.1 | 138.8 | 161.1 | 165.4 | <u>167.1</u> | 162.2 | 166.7 | 165.8 | 156.9 | | | | |
| 14 | Tom McHALE | 166.7 | 149.6 | 163.4 | 165.4 | <u>166.7</u> | 163.4 | 151.3 | 165.0 | 154.4 | | | | |
| 78 | Michal DOKOUPIL | 166.2 | 131.5 | 149.6 | 155.9 | 161.1 | <u>166.2</u> | 163.0 | 163.0 | 164.2 | | | | |
| 52 | James COWTON | 165.8 | 150.0 | <u>165.8</u> | 154.4 | 164.6 | | | | | | | | |
| 27 | Robert WILSON | 165.4 | 125.9 | 146.4 | 159.2 | 158.8 | 164.2 | <u>165.4</u> | 163.8 | 163.8 | | | | |
| 58 | Connor BEHAN | 165.0 | 147.3 | 161.5 | <u>165.0</u> | 163.0 | 158.1 | | | | | | | |
| 59 | Gareth EVANS | 164.2 | 140.3 | 150.3 | 151.0 | 163.0 | 161.5 | <u>164.2</u> | 160.7 | 159.6 | | | | |
| 44 | David MULLIGAN | 164.2 | 139.7 | <u>164.2</u> | 162.6 | 140.9 | 163.0 | 159.6 | 160.7 | 159.9 | | | | |
| 61 | John WALSH | 164.2 | 138.0 | 145.1 | <u>164.2</u> | 163.0 | 163.0 | 152.7 | | | | | | |
| 48 | Neil KERNOHAN | 164.2 | 135.7 | 150.3 | 151.0 | 159.9 | 163.4 | <u>164.2</u> | 145.4 | 159.2 | | | | |
| 53 | Jonathan HOWARTH | 164.2 | 133.6 | 161.5 | 159.2 | 160.3 | 151.3 | 159.2 | <u>164.2</u> | | | | | |
| 36 | Dennis BOOTH | 164.2 | 140.0 | 159.9 | 159.9 | <u>164.2</u> | 157.7 | 163.0 | | | | | | |
| 82 | Xavier DENIS | 164.2 | 138.3 | 156.9 | <u>164.2</u> | 161.1 | 157.7 | 155.1 | 156.9 | 160.7 | | | | |
| 71 | Davy MORGAN | 163.8 | 140.0 | 142.3 | 157.3 | <u>163.8</u> | 158.1 | 159.2 | 161.9 | 163.0 | | | | |
| 56 | Wolfi SCHUSTER | 163.8 | 143.6 | 138.3 | 158.8 | 161.1 | 160.7 | 162.2 | <u>163.8</u> | <u>163.8</u> | | | | |
| 77 | Mark GOODINGS | 163.0 | 139.1 | 144.8 | 155.1 | 156.2 | 162.2 | 159.9 | 160.3 | <u>163.0</u> | | | | |
| 47 | Timothy ELWOOD | 162.2 | 155.9 | 151.0 | 161.5 | <u>162.2</u> | 154.8 | 160.3 | | | | | | |
| 38 | James KELLY | 162.2 | 142.3 | 159.2 | 161.1 | <u>162.2</u> | 158.8 | | | | | | | |
| 86 | Patricia FERNANDEZ | 161.9 | 130.0 | 143.0 | 150.6 | 158.1 | 160.3 | 161.1 | 159.2 | <u>161.9</u> | | | | |
| 40 | Matthew REES | 161.9 | 141.5 | 154.1 | 155.9 | 159.6 | <u>161.9</u> | 157.3 | 148.0 | | | | | |
| 104 | Daley MATHISON | 161.9 | 153.4 | <u>161.9</u> | 159.2 | 160.3 | 158.1 | | | | | | | |
| 51 | Derek SHEILS | 161.1 | 145.1 | 159.6 | 150.0 | 159.6 | 158.4 | 160.3 | 158.8 | <u>161.1</u> | | | | |
| 34 | Brian McCORMACK | 160.7 | 139.1 | 157.7 | 156.2 | <u>160.7</u> | 158.4 | | | | | | | |
| 42 | Andy LAWSON | 159.9 | 147.7 | 155.9 | 155.1 | 155.9 | 155.5 | 156.9 | 154.8 | <u>159.9</u> | | | | |
| 17 | Dave HEWSON | 159.2 | 144.5 | <u>159.2</u> | 158.1 | 153.7 | 158.4 | 155.1 | | | | | | |
| 28 | Richard McLoughlin | 159.2 | 143.6 | 151.0 | 155.5 | 149.6 | 157.3 | 156.6 | 155.1 | <u>159.2</u> | | | | |
| 43 | Andrew SELLARS | 157.7 | 122.6 | 143.3 | 147.7 | 150.6 | 150.0 | <u>157.7</u> | 155.1 | 153.7 | | | | |
| 37 | Nuno CAETANO | 157.7 | 145.1 | 156.9 | <u>157.7</u> | 157.3 | 157.3 | | | | | | | |
| 91 | Thomas MAXWELL | 157.3 | 143.9 | 155.9 | 156.9 | 151.3 | <u>157.3</u> | <u>157.3</u> | | | | | | |
| 23 | Andrew TAYLOR | 155.9 | 132.0 | 155.1 | 153.0 | 154.1 | 150.3 | 154.4 | <u>155.9</u> | 154.8 | | | | |
| 25 | Scott CAMPBELL | 154.8 | 136.0 | 139.4 | 150.6 | 152.7 | 136.9 | <u>154.8</u> | 153.4 | | | | | |
| 50 | Gavin LUPTON | 154.4 | 142.3 | 140.0 | 145.7 | 151.0 | 150.0 | <u>154.4</u> | 153.0 | 149.0 | | | | |
| 80 | Darren COOPER | 153.0 | 143.9 | 148.6 | 151.6 | <u>153.0</u> | | | | | | | | |
| 33 | Paul CRANSTON | 152.7 | 136.0 | <u>152.7</u> | 148.3 | 148.6 | 143.0 | 146.7 | | | | | | |