



Wednesday 10th – Saturday 13th August 2016

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



SUPERSTOCK



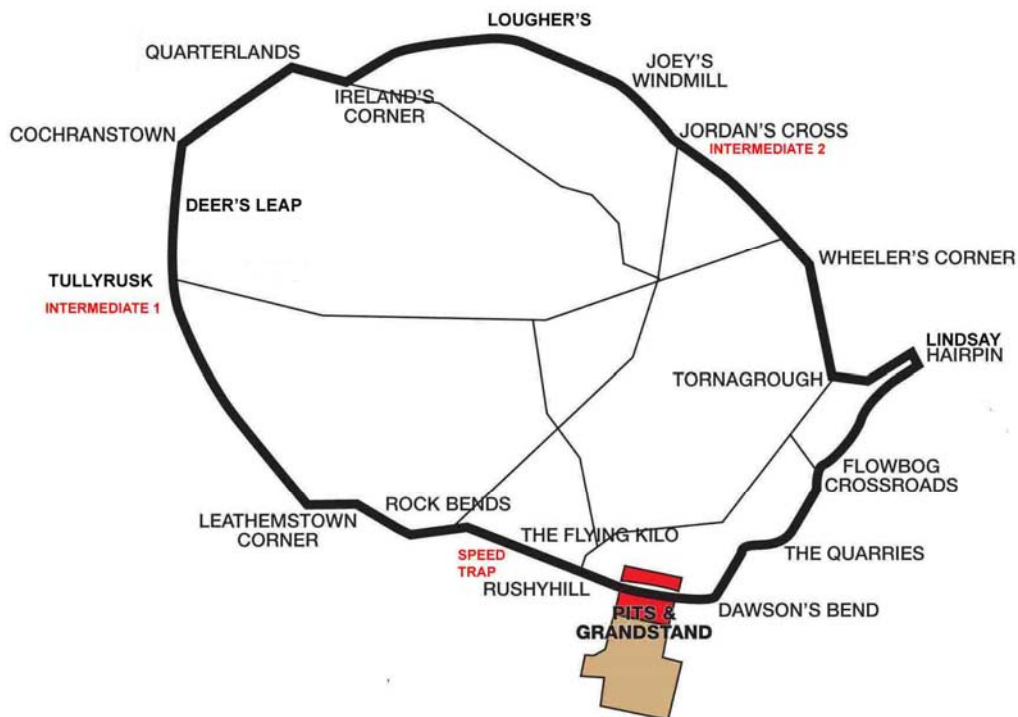
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Dundrod Circuit 7.4011 miles



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 06.315 | 108.170 | 2015 |
| 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 | Lee Johnston | Triumph | 3 26.681 | 128.913 | 2015 |
| Superstock | Lee Johnston | BMW | 3 20.643 | 132.793 | 2015 |
| Superbike | Bruce Anstey (NZ) | Suzuki | 3 18.870 | 133.977 | 2010 |
| Challenge Superbike | Peter Hickman | BMW | 3 24.303 | 130.414 | 2014 |
| National | 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) | 11 | 2003 - 15 | (Supersport - 3, Prod'n 600 - 1, Superstock - 2, Superbike - 5) |
| 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) |

Dundrod Circuit 7.4011 miles

LAP & RACE RECORDS & BEST SECTORS ANALYSIS (RACE & QUALIFYING)

| SUPERTWIN | Name | Machine | Laps | m | s | mph | Session & Year |
|-----------------------------------|--------------|----------------|-------------|----------|----------|------------|---------------------------|
| Lap Record | Ivan Lintin | Kawasaki | 3 | 44.398 | | 118.734 | Dundrod 150 2014 |
| Best Qualifying Lap | Ivan Lintin | Kawasaki | 3 | 45.646 | | 118.079 | Thu Qualifying 2014 |
| Best Sector 1 | Glenn Irwin | Kawasaki | 1 | 00.669 | | 128.778 | Thu Qualifying 2015 |
| Best Sector 2 | Ivan Lintin | Kawasaki | 1 | 18.233 | | 120.698 | Thu Qualifying 2015 |
| Best Sector 3 | Glenn Irwin | Kawasaki | 1 | 26.705 | | 108.282 | Thu Qualifying 2015 |
| Ideal Lap (sum of best sectors) | | | 3 | 45.607 | | 118.099 | |
| Difference (Best Lap – Ideal Lap) | | | | | | -1.209 | |
| Race Record | Lee Johnston | Kawasaki | 5 | 18 | 54.260 | 117.055 | Dundrod 150 2014 |

| SUPERSPORT | Name | Machine | Laps | m | s | mph | Session & Year |
|-----------------------------------|----------------|----------------|-------------|----------|----------|------------|---------------------------|
| Lap Record | Lee Johnston | Triumph | 3 | 26.681 | | 128.913 | Supersport-1 2015 |
| Best Qualifying Lap | Lee Johnston | Triumph | 3 | 29.174 | | 127.377 | Thu Qualifying 2015 |
| Best Sector 1 | Ian Hutchinson | Yamaha | | 54.648 | | 142.966 | Supersport-1 2015 |
| Best Sector 2 | Lee Johnston | Triumph | 1 | 11.112 | | 132.785 | Supersport-1 2015 |
| Best Sector 3 | Lee Johnston | Triumph | 1 | 20.360 | | 116.827 | Supersport-1 2015 |
| Ideal Lap (sum of best sectors) | | | 3 | 26.120 | | 129.265 | |
| Difference (Best Lap – Ideal Lap) | | | | | | 0.561 | |
| Race Record | Lee Johnston | Triumph | 6 | 20 | 52.997 | 127.227 | Supersport-1 2015 |

| SUPERSTOCK | Name | Machine | Laps | m | s | mph | Session & Year |
|-----------------------------------|----------------|----------------|-------------|----------|----------|------------|---------------------------|
| Lap Record | Lee Johnston | BMW | 3 | 20.643 | | 132.793 | Superstock 2015 |
| Best Qualifying Lap | Michael Dunlop | Kawasaki | 3 | 21.812 | | 132.024 | Thu Qualifying 2012 |
| Best Sector 1 | Lee Johnston | BMW | | 52.307 | | 149.365 | Superstock 2015 |
| Best Sector 2 | Peter Hickman | BMW | 1 | 09.090 | | 136.671 | Superstock 2015 |
| Best Sector 3 | Michael Dunlop | BMW | 1 | 18.936 | | 118.939 | Superstock 2015 |
| Ideal Lap (sum of best sectors) | | | 3 | 20.333 | | 132.999 | |
| Difference (Best Lap – Ideal Lap) | | | | | | 0.310 | |
| Race Record | Lee Johnston | BMW | 6 | 20 | 14.991 | 131.206 | Superstock 2015 |

| SUPERBIKE | Name | Machine | Laps | m | s | mph | Session & Year |
|-----------------------------------|--------------|----------------|-------------|----------|----------|------------|---------------------------|
| Lap Record | Bruce Anstey | Suzuki | 3 | 18.870 | | 133.977 | UGP Superbike-2 2010 |
| Best Qualifying Lap | Bruce Anstey | Honda | 3 | 20.083 | | 133.165 | Thu Qualifying 2014 |
| Best Sector 1 | Lee Johnston | BMW | | 52.098 | | 149.964 | UGP Superbike-1 2015 |
| Best Sector 2 | Lee Johnston | BMW | 1 | 08.867 | | 137.113 | UGP Superbike-1 2015 |
| Best Sector 3 | Bruce Anstey | Honda | 1 | 18.302 | | 119.902 | Dundrod 150 2015 |
| Ideal Lap (sum of best sectors) | | | 3 | 19.267 | | 133.710 | |
| Difference (Best Lap – Ideal Lap) | | | | | | -0.397 | |
| Race Record | Bruce Anstey | Suzuki | 5 | 16 | 45.615 | 132.029 | Superbike-2 2010 |

| Sector | Description | Distance |
|---------------|--|-----------------|
| Sector 1 | Finish to Tullyrusk (top of Deer's Leap) | 2.17023 miles |
| Sector 2 | Tullyrusk to Jordan's Cross | 2.62294 miles |
| Sector 3 | Jordan's Cross to Finish | 2.60793 miles |

FASTEST SPEED TRAP SPEEDS

| Name | Machine | mph | Session & Year |
|----------------|----------------|------------|---------------------------------------|
| Cameron Donald | Suzuki | 197 | 2010 UGP Superbike Race 2 |
| Peter Hickman | BMW | 196.9 | 2015 UGP Superbike Race 1 |
| William Dunlop | BMW | 196.9 | 2015 UGP Superbike Race 1 |
| Ian Hutchinson | Kawasaki | 196.3 | 2015 UGP Superbike Thu Qualifying |
| Bruce Anstey | Honda | 196.3 | 2015 Dundrod 150 Superbike Race |
| Michael Dunlop | Honda | 196 | 2012 Dundrod 150 Superbike Qualifying |
| Conor Cummins | Suzuki | 196 | 2012 UGP Superbike Race 2 |
| Guy Martin | Honda | 195 | 2010 UGP Superbike Race 2 |

Dundrod Circuit 7.4011 miles

LAP & RACE RECORDS & BEST SECTORS ANALYSIS (RACE & QUALIFYING)

| ULTRA-L/WEIGHT | Name | Machine | Laps | m | s | mph | Session & Year |
|--|-----------------|----------------|-------------|----------|----------|------------|---------------------------|
| Lap Record 125cc | William Dunlop | Honda | 3 | 55.017 | | 113.370 | 2009 |
| Lap Record Moto 3 | Christian Elkin | Honda 250 | 4 | 06.315 | | 108.170 | UGP 2015 |
| Best Qualifying Lap | Gary Dynes | Honda | 3 | 58.15 | | 111.879 | 1999 |
| Best Sector 1 | Christian Elkin | Honda 250 | 1 | 06.470 | | 117.539 | UGP 2015 |
| Best Sector 2 | Christian Elkin | Honda 250 | 1 | 24.546 | | 111.686 | UGP 2015 |
| Best Sector 3 | Christian Elkin | Honda 250 | 1 | 33.244 | | 100.688 | Thu Qualifying 2015 |
| Ideal Lap (sum of best sectors) Moto 3 | | | 4 | 04.260 | | 109.080 | |
| Difference (Best Lap – Ideal Lap) Moto 3 | | | | | 2.055 | | |
| Race Record 125cc | Phelim Owens | Honda | 7 | 27 | 57.75 | 111.166 | 1999 |
| Race Record Moto 3 | Christian Elkin | Honda | 5 | 20 | 41.173 | 106.972 | 2015 |

| LIGHTWEIGHT | Name | Machine | Laps | m | s | mph | Session & Year |
|---|-----------------|----------------|-------------|----------|----------|------------|---------------------------|
| Lap Record 250cc | Darran Lindsay | Honda | 3 | 38.634 | | 121.866 | 2006 |
| Lap Record 400cc | Jason Griffiths | Yamaha | 3 | 58.43 | | 111.748 | 2003 |
| Lap Record 450cc | Paul Owen | Yamaha | 4 | 36.889 | | 96.226 | 2011 |
| Best Qualifying Lap | William Dunlop | Honda 250 | 3 | 41.545 | | 120.264 | 2009 |
| Best Sector 1 | Sam Wilson | Honda 250 | 1 | 01.479 | | 127.081 | UGP 2015 |
| Best Sector 2 | Sam Wilson | Honda 250 | 1 | 19.386 | | 118.945 | UGP 2015 |
| Best Sector 3 | Sam Wilson | Honda 250 | 1 | 28.802 | | 105.725 | Thu Qualifying 2015 |
| Ideal Lap (sum of best sectors) 250cc | | | 3 | 49.667 | | 116.011 | |
| Difference (Best Lap – Ideal Lap) 250cc | | | | | -11.033 | | |
| Race Record 250cc | Darran Lindsay | Honda | 6 | 22 | 07.158 | 120.127 | 2006 |
| Race Record 400cc | Iain Duffus | Kawasaki | 5 | 20 | 08.25 | 109.898 | 2003 |
| Race Record 450cc | Paul Owen | Yamaha | 2 | 9 | 19.446 | 94.448 | 2011 |

| NATIONAL | Name | Machine | Laps | m | s | mph | Session & Year |
|-----------------------------------|--------------------------|----------------|-------------|----------|----------|------------|---------------------------|
| Lap Record | Lee Johnston | Honda 600 | 3 | 36.269 | | 123.198 | Dundrod 150 2012 |
| Best Qualifying Lap | Lee Johnston | Honda 600 | 3 | 39.290 | | 121.501 | Dundrod 150 2012 |
| Best Sector 1 | | | | | | | |
| Best Sector 2 | no sector times recorded | | | | | | |
| Best Sector 3 | | | | | | | |
| Ideal Lap (sum of best sectors) | | | | | | | |
| Difference (Best Lap – Ideal Lap) | | | | | | | |
| Race Record | Lee Johnston | Honda 600 | 5 | 18 | 07.383 | 122.101 | Dundrod 150 2012 |

| CHALLENGE | Name | Machine | Laps | m | s | mph | Session & Year |
|-----------------------------------|--------------------------|----------------|-------------|----------|----------|------------|---------------------------|
| Lap Record | Peter Hickman | BMW | 3 | 24.303 | | 130.414 | Dundrod 150 2014 |
| Best Qualifying Lap | Dean Harrison | Kawasaki | 3 | 31.040 | | 126.251 | Dundrod 150 2012 |
| Best Sector 1 | | | | | | | |
| Best Sector 2 | no sector times recorded | | | | | | |
| Best Sector 3 | | | | | | | |
| Ideal Lap (sum of best sectors) | | | | | | | |
| Difference (Best Lap – Ideal Lap) | | | | | | | |
| Race Record | Peter Hickman | BMW | 4 | 13 | 57.193 | 126.765 | Dundrod 150 2012 |

| Sector | Description | Distance |
|---------------|--|-----------------|
| Sector 1 | Finish to Tullyrusk (top of Deer's Leap) | 2.17023 miles |
| Sector 2 | Tullyrusk to Jordan's Cross | 2.62294 miles |
| Sector 3 | Jordan's Cross to Finish | 2.60793 miles |

**MCE INSURANCE ULSTER GRAND PRIX
SUPERBIKE/SUPERSTOCK
UGP First Qualifying
Wednesday, 10 August 2016**



Superstock First Qualifying

Qualifying Time

4:23.748


Qualifying Speed

101.021

| Pos | Class | No | Name | Machine / Sponsor | Time | Best Lap | | On | Total Laps | Qualifying Laps |
|----------------------------------|-------|----------------|-------------------------------------|-------------------------------------|----------|----------|---------|----|------------|-----------------|
| | | | | | | Behind | Speed | | | |
| Qualifying Classification | | | | | | | | | | |
| 1 | STK | 36 | Jamie COWARD | Kawasaki - Devitt RC Express Racing | 3:42.398 | 3.168 | 119.803 | 7 | 7 | 6 |
| 2 | STK | 2 | Dean HARRISON | Kawasaki - Silicone Engineering | 3:42.684 | 3.454 | 119.649 | 9 | 9 | 7 |
| 3 | STK | 14 | Dan KNEEN | Yamaha - Mar-Train Yamaha Racing | 3:43.153 | 3.923 | 119.398 | 6 | 6 | 4 |
| 4 | STK | 19 | Steve MERCER | Kawasaki - Devitt RC Express Racing | 3:47.034 | 7.804 | 117.357 | 10 | 10 | 9 |
| 5 | STK | 60 | Peter HICKMAN | Kawasaki - GB Moto Racing | 3:50.614 | 11.384 | 115.535 | 3 | 4 | 3 |
| 6 | STK | 51 | Derek SHEILS | Kawasaki - Shirlaw's Motorcycles | 3:51.677 | 12.447 | 115.005 | 4 | 5 | 4 |
| 7 | STK | 22 | Rob BARBER | Yamaha - PRB Racing | 3:53.080 | 13.850 | 114.313 | 3 | 8 | 7 |
| 8 | STK | 23 | Richard McLOUGHLIN | Kawasaki | 3:53.359 | 14.129 | 114.176 | 6 | 10 | 9 |
| 9 | STK | 17 | Mark GOODINGS | Kawasaki - Team York Suzuki / PMH | 3:54.466 | 15.236 | 113.637 | 6 | 9 | 8 |
| 10 | STK | 56 | David JACKSON | BMW | 3:55.020 | 15.790 | 113.369 | 7 | 8 | 6 |
| 11 | STK | 74 | Dominic HERBERTSON | Honda | 3:55.492 | 16.262 | 113.142 | 3 | 6 | 3 |
| 12 | STK | 38 | Matthew REES | Kawasaki - Phil Morris Racing | 3:56.189 | 16.959 | 112.808 | 6 | 8 | 8 |
| 13 | STK | 20 | Phillip CROWE | BMW - Handtrans/Sheffpack | 3:57.957 | 18.727 | 111.970 | 5 | 8 | 6 |
| 14 | STK | 75 | Mike BOOTH | Kawasaki - Danny Tomlinson Racing | 3:58.901 | 19.671 | 111.527 | 8 | 9 | 7 |
| 15 | STK | 21 | Alan CONNOR | Suzuki - Connor Racing | 3:59.734 | 20.504 | 111.140 | 8 | 8 | 6 |
| 16 | STK | 84 | Sam WEST | BMW - Ice Valley 4 Anjels Racing | 4:00.812 | 21.582 | 110.642 | 9 | 9 | 7 |
| 17 | STK | 47 | Alistair KIRK | Kawasaki - AKR / McCurry Motorsport | 4:01.530 | 22.300 | 110.313 | 3 | 6 | 3 |
| 18 | STK | 64 | Frank GALLAGHER | Kawasaki | 4:04.227 | 24.997 | 109.095 | 5 | 7 | 5 |
| 19 | STK | 30 | Paul CRANSTON | Suzuki - P & J Fuel Haulage | 4:05.833 | 26.603 | 108.382 | 3 | 6 | 5 |
| 20 | STK | 29 | Mark PARRETT | BMW - C & C Ltd. | 4:05.842 | 26.612 | 108.378 | 2 | 5 | 3 |
| 21 | STK | 16 | Dave HEWSON | BMW - Obsession Engineering | 4:06.476 | 27.246 | 108.100 | 6 | 7 | 5 |
| 22 | STK | 44 | Forest DUNN | Kawasaki - Forest Dunn Racing | 4:07.771 | 28.541 | 107.535 | 5 | 6 | 4 |
| 23 | STK | 102 | Julien TONUETTI | Yamaha - Optimark Road Racing | 4:09.606 | 30.376 | 106.744 | 3 | 4 | 3 |
| 24 | STK | 32 | Ryan KNEEN | Kawasaki - Charmer Builders Ltd | 4:10.463 | 31.233 | 106.379 | 5 | 6 | 5 |
| 25 | STK | 99 | Adrian CLARK | Kawasaki - Safe Access | 4:10.541 | 31.311 | 106.346 | 3 | 5 | 4 |
| 26 | STK | 95 | Ben REA | BMW - VRS Racing | 4:11.484 | 32.254 | 105.947 | 3 | 5 | 2 |
| 27 | STK | 25 | Donald MacFADYEN | BMW - Safe Access/ORD Industrial | 4:12.358 | 33.128 | 105.580 | 6 | 7 | 6 |
| 28 | STK | 24 | Andrew SELLARS | BMW | 4:13.128 | 33.898 | 105.259 | 2 | 7 | 4 |
| 29 | STK | 28 | Paul GARTLAND | Kawasaki - North West Gas / Rod Lee | 4:19.086 | 39.856 | 102.838 | 3 | 5 | 2 |
| Non Qualifiers | | | | | | | | | | |
| STK | 1 | Michael DUNLOP | BMW - MD Racing | | 3:39.230 | | 121.534 | 2 | 2 | 1 |
| STK | 50 | Daniel HEGARTY | Kawasaki - RTR M/cycles / Top Gun | | 4:25.955 | 46.725 | 100.182 | 2 | 2 | 0 |
| STK | 76 | Paul FALLON | Kawasaki | | 4:35.245 | 56.015 | 96.801 | 3 | 6 | 0 |
| STK | 72 | Gareth KEYS | Kawasaki - Neil Irwin / Keys Racing | | 9:39.366 | 6:00.136 | 45.988 | 1 | 1 | 0 |

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

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| | | | | |
|---------------|----------------|---|--------------------|-----------------------------------|
| Circuit | Dundrod | Signed | Organising Club | Dundrod & District MCC |
| Length(miles) | 7.4011 |  Chief Timekeeper | Qualifying Started | 19:10 |
| Weather | Cloudy | | Issued At: | 21:52 |
| Track | Damp | | | |



MCE INSURANCE ULSTER GRAND PRIX

SUPERBIKE/SUPERSTOCK

UGP First Qualifying

Wednesday, 10 August 2016

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

1 1 Michael DUNLOP

SBK Behind

Best Time **3:39.108** Best Speed **121.602** On **6** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 6:20.378 | 68.865 | | 1:20.860 | 1:31.588 | 143.6 |
| 2 | 3:42.772 | 119.602 | 57.515 | 1:17.085 | 1:28.172 | 188.1 |
| 3 | 3:54.275 | 113.729 | 59.684 | 1:18.601 | 1:35.990 | 187.6 |
| 4 | 8:09.984 | 54.377 | | 1:19.032 | 1:30.791 | 165.4 |
| 5 | 3:54.217 | 113.758 | 58.229 | 1:18.881 | 1:37.107 | 184.5 |
| 6 | 3:39.108 | 121.602 | 56.730 | 1:15.405 | 1:26.973 | 191.3 |
| 7 | 4:08.475 | 107.230 | 1:00.674 | 1:25.618 | 1:42.183 | 186.0 |
| <i>Ideal</i> | <i>3:39.108</i> | <i>121.602</i> | <i>56.730</i> | <i>1:15.405</i> | <i>1:26.973</i> | <i>191.3</i> |

2 51 Derek SHEILS

SBK Behind **1.246**

Best Time **3:40.354** Best Speed **120.914** On **5** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 28:20.314 | 15.406 | | 1:20.234 | 1:33.077 | 162.2 |
| 2 | 3:48.526 | 116.590 | 59.292 | 1:19.167 | 1:30.067 | 181.5 |
| 3 | 3:43.455 | 119.236 | 58.104 | 1:17.068 | 1:28.283 | 180.0 |
| 4 | 3:42.323 | 119.843 | 58.292 | 1:16.723 | 1:27.308 | 180.0 |
| 5 | 3:40.354 | 120.914 | 57.479 | 1:15.803 | 1:27.072 | 181.0 |
| <i>Ideal</i> | <i>3:40.354</i> | <i>120.914</i> | <i>57.479</i> | <i>1:15.803</i> | <i>1:27.072</i> | <i>181.5</i> |

2 2 Dean HARRISON

STK Behind **3.454**

Best Time **3:42.684** Best Speed **119.649** On **9** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 6:10.423 | 70.716 | | 1:21.867 | 1:32.462 | 122.2 |
| 2 | 3:48.556 | 116.575 | 59.140 | 1:18.765 | 1:30.651 | 180.0 |
| 3 | 3:50.946 | 115.369 | 1:01.211 | 1:18.904 | 1:30.831 | 174.4 |
| 4 | 3:51.135 | 115.274 | 59.401 | 1:17.945 | 1:33.789 | 183.0 |
| 5 | 3:46.725 | 117.517 | 59.085 | 1:17.363 | 1:30.277 | 178.6 |
| 6 | 3:52.379 | 114.657 | 59.623 | 1:18.200 | 1:34.556 | 182.0 |
| 7 | 7:27.990 | 59.474 | | 1:19.989 | 1:29.902 | 164.6 |
| 8 | 3:42.943 | 119.510 | 58.409 | 1:16.221 | 1:28.313 | 183.0 |
| 9 | 3:42.684 | 119.649 | 58.207 | 1:16.467 | 1:28.010 | 184.5 |
| <i>Ideal</i> | <i>3:42.438</i> | <i>119.782</i> | <i>58.207</i> | <i>1:16.221</i> | <i>1:28.010</i> | <i>184.5</i> |

Qualifying Classification

Position

4 6 William DUNLOP

SBK Behind **3.787**

Best Time **3:42.895** Best Speed **119.536** On **6** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:21.216 | 100.280 | | 1:22.320 | 1:32.980 | 168.3 |
| 2 | 3:48.972 | 116.363 | 58.698 | 1:19.858 | 1:30.416 | 187.6 |
| 3 | 3:45.850 | 117.972 | 58.018 | 1:18.264 | 1:29.568 | 190.7 |
| 4 | 4:20.007 | 102.474 | 1:04.532 | 1:29.547 | 1:45.928 | 162.2 |
| 5 | 9:40.767 | 45.877 | | 1:25.722 | 1:34.758 | 165.4 |
| 6 | 3:42.895 | 119.536 | 57.969 | 1:16.941 | 1:27.985 | 183.5 |
| 7 | 4:12.547 | 105.501 | 58.229 | 1:25.577 | 1:48.741 | 182.5 |
| <i>Ideal</i> | <i>3:42.895</i> | <i>119.536</i> | <i>57.969</i> | <i>1:16.941</i> | <i>1:27.985</i> | <i>190.7</i> |

5 60 Peter HICKMAN

SBK Behind **3.929**

Best Time **3:43.037** Best Speed **119.460** On **5** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 25:52.802 | 16.869 | | 1:21.701 | 1:31.718 | 160.7 |
| 2 | 3:46.056 | 117.864 | 59.143 | 1:17.731 | 1:29.182 | 184.5 |
| 3 | 3:58.121 | 111.893 | 58.355 | 1:25.718 | 1:34.048 | 188.1 |
| 4 | 3:52.739 | 114.480 | 1:00.639 | 1:20.587 | 1:31.513 | 175.3 |
| 5 | 3:43.037 | 119.460 | 57.918 | 1:16.892 | 1:28.227 | 186.0 |
| <i>Ideal</i> | <i>3:43.037</i> | <i>119.460</i> | <i>57.918</i> | <i>1:16.892</i> | <i>1:28.227</i> | <i>188.1</i> |

3 14 Dan KNEEN

STK Behind **3.923**

Best Time **3:43.153** Best Speed **119.398** On **6** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 21:44.465 | 20.081 | | 1:20.846 | 1:33.035 | 154.8 |
| 2 | 3:49.438 | 116.127 | 59.808 | 1:17.790 | 1:31.840 | 180.5 |
| 3 | 4:07.841 | 107.504 | 1:00.367 | 1:26.697 | 1:40.777 | 176.3 |
| 4 | 6:31.200 | 68.108 | | 1:18.937 | 1:29.495 | 158.4 |
| 5 | 3:43.340 | 119.298 | 58.117 | 1:16.774 | 1:28.449 | 183.5 |
| 6 | 3:43.153 | 119.398 | 58.192 | 1:16.652 | 1:28.309 | 183.0 |
| <i>Ideal</i> | <i>3:43.078</i> | <i>119.438</i> | <i>58.117</i> | <i>1:16.652</i> | <i>1:28.309</i> | <i>183.5</i> |



MCE INSURANCE ULSTER GRAND PRIX

SUPERBIKE/SUPERSTOCK

UGP First Qualifying

Wednesday, 10 August 2016

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

6

5 Bruce ANSTEY

SBK Behind **4.898**

Best Time **3:44.006** Best Speed **118.943** On **9** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 6:53.187 | 63.397 | | 1:23.347 | 1:30.994 | 145.1 |
| 2 | 3:46.972 | 117.389 | 58.382 | 1:19.216 | 1:29.374 | 178.6 |
| 3 | 3:47.199 | 117.271 | 58.267 | 1:20.052 | 1:28.880 | 182.0 |
| 4 | 3:51.731 | 114.978 | 57.897 | 1:19.151 | 1:34.683 | 182.0 |
| 5 | 7:35.665 | 58.473 | | 1:19.655 | 1:28.837 | 151.0 |
| 6 | 3:44.429 | 118.719 | 57.406 | 1:17.967 | 1:29.056 | 187.6 |
| 7 | 3:59.559 | 111.221 | 58.408 | 1:23.109 | 1:38.042 | 188.1 |
| 8 | 5:12.757 | 85.191 | 2:25.057 | 1:19.105 | 1:28.595 | 168.7 |
| 9 | 3:44.006 | 118.943 | 57.789 | 1:17.809 | 1:28.408 | 185.5 |
| <i>Ideal</i> | <i>3:43.623</i> | <i>119.147</i> | <i>57.406</i> | <i>1:17.809</i> | <i>1:28.408</i> | <i>188.1</i> |

7

14 Dan KNEEN

SBK Behind **6.203**

Best Time **3:45.311** Best Speed **118.254** On **2** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:02.771 | 107.899 | | 1:19.740 | 1:32.612 | 167.9 |
| 2 | 3:45.311 | 118.254 | 59.221 | 1:17.775 | 1:28.315 | 181.0 |
| 3 | 3:45.432 | 118.191 | 58.817 | 1:17.941 | 1:28.674 | 181.0 |
| 4 | 4:08.656 | 107.152 | 1:01.046 | 1:22.560 | 1:45.050 | 165.4 |
| <i>Ideal</i> | <i>3:44.907</i> | <i>118.467</i> | <i>58.817</i> | <i>1:17.775</i> | <i>1:28.315</i> | <i>181.0</i> |

5

60 Peter HICKMAN

STK Behind **11.384**

Best Time **3:50.614** Best Speed **115.535** On **3** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|----------|----------|----------|------------|
| 1 | 7:04.142 | 61.759 | | | | 0.0 |
| 2 | 3:57.116 | 112.367 | | | | 0.0 |
| 3 | 3:50.614 | 115.535 | | | | 0.0 |
| 4 | 3:53.757 | 113.981 | | | | 0.0 |
| <i>Ideal</i> | <i>0.000</i> | <i>0.000</i> | | | | <i>0.0</i> |

Qualifying Classification

Position

6

51 Derek SHEILS

STK Behind **12.447**

Best Time **3:51.677** Best Speed **115.005** On **4** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 4:02.372 | 108.076 | | 1:21.536 | 1:32.302 | 166.2 |
| 2 | 3:52.152 | 114.769 | 59.205 | 1:18.909 | 1:34.038 | 180.0 |
| 3 | 5:55.881 | 74.868 | | 1:19.244 | 1:31.358 | 167.5 |
| 4 | 3:51.677 | 115.005 | 59.289 | 1:18.121 | 1:34.267 | 181.5 |
| 5 | 3:53.754 | 113.983 | 1:00.093 | 1:18.261 | 1:35.400 | 167.1 |
| <i>Ideal</i> | <i>3:48.684</i> | <i>116.510</i> | <i>59.205</i> | <i>1:18.121</i> | <i>1:31.358</i> | <i>181.5</i> |

11

111 Brian McCORMACK

SBK Behind **14.636**

Best Time **3:53.744** Best Speed **113.988** On **3** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 4:16.245 | 102.225 | | 1:22.640 | 1:33.092 | 148.0 |
| 2 | 3:55.919 | 112.937 | 1:01.601 | 1:22.277 | 1:32.041 | 175.3 |
| 3 | 3:53.744 | 113.988 | 1:00.315 | 1:20.838 | 1:32.591 | 177.2 |
| 4 | 3:54.591 | 113.576 | 1:00.272 | 1:20.995 | 1:33.324 | 174.9 |
| 5 | 4:17.383 | 103.519 | 1:04.050 | 1:26.785 | 1:46.548 | 165.4 |
| 6 | 17:12.953 | 25.794 | | 1:28.092 | 1:42.525 | 157.7 |
| 7 | 4:03.938 | 109.224 | 1:03.008 | 1:24.353 | 1:36.577 | 175.8 |
| <i>Ideal</i> | <i>3:53.151</i> | <i>114.278</i> | <i>1:00.272</i> | <i>1:20.838</i> | <i>1:32.041</i> | <i>177.2</i> |

15

61 John WALSH

SBK Behind **16.903**

Best Time **3:56.011** Best Speed **112.893** On **4** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 4:25.266 | 98.749 | | 1:23.314 | 1:34.352 | 157.3 |
| 2 | 4:04.048 | 109.175 | 1:00.554 | 1:22.540 | 1:40.954 | 170.5 |
| 3 | 5:54.761 | 75.104 | | 1:21.114 | 1:33.632 | 153.7 |
| 4 | 3:56.011 | 112.893 | 1:02.079 | 1:19.660 | 1:34.272 | 166.2 |
| 5 | 4:03.124 | 109.590 | 1:00.846 | 1:21.161 | 1:41.117 | 173.5 |
| <i>Ideal</i> | <i>3:53.846</i> | <i>113.938</i> | <i>1:00.554</i> | <i>1:19.660</i> | <i>1:33.632</i> | <i>173.5</i> |



MCE INSURANCE ULSTER GRAND PRIX

SUPERBIKE/SUPERSTOCK

UGP First Qualifying

Wednesday, 10 August 2016

DETAILED SECTOR ANALYSIS



Qualifying Classification

Position

13 20 Phillip CROWE

STK Behind **18.727**

Best Time **3:57.957** Best Speed **111.970** On **5** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 4:24.735 | 98.947 | | 1:27.266 | 1:36.267 | 144.5 |
| 2 | 4:02.654 | 109.802 | 1:02.792 | 1:24.160 | 1:35.702 | 161.1 |
| 3 | 4:12.997 | 105.313 | 1:02.512 | 1:24.056 | 1:46.429 | 166.7 |
| 4 | 12:54.265 | 34.412 | | 1:25.651 | 1:34.920 | 154.1 |
| 5 | 3:57.957 | 111.970 | 1:01.867 | 1:23.125 | 1:32.965 | 166.2 |
| 6 | 4:00.080 | 110.980 | 1:02.819 | 1:23.210 | 1:34.051 | 158.4 |
| 7 | 3:58.128 | 111.889 | 1:01.423 | 1:22.836 | 1:33.869 | 164.6 |
| 8 | 4:04.074 | 109.163 | 1:03.909 | 1:26.975 | 1:33.190 | 164.2 |
| <i>Ideal</i> | <i>3:57.224</i> | <i>112.316</i> | <i>1:01.423</i> | <i>1:22.836</i> | <i>1:32.965</i> | <i>166.7</i> |

16 84 Sam WEST

STK Behind **21.582**

Best Time **4:00.812** Best Speed **110.642** On **9** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 4:50.064 | 90.307 | | 1:29.070 | 1:43.333 | 145.7 |
| 2 | 4:11.580 | 105.907 | 1:05.600 | 1:27.144 | 1:38.836 | 161.5 |
| 3 | 4:07.258 | 107.758 | 1:03.204 | 1:24.344 | 1:39.710 | 174.4 |
| 4 | 4:13.269 | 105.200 | 1:02.619 | 1:26.075 | 1:44.575 | 157.7 |
| 5 | 4:11.783 | 105.821 | 1:02.682 | 1:23.994 | 1:45.107 | 155.9 |
| 6 | 10:20.102 | 42.967 | | 1:23.859 | 1:38.094 | 136.0 |
| 7 | 4:02.672 | 109.794 | 1:01.982 | 1:23.307 | 1:37.383 | 164.6 |
| 8 | 4:03.101 | 109.600 | 1:02.842 | 1:23.498 | 1:36.761 | 160.7 |
| 9 | 4:00.812 | 110.642 | 1:01.802 | 1:22.847 | 1:36.163 | 163.4 |
| <i>Ideal</i> | <i>4:00.812</i> | <i>110.642</i> | <i>1:01.802</i> | <i>1:22.847</i> | <i>1:36.163</i> | <i>174.4</i> |

19 35 Stephen McKNIGHT

SBK Behind **21.725**

Best Time **4:00.833** Best Speed **110.633** On **7** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:01.582 | 86.858 | | 1:29.522 | 1:42.973 | 139.1 |
| 2 | 4:14.714 | 104.603 | 1:04.268 | 1:27.934 | 1:42.512 | 163.0 |
| 3 | 4:19.463 | 102.689 | 1:06.587 | 1:30.134 | 1:42.742 | 162.6 |
| 4 | 4:10.288 | 106.453 | 1:01.640 | 1:26.410 | 1:42.238 | 169.6 |
| 5 | 4:20.694 | 102.204 | 1:03.109 | 1:34.295 | 1:43.290 | 163.8 |
| 6 | 4:02.690 | 109.786 | 1:01.898 | 1:22.206 | 1:38.586 | 159.2 |
| 7 | 4:00.833 | 110.633 | 1:01.981 | 1:24.100 | 1:34.752 | 167.9 |
| 8 | 4:35.593 | 96.679 | 1:10.092 | 1:35.155 | 1:50.346 | 138.3 |
| <i>Ideal</i> | <i>3:58.598</i> | <i>111.669</i> | <i>1:01.640</i> | <i>1:22.206</i> | <i>1:34.752</i> | <i>169.6</i> |

Non Qualifiers

Position

1 Michael DUNLOP

STK Behind

Best Time **3:39.230** Best Speed **121.534** On **2** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|----------------|---------------|-----------------|-----------------|--------------|
| 1 | 39:29.201 | 11.056 | | 1:20.453 | 1:32.475 | 166.2 |
| 2 | 3:39.230 | 121.534 | 57.154 | 1:15.901 | 1:26.175 | 186.0 |
| <i>Ideal</i> | <i>3:39.230</i> | <i>121.534</i> | <i>57.154</i> | <i>1:15.901</i> | <i>1:26.175</i> | <i>186.0</i> |

76 Paul FALLON

STK Behind **56.015**

Best Time **4:35.245** Best Speed **96.801** On **3** Gp

| Lap | Lap Time | Lap Speed | Sector 1 | Sector 2 | Sector 3 | Speed Trap |
|--------------|-----------------|---------------|-----------------|-----------------|-----------------|--------------|
| 1 | 5:25.041 | 80.589 | | 1:36.877 | 1:51.961 | 132.8 |
| 2 | 4:40.036 | 95.145 | 1:10.071 | 1:38.289 | 1:51.676 | 132.0 |
| 3 | 4:35.245 | 96.801 | 1:09.850 | 1:35.757 | 1:49.638 | 144.2 |
| 4 | 4:37.707 | 95.943 | 1:10.428 | 1:36.541 | 1:50.738 | 142.6 |
| 5 | 4:36.277 | 96.439 | 1:10.047 | 1:35.755 | 1:50.475 | 139.7 |
| 6 | 4:38.480 | 95.676 | 1:09.654 | 1:34.436 | 1:54.390 | 147.7 |
| <i>Ideal</i> | <i>4:33.728</i> | <i>97.337</i> | <i>1:09.654</i> | <i>1:34.436</i> | <i>1:49.638</i> | <i>147.7</i> |

Non Qualifiers

Position



MCE INSURANCE ULSTER GRAND PRIX

SUPERBIKE/SUPERSTOCK

UGP First Qualifying

SECTOR ANALYSIS

Perfect Lap (sum of best sectors) = 3:38.310



SECTOR 1

FINISH - TULLYRUSK

SECTOR 2

TULLYRUSK - JORDAN'S

SECTOR 3

JORDAN'S - FINISH

IDEAL / BEST

COMPARISON

| Pos | No | Name | Time | No | Name | Time | No | Name | Time | Pos | No | Name | Ideal Time | Best Tim | Diff |
|-----|-----|--------------------|----------|-----|--------------------|----------|-----|--------------------|----------|-----|-----|------------------|------------|----------|-------|
| 1 | 1 | Michael DUNLOP | 56.730 | 1 | Michael DUNLOP | 1:15.405 | 1. | Michael DUNLOP | 1:26.175 | 1 | 1 | Michael DUNLOP | 3:39.108 | 3:39.108 | 0.000 |
| 2 | 1. | Michael DUNLOP | 57.154 | 51 | Derek SHEILS | 1:15.803 | 36 | Jamie COWARD | 1:26.908 | 2 | 1. | Michael DUNLOP | 3:39.230 | 3:39.230 | 0.000 |
| 3 | 5 | Bruce ANSTEY | 57.406 | 1. | Michael DUNLOP | 1:15.901 | 1 | Michael DUNLOP | 1:26.973 | 3 | 51 | Derek SHEILS | 3:40.354 | 3:40.354 | 0.000 |
| 4 | 51 | Derek SHEILS | 57.479 | 2 | Dean HARRISON | 1:16.221 | 51 | Derek SHEILS | 1:27.072 | 4 | 2 | Dean HARRISON | 3:42.438 | 3:42.684 | 0.246 |
| 5 | 60 | Peter HICKMAN | 57.918 | 14. | Dan KNEEN | 1:16.652 | 6 | William DUNLOP | 1:27.985 | 5 | 6 | William DUNLOP | 3:42.895 | 3:42.895 | 0.000 |
| 6 | 6 | William DUNLOP | 57.969 | 60 | Peter HICKMAN | 1:16.892 | 2 | Dean HARRISON | 1:28.010 | 6 | 60 | Peter HICKMAN | 3:43.037 | 3:43.037 | 0.000 |
| 7 | 36 | Jamie COWARD | 58.025 | 6 | William DUNLOP | 1:16.941 | 60 | Peter HICKMAN | 1:28.227 | 7 | 14. | Dan KNEEN | 3:43.078 | 3:43.153 | 0.075 |
| 8 | 14. | Dan KNEEN | 58.117 | 36 | Jamie COWARD | 1:17.465 | 14. | Dan KNEEN | 1:28.309 | 8 | 5 | Bruce ANSTEY | 3:43.623 | 3:44.006 | 0.383 |
| 9 | 2 | Dean HARRISON | 58.207 | 14 | Dan KNEEN | 1:17.775 | 14 | Dan KNEEN | 1:28.315 | 9 | 14 | Dan KNEEN | 3:44.907 | 3:45.311 | 0.404 |
| 10 | 19 | Steve MERCER | 58.447 | 5 | Bruce ANSTEY | 1:17.809 | 5 | Bruce ANSTEY | 1:28.408 | 10 | 60. | Peter HICKMAN | | 3:50.614 | |
| 11 | 14 | Dan KNEEN | 58.817 | 51. | Derek SHEILS | 1:18.121 | 19 | Steve MERCER | 1:29.908 | 11 | 51. | Derek SHEILS | 3:48.684 | 3:51.677 | 2.993 |
| 12 | 51. | Derek SHEILS | 59.205 | 19 | Steve MERCER | 1:18.438 | 51. | Derek SHEILS | 1:31.358 | 12 | 111 | Brian McCORMACK | 3:53.151 | 3:53.744 | 0.593 |
| 13 | 22 | Rob BARBER | 1:00.119 | 61 | John WALSH | 1:19.660 | 22 | Rob BARBER | 1:31.517 | 13 | 61 | John WALSH | 3:53.846 | 3:56.011 | 2.165 |
| 14 | 111 | Brian McCORMACK | 1:00.272 | 23 | Richard McLOUGHLIN | 1:20.238 | 111 | Brian McCORMACK | 1:32.041 | 14 | 20 | Phillip CROWE | 3:57.224 | 3:57.957 | 0.733 |
| 15 | 56 | David JACKSON | 1:00.509 | 111 | Brian McCORMACK | 1:20.838 | 23 | Richard McLOUGHLIN | 1:32.296 | 15 | 84 | Sam WEST | 4:00.812 | 4:00.812 | 0.000 |
| 16 | 17 | Mark GOODINGS | 1:00.525 | 74 | Dominic HERBERTSON | 1:20.977 | 56 | David JACKSON | 1:32.298 | 16 | 35 | Stephen McKNIGHT | 3:58.598 | 4:00.833 | 2.235 |
| 17 | 61 | John WALSH | 1:00.554 | 17 | Mark GOODINGS | 1:21.015 | 17 | Mark GOODINGS | 1:32.926 | 17 | 76 | Paul FALLON | 4:33.728 | 4:35.245 | 1.517 |
| 18 | 23 | Richard McLOUGHLIN | 1:00.554 | 22 | Rob BARBER | 1:21.016 | 20 | Phillip CROWE | 1:32.965 | | | | | | |
| 19 | 74 | Dominic HERBERTSON | 1:01.059 | 38 | Matthew REES | 1:21.224 | 38 | Matthew REES | 1:33.255 | | | | | | |
| 20 | 20 | Phillip CROWE | 1:01.423 | 75 | Mike BOOTH | 1:21.496 | 74 | Dominic HERBERTSON | 1:33.270 | | | | | | |
| 21 | 38 | Matthew REES | 1:01.439 | 56 | David JACKSON | 1:22.105 | 61 | John WALSH | 1:33.632 | | | | | | |
| 22 | 75 | Mike BOOTH | 1:01.617 | 64 | Frank GALLAGHER | 1:22.108 | 21 | Alan CONNOR | 1:34.731 | | | | | | |
| 23 | 35 | Stephen McKNIGHT | 1:01.640 | 35 | Stephen McKNIGHT | 1:22.206 | 35 | Stephen McKNIGHT | 1:34.752 | | | | | | |
| 24 | 64 | Frank GALLAGHER | 1:01.692 | 21 | Alan CONNOR | 1:22.564 | 75 | Mike BOOTH | 1:35.097 | | | | | | |
| 25 | 84 | Sam WEST | 1:01.802 | 47 | Alistair KIRK | 1:22.609 | 29 | Mark PARRETT | 1:35.922 | | | | | | |
| 26 | 29 | Mark PARRETT | 1:02.386 | 20 | Phillip CROWE | 1:22.836 | 47 | Alistair KIRK | 1:36.158 | | | | | | |
| 27 | 21 | Alan CONNOR | 1:02.439 | 84 | Sam WEST | 1:22.847 | 84 | Sam WEST | 1:36.163 | | | | | | |
| 28 | 99 | Adrian CLARK | 1:02.575 | 30 | Paul CRANSTON | 1:23.919 | 64 | Frank GALLAGHER | 1:36.368 | | | | | | |
| 29 | 47 | Alistair KIRK | 1:02.606 | 29 | Mark PARRETT | 1:24.160 | 30 | Paul CRANSTON | 1:36.458 | | | | | | |
| 30 | 44 | Forest DUNN | 1:02.947 | 16 | Dave HEWSON | 1:24.657 | 16 | Dave HEWSON | 1:38.189 | | | | | | |
| 31 | 16 | Dave HEWSON | 1:02.966 | 44 | Forest DUNN | 1:24.970 | 44 | Forest DUNN | 1:38.763 | | | | | | |
| 32 | 95 | Ben REA | 1:03.293 | 102 | Julien TONUITTI | 1:25.264 | 25 | Donald MacFADYEN | 1:39.363 | | | | | | |
| 33 | 32 | Ryan KNEEN | 1:03.360 | 99 | Adrian CLARK | 1:26.423 | 32 | Ryan KNEEN | 1:39.458 | | | | | | |
| 34 | 30 | Paul CRANSTON | 1:03.659 | 32 | Ryan KNEEN | 1:26.482 | 102 | Julien TONUITTI | 1:40.281 | | | | | | |
| 35 | 102 | Julien TONUITTI | 1:03.731 | 95 | Ben REA | 1:26.640 | 24 | Andrew SELLARS | 1:40.305 | | | | | | |
| 36 | 24 | Andrew SELLARS | 1:04.607 | 72 | Gareth KEYS | 1:27.237 | 95 | Ben REA | 1:40.447 | | | | | | |
| 37 | 25 | Donald MacFADYEN | 1:04.635 | 25 | Donald MacFADYEN | 1:27.374 | 99 | Adrian CLARK | 1:41.425 | | | | | | |
| 38 | 28 | Paul GARTLAND | 1:07.007 | 24 | Andrew SELLARS | 1:27.764 | 28 | Paul GARTLAND | 1:41.824 | | | | | | |
| 39 | 50 | Daniel HEGARTY | 1:08.080 | 50 | Daniel HEGARTY | 1:29.590 | 50 | Daniel HEGARTY | 1:42.999 | | | | | | |
| 40 | 76 | Paul FALLON | 1:09.654 | 28 | Paul GARTLAND | 1:30.255 | 76 | Paul FALLON | 1:49.638 | | | | | | |
| | | | | 76 | Paul FALLON | 1:34.436 | 72 | Gareth KEYS | 6:46.078 | | | | | | |