

MotoGP

MONSTER ENERGY GRAND PRIX DE FRANCE

Qualifying Nr. 2

Chronological Analysis of Performances

22

| | P Crossing the finish line in pit lane 71 Time from finish line to 1st 72 Time from 1st intermed. to | | | | | | | | | from 2nd intermed. to 3rd intermed. from 3rd intermediate to finish line | | | | |
|----------|---|----------|----------------------|----------------------|-------------|-------------|--------------------|------|------------------|---|-------------|------------|-----------|-----------|
| | | | | | | | | | | | | | | |
| Lap | Lap Time | ? | <i>T1</i> | <i>T2</i> | <i>T3</i> | <i>T4</i> | Speed | Lap | Lap Time | T1 | <i>T2</i> | <i>T3</i> | <i>T4</i> | Speed |
| 104 | 93 | Marc N | IARQ | UEZ | Repsol Ho | onda Tear | n SPA | 4 | 1'33.506 | 21.573 | 21.292 | 25.764 | 24.877 | 304.2 |
| 1st | 93 | | Ru | ıns=2 7 | otal laps=8 | 3 Fu | II laps=5 | 5 | 1'38.359 P | 22.759 | 23.514 | 26.780 | 25.306 | 301.9 |
| 1 | 2110 500 | 11/ | 03.315 | 22.805 | 26.905 | 25.484 | | 6 | 3'13.508 | 1'47.348 | 22.067 | 26.314 | 37.779 | |
| 2 | 2'18.509 | | 21.163 | 21.217 | 25.645 | 24.542 | 303.4 | 7 | 1'32.974 | 21.369 | 21.251 | 25.766 | 24.588 | 306.6 |
| | 1'32.567 | | | | | | | 8 | 1'32.873 | 21.260 | 21.241 | 25.594 | 24.778 | 305.6 |
| 3 4 | 1'32.85 6 | | 21.280 21.185 | 21.250 21.183 | 25.776 | 24.550 | 301.5 302.9 | 9 | 1'32.887 | 21.293 | 21.226 | 25.652 | 24.716 | 303.1 |
| 5 | 3'46.505 | | 32.533 | 22.525 | 26.435 | 25.012 | 302.9 | | lor | as I ODE | NZO | Movistar ` | Vamaha N | Ant SDA |
| 6 | 1'32.042 | _ | 21.177 | 21.051 | 25.394 | 24.420 | 301.7 | 6th | 99 Joi | ge LORE | | | | |
| 7 | 1'39.135 | _ | 25.137 | 22.212 | 26.485 | 25.301 | 301.7 | | | Ru | ns=2 T | otal laps= | 9 Fu | II laps=6 |
| 8 | 1'32.997 | | 21.253 | 21.290 | 25.755 | 24.699 | 304.3 | 1 | 1'39.352 | 25.599 | 22.306 | 26.437 | 25.010 | |
| | 1 32.331 | | L1.200 | 21.200 | | | | 2 | 1'33.188 | 21.409 | 21.312 | 25.748 | 24.719 | 303.6 |
| 2nd | 44 | Pol ES | PARG | SARO | Monster Y | 'amaha Te | ec SPA | 3 | 1'32.964 | 21.379 | 21.185 | 25.754 | 24.646 | 302.5 |
| 2nd | 44 | | Ru | ıns=2 7 | otal laps=9 |) Fu | II laps=6 | 4 | 1'33.335 | 21.375 | 21.266 | 25.852 | 24.842 | 301.6 |
| 1 | 1'39.969 |) " | 25.899 | 22.545 | 26.460 | 25.065 | | 5 | 1'40.714 P | 23.641 | 22.671 | 27.278 | 27.124 | 292.2 |
| 2 | 1'33.548 | | 21.491 | 21.411 | 25.826 | 24.820 | 308.6 | 6 | 3'21.094 | 2'02.234 | 25.920 | 27.401 | 25.539 | |
| 3 | 1'33.548 | | 21.491 | 21.327 | 25.026 | 24.820 | 305.8 | 7 | 1'35.408 | 21.970 | 22.834 | 25.961 | 24.643 | 302.7 |
| 4 | 1'33.398 | | 21.356 | 21.414 | 25.795 | 24.833 | 305.4 | 8 | 1'32.899 | 21.215 | 21.207 | 25.684 | 24.793 | 304.9 |
| 5 | 1'41.161 | | 23.304 | 24.422 | 27.760 | 25.675 | 304.5 | 9 | 1'32.998 | 21.186 | 21.253 | 25.785 | 24.774 | 302.6 |
| 6 | 3'13.173 | | 46.658 | 22.288 | 26.346 | 37.881 | 304.0 | | Aba | aro BAUT | ICTA | GO&FLIN | Honda G | res SDA |
| 7 | 1'33.594 | | 21.416 | 21.286 | 25.792 | 25.100 | 308.2 | 7th | 19 Aiv | | | | | _ |
| 8 | 1'32.734 | | 21.384 | 21.239 | 25.539 | 24.572 | 307.6 | | | Ru | ns=2 T | otal laps= | 9 Fu | II laps=6 |
| 9 | 1'33.061 | | 21.201 | 21.356 | 25.900 | 24.604 | 307.6 | 1 | 1'55.554 | 37.557 | 22.495 | 26.755 | 28.747 | |
| | 1 33.00 | | 21.201 | 21.000 | 20.000 | 24.004 | 007.0 | 2 | 1'33.734 | 21.633 | 21.410 | 25.825 | 24.866 | 306.3 |
| 254 | 4 | Andrea | a DOV | IZIOSO | Ducati Te | am | ITA | 3 | 1'33.477 | 21.531 | 21.327 | 25.813 | 24.806 | 305.6 |
| 3rd | 4 | | Ru | ıns=2 7 | otal laps=8 | 3 Fu | II laps=5 | 4 | 1'33.221 | 21.346 | 21.329 | 25.711 | 24.835 | 303.0 |
| 1 | 1'42.825 | | 27.343 | 23.383 | 26.744 | 25.355 | | 5 | 1'37.012 P | 21.956 | 21.999 | 26.921 | 26.136 | 304.6 |
| 2 | 1'34.678 | | 21.692 | 21.855 | 26.281 | 24.850 | 307.7 | 6 | 3'00.540 | 1'45.638 | 22.371 | 26.959 | 25.572 | |
| 3 | 1'33.412 | | 21.262 | 21.251 | 26.027 | 24.872 | 308.3 | 7 | 1'34.979 | 21.605 | 21.371 | | | 304.3 |
| 4 | 1'35.394 | | 21.686 | 21.537 | 26.100 | 26.071 | 305.4 | 8 | 1'33.006 | 21.407 | 21.259 | 25.640 | 24.700 | 307.3 |
| 5 | 4'16.511 | | 02.415 | 22.634 | 26.302 | 25.160 | 000.4 | 9 | 1'33.025 | 21.212 | 21.317 | 25.800 | 24.696 | 307.7 |
| 6 | 1'32.755 | | 21.225 | 21.220 | 25.630 | 24.680 | 305.8 | | 10 | ix ESPAR | GAPO | NGM For | ward Raci | na SPA |
| 7 | 1'46.407 | | 21.403 | 21.993 | 30.800 | 32.211 | 305.5 | 8th | 41 Ale | | | | | |
| 8 | 1'36.282 | | 21.291 | 21.319 | 26.770 | 26.902 | 305.6 | | | | | otal laps= | | II laps=5 |
| | | | | | | | | 1 | 1'56.330 | 35.513 | 23.080 | 27.499 | 30.238 | |
| 4th | 6 | Stefan | BRAI | DL | LCR Hono | da MotoGl | P GER | 2 | 1'33.527 | 21.362 | 21.462 | 25.763 | 24.940 | 301.0 |
| 7111 | U | | Rι | ıns=2 7 | otal laps=9 |) Fu | II laps=6 | 3 | 1'33.207 | 21.280 | 21.239 | 25.856 | 24.832 | 300.9 |
| 1 | 1'54.372 |) : | 34.522 | 23.652 | 27.690 | 28.508 | | 4 | 1'43.169 P | | 23.271 | | | 247.9 |
| 2 | 1'33.400 | | 21.512 | | 25.735 | 24.741 | 306.4 | 5 | 4'18.073 | 2'58.127 | 23.361 | 27.600 | 28.985 | |
| 3 | 1'33.433 | | 21.413 | 21.451 | 25.774 | 24.795 | 302.5 | 6 | 1'33.015 | 21.271 | 21.259 | 25.720 | 24.765 | 299.1 |
| 4 | 1'33.345 | | 21.353 | 21.445 | 25.626 | 24.921 | 301.9 | 7 | 1'33.135 | 21.164 | 21.301 | 25.814 | 24.856 | 298.5 |
| 5 | 1'38.858 | | 23.047 | 23.044 | 26.758 | 26.009 | 295.0 | 8 | 1'55.566 | 32.567 | 25.664 | 30.253 | 27.082 | 221.5 |
| 6 | 3'01.417 | | 36.306 | 22.275 | | | | | oo Dai | ni PEDRO | SΔ | Repsol He | onda Tear | n SPA |
| 7 | 1'34.213 | | 21.714 | 21.452 | | | 305.2 | 9th | 26 Dai | | | otal laps= | | II laps=6 |
| 8 | 1'32.846 | | 21.193 | 21.315 | 25.613 | 24.725 | 306.6 | | | | | | | п тарз–о |
| 9 | 1'33.567 | | 21.230 | 21.392 | 25.964 | 24.981 | 306.0 | 1 | 1'53.615 | 34.069 | 23.736 | 27.273 | 28.537 | |
| | | | | | | | | 2 | 1'39.445 | 21.792 | 21.681 | 31.104 | 24.868 | 304.5 |
| 5th | 46 | /alent | ino Ro | DSSI | Movistar \ | ramaha M | iot ITA | 3 | 1'33.701 | 21.558 | 21.379 | 25.970 | 24.794 | 309.7 |
| <u> </u> | 70 | | Rι | ıns=2 7 | otal laps=9 | <u> F</u> u | II laps=6 | 4 | 1'33.627 | 21.484 | 21.368 | 25.843 | 24.932 | 303.2 |
| 1 | 1'42.081 | - | 27.511 | 22.770 | 26.682 | 25.118 | | 5 | 1'36.052 P | | 21.847 | 26.621 | 25.571 | 303.1 |
| 2 | 1'33.313 | | 21.549 | 21.264 | 25.753 | 24.747 | 302.1 | 6 | 2'56.288 | 1'41.054 | 22.914 | 27.060 | 25.260 | 000.0 |
| 3 | 1'33.217 | | 21.423 | 21.286 | 25.756 | 24.752 | 301.4 | 7 | 1'33.501 | 21.575 | 21.399 | 25.792 | 24.735 | 303.3 |
| - | | - | | | | | | 8 | 1'33.048 | 21.384 | 21.277 | 25.646 | 24.741 | 305.3 |
| Fast- | of los: | Ma== ' | MADOL | IE7 | | Donasili | ondo T | m 0' | 24 4122 | 042 24 | 1 1 7 7 7 1 | 1.054 05 | 204 2 | 4.420 |
| raste | st Lap: | iviarc I | MARQU | 'EZ | | Repsol Ho | onda rea | m SF | PA 1'32 . | U4Z 21 | 1.177 21 | 1.051 25 | 5.394 2 | 4.420 |

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Qualifying Nr. 2 MotoGP

| Lap | Lap Time | T1 | T2 | Т3 | T4 | Speed | Lap | Lap Time | T1 | T2 |
|-------|---------------------|--------------|---------|-------------------|--------|-----------|-----|----------|----|----|
| 9 | 1'33.023 | 21.390 | 21.299 | 25.605 | 24.729 | 304.7 | | | | |
| 4 O+1 | Bra | radley SMITH | | Monster Yamaha Te | | ec GBR | | | | |
| 10th | 1 38 Bra | - | | otal laps=8 Fu | | II laps=5 | | | | |
| 1 | 2'00.697 | 43.776 | 23.585 | 27.427 | 25.909 | | | | | |
| 2 | 1'33.596 | 21.740 | 21.378 | 25.811 | 24.667 | 304.0 | | | | |
| 3 | 1'33.136 | 21.405 | 21.315 | 25.786 | 24.630 | 304.6 | | | | |
| 4 | 1'38.549 P | 21.430 | 21.519 | | | 304.6 | | | | |
| 5 | 3'11.510 | 1'56.208 | 22.884 | 27.045 | 25.373 | | | | | |
| 6 | 1'33.975 | 21.609 | 21.390_ | 26.069 | 24.907 | 303.4 | | | | |
| 7 | 1'33.058 | 21.406 | 21.363 | 25.673 | 24.616 | 303.2 | | | | |
| 8 | 2'18.012 | 30.858 | 24.760 | 30.498 | 51.896 | 299.7 | | | | |
| | Δnc | rea IANN | IONE | Pramac R | acina | ITA | | | | |
| 11th | า 29 ^{And} | | | | | | | | | |
| | | | | otal laps=8 | 3 Fu | II laps=5 | | | | |
| 1 | 1'43.205 | 27.781 | 23.237 | 26.852 | 25.335 | | | | | |
| 2 | 1'33.593 | 21.493 | 21.382 | 26.096 | 24.622 | 304.3 | | | | |
| 3 | 1'33.102 | 21.273 | 21.261 | 25.846 | 24.722 | 301.1 | | | | |
| 4 | 1'36.896 P | 24.336 | 22.015 | | | 300.2 | | | | |
| 5 | 4'23.612 | 3'09.373 | 22.568 | 26.601 | 25.070 | | | | | |
| 6 | 1'32.406 | 21.360 | 21.075 | | | 300.3 | | | | |
| 7 | 1'33.167 | 21.375 | 21.302 | 25.862 | 24.628 | 298.9 | | | | |
| 8 | 1'33.155 | 21.307 | 21.240 | 25.975 | 24.633 | 299.5 | | | | |
| 404 | a = Cal | CRUTCH | II OW | Ducati Te | am | GBR | | | | |
| 12tł | າ 35 ^{Cai} | | | otal laps=8 | B Fu | II laps=5 | | | | |
| 1 | 2'24.717 | 1'09.094 | 23.361 | 26.790 | 25.472 | | | | | |
| 2 | 1'33.315 | 21.367 | 21.354 | 25.758 | 24.836 | 303.3 | | | | |
| 3 | 1'33.632 | 21.383 | 21.400 | 25.914 | 24.935 | 302.3 | | | | |
| 4 | 1'42.548 P | 25.665 | 23.488 | | | 301.8 | | | | |
| 5 | 4'02.596 | 2'35.135 | 23.103 | 27.024 | 37.334 | | | | | |
| 6 | 1'35.597 | 21.393 | 21.343 | | | 303.9 | | | | |
| 7 | 1'33.680 | 21.457 | 21.362 | 25.932 | 24.929 | 303.3 | | | | |
| 8 | 1'40.806 | 21.580 | 21.591 | 30.673 | 26.962 | 302.8 | | | | |

Fastest Lap: Marc MARQUEZ Repsol Honda Team SPA **1'32.042** 21.177 21.051 25.394 24.420

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T4 Speed