



37 GRAN PREMIO DE ESPANA FIA EUROPEO DE CAMIONES

Circuito del Jarama, length 3850 m

05 & 06 October 2024

Goodyear FIA European Truck Racing Championship

Lap Analysis Race 3, 06.10.2024

FIA-Visa.No.: 8ETRC-ESP 02.10.2024

1 Norbert KISS , MAN / HUN

Theoretical Best: 1:57.693

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:00.313 | 49.068 | 38.069 | 33.176 | 7 | 1:59.563 | 47.175 | 38.699 | 33.689 |
| 2 | 1:58.039 | 46.448 | 38.351 | 33.240 | 8 | 1:59.648 | 47.280 | 38.751 | 33.617 |
| 3 | 1:58.975 | 46.831 | 38.716 | 33.428 | 9 | 1:59.481 | 47.115 | 38.810 | 33.556 |
| 4 | 1:59.109 | 46.970 | 38.670 | 33.469 | 10 | 1:59.779 | 47.183 | 38.866 | 33.730 |
| 5 | 1:59.548 | 47.309 | 38.781 | 33.458 | 11 | 1:59.626 | 47.063 | 38.819 | 33.744 |
| 6 | 1:59.223 | 46.885 | 38.740 | 33.598 | 12 | 1:59.029 | 46.949 | 38.714 | 33.366 |

2 Jochen HAHN , IVECO / DEU

Theoretical Best: 1:58.971

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:01.936 | 49.999 | 38.490 | 33.447 | 7 | 1:59.732 | 47.380 | 38.782 | 33.570 |
| 2 | 1:59.396 | 47.232 | 38.662 | 33.502 | 8 | 1:59.641 | 47.308 | 38.534 | 33.799 |
| 3 | 1:59.243 | 47.221 | 38.661 | 33.361 | 9 | 1:59.813 | 47.350 | 38.767 | 33.696 |
| 4 | 1:59.321 | 47.264 | 38.605 | 33.452 | 10 | 2:00.280 | 47.622 | 38.868 | 33.790 |
| 5 | 1:59.108 | 47.150 | 38.627 | 33.331 | 11 | 1:59.902 | 47.375 | 38.804 | 33.723 |
| 6 | 1:59.609 | 47.442 | 38.622 | 33.545 | 12 | 2:00.400 | 47.579 | 38.865 | 33.956 |

3 Sascha LENZ , MAN / DEU

Theoretical Best: 1:59.087

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:02.681 | 50.553 | 38.566 | 33.562 | 7 | 1:59.764 | 47.400 | 38.818 | 33.546 |
| 2 | 1:59.434 | 47.201 | 38.668 | 33.565 | 8 | 2:00.178 | 47.411 | 38.696 | 34.071 |
| 3 | 1:59.298 | 47.286 | 38.666 | 33.346 | 9 | 2:00.009 | 47.394 | 38.743 | 33.872 |
| 4 | 1:59.274 | 47.193 | 38.548 | 33.533 | 10 | 1:59.822 | 47.444 | 38.723 | 33.655 |
| 5 | 1:59.361 | 47.293 | 38.697 | 33.371 | 11 | 1:59.868 | 47.415 | 38.793 | 33.660 |
| 6 | 1:59.426 | 47.235 | 38.587 | 33.604 | 12 | 1:59.913 | 47.429 | 38.868 | 33.616 |

11 Andre KURSIM , IVECO / DEU

Theoretical Best: 2:00.066

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:04.275 | 51.710 | 38.893 | 33.672 | 7 | 2:00.623 | 47.638 | 39.078 | 33.907 |
| 2 | 2:00.273 | 47.675 | 38.853 | 33.745 | 8 | 2:00.800 | 47.608 | 39.246 | 33.946 |
| 3 | 2:00.446 | 47.767 | 38.893 | 33.786 | 9 | 2:01.175 | 47.820 | 39.267 | 34.088 |
| 4 | 2:00.442 | 47.823 | 38.857 | 33.762 | 10 | 2:00.878 | 47.824 | 39.191 | 33.863 |
| 5 | 2:00.396 | 47.541 | 38.951 | 33.904 | 11 | 2:01.320 | 47.988 | 39.341 | 33.991 |
| 6 | 2:00.860 | 47.747 | 39.112 | 34.001 | 12 | 2:01.204 | 47.848 | 39.264 | 34.092 |

18 John NEWELL , MAN / GBR

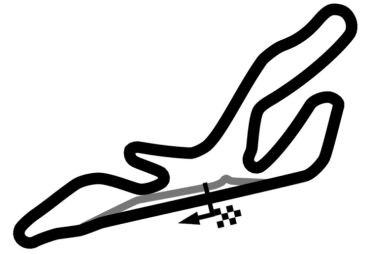
Theoretical Best: 2:01.196

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|----------|---------------|--------|---------------|-----|-----------------|--------|---------------|--------|
| 1 | 2:09.689 | 55.156 | 40.123 | 34.410 | 7 | 2:01.543 | 48.165 | 39.254 | 34.124 |
| 2 | 2:01.536 | 48.093 | 39.354 | 34.089 | 8 | 2:01.419 | 48.098 | 39.196 | 34.125 |
| 3 | 2:01.557 | 48.128 | 39.468 | 33.961 | 9 | 2:02.381 | 48.248 | 39.889 | 34.244 |
| 4 | 2:01.815 | 48.093 | 39.438 | 34.284 | 10 | 2:02.254 | 48.094 | 39.484 | 34.676 |
| 5 | 2:01.555 | 48.082 | 39.301 | 34.172 | 11 | 2:03.085 | 48.785 | 39.710 | 34.590 |
| 6 | 2:01.675 | 48.188 | 39.569 | 33.918 | 12 | 2:02.146 | 48.281 | 39.684 | 34.181 |

23 Antonio ALBACETE , MAN / ESP

Theoretical Best: 2:00.053

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|----------|--------|---------------|---------------|-----|-----------------|---------------|--------|--------|
| 1 | 2:06.296 | 53.587 | 38.912 | 33.797 | 7 | 2:01.305 | 47.737 | 39.506 | 34.062 |
| 2 | 2:00.445 | 47.794 | 39.031 | 33.620 | 8 | 2:01.674 | 48.018 | 39.632 | 34.024 |
| 3 | 2:01.072 | 47.674 | 39.352 | 34.046 | 9 | 2:01.296 | 47.832 | 39.088 | 34.376 |
| 4 | 2:01.544 | 47.951 | 39.658 | 33.935 | 10 | 2:00.772 | 47.521 | 39.084 | 34.167 |
| 5 | 2:01.143 | 47.805 | 39.334 | 34.004 | 11 | 2:01.990 | 48.490 | 39.461 | 34.039 |
| 6 | 2:00.795 | 47.862 | 39.277 | 33.656 | 12 | 2:00.410 | 47.563 | 38.979 | 33.868 |



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24 Steffen FAAS , SCANIA / DEU

Theoretical Best: 2:00.748

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:08.087 | 54.824 | 39.444 | 33.819 | 7 | 2:02.826 | 48.375 | 39.508 | 34.943 |
| 2 | 2:01.491 | 48.019 | 39.560 | 33.912 | 8 | 2:01.683 | 47.950 | 39.517 | 34.216 |
| 3 | 2:01.211 | 47.813 | 39.383 | 34.015 | 9 | 2:01.854 | 48.063 | 39.627 | 34.164 |
| 4 | 2:01.062 | 47.921 | 39.116 | 34.025 | 10 | 2:02.795 | 48.190 | 39.783 | 34.822 |
| 5 | 2:01.451 | 48.039 | 39.239 | 34.173 | 11 | 2:01.960 | 48.063 | 39.532 | 34.365 |
| 6 | 2:01.544 | 48.014 | 39.451 | 34.079 | 12 | 2:02.319 | 47.994 | 39.557 | 34.768 |

25 Heinrich Clemens HECKER , SCANIA / DEU

Theoretical Best: 2:01.192

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:10.448 | 56.298 | 39.906 | 34.244 | 7 | 2:01.697 | 47.886 | 39.644 | 34.167 |
| 2 | 2:01.822 | 47.955 | 39.590 | 34.277 | 8 | 2:01.651 | 48.024 | 39.492 | 34.135 |
| 3 | 2:01.466 | 48.027 | 39.500 | 33.939 | 9 | 2:01.655 | 47.943 | 39.674 | 34.038 |
| 4 | 2:01.687 | 47.975 | 39.468 | 34.244 | 10 | 2:02.242 | 48.037 | 39.682 | 34.523 |
| 5 | 2:01.624 | 47.785 | 39.596 | 34.243 | 11 | 2:03.085 | 48.873 | 39.586 | 34.626 |
| 6 | 2:01.834 | 48.043 | 39.697 | 34.094 | 12 | 2:02.306 | 48.307 | 39.727 | 34.272 |

33 Bradley SMITH , MAN / GBR

Theoretical Best: 2:00.819

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:09.210 | 54.810 | 40.207 | 34.193 | 7 | 2:02.151 | 48.140 | 39.321 | 34.690 |
| 2 | 2:01.484 | 48.026 | 39.329 | 34.129 | 8 | 2:01.750 | 48.327 | 39.360 | 34.063 |
| 3 | 2:01.391 | 48.105 | 39.296 | 33.990 | 9 | 2:02.253 | 48.068 | 39.756 | 34.429 |
| 4 | 2:01.247 | 47.711 | 39.426 | 34.110 | 10 | 2:02.692 | 48.034 | 39.870 | 34.788 |
| 5 | 2:01.220 | 47.765 | 39.161 | 34.294 | 11 | 2:02.790 | 48.648 | 39.914 | 34.228 |
| 6 | 2:01.475 | 48.056 | 39.472 | 33.947 | 12 | 2:02.280 | 48.282 | 39.708 | 34.290 |

38 José Eduardo RODRIGUES , MAN / PRT

Theoretical Best: 2:00.215

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:05.215 | 52.211 | 39.003 | 34.001 | 7 | 2:00.878 | 47.732 | 39.173 | 33.973 |
| 2 | 2:00.367 | 47.538 | 39.050 | 33.779 | 8 | 2:01.107 | 47.669 | 39.427 | 34.011 |
| 3 | 2:00.322 | 47.539 | 39.057 | 33.726 | 9 | 2:01.125 | 47.757 | 39.361 | 34.007 |
| 4 | 2:00.750 | 47.790 | 39.259 | 33.701 | 10 | 2:01.123 | 47.781 | 39.395 | 33.947 |
| 5 | 2:00.734 | 47.659 | 39.401 | 33.674 | 11 | 2:01.297 | 47.755 | 39.515 | 34.027 |
| 6 | 2:00.906 | 47.686 | 39.276 | 33.944 | 12 | 2:01.395 | 47.962 | 39.459 | 33.974 |

44 Stephanie HALM , IVECO / DEU

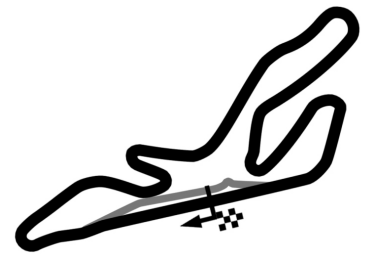
Theoretical Best: 1:59.701

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:03.712 | 51.397 | 38.764 | 33.551 | 7 | 2:00.633 | 47.724 | 38.944 | 33.965 |
| 2 | 2:00.063 | 47.675 | 38.784 | 33.604 | 8 | 2:00.289 | 47.472 | 39.148 | 33.669 |
| 3 | 1:59.859 | 47.411 | 38.785 | 33.663 | 9 | 2:00.521 | 47.722 | 38.956 | 33.843 |
| 4 | 2:00.109 | 47.580 | 38.868 | 33.661 | 10 | 2:00.555 | 47.760 | 39.071 | 33.724 |
| 5 | 1:59.903 | 47.386 | 38.962 | 33.555 | 11 | 2:00.677 | 47.836 | 39.089 | 33.752 |
| 6 | 2:00.331 | 47.608 | 38.941 | 33.782 | 12 | 2:00.542 | 47.556 | 39.170 | 33.816 |

64 Luis RECUENCO , IVECO / ESP

Theoretical Best: 2:00.852

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:07.756 | 54.435 | 39.419 | 33.902 | 7 | 2:02.015 | 48.080 | 39.801 | 34.134 |
| 2 | 2:01.330 | 48.046 | 39.386 | 33.898 | 8 | 2:02.370 | 48.275 | 39.928 | 34.167 |
| 3 | 2:01.070 | 47.593 | 39.560 | 33.917 | 9 | 2:01.839 | 48.088 | 39.724 | 34.027 |
| 4 | 2:01.095 | 47.601 | 39.560 | 33.934 | 10 | 2:03.955 | 48.322 | 39.822 | 35.811 |
| 5 | 2:01.265 | 47.743 | 39.361 | 34.161 | 11 | 2:02.554 | 48.352 | 39.923 | 34.279 |
| 6 | 2:01.896 | 48.016 | 39.788 | 34.092 | 12 | 2:02.110 | 48.010 | 39.868 | 34.232 |



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66 Jonathan ANDRÉ , MAN / FRA

Theoretical Best: 2:01.201

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|--------|---------------|-----|----------|--------|---------------|--------|
| 1 | 2:11.436 | 56.520 | 41.000 | 33.916 | 7 | 2:01.766 | 48.166 | 39.307 | 34.293 |
| 2 | 2:02.107 | 48.268 | 39.598 | 34.241 | 8 | 2:02.358 | 48.304 | 39.746 | 34.308 |
| 3 | 2:02.026 | 48.271 | 39.523 | 34.232 | 9 | 2:02.021 | 48.258 | 39.535 | 34.228 |
| 4 | 2:01.813 | 48.205 | 39.456 | 34.152 | 10 | 2:02.383 | 48.299 | 39.578 | 34.506 |
| 5 | 2:01.709 | 47.978 | 39.356 | 34.375 | 11 | 2:02.158 | 48.139 | 39.482 | 34.537 |
| 6 | 2:01.889 | 48.254 | 39.369 | 34.266 | 12 | 2:02.405 | 48.348 | 39.563 | 34.494 |

68 Craig REID , IVECO / GBR

Theoretical Best: 2:02.802

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|--------|---------------|---------------|-----|----------|---------------|--------|--------|
| 1 | 2:12.466 | 56.989 | 41.122 | 34.355 | 7 | 2:03.506 | 49.031 | 39.832 | 34.643 |
| 2 | 2:03.283 | 49.221 | 39.416 | 34.646 | 8 | 2:04.514 | 49.685 | 40.074 | 34.755 |
| 3 | 2:03.978 | 49.404 | 39.658 | 34.916 | 9 | 2:04.545 | 49.422 | 40.166 | 34.957 |
| 4 | 2:03.970 | 49.332 | 39.964 | 34.674 | 10 | 2:04.299 | 49.257 | 40.167 | 34.875 |
| 5 | 2:04.217 | 49.339 | 40.029 | 34.849 | 11 | 2:04.410 | 49.336 | 40.025 | 35.049 |
| 6 | 2:03.593 | 49.277 | 39.877 | 34.439 | 12 | 2:04.738 | 49.350 | 40.183 | 35.205 |

81 Mark TAYLOR , MAN / GBR

Theoretical Best: 2:00.330

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1 | 2:05.678 | 52.857 | 39.008 | 33.813 | 7 | 2:01.378 | 47.818 | 39.381 | 34.179 |
| 2 | 2:00.643 | 47.949 | 38.891 | 33.803 | 8 | 2:01.243 | 47.958 | 39.240 | 34.045 |
| 3 | 2:00.818 | 47.726 | 39.164 | 33.928 | 9 | 2:01.378 | 47.892 | 39.355 | 34.131 |
| 4 | 2:01.331 | 47.951 | 39.423 | 33.957 | 10 | 2:01.299 | 47.907 | 39.323 | 34.069 |
| 5 | 2:01.146 | 47.767 | 39.222 | 34.157 | 11 | 2:01.111 | 47.677 | 39.195 | 34.239 |
| 6 | 2:00.630 | 47.636 | 39.130 | 33.864 | 12 | 2:01.407 | 47.854 | 39.299 | 34.254 |

92 Simon FAULKNER , IVECO / GBR

Theoretical Best: 2:03.860

| Lap | Time | S1 | S2 | S3 | Lap | Time | S1 | S2 | S3 |
|-----|-----------------|---------------|---------------|--------|-----|----------|--------|--------|---------------|
| 1 | 2:13.702 | 57.342 | 41.592 | 34.768 | 7 | 2:06.004 | 49.724 | 40.689 | 35.591 |
| 2 | 2:04.262 | 48.912 | 40.547 | 34.803 | 8 | 2:05.518 | 49.564 | 40.949 | 35.005 |
| 3 | 2:04.391 | 49.341 | 40.189 | 34.861 | 9 | 2:05.678 | 49.702 | 40.808 | 35.168 |
| 4 | 2:04.427 | 49.241 | 40.287 | 34.899 | 10 | 2:06.322 | 50.085 | 41.047 | 35.190 |
| 5 | 2:05.921 | 49.484 | 41.236 | 35.201 | 11 | 2:05.162 | 49.788 | 40.615 | 34.759 |
| 6 | 2:05.679 | 49.815 | 40.758 | 35.106 | 12 | 2:05.624 | 49.626 | 40.973 | 35.025 |