

# MISANO GRAND PRIX TRUCK 2024

Misano World Circuit, length 4048 m

25 & 26 May 2024

Goodyear FIA European Truck Racing Championship

Lap Analysis warm up, 26.05.2024

FIA-Visa.No.: 1ETRC-ITA 15.05.2024

## 1 Norbert KISS , MAN / HUN

Theoretical Best: 2:01.806

| Lap | Time            | S1            | S2       | S3            | Lap | Time     | S1     | S2            | S3     |
|-----|-----------------|---------------|----------|---------------|-----|----------|--------|---------------|--------|
| 1   | 8:13.602        | 6:02.657      | 1:10.468 | 1:00.477      | 4   | 2:11.664 | 32.970 | <b>47.244</b> | 51.450 |
| 2   | 2:44.194        | 47.800        | 1:03.572 | 52.822        | 5   | 3:26.119 | 52.477 | 1:15.468      |        |
| 3   | <b>2:01.986</b> | <b>32.844</b> | 47.424   | <b>41.718</b> |     |          |        |               |        |

## 2 Jochen HAHN , IVECO / DEU

Theoretical Best: 2:02.121

| Lap | Time            | S1     | S2            | S3            | Lap | Time     | S1            | S2       | S3     |
|-----|-----------------|--------|---------------|---------------|-----|----------|---------------|----------|--------|
| 1   | 2:16.915        | 45.075 | 49.609        | 42.231        | 5   | 2:02.777 | <b>33.314</b> | 47.675   | 41.788 |
| 2   | 2:02.685        | 33.461 | 47.547        | 41.677        | 6   | 2:02.808 | 33.528        | 47.427   | 41.853 |
| 3   | 2:02.403        | 33.316 | 47.480        | 41.607        | 7   | 2:08.115 | 33.551        | 47.519   | 47.045 |
| 4   | <b>2:02.230</b> | 33.423 | <b>47.347</b> | <b>41.460</b> | 8   | 3:03.347 | 42.802        | 1:11.861 |        |

## 3 Sascha LENZ , MAN / DEU

Theoretical Best: 2:02.749

| Lap | Time     | S1       | S2       | S3     | Lap | Time            | S1            | S2            | S3            |
|-----|----------|----------|----------|--------|-----|-----------------|---------------|---------------|---------------|
| 1   | 3:14.740 | 1:17.588 | 1:04.679 | 52.473 | 5   | <b>2:03.197</b> | <b>33.405</b> | <b>47.569</b> | 42.223        |
| 2   | 2:15.404 | 36.041   | 53.888   | 45.475 | 6   | 2:07.060        | 33.620        | 49.400        | 44.040        |
| 3   | 2:07.509 | 33.718   | 51.470   | 42.321 | 7   | 2:03.571        | 33.578        | 48.218        | <b>41.775</b> |
| 4   | 2:03.697 | 33.560   | 47.754   | 42.383 | 8   | 3:11.050        | 42.769        | 1:03.002      |               |

## 11 Andre KURSIM , IVECO / DEU

Theoretical Best: 2:04.500

| Lap | Time     | S1     | S2       | S3     | Lap | Time            | S1            | S2            | S3            |
|-----|----------|--------|----------|--------|-----|-----------------|---------------|---------------|---------------|
| 1   | 2:43.336 | 52.850 | 1:00.331 | 50.155 | 5   | 2:06.455        | 35.104        | 48.509        | <b>42.842</b> |
| 2   | 2:18.360 | 37.741 | 56.274   | 44.345 | 6   | <b>2:04.664</b> | <b>33.673</b> | <b>47.985</b> | 43.006        |
| 3   | 2:42.939 | 34.120 | 55.062   |        | 7   | 3:43.050        | 48.503        | 1:16.377      |               |
| 4   | 3:20.934 |        | 48.221   | 43.266 |     |                 |               |               |               |

## 18 John NEWELL , MAN / GBR

Theoretical Best: 2:04.282

| Lap | Time            | S1       | S2            | S3            | Lap | Time     | S1            | S2       | S3     |
|-----|-----------------|----------|---------------|---------------|-----|----------|---------------|----------|--------|
| 1   | 3:08.238        | 1:05.604 | 1:05.580      | 57.054        | 5   | 2:24.984 | 33.956        | 1:00.779 | 50.249 |
| 2   | 2:05.588        | 34.559   | 48.316        | 42.713        | 6   | 2:28.277 | <b>33.952</b> | 48.474   |        |
| 3   | <b>2:04.581</b> | 34.251   | <b>48.010</b> | <b>42.320</b> | 7   | 3:55.239 |               | 1:15.398 |        |
| 4   | 2:25.653        | 34.045   | 57.703        | 53.905        |     |          |               |          |        |

## 23 Antonio ALBACETE , MAN / ESP

Theoretical Best: 2:02.005

| Lap | Time            | S1     | S2            | S3            | Lap | Time     | S1            | S2       | S3     |
|-----|-----------------|--------|---------------|---------------|-----|----------|---------------|----------|--------|
| 1   | 2:19.393        | 39.929 | 56.623        | 42.841        | 5   | 2:02.393 | <b>32.996</b> | 47.632   | 41.765 |
| 2   | <b>2:02.222</b> | 33.213 | <b>47.623</b> | <b>41.386</b> | 6   | 2:11.001 | 36.805        | 50.817   | 43.379 |
| 3   | 2:02.298        | 33.169 | 47.705        | 41.424        | 7   | 2:02.805 | 33.161        | 47.875   | 41.769 |
| 4   | 2:32.653        | 33.144 | 53.220        | 1:06.289      | 8   | 2:55.578 | 48.200        | 1:04.448 |        |

## 24 Steffen FAAS , SCANIA / DEU

Theoretical Best: 2:04.134

| Lap | Time     | S1     | S2     | S3     | Lap | Time            | S1            | S2            | S3            |
|-----|----------|--------|--------|--------|-----|-----------------|---------------|---------------|---------------|
| 1   | 2:37.194 | 50.548 | 58.825 | 47.821 | 3   | <b>2:04.199</b> | 34.024        | <b>48.259</b> | <b>41.916</b> |
| 2   | 2:25.210 | 34.025 | 55.558 | 55.627 | 4   | 2:46.009        | <b>33.959</b> | 1:01.442      |               |

## 25 Heinrich Clemens HECKER , SCANIA / DEU

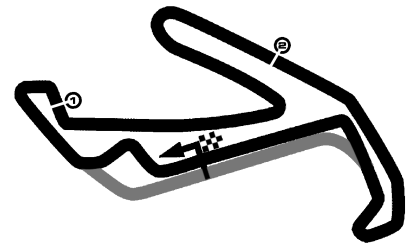
Theoretical Best: 2:03.509

| Lap | Time     | S1     | S2       | S3            | Lap | Time            | S1            | S2            | S3     |
|-----|----------|--------|----------|---------------|-----|-----------------|---------------|---------------|--------|
| 1   | 2:28.828 | 43.552 | 1:00.462 | 44.814        | 4   | <b>2:03.863</b> | 33.643        | <b>47.860</b> | 42.360 |
| 2   | 2:05.115 | 34.350 | 48.404   | 42.361        | 5   | 2:03.998        | <b>33.541</b> | 48.240        | 42.217 |
| 3   | 2:04.056 | 33.753 | 48.195   | <b>42.108</b> | 6   | 2:36.237        | 34.245        | 54.308        |        |

## 38 José Eduardo RODRIGUES , MAN / PRT

Theoretical Best: 2:03.257

| Lap | Time     | S1     | S2            | S3     | Lap | Time            | S1            | S2       | S3            |
|-----|----------|--------|---------------|--------|-----|-----------------|---------------|----------|---------------|
| 1   | 2:42.451 | 59.625 | 58.780        | 44.046 | 5   | <b>2:03.645</b> | <b>33.486</b> | 48.144   | <b>42.015</b> |
| 2   | 2:04.346 | 33.855 | 48.348        | 42.143 | 6   | 2:09.176        | 34.035        | 47.879   | 47.262        |
| 3   | 3:32.848 | 33.626 | <b>47.756</b> |        | 7   | 3:14.810        | 48.089        | 1:16.241 |               |
| 4   | 2:30.928 |        | 48.133        | 42.682 |     |                 |               |          |               |



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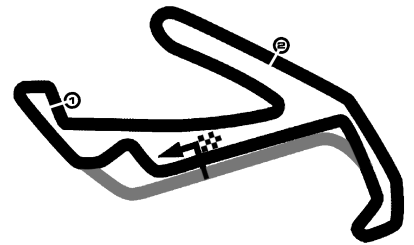
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**42 Luke GARRETT, MAN / GBR**

**Theoretical Best: 2:06.896**

| Lap | Time     | S1       | S2       | S3     | Lap | Time            | S1            | S2            | S3            |
|-----|----------|----------|----------|--------|-----|-----------------|---------------|---------------|---------------|
| 1   | 2:48.945 | 1:03.315 | 1:00.998 | 44.632 | 3   | <b>2:06.896</b> | <b>34.349</b> | <b>49.486</b> | <b>43.061</b> |
| 2   | 2:09.077 | 34.716   | 49.487   | 44.874 | 4   | 2:59.663        | 39.157        | 1:07.235      |               |



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## 44 Stephanie HALM , IVECO / DEU

Theoretical Best: 2:03.362

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:20.791        | 47.123        | 49.939        | 43.729        | 4   | 2:37.604 |        | 54.851 | 43.279 |
| 2   | <b>2:03.362</b> | <b>33.522</b> | <b>47.753</b> | <b>42.087</b> | 5   | 2:34.453 | 34.891 | 53.822 |        |
| 3   | 3:26.732        | 33.745        | 48.889        |               |     |          |        |        |        |

## 46 Bradley SMITH , FREIGHTLINER / GBR

Theoretical Best: 2:08.951

| Lap | Time     | S1       | S2       | S3     | Lap | Time            | S1            | S2            | S3            |
|-----|----------|----------|----------|--------|-----|-----------------|---------------|---------------|---------------|
| 1   | 3:10.679 | 1:09.699 | 1:06.444 | 54.536 | 4   | 2:44.775        |               | 50.648        | 45.588        |
| 2   | 2:21.494 | 35.933   | 53.742   | 51.819 | 5   | <b>2:09.106</b> | <b>34.945</b> | 49.885        | <b>44.276</b> |
| 3   | 4:25.544 | 35.559   | 49.750   |        | 6   | 2:13.305        | 35.579        | <b>49.730</b> | 47.996        |

## 64 Luis RECUENCO , IVECO / ESP

Theoretical Best: 2:05.033

| Lap | Time     | S1            | S2     | S3     | Lap | Time            | S1     | S2            | S3            |
|-----|----------|---------------|--------|--------|-----|-----------------|--------|---------------|---------------|
| 1   | 2:21.978 | 48.727        | 50.601 | 42.650 | 6   | 2:06.697        | 34.372 | 48.557        | 43.768        |
| 2   | 2:05.572 | 34.285        | 48.504 | 42.783 | 7   | <b>2:05.426</b> | 34.442 | <b>48.375</b> | <b>42.609</b> |
| 3   | 2:05.827 | <b>34.049</b> | 48.946 | 42.832 | 8   | 2:06.509        | 34.917 | 48.470        | 43.122        |
| 4   | 2:06.107 | 34.593        | 48.692 | 42.822 | 9   | 2:53.758        | 39.638 | 1:01.386      |               |
| 5   | 2:05.694 | 34.378        | 48.678 | 42.638 |     |                 |        |               |               |

## 81 Mark TAYLOR , MAN / GBR

Theoretical Best: 2:03.866

| Lap | Time     | S1       | S2       | S3     | Lap | Time            | S1            | S2            | S3            |
|-----|----------|----------|----------|--------|-----|-----------------|---------------|---------------|---------------|
| 1   | 2:56.367 | 1:01.823 | 1:03.026 | 51.518 | 5   | <b>2:03.866</b> | <b>33.583</b> | <b>48.023</b> | <b>42.260</b> |
| 2   | 2:24.629 | 37.246   | 55.280   | 52.103 | 6   | 2:35.669        | 38.492        | 1:03.892      | 53.285        |
| 3   | 2:04.944 | 34.015   | 48.503   | 42.426 | 7   | 2:50.863        | 40.986        | 58.089        |               |
| 4   | 2:25.318 | 39.346   | 58.062   | 47.910 |     |                 |               |               |               |