

# 24 HEURES CAMIONS

Le Mans Bugatti, length 4185 m

28 & 29 September 2024

Goodyear FIA European Truck Racing Championship

## Lap Analysis Race 1, 28.09.2024

FIA-Visa.No.: 7ETRC-FRA 20.09.2024

### 1 Norbert KISS , MAN / HUN

Theoretical Best: 2:05.887

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:02.214        | 54.657        | <b>35.725</b> | <b>31.832</b> | 7   | 2:06.687 | 58.492 | 35.950 | 32.245 |
| 2   | <b>2:06.201</b> | <b>58.330</b> | 35.865        | 32.006        | 8   | 2:06.610 | 58.520 | 36.035 | 32.055 |
| 3   | 2:06.354        | 58.619        | 35.769        | 31.966        | 9   | 2:06.857 | 58.795 | 36.041 | 32.021 |
| 4   | 2:06.297        | 58.435        | 35.982        | 31.880        | 10  | 2:06.563 | 58.576 | 36.020 | 31.967 |
| 5   | 2:07.203        | 59.112        | 35.859        | 32.232        | 11  | 2:06.886 | 58.507 | 35.984 | 32.395 |
| 6   | 2:06.518        | 58.712        | 35.858        | 31.948        |     |          |        |        |        |

### 2 Jochen HAHN , IVECO / DEU

Theoretical Best: 2:06.594

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:04.006        | 55.870        | 36.046        | 32.090        | 7   | 2:06.895 | 58.733 | 36.039 | 32.123 |
| 2   | 2:07.027        | 58.867        | 35.962        | 32.198        | 8   | 2:07.078 | 58.782 | 36.161 | 32.135 |
| 3   | 2:07.080        | 58.836        | <b>35.900</b> | 32.344        | 9   | 2:07.352 | 59.066 | 36.037 | 32.249 |
| 4   | <b>2:06.782</b> | 58.704        | 35.967        | 32.111        | 10  | 2:06.949 | 58.770 | 35.907 | 32.272 |
| 5   | 2:06.879        | <b>58.616</b> | 35.926        | 32.337        | 11  | 2:07.342 | 59.010 | 35.953 | 32.379 |
| 6   | 2:06.790        | 58.802        | 35.910        | <b>32.078</b> |     |          |        |        |        |

### 3 Sascha LENZ , MAN / DEU

Theoretical Best: 2:06.522

| Lap | Time            | S1     | S2     | S3            | Lap | Time     | S1            | S2            | S3     |
|-----|-----------------|--------|--------|---------------|-----|----------|---------------|---------------|--------|
| 1   | 2:06.552        | 57.889 | 36.254 | 32.409        | 7   | 2:07.163 | 59.033        | <b>35.950</b> | 32.180 |
| 2   | 2:07.010        | 58.785 | 36.119 | 32.106        | 8   | 2:06.617 | <b>58.518</b> | 35.998        | 32.101 |
| 3   | 2:07.767        | 59.078 | 36.419 | 32.270        | 9   | 2:06.874 | 58.614        | 36.065        | 32.195 |
| 4   | 2:07.739        | 59.324 | 36.241 | 32.174        | 10  | 2:06.702 | 58.519        | 36.091        | 32.092 |
| 5   | 2:07.805        | 58.938 | 36.646 | 32.221        | 11  | 2:06.663 | 58.548        | 35.962        | 32.153 |
| 6   | <b>2:06.574</b> | 58.531 | 35.989 | <b>32.054</b> |     |          |               |               |        |

### 11 Andre KURSIM , IVECO / DEU

Theoretical Best: 2:07.208

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:05.458        | 56.885        | 36.206        | 32.367        | 7   | 2:08.221 | 59.299 | 36.390 | 32.532 |
| 2   | <b>2:07.434</b> | <b>58.875</b> | 36.316        | <b>32.243</b> | 8   | 2:07.854 | 59.182 | 36.254 | 32.418 |
| 3   | 2:08.034        | 59.370        | 36.249        | 32.415        | 9   | 2:08.093 | 59.167 | 36.263 | 32.663 |
| 4   | 2:07.734        | 59.355        | <b>36.090</b> | 32.289        | 10  | 2:08.180 | 59.483 | 36.254 | 32.443 |
| 5   | 2:08.927        | 59.318        | 37.031        | 32.578        | 11  | 2:08.681 | 59.928 | 36.309 | 32.444 |
| 6   | 2:07.650        | 59.179        | 36.158        | 32.313        |     |          |        |        |        |

### 18 John NEWELL , MAN / GBR

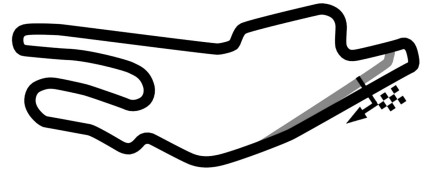
Theoretical Best: 2:08.605

| Lap | Time     | S1       | S2     | S3            | Lap | Time            | S1            | S2            | S3     |
|-----|----------|----------|--------|---------------|-----|-----------------|---------------|---------------|--------|
| 1   | 2:11.006 | 59.840   | 37.554 | 33.612        | 7   | 2:08.884        | 59.557        | 36.413        | 32.914 |
| 2   | 2:11.912 | 1:00.797 | 37.342 | 33.773        | 8   | 2:09.105        | 59.805        | <b>36.359</b> | 32.941 |
| 3   | 2:09.590 | 59.956   | 36.668 | 32.966        | 9   | <b>2:08.874</b> | <b>59.478</b> | 36.448        | 32.948 |
| 4   | 2:09.067 | 59.609   | 36.491 | 32.967        | 10  | 2:09.829        | 59.730        | 36.738        | 33.361 |
| 5   | 2:09.317 | 59.944   | 36.528 | 32.845        | 11  | 2:10.343        | 59.922        | 36.951        | 33.470 |
| 6   | 2:09.103 | 59.953   | 36.382 | <b>32.768</b> |     |                 |               |               |        |

### 22 Lukas HAHN , IVECO / DEU

Theoretical Best: 2:08.272

| Lap | Time            | S1            | S2     | S3            | Lap | Time     | S1       | S2            | S3     |
|-----|-----------------|---------------|--------|---------------|-----|----------|----------|---------------|--------|
| 1   | 2:09.360        | 59.094        | 36.848 | 33.418        | 7   | 2:09.124 | 59.174   | <b>36.436</b> | 33.514 |
| 2   | 2:10.319        | 59.758        | 37.258 | 33.303        | 8   | 2:09.791 | 1:00.253 | 36.675        | 32.863 |
| 3   | 2:09.641        | 59.604        | 37.152 | 32.885        | 9   | 2:09.425 | 59.467   | 36.485        | 33.473 |
| 4   | <b>2:08.458</b> | <b>59.167</b> | 36.533 | 32.758        | 10  | 2:09.714 | 59.534   | 36.768        | 33.412 |
| 5   | 2:09.246        | 59.571        | 36.832 | 32.843        | 11  | 2:10.783 | 1:00.289 | 36.914        | 33.580 |
| 6   | 2:09.044        | 59.742        | 36.633 | <b>32.669</b> |     |          |          |               |        |



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### 23 Antonio ALBACETE , MAN / ESP

Theoretical Best: 2:06.653

| Lap | Time            | S1            | S2     | S3            | Lap | Time     | S1     | S2            | S3     |
|-----|-----------------|---------------|--------|---------------|-----|----------|--------|---------------|--------|
| 1   | 2:04.676        | 56.082        | 36.342 | 32.252        | 7   | 2:07.144 | 58.808 | 36.112        | 32.224 |
| 2   | 2:07.308        | 59.089        | 36.028 | 32.191        | 8   | 2:07.174 | 58.792 | 36.110        | 32.272 |
| 3   | 2:06.988        | 58.725        | 36.182 | 32.081        | 9   | 2:07.206 | 58.892 | <b>36.007</b> | 32.307 |
| 4   | 2:06.914        | 58.775        | 36.084 | 32.055        | 10  | 2:07.257 | 58.853 | 36.115        | 32.289 |
| 5   | 2:07.030        | 58.878        | 36.102 | <b>32.050</b> | 11  | 2:07.631 | 59.040 | 36.145        | 32.446 |
| 6   | <b>2:06.824</b> | <b>58.596</b> | 36.138 | 32.090        |     |          |        |               |        |

### 24 Steffen FAAS , SCANIA / DEU

Theoretical Best: 2:08.479

| Lap | Time            | S1       | S2            | S3            | Lap | Time     | S1            | S2     | S3     |
|-----|-----------------|----------|---------------|---------------|-----|----------|---------------|--------|--------|
| 1   | 2:08.918        | 58.738   | 36.715        | 33.465        | 7   | 2:09.086 | <b>59.422</b> | 36.432 | 33.232 |
| 2   | 2:10.371        | 1:00.209 | 36.928        | 33.234        | 8   | 2:09.933 | 59.928        | 36.786 | 33.219 |
| 3   | 2:09.452        | 59.653   | 37.115        | 32.684        | 9   | 2:09.129 | 59.722        | 36.474 | 32.933 |
| 4   | <b>2:08.624</b> | 59.445   | <b>36.376</b> | 32.803        | 10  | 2:09.551 | 59.774        | 36.746 | 33.031 |
| 5   | 2:09.278        | 59.715   | 36.669        | 32.894        | 11  | 2:10.779 | 1:00.916      | 36.746 | 33.117 |
| 6   | 2:10.323        | 59.486   | 38.156        | <b>32.681</b> |     |          |               |        |        |

### 25 Heinrich Clemens HECKER , SCANIA / DEU

Theoretical Best: 2:08.281

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1       | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|----------|--------|--------|
| 1   | 2:11.795        | 1:00.831      | 37.133        | 33.831        | 7   | 2:09.162 | 59.279   | 36.592 | 33.291 |
| 2   | 2:09.753        | 1:00.131      | 36.723        | 32.899        | 8   | 2:09.796 | 59.705   | 36.870 | 33.221 |
| 3   | 2:09.251        | 59.987        | 36.781        | <b>32.483</b> | 9   | 2:09.253 | 59.613   | 36.594 | 33.046 |
| 4   | <b>2:08.471</b> | <b>59.260</b> | <b>36.538</b> | 32.673        | 10  | 2:09.915 | 59.690   | 37.090 | 33.135 |
| 5   | 2:09.177        | 59.300        | 36.848        | 33.029        | 11  | 2:10.230 | 1:00.394 | 36.744 | 33.092 |
| 6   | 2:09.078        | 59.627        | 36.675        | 32.776        |     |          |          |        |        |

### 32 Stefan KURSCH , MAN / DEU

Theoretical Best: 2:10.875

| Lap | Time            | S1       | S2     | S3     | Lap | Time     | S1              | S2            | S3            |
|-----|-----------------|----------|--------|--------|-----|----------|-----------------|---------------|---------------|
| 1   | 2:15.450        | 1:02.897 | 37.988 | 34.565 | 7   | 2:12.035 | 1:00.892        | 37.149        | 33.994        |
| 2   | 2:12.142        | 1:01.021 | 37.182 | 33.939 | 8   | 2:11.275 | 1:00.727        | 37.153        | <b>33.395</b> |
| 3   | 2:11.980        | 1:00.953 | 37.241 | 33.786 | 9   | 2:12.156 | 1:01.081        | <b>37.019</b> | 34.056        |
| 4   | 2:11.658        | 1:00.565 | 37.302 | 33.791 | 10  | 2:11.808 | 1:00.758        | 37.500        | 33.550        |
| 5   | <b>2:11.224</b> | 1:00.596 | 37.202 | 33.426 | 11  | 2:11.224 | <b>1:00.461</b> | 37.040        | 33.723        |
| 6   | 2:12.463        | 1:00.713 | 38.053 | 33.697 |     |          |                 |               |               |

### 33 Bradley SMITH , MAN / GBR

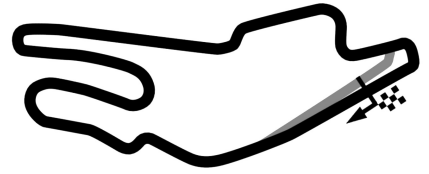
Theoretical Best: 2:09.886

| Lap | Time     | S1       | S2            | S3     | Lap | Time            | S1              | S2     | S3            |
|-----|----------|----------|---------------|--------|-----|-----------------|-----------------|--------|---------------|
| 1   | 2:14.520 | 1:02.493 | 37.897        | 34.130 | 7   | 2:10.945        | 1:00.253        | 37.334 | 33.358        |
| 2   | 2:12.290 | 1:00.988 | 37.546        | 33.756 | 8   | 2:10.254        | 1:00.090        | 36.986 | <b>33.178</b> |
| 3   | 2:11.533 | 1:00.620 | 37.250        | 33.663 | 9   | 2:14.014        | <b>1:00.002</b> | 40.361 | 33.651        |
| 4   | 2:10.979 | 1:00.442 | 37.146        | 33.391 | 10  | 2:10.326        | 1:00.291        | 36.828 | 33.207        |
| 5   | 2:10.686 | 1:00.334 | 36.897        | 33.455 | 11  | <b>2:10.247</b> | 1:00.209        | 36.754 | 33.284        |
| 6   | 2:10.714 | 1:00.494 | <b>36.706</b> | 33.514 |     |                 |                 |        |               |

### 38 José Eduardo RODRIGUES , MAN / PRT

Theoretical Best: 2:08.655

| Lap | Time            | S1            | S2            | S3     | Lap | Time     | S1       | S2     | S3            |
|-----|-----------------|---------------|---------------|--------|-----|----------|----------|--------|---------------|
| 1   | 2:08.143        | 57.778        | 37.067        | 33.298 | 7   | 2:09.686 | 59.732   | 36.552 | 33.402        |
| 2   | 2:10.646        | 1:00.684      | 36.939        | 33.023 | 8   | 2:09.082 | 59.913   | 36.533 | <b>32.636</b> |
| 3   | 2:09.294        | 59.930        | 36.548        | 32.816 | 9   | 2:09.967 | 1:00.044 | 36.599 | 33.324        |
| 4   | <b>2:08.724</b> | <b>59.581</b> | <b>36.438</b> | 32.705 | 10  | 2:09.815 | 59.892   | 36.697 | 33.226        |
| 5   | 2:09.337        | 59.925        | 36.514        | 32.898 | 11  | 2:10.879 | 1:00.556 | 36.858 | 33.465        |
| 6   | 2:09.010        | 59.713        | 36.597        | 32.700 |     |          |          |        |               |



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## Lap Analysis Race 1, 28.09.2024

FIA-Visa.No.: 7ETRC-FRA 20.09.2024

### 42 Luke GARRETT , MAN / GBR

Theoretical Best: 2:08.621

| Lap | Time     | S1       | S2     | S3            | Lap | Time            | S1            | S2            | S3     |
|-----|----------|----------|--------|---------------|-----|-----------------|---------------|---------------|--------|
| 1   | 2:10.828 | 59.551   | 37.645 | 33.632        | 7   | 2:09.768        | 59.840        | 36.857        | 33.071 |
| 2   | 2:09.695 | 1:00.114 | 36.446 | 33.135        | 8   | <b>2:08.655</b> | <b>59.501</b> | <b>36.244</b> | 32.910 |
| 3   | 2:12.509 | 1:01.089 | 37.051 | 34.369        | 9   | 2:09.296        | 59.752        | 36.461        | 33.083 |
| 4   | 2:09.215 | 59.914   | 36.425 | <b>32.876</b> | 10  | 2:09.131        | 59.835        | 36.409        | 32.887 |
| 5   | 2:09.666 | 59.916   | 36.610 | 33.140        | 11  | 2:10.217        | 1:00.311      | 36.616        | 33.290 |
| 6   | 2:09.077 | 59.690   | 36.419 | 32.968        |     |                 |               |               |        |

### 44 Stephanie HALM , IVECO / DEU

Theoretical Best: 2:07.356

| Lap | Time            | S1     | S2            | S3            | Lap | Time     | S1            | S2     | S3     |
|-----|-----------------|--------|---------------|---------------|-----|----------|---------------|--------|--------|
| 1   | 2:08.362        | 58.200 | 36.803        | 33.359        | 7   | 2:07.684 | 59.106        | 36.238 | 32.340 |
| 2   | 2:08.006        | 59.474 | 36.353        | <b>32.179</b> | 8   | 2:08.019 | 59.449        | 36.149 | 32.421 |
| 3   | <b>2:07.628</b> | 59.220 | <b>36.096</b> | 32.312        | 9   | 2:07.748 | <b>59.081</b> | 36.156 | 32.511 |
| 4   | 2:07.954        | 59.268 | 36.196        | 32.490        | 10  | 2:08.081 | 59.336        | 36.249 | 32.496 |
| 5   | 2:08.137        | 59.483 | 36.314        | 32.340        | 11  | 2:08.029 | 59.214        | 36.229 | 32.586 |
| 6   | 2:07.983        | 59.441 | 36.178        | 32.364        |     |          |               |        |        |

### 64 Luis RECUENCO , IVECO / ESP

Theoretical Best: 2:09.118

| Lap | Time     | S1            | S2     | S3     | Lap | Time            | S1       | S2            | S3            |
|-----|----------|---------------|--------|--------|-----|-----------------|----------|---------------|---------------|
| 1   | 2:13.436 | 1:01.293      | 37.478 | 34.665 | 7   | <b>2:09.167</b> | 59.790   | <b>36.467</b> | <b>32.910</b> |
| 2   | 2:11.383 | 1:01.067      | 37.083 | 33.233 | 8   | 2:10.597        | 1:00.151 | 36.765        | 33.681        |
| 3   | 2:10.658 | 1:00.503      | 37.013 | 33.142 | 9   | 2:09.971        | 59.946   | 36.860        | 33.165        |
| 4   | 2:09.323 | 59.833        | 36.473 | 33.017 | 10  | 2:10.793        | 1:00.884 | 36.708        | 33.201        |
| 5   | 2:09.906 | <b>59.741</b> | 36.553 | 33.612 | 11  | 2:10.037        | 1:00.161 | 36.775        | 33.101        |
| 6   | 2:09.710 | 59.954        | 36.828 | 32.928 |     |                 |          |               |               |

### 68 Craig REID , IVECO / GBR

Theoretical Best: 2:09.904

| Lap | Time            | S1              | S2            | S3            | Lap | Time     | S1       | S2     | S3     |
|-----|-----------------|-----------------|---------------|---------------|-----|----------|----------|--------|--------|
| 1   | 2:13.231        | 1:01.232        | 38.037        | 33.962        | 7   | 2:11.011 | 1:01.062 | 36.743 | 33.206 |
| 2   | 2:11.203        | 1:00.817        | 36.795        | 33.591        | 8   | 2:10.686 | 1:00.851 | 36.679 | 33.156 |
| 3   | 2:12.289        | 1:00.764        | 38.059        | 33.466        | 9   | 2:11.546 | 1:01.563 | 36.869 | 33.114 |
| 4   | 2:10.816        | 1:00.484        | 36.982        | 33.350        | 10  | 2:11.426 | 1:01.265 | 36.729 | 33.432 |
| 5   | <b>2:10.134</b> | 1:00.590        | <b>36.616</b> | <b>32.928</b> | 11  | 2:11.211 | 1:00.955 | 36.784 | 33.472 |
| 6   | 2:10.226        | <b>1:00.366</b> | 36.724        | 33.142        |     |          |          |        |        |

### 81 Mark TAYLOR , MAN / GBR

Theoretical Best: 2:08.286

| Lap | Time            | S1     | S2     | S3            | Lap | Time     | S1            | S2            | S3     |
|-----|-----------------|--------|--------|---------------|-----|----------|---------------|---------------|--------|
| 1   | 2:09.889        | 59.535 | 36.870 | 33.484        | 7   | 2:09.243 | 59.484        | <b>36.266</b> | 33.493 |
| 2   | 2:10.284        | 59.820 | 37.096 | 33.368        | 8   | 2:09.890 | 59.931        | 36.906        | 33.053 |
| 3   | 2:09.606        | 59.735 | 37.045 | 32.826        | 9   | 2:09.264 | <b>59.395</b> | 36.377        | 33.492 |
| 4   | <b>2:08.722</b> | 59.581 | 36.438 | 32.703        | 10  | 2:10.266 | 1:00.452      | 36.631        | 33.183 |
| 5   | 2:09.057        | 59.544 | 36.691 | 32.822        | 11  | 2:12.456 | 1:02.688      | 36.664        | 33.104 |
| 6   | 2:08.873        | 59.554 | 36.694 | <b>32.625</b> |     |          |               |               |        |

### 92 Simon FAULKNER , IVECO / GBR

Theoretical Best: 2:11.947

| Lap | Time     | S1       | S2            | S3     | Lap | Time            | S1              | S2     | S3            |
|-----|----------|----------|---------------|--------|-----|-----------------|-----------------|--------|---------------|
| 1   | 2:16.522 | 1:03.446 | 38.366        | 34.710 | 7   | <b>2:12.328</b> | 1:01.328        | 37.395 | <b>33.605</b> |
| 2   | 2:13.752 | 1:01.899 | <b>37.307</b> | 34.546 | 8   | 2:12.495        | <b>1:01.036</b> | 37.651 | 33.809        |
| 3   | 2:14.230 | 1:01.685 | 38.081        | 34.464 | 9   | 2:12.659        | 1:01.172        | 37.784 | 33.703        |
| 4   | 2:12.797 | 1:01.134 | 37.596        | 34.067 | 10  | 2:12.820        | 1:01.302        | 37.601 | 33.917        |
| 5   | 2:13.858 | 1:01.478 | 38.248        | 34.132 | 11  | 2:13.232        | 1:01.663        | 37.811 | 33.758        |
| 6   | 2:13.334 | 1:01.780 | 37.699        | 33.855 |     |                 |                 |        |               |