

# XXXVIII GRAN PREMIO DE ESPANA FIA EUROPEO DE CAMIONES

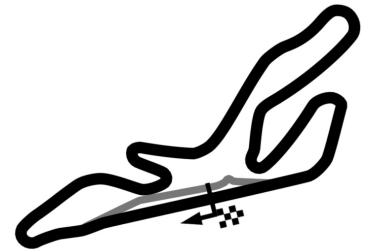
Circuito del Jarama, length 3850 m

04 - 05 October 2025

Goodyear FIA European Truck Racing Championship

## Lap Analysis Race 1, 04.10.2025

FIA-Visa.No.: 8ETRC-ESP 22.09.2025



### 1 Norbert KISS , MAN / HUN

Theoretical Best: 1:57.665

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:00.163        | 48.939        | <b>38.164</b> | <b>33.060</b> | 7   | 1:59.369 | 47.206 | 38.686 | 33.477 |
| 2   | <b>1:57.785</b> | <b>46.441</b> | 38.262        | 33.082        | 8   | 1:59.161 | 46.988 | 38.782 | 33.391 |
| 3   | 1:58.227        | 46.617        | 38.315        | 33.295        | 9   | 1:59.254 | 47.132 | 38.654 | 33.468 |
| 4   | 1:58.686        | 46.851        | 38.607        | 33.228        | 10  | 1:59.436 | 47.160 | 38.680 | 33.596 |
| 5   | 1:58.757        | 46.829        | 38.521        | 33.407        | 11  | 1:59.492 | 47.171 | 38.816 | 33.505 |
| 6   | 1:58.888        | 46.949        | 38.494        | 33.445        | 12  | 1:59.948 | 47.211 | 39.037 | 33.700 |

### 2 Jochen HAHN , IVECO / GER

Theoretical Best: 1:58.563

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:01.518        | 49.820        | 38.380        | 33.318        | 7   | 2:00.080 | 47.524 | 38.934 | 33.622 |
| 2   | <b>1:58.563</b> | <b>46.993</b> | <b>38.269</b> | <b>33.301</b> | 8   | 1:59.652 | 47.358 | 38.765 | 33.529 |
| 3   | 1:59.107        | 47.136        | 38.510        | 33.461        | 9   | 1:59.842 | 47.513 | 38.854 | 33.475 |
| 4   | 1:59.100        | 47.191        | 38.404        | 33.505        | 10  | 2:00.456 | 47.678 | 39.042 | 33.736 |
| 5   | 1:59.331        | 47.340        | 38.463        | 33.528        | 11  | 1:59.660 | 47.437 | 38.714 | 33.509 |
| 6   | 1:59.703        | 47.368        | 38.476        | 33.859        | 12  | 2:00.693 | 47.634 | 39.052 | 34.007 |

### 3 Sascha LENZ , MAN / GER

Theoretical Best: 1:59.383

| Lap | Time     | S1            | S2     | S3            | Lap | Time            | S1     | S2            | S3     |
|-----|----------|---------------|--------|---------------|-----|-----------------|--------|---------------|--------|
| 1   | 2:03.217 | 50.614        | 38.958 | 33.645        | 4   | <b>1:59.609</b> | 47.344 | <b>38.716</b> | 33.549 |
| 2   | 1:59.767 | <b>47.174</b> | 39.042 | 33.551        | 5   | 2:00.154        | 47.471 | 39.011        | 33.672 |
| 3   | 1:59.677 | 47.421        | 38.763 | <b>33.493</b> |     |                 |        |               |        |

### 11 Bradley SMITH , IVECO / GBR

Theoretical Best: 2:01.352

| Lap | Time     | S1            | S2            | S3            | Lap | Time            | S1     | S2     | S3     |
|-----|----------|---------------|---------------|---------------|-----|-----------------|--------|--------|--------|
| 1   | 2:07.744 | 54.277        | 39.340        | <b>34.127</b> | 7   | <b>2:01.625</b> | 47.998 | 39.364 | 34.263 |
| 2   | 2:01.691 | 48.157        | 39.338        | 34.196        | 8   | 2:02.460        | 48.206 | 39.499 | 34.755 |
| 3   | 2:02.013 | 48.150        | 39.713        | 34.150        | 9   | 2:02.718        | 48.149 | 40.005 | 34.564 |
| 4   | 2:01.718 | 48.181        | <b>39.253</b> | 34.284        | 10  | 2:01.887        | 48.232 | 39.488 | 34.167 |
| 5   | 2:01.933 | <b>47.972</b> | 39.558        | 34.403        | 11  | 2:02.299        | 48.410 | 39.672 | 34.217 |
| 6   | 2:01.966 | 48.240        | 39.561        | 34.165        | 12  | 2:02.162        | 48.269 | 39.580 | 34.313 |

### 18 John NEWELL , MAN / GBR

Theoretical Best: 2:01.035

| Lap | Time     | S1            | S2     | S3     | Lap | Time            | S1     | S2            | S3            |
|-----|----------|---------------|--------|--------|-----|-----------------|--------|---------------|---------------|
| 1   | 2:08.186 | 54.683        | 39.400 | 34.103 | 7   | <b>2:01.248</b> | 47.991 | <b>39.114</b> | 34.143        |
| 2   | 2:01.767 | 48.150        | 39.254 | 34.363 | 8   | 2:02.374        | 48.102 | 39.441        | 34.831        |
| 3   | 2:01.979 | <b>47.885</b> | 39.830 | 34.264 | 9   | 2:02.962        | 48.198 | 39.924        | 34.840        |
| 4   | 2:01.632 | 48.157        | 39.250 | 34.225 | 10  | 2:02.329        | 48.422 | 39.570        | 34.337        |
| 5   | 2:01.940 | 48.004        | 39.351 | 34.585 | 11  | 2:02.136        | 48.263 | 39.668        | 34.205        |
| 6   | 2:02.505 | 48.144        | 39.818 | 34.543 | 12  | 2:02.629        | 48.683 | 39.910        | <b>34.036</b> |

### 22 Lukas HAHN , IVECO / GER

Theoretical Best: 2:00.056

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:05.934        | 53.398        | <b>38.998</b> | <b>33.538</b> | 7   | 2:01.432 | 48.086 | 39.453 | 33.893 |
| 2   | <b>2:00.270</b> | <b>47.520</b> | 39.102        | 33.648        | 8   | 2:03.001 | 48.007 | 39.605 | 35.389 |
| 3   | 2:00.950        | 47.664        | 39.277        | 34.009        | 9   | 2:07.951 | 49.987 | 42.932 | 35.032 |
| 4   | 2:01.196        | 47.717        | 39.239        | 34.240        | 10  | 2:02.141 | 48.333 | 39.610 | 34.198 |
| 5   | 2:01.978        | 47.919        | 39.440        | 34.619        | 11  | 2:02.134 | 48.389 | 39.744 | 34.001 |
| 6   | 2:01.491        | 48.030        | 39.581        | 33.880        | 12  | 2:06.413 | 49.212 | 41.832 | 35.369 |

### 23 Antonio ALBACETE , MAN / ESP

Theoretical Best: 1:59.773

| Lap | Time            | S1            | S2            | S3     | Lap | Time     | S1     | S2     | S3            |
|-----|-----------------|---------------|---------------|--------|-----|----------|--------|--------|---------------|
| 1   | 2:03.809        | 51.246        | 38.908        | 33.655 | 7   | 2:00.156 | 47.481 | 38.967 | 33.708        |
| 2   | 2:00.058        | 47.394        | <b>38.800</b> | 33.864 | 8   | 2:00.597 | 47.420 | 39.051 | 34.126        |
| 3   | 2:00.191        | 47.504        | 38.830        | 33.857 | 9   | 2:00.245 | 47.575 | 39.054 | <b>33.616</b> |
| 4   | 2:00.134        | 47.488        | 39.019        | 33.627 | 10  | 2:00.705 | 47.694 | 39.166 | 33.845        |
| 5   | <b>1:59.974</b> | <b>47.357</b> | 38.885        | 33.732 | 11  | 2:00.962 | 47.669 | 39.212 | 34.081        |
| 6   | 2:00.303        | 47.442        | 39.032        | 33.829 | 12  | 2:01.815 | 47.904 | 39.795 | 34.116        |

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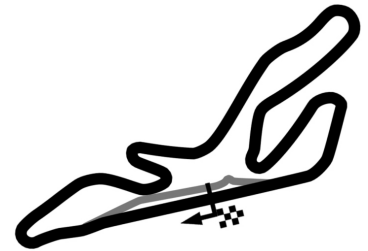
Circuito del Jarama, length 3850 m

04 - 05 October 2025

Goodyear FIA European Truck Racing Championship

## Lap Analysis Race 1, 04.10.2025

FIA-Visa.No.: 8ETRC-ESP 22.09.2025



### 24 Steffen FAAS , FREIGHTLINER / GER

Theoretical Best: 2:01.451

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:10.205        | 56.300        | 39.568        | 34.337        | 7   | 2:02.392 | 48.330 | 39.766 | 34.296 |
| 2   | <b>2:01.869</b> | 48.110        | <b>39.352</b> | 34.407        | 8   | 2:01.899 | 48.130 | 39.559 | 34.210 |
| 3   | 2:02.034        | <b>47.966</b> | 39.655        | 34.413        | 9   | 2:02.379 | 48.463 | 39.645 | 34.271 |
| 4   | 2:02.025        | 48.175        | 39.717        | <b>34.133</b> | 10  | 2:02.852 | 48.340 | 39.724 | 34.788 |
| 5   | 2:02.173        | 48.436        | 39.515        | 34.222        | 11  | 2:02.355 | 48.296 | 39.665 | 34.394 |
| 6   | 2:02.793        | 48.409        | 40.195        | 34.189        | 12  | 2:03.257 | 48.685 | 39.970 | 34.602 |

### 25 Heinrich Clemens HECKER , SCANIA / GER

Theoretical Best: 2:01.374

| Lap | Time            | S1            | S2     | S3            | Lap | Time     | S1     | S2            | S3     |
|-----|-----------------|---------------|--------|---------------|-----|----------|--------|---------------|--------|
| 1   | 2:11.836        | 56.911        | 40.381 | 34.544        | 7   | 2:02.042 | 47.971 | 39.791        | 34.280 |
| 2   | <b>2:01.544</b> | <b>47.851</b> | 39.588 | <b>34.105</b> | 8   | 2:02.945 | 48.352 | 39.825        | 34.768 |
| 3   | 2:02.218        | 48.334        | 39.569 | 34.315        | 9   | 2:02.987 | 47.954 | 40.192        | 34.841 |
| 4   | 2:02.390        | 48.491        | 39.625 | 34.274        | 10  | 2:02.032 | 48.174 | 39.529        | 34.329 |
| 5   | 2:02.276        | 48.275        | 39.454 | 34.547        | 11  | 2:01.935 | 48.256 | <b>39.418</b> | 34.261 |
| 6   | 2:02.864        | 48.344        | 39.610 | 34.910        | 12  | 2:02.847 | 48.554 | 39.799        | 34.494 |

### 33 Stefan KURSCH , MAN / GER

Theoretical Best: 2:02.690

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:14.125        | 58.098        | 41.259        | 34.768        | 7   | 2:03.794 | 48.794 | 40.023 | 34.977 |
| 2   | <b>2:02.690</b> | <b>48.459</b> | <b>39.964</b> | <b>34.267</b> | 8   | 2:03.865 | 48.743 | 40.498 | 34.624 |
| 3   | 2:03.368        | 48.705        | 40.137        | 34.526        | 9   | 2:03.814 | 49.013 | 40.332 | 34.469 |
| 4   | 2:04.028        | 48.831        | 40.183        | 35.014        | 10  | 2:03.853 | 48.871 | 40.494 | 34.488 |
| 5   | 2:03.986        | 48.740        | 40.598        | 34.648        | 11  | 2:03.912 | 48.996 | 40.402 | 34.514 |
| 6   | 2:03.705        | 48.678        | 40.447        | 34.580        | 12  | 2:03.790 | 48.807 | 40.383 | 34.600 |

### 38 José Eduardo RODRIGUES , MAN / POR

Theoretical Best: 1:59.700

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:04.332        | 51.942        | <b>38.854</b> | <b>33.536</b> | 7   | 2:00.130 | 47.633 | 38.915 | 33.582 |
| 2   | <b>1:59.892</b> | <b>47.310</b> | 38.883        | 33.699        | 8   | 2:00.408 | 47.602 | 38.966 | 33.840 |
| 3   | 2:00.223        | 47.550        | 38.937        | 33.736        | 9   | 2:00.291 | 47.557 | 38.898 | 33.836 |
| 4   | 2:00.442        | 47.720        | 39.053        | 33.669        | 10  | 2:00.537 | 47.547 | 39.174 | 33.816 |
| 5   | 1:59.977        | 47.454        | 38.867        | 33.656        | 11  | 2:00.888 | 47.840 | 39.180 | 33.868 |
| 6   | 2:00.611        | 47.550        | 39.272        | 33.789        | 12  | 2:01.807 | 47.804 | 39.836 | 34.167 |

### 42 Luke GARRETT , MAN / GBR

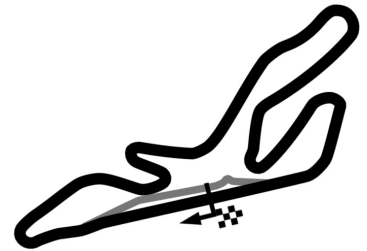
Theoretical Best: 2:01.636

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:10.857        | 56.942        | 39.880        | <b>34.035</b> | 7   | 2:02.710 | 48.428 | 39.779 | 34.503 |
| 2   | 2:01.954        | 48.410        | <b>39.488</b> | 34.056        | 8   | 2:02.087 | 48.329 | 39.504 | 34.254 |
| 3   | 2:02.330        | 48.533        | 39.625        | 34.172        | 9   | 2:02.634 | 48.383 | 39.668 | 34.583 |
| 4   | 2:02.406        | 48.477        | 39.621        | 34.308        | 10  | 2:02.455 | 48.264 | 39.835 | 34.356 |
| 5   | <b>2:01.787</b> | <b>48.113</b> | 39.518        | 34.156        | 11  | 2:02.653 | 48.595 | 39.668 | 34.390 |
| 6   | 2:02.617        | 48.339        | 40.094        | 34.184        | 12  | 2:02.698 | 48.660 | 39.841 | 34.197 |

### 44 Stephanie HALM , IVECO / GER

Theoretical Best: 1:59.907

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:04.835        | 52.492        | <b>38.776</b> | <b>33.567</b> | 7   | 2:00.575 | 47.827 | 39.034 | 33.714 |
| 2   | <b>2:00.106</b> | <b>47.564</b> | 38.813        | 33.729        | 8   | 2:01.165 | 48.204 | 39.124 | 33.837 |
| 3   | 2:00.274        | 47.749        | 38.849        | 33.676        | 9   | 2:01.372 | 47.882 | 39.500 | 33.990 |
| 4   | 2:00.568        | 47.951        | 38.856        | 33.761        | 10  | 2:01.128 | 48.100 | 39.077 | 33.951 |
| 5   | 2:00.788        | 47.903        | 39.052        | 33.833        | 11  | 2:01.026 | 48.004 | 39.211 | 33.811 |
| 6   | 2:00.562        | 47.745        | 39.185        | 33.632        | 12  | 2:01.360 | 48.157 | 39.227 | 33.976 |



# XXXVIII GRAN PREMIO DE ESPANA FIA EUROPEO DE CAMIONES

Circuito del Jarama, length 3850 m

04 - 05 October 2025

Goodyear FIA European Truck Racing Championship

## Lap Analysis Race 1, 04.10.2025

FIA-Visa.No.: 8ETRC-ESP 22.09.2025

### 66 Jonathan ANDRÉ , MAN / FRA

Theoretical Best: 2:01.432

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:09.688        | 55.570        | 39.659        | 34.459        | 7   | 2:02.070 | 48.343 | 39.597 | 34.130 |
| 2   | <b>2:01.432</b> | <b>48.014</b> | <b>39.447</b> | <b>33.971</b> | 8   | 2:02.161 | 48.146 | 39.701 | 34.314 |
| 3   | 2:02.392        | 48.547        | 39.683        | 34.162        | 9   | 2:02.341 | 48.449 | 39.753 | 34.139 |
| 4   | 2:02.102        | 48.301        | 39.758        | 34.043        | 10  | 2:02.426 | 48.326 | 39.831 | 34.269 |
| 5   | 2:02.130        | 48.416        | 39.638        | 34.076        | 11  | 2:02.732 | 48.533 | 39.782 | 34.417 |
| 6   | 2:02.971        | 48.727        | 40.087        | 34.157        | 12  | 2:03.300 | 48.548 | 40.273 | 34.479 |

### 68 Craig REID , IVECO / GBR

Theoretical Best: 2:02.345

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:15.281        | 57.873        | 40.941        | 36.467        | 7   | 2:04.028 | 49.276 | 40.453 | 34.299 |
| 2   | <b>2:02.523</b> | 48.527        | <b>39.699</b> | 34.297        | 8   | 2:03.811 | 48.800 | 40.385 | 34.626 |
| 3   | 2:02.890        | <b>48.461</b> | 39.958        | 34.471        | 9   | 2:03.840 | 49.275 | 40.121 | 34.444 |
| 4   | 2:03.995        | 48.787        | 40.411        | 34.797        | 10  | 2:03.894 | 49.254 | 40.358 | 34.282 |
| 5   | 2:03.861        | 49.123        | 40.325        | 34.413        | 11  | 2:03.754 | 49.199 | 40.225 | 34.330 |
| 6   | 2:03.614        | 48.817        | 40.612        | <b>34.185</b> | 12  | 2:04.075 | 49.258 | 40.227 | 34.590 |

### 77 René REINERT , MAN / GER

Theoretical Best: 1:59.290

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:02.549        | 50.218        | <b>38.763</b> | 33.568        | 7   | 2:00.470 | 47.567 | 39.092 | 33.811 |
| 2   | 1:59.571        | 47.135        | 38.924        | <b>33.512</b> | 8   | 2:00.450 | 47.646 | 39.151 | 33.653 |
| 3   | <b>1:59.536</b> | 47.134        | 38.794        | 33.608        | 9   | 2:00.634 | 47.541 | 39.298 | 33.795 |
| 4   | 1:59.868        | <b>47.015</b> | 38.879        | 33.974        | 10  | 2:01.887 | 48.832 | 39.218 | 33.837 |
| 5   | 2:00.384        | 47.493        | 39.044        | 33.847        | 11  | 2:01.009 | 47.560 | 39.381 | 34.068 |
| 6   | 2:00.222        | 47.317        | 39.153        | 33.752        | 12  | 2:02.218 | 48.089 | 39.727 | 34.402 |

### 81 Mark TAYLOR , MAN / GBR

Theoretical Best: 2:01.265

| Lap | Time            | S1            | S2            | S3            | Lap | Time     | S1     | S2     | S3     |
|-----|-----------------|---------------|---------------|---------------|-----|----------|--------|--------|--------|
| 1   | 2:08.726        | 54.930        | 39.700        | 34.096        | 7   | 2:01.930 | 48.306 | 39.494 | 34.130 |
| 2   | <b>2:01.828</b> | 48.047        | <b>39.301</b> | 34.480        | 8   | 2:01.851 | 48.132 | 39.354 | 34.365 |
| 3   | 2:02.270        | 48.117        | 39.410        | 34.743        | 9   | 2:02.598 | 48.160 | 39.675 | 34.763 |
| 4   | 2:01.833        | 48.162        | 39.593        | <b>34.078</b> | 10  | 2:02.921 | 48.999 | 39.492 | 34.430 |
| 5   | 2:01.887        | <b>47.886</b> | 39.643        | 34.358        | 11  | 2:02.454 | 48.258 | 39.746 | 34.450 |
| 6   | 2:02.155        | 48.184        | 39.615        | 34.356        | 12  | 2:02.643 | 48.317 | 40.202 | 34.124 |

### 89 Simon REID , IVECO / GBR

Theoretical Best: 2:01.835

| Lap | Time     | S1            | S2     | S3            | Lap | Time            | S1     | S2            | S3     |
|-----|----------|---------------|--------|---------------|-----|-----------------|--------|---------------|--------|
| 1   | 2:12.232 | 57.438        | 40.827 | <b>33.967</b> | 7   | 2:03.925        | 49.178 | 40.075        | 34.672 |
| 2   | 2:02.874 | 48.837        | 39.968 | 34.069        | 8   | 2:03.282        | 48.621 | 39.978        | 34.683 |
| 3   | 2:03.357 | 48.714        | 39.805 | 34.838        | 9   | <b>2:02.561</b> | 48.621 | <b>39.502</b> | 34.438 |
| 4   | 2:02.821 | 48.652        | 40.016 | 34.153        | 10  | 2:03.324        | 48.723 | 39.930        | 34.671 |
| 5   | 2:02.602 | <b>48.366</b> | 39.911 | 34.325        | 11  | 2:03.773        | 48.930 | 40.293        | 34.550 |
| 6   | 2:02.997 | 48.654        | 39.878 | 34.465        | 12  | 2:04.138        | 48.782 | 40.773        | 34.583 |