

Circuito de Jerez  
4 - 5 de Octubre de 2014

## Qualifying 1 ( Group A ) RESULTS

Ord.	Nº	Driver	Team	Nat.	L. Nat	Vehicle	Laps	Best	Time	Gap	Interval	Km/h
1	19	NYCK DE VRIES	KOIRANEN GP	NED	NED	Formula Renault 2.0	10	8	1'41.582			156.925
2	57	MATT PARRY	FORTEC MOTORSPORTS	GBR	GBR	Formula Renault 2.0	12	10	1'41.710	0"128	0"128	156.728
3	31	VASILY ROMANOV	CRAM MOTORSPORT	RUS	RUS	Formula Renault 2.0	10	8	1'41.730	0"148	0"020	156.697
4	62	DENNIS HOLSEN	PREMA POWERTEAM	NOR	NOR	Formula Renault 2.0	14	11	1'41.734	0"152	0"004	156.691
5	25	MATEVOS ISAAKYAN	JD MOTORSPORT	RUS	RUS	Formula Renault 2.0	10	8	1'41.745	0"163	0"011	156.674
6	50	JAKE HUGHES	STRAKKA RACING	GBR	GBR	Formula Renault 2.0	11	9	1'42.121	0"539	0"376	156.097
7	5	SIMON GACHET	ARTA ENGINEERING	FRA	FRA	Formula Renault 2.0	7	6	1'42.396	0"814	0"275	155.678
8	26	DENIS KORNEEV	JD MOTORSPORT	RUS	RUS	Formula Renault 2.0	9	7	1'42.535	0"953	0"139	155.467
9	15	MARTIN KODRIC	FORTEC MOTORSPORTS	CRO	CRO	Formula Renault 2.0	9	6	1'42.614	1"032	0"079	155.347
10	29	AKASH NANDY	TECH 1 RACING	MAL	MAL	Formula Renault 2.0	12	10	1'42.655	1"073	0"041	155.285
11	3	LUKE CHUDLEIGH	TECH 1 RACING	CAN	CAN	Formula Renault 2.0	12	9	1'42.734	1"152	0"079	155.166
12	70	HONG LI YE	KOIRANEN GP	CHN	CHN	Formula Renault 2.0	10	8	1'42.904	1"322	0"170	154.909
13	28	SEMEN EVSTIGNEEV	BVM RACING	RUS	RUS	Formula Renault 2.0	12	12	1'42.907	1"325	0"003	154.905
14	42	DANYLO PRONENKO	BVM RACING	UKR	UKR	Formula Renault 2.0	13	12	1'43.761	2"179	0"854	153.630
15	4	HUGO DE SADELEER	TECH 1 RACING	SUI	SUI	Formula Renault 2.0	3	3	2'06.671	25"089	22"910	125.844
16	16	THIAGO VIVACQUA	FORTEC MOTORSPORTS	BRA	BRA	Formula Renault 2.0	2	2	2'13.947	32"365	7"276	119.008

Car # 4 best lap time deleted caused red flag

Circuito de Jerez on October 04, 2014

At 15:43

RACE DIRECTOR

TIMEKEEPER



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LAP ANALYSIS Qualifying 1 ( Group A )

4 - 5 de Octubre de 2014  
Circuito de Jerez

Number	3			4			5			15			16			19		
Lap	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed
1 <sup>a</sup> - 1	0'45.045	0'45.045	143.142	0'56.522	0'56.522	138.729	0'46.268	0'46.268	141.733	0'54.133	0'54.133	129.033	0'49.768	0'49.768	122.449	0'48.258	0'48.258	137.143
1 <sup>a</sup> - 2	1'13.684	0'28.639		1'30.113	0'33.591		1'19.224	0'32.956		1'24.976	0'30.843		1'29.017	0'39.249		1'16.963	0'28.705	
1 <sup>a</sup> - 3	1'48.865	0'35.181		2'06.671	0'36.558		1'54.613	0'35.389		2'00.683	0'35.707		2'13.947	0'44.930		1'52.781	0'35.818	
2 <sup>a</sup> - 1	0'40.425	0'40.425	144.289	0'40.392	0'40.392	143.427	0'39.853	0'39.853	145.455	0'40.229	0'40.229	144.579	0'42.016	0'42.016	135.850	0'39.660	0'39.660	144.870
2 <sup>a</sup> - 2	1'08.652	0'28.227		1'08.783	0'28.391		1'07.947	0'28.094		1'08.350	0'28.121		1'12.859	0'30.843		1'07.439	0'27.779	
2 <sup>a</sup> - 3	1'43.596	0'34.944		1'44.024	0'35.241		1'42.703	0'34.756		1'43.087	0'34.737					1'42.031	0'34.592	
3 <sup>a</sup> - 1	0'43.774	0'43.774		0'40.435	0'40.435	144.289	0'39.877	0'39.877	146.640	0'40.215	0'40.215	144.870				0'44.662	0'44.662	129.264
3 <sup>a</sup> - 2	1'22.434	0'38.660		1'08.787	0'28.352		1'08.239	0'28.362		1'08.393	0'28.178					1'15.190	0'30.528	
3 <sup>a</sup> - 3	2'01.035	0'38.601					1'52.482	1'24.243	PIT	1'56.223	1'04.830	PIT				1'50.079	0'34.889	
4 <sup>a</sup> - 1	0'40.442	0'40.442	144.001				0'45.122	0'45.122	143.142	0'53.465	0'53.465	121.009				0'39.925	0'39.925	146.045
4 <sup>a</sup> - 2	1'08.837	0'28.395					1'14.096	0'28.974		1'25.990	0'32.525					1'08.205	0'28.280	
4 <sup>a</sup> - 3	1'44.277	0'35.440					1'49.642	0'35.546		2'01.693	0'35.703					4'55.203	3'46.998	PIT
5 <sup>a</sup> - 1	0'40.306	0'40.306	145.455				0'39.762	0'39.762	145.455	0'39.972	0'39.972	144.870				0'44.100	0'44.100	145.162
5 <sup>a</sup> - 2	1'08.682	0'28.376					1'07.579	0'27.817		1'07.861	0'27.889					1'12.222	0'28.122	
5 <sup>a</sup> - 3	1'43.821	0'35.139					1'42.396	0'34.817		1'42.614	0'34.753					7'24.560	6'12.338	PIT
6 <sup>a</sup> - 1	0'48.322	0'48.322	127.434				0'39.952	0'39.952	146.045	0'40.240	0'40.240	144.870				0'49.627	0'49.627	142.575
6 <sup>a</sup> - 2	1'23.758	0'35.436					1'08.095	0'28.143		1'08.204	0'27.964					1'19.050	0'29.423	
6 <sup>a</sup> - 3	1'123.597	9'59.839	PIT				1'43.015	0'34.920		1'43.445	0'35.241					1'57.939	0'38.889	
7 <sup>a</sup> - 1	0'46.792	0'46.792	140.351				0'40.234	0'40.234	145.455	0'43.394	0'43.394	138.729				0'39.440	0'39.440	145.162
7 <sup>a</sup> - 2	1'16.104	0'29.312					1'12.067	0'31.833		1'13.312	0'29.918					1'07.053	0'27.613	
7 <sup>a</sup> - 3	1'51.423	0'35.319								1'50.024	0'36.712					1'41.582	0'34.529	
8 <sup>a</sup> - 1	0'40.095	0'40.095	144.289							0'40.338	0'40.338	144.870				0'39.514	0'39.514	146.342
8 <sup>a</sup> - 2	1'08.032	0'27.937								1'08.582	0'28.244					1'07.110	0'27.596	
8 <sup>a</sup> - 3	1'42.734	0'34.702								1'43.850	0'35.268					1'41.621	0'34.511	
9 <sup>a</sup> - 1	0'39.929	0'39.929	145.455							0'44.244	0'44.244	142.012				0'39.649	0'39.649	146.045
9 <sup>a</sup> - 2	1'07.979	0'28.050								1'13.099	0'28.855					1'07.454	0'27.805	
9 <sup>a</sup> - 3	1'42.949	0'34.970														1'42.112	0'34.658	
10 <sup>a</sup> - 1	0'52.099	0'52.099														0'44.283	0'44.283	145.162
10 <sup>a</sup> - 2	1'26.692	0'34.593														1'16.450	0'32.167	
10 <sup>a</sup> - 3	2'02.874	0'36.182																
11 <sup>a</sup> - 1	0'40.274	0'40.274	145.455															
11 <sup>a</sup> - 2	1'08.454	0'28.180																
11 <sup>a</sup> - 3	1'43.331	0'34.877																
12 <sup>a</sup> - 1	0'47.676	0'47.676																
12 <sup>a</sup> - 2																		
12 <sup>a</sup> - 3																		
13 <sup>a</sup> - 1																		
13 <sup>a</sup> - 2																		
13 <sup>a</sup> - 3																		

Ideal Lap	
0'39.929	0'39.929
1'07.866	0'27.937
1'42.568	0'34.702

Ideal Lap	
0'40.392	0'40.392
1'08.744	0'28.352
1'43.985	0'35.241

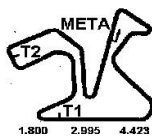
Ideal Lap	
0'39.762	0'39.762
1'07.579	0'27.817
1'42.335	0'34.756

Ideal Lap	
0'39.972	0'39.972
1'07.861	0'27.889
1'42.598	0'34.737

Ideal Lap	
0'42.016	0'42.016
1'12.859	0'30.843
1'57.789	0'44.930

Ideal Lap	
0'39.440	0'39.440
1'07.036	0'27.596
1'41.547	0'34.511

Ideal Best Lap	
0'39.351	0'39.351
1'06.947	0'27.596
1'41.158	0'34.211



LAP ANALYSIS Qualifying 1 ( Group A )

4 - 5 de Octubre de 2014  
Circuito de Jerez

Number	25			26			28			29			31			42		
Lap	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed
1 <sup>a</sup> - 1	0'50.179	0'50.179	121.622	0'53.328	0'53.328	110.940	0'50.888	0'50.888	142.575	0'54.715	0'54.715	115.756	0'49.704	0'49.704	137.932	0'52.672	0'52.672	142.858
1 <sup>a</sup> - 2	1'19.420	0'29.241		1'23.716	0'30.388		1'19.599	0'28.711		1'30.390	0'35.675		1'21.047	0'31.343		1'22.248	0'29.576	
1 <sup>a</sup> - 3	1'54.197	0'34.777		1'59.181	0'35.465		1'55.373	0'35.774		2'10.917	0'40.527		1'56.574	0'35.527		1'57.784	0'35.536	
2 <sup>a</sup> - 1	0'40.176	0'40.176	144.870	0'39.953	0'39.953	144.870	0'40.339	0'40.339	144.579	0'40.863	0'40.863	144.001	0'40.254	0'40.254	146.045	0'40.470	0'40.470	146.045
2 <sup>a</sup> - 2	1'08.194	0'28.018		1'08.233	0'28.280		1'08.547	0'28.208		1'09.552	0'28.689		1'08.382	0'28.128		1'09.016	0'28.546	
2 <sup>a</sup> - 3	1'42.767	0'34.573		1'43.157	0'34.924		1'44.055	0'35.508		1'44.601	0'35.049		1'43.105	0'34.723		1'44.282	0'35.266	
3 <sup>a</sup> - 1	0'40.355	0'40.355	144.579	0'40.090	0'40.090	144.870	0'45.683	0'45.683	115.943	0'40.483	0'40.483	144.870	0'39.918	0'39.918	145.455	0'43.294	0'43.294	144.289
3 <sup>a</sup> - 2	1'08.413	0'28.058		1'08.273	0'28.183		1'18.428	0'32.745		1'09.121	0'28.638		1'08.293	0'28.375		1'15.437	0'32.143	
3 <sup>a</sup> - 3	1'43.161	0'34.748		1'43.114	0'34.841		1'57.336	0'38.908		1'51.346	0'42.225		1'43.165	0'34.872		1'53.020	0'37.583	
4 <sup>a</sup> - 1	0'45.061	0'45.061	139.266	0'40.140	0'40.140	145.455	0'40.208	0'40.208	144.579	0'54.085	0'54.085	137.668	0'40.290	0'40.290	145.162	0'48.391	0'48.391	112.677
4 <sup>a</sup> - 2	1'13.682	0'28.621		1'08.366	0'28.226		1'08.343	0'28.135		1'29.556	0'35.471		1'08.585	0'28.295		1'20.805	0'32.414	
4 <sup>a</sup> - 3	1'48.565	0'34.883		1'14.287	15'05.921	PIT	1'43.478	0'35.135		2'09.292	0'39.736		1'43.417	0'34.832		1'57.334	0'36.529	
5 <sup>a</sup> - 1	0'40.237	0'40.237	144.579	0'49.418	0'49.418	122.242	0'41.391	0'41.391	144.870	0'40.527	0'40.527	144.001	0'47.120	0'47.120		0'40.528	0'40.528	145.455
5 <sup>a</sup> - 2	1'08.788	0'28.551		1'18.617	0'29.199		1'09.826	0'28.435		1'09.219	0'28.692		1'22.558	0'35.438		1'09.133	0'28.605	
5 <sup>a</sup> - 3	1'80.070	1'65.202	PIT	1'53.966	0'35.349		6'27.206	5'17.380	PIT	1'44.029	0'34.810		13'33.582	12'11.024	PIT	1'44.377	0'35.244	
6 <sup>a</sup> - 1	0'49.666	0'49.666	144.289	0'39.838	0'39.838	144.289	0'49.785	0'49.785	123.712	0'40.466	0'40.466	144.579	0'47.874	0'47.874	142.012	0'50.294	0'50.294	106.039
6 <sup>a</sup> - 2	1'17.795	0'28.129		1'07.743	0'27.905		1'19.455	0'29.670		1'08.987	0'28.521		1'17.493	0'29.619		1'26.030	0'35.736	
6 <sup>a</sup> - 3	1'52.400	0'34.605		1'42.535	0'34.792		1'55.208	0'35.753		1'30.864	1'15.877	PIT	1'55.146	0'37.653		9'01.224	7'35.194	PIT
7 <sup>a</sup> - 1	0'39.672	0'39.672	146.045	0'39.845	0'39.845	146.045	0'40.159	0'40.159	144.579	0'57.329	0'57.329	118.812	0'39.351	0'39.351	146.342	0'46.441	0'46.441	144.001
7 <sup>a</sup> - 2	1'07.339	0'27.667		1'07.840	0'27.995		1'08.192	0'28.033		1'30.190	0'32.861		1'07.201	0'27.850		1'15.193	0'28.752	
7 <sup>a</sup> - 3	1'41.745	0'34.406		1'42.736	0'34.896		1'43.001	0'34.809		2'07.651	0'37.461		1'41.730	0'34.529		1'50.522	0'35.329	
8 <sup>a</sup> - 1	0'40.063	0'40.063	145.750	0'39.973	0'39.973	145.750	0'40.324	0'40.324	144.289	0'39.947	0'39.947	145.162	0'47.668	0'47.668		0'40.359	0'40.359	144.579
8 <sup>a</sup> - 2	1'08.066	0'28.003		1'08.001	0'28.028		1'08.558	0'28.234		1'08.119	0'28.172		1'24.229	0'36.561		1'08.789	0'28.430	
8 <sup>a</sup> - 3	1'42.577	0'34.511		1'42.847	0'34.846		1'43.513	0'34.955		1'42.877	0'34.758		1'59.302	0'35.073		1'43.833	0'35.044	
9 <sup>a</sup> - 1	0'40.063	0'40.063	145.455	0'49.236	0'49.236	104.957	0'42.521	0'42.521	122.668	0'39.849	0'39.849	145.455	0'40.040	0'40.040	146.045	0'42.629	0'42.629	105.418
9 <sup>a</sup> - 2	1'08.043	0'27.980		1'25.332	0'36.096		1'14.740	0'32.219		1'07.950	0'28.101		1'08.163	0'28.123		1'17.811	0'35.182	
9 <sup>a</sup> - 3	1'42.647	0'34.604					1'55.011	0'40.271		1'42.655	0'34.705		1'42.941	0'34.778		1'55.572	0'37.761	
10 <sup>a</sup> - 1	0'52.967	0'52.967					0'39.973	0'39.973	145.455	0'50.858	0'50.858		0'40.197	0'40.197	145.750	0'40.200	0'40.200	145.750
10 <sup>a</sup> - 2							1'08.121	0'28.148		1'27.568	0'36.710		1'10.398	0'30.201		1'08.633	0'28.433	
10 <sup>a</sup> - 3							1'42.938	0'34.817		2'05.832	0'38.264					1'43.789	0'35.156	
11 <sup>a</sup> - 1							0'40.002	0'40.002	145.750	0'40.101	0'40.101	145.455				0'40.183	0'40.183	146.640
11 <sup>a</sup> - 2							1'08.004	0'28.002		1'08.402	0'28.301					1'08.465	0'28.282	
11 <sup>a</sup> - 3							1'42.907	0'34.903		1'43.135	0'34.733					1'43.761	0'35.296	
12 <sup>a</sup> - 1							0'43.419	0'43.419	112.500	0'46.262	0'46.262	115.385				0'40.271	0'40.271	146.342
12 <sup>a</sup> - 2							1'13.721	0'30.302								1'13.697	0'33.426	
12 <sup>a</sup> - 3																1'52.980	0'39.283	
13 <sup>a</sup> - 1																0'48.660	0'48.660	124.784
13 <sup>a</sup> - 2																1'25.073	0'36.413	
13 <sup>a</sup> - 3																		

Ideal Lap	
0'39.672	0'39.672
1'07.339	0'27.667
1'41.745	0'34.406

Ideal Lap	
0'39.838	0'39.838
1'07.743	0'27.905
1'42.535	0'34.792

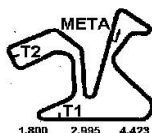
Ideal Lap	
0'39.973	0'39.973
1'07.975	0'28.002
1'42.784	0'34.809

Ideal Lap	
0'39.849	0'39.849
1'07.950	0'28.101
1'42.655	0'34.705

Ideal Lap	
0'39.351	0'39.351
1'07.201	0'27.850
1'41.730	0'34.529

Ideal Lap	
0'40.183	0'40.183
1'08.465	0'28.282
1'43.509	0'35.044

Ideal Best Lap	
0'39.351	0'39.351
1'06.947	0'27.596
1'41.158	0'34.211



4 - 5 de Octubre de 2014  
Circuito de Jerez

LAP ANALYSIS Qualifying 1 ( Group A )

Number	50			57			62			70		
Lap	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed	Lap Time	Partial	Speed
1ª - 1	0'46.158	0'46.158	144.001	0'48.090	0'48.090	127.887	0'48.305	0'48.305	130.199	0'48.736	0'48.736	140.625
1ª - 2	1'18.728	0'32.570		1'18.241	0'30.151		1'18.322	0'30.017		1'17.264	0'28.528	
1ª - 3	1'58.140	0'39.412		1'54.963	0'36.722		1'59.906	0'41.584		1'52.392	0'35.128	
2ª - 1	0'40.252	0'40.252	143.713	0'40.232	0'40.232	143.713	0'40.628	0'40.628	142.012	0'40.108	0'40.108	144.870
2ª - 2	1'08.362	0'28.110		1'08.298	0'28.066		1'11.194	0'30.566		1'08.291	0'28.183	
2ª - 3	1'42.960	0'34.598		1'43.099	0'34.801		1'46.713	0'35.519		1'43.197	0'34.906	
3ª - 1	0'40.109	0'40.109	144.289	0'40.829	0'40.829	142.293	0'40.433	0'40.433	143.713	0'40.281	0'40.281	144.001
3ª - 2	1'08.541	0'28.432		1'09.268	0'28.439		1'09.126	0'28.693		1'08.526	0'28.245	
3ª - 3	1'43.037	0'34.496		1'44.081	0'34.813		1'44.005	0'34.879		1'43.655	0'35.129	
4ª - 1	0'40.081	0'40.081	144.001	0'40.118	0'40.118	144.870	0'40.371	0'40.371	144.579	0'47.807	0'47.807	103.449
4ª - 2	1'08.136	0'28.055		1'08.265	0'28.147		1'08.895	0'28.524		1'23.310	0'35.503	
4ª - 3	1'42.714	0'34.578		1'42.819	0'34.554		1'43.737	0'34.842		2'01.114	0'37.804	
5ª - 1	0'40.730	0'40.730	144.579	0'40.024	0'40.024	145.162	0'40.556	0'40.556	144.579	0'40.305	0'40.305	144.579
5ª - 2	1'11.299	0'30.569		1'08.101	0'28.077		1'09.022	0'28.466		1'12.201	0'31.896	
5ª - 3	13'23.475	12'12.176	PIT	1'42.733	0'34.632		1'44.044	0'35.022		12'39.548	11'27.347	PIT
6ª - 1	0'48.318	0'48.318	143.142	0'40.145	0'40.145	144.870	0'40.204	0'40.204	144.289	0'44.922	0'44.922	141.454
6ª - 2	1'16.660	0'28.342		1'08.497	0'28.352		1'08.547	0'28.343		1'14.420	0'29.498	
6ª - 3	1'56.395	0'39.735		12'39.676	11'31.179	PIT	1'43.351	0'34.804		1'50.167	0'35.747	
7ª - 1	0'39.854	0'39.854	144.579	0'48.590	0'48.590	125.001	0'42.540	0'42.540	143.713	0'39.951	0'39.951	144.870
7ª - 2	1'07.746	0'27.892		1'19.078	0'30.488		1'12.905	0'30.365		1'08.128	0'28.177	
7ª - 3	1'42.166	0'34.420		1'56.118	0'37.040		1'49.130	0'36.225		1'42.904	0'34.776	
8ª - 1	0'39.780	0'39.780	145.455	0'39.714	0'39.714	145.162	0'40.111	0'40.111	144.870	0'40.077	0'40.077	144.870
8ª - 2	1'07.662	0'27.882		1'07.461	0'27.747		1'08.471	0'28.360		1'08.095	0'28.018	
8ª - 3	1'42.121	0'34.459		1'41.846	0'34.385		1'23.0236	1'21.765	PIT	1'42.971	0'34.876	
9ª - 1	0'39.770	0'39.770	145.162	0'39.651	0'39.651	146.342	0'47.459	0'47.459	142.293	0'50.025	0'50.025	
9ª - 2	1'07.611	0'27.841		1'07.367	0'27.716		1'16.138	0'28.679		1'26.131	0'36.106	
9ª - 3	1'42.209	0'34.598		1'41.710	0'34.343		1'53.172	0'37.034		2'01.853	0'35.722	
10ª - 1	0'39.736	0'39.736	145.455	0'39.795	0'39.795	145.750	0'39.712	0'39.712	145.162	0'51.790	0'51.790	100.841
10ª - 2	1'07.687	0'27.951		1'07.891	0'28.096		1'07.523	0'27.811		1'25.544	0'33.754	
10ª - 3	1'42.301	0'34.614		1'42.633	0'34.742		1'41.734	0'34.211				
11ª - 1	0'44.047	0'44.047	123.077	0'40.022	0'40.022	144.289	0'39.804	0'39.804	144.870			
11ª - 2				1'08.088	0'28.066		1'07.641	0'27.837				
11ª - 3				1'43.219	0'35.131		1'42.047	0'34.406				
12ª - 1				0'49.560	0'49.560	110.600	0'39.921	0'39.921	144.289			
12ª - 2							1'07.988	0'28.067				
12ª - 3							1'42.519	0'34.531				
13ª - 1							0'39.976	0'39.976	144.870			
13ª - 2							1'08.187	0'28.211				
13ª - 3							1'42.737	0'34.550				

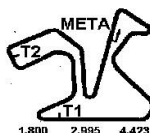
Ideal Lap	
0'39.736	0'39.736
1'07.577	0'27.841
1'41.997	0'34.420

Ideal Lap	
0'39.651	0'39.651
1'07.367	0'27.716
1'41.710	0'34.343

Ideal Lap	
0'39.712	0'39.712
1'07.523	0'27.811
1'41.734	0'34.211

Ideal Lap	
0'39.951	0'39.951
1'07.969	0'28.018
1'42.745	0'34.776

Ideal Best Lap	
0'39.351	0'39.351
1'06.947	0'27.596
1'41.158	0'34.211



## Qualifying 1 ( Group A ) Sectors Results

Sector - 1			Sector - 2			Sector - 3			Ideal Lap vs Best Lap			
Ord.	Nº Driver	Time	Nº Driver	Time	Nº Driver	Time	Ord.	Nº Driver	Ideal Lap	Best Lap	Ord.	
1	31 VASILY ROMANOV	39.351	19 NYCK DE VRIES	27.596	62 DENNIS HOLSEN	34.211	1	19 NYCK DE VRIES	1'41.547	1'41.582	1	
2	19 NYCK DE VRIES	39.440	25 MATEVOS ISAAKYAN	27.667	57 MATT PARRY	34.343	2	57 MATT PARRY	1'41.710	1'41.710	2	
3	57 MATT PARRY	39.651	57 MATT PARRY	27.716	25 MATEVOS ISAAKYAN	34.406	3	31 VASILY ROMANOV	1'41.730	1'41.730	3	
4	25 MATEVOS ISAAKYAN	39.672	62 DENNIS HOLSEN	27.811	50 JAKE HUGHES	34.420	4	62 DENNIS HOLSEN	1'41.734	1'41.734	4	
5	62 DENNIS HOLSEN	39.712	5 SIMON GACHET	27.817	19 NYCK DE VRIES	34.511	5	25 MATEVOS ISAAKYAN	1'41.745	1'41.745	5	
6	50 JAKE HUGHES	39.736	50 JAKE HUGHES	27.841	31 VASILY ROMANOV	34.529	6	50 JAKE HUGHES	1'41.997	1'42.121	6	
7	5 SIMON GACHET	39.762	31 VASILY ROMANOV	27.850	3 LUKE CHUDLEIGH	34.702	7	5 SIMON GACHET	1'42.335	1'42.396	7	
8	26 DENIS KORNEEV	39.838	15 MARTIN KODRIC	27.889	29 AKASH NANDY	34.705	8	26 DENIS KORNEEV	1'42.535	1'42.535	8	
9	29 AKASH NANDY	39.849	26 DENIS KORNEEV	27.905	15 MARTIN KODRIC	34.737	9	3 LUKE CHUDLEIGH	1'42.568	1'42.734	11	
10	3 LUKE CHUDLEIGH	39.929	3 LUKE CHUDLEIGH	27.937	5 SIMON GACHET	34.756	10	15 MARTIN KODRIC	1'42.598	1'42.614	9	
11	70 HONG LI YE	39.951	28 SEMEN EVSTIGNEEV	28.002	70 HONG LI YE	34.776	11	29 AKASH NANDY	1'42.655	1'42.655	10	
12	15 MARTIN KODRIC	39.972	70 HONG LI YE	28.018	26 DENIS KORNEEV	34.792	12	70 HONG LI YE	1'42.745	1'42.904	12	
13	28 SEMEN EVSTIGNEEV	39.973	29 AKASH NANDY	28.101	28 SEMEN EVSTIGNEEV	34.809	13	28 SEMEN EVSTIGNEEV	1'42.784	1'42.907	13	
14	42 DANYLO PRONENKO	40.183	42 DANYLO PRONENKO	28.282	42 DANYLO PRONENKO	35.044	14	42 DANYLO PRONENKO	1'43.509	1'43.761	14	
15	4 HUGO DE SADELEER	40.392	4 HUGO DE SADELEER	28.352	4 HUGO DE SADELEER	35.241	15	4 HUGO DE SADELEER	1'43.985	1'44.024	15	
16	16 THIAGO VIVACQUA	42.016	16 THIAGO VIVACQUA	30.843	16 THIAGO VIVACQUA	44.930	16	16 THIAGO VIVACQUA	1'57.789	2'13.947	16	

Circuito de Jerez  
4 - 5 de Octubre de 2014

## Qualifying 1 ( Group A ) MAXIMUM SPEED

Ord.	Nº	Driver	Team	Nat.	L. Nat	Vehicle	Km/h
1	5	SIMON GACHET	ARTA ENGINEERING	FRA	FRA	Formula Renault 2.0	146.640
2	42	DANYLO PRONENKO	BVM RACING	UKR	UKR	Formula Renault 2.0	146.640
3	19	NYCK DE VRIES	KOIRANEN GP	NED	NED	Formula Renault 2.0	146.342
4	31	VASILY ROMANOV	CRAM MOTORSPORT	RUS	RUS	Formula Renault 2.0	146.342
5	57	MATT PARRY	FORTEC MOTORSPORTS	GBR	GBR	Formula Renault 2.0	146.342
6	25	MATEVOS ISAAKYAN	JD MOTORSPORT	RUS	RUS	Formula Renault 2.0	146.045
7	26	DENIS KORNEEV	JD MOTORSPORT	RUS	RUS	Formula Renault 2.0	146.045
8	28	SEMEN EVSTIGNEEV	BVM RACING	RUS	RUS	Formula Renault 2.0	145.750
9	3	LUKE CHUDLEIGH	TECH 1 RACING	CAN	CAN	Formula Renault 2.0	145.455
10	29	AKASH NANDY	TECH 1 RACING	MAL	MAL	Formula Renault 2.0	145.455
11	50	JAKE HUGHES	STRAKKA RACING	GBR	GBR	Formula Renault 2.0	145.455
12	62	DENNIS HOLSEN	PREMA POWERTEAM	NOR	NOR	Formula Renault 2.0	145.162
13	15	MARTIN KODRIC	FORTEC MOTORSPORTS	CRO	CRO	Formula Renault 2.0	144.870
14	70	HONG LI YE	KOIRANEN GP	CHN	CHN	Formula Renault 2.0	144.870
15	4	HUGO DE SADELEER	TECH 1 RACING	SUI	SUI	Formula Renault 2.0	144.289
16	16	THIAGO VIVACQUA	FORTEC MOTORSPORTS	BRA	BRA	Formula Renault 2.0	135.850

## Qualifying 1 ( Group A ) Sectors Results

Sector - 1			Sector - 2		Sector - 3		Ideal Lap vs Best Lap				
Ord.	Nº Driver	Time	Nº Driver	Time	Nº Driver	Time	Ord.	Nº Driver	Ideal Lap	Best Lap	Ord.
1	31 VASILY ROMANOV	39.351	19 NYCK DE VRIES	27.596	62 DENNIS HOLSEN	34.211	1	19 NYCK DE VRIES	1'41.547	1'41.582	1
2	19 NYCK DE VRIES	39.440	25 MATEVOS ISAAKYAN	27.667	57 MATT PARRY	34.343	2	57 MATT PARRY	1'41.710	1'41.710	2
3	57 MATT PARRY	39.651	57 MATT PARRY	27.716	25 MATEVOS ISAAKYAN	34.406	3	31 VASILY ROMANOV	1'41.730	1'41.730	3
4	25 MATEVOS ISAAKYAN	39.672	62 DENNIS HOLSEN	27.811	50 JAKE HUGHES	34.420	4	62 DENNIS HOLSEN	1'41.734	1'41.734	4
5	62 DENNIS HOLSEN	39.712	5 SIMON GACHET	27.817	19 NYCK DE VRIES	34.511	5	25 MATEVOS ISAAKYAN	1'41.745	1'41.745	5
6	50 JAKE HUGHES	39.736	50 JAKE HUGHES	27.841	31 VASILY ROMANOV	34.529	6	50 JAKE HUGHES	1'41.997	1'42.121	6
7	5 SIMON GACHET	39.762	31 VASILY ROMANOV	27.850	3 LUKE CHUDLEIGH	34.702	7	5 SIMON GACHET	1'42.335	1'42.396	7
8	26 DENIS KORNEEV	39.838	15 MARTIN KODRIC	27.889	29 AKASH NANDY	34.705	8	26 DENIS KORNEEV	1'42.535	1'42.535	8
9	29 AKASH NANDY	39.849	26 DENIS KORNEEV	27.905	15 MARTIN KODRIC	34.737	9	3 LUKE CHUDLEIGH	1'42.568	1'42.734	11
10	3 LUKE CHUDLEIGH	39.929	3 LUKE CHUDLEIGH	27.937	5 SIMON GACHET	34.756	10	15 MARTIN KODRIC	1'42.598	1'42.614	9
11	70 HONG LI YE	39.951	28 SEMEN EVSTIGNEEV	28.002	70 HONG LI YE	34.776	11	29 AKASH NANDY	1'42.655	1'42.655	10
12	15 MARTIN KODRIC	39.972	70 HONG LI YE	28.018	26 DENIS KORNEEV	34.792	12	70 HONG LI YE	1'42.745	1'42.904	12
13	28 SEMEN EVSTIGNEEV	39.973	29 AKASH NANDY	28.101	28 SEMEN EVSTIGNEEV	34.809	13	28 SEMEN EVSTIGNEEV	1'42.784	1'42.907	13
14	42 DANYLO PRONENKO	40.183	42 DANYLO PRONENKO	28.282	42 DANYLO PRONENKO	35.044	14	42 DANYLO PRONENKO	1'43.509	1'43.761	14
15	4 HUGO DE SADELEER	40.392	4 HUGO DE SADELEER	28.352	4 HUGO DE SADELEER	35.241	15	4 HUGO DE SADELEER	1'43.985	1'44.024	15
16	16 THIAGO VIVACQUA	42.016	16 THIAGO VIVACQUA	30.843	16 THIAGO VIVACQUA	44.930	16	16 THIAGO VIVACQUA	1'57.789	2'13.947	16

## Qualifying 1 ( Group A ) MAXIMUM SPEED

Circuito de Jerez  
4 - 5 de Octubre de 2014

Ord.	Nº	Driver	Team	Nat.	L. Nat	Vehicle	Km/h
1	5	SIMON GACHET	ARTA ENGINEERING	FRA	FRA	Formula Renault 2.0	146.640
2	42	DANYLO PRONENKO	BVM RACING	UKR	UKR	Formula Renault 2.0	146.640
3	19	NYCK DE VRIES	KOIRANEN GP	NED	NED	Formula Renault 2.0	146.342
4	31	VASILY ROMANOV	CRAM MOTORSPORT	RUS	RUS	Formula Renault 2.0	146.342
5	57	MATT PARRY	FORTEC MOTORSPORTS	GBR	GBR	Formula Renault 2.0	146.342
6	25	MATEVOS ISAAKYAN	JD MOTORSPORT	RUS	RUS	Formula Renault 2.0	146.045
7	26	DENIS KORNEEV	JD MOTORSPORT	RUS	RUS	Formula Renault 2.0	146.045
8	28	SEMEN EVSTIGNEEV	BVM RACING	RUS	RUS	Formula Renault 2.0	145.750
9	3	LUKE CHUDLEIGH	TECH 1 RACING	CAN	CAN	Formula Renault 2.0	145.455
10	29	AKASH NANDY	TECH 1 RACING	MAL	MAL	Formula Renault 2.0	145.455
11	50	JAKE HUGHES	STRAKKA RACING	GBR	GBR	Formula Renault 2.0	145.455
12	62	DENNIS HOLSEN	PREMA POWERTEAM	NOR	NOR	Formula Renault 2.0	145.162
13	15	MARTIN KODRIC	FORTEC MOTORSPORTS	CRO	CRO	Formula Renault 2.0	144.870
14	70	HONG LI YE	KOIRANEN GP	CHN	CHN	Formula Renault 2.0	144.870
15	4	HUGO DE SADELEER	TECH 1 RACING	SUI	SUI	Formula Renault 2.0	144.289
16	16	THIAGO VIVACQUA	FORTEC MOTORSPORTS	BRA	BRA	Formula Renault 2.0	135.850



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