



### SIDE CAR

Pôle Mécanique Alès-Cévennes (2.5 km)

### Essais Chronometres

Tour par tour

Nb.	Tps T.	S1	S2	S3	Nb.	Tps T.	S1	S2	S3
<b>N° 11, COLOMBIN A. / COLOMBIN F., Pos 15</b>									
1	<b>1:35.877</b>	36.670	25.419	<b>33.788</b>	1	<b>1:45.044</b>	40.486	27.968	36.590
2	<b>1:36.018</b>	<b>35.794</b>	25.963	34.261	2	<b>1:34.354</b>	35.653	25.349	33.352
3	<b>1:37.415</b>	37.157	26.134	34.124	3	<b>1:33.273</b>	<b>34.534</b>	25.150	33.589
4	<b>1:37.329</b>	37.211	26.158	33.960	4	<b>Pit In</b>	37.062	27.203	46.356
5	<b>1:38.298</b>	37.948	26.103	34.247	5	<b>6:10.930</b>	5:10.413	26.567	33.950
6	<b>Pit In</b>	37.990	26.698	47.039	6	<b>1:34.375</b>	35.058	25.663	33.654
7	<b>5:19.122</b>	4:19.340	<b>25.276</b>	34.506	7	<b>1:33.323</b>	35.246	<b>25.128</b>	<b>32.949</b>
8	<b>1:39.272</b>	38.717	26.389	34.166	-	-	39.143	27.589	-
-	-	38.301	26.239	-	-	-	-	-	-
<b>N° 119, REBUISSON T. / FAVIER A., Pos 13</b>									
1	<b>1:35.877</b>	36.670	25.419	<b>33.788</b>	1	<b>1:45.044</b>	40.486	27.968	36.590
2	<b>1:36.018</b>	<b>35.794</b>	25.963	34.261	2	<b>1:34.354</b>	35.653	25.349	33.352
3	<b>1:37.415</b>	37.157	26.134	34.124	3	<b>1:33.273</b>	<b>34.534</b>	25.150	33.589
4	<b>1:37.329</b>	37.211	26.158	33.960	4	<b>Pit In</b>	37.062	27.203	46.356
5	<b>1:38.298</b>	37.948	26.103	34.247	5	<b>6:10.930</b>	5:10.413	26.567	33.950
6	<b>Pit In</b>	37.990	26.698	47.039	6	<b>1:34.375</b>	35.058	25.663	33.654
7	<b>5:19.122</b>	4:19.340	<b>25.276</b>	34.506	7	<b>1:33.323</b>	35.246	<b>25.128</b>	<b>32.949</b>
8	<b>1:39.272</b>	38.717	26.389	34.166	-	-	39.143	27.589	-
-	-	38.301	26.239	-	-	-	-	-	-
<b>N° 29, VINET C. / VINET G., Pos 2</b>									
1	<b>1:30.117</b>	34.874	23.970	31.273	1	<b>1:36.811</b>	36.628	25.779	34.404
2	<b>1:28.276</b>	33.380	23.083	31.813	2	<b>1:38.235</b>	37.243	25.855	35.137
3	<b>1:25.002</b>	32.393	22.649	29.960	3	<b>Pit In</b>	37.551	27.123	52.178
4	<b>1:24.851</b>	32.050	22.547	30.254	4	<b>4:49.612</b>	3:49.909	26.036	33.667
5	<b>1:26.401</b>	33.120	23.118	30.163	5	<b>1:33.610</b>	35.475	24.935	33.200
6	<b>1:27.391</b>	33.216	23.498	30.677	6	<b>1:35.495</b>	36.855	25.877	32.763
7	<b>1:23.803</b>	31.536	<b>22.318</b>	29.949	7	<b>1:32.608</b>	35.308	<b>24.823</b>	<b>32.477</b>
8	<b>1:23.720</b>	<b>31.409</b>	22.694	<b>29.617</b>	8	<b>1:33.984</b>	<b>35.068</b>	24.932	33.984
9	<b>7:45.421</b>	6:46.635	25.547	33.239	9	<b>1:40.421</b>	37.320	27.750	35.351
-	-	-	-	-	-	-	-	-	-
<b>N° 122, PALACOEUR O. / EQUEAULT A., Pos 9</b>									
1	<b>1:30.117</b>	34.874	23.970	31.273	1	<b>1:36.811</b>	36.628	25.779	34.404
2	<b>1:28.276</b>	33.380	23.083	31.813	2	<b>1:38.235</b>	37.243	25.855	35.137
3	<b>1:25.002</b>	32.393	22.649	29.960	3	<b>Pit In</b>	37.551	27.123	52.178
4	<b>1:24.851</b>	32.050	22.547	30.254	4	<b>4:49.612</b>	3:49.909	26.036	33.667
5	<b>1:26.401</b>	33.120	23.118	30.163	5	<b>1:33.610</b>	35.475	24.935	33.200
6	<b>1:27.391</b>	33.216	23.498	30.677	6	<b>1:35.495</b>	36.855	25.877	32.763
7	<b>1:23.803</b>	31.536	<b>22.318</b>	29.949	7	<b>1:32.608</b>	35.308	<b>24.823</b>	<b>32.477</b>
8	<b>1:23.720</b>	<b>31.409</b>	22.694	<b>29.617</b>	8	<b>1:33.984</b>	<b>35.068</b>	24.932	33.984
9	<b>7:45.421</b>	6:46.635	25.547	33.239	9	<b>1:40.421</b>	37.320	27.750	35.351
-	-	-	-	-	-	-	-	-	-
<b>N° 38, CARRIERE G. / RIGONDEAU M., Pos 12</b>									
1	<b>1:35.340</b>	36.045	25.707	33.588	1	<b>1:42.250</b>	38.664	27.584	36.002
2	<b>1:33.153</b>	<b>35.146</b>	25.164	<b>32.843</b>	2	<b>1:38.443</b>	37.211	<b>26.015</b>	35.217
3	<b>Pit In</b>	35.161	<b>24.670</b>	45.243	3	<b>Pit In</b>	<b>36.436</b>	26.268	1:16.518
4	<b>6:15.913</b>	5:17.023	25.193	33.697	4	<b>3:22.950</b>	2:21.173	26.574	<b>35.203</b>
-	-	35.169	24.740	-	-	-	36.798	26.132	-
<b>N° 129, GARO E. / CONIL C., Pos 17</b>									
1	<b>1:35.340</b>	36.045	25.707	33.588	1	<b>1:42.250</b>	38.664	27.584	36.002
2	<b>1:33.153</b>	<b>35.146</b>	25.164	<b>32.843</b>	2	<b>1:38.443</b>	37.211	<b>26.015</b>	35.217
3	<b>Pit In</b>	35.161	<b>24.670</b>	45.243	3	<b>Pit In</b>	<b>36.436</b>	26.268	1:16.518
4	<b>6:15.913</b>	5:17.023	25.193	33.697	4	<b>3:22.950</b>	2:21.173	26.574	<b>35.203</b>
-	-	35.169	24.740	-	-	-	36.798	26.132	-
<b>N° 49, MOREAU M. / CONIL C., Pos 1</b>									
1	<b>1:25.602</b>	33.043	22.385	30.174	1	<b>1:32.164</b>	35.154	25.032	<b>31.978</b>
2	<b>1:21.402</b>	<b>30.930</b>	21.690	<b>28.782</b>	2	<b>1:32.004</b>	34.875	24.611	32.518
3	<b>1:21.556</b>	31.143	<b>21.538</b>	28.875	3	<b>1:32.171</b>	35.082	<b>24.584</b>	32.505
4	<b>Pit In</b>	34.950	24.819	52.001	4	<b>1:32.608</b>	34.961	24.631	33.016
-	-	4:58.429	25.344	-	5	<b>Pit In</b>	<b>34.386</b>	24.857	46.449
<b>N° 163, MICHON J. / BERTHEZ C., Pos 8</b>									
1	<b>1:25.602</b>	33.043	22.385	30.174	1	<b>1:32.164</b>	35.154	25.032	<b>31.978</b>
2	<b>1:21.402</b>	<b>30.930</b>	21.690	<b>28.782</b>	2	<b>1:32.004</b>	34.875	24.611	32.518
3	<b>1:21.556</b>	31.143	<b>21.538</b>	28.875	3	<b>1:32.171</b>	35.082	<b>24.584</b>	32.505
4	<b>Pit In</b>	34.950	24.819	52.001	4	<b>1:32.608</b>	34.961	24.631	33.016
-	-	4:58.429	25.344	-	5	<b>Pit In</b>	<b>34.386</b>	24.857	46.449
-	-	4:58.429	25.344	-	6	<b>7:15.027</b>	6:14.642	26.623	33.762
-	-	4:58.429	25.344	-	7	<b>1:32.063</b>	35.031	24.708	32.324
-	-	4:58.429	25.344	-	8	<b>1:32.781</b>	34.807	25.196	32.778
-	-	4:58.429	25.344	-	-	-	-	-	-
<b>N° 59, BEAUGER Q. / CHAUMETTE H., Pos 18</b>									
1	<b>1:56.065</b>	45.490	29.123	<b>41.452</b>	1	<b>1:33.390</b>	36.635	25.162	31.593
-	-	<b>41.735</b>	<b>28.931</b>	-	-	-	-	-	-
<b>N° 188, MERCIER Q. / MOGUET A., Pos 4</b>									
1	<b>1:56.065</b>	45.490	29.123	<b>41.452</b>	1	<b>1:33.390</b>	36.635	25.162	31.593
-	-	<b>41.735</b>	<b>28.931</b>	-	-	-	-	-	-



### SIDE CAR

Pôle Mécanique Alès-Cévennes (2.5 km)

### Essais Chronometres

Tour par tour

Nb.	Tps T.	S1	S2	S3	Nb.	Tps T.	S1	S2	S3
<b>N° 188, MERCIER Q. / MOGUET A., Pos 4</b>					6	<b>1:36.691</b>	36.093	26.499	34.099
9	<b>1:27.696</b>	33.632	23.616	<b>30.448</b>	7	<b>1:35.381</b>	35.894	25.752	33.735
-	-	-	-	-	8	<b>1:36.040</b>	36.064	25.948	34.028
-	-	-	-	-	9	<b>1:35.480</b>	36.180	25.615	<b>33.685</b>
<b>N° 275, BRILLAULT M. / GASGAR E., Pos 5</b>					10	<b>1:39.027</b>	36.121	25.678	37.228
1	<b>1:32.093</b>	35.276	24.877	31.940	11	<b>1:36.493</b>	36.366	26.280	33.847
2	<b>1:30.291</b>	33.097	25.316	31.878	12	<b>1:35.268</b>	<b>35.748</b>	<b>25.448</b>	34.072
3	<b>1:29.085</b>	32.803	<b>23.683</b>	32.599	-	-	-	-	-
4	<b>7:05.696</b>	6:09.096	24.728	31.872	<b>N° 574, PECHOUX G. / ANEX DIT CHENAUD Z., Pos 11</b>				
5	<b>1:29.918</b>	33.360	25.226	31.332	1	<b>1:36.342</b>	36.972	25.846	33.524
6	<b>1:28.079</b>	<b>32.709</b>	24.719	<b>30.651</b>	2	<b>1:37.985</b>	37.034	26.357	34.594
-	-	43.664	31.530	-	3	<b>1:36.126</b>	36.268	26.121	33.737
<b>N° 284, DOUANE C. / INNOCENT S., Pos 6</b>					4	<b>1:32.899</b>	<b>34.643</b>	<b>25.319</b>	<b>32.937</b>
1	<b>1:31.144</b>	33.965	24.749	32.430	5	<b>5:47.535</b>	4:46.886	26.763	33.886
2	<b>1:29.659</b>	<b>33.060</b>	24.431	32.168	6	<b>1:36.713</b>	36.915	25.910	33.888
3	<b>1:30.954</b>	33.625	24.624	32.705	7	<b>1:37.609</b>	37.671	26.272	33.666
4	<b>1:29.405</b>	33.301	<b>24.014</b>	32.090	8	<b>1:37.626</b>	37.469	26.552	33.605
5	<b>Pit In</b>	34.017	25.125	44.272	9	<b>1:37.815</b>	37.592	25.946	34.277
6	<b>7:26.183</b>	6:29.183	24.906	32.094	-	-	-	-	-
7	<b>1:30.176</b>	33.874	24.030	32.272	<b>N° 575, MOREL S. / PIRAT V., Pos 3</b>				
8	<b>1:30.008</b>	33.327	24.609	<b>32.072</b>	1	<b>1:31.330</b>	35.069	24.351	31.910
-	-	-	-	-	2	<b>1:29.397</b>	33.932	24.200	31.265
<b>N° 319, PLAS H. / DUMOND J., Pos 7</b>					3	<b>1:31.221</b>	35.444	24.449	31.328
1	<b>1:34.788</b>	35.436	25.790	33.562	4	<b>1:27.225</b>	33.426	23.529	30.270
2	<b>1:31.326</b>	34.532	24.263	32.531	5	<b>1:27.125</b>	32.961	24.042	<b>30.122</b>
3	<b>1:30.508</b>	<b>33.432</b>	24.386	32.690	6	<b>5:15.419</b>	4:20.678	23.726	31.015
4	<b>Pit In</b>	37.355	27.801	49.506	7	<b>1:26.183</b>	<b>32.713</b>	<b>23.116</b>	30.354
5	<b>6:41.601</b>	5:41.423	26.553	33.625	8	<b>Pit In</b>	32.870	23.391	51.030
6	<b>1:34.028</b>	35.208	24.751	34.069	9	<b>2:08.208</b>	1:12.412	24.177	31.619
7	<b>1:30.969</b>	34.150	<b>24.048</b>	32.771	10	<b>1:27.296</b>	32.714	24.088	30.494
8	<b>1:31.445</b>	33.654	24.476	33.315	-	-	-	-	-
9	<b>1:30.136</b>	33.605	24.152	<b>32.379</b>	<b>N° 748, SOUCHAL N. / CUBERTAFONT D., Pos 10</b>				
-	-	-	-	-	1	<b>1:48.168</b>	40.565	27.744	39.859
<b>N° 403, LENSER E. / ROSSET A., Pos 14</b>					2	<b>1:33.039</b>	35.048	25.257	<b>32.734</b>
1	<b>1:39.097</b>	37.641	26.371	35.085	3	<b>1:32.814</b>	<b>34.468</b>	<b>25.040</b>	33.306
2	<b>1:36.955</b>	36.816	26.248	33.891	4	<b>Pit In</b>	38.725	27.635	49.856
3	<b>1:37.942</b>	36.656	26.375	34.911	5	<b>3:21.131</b>	2:20.476	25.998	34.657
4	<b>1:37.265</b>	36.542	26.330	34.393	6	<b>1:34.059</b>	35.237	25.401	33.421
5	<b>1:36.711</b>	36.466	25.856	34.389	7	<b>1:41.678</b>	37.319	27.957	36.402



### SIDE CAR

Pôle Mécanique Alès-Cévennes (2.5 km)

### Essais Chronometres

Tour par tour

Nb.	Tps T.	S1	S2	S3	Nb.	Tps T.	S1	S2	S3
<b>N° 767, MATHERN B. / JULLY M., Pos 16</b>									
2	<b>2:08.059</b>	1:06.486	26.442	35.131					
3	<b>1:38.216</b>	<b>37.189</b>	26.514	<b>34.513</b>					
4	<b>1:39.584</b>	37.697	26.407	35.480					
5	<b>1:40.613</b>	38.014	26.813	35.786					
6	<b>1:41.386</b>	38.941	26.724	35.721					
7	<b>1:44.467</b>	38.697	27.155	38.615					
8	<b>1:41.131</b>	38.873	26.881	35.377					
9	<b>1:42.466</b>	39.138	26.739	36.589					
10	<b>1:39.897</b>	37.680	<b>26.119</b>	36.098					
-	-	-	-	-					

Dir. de Course : GILARD Jean Luc  
 Adjoints : PINOCHET Christian  
 FERRER Serge  
 Resp. Technique : GUIER Francis

Président du Jury : BRETON Evelyne  
 Membres : GAUTIER Pierre-Louis  
 ROUX Michel

Chronometrage :  
 Leost J.F.  
 Giraudo J. Giraudo J.M  
 Resp.: Antonio MARQUES