

Mesdames, Messieurs les concurrents,

Nous vous prions de bien vouloir accepter nos excuses concernant le métrage du rallye de la Côte Chalonnaise.

En effet, lors des opérations de mesure, l'une de nos sondes a été endommagée, très probablement par un projectile, sans que nous nous en rendions compte immédiatement. Cette défaillance a entraîné des mesures totalement erronées.

En plus de 18 années d'expérience dans la mesure de parcours de rallyes, c'est la première fois qu'un tel incident se produit.

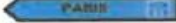
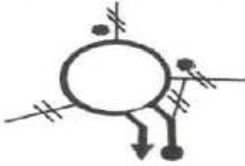
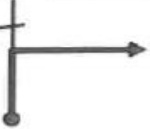
Nous en sommes sincèrement désolés et comprenons parfaitement les désagréments que cela a pu engendrer.

Vous trouverez ci-après les nouvelles valeurs de mesure.

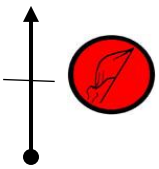
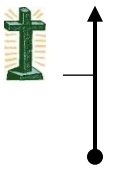
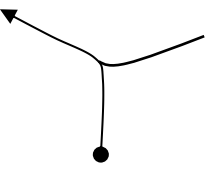
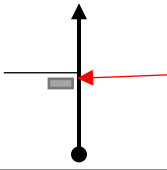
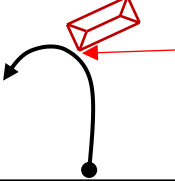
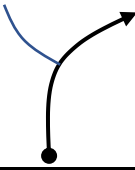
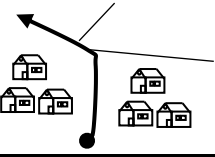
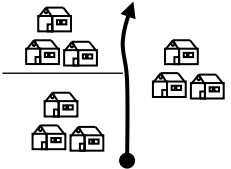
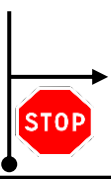
Nous vous remercions pour votre compréhension.

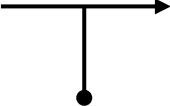
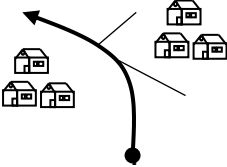
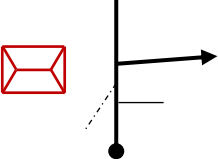
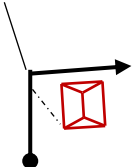
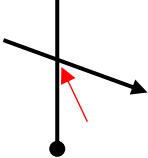
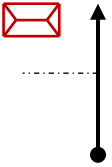
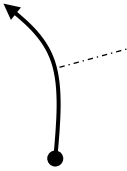
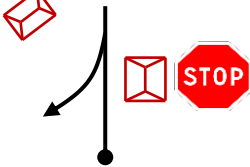
Bernard Vialar
Responsable du métrage et chronométrage
Tél 06 75 33 59 14

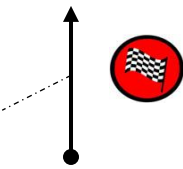
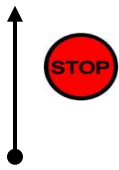
RALLYE BOURGOGNE COTE CHALONNAISE

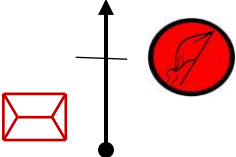
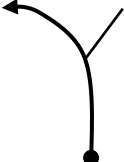
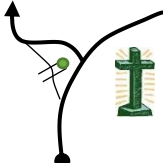
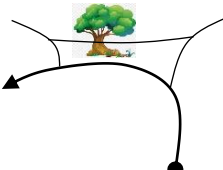
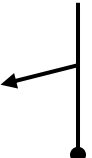
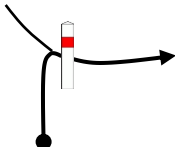
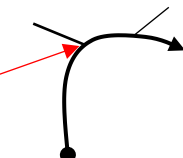
ZONE D'ETALONNAGE		DISTANCE ACCES DEBUT ZONE	Km	PAGE 1
		DISTANCE ETALONNAGE	5,745 Km	
DISTANCE		DIRECTION	INFORMATION	
TOTAL	PARTIEL			
0,000			DEPART ZONE D'ETALONNAGE ROUE AVANT AU POTEAU EN BOIS N 46°47'18" E 4°52'06" Rue Georges Derrien.	5,745
0.850		1 	Au STOPAG - Rue Marc Seguin  	4,902
2.991		2 	 A6 Paris 4ème Sortie RESTEZ TOUJOURS DANS LA FILE DE DROITE	2,772
5.249		3 	AD Rue Georges Derrien	0,519
5.781		4 	FIN ZONE D'ETALONNAGE ROUE AVANT A LA PIERRE (et les 2 poubelles)  N 46°47'25" E 4° 52'19"	0,000

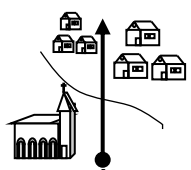
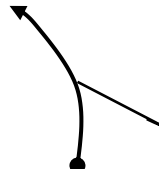
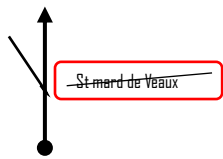
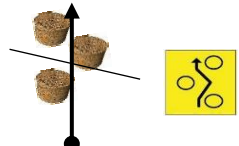
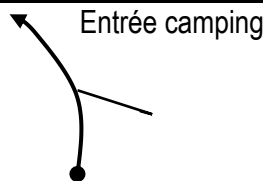
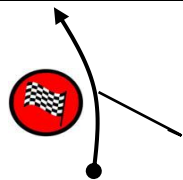
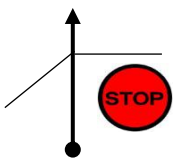
LA ZONE D'ETALONNAGE EST SITUÉE RUE GEORGES DERRIEN - Rue de la zone de déchargement des remorques

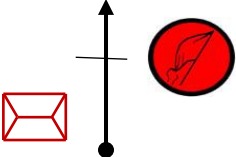
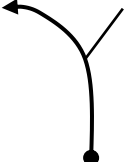
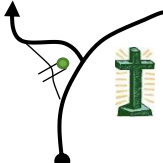
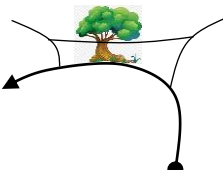
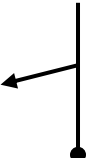
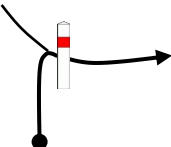
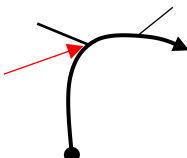
ES 1			
Total	Partiel		
0,000	0,000	Case 1	
1,190	1,190	Case 2	
1,840	0,650	Case 3	
2,034	0,194	Case 4	
2,356	0,322	Case 5	
2,554	0,198	Case 6	
2,624	0,070	Case 7	
2,711	0,087	Case 8	
2,822	0,111	Case 9	

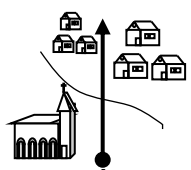
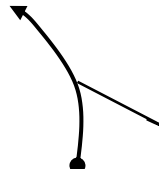
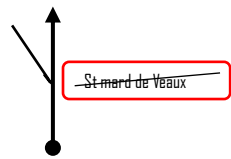
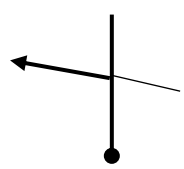
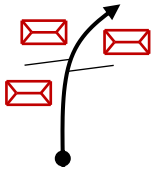
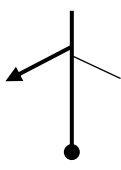
ES 1			
Total	Partiel		
3,105	0,283	Case 10	
4,213	1,108	Case 11	
4,797	0,584	Case 12	
5,037	0,240	Case 13	
5,322	0,285	Case 14	
5,576	0,254	Case 15	
7,125	1,549	Case 16	
7,755	0,630	Case 17	
8,845	1,090	Case 18	

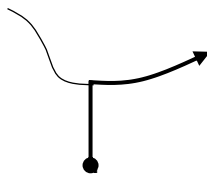
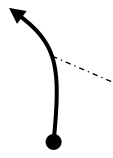
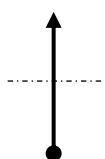
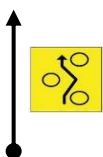
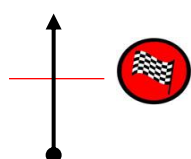
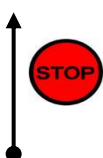
ES 1			
Total	Partiel		
9,885	1,040	Case 19	
			

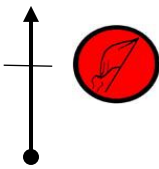
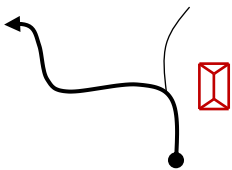
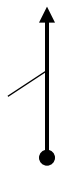
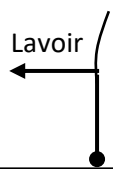
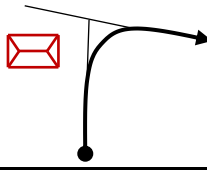
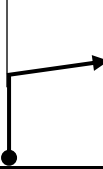
ES 2			
Total	Partiel		
0,000	0,000	Case 1	
0,418	0,418	Case 2	
0,520	0,102	Case 3	
0,698	0,178	Case 4	
0,749	0,051	Case 5	
0,857	0,108	Case 6	
2,586	1,729	Case 7	
3,282	0,696	Case 8	
3,743	0,461	Case 9	

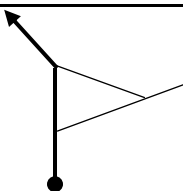
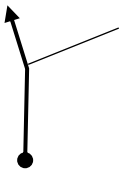
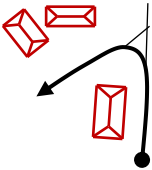
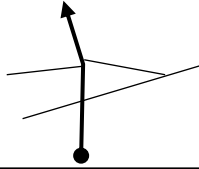
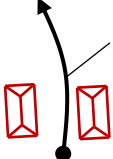
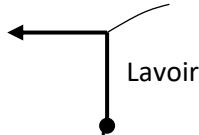
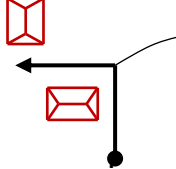
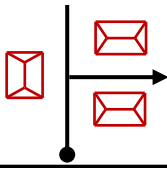
ES 2			
Total	Partiel		
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4,386	0,192	Case 11	
4,538	0,152	Case 12	
4,725	0,187	Case 13	
7,662	2,937	Case 14	
8,798	1,136	Case 15	
10,864	2,066	Case 16	
11,373	0,509	Case 17	

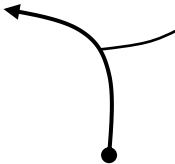
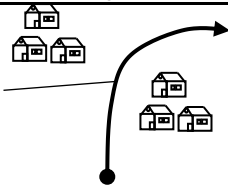
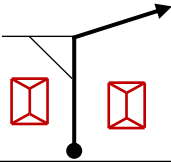
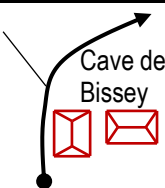
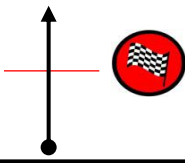
ES 3 et 6			
Total	Partiel		
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0,418	0,418	Case 2	
0,520	0,102	Case 3	
0,698	0,178	Case 4	
0,749	0,051	Case 5	
0,857	0,108	Case 6	
2,586	1,729	Case 7	
3,282	0,696	Case 8	
3,743	0,461	Case 9	

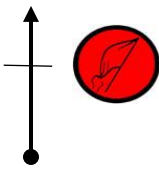
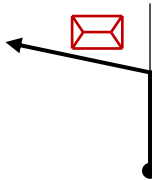
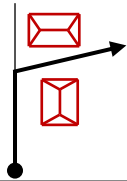
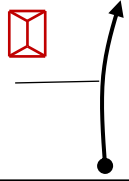
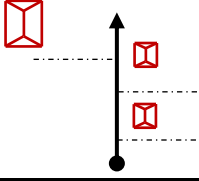
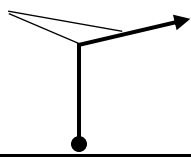
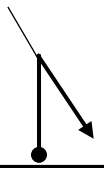
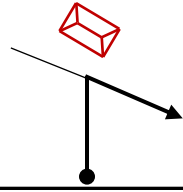
ES 3 et 6			
Total	Partiel		
4,194	0,451	Case 10	
4,386	0,192	Case 11	
4,538	0,152	Case 12	
4,725	0,187	Case 13	
7,662	2,937	Case 14	
9,123	1,461	Case 15	
10,072	0,949	Case 16	
10,916	0,844	Case 17	
13,310	2,394	Case 18	

ES 3 et 6			
Total	Partiel		
15,656	2,346	Case 19	
17,640	1,984	Case 20	
19,264	1,624	Case 21	
19,690	0,426	Case 22	
20,027	0,337	Case 23	
20,126	0,099	Case 24	
20,454	0,328	Case 25	

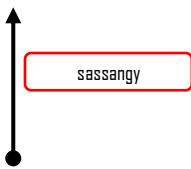
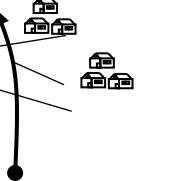
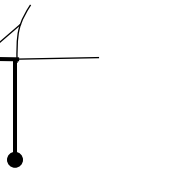
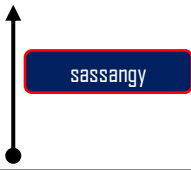
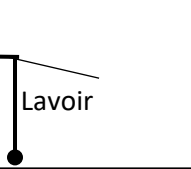
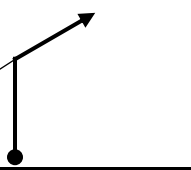
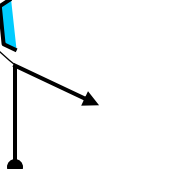
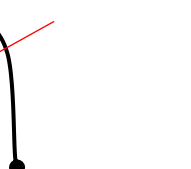
ES 4			
Total	Partiel		
0,000	0,000	Case 1	
0,670	0,670	Case 2	
1,107	0,437	Case 3	
1,164	0,057	Case 4	
1,780	0,616	Case 5	
2,317	0,537	Case 6	
2,845	0,528	Case 7	
3,206	0,361	Case 8	
3,569	0,363	Case 9	

ES 4			
Total	Partiel		
4,256	0,687	Case 10	
4,570	0,314	Case 11	
5,260	0,690	Case 12	
5,594	0,334	Case 13	
5,844	0,250	Case 14	
6,539	0,695	Case 15	
7,110	0,571	Case 16	
7,279	0,169	Case 17	
7,392	0,113	Case 18	

ES 4			
Total	Partiel		
7,645	0,253	Case 19	
8,280	0,635	Case 20	
8,505	0,225	Case 21	
8,710	0,205	Case 22	
10,004	1,294	Case 23	
10,356	0,352	Case 24	

ES 5 et 8			
Total	Partiel		
0,000	0,000	Case 1	
0,359	0,359	Case 2	
0,523	0,164	Case 3	
0,734	0,211	Case 4	
1,650	0,916	Case 5	
1,939	0,289	Case 6	
3,181	1,242	Case 7	
4,273	1,092	Case 8	
5,621	1,348	Case 9	

ES 5 et 8			
Total	Partiel		
6,229	0,608	Case 10	
6,835	0,606	Case 11	
7,363	0,528	Case 12	
8,612	1,249	Case 13	
8,879	0,267	Case 14	
9,449	0,570	Case 15	
9,687	0,238	Case 16	
10,452	0,765	Case 17	
11,274	0,822	Case 18	

ES 5 et 8			
Total	Partiel		
11,350	0,076	Case 19	
11,497	0,147	Case 20	
12,022	0,525	Case 21	
12,918	0,896	Case 22	
13,113	0,195	Case 23	
14,781	1,668	Case 24	
15,190	0,409	Case 25	
15,445	0,255	Case 26	
15,809	0,364	Case 27	