

1	2	3	4	5	6	7	8	9	10	11	12	13	14	Final	Itinéraire	Engagés	Abandons	Pénalités
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ES 7 - Pistoulet 3 - 10,1km Classement Général

Cl	N°	Equipage Véhicule	Groupe Classe	Temps Pénalité	Ecart Interv.	Cl	N°	Equipage Véhicule	Groupe Classe	Temps Pénalité	Ecart Interv.
1	25	L. FOUQUET / T. PIAN FOUQUET Nissan	T1A T1A/3	1 1	7:03.8	1	25	L. FOUQUET / T. PIAN FOUQUET Nissan	T1A T1A/3	1 1	39:23.7
2	2	V. POINCELET / J. RIVIERE FOUQUET Mazda	T1A T1A/2	2 1	7:05.5 +1.7	2	2	V. POINCELET / J. RIVIERE FOUQUET Mazda	T1A T1A/2	2 1	39:38.8 +15.1
3	1	M. HIRIGOYEN / C. DESCLAUX FOUQUET Nissan	T1A T1A/3	3 2	7:14.4 +10.6 +8.9	3	7	A. THION / B. CAQUELARD FOUQUET Nissan	T1A T1A/3	3 2	39:58.7 +35.0 +19.9
4	7	A. THION / B. CAQUELARD FOUQUET Nissan	T1A T1A/3	4 3	7:15.1 +11.3 +0.7	4	32	P.-J. RENOULLEAU / J. SAINTLOS FOUQUET Nissan	T1A T1A/3	4 3	40:36.5 +1:12.8 +37.8
5	6	D. BARTHE / S. IRIBERRY FOUQUET Honda	T1A T1A/2	5 2	7:17.6 +13.8 +2.5	5	6	D. BARTHE / S. IRIBERRY FOUQUET Honda	T1A T1A/2	5 2	40:48.0 +1:24.3 +11.5
6	32	P.-J. RENOULLEAU / J. SAINTLOS FOUQUET Nissan	T1A T1A/3	6 4	7:19.2 +15.4 +1.6	6	1	M. HIRIGOYEN / C. DESCLAUX FOUQUET Nissan	T1A T1A/3	6 4	40:56.3 +1:32.6 +8.3
7	16	C. OMNES / S. OMNES PHILS CAR Nissan	T1A T1A/3	7 5	7:22.7 +18.9 +3.5	7	16	C. OMNES / S. OMNES PHILS CAR Nissan	T1A T1A/3	7 5	40:58.8 +1:35.1 +2.5
8	76	J. BRICHEUX / S. DUBUISSON RIVET Cyclone	T1A T1A/1	8 1	7:25.9 +22.1 +3.2	8	76	J. BRICHEUX / S. DUBUISSON RIVET Cyclone	T1A T1A/1	8 1	41:04.6 +1:40.9 +5.8
9	51	S. URRUTIA / P. URRUTIA CAZE Nissan	T1A T1A/3	9 6	7:26.7 +22.9 +0.8	9	51	S. URRUTIA / P. URRUTIA CAZE Nissan	T1A T1A/3	9 6	41:25.3 +2:01.6 +20.7
10	205	D. POCHELUBERRY / L. CHAVANON CLELZE Suzuki	T1B T1B/1	1 1	7:36.4 +32.6 +9.7	10	3	L. COSTES / M. COSTES FOUQUET Mazda	T1A T1A/1	10 2	41:45.9 +2:22.2 +20.6
11	39	D. ARTOLA / P. AMESTOY CAZE Tomahawk	T1A T1A/1	10 2	7:38.4 +34.6 +2.0	11	205	D. POCHELUBERRY / L. CHAVANON CLELZE Suzuki	T1B T1B/1	1 1	42:25.6 +3:01.9 +39.7
12	202	Y. CLEVENOT / C. MALLET CLELZE Suzuki	T1B T1B/1	2 2	7:42.9 +39.1 +4.5	12	202	Y. CLEVENOT / C. MALLET CLELZE Suzuki	T1B T1B/1	2 2	43:02.2 +3:38.5 +36.6
13	3	L. COSTES / M. COSTES FOUQUET Mazda	T1A T1A/1	11 3	7:43.9 +40.1 +1.0	13	111	N. CASSIEDE / L. MOUILLESEAU FOUQUET Nissan	T1A T1A/2	11 3	43:35.9 +4:12.2 +33.7
14	111	N. CASSIEDE / L. MOUILLESEAU FOUQUET Nissan	T1A T1A/2	12 3	7:49.0 +45.2 +5.1	14	248	G. GONI / C. RECONDO RIVET Suzuki	T1B T1B/1	3 3	43:51.8 +4:28.1 +15.9
15	487	R. LOCMANE / A. MISBERT CANAM X3 Rotax	SSV SSV/6	1 1	7:53.3 +49.5 +4.3	15	39	D. ARTOLA / P. AMESTOY CAZE Tomahawk	T1A T1A/1	12 3	43:53.7 +4:30.0 +40.0
16	80	N. RODRIGUES / C. ETCHEBARNE FOUQUET Nissan	T1A T1A/3	13 7	7:53.5 +49.7 +0.2	16	80	N. RODRIGUES / C. ETCHEBARNE FOUQUET Nissan	T1A T1A/3	13 7	43:54.8 +4:31.1 +1.1
17	210	N. LENDRESSE / Q. AMERICA PRO PULSION Clio Rs	T1B T1B/2	3 1	7:55.9 +52.1 +2.4	17	479	F. ROUSSEAU / E. MASSE CANAM X3	SSV SSV/7	1 1	44:11.9 +4:48.2 +17.1
18	298	P. SANSOT / B. LAFONTAN RIVET Mazda	T1B T1B/2	4 2	7:56.3 +52.5 +0.4	18	125	P. SOURBE / H. DUPOUTS PHILS CAR Honda	T1A T1A/1	14 4	44:15.6 +4:51.9 +3.7
19	23	O. LATCHERE / M. ORGAMBIDE FOUQUET Bmw	T1A T1A/2	14 4	7:56.4 +52.6 +0.1	19	298	P. SANSOT / B. LAFONTAN RIVET Mazda	T1B T1B/2	4 1	44:18.7 +4:55.0 +3.1
19	248	G. GONI / C. RECONDO RIVET Suzuki	T1B T1B/1	5 3	7:56.4 +52.6 +0.0	20	237	S. BOUTET / C. NICOLAU CAZE Honda	T1B T1B/2	5 2	44:33.2 +5:09.5 +14.5
21	125	P. SOURBE / H. DUPOUTS PHILS CAR Honda	T1A T1A/1	15 4	7:58.5 +54.7 +2.1	21	210	N. LENDRESSE / Q. AMERICA PRO PULSION Clio Rs	T1B T1B/2	6 3	44:34.8 +5:11.1 +1.6
22	237	S. BOUTET / C. NICOLAU CAZE Honda	T1B T1B/2	6 3	7:59.9 +56.1 +1.4	22	487	R. LOCMANE / A. MISBERT CANAM X3 Rotax	SSV SSV/6	2 1	44:38.0 +5:14.3 +3.2
23	479	F. ROUSSEAU / E. MASSE CANAM X3	SSV SSV/7	2 1	8:03.6 +59.8 +3.7	23	23	O. LATCHERE / M. ORGAMBIDE FOUQUET Bmw	T1A T1A/2	15 4	45:07.1 +5:43.4 +29.1
24	495	G. LECOUFLET / E. DUARTE CANAM Rotax Turbo	SSV SSV/6	3 2	8:05.7 +1:01.9 +2.1	24	412	D. TOULOU / T. LACOSTE CANAM X3 Furia Rotax	SSV SSV/6	3 2	45:19.7 +5:56.0 +12.6
25	238	A. CABE / M. COLLIN BMC Suzuki	T1B T1B/1	7 4	8:06.2 +1:02.4 +0.5	25	238	A. CABE / M. COLLIN BMC Suzuki	T1B T1B/1	7 4	45:38.9 +6:15.2 +19.2
26	412	D. TOULOU / T. LACOSTE CANAM X3 Furia Rotax	SSV SSV/6	4 3	8:10.6 +1:06.8 +4.4	26	495	G. LECOUFLET / E. DUARTE CANAM Rotax Turbo	SSV SSV/6	4 3	45:55.3 +6:31.6 +16.4
27	208	P. HARGUINDEGUY / L. IRIART CLELZE Suzuki	T1B T1B/1	8 5	8:16.9 +1:13.1 +6.3	27	87	M. LALANNE / M. LALANNE FOUQUET Honda	T1A T1A/2	16 5	46:22.3 +6:58.6 +27.0
28	284	R. LACOSTE / J. FRESNEL DELANOE Renault	T1B T1B/2	9 4	8:17.0 +1:13.2 +0.1	28	48	P. BIDART / B. ROY RIVET Honda	T1A T1A/1	17 5	46:49.5 +7:25.8 +27.2
29	18	A. ERRAMOUSPE / M. ETCHECOPAR FOUQUET Prv	T1A T1A/2	16 5	8:19.5 +1:15.7 +2.5	29	167	E. LUKASIEWICK / S. GOSPODARCZYK RIVET Nissan	T1A T1A/3	18 8	46:50.2 +7:26.5 +0.7
30	443	H. DAGOSTIN / A. MULTINU POLARIS RZR 1000 Turbo	SSV SSV/7	5 2	8:20.4 +1:16.6 +0.9	30	18	A. ERRAMOUSPE / M. ETCHECOPAR FOUQUET Prv	T1A T1A/2	19 6	47:01.4 +7:37.7 +11.2
31	406	V. LOCMANE / J.-F. PALISSIER CANAM X3 Rotax	SSV SSV/6	6 4	8:21.9 +1:18.1 +1.5	31	38	B. LAGARDERE / J. SALABERRY BMC Suzuki	T1A T1A/1	20 6	47:14.2 +7:50.5 +12.8
32	48	P. BIDART / B. ROY RIVET Honda	T1A T1A/1	17 5	8:23.7 +1:19.9 +1.8	32	443	H. DAGOSTIN / A. MULTINU POLARIS RZR 1000 Turbo	SSV SSV/7	5 2	47:26.1 +8:02.4 +11.9
33	167	E. LUKASIEWICK / S. GOSPODARCZYK RIVET Nissan	T1A T1A/3	18 8	8:23.8 +1:20.0 +0.1	33	135	J. MARQUES E CUNHA / R. CASSOU PHILS CAR Honda	T1A T1A/2	21 7	47:27.2 +8:03.5 +1.1
34	135	J. MARQUES E CUNHA / R. CASSOU PHILS CAR Honda	T1A T1A/2	19 6	8:25.5 +1:21.7 +1.7	34	434	H. BIDART / Y. EIZAGUIRRE POLARIS RZR 1000 Turbo	SSV SSV/7	6 3	47:33.3 +8:09.6 +6.1
35	434	H. BIDART / Y. EIZAGUIRRE POLARIS RZR 1000 Turbo	SSV SSV/7	7 3	8:26.3 +1:22.5 +0.8	35	284	R. LACOSTE / J. FRESNEL DELANOE Renault	T1B T1B/2	8 4	47:34.2 +8:10.5 +0.9
36	73	F. ROUDAUT / L. BAU PRO PULSION Nissan	T1A T1A/3	20 9	8:26.7 +1:22.9 +0.4	36	406	V. LOCMANE / J.-F. PALISSIER CANAM X3 Rotax	SSV SSV/6	7 4	47:36.0 +8:12.3 +1.8
37	38	B. LAGARDERE / J. SALABERRY BMC Suzuki	T1A T1A/1	21 6	8:28.2 +1:24.4 +1.5	37	246	D. RAVAT / B. RAVAT SFC Citroen	T1B T1B/2	9 5	47:37.5 +8:13.8 +1.5
38	206	F. MARTINEZ / A. GUILLAUMOT TOMAHAWK Suzuki	T1B T1B/1	10 6	8:29.0 +1:25.2 +0.8	38	73	F. ROUDAUT / L. BAU PRO PULSION Nissan	T1A T1A/3	22 9	47:56.7 +8:33.0 +19.2
39	246	D. RAVAT / B. RAVAT SFC Citroen	T1B T1B/2	11 5	8:32.3 +1:28.5 +3.3	39	208	P. HARGUINDEGUY / L. IRIART CLELZE Suzuki	T1B T1B/1	10 5	47:58.2 +8:34.5 +1.5
40	87	M. LALANNE / M. LALANNE FOUQUET Honda	T1A T1A/2	22 7	8:33.0 +1:29.2 +0.7	40	206	F. MARTINEZ / A. GUILLAUMOT TOMAHAWK Suzuki	T1B T1B/1	11 6	48:24.8 +9:01.1 +26.6
41	271	T. LAFARGUE / G. LAFARGUE BONGARINI Renault	T1B T1B/2	12 6	8:57.9 +1:54.1 +24.9	41	176	D. BURLEY / A. FORD RIVET Prv	T1A T1A/2	23 8	48:37.6 +9:13.9 +12.8
42	138	E. FERCHAUD / M. JOUNEAU RIVET Renault	T1A T1A/1	23 7	9:03.6 +1:59.8 +5.7	42	138	E. FERCHAUD / M. JOUNEAU RIVET Renault	T1A T1A/1	24 7	50:13.2 +10:49.5 +1:35.6
43	176	D. BURLEY / A. FORD RIVET Prv	T1A T1A/2	24 8	9:13.5 +2:09.7 +9.9	43	234	L. BABAQUY / N. ETCHEVERRY CLELZE Suzuki	T1B T1B/1	12 7	50:21.4 +10:57.7 +8.2
44	287	J. DUPARCQ / S. DUPARCQ PHILS CAR Vw	T1B T1B/2	13 7	9:53.2 +2:49.4 +39.7	44	271	T. LAFARGUE / G. LAFARGUE BONGARINI Renault	T1B T1B/2	13 6	50:34.8 +11:11.1 +13.4
45	234	L. BABAQUY / N. ETCHEVERRY CLELZE Suzuki	T1B T1B/1	14 7	10:32.9 +3:29.1 +39.7	45	75	T. FRUGIER / S. GOUTINES FOUQUET Porsche	T1A T1A/3	25 10	52:44.8 +13:21.1 +2:10.0
46	329	H. TRUANT / B. DARAS RANGE Rover	T2B+ T2B+/2	1 1	10:38.6 +3:34.8 +5.7	46	329	H. TRUANT / B. DARAS RANGE Rover	T2B+ T2B+/2	1 1	59:38.8 +20:15.1 +6:54.0
47	309	S. FRIEDRICH / J.-C. LAFUENTE LAND ROVER Discovery	T2B T2B/2	1 1	10:45.6 +3:41.8 +7.0	47	309	S. FRIEDRICH / J.-C. LAFUENTE LAND ROVER Discovery	T2B T2B/2	1 1	1h03:15.8 +23:52.1 +3:37.0
48	350	C. LUZINEAU / J.-L. MIGUET SUZUKI Samourai	T2B+ T2B+/1	2 1	11:40.8 +4:37.0 +55.2	48	350	C. LUZINEAU / J.-L. MIGUET SUZUKI Samourai	T2B+ T2B+/1	2 1	1h05:23.6 +25:59.9 +2:07.8
49	75	T. FRUGIER / S. GOUTINES FOUQUET Porsche	T1A T1A/3	25 10	15:16.8 +8:13.0 +3:36.0	49	287	J. DUPARCQ / S. DUPARCQ PHILS CAR Vw	T1B T1B/2	14 7	1h13:12.3 +33:48.6 +7:48.7