

30 AVRIL & 1<sup>ER</sup> MAI 2016

MAGNY-COURS


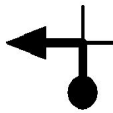

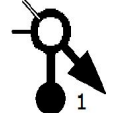

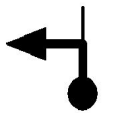
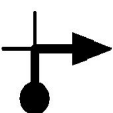


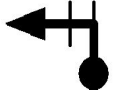

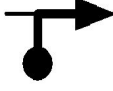

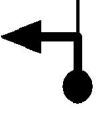



# CLASSIC ROAD








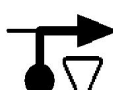
PRENOIS (DIJON)  
-  
MAGNY-COURS






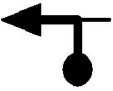




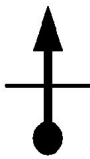




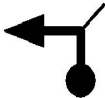


## ROAD BOOK



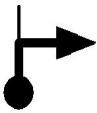


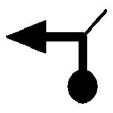


WP	Inter	Total	Direction	Description	To Go
0.1	<b>0,0</b> 0,00	<b>0,0</b> 0,00	DEPART ENTREE CIRCUIT PRENOIS	DEPART ENTREE CIRCUIT DIJON PRENOIS BONNE ROUTE QUE DU PLAISIR	<b>198,0</b> 122,98
1	<b>1,1</b> 0,68	<b>1,1</b> 0,68		D104 < 3 PASQUES SUIVRE SOMBERNON TDRP	<b>196,9</b> 122,30
2	<b>8,5</b> 5,28	<b>9,6</b> 5,96	D16g 	!!! PAS DE PANNEAU SUIVRE BLAISY HAUT	<b>188,4</b> 117,02
3	<b>1,9</b> 1,18	<b>11,5</b> 7,14	D16 	D16 <8 SOMBERNON TDRP	<b>186,6</b> 115,90
4	<b>8,0</b> 4,97	<b>19,5</b> 12,11	D9 	D9 DREE > TDRP D9	<b>178,5</b> 110,87
5	<b>5,8</b> 3,60	<b>25,3</b> 15,71	D119 	D119 VITTEAUX 12 >	<b>172,8</b> 107,33
6	<b>3,4</b> 2,11	<b>28,7</b> 17,83	D119g 	!!! D 119 g < 3 UNCEY LE FRANC	<b>169,4</b> 105,22
7	<b>2,7</b> 1,68	<b>31,4</b> 19,50	D905 	D 905 UNCEY LE FRANC 0.7 >	<b>166,6</b> 103,48



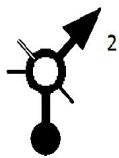
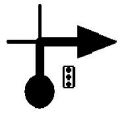
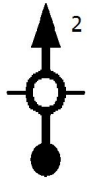
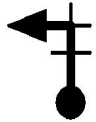

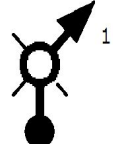
WP	Inter	Total	Direction	Description	To Go
8	<b>0,2</b> ,12	<b>31,6</b> 19,63	D108 	D 108 < 6 SOUSSEY/BRIONNE TDRP	<b>166,5</b> 103,42
9	<b>0,7</b> ,43	<b>32,3</b> 20,06	D108 	D108	<b>165,8</b> 102,98
10	<b>5,0</b> 3,11	<b>37,3</b> 23,17	D108 	D 108 POUILLY EN AUXOIS 9 > TDRP	<b>160,8</b> 99,88
11	<b>2,7</b> 1,68	<b>40,0</b> 24,84	D970 	D970 VITTEAUX 13 >	<b>158,1</b> 98,20
12	<b>1,2</b> ,75	<b>41,2</b> 25,59	D108 	D108 GISSEY LE VIEIL 1 > TDRP D108	<b>156,8</b> 97,39
13	<b>3,9</b> 2,42	<b>45,1</b> 28,01	D108 	D108 CHARNY 3 > NOIDAN 5 > TDRP D108	<b>153,0</b> 95,03
14	<b>0,2</b> ,12	<b>45,3</b> 28,14	D108 	D108 TDRP	<b>152,7</b> 94,84
15	<b>4,5</b> 2,80	<b>49,8</b> 30,93	D26 	!!!	<b>148,3</b> 92,11

WP	Inter	Total	Direction	Description	To Go
16	<b>0,0</b> ,00	<b>49,8</b> 30,93	D108 	D108 NAN SOUS THIEL 5 >	<b>148,2</b> 92,05
17	<b>0,3</b> ,19	<b>50,1</b> 31,12	D26 	D26 TDRP	<b>147,9</b> 91,86
18	<b>0,5</b> ,31	<b>50,6</b> 31,43	D26c 	D26 < FONTANGY 4	<b>147,5</b> 91,61
19	<b>1,4</b> ,87	<b>52,0</b> 32,30	D26 	D26 < 2 FONTANGY TDRP SAULIEU	<b>146,0</b> 90,68
20	<b>4,7</b> 2,92	<b>56,7</b> 35,22	D26 	D26 TDRP D26 SAULIEU	<b>141,3</b> 87,76
21	<b>10,1</b> 6,27	<b>66,8</b> 41,49	D980 	D980 CHISSEY EN MORVAN >	<b>131,3</b> 81,55
22	<b>0,2</b> ,12	<b>67,0</b> 41,61	D26b 	CENTRE VILLE > D26b - Rue du Tour des Fossés >	<b>131,0</b> 81,37
23	<b>1,7</b> 1,06	<b>68,7</b> 42,67	D977bis 	D977bis	<b>129,4</b> 80,37


WP	Inter	Total	Direction	Description	To Go
24	<b>0,4</b> 0,25	<b>69,1</b> 42,92	D26b 	D26B < 4 CHAMPEAU EN MORVAN TDRP CHAMPEAU	<b>128,9</b> 80,06
25	<b>4,7</b> 2,92	<b>73,8</b> 45,84	D106k 	!!! < LE NEPTUNE D106k TDRP	<b>124,3</b> 77,20
25.1	<b>0,1</b> 0,06	<b>73,9</b> 45,90		TDRP	<b>124,1</b> 77,08
25.2	<b>0,2</b> 0,12	<b>74,1</b> 46,02		TDRP	<b>124,0</b> 77,02
26	<b>0,9</b> 0,56	<b>75,0</b> 46,58	Text 		<b>123,0</b> 76,40
27	<b>0,1</b> 0,06	<b>75,1</b> 46,65	D977bis 	D977bis	<b>122,9</b> 76,34
28	<b>0,3</b> 0,19	<b>75,4</b> 46,83	D977bis 	D977 B TDRP BIEN SUIVRE D977b MON TSAUCHE LES SETTONS	<b>122,7</b> 76,21
28.1	<b>12,2</b> 7,58	<b>87,6</b> 54,41		< MON TSAUCHE LES SETTONS	<b>110,5</b> 68,63

WP	Inter	Total	Direction	Description	To Go
28.2	<b>3,0</b> 1,86	<b>90,6</b> 56,27		D977b < NEVERS	<b>107,5</b> 66,77
29	<b>6,6</b> 4,10	<b>97,2</b> 60,37	<small>D12</small> 	!!! D12 < 2.5 OUROUX EN MORVAN TDRP	<b>100,9</b> 62,67
30	<b>2,5</b> 1,55	<b>99,7</b> 61,93	<small>D12</small> 	D12 < 22 CHATEAU CHINON	<b>98,3</b> 61,06
31	<b>1,4</b> ,87	<b>101,1</b> 62,80	<small>D12</small> 	D12 CHATEAU CHINON 20 >	<b>96,9</b> 60,19
32	<b>7,0</b> 4,35	<b>108,1</b> 67,14	<small>D303</small> 	!!! D303 < 8 MONTIGNY	<b>90,0</b> 55,90
33	<b>1,8</b> 1,12	<b>109,9</b> 68,26	<small>D301</small> 	D301 < MONTIGNY EN MORVAN SUIVRE ET PASSER BARRAGE DE PAUNNECIERE	<b>88,2</b> 54,78
34	<b>4,5</b> 2,80	<b>114,4</b> 71,06	<small>D944</small> 	D944 CORBIGNY 24 > TDRP	<b>83,6</b> 51,93
35	<b>4,1</b> 2,55	<b>118,5</b> 73,60	<small>D126</small> 	D126 < 20 CORBIGNY	<b>79,6</b> 49,44

WP	Inter	Total	Direction	Description	To Go
36	<b>9,7</b> 6,02	<b>128,2</b> 79,63	D945 	D945 < 9 AUNAY EN BAZOIS !!! SUIVRE AULNAY	<b>69,9</b> 43,42
37	<b>3,1</b> 1,93	<b>131,3</b> 81,55	D945 	D945 AUNAY EN BAZOIS 6 > TDRP	<b>66,7</b> 41,43
38	<b>6,0</b> 3,73	<b>137,3</b> 85,28	D25 	D25 ST SAULGE 17 > BIEN SUIVRE ST SAULGE D25	<b>60,7</b> 37,70
39	<b>11,0</b> 6,83	<b>148,3</b> 92,11	D958 	D958 ST SAULGE 5 >	<b>49,7</b> 30,87
40	<b>4,5</b> 2,80	<b>152,8</b> 94,91	D958 	D958 ST SAULGE	<b>45,2</b> 28,07
41	<b>0,6</b> ,37	<b>153,4</b> 95,28	D958 	D958 SUIVRE DECIZE	<b>44,7</b> 27,76
42	<b>1,9</b> 1,18	<b>155,3</b> 96,46	D958 	D958 NEVERS 31 >	<b>42,8</b> 26,58
43	<b>21,5</b> 13,35	<b>176,8</b> 109,81	D209 	< 4 SAUVIGNY LES BOIS D209	<b>21,3</b> 13,23

WP	Inter	Total	Direction	Description	To Go
44	<b>3,7</b> 2,30	<b>180,5</b> 112,11	D18 	SUIVRE CIRCUIT MAGNY COURS	<b>17,5</b> 10,87
45	<b>0,1</b> ,06	<b>180,6</b> 112,17	D209 	SUIVRE CIRCUIT MAGNY COURS	<b>17,4</b> 10,81
46	<b>2,7</b> 1,68	<b>183,3</b> 113,85	D981 	D981 SUIVRE CIRCUIT MAGNY COURS	<b>14,7</b> 9,13
47	<b>1,3</b> ,81	<b>184,6</b> 114,66	D200 	SUIVRE CIRCUIT MAGNY COURS	<b>13,4</b> 8,32
48	<b>2,9</b> 1,80	<b>187,5</b> 116,46	D200 	CIRCUIT MAGNY COURS	<b>10,5</b> 6,52
49	<b>8,2</b> 5,09	<b>195,7</b> 121,55	CIRCUIT 	< 2 CIRCUIT MAGNY COURS	<b>2,4</b> 1,49
50	<b>1,1</b> ,68	<b>196,8</b> 122,24	CIRCUIT 	CIRCUIT MAGNY COURS	<b>1,3</b> ,81
51	<b>0,2</b> ,12	<b>197,0</b> 122,36	CIRCUIT 	CIRCUIT MAGNY COURS	<b>1,0</b> ,62



WP	Inter	Total	Direction	Description	To Go
52	<b>0,8</b> 0,50	<b>197,8</b> 122,86		Magny-Cours	<b>0,2</b> 0,12
53	<b>0,3</b> 0,19	<b>198,1</b> 123,04	BIENVENUE CLASSIC DAYS	BRAVO AU PILOTE RESPECT AU COPILOTE RETROUVEZ NOUS AU STAND MECENAT CHIRURGIE CARDIAQUE	<b>0,0</b> 0,00