

# RALLY GREAT BRITAIN - 2009

## Stage Summary Classification

After Stage 13 - Port Talbot 1

Stg Pos	No	Driver Vehicle	GRP CLS	Stage Time	Ovr Pos	No	Driver Vehicle	GRP CLS	Pos Pos	Stage Time	Pen Time	Total Time	Diff Prev
1	3 M	<b>HIRVONEN</b> Ford	A 8	9:00.2	1	1	<b>LOEB</b> Citroën	A 8	1 1	2:41:22.4		2:41:22.4	
2	1 M	<b>LOEB</b> Citroën	A 8	9:01.0	2	3	<b>HIRVONEN</b> Ford	A 8	2 2	2:41:51.8		2:41:51.8	+29.4 (+29.4)
3	11 M	<b>SOLBERG</b> Citroën	A 8	9:05.6	3	2	<b>SORDO</b> Citroën	A 8	3 3	2:42:49.1		2:42:49.1	+57.3 (+1:26.7)
4	2 M	<b>SORDO</b> Citroën	A 8	9:07.6	4	11	<b>SOLBERG</b> Citroën	A 8	4 4	2:43:11.1		2:43:11.1	+22.0 (+1:48.7)
5	4 M	<b>LATVALA</b> Ford	A 8	9:09.6	5	12	<b>OGIER</b> Citroën	A 8	5 5	2:45:57.7		2:45:57.7	+2:46.6 (+4:35.3)
6	12 M	<b>OGIER</b> Citroën	A 8	9:14.7	6	6	<b>SOLBERG</b> Ford	A 8	6 6	2:47:02.3		2:47:02.3	+1:04.6 (+5:39.9)
7	6 M	<b>SOLBERG</b> Ford	A 8	9:18.1	7	5	<b>WILSON</b> Ford	A 8	7 7	2:48:15.0		2:48:15.0	+1:12.7 (+6:52.6)
8	14	<b>OSTBERG</b> Subaru	A 8	9:19.1	8	4	<b>LATVALA</b> Ford	A 8	8 8	2:49:33.5		2:49:33.5	+1:18.5 (+8:11.1)
9	5 M	<b>WILSON</b> Ford	A 8	9:23.6	9	8	<b>RAUTENBACH</b> Citroën	A 8	9 9	2:53:57.0		2:53:57.0	+4:23.5 (+12:34.6)
10	8	<b>RAUTENBACH</b> Citroën	A 8	9:35.5	10	16	<b>BURKART</b> Citroën	A 8	10 10	2:58:46.7		2:58:46.7	+4:49.7 (+17:24.3)
11	15	<b>AL QASSIMI</b> Ford	A 8	9:39.1	11	39	<b>BRYNILDSEN</b> Skoda	N 4	1 1	2:59:59.5		2:59:59.5	+1:12.8 (+18:37.1)
12	16	<b>BURKART</b> Citroën	A 8	9:57.1	12	47	<b>ARAÚJO</b> Mitsubishi	N 4	2 2	3:01:52.3		3:01:52.3	+1:52.8 (+20:29.9)
13	63	<b>NIKARA</b> Mitsubishi	N 4	10:07.3	13	31	<b>PROKOP</b> Mitsubishi	N 4	3 3	3:02:09.3		3:02:09.3	+17.0 (+20:46.9)
14	45 P	<b>FLODIN</b> Subaru	N 4	10:09.1	14	17	<b>PEREZ</b> Ford	A 8	11 11	3:02:48.3		3:02:48.3	+39.0 (+21:25.9)
15	46 P	<b>SANDELL</b> Skoda	N 4	10:09.3	15	33	<b>ARAI</b> Subaru	N 4	4 4	3:03:31.2		3:03:31.2	+42.9 (+22:08.8)
16	50 P	<b>AL-ATTIYAH</b> Subaru	N 4	10:10.5	16	64	<b>SEMERAD</b> Mitsubishi	N 4	5 5	3:04:17.3		3:04:17.3	+46.1 (+22:54.9)
17	17	<b>PEREZ</b> Ford	A 8	10:10.6	17	32	<b>SOUSA</b> FIAT	N 4	6 6	3:05:19.6		3:05:19.6	+1:02.3 (+23:57.2)
18	31 P	<b>PROKOP</b> Mitsubishi	N 4	10:18.0	18	65	<b>TAPPER</b> Mitsubishi	N 4	7 7	3:05:36.2		3:05:36.2	+16.6 (+24:13.8)
19	64 P	<b>SEMERAD</b> Mitsubishi	N 4	10:18.0	19	66	<b>KUIPERS</b> Ford	A 8	12 12	3:06:03.0		3:06:03.0	+26.8 (+24:40.6)
20	47	<b>ARAÚJO</b> Mitsubishi	N 4	10:19.0	20	67	<b>THERMAN</b> Mitsubishi	N 4	8 8	3:12:12.3		3:12:12.3	+6:09.3 (+30:49.9)
21	48 P	<b>GASSNER JUNIOR</b> Mitsubishi	N 4	10:21.8	21	61	<b>THOMAS</b> Mitsubishi	N 4	9 9	3:14:30.3		3:14:30.3	+2:18.0 (+33:07.9)
22	39 P	<b>BRYNILDSEN</b> Skoda	N 4	10:22.4	22	74	<b>LYSENG</b> Subaru	N 4	10 10	3:13:54.2	1:00	3:14:54.2	+23.9 (+33:31.8)
23	32 P	<b>SOUSA</b> FIAT	N 4	10:23.0	23	68	<b>KUIPERS</b> Ford	A 8	13 13	3:14:12.6	1:10	3:15:22.6	+28.4 (+34:00.2)
24	33 P	<b>ARAI</b> Subaru	N 4	10:23.1	24	45	<b>FLODIN</b> Subaru	N 4	11 11	3:15:40.3		3:15:40.3	+17.7 (+34:17.9)
25	65 P	<b>TAPPER</b> Mitsubishi	N 4	10:29.2	25	50	<b>AL-ATTIYAH</b> Subaru	N 4	12 12	3:15:58.7		3:15:58.7	+18.4 (+34:36.3)
26	62	<b>WILLIAMS</b> Mitsubishi	N 4	10:30.1	26	15	<b>AL QASSIMI</b> Ford	A 8	14 14	3:16:38.9		3:16:38.9	+40.2 (+35:16.5)
27	73 P	<b>KAUR</b> Subaru	N 4	10:30.4	27	46	<b>SANDELL</b> Skoda	N 4	13 13	3:17:03.9		3:17:03.9	+25.0 (+35:41.5)
28	40 P	<b>WESTON</b> Subaru	N 4	10:30.9	28	38	<b>MAYER</b> Subaru	N 4	14 14	3:18:33.6		3:18:33.6	+1:29.7 (+37:11.2)
29	66	<b>KUIPERS</b> Ford	A 8	10:32.3	29	48	<b>GASSNER JUNIOR</b> Mitsubishi	N 4	15 15	3:18:34.3		3:18:34.3	+0.7 (+37:11.9)
30	37 P	<b>SAUVAN</b> Mitsubishi	N 4	10:42.2	30	83	<b>KAUCIC</b> Subaru	N 4	16 16	3:18:49.4		3:18:49.4	+15.1 (+37:27.0)
31	61	<b>THOMAS</b> Mitsubishi	N 4	10:48.8	31	14	<b>OSTBERG</b> Subaru	A 8	15 15	3:20:13.7		3:20:13.7	+1:24.3 (+38:51.3)
32	68	<b>KUIPERS</b> Ford	A 8	10:48.8	32	72	<b>UTTING</b> Subaru	N 4	17 17	3:21:24.5		3:21:24.5	+1:10.8 (+40:02.1)

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33	67	<b>THERMAN</b> Mitsubishi	N 4	10:52.0	33	73	<b>KAUR</b> Subaru	N 4	18 18	3:21:53.4		<b>3:21:53.4</b>	+28.9 (+40:31.0)
34	70	<b>SIGUROARSON</b> Mitsubishi	N 4	10:55.0	34	62	<b>WILLIAMS</b> Mitsubishi	N 4	19 19	3:23:02.6		<b>3:23:02.6</b>	+1:09.2 (+41:40.2)
35	72	<b>UTTING</b> Subaru	N 4	10:59.5	35	81	<b>ANGLADE</b> Ford	N 3	20 1	3:23:18.2		<b>3:23:18.2</b>	+15.6 (+41:55.8)
36	69	<b>STEPHENSON</b> Ford	A 8	10:59.6	36	78	<b>NOBRE</b> Mitsubishi	N 4	21 20	3:23:23.8		<b>3:23:23.8</b>	+5.6 (+42:01.4)
37	74	<b>LYSENG</b> Subaru	N 4	11:01.5	37	71	<b>BOLAND</b> Mitsubishi	N 4	22 21	3:24:50.5		<b>3:24:50.5</b>	+1:26.7 (+43:28.1)
38	49	<b>BACCO</b> P Mitsubishi	N 4	11:09.4	38	69	<b>STEPHENSON</b> Ford	A 8	16 16	3:25:09.1	0:40	<b>3:25:49.1</b>	+58.6 (+44:26.7)
39	38	<b>MAYER</b> P Subaru	N 4	11:14.4	39	79	<b>YURDAKUL</b> F Ford	A 6	17 1	3:26:01.2	0:20	<b>3:26:21.2</b>	+32.1 (+44:58.8)
40	77	<b>DETTORI</b> Mitsubishi	N 4	11:15.2	40	49	<b>BACCO</b> P Mitsubishi	N 4	23 22	3:24:47.4	2:40	<b>3:27:27.4</b>	+1:06.2 (+46:05.0)
41	91	<b>PLANGI</b> Citroën	A 6	11:17.5	41	77	<b>DETTORI</b> Mitsubishi	N 4	24 23	3:27:29.8	0:10	<b>3:27:39.8</b>	+12.4 (+46:17.4)
42	79	<b>YURDAKUL</b> F Ford	A 6	11:27.9	42	76	<b>BREEN</b> F Ford	A 6	18 2	3:29:09.6	0:20	<b>3:29:29.6</b>	+1:49.8 (+48:07.2)
43	71	<b>BOLAND</b> Mitsubishi	N 4	11:28.0	43	63	<b>NIKARA</b> Mitsubishi	N 4	25 24	3:29:52.0		<b>3:29:52.0</b>	+22.4 (+48:29.6)
44	87	<b>CAVE</b> Ford	N 3	11:30.5	44	37	<b>SAUVAN</b> P Mitsubishi	N 4	26 25	3:30:39.2		<b>3:30:39.2</b>	+47.2 (+49:16.8)
45	90	<b>PÄRN</b> Citroën	A 6	11:33.6	45	84	<b>AL JABRI</b> F Ford	N 3	27 2	3:32:24.1		<b>3:32:24.1</b>	+1:44.9 (+51:01.7)
46	76	<b>BREEN</b> F Ford	A 6	11:42.3	46	70	<b>SIGUROARSON</b> Mitsubishi	N 4	28 26	3:32:49.7	1:00	<b>3:33:49.7</b>	+1:25.6 (+52:27.3)
47	78	<b>NOBRE</b> Mitsubishi	N 4	11:44.5	47	40	<b>WESTON</b> P Subaru	N 4	29 27	3:36:27.1		<b>3:36:27.1</b>	+2:37.4 (+55:04.7)
48	81	<b>ANGLADE</b> F Ford	N 3	11:49.9	48	90	<b>PÄRN</b> Citroën	A 6	19 3	3:38:14.2		<b>3:38:14.2</b>	+1:47.1 (+56:51.8)
49	92	<b>LOIC</b> Peugeot	A 7	11:53.7	49	80	<b>CETINKAYA</b> F Ford	A 6	20 4	3:38:12.2	0:20	<b>3:38:32.2</b>	+18.0 (+57:09.8)
50	95	<b>LEIGH</b> Ford	N 3	12:19.3	50	87	<b>CAVE</b> Ford	N 3	30 3	3:47:08.3		<b>3:47:08.3</b>	+8:36.1 (+1:05:45.9)
51	84	<b>AL JABRI</b> F Ford	N 3	12:20.7	51	95	<b>LEIGH</b> Ford	N 3	31 4	3:48:12.7		<b>3:48:12.7</b>	+1:04.4 (+1:06:50.3)
52	83	<b>KAUCIC</b> Subaru	N 4	12:56.6	52	91	<b>PLANGI</b> Citroën	A 6	21 5	3:49:52.5		<b>3:49:52.5</b>	+1:39.8 (+1:08:30.1)
53	82	<b>CATANIA</b> Renault	A 7	13:13.4	53	92	<b>LOIC</b> Peugeot	A 7	22 1	3:56:13.0		<b>3:56:13.0</b>	+6:20.5 (+1:14:50.6)
54	80	<b>CETINKAYA</b> F Ford	A 6	13:42.3	54	93	<b>VACHERON</b> Peugeot	A 6	23 6	3:56:34.8	0:50	<b>3:57:24.8</b>	+1:11.8 (+1:16:02.4)
55	93	<b>VACHERON</b> Peugeot	A 6	13:56.9	55	82	<b>CATANIA</b> Renault	A 7	24 2	4:05:23.0	0:50	<b>4:06:13.0</b>	+8:48.2 (+1:24:50.6)
56	94	<b>TREACY</b> Citroën	A 6	14:31.5	56	94	<b>TREACY</b> Citroën	A 6	25 7	4:17:43.0	0:30	<b>4:18:13.0</b>	+12:00.0 (+1:36:50.6)