

# RALLY GREAT BRITAIN - 2009

## Stage Summary Classification

After Stage 4 - Hafren 2

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	<b>HIRVONEN</b> Ford	A 8	18:49.8	1	1	<b>LOEB</b> Citroën	A 8	1 1	56:17.9		56:17.9	
2	1	<b>LOEB</b> Citroën	A 8	18:54.7	2	3	<b>HIRVONEN</b> Ford	A 8	2 2	56:21.9		56:21.9	+4.0 (+4.0)
3	11	<b>SOLBERG</b> Citroën	A 8	18:57.1	3	2	<b>SORDO</b> Citroën	A 8	3 3	56:49.5		56:49.5	+27.6 (+31.6)
4	2	<b>SORDO</b> Citroën	A 8	18:58.6	4	11	<b>SOLBERG</b> Citroën	A 8	4 4	56:51.4		56:51.4	+1.9 (+33.5)
5	12	<b>OGIER</b> Citroën	A 8	19:08.3	5	12	<b>OGIER</b> Citroën	A 8	5 5	57:41.5		57:41.5	+50.1 (+1:23.6)
6	6	<b>SOLBERG</b> Ford	A 8	19:25.0	6	6	<b>SOLBERG</b> Ford	A 8	6 6	58:34.5		58:34.5	+53.0 (+2:16.6)
7	5	<b>WILSON</b> Ford	A 8	19:35.2	7	5	<b>WILSON</b> Ford	A 8	7 7	58:51.0		58:51.0	+16.5 (+2:33.1)
8	8	<b>RAUTENBACH</b> Citroën	A 8	19:46.3	8	8	<b>RAUTENBACH</b> Citroën	A 8	8 8	1:00:16.3		1:00:16.3	+1:25.3 (+3:58.4)
9	4	<b>LATVALA</b> Ford	A 8	20:20.9	9	4	<b>LATVALA</b> Ford	A 8	9 9	1:01:57.3		1:01:57.3	+1:41.0 (+5:39.4)
10	16	<b>BURKART</b> Citroën	A 8	20:33.9	10	39	<b>BRYNILDSEN</b> Skoda	N 4	1 1	1:02:25.2		1:02:25.2	+27.9 (+6:07.3)
11	39	<b>BRYNILDSEN</b> Skoda	N 4	20:39.5	11	16	<b>BURKART</b> Citroën	A 8	10 10	1:02:38.3		1:02:38.3	+13.1 (+6:20.4)
12	46	<b>SANDELL</b> Skoda	N 4	20:45.1	12	63	<b>NIKARA</b> Mitsubishi	N 4	2 2	1:02:56.9		1:02:56.9	+18.6 (+6:39.0)
13	63	<b>NIKARA</b> Mitsubishi	N 4	20:52.2	13	31	<b>PROKOP</b> Mitsubishi	N 4	3 3	1:03:06.3		1:03:06.3	+9.4 (+6:48.4)
14	31	<b>PROKOP</b> Mitsubishi	N 4	20:55.1	14	46	<b>SANDELL</b> Skoda	N 4	4 4	1:03:13.7		1:03:13.7	+7.4 (+6:55.8)
15	17	<b>PEREZ</b> Ford	A 8	20:58.7	15	47	<b>ARAÚJO</b> Mitsubishi	N 4	5 5	1:03:34.9		1:03:34.9	+21.2 (+7:17.0)
16	47	<b>ARAÚJO</b> Mitsubishi	N 4	21:02.8	16	17	<b>PEREZ</b> Ford	A 8	11 11	1:03:38.4		1:03:38.4	+3.5 (+7:20.5)
17	32	<b>SOUSA</b> FIAT	N 4	21:12.9	17	33	<b>ARAI</b> Subaru	N 4	6 6	1:03:58.3		1:03:58.3	+19.9 (+7:40.4)
18	33	<b>ARAI</b> Subaru	N 4	21:14.3	18	64	<b>SEMERAD</b> Mitsubishi	N 4	7 7	1:04:38.6		1:04:38.6	+40.3 (+8:20.7)
19	64	<b>SEMERAD</b> Mitsubishi	N 4	21:18.3	19	73	<b>KAUR</b> Subaru	N 4	8 8	1:04:41.8		1:04:41.8	+3.2 (+8:23.9)
20	73	<b>KAUR</b> Subaru	N 4	21:28.3	20	32	<b>SOUSA</b> FIAT	N 4	9 9	1:04:51.6		1:04:51.6	+9.8 (+8:33.7)
21	66	<b>KUIPERS</b> Ford	A 8	21:32.0	21	14	<b>OSTBERG</b> Subaru	A 8	12 12	1:04:51.8		1:04:51.8	+0.2 (+8:33.9)
22	40	<b>WESTON</b> Subaru	N 4	21:43.1	22	66	<b>KUIPERS</b> Ford	A 8	13 13	1:05:00.6		1:05:00.6	+8.8 (+8:42.7)
23	37	<b>SAUVAN</b> Mitsubishi	N 4	21:45.1	23	65	<b>TAPPER</b> Mitsubishi	N 4	10 10	1:05:10.9		1:05:10.9	+10.3 (+8:53.0)
24	65	<b>TAPPER</b> Mitsubishi	N 4	21:50.6	24	37	<b>SAUVAN</b> Mitsubishi	N 4	11 11	1:06:02.7		1:06:02.7	+51.8 (+9:44.8)
25	67	<b>THERMAN</b> Mitsubishi	N 4	21:57.2	25	67	<b>THERMAN</b> Mitsubishi	N 4	12 12	1:06:38.7		1:06:38.7	+36.0 (+10:20.8)
26	62	<b>WILLIAMS</b> Mitsubishi	N 4	22:00.8	26	62	<b>WILLIAMS</b> Mitsubishi	N 4	13 13	1:06:40.2		1:06:40.2	+1.5 (+10:22.3)
27	74	<b>LYSENG</b> Subaru	N 4	22:04.4	27	68	<b>KUIPERS</b> Ford	A 8	14 14	1:06:40.9	0:10	1:06:50.9	+10.7 (+10:33.0)
28	61	<b>THOMAS</b> Mitsubishi	N 4	22:08.5	28	61	<b>THOMAS</b> Mitsubishi	N 4	14 14	1:07:20.3		1:07:20.3	+29.4 (+11:02.4)
29	77	<b>DETTORI</b> Mitsubishi	N 4	22:10.3	29	50	<b>AL-ATTIYAH</b> Subaru	N 4	15 15	1:07:51.6		1:07:51.6	+31.3 (+11:33.7)
30	68	<b>KUIPERS</b> Ford	A 8	22:16.0	30	77	<b>DETTORI</b> Mitsubishi	N 4	16 16	1:08:04.4		1:08:04.4	+12.8 (+11:46.5)
31	76	<b>BREEN</b> Ford	A 6	22:28.9	31	74	<b>LYSENG</b> Subaru	N 4	17 17	1:07:09.6	1:00	1:08:09.6	+5.2 (+11:51.7)
32	83	<b>KAUCIC</b> Subaru	N 4	22:29.1	32	40	<b>WESTON</b> Subaru	N 4	18 18	1:08:23.0		1:08:23.0	+13.4 (+12:05.1)

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33	72	<b>UTTING</b> Subaru	N 4	22:39.8	33	45	<b>FLODIN</b> Subaru	N 4	19 19	1:08:23.4		1:08:23.4	+0.4 (+12:05.5)
34	49	<b>BACCO</b> Mitsubishi	N 4	22:42.2	34	76	<b>BREEN</b> Ford	A 6	15 1	1:08:26.4		1:08:26.4	+3.0 (+12:08.5)
35	38	<b>MAYER</b> Subaru	N 4	22:47.2	35	72	<b>UTTING</b> Subaru	N 4	20 20	1:08:41.3		1:08:41.3	+14.9 (+12:23.4)
36	88	<b>ALANEN</b> Ford	N 3	22:56.6	36	38	<b>MAYER</b> Subaru	N 4	21 21	1:08:48.1		1:08:48.1	+6.8 (+12:30.2)
37	78	<b>NOBRE</b> Mitsubishi	N 4	22:57.3	37	48	<b>GASSNER JUNIOR</b> Mitsubishi	N 4	22 22	1:09:06.3		1:09:06.3	+18.2 (+12:48.4)
38	91	<b>PLANGI</b> Citroën	A 6	22:57.4	38	89	<b>HAINES</b> Subaru	N 4	23 23	1:09:24.7		1:09:24.7	+18.4 (+13:06.8)
39	89	<b>HAINES</b> Subaru	N 4	22:59.3	39	83	<b>KAUCIC</b> Subaru	N 4	24 24	1:09:33.2		1:09:33.2	+8.5 (+13:15.3)
40	81	<b>ANGLADE</b> Ford	N 3	23:04.3	40	91	<b>PLANGI</b> Citroën	A 6	16 2	1:09:42.8		1:09:42.8	+9.6 (+13:24.9)
41	87	<b>CAVE</b> Ford	N 3	23:11.9	41	88	<b>ALANEN</b> Ford	N 3	25 1	1:09:46.0		1:09:46.0	+3.2 (+13:28.1)
42	71	<b>BOLAND</b> Mitsubishi	N 4	23:26.4	42	81	<b>ANGLADE</b> Ford	N 3	26 2	1:09:58.9		1:09:58.9	+12.9 (+13:41.0)
43	69	<b>STEPHENSON</b> Ford	A 8	23:27.4	43	71	<b>BOLAND</b> Mitsubishi	N 4	27 25	1:10:04.9		1:10:04.9	+6.0 (+13:47.0)
44	79	<b>YURDAKUL</b> Ford	A 6	23:28.0	44	78	<b>NOBRE</b> Mitsubishi	N 4	28 26	1:10:24.3		1:10:24.3	+19.4 (+14:06.4)
45	86	<b>AL SHAMSI</b> Ford	N 3	23:46.0	45	69	<b>STEPHENSON</b> Ford	A 8	17 15	1:10:14.4	0:30	1:10:44.4	+20.1 (+14:26.5)
46	84	<b>AL JABRI</b> Ford	N 3	24:01.2	46	70	<b>SIGUROARSON</b> Mitsubishi	N 4	29 27	1:10:44.1	1:00	1:11:44.1	+59.7 (+15:26.2)
47	85	<b>AL MANSOORI</b> Ford	N 3	24:11.5	47	86	<b>AL SHAMSI</b> Ford	N 3	30 3	1:11:51.1		1:11:51.1	+7.0 (+15:33.2)
48	80	<b>CETINKAYA</b> Ford	A 6	24:19.3	48	79	<b>YURDAKUL</b> Ford	A 6	18 3	1:11:57.5		1:11:57.5	+6.4 (+15:39.6)
49	15	<i>AL QASSIMI</i> Ford	A 8	24:46.3	49	84	<b>AL JABRI</b> Ford	N 3	31 4	1:13:08.9		1:13:08.9	+1:11.4 (+16:51.0)
50	14	<i>OSTBERG</i> Subaru	A 8	24:46.3	50	85	<b>AL MANSOORI</b> Ford	N 3	32 5	1:13:48.7		1:13:48.7	+39.8 (+17:30.8)
51	92	<b>LOIC</b> Peugeot	A 7	24:47.8	51	15	<b>AL QASSIMI</b> Ford	A 8	19 16	1:14:23.9		1:14:23.9	+35.2 (+18:06.0)
52	36	<i>VALDES LOPEZ</i> Subaru	N 4	25:39.5	52	80	<b>CETINKAYA</b> Ford	A 6	20 4	1:14:43.2		1:14:43.2	+19.3 (+18:25.3)
53	48	<b>GASSNER JUNIOR</b> Mitsubishi	N 4	25:39.5	53	90	<b>PÄRN</b> Citroën	A 6	21 5	1:15:09.4		1:15:09.4	+26.2 (+18:51.5)
54	45	<b>FLODIN</b> Subaru	N 4	25:39.5	54	92	<b>LOIC</b> Peugeot	A 7	22 1	1:15:36.9		1:15:36.9	+27.5 (+19:19.0)
55	50	<b>AL-ATTIYAH</b> Subaru	N 4	25:39.5	55	93	<b>VACHERON</b> Peugeot	A 6	23 6	1:19:23.4		1:19:23.4	+3:46.5 (+23:05.5)
56	93	<b>VACHERON</b> Peugeot	A 6	26:09.5	56	49	<b>BACCO</b> Mitsubishi	N 4	33 28	1:16:47.1	2:40	1:19:27.1	+3.7 (+23:09.2)
57	82	<b>CATANIA</b> Renault	A 7	26:29.2	57	36	<b>VALDES LOPEZ</b> Subaru	N 4	34 29	1:19:44.1		1:19:44.1	+17.0 (+23:26.2)
58	70	<b>SIGUROARSON</b> Mitsubishi	N 4	26:45.1	58	95	<b>LEIGH</b> Ford	N 3	35 6	1:20:26.7		1:20:26.7	+42.6 (+24:08.8)
59	90	<b>PÄRN</b> Citroën	A 6	27:28.9	59	82	<b>CATANIA</b> Renault	A 7	24 2	1:20:49.1	0:10	1:20:59.1	+32.4 (+24:41.2)
60	94	<b>TREACY</b> Citroën	A 6	29:06.0	60	94	<b>TREACY</b> Citroën	A 6	25 7	1:28:19.4	0:20	1:28:39.4	+7:40.3 (+32:21.5)
61	95	<b>LEIGH</b> Ford	N 3	30:12.1	61	87	<b>CAVE</b> Ford	N 3	36 7	1:35:07.3		1:35:07.3	+6:27.9 (+38:49.4)