

# RALLY GREAT BRITAIN - 2009

## Stage Summary Classification

After Stage 7 - Rhondda 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	<b>HIRVONEN</b> Ford	A 8	19:30.0	1	1	<b>LOEB</b> Citroën	A 8	1 1	1:34:54.5		1:34:54.5	
2	1	<b>LOEB</b> Citroën	A 8	19:32.4	2	3	<b>HIRVONEN</b> Ford	A 8	2 2	1:34:57.4		1:34:57.4	+2.9 (+2.9)
3	2	<b>SORDO</b> Citroën	A 8	19:34.2	3	2	<b>SORDO</b> Citroën	A 8	3 3	1:35:37.9		1:35:37.9	+40.5 (+43.4)
4	4	<b>LATVALA</b> Ford	A 8	19:47.0	4	11	<b>SOLBERG</b> Citroën	A 8	4 4	1:35:57.3		1:35:57.3	+19.4 (+1:02.8)
5	11	<b>SOLBERG</b> Citroën	A 8	19:54.7	5	12	<b>OGIER</b> Citroën	A 8	5 5	1:37:59.7		1:37:59.7	+2:02.4 (+3:05.2)
6	12	<b>OGIER</b> Citroën	A 8	19:56.3	6	6	<b>SOLBERG</b> Ford	A 8	6 6	1:38:36.6		1:38:36.6	+36.9 (+3:42.1)
7	14	<b>OSTBERG</b> Subaru	A 8	20:17.5	7	5	<b>WILSON</b> Ford	A 8	7 7	1:39:21.4		1:39:21.4	+44.8 (+4:26.9)
8	6	<b>SOLBERG</b> Ford	A 8	20:24.4	8	4	<b>LATVALA</b> Ford	A 8	8 8	1:41:59.2		1:41:59.2	+2:37.8 (+7:04.7)
9	5	<b>WILSON</b> Ford	A 8	20:36.3	9	8	<b>RAUTENBACH</b> Citroën	A 8	9 9	1:42:09.8		1:42:09.8	+10.6 (+7:15.3)
10	15	<b>AL QASSIMI</b> Ford	A 8	21:13.1	10	16	<b>BURKART</b> Citroën	A 8	10 10	1:44:56.0		1:44:56.0	+2:46.2 (+10:01.5)
11	16	<b>BURKART</b> Citroën	A 8	21:37.8	11	39	<b>BRYNILDSEN</b> Skoda	N 4	1 1	1:44:57.1		1:44:57.1	+1.1 (+10:02.6)
12	45	<b>FLODIN</b> Subaru	N 4	21:42.4	12	46	<b>SANDELL</b> Skoda	N 4	2 2	1:46:19.9		1:46:19.9	+1:22.8 (+11:25.4)
13	39	<b>BRYNILDSEN</b> Skoda	N 4	21:43.0	13	31	<b>PROKOP</b> Mitsubishi	N 4	3 3	1:46:36.3		1:46:36.3	+16.4 (+11:41.8)
14	8	<b>RAUTENBACH</b> Citroën	A 8	21:53.1	14	47	<b>ARAÚJO</b> Mitsubishi	N 4	4 4	1:46:50.1		1:46:50.1	+13.8 (+11:55.6)
15	47	<b>ARAÚJO</b> Mitsubishi	N 4	22:07.9	15	33	<b>ARAI</b> Subaru	N 4	5 5	1:47:46.7		1:47:46.7	+56.6 (+12:52.2)
16	46	<b>SANDELL</b> Skoda	N 4	22:08.7	16	17	<b>PEREZ</b> Ford	A 8	11 11	1:48:02.3		1:48:02.3	+15.6 (+13:07.8)
17	64	<b>SEMERAD</b> Mitsubishi	N 4	22:10.8	17	64	<b>SEMERAD</b> Mitsubishi	N 4	6 6	1:48:14.3		1:48:14.3	+12.0 (+13:19.8)
18	50	<b>AL-ATTIYAH</b> Subaru	N 4	22:20.4	18	73	<b>KAUR</b> Subaru	N 4	7 7	1:48:37.3		1:48:37.3	+23.0 (+13:42.8)
19	31	<b>PROKOP</b> Mitsubishi	N 4	22:24.8	19	32	<b>SOUSA</b> FIAT	N 4	8 8	1:49:05.6		1:49:05.6	+28.3 (+14:11.1)
20	33	<b>ARAI</b> Subaru	N 4	22:24.8	20	66	<b>KUIPERS</b> Ford	A 8	12 12	1:49:07.6		1:49:07.6	+2.0 (+14:13.1)
21	48	<b>GASSNER JUNIOR</b> Mitsubishi	N 4	22:30.7	21	65	<b>TAPPER</b> Mitsubishi	N 4	9 9	1:49:32.3		1:49:32.3	+24.7 (+14:37.8)
22	73	<b>KAUR</b> Subaru	N 4	22:33.5	22	63	<b>NIKARA</b> Mitsubishi	N 4	10 10	1:50:48.8		1:50:48.8	+1:16.5 (+15:54.3)
23	32	<b>SOUSA</b> FIAT	N 4	22:51.0	23	37	<b>SAUVAN</b> Mitsubishi	N 4	11 11	1:51:01.1		1:51:01.1	+12.3 (+16:06.6)
24	66	<b>KUIPERS</b> Ford	A 8	22:55.6	24	67	<b>THERMAN</b> Mitsubishi	N 4	12 12	1:52:32.2		1:52:32.2	+1:31.1 (+17:37.7)
25	65	<b>TAPPER</b> Mitsubishi	N 4	22:56.5	25	62	<b>WILLIAMS</b> Mitsubishi	N 4	13 13	1:52:33.0		1:52:33.0	+0.8 (+17:38.5)
26	17	<b>PEREZ</b> Ford	A 8	23:02.1	26	68	<b>KUIPERS</b> Ford	A 8	13 13	1:52:49.4	1:10	1:53:59.4	+1:26.4 (+19:04.9)
27	37	<b>SAUVAN</b> Mitsubishi	N 4	23:12.0	27	74	<b>LYSENG</b> Subaru	N 4	14 14	1:53:41.4	1:00	1:54:41.4	+42.0 (+19:46.9)
28	83	<b>KAUCIC</b> Subaru	N 4	23:33.7	28	61	<b>THOMAS</b> Mitsubishi	N 4	15 15	1:54:56.9		1:54:56.9	+15.5 (+20:02.4)
29	67	<b>THERMAN</b> Mitsubishi	N 4	23:40.1	29	14	<b>OSTBERG</b> Subaru	A 8	14 14	1:55:09.7		1:55:09.7	+12.8 (+20:15.2)
30	62	<b>WILLIAMS</b> Mitsubishi	N 4	23:46.2	30	77	<b>DETTORI</b> Mitsubishi	N 4	16 16	1:55:15.4	0:10	1:55:25.4	+15.7 (+20:30.9)
31	61	<b>THOMAS</b> Mitsubishi	N 4	23:52.2	31	83	<b>KAUCIC</b> Subaru	N 4	17 17	1:55:41.2		1:55:41.2	+15.8 (+20:46.7)
32	68	<b>KUIPERS</b> Ford	A 8	23:57.7	32	72	<b>UTTING</b> Subaru	N 4	18 18	1:56:00.7		1:56:00.7	+19.5 (+21:06.2)

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33	49	<b>BACCO</b> Mitsubishi	N 4	24:05.4	33	38	<b>MAYER</b> Subaru	N 4	19 19	1:56:22.1		1:56:22.1	+21.4 (+21:27.6)
34	70	<b>SIGUROARSON</b> Mitsubishi	N 4	24:11.2	34	89	<b>HAINES</b> Subaru	N 4	20 20	1:56:38.2		1:56:38.2	+16.1 (+21:43.7)
35	74	<b>LYSENG</b> Subaru	N 4	24:18.3	35	40	<b>WESTON</b> Subaru	N 4	21 21	1:57:00.3		1:57:00.3	+22.1 (+22:05.8)
36	81	<b>ANGLADE</b> Ford	N 3	24:23.7	36	81	<b>ANGLADE</b> Ford	N 3	22 1	1:57:29.5		1:57:29.5	+29.2 (+22:35.0)
37	77	<b>DETTORI</b> Mitsubishi	N 4	24:26.4	37	71	<b>BOLAND</b> Mitsubishi	N 4	23 22	1:57:46.6		1:57:46.6	+17.1 (+22:52.1)
38	72	<b>UTTING</b> Subaru	N 4	24:26.4	38	88	<b>ALANEN</b> Ford	N 3	24 2	1:58:13.5		1:58:13.5	+26.9 (+23:19.0)
39	89	<b>HAINES</b> Subaru	N 4	24:28.0	39	78	<b>NOBRE</b> Mitsubishi	N 4	25 23	1:58:34.1		1:58:34.1	+20.6 (+23:39.6)
40	76	<b>BREEN</b> Ford	A 6	24:28.1	40	79	<b>YURDAKUL</b> Ford	A 6	15 1	2:00:31.5		2:00:31.5	+1:57.4 (+25:37.0)
41	71	<b>BOLAND</b> Mitsubishi	N 4	24:34.1	41	69	<b>STEPHENSON</b> Ford	A 8	16 15	2:00:21.2	0:30	2:00:51.2	+19.7 (+25:56.7)
42	87	<b>CAVE</b> Ford	N 3	24:35.0	42	45	<b>FLODIN</b> Subaru	N 4	26 24	2:00:53.4		2:00:53.4	+2.2 (+25:58.9)
43	38	<b>MAYER</b> Subaru	N 4	24:48.4	43	50	<b>AL-ATTIYAH</b> Subaru	N 4	27 25	2:00:59.6		2:00:59.6	+6.2 (+26:05.1)
44	78	<b>NOBRE</b> Mitsubishi	N 4	24:56.8	44	91	<b>PLANGI</b> Citroën	A 6	17 2	2:02:17.3		2:02:17.3	+1:17.7 (+27:22.8)
45	79	<b>YURDAKUL</b> Ford	A 6	25:11.0	45	48	<b>GASSNER JUNIOR</b> Mitsubishi	N 4	28 26	2:02:24.6		2:02:24.6	+7.3 (+27:30.1)
46	90	<b>PÄRN</b> Citroën	A 6	25:17.4	46	84	<b>AL JABRI</b> Ford	N 3	29 3	2:03:37.2		2:03:37.2	+1:12.6 (+28:42.7)
47	88	<b>ALANEN</b> Ford	N 3	25:17.6	47	85	<b>AL MANSOORI</b> Ford	N 3	30 4	2:03:46.3		2:03:46.3	+9.1 (+28:51.8)
48	85	<b>AL MANSOORI</b> Ford	N 3	25:36.3	48	15	<b>AL QASSIMI</b> Ford	A 8	18 16	2:05:37.4		2:05:37.4	+1:51.1 (+30:42.9)
49	95	<b>LEIGH</b> Ford	N 3	26:02.8	49	49	<b>BACCO</b> Mitsubishi	N 4	31 27	2:03:33.0	2:40	2:06:13.0	+35.6 (+31:18.5)
50	84	<b>AL JABRI</b> Ford	N 3	26:07.3	50	80	<b>CETINKAYA</b> Ford	A 6	19 3	2:06:27.5		2:06:27.5	+14.5 (+31:33.0)
51	63	<b>NIKARA</b> Mitsubishi	N 4	26:42.4	51	76	<b>BREEN</b> Ford	A 6	20 4	2:06:09.6	0:20	2:06:29.6	+2.1 (+31:35.1)
52	40	<b>WESTON</b> Subaru	N 4	26:42.4	52	70	<b>SIGUROARSON</b> Mitsubishi	N 4	32 28	2:06:17.3	1:00	2:07:17.3	+47.7 (+32:22.8)
53	69	<b>STEPHENSON</b> Ford	A 8	26:45.8	53	92	<b>LOIC</b> Peugeot	A 7	21 1	2:07:20.1		2:07:20.1	+2.8 (+32:25.6)
54	92	<b>LOIC</b> Peugeot	A 7	26:57.4	54	95	<b>LEIGH</b> Ford	N 3	33 5	2:11:27.6		2:11:27.6	+4:07.5 (+36:33.1)
55	80	<b>CETINKAYA</b> Ford	A 6	27:00.8	55	90	<b>PÄRN</b> Citroën	A 6	22 5	2:13:32.6		2:13:32.6	+2:05.0 (+38:38.1)
56	82	<b>CATANIA</b> Renault	A 7	28:55.0	56	86	<b>AL SHAMSI</b> Ford	N 3	34 6	2:14:14.5		2:14:14.5	+41.9 (+39:20.0)
57	91	<b>PLANGI</b> Citroën	A 6	29:28.1	57	93	<b>VACHERON</b> Peugeot	A 6	23 6	2:15:43.5		2:15:43.5	+1:29.0 (+40:49.0)
58	93	<b>VACHERON</b> Peugeot	A 6	29:35.8	58	82	<b>CATANIA</b> Renault	A 7	24 2	2:16:37.7	0:10	2:16:47.7	+1:04.2 (+41:53.2)
59	94	<b>TREACY</b> Citroën	A 6	32:13.3	59	87	<b>CAVE</b> Ford	N 3	35 7	2:23:03.6		2:23:03.6	+6:15.9 (+48:09.1)
60	86	<b>AL SHAMSI</b> Ford	N 3	38:25.2	60	94	<b>TREACY</b> Citroën	A 6	25 7	2:29:08.8	0:30	2:29:38.8	+6:35.2 (+54:44.3)