

# WALES RALLY GB - 2007

## Stage Summary Classification

After Stage 13 - Cardiff

| Stg Pos | No      | Driver<br>Vehicle               | GRP<br>CLS | Stage<br>Time | Ovr<br>Pos | No      | Driver<br>Vehicle            | GRP<br>CLS | Pos<br>Pos | Stage<br>Time | Pen<br>Time | Total<br>Time | Diff<br>Prev          |
|---------|---------|---------------------------------|------------|---------------|------------|---------|------------------------------|------------|------------|---------------|-------------|---------------|-----------------------|
| 1       | 3<br>M  | GRÖNHOLM<br>Ford                | A<br>8     | 1:03.8        | 1          | 4<br>M  | HIRVONEN<br>Ford             | A<br>8     | 1<br>1     | 2:16:27.3     |             | 2:16:27.3     |                       |
| 2       | 4<br>M  | HIRVONEN<br>Ford                | A<br>8     | 1:04.0        | 2          | 3<br>M  | GRÖNHOLM<br>Ford             | A<br>8     | 2<br>2     | 2:17:02.8     |             | 2:17:02.8     | +35.5<br>(+35.5)      |
| 3       | 7<br>M  | SOLBERG<br>Subaru               | A<br>8     | 1:04.2        | 3          | 1<br>M  | LOEB<br>Citroën              | A<br>8     | 3<br>3     | 2:17:42.3     |             | 2:17:42.3     | +39.5<br>(+1:15.0)    |
| 4       | 1<br>M  | LOEB<br>Citroën                 | A<br>8     | 1:04.3        | 4          | 7<br>M  | SOLBERG<br>Subaru            | A<br>8     | 4<br>4     | 2:18:53.6     |             | 2:18:53.6     | +1:11.3<br>(+2:26.3)  |
| 5       | 8<br>M  | ATKINSON<br>Subaru              | A<br>8     | 1:04.6        | 5          | 2<br>M  | SORDO<br>Citroën             | A<br>8     | 5<br>5     | 2:19:24.2     |             | 2:19:24.2     | +30.6<br>(+2:56.9)    |
| 6       | 2<br>M  | SORDO<br>Citroën                | A<br>8     | 1:04.7        | 6          | 8<br>M  | ATKINSON<br>Subaru           | A<br>8     | 6<br>6     | 2:22:17.2     |             | 2:22:17.2     | +2:53.0<br>(+5:49.9)  |
| 7       | 5<br>M  | STOHL<br>Citroën                | A<br>8     | 1:04.8        | 7          | 16<br>M | WILSON<br>Ford               | A<br>8     | 7<br>7     | 2:22:27.2     |             | 2:22:27.2     | +10.0<br>(+5:59.9)    |
| 8       | 12<br>M | VILLAGRA<br>Ford                | A<br>8     | 1:05.5        | 8          | 5<br>M  | STOHL<br>Citroën             | A<br>8     | 8<br>8     | 2:23:22.7     |             | 2:23:22.7     | +55.5<br>(+6:55.4)    |
| 9       | 17<br>M | PONS<br>Subaru                  | A<br>8     | 1:05.6        | 9          | 17<br>M | PONS<br>Subaru               | A<br>8     | 9<br>9     | 2:24:13.7     |             | 2:24:13.7     | +51.0<br>(+7:46.4)    |
| 10      | 10<br>M | SOLBERG<br>Ford                 | A<br>8     | 1:05.6        | 10         | 20<br>M | OSTBERG<br>Subaru            | A<br>8     | 10<br>10   | 2:25:55.9     |             | 2:25:55.9     | +1:42.2<br>(+9:28.6)  |
| 11      | 46<br>P | ARAUJO<br>Mitsubishi            | N<br>4     | 1:06.1        | 11         | 18<br>M | KOPECKÝ<br>Škoda             | A<br>8     | 11<br>11   | 2:26:06.4     |             | 2:26:06.4     | +10.5<br>(+9:39.1)    |
| 12      | 20<br>M | OSTBERG<br>Subaru               | A<br>8     | 1:06.5        | 12         | 9<br>M  | LATVALA<br>Ford              | A<br>8     | 12<br>12   | 2:26:46.8     |             | 2:26:46.8     | +40.4<br>(+10:19.5)   |
| 13      | 22<br>M | JONES<br>Ford                   | A<br>8     | 1:06.8        | 13         | 11<br>M | PEREZ COMPANC<br>Ford        | A<br>8     | 13<br>13   | 2:29:48.2     |             | 2:29:48.2     | +3:01.4<br>(+13:20.9) |
| 14      | 23<br>M | VAN ELDIK<br>Subaru             | A<br>8     | 1:06.9        | 14         | 59<br>P | WILKS<br>Mitsubishi          | N<br>4     | 1<br>1     | 2:31:51.4     |             | 2:31:51.4     | +2:03.2<br>(+15:24.1) |
| 15      | 88<br>M | VAN MERKSTEIJN JR<br>Mitsubishi | N<br>4     | 1:06.9        | 15         | 34<br>P | HIGGINS<br>Mitsubishi        | N<br>4     | 2<br>2     | 2:32:59.1     |             | 2:32:59.1     | +1:07.7<br>(+16:31.8) |
| 16      | 9<br>M  | LATVALA<br>Ford                 | A<br>8     | 1:07.0        | 16         | 36<br>P | HANNINEN<br>Mitsubishi       | N<br>4     | 3<br>3     | 2:33:18.5     |             | 2:33:18.5     | +19.4<br>(+16:51.2)   |
| 17      | 66<br>M | PROKOP<br>Mitsubishi            | N<br>4     | 1:07.0        | 17         | 44<br>P | BETTEGA<br>Mitsubishi        | N<br>4     | 4<br>4     | 2:35:55.2     |             | 2:35:55.2     | +2:36.7<br>(+19:27.9) |
| 18      | 18<br>M | KOPECKÝ<br>Škoda                | A<br>8     | 1:07.3        | 18         | 10<br>M | SOLBERG<br>Ford              | A<br>8     | 14<br>14   | 2:37:15.4     |             | 2:37:15.4     | +1:20.2<br>(+20:48.1) |
| 19      | 59<br>P | WILKS<br>Mitsubishi             | N<br>4     | 1:07.3        | 19         | 46<br>P | ARAUJO<br>Mitsubishi         | N<br>4     | 5<br>5     | 2:37:25.5     |             | 2:37:25.5     | +10.1<br>(+20:58.2)   |
| 20      | 16<br>M | WILSON<br>Ford                  | A<br>8     | 1:07.6        | 20         | 22<br>M | JONES<br>Ford                | A<br>8     | 15<br>15   | 2:37:26.0     |             | 2:37:26.0     | +0.5<br>(+20:58.7)    |
| 21      | 36<br>P | HANNINEN<br>Mitsubishi          | N<br>4     | 1:08.0        | 21         | 53<br>P | HIGGINS<br>Subaru            | N<br>4     | 6<br>6     | 2:38:06.5     |             | 2:38:06.5     | +40.5<br>(+21:39.2)   |
| 22      | 45<br>P | BALDACCI<br>Subaru              | N<br>4     | 1:08.0        | 22         | 12<br>M | VILLAGRA<br>Ford             | A<br>8     | 16<br>16   | 2:38:10.8     |             | 2:38:10.8     | +4.3<br>(+21:43.5)    |
| 23      | 49<br>P | VOJTECH<br>Mitsubishi           | N<br>4     | 1:08.0        | 23         | 66<br>M | PROKOP<br>Mitsubishi         | N<br>4     | 7<br>7     | 2:38:14.7     |             | 2:38:14.7     | +3.9<br>(+21:47.4)    |
| 24      | 75<br>M | SIMPSON<br>Hyundai              | A<br>8     | 1:08.0        | 24         | 47<br>P | AIGNER<br>Mitsubishi         | N<br>4     | 8<br>8     | 2:39:11.9     |             | 2:39:11.9     | +57.2<br>(+22:44.6)   |
| 25      | 11<br>M | PEREZ COMPANC<br>Ford           | A<br>8     | 1:08.1        | 25         | 80<br>M | NOVIKOV<br>Mitsubishi        | N<br>4     | 9<br>9     | 2:39:38.8     |             | 2:39:38.8     | +26.9<br>(+23:11.5)   |
| 26      | 34<br>P | HIGGINS<br>Mitsubishi           | N<br>4     | 1:08.2        | 26         | 45<br>P | BALDACCI<br>Subaru           | N<br>4     | 10<br>10   | 2:39:39.9     |             | 2:39:39.9     | +1.1<br>(+23:12.6)    |
| 27      | 65<br>M | KLEINJAN<br>Škoda               | A<br>8     | 1:08.5        | 27         | 64<br>M | CLARK<br>Subaru              | N<br>4     | 11<br>11   | 2:39:34.5     | 1:50        | 2:41:24.5     | +1:44.6<br>(+24:57.2) |
| 28      | 53<br>P | HIGGINS<br>Subaru               | N<br>4     | 1:08.6        | 28         | 42<br>P | VERTUNOV<br>Subaru           | N<br>4     | 12<br>12   | 2:42:09.6     | 0:50        | 2:42:59.6     | +1:35.1<br>(+26:32.3) |
| 29      | 76<br>M | KOSCIUSZKO<br>Fiat              | N<br>4     | 1:08.6        | 29         | 76<br>M | KOSCIUSZKO<br>Fiat           | N<br>4     | 13<br>13   | 2:44:02.1     |             | 2:44:02.1     | +1:02.5<br>(+27:34.8) |
| 30      | 67<br>M | KUIPERS<br>Subaru               | A<br>8     | 1:08.8        | 30         | 49<br>P | VOJTECH<br>Mitsubishi        | N<br>4     | 14<br>14   | 2:46:43.0     |             | 2:46:43.0     | +2:40.9<br>(+30:15.7) |
| 31      | 73<br>M | GRIFFITHS<br>Subaru             | A<br>8     | 1:09.2        | 31         | 68<br>M | VAN DEN HEUVEL<br>Mitsubishi | N<br>4     | 15<br>15   | 2:46:57.9     |             | 2:46:57.9     | +14.9<br>(+30:30.6)   |
| 32      | 47<br>P | AIGNER<br>Mitsubishi            | N<br>4     | 1:09.3        | 32         | 60<br>P | EVANS<br>Mitsubishi          | N<br>4     | 16<br>16   | 2:47:02.0     |             | 2:47:02.0     | +4.1<br>(+30:34.7)    |

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## Stage Summary Classification

After Stage 13 - Cardiff

| 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             |
|---------|-----|------------------------------|---------|------------|---------|-----|---------------------------------|---------|----------|------------|----------|------------|-----------------------|
| 33      | 68  | VAN DEN HEUVEL<br>Mitsubishi | N<br>4  | 1:09.4     | 33      | 32  | JONES<br>MG                     | N<br>4  | 17<br>17 | 2:47:12.4  | 0:40     | 2:47:52.4  | +50.4<br>(+31:25.1)   |
| 34      | 42  | VERTUNOV<br>Subaru           | N<br>4  | 1:09.5     | 34      | 88  | VAN MERKSTEIJN JR<br>Mitsubishi | N<br>4  | 18<br>18 | 2:49:35.8  | 0:10     | 2:49:45.8  | +1:53.4<br>(+33:18.5) |
| 35      | 44  | BETTEGA<br>Mitsubishi        | N<br>4  | 1:09.6     | 35      | 50  | FLODIN<br>Subaru                | N<br>4  | 19<br>19 | 2:49:50.3  | 0:10     | 2:50:00.3  | +14.5<br>(+33:33.0)   |
| 36      | 64  | CLARK<br>Subaru              | N<br>4  | 1:09.7     | 36      | 87  | COX<br>Mitsubishi               | N<br>4  | 20<br>20 | 2:49:48.4  | 0:20     | 2:50:08.4  | +8.1<br>(+33:41.1)    |
| 37      | 86  | AKSA<br>Mitsubishi           | N<br>4  | 1:10.0     | 37      | 19  | LINDHOLM<br>Suzuki              | A<br>8  | 17<br>17 | 2:48:16.1  | 2:40     | 2:50:56.1  | +47.7<br>(+34:28.8)   |
| 38      | 81  | SWANN<br>Subaru              | N<br>4  | 1:10.0     | 38      | 93  | MAYER<br>Subaru                 | N<br>4  | 21<br>21 | 2:51:51.4  |          | 2:51:51.4  | +55.3<br>(+35:24.1)   |
| 39      | 107 | BOWMAN<br>Mitsubishi         | N<br>4  | 1:10.1     | 39      | 41  | KUZAJ<br>Subaru                 | N<br>4  | 22<br>22 | 2:51:59.4  |          | 2:51:59.4  | +8.0<br>(+35:32.1)    |
| 40      | 77  | JOHNSTON<br>Mitsubishi       | N<br>4  | 1:10.5     | 40      | 69  | HUMPHREYS<br>Subaru             | N<br>4  | 23<br>23 | 2:52:28.1  |          | 2:52:28.1  | +28.7<br>(+36:00.8)   |
| 41      | 37  | PAVLIDES<br>Subaru           | N<br>4  | 1:10.7     | 41      | 67  | KUIPERS<br>Subaru               | A<br>8  | 18<br>18 | 2:53:02.7  |          | 2:53:02.7  | +34.6<br>(+36:35.4)   |
| 42      | 69  | HUMPHREYS<br>Subaru          | N<br>4  | 1:10.7     | 42      | 81  | SWANN<br>Subaru                 | N<br>4  | 24<br>24 | 2:53:10.3  |          | 2:53:10.3  | +7.6<br>(+36:43.0)    |
| 43      | 99  | STEPHENSON<br>Mitsubishi     | N<br>4  | 1:10.8     | 43      | 82  | WEIJS JR<br>Mitsubishi          | N<br>4  | 25<br>25 | 2:53:26.4  |          | 2:53:26.4  | +16.1<br>(+36:59.1)   |
| 44      | 78  | SINKE<br>Mitsubishi          | N<br>4  | 1:10.8     | 44      | 86  | AKSA<br>Mitsubishi              | N<br>4  | 26<br>26 | 2:53:49.9  |          | 2:53:49.9  | +23.5<br>(+37:22.6)   |
| 45      | 33  | BALDACCI<br>Subaru           | N<br>4  | 1:11.1     | 45      | 23  | VAN ELDIK<br>Subaru             | A<br>8  | 19<br>19 | 2:54:33.6  |          | 2:54:33.6  | +43.7<br>(+38:06.3)   |
| 46      | 80  | NOVIKOV<br>Mitsubishi        | N<br>4  | 1:11.3     | 46      | 33  | BALDACCI<br>Subaru              | N<br>4  | 27<br>27 | 2:55:43.7  |          | 2:55:43.7  | +1:10.1<br>(+39:16.4) |
| 47      | 89  | GILL<br>Mitsubishi           | N<br>4  | 1:11.3     | 47      | 75  | SIMPSON<br>Hyundai              | A<br>8  | 20<br>20 | 2:56:59.0  |          | 2:56:59.0  | +1:15.3<br>(+40:31.7) |
| 48      | 103 | MEREDITH<br>Mitsubishi       | N<br>4  | 1:11.4     | 48      | 65  | KLEINJAN<br>Škoda               | A<br>8  | 21<br>21 | 2:59:50.5  |          | 2:59:50.5  | +2:51.5<br>(+43:23.2) |
| 49      | 93  | MAYER<br>Subaru              | N<br>4  | 1:11.5     | 49      | 37  | PAVLIDES<br>Subaru              | N<br>4  | 28<br>28 | 3:00:12.4  |          | 3:00:12.4  | +21.9<br>(+43:45.1)   |
| 50      | 82  | WEIJS JR<br>Mitsubishi       | N<br>4  | 1:12.2     | 50      | 118 | EVANS<br>Ford                   | N<br>3  | 29<br>1  | 3:01:02.2  |          | 3:01:02.2  | +49.8<br>(+44:34.9)   |
| 51      | 74  | PETCH<br>Mitsubishi          | N<br>4  | 1:12.2     | 51      | 52  | PASTRANA<br>Subaru              | N<br>4  | 30<br>29 | 3:01:33.5  |          | 3:01:33.5  | +31.3<br>(+45:06.2)   |
| 52      | 72  | MUHONEN<br>Mitsubishi        | N<br>4  | 1:12.6     | 52      | 101 | WOZENCROFT<br>Suzuki            | N<br>2  | 31<br>1  | 3:03:31.0  |          | 3:03:31.0  | +1:57.5<br>(+47:03.7) |
| 53      | 84  | GASS<br>Citroën              | A<br>6  | 1:12.6     | 53      | 73  | GRIFFITHS<br>Subaru             | A<br>8  | 22<br>22 | 3:02:22.6  | 2:10     | 3:04:32.6  | +1:01.6<br>(+48:05.3) |
| 54      | 83  | O'LEARY<br>Subaru            | N<br>4  | 1:12.7     | 54      | 99  | STEPHENSON<br>Mitsubishi        | N<br>4  | 32<br>30 | 3:04:46.6  |          | 3:04:46.6  | +14.0<br>(+48:19.3)   |
| 55      | 87  | COX<br>Mitsubishi            | N<br>4  | 1:12.9     | 55      | 74  | PETCH<br>Mitsubishi             | N<br>4  | 33<br>31 | 3:05:52.8  |          | 3:05:52.8  | +1:06.2<br>(+49:25.5) |
| 56      | 19  | LINDHOLM<br>Suzuki           | A<br>8  | 1:13.3     | 56      | 111 | HENRIKSSON<br>Ford              | N<br>3  | 34<br>2  | 3:06:55.7  |          | 3:06:55.7  | +1:02.9<br>(+50:28.4) |
| 57      | 108 | DAVIS<br>Ford                | A<br>6  | 1:13.3     | 57      | 72  | MUHONEN<br>Mitsubishi           | N<br>4  | 35<br>32 | 3:07:04.7  | 0:10     | 3:07:14.7  | +19.0<br>(+50:47.4)   |
| 58      | 118 | EVANS<br>Ford                | N<br>3  | 1:14.3     | 58      | 71  | SOLA<br>Honda                   | A<br>7  | 23<br>1  | 3:07:15.4  |          | 3:07:15.4  | +0.7<br>(+50:48.1)    |
| 59      | 71  | SOLA<br>Honda                | A<br>7  | 1:14.3     | 59      | 117 | BENN<br>Ford                    | N<br>3  | 36<br>3  | 3:08:37.2  |          | 3:08:37.2  | +1:21.8<br>(+52:09.9) |
| 60      | 111 | HENRIKSSON<br>Ford           | N<br>3  | 1:14.4     | 60      | 94  | GREER<br>Mitsubishi             | N<br>4  | 37<br>33 | 3:10:45.6  |          | 3:10:45.6  | +2:08.4<br>(+54:18.3) |
| 61      | 119 | WESTON<br>Ford               | N<br>3  | 1:14.8     | 61      | 25  | VAN MERKSTEIJN<br>Ford          | A<br>8  | 24<br>23 | 3:11:18.8  |          | 3:11:18.8  | +33.2<br>(+54:51.5)   |
| 62      | 105 | EVANS<br>Mitsubishi          | N<br>4  | 1:15.0     | 62      | 84  | GASS<br>Citroën                 | A<br>6  | 25<br>1  | 3:09:51.4  | 2:50     | 3:12:41.4  | +1:22.6<br>(+56:14.1) |
| 63      | 117 | BENN<br>Ford                 | N<br>3  | 1:15.5     | 63      | 89  | GILL<br>Mitsubishi              | N<br>4  | 38<br>34 | 3:13:33.8  |          | 3:13:33.8  | +52.4<br>(+57:06.5)   |
| 64      | 85  | GALLAGHER<br>Citroën         | A<br>6  | 1:15.7     | 64      | 79  | GREEN<br>Mitsubishi             | N<br>4  | 39<br>35 | 3:12:27.9  | 1:10     | 3:13:37.9  | +4.1<br>(+57:10.6)    |

# WALES RALLY GB - 2007

## Stage Summary Classification

After Stage 13 - Cardiff

| 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               |
|---------|----------|-------------------------|---------|------------|---------|----------|-------------------------|---------|----------|------------|----------|------------|-------------------------|
| 65      | 79       | GREEN<br>Mitsubishi     | N<br>4  | 1:15.9     | 65      | 78       | SINKE<br>Mitsubishi     | N<br>4  | 40<br>36 | 3:13:30.0  | 0:10     | 3:13:40.0  | +2.1<br>(+57:12.7)      |
| 66      | 114<br>F | EVERARD<br>Ford         | N<br>3  | 1:15.9     | 66      | 77       | JOHNSTON<br>Mitsubishi  | N<br>4  | 41<br>37 | 3:14:26.9  | 2:30     | 3:16:56.9  | +3:16.9<br>(+1:00:29.6) |
| 67      | 121<br>F | CAPOSIENA<br>Ford       | N<br>3  | 1:16.3     | 67      | 70       | HAZELEGER<br>Mitsubishi | N<br>4  | 42<br>38 | 3:16:47.0  | 0:10     | 3:16:57.0  | +0.1<br>(+1:00:29.7)    |
| 68      | 129      | ROBERTS<br>Citroën      | A<br>6  | 1:16.5     | 68      | 103      | MEREDITH<br>Mitsubishi  | N<br>4  | 43<br>39 | 3:16:36.7  | 1:40     | 3:18:16.7  | +1:19.7<br>(+1:01:49.4) |
| 69      | 113      | LAVERTY<br>Citroën      | A<br>6  | 1:16.7     | 69      | 83       | O'LEARY<br>Subaru       | N<br>4  | 44<br>40 | 3:18:35.8  |          | 3:18:35.8  | +19.1<br>(+1:02:08.5)   |
| 70      | 122      | PARRY-JONES<br>Ford     | N<br>3  | 1:16.9     | 70      | 120      | JARDINE<br>Ford         | N<br>3  | 45<br>4  | 3:18:40.5  |          | 3:18:40.5  | +4.7<br>(+1:02:13.2)    |
| 71      | 128      | LINTON<br>Opel          | N<br>3  | 1:16.9     | 71      | 110      | BARANAUSKAS<br>Ford     | N<br>3  | 46<br>5  | 3:19:34.3  |          | 3:19:34.3  | +53.8<br>(+1:03:07.0)   |
| 72      | 110<br>F | BARANAUSKAS<br>Ford     | N<br>3  | 1:17.4     | 72      | 48<br>P  | PADDON<br>Mitsubishi    | N<br>4  | 47<br>41 | 3:20:48.8  |          | 3:20:48.8  | +1:14.5<br>(+1:04:21.5) |
| 73      | 115<br>F | CETINKAYA<br>Ford       | N<br>3  | 1:18.1     | 73      | 91       | HARRAWAY<br>Subaru      | N<br>4  | 48<br>42 | 3:14:24.1  | 6:30     | 3:20:54.1  | +5.3<br>(+1:04:26.8)    |
| 74      | 91       | HARRAWAY<br>Subaru      | N<br>4  | 1:19.3     | 74      | 106      | BEEBE<br>MG             | N<br>3  | 49<br>6  | 3:21:27.6  |          | 3:21:27.6  | +33.5<br>(+1:05:00.3)   |
| 75      | 125      | PINDER<br>MG            | N<br>1  | 1:19.8     | 75      | 51<br>P  | RAUAM<br>Mitsubishi     | N<br>4  | 50<br>43 | 3:21:36.8  |          | 3:21:36.8  | +9.2<br>(+1:05:09.5)    |
| 76      | 101      | WOZENCROFT<br>Suzuki    | N<br>2  | 1:21.3     | 76      | 115<br>F | CETINKAYA<br>Ford       | N<br>3  | 51<br>7  | 3:22:04.1  |          | 3:22:04.1  | +27.3<br>(+1:05:36.8)   |
| 77      | 123      | DEY ROY<br>MG           | N<br>1  | 1:26.2     | 77      | 125      | PINDER<br>MG            | N<br>1  | 52<br>1  | 3:23:16.8  |          | 3:23:16.8  | +1:12.7<br>(+1:06:49.5) |
| 78      | 130      | GRAHAM<br>Vauxhall      | N<br>4  | 1:28.4     | 78      | 92       | BACCO<br>Subaru         | N<br>4  | 53<br>44 | 3:24:17.2  | 0:10     | 3:24:27.2  | +1:10.4<br>(+1:07:59.9) |
| 79      | 25       | VAN MERKSTEIJN<br>Ford  | A<br>8  | 6:05.6     | 79      | 114<br>F | EVERARD<br>Ford         | N<br>3  | 54<br>8  | 3:24:12.5  | 1:10     | 3:25:22.5  | +55.3<br>(+1:08:55.2)   |
| 80      | 48<br>P  | PADDON<br>Mitsubishi    | N<br>4  | 6:06.1     | 80      | 128      | LINTON<br>Opel          | N<br>3  | 55<br>9  | 3:26:02.4  | 0:50     | 3:26:52.4  | +1:29.9<br>(+1:10:25.1) |
| 81      | 51<br>P  | RAUAM<br>Mitsubishi     | N<br>4  | 6:06.1     | 81      | 122      | PARRY-JONES<br>Ford     | N<br>3  | 56<br>10 | 3:28:48.7  |          | 3:28:48.7  | +1:56.3<br>(+1:12:21.4) |
| 82      | 52<br>P  | PASTRANA<br>Subaru      | N<br>4  | 6:06.1     | 82      | 130      | GRAHAM<br>Vauxhall      | N<br>4  | 57<br>45 | 3:29:22.3  |          | 3:29:22.3  | +33.6<br>(+1:12:55.0)   |
| 83      | 60<br>P  | EVANS<br>Mitsubishi     | N<br>4  | 6:06.1     | 83      | 113      | LAVERTY<br>Citroën      | A<br>6  | 26<br>2  | 3:28:29.9  | 1:00     | 3:29:29.9  | +7.6<br>(+1:13:02.6)    |
| 84      | 32<br>P  | JONES<br>MG             | N<br>4  | 6:06.1     | 84      | 107      | BOWMAN<br>Mitsubishi    | N<br>4  | 58<br>46 | 3:30:32.3  |          | 3:30:32.3  | +1:02.4<br>(+1:14:05.0) |
| 85      | 50<br>P  | FLODIN<br>Subaru        | N<br>4  | 6:06.1     | 85      | 119      | WESTON<br>Ford          | N<br>3  | 59<br>11 | 3:31:19.5  |          | 3:31:19.5  | +47.2<br>(+1:14:52.2)   |
| 86      | 41<br>P  | KUZAJ<br>Subaru         | N<br>4  | 6:06.1     | 86      | 121<br>F | CAPOSIENA<br>Ford       | N<br>3  | 60<br>12 | 3:32:09.9  |          | 3:32:09.9  | +50.4<br>(+1:15:42.6)   |
| 87      | 70       | HAZELEGER<br>Mitsubishi | N<br>4  | 6:06.9     | 87      | 105      | EVANS<br>Mitsubishi     | N<br>4  | 61<br>47 | 3:32:11.5  |          | 3:32:11.5  | +1.6<br>(+1:15:44.2)    |
| 88      | 92       | BACCO<br>Subaru         | N<br>4  | 6:06.9     | 88      | 112<br>F | YURDAKUL<br>Ford        | N<br>3  | 62<br>13 | 3:30:43.9  | 2:10     | 3:32:53.9  | +42.4<br>(+1:16:26.6)   |
| 89      | 94       | GREER<br>Mitsubishi     | N<br>4  | 6:06.9     | 89      | 85       | GALLAGHER<br>Citroën    | A<br>6  | 27<br>3  | 3:33:47.3  | 2:00     | 3:35:47.3  | +2:53.4<br>(+1:19:20.0) |
| 90      | 96       | JEFFREYS<br>Subaru      | N<br>4  | 6:06.9     | 90      | 108      | DAVIS<br>Ford           | A<br>6  | 28<br>4  | 3:35:24.9  | 0:40     | 3:36:04.9  | +17.6<br>(+1:19:37.6)   |
| 91      | 131      | MCCAUL<br>BMW           | N<br>4  | 6:06.9     | 91      | 131      | MCCAUL<br>BMW           | N<br>4  | 63<br>48 | 3:37:08.1  |          | 3:37:08.1  | +1:03.2<br>(+1:20:40.8) |
| 92      | 100      | THOMAS<br>Citroën       | A<br>6  | 6:12.6     | 92      | 96       | JEFFREYS<br>Subaru      | N<br>4  | 64<br>49 | 3:29:05.7  | 10:00    | 3:39:05.7  | +1:57.6<br>(+1:22:38.4) |
| 93      | 109      | PRITCHARD<br>Citroën    | A<br>6  | 6:12.6     | 93      | 123      | DEY ROY<br>MG           | N<br>1  | 65<br>2  | 3:40:31.4  |          | 3:40:31.4  | +1:25.7<br>(+1:24:04.1) |
| 94      | 106      | BEEBE<br>MG             | N<br>3  | 6:14.3     | 94      | 129      | ROBERTS<br>Citroën      | A<br>6  | 29<br>5  | 3:43:07.4  |          | 3:43:07.4  | +2:36.0<br>(+1:26:40.1) |
| 95      | 112<br>F | YURDAKUL<br>Ford        | N<br>3  | 6:14.3     | 95      | 100      | THOMAS<br>Citroën       | A<br>6  | 30<br>6  | 3:43:31.8  |          | 3:43:31.8  | +24.4<br>(+1:27:04.5)   |
| 96      | 120      | JARDINE<br>Ford         | N<br>3  | 6:14.3     | 96      | 109      | PRITCHARD<br>Citroën    | A<br>6  | 31<br>7  | 3:49:11.1  |          | 3:49:11.1  | +5:39.3<br>(+1:32:43.8) |

# WALES RALLY GB - 2007

## Stage Summary Classification

After Stage 13 - Cardiff

| 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               |
|---------|-----|-----------------|---------|------------|---------|-----|-----------------|---------|---------|------------|----------|------------|-------------------------|
| 97      | 104 | SMITH<br>Suzuki | N<br>2  | 6:21.3     | 97      | 132 | JONES<br>Škoda  | A<br>5  | 32<br>1 | 3:58:48.8  |          | 3:58:48.8  | +9:37.7<br>(+1:42:21.5) |
| 98      | 132 | JONES<br>Škoda  | A<br>5  | 6:40.0     | 98      | 104 | SMITH<br>Suzuki | N<br>2  | 66<br>2 | 3:59:31.0  |          | 3:59:31.0  | +42.2<br>(+1:43:03.7)   |