

WALES RALLY GB - 2010

Stage Summary Classification

After Stage 3 - Sweet Lamb 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 | 1 | LOEB Citroën | A 8 | 2:54.4 | 1 | 1 | LOEB Citroën | A 8 | 1 | 22:57.9 | | 22:57.9 | |
| 2 | 11 | SOLBERG Citroën | A 8 | 2:56.0 | 2 | 11 | SOLBERG Citroën | A 8 | 2 | 22:58.1 | | 22:58.1 | +0.2 (+0.2) |
| 3 | 7 | SORDO Citroën | A 8 | 2:56.0 | 3 | 4 | LATVALA Ford | A 8 | 3 | 22:59.7 | | 22:59.7 | +1.6 (+1.8) |
| 4 | 3 | HIRVONEN Ford | A 8 | 2:57.0 | 4 | 2 | OGIER Citroën | A 8 | 4 | 23:02.4 | | 23:02.4 | +2.7 (+4.5) |
| 5 | 2 | OGIER Citroën | A 8 | 2:57.1 | 5 | 7 | SORDO Citroën | A 8 | 5 | 23:11.4 | | 23:11.4 | +9.0 (+13.5) |
| 6 | 4 | LATVALA Ford | A 8 | 2:58.6 | 6 | 3 | HIRVONEN Ford | A 8 | 6 | 23:13.9 | | 23:13.9 | +2.5 (+16.0) |
| 7 | 6 | SOLBERG Ford | A 8 | 3:00.3 | 7 | 6 | SOLBERG Ford | A 8 | 7 | 23:47.0 | | 23:47.0 | +33.1 (+49.1) |
| 8 | 8 | RÄIKKÖNEN Citroën | A 8 | 3:02.5 | 8 | 14 | OSTBERG Subaru | A 8 | 8 | 23:55.4 | | 23:55.4 | +8.4 (+57.5) |
| 9 | 14 | OSTBERG Subaru | A 8 | 3:02.6 | 9 | 5 | WILSON Ford | A 8 | 9 | 24:05.9 | | 24:05.9 | +10.5 (+1:08.0) |
| 10 | 43 | BLOCK Ford | A 8 | 3:04.6 | 10 | 8 | RÄIKKÖNEN Citroën | A 8 | 10 | 24:10.3 | | 24:10.3 | +4.4 (+1:12.4) |
| 11 | 5 | WILSON Ford | A 8 | 3:05.9 | 11 | 43 | BLOCK Ford | A 8 | 11 | 24:22.0 | | 24:22.0 | +11.7 (+1:24.1) |
| 12 | 12 | AL QASSIMI Ford | A 8 | 3:06.3 | 12 | 21 | MIKKELSEN Skoda | N 4 | 1 | 24:23.0 | | 24:23.0 | +1.0 (+1:25.1) |
| 13 | 29 | KETOMAA Ford | N 4 | 3:09.1 | 13 | 29 | KETOMAA Ford | N 4 | 2 | 24:29.3 | | 24:29.3 | +6.3 (+1:31.4) |
| 14 | 24 | SANDELL Skoda | N 4 | 3:09.1 | 14 | 12 | AL QASSIMI Ford | A 8 | 12 | 24:43.9 | | 24:43.9 | +14.6 (+1:46.0) |
| 15 | 21 | MIKKELSEN Skoda | N 4 | 3:10.6 | 15 | 24 | SANDELL Skoda | N 4 | 3 | 24:44.3 | | 24:44.3 | +0.4 (+1:46.4) |
| 16 | 25 | BRYNILDSEN Skoda | N 4 | 3:11.0 | 16 | 22 | BREEN Ford | N 4 | 4 | 25:04.2 | | 25:04.2 | +19.9 (+2:06.3) |
| 17 | 28 | PONS Ford | N 4 | 3:12.8 | 17 | 23 | KOSCIUSZKO Skoda | N 4 | 5 | 25:10.7 | | 25:10.7 | +6.5 (+2:12.8) |
| 18 | 23 | KOSCIUSZKO Skoda | N 4 | 3:12.9 | 18 | 28 | PONS Ford | N 4 | 6 | 25:11.0 | | 25:11.0 | +0.3 (+2:13.1) |
| 19 | 48 | FLODIN Subaru | N 4 | 3:13.4 | 19 | 48 | FLODIN Subaru | N 4 | 7 | 25:14.4 | | 25:14.4 | +3.4 (+2:16.5) |
| 20 | 22 | BREEN Ford | N 4 | 3:14.6 | 20 | 25 | BRYNILDSEN Skoda | N 4 | 8 | 25:22.6 | | 25:22.6 | +8.2 (+2:24.7) |
| 21 | 34 | SEMERAD Mitsubishi | N 4 | 3:16.2 | 21 | 61 | KUIPERS Ford | N 4 | 9 | 25:41.6 | | 25:41.6 | +19.0 (+2:43.7) |
| 22 | 61 | KUIPERS Ford | N 4 | 3:16.5 | 22 | 34 | SEMERAD Mitsubishi | N 4 | 10 | 25:42.3 | | 25:42.3 | +0.7 (+2:44.4) |
| 23 | 31 | ARAÚJO Mitsubishi | N 4 | 3:16.5 | 23 | 31 | ARAÚJO Mitsubishi | N 4 | 11 | 25:44.3 | | 25:44.3 | +2.0 (+2:46.4) |
| 24 | 40 | TÄNAK Mitsubishi | N 4 | 3:17.6 | 24 | 38 | PADDON Mitsubishi | N 4 | 12 | 25:48.0 | | 25:48.0 | +3.7 (+2:50.1) |
| 25 | 68 | CAVE Proton | N 4 | 3:18.2 | 25 | 40 | TÄNAK Mitsubishi | N 4 | 13 | 25:56.1 | | 25:56.1 | +8.1 (+2:58.2) |
| 26 | 38 | PADDON Mitsubishi | N 4 | 3:18.3 | 26 | 46 | GRONDAL Subaru | N 4 | 14 | 26:01.0 | | 26:01.0 | +4.9 (+3:03.1) |
| 27 | 63 | KUIPERS Ford | A 8 | 3:18.9 | 27 | 32 | ARAI Subaru | N 4 | 15 | 26:04.6 | | 26:04.6 | +3.6 (+3:06.7) |
| 28 | 49 | WESTON JNR Subaru | N 4 | 3:20.7 | 28 | 68 | CAVE Proton | N 4 | 16 | 26:06.5 | | 26:06.5 | +1.9 (+3:08.6) |
| 29 | 64 | GASSNER JUNIOR Mitsubishi | N 4 | 3:21.4 | 29 | 15 | DONG Ford | A 8 | 13 | 26:07.4 | | 26:07.4 | +0.9 (+3:09.5) |
| 30 | 15 | DONG Ford | A 8 | 3:21.5 | 30 | 49 | WESTON JNR Subaru | N 4 | 17 | 26:18.2 | | 26:18.2 | +10.8 (+3:20.3) |
| 31 | 50 | PRITCHARD Subaru | N 4 | 3:21.5 | 31 | 39 | RASCHI Mitsubishi | N 4 | 18 | 26:18.3 | | 26:18.3 | +0.1 (+3:20.4) |
| 32 | 32 | ARAI Subaru | N 4 | 3:21.7 | 32 | 64 | GASSNER JUNIOR Mitsubishi | N 4 | 19 | 26:34.1 | | 26:34.1 | +15.8 (+3:36.2) |

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| 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 | 46 P | GRONDAL Subaru | N 4 | 3:22.1 | 33 | 63 | KUIPERS Ford | A 8 | 14 14 | 26:36.0 | | 26:36.0 | +1.9 (+3:38.1) |
| 34 | 39 P | RASCHI Mitsubishi | N 4 | 3:22.2 | 34 | 62 | THERMAN Mitsubishi | N 4 | 20 20 | 26:39.1 | | 26:39.1 | +3.1 (+3:41.2) |
| 35 | 62 | THERMAN Mitsubishi | N 4 | 3:24.0 | 35 | 50 P | PRITCHARD Subaru | N 4 | 21 21 | 27:04.2 | | 27:04.2 | +25.1 (+4:06.3) |
| 36 | 55 P | MUHONEN Mitsubishi | N 4 | 3:25.4 | 36 | 55 P | MUHONEN Mitsubishi | N 4 | 22 22 | 27:05.7 | | 27:05.7 | +1.5 (+4:07.8) |
| 37 | 66 | STEPHENSON Ford | A 8 | 3:27.1 | 37 | 65 | BOLAND Mitsubishi | N 4 | 23 23 | 27:07.2 | | 27:07.2 | +1.5 (+4:09.3) |
| 38 | 69 | ERDI JUN Mitsubishi | N 4 | 3:27.7 | 38 | 69 | ERDI JUN Mitsubishi | N 4 | 24 24 | 27:09.1 | | 27:09.1 | +1.9 (+4:11.2) |
| 39 | 44 P | NOBRE Mitsubishi | N 4 | 3:28.3 | 39 | 72 | KONDRAKHIN Mitsubishi | N 4 | 25 25 | 27:33.3 | | 27:33.3 | +24.2 (+4:35.4) |
| 40 | 65 | BOLAND Mitsubishi | N 4 | 3:29.9 | 40 | 54 P | JOURDAIN Mitsubishi | N 4 | 26 26 | 27:39.7 | | 27:39.7 | +6.4 (+4:41.8) |
| 41 | 54 P | JOURDAIN Mitsubishi | N 4 | 3:30.9 | 41 | 82 | KRUUDA Suzuki | A 6 | 15 1 | 27:51.7 | | 27:51.7 | +12.0 (+4:53.8) |
| 42 | 72 | KONDRAKHIN Mitsubishi | N 4 | 3:32.2 | 42 | 44 P | NOBRE Mitsubishi | N 4 | 27 27 | 27:56.2 | | 27:56.2 | +4.5 (+4:58.3) |
| 43 | 33 P | LINARI Subaru | N 4 | 3:33.0 | 43 | 70 | DETTORI Ford | N 4 | 28 28 | 28:01.9 | | 28:01.9 | +5.7 (+5:04.0) |
| 44 | 71 | ZHUO YONG Mitsubishi | N 4 | 3:34.8 | 44 | 33 P | LINARI Subaru | N 4 | 29 29 | 28:04.4 | | 28:04.4 | +2.5 (+5:06.5) |
| 45 | 36 P | GEORGIUO Mitsubishi | N 4 | 3:37.2 | 45 | 36 P | GEORGIUO Mitsubishi | N 4 | 30 30 | 28:17.4 | | 28:17.4 | +13.0 (+5:19.5) |
| 46 | 77 | PRYCE Ford | N 3 | 3:41.1 | 46 | 66 | STEPHENSON Ford | A 8 | 16 15 | 28:17.6 | | 28:17.6 | +0.2 (+5:19.7) |
| 47 | 37 P | HORSEY Mitsubishi | N 4 | 3:41.3 | 47 | 37 P | HORSEY Mitsubishi | N 4 | 31 31 | 29:00.4 | | 29:00.4 | +42.8 (+6:02.5) |
| 48 | 73 F | HUNT Ford | A 6 | 3:42.9 | 48 | 77 | PRYCE Ford | N 3 | 32 1 | 29:02.2 | | 29:02.2 | +1.8 (+6:04.3) |
| 49 | 70 | DETTORI Ford | N 4 | 3:43.7 | 49 | 73 F | HUNT Ford | A 6 | 17 2 | 29:33.7 | | 29:33.7 | +31.5 (+6:35.8) |
| 50 | 82 | KRUUDA Suzuki | A 6 | 3:45.3 | 50 | 74 F | AL SHAMSI Ford | A 6 | 18 3 | 29:29.8 | 0:10 | 29:39.8 | +6.1 (+6:41.9) |
| 51 | 75 F | PERRIN Ford | A 6 | 3:53.2 | 51 | 67 | PRINZIE Subaru | N 4 | 33 32 | 29:24.4 | 0:20 | 29:44.4 | +4.6 (+6:46.5) |
| 52 | 67 | PRINZIE Subaru | N 4 | 4:03.4 | 52 | 75 F | PERRIN Ford | A 6 | 19 4 | 29:56.1 | | 29:56.1 | +11.7 (+6:58.2) |
| 53 | 74 F | AL SHAMSI Ford | A 6 | 4:13.1 | 53 | 71 | ZHUO YONG Mitsubishi | N 4 | 34 33 | 31:15.6 | | 31:15.6 | +1:19.5 (+8:17.7) |
| 54 | 76 | WEST Ford | N 3 | 4:18.0 | 54 | 80 | ASHMORE Suzuki | N 2 | 35 1 | 32:28.5 | | 32:28.5 | +1:12.9 (+9:30.6) |
| 55 | 80 | ASHMORE Suzuki | N 2 | 4:19.0 | 55 | 78 | LEIGH Ford | N 3 | 36 2 | 34:53.3 | | 34:53.3 | +2:24.8 (+11:55.4) |
| 56 | 81 | JONES Skoda | A 5 | 4:39.3 | 56 | 76 | WEST Ford | N 3 | 37 3 | 35:03.2 | | 35:03.2 | +9.9 (+12:05.3) |
| 57 | 78 | LEIGH Ford | N 3 | 8:41.1 | 57 | 79 | CLARK Suzuki | N 2 | 38 2 | 35:21.9 | | 35:21.9 | +18.7 (+12:24.0) |
| 58 | 79 | CLARK Suzuki | N 2 | 9:19.0 | 58 | 81 | JONES Skoda | A 5 | 20 1 | 35:22.1 | | 35:22.1 | +0.2 (+12:24.2) |