

WALES RALLY GB - 2010

Stage Summary Classification

After Stage 19 - Resolfen 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 | 4 | LATVALA Ford | A 8 | 16:03.8 | 1 | 1 | LOEB Citroën | A 8 | 1 1 | 3:09:39.2 | | 3:09:39.2 | |
| 2 | 3 | HIRVONEN Ford | A 8 | 16:07.5 | 2 | 11 | SOLBERG Citroën | A 8 | 2 2 | 3:09:56.9 | | 3:09:56.9 | +17.7 (+17.7) |
| 3 | 7 | SORDO Citroën | A 8 | 16:10.4 | 3 | 4 | LATVALA Ford | A 8 | 3 3 | 3:11:20.5 | | 3:11:20.5 | +1:23.6 (+1:41.3) |
| 4 | 1 | LOEB Citroën | A 8 | 16:11.2 | 4 | 3 | HIRVONEN Ford | A 8 | 4 4 | 3:11:20.8 | | 3:11:20.8 | +0.3 (+1:41.6) |
| 5 | 11 | SOLBERG Citroën | A 8 | 16:14.6 | 5 | 7 | SORDO Citroën | A 8 | 5 5 | 3:11:58.0 | | 3:11:58.0 | +37.2 (+2:18.8) |
| 6 | 6 | SOLBERG Ford | A 8 | 16:24.2 | 6 | 6 | SOLBERG Ford | A 8 | 6 6 | 3:16:10.5 | | 3:16:10.5 | +4:12.5 (+6:31.3) |
| 7 | 14 | OSTBERG Subaru | A 8 | 16:26.4 | 7 | 5 | WILSON Ford | A 8 | 7 7 | 3:18:08.6 | | 3:18:08.6 | +1:58.1 (+8:29.4) |
| 8 | 5 | WILSON Ford | A 8 | 16:35.5 | 8 | 8 | RÄIKKÖNEN Citroën | A 8 | 8 8 | 3:20:00.2 | | 3:20:00.2 | +1:51.6 (+10:21.0) |
| 9 | 8 | RÄIKKÖNEN Citroën | A 8 | 16:37.6 | 9 | 14 | OSTBERG Subaru | A 8 | 9 9 | 3:21:52.4 | | 3:21:52.4 | +1:52.2 (+12:13.2) |
| 10 | 43 | BLOCK Ford | A 8 | 16:53.8 | 10 | 21 | MIKKELSEN Skoda | N 4 | 1 1 | 3:23:26.6 | | 3:23:26.6 | +1:34.2 (+13:47.4) |
| 11 | 24 | SANDELL Skoda | N 4 | 16:58.6 | 11 | 12 | AL QASSIMI Ford | A 8 | 10 10 | 3:25:36.8 | | 3:25:36.8 | +2:10.2 (+15:57.6) |
| 12 | 22 | BREEN Ford | N 4 | 17:05.0 | 12 | 22 | BREEN Ford | N 4 | 2 2 | 3:29:33.6 | | 3:29:33.6 | +3:56.8 (+19:54.4) |
| 13 | 12 | AL QASSIMI Ford | A 8 | 17:11.0 | 13 | 28 | PONS Ford | N 4 | 3 3 | 3:29:34.0 | | 3:29:34.0 | +0.4 (+19:54.8) |
| 14 | 21 | MIKKELSEN Skoda | N 4 | 17:18.1 | 14 | 24 | SANDELL Skoda | N 4 | 4 4 | 3:29:53.0 | | 3:29:53.0 | +19.0 (+20:13.8) |
| 15 | 48 | FLODIN Subaru | N 4 | 17:42.5 | 15 | 23 | KOSCIUSZKO Skoda | N 4 | 5 5 | 3:31:35.2 | | 3:31:35.2 | +1:42.2 (+21:56.0) |
| 16 | 23 | KOSCIUSZKO Skoda | N 4 | 17:46.2 | 16 | 61 | KUIPERS Ford | N 4 | 6 6 | 3:32:26.9 | | 3:32:26.9 | +51.7 (+22:47.7) |
| 17 | 46 | GRONDAL Subaru | N 4 | 17:48.7 | 17 | 40 | TÄNAK Mitsubishi | N 4 | 7 7 | 3:32:43.8 | | 3:32:43.8 | +16.9 (+23:04.6) |
| 18 | 28 | PONS Ford | N 4 | 17:48.9 | 18 | 31 | ARAÚJO Mitsubishi | N 4 | 8 8 | 3:35:34.9 | 0:20 | 3:35:54.9 | +3:11.1 (+26:15.7) |
| 19 | 61 | KUIPERS Ford | N 4 | 17:49.5 | 19 | 38 | PADDON Mitsubishi | N 4 | 9 9 | 3:37:17.1 | | 3:37:17.1 | +1:22.2 (+27:37.9) |
| 20 | 38 | PADDON Mitsubishi | N 4 | 17:53.3 | 20 | 50 | PRITCHARD Subaru | N 4 | 10 10 | 3:39:47.9 | | 3:39:47.9 | +2:30.8 (+30:08.7) |
| 21 | 32 | ARAI Subaru | N 4 | 17:54.2 | 21 | 48 | FLODIN Subaru | N 4 | 11 11 | 3:41:18.7 | | 3:41:18.7 | +1:30.8 (+31:39.5) |
| 22 | 64 | GASSNER JUNIOR Mitsubishi | N 4 | 17:58.3 | 22 | 43 | BLOCK Ford | A 8 | 11 11 | 3:41:18.9 | | 3:41:18.9 | +0.2 (+31:39.7) |
| 23 | 31 | ARAÚJO Mitsubishi | N 4 | 18:09.5 | 23 | 69 | ERDI JUN Mitsubishi | N 4 | 12 12 | 3:44:43.6 | | 3:44:43.6 | +3:24.7 (+35:04.4) |
| 24 | 40 | TÄNAK Mitsubishi | N 4 | 18:15.6 | 24 | 63 | KUIPERS Ford | A 8 | 12 12 | 3:45:33.3 | | 3:45:33.3 | +49.7 (+35:54.1) |
| 25 | 50 | PRITCHARD Subaru | N 4 | 18:16.9 | 25 | 49 | WESTON JNR Subaru | N 4 | 13 13 | 3:47:04.5 | | 3:47:04.5 | +1:31.2 (+37:25.3) |
| 26 | 39 | RASCHI Mitsubishi | N 4 | 18:18.2 | 26 | 54 | JOURDAIN Mitsubishi | N 4 | 14 14 | 3:48:27.8 | | 3:48:27.8 | +1:23.3 (+38:48.6) |
| 27 | 82 | KRUUDA Suzuki | A 6 | 18:41.7 | 27 | 65 | BOLAND Mitsubishi | N 4 | 15 15 | 3:49:05.6 | | 3:49:05.6 | +37.8 (+39:26.4) |
| 28 | 63 | KUIPERS Ford | A 8 | 18:43.0 | 28 | 39 | RASCHI Mitsubishi | N 4 | 16 16 | 3:49:48.4 | | 3:49:48.4 | +42.8 (+40:09.2) |
| 29 | 69 | ERDI JUN Mitsubishi | N 4 | 18:43.0 | 29 | 70 | DETTORI Ford | N 4 | 17 17 | 3:50:20.5 | | 3:50:20.5 | +32.1 (+40:41.3) |
| 30 | 54 | JOURDAIN Mitsubishi | N 4 | 18:55.8 | 30 | 82 | KRUUDA Suzuki | A 6 | 13 1 | 3:51:22.8 | | 3:51:22.8 | +1:02.3 (+41:43.6) |
| 31 | 65 | BOLAND Mitsubishi | N 4 | 19:01.4 | 31 | 32 | ARAI Subaru | N 4 | 18 18 | 3:52:07.0 | 1:10 | 3:53:17.0 | +1:54.2 (+43:37.8) |
| 32 | 36 | GEORGIU Mitsubishi | N 4 | 19:02.6 | 32 | 64 | GASSNER JUNIOR Mitsubishi | N 4 | 19 19 | 3:54:01.6 | | 3:54:01.6 | +44.6 (+44:22.4) |

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After Stage 19 - Resolfen 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 |
|---------|----|-----------------------|---------|------------|---------|----|-----------------------|---------|----------|------------|----------|------------|--------------------------|
| 33 | 37 | HORSEY Mitsubishi | N 4 | 19:04.1 | 33 | 55 | MUHONEN Mitsubishi | N 4 | 20 20 | 3:58:56.5 | | 3:58:56.5 | +4:54.9 (+49:17.3) |
| 34 | 49 | WESTON JNR Subaru | N 4 | 19:11.0 | 34 | 36 | GEORGIU Mitsubishi | N 4 | 21 21 | 3:59:46.2 | | 3:59:46.2 | +49.7 (+50:07.0) |
| 35 | 55 | MUHONEN Mitsubishi | N 4 | 19:18.4 | 35 | 73 | HUNT Ford | A 6 | 14 2 | 4:05:50.9 | 1:00 | 4:06:50.9 | +7:04.7 (+57:11.7) |
| 36 | 70 | DETTORI Ford | N 4 | 19:31.1 | 36 | 77 | PRYCE Ford | N 3 | 22 1 | 4:10:14.7 | | 4:10:14.7 | +3:23.8 (+1:00:35.5) |
| 37 | 73 | HUNT Ford | A 6 | 19:37.4 | 37 | 75 | PERRIN Ford | A 6 | 15 3 | 4:11:02.7 | 0:30 | 4:11:32.7 | +1:18.0 (+1:01:53.5) |
| 38 | 75 | PERRIN Ford | A 6 | 20:04.5 | 38 | 67 | PRINZIE Subaru | N 4 | 23 22 | 4:11:47.0 | 0:20 | 4:12:07.0 | +34.3 (+1:02:27.8) |
| 39 | 67 | PRINZIE Subaru | N 4 | 20:31.8 | 39 | 37 | HORSEY Mitsubishi | N 4 | 24 23 | 4:13:48.5 | | 4:13:48.5 | +1:41.5 (+1:04:09.3) |
| 40 | 74 | AL SHAMSI Ford | A 6 | 21:05.6 | 40 | 46 | GRONDAL Subaru | N 4 | 25 24 | 4:18:08.8 | | 4:18:08.8 | +4:20.3 (+1:08:29.6) |
| 41 | 78 | LEIGH Ford | N 3 | 21:08.7 | 41 | 74 | AL SHAMSI Ford | A 6 | 16 4 | 4:19:08.8 | 1:10 | 4:20:18.8 | +2:10.0 (+1:10:39.6) |
| 42 | 77 | PRYCE Ford | N 3 | 21:09.8 | 42 | 44 | NOBRE Mitsubishi | N 4 | 26 25 | 4:28:37.5 | 0:10 | 4:28:47.5 | +8:28.7 (+1:19:08.3) |
| 43 | 80 | ASHMORE Suzuki | N 2 | 23:35.3 | 43 | 78 | LEIGH Ford | N 3 | 27 2 | 4:32:48.7 | | 4:32:48.7 | +4:01.2 (+1:23:09.5) |
| 44 | 76 | WEST Ford | N 3 | 24:06.2 | 44 | 80 | ASHMORE Suzuki | N 2 | 28 1 | 4:41:58.4 | | 4:41:58.4 | +9:09.7 (+1:32:19.2) |
| 45 | 44 | NOBRE Mitsubishi | N 4 | 24:40.4 | 45 | 76 | WEST Ford | N 3 | 29 3 | 4:56:56.8 | | 4:56:56.8 | +14:58.4 (+1:47:17.6) |
| 46 | 81 | JONES Skoda | A 5 | 25:49.9 | 46 | 81 | JONES Skoda | A 5 | 17 1 | 4:58:28.3 | 3:20 | 5:01:48.3 | +4:51.5 (+1:52:09.1) |