

= 2007 Monte Carlo Rally =

The 2007 Monte Carlo Rally (formally known as the 75e Rallye Automobile Monte @-@ Carlo) was a rallying autosports race held over four days between 18 January and 21 January 2007 , and operated out of Valence , Drôme , France . It was the first race of the 2007 World Rally Championship (WRC) season . Contested over fifteen stages at a length of 328 @.@ 54 kilometres (204 @.@ 15 miles) , Sébastien Loeb won the race for the Citroën Total World Rally Team . Dani Sordo finished second in the other Citroën works car , with Marcus Grönholm finishing third in a Ford .

Loeb , driving an all new Citroën C4 WRC car which had been in development throughout 2006 , took control of the race from the outset , winning the two stages on the first day and four more stages over the following three days . His teammate Sordo kept the pressure on , winning three stages , but on Stage 6 , Loeb extended his lead from 6 @.@ 6 seconds to nearly 24 seconds , and from thereon became unattainable . Each stage on the first two Legs were won by either Loeb or Sordo , and it wasn 't until Saturday afternoon on the second run of the day 's stages , that other drivers could effectively challenge them . The last two days of the race consisted of a duel between Mikko Hirvonen , who drove a factory 2006 model Ford Focus RS WRC , and Chris Atkinson in a factory Subaru Impreza WRC 2006 . After Hirvonen completed Stage 2 in fourth place , Atkinson took the position on Stage 3 and held onto it throughout Friday and into Saturday morning 's stages . On Stage 12 on Saturday afternoon , Hirvonen retook fourth , Atkinson regained it on Stage 13 but then lost it to Hirvonen again following Stage 14 . Atkinson won the final stage on Sunday morning , and finished the race back in fourth position .

Controversially , the 2007 Monte Carlo Rally was no longer based in Monaco and localities nearby , where it had been held in recent years . The event only visited Monte Carlo with its final special stage , a short run on part of the Circuit de Monaco and the rest of the time was spent in and around Valence hundreds of kilometres north of Monaco in the Rhône @-@ Alpes region . Many of the locations had not been visited since the 1990s , such as the Vercors and Ardèche , and only one top level driver had competitively driven on the roads before . The 2007 event also marked the return of the nighttime stages .

Loeb 's win was his fourth at Monte Carlo and twenty @-@ ninth in WRC . It was the sixth time that he had achieved a podium position there , which brought his WRC podium finishes to forty @-@ eight . He earned ten points in the World Rally Championship for Drivers . Sordo was two points behind him , while Grönholm was in third position with six points . With Atkinson and Hirvonen in fourth and fifth place , Petter Solberg , Toni Gardemeister and Jan Kopecký were the other points finishers . In the World Rally Championship for Manufacturers , Citroën Total World Rally Team earned the maximum eighteen points for their 1 ? 2 finish , BP Ford World Rally Team placed second , with ten points , with the Subaru World Rally Team placing third with eight points .

= = Report = =

= = = Background = = =

The 2007 Monte Carlo Rally was the first round of the 2007 World Rally Championship (WRC) season after taking a six @-@ week break since the last race of the 2006 season in Great Britain . It was held over four days from Thursday , 18 January to Sunday , 21 January 2007 . With pressure from the president of Fédération Française du Sport Automobile and being beset with criticism for running a chaotic route in the 2006 Monte Carlo Rally , Automobile Club de Monaco (ACM) , the rally organisers , chose to move 2007 's race away from Monte Carlo and the roads around Alpes @-@ Maritimes and other departments within the Provence @-@ Alpes @-@ Côte d 'Azur region . Instead , the rally HQ was set up in Valence , Drôme , almost 400 km (250 mi) away from Monte Carlo , with most stages being held in Ardèche . While some stages were brand new to the rally , some places , such as Saint @-@ Jean @-@ en @-@ Royans , Burzet , Saint @-@ Martial ,

Lalouvesc , Saint Bonnet le Froid , Saint Barthélemy Grozon , and the Saint Pierreville ? Antraigues sur Volane route had played host to Monte Carlo Rally stages in the 1990s and earlier . Only Manfred Stohl , driving for OMV Kronos Citroën World Rally Team , was familiar with these roads , as he had competed on them in the late 1990s .

Although the 25 000 spectators seemed pleased that the rally had returned to the region , the drivers , team bosses and Fédération Internationale de l'Automobile (FIA ; WRC 's governing body) were less enthusiastic . Over a total distance of 1 185 22 kilometres (736 46 miles) , the fifteen stages totalled 328 54 competitive km (204 15 mi) , which was shorter than the FIA 's regulatory minimum of 360 km (220 mi) for Special Stages . The drivers hoped that with the rally taking place on higher altitudes , wintery conditions and burle (a freezing wind blowing from the north) would produce ice and snow on the ground , making for a more exciting event ; however , except for some rain on Thursday evening it never came to fruition and the prevailing weather was clear and dry . Sébastien Loeb was unhappy with the weekend 's weather forecast . Following his reconnaissance run , he said , " With snow everywhere and walls on both sides of the road , like in the old days , some of these stages would have been brilliant . But because it 's dry , in some places that makes it less interesting because than the roads further south with all their corners . " The service park in Valence was also much smaller than what had been used in Monaco , so there were no Production World Rally Championship or Junior Rally Championship categories , and fewer entries of competitors . It was also badly located and poorly run , and WRC 's commercial director David Richards said that the service area was " like a car boot sale " .

After being absent from the WRC for the 2006 season to spend thirteen months concentrating on preparing their new Citroën C4 WRC vehicle , the Citroën Total World Rally Team returned in 2007 ready to début it in the Monte Carlo Rally . The Citroën Xsara WRC had dominated the championship in recent years , and despite its age it was still incredibly reliable and was only replaced because the Xsara model was no longer in production . The C4 's mechanical components , such as the engine , transmission , differentials and suspension were either very similar to , or came from , the Xsara , but the wheelbase and chassis were longer by 253 millimetres (10 0 inches) and 107 mm (4 2 in) , respectively , which meant that under WRC rules the C4 could be widened to 1 800 mm (71 in) . It was also higher than the Xsara , and the weight distribution had been fine tuned , including raising and moving back the front seats (which had the negative effect of reducing the drivers ' visibility) , and attaching the wing mirrors to the midpoint along the front doors . The C4 's test drivers reported that the car handled more stably .

Citroën was confident the C4 would be successful yet concerned as to whether it would beat the Ford Focus WRC 06 , which had won the World Rally Championship for Manufacturers title in 2006 for the BP Ford World Rally Team . The Focus , in addition had undergone its own developments during the winter break . The tarmac testing of the C4 showed it to be faster than the outgoing Xsara , but Loeb knew that that performance might not show itself in the race . " The car has been good in testing . But what about the rally ? " he asked . " I don 't know . " Marcus Grönholm , the Ford team 's number 1 driver , was wary , however . " It 's got thousands of k 's on the clock . It was running when the Focus WRC 06 was still on the board . " Meanwhile , the Subaru World Rally Team were waiting for the Subaru Impreza WRC 2007 to be ready for the 2007 Rally Mexico in March . The team knew that the 2006 version , which had performed poorly the previous season , would be no match for the Focus or C4 . Added to the fact that the cars were equipped with unfamiliar BF Goodrich tyres after Pirelli decided not to supply any teams in 2007 , and they were hoping that Petter Solberg and Chris Atkinson could just earn some points from the race .

Forty nine crews registered to compete in the rally , Of the top tier drivers entered , Jean Marie Cuoq was the only WRC rookie , and Chris Atkinson , Henning Solberg , and Matthew Wilson had driven at Monte Carlo only once before , all in 2006 . The starting order for Leg 1 was " Priority 1 " (P1) and P2 WRC drivers in the order of the final classification of the 2006 season , followed by all other drivers as decided by the ACM . Loeb , the previous season 's champion , set off first , followed by Grönholm , then Mikko Hirvonen . Loeb and Grönholm were the favourites to win ; Loeb had won the Monte Carlo three times in a row between 2003 and 2005 , and

Grönholm had won in 2006 . Nevertheless , there were worries that Loeb would not be physically fit enough to win . Four months earlier he had broken his left shoulder in a mountain @-@ biking accident , and there was a chance he might not even compete in the first part of the season . His physiotherapists and consultants told him that because of the operations he had had on his arm , he should definitely have sat out the Monte Carlo Rally . Loeb admitted that he was " really stressed " before the start , and wondered whether his arm would be okay . " It has been okay in testing but what about the long stages ? " he asked . His answer : " I don 't know . "

= = = Race = = =

Following a ten @-@ year absence of nighttime @-@ run stages , the first two Special Stages of the event were held on Thursday night . They were the first night stages scheduled in the rally since 1997 . Throughout the day it had rained , and although it had stopped before the race began , the roads were still very wet and slippery . In discussing the day 's weather , Grönholm said that he expected the stages that night to be difficult , and added , " I hope this time we can take the right tyres , we were always a little bit on the wrong side [last year] ? it ? s not easy , but I hope we will manage to get it right this time . " Earlier in the day , the crews had driven a shakedown stage in Mauves ; however , due to a large number of fans and spectators along the route the shakedown was stopped early , and some crews including Loeb and co @-@ driver Daniel Elena were forced to carry out last @-@ minute testing and necessary changes to their cars on the main roads back to Valence . Though forty @-@ nine crews registered in the rally , only forty @-@ seven actually competed . Privateers François Duval driving a ?koda Fabia WRC , and Angelo Villa in a Fiat Punto failed to start the event .

The first stage of the rally started at 19 : 16 Central European Time (UTC + 1) on Thursday evening . The 28 @.@ 52 kilometres (17 @.@ 72 miles) winding route led the crews between Saint @-@ Jean @-@ en @-@ Royans and Col de Lachau . Before taking to the tarmac , Chris Atkinson , in a 2006 Impreza WRC for the Subaru WRT , admitted to never driving a tarmac stage at night before , but said it would be interesting to see how everybody performed . His teammate Petter Solberg spoke of the challenges facing him : " [In the dark] everything gets a little bit more narrow and you always tend to be careful with how you turn in and keep the speed up in the corners , but obviously you have to listen to the pacenotes , that is absolutely crucial thing , 100 % . " Loeb , who was familiar with driving on nighttime stages in the French Rally Championship , said , " In the dark you have to drive like you can when you have only two passes on the recce , and then you also start with the fastest stage . I think there can be some big moments tonight . " Loeb and Elena took to the road first in their C4 , and despite the limited visibility from both his ride position and the unlit roads , he set a pace time of 13m 58.7s . His teammate Dani Sordo and co @-@ driver Marc Marti were able to keep up the pace , maxing out at 196 kilometres per hour (122 miles per hour) at one point along the route , and finished in 14m 07.2s for second place . Taking third place on the stage were the Ford crew of Grönholm and Timo Rautiainen , who finished after 14 m 13.9s . On Stage 2 , a 17 @.@ 88 km (11 @.@ 11 mi) run from La Cime du Mas to Col de Gaudissart , Loeb held on to the lead , completing it in 9m 31.2s . Grönholm proved to be faster than Sordo on this stage , finishing with a time of 9m 45.5s , 1.1s faster than Sordo . At the end of Leg 1 and 46 km (29 mi) , any worries about how well the new C4s would perform had been forgotten . They had beaten all the competition by a wide margin . Loeb was almost 25 seconds ahead of his teammate , while Grönholm was 30 seconds adrift ; and Petter Solberg , over a minute behind the lead .

There were six stages in Leg 2 on Friday , totalling 150 @.@ 62 competitive km (93 @.@ 59 mi) . Stage 3 was the first of these , starting at 08 : 19 CET in Saint @-@ Pierreville . The route was 46 @.@ 02 km (28 @.@ 60 mi) long and finished in Antraigues . The previous leg 's provisional classification determined the starting order for Leg 2 , whereby the top 15 P1 and P2 drivers started in reverse order , followed by the remaining drivers in order of classification . Henning Solberg and Cato Menkelud , driving a 2006 @-@ spec Focus RS WRC for the Stobart VK M @-@ Sport Ford Rally Team were the first crew to take to the still @-@ damp roads , and they set a time of 32m 52.9s . Their teammates , Matthew Wilson and Michael Orr , completed the leg a minute quicker , at

31m 42.5s. With no snow and ice on the roads , Sordo , who proved to be very quick on the tarmac surfaces last season , was fastest on Stage 3 . He set a time of 29m 43.4s , a wide margin ahead of Loeb 's and Grönholm 's second- and third @-@ placed times of 29m 59.6s and 30m 01.1s , respectively . Loeb was said to be " visibly shaken " from losing the stage to his less @-@ experienced teammate . " I lost 16 seconds , my tyres were too hard , " he said . " At the start they went cold and I wasn 't in a good rhythm . Before we reached some dry parts I wasn 't confident and I didn 't want to take any big risks this morning . " Most drivers had problems with their tyre selection on Stage 3 , including Petter Solberg and Hirvonen . Petter was still trying to get used to the new BF Goodriches his car was outfitted with , but he found them too hard and said he could not find any feeling or grip with them . Hirvonen , however , felt his tyre compound was too soft , and was unimpressed with his time . Hirvonen completed the stage ninth , in 30m 41.5s , but Petter 's time of 30m 50.0s was even worse , putting him in 12th position . Petter 's Subaru teammate Atkinson had no problems with his tyres , though , and he finished fourth with a time of 30m 03.5s. The Mitsubishi Lancer WRC crew of Xavier Pons and Xavier Amigo had other troubles during this stage . The transmission failed and they had to retire from the rally . Their teammates Toni Gardemeister and Jakke Honkanen set a good time on the stage when they finished in fifth place , as did OMV @-@ Kronos 's Manfred Stohl and Ilka Minor in sixth .

At the end of Stage 3 , the podium positions were unchanged , but the time difference between Loeb and Sordo had decreased to seven seconds , although the gap between first place and fourth was over a minute . Petter Solberg had dropped out of contention for points , in ninth place overall , eighth being taken by Jan Kopecký in a privately entered Škoda Fabia WRC . Before Stages 4 and 5 got underway , the crews had a chance to change their tyres to a set with a more suitable compound . A new WRC rule for 2007 allowed for Remote Service Zones to be set up away from the main Service Park at Rally HQ . For 15 minutes the cars could be refuelled , re @-@ tired , and have any necessary maintenance carried out , as long as the parts and tools to do so (except fuel and tyres) were already in the vehicle . For Grönholm this was a major relief . On the previous stage his car had developed an issue with the hydraulic flappy @-@ paddle gearchanges on his steering wheel , which meant he had had to resort to shifting gears manually . The technicians were unsure why or how it had occurred and were hoping that their repairs would last until the car got back to Valence . Loeb won an uneventful Stage 4 , but only by one @-@ tenth of a second ahead of Sordo , and on Stage 5 Sordo was quicker than Loeb , after Loeb stalled on the start @-@ line and was unable to make up the lost seconds . At the midday break , Loeb was lamenting his lead over Sordo . " Now it 's a big battle between the two C4s . The other cars for the moment are behind , so it 's good news for the team . It would be easier if Dani were bit further behind but I have to deal with that , " he said . " I 'll try to keep position this afternoon , but it 's not easy . Dani is really fast . I only have a six @-@ second lead . " Grönholm was also complaining . " The only good thing here is to win this rally , but to drive here ; I don 't like it . "

Stage 6 was a rerun of the Saint @-@ Pierreville ? Antraigues stage from the morning . The roads had dried out by the afternoon , but that did not stop some crews from having accidents along the route . Stohl spun out as he went through a corner , and crashed the front of his car into the stone wall of a house . He continued on , but the front bumper was damaged and hanging loose . " We lost the front brakes completely , " Stohl explained . " Absolutely no brakes . I was lucky to finish because I was nearly off sometimes . " Despite his difficulties , he managed to finish the stage in 29m 37.6s which put him in 10th position for the stage , and 8th overall . The dry roads meant that all the drivers were able to complete the stage faster than they had been in the morning . At just 5 km (3 @. 1 mi) Loeb was already much faster than his time during Stage 3 , but on a narrow stretch of the route towards the Col de la Fayolle he did not brake into a corner at the right time and skidded and collided with a fence . He was able to carry on driving , but co @-@ driver Elena 's door and sill were damaged . Despite the accident , he won the stage , and increased the overall gap between himself and Sordo from 6 @. 5 seconds to nearly 24 seconds . A repeat run of Stages 4 and 5 closed the day . Sordo won Stage 8 and Loeb took Stage 9 . But by the end of the Leg and 550 @. 02 km (341 @. 77 mi) of driving , Loeb 's arm and shoulder were in great pain and his osteopath worked through the night to try to address the problems .

Leg 3 began early Saturday morning . Following Friday 's stages , Loeb was 25 seconds ahead of Sordo , and 1m 15s in front of Grönholm . Stage 9 was the first of the day , a 19 @. @ 67 km (12 @. @ 22 mi) route between Labatie @-@ d 'Andaure and Lalouvesc held in darkness . Loeb , Sordo , and Grönholm once again finished first , second and third . Atkinson suffered a setback when he crashed his car and stalled it . It cost him a few seconds and he finished the stage ninth , behind Hirvonen , Jean @-@ Marie Cuoq , Gardemeister and Kopecký , but he retained his fourth place standing in the event 's classifications . The surprise result of Stage 10 was Atkinson 's . He broke Loeb 's and Sordo 's run and was the first fastest non @-@ Citroën driver of the rally , and set a time of 12m 42s .

Henning Solberg , meanwhile , went off the road and into a ditch as he entered one of the corners on the stage , and his brother Petter had a similar problem in the same corner , but his quick reactions were able to control the car so he just drove into the scrub and got back on track . Henning finished in seventeenth place , and Petter finished joint @-@ fifth with Cuoq on 12m 50.4s. Loeb ran his slowest time on this stage after he reduced speed and his tyres went cold . " I was a bit faster than Dani [Sordo] on the start of the stage , and then I saw my splits [times between checkpoints] and then I tried to slow down , " he explained . " We had hard tyres and when you slow down the tyres [cool down] and then you lose the grip more and more , and at the end it was really tricky and I had cold tyres , so I just tried to slow down . The end [of the stage] was really tricky so I didn 't want to take any risks . " Stage 11 was won by Hirvonen with a time of 11m 46.9s. Loeb was 1.2s slower and finished second . Atkinson lost all the time he made up in Stage 10 by finishing in eighth place , 11 @. @ 4 seconds slower than Hirvonen . This reduced the gap between the two in the overall classifications to just 8 @. @ 9 seconds . Sordo , meanwhile , had his worst stage and finished in 10th position .

After the midday service , the next three stages were reruns of the morning 's . Hirvonen won Stage 12 and Atkinson had another slow run , which resulted in Hirvonen taking fourth place in the provisional classification by four @-@ tenths of a second . On Stage 13 , Atkinson retook his fourth @-@ placed position after winning the stage with a time of 12m 32.4w , and beating Hirvonen by 7 @. @ 6 seconds . " Considering how ordinary I drove in the first one , I had to pull my finger out ! " said Atkinson . He regained his fourth @-@ place position just 7 @. @ 2 seconds ahead of Hirvonen . Loeb was slow again , 6 @. @ 7 seconds slower than his teammate , Sordo , which cut the time between them to 23 @. @ 2 seconds . " No problem , the car is going very well , " said Loeb . " One stage more to go and hopefully its okay . "

Stage 14 was the last in the mountains of Ardeche , before travelling to Monte Carlo for the Super Special Stage . For most drivers it was going to be the last time to gain higher positions in the classifications . Loeb , although slow again , extended his lead in the standings to 31 @. @ 1 seconds , by finishing in fourth position with a time of 11m 47.7s. Sordo also had another bad stage . He finished the stage ninth @-@ fastest after 11m 55.6s on the road . For Hirvonen , it was the last good chance to retake fourth position from Atkinson , which he did when he won the stage by setting the pace time of 11m 30.5s. Atkinson ran 8 seconds slower and finished second . It was also Jari @-@ Matti Latvala 's last chance to earn a points position . Kopecký had been in eighth position and set to score one point since the middle of the second Leg , but Latvala was just 5 @. @ 4 seconds behind him going into this stage . But Latvala pushed too hard and when he drove over some loose gravel he lost control and slid the car into the end of a stone wall . The impact caused damage to the car 's roll cage which forced him to retire from the rally and end his attempt to earn any points .

The final stage of the rally took place on Sunday morning . After conducting the entire race in France the organisers only paid lip service to the principality by holding a Super Special Stage there . It involved two laps of part of the Circuit de Monaco for a total distance of 2 @. @ 8 km (1 @. @ 7 mi) , with two cars on the road at the same time but starting at two different points along the track so that they did not interfere with each other . Because the Service Park was in Valence , repairs , adjustments , refuelling and tyre changes were carried out on Saturday night ahead of the drive down to the coast . The decision about which tyres to fit on the cars was taken out of the teams ' hands . ACM ordered that all the cars would drive on the snow tyres that the teams had been allocated , but had not been used because of the dry weather , a decision that was described as "

absurd " because the cars ended up drifting through the corners . Loeb 's , Sordo 's and Grönholm 's lead times so far ahead of anyone else 's , so the interest in Stage 15 was on Hirvonen and Atkinson . Only eight @-@ tenths of a second made the difference between a fourth @-@ place position and five points , and fifth @-@ placed position and four points . Hirvonen , who was in fourth place , completed the stage in 1m 50.9s , and admitted , " [I made] a few small mistakes , and that can be it . Nothing more I can do . We 'll see how Chris drives and hope for the best . " . Atkinson drove opposite Grönholm on the stage , with Hirvonen watching from the sidelines . To beat Hirvonen , he had to complete the stage in 1m 50.0s. He was one @-@ tenth of a second quicker than that , which won him the stage and fourth place in the rally .

= = = Post @-@ race = = =

Loeb was delighted with his win at Monte Carlo , saying , " It 's a victory in Monte Carlo so that 's a great moment . I like to start the season like this , with ten points . That 's really important for me , the feeling is good . The car is really , really fast and my arm is much better , so everything is perfect for the moment . " Guy Fréquelin , the Team Principal at Citroën Total was also pleased with Loeb 's and Sordo 's results . He said afterwards ,

It 's a really a fantastic start for Citroën , for the team , for the crews . It 's really fantastic , and for the chief , for sure ! This is the result of a huge team effort . To do this in the first event , every member of the Citroën Sport team had to come together in a common goal . I think it 's a wonderful reward for our pus to come back to the World Championship . It 's not often that a car making its competition début produces results like these : nine fastest times , eight on them 1 ? 2s . And there aren 't many models that have dominated and scored a 1 ? 2 finish in their first race , either . The Citroën C4 WRC has really made its presence felt on its international début .

The last time a car had finished in first and second @-@ place in its début rally was 20 years ago in the 1987 Monte Carlo Rally , when Miki Biasion and Juha Kankkunen came first and second in all @-@ new Lancia Delta HF 4WDs . The Delta HF 4 × 4 also won two @-@ thirds of all the stages of that 1987 rally , just like the C4 did this time around . Lancia also won both the Group A and Group N categories in the race , while Citroën won the 4 @-@ wheel drive WRC category and came first in the 2 @-@ wheel drive Super 1600 category .

Grönholm was disappointed with his race , admitting that he thought he might be able to beat Sordo , if not Loeb . But after having gearbox and tyre problems on Leg 2 , he settled into third place and stayed in that position to the rally 's conclusion . " We got it wrong on the tyre choice , which we had to have approved by the FIA early in the week , " he explained . " We thought it would rain . Harder tyres would have made life easier for us . " BP @-@ Ford was also unhappy . Christian Loriaux , the team 's Technical Director said , " Having Marcus finish behind Sordo is disappointing . Being behind Loeb is easier to understand , because I didn 't expect the C4 to be any slower than the Xsara , and that car had a performance edge over us last year . " Petter Solberg also had issues with his tyres throughout the rally . After Subaru switched to BF Goodriches from Pirelli following the 2006 season , and with the shortest break between seasons the WRC had seen , the crews had not had enough time to test the new compounds . The Subarus had had their problems with the Pirellis , too . To protect them from breaking up too quickly the drivers had learned how to look after them , but driving that way on the new brand meant that he could not get the BFs up to temperature and ended up running slower . He finished the rally in sixth place . His teammate Atkinson did not have that problem though , and after fighting with Hirvonen in the final half of the rally , finished in fourth place . " It 's been a massive battle , and so much fun to be in a battle with these guys again , " he said after being congratulated by Hirvonen . Two drivers in non @-@ manufacturer cars , Gardemeister and Kopecký , finished in seventh and eighth place to receive drivers points .

As a consequence of the final positions , Loeb started the season leading in the World Rally Championship for Drivers with ten points . Sordo was second with eight points , Grönholm was in third position with six points . In the World Rally Championship for Manufacturers , Stobart Ford had one point from Henning Solberg 's fourteenth @-@ placed position (although Wilson finished the rally quicker , he was not nominated to earn points for the manufacturer) . Stohl earned OMV @-@

Kronos Citroën two points . Subaru were in third place with eight points , BP @-@ Ford were two points clear of Subaru in second place , and Citroën Total WRT was first , with eighteen points ? ten from Loeb 's win and eight from Sordo .

= = Statistics = =

Crew names in italics are able to score points for the manufacturer in the World Rally Championship for Manufacturers

= = = Entry list = = =

= = = Special stages = = =

= = Classifications = =

= = Championship standings after the event = =