



## SS7 : LABOREL / CHAUVAC-LAUX-MONTAUX 2

Date:	23.01.2026		
Day:	2	Flash N°:	10
Special Stage:	7	Distance:	17,95 km
Weather:	4°C – Rain		
Road conditions:	Full wet conditions, mud in cuts, slush and ice around 7-9 kms.		

### SS7: The Solberg Show continues

Oliver Solberg, as calm and efficient as ever, set the fastest time on SS6 on Friday afternoon between Laborel and Chauvac-Laux-Montaux (17.95 km), on a road that was less slippery and less treacherous than on Friday morning, when the Swede won SS4, on his first pass. He once again finished ahead of his Toyota Gazoo Racing teammates, Sébastien Ogier and Elfyn Evans, but by only two seconds.

Since the start on Thursday afternoon in Monaco, Solberg has been the man to beat in this 94<sup>th</sup> Monte-Carlo Rally, to the point where, after SS7, he still has a lead of more than one minute over Evans. This is his first rally as a full-time driver for the Japanese team, having won last year's Rally Estonia to open his WRC account in the top flight.

'There was a lot of mud on the road and on the windscreen, so it wasn't easy. The gaps are still very big, but we'll be less penalised this afternoon by our position on the road,' said Ogier, who remains third overall, one and a half minute behind Solberg Junior.

At Hyundai, Thierry Neuville is doing better but is not yet at the very front (4<sup>th</sup> in SS7 and overall), while Adrien Fourmaux lost time in SS7 because his hydraulic handbrake was broken. "In some hairpin bends, I had to put the car in reverse. We'll try to fix it," he told Canal Plus. The Frenchman is still 5<sup>th</sup> in the overall standings, ahead of Ireland's Jon Armstrong (Ford Puma), who is competing in his first ever Monte Carlo Rally.



In the WRC2 class, the battle continues to rage between half a dozen manufacturers and as many top-level drivers. After SS7, the provisional leader is Frenchman Léo Rossel (Citroën C3), brother of Yohan, ahead of Russia's Nikolay Gryazin (Lancia Ypsilon HF), marking the Italian brand's comeback in the WRC, and another French driver, the highly experienced Eric Camilli (Skoda Fabia).

## Quotes

### 55. MCERLEAN-TREACY

*2 Super-soft, 4 Studs*

"It's crazy, a lot of dirty cuts and more water than we expected. The mud gets pulled out a lot. I had a strange feeling with the car in some junctions."

### 5. PAJARI-SALMINEN

*2 Studs, 4 Snow*

\*No quote\*

### 1. OGIER-LANDAIS

*2 Studs, 4 Snow*

"It's super muddy. Just trying to stay out of trouble, God forbid. There are a lot of things that can happen. [About the gravel crew], they expected what it was like."

### 33. EVANS-MARTIN

*2 Studs, 4 Snow*

"A bit less ice and snow than this morning, but now it's the mud we have to deal with. All ok, but there is a lot of it."

### 11. NEUVILLE-WYDAEGHE

*2 Studs, 4 Snow*

"We are here. The road is changing all the time, we had much more ice in the notes than there actually was. I didn't feel it, I took it a bit safe."

### 18. KATSUTA-JOHNSTON

*2 Studs, 4 Snow*

"[When he lost the power steering] At the last kilometer in the stage. Something like that."

### 16. FOURMAUX-CORIA

*2 Studs, 4 Snow*

"I have no handbrake, in the hairpins, I had to reverse. We are going to fix it and it's going to be okay."



## **99. SOLBERG-EDMONDSON**

*2 Studs, 4 Snow*

"Really tricky, so much mud everywhere. I was so scared to puncture! Not easy to drive with the tyres, but I tried my best in the tricky conditions. I was very careful, but I think everyone has to do so. I just try to control myself."

## **13. MUNSTER-LOUKA**

*2 Studs, 4 Snow*

"Quite different conditions, no ice at all anymore. Difficult to trust the front of the snow tyres, I had to use the handbrake a lot. Probably not very efficient at the beginning, but good for the fans."

## **20. PADDON-KENNARD**

*2 Studs, 4 Snow*

"It's consistent, but just a lot of mud there. It's almost like Rally GB in places. At least, it's consistent. We're making small improvements with the car, so we just found something else that's given me a little bit more confidence. Ultimately, I'm the first to admit these are not my sort of conditions. I'm just doing what I can with what we've got. I'm just trying to get a feeling with the car, these little things. Bit by bit, we'll get there."

## **95. ARMSTRONG-BYRNE**






















*2 Super-soft, 2 Studs, 2 Snow*

"The aquaplaning that we had took me by surprise. The whole stage was quite okay until that point, and then just coming into the corner, trying to position the car, and it just started to understeer. We hit the bank and I'm not sure what damage we have, but we'll go and see if we can continue."



## Classifications

### SS7

POS	DRIVER	TEAM	STAGE TIME	DIFF PREV	DIFF 1st
1	 O. SOLBERG		12:10.0	-	-
2	 S. OGIER		12:11.9	+ 01.9	+ 01.9
3	 E. EVANS		12:12.8	+ 00.9	+ 02.8
4	 T. NEUVILLE		12:27.4	+ 14.6	+ 17.4
5	 G. MUNSTER		12:31.4	+ 04.0	+ 21.4
6	 J. ARMSTRONG		12:41.0	+ 09.6	+ 31.0
7	 S. PAJARI		12:49.3	+ 08.3	+ 39.3
8	 H. PADDON		12:49.9	+ 00.6	+ 39.9
9	 T. KATSUTA		13:13.4	+ 23.5	+ 01:03.4
10	 A. FOURMAUX		13:14.6	+ 01.2	+ 01:04.6
11	 J. MCERLEAN		13:18.6	+ 04.0	+ 01:08.6



## After SS7

POS	DRIVER	TEAM	TOTAL TIME	DIFF PREV	DIFF 1st
1	O. SOLBERG		01:40:31.8	-	-
2	E. EVANS		01:41:38.8	+ 01:07.0	+ 01:07.0
3	S. OGIER		01:42:13.6	+ 34.8	+ 01:41.8
4	T. NEUVILLE		01:42:45.8	+ 32.2	+ 02:14.0
5	A. FOURMAUX		01:44:04.6	+ 01:18.8	+ 03:32.8
6	J. ARMSTRONG		01:44:04.8	+ 00.2	+ 03:33.0
7	H. PADDON		01:45:52.2	+ 01:47.4	+ 05:20.4
8	T. KATSUTA		01:45:59.7	+ 07.5	+ 05:27.9
9	G. MUNSTER		01:48:56.1	+ 02:56.4	+ 08:24.3
10	S. PAJARI		02:04:18.7	+ 15:22.6	+ 23:46.9
11	J. MCERLEAN		02:04:59.9	+ 41.2	+ 24:28.1