

VEHICLE INSPECTION REPORT

VEHICLE	Subaru Impreza 2000 World Rally Car
REGISTRATION NUMBER	W25 SRT
CHASSIS NUMBER	PRO-GC8.00.011 – PRO/WRC/00.11 FIA Gold Book number – 03-059-00
SHELL NUMBER	11
ENGINE ID NUMBER	00STI27
GEARBOX NUMBER	9908 FIA seal numbers for Rally GB 14163 / 14162 / 14161
ECU NUMBER	99V2/003
DIFF NUMBER	00-004 FIA seal 14034 – Rally GB scrutineering tag
CLIENT	This report is produced by the Inspector at the request of and on behalf of (the "Client"): Girardo & Co. Private Sales Belchers Farm Ascott Oxon OX44 7UH
DATE OF INSPECTION	24 February 2022
INSPECTION LOCATION	Prodrive Ltd Chalker Way Banbury Oxon OX16 4XD
ASSESSOR & REPORT AUTHOR	Paul Howarth: • Prodrive Legends Heritage Specialist – Q4 2021 to present • Head of Motorsport Operations 2011 to mid-2021 • Aston Martin Racing Team Principal 2017 to 2020 • Head of Subaru Motorsport Operations 2000 to 2007 • Head of Customer Subaru Operations All Stars Rally Team - responsible for all deliveries of customer cars between 1989 and 2009

OVERVIEW

Following inspection of vehicle **Subaru Impreza 2000 World Rally Car, W25 SRT**, chassis number **PRO-GC8.00.011 / PRO/WRC/00.11**, your report confirms the specification and identity of the Vehicle at the time of inspection to the best knowledge of the inspector and subsequent investigations by the author. Prodrive reserves the right to update the report at any time if further evidence is reported or found to invalidate any aspects of the report.

Due to the age of the Vehicle, it is common practise for such competition cars to have been rebuilt following events and/or accidents, which will have involved the repair, rebuilding, or replacement of many components including potentially extensive bodyshell repair or replacement, and fitment of non-period parts which are not consistent with the specification at the time of the Vehicle being maintained and operated by Prodrive – see details in report.

Further research is likely to be required to confirm the believed history trail after the Vehicle ceased to be used and/or maintained by Prodrive, and such information is subject to written confirmation from subsequent owners of the Vehicle. Whilst Prodrive and the Inspector will use their professional judgement and experience to assess all available information regarding the Vehicle they shall not be responsible for any errors, omissions or inaccuracies in the report which are the result of documents or information of any kind supplied by third parties.

General information and condition - the report will indicate the likely correct identity of the Vehicle but does not confirm nor has checked the condition, legality under technical sporting regulations or homologation of any of the components internally or externally for worthiness in any kind of competition or road use.

DISCLAIMER

The Prodrive appointed Inspector of the Vehicle and the author of this report have used their expertise and experience of this type of vehicle and similar vehicles to assess the Vehicle accurately insofar as is reasonably possible without extensive dismantling of the Vehicle.

This report is intended for clients who are seeking a professional opinion about the provenance and condition of the Vehicle which has been closely inspected in the context of the known and reasonably assumed history of the Vehicle. Where the Inspector is concerned about the potential for inconsistencies in the specification of the Vehicle or hidden defects these are explained including highlighting, where appropriate, the potential for the Customer to request or arrange further investigation.

This report is a view of the Vehicle on the day of the inspection only and can in no way be construed as confirming the Vehicle is ready to undertake any form of motorsport competition or general road use or for any other purpose the Customer may have in mind for the Vehicle.

This report is prepared for the sole use and benefit of the Customer only and neither Prodrive nor the Inspector accept any liability to any third party for its contents or use.

Prodrive and the Inspector have made reasonable efforts within the constraints of a one-day inspection and associated research to ensure the information contained within this report is correct to the best of their knowledge. However, neither Prodrive or the Inspector give any warranty either expressed or implied nor shall be liable in any way to the Customer or any third party for the direct or indirect consequences of any errors or inaccuracies whatsoever should any or all the information contained herein be subsequently suspected or proven to be incorrect.

The Customer by instructing and paying Prodrive to inspect and report on the Vehicle acknowledges and accepts insofar as permitted by law the terms and conditions set out in this Disclaimer which shall be governed by English law and subject to the exclusive jurisdiction of the courts of England.







HISTORY

Subaru Impreza 2000 World Rally Car, W25 SRT, chassis number PRO-GC8.00.011 / PRO/WRC/00.11 was a works car and competed on events as per the FIA log book. Post Rally GB in 2000, the car was sold to a private collector as rally finish along with memorabilia. No records are available, but it's possible the car would have undergone some reassemblies following post-event scrutineering.

Championship / competing list of events below:

2000 FIA World Rally Championship

- Tour de Corse, 28 Sept to 1 Oct 2000 Burns / Reid 4th
- San Remo Rally, 19 to 22 Oct 2000 Burns / Reid DNF
- Rally of Great Britain, 23 to 26 Nov 2000 Burns / Reid 1st

Car numbers/Major Unit Correlation

ITEM	AS SOLD	CURRENTLY
Chassis	PRO-GC8.00.011	PRO-GC8.00.011
Number plate	W25 SRT	W25 SRT
Engine	Unknown	00STI27
Turbo	Unknown	20WRC91 FIA Tag No 14003B
Engine ECU	Unknown	99V2/003
Transmission	Unknown	9908 engraved on bell housing
Rear differential	Unknown	00/004
Transmission ECU	Unknown	99010
Steering rack	Unknown	
Fuel cell	Note – the fuel cell has been changed, it would have been Premier 17485, fuel tank stickers are still fitted to the fuel cell	WFB-19-031

Certified Documentation:

	YES	NO
FIA Gold book	✓	
FIA roll cage Gold book sticker	✓	
UK log book	✓	
ASN log book		✓
MOT		
Fuel tank certificate	Original tank out of date, as stated above See pages 13 & 14 for Willans certificate	

V5C

CP 6166813

7/20

Driver & Vehicle
Licensing
Agency

Registration number

W25 SRT

UNITED KINGDOM

UK

REGISTRATION
CERTIFICATE

920_1045567028_02217_0052_39800

GIRARDO & CO PRIVATE SALES
BELCHERS FARM
ASCOTT
OXFORD
OX44 7UH



Registered keeper

You must make sure that the name and address printed here is correct. If it is not, see section 3.

Document reference number
Don't share, keep it safe

1172 675 1056

Acquired vehicle on 02 06 2021

Thinking of buying this vehicle?
Buyer beware...

Do you know how to avoid being tricked into buying a stolen vehicle?

For tips and advice go to gov.uk/checks-when-buying-a-used-car

THIS DOCUMENT IS NOT PROOF OF OWNERSHIP.

It shows who is responsible for registering and taxing the vehicle.

Registration Certificate translations

Document de proprietate	Zulassungsbescheinigung	Certificat d'immatriculation	Registrazione sudjma	Dokument Registracnyj	Prilozhenie dovoljenja
Permis de conducta	Registrierungsbescheinigung	Carte d'immatriculation	Fingertsi registratsii	Certificat de matricula	Prilozhenie dovoljenja
Overlatten o regjestr	Übersichtskarte	Carte de circumscrie	Certifikat za Registracijo	Certificat de matricula	Prilozhenie dovoljenja
Registrationscert	Übersichtskarte	Registracijas aplieciba	Kartelkarta	Overlatten o evidenci	Prilozhenie dovoljenja

Data protection

DVLA handles your personal data in accordance with road vehicle law and data protection laws. The law allows us to release your data to the police and other enforcement bodies. We also provide data to other parties where the law allows it. For further information about how we process your data, your rights and who to contact, see our privacy notice at gov.uk/dvla/privacy-policy

Special notes (these notes cannot be removed)

NO. OF FORMER KEEPERS 5

1. DECLARED NEW AT FIRST REGISTRATION.

How to fill in your V5C Registration Certificate (log book)

Tax or SORN (Statutory Off Road Notification) using the document reference number above.

1

Change my vehicle details

2

Selling or transferring my vehicle to a new keeper (not a trader)

3

Change my name and / or address

4

Selling, transferring or part exchanging this vehicle to a motor trader

5

Permanently exporting this vehicle for more than 12 months

6

New keeper slip

You must fill in section 1 over the page and return the whole V5C to DVLA, Swansea, SA99 1BA. For more information go to: gov.uk/change-vehicle-details-registration-certificate

It's quick and simple to tell us online at: gov.uk/sold-bought-vehicle Or fill in section 2 over the page and send to DVLA, Swansea, SA99 1BA. You must give section 6 to the new keeper.

It's quick and simple to tell us your new address online at: gov.uk/change-address-v5c Or if your name and address has changed you must fill in section 3 over the page and return the whole V5C to DVLA, Swansea, SA99 1BA.

It's quick and simple to tell us online at: gov.uk/sold-bought-vehicle Or fill in section 4 over the page and return just that page to DVLA, Swansea, SA99 1BA.

If you or someone you're selling the vehicle to is taking it out of the country for 12 months or more, go to section 5 over the page. For more information go to: gov.uk/taking-vehicles-out-of-uk

Selling your vehicle: you must fill in the date of sale on section 6 over the page and give it to the new keeper. Vehicle tax or SORN isn't passed on to someone else. For more information go to: gov.uk/vehicletaxrules

Failure to tell DVLA of any changes may result in a penalty and / or prosecution.

Scanned copy of original logbook*

* Document supplied by the client

V5C-0720

Vehicle details

A Registration number **W25 SRT** **[A.1]** **6**

B: Date of first registration **01 09 2000**
[B.1]: Date of first registration in the UK **01 09 2000**
D.1: Make **SUBARU**
D.2: Type
Variant
Version
Euro status
Real driving emissions
D.3: Model
D.5: Body type **SALOON**
[X]: Taxation class **PRIVATE/LIGHT GOODS (PLG)**
[D.6]: Suspension type
[Y]: Revenue weight
R.1: Cylinder capacity (cc) **1994 CC**
V.7: CO₂ (g/km)
P.3: Type of fuel **PETROL**
S.1: Number of seats, including driver
S.2: Number of standing places (where appropriate)
[D.4]: Wheelplan **2-AXLE-RIGID BODY**
J: Vehicle category
K: Type approval number
P.2: Max. net power (kW)

E: VIN/Chassis/Frame No. **PR0-GC8-00011**
P.5: Engine number **005TI22**
F.1: Max. permissible mass (exc. m/vs)
G: Mass in service
Q: Power/Weight ratio (kW/kg) (only for motorcycles)
R: Colour **BLUE**
O: Technical permissible maximum towable mass of trailer
O.1: braked (kg)
O.2: unbraked (kg)
U: Sound level
U.1: stationary (dB(A))
U.2: engine speed (min-1)
U.3: drive-by (dB(A))
V: Exhaust Emissions
V.1: CO (g/km or g/kWh)
V.2: HC (g/km or g/kWh)
V.3: NOx (g/km or g/kWh)
V.4: HC+NOx (g/km)
V.5: particulates (g/km or g/kWh)
Automated vehicle (AV)

1 Change my vehicle details – Only fill in details to be corrected or changed

By submitting this form you are declaring that the information provided is correct. If you have made changes to your vehicle or if the information above is incorrect, you must tell us by filling in the relevant box(es) below and send whole V5C to DVLA, Swansea, SA99 1BA. Use black ink and CAPITALS.

Registration number **W25 SRT** **6**
Document reference number **1172 675 1056**
Wheelplan / Body type:
VIN / Chassis / Frame number:
New revenue weight: Date of change: Cylinder capacity (cc):
No. of seats inc. driver: No. of standing places: Type of fuel:
Engine number:
New colour: Date of change: **CLR**
Tax class: **Y**
For information on how to change your tax class go to gov.uk/change-vehicle-tax-class

2 Selling or transferring my vehicle to a new keeper (not a trader)

By submitting this form you are declaring that the information provided is correct. You must tell us immediately if you have sold or transferred your vehicle. It's quick and simple to tell us online. If you don't receive an acknowledgment or tax refund, if applicable, go to gov.uk/contact-the-dvla as you may still be liable. If you want to keep the registration number you must do this before you sell or transfer it. To tell us go to: gov.uk/keep-registration-number

Registration number **W25 SRT** **6**
Document reference number **1172 675 1056**
Title: Mr: Mrs: Miss:
Or other title or business / company name:
New keeper's first and middle names written in full:
Surname:
DVLA fleet number for companies only: Date of birth: (optional)
Current UK address (house number, street name, town / city):
Foreign address? For information go to: gov.uk/taking-vehicles-out-of-uk
Postcode:
Date of sale: (mandatory) Mileage: (optional)
Contact number of the new keeper: (optional)
Email address of the new keeper: (optional)
Driving licence number of the new keeper: (optional)

Official use only. Do not write in this space.

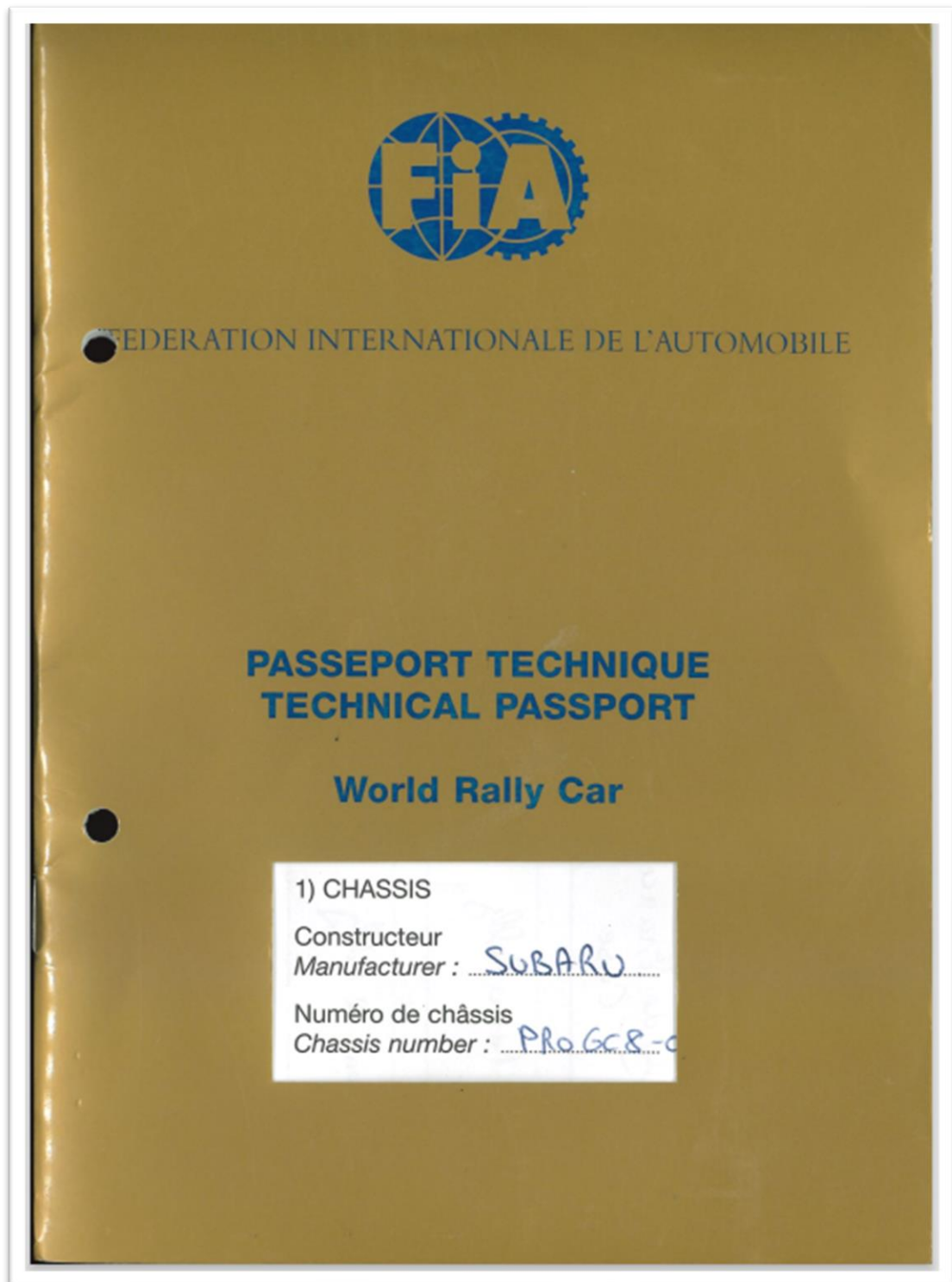
1172 675 1056 21 06 21
920 / 1045567028 / 02217 38

W25 SRT 6
ISC

Scanned copy of original logbook*

Note – the engine number in the log book states 005TI22 when in fact it's 005TI27

* Document supplied by the client



Scanned copy of original FIA Gold book*

Note - the FIA Gold book would have always been passed to the FIA scrutineer for signing for FIA events

* Document supplied by the client

Passeport Numéro Passport Number : Date : Numéro d'homologation / Homologation num WR à laquelle ce véhicule se rapporte WR to which this vehicle refers : Le véhicule doit comporter tous les éléments indiqués dans cette WR. The vehicle must include <u>all</u> the elements mentioned in this WR.	1) CHASSIS Constructeur Manufacturer : Numéro de châssis Chassis number : POT CATALYTIQUE obligatoire CATALYTIC CONVERTER obligatory : Marque / Make : Numéro d'homologation / Homologation number :
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Scanned copy of original FIA Gold book*

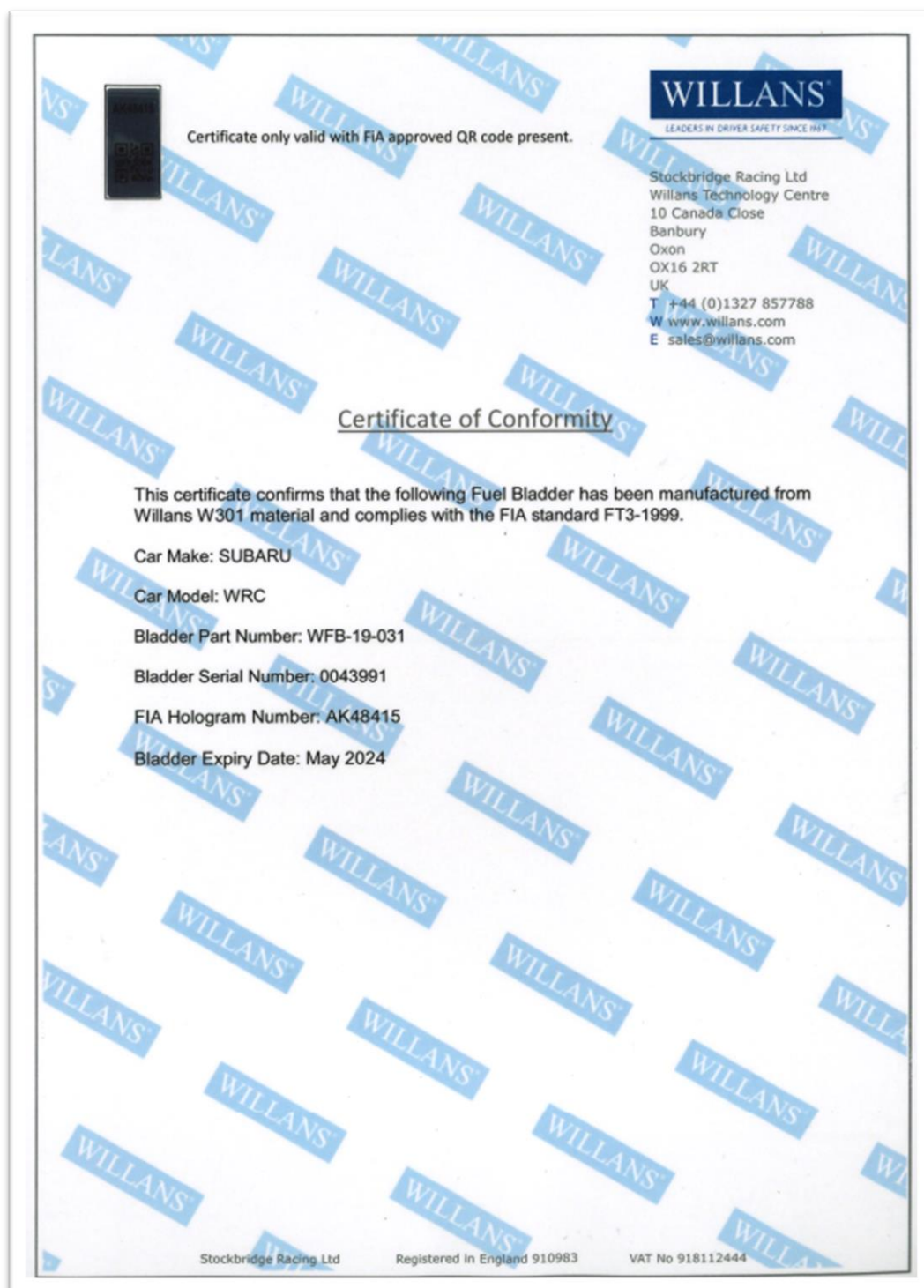
* Document supplied by the client

Nom de l'épreuve Name of the event	Date	Signature du Délégué Technique Signature of the Technical Delegate	Remarques / Remarks
Rallye de France Cuse	28/03/2000	TEQUET 	BURNS
San Remo Rally	19/10/2000	TEQUET 	BURNS.
Netwak & Rally	23/11/2000	TEQUET 	BURNS

Nom de l'épreuve Name of the event	Date	Signature du Délégué Technique Signature of the Technical Delegate	Remarques / Remarks

Scanned copy of original FIA Gold book*

* Document supplied by the client

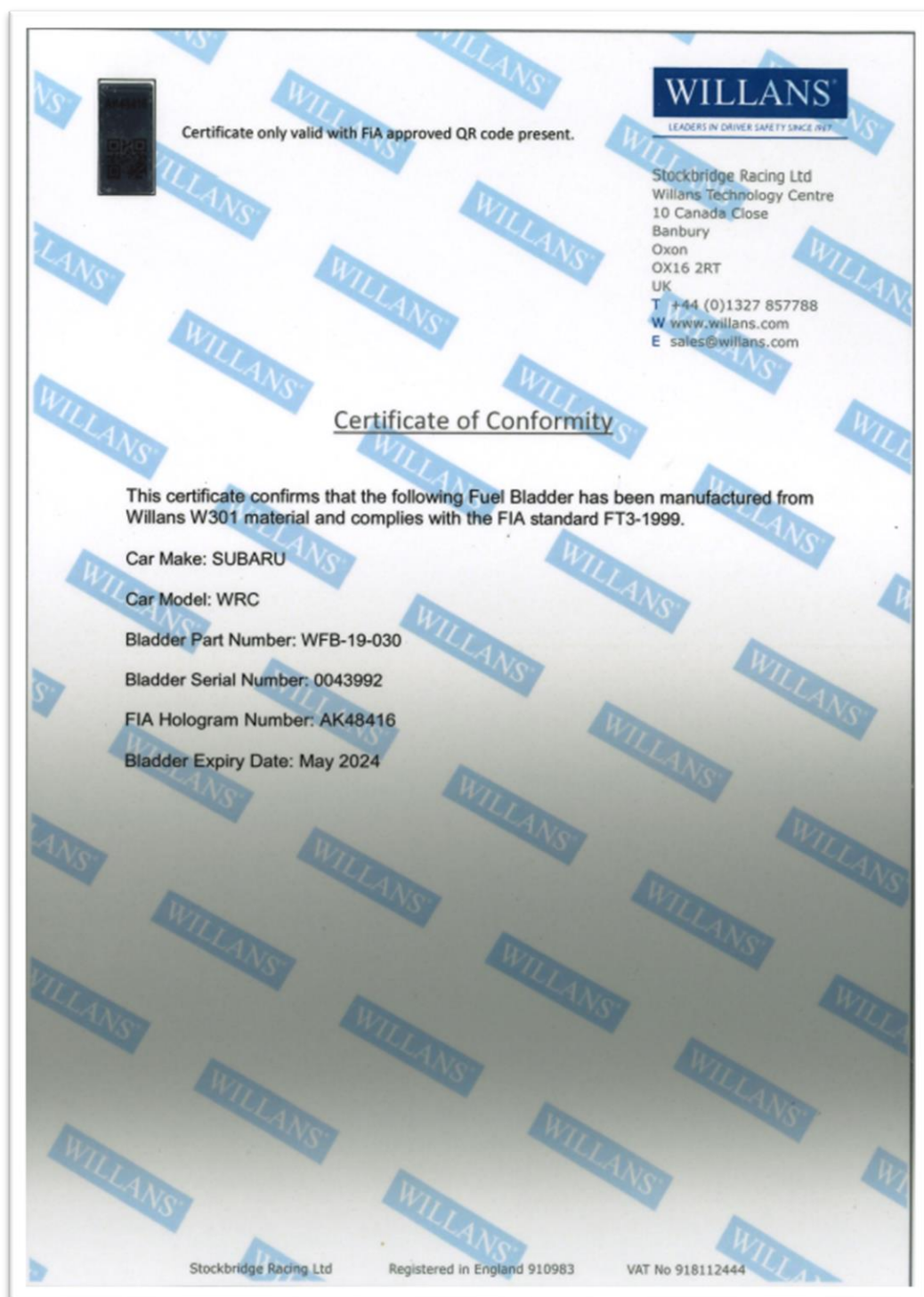


Scanned copy of original fuel bladder certificate of conformity*

Note:

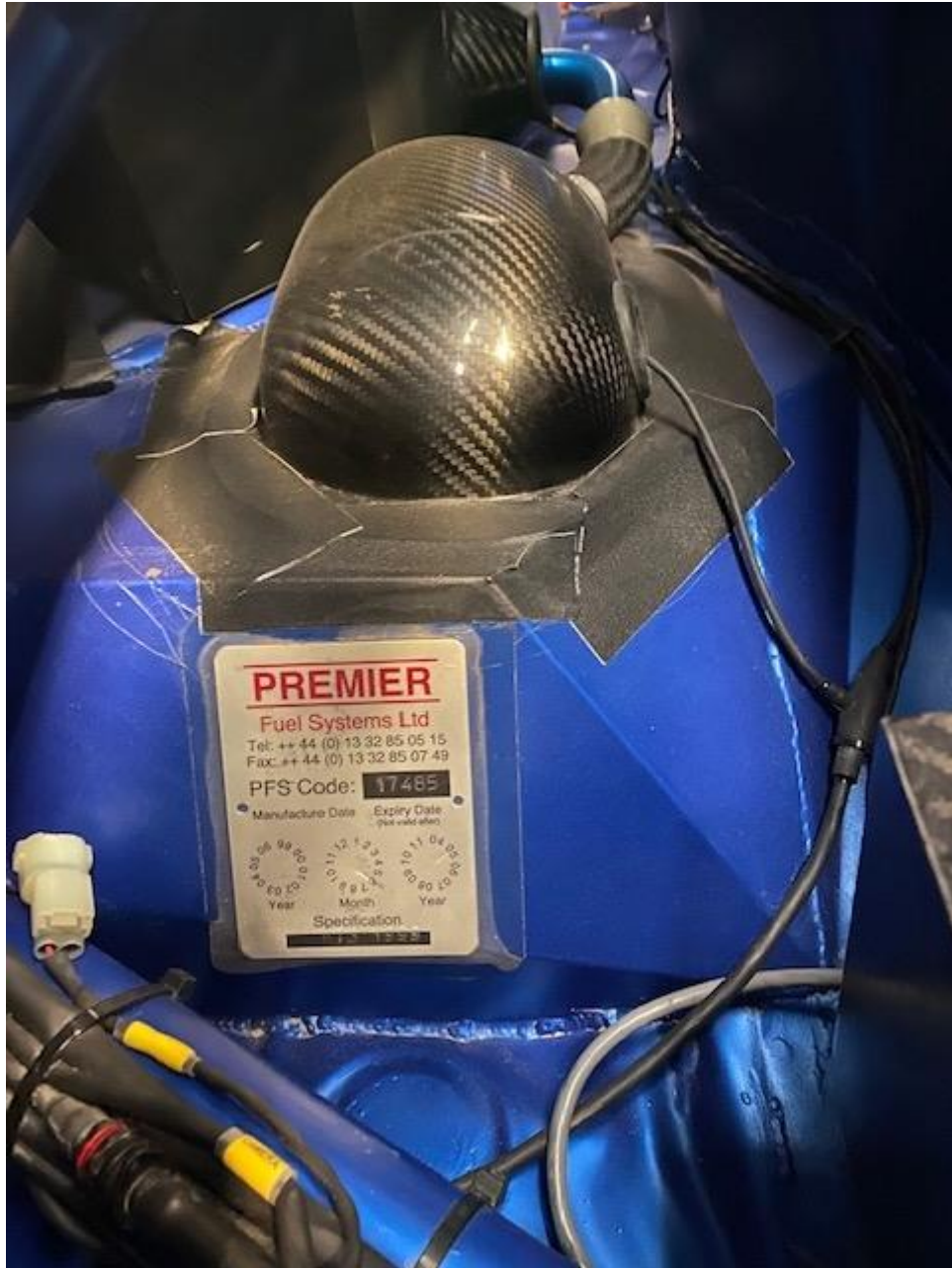
- The fuel cell has been changed - the original manufactured fuel cell would have been by Premier, part number 9931810
- The fuel outer cell still has its original stickers – see photo on Page 15
- The fuel tank was not removed for the inspection

* Document supplied by the client



Scanned copy of original fuel bladder certificate of conformity*

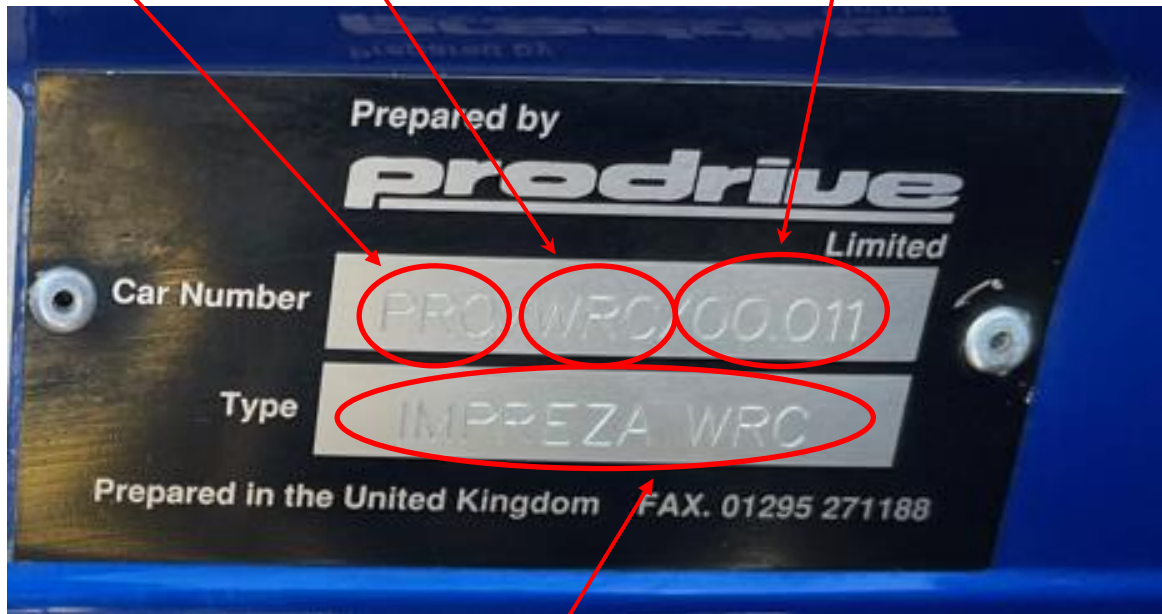
* Document supplied by the client



Original Premier fuel tank sticker from original tank which is no longer fitted –
now fitted with Willans fuel cell

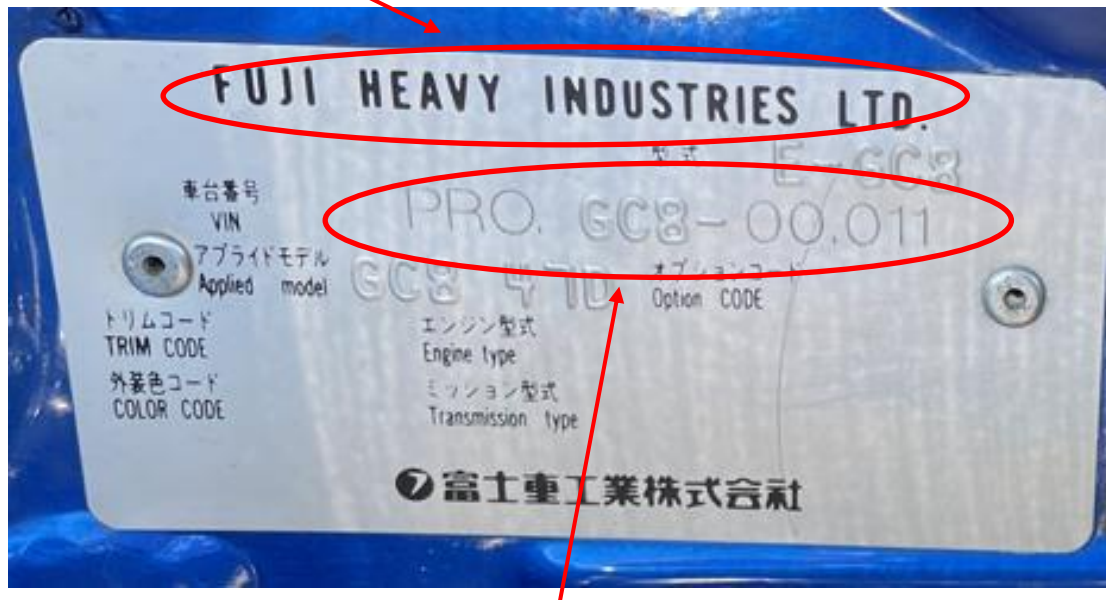
CHASSIS PLATE EXPLANATION

PRO = Prodrive WRC = world rally car 00.011 = car number



IMPREZA WRC = Make & model

FUJI HEAVY INDUSTRIES LTD = FHI silver build plate



PRO GC8-00.011 = VIN chassis number

Rally of France

28 - 30 September 2000

Rally Car No.	Vehicle	Crew	Call Sign
3	Subaru Impreza W25 SRT	Richard Burns / Robert Reid	Richard
		Simon JeanJoseph / Jacques Boyere	Simon
		Petter Solberg / Phil Mills	Petter

Service	Vehicle	Crew	Call Sign
Service 3	Mercedes P55 XXX	B Hart / S Wilson	Service 3
Service 4	Mercedes P5 XXX	J Bywater / D Rudlin	Service 4
Tyre	Renault S29SLJU	C Black	Tyre
Support A	VW Caravelle S354 JBW	C Wattam / S Cole / S Baker / S Middleton G Evans / A Gray J Bridge	Support A
Support B	VW Caravelle S355 JBW	M Mahoney / G Moore / B Williams / M Bottomley D Burbidge / S Hall / M Fletcher	Support B
Support C	MPV Hire	K Morton / P Genon / P Hughes / A Grindrod C Rankin	Support C
Support D	Mastervan W203 PRB	D Riley / M Garrod	Support D
Management	P15 WRT	J Spiller / D Lapworth	Management
Supervision	Hire Car	K Rees / S Steele / R Alderman	Supervision
Doctor	VW Caravelle T314 BFC	M Wheeler / A Hofstadter	Doctor
Comet	P955 SPP	A Dawe / K Murray	Comet
Comet Supp.	Hire Car	L Glaister / R Banks	Comet Supp.
Catering	K616 AOE	G Williams / L Starkey	Catering
Gravel 1	Impreza	R Head / S Turvey	Gravel 1
Gravel 2	Impreza	G Lemeunier / Y Bouzat	Gravel 2
Gravel 3	Impreza	B Berglund / C Menkerud	Gravel 3
Pirelli 1	Legacy Estate P985KOV	J Freeman	Pirelli 1
Pirelli 2	Hire Car	P Scrollini	Pirelli 2
Weather	Hire Car	M Davies	Weather
STI	Hire Car	Mr Yamada /	STI

Scanned copy of original movement schedule from Rally France 2000*

* Document supplied from the Prodrive archives



Car in action on event during Corsica Rally 2000

SANREMO RALLY

20-22 October 2000

ENTRANT : **SUBARU WORLD RALLY TEAM**

CREWS : Richard Burns Subaru Impreza WRC2000 (PRO/WRC/00/011)
Robert Reid W25 SRT

: Simon JeanJoseph Subaru Impreza
Jacques Boyere

: Petter Solberg Subaru Impreza
Phil Mills

**TEAM
MANAGER** : John Spiller

SERVICE VEHICLES :

Service 3	: P55 XXX	J Bywater / S Wilson
Service 4	: P5 XXX	P Hammond / B Hart
Support A	: VW Caravelle	C Wattam / S Cole / A Gray / S Baker / G Evans /
	S354 JBW	M Bottomley / J Bridge
Support B	: VW Caravelle	M Mahoney / G Moore / J Clayton / S Hall /
	S355 JBW	B Whitehead / D Burbidge / M Fletcher
Support C	: hire MPV	C Dodd / K Morton / A Grindrod / G Neale / T Miles
Support D	: Mastervan	D Riley / R Dawson
Management	: P15 WRT	J Spiller / D Lapworth
Supervision	: hire car	K Rees / S Steele / R Alderman
Doctor	: VW Caravelle	Dr M Wheeler / A Hofstadter
	T314 BFC	
Catering	: K616 AOE	L Glaister / L Pike
Comet	: P955 SPP	A Dawe / D Cox / C Hughes / R Banks
Gravel Crew 1	: Impreza	R Head / S Turvey
Gravel Crew 2	: Impreza	G Lemeunier / Y Bouzat
Gravel Crew 3	: Impreza	B Berglund / C Menkerud
Weather	: hire	M Davies
Pirelli	: hire	P Scrollini
Pirelli	: P985 KOV	J Freeman
STI	: hire	Mr Azuma

OUTLINE :

The Rally of Italy covers a total distance of 1,103.56 km. It is divided into 3 Legs, 8 Sections and comprises 17 Special Stages totalling 382.80 km.

Scanned copy of original movement schedule from San Remo Rally 2000*

* Document supplied from the Prodrive archives



Car in action on event during San Remo Rally 2000

Rally of Great Britain

24 - 26 November 2000

ENTRANT : **SUBARU WORLD RALLY TEAM**

CREWS : Richard Burns Subaru Impreza WRC2000 (PRO/WRC/00/011)
Robert Reid W25 SRT

: Juha Kankkunen Subaru Impreza WRC2000
Juha Repo

: Petter Solberg Subaru Impreza WRC2000
Phil Mills

**TEAM
MANAGER** : John Spiller

SERVICE VEHICLES :

Service 3	: P55 XXX	J Bywater / C Titmus
Service 4	: P5 XXX	P Hammond / B Hart
Tyre	: hire van	C Black / S Wilson
Support A	: VW Caravelle	C Wattam / S Cole / A Gray / S Baker / G Evans /
	S354 JBW	S Middleton / J Bridge J Houston
Support B	: VW Caravelle	M Mahoney / G Moore / J Clayton / J Brett / S Hall /
	S355 JBW	D Burbidge / S Dangerfield M Pisklav
Support C	✓ hire MPV	C Dodd / P Genon / K Morton / P Hughes / A Grindrod /
		M Farley / B Stunner
Support D	: W203 PRB	W Ball / M Garrod / J Danden
Supervision	: P980 KOV	S Steele / K Rees / R Alderman
Management	: P15WRT	J Spiller / D Lapworth
Doctor	: VW Caravelle	Dr M Saramito / A Hofstadter
	T314 BFC	
Catering	: K616 AOE	G Williams / L Starkey
Comet	: P955 SPP	A Dawe / K Murray
Comet Support	: Outback	L Glaister / R Banks / C Hughes
Gravel Crew 1	: Impreza	S Turvey / R Head
Gravel Crew 2	: Impreza	T Kankkunen / S Harjanne
Gravel Crew 3	: Impreza	B Berglund / C Menkerud
Pirelli	✓ P985 KOV	J Freeman
Pirelli	✓ P521 DOA	P Scrollini
STI 1	✗ Forester	Mr Yamada

OUTLINE :

The Network Q Rally of Great Britain covers a total distance of 1,460 km.
It is divided into 3 Legs, 7 Sections and comprises 19 Special Stages totalling 395 km.

Scanned copy of original movement schedule from Rally GB 2000*

* Document supplied from the Prodrive archives



Car in action on event during Rally GB 2000



Event podium - Rally GB 2000



Scrutineering stickers from Goodwood Festival of Speed

Circulation list :

D Lapworth
P Genon
C Trim
C Loriaux
S Cole
A Mitchell
A Mitson
T Baker

N Riddle
B King
G Covert
J Barnes
P Roberts
T Hunt
D Rudlin

BUILD SPECIFICATION

EVENT:	RALLY GB	DATE:	23-26/11/00
DRIVER:	BURNS		
APPROVED BY:			
DATE OF BUILD:			
DESPATCH DATE:			
CAR NUMBER:			
BUILT BY:			
ENGINEER:	GRAHAM MOORE		
ISSUE NUMBER:	2	DATE:	17-11-00

Scanned copy of original build specification from Rally GB 2000*

* Document supplied by the client

FRONT SUSPENSION SPECIFICATION	
Top Mounting	S6-B3-096 collars, S5-B3-306 Ti washers, bearing posn back
Cross Member	S6-D0-041, issue 4
Castor Block	S5-D2-012/-013 with 5mm spacer
Track Control Arm	S6-D0-035-1, 368mm, bottom hole, middle spacer
Upright	S6-D0-066/-067-1
Steering Arm	S6-D2-043 Ti, spacers 10mm top /16mm bottom short clevis bolt S5-D3-094-3
Anti Roll Bar & size	S5-F2-037 (Ø15mm), hard
Anti Roll Bar Blade	S5-F1-038/-039 + spacers S5-F3-139, check thickness
Drop Links	125mm, check clearances

REAR SUSPENSION SPECIFICATION	
Top Mounting	Bearing out
Cross Members	S6-E0-001 & 002, new to start
Lateral Links	S6-E2-022, 530&540mm, Raychem, retaining washer, bottom hole
Trailing Links	S5-E1-078/-079, 520.5mm, heavy weight guard. Brake pipe banjos and 30mm shorter rear brake pipes
Upright	S6-E0-027
Anti Roll Bar & Size	S6-F2-002 (Ø17mm), soft
Anti Roll Bar Blade	N/A
Drop Links	150mm, outside blade, check clearances
Wheel Scraper	Yes

GEARBOX SPECIFICATION	
Type	2000 semi automatic
Gear oil	BP4040
Control System	3-plug ECU
Cooling	Std shift and gear oil cooler in LH inner wing, bypass kit available in case gear oil cooler not required
Cross member	S5-B1-363-B

REAR DIFFERENTIAL SPECIFICATION	
Type	00 hydraulic
Gear oil	BP4040
Valve block	On body

SHAFTS SPECIFICATION	
Propshaft	GKN small diameter composite and new stone shield
Front driveshafts	XLwt 16mm bore, ceramic inner & outer, revised boot clip with long driveshaft washer. Heatshield on RHF shaft

Rear driveshafts	XLwt 16mm bore, ceramic inner & outer
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Scanned copy of original build specification from Rally GB 2000*

* Document supplied by the client

ENGINE SPECIFICATION	
Engine Specification	WRC00, new steam pipe arrangement
ECU	Prodrive/GEMS, AV mounted
Exhaust System	2.5"/3", combined catalyst / silencer /New heat shield
Clutch	Alcon 2 plates new or reconditioned
Engine Oil	Motul
Oil Cooler Specification	Yes, RH inner wing
Turbo Oil Supply	-4 with 1.3 mm oil feed, external filter for oil feed
Water Injection	WRC00 system
Ancillaries	Low mounted 200amp and PAS pump, new bracket to start & new adjuster strap in correct material

COOLING SYSTEM	
Radiator and Fans	Secan with saddle mountings only, bleed screws, thin fans to drawing S6-13-032-3. Cowling S6-H3-102-1, neo, 15% anti-freeze, steam pipe off heater pipe with 2mm restrictor, latest spec top hose, 2.2 bar radiator cap

STEERING	
Rack Type	1998 high ratio rack, 24mm, extra bleed port
Rack Preload	Preload adjustment as Technical Bulletin 141
Column assy	Steel with carbon stay, X-long UJ assembly S6-G2-025
Power Steering Fluid	Repsol
Filter	Yes
Reservoir & Cooler	S6-I0-013 header tank – flush system
Track Rods & Drumsticks	STI long drumsticks and track rods
Pump	Low mounted

BRAKES		
	FRONT	REAR
Calliper	Alcon 4 pot gravel	Alcon 4 pot rear
Discs	304x28 Alcon	304x24 Alcon
Bell	DIA2136B014GL/GR	DIA2154B016GL/GR
Pads	Ferodo DS3000	Ferodo DS3000
Brake Bias	40 / 38 bar	
Brake Cooling	No	
Fluid Specification	Motul	
Handbrake	New pivot bolt, angled towards driver, spring on m/cyl	
Master Cyl Brakes Front	Alcon Ø0.7", modified	
Master Cyl Brakes Rear	Alcon Ø13/16", unmodified	
Master Cyl Handbrake	Brembo Ø20.6mm, unmodified	
Master Cyl Clutch	Brembo Ø17mm (+2x1.2mm bleed-back mod by Alcon)	

Scanned copy of original build specification from Rally GB 2000*

* Document supplied by the client

ABS	ABS
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FUEL SYSTEM	
Tank	Premier 65 litres + central header tank, check capacity
Pumps & Filter	Pumps in fuel box, external filter, new larger connector
Fuel gauge	GEMS co-driver gauge, calibrate
Fuel Filler	FIA Staubli dry break
Protection	Carbon covers + stainless guard

BODYSHELL / UNDERBODY	
Shell Type	WRC00
Modifications	Front wing, bumper to suit maximum castor
Roll Cage	WRC00
Doors	Lightweight, standard or extended window winder
Glass	Lightweight,
Undershield - Front	Aluminium, lightweight with heavyweight available
Undershield - Rear diff	S6-C0-003-7, lightweight + heat treated
Mud flaps	Yes
Extra Protection	Lat link flap shortened by 100mm

BODYWORK	
Front Bumper	WRC00 with gravel extension
Rear Bumper	WRC98 carbon
Rear Wing	WRC00
Bonnet	Bonnet vent retained as technical bulletin 198

ELECTRICAL	
Battery	DMS 40
Lights	No
Alternator	Low mounted 200 AMP, extra protection for water-splash
Coralba	C-Giant
Data Logger	DA99/2 Logger + CD99 Screen
Main Chassis Loom	#S6Q901-5
Gearbox Loom	#S6Q902-3
Engine Loom	#S5Q1220-12
Dashboard Loom	#S6Q904-3
Power Junction Module	#S6Q905-3
Rear Differential Loom	#S6Q906-2
Fascia Loom	#S6Q907-1
Communications Loom	#S6Q967-2
Intercom	#S6Q977-1

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P.T.T. unit	#S6Q979-1
Footplate Loom	#S6Q908-2
Steering Column	#S6Q953-2
Steering Wheel	#S6Q963-1
1 st Gear	#S6Q974-1
Headlight Dip	#S6Q975-1
PTT	#S6Q976-1
Cool suit loom	Not fitted
Note	Fit 99 Engine Sensors Loom; #S6Q958-1 Fit Mini Breakout Loom; #S6Q968-3 Fit Thermocouple Loom; #S6Q947-1 Fit C of G module; #S6Q949-2 Fit C of G extension lead; #S6Q995-2
Thermocouples (#S6Q947-1)	T1 AIRBOX T2 GEAR OIL T3 CATALYST/SILENCER T4 EGT T5 SHIFT OIL T6 AMBIENT T7 (NOT USED) T8 (NOT USED)
Analogue channels (#S6Q968-3)	A1 Oil pressure A2 (Winj pressure) A3 Fuel pressure A4 Lambda sensor A5 (Acc vert) A6 (Acc long) A7 (Acc lat) A8 Coolant pressure A9 A10 Rear brake pressure A11 A12 A13 A14 Engine Oil temperature A15 A16 (Battery voltage)

ADDITIONAL INFORMATION

- L/W gravel disc bells
- No ballast on rear diff guard
- Fit 90deg kevlar prop shield see G.Moore.
- Lamp pod to be available.
- Long alternator shield available

- Heavy duty Bumper mesh bolted onto bumper
- Shortened Track rods (supplied with rack)
- Visteon steering Rack/Crossmember for Petter Solberg
- RB to have bumper-light switch near steering wheel

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POST EVENT SUMMARY

RALLY OF GREAT BRITAIN

23-26 November 2000

Richard Burns / Robert Reid



EVENT SUMMARY

- | | |
|-------------------------------|--|
| Weather | - The rally was held exclusively in Wales for the first time. Conditions ranged from just wet to full mud with about 50% of the stages requiring the most open cut tyre available. |
| Main Factors/Competitiveness: | - All 3 drivers were very competitive but got off to a bad start. |

DEBRIEF SUMMARY:

- | | | | |
|--------------------------|---|----|--------------------|
| Weight on Event: | - Service point C: | TM | 1282 kg |
| | | RB | 1270 kg (19L fuel) |
| | | JK | 1269 kg |
| | | CM | 1294 kg |
| | | CS | 1268 kg |
| | | PS | 1274 kg (16L fuel) |
| | - Service point G: | RB | 1252 kg (20L fuel) |
| | | JK | 1264 kg (18L fuel) |
| New Parts For This Event | - Lightweight rear gravel disc bells.
- Reduced camber (1.7 / 1.2) and hence shorter lateral links.
- Propshaft horro flap. | | |

Circulation list:	Mr Yamada	Nigel Riddle	Tom Hunt	Graham Neale
	Mr Shikata	Christian Loriaux	Adrian Miltson	Hydraulics Dept
	David Richards	Simon Cole	Bill King	Design Office
	David Lapworth	Pierre Genon	Graham Cobert	Test Team Workshop
	John Spiller	Graham Moore	Hugh Kemp	Workshop Office

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DEBRIEF SUMMARY:

Main Technical Problems:

- Fuel pressure regulation unstable which may have been caused by fuel pressure sensor problems.
- Fuel pressure appeared to be low for most of the shakedown and rally, up to 0.4 bar too low at high boost. This was not affected by changing the fuel filter, fuel box, pressure sensor or logger.
- Lambda and EGT were normal at all times therefore it was assumed that these readings were false.
- Transmission ECU number 30 (used at the shakedown) showed a heavily fluctuating right pot, which in this instance affected the behaviour of the ABS system.
- Damper 00R42 (LHR SS6) was report to have failed. There are no external signs of failure but it needs to be run on the dyno.

Tyre Comments:

- There was some debate about the legality of using a lightweight spare wheel during the rally as it does not resemble either of the homologated tread patterns. The lightweight spare rim should be fitted with one of the two homologated tyres in future.
- PS - KM TT was generally too soft for dryish conditions. TJ was best then but not often available for the 3rd car, this was ok.
- PS - strong EMI vibration on leaving service, which is a common occurrence, could be limited by checking all fitted wheels on a balancing machine before loading in the tyre truck.

Engine Comments:

- Y-piece bent during the shakedown of RB's car and was replaced for the start of the rally. The problem appears to have been caused by the front pipe not sliding properly inside the centre section.
- All 3 cars started the rally on the base ROM, UK.1. RB's car was switched to the -1° ROM (UK.2) at the end of leg 2 after Colin retired.
- The water injection system on RB's car did not seem to be working at the same rate as the other 2 cars despite changing the pump, solenoid and nozzle. The system was fitted with a gauge before the rally and measured to be running at around 12 bar. The AIT was similar to JK's car when compared but it seemed to be running the pump for much longer periods of time.
- The boost and fuel pressure signals appeared to show some sort of oscillation of the pressures when under load.
- RB's spare engine ECU, containing UK.2, did not have the standing start boost control operational.
- The coolant pressure seemed to be running lower than usual on all cars, even allowing for the
- JK - fuel filter unions still seem to have 2 different specs. Need to clarify correct one.
- Power level did not feel as good as previous engines on PS's car, but consistent through the event so it might just be due to extra weight with mud.

Transmission Comments:

- The shift cooler pipes were leaking from the unions on RB's spare gearbox during the MIRA shakedown and were replaced before the start of the rally.
- Clutch master cylinder on RB's car developed a leak after the shakedown and was replaced for the rally start.
- RB's gearbox 020 developed a noise towards the end of leg 2, it must be stripped and the condition of all the gears and bearings reported on

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Transmission Comments: continued

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- PS - downshifts became slow.
- Gearbox 15 was supplied to the rally team workshop without gas pressure in either the shift or differential systems. Should be incorporated in a final checklist before delivery of gearboxes.

Suspension Comments:

- The lateral links had to be shortened in order to run reduced camber on RB's and JK's cars and still keep the wheels inside the wheel arches. The driveshafts become marginal on plunge at these settings.
- LHR upright failed on RB's car after a large impact in 6th gear.
- Dampers were generally good but RB felt that set 8 went off a bit during stage 12 despite them being new from the service point immediately before.
- The bump adjusters currently achieve unnecessarily high bump rates in the top half of their range of adjustment. We should try and develop the adjuster to allow a range of, say, 180 to 230 and hence finer adjustment to enable pairs to be better balanced.
- The RHR strut of set 9 (fitted to RB's car at Service I) was difficult to fully engage with the upright. The jig that is used to check upright to strut, fit must be checked to see that it includes the full range of camber washers available.
- JK - LHF upright (41) steering arm bolts came loose.
- PS - low ride height at 53/108 was ok for the first run through stages. 5 mm high was used for repeated stages, even 10 mm when running as far back as 18th on the road.
- PS's bump rates were normally 200/180, 190/170 for wet conditions. Fresh dampers for Leg 3 made a big difference, car did not dip so much into the corners keeping the balance more consistent.

Brake Comments:

- RB did not use the ABS system at all during the rally but the option was available to him on the left hand diff pot to use the corner exit mode.
- PS - the consistency of the brake pedal is not good. It is difficult to distinguish whether the stiffness or the friction (power) is inconsistent, but it makes it difficult to modulate and maintain the appropriate effort. This might be caused by the pedal angle and some sort of radical installation test would help a lot to prove this point or not.

Steering Comments:

- PS used the Visteon steering rack (type A) which proved to be good. No vibration, no hard points. There is no point comparing to the STI rack as PS has little experience of it on gravel. Completed 380 kms.

Electrical Comments:

- Fuel pressure sensors appear to be affected by battery voltage or possibly proximity of gas discharge lights?
- JK's car had a gear selection problem at MIRA that was traced to a pin backing out of an electrical connector.
- RB's alternator was running low voltage (~12) at low revs, especially when using the lights etc. Perhaps the testing routine for alternators needs to be modified to include a check that they will generate charge at some specified RPM.
- Gas discharge lights seem to affect Kulite fuel pressure sensors.
- Data logger 017 recording the entire time even when record switch is off.

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Other Comments:

- Jacques Berger was keen that we should blank off the bonnet flush with the underside of the bonnet scoop in order that we could not be accused of allowing additional air into the engine bay or the air box.
- There was a small leak from the fuel tank spotted at Service F where the rear diff guard seemed to have been bent up into the fuel tank balance pipe. The leak was sealed and did not deteriorate.
- The PIPPA software would be easier to use (and probably more robust) if it did not require the dongle. Would it not be possible to make a version that only checked for its existence when communicating with ECUs containing certain versions of code?
- The Rally Team should carry 1 or 2 spare helmets for Engineers or others to wear when sitting in the rally cars during shakedown runs.

ACTIONS REQUIRED:	ACTION:
- Check clutch master cylinder from RB's car to find cause of leak.	Hyd Dept
- Examine fuel and boost pressure traces to establish whether fuel regulation was working correctly on RB's car.	G Neale
- Determine why some alternators require more revs than others before they achieve 14 volts, and/or specify an additional requirement of charge at low speed for an alternator to be signed off.	R Townend
- Ensure that lightweight spare wheels are fitted with a homologated tyre before each rally where they might be used.	S Steele / S Wilson
- Check jig used by Damper Department to ensure that it covers the full range of camber washers available.	B Farley
- Check condition of all gears and bearings in RB's box 020 in order to find cause of transmission noise.	J Bridge
- Investigate having a version of PIPPA developed that does not require the dongle to be present.	R Townend
- Release propshaft horror flap.	G Piercy
- Dyno Freddie Dor's dampers to see if rate has deteriorated.	A Mitson
- Measure water flow in 2001 radiator and compare with 2000 radiator.	A Mitson

Author: Simon Cole / Graham Moore / Pierre Genon
Date: 29 November 2000

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EVENT: UK RALLY START	DATE: 22-11-00
DRIVER: RB	ISSUE: 1

TOE	CAMBER	WEIGHT	PIN FIGURES
1.0 In 1.0 In	1.7 1.7		
1.5 In 1.5 In	1.2 1.2		

ANTI-ROLL BAR: Ø15 HARD	DROP LINK: 125mm
TOP M'T CASTOR: BACK	TOP M'T SLOT: FULL OUT
STRUT: GRAVEL '00	PLATFORM: 63mm (+0mm)
SPRING MAIN: 212 XXLGF (3079)	HELPER: 100x40 (3019)
DAMPER: 400/180+ 'D'	SETTING: 400/200
BUMP STOP: 80mm	DROOP SPACER: 10mm
TCA: S6-D0-035 @ 368mm	CASTOR BLOCK: S5-D2-012/-013+5mm
ROLL CENTRE: LOW POSN	TCA SPACER: MIDDLE
STG ARM: S6-D2-043 Ti	CLEVIS SPACERS: 10mm TOP/16mm BOTTOM
BRAKE PADS: DS3000	M' CYLINDER: ALCON Ø0.7"
BRAKE BALANCE: 40 / 38	

ANTI-ROLL BAR: Ø17 SOFT	DROP LINK: 150mm, O/S BLADE
TOP M'T BRG: OUT	TOP M'T SLOT: FULL OUT
STRUT: GRAVEL '00	PLATFORM: 118mm (+0mm)
SPRING MAIN: 175 XLGR (3046)	HELPER: 120x10 (3047)
DAMPER: 300/180+ 'G'	SETTING: 300/180
BUMP STOP: 80mm	DROOP SPACER: 10mm
TRAILING LINK: 520.5mm -2 TURNS	LATERAL LINKS: 535mm
CROSSMEMBERS: S6-E0-001/-002	ROLL CENTER: LOW POSN
BRAKE PADS: DS3000	M' CYLINDER: ALCON Ø13/16"

TRANSMISSION: WRC00	DROP GEARS: 22:28
REAR DIFF: HYD 4mm	PROGRAM: 2-10
FRONT D'SHAFTS: XLWT 16.0 BORE	REAR D'SHAFTS: XLWT 16.0 BORE
F'T WHEELSPACER: NO	R'R WHEELSPACER: NO

GROUND CLEARANCE / AERO:	LOW LAT LINK:
FARB HEIGHT:	SPLITTER ANGLE: 0deg
SPLITTER HEIGHT: @ LEADING EDGE	

ADDITIONAL ITEMS & NOTES:

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8	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	406/180	LH	00F31	RB	90
										399/170	RH	00F28	D & G valving	90
	300/180+	1xAdj	22	175XL (3046)	3047	118	NO	80	10	307/182	LH	00R19		90
										299/174	RH	00R07		90
9	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	394/180	LH	00F24	RB	56
										407/175	RH	00F39	D & G valving	56
	300/180+	1xAdj	22	175XL (3046)	3047	118	NO	80	10	301/177	LH	00R04		56
										309/170	RH	00R21		56
10	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	405/177	LH	00F33	JK	0
										408/183	RH	00F26	B valving	0
	300/180+	1xAdj	22	190XL (3066)	3047	118	NO	80	10	298/168	LH	00R08		0
										310/176	RH	00R30		0
11	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	413/167	LH	00F05	JK	0
										407/183	RH	00F04	B valving	0
	300/180+	1xAdj	22	190XL (3066)	3047	118	NO	80	10	294/176	LH	00R26		0
										296/182	RH	00R11		0
12	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	397/168	LH	00F12	JK	0
										403/175	RH	00F35	B valving	0
	300/180+	1xAdj	22	175XL (3046)	3047	118	NO	80	10	301/175	LH	00R34		0
										298/188	RH	00R23		0
13	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	409/181	LH	00F32	JK	0
										409/171	RH	00F36	B valving	0
	300/180+	1xAdj	22	175XL (3046)	3047	118	NO	80	10	295/184	LH	00R24		0
										303/172	RH	00R13		0
14	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	409/170	LH	00F22	JK	0
										405/175	RH	00F29	B valving	0
	300/180+	1xAdj	22	175XL (3046)	3047	118	NO	80	10	295/184	LH	00R20		0
										293/176	RH	00R25		0

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DAMPER SETS
Rally of GB 2000

	RATE	TYPE	SHAFT	SPRING RATE	HELPER	PLAT	SPACER	BUMP	DROOP	PRORATE	UNIT No.	NOTES	KMs
1	400/170+	1xAdj	22	212XL (3073)	3019		NO	80	10	412/167	LH	00F43	0
											RH	00F44	0
													0
	300/180+	1xAdj	22	190XL (3066)	3047	118	NO	80	10	314/180	LH	00R36	0
											RH	00R37	0
2	400/170+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	410/160	LH	00F45	0
											RH	00F46	0
													0
	300/180+	1xAdj	22	190XL (3066)	3047	118	NO	80	10	305/153	LH	00R38	0
											RH	00R39	0
3	400/170+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	414/164	LH	00F47	0
											RH	00F48	0
													0
	300/180+	1xAdj	22	190XL (3066)	3047	118	NO	80	10	307/148	LH	00R40	0
											RH	00R41	0
4	400/170+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	396/166	LH	00F49	0
											RH	00F50	0
													0
	300/180+	1xAdj	22	190XL (3066)	3047	118	NO	80	10	290/182	LH	00R42	0
											RH	00R43	0
Rally													
5	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	410/186	LH	00F06	178
											RH	00F19	178
													101
	300/180+	1xAdj	22	175XL (3046)	3047	118	NO	80	10	310/172	LH	00R06	178
											RH	00R15	178
6	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	391/188	LH	00F42	0
											RH	00F15	0
													77
	300/180+	1xAdj	22	175XL (3046)	3047	118	NO	80	10	311/174	LH	00R01	0
											RH	00R35	0
7	400/180+	1xAdj	22	212XXL (3079)	3019	63	NO	80	10	418/182	LH	00F80	104
											RH	00F23	104
													104
	300/180+	1xAdj	22	175XL (3046)	3047	118	NO	80	10	293/173	LH	00R31	104
											RH	00R14	104

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DAMPER REPORT
Richard Burns - Rally of GB 2000

STAGE	KM	COMMENTS	SPRINGS	LHF	RHF	RATE	LHR	RHR	RATE
S'down	48.00	Set 5, 63 / 118, 15h/17s	212 / 175	OOF06	OOF19	400/200	OOF06	OOF15	300/180
1	2.43	Set 5, 63 / 118, 15h/17s	212 / 175	OOF06	OOF19	400/200	OOF06	OOF15	300/180
A									
2	13.67	Set 5, 63 / 118, 15h/17s	212 / 175	OOF06	OOF19	400/200	OOF06	OOF15	300/180
3	10.58		212 / 175	OOF06	OOF19	400/200	OOF06	OOF15	300/180
4	26.47		212 / 175	OOF06	OOF19	400/200	OOF06	OOF15	300/180
B									
5	15.57	Set 5 & 6 LHR, 63 / 118, 15h/17s	212 / 175	OOF06	OOF19	400/200	OOF01	OOF15	300/180
6	17.45		212 / 175	OOF06	OOF19	400/200	OOF01	OOF15	300/180
C									
7	27.23	Set 5 & 6 LHR, 63 / 118, 15h/17s	212 / 175	OOF06	OOF19	400/200	OOF01	OOF15	300/180
8	16.79		212 / 175	OOF06	OOF19	400/200	OOF01	OOF15	300/180
D									
E									
9	26.47	Set 7, 63 / 118, 15h/17s	212 / 175	OOF80	OOF23	400/200	OOF31	OOF14	300/180
10	31.47		212 / 175	OOF80	OOF23	400/200	OOF31	OOF14	300/180
F									
11	46.45	Set 7, 63 / 118, 15h/17s	212 / 175	OOF80	OOF23	400/200	OOF31	OOF14	300/180
G									
12	31.47	Set 8, 63 / 118, 15h/17s	212 / 175	OOF31	OOF28	400/200	OOF19	OOF07	300/180
13	28.13		212 / 175	OOF31	OOF28	400/200	OOF19	OOF07	300/180
H									
14	2.43	Set 8, 63 / 118, 15h/17s	212 / 175	OOF31	OOF28	400/200	OOF19	OOF07	300/180
I									
15	29.80	Set 9, 63 / 118, 15h/17s	212 / 175	OOF24	OOF39	400/200	OOF04	OOF21	300/180
16	26.26		212 / 175	OOF24	OOF39	400/200	OOF04	OOF21	300/180
J									
17	28.13	Set 8, 63 / 118, 15h/17s	212 / 175	OOF31	OOF28	400/200	OOF19	OOF07	300/180
K									

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D 45'	Fit dampers F49, F50, R08, R30	Routine
	Change fuel filter	
	Engine, gearbox oil	
	Tracking	
	Replace RH bumper light	Broken
	Bleed brakes	
	Check clutch bite point	
E 10'	+1 clic dampers	Dry
F 20'	Change propshaft	Deep groove from stone
	Change trailing link	Suspected to be bent, was not
	Bleed brakes	Trailing arm change
	Tracking	
	Ride height +5mm	Cutting up, road position
	Spare co-drive helmet	Microphone intermittent failure in SS10
G 20'	Check bite point	
	Check rear diff preload	
	Tracking	
H 45'	Fit dampers set 14	
	Change front & rear bumpers	
	Fit lights	
L 10'	Ride height -5 mm	
	Fiddle co-driver's intercom leads	
		Retired

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G 20'	Front bumper	
	Re torque LHF steering arm bolts	
	Winj 3 litres water	
	Ride height up 63/118mm	
	Clean alternator	
	LH rear flap	
	Clean radiator	
H 45'	Fit Parc Ferme tool kit	Routine
	Engine oil / gear oil / air filter	Routine
	Discs and pads	Routine
	Car cover in	Routine
	Lamp pod on, and fogs on	
	Rear bumper	
	Fuel filter	Routine
	Set 12 struts	Routine
	Check engine breather	
	Sump guard	
	Diff guard	
	Fuel pressure sensor	Noisy
L 10'		
M 20'		
N 20'		
O 10'		

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SERVICE REPORT
Richard Burns - Rally of GB 2000

LEG 1	WORK CARRIED OUT	NOTES
	(Windscreen in Parc Ferme)	...after super-special stage 1
A 10'	Remove Parc Ferme tool kit	
	Remove bumper & bonnet pods	
	Change map light bulb	Failed
	Change wiper blades & move up on spline	Smearing
	Replace 5L engine oil with 1L container	
B 20'	LHR upright	Impact damage in SS 2
	LHR strut	
	LHR driveshaft	
	LHR lateral links, trailing link	
	Check tool roll	
	Check clutch master cylinder	
	Bleed brakes	
	Check and adjust track	
	Replace spare wheel strap	
	Reconnect handbrake line	Blanked after SS 4
C 20'	Fit light pods	
	Bleed brakes	Pedal not too good after B
	Replace handbrake pivot bolt	Stripped thread after B
	Replace front pads	
	Replace one map light bulb	Failed
	Check and adjust track	
D 45'	Replace discs and pads	
	Remove light pods & fit road lights	
	RHR driveshaft	
	Fit set 7 struts at 63 / 118	
	Fit B turbo 091	Remove A turbo 087
	Check rear diff for leaks or damage	All OK
	Change fuel filter	
	Change fuel tank breather filter	
	Bleed brakes	Pedal fading
	Check and adjust track	
	Replace mechanics gloves in tool kit	Soiled
	Replace phone & rattle-gun batteries	
	Change engine oil and air filter	Routine
	Change gearbox oil	Routine
	Clean & blow-out alternator	
	Check pedal box for master cylinder leaks	Brake pedal fading
	Seal-up holes in floor pan	Some stone damage
	Replace exhaust front pipe	Damage
	(Windscreen in Parc Ferme)	

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TYRE REPORT
Richard Burns - Rally of GB 2000

STAGE	KM	RB TYRE	CUT	RB NOTES
LEG 1				
1	2.43	6517TZ		4 EMI, non-EMI spare
A				
2	13.67	6517TT		5 EMI. RHR upright broken in 6th gear
3	10.58			
4	26.47			
B				
5	15.57	6517TZ		5 EMI
6	17.45			
C				
7	27.23	6517TJ	Mud o's & i's	5 EMI, full mud. Compound too hard, cold at end of stage
8	16.79			Still maybe could have used TZ
D				
LEG 2				
E				
9	26.47	6517TJ	Mud o's & i's	5 EMI, full mud. 25% wear after SS 9, good
10	31.47			
F				
11	46.45	6517TJ	O's+1/2 I's	4 EMI, lightweight spare.
G				
12	31.47	6517TJ	Mud o's & i's	5 EMI, full mud.
13	28.13			
H				
14	2.43	6517TZ	Mud cut	4 EMI, non-EMI spare. As SS 1 but cut more
LEG 3				
I				
15	29.8	6517TJ	Mud o's & i's	
16	26.26			
J				
17	28.13	6517TJ	Mud o's & i's	Slightly less mud than first use as SS13
K				

TYRE SUMMARY
Richard Burns - Rally of GB 2000

	Serial No	S'd	Test	Subaru	Pirelli	Note
KM	6517TJ					KM, old construction, base compound
	6517TT					KM, old construction, slightly softer compound
	6517TZ					KM, old construction, softest compound
K	6516TJ					K, old construction, base compound
	6516TT					K, old construction, slightly softer compound
	6516TZ					K, old construction, softest compound

Scanned copy of original post event summary from Rally GB 2000*

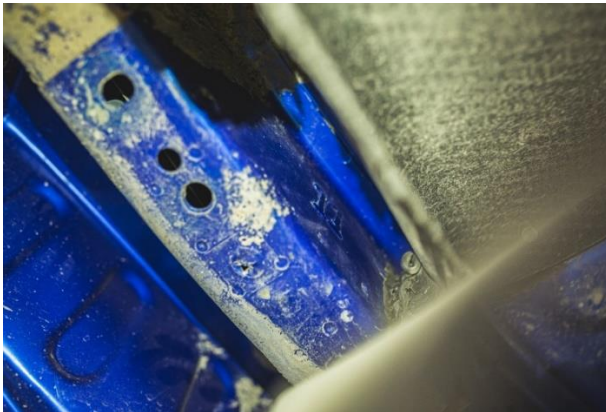
* Document supplied by the client

1. GENERAL

	Original Prodrive WRC roll cage homologation sticker
	Original FHI and Prodrive chassis plates in the correct position
	Original Rally GB identification card Note - incorrect registration number on ID card, error on bottom of document



FIA Gold book sticker aligns with the Gold book and events



Rear chassis leg denoting number 11 – this was for Prodrive Bodyshop tracking and is correct as per the Prodrive records

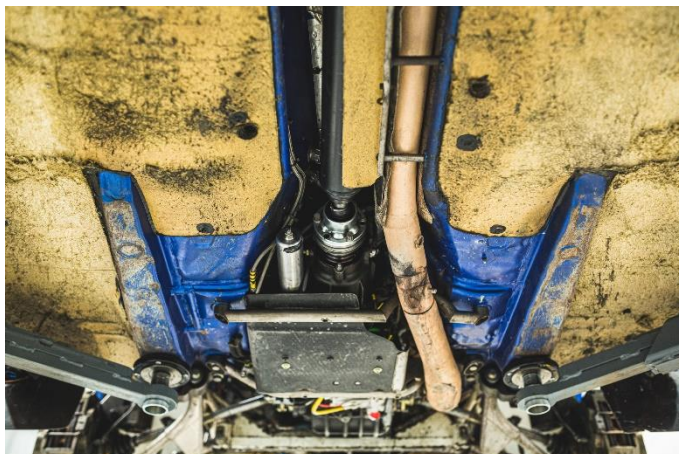
2. TRANSMISSION



Original rear hydraulic differential still carries the original seal from Rally GB scrutineering



As above - front differential with original seal - all other seals fit to gearbox



Underside still with original under guards

Note - propshaft is non original Prodrive design, fitted with a steel propshaft. Original would have been a carbon one piece, part number MS1U138

3. ENGINE

	All original engine installation and components Engine does not have its original scrutineering seals - the client confirmed it has been rebuilt at some point but not by Prodrive
	As above
	Original turbo still carries the event scrutineering seal Original bodyshell painted on RH turret denoting number 3 from Rally GB 2000 scrutineering

4. SUSPENSION



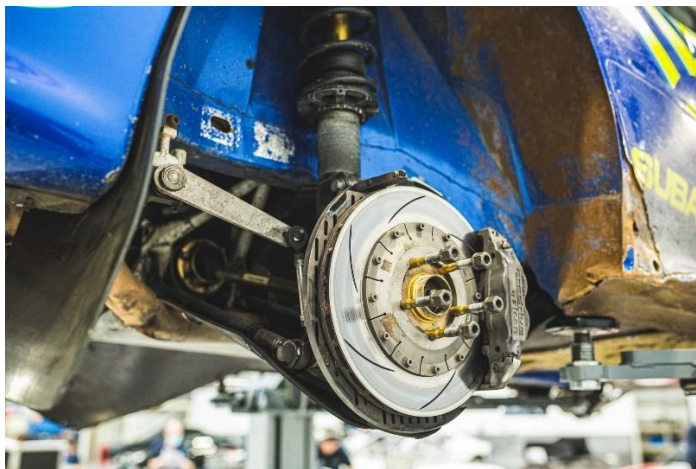
Original LH front damper,
brake hub, etc



Original RH front damper,
brake hub, etc



Original LH rear damper,
brake hub, etc



Original RH rear damper,
brake hub, etc



Original rear cross member
and roll bar



Original front cross
member and roll bar



Original top mount

5. BODYSHELL



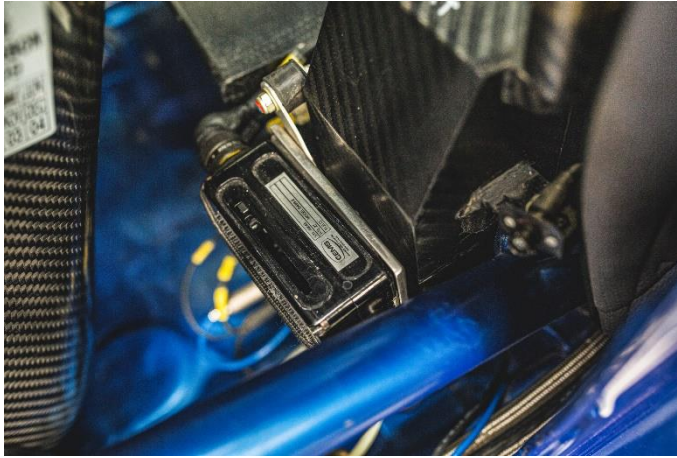
Rear sill damage - this is common for gravel events

Note – no rebuild took place when the car was sold, so it has retained its original Rally GB 2000 wear and tear



All original boot layout

6. ELECTRICAL



Original data buddy
equipment

7. AUXILIARIES



Original dashboard, trip meter and co-driver's equipment



As above



As above



Original co-driver's dash
with fuel used meter



Original seats & seat belts

Original intercoms system
and Nokia phone system



Original Richard Burns pedal
set up



Original helmet carrier and
event head sets

CONCLUSION

As per the attached event history, Subaru Impreza W25 SRT was a car operated by the Subaru World Rally Team in the 2000 FIA World Rally Championship on three events. After it's last event Rally GB in 2000, the car was sold to a private collector as rally finish along with memorabilia and was reassembled after post event scrutineering checks. The car looks to have attended promotional events such as Goodwood Festival of Speed, note scrutineering stickers on the roll cage (see photo on page 23). It is the first occasion Prodrive has seen the car since it left in late 2000 for an inspection. It is noted the car has gone through different owners and shows evidence of general maintenance notably a possible engine rebuild, which has not been carried out by Prodrive. The car is fitted with a steel propshaft, which is of non Prodrive design and in period it would have been carbon. The car is also fitted with a replacement fuel cell which is non original – in period it would have been Premier and is now fitted with a Willans fuel cell.

A separate list has been provided to the customer of the recommended repairs following a visual inspection only.

PAUL HOWARTH

Vehicle Assessor & Report Author
Prodrive Legends Heritage Specialist
15 March 2022