



Showing off its large cooling air intakes to the engine bay, Colin McRae's Impreza World Rally Car on its way to winning the 1998 Rally of Portugal.

larger louvres to each side of that, and flared wheel arches allowed wider-track/wider-rim wheels to be used. Wider cars – up to 96.6in/1770mm – were foreseen under the new WRC regulations so manufacturers designing new models

took advantage of the new limits for, by definition, a wider wheel track theoretically meant that the machine was more stable. Theoretically or actually? It was up to Prodrive's development engineers to make sure of that ...



For 2001, Subaru completely re-developed the Impreza World Rally Car, to keep up with road car trends. This was Monte Carlo in January, where the Prodrive team reverted to the four-door bodyshell, a new headlamp treatment, and many technical changes under the skin.



Richard Burns, World Rally Champion of 2001 in an Impreza, was one of Britain's folk heroes. Tragically, he died in 2005, when still not at his peak as a rally driver.

Contracts were waived, legal action ensued, and no-one (least of all Richard) came out of this fracas with credit, but in the end he abandoned Subaru, and drove for Peugeot for two years, though he did not settle comfortably into the 206 WRC, and was never to win another rally.

Not easy to know (he had a distrust of many media representatives), and sometimes seen as arrogant in later

Time for celebration at last! At the very end of a gruelling fourteen event World Rally season, Richard Burns finally won his World Drivers' Championship.

years, he was never a peoples' hero (unlike Colin McRae, who certainly was ...) – yet no-one ever doubted his driving ability.

Colin McRae

For Colin, motorsport was in the blood, for his father Jimmy was multiple British Rally Champion in the 1980s, and



Determined to make up for the disappointments of 1996, Colin McRae/Nicky Grist won the Rally Australia – but by just six seconds from Tommi Makinen’s Mitsubishi. No problems with water in the engine this time round ...



No wonder Prodrive always carried replacement front bumper mouldings in its service/repair kits on rallies! Petter Solberg jumping high, then nose-diving, in Australia in 2002 – on his way to third.

In Australia, Mäkinen was excluded at the end of the event when his car was found to be underweight (it was running without a spare wheel at the time), while Solberg

took third place, competitive again, and smiling for a change. The sun finally came out for Prodrive on the last event of the year – the Rally of Great Britain – where Solberg