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Edition 33 of a special series by

**APOLLO TYRES**

## SCOOBY DOO

It may well be nicknamed after the cowardly dog, but the Subaru Impreza WRX STI is a blazingly fast car with an array of factory tuned performance components at its disposal

A subsidiary of Fuji Heavy Industries, Subaru was born as Nakajima Aircraft in 1917. But in 1954, the parent company took the challenge of building a road car, thus developing the Prototype 1 or P1. This name was later changed to Subaru 1500. Thus was born the carmaker we know today as a rally specialist. In 1992, Subaru's 4WD car, the Legacy was no longer valid for the World Rally Championship owing to new rules. Hence, a new car which was lighter and faster was designed. Subaru thus gave birth to the Impreza with the top of the line trim called the WRX. In 1994, Subaru setup a new wing called the Subaru Technica International, better known as the STI, for tuning production cars to rally spec. Initially, the Impreza WRX used to roll out of the factory and the STI wing would replace the stock parts with performance units. Later, the STI spec car was built on the production line itself alongside the WRX.

### Fifth Generation (2008)

The STI version of the current generation is very different to its WRX variant. The car uses a 2.5-litre engine with a newly designed top mounted intercooler turbocharger which helps it produce upto 310PS of power. The new STI builds on the five-door hatch and for now, marks the end of the sedan type body. The car manages a 0-100km/h sprint in less than 4.5sec and promises to take the WRC by storm.



### First Generation (1994)

With the inception of Subaru's STI wing in 1994, the Impreza WRX was graced with a new badge with added performance components. The technical know-how gained in the WRC, was incorporated in the upgraded engine, suspension and chassis components thus leading to an increment in performance by leaps and bounds. The car managed a 0-100km/h sprint in less than 5sec with an electronically restricted top speed of 250km/h.



### Second Generation (2000)

While the Impreza WRX STI remained visually unchanged for many years, the first serious upgrade came in the year 2000. The car was called the Impreza for the 21st century and incorporated a new bug-eyed design for the headlights. The most significant aspect was that the WRX name went global and was no longer restricted to Japan alone.



### Third Generation (2002)

In 2002, Subaru's fans as well as the media forced the company to restyle the front end of the car owing to the ugly design of the headlights. The new headlights were slightly longer and complemented the new air scoop on the bonnet. Though globally the engine remained unchanged, Subaru plunked in a 2.5-litre unit to attract American customers away from their homegrown muscle cars.



### Fourth Generation (2005)

In 2005, the Impreza WRX STI received a revamp yet again. This time, the car went back to its aggressive roots. Apart from the styling, the 2.5-litre American engine became a standard around the globe. Several tweaks were made to the car's suspension elements as well. The 4WD got a recalculated torque distribution and better off-road capabilities.



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