seems to be headed for overwhelming success

and two of the 200 hp Japan-only Legacy wagons to Fuji's many million dollar test facility in Kuuzu. The director of the track noted it had been hollowed out of a series of hills and that it had taken millions and millions of Yen to assemble the land from the more than 100 owners.

On the track, frankly, you go around in circles with the odd excursion into the gravel road area where the 4WD models are tested to destruction by Japanese and Finnish drivers. The "handling" however was done on the open road with a fascinating drive to the historic area of Nikku, home of the first Shogun, his grave still a site exuding homage from the Japanese.

Noted for its countless switchbacks and smooth pavement, the

ROAD WORTHY with Jim Robinson

road to the lake area of Nikku rises precipitously. The SVX-shod drivers made short work of the Legend and 300ZX (which had severally worn tires it should be noted) with the SVX's superior AWD. I was a passenger in one of the 200 hp Legacy wagons. The others simply blew past us and ran away to hide.

Coming down the mountain the next day, I took the wheel of the SVX with a much more skilled driver telling me how and when to brake, turn and use the gas. We were easily first down the hill, thanks I admit, to a big Hino

truck which I was able to pass but the others had difficulty doing. The Legacy wagon had brakes so hot they were literally turning the humidity in the air around them to steam. The 300ZX was now tired and hors de combat, the Legend Coupe's bulk proving more than its brakes could take for long.

Next, we took the highways back to Ohta and what fun it was. The SVX was barely working at 100 kmh and the short burst up to 140 kmh only meant 500 more revs in top.

J'REILLY OH REALLY? NO

The interior does hold four, the

back two fairly comfortably as witnessed by Subaru head of vehicle test and development, Shigeru Iga, who found no trouble being comfortable on the 200 kilometre ride back to Ohta.

At speed the absence of wind noise from the boundary layer air being pushed by the windows from the front was eerie. There was some tire noise but I expected the din to come from the exterior mirrors which was more like a "whoosh."

Price at this writing is "under \$38,000 and I expect the car will ment.

be fully equipped including the specially-designed sound system.

As Subaru enters the crowded luxury grand touring coupe market for 1992, they are doing so knowing many people will be watching to see if the SVX bombs or takes off the same way the first generation Acura Legend did.

By price alone it has the edge, but when you factor in all the extras, Subaru seems headed for the same overwhelming success in the up-scale market it is currently enjoying with the Legacy in ≥ \$40,000" which means closer to the wagon and family sedan seg- 9

OH REALLY? NO O'REILLY OH REALLY? NO O'REILLY OH REALLY? NO O'REILLY

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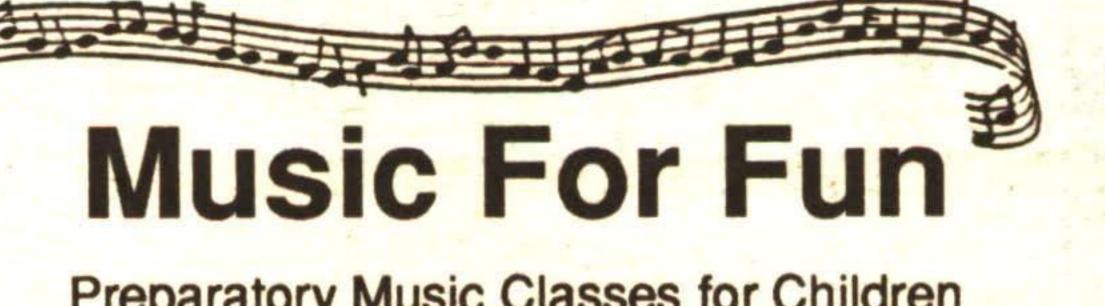
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