

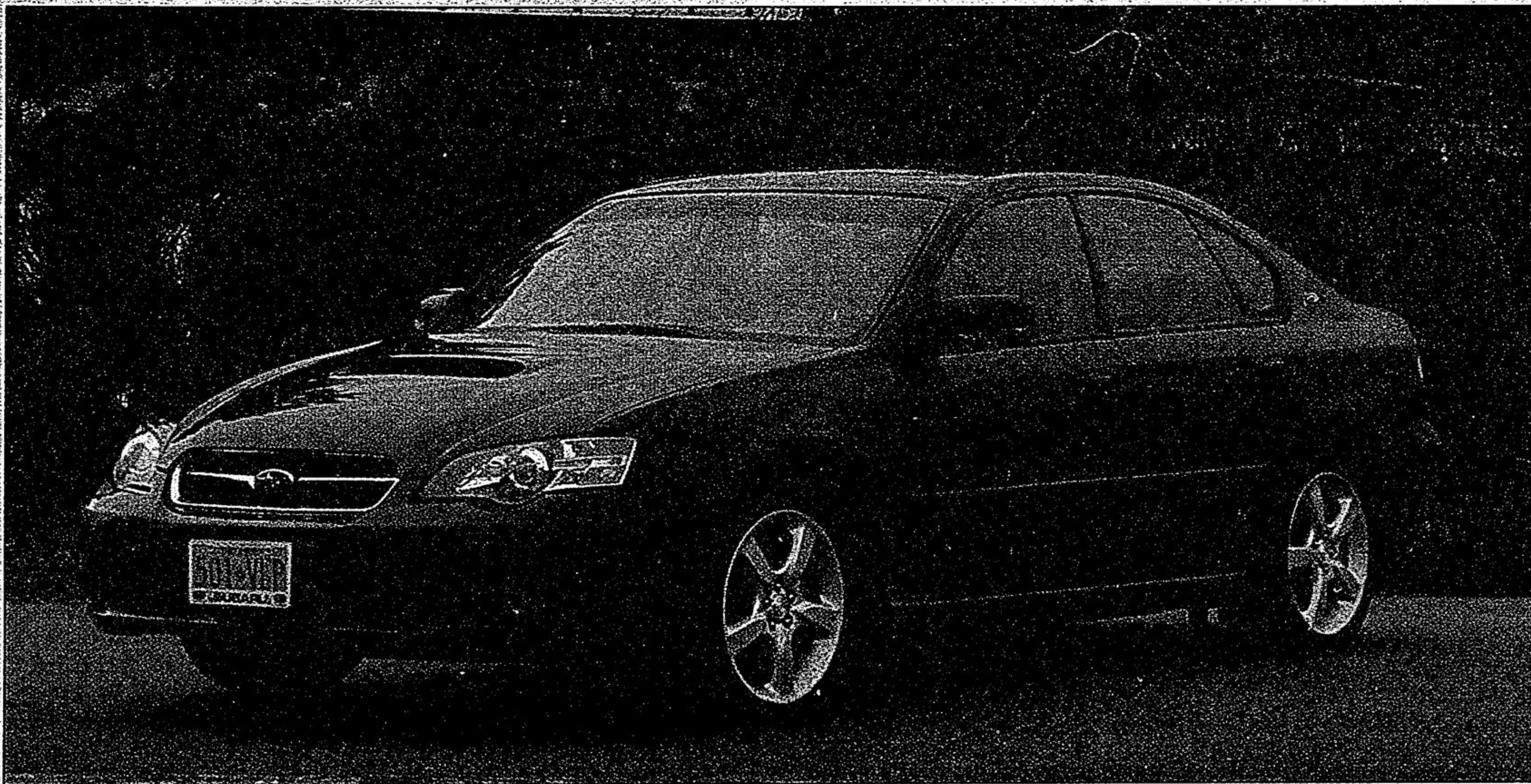
LEGACY'S 5-STAR CRASH
[PAGE 13]

WHEELS

An advertising section of The Stouffville Sun-Tribune
Thursday, June 24, 2004



MORE SUBARU LEGACY
[PAGE 12]



With the second-generation Legacy, Subaru found focus with a renewed product-wide formula and philosophy, offering across-the-board all-wheel drive safety and security with a performance kicker of nimble size and handling, courtesy of a low-centre-of-gravity boxer engine.

Is the Legacy the best Subaru so far?

2005 Subaru Legacy
by Rob Beintema

There are a few corners along the Cabot Trail that make your heart pump just that little bit faster. Especially when accompanied by the rhythm of G-force forward thrust of hard braking, the downshift engine song, the quick aim at the corner apex, the squirt of power and acceleration on to the next twist of road and then climbing, climbing again through the Cape Breton highlands of northern Nova Scotia.

The Cabot Trail was wide open and traffic-free. The sun had broken the hold of highland rains at last but the higher we climbed, the more snow-bordered the pavement edges. Yuck, the last thing I wanted to see in mid-May.

Road conditions varied from awe-inspiring to national disgrace as we played pothole hit-and-miss through some of the older sections of asphalt.

But wind and weather, good or bad, even the worst bits of roadway don't seem to matter that much when you are safely ensconced in a Subaru.

And this is probably the best Subaru so far—the all-new 2005 Legacy.

The Legacy is Subaru's largest car, the original basis for the Outback concept and the mainstay of the company.

Of course, it wasn't always that way. In the early '90s Subaru was a company twisting in the wind, with a product lineup that fluctuated between ho-hum boring and just plain weird.

With the second-generation Legacy, Subaru

found focus with a renewed product-wide formula and philosophy, offering across-the-board all-wheel drive safety and security with a performance kicker of nimble size and handling, courtesy of a low-centre-of-gravity boxer engine.

A few years ago, the bigger third-generation Legacy added more refinement inside and out but not a heck of a lot more horsepower under the hood.

For 2005, that deficiency has been answered with a new 2.5-L turbo version added to the lineup. Subaru had already bolstered power levels in the Outback version of Legacy with a 6-cylinder powerplant, but coming hot on the heels of other successful turbo-powered products like the WRX, STI and 2.5XT Forester, it was inevitable that engineers should turn to the turbo for option-

al oomph.

"We wanted to make this Legacy a driver's car," said Richard Marsan, Subaru product specialist and Director of Quality Assurance. "With less mass and less weight in front of the wheels, the car is more nimble with a better yaw rate."

"And, believe me," he added, "this is a 4-cylinder that thinks it's a big V6."

The 2005 Legacy 2.5 GT is powered by an intercooled and turbocharged 2.5-litre boxer engine that produces 250 horsepower at 5,600 rpm and 250 lb-ft of torque at 3,600 rpm. The engine may share architecture and technology with the Impreza WRX/STI, but most of the key components—including the cylinder block, 13.5 psi turbocharger and

See SUBARU, page 12

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