



SUBARU[®]

like a dream car

The first time

The founder and first president of Fuji Heavy Industries Ltd., Kenji Kita, was a true automotive enthusiast and was personally involved in the creation of the first prototype of the P-1 passenger car in 1954.

When the P-1 was created, Kita, who felt that a Japanese car should have a Japanese name, launched a competition to name the P-1. However, none of the competitive names suited Kenji, and he eventually came up with it himself.

The history of this model begins back in 1992, when the Impreza came to replace the Subaru Legacy in the rally. First, a contract was signed with ProDrive for modernization and maintenance



The “impreza”

In August 2000, the second generation WRX STI was introduced. In addition to external changes, the car also received a 22 mm increased wheelbase, which had a positive effect on handling, and it was also decided to send the coupe body into history. The second generation has gone through several restylings. She still had the same EJ207 and EJ257 engine, the same four-wheel drive, the same suspension, except for their settings. Strong changes have undergone appearance and interior. In the USA, the second generation was delayed right up to 2002, and STI until 2004, but only versions with a 2.5-liter engine and 280 hp were sold on the American market.