

Review - Subaru WRX STi

Written by Dave Conole

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Once upon a time there was a motorsport category called the World Rally Championship. STi badge Such was the clout it had, the drivers were household names and car makers couldn't throw enough coin at it. One of those makers was Subaru and with their dedication to an all wheel drive platform inside a smallish chassis, combined with Scandinavian drivers of such talent they frightened Formula 1 drivers, they forged a legend.

The flash of blue and yellow as the Impreza rally car powered through dirt or snow or tarmac stages on the way to a chequered flag cemented the car into motorsport lore.

Subaru's hardcore motorsport division, STi (Subaru Tecnica International) joined the party and added their name to a road going version of the WRX, itself a relation of the rally car, by amping up both power and visual appeal. The 2015 model launched in early 2014, bringing with it both apprehension and anticipation: apprehension for the question of will it be any better and anticipation because of what it promises to bring.

A Wheel Thing has had the pleasure of its company in Premium specification. In place of the (updated) 2.0L boxer in the standard WRX is a 2.5L flat four. Max power climbs to 221 kW at 6000 revs but, more importantly, torque increases to a V8 rivalling 407 Nm @ 4000 revs. By being flatter it sits lower in the engine bay and helps with the centre of gravity. STi engine From here things get a bit techy. The Australian STi comes with a six speed manual gearbox only, one that's provided by Aisen and rebuilt by STi.

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more than a few. It's a bit of a shame that the STi is not available in the UK, but if you're in the States, you can get it. The WRX