

Before it was SUBARU

1917 FHI is the successor to Nakajima Aircraft, which was originally established as the Aircraft Research Laboratory established in 1917 by **Chikuhei Nakajima** (1884-1949) in Gunma Prefecture (approximately 70km north of Tokyo), at the site of Subaru's present manufacturing base. Nakajima was the eldest son of a farmer from Gunma Prefecture. At the age of 19, after he entered a naval academy, he heard the news of the first successful flight achieved in the United States by the Wright Brothers. Nakajima became enraptured with the dream and romance of the skies. He became involved in producing airplanes for the Japanese navy, but instead of becoming absorbed in their development and production, he left the navy to set up the Aircraft Research Laboratory. Soon renamed Nakajima Aircraft Co., Ltd., this undertaking evolved into Japan's leading aircraft manufacturer.

1931 The Aircraft Research Laboratory reorganized as Nakajima Aircraft Co., Ltd.

1945 Nakajima Aircraft reorganized as Fuji Sangyo Co., Ltd

1945 As the World War II drew to an end, aircraft production came to a halt. The Company made a new start as the Fuji Sangyo Co., Ltd., and painstakingly sought other uses for the technologies garnered in aircraft production. Initially, the Company worked on developing motor scooters and bus bodies, from whence the Company blossomed into a full-fledged automobile manufacturer.

1946 June Fuji Sangyo stopped manufacturing aircraft and completed Japan's first prototype motor scooter. This motor scooter, with a 135 cc, 2hp engine and utilizing the tail wheels of an army surplus warplane, was launched as the Rabbit in the following year. At that time, Japan's transportation conditions were in a poor state, and people had lost many convenient means for getting around. The debut of this new kind of vehicle was met with great interest. The Rabbit was admired by the general population because the driver could sit with feet together and because of the motor scooter's stable low center of gravity as well as its reasonable speed.

Rabbit S-1

Body

Overall (length x width x height) : 1,547mm x 545mm x 940mm

Vehicle weight : 75kg

Engine

Type : Air-cooled, 4-cycle SV, single-cylinder

Bore x stroke : 55.0mm x 57.0mm

Engine displacement : 135cc

Compression ratio : 5.0

Max. output (ps/rpm) : 2/3,000

1950 Fuji Sangyo divided into 12 companies

1953 The Foundation of FHI

Fuji Sangyo was divided into 12 companies in accordance with the corporate credit rearrangement law in 1950. Then, in 1953 Fuji Heavy Industries Ltd. was created as an aircraft manufacturing, sales, and maintenance company through investments from five of these companies: Fuji Kogyo, a manufacturer of such products as scooters; Fuji Jidosha, which was principally involved in bodywork for buses and developing the small P-1 concept car; Omiya Fuji Kogyo an engine manufacturer; Utsunomiya Sharyo, a rolling stock manufacturer who, at that time, was gearing up to restart aircraft production; and Tokyo Fuji Sangyo, a trading company that sold such products as buses, streetcars, and generators. Two years later, these five investors were merged with FHI and began the full-scale business activities of the FHI that we know today.

The present head office of Fuji Heavy Industries Ltd. (FHI).

1954 In February FHI announced its prototype passenger car called the **P-1**. The **P-1**, named the **Subaru 1500** the following year, used *the first Japanese-manufactured monocoque body*. This passenger car provided excellent riding comfort and driving stability with its front-wheel wishbone-type independent suspension; a coil spring and double-action oil damper combination, and rear-wheel rigid axle suspension with a three-leaf spring and double-action oil damper combination. Unfortunately, sales had to be suspended because of difficulties in funding the factory equipment and sales network. Nevertheless, this vehicle proved to be of great value in the later developments of the **Subaru 360** and **Subaru 1000**.

P-1 (Subaru 1500)

Body

Overall (length x width x height) : 4,235mm x 1,670mm x 1,520mm

Vehicle weight : 1,178kg

Engine

Type : Water-cooled, 4-cycle OHV, 4-cylinder

Bore x stroke : 79.4mm x 75.0mm

Engine displacement : 1,485cc
Compression ratio : 7.2
Max. output (ps/rpm) : 55/4,400
Max. torque (kg-m/rpm) : 11/2,700

Suspension system

Front : Wishbone-type independent suspension
Rear : Rigid axle suspension

1958 On March 3 A endearing passenger car with a distinctive individuality came on the market: the **Subaru 360**, the first of Subaru cars. At that time, Japanese automobile manufacturers were working on developing small cars according to a plan calling for the production of a "people's car" as advocated by Japan's Ministry of Transport. The **Subaru 360** was developed in line with this concept. In those days, passenger cars were too expensive to be within the reach of most people. Building a small, affordable car that could perform well proved to be technologically tough, and many manufacturers were reluctant to tackle the problem. However, with its roots in aircraft manufacturing, the Company took up the challenge backed by its pride and prodigious technological strength. It beat the other manufacturers in developing a four-passenger, four-wheel minicar, the **Subaru 360**, which became a milestone in the history of Japan's automobile industry. Because of its ladybug shape, the **Subaru 360** was affectionately referred to as the Ladybird. For 11 years after its debut, the **Subaru 360** enjoyed tremendous popularity. It finally went out of production in May 1970.

Subaru 360 (as marketed in Japan in May 1958)

Body

Overall (length x width x height) : 2,990mm x 1,300mm x 1,380mm
Vehicle weight : 385kg

Engine

Model : EK31
Type : Air-cooled, 2-cycle, parallel 2-cylinder
Bore x stroke : 61.5mm x 60mm
Engine displacement : 356cc
Compression ratio : 6.5
Max. output (ps/rpm) : 16/4,500
Max. torque (kg-m/rpm) : 3/3,000

Suspension system

Front : Trailing-arm-type independent suspension
Rear : Swing-axle-type independent suspension

1961 In February The **Subaru Sambar** made its debut. The **Sambar**, based on the **Subaru 360**, was a truck that was outstandingly pleasant to ride and stable to drive. Compared with other four-wheel minitrucks of its day, the **Subaru Sambar** had the lowest deck body and the roomiest cargo bed. With its ability to neatly negotiate narrow street corners, this minitruck was a breath of fresh air in the industrial world. The following September, the **Sambar Light Van** was launched as a vehicle for not only commercial but leisure use. With the **Sambar**, **Subaru** became firmly established as a manufacturer of light passenger vehicles.

Subaru Sambar Light Van (as launched in Japan in 1961)

Body

Overall (length x width x height) : 2,990mm x 1,300mm x 1,520mm
Vehicle weight : 530kg

Engine

Model : EK32
Type : Air-cooled, 2-cycle, parallel 2-cylinder
Max. output (ps/rpm) : 18/4,700
Max. torque (kg-m/rpm) : 3.2/3,200

Suspension system

Front : Trailing-arm-type independent suspension
Rear : Swing-axle-type independent suspension

1966 May 14 Marks the debut of the **Subaru 1000**, the first vehicle to use the basic drive system that is the salient feature of today's **Subaru** vehicles - the front-wheel drive (FWD) system with *Horizontally-Opposed Engine*. At that time, with its superior handling and stability, FWD was a technology that many engineers were watching. However, there were problems

with FWD systems: the steering would become heavy, vibrations were transmitted too easily, and with the in-line engine placed laterally, the left-right balance was so bad the vehicle rolled easily. These technical problems were not easy to solve, and no other manufacturer in Japan had been able to make the needed breakthrough.

Other manufacturers had opted for rear-wheel drive systems, but **Subaru** decided to go with the FWD system. The company developed a range of technologies to overcome the obstacles to FWD systems and settled on the Horizontally-Opposed Engine that enjoyed an established reputation in the aircraft industry. By placing this engine longitudinally, **Subaru** succeeded in creating its own ideal left-right symmetrical FWD system.

Subaru 1000 Super Deluxe

(as launched in Japan in May 1966)

Body

Overall (length x width x height) : 3,930mm x 1,480mm x 1,390mm

Vehicle weight : 695kg

Engine

Model : EA52

Type : Water-cooled, Horizontally-Opposed 4-cylinder OHV

Bore x stroke : 72mm x 60mm

Engine displacement : 977cc

Compression ratio : 6.5

Max. output (ps/rpm) : 55/6,000

Max. torque (kg-m/rpm) : 7.8/3,200

Suspension system

Front : Wishbone-type independent suspension

Rear : Trailing-arm-type independent suspension

1968 Subaru of America, Inc., founded; export of **Subaru** cars to the United States begun

1969 August Replacing the **Subaru 360**, the **Subaru R-2** was introduced in August 1969. Designed for the new era, the **R-2** was a minisedan that attracted great interest for its role in expanding the concept of the minivehicle. The **R-2** performed well and was well-suited to the "highway era" that Japan was entering. At the same time, its excellent balance meant the **R-2** could be driven with ease on rough roads. With its refined style and roomy interior that could comfortably seat four people, the **R-2** was a tribute to the **Subaru** engineers who used their accumulated expertise during the days of the **Subaru 360** to expand the horizon of the minivehicle.

Subaru R-2 SS (as launched in Japan in 1969)

Body

Overall (length x width x height) : 2,995mm x 1,295mm x 1,335mm

Vehicle weight : 450kg

Engine

Model : EK33

Type : Air-cooled, in-line 2-cylinder, 2-stroke

Bore x stroke : 61.5mm x 60.0mm

Engine displacement : 356cc

Compression ratio : 7.5

Max. output (ps/rpm) : 36/7,000

Max. torque (kg-m/rpm) : 3.8/6,400

Suspension system

Front : Semi-trailing arm type independent suspension

Rear : Semi-trailing arm type independent suspension

Subaru Leone (1971)

Subaru Leone Station Wagon 4WD (1972)

The **Subaru Leone** made its entrance in June 1971, and the **Subaru Leone 4WD Station Wagon** followed in September 1972. Until then, four-wheel drives (4WD) was limited to off-road vehicles. **Subaru** broke that pattern by introducing the mass-produced 4WD variation in an ordinary passenger vehicle series. When the vehicle was first put on the market, demand came mainly as a result of the special applications the car could be used for, such as commercial use in snowy and mountainous areas. However, the car was highly praised in both the domestic and overseas markets for its originality.

The vehicle had steadily broadened its customer base thanks to a surge in popularity of outdoor sports like skiing and fishing. The car's popularity snowballed to the point where it became the world's top-selling 4WD passenger car and the origin of the **Subaru AWD**.

1971 Subaru Leone Station Wagon 4WD (as launched in Japan in 1971)

Body

Overall (length x width x height) : 3,995mm x 1,500mm x 1,385mm
Vehicle weight : 855kg

Engine

Model : EA63S
Type : Water-cooled, Horizontally-Opposed, 4-cylinder OHV
Bore x stroke : 85.0mm x 60.0mm
Engine displacement : 1,361cc
Compression ratio : 8.5
Max. output (ps/rpm) : 72/6,400
Max. torque (kg-m/rpm) : 10.2/3,600

Suspension system

Front : Strut type independent suspension
Rear : Semi-trailing arm type independent suspension

1972 July The **Subaru Rex** was launched as the successor to the **Subaru R-2** in July 1972. The **Rex** was a hit thanks to the youthful, dynamic image its styling gave it and **Subaru's** traditional minicar features, including superior handling, driving stability, riding comfort, and fuel economy.

Subaru Rex GSR (as launched in Japan in 1972)

Body

Overall (length x width x height) : 2,995mm x 1,295mm x 1,285mm
Vehicle weight : 500kg

Engine

Model : EK34
Type : Water-cooled, in-line 2-cylinder, 2-stroke
Bore x stroke : 61.5mm x 60.0mm
Engine displacement : 356cc
Compression ratio : 7.4
Max. output (ps/rpm) : 37/6,500
Max. torque (kg-m/rpm) : 4.2/6,000

Suspension system

Front : Semi-trailing arm type independent suspension
Rear : Semi-trailing arm type independent suspension

1975 Leone SEEC-T series, which control the level of exhaust emissions without a catalytic converter, introduced Aggregate production of **Subaru** cars surpasses two million units

1977 August The **Subaru Brat** was launched in August 1977, an export recreational vehicle (RV) designed for the North American market. It was based on the **Leone 4WD** but had a two-seater cabin and a cargo bed at the rear. The **Subaru Brat** proved to be a hit in many countries, and particularly in North America, where the RV's highly economical features and "go-anywhere" capability provided by its powerful 4WD perfectly complemented young people's outdoor leisure activities

1983 October One-box wagon, the **Subaru Domingo**, made its debut. This series not only accommodated seven passengers in a compact body but also offered a variety of seating arrangements thanks to Japan's first swivel seats, together with folding seats.

Subaru Domingo 4WD GS (as launched in Japan in 1983)

Body

Overall (length x width x height) : 3,410mm x 1,430mm x 1,870mm
Vehicle weight : 880kg

Engine

Model : EF10
Type : Water-cooled, in-line 3-cylinder OHC
Bore x stroke : 78.0mm x 69.6mm

Engine displacement : 997cc
Compression ratio : 9.5
Max. output (ps/rpm) : 56/5,400
Max. torque (kg-m/rpm) : 8.5/3,200

Suspension system

Front : Strut type independent suspension
Rear : Semi-trailing arm type independent suspension

1977 New Subaru Leone introduced first car in conformity with Japan's 1978 exhaust emission regulations

1983 Aggregate production of Subaru cars surpasses five million units

The ECVT employs a simple yet effective mechanism using a special steel belt and pair of pulleys that are made by Van Doorne's Transmissie B.V., of the Netherlands. The ECVT enables the driver to control the car's speed without the use of complex gears. This configuration allows the vehicle to change speeds automatically to the most appropriate gear ratio. The intelligent continuously variable transmission (i-CVT), which was evolved from the ECVT, is now used in the domestic minicar **Pleo**.

1984 February The **Subaru Justy** was launched in February 1984. In 1987, the **Justy** was fitted with an advanced automatic transmission system: the world's first electro-continuously variable transmission called the Subaru ECVT.

Subaru Justy 4WD RS (as launched in Japan in 1984)

Body

Overall (length x width x height) : 3,535mm x 1,535mm x 1,390mm
Vehicle weight : 640kg

Engine

Model : EF10
Type : Water-cooled, in-line 3-cylinder OHC
Bore x stroke : 78.0mm x 69.6mm
Engine displacement : 997cc
Compression ratio : 9.5
Max. output (ps/rpm) : 63/6,000
Max. torque (kg-m/rpm) : 8.5/3,600

Suspension system

Front : Strut type independent suspension
Rear : Strut type independent suspension

Aggregate production of Subaru 4WD cars surpasses one million units

1985 The **Subaru Alcyone** was named after a particularly bright star in the *Pleiades*, a star cluster called *Subaru* in *Japanese*. This model was launched in the United States as the **Subaru XT** in February 1985 and as the **Alcyone** in Japan in June 1985. This series' hallmark is its styling, designed to evoke the image of the aerodynamic shape of a hawk or eagle. The Alcyone's sweeping wedge shape and the fully rounded curves enabled this model to achieve *the world's lowest air resistance level, 0.29 CD (coefficient of drag)*.

Subaru Alcyone AWD 1.8VR Turbo (as launched in Japan in 1985)

Body

Overall (length x width x height) : 4,450mm x 1,660mm x 1,335mm
Vehicle weight : 1,130kg

Engine

Model : EA32
Type : Water-cooled, Horizontally-Opposed 4-cylinder SOHC TURBO
Bore x stroke : 92.0mm x 67.0mm
Engine displacement : 1,781cc
Compression ratio : 7.7
Max. output (ps/rpm) : 135/5,600
Max. torque (kg-m/rpm) : 20/2,800

Suspension system

Front : Strut type independent suspension
Rear : Semi-trailing arm type independent suspension

- 1986** Ta Ching Motors Co., Ltd., a joint venture in Taiwan, established
1987 World's first ECVT introduced in Justy
Subaru-Isuzu Automotive Inc. (SIA), a joint venture with Isuzu Motors Ltd., established in the United States

1989 This section presents the challenges that Subaru cars have taken on and the events that have rewritten the records. Because Subaru takes driving performance seriously, Subaru engineers undertake repeated test drives under all conceivable conditions on test courses and on ordinary public roads as part of an automobile's development stages. The data gathered from these tests is used to thoroughly refine the vehicles so that their driving performance can be boosted to a higher level. Another part of these efforts to raise driving performance is Subaru's system of pitting newly developed models against world speed records before the cars' introduction. Of course, one of the purposes of this system is to have Subaru's concentration of technologies break world speed records. More importantly, however, is the valuable data that can only be collected by mercilessly pushing a car to its limits and the verification of Subaru car's top performance and reliability by strict judges using international standards.

Legacy Breaks 100,000 km World Speed Record (January 22, 1989).

1991 Replacing the XT, the **Subaru SVX** came on the market in the United States in July 1991 and in Japan in September. This model was developed as a luxury high-performance coupe that can handle any road surface. It was designed to have a dynamic image, with such touches as a glass-to-glass round canopy with a flush surface.

Subaru SVX Version L (as launched in Japan in 1991)

Body

Overall (length x width x height) : 4,625mm x 1,770mm x 1,300mm
Vehicle weight : 1,620kg

Engine

Model : EG33
Type : Water-cooled, Horizontally-Opposed 6-cylinder, 24-valve
Bore x stroke : 96.9mm x 75.0mm
Engine displacement : 3,318cc
Compression ratio : 10.0
Max. output (ps/rpm) : 240/6,000
Max. torque (kg-m/rpm) : 31.5/4,800

Suspension system

Front : Strut type independent suspension
Rear : Strut type independent suspension

- 1992** Subaru Vivio introduced, replacing Rex
Aggregate production of Subaru cars surpasses 10 million units

The **Subaru Impreza** was launched in **November 1992**. With a body more compact than the Legacy's, this series featured sporty curves. It came out in two versions: a four-door sedan and a sports wagon.

The **Impreza's** engine, suspension, AWD system, and packaging followed those of the **Legacy**, and the high-performance driving and feeling of quality were further enhanced. In particular, the marvelous driving performance provided by the turbo engine and the breath of fresh air the sports wagon brought to the station wagon genre meant that the market welcomed the Impreza as a car with individuality.

- 1993** Second-generation **Subaru Legacy** introduced

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Legacy Sets Record as World's Fastest Station Wagon

Location
Bonneville Speedway, Utah, U.S.A.

Record Average speed of **249.981 km/h** (world speed record certified by the FIA and ACCUS for mass-produced, unmodified station wagons)

Vehicle Legacy Touring Wagon GT

On September 9, 1993, the Legacy Touring Wagon set a new world speed record in the mass-produced, unmodified station wagon division at the Bonneville Speedway near Salt Lake City, Utah, with an average speed of **249.981** kilometers.

Record-Breaking Legacy

The model making the attempt was the five-speed manual **Legacy Touring Wagon GT**, a Japanese domestic turbo model. To assure impartiality for the competing cars, the **FIA** directed the **Japan Automobile Federation (JAF)** to serve as witness when the vehicle was selected at random from the production line of FHI's Yajima Plant in Gunma Prefecture; the selected cars were sealed on the spot with the engine and vehicle serial codes. For the record attempt, a six-point roll bar, five-point seat belts, a safety fuel tank, and other safety equipment were added, and the speed limiter was removed. Otherwise, however, the model was exactly the same as the one on the market, with air-conditioning equipment and sunroof mounted.

Course Made of Salt

The site of the record attempt was the Bonneville Speedway, located on a plateau 1,300 meters above sea level and 160 kilometers west of Salt Lake City. Although it is called a speedway, it is not a bitumen surfaced course but a salt flat that appears only during the summer when part of the Great Salt Lake dries out. Here, a straight 11-kilometer course is prepared, going from southeast to northeast. The salt surface is extremely slippery, and the thin air at that altitude means that engines lose power. For most cars, it is a very tough course.

World-Recognized Competition for Attempting Speed Records

The competition that the Legacy Touring Wagon GT entered, which was driven by race car driver **John Andretti**, was officiated by the **FIA** and **ACCUS**. The record attempt was held in accordance with the **FIA** regulations on speed records. The competition time was within one hour. The measurement was a round trip on a one-kilometer and one-mile stretch, with the average speed taken. If trouble occurred and only one length of the track was completed, the car would be disqualified.

1994 Coating-film removal technology using a roller press method developed

1995 **Subaru Sambar EV** electric van introduced in Japan

Subaru captured the Manufacturers' and Drivers' titles in the World Rally Championship (WRC)

1996 Bumper-to-bumper recycling introduced, based on a new coating-film removal technology employing the roller press method.

Aggregate production of Subaru AWD cars surpasses four million units

Bumper recovery from domestic market through independent system begun

Subaru captured second consecutive Manufacturers' title in the WRC

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Forester Sets 24-Hour World Speed Record (October 30, 1996)

Location

Indianapolis Motor Speedway, Indiana, U.S.A.

Record Average speed of **180.082 km/h**

(world speed record certified by the FIA and ACCUS for Group T-1=series cross country cars)

Vehicle **Forester**

On October 30, 1996, the **Forester** won the renowned **Hulman Trophy*** for setting a new world record with an **average speed of 180.082 km/h in the 24-hour challenge at the Indianapolis Motor Speedway**. To ensure that the competition was fair, the two Forester cars that entered the challenge were selected at random from the production line at **FHI's** Yajima Plant in Gunma Prefecture, and witnessed by the **JAF**, which was appointed by the **FIA**. In compliance with the regulations, a roll bar, seat belts, and a bucket seat were mounted for safety on the circuit, and the suspension and tires were changed. However, the rules permitted no other modifications to such areas as the engine or fuel tank. In other words, the vehicles that entered this race were practically the same as the **Foresters** sold on the market.

* Hulman Trophy: The challenge for the 24-hour endurance speed record of mass-produced and marketed vehicles at the Indianapolis Motor Speedway started in 1920s, but the Hulman Trophy was initiated in 1989, named after the speedway's previous owner, Tony Hulman.

Indianapolis Motor Speedway

The Indianapolis Motor Speedway is a circuit in Indiana, U.S.A., that has a solid history. It is famous as the track used for the Indianapolis 500 race. It is an oval track, four kilometers in circumference, connecting straight lines with four corners having almost no banking angles (approximately nine degrees).

To test the performance of the new car, **Subaru** attempted to break the record for the average speed calculated for continuous 24-hour traveling. Needless to say, this time included pit stops. During the challenge, refueling, tire changes, and driver changes could be done freely, but each pit stop was time lost.

Grand Challenge

At 7:30 in the morning on October 30, while the speedway was still in shade, car No. 1 started its challenge. Ten minutes later, car No. 2 took off. Both cars were to make hourly pit stops for refueling, checks, and tire changes.

To alleviate the burden on the cars during cornering, drivers were instructed to slow down to a specific speed before each corner. The wind direction changed constantly. At this track, the cornering conditions are strongly affected by the wind. The ideal running line is on the outside of the straightaways, as close to the wall as feasible. The mass-produced **Forester**, compared with racing cars, had a large, high body. When traveling upwards of 200 km/h along a wall, the **Forester** could hit that wall if a mistake was made when cornering after suddenly dropping speed. Nevertheless, the **Forester** was a far more stable vehicle than ordinary cars on the market, so it could be driven confidently in the same way as a racing machine, hugging the wall and tracing a clean line continuously. At 5 a.m., the temperature fell to 0C, crystallizing the crew's breath. The announcer proclaimed that the Hulman Trophy record had been broken. Nobody was going to stop now, however. There were still 1.5 hours left, and the team continued in its bid to set an even greater record. After 24 hours, the trouble-free car No. 1 chalked up an average speed of **180.082 km/h**. The **Forester** had captured the glory of the Hulman Trophy.

1997 Subaru Forester

The **Subaru Forester** made its debut in February 1997. The **Forester** combined the strong points of a sports utility vehicle (SUV) and a passenger car as a vehicle of a new genre based on the "best of both" concept. The basic chassis was virtually the same as that of the 1993 **Legacy**, which was a fully changed model. However, the **Forester's** wheelbase was reduced, with the ground clearance of 200 millimeter and an overall height of 1,580 millimeter. Hence, while the **Forester** possessed superior driving performance for bad road conditions and a high driving position required for SUVs, it still provided pleasant riding comfort for those on board.

Subaru captured third consecutive Manufacturer's Title in WRC

1998 This section presents the challenges that **Subaru** cars have taken on and the events that have rewritten the records. Because Subaru takes driving performance seriously, **Subaru** engineers undertake repeated test drives under all conceivable conditions on test courses and on ordinary public roads as part of an automobile's development stages. The data gathered from these tests is used to thoroughly refine the vehicles so that their driving performance can be boosted to a higher level. Another part of these efforts to raise driving performance is **Subaru's** system of pitting newly developed models against world speed records before the cars' introduction. Of course, one of the purposes of this system is to have **Subaru's** concentration of technologies break world speed records. More importantly, however, is the valuable data that can only be collected by mercilessly pushing a car to its limits and the verification of Subaru car's top performance and reliability by strict judges using international standards.

Legacy Station Wagon Sets World Speed Record (April 23, 1998)

Location

Colorado, U.S.A.

Record Average speed of **270.532 km/h** (the world's fastest production station wagon certified by the **FIA** and **ACCUS** for the mass-produced car category, turbo engine, 1,600cc-2,000cc class)

Vehicle **Legacy Touring Wagon GT-B** (third-generation domestic Legacy Station Wagon, turbo model)

On April 23, 1998, at the FIA qualified course on Highway 10 in La Junta, Colorado, the Legacy Station Wagon set a new world record at an amazing speed (average speed over one kilometer: **270.532 km/h**; average speed over one mile: **270.047 km/h**), drastically surpassing the previous record set by a second-generation Legacy in 1993.

Specifications for the model used are essentially the same as those for commercially available models, with the addition of a six-point roll cage, fire extinguisher, five-point seat belt, and safety bucket seat as safety equipment.

This attempt was conducted on an ordinary road with all the usual bumps, so conditions could hardly be described as desirable for breaking a world record. The chief mechanic, **Kazuo Nakasato**, described the significance of the challenge as follows: *"This kind of record event is normally held on a circuit that has the best surface conditions possible and is generally held on test courses. However, we opted for the highway because we wanted the owners to see the perfection of the new Legacy and the superiority of the AWD system's 'Active Driving, Active Safety.' Through Subaru's positivism, I think this was a great opportunity for us to demonstrate Subaru's philosophy in making cars."*

The **Legacy Station Wagon** was driven by **David Donner**, who has competed in the Pikes Peak Hill Climb and the NASCAR Sun Bank 24 Hours of Daytona. And the third-generation **Legacy** broke the previous record of **244.98 km/h**, which

had been established by the second generation on salt flats, by a wide margin on a highway. The significantly higher speed achieved for the current record is evidence of the even-greater potential of the Legacy Station Wagon following a full model change.

Third-generation Legacy Station Wagon introduced

Subaru Pleo introduced, replacing Vivio

Subaru Legacy Station Wagon and Subaru Pleo received 1998-1999 RJC New Car of the Year awards from the Automotive Researchers' & Journalists' Conference of Japan

Third-generation Legacy 4-Door Sedan introduced

1999 Gunma manufacturing Division received ISO 14001 environmental management systems certification

Aggregate production of Subaru AWD cars surpasses five million units

Agreement on business alliance with General Motors Corporation signed

Agreement on business alliance with Suzuki Motor Corporation signed

2000 Outback H6-3.0 introduced

Second-generation Impreza introduced

Impreza received 2000-2001 Car of the Year Japan Special Award and much more ...

2003 best Impreza ever belongs to the americas cool. and much, much more

STi

Subaru Tecnica International (STi) was founded in April 1988 by Fuji Heavy Industries producers of Subaru cars. Its aim was to promote Subaru products in its markets around the world using the motorsport arena. STi identified international rallying and endurance speed records as two areas to increase Subaru's presence in the motorsport world.

The newly launched Legacy set two world records and 13 international records in attempting the 100,000km FIA World Speed Record in January 1989. The World Rally Championship project evolved from Subaru's involvement in Japanese rallying but became a full scale factory effort when STi joined forces with the British-based Prodrive company. The initial objective was to pose a serious challenge to the established manufacturers competing in the World Rally Championship. With the Prodrive engineered and run Legacy now a rally winner in the World Rally Championship and throughout the world and the successful debut of the new Subaru Impreza 555, STi is ensuring a high profile for the Subaru products on the world stage.

In addition to the higher profile motorsport has given Subaru in its markets throughout the world, it has also demonstrated the level of design and technology inherent to Subaru products. Many of the lessons learnt in competing in the World Rally Championship are incorporated into the design of production models, benefiting all Subaru drivers.

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