

19 *Subaru*  
93 IMPREZA

THE EXECUTIVE VICE-

PRESIDENT OF SUBARU,

IS ONLY TOO AWARE THAT

THERE ARE **240** CARS

YOU CAN CHOOSE FROM.

BECAUSE OF THAT HE'D LIKE

TO HAVE A WORD WITH YOU.

"ABOUT OUR NEW  
SUBARU IMPREZA..."



 MR. CHUCK WORRELL  
EXECUTIVE VICE-PRESIDENT  
SUBARU OF AMERICA, INC.



IMPREZA L SEDAN SHOWN IN AMETHYST



IMPREZA LS SEDAN SHOWN IN CRIMSON PEARL WITH ACCESSORY ALLOY WHEELS



# ERGONOMICS. A SCARY-SOUNDING WORD THAT SIMPLY MEANS WE

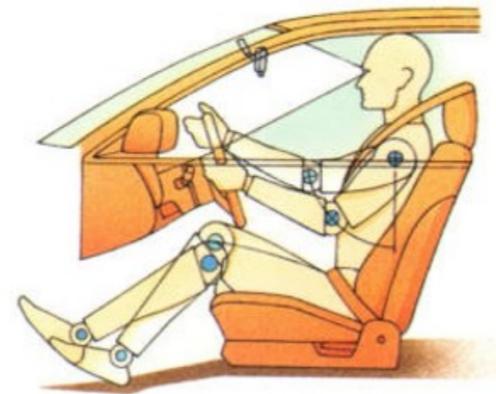
designed the car around the driver. For example, all the controls are right where you need them. No unnecessary searching and stretching. You can see everything on the instrument panel, too, without moving your head, and whatever you're looking for is easy to find because we used a very simple layout. No confusing colors, no complicated design, just large white on black analog gauges. And there's something else you'll notice about the Impreza. Press on the gas and you'll be amazed at what you hear. Practically nothing. The engine's quiet, the windows have double gaskets to seal out noise, the rigid body design reduces creaking, and you shouldn't hear your passengers complaining either. With 84 cubic feet of passenger space, there's



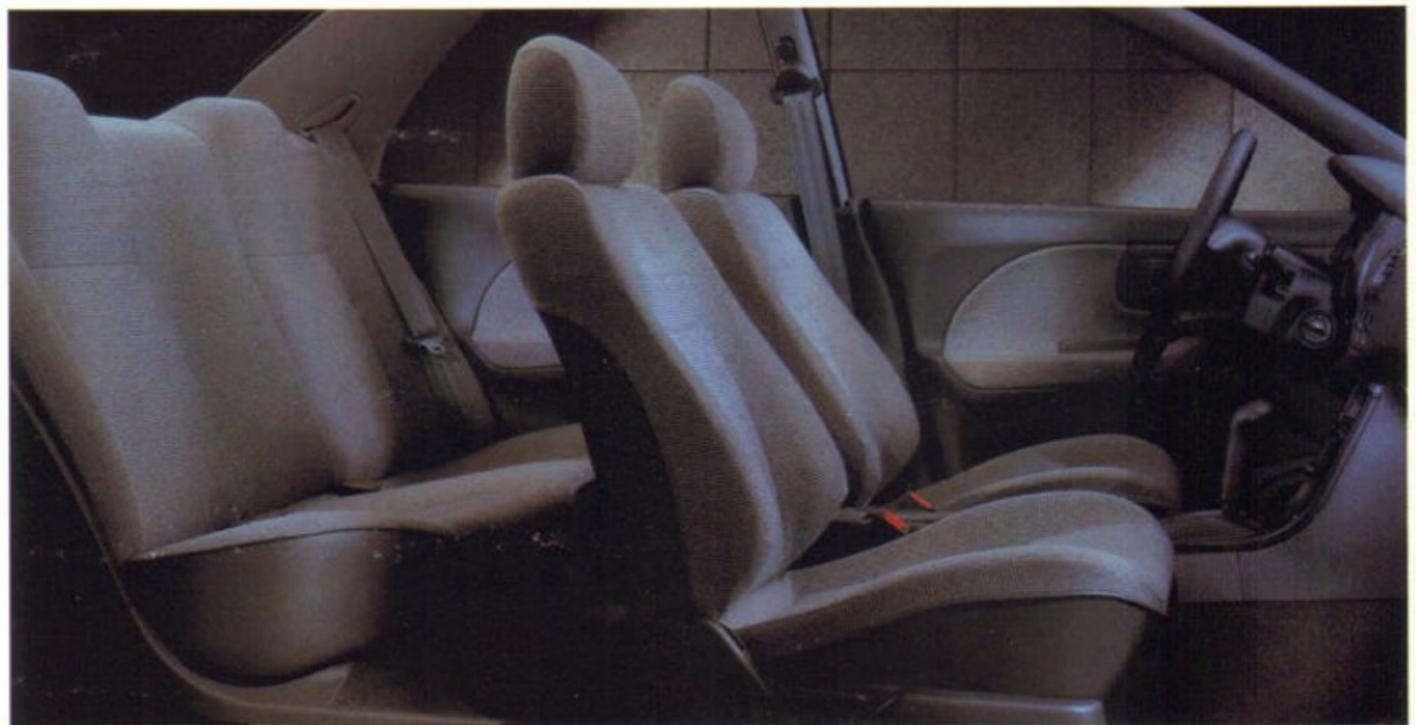
plenty of room for five. So sit back, turn on the Impreza LS 80-watt stereo, and listen to the music instead of weather reports because of the

option of All-Wheel Drive traction. Which I'll talk about next.

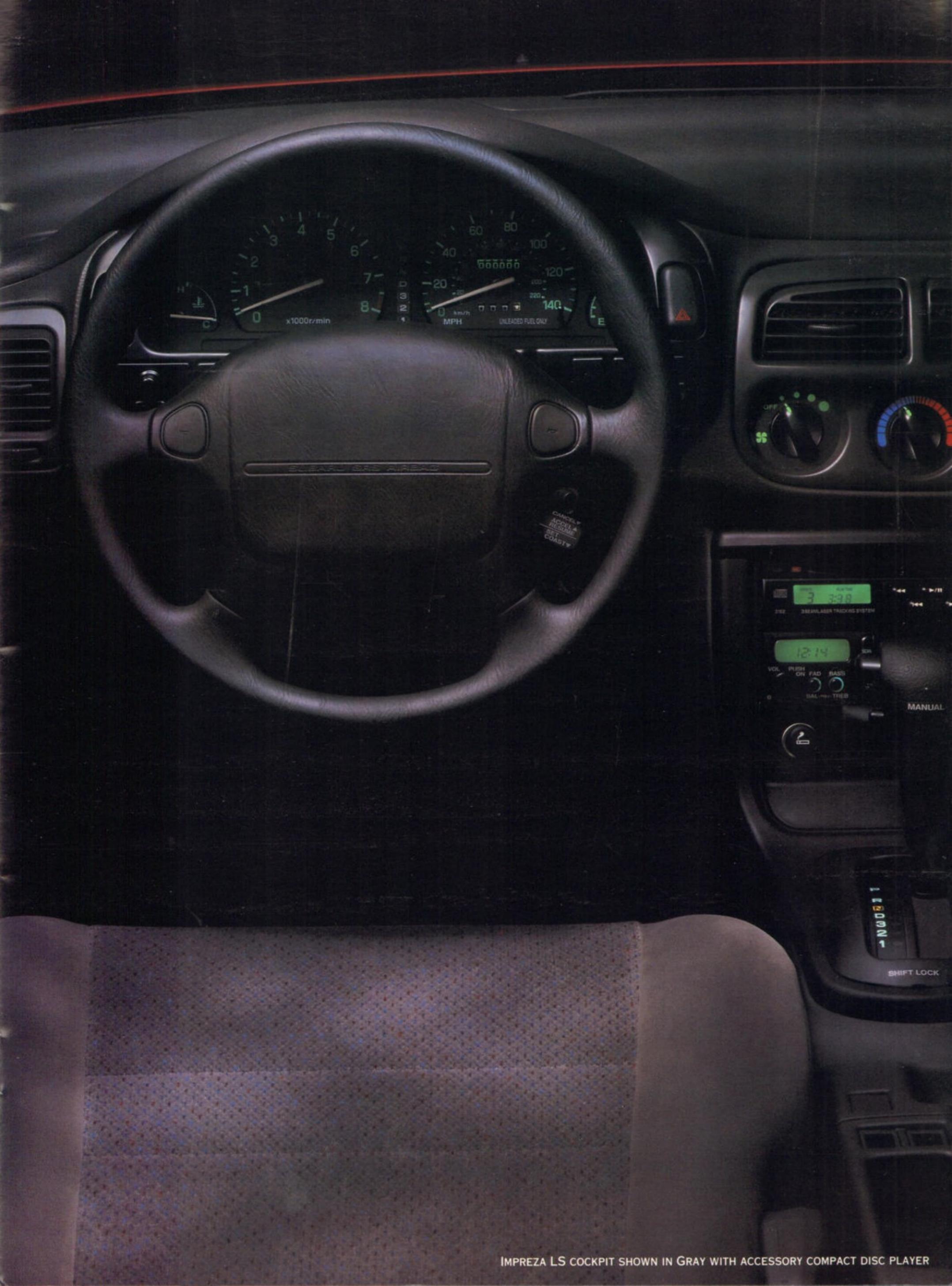
THIS IS THE SCIENCE OF DESIGNING A PIECE OF MACHINERY TO FIT THE HUMAN BODY. IN THE CASE OF THE NEW IMPREZA IT MEANS CONTROLS THAT ARE WITHIN EASY REACH FOR QUICK DECISIONS. IT MEANS GAUGES YOU CAN READ CLEARLY AT A GLANCE, WHATEVER THE POSITION OF THE STEERING WHEEL. IT MEANS SEATS DESIGNED TO THE CONTOURS OF THE HUMAN BODY TO KEEP YOU RELAXED.



ACCESSORY CD PLAYER WITH RANDOM AND REPEAT FEATURES, STANDARD IMPREZA LS 80-WATT AM/FM CASSETTE STEREO SOUND SYSTEM. (THEY'RE BOTH SO WELL MADE EVEN PUNK ROCK MUSIC DOESN'T SOUND SO BAD.)



IMPREZA L INTERIOR SHOWN IN GRAY.



IMPREZA LS COCKPIT SHOWN IN GRAY WITH ACCESSORY COMPACT DISC PLAYER



IMPREZA LS INTERIOR SHOWN IN BEIGE



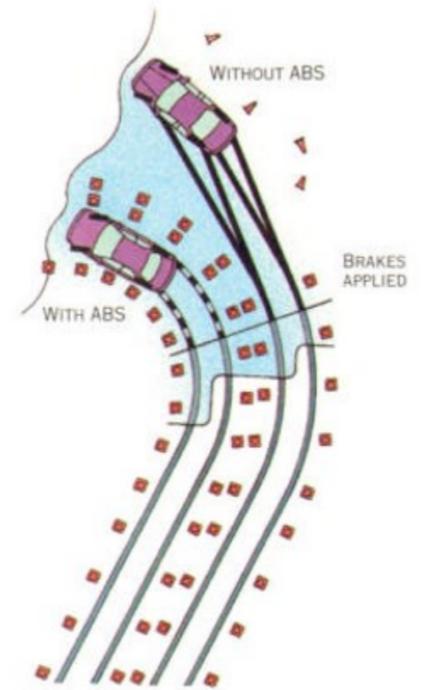
**A**CTIVE SAFETY. SNOW. PELTING RAIN. MOST DRIVERS FEAR THOSE conditions. But not those behind the wheel of

the new Subaru Impreza. First of all, the Impreza is available with full-time All-Wheel Drive traction. So when the front wheels begin to slip, the power is instantly redistributed to the rear wheels to help you maintain more control. But All-Wheel Drive is just part of the solution. You also need a braking system that can help stop you before an accident occurs.

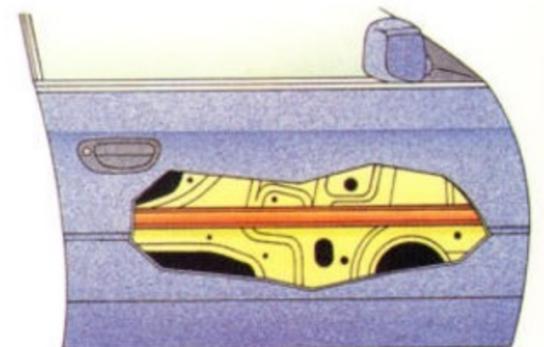
That's why the Impreza LS has 4-wheel disc brakes and why we back them up with a standard 4-channel Anti-lock Braking System. All this is designed to help you stay out of trouble.

*Passive Safety.* Along with three-point manual seat belts, each 1993 Impreza comes standard with a driver's-side air bag Supplemental Restraint System for added safety†. Subaru has also added an energy-absorbing steering column that collapses in a frontal collision, steel side-door beams and front and rear energy-absorbing crush zones. The bumpers are impact-

absorbing up to 5 mph. That's double the federal standard. Accidents aren't anyone's favorite topic of conversation, so let's go on to my favorite. It's under the hood.



4-CHANNEL ANTI-LOCK BRAKES STANDARD ON THE LS. HYDRAULIC CIRCUITS FOR EACH WHEEL ARE CONTROLLED BY A COMPUTER THAT PREVENTS LOCKUPS AND ALLOWS GREATER CONTROL UNDER EXTREME BRAKING CONDITIONS.



WITHIN EACH OF THE FOUR DOORS YOU'LL FIND A CRASH-TESTED SIDE-IMPACT BEAM MADE OF SUPER-STRENGTH TUBULAR STEEL. IF YOU TRAVEL WITH CHILDREN, THERE ARE STANDARD CHILD-SAFETY REAR DOOR LOCKS.

STANDARD DRIVER'S-SIDE AIR BAG AND THREE-POINT FRONT SEAT BELT WITH HEIGHT-ADJUSTABLE ANCHORS PROVIDE AN ADDED MEASURE OF SAFETY†.

†The driver's-side Supplemental Restraint System (air bag) affords the driver additional protection in a frontal collision. This system provides supplemental protection only, and seat belts must still be worn in order to provide the best combined protection in a serious accident.



IMPREZA  
LS AWD

THE ROOF RACK SHOWN ON THIS VEHICLE IS FOR ILLUSTRATIVE PURPOSES ONLY. IT IS AN ACCESSORY WHICH IS, AT THE TIME OF PUBLICATION, UNDER DEVELOPMENT FOR FUTURE AVAILABILITY.

IMPREZA LS SPORT WAGON SHOWN IN AEGEAN BLUE





THE ENGINE. WITHOUT A DOUBT, IT'S THE MOST IMPORTANT PART

of a car. And that's why we spent so much time

and money designing the best engine possible. In the

Impreza you'll find the same basic engine configuration used in

the Ferrari Testarossa and the Porsche 911. The Impreza, you see,

has a horizontally-opposed engine, which is able to produce

incredible power at lower rpm. Which simply means, when you

hit the gas, the power is there, and you don't have to wind-out the

engine to get to it. This enables you to accelerate quicker, and

it can help reduce engine stress too. Furthermore, this engine

has a distributorless ignition which

means no more distributor cap and

rotor to replace and improved poor-

weather starts. One last thing about our

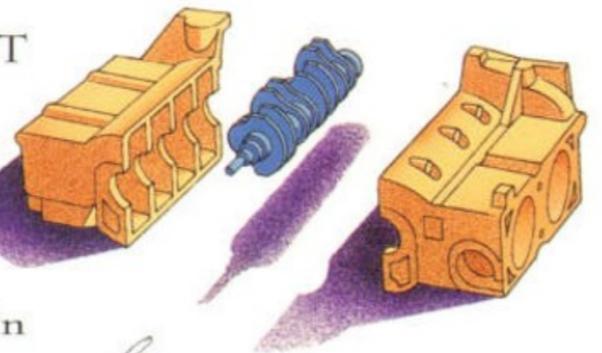
horizontally-opposed design — it's easy

to work on. Everything is right where

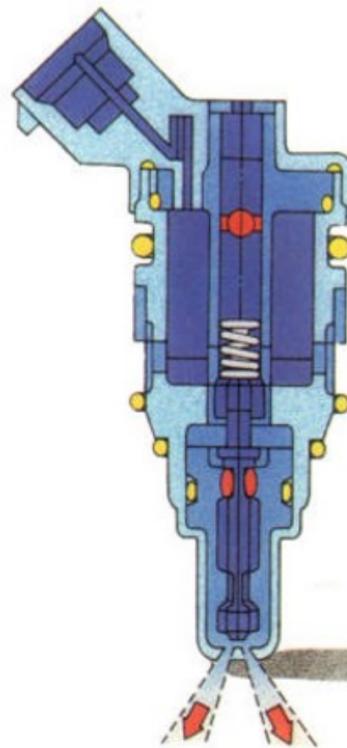
you want it. No more searching, no

more stretching, no more working in

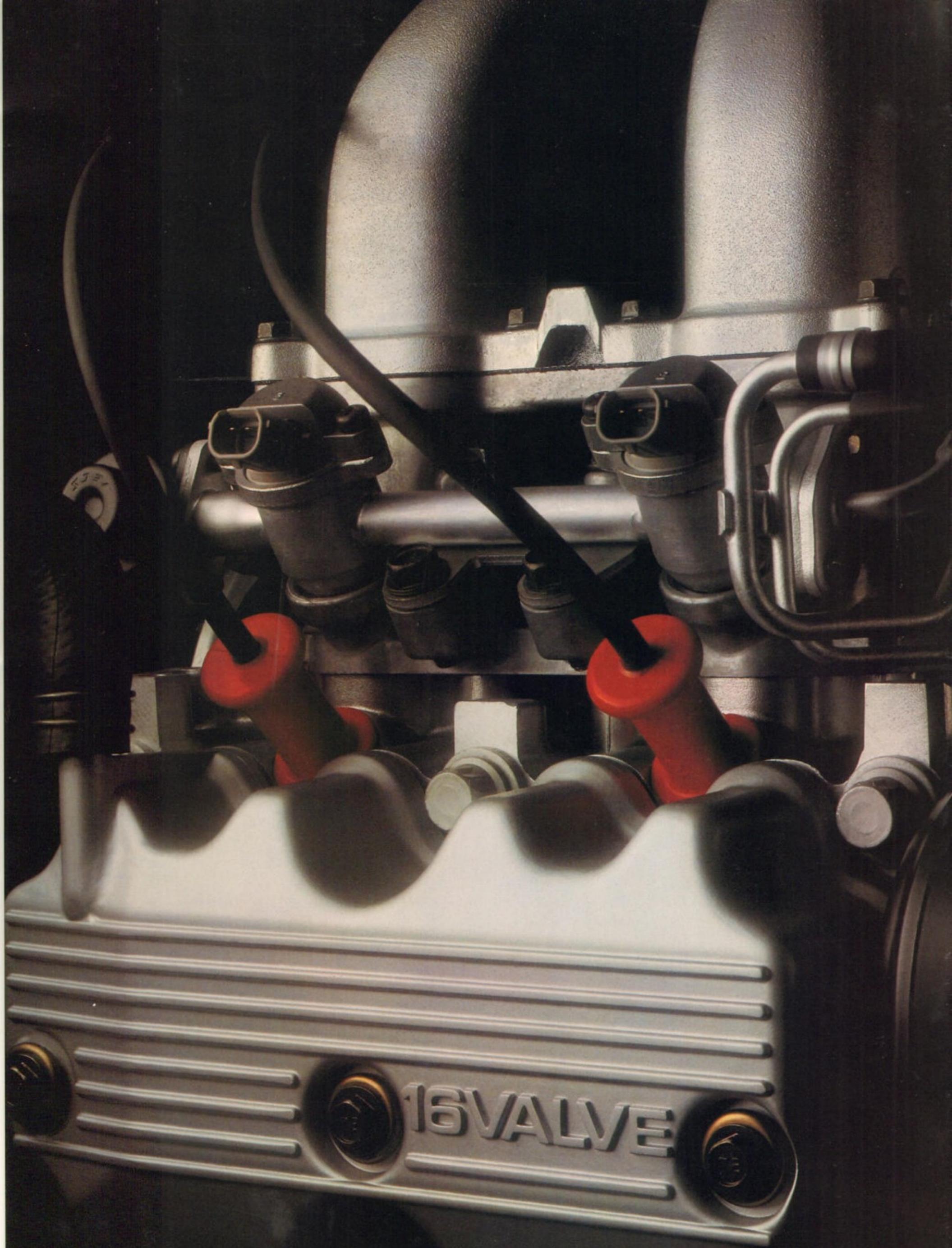
tight spaces with bruised knuckles.



HORIZONTALLY-OPPOSED, 1.8-LITER, 16-VALVE, ALUMINUM ALLOY ENGINE. BY DESIGN, HORIZONTALLY-OPPOSED ENGINES MINIMIZE ENGINE VIBRATIONS AND PROVIDE A LOWER CENTER OF GRAVITY WHICH GIVES A CAR BETTER HANDLING CHARACTERISTICS. THIS IS WHY THE PORSCHE 911 AND THE FERRARI TESTAROSSA USE THEM. SO WHY DOESN'T THE HONDA CIVIC USE ONE? THE ANSWER TO THAT IS TO SWITCH TO A NEW IMPREZA.



DUAL-SPRAY FUEL INJECTORS FOR IMPROVED COMBUSTION. WHAT DOES IMPROVED COMBUSTION IMPROVE? IT IMPROVES PERFORMANCE, FUEL ECONOMY AND COLD WEATHER STARTS.



16 VALVE

**T**HE TRANSMISSION. NOT ONLY IS OUR STANDARD TRANSMISSION FAMOUS FOR both its smoothness and its durability, there's also another aspect consumers love about it — the Hill-Holder.<sup>TM</sup> With our patented Hill-Holder system, there's no need to be nervous when you find yourself stopped on a steep hill. Just hit the brake and the Impreza will stay right there until you let out the clutch. It's that simple, that great. And we also offer a special automatic transmission that you won't find in the competition — the 4EAT Full Electronic Control transmission. It's controlled by a computer that takes into consideration the specific way you drive. For instance, if you want to accelerate quickly, the computer will alter the shifting so you can accelerate onto the highway and away from that Sunday driver. If you're not in such a hurry, the computer will tailor the shifting for maximum fuel efficiency. Overall, with the Impreza transmission, the ride should be smooth and the miles worry free. Especially considering how well-built the Impreza is.



 FIVE-SPEED MANUAL TRANSMISSION WITH OVERDRIVE FEATURES A UNIQUE HILL-HOLDER CLUTCH. THE BRAKES AUTOMATICALLY HOLD THE CAR ON A HILL UNTIL YOU PRESS THE ACCELERATOR AND RELEASE THE CLUTCH FOR A PERFECT HILL START WITH NO ROLL-BACK.

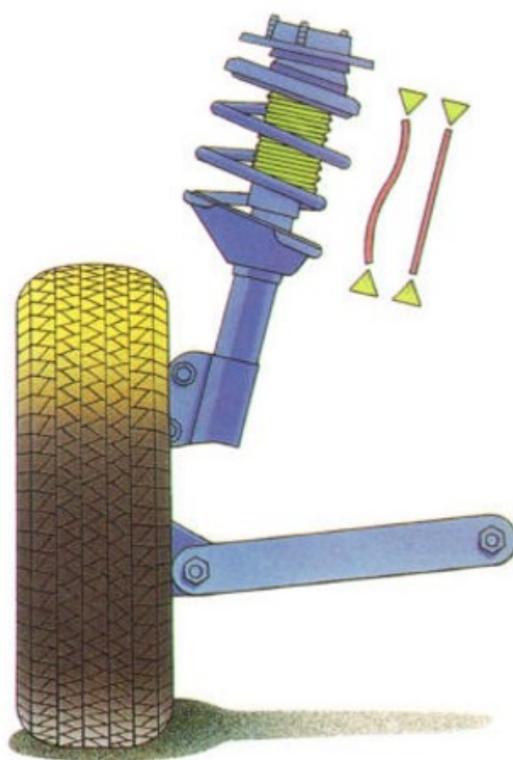


 TRANSMISSION CONTROL UNIT ALLOWS FULL ELECTRONIC CONTROL OF AUTOMATIC TRANSMISSION, MONITORS SHIFT-POINTS AND AUTOMATICALLY ADJUSTS BETWEEN POWER AND ECONOMY MODES BASED ON HOW YOU DRIVE. MIT IS OFFERING FOUR-YEAR PROGRAMS THAT FULLY EXPLAIN THIS ELECTRONIC MARVEL. ALL YOU REALLY NEED TO KNOW IS THAT IT MAKES SURE YOU'RE GETTING OPTIMUM ECONOMY AND PERFORMANCE AT ALL TIMES.

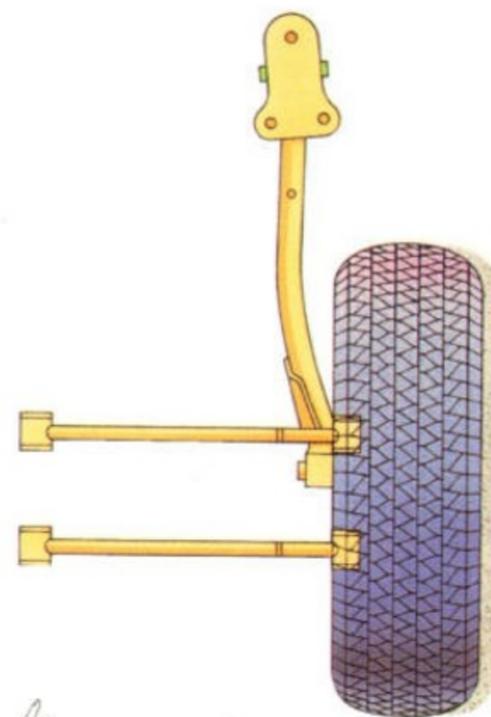
**T**HE SUSPENSION. WE DESIGNED THE IMPREZA

suspension on the assumption that every road is not a newly-paved superhighway. Instead, we designed the Impreza suspension to handle all the potholes, all the bumps, and all the thousands of curves you'll

encounter. We began by using liquid-filled bushings and special offset S-shaped coil springs that absorb the jolts and bumps better. Then we fine-tuned our suspension by adding long-travel, low-friction struts to help soak up additional shock. And we didn't stop there. In the rear, you'll find dual parallel links that promote passive rear-wheel steering. That requires some explaining. Okay, with most front-wheel drive cars, when you negotiate a corner, the rear wheels tend to get dragged through the curve. But with our dual parallel links, the rear wheels follow the curve better, so the ride is smoother, there's more control, and less tire wear, too. Now, let's proceed to the Design & Durability story.



LONG-TRAVEL, LOW-FRICTION MACPHERSON STRUTS WITH S-SHAPED SPRINGS ABSORB THE BUMPS AND DIPS WITHOUT TRANSFERRING THEM TO THE OCCUPANTS, AND GIVE AGILE RESPONSIVE HANDLING. LIQUID-FILLED FRONT BUSHINGS ISOLATE ROAD AND SUSPENSION NOISE.



DUAL PARALLEL LINKS PROMOTE PASSIVE REAR-WHEEL STEERING. IN OTHER WORDS, THE REAR WHEELS TEND TO ROLL THROUGH SHARP TURNS INSTEAD OF BEING DRAGGED. THIS WAY, CORNERING BECOMES A PRECISE SCIENCE.

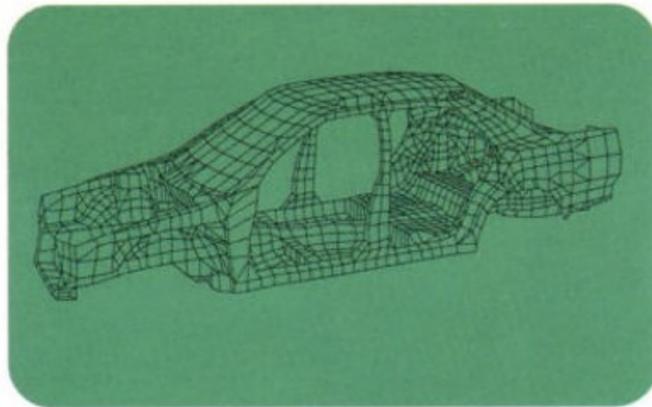


IMPREZA L SPORT WAGON SHOWN IN CARDINAL RED WITH ACCESSORY ALLOY WHEELS  
THE SPORT RAILS SHOWN ON THIS VEHICLE ARE FOR ILLUSTRATIVE PURPOSES ONLY. THEY ARE AN ACCESSORY WHICH IS, AT THE TIME OF PUBLICATION, UNDER DEVELOPMENT FOR FUTURE AVAILABILITY.

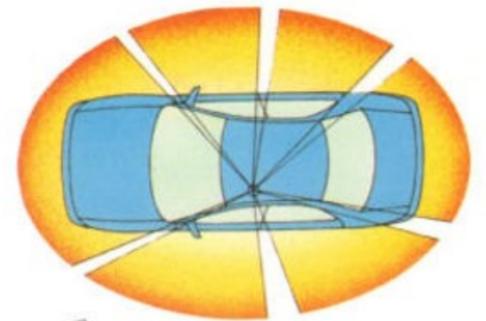
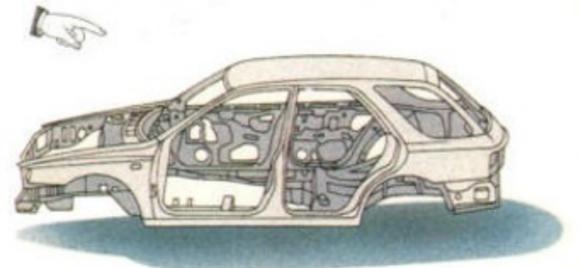


**D**URABILITY IS WHAT SEPARATES SUBARU FROM THE COMPETITION.

After all, how many car companies can make a statement like this: "93% of all Subaru cars sold in the U.S. in the last 10 years are still on the road and running today." That's not boasting. That's a fact. If you buy any Subaru, you can expect it to last years longer than the payments. That's true for the Impreza too, because everything we learned about building durable cars we used in designing this new car. Most of the body is specially treated to discourage rusting. The bumpers far exceed the government's requirements. We used a supercomputer in developing a more rigid, more aerodynamic body design. And, as stated earlier, the Impreza is available with All-Wheel Drive traction and 4-channel anti-lock brakes, which can help you steer clear of accidents. After all, the car that steers clear of accidents has a much better chance of staying on the road longer. Which holds true for the people in that car, too.



HOW DO WE MAKE THE IMPREZA STRONG? WE START WITH A RIGID UNIT BODY CONSTRUCTION. AND TO HELP ASSURE IT'LL STAY THAT WAY, WE COVERED 78% OF THE IMPREZA WITH DUAL-SIDED GALVANIZED STEEL.



WITH 4,666 SQUARE INCHES OF GLASS AREA, WE HAVE MORE WINDOW SURFACE THAN THE HONDA CIVIC, GIVING THE IMPREZA AN EXCELLENT LEVEL OF PERIPHERAL VISION.

ENERGY-ABSORBING CRUMPLE ZONES ARE BUILT INTO THE FRONT AND REAR BODY AND IN THE EVENT OF A COLLISION, THEY WILL PROGRESSIVELY COLLAPSE, ABSORBING AS MUCH OF THE ENERGY OF THE COLLISION AS POSSIBLE. WE HOPE YOU'LL NEVER HAVE TO SEE HOW WELL IT WORKS.



IMPREZA L SPORT WAGON SHOWN IN EBONY

THE ROOF RACK SHOWN ON THIS VEHICLE IS FOR ILLUSTRATIVE PURPOSES ONLY. IT IS AN ACCESSORY WHICH IS, AT THE TIME OF PUBLICATION, UNDER DEVELOPMENT FOR FUTURE AVAILABILITY.

# THE FACTS. THE TRUTH. THE REASON TO BUY.

## Specifications

### Engine

TYPE	4-cylinder horizontally-opposed (boxer) design for low center of gravity.
BLOCK CONSTRUCTION	Die-cast aluminum alloy for rigidity and light weight.
HEAD CONSTRUCTION	Cast aluminum alloy head with 4 valves per cylinder for optimal charge flow and centrally-located spark plug for maximum combustion efficiency.
VALVE TRAIN	16-valve, with single overhead cam shafts (SOHC) and roller rocker arms. Hydraulic lash adjusters give quieter cold start-up, and eliminate the need for valve adjustments.
DISPLACEMENT	1820 cubic centimeters (111 cubic inches)
BORE AND STROKE	3.46 x 2.95 inches
COMPRESSION RATIO	9.6:1
HORSEPOWER, SAE NET	110 @ 5600 rpm
TORQUE, SAE NET LB.-FT.	110 @ 4400 rpm
FUEL SYSTEM	Multi-port electronic fuel injection with dual-spray fuel injectors and intake manifold design tuned for low-end torque.
EXHAUST SYSTEM	Twin equal-length downtube headers and dual catalytic converters for reduced back pressure.
IGNITION SYSTEM	Distributorless electronic
ENGINE MANAGEMENT	Engine Control Unit (ECU) computer controls fuel and ignition systems with learning control, self-diagnosis and limp-home features.

### Transmission

MANUAL	5-speed manual with overdrive. Hill-Holder™ feature virtually eliminates rearward movement on hills.
AUTOMATIC	Fully automatic 4-speed (4EAT) with electronic shift control, automatically-engaging overdrive and lockup torque converter.
AUTOMATIC TRANSMISSION MANAGEMENT	Transmission Control Unit (TCU) computer controls transmission operation and communicates with engine management computer. Monitored functions include: engine speed, vehicle speed, brake system engagement and ABS engagement. <ul style="list-style-type: none"> <li>• Automatically selects between Power and Economy modes based on throttle input. Power mode upshifts at higher engine speeds for increased acceleration.</li> <li>• Manual mode allows gear selection similar to manual transmission operation. Driver can reduce wheel spin on slippery surfaces by starting in second gear.</li> </ul>

### All-Wheel Drive/AWD (optional)

With automatic transmission: TCU management computer actively controls a continuously variable torque split between front and rear. Most of the engine's power is normally directed to the front wheels for better fuel economy. When wheel spin occurs, additional power is automatically directed to the wheels with better traction. Front/rear power split varies between 90%/10% and 50%/50%.

With manual transmission: Viscous center differential continuously directs power to all wheels on dry pavement, and to wheels with better traction in slippery conditions.

### Chassis

BODY CONSTRUCTION	Unit body type, with front and rear energy-absorbing impact-crumple zones. 78% of bodywork galvanized on both sides to discourage corrosion to retain body rigidity.
WEIGHT DISTRIBUTION	LS AWD: 57% front/43% rear
FRONT SUSPENSION	Independent, with long-travel, low-friction struts, offset S-shaped coil springs, lower L-arms with liquid-filled bushings and stabilizer bar.
REAR SUSPENSION	Independent, with long-travel, low-friction struts, offset S-shaped coil springs, Dual Parallel Links for passive 4-wheel steering, and trailing links. Rear stabilizer bar on Impreza LS model.
STEERING	Rack-and-pinion type with engine-rpm-sensing variable power assist, and impact-collapsible steering column. Turning circle diameter, curb-to-curb: 32.8 feet.
BRAKES	Power-assisted, with dual diagonal hydraulic circuits. 9.4-inch ventilated front discs and 9.0-inch rear drums (L). 10.4-inch ventilated front discs, 10.3-inch rear discs and disc in drum rear parking brake (LS). 4-channel Anti-lock Braking System (ABS) with one hydraulic ABS circuit per wheel (LS).
WHEELS	5-lug steel wheels. Full wheel covers on L and LS 13-inch x 5.0B (Impreza, FWD L) 14-inch x 5.5J (AWD, LS)
TIRES	All-season steel-belted radials P165/80HR13 (Impreza, FWD L) P175/70HR14 (AWD, LS)
FUEL CAPACITY	13.2 gallons
CURB WEIGHT	L Sedan FWD with manual transmission: 2325 pounds.

### Dimensions (inches)

Wheelbase	99.2	Track: front/rear	57.7/57.1
Length	172.0	Headroom: f/r	39.2/36.7
Width	67.1	Legroom: f/r	42.9/32.5
Height	55.1	Shoulder room: f/r	52.6/52.6

EPA interior volume index—Sedan: 95.5 cu. ft.; Sport Wagon: 110.6 cu. ft.

EPA cargo volume—Sedan: 11.1 cu. ft.; Sport Wagon, rear seat up: 25.5 cu. ft.

### EPA Mileage Estimates (MPG; city/highway)

Sedan:	FWD M-5	25/31	Sport Wagon:	FWD M-5	25/31
	FWD A-4	24/30		FWD A-4	24/30
	AWD M-5	24/30		AWD M-5	24/29
	AWD A-4	23/28		AWD A-4	23/28

\*1993 EPA estimates. Use for comparisons only. Your actual mileage will vary.

### Subaru Warranties

3-year/36,000-mile\* Basic Warranty

5-year/60,000-mile\* Powertrain Warranty

5-year/unlimited mileage Rust Perforation Warranty

\*Whichever comes first. For complete warranty information including coverage and exclusions, see your Subaru dealer.



## Features

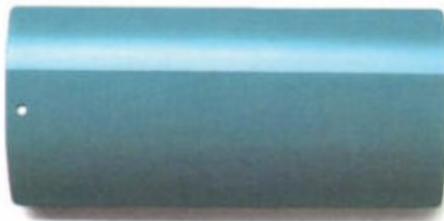
<i>Mechanical Features</i>	<i>Impreza*</i>	<i>Impreza L</i>	<i>Impreza LS</i>	<i>Interior Features</i>	<i>Impreza*</i>	<i>Impreza L</i>	<i>Impreza LS</i>
1.8-liter SOHC 16-valve horizontally-opposed 4-cylinder engine with multi-port electronic fuel injection	S	S	S	Reclining front bucket seats with height-adjustable head restraints	S	S	S
5-speed manual transmission with Hill-Holder™ feature	S	S	-	60/40 split fold-down rear seat back (Sport Wagon only)	-	S	S
4-speed electronically-controlled automatic transmission	-	O**	S	60/40 split fold-down rear seat back with lockable trunk-through feature (Sedan only)	-	-	S
Full-time All-Wheel Drive (AWD)	-	O**	O	Cloth upholstery	S	-	-
Fully independent suspension	S	S	S	Upgraded woven cloth upholstery and door trim inserts	-	S	-
Rack-and-pinion steering with engine-rpm-sensing variable power assist	S	S	S	Luxury moquette velour upholstery and door trim inserts	-	-	S
Power assisted brakes with ventilated front discs	S	S	S	Front door map pockets	S	S	S
4-wheel disc brakes	-	-	S	Manual 3-point safety belts for 4 outboard passengers and rear center lap belt	S	S	S
4-channel Anti-lock Braking System (ABS)	-	-	S	Height-adjustable front safety belt shoulder anchors	S	S	S
				Child safety seat anchors	S	S	S
<i>Exterior Features</i>				Child-safety rear door locks	S	S	S
13-inch styled steel wheels with center caps	S	-	-	Lockable glove compartment	S	S	S
13-inch wheels with full wheel covers (FWD only)	-	S	-	Retractable dual cup holder	S	S	S
14-inch wheels with full wheel covers	-	S†	S	Power door locks	-	S**	S
P165/80HR13 all-season steel-belted radial tires	S	S	-	Power windows with driver's-side automatic one-touch up/down feature	-	S**	S
P175/70HR14 all-season steel-belted radial tires	-	S†	S	Remote fuel filler release	S	S	S
Driver's-side manual mirror	S	-	-	Remote trunk release (Sedan only)	S	S	S
Dual manual mirrors	-	S	-	Cargo area light	-	-	S
Dual power mirrors	-	S**	S	Cargo area parcel hook (Sport Wagon only)	-	S	S
Body-color trim group: door handles, body-side moldings and mirrors	-	-	S	8000-rpm tachometer with 6000-rpm redline, engine coolant temperature gauge and resettable trip odometer	S	S	S
5-mph bumpers	S	S	S	Tilt steering column and soft grip steering wheel	S	S	S
Side-impact door beams	S	S	S	Driver's-side air bag Supplement Restraint System (SRS) <sup>1</sup>	S	S	S
Intermittent windshield wipers	S	S	S	Cruise control with steering wheel mounted controls	A	A	S
Rear window wiper/washer (Sport Wagon only)	-	S	S	Heater/defroster with 4-speed fan, rotary controls, front side window demisters and rear seat heater ducts	S	S	S
Tinted glass	S	S	S	Rear window defroster	S	S	S
Fuel filler cap holder	S	S	S	Air conditioning	A	S**/A	S
Automatic headlights-off feature	S	S	S	Noise reduction group: sandwich construction toe board, asphalt sheet silencer in floor (under carpeting) and acoustic insulation in bulkhead and roof pillars	S	S	S
				80-watt AM/FM cassette stereo sound system with four speakers and clock	-	-	S
<i>Genuine Subaru Accessories</i>				40-watt AM/FM stereo sound system with four speakers and clock	-	S**	-
14-inch aluminum alloy wheels	-	A†	A				
Front and rear splash guards	A	A	A				
Carpeted floor mats	A	A	A				
AM/FM stereo radio	A	A	-				
Full-feature cassette player	A	A	-				
Compact disc player	A	A	A				

S: Standard O: Optional A: Available accessory -: Not available \*Sedan only \*\*Impreza L Front-Wheel Drive Sedan with manual transmission also available without this equipment †AWD only  
<sup>1</sup>The driver's-side Supplemental Restraint System (air bag) affords the driver additional protection in a frontal collision. This system provides supplemental protection only, and seat belts must be worn in order to provide the best combined protection in a serious accident.

# Paint



GLACIER WHITE



AQUA FROST METALLIC



AEGEAN BLUE METALLIC



CARDINAL RED



EBONY



AMETHYST METALLIC



HUNTER GREEN METALLIC



CRIMSON PEARL



20

	GLACIER WHITE	GLACIER WHITE	AQUA FROST METALLIC	AEGEAN BLUE METALLIC	CARDINAL RED	EBONY	AMETHYST METALLIC	HUNTER GREEN METALLIC	CRIMSON PEARL
IMPREZA SEDAN	●								
IMPREZA L SEDAN		●	●	●					●
IMPREZA L SEDAN*		●	●	●			●	●	●
IMPREZA L SPORT WAGON		●	●	●	●	●		●	
	GRAY CLOTH (NOT SHOWN)	BEIGE CLOTH	GRAY CLOTH	GRAY CLOTH	GRAY CLOTH	BEIGE CLOTH	GRAY CLOTH	BEIGE CLOTH	GRAY CLOTH

\*With Preferred Equipment Group

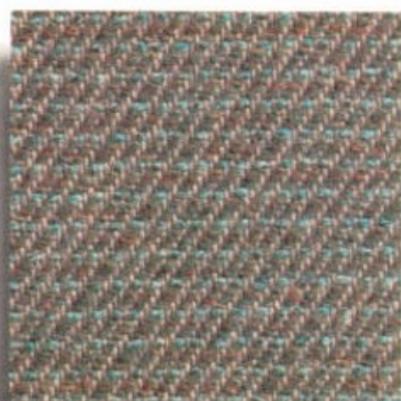
	GLACIER WHITE	GLACIER WHITE	AQUA FROST METALLIC	AEGEAN BLUE METALLIC	CARDINAL RED	EBONY	AMETHYST METALLIC	HUNTER GREEN METALLIC	CRIMSON PEARL
IMPREZA LS SEDAN		●		●			●	●	●
IMPREZA LS SPORT WAGON		●		●		●		●	
	GRAY CLOTH (NOT SHOWN)	BEIGE CLOTH	GRAY CLOTH	GRAY CLOTH	GRAY CLOTH	BEIGE CLOTH	GRAY CLOTH	BEIGE CLOTH	GRAY CLOTH

● — indicates availability

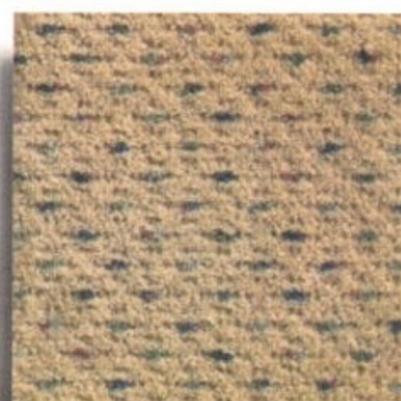
# Cloth



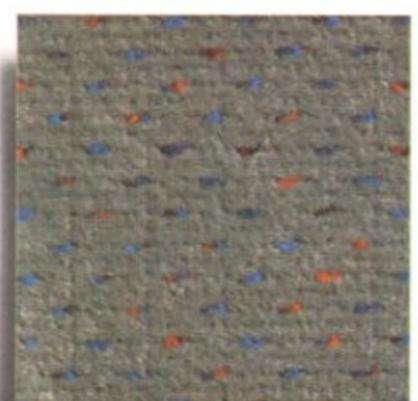
L BEIGE



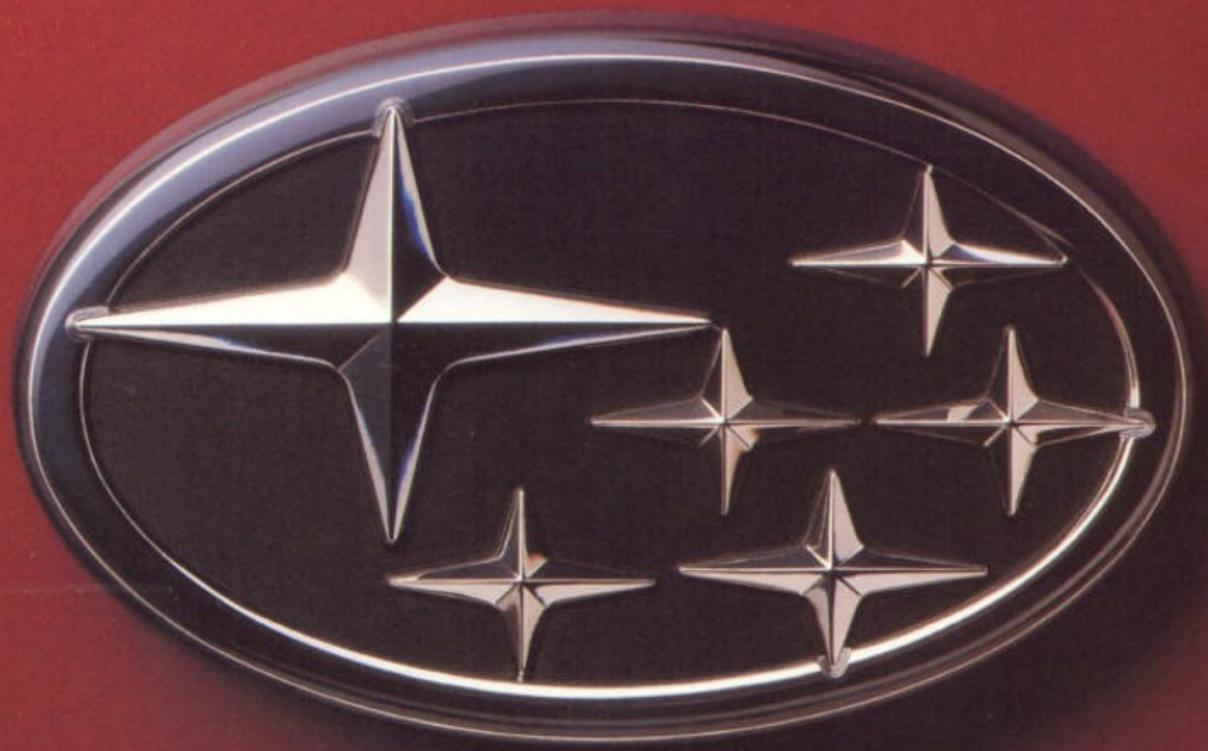
L GRAY



LS BEIGE



LS GRAY



*Our first gripping 25 years.* Over the last 25 years we've made a lot of cars, but we've only made one promise. That is to build world-class engineering into cars that don't require a world-class trust fund. Case in point: The Subaru Justy®. A humble little economy car, perhaps, but one that incorporates All-Wheel Drive technology and was named "Best Bargain Car" by Motorweek in 1989 and 1990. Meanwhile, the more expensive European marques are just getting around to touting the performance and safety benefits of traction control systems.

Another example is the Subaru SVX®. Here you'll find highly advanced engineering features once only available on sports cars you could never afford. Well, you can. And not be too shy about it either.

In their own right, the Legacy® Sedan and Wagon are what really epitomize Subaru cars. Where else can you buy luxury, style and performance engineering without paying for hood ornaments and other assorted baggage that has been construed by very smart marketing people to be worth thousands of extra dollars. We knew better. And so do you.

But let's not forget why you're reading this brochure. Simply test drive a new Impreza. This relatively short trip should be enough to convince you that everything you've read so far, albeit a trifle lengthy at times, is true. And from there, we believe, you'll be more than prepared to make the correct decision.

HOPEFULLY, THIS LITTLE TALK HAS ELIMINATED THE 239

OTHER CARS. IF YOU NEED ANY MORE PERSUASION, JUST TAKE

A SUBARU IMPREZA™ FOR A NICE, LONG, LONG TEST DRIVE.”



*(Satisfied with the introduction of the Subaru Impreza, Chuck is off to another meeting.)*

SUBARU IMPREZA. WHAT TO DRIVE.™