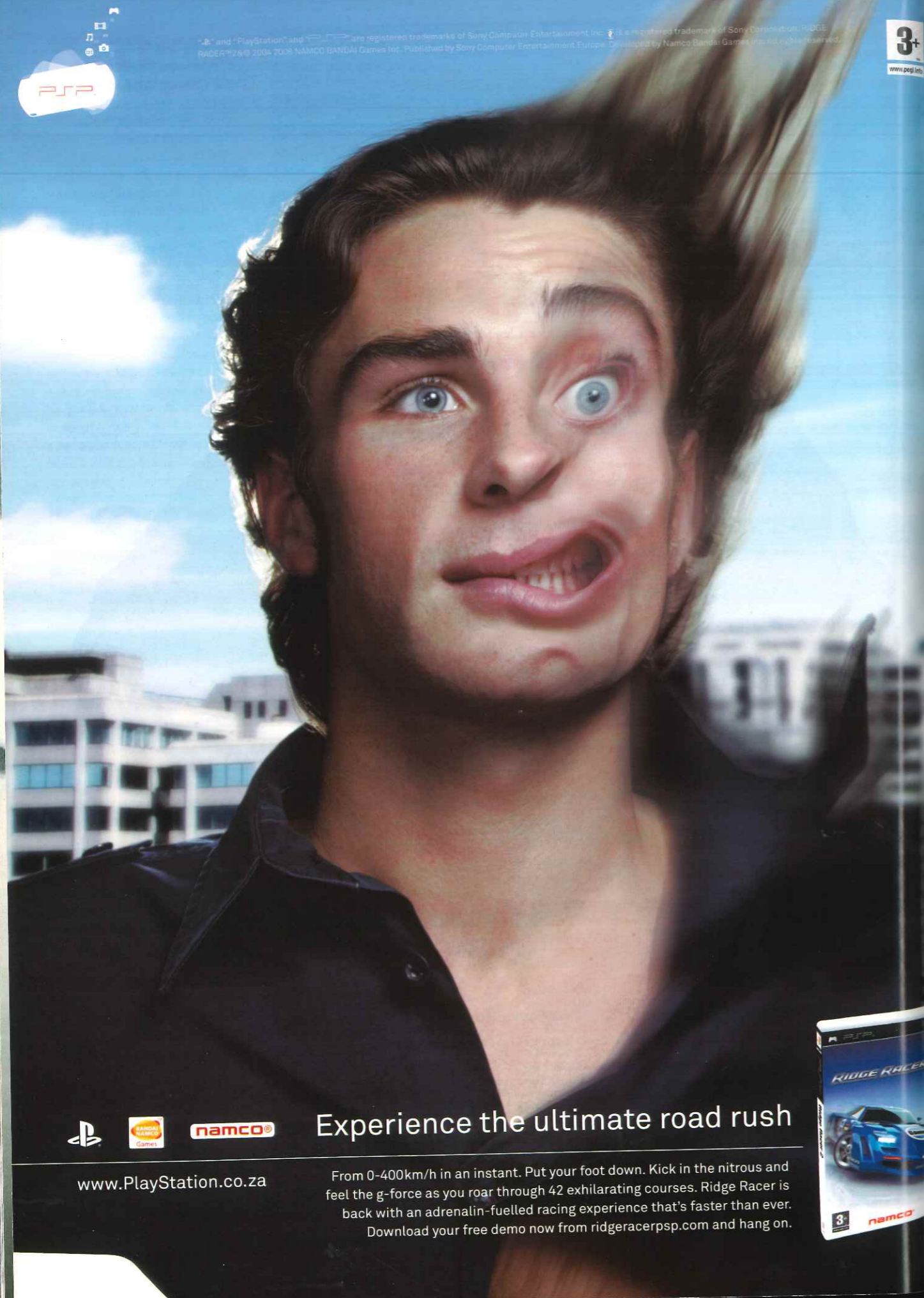


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TRIED & TESTED

SUBARU LEGACY 2,5 GT

Grip & Go



14/20

YOU have just over R360 000 to spend on a premium sports saloon... so where do you go? In the past, this was relatively easy – you went to your nearest BMW dealer and chose the colour of your 330i. However, these days it is a great deal trickier, and with the arrival of the Subaru Legacy 2.5 GT, it is now even more difficult. The adoption of the turbocharged 2.5-litre, four-cylinder boxer engine is the biggest news here. It punches out 184 kW at 6 000 r/min, and 239 N.m of torque at 3 600. It is coupled with a very slick six-speed manual transmission. Out on our performance test it scorched to 100 km/h in

6,75 seconds and on to a 245 km/h top speed. Overtaking acceleration, once it is in its power band, is very, very impressive. Less impressive is the engine's fuel thirst – our index figure worked out at 13,4 litres/100 km. But now comes an interesting twist: the Legacy 2,5 GT is equipped with Subaru's new SI-drive system (Subaru Intelligent Drive), which essentially means you can select one of three drive modes at the twist or push of a button... Located on the floor console in BMW iDrive fashion, the SI-Drive controller allows you to tailor your Legacy's power output and responsiveness to your specific driving

needs. The default mode is called "Sport" and this offers linear responses and the full torque. Press the button down and you immediately enter "Intelligent" mode, which reconfigures the car's torque curve and throttle response to react like a non-turbo 2,0-litre engine. In traffic situations, this means you'll use less fuel – up to 14 per cent less, according to Subaru. And then there is "Sport Sharp", which is an elegant way of saying "Robot racer" mode. The throttle response in this position is intense, and the torque curve changes to add more low-down punch. SI-Drive is a clever system that works very well, especially when it

comes to fuel saving in traffic, but bear in mind that "Intelligent" mode will not save you fuel when cruising at the legal speed limit, because you'll tend to press down on the throttle more to keep the speed up. Otherwise, the Legacy 2,5 GT features the same revisions as detailed in the road test of the 2,0R published last month. And the handling? Well, save for a slightly bumpy low-speed ride, the Legacy 2,5 GT is arguably a class-leader in its overall composure, huge reserves of grip, and interactivity. It is a real driver's car. So, better than a 330i then? Hmm... It's getting very close.

SPECIFICATIONS

ENGINE	
Cylinders/capacity (cm³)	H4/2 457
Max power (kW@r/min)	184/6 000
Max torque (N.m@r/min)	339/3 600
TRANSMISSION	
Forward speeds	six
1st gear	3,636 to 1
2nd gear	2,235 to 1
3rd gear	1,521 to 1
4th gear	1,137 to 1
5th gear	0,707 to 1
6th gear	3,900 to 1
Reverse gear	3,333 to 1
Drive type	permanent all-wheel drive
Power aids	none

WHEELS AND TYRES	
Road wheels	18x7JJ alloy
Tyre make	Bridgestone Potenza
Tyre size	215/45 R18
BRAKES	
Front	316 mm ventilated discs
Rear	290 mm solid discs
Hydraulics	ABS, EBD
CAPACITIES	
Fuel tank (litres)	64
Boot/utility space (dm³)	336
WARRANTY AND SERVICE INTERVALS	
Warranty	3 years/100 000 km
Maintenance plan	3 years/63 000 km
Service interval	every 12 500 km

PERFORMANCE

MAX SPEED				
True speed	245 km/h	at 5 645 r/min	in top gear	
ACCELERATION (secs)				
0-60	2,95			
0-80	4,44			
0-100	6,75			
0-120	9,00			
1 km sprint	26,78			
Terminal speed	198,7 km/h			
OVERTAKING ACCELERATION (secs)				
	3rd	4th	5th	Top
40-60	2,40	4,00	6,37	—
60-80	2,01	2,69	4,89	8,03
80-100	2,01	2,64	3,53	6,46
100-120	2,25	2,81	3,75	4,98
120-140	—	2,96	3,88	5,35

FUEL CONSUMPTION	
Actual test consumption	13,06 litres/100 km
Fuel index*	13,4 litres/100 km
	7,5 km/litre
Estimated tank range	478 km
(*Calculated overall consumption)	
PERFORMANCE FACTORS	
Power/weight (W/kg)	117
Torque/litre (N.m/litre)	138

PRICE R363 000