



Prodrive Impreza N2010



Subaru and Prodrive had probably the most successful business and sporting collaboration in International Rallying history. Unfortunately for Rallying enthusiasts and Prodrive, during the depths of the GFC Subaru decided it would not compete the 2010 World Rally Championship.

That left Prodrive with capacity and expertise that luckily has not gone completely to waste with the introduction of the Impreza N2010 customer car. Homologated for FIA Group N production based classification the N2010 uses a larger 33mm air restrictor introduced by the FIA to provide closer alignment between Group N and the unrestricted Super2000 rally cars. Graham Prew, Prodrive sales manager states that "on gravel the Impreza is certainly a match for any Super 2000, but it is on

tarmac, that the additional engine performance will really come into its own and make the N2010 a competitive alternative to a Super 2000, but at about half the price and with significantly lower running costs."

Increasing the restrictor diameter from 32 to 33mm as well as fitting high flow fuel injectors and re-calibrating the ECU provided a 20 bhp increase in output as well improving torque across the rev range.

Besides the enhancements to the twin-scroll-turbo two-liter boxer engine the N2010 gets a major upgrade to running gear with long throw Ohlin dampers heavy duty bushes and AP Racing brakes. Of course being homologated the car also receives a full compliment of safety components including FIA certified roll-cage.

Subaru Prodrive N2010

- 1994 cc
- 4-cylinder boxer
- FIA Group N Homologated
- 1,350 kg

A spare £120,000 will buy you your own. Or you could take up the Prodrive two year lease with option to buy the car at the end of the agreement. Insurance and system rebuilds are included as part of the lease package.

Rod Halligan





Subaru Prodrive N2010

Year	2010
ENGINE	
Configuration	4-cylinder boxer
Layout	Front Longitudinal
Displacement	1994 cc
Bore	92 mm
Stroke	75 mm
Valvetrain	DOHC, 4 valves
Fuel delivery	Fuel Injection
Induction	IHI twin scroll 33 mm restrictor
BODY	
Weight	1350 kg
Front track	1550 mm
Rear track	1540 mm
Length	4415 mm
DRIVE	
Rear Wheel Drive	
Transmission	Prodrive-Hewland five-speed manual dog engagement
- Front diff	Plated limited slip
- Centre diff	Electro mechanical locking
- Rear diff:	Plated limited slip
Suspension Fr	Prodrive-Öhlins TPX 44 MacPherson strut three-way adjustable front hydraulic bump stop.
Suspension Rr	Prodrive-Öhlins TTX 44 coil-over damper three-way adjustable multi-link rear suspension.
Brakes	AP Racing
Tarmac	front four-piston 355 mm rear two-piston 285 mm
Gravel	front four-piston 295 mm rear two-piston 285 mm
Handbrake	WRC style vertical lever using STI/AP piston
Steering	Power assisted quickrack (13:1) for left or right hand drive.
Wheels	Speedline or Work
- Tarmac	18" x 8" or 17" x 8"
- Gravel	15" x 7"
- Snow	16" x 5.5"