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Impreza WRX STi Spec C

The Subaru Impreza WRX STi Spec C is the base car from which Prodrive builds its highly successful Group N Imprezas.

Prodrive not only builds international specification rally cars, but also sells the base car from which customers can build rally cars to meet their own championship requirements and budget level.

The base car model for 2006 is the most advanced yet with numerous

improvements over its predecessor which, once again, won the Production World Rally Championship and numerous national series across the world.

The 2006 car has been given a complete aerodynamic make over. The front of the car includes a new air intake chamber, remodelled front grill and lights. The rear of the car sees the reintroduction of the high rear wing and a new spoiler over the rear window. This is designed to provide

the Impreza with maximum down force and high speed stability.

The performance of the engine has been improved with an increase in torque of 10Nm and additional turbo boost.

The transmission has a revised torque split of 41/59 (front to rear) giving a more even distribution of power.

aerodynamics

New rear air diffuser and rear wing

power

Increase in torque and boost

airflow

New air intake chamber



exhaust

New exhaust system

suspension

Revised set-up

transmission

New centre differential giving a 41:59 front to rear torque split

International specification upgrades

As the largest manufacturer of group N Imprezas, Prodrive is able to offer base car customers a comprehensive range of international specification upgrades and continued support.

Major upgrade components offered by Prodrive include:

LHD conversion

Full kit provided to convert RHD base car to LHD.

Protection

Kevlar underfloor protection kit, heavy duty sump guard and rear diff guard.

Suspension

Prodrive can supply a range of international and clubman dampers. They are available in tarmac, smooth tarmac, gravel and rough gravel specifications.

ECU

Prodrive Pectel ECU for 32mm restricted engines.

CDC

Non ABS STi option available.

Stage two engine

Prodrive built competition engine. (donor engine required)

Exhaust

Competition exhaust systems with catalyst and silencer options.

Competition gearbox

Homologated five speed dog-engagement.

Driveshaft kit

Group N competition drive shaft kit.

Hydraulic handbrake

Available for both RHD and LHD cars.

STi competition brakes

Tarmac and gravel options to take advantage of 2006 regulations.



Base car specification

Engine

Power: 206kW (280PS) @ 6400 rpm

Torque: 422Nm @ 4400rpm

Turbo: ball bearing

Gearbox

Gears: six-speed and reverse
Final drive ratio: 3.9

Differentials

Front: helical
Centre: EMCD 41:59 with steering position sensor
Rear: mechanical LSD

Steering: rack & pinion 13.1

Suspension: Macpherson strut and coil springs (front and rear)

Brakes: Brembo discs front and rear

Wheels: 17 x 8.0JJ

Tyres: 235 / 45 R17

Dimensions

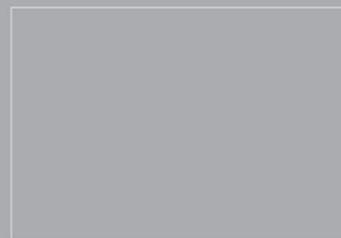
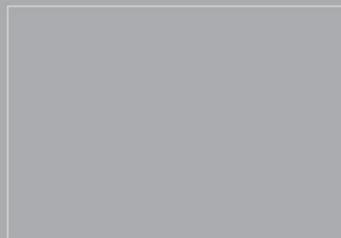
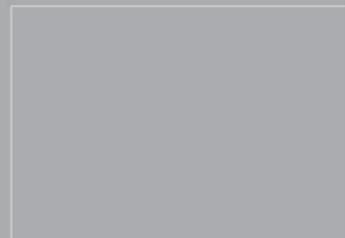
Length	4465mm
Width	1740 mm
Height	1425 mm
Wheelbase	2540 mm
Front track	1490 mm
Rear track	1495 mm
Ground clearance	140 mm

Weight	1390 kg
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SUBARU IMPREZA N12



WHERE INSPIRATION AND INNOVATION COMBINE



**CHAMPIONSHIP SUCCESS
ACROSS THE WORLD**

2005 PRODRIVE IMPREZA GROUP N CHAMPIONS

FIA PRODUCTION WORLD RALLY CHAMPIONSHIP

- 1st Toshi Arai, Arai Motorsport
- 2nd Nasser Al-Attiyah, Autotek

BRC PRODUCTION CUP

- 1st Barry Clark, Dom Buckley/Stobart

SLOVENIAN RALLY CHAMPIONSHIP

- 1st Andrej Jereb, Jereb Racing

RUSSIAN RALLY CHAMPIONSHIP

- 1st Sergey Uspensky, Subaru Moscow

FIA MIDDLE-EAST RALLY CHAMPIONSHIP

- 1st Nasser Al-Attiyah, Autotek

ITALIAN RALLY CHAMPIONSHIP

- 1st Pierro Longhi, Aimont Racing

POLISH RALLY CHAMPIONSHIP

- 1st Leszek Kuzaj, Kuzai Sport

Prodrive is the world's leading independent motorsport business and has been the company behind the Subaru World Rally Team for over 15 years, delivering six World Rally titles.

Since entering the Production World Rally Championship, the Subaru Impreza has fast become the car of choice, winning a hat trick of championships from 2003-2005.

Prodrive's Group N pedigree is matched by a continuous commitment to customer support. By working closely with Subaru and STi, Prodrive ensures the car is continually developed throughout the year.

In June 2005 Prodrive worked with Subaru, STi, Pectel and Prodrive customer Aimont Racing to conduct a Group N development test in Italy. Subaru World Rally Team driver Stephane Sarrazin was on hand to provide feedback to engineers throughout the test. Activities such as this ensure that Prodrive customers are driving class leading cars.

Prodrive's Group N presence is truly global. In 2005, 40 international specification cars were sold to customers from all over the world. In order to ensure these customers were fully supported, Prodrive's sales engineering team attended more than 220 events worldwide in 2005. In addition to this, Prodrive account managers attended more than 100 events.

For 2006 the most competitive car in its class has been improved further, with an aerodynamic facelift, increased power, revised torque split and new suspension.

TOSHI ARAI WINS THE PRODUCTION RALLY WORLD CHAMPIONSHIP

SUBARU IMPREZA N12
PERFORMANCE ENHANCEMENTS

ROLLCAGE

Redesigned rollcage which is HANS compatible and able to carry two spare wheels

ELECTRONICS

New Prodrive-Pectel engine and transmission ECU and CDC

The new Prodrive Impreza N12 features many performance enhancements over the 2005 car.

The WRX STi spec C, on which the car is based, has been restyled with improved aerodynamics in mind. The redesigned front end of the car includes a new air intake and distinctive big boot spoiler of previous models. The larger spoiler has been added to provide greater down force and stability at high speed.

Aerodynamics have been further strengthened with the addition of a spoiler over the rear window.

The Prodrive Impreza N12 also benefits from a new exhaust manifold and new exhaust to improve gas flow.

Internally, the roll cage has been specifically designed to be compliant with FIA regulations and allow the car to carry two spare wheels inside the passenger compartment of the car.

The dog engagement gearbox features an electro-mechanical centre differential, which now splits the torque 41:59 front to rear, providing a more even distribution of power. Both this and the engine are controlled by two new Prodrive-Pectel control systems.

Additional changes for 2006 include a revised suspension, new sump, and engine mountings, handbrake and underfloor protection

AERODYNAMICS

New rear air diffuser and rear wing

SUSPENSION

Revised suspension for better damping and durability

FIA GPS

Bracketing and wiring for PWRC competition

JACKING

Six jacking points including central point

TRANSMISSION

Revised centre differential giving new torque split (41:59) front to rear

HANDBRAKE

Revised hydraulic system

INTERCOOLER

Quick release water tank for IC spray

ENGINE

New exhaust manifold and exhaust to improve air flow

PROTECTION

Redesigned sump and fuel guards

FUEL PUMP

Revised location for accessibility

NUT GUN

Incorporated into co-driver foot rest



SPECIFICATION

ENGINE

Type:	Flat four-cylinder boxer
Capacity:	1994 cc
Bore:	92.0 mm
Stroke:	75.0 mm
Power:	270 bhp @ 4500 rpm
Torque:	560 Nm @ 3250 rpm
Turbo charger:	IHI – twin scroll roller bearing for improved response with regulation 32 mm restrictor
Spark plugs:	NGK

ECU

Engine:	Prodrive – Pectel programmable individually mapped for various fuels
Centre diff:	Prodrive – Pectel programmable
Exhaust:	Hi-flow motorsport catalyst + 98 dB silencer (options available)
Fuel system:	FIA approved FT3-99 80 litre safety tank centrally mounted under the floor

TRANSMISSION

Gear box:	Prodrive five speed manual dog engagement
Front diff:	Plated limited slip
Centre diff:	Electro mechanical, locking
Rear diff:	Plated limited slip
Clutch:	Alcon, 240 mm six paddle competition, single plate homologated STi cover
Rollcage:	FIA approved and homologated. Conforms to latest regulation with improved torsional stiffness

SUSPENSION

Front:	54 mm Prodrive-Ohlins Macpherson strut, three-way adjustable with hydraulic bump stops
Rear:	50 mm Prodrive-Ohlins Macpherson strut, three-way adjustable with hydraulic bump stops –longitudinal and transverse link

BRAKES

	FRONT	REAR
Tarmac:		
Calipers	Four piston	Four piston
Discs	355 mm	285 mm
Gravel:		
Calipers	Four piston	Four piston
Discs	295 mm	285 mm
Steering:	Power assisted quickrack (13:1) for left and right hand drive	

WHEELS

Tarmac:	17" x 8"
Gravel:	15" x 7"
Snow:	16" x 5.5"
Minimum car weight:	1345 kg

CAR DIMENSIONS

Front track:	1510 mm
Rear track:	1515 mm
Length:	4465 mm
Wheelbase:	2540 mm

THE IMPREZA GROUP N COMBINES PRODRIVE'S INSPIRATIONAL DESIGN AND ITS INNOVATIVE APPROACH TO PRODUCE THE MOST COMPETITIVE CAR IN ITS CLASS.



The 2006 Group N features a new aerodynamic package and a revised interior with a new roll cage, enabling two spare wheels to be fitted inside the car.

Tommi Mäkinen Racing for your service

Tommi Mäkinen Racing Oy Ltd is one of three importers of Gr. N Subaru Rally cars in Europe authorized by Subaru Technica International Inc. In addition the company supplies the world's best accessories, parts and technical support throughout whole Europe.

Tommi Mäkinen Racing Oy Ltd is a successful international company, which products and services are known **worldwide**. Building of the Subaru rally cars for motor sport use, service, rebuilding, spare parts, rental of the rally cars including the Rally School and a selection of events belong to the wide range of Tommi Mäkinen Racing's services.

Contact information

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Opening hours: 08-17.00 on working days

Driving instructions: Drive from Jyväskylä to direction Oulu. After 12km turn right to Kuukanpää. Drive then 1km and turn to left Tervamaantie. After 100 metres you'll be at us.

Welcome!

TOMMI MÄKINEN

Racing

Subaru Impreza WRX STi Spec-C 2006 gr. N



Tommi Mäkinen Racing is a partner company of SUBARU Technica International (STI) and is provided further technical information and technical support from STI

Subaru Impreza WRX STi Spec-C 2006 gr. N

Subaru delivers base cars and Tommi Mäkinen Racing LTD builds Impreza WRX STi rally cars, tailor made for each customer.

Tommi Mäkinen Racing builds Subaru Impreza WRX STi Spec-C 2006 rally cars with experience from all type of rallies. Tommi's huge experience from World Championship guarantees that you will get **top rally car for all conditions, worldwide!**

Tommi Mäkinen Racing offers you the full package service including race-ready rally car, wide testing program, rally school, worldwide technical support for building a Subaru rally car and finding the best setups for your rallying in all conditions. Tommi Mäkinen rally and test engineers are ready to support you in your car building and re-building, engine and diff mappings, testings, diff setups, suspension setups, tyre support and rallying worldwide.

Tommi Mäkinen Racing makes continuous development work to improve your speed in the special stages. Therefore 2006 Subaru Impreza includes large variety of TMR own parts. For example bodywork, ECU, Diff control unit rear diff, carbon interior are all well-designed work of **Four Times World Champion!**

You are also welcome to visit Tommi Mäkinen Racing premises in Finland and use our excellent Finnish fast gravel and snow rally roads for your testing.

Each Tommi Mäkinen Racing LTD build rally car is **tailor made** for each customer. When we build your rally car, we hear your wishes and demands to make sure you'll get a rally car which to gain success.

Each Rally Car is build with professional know-how.



Specifications of TMR Subaru Impreza WRX



CHASSIS

- Custom cages. Roll cage T 45. Fully TIG welded body for maximum safety. Bodywork made by TMR

TMR INTERIOR PARTS

- Carbon door panels
- Carbon foot rest for driver and co-driver
- Carbon center part dash board and firewall
- Automatic fire extinguisher, gun braker

ENGINE

- TMR Step 2 with TMR Engine control unit
- Turbo LHI-Twin with TMR restrictor
- TMR stainless exhaust with catalyzer and silencer

TRANSMISSION

- 5 or 6 speed dog box with clutch and diff control unit by TMR
- Homologated STi front diff
- Centre diff ratio CDDC 41/59
- Homologated STi gr. N drive shafts

SUSPENSION

- STi homologated alu top mounts with uniball
- STi homologated antiroll bars for gravel & tarmac
- Reiger / TMR suspension (gravel & tarmac)

BRAKES

- STi homologated AP-Racing Brakes for gravel & tarmac)
- Hydraulic hand brake, Kronetech brakelines stainless steel
- Endless / TMR Brake pads

FUEL SYSTEM

- Under floor safety tank 80 litres
 - Option with standard tank with aux 26 litres (51+26 litres)
 - Aluminium fuel lines and high pressure pump

ELECTRICS

- High quality TMR electrics, low weight battery (5kg), high capacity alternator
- Heated wind screen, carbon night face with Xenon lights

