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## 2005 subaru legacy gt 0-60

See all 6 photosKim ReynoldswriterEdiers engine TrendphotographerJul 21, 2006Chukol your eyes and think Subaru. What do you see? Perhaps a late model sooby trundling over a sleety New England highway in the pit in December. 250,000 miles on the odometer. Mud petrified on his back. A tough northeasterner behind the wheel who's wise enough to drive a reliable car at a time like this. You probably wouldn't think of a red Legacy sedan sucking warm Southern California air on its hood-mounted air shovel as it turbocharged past frightened BMWs under the sunshine and blurred palm trees in L.A. traffic. The car? The long-term 2005 Subaru Legacy GT, which was finally handed over to Subaru High Command after completing the years of suffering at the hands of hedonistic Motor Trend staffers who just know New Hampshire winter thomas kincade postcards. There are only 18,000 miles of anecdotes left, and that's the question: Did Subaru lose his tough, northeastern soul and go for the pleasure of the performance? The Legacy GT has been an attractive proposition since its inset. Take a powerful all-wheel-drive foundation dressed in casual attire and accelerate the pulse while keeping the visual effect faint enough not to sell the toy when you glimpsed it in the rearview mirror. See all 6 photos This word faded rather pop up a bit in response to our 2005 release for \$30,270 out-the-door price, which included a \$575 destination fee and a \$1,200 manumatic transmission option. Yikes! 30,000 for a four-cylinder Subaru? Who do you think you are, Mr. Legacy? A Lexus? At the beginning of the car's stay, the feeling was the drumming in the diary: \$30,000-plus for a Subaru that doesn't tell STI about trunklid? The only catch on Legacy is the proven sticker price of maybe \$2,000 above what you'd expect. The price is risky. It's not much of a stretch to more premium nameplates like Acura's TSX or Saab's 9-3 - although none of them offer 250 horses and all-wheel drive See all 6 photosThe last point reminds us that if you scratch it under the gt's low-key look, you'll find an unusually overflowing machine with interesting technical content, such as a boxer-configuration engine with variable valve timing and an air-to-air intercooled turbocharger; a five-speed automatic controlled by three switching strategies or alternately with manumatic toggle buttons stretching with your finger on the spokes of the wheel; and, of course, Fuji Heavy Industries' famous AWD that variably distributes the engine's potential 250-pound-feet of torque on four elegant 17x7.0-inch aluminum wheels. All in all, the hardware is tally worthy of the sticker price. And an internal development that puts a Monty Python towards the level of Lexus cossetting, including moonroof, eight-way driver's seat, leather-covered seats, steering wheel and gearbox, as well as a six-CD and all assembled for a premium quality fit and finish. Except maybe the only problem with the GT: the two-zone air conditioner. On a drive back to the Los Angeles pool for a Dave Matthews concert in San Francisco, the air conditioner is suddenly bipolar, flinging the temperature back and forth between hot and cold. It brought the mechanic's attention to the car's 15,000-mile service, where he waved out the ridiculous explanation that we all do this. Fortunately, the next visit to the problem was solved, a tip from a reader who had experienced the same temperature flip-flopping while driving, oddly enough, the same piece on the roadway. So if you drive from San Fran to L.A. and your air conditioner spins, tell the mechanic to check the speed sensor on the climate compressor. Another sour note was the rear window heating elements of distracting radio reception. Both wonkies participated in the warranty, both cost zip heal and none appeared again. Unfortunately, we also did not notice a possible problem with the installation rate of the model curtain airbags, which dealers have been instructed to replace for free. See all 6 photos The tires were a real area of discussion, with some finding that each season spec the choke-up of the car's ultimate handling potential (Come on, give us a sports package that makes this a real street performer), others countering what's good for the Subaru that doesn't scat the mountains first snow falls? Arguably, they hinder the car's dry braking distances, from 142 feet to 60 mph and 416 to 100 mph, to eye-opening numbers. And they all agreed that the Bridgestone RE 92s were loud as they were delivered and only increased their howls as they wore. It's a decent car, except for loud low-profile tires. However, the GT-unique quicker 15:1 steering ratio ensures the Legacy is turned on sharply anywhere, up to the BMW-closing cornering speed. See all 6 photosf, unlike legacy GT's straight-line performance (6.4 seconds 60) with its unparalleled suitability in the ruggedness, there's not much that fits this Subaru's portfolio - perhaps the Audi A4's 2.0T quattro. Our car averages 18.7 mpg running on premium fuel, burning 995 gallons over an 18,651-mile visit (at today's dizzying price premium, that's about \$3,200). According to our partners at Intellichoice, our 20-month GT on the resale market would result in an impressive retail sales of \$27,005, equivalent to a \$3,265 depreciation, or 10.8 percent stay. Add in \$172 in maintenance costs (oil and filter changes, mostly) and there's a cost per mile at 35c in today's gas prices. This is the cheap end of some recent long-term, which ranged from pocket-emptying \$1.55 per mile for a Jag XJR to \$0.08/mile for a Prius (helped by the low and practically depreciation). Another comparison could be a similar \$0.34 per mile managed by the long-term Acura 3.2 TL. With reasonably economical operation, durable, and an explosion of command anywhere on the Pacific Coast Highway in freshly blanketed ski resorts, the GT might even make a flinty northeasterner crack with a smile. It's certainly not for us here - while breaking the idea that Legacy isn't worth \$30 thousand. See all 6 photos2005 Subaru Legacy 2.5 GT Limited Powertrain/Chassis Powertrain Layout First Engine, AWD Engine Type F-4, actuating block/heads Valve train Turbocharged DOHC 4 valves/cylinder displacement 149.9 cu in/2457 cc Compression ratio 8.2:1 Power (SAE net) 250 le @ 6000 rpm Torque (SAE net) 250 lb-ft @ 3600 rpm Redline 6500 rpm Weight power 14.0 lb/hp Gearbox 5-speed automatic axle/final-drive ratios 3.27:1/2.73:1 Suspension, front; rear struts, coil springs, coil-free bars; multilink, coil springs, coil-free rod Steering ratio 15.0:1 Turn from lock to lock 2.8 Brakes, f;r 12.3-in ventilated disc; 11.3-in vented disc, ABS Wheels 17 x 7.0-in, cast alum Tires 215/45ZR17 89H M+S, Bridgestone RE 92 Dimensions Wheelbase 105.1 in Track, f/r 58.9 / 58.5 in Length x width x height 186.2 x 68.1 x 56.1 in Turning circle 35.4 ft Curb weight 3493 lb Weight dist, f/r 57 / 43 % Seating capacity 5 Headroom, f/r 37.5 / 36.5 in Legroom, f/r 44.1 / 33.9 in Shoulder room, f/r 54.4 / 53.7 in Cargo volume 11.4 cu ft Test Data Acceleration to mph 0-30 2.1 sec 0-40 3.3 0-50 4.7 0-60 6.4 0-70 8.6 0-80 11.0 0-90 13.9 0-100 17.5 Passing, 45-65 mph 3.4 Quarter mile 14.9 sec @ 93.8 mph Braking, 60-0 mph 142 ft 600-ft slalom 64.1 mph avg Lateral acceleration 0.81 g avg MT figure eight 27.1 sec @ 0.63 g avg Consumer Info Base price \$29,070 Price as tested \$30,270 Stability/traction control No / no Airbags Dual front , front side, f/r curtain Basic Guarantee 3 years / 36,000 miles Powertrain warranty 5 years / 60,000 miles Road support 3 years / 36,000 miles Fuel capacity 16.9 gal EPA city / hwy econ 19 / 25 mpg MT fuel economy 18.7 mpg Required fuel Premium unleaded In the logbook No complaints about the new turbo 2.5. Lots of growl, good top end, feels smooth and sounds good (if not exactly M3-like). Trans is good too, but communication between the two is not quite right; it seems like a slow launch and then a shotgun pulls up as the turbo comes in. - Matt Stone The all-wheel-drive system operates smoothly, but offers impressive traction at the wrong time, including aggressive mountain road driving in the rain.- John Kiewicz's exterior is beautiful, far from the campiness of former Subarus. Inside the cabin, tasteful materials venture past the crisp granola quiriness of the older Subarus with real entry-level luxury.- Ron Sessions Bit is a stealth fighter, that's it. It's nice, but it's insignificant to look inside and out. The turbo four real punch and the AWD AWD The winding stuff. This is the perfect spare sedan for someone who wants to stay in the raidar.- Angus MacKenzie is the latest motorist newsshare on FacebookShare on Twitter 1994 Subaru Impreza WRX Wagon 0-60 mph 6.6 Quarter mile 15.1 Compare 4-Speed Automatic Trans. 4 Cyl Eng. AWD Hatchback/Wagon 1996 Subaru Impreza WRX 0-60 mph 4.2 Quarter mile 13.0 Comparison 5-Speed Manual Trans. 4 Cyl Eng. AWD Sedan 1998 Subaru Impreza WRX 22B STI 0-60 mph 5.1 Quarter mile 13.6 Comparison 5-Speed Manual Trans. 4 Cyl Eng. AWD 2002 Subaru Impreza WRX 0-60 mph 5.5 Quarter mile 14.2 Compare 5-speed manual Trans. AWD Sedan 2002 Subaru Impreza WRX Wagon (Auto) 0-60 mph 6.8 Quarter mile 15.2 Comparison of 4-speed automatic Trans. 4 Cyl Eng. AWD Hatchback/Wagon 2002 Subaru Impreza WRX Wagon 0-60 mph 5.8 Quarter mile 14.4 Compare 5-Speed Manual Trans. 4 Cyl Eng. AWD Hatchback/Wagon 2002 Subaru Impreza WRX Wagon (Upgraded 17x7 BBS Wheels) 0-60 mph 5.9 Quarter mile 14.6 Comparison 5-Speed Manual Trans. 4 Cyl Eng. 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