

## 2003 Subaru Impreza WRX

**Title:** 2003 Subaru Impreza WRX Wagon Adult Owned Low Mileage



**Mileage:** 41,000 miles

**Location:** Hawley, Pennsylvania

**Condition:** Used

**Body Type:** Wagon

**Engine:** 4 Cylinder

**Exterior Color:** Blue

**Transmission:** Manual

**Fuel Type:** Gasoline

**Interior Color:** Black

Options

CD Player

4-Wheel Drive

Anti-Lock Brakes

Driver Airbag

Passenger Airbag

Side Airbags

Air Conditioning

Cruise Control

Power Locks

Power Windows

### Vehicle Description

For your consideration; My 2003 WRX wagon, with only 41000 miles. I bought this car brand new in Oct. 2002, and have driven it carefully, though sometimes quickly, ever since. Never smoked in, never raced, never shifted hard, always easy on the clutch. No accidents, well maintained.

The good: Runs perfect, turbo boosts easily to 15 psi, shifts smooth, no mechanical issues. Mobil 1 since 10k miles, recent brakes.

The additions: Prodrive axleback muffler, Blitz DC2 turbo timer/boost gauge, Kartboy short-throw shifter. Removed intake silencer. 2004 Forester 6CD changer w/weatherband radio. Armrest extension. 1 1/4 inch receiver hitch.

The rest: Paint is good, but not perfect, especially on the roof. We used to park under a pine tree, and the sap took a toll. There's probably 20 or so small spots that are either a little lighter or a little darker than the rest of the roof. It's not super-noticeable, but it's there. There's a few sap marks on the fenders, as well. One tiny ding, on the passenger side a-pillar, about halfway up, been touched up, but still visible. One rough spot just inside the passenger side roof rail, also touched up, but very nearly hidden by the roof rail. Multiple small scratches, including several behind the fuel door. A scrape on the edge of the rear bumper cover. These should be pictured below. There are the usual rock chips on the front of the hood scoop, and around the headlights. There were so many rock chips on the leading edge of the hood and front bumper cover that I had them both painted a while back. Paint's a little worn where my finger hits the door handle trim on the driver's door. There's a little rash on one rim, and the others have what looks like some corrosion where old wheel weights used to be. The interior is in really nice shape, though there are some cargo scrapes here and there. Most noticeable, two marks on the passenger airbag cover, and a little scrape on the upper trim of the passenger door. Some scraping on the plastic where the rear door openings come up to meet the seat, rear doorjambes are a little rough. Roof rails show where my crossbars were mounted. A tiny divot by the center-right dash vent. The interior

wore a protective coat of sawdust for much of it's recent life, which I installed gradually, and I actually think it may have helped.

The story: I love this car, and it kills me to sell it. As I've been washing, waxing, and vacuuming these last few days, I realize all over again what a nice car this is, and how much I've enjoyed it. It's dead stinking reliable, runs like a top, and it's a hoot to drive. Not only is it faster than most other cars on the road, but it goes anywhere, anytime, any weather. I've driven this thing through absolutely ridiculous amounts of snow, no problem. Snow to the headlights? Plow it with the front bumper. Plowed into a parking space? Select reverse, engage clutch. Road covered with wet leaves? Drive as if it's a sunny, dry day. (Just watch out for the NSA; Non-Subaru-Automobiles.) 0-60 in about 6 seconds, even in the rain. The Prodrive muffler sounds amazing- very deep and throaty boxer rumble, but actually quieter than the stock pipe. Removing the intake silencer allows me to hear the turbo spooling, but not at all loud, just sort of... there. This car sounds really, really good, just not loud. You can stand on it in front of a cop, and he won't even look up, it's that stealthy. This car holds enough tools in the back for me to do very large carpentry jobs, (hence the scratched plastic), and can carry 8' lumber easily (hence the scrape on the dash). I've carried 3 bikes on the roof rack with room left over, (the ding in the A-pillar and the rough spot on the roof), and even towed my sailboat to the lake a few times (nice and easy on the clutch, thanks). For a while there, it was doing the work of a pickup truck, and on several occasions got me out of spots from which big 4WD pickups were failing to extract themselves. Seriously, I once got up a hill that a plow truck couldn't get up. A set of Blizzaks makes a huge difference, which reminds me, the Blizzaks are still mounted, and they're about whupped. I'd say 5/32 tread remaining, so they'll want to be replaced before the snow this year. I've got a set of 215/60/16 Kumho Ecsta HP4s with about 6/32 remaining that I'll throw in the hatch. My wife wants a new Civic, and she doesn't drive stick, so my little blue rocketship's going to be replaced with an Outback. The car is available for inspection and test-drives in Northeast PA, in the Honesdale area.

To reiterate: This is a well-kept, carefully driven, adult owned WRX. There are plenty of WRXs for sale, but few of them are wagons, and most of them have been beaten. If you're looking for a super-fun car to drive for the next 150,000 miles or so, my car could be your car. Serious bidders, please have your financing in order before bidding. Email with questions, please. I'll make myself available for phone questions as the auction progresses, if so desired. Thanks for looking!