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Pics: MRT Performance

MRT P-25 PACKAGE

# 'P' is for 'POWER'

Hot4s headed down to Goulburn's Wakefield Park Raceway to experience the launch of MRT's P-25 package in all its glory



So there we are one day, diligently working away as usual, when out of the blue our iron-fisted editor El stomps up to us and orders us to be at Goulburn's Wakefield Park Raceway. Details included an 8:30am start on the 29th of June for an MRT demonstration day of its latest creation, the P-25. El's got hopes if he thinks we can make it there at that time of the morning.

The day arrived, and adding to the usual early morning wake-up dramas was the severely overcast weather. It wasn't raining cats and dogs, but it threatened to release the floodgates at any moment.

It wasn't long before Mo and I were loaded up with BP Ultimate and nutritious Macca's and heading down Memorial Lane. As luck would have it, the heavens opened

AJ tearing down the straight in someone else's car



Brett says it's a play on words...



up and flushed down on us, soaking the surrounding landscape and testing my 180's wet-weather ability. Different sources had sent us mixed messages about how long it would take to make the trip, but we're sorry to say, El, you were optimistic in the same league as Dubya Bush about Iraq when you said it shouldn't take much longer than an hour.

Two and a half hours later, with the rain finally stopping and speed limits treated as ill-conceived suggestions rather than religion, we entered the one-horse town of Goulburn. Upon arrival, the 'Guns 'n' Ammo' store was too tantalising to ignore.

Anyway, to cut a long story short, we were greeted by MRT boss Brett

Middleton, who then proceeded to show us the P-25 in all its silver, big-capacity glory. Wakefield Park is about 20 minutes outside of the town centre of Goulburn, set on a slight hill. Being a tight, short track, it presented a great opportunity to exploit the all-wheel control of the Subies.

The P-25 is named so because it features a 2.5L bottom end taken from the American domestic-market WRX model. Brett was taking people for spins in a stock bug-eyed 2000 STI with 9000km on the clock to compare it with the P-25. Having never driven a WRX of any sort previously, I was a little apprehensive, but after donning the helmet, it was all systems go and I



#### P-25 in a Nutshell

- 2500cc STI short motor with semi-closed deck block
- Forged pistons and conrods
- Steel head gaskets
- ARP head stud kit
- VCT-compatible inlet and exhaust camshafts
- 650cc injectors
- MRT billet fuel rail kit
- Secondary fuel pressure regulator
- Custom stainless steel extractors and up-pipe
- Custom Garrett 500hp turbo with twin ball-bearing core
- Dyno tuning of EcuTek flashed ECU
- Heavy-duty clutch kit
- 10,000km/six-month warranty

MRT claims this P-25 package will yield 297kW and over 514Nm of torque at the wheels. It costs \$25,695 including GST.

There are many additional options including more power, Whiteline suspension (which is recommended by MRT to go hand-in-hand with the power package) and DBA brakes.



...can't tell the difference between P-25 and a stock STi



gave the Rexy a burl around the track a few times.

Subaru has a good bit of gear there in the STi, and it was hard to break traction, even with the damp surface. I did manage to give Brett a bit of a fright when I mixed understeer and oversteer into a short slide on the downward slope through turn eight.

The P-25, on the other hand, boasted over 300kW at all four hubs, a full complement of Whiteline-engineered suspension and a torque curve straighter than a judge. All this hardware sounded pretty impressive, and indeed most of the other customer cars that attended the day were sporting similar packages.

Among the customer cars were a race-prepped two-door STi and a

410kW-at-the-wheels daily driver complete with NOS and a full rollcage. The scary thing was that most of the other Rexies there almost looked stock, and to think some of them were packing that much power was enough to make you think twice the next time you line up a standard-looking WRX with a mild mannered middle-aged driver.

It wasn't long before the track dried up and everyone was buzzing around the racetrack at full throttle. The freezing cold wind was just an added bonus for the boosted vehicles.

Other cars did grace the track, such as a Falcon XR8 and Audi S4, and even a diesel BMW X5 was seen cutting a few laps.

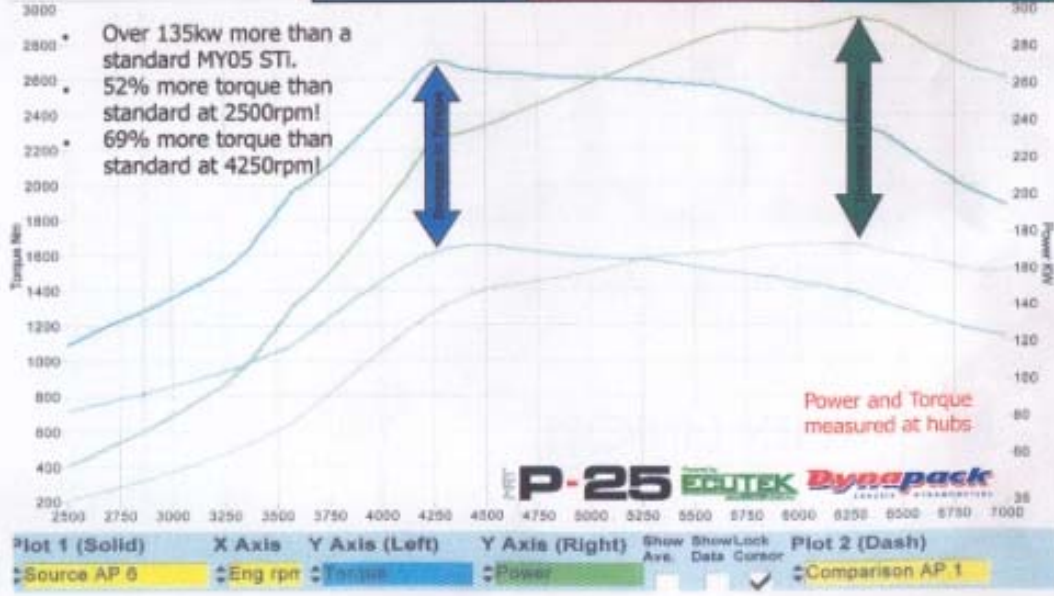
I took the S13 for a burn, with Maurice in tow as my navigator. I was actually pretty impressed with



Plenty of slots here...



DYNO Data Notes			
<b>VEHICLE</b>	Subaru Impreza STI MY05 P-25	<b>MODIFICATIONS</b>	Standard MY05 STI MY05 STI fitted with P-25 upgrade kit
<b>Before</b>		<b>After</b>	
<b>Phone</b>		<b>Engine</b>	4 x 2500cc 4345
<b>Car</b>		<b>Year</b>	June 2004
<b>Wheel</b>		<b>MRT Item</b>	2004-05
<b>Chassis</b>		<b>Warranty</b>	3 Years / Unlimited



the handling and the cornering of the car, but the biggest concern was the brakes and the fact they were quite faded after only a few short laps. Stay tuned for that particular mod in Staff Garage.  
Thanks to Brett and his crew for

organising the day and inviting *Hofús*. It was a great opportunity to talk to Brett about the P-25 and Subaru in general, and it was great to get onto the racetrack with experienced drivers and learn some new tricks. 🍷



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