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This seating arrangement sounds insanely sued prone to the modern era, but believe us, when kids got sniper rifles, dirt bikes, and switchblades for graduating mom and I preschool, no one paid attention to this beheading waiting to happen seating arrangement. In fact, no one paid any attention to BRAT at all. Fast forward a couple of decades. The world is kinder and gentler. So is the BRAT concept. What kind of thing is this? This is an Outback wagon with a pickup bed growing behind the rear seats. It was style, design and massage, to appeal to a new generation of adventurers - those who are haunted by climbing mountains as opposed to falling acid, those who reach deep tanning from the days at Half Dome, as opposed to those who suffered second-degree burns from fainting at the Fugs concert in Oneonta, because their Mustang friend Charlie Guterman told them they were popping 10-milligrams of Baja is a means to modern that frolics on sheer cliffs, surfing tsunamis, and bikes down the side of Sears Tower. It is named after a place that is very hot and doesn't work very well. But unlike its namesake, the Subaru Baja really works very well. In fact, it works so well you could use it as a regular everyday sedan and not even bother with pickup bed and adventure gear. The quality of the ride is soft, even on dirt and gravel. The steering is precise, linear and responsive. The handling is adequate for most roadworks and is actually fun. If you want a real thrill, however, stick to rock climbing, since the only engine available is a 165-hp, 2.5-liter flat four, in a paired either with a mechanical automatic transmission. What is remarkable about a vehicle aimed at lovers of dirt and stones is an extremely high level of content. As standard equipment, you'll get a power hatch, leather seating, an 80-watt CD stereo, and a six-way driver's power drive. Like all Subies sold in the U.S., Baja has a full-time full-time drive. But this and boot off-road graphics do not make climbers. The longer pickup bed and aggressive front fascia reduce the already marginal outback approach and departure angles, making Baja even less capable of clawing its way to a place where EMT's can reach you only by helicopter. Because modern recreation requires mountain gear, Baja designers have created a through bed they call Switchback. Turn the seat cushions forward, fold your backs down, and the end-to-end door folds flat, so you can slide into surfboards, skis, or your comatose friend who fell off a cliff after screaming: Hey, watch this! For really long items (or high injury victims), you can drive with the back door down. To keep the cops happy, the license plate bracket is hinged so you can flip the plates down and stay legit. It's nice to touch. A cell type bed extender keeps the load from falling out the back. Our initial drive occupied a narrow part of the preview spectrum - sunny day, warm weather, smooth roads, free lunch. In these conditions, each car is at its best. Thus, small quirks and flaws that may appear in adverse conditions just don't make an appearance. We can conclude, however, that after a few hours on the road with an open through door, the throbbing of highway noise can be annoying. And if it is very hot or very cold, no climate system in the world can keep up with the loss of air being sucked out of the same door. So if skiing is your destination, it's probably wise to find a rack that will attach to the standard Baja roof rails, and we expect that Subaru, and after-sales service, will soon be pumping out all sorts of add-on goodies. As the photos show, Bach, like BRAT, is small. It has a land clearance of 7.3 inches, a towing capacity of 2,400 pounds, and a pickup bed that is only 41.5 inches long. BRAT was a car easily fired. His market niche was already than Buddy Holly's tie, and it was so quirky that even the steadfast Subaru fans who covered the unusual were hard to love. But maybe we were all wrong then. Maybe Subaru wasn't in the foot; we were behind the curve. It's only now that the world has caught up with Subaru. It's a terrible idea, isn't it? Subaru is convinced that at least 2,000 risk takers per month will find the concept of this crossover convincing enough to slap down the deposit. There were no definite words in the press about how deep in their pockets these people would have to reach. But given Subaru's history in this area, it is likely to be less painful than, say, a fractured spine or a shark bite. This content and is supported by a third party and imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content piano.io Subaru manufactures Fuji Heavy Industries, the main plant is located in Gumma, Japan. Subaru also has several facilities based in the U.S. Subaru of America Inc. SOA, is headquartered in Cherry Hill, New Jersey. SOA's regional offices are located in Denver, CO, Cherry Hill, N.J., and Itasca, Illinois Regional Distribution Offices located in Douglasville, Georgia, Whitestown, Aurora, CO, and Portland, or Florence, New Jersey. Subaru passenger car models include Legacy, Outback, Forester, Tribeca and Impreza. Their product line is popular in the U.S. market and has one of the highest loyalty ratings. Our product selections have been verified by editors and approved by experts. We can earn commissions on links on our website. Subaru Impreza Advertising - Continue reading below This content is created and supported by a third party, and imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io our product selects a test editor, expert approved. We can earn commissions on links on our website. 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