

# CLUB CARS

**CLUB** • RB5 Owners Club

**OWNER** • Kevin Powell (RB5.309)

**CAR** • Subaru Impreza Turbo RB5



IT ALL STARTED back in February 2003, when I brought RB5 No.309 home. It was a completely standard WR Sport with full service history in immaculate condition. The car was used daily for four years and, in that time, I carried out the usual mods; fitting clear indicators, de-cat downpipe, exhaust and Defi gauges. I also opted to change the wheels to 18" Turini's and to fit a set of Eibach springs.

Then, in 2007, I decided it was time to increase the power, as the car was now going to be a weekend toy. With the help of a good friend, who was also upgrading his own Type R, we set about reading up and talking to many specialists about what modifications were feasible. As we were doing all the fitting personally to save on labour charges, we opted to fit the best quality parts and wanted to keep the engine bay as tidy as possible. After getting in touch with a lot of the well-known tuners it was decided to go for a VF35 turbo, APS FMIC, APS CAIK, FPR and a whole host of other goodies. The car was then taken to Bob Rawle to work his magic. The end result was 338bhp and 315lbs ft torque.

The car remained at this level of tune for the next year, until I stumbled across the Simtek ECU as I was interested in losing the MAF, and trying to obtain a little more from

the car. After talking to a couple of friends from the RB5OC, it was elected that I should change the turbo to a MD321H and also go for GT Specification tubular headers and 550cc Injectors. Again, all modifications were fitted by me while Rob mapped the car. This time, the power was increased to 375bhp and 330lb/ft Torque. The car is only running 1.4 bar of turbo pressure and will give more, but that is enough power to run through a standard engine and gearbox for the time being. The latest mod is a set of Eibach coil-overs along with rolled rear arches and a full geometry set up to get the perfect ride height.

More recently, I have been spending time cleaning the engine bay and having various parts chromed or painted. As to the future, I have no major plans for the car. All I want to do this year, is use the car more and attend more shows. I have no plans to sell it, even if my numbers come up on the lottery.

I first heard of the RB5 Owners' Club in 2003 and remember seeing a thread on 'Scooby net' about it starting up. I became a member straight away and have met loads of people, many of whom I would class as good friends. The forum is by far the friendliest and most helpful, with everyone contributing to help the club to grow. ■ TI

## Specification:

### Engine:

- Simtek ECU remap by Bob Rawle
- APS FMIC
- MD321H Turbo
- Walbro fuel pump
- Fuel lab regulator
- Parallel fuel mod using -6AN fittings
- Power enterprise 550cc injectors
- APS CAIK
- GT spec 2 tubular headers and matching up-pipe
- Scoobysport downpipe, Magnex centre section, TSL firestorm backbox.
- Spec R catch tank
- Spec R remote power steering reservoir
- Samco inlet, induction and coolant hose kit
- Inlet manifold and header tank insulators.
- RCM modified oil pump
- GFB under-driven lightweight pulleys (Crank, alternator and power steering)

### Suspension:

- Front STi Strut brace with red detailing
- Eibach coil-overs with Prodrive Geometry set-up
- Whiteline 22mm front and rear ARB's and solid droplinks, with Anti lift kit.

### Brakes:

- Front AP 355mm discs 6 pot callipers with Ferodo DS2500 pads.
- Rear 2 pot Subaru callipers with Ferodo DS2500 pads.
- Goodridge braided brake hoses. front & rear.

### Exterior:

- 18" Speedline turinis with 225/35/18 Goodyear eagle F1 tyres
- STi rear lights.
- P1 Style front splitter.
- Prodrive boot spoiler.
- silver 'wedges' with slates removed and mesh infill
- Black Rally Mudflaps with Prodrive stickers.
- 22B style bonnet vents
- Electric folding mirrors

### Interior:

- Momo gearknob.
- STi pedals.
- Defi Gauges water temp, Oil Pressure & oil temp mounted in centre pod.
- Boost gauge mounted in a pillar pod.