

**CLUB** - [www.rb5ownersclub.co.uk](http://www.rb5ownersclub.co.uk)

**OWNER** - Norman Stevenson (RB5 69)

**CAR** - Subaru Impreza Turbo RB5

I HAVE OWNED AN Impreza Turbo for over 11 years now and came very close to "signing on the dotted line", when the RB5 was first released in 1999. Unfortunately, finances at the time dictated it was not to be. However, three years later, in late 2002, the urge re-appeared and, after a bit of research, I looked at the only three RB5's that were available from Subaru dealers at that time. On the 1st October 2002, I picked up No.069 from what was then Drive Subaru in Falkirk.

The car was standard other than its Prodrive Performance Pack fitted by the first owner. Apart from an uprated exhaust system and crystal lights all round, it remained like this for a couple of years. I always felt the car was very individual, even in its standard form. As the Impreza became a much more common sight on the roads, the RB5 always turned heads, especially, I feel, due to the very rare colour.

In late 2004, I discovered the RB5 Owners Club. This club has played a huge part in my love of the RB5, starting as I did as a full club member and then as a moderator. I have made a lot of good friends through the club and attend as many car shows as possible, even though some may involve a lot of travelling. The wealth of knowledge and information available through the club makes the ownership of the car so much easier. This was also when I started to get the urge to modify it.

Over the following years, I managed to source an original Prodrive WRC rear spoiler and added a P1 front splitter as well. Then came STi rear lights to finally banish all the orange. The two biggest upgrades I have made to the RB5 then followed. I managed to attain a mint set of Prodrive P1 springs and dampers from a P1 owner. Various other suspension upgrades followed, such as uprated ARB's, an anti-lift kit, strut braces and finally a "fast road" geometry set up. The following year, I decided to upgrade the brakes and eventually went with front AP 6-pots and Godspeed 335mm discs and a Godspeed large rear disc kit. The difference that these have made to the driving experience is incredible and proved to me that an enjoyable drive is not always about power.

I continued to add bits here and there, particularly to the exterior, but always felt the visual balance of the car was not right. This was finally cured with the addition of a set of 18" alloy wheels. Next came a full set of Defi gauges and finally some engine bay detailing, both of which I have to say were very rewarding exercises to carry out personally. The result was a car, which I was more than happy to put on display at shows, with the bonnet lifted, an aspect that I wouldn't have considered

previously.

After all this, I have ended up with a car, which is unique to me. It is not just a car anymore (if it ever was), as it plays such a huge part in my life, along with the Owners Club. The two go hand in hand happily.

The RB5 is my everyday machine, so I have resisted the urge to modify the engine. To be honest, I am more than happy with the way the car drives just now and do not feel that I am missing out. This was also backed up by a recent rolling road session where the car made 279bhp and 273lbs/ft torque, excellent results for a fairly standard model. The car has been extremely reliable in the 6.5 years I have owned it, really the only non-wear and tear item I had to replace being a radiator last year. The bodywork does tend to collect more than its fair share of stone chips through this sort of use but, why have a car like this, which is so enjoyable to drive, not to use it. There is no better way to unwind after a hard day at work, than to drive home on a summer's evening in the RB5, with the windows down, stereo off, listening to the exhaust and flat-four soundtrack.

As to the future, I am more than happy with the car the way it is. The owner's club still takes up a lot of my time and I hope to attend some more shows this year along with No.069. The club still attracts new members weekly, some of whom I will meet hopefully this year. If I were to change the RB5 for another car, I think there would be only one car that could ever take its place. The logical replacement would be an RB320. This would also let me carry on my role and participation in the club, as both RB5 and RB320 clubs attend the shows together. As the club supports the Richard Burns Foundation, it really is a pleasure to be able to help such a worthwhile cause. ■ TI

**Specification:**

**Engine :**

- Prodrive Performance Pack
- STi V.6 intercooler
- STi panel filter
- STi earthing kit
- Forge VTA dumpvalve
- Samco turbo and coolant hose kits
- Stainless steel header tank, battery cover, power steering reservoir cover, slam panel cover, fuse box cover
- Hayward & Scott open neck 3" downpipe, 2.5" centre section, Jap style back box
- Standard transmission and clutch

**Suspension :**

- Prodrive P1 springs and dampers
- Whiteline anti-lift kit, adjustable rear anti-roll bar, solid front and rear droplinks
- STi carbon fibre front and aluminium rear strut braces
- "Fast road" 4 wheel geometry set up

**Brakes :**

- Front 335mm Godspeed grooved discs and AP Racing 6 pot calipers
- Rear 325mm Godspeed grooved discs
- Ferodo DS2500 pads and Goodridge braided hoses all round

**Exterior :**

- Revolution 18" PFF-7 alloys and Toyo T1-R tyres
- Prodrive WRC rear spoiler
- P1 front splitter
- STi rear lights
- STi fog lamp covers
- STi 8 bonnet scoop
- 22B front grill
- 22B bonnet vents
- Crystal clear lamps all round
- Prodrive mudflaps
- RB5 Owners Club number plates

**Interior :**

- Defi white face link series 60mm gauges incl. oil temp, pressure, water temp. and boost
- Knocklink incorporated into the dash surrounding the dials
- Sparco alloy pedals
- Prodrive carbon fibre gearknob
- Alpine I.C.E.



For more information on the RB5 Owners Club, including membership details and club events, please visit [www.rb5ownersclub.co.uk](http://www.rb5ownersclub.co.uk)