

STEALTH CARS

Unit 1c, Wessex Industrial Estate,
Portsmouth Road, Horndean, Hants, PO8 9LP
Tel: 023 9259 7444

**WHERE SPEED COUNTS**

B6 Sport B6 Sport
B6 Sport B6 Sport
B6 Sport B6 Sport

B6 Sport
The ultimate roadcar
B6 Sport

SECTIONS**ROADTEST REPORTS**

Introduction
Specification
Prices
Roadtest Reports
Video & Imagery
Motorsport
Contact Details



www.racecar.co.uk

AUTOCAR**0-100-0**

PAGE 2 OF 4

**READERS CARS**

A FEW months ago we popped a small notice in our news pages asking owners of outrageously powerful road cars to come forward and enter our annual 0-100-0 competition. Anything with number plates, a tax disc and an MoT was welcome. Oh, and 500bhp would be useful too. In the end we picked just five cars... with a total of 2968bhp. If the numbers boggle the brain then this year's eclectic line-up of cars was even more astounding in the metal.

Cheng Lim brought his rumbling 637bhp RAM SC Cobra replica, a car he races when not fiddling beneath the bonnets of classics.

Mark Butler arrived in his Dax Rush, a 400bhp V8-powered four-wheel drive Caterham 7-alike that has a promising combination of traction, lightness and power.

Drag racing enthusiast Jeff Manni arrived with a supercharged 5.0-litre Ford Mustang, a black monster complete with "at least" 420bhp, twin racing stripes... and drum brakes at the rear.

Dave Jones's yellow R33 Skyline GT-R had us salivating the moment we heard about it. It may look like a banana but underneath the bonnet sits a twin-turbo straight six modified by Japanese tuning firm Jun to produce a claimed 1000bhp at just under 8500rpm.

Finally, Louis Davidson brought his incredible Stealth B6 Sport, the car we reported on last week and which broke the McLaren F1's long-standing 0-100mph record of 6.32sec.

It may be a rather odd name for a car that attracts so much attention but the Stealth is to be taken as seriously as any car we've ever strapped timing gear to. In the flesh it looks like a Group C Le Mans racer that should be on the Muldena not the Millbrook straight

race that should be on the Mulsanne, not the Timberlake straight.

First off the line was Lim's mighty Cobra. It blasted away surprisingly cleanly, a brief squawk from its high-walled rear tyres drowned out by the growl from its 6.6-litre Chevrolet V8. Almost the instant the car was rolling Lim grabbed second gear, flames pouring out of its dustbin-sized side exhaust during the change up. Another tyre chirp as the Cobra hit third before Lim was hard on the brakes. It may have looked rough around the edges but the 1080kg Cobra wasn't slow at all. It took just 7.71sec to reach 100mph, and with a reaction time of 0.87sec and a further 5.22sec to bring the car to a halt it laid down an impressive gauntlet to the others, with a total time of just 13.80sec. Manni's Mustang was next to rumble up to the line. With its huge Hoosier slick rear tyres the big 'Stang looked more like a funny-car dragster, not a "run what you bring" machine.

Although he treated us to a full burn-out for the photos, Manni showed more restraint against the clock, dropping the clutch at around 3500rpm and keeping off full power until the jelly baby-soft slicks found purchase. Then it was through the Borg Warner gearbox to third before 100mph arrived in 10.01sec. Manni may have been quick on the brakes but with standard Mustang anchors trying to haul the 1581kg car down it was no surprise it took 5.63sec to get back to zero — a total of 16.51sec.

[Roadtest Index](#) | [Front Cover](#) | [Page1](#) | [Page3](#) | [Page4](#)

All words and pictures are ©copyright to Autocar Magazine 2000 - 2001.