

STEALTH CARS

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B6 Sport B6 Sport B6 Sport B6 Sport
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B6 Sport
The ultimate roadcar
B6 Sport

SECTIONS**ROADTEST REPORTS****STEALTH**

Introduction
Specification
Prices

AUTOCAR**STEALTH HAZARD**

PAGE 3 OF 3
By Colin Goodwin

There's not a single rubber suspension joint on the car - all are solid rose joints, but you'd never believe it from the way the car tackles bumps. It helps that the centre-bolted Speedline wheels wear Goodyear F1 Eagles that have a deep sidewall and conservative tread width. The steering is very direct and full of feel. There's little tramlining, though when the camber changes abruptly you can let the car wriggle its way across them by not gripping the wheel too tightly.

Stealth Cars is about to put the car into the Motor Industry Research Association's wind tunnel to measure the aerodynamics. I'll be very surprised if Stealth is not pleased with the results. The faster you drive the car, the smoother it feels. You can feel the wide rear wing pressing it onto the road. This is not the sort of car you can drift through fast corners. It's short and compact and the Chevy V8 isn't that light. Get the B6 crossed up and it could be difficult to retrieve the situation.

The pleasure comes from being smooth and precise with the car, trying to get into a rhythm with it and making the transition from throttle to brakes as smooth as possible. You spend a lot of time on the brakes in the Stealth because you dismiss the straights so quickly and are always having to keep the speed down to sensible levels.

Lockheed six-piston calipers are used at each corner, gripping big 12in ventilated discs. They're strong and work well, but with a little more work on matching master cylinders to the rest of the system I think they'd be even better. They haven't got the ferocious bite you'd expect from a car that weighs 920kg.

There's no question the Stealth B6 will be at its best on the track. The gearbox is surprisingly friendly, so you could drive through a town without embarrassing yourself, though the clutch would be hard work after a few minutes. Rear visibility is almost non-existent. There's a couple of mirrors mounted on the doors but they're really only good for checking the rear spoiler is still there and for overtaking. No, the best bet is to book yourself into a track day and blast the 100 miles or so to the track. Hours on a motorway would not be fun.

Louis Davidson, the man behind Stealth Cars, once so badly wanted to buy a particular ex-works Metro 6R4 rally car that he rang its owner every Saturday morning for 18 months asking if he wanted to sell it yet until the poor fellow gave in and flogged it to him. I shall use the same technique until Davidson lets me have a go in this car around a circuit.

A Stealth B6 is already being raced successfully by Bob Light, who is also one of the engineers behind the car. Stealth Cars Ltd is a small outfit. Just Davidson and Light plus engineer and all-round craftsman Steve Smith and composite expert Marcus Biney. They do good work as, even though this car is one of the early ones, the quality is good. Davidson has realistic targets for the car and is talking pretty low numbers. It's a car that will appeal to the enthusiast who loves driving and who puts the experience above the prestige. Walk into a bar and say that you own a Ferrari F50 and everyone is instantly impressed. A Stealth B6 would take at least half an hour of explanation.

This is not a cheap car. Davidson reckons one with this spec will cost close to £90,000. There are a few savings that could bring the cost down to £65,000, one of which would be to ditch the horrendously expensive Hewland gearbox and use a secondhand Porsche 911 Turbo gearbox, but it would be less fun and also less able to cope with the Chevy's torque. You could also have a less powerful engine. But Mike Huddart, who built this motor, has already built an economical and reliable engine so the saving you'd make by having a 400bhp motor would be small anyway. Best to take the B6 as it is. It's expensive, but then so is the slower Ferrari F40. And can you imagine how much a new engine for one of those is? I can't, but I know the front body section is £25,000. Suddenly, a Stealth in the garage is not such a crazy idea.

Motorsport
Contact Details



www.racecar.co.uk



Stealth B6 blasts away opposition, reaching 60mph in 3.6sec



A shoehorn may be handy getting into the cabin

FACTFILE	
0-60mph	3.6sec
0-100mph	6.3sec
Top speed	170mph*
Weight	920kg
*on current gearing	
ENGINE	
Type	8 cyls in vee, 6300cc
Max power	511bhp at 6500rpm
Max torque	480lb ft at 5000rpm
All figures are manufacturer's claims	
VERDICT	
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[Roadtest Index](#) | [Front Cover](#) | [Page1](#) | [Page2](#)

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