

**STEALTH CARS**

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# evo

THE THRILL OF DRIVING

## DARK FORCES

PAGE 1 OF 3

Words: Harry Metcalfe | Pictures: Andy Morgan

I was fine up until now. It was just another super-quick car, after all. We're lucky enough at evo to drive them all the time. Yes, I knew it had recently broken the McLaren F1's 0-100mph time in an Autocar test, and 6.31secs was pretty good going for anything with four wheels, but hey, this was going to be serious fun. That was then. Now, suddenly, I'm a nervous wreck. They've just started the engine for the first time, you see, and I'm kneeling beside the Stealth – bad idea – inside a faceless industrial unit, which is currently doing an excellent impression of an echo chamber. Thunder doesn't come close. Let's just say that when San Francisco finally disappears down the San Andreas fault, I know what it'll sound like.

With me is Louis Davidson who, together with racer Bob Light, is the driving force behind the project. What they've done is coax what was previously a pure track-car through the SVA test, which means it can now be offered as a roadgoing racer. Louis has been telling me some of the acceleration times it posted, including an 11.08secs 134mph standing quarter. But it's the 2.7secs it takes to go from 60-100mph that gets me – just consider that the Subaru Impreza P1 takes 8.4secs to cover the same increment, and you begin to get some idea of the nature of the beast.

Bob Light specialises in precision engineering and has been building cars to his own design since the early '60s. He used to race an Ultima but decided it could be improved upon – the Stealth is the result. One of his aims was to reduce the understeer, so he added eight inches to the Ultima's wheelbase and redesigned the rear suspension, including lengthening the wishbones, to give less camber change. Somehow he even managed to lighten the car by around 70kg, mainly through the new nose and tail sections, which was quite a feat given that the car weighed only 990kg in the first place.

Standing next to the vibrating beast, I have to say it's not a pretty sight. This probably doesn't bother Louis much as he already has a Metro 6R4 in his garage at home, so looks obviously aren't high on his list of priorities. For me, the 'Stealth' name writ large on the windscreen in a typeface once favoured for Black Sabbath album covers is unforgivable.

<b>Engine</b>	V8, 6276cc, two valves per cy
<b>Max power</b>	511bhp @ 6500rpm
<b>Max torque</b>	479lb ft @ 5000rpm
<b>Transmission</b>	Five-speed manual, rear-wheel drive
<b>Tyres (f)</b>	275/40x18 (r) 295/45x18
<b>Suspension</b>	Double wishbones, front and rear



<b>Weight</b>	920kg
<b>Power to weight</b>	564bhp/ton
<b>0-60mph</b>	3.9secs
<b>Max speed</b>	180mph+
<b>Price</b>	£90,000
	Contact Stealth on 0239 259 7444

[Roadtest Index](#) | [Front Cover](#) | [Page2](#) | [Page3](#)

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