

## SPICE PONTIAC GTP LIGHTS RACECAR

<b>Year</b>	1986	<b>Style:</b>	Prototype IMSA car
<b>Color:</b>	White	<b>Engine:</b>	Inline 4-cylinder
<b>Price:</b>	\$299,500	<b>Chassis #:</b>	PSGTPL1

### **History:**

The first production IMSA Camel Lights car made by Spice Engineering, Ltd in the UK. Excellent race history, Several race wins and podium finishes. Driven by Spice Factory drivers in the 1986 and 1987 seasons of IMSA Camel Lights. Fully restored and ready to race in Vintage racing, this rare car comes complete with numerous spares, including engines, wheel, chassis and body parts.

### **Condition:**

Excellent factory condition throughout. The car has its original re-skinned monocoque chassis, restored body, rebuilt gearbox and other major components. The body is in excellent condition, being made from the original factory molds. The chassis was completely rebuilt by the Spice factory. The car comes complete with several engines, including a fully rebuilt engine installed in the car. Gearbox and clutch are also both rebuilt as new. This car is an excellent candidate for competitive vintage GTP racing both in the US and Europe. It is available for inspection in the Seattle area.



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<b>Body Design</b>	Spice Engineering	<b>Body Built By</b>	Spice Engineering
<b>Chassis No.</b>	PSGTPL1	<b>Engine No.</b>	PSD232
<b>Engine Type</b>	Inline 4 cylinder	<b>Material</b>	Alloy block & heads
<b>Size</b>	3.0 Liters	<b>Bore &amp; Stroke</b>	
<b>HP</b>		<b>Valve Train</b>	
<b>Transmission</b>	5-speed Hewland manual with single-plate dry clutch		
<b>Carburetion</b>	Fuel injection		
<b>Chassis</b>	Aluminum honeycomb monocoque		
<b>Suspension</b>	Front & rear: independent, double wishbone w/coil-over springs & shocks		
<b>Steering</b>	Rack & pinion		
<b>Brakes</b>	Front & rear ventilated disc brakes with servo assist		
<b>Wheels</b>	BBS 3-piece Wheels		
<b>Tires</b>	Goodyear racing radials		
<b>Overall Length</b>		<b>Wheelbase</b>	
<b>Rear Track</b>		<b>Front Track</b>	
<b>Dry Weight</b>		<b>Power/Weight</b>	
<b>Top Speed</b>	165 mph	<b>Total Built</b>	

More photos are available at [www.dobsonmotorsport.com/inventory](http://www.dobsonmotorsport.com/inventory)

British based Spice Engineering was created in the late 1980s by Gordon Spice. The purpose of the company was to build their own road cars and enter them in racing competition. Spice was able to secure a contract to construct two Camel 'Lights' chassis for General Motors. The cars were to be powered by a 3.0-liter four-cylinder Pontiac 'Super Duty' engine that produced an impressive 350 horsepower. Spice was given instructions to create the body similar to the production Fiero cars, thus its nickname being the 'Spice Pontiac Fiero.' Graham Humphrey provided the chassis drawings for the monocoque while construction was handled by BS Fabricators. Final assembly of the cars were handled by Spice Silverstone works.

The SE86C first appeared in 1986 and used in Group C2 Competition. The SE87C was introduced in 1987, and the SE88C in 1988. There were a total of five examples of the SE88C created. The SE89 was introduced in 1989, and the list continues. SE90-028 in 1990 was the final chassis built. In total, there were around 11 examples of the SE90 created.

One chassis of the SE86 was powered by a DFL 3.3-liter engine. The second car was powered by a turbo-charged 1.8-liter Hart engine. The

SE89C was powered by a 3.3-liter and 3.5-liter engine. Team Chamberlain drove an SE89C to a FIA Cup Victory in 1992.

Spice Engineering was one of the most successful constructor of the Group C and IMSA Sportscar class. From 1986 to 1988 the Spice cars enjoyed numerous successes, both in GTP 'Lights' and in the European 'C2' class. In 1989 and 1990 the cars gained even more success, this time through privateer Scott Schubot and girlfriend Linda Ludemann. Their car was an SE88C powered by a Buick V6 which had tremendous success state-side. Schubot would go on to earn the 'Lights' Drivers' Title, and Ludemann became the first female to win a prototype race.

By now, the Spice cars were frequent competitors at the racing circuit, entered by numerous teams. Power was being supplied by Buick, Pontiac, and even Ferrari. Rule changes in 1990 gave the Spice cars and their American pushrod engines an advantage, though it was still difficult to compete for overall victory against the more powerful Nissans, Jaguars and Porsches. The Jaguars were using overhead cam engines while Nissan used turbochargers. The rule changes gave the Spice cars, and many other American powered cars, advantages of either engine size or overall vehicle weight. The Spice Factory Team chose to go with weight reduction and Jim Miller's MTI team selected the engine capacity, moving them from 5.5-liters to 6.0, and later to 6.5-liters. Even with the advantages, the overall victory was still elusive.

The Comptech Racing Acura-Spice GTP Lights race car, powered by a modified Acura NSX engine, carried driver Parker Johnstone to three consecutive Manufacturers' Championships and three consecutive Drivers' Championships in the prestigious IMSA Camel GTP Lights series (1991-93). The Comptech Acura also captured the prestigious 12 Hours of Sebring in 1993.





