MODEL FILE 85 · HENNESSEY · HYPERCAR · HALO PROTOCOL

HENNESSEY VENOM GT

LS7 TWIN-TURBO V8 · RICARDO 6MT · 13 CARS · 2011–2017

THE CAR IN BRIEF

THE MODEL

Thirteen series cars, 2011–2017 — Coupé and Spyder — plus prototypes and development cars, which run as a PROVENANCE chapter, not as models: at this volume the register makes no model-year split. One unit precision: the 1,244–1,451 figures are bhp by build stage — ≈1,261–1,471 PS. The rest: GM-LS7-based twin-turbo V8, Ricardo 6-speed manual (related to the Ford GT's), rear drive, ≈1,240 kg. The RECORD layer belongs to provenance: 270.49 mph one-way in 2014, and the Spyder's 265.6 mph open-top record in 2016 — on a thirteen-car fleet, record history moves value. Fields: COUPE_OR_SPIDER, BUILD_NUMBER.

POSITION

Technically far more pragmatic than its numbers suggest: LS-based V8, Ricardo gearbox, established supplier components — the BASE technology rates robust. The real risk is structural: an extremely small fleet, high individualisation, and very few workshops with genuine Venom-GT experience. Service classification, per the dossier: FACTORY-CENTRIC SUPPORT — the maker, not a network.

POWERTRAIN

THE LS BASE & THE HENNESSEY LAYER

The car's biggest plus: the LS V8 is known worldwide. The file's split doctrine, from the dossier: GM BASE = ROBUST · HENNESSEY TWIN-TURBO SYSTEM = BESPOKE. PPI: compression, leakdown, oil pressure, turbochargers, fuel system, ECU, calibration, boost. No reliable series of systemic engine damage. And the LS7 nuance is handled precisely: certain GM production years carried the known VALVE-GUIDE theme — but Venom GT engines were extensively modified and rebuilt, so the GM series issue does NOT transfer automatically: the register records WHO BUILT THE ENGINE and to WHAT SPECIFICATION, instead of importing a known issue that may not apply. LS7_BASE_ENGINE and ECU_CALIBRATION are fields.

TURBOS, RICARDO & THE LOADS

The twin-turbo system: boost, wastegates, oil supply, lines, heat shielding, intercoolers — no documented systemic series. The Ricardo manual, constructively related to the Ford GT's, counts as very durable: synchronisation, clutch, linkage, oil leaks. The SUSPENSION gets extra scrutiny — not for known faults, but because the power multiplication over the Lotus base loads everything harder: bearings, pickups, measurement, dampers, control arms — checked against the load, not the badge.

STRUCTURE & SYSTEMS

THE CHASSIS TRUTH

Two common errors, both corrected in one row: the Venom GT is NOT "an Elise with a big engine" — and it does NOT carry a completely new monocoque either. The truth: the central Lotus aluminium tub survives, MASSIVELY modified, with reworked front and rear structures and new subframes to carry the drivetrain. Checked accordingly: accident damage, modifications, weld work, measurement, corrosion. ALUMINIUM_CHASSIS is the file's critical field.

BRAKES & ELECTRONICS

Carbon-ceramics: discs, pads, temperature traces, calipers — with track use in mind. Electronics: comparatively SIMPLE — no Bugatti/Koenigsegg/Rimac-class architecture, and therefore fewer potential failure sources: an honest structural advantage on a small-fleet car.

FACTORY ACTIONS & THE SERVICE QUESTION

THE RECORD

No documented official recall campaigns — unsurprising at this volume and manufaktur build. And no reliable model-typical series faults: most known problems concern individually built cars or tuning matters, and are not statistically loadable. Per the formulation discipline: "none documented", never "none existed" — and the build record replaces the campaign database on this car.

WHO SERVICES A VENOM GT?

The dossier's central question, answered plainly: NO classic worldwide dealer-and-service network exists. The cars were developed and built in SEALY, TEXAS — and Hennessey's central workshop and customer support sit there to this day. The workable split: LS engine, Ricardo gearbox, AP brakes and Michelin tyres CAN be serviced by very experienced high-performance specialists — routine work does not force a Texas trip. But everything VEHICLE-SPECIFIC — ECU, turbo calibration, chassis geometry, chassis integration, body, larger repairs — belongs in direct coordination with Hennessey: FACTORY SUPPORT ON DEMAND, not Global Dealer Network. Fields: FACTORY_SERVICE_HISTORY, FACTORY_CONTACT_HISTORY.

PROVENANCE & MARKET

THE THIRTEEN-CAR REGISTER

Provenance is extremely important at this count: original car verified, build sheet, Hennessey documentation, POWER STAGE, later conversions, record history, ownership chain — HENNESSEY_BUILD_RECORD is the file's paper spine. Parts reality: engine/gearbox/brakes — good: body — difficult: suspension — partly bespoke: interior — Lotus base plus single pieces. The buying priorities, per the dossier: chassis → Hennessey documentation → turbos → ECU calibration → suspension → gearbox → engine — the famous engine deliberately LAST, because the LS base is the solved part. Halo protocol: no bands — thirteen cars, thirteen files.

13

Series cars plus prototypes — no model-year split: every car is its own file

270.49

mph in 2014 — on a thirteen-car fleet, record history is provenance, and provenance is price

1

Address that matters: Sealy, Texas — Factory-Centric Support, not a dealer network

Sources: Hennessey factory data and period record (Venom GT 2011–17, 13 series cars Coupé/Spyder plus prototypes; LS7-based twin-turbo V8 1,244–1,451 bhp/≈1,261–1,471 PS by stage — dossier's PS labelling corrected; Ricardo 6MT related to the Ford GT's; ≈1,240 kg; heavily modified Lotus aluminium tub with new subframes; 270.49 mph 2014 and Spyder 265.6 mph 2016 records; Sealy, Texas as development, build and support base per Hennessey); no documented recalls and no reliable model-typical series faults — formulation per register discipline; LS7 valve-guide nuance handled as builder/specification question, not imported known issue; service classification "Factory-Centric Support" per the dossier. No bands per halo protocol — single files decide.