

HENNESSEY VENOM GT

130

Thirteen cars, one idea taken to its logical end - maximum American power in minimum Lotus-derived mass, and a starring role in the 2010s top-speed race

13

Cars in the accepted count, 2011-2017 - seven coupes (three World's Fastest Edition) and six Spyders (one Final Edition); some accounts add the development prototype

1,244

The defining coincidence: 1,244 hp from the 7.0-litre twin-turbo LS V8 in a 1,244 kg car - later cars to 1,451 hp; a Ricardo six-speed manual, no dual clutch

270.49

Miles per hour at Kennedy Space Center, 14 February 2014 - faster than anything then sold, unofficial only because 13 cars are not the 30 Guinness demands

\$588K

The only recent transparent result - 2011 coupe, ~1,000 miles, Broad Arrow Monterey, August 2025 - against cited private levels of \$1.0-1.4M; the spread is the finding

01 EXECUTIVE SUMMARY

The Venom GT is the outlier of this series: not a luxury hypercar, not an atelier product, but an engineering exercise in extreme performance - a heavily re-engineered Lotus-derived chassis carrying a 7.0-litre twin-turbocharged American V8, built by a Texas tuner-turned-constructor in a total accepted count of thirteen cars between 2011 and 2017. Its numbers made it famous: 1,244 hp in 1,244 kilograms - a power-to-weight ratio nothing series-produced could touch - a Guinness world record for 0-300 km/h in 13.63 seconds in 2013, an unofficial 270.49 mph at Kennedy Space Center in February 2014 that beat the Veyron Super Sport's mark, and the open-top record of 265.57 mph for the Spyder in 2016. Collectors value it for precisely those things - rarity, the power-to-weight statement, and its starring role in the early-2010s top-speed race - rather than for craftsmanship or brand heritage in the Pagani or Bugatti sense. That distinction, which this paper keeps in view throughout, explains both the car's appeal and its comparatively niche market.

This is a single-paper marque treatment in the series' late format: company background, the machine and its honest platform story, the thirteen-car register and its records, a custody model that runs through one factory in Sealy, Texas, a market that is almost entirely private - and just produced its first transparent public result in years, well below the cited private levels - and the outlook, which now belongs to the clean-sheet Venom F5. Model File 85 and Buyer's Checklist No. 85 accompany the paper.

Key Finding

The Venom GT's collector case is asymmetric in a way no other car in this series matches. Mechanically it is the least frightening hypercar of its era: the engine is GM's LS architecture - understood by ten thousand American shops, torque-rich, proven - and the gearbox is a Ricardo manual shared in concept with the Ford GT's. Everything else is the opposite: a thirteen-car fleet with no meaningful defect statistics, bespoke carbon bodywork and chassis parts that exist nowhere but Sealy, heat management that demands respect, and custody that effectively requires a relationship with Hennessey itself. Buy the engine with confidence and the rest with documentation.

The market finding is opacity, now with one bright data point. Cited private levels run \$1.0-1.4 million for standard cars with Final Edition and record-provenance cars above; the only recent transparent result is \$588,000 gross for a ~1,000-mile 2011 coupe at Broad Arrow Monterey in August 2025 - roughly half the cited range - and the 2017 charity sale of Steven Tyler's Spyder made \$800,000. Thirteen cars produce no market, only episodes; the spread between private claims and public prints is the honest valuation statement, and this paper's bands are wide accordingly.

02 THE COMPANY - FROM TUNER TO CONSTRUCTOR

Three decades of making fast cars faster - and the moment John Hennessey decided to build one whole.

John Hennessey founded Hennessey Performance Engineering in 1991 in Texas, and built its name the direct way: tuning Vipers, twin-turbocharging anything with a market, and racing what he modified - the Venom 1000 Viper era made the shop internationally known for four-figure horsepower with street manners. The Venom GT, conceived in the late 2000s and delivered from 2011, was the transition from tuner to constructor - but deliberately not a clean-sheet one. The philosophy was the shop's own creed scaled up: maximum power combined with minimum weight, achieved fastest by starting from the lightest proven chassis architecture available - Lotus's bonded aluminium tub - and engineering an American V8 drivetrain into it properly. The goal was never Pagani's artistry or Bugatti's imperial engineering; it was the top-speed crown and the power-to-weight record, pursued with a small team, direct customer relationships and a fraction of any rival's budget. Hennessey Special Vehicles was later established for the clean-sheet F5 programme (Section 07); the performance business continues alongside, thousands of tuned vehicles a year - the constructor and the tuner remain one house, which is exactly how the Venom GT should be read.

03 THE MACHINE - A LOTUS ONLY IN SILHOUETTE

The licensing truth, the re-engineering reality - and the honest arithmetic of 1,244 horsepower in 1,244 kilograms.

The platform story deserves precision, because it is where the misconceptions live. The Venom GT began from the Lotus Elise/Exige architecture under a licensing arrangement - roof, doors, side glass, windscreen and cockpit region carry over, and cars were documented in some markets as modified Lotus - but the engineering beneath became progressively bespoke: the bonded aluminium chassis heavily modified and the wheelbase substantially extended to carry the drivetrain, an entirely bespoke carbon-fibre body, almost entirely new suspension, bespoke aerodynamics with an active rear wing, and brakes, cooling and structure engineered around more than five times the Exige's output. 'A Lotus' is the beginning of the description, not the end of it. The engine is the 7.0-litre LS7-based V8 with twin turbochargers, built by Hennessey: 1,244 hp at 6,600 rpm and around 1,155 lb-ft in standard form, rising to 1,451 hp and 1,287 lb-ft in the final 2016-17 specification, dry-sumped and intercooled. Drive goes through a Ricardo six-speed manual - no dual clutch, no paddles - to the rear wheels through a limited-slip differential, with traction management that is, by every account, advisory. At roughly 1,244 kilograms (about 1,258 for the Spyder), the arithmetic explains everything: the Venom GT carried less weight per horsepower than anything road-registered in its decade, and its performance - 0-300 km/h in 13.63 seconds, 270+ mph - follows from mass, not magic.

HENNESSEY VENOM GT - SPECIFICATION

Platform	Lotus Elise/Exige-derived bonded aluminium chassis, heavily modified, wheelbase substantially extended - bespoke carbon body, near-new suspension, bespoke aero with active rear wing
Engine	7.0-litre (LS7-based) twin-turbo V8, Hennessey-built - 1,244 hp @ 6,600 rpm / ~1,155 lb-ft standard; 1,451 hp / 1,287 lb-ft final specification (2016-17); dry sump, intercooled
Transmission	Ricardo six-speed manual, RWD, limited-slip differential - no dual clutch; traction demands respect by design
Weight	~1,244 kg coupe / ~1,258 kg Spyder - the defining number; power-to-weight beyond anything series-produced in its era
Performance	0-300 km/h in 13.63 s (Guinness, January 2013) · 270.49 mph one-way, Kennedy Space Center, 14.2.2014 (unofficial - production count below Guinness threshold) · Spyder 265.57 mph, March 2016 (open-top record)

04 THE REGISTER AND THE RECORDS

Thirteen cars in the accepted count, every one an individual - and the record file that is the marque's real heritage.

The register is the smallest this series has covered. The accepted count is thirteen cars built between 2011 and 2017: seven coupes - including the three-car World's Fastest Edition of 2014, announced at \$1.25 million and sold out immediately - and six Spyders, including the single Final Edition of 2017 (1,451 hp, \$1.2 million, pre-sold), whose delivery formally closed the programme. Some accounts add the original development prototype for a total of fourteen; the conflict is recorded here rather than resolved, in the series' registry manner, and any purchase should establish the car's exact place in the sequence from Hennessey's own build records. The records are the marque's heritage in the way Le Mans is Ford's: the Guinness 0-300 km/h mark of January 2013; the 270.49 mph one-way run at NASA's Kennedy Space Center shuttle runway on Valentine's Day 2014 - faster than the Veyron Super Sport's official record, unofficial only because thirteen cars fall short of the thirty Guinness requires and the run was made in one direction; and the Spyder's verified 265.57 mph open-top record of March 2016. Record provenance attaches to specific chassis, is documented, and is the single largest value variable in this tiny register - the World's Fastest Edition cars and the record car itself carry the story the market actually pays for.

05 CUSTODY - TEXAS OR NOWHERE

A familiar engine in an unrepeatable body - the custody model runs through one factory, and the file should show it.

The ownership experience is exactly what the recipe predicts: Lotus-derived proportions and a tight, functional cabin with limited luggage and basic ergonomics; enormous turbocharged torque in a car light enough to feel it everywhere; a manual gearbox and traction characteristics that demand a driver's full attention. This is not a refined GT and was never meant to be - it is a very light car with an enormous engine, closer in spirit to this series' track-only programmes than to its grand tourers. Custody runs through Sealy: there is no dealer network - owners work directly with Hennessey, factory technicians and a small circle of approved specialists, and major work generally means the car returns to Texas. The LS-based engine is the custody bright spot - mechanically familiar, parts-supported by an entire industry, and less daunting to service than any bespoke European unit in this series - while the bespoke elements (carbon bodywork, extended chassis, cooling and turbo plumbing, model-specific suspension) are single-source and priced accordingly. The known-issues file is honest about its own limits: thirteen cars produce no statistics. The recurring themes are heat management around the turbochargers, the importance of factory maintenance continuity, bespoke parts lead times, and accident-repair complexity on a hybrid aluminium-carbon structure - no systemic engine failures are documented, and none would be expected from the architecture.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Routine	Annual service \$5,000-15,000 including transport to/from Texas or factory-approved attendance - oil, gearbox oil, brake fluid, turbo and suspension inspection
The engine advantage	LS architecture: consumables and mechanical parts industry-wide; the one custody line where the Venom GT is cheaper than anything else in this series
The bespoke tail	Carbon body, chassis, cooling, turbo system, suspension: single-source via Hennessey, by quote, on lead time - accident repair is the true tail risk
The big items	Clutch by quote · turbochargers and intercoolers on condition · cooling-system refresh on age - all factory-coordinated
Five-year frame	\$50,000-120,000 all-in analytical provision for a driven car - wide by necessity; thirteen cars generate no cost statistics

Planning provisions, not tariffs - constructed from specialist practice on a thirteen-car fleet with no published cost history. Factory relationship quality is itself a cost variable. Nothing here is investment advice.

06

THE MARKET - PRIVATE, THIN, HONESTLY OPAQUE

Cited levels and public prints disagree by a factor of two - with thirteen cars, the spread is the market.

The market history in outline: cars sold new from around \$950,000 (later above \$1.2 million - the World's Fastest Edition at \$1.25 million, the Final Edition at \$1.2 million), traded early by private treaty among collectors and repeat Hennessey customers, and settled into a pattern of very infrequent, mostly invisible transactions. The public record is accordingly thin: Steven Tyler's Spyder made \$800,000 at auction in 2017 (a charity component in the sale); asking prices through the late 2010s ran \$1.25-1.4 million; and the only recent transparent result is \$588,000 gross for a ~1,000-mile 2011 coupe at Broad Arrow's Monterey Jet Center sale in August 2025 - roughly half the commonly cited \$1.0-1.4 million private range. This paper declines to explain the spread away: it may reflect that early coupe's specification against later cars, auction-versus-private dynamics, or simply what a thirteen-car market looks like when forced into public price discovery. All three readings counsel the same discipline - wide bands, provenance premiums treated case by case, and private claims tested against documents. Record provenance (the WFE cars, the record chassis, the Final Edition) is the one variable the market demonstrably pays for; everything else is negotiation between a handful of people who mostly already know each other.

VENOM GT - WORKING VALUATION FRAMEWORK, JULY 2026	
The public prints	\$588,000 gross - 2011 coupe, ~1,000 mi, Broad Arrow Monterey, 8/2025 · \$800,000 - Tyler Spyder, 2017, charity component - the entire recent transparent record
Cited private levels	\$1.0-1.4M for standard cars - reported, not documented; the spread against the public prints is the honest finding
The working band	\$600,000-1,200,000 analytical for standard cars by specification and history - deliberately wide; each sale is an episode, not a market
Provenance tier	World's Fastest Edition (3), the record chassis, Final Edition (1) - above the band, case by case; the story is the asset
New-car context	From ~\$950,000 (2011) to \$1.2-1.25M (WFE 2014, Final Edition 2017) - sticker history frames every negotiation

Analytical bands on a thirteen-car register with two public prints in eight years - the least liquid market in this series after the unbuilt T.33. Gross where auctions are cited; private levels labelled as cited. Nothing here is investment advice.

OWNERSHIP VERDICT - THE RATINGS		
Reliability	□□□□□	The LS core is the series' most proven engine architecture - but thirteen cars yield no statistics; condition is car-by-car, file-by-file
Maintenance costs	□□□□□	Engine custody cheap, everything else bespoke - Texas-centric service logistics and single-source body/chassis parts set the real cost
Parts availability	□□□□□	Two-tier by design: LS mechanicals everywhere, Venom-specific parts one address - Hennessey's continuity is the guarantee
Investment potential	□□□□□	Record heritage in a 13-car register - but the thinnest, most opaque market in the series; the \$588K print demands humility

MARQUE BUYING SCORE - HENNESSEY VENOM GT			
Category	Standard car factory file	Record / WFE / Final (documented)	Any car, history unverified
Reliability	7.5 / 10	7.5 / 10	4 / 10
Driving experience	9 / 10	9 / 10	8.5 / 10
Ownership cost	5.5 / 10	5.5 / 10	3.5 / 10
Parts availability	5 / 10	5 / 10	3 / 10
Long-term collectability	7.5 / 10	9 / 10	3.5 / 10
Investment potential	6.5 / 10	8 / 10	2.5 / 10

Scored on the fixed series rubric. The factory-file standard car is the base profile; record and edition provenance carries the strongest case. The third column prices the Venom GT trap: sequence and build unverified with Hennessey, specification or turbo system modified undisclosed, or a top-speed history the file cannot document.

METHODOLOGY AND A NOTE ON VALUES

Built from factory material, record documentation and the public record: HPE founded 1991; Venom GT 2011-17; accepted count 13 (7 coupes incl. 3 World's Fastest Edition; 6 Spyders incl. Final Edition) - prototype-inclusive counts of 14 circulate, conflict labelled. Platform: Lotus Elise/Exige licence, heavily modified bonded chassis, extended wheelbase, bespoke carbon body/suspension/aero. Engine: 7.0 LS7-based twin-turbo, 1,244 hp/1,244 kg standard, 1,451 hp final; Ricardo six-speed manual. Records: Guinness 0-300 km/h 13.63 s (1/2013); 270.49 mph KSC 14.2.2014 (one-way, sub-30-car production - unofficial, labelled); Spyder 265.57 mph (3/2016). Pricing: from ~\$950K to \$1.2-1.25M new. Market: \$588,000 (Broad Arrow Monterey 8/2025, per CLASSIC.COM), \$800,000 Tyler Spyder 2017; \$1.0-1.4M cited private levels - labelled. Custody figures analytical. Nothing here is investment advice.

07 THE OUTLOOK - THE F5 ERA

Hennessey moved on to a clean-sheet hypercar - which settles the Venom GT's historical position rather than threatening it.

The Venom GT is no longer Hennessey's focus, and has not been since 2017: the company's flagship is the Venom F5, a clean-sheet hypercar with an in-house carbon-fibre chassis, the bespoke 6.6-litre twin-turbo 'Fury' V8 quoted at 1,817 hp, a stated target beyond 300 mph, and its own family of coupe, Roadster and track-focused Revolution derivatives - developed and sold by Hennessey Special Vehicles, with the 300 mph goal still publicly pursued and not yet verified as of July 2026. For the Venom GT the F5 era is clarifying rather than threatening: it fixes the GT's place as the founding artefact of an American constructor's top-speed story - the car that took a tuner's creed to 270 mph on a shuttle runway with a manual gearbox - and it means the thirteen-car register will never be diluted, extended or continued. Programmes this small live or die by their maker's continuity; Hennessey's growth around the F5 is, in that narrow custody sense, the best news the Venom GT's owners have.

08 THE BUYING PROTOCOL - AND SYNTHESIS

Thirteen cars, one factory, no anonymity - every purchase is a conversation with Sealy, and should be.

The protocol is short and absolute, because the register is: verify the chassis number, build sequence and original specification directly with Hennessey - thirteen cars leave no room for unverifiable stories, and the factory knows every one; confirm engine and turbo-system originality against the build record, with any evolution (standard to 1,451 hp specification) documented as factory work; review the complete factory service history and the car's top-speed, demonstration or competition record - these cars were used hard in public, and that history attaches to value in both directions; inspect the carbon bodywork and the extended aluminium chassis for repairs with factory involvement; verify the cooling system's condition and any heat-management updates; check clutch wear, suspension setup and alignment against factory specification; and treat any modification beyond factory record as a finding to be documented or reversed. The synthesis returns to the opening distinction: the Venom GT is an engineering exercise that became a collectible, not a luxury product that earned records - its buyers are collectors of achievement, its market is a private conversation with occasional public corrections, and its custody is a relationship with the family firm that built it. Price the engine like an American V8, the body like a one-off, and the story - verified - like the asset it actually is.

WALK AWAY - THE NON-NEGOTIABLES

A car Hennessey cannot or will not verify - sequence, build specification, service history; on thirteen cars, factory silence is the answer. Undocumented accident repair on the aluminium-carbon structure. An engine or turbo system that deviates from the build record without factory paperwork. Top-speed or demonstration history the seller cannot document - these cars' stories are their value, and unverifiable stories cut both ways. And any pricing argument built on cited private levels alone - demand documents; the public prints justify humility.

WHO SHOULD BUY THIS CAR

The collector of records and outliers - the Venom GT is the power-to-weight statement of its decade and the American chapter of the top-speed race, and nothing else in this series occupies that shelf. The engineering-first buyer who values a familiar, serviceable V8 over exotic fragility and accepts single-source bodywork as the trade. And the relationship buyer - because with thirteen cars and one factory, ownership is membership, and the factory's continued goodwill is worth more than any specification option ever offered.

BOTTOM LINE

The Venom GT is thirteen cars of pure thesis: an LS-hearted, Lotus-silhouetted, Texas-built answer to Europe's hypercar establishment that briefly went faster than all of it. The custody case is two-tier - familiar engine, unrepeatable everything else, one factory address - and the market is the series' most opaque: cited levels of \$1.0-1.4M against a lone \$588K public print, with record and edition provenance the only variable demonstrably paid for. Verify everything with Hennessey, document the story, budget wide - and understand what is being bought: not craftsmanship, but achievement; not a brand, but a record, in both senses of the word.

ONE-SENTENCE VERDICT

A tuner's creed built whole - 1,244 horsepower in 1,244 kilograms, thirteen cars, one shuttle runway - the Venom GT is the purest power-to-weight statement of its decade, and its market, like its speed, was never really public.

SOURCES

Factory material, record documentation, auction data and public record: company - HPE founded 1991, John Hennessey, tuner-to-constructor arc, Hennessey Special Vehicles for the F5. Register: accepted count 13 (2011-17) - 7 coupes incl. 3 World's Fastest Edition (\$1.25M, 2014, sold out), 6 Spyders incl. Final Edition (1,451 hp, \$1.2M, 2017, pre-sold, closed the programme); prototype-inclusive counts of 14 circulate - conflict labelled; build sequence verifiable only with Hennessey. Platform: Lotus Elise/Exige licence - roof, doors, glass, cockpit region carried; bonded aluminium chassis heavily modified, wheelbase extended, bespoke carbon body, near-new suspension, bespoke aero; documented in some markets as modified Lotus. Engine: 7.0 LS7-based twin-turbo V8, Hennessey-built - 1,244 hp @ 6,600/~1,155 lb-ft; 1,451 hp/1,287 lb-ft final spec; dry sump; Ricardo six-speed manual, LSD; ~1,244 kg coupe/~1,258 kg Spyder. Records: Guinness 0-300 km/h 13.63 s (1/2013); 270.49 mph, Kennedy Space Center, 14.2.2014 - one-way, production below the 30-car Guinness threshold, unofficial - labelled; Spyder 265.57 mph 3/2016 (open-top). Pricing new: from ~\$950,000; WFE \$1.25M; Final Edition \$1.2M. Market: \$588,000 gross - 2011 coupe, ~1,000 mi, Broad Arrow Monterey Jet Center, August 2025 (CLASSIC.COM record); \$800,000 - Steven Tyler Spyder, 2017, charity component; late-2010s askings \$1.25-1.4M; \$1.0-1.4M cited private levels - labelled throughout; bands analytical. Custody: direct-to-factory model, Sealy, Texas; LS parts ecosystem vs single-source bespoke components; no systemic engine failures documented - 13-car fleet yields no statistics, stated as such. Outlook: Venom F5 - clean-sheet carbon chassis, 6.6 'Fury' twin-turbo V8 1,817 hp, 300+ mph target publicly pursued, not verified as of July 2026; coupe/Roadster/Revolution family. Companion documents: Model File 85, Buyer's Checklist No. 85. Single-paper marque coverage incl. company background. Nothing here is investment advice.