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Factory Five Racing Puts Its GTM Into Production

Factory Five Racing, based in Wareham, Massachusetts, has officially announced it will be putting into production its long-awaited GTM supercar. Built to compete on a world level, the new GTM (Grand Touring, with the "M" for Mulsanne—the long, high-speed straightaway that is part of France's famed LeMans racetrack) is a two-person, mid-engine, high-performance vehicle that weighs in at a modest 2,250 pounds, ready to drive.

Powered by a 350-horse, fuel-injected Chevrolet Corvette LS engine connected to a Porsche 911 transaxle, the sleek car employs race car construction coupled with a composite body mounted to a tubular steel space frame. The interior is made using CNC-cut aluminum panels and incorporates an integral six-point race cage. Independent suspension comes directly from the GM parts bin and utilizes '97-04 Corvette C5 disc brakes (13-inch up front, 12-inchers in the rear), spindles, hubs, and control arms, as well as adjustable coilover shocks. Production is scheduled to begin in September 2005, and the GTM will be sold as an unassembled kit for \$19,990, available directly from the company.

Factory Five Racing, founded in 1992 by brothers David and Mark Smith, is the largest manufacturer of vintage replica component kit cars in the United States and employs 45 full-time workers in its 40,000-square-foot manufacturing facility. FFR also sells a full line of aftermarket automotive performance parts and sponsors a professional racing series (NASA-FFR Challenge Series) based on a competition version of its popular Mk-III street roadster. For more information about Factory Five and the exciting new GTM, check out www.factoryfive.com or contact engineering project leader Jim Schenck.



A six-point rollcage and a tubular chassis protect the driver while providing support for the rest of the GTM's working parts (a skin-over-chassis concept FFR uses with the four other vehicles it offers). The rollers are 18 x 10-inch, wrapped in 245/40 and 295/35ZR18 rubber. Most of the drivetrain is derived from the Corvette C5, while the transbox is a Porsche G50 unit capable of handling the 500hp motor.



Much of the refinement in design that Factory Five worked on the past few years was on the vehicle's rear end. Various designs were considered and mocked up...

...but it looks like it decided on the best-looking version in the end (only testing will prove how well it works at speed). The spoiler (seen in some pictures) is optional.

| SPECS | |
|------------------------------|--------------------|
| VEHICLE: | |
| Dry Weight Distribution..... | 2,250 pounds/42/58 |
| Wheelbase | 101 inches |
| Overall Length | 171.5 inches |
| Track (F&R) | 60.5/62 inches |
| Height | 42.5 inches |
| Width | 74 inches |
| Ground Clearance | 4.5 inches |
| | |
| ENGINE/TRANS | |
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| | |
|--------------------|--|
| Layout | mid-engine RWD |
| Configuration | V-8 w/aluminum block/heads |
| Displacement | 5.7L (350 cid) / 7.0L (427 cid) |
| Compression | 10:1 |
| Induction | sequential port fuel injection |
| Horsepower | 350 / 515 bhp |
| Torque | 375 / 475 lb-ft |
| Max Engine Speed | 6,200 / 6,500 rpm |
| Transaxle | Porsche G50 (or aftermarket) |
| SUSPENSION | |
| Suspension | (F/R) aluminum double A-arm w/adj. coilover shocks |
| Brakes | 4W-disc (F: 13-inch, R: 12-inch) |
| Wheels | 18 x 10-inch |
| Tires | 245/40ZR18 front, 295/35ZR18 rear |
| Performance | |
| 0 p; 60 mph | less than 3.5 seconds |
| 1/4-mile | 11.6 seconds |
| Top Speed | variable w/gearing |

SOURCES

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