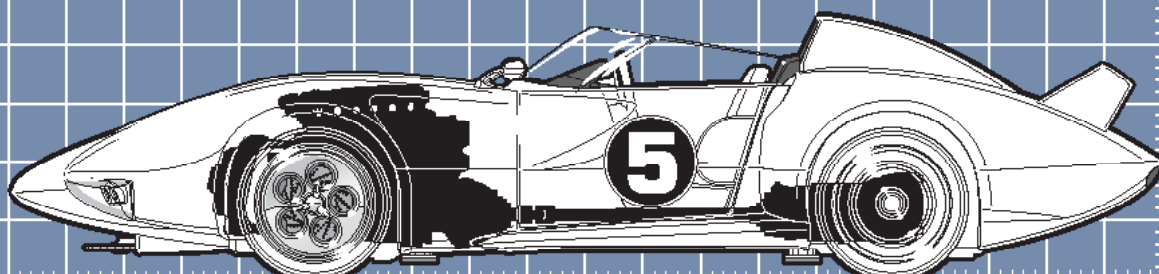


# Racer Motors Mach 5

Racer Motors, 5-9 Tatsunoko Ave., Tokyo, Japan 3711-1347; speedracethermovie.warnerbros.com

# ROAD & TRACK

www.roadandtrack.com



SCALE: 10 IN. (254mm) DIVISIONS  
DRAWING BY: TIM BARKER

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## PRICING

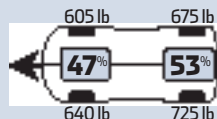
**List price** est \$5,000,000

**Price as tested** est \$5,007,700

Price as tested includes standard equipment (ABS, Iron Bubble Kwiksava, traction and yaw control, steering-wheel-mounted controls for jump jacks, bulletproof polymer cockpit, tire shields, Hexa-Dyno emergency spare tire, zircon-tipped saw blades, tire crampons, U-CAP transmitting remote-controlled camera; fuel cells and anti-theft system), gas-guzzler tax (\$7700).

## GENERAL DATA

**Curb weight** 2455 lb  
**Test weight** 2645 lb  
**Weight dist (with driver), f/r %**



**Wheelbase** 100.0 in.  
**Track, f/r** 64.0 in./64.0 in.  
**Length** 200.0 in.  
**Width** 78.0 in.  
**Height** 45.0 in.  
**Ground clearance** 5.5 in.  
**Trunk space** na

## ACCOMMODATIONS

**Seating capacity** 2  
**Head room** 38.5 in.  
**Seat width** 2 x 15.0 in.  
**Leg room** 41.5 in.  
**Seatback adjustment** 30 deg  
**Seat travel** 4.0 in.

## INSTRUMENTATION

speedometer, tachometer, coolant temp, fuel level, tire shield & crampon activity indicators

## SAFETY

Iron Bubble Kwiksava, traction and yaw control, Kwiksava Foam, front seatbelt force limiters (all standard equip.)

## BUTTON CONTROLS

On steering wheel: A) jump jacks, B) tire crampons, C) saw blades, D) polymer bulletproof cover, E) infrared headlights, F) underwater conversion with airtight cockpit cover and auxiliary oxygen supply, G) gull-shaped homing robot. On center console: H) back-home activation for homing robot

## ENGINE

**Type/layout** aluminum block & heads, quad seq elect. turbo V-12  
**Valvetrain** dohc 4-valve/cyl, variable timing, chain drive  
**Displacement** 488 cu in./8002 cc  
**Bore x stroke** 3.94 x 3.34 in./100.0 x 84.9 mm  
**Compression ratio** 15.1:1  
**Horsepower (SAE)** 1700 bhp @ 8000 rpm  
**Bhp/liter** 212.4  
**Torque** 1400 lb-ft @ 5500 rpm  
**Redline/limiter** 8000/8500 rpm  
**Fuel injection** elect. sequential port  
**Recommended fuel** regulation-specific

## DRIVETRAIN

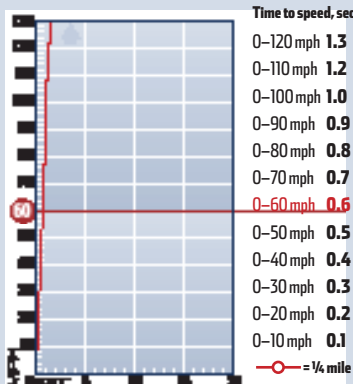
**Transmission:** 8-speed sequential  
**Gear Ratio Overall ratio (Rpm) Mph**  
**1st** 2.72:1 9.79:1 (8000) 62  
**2nd** 1.91:1 6.88:1 (8000) 88  
**3rd** 1.60:1 5.76:1 (8000) 105  
**4th** 1.25:1 4.50:1 (8000) 135  
**5th** 0.95:1 3.42:1 (8000) 178  
**6th** 0.80:1 2.88:1 (8000) 211  
**7th** 0.66:1 2.38:1 (8000) 256  
**8th** 0.54:1 1.94:1 (7800) 305  
**Final drive ratio** 3.60:1  
**Engine rpm @ 60 mph in top gear** 1550

## CHASSIS & BODY

**Layout** front engine/rear drive  
**Body/frame** steel, alum., carbon fiber  
**Brakes Front:** 16.0-in. vented ceramic discs/10-piston calipers  
**Rear:** 16.0-in. vented ceramic discs/8-piston calipers  
**Assist type** vacuum, ABS  
**Wheels Front:** forged alloy, 18 x 8½  
**Rear:** forged alloy, 18 x 8½  
**Tires** Yokohama Running Advan Sport  
**Front:** 245/40ZR-18 93W  
**Rear:** 245/40ZR-18 93W  
**Spare tire** Hexa-Dyno emergency rack & pinion, variable power assist  
**Steering**  
**Steering ratio** 12.0:1  
**Steering-wheel diameter** 12.0 in.  
**Turns, lock to lock** 1.75  
**Turning circle** 40.0 ft  
**Suspension**  
**Front:** carbon-fiber upper & lower A-arms, coil springs, adjust. tube shocks, anti-roll bar  
**Rear:** carbon-fiber upper & lower A-arms, coil springs, adjust. tube shocks, anti-roll bar

## ACCELERATION

**Time to distance** seconds  
**0-100 ft** 0.7  
**0-500 ft** 1.5  
**0-900 ft** 2.1  
**0-1320 ft (¼ mile) n** 2.6 @ 197.1 mph



## BRAKING

**Minimum stopping distance**  
**From 60 mph** 61 ft  
**From 80 mph** 101 ft  
**Total swept area** 980 sq in.  
**Swept area/ton** 799 sq in.

## HANDLING

**Lateral acceleration\*** 6.0g  
**Balance** neutral  
**Slalom speed\*\*** 138.9 mph  
**Balance** neutral  
**Lateral seat support** very good  
**\*200-ft skidpad; \*\*700-ft slalom, 100-ft spacing.**

## FUEL ECONOMY

**Our driving** 7.0 mpg  
**EPA city/highway** est 6/8  
**Cruise range** 168 miles  
**Fuel capacity** 25.0 gal.

## INTERIOR NOISE

**Idle in neutral** 60 dBA  
**Maximum in 1st gear** 84 dBA  
**Constant 50 mph** 75 dBA  
**Constant 70 mph** 77 dBA

## TEST CONDITIONS

**Temperature** 72° F  
**Humidity** 35%  
**Elevation** 100 ft  
**Wind** none  
**Location** undisclosed, Mexico

**0-60 mph**  
**0.6 sec**

**0-¼ mile**  
**2.6 sec**

**Top speed**  
**305 mph**

**Skidpad**  
**6.0g**

**Slalom**  
**138.9 mph**

**Test Notes:**

### ACCELERATION

With the crampons engaged, tire slip is negligible. Set the transmission to automatic and let the computer do the shifting since you'll be busy focusing far enough ahead as all 1700 bhp is unleashed.

**Test Notes:**

### BRAKING

Brake tests were done with crampons engaged so ABS was not needed. There is ample pedal feel as large ceramic rotors and pads provide fade-free repeatable performance regardless of run repetitions.

**Test Notes:**

### HANDLING

Tire crampons shredded our test surface and consciousness. Thanks to near infinite static friction, skidpad and slalom tests were more exercises in "g-lock" mitigation than reaching the vehicle's limits.

AT A GLANCE

PERFORMANCE

SPECIFICATIONS