

## 5 Greatest Toyota Supras

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**Photographers:** Staff, Owners

### **2. Ken Henderson**

Output: 1,115 WHP

Claim to Fame: World's most recognized supra

Proof: Nine magazine articles, two covers, one book



Photo |

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Ken Henderson's Supra, nicknamed "Blackie", is known as one of the most thoroughly modified in the country. Henderson's Supra is credited with many "firsts" in the U.S., including first to sport a custom Brembo four-piston caliper big-brake kit, Greddy twin-turbo upgrade, HKS F-CON V Pro EMS, HKS 3.4L stroker kit, HKS GT3240 twin-turbo upgrade, and OS Giken quadruple-disk clutch. A lot has changed since Henderson's last appearance in Turbo magazine [cover, November '04]. Even so, the "best of the best" approach employed by Henderson and SP Engineering has made this one of the top street cars in America. It's won eight individual awards at the Supras Invade Las Vegas (SILV) national Supra meet, has been featured in nine magazine articles (including two covers), and in one book, making it what we consider the most famous MKIV Supra in the world (excluding a certain orange movie car).

Q: Did you ever expect your Supra to achieve its current status?

A: My initial expectations were relatively modest, as my frame of reference was my experiences with my custom MKII and MKIII Supras. This changed when the MKIV Supra first showed up on the cover of Car and Driver magazine, going 0-60 mph in 4.6 seconds and doing the quarter in 13.1 seconds at 109 mph. I purchased mine new in 1994, so the virtually endless power possibilities with this car were not yet apparent. For example, I won the dyno competition at the inaugural SILV event in 1997 with only 405 whp. By the 2004 competition, the car almost tripled in horsepower and won with 1,110 whp.

Engine

HKS 3.4L stroker kit

HKS GT3240 dual ball-bearing turbos

HKS GT tubular equal-length exhaust manifolds

HKS 272-degree intake and exhaust cams

HKS EVC-Pro boost controller

Veilside intake manifold with fuel rail and 100mm throttle body

Ferrea valvetrain

ARP head and main studs



Photo

#### Fuel/Engine Management

SP Engineering custom fuel system  
HKS F-CON V Pro engine management system  
HKS dual-bank, A/F knock amplifier

#### Drivetrain

OS Giken quad-disk clutch

#### Suspension/Brakes

Tein RA Circuit Master coilovers  
Toyota Racing Development anti-roll bars  
Brembo six-piston monoblock front calipers  
Brembo four-piston F50 rear calipers  
Brembo 14-inch vented and cross-drilled two-piece rotors

#### Wheels/Tires

Work Meister S2Rs wheels  
Bridgestone S-O2 Potenza tires (265/35-18 front, 295/35-18 rear)

#### Interior/Electronics/In-Car Entertainment

Clarion VX709 double-din DVD multimedia station  
Clarion NAX980HD GPS navigation system  
Clarion CK625E rear vision camera kit

#### Exterior

Do-Luck late-model body kit  
Do-Luck rear spoiler  
Do-Luck rear under diffuser  
Do-Luck early-model rear over fenders  
Do-Luck aluminum grille mesh inserts

#### Hotbox

SP Engineering  
[www.sp-power.com](http://www.sp-power.com)

#### HKS

[www.hksusa.com](http://www.hksusa.com)

#### Brembo

[www.brembo.com](http://www.brembo.com)

#### Tein

[www.tein.com](http://www.tein.com)