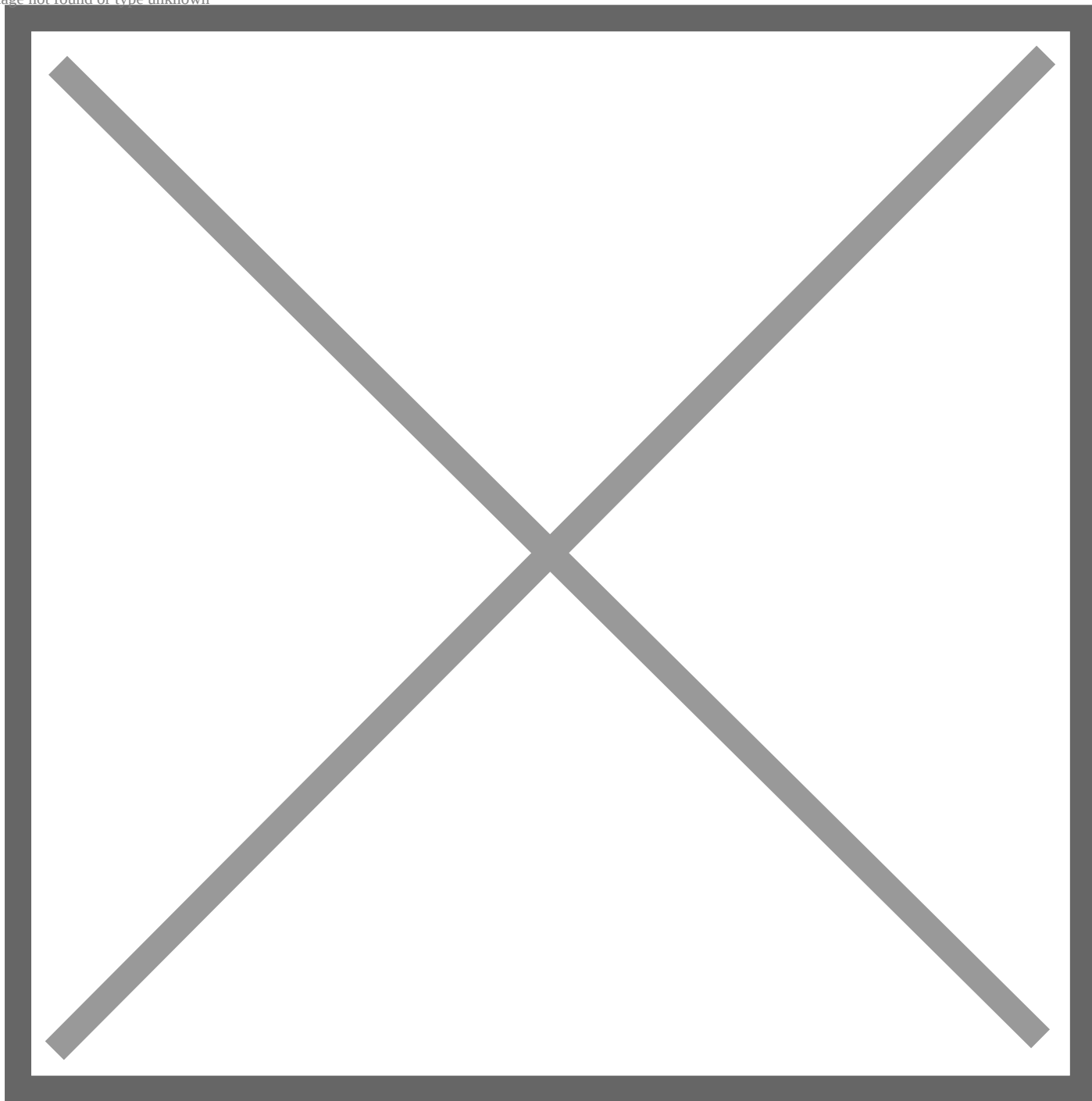


The Toyota GR Supra '10-Second Twins' Make SEMA Show Debut

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LAS VEGAS (Nov. 1, 2022) – The Toyota GR Supra has secured its place as a sports car worthy of carrying the legendary name and continuing its decades-long legacy. Following the wild GR Supra Heritage Edition and GR Supra Sport Top unveiled at previous Specialty Equipment Market Association (SEMA) Shows, Toyota and the Toyota Motorsports Garage team wondered what they could do with the GR Supra, a drag strip and a \$10,000 build budget.

Answer: 10-second performers dubbed the “10-Second Twins” because what’s better than a 10-second GR Supra? Two 10-second GR Supras, doubling the adrenaline.

The 10-Second Twins are on display at the Toyota 2022 SEMA Show exhibit (Central Hall, Booth No. 22200) at the Las Vegas Convention Center, a new and expanded space befitting of the growing commitment of Toyota to on- and off-pavement performance, excitement and adventure.

“The GR Supra is a bona fide sports car worthy of the Supra name and at the top of our GR Gazoo Racing lineup,” said Lisa Materazzo, group vice president – Toyota Division Marketing. “And now our team has turned up the boost, giving fans yet another perspective of GR Supra performance through true quarter-mile drag racers on a relatively small budget.”

The team – Marty Schwerter, lead builder; Brad Vetter, lead fabricator; Justin Lacore, fabricator; and David Senn, technician – started with two 2020 GR Supra 3.0 sports cars and got busy with a plan to increase horsepower by 30 to 40%. They added a Pure Turbo single turbo and two CSF® high-performance intercoolers to the stock 3.0-liter, inline six-cylinder engine, then worked closely with one of the leaders in the import drag racing world, Titan Motorsports®, adding a catless downpipe, 3.5-inch exhaust and an ECU tune.

The result is a whopping 620 horsepower and 590 lb.-ft. of torque, compared to the 335 horsepower and 365 lb.-ft. of torque the engine makes from the factory.

This increased horsepower and torque only matter if the power reaches the pavement. The team turned to the experts at Weld Racing® and Mickey Thompson Performance Tires & Wheels® for a robust wheel and tire package to provide maximum traction at launch. At the rear is a set of P305/45R17 Mickey Thompson ET Street S/S R2 compound radials on 17×10-inch Weld Racing Belmont Beedlock wheels with 40 offset and 7.1 back spacing. Up front is a set of 26×6.00R18LT Mickey Thompson Sportsman S/R radials on 18×5-inch Weld Racing Belmont Drag wheels with -23 offset and 2.1 back spacing. Upgraded rear axles from The Driveshaft Shop complete the package.

The GR Supra’s robust brakes – 13.7-inch front discs with four-piston Brembo® calipers and 13.0-inch rear discs with single piston floating calipers – proved to be more than adequate for stopping power, with the team simply adding Hawk Performance® pads for added braking bite. They kept the stock 8-speed automatic transmission with paddle shifters and added a CSF hi-performance heat exchanger and a CSF transmission cooler to help handle the increased output.

Inside, fans will find the standard GR Supra 3.0 seats and purpose-built and ergonomic interior, with the only additions being G-Force Racing Gear® six-point racing seat belts attached to a harness bar. Finally, Complete Customs®, McKinney, Texas, created a Toyota Gazoo Racing-inspired paint scheme using Axalta Coating Systems® paint, with each car sharing the same design but wearing complementary colors and graphics.

On its first test runs, the first 10-Second Twin Supra achieved a quarter-mile time in the mid-11-second range. With a bit of ECU fine tuning, the team then achieved its 10-second goal, posting a 10:984 quarter-mile run.

Toyota is displaying 12 additional build concepts as well as a variety of production cars, SUVs and trucks at its SEMA Show exhibit at the Las Vegas Convention Center Nov. 1-4, 2022.

Vehicles shown are special project prototype vehicles, modified with parts and/or accessories not available from Toyota that may void the vehicle's warranty, may negatively impact vehicle performance and safety, and may not be street legal.