

June , 1987

TOYOTA

MESSAGE:

TOYOTA MOTOR CORPORATION continues to be active in a wide variety of motor sports. In endurance racing, we've been competing in Japan since 1983. Outside of Japan, TOYOTA got started in endurance racing in 1985 by backing TEAM TOM'S entry into that toughest test of automotive endurance-- the 24 Hour Le Mans. TOYOTA TOM'S 85C-L ran twelfth, which was pretty good for a beginner.

This year, TOYOTA's continuing commitment to auto-racing is once again obvious with Toyota cars more ready than ever for the challenge of Le Mans.

Last year, TOYOTA supported both the TOM'S and DOME teams at Le Mans, and while neither was able to finish, they both gave it their all.

This year, we're doing things a little differently. We're going to be an active participant--we formed TOYOTA TEAM TOM'S in co-operation with TOM'S Co. Inc., and two new Toyota machines are going to Le Mans with even better backup than in previous years. Our TOYOTA 87C has been re-vamped and refined over and over taking into account every detail on the basis of our past two Le Mans experiences. Our 2140cc 3S-GT modified engine with twin entry turbocharger, boasts the qualities of a small displacement engine with low fuel consumption and rugged durability. Also, aside from winning the Domestic Engine Award last year at WEC Japan, this powerhouse brought victory to TOYOTA TEAM TOM'S in the Fuji 1000 km Race (All Japan Sports Prototype Car Championship, Round 2) held in May this year. Apart from a superior engine, the TOYOTA 87C also has a new chassis, which we developed to provide road-hugging stability.

Our hopes for TOYOTA TEAM TOM'S are not based on hardware only, however. We've been lucky enough to be able to put together a superb team of racing pros, such

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as Alan Jones and others.

We've got the greatest confidence in our team--and we know you'll be cheering for them, too.

TOM'S CO., LTD. AND TOYOTA TEAM TOM'S

TOM'S Co., Ltd. was established by former Toyota work's driver Nobuhide Tachi and Kiyoshi Ohiwa in 1974. The company continues to grow steadily, providing engine tune-ups for touring cars, and the development and sales of parts for racing.

Supported by TOYOTA MOTOR CORPORATION, the company has achieved excellent results in racing in Japan and overseas since its inception. With TOM'S wins at the Macao Grand Prix and Malaysian Grand Prix the company has established itself as a force to be reckoned with in the GP field.

In 1980, TOM'S in its first partnership with DOME Co., Ltd. took part in a number of Group C endurance races including the Sebring 12 Hour Race and the Riverside 6 Hour Race racing the jointly developed DOME CELICA turbo.

Since 1982, TOM'S in co-operation with DOME, has continued developing Group C cars powered by TOYOTA Racing:

- .TOYOTA DOME CELICA C (1982)
- .TOYOTA TOM'S 83C (1983)
- .TOYOTA TOM'S 84C (1984)
- .TOYOTA TOM'S 85C (1985)
- .TOYOTA TOM'S 86C (1986)
- .TOYOTA 87C (1987)

Although entered primarily in domestic events, TOM'S Group C cars have shown themselves to be hot performers on a par with today's very best in endurance racing.

This year, TOM'S tie-up with TOYOTA to form TOYOTA TEAM TOM'S means an even stronger support base. The TOYOTA 87-C with its re-designed 3S-GT modified engine is going to be a top contender in the 24 Hour Le Mans.



Nobuhide Tachi (Born 1947)

After his racing debut in the Toyota Publica at the age of 18 he became an exclusive Toyota driver from 1970. In 1974 he established TOM'S Co., Ltd. which has been successful in its business of tuning up Toyota cars. At present, as well as remaining active as a driver, he exhibits superb ability as the director of Toyota's endurance racing team.

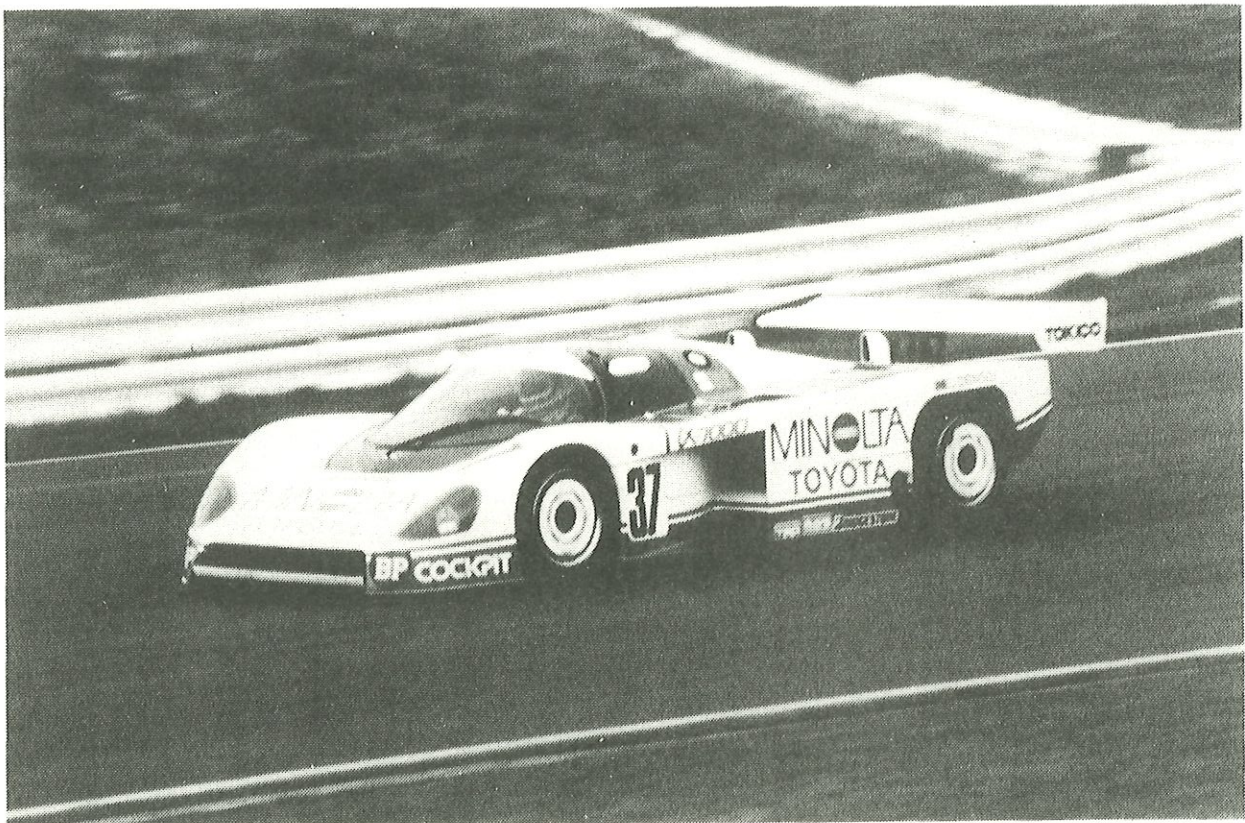
CHALLENGING THE WORLD AT LE MANS--TOM'S AND TOYOTA TEAM TOM'S

1980...Test run at Le Mans with the Celica Turbo developed with DOME.

1985...First time actually competing in the 24 Hour Le Mans, TOM'S in its new TOYOTA TOM'S 85C-L with an improved TOYOTA Racing 4T-GT engine challenges the best in the world. The result is a good first time round finish of twelfth, the best to date for an all-Japanese car with Japanese drivers.

1986...The re-engineered TOYOTA TOM'S 86C-L, the successor to the 85C-L, goes to the limit at Le Mans, but fails to finish.

1987...TOM'S and TOYOTA shake hands on forming a new team--TOYOTA TEAM TOM'S. Aiming at taking the honors at Le Mans, the team tests the new TOYOTA 87C and its re-designed 3S-GT modified engine on the Japanese circuit. The result: a victory in the Fuji 1000 km race on May 3rd.



TOYOTA 87C

TOYOTA TEAM TOM'S PARTICIPATING STAFF

Vehicles: TOYOTA 87C

Drivers: Alan Jones
Geoff Lees
Eje Elgh
Tiff Needell
Masanori Sekiya
Kaoru Hoshino

Staff: General Director: Nobuhide Tachi
Team Manager: John Wickham
(car NO.36)
Team Manager: Kiyoshi Ohiwa
(car NO.37)
Chief Mechanic: Masato Noro
(car NO.36)
Chief Mechanic: Yoshikazu Yokoyama
(car NO.37)

Driver's Profiles

Alan Jones

Born 2/11/1946, age 40. Nationality: Australia.

Alan Jones got his start in racing in 1956 at the age of ten driving racing carts. His strong start included winning both the Victoria and Australian Championships.

In 1973 he made his debut as a professional racer winning the Lombard F-3 Championship, and taking 2nd in the British F-3 Champion series. 1975 saw his debut in F-1 with an excellent first time showing at Silverstone of 6th. In 1977, as a member of the Shadow Team he won the Australia Grand Prix and took 7th in points in the series title championship. Two years later, in 1979, he moved to the William's Team and in his first season took 1st four separate times. The following year, 1980, he achieved the ultimate accolade in the arena of motorsports taking the F-1 World Championship title with 6 individual victories.

In 1983 he entered the gruelling Le Mans 24 Hour Race as a member of the Kremer-Porsche Team, placing 7th overall. Then from 1985 to 1986, returning to the world of F-1 racing, he once again joined the F-1 driver active list at the wheel of a Lola-Ford.

Since 1987, he has been driving exclusively for TOYOTA TEAM TOM'S, and has competed in the All-Japan Sports Prototype Car Championship and on May 3rd, victorious in the Fuji 1000 km race, was in the winner's circle once again.

Geoff Lees

Born 1/5/1951, age 35. Nationality: British

Lees achieved his first recognition in auto-racing at the age of 20 driving a Formula Ford. By 1975 his record showed a truly amazing 33 wins out of the 40 races entered up through his fourth season.

A year later in 1976 he was competing in the F-3 category. And in 1978 he was driving in the European F-2 Series as well as the Can Am. This was followed in 1979 by his entry into the German F-1 Grand Prix for the first time, and in 1980 by his entry in the World F-1 Grand Prix as a member of the Shadow Team and the Theodore Team.

The next year he raced again in the European F-2 Series with the Ralt Work's Team, and his resounding success was rewarded with Europe's 1981 F-2 Championship.

In 1982 Lees returned to F-1 series driving for the Theodore Team and the Lotus Team, and for the first time raced in the Le Mans 24 Hour Race behind the wheel of an Aston Martin.

During his stay in Japan in 1983, this extremely capable driver, won the Japanese F-2 Championship Series.

He joined TOM'S in 1986 participating in Japanese endurance races and the Le Mans. In 1987, he triumphed in the Japanese F-3000 Series. Victory also favored him in the All Japanese Sports Prototype Car Championship, Fuji 1000 km race, as a member of TOYOTA TEAM TOM'S.

Eje Elgh

Born 15/6/1953, age 33. Nationality: Swedish

Following in the footsteps of his father, a former motocross rider, Eje Elgh began his career in racing car the age of twelve competing in over 200 hundred races over the next eight years and taking the Swedish Championship twice, in addition to the Scandinavian Championship.

At the age of 22, Elgh moved to England, and started a career as a professional racing driver. From 1975 to 1977 he raced with the Chevron Team in the European F-3 Series going on to compete in the entire gamut of European F-2 Series races for the same team.

In 1980 he switched to the Maurer Team, and a year later in 1981 won 3rd Prize in the European F-2 Championship Series. In 1982, Elgh entered the Le Mans 24 Hour driving the March 82G, and contended in the All Japan F-2 Championship for the first time.

In 1983, he signed a contract with the Dome Team driving cars powered by TOYOTA Racing Engine to compete in Japanese races in earnest. He went on to make his mark in numerous Japanese motorsports events including endurance races, F-2 races, the Le Mans 24 Hour race, and the Macao Grand Prix.

In 1984, he replaced 4th in points in the All Japan F-2 Championship Series, and in 1985 he triumphed in the Suzuka 500 km race driving the WACOAL TOYOTA DOME 84C, drove in the Le Mans 24 Hour Race in the TOYOTA DOME 85C, and came in 2nd in the Fuji 500 km race.

In 1986 he entered all of the All Japan Sports Prototype Car Championship Series races at the wheel of the WACOAL TOYOTA DOME 86C. He also entered the Le Mans 24 Hour Race driving the WACOAL TOYOTA DOME 86C-L, and was a favored competitor in the All Japan Touring Car Championship.

Tiff Needell

Born 29/10/1951, age 35. Nationality: British.

Tiff Needell got his start in racing at nineteen years of age driving Formula Fords. In 1975, his fourth season, he drove to victory winning the Townsend Thoreson Formula Ford 1600 Championship, and one year later in 1976 came within one point of winning the Formula 3 series title. By 1977 he was professional, driving F-3's with the Unipart Team. In 1978 he did well in the British Championship coming in 4th in the series on the heels of such tough competition as Nelson Piquet, Derek Warwick and Chico Serra.

In 1979, he moved on to British F-1 racing. In 1981 he changed lanes again: this time going to endurance racing, starting off with the famous Le Mans 24 Hour. In 1986 as a member of the Kremer-Porsche team he placed 3rd in the Silverstone 1000 km race. In addition, he was a strong contender in the World Endurance Championships for Aston Martin, Lamborghini, and TOYOTA.

In Japan, Needell joined Team Le Mans in 1979 taking part in F2 series racing, and in 1983 became a member of the DOME Team. In the period 1984 to 1985, he drove endurance machines powered by TOYOTA Racing Engine in the All Japan Endurance Championship for Team Ikuzawa, and took third place in the Fuji 1000 km race.

Masanori Sekiya

Born 27/11/1949, age 37. Nationality: Japanese.

Masanori Sekiya got his initiation into the world of pro-racing in the Fuji 500 km race in 1971 at the age of 22. He had much experience already, however, driving in touring car events.

Six years later in 1977, he achieved recognition by winning the Fuji Touring Car Championship, and two years after this was on the Mazda Factory team. In 1981 he went to England to race in the Formula Atlantic Races. He won five out of six, a clear demonstration that he was well on his way to a truly international reputation in the racing world.

He joined up with TOM'S in 1983, mostly driving Group C cars. He has competed in the Le Mans 24 Hour race two years in a row in 1985 and 1986 sharing twelfth place in the 1985 race with team-member Kaoru Hoshino. The two drivers were the first Japanese to ever complete the race.

In 1987 he drove for TOYOTA TEAM TOM'S in the All Japan Sports Prototype Car Championship, and was able to add the Fuji 1000 km race to his list of wins.

Kaoru Hoshino

Born 21/9/1951, age 39. Nationality: Japanese.

Kaoru Hoshino received his spurs as an auto-sports driver at the young age of twenty. He quickly established himself as a top touring car driver, and won the Fuji Touring Car Championship in both 1978 and 1984 driving TOYOTA cars.

He joined TOM'S in 1982, proving his worth in touring car events and at the steering wheel of Group C cars. He established a reputation for a dynamic driving style, and in 1985 he raced the TOYOTA TOM'S 85C-L in the Le Mans 24 Hour race. In this gruelling test of skill and nerve, he shared with Masanori Sekiya the distinction of being the first Japanese driver to complete the event, the team taking twelfth place. He also entered, and won, the All Japan Touring Car Championship for the Trapio Team the same year.

So far this year in 1987, he's been driving mainly in the All Japan Sports Prototype Car Championship.

Specifications for Toyota 87C

[Engine]

Designation	Toyota 3S-GT (modified)
Type	Water-cooled inline, 4-cylinder 16 valve DOHC engine with turbo charger
Turbocharger	Toyota twin-entry single turbocharger
Bore and Stroke	89.0mm x 86.0mm
Total displacement	2,140cc
Fuel system	EFI (made by Nippon Denso)
Compression ratio	7:1
Maximum output	680PS/8,500rpm
Maximum torque	65.0kg-m/5,500rpm

[Body and chassis]

Cowl		CFRP honeycomb sandwich composite
Dimension	Height	1,040mm
	Length	4,625mm
	Width	1,990mm
	Wheelbase	2,700mm
	Tread front/rear	1,600/1,575mm
Curb weight		850kg or more
Fuel capacity		98.5 liters (safety tank made by ATL)
Transmission		85T (made by March)
Clutch		Borg & Beck triple-plate
Suspension	front rear	Double wishbone/outboard coil spring Double wishbone (rocking arm type)/ inboard coil spring
Brake		14-inch ventilated disk by Lockheed front and rear
Tire	front	320 x 30 17 (by Bridgestone)
	rear	340 x 40 19 (by Bridgestone)