

Toyota GT-One programme prepares for Le Mans

The Toyota GT-One, which will spearhead the company's entry into this year's Le Mans 24 Hour race, completes final preparations this week in readiness for the Le Mans pre-qualifying weekend on May 2 and 3.

Designed and built by Toyota Motorsport (TTE) in Köln, Germany, three GT-Ones are entered for Le Mans, to be driven by a star-studded line-up. Former F1 men Martin Brundle, Thierry Boutsen, Ukyo Katayama, Toshio Suzuki and Geoff Lees are joined by sportscar stars Emanuel Collard, Ralf Kelleners, Eric Helary and Keiichi Tsuchiya for the event. The cars will carry the colours of team sponsors Esso Ultron and Zent, and use Michelin tyres.

Not all the drivers have to be present for pre-qualifying, but each of the nine men has already sampled the GT-One design in pre-event testing at Paul Ricard (France), Monza (Italy) and Spa (Belgium). In addition, all three cars will undergo final shakedown tests prior to the pre-qualifying sessions.

"We are very realistic. Our entry into Le Mans this year is very much a learning exercise" says Toyota Motorsport's President Ove Andersson. "The level of opposition is very high and the challenge of competing for 24 hours is immense. Our aim this year is to learn about the car and the team, and come back again in 1999 in an even stronger position."

The Toyota GT-One project is headed by Frenchman Andre de Cortanze, who set the programme into motion in January 1997 by creating a completely new team of people. The car's design was finalised and put into production within eight months and, exactly to schedule on December 21st, the Toyota GT-One turned a wheel for the first time.

The strict road car specifications demanded by the regulations dictated the overall design. *"We chose to ensure that this car met both the ACO and FIA type approval requirements - to prove that it is fully road legal. We worked hand-in-hand with the German TÜV organisation - probably closer than any sports car manufacturer ever has - to ensure that we have met all aspects of the rules. Items such as the frontal vision requirements placed a strict ruling on the overall design - the height of the car could have been a lot lower, for example, if the car was purely for race use."*

The GT-One has already been through initial crash tests and will fulfil the EEC full type approval by October 1998. ACO approval of the road version was achieved after an inspection by the ACO's Alain Bertaut and Daniel Pedrix.

The GT-One road and race versions differ in only a small number of ways, as allowed by the rules. On the GT-One road version the rear wing is lower, ride heights are higher, the fuel cell size is less, catalytic converters are added in order to meet the stringent emission rules, as are silencers for noise rulings. In addition, laminated glass replaces plexiglass in the windows. Renowned stylist Peter Stevens completed the interior design.

"His knowledge of road car requirements was very important. We felt it was necessary to use somebody like Peter because a road car is very different to a racing car. A race car is functional and aggressive - the road car has to be more comfortable" says de Cortanze.

The chassis concept of the GT-One was completed by de Cortanze in January 1997. Within two months the general design, front end, fuel cell and rear were all in progress. The doors, rear and side structures followed in May, with the engine cover completed by September. All design work by TTE's team of engineers was completed on CAD systems. No drawing boards were used.

The chassis design and calculation were completed by TTE in Köln. The first chassis was delivered in October 1997. The sleek bodyshape was defined in a wind tunnel in Italy to de Cortanze's design of minimal vents and air exits in the body.

The engine is based upon the twin-turbo, V8 which powered Toyota's Group C cars of the late 1980s. However, TTE's engine division under Norbert Kreyer revised the original design, including reducing its height, weight and rev range.

Le Mans pre-qualifying timetable

Saturday May 2

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|-----------------|--------------------------------|
| 09.00 - 15.00 h | Technical scrutineering |
| 16.00 h | Drivers' briefing |
| 18.00 h | Parc Ferme closes for all cars |

Sunday May 3

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|---------|---|
| 07.30 h | Pre-qualifying begins for cars in Group 1 |
| 13.30 h | End of pre-qualifying for cars in Group 1 |
| 13.50 h | Cars from Group 1 to Parc Ferme |
| 14.30 h | Pre-qualifying begins for cars in Group 2 |
| 20.30 h | End of pre-qualifying for cars in Group 2 |
| 20.50 h | Cars from Group 2 to Parc Ferme |
| 21.30 h | Announcement of cars qualified for Le Mans 24 Hours |

Toyota Team Europe – a history of success

The seeds that produced one of the world's greatest rally teams were sown at a meeting in London in 1972. On one side were representatives of Toyota, on the other, a tall, quiet Swede who had won the Monte Carlo Rally the previous year, Ove Andersson. They agreed that he should drive a Toyota Celica on the RAC Rally that autumn and the partnership has never looked back.

Toyotas were an unknown quantity in motorsport then and both sides were stepping into uncharted territory. Andersson came 9th on the RAC - a more than respectable result - making Toyota the top Japanese team, beating the formidable and much more highly developed works Datsun 240Zs.

Toyota relished the success and instantly decided to pursue a rally programme, but had no taste for the distances involved in travelling constantly from Japan to the major European events. The solution was for Andersson to set up a workshop of his own and Toyota's first European team took shape early in 1973 in the forest north of Uppsala in Sweden. It soon moved to Belgium, running Corollas and Celicas from an old concrete factory just outside Brussels, with help from Japan for the major events.

When the energy crisis that followed the Yom Kippur War forced Toyota to concentrate on future development, Andersson faced a crisis of his own: the possible disbanding of his team. With the help of Toyota Motor Sales and the importers in Germany, Britain, Finland, Belgium and Portugal, he secured a reprieve. Tons of equipment were shipped to Europe and, in February 1975, the three-man outfit became Toyota Team Europe. Its first major win soon followed. In August that year, Hannu Mikkola stunned the rally world by winning the 1000 Lakes Rally - then as now, the fastest, fiercest round of the World Championship. Amazingly, he did so in a 1600cc Corolla, relying on its superb handling to beat off more powerful two-litre rivals. This result, against powerful European opposition, underlined the Corolla's worth after Walter Boyce won the Press on Regardless, the US round of the World Championship, in 1973.

In the years that followed, Toyota Team Europe concentrated primarily on Celicas, expanding all the time. Once he had fulfilled a personal ambition to get a Toyota to the end of the Acropolis, Andersson concentrated on management. His former co-driver, Henry Liddon, became the team's service planner and logistics mastermind, capable of controlling an entire team from an aeroplane with no more assistance than a radio and a map.

TTE took 11 of its 20 employees from Brussels to Cologne and new premises in what has become Toyota-Allee. The Celicas clinched first and second places on the 1982 Rally of New Zealand, before TTE took a gamble that its rivals regarded as crazy. In 1984, it entered the Safari Rally for the first time, using the new, awesomely powerful Celica Turbo.

Björn Waldegard brushed the opposition aside to take a commanding victory and, to prove it was no fluke, Toyota won the next two Safaris. Indeed, the Celica Turbos were never beaten in Africa and their domination was ended only by the rule change that dropped Group B for Group A in 1986.

Safari success paved the way for the next step. In September 1987, TTE moved across the road to the larger, purpose-built premises it occupies now and unveiled its first four-wheel-drive car, the Celica GT4. It made its first World Championship appearance on the Tour of Corsica the following year and proved capable of challenging the all-conquering Lancias from the start, setting new standards of handling and sophistication for four-wheel-drive. Its first win at World Championship level followed on the 1989 Rally Australia, when Juha Kankkunen and Kenneth Eriksson swept to first and second places.

Waldegard, the old fox, scored the victory that marked the turning of the tide. Winning the 1990 Safari Rally proved that the Celica GT4 was tough enough to cope with any conditions and any opposition. Within two months, Carlos Sainz had scored his first victory on a World Championship round on a memorable Acropolis. By the end of the season, after a titanic struggle with Lancia, he had added three more wins, including the 1000 Lakes and the RAC, to become World Champion.

1991 brought another six wins for Toyota, including the first Monte Carlo victory for a Japanese manufacturer, thanks to Sainz and, in 1992, the Spanish star regained his world title, another four wins earning him the crown at the last gasp in the new Celica Turbo 4WD.

Toyota had become the dominant force in World Championship rallying. More than 200 people worked in its immaculate Cologne workshops and their efforts helped the Celicas to a clean sweep of the 1993 and 1994 World Championships. Toyota won the manufacturers' title twice running - another first for a Japanese car maker - while Juha Kankkunen took a record fourth World Championship for the team in 1993 and Didier Auriol succeeded him in 1994. By 1995, Toyota had won 39 World Championship rallies, including seven Safaris and three RACs.

The Celica chapter is closed, but TTE's multi-national employee roster is exploring new horizons. The Corolla World Rally Car, which spearheads Toyota's challenge in the World Rally Championship, creates the possibility of rallying success on a previously unimagined scale. In the hands of Carlos Sainz and Luis Moya, the Corolla WRC claimed its first WRC win in Monte Carlo in January 1998.

TTE is also responsible for the design, development and entry of the all-new GT-One car with which Toyota will contest the Le Mans 24 Hour race this summer. TTE is based in a hi-tech, 17,000sqm facility in Köln, Germany and, in 1997, became the first motorsports business in the world to be awarded the ISO 9001 label for the quality of its operations.

Toyota GT-One - Technical specification

Chassis

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| Type designation | Toyota GT-One |
| Chassis | Carbon fibre composite, unitary construction |
| Height | 1,125mm |
| Length | 4,840mm |
| Width | 2,000mm |
| Wheelbase | 2,800mm |
| Track front/rear | 1600mm/1644mm |
| Suspension | Double wishbone with pushrod front/rear; dynamics shock absorbers with remote reservoirs |
| Brake front/rear | Carbon fibre ventilated discs (steel on road version); AP Racing six-pot calipers on race version; ABS braking system |
| Tyres | Michelin |
| Wheels | Speedline forged magnesium; TTE wheel retention system |
| Gearbox | 6-speed sequential by TTE |
| Clutch | Sachs quad-plate carbon |
| Electrics | Bosch |
| Measurement | PI Research & Bosch |
| Fuel tank | 100 litres race version (60 litres road version) |
| Bodywork | Carbon fibre composite |

Engine

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| Type | V8, twin turbocharged, water-cooled |
| Block | Aluminium alloy |
| Turbochargers | Garrett |
| Intercooler | Denso |
| Bore and stroke | 86mm/77mm |
| Total displacement | 3,600cc |
| Fuel system | Mechanical pump |
| Lubrication | Dry sump |
| Compression ratio | 9,0:1 |
| Maximum output | 600 HP |
| Maximum torque | 650 Nm |

Thierry Boutsen

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|------------------|---|
| Born | 13th July 1957 in Brussels (B) |
| Lives | Monte Carlo |
| Status | Married, three children |
| Interests | Aviation |
| Debut | 1977 |
| 1978 | Champion, Benelux Formula Ford |
| 1979 | British and European F3 - 13th in Europe |
| 1980 | Vice champion, European F3 |
| 1981 | Vice champion, European F2; Le Mans - WM (retired) |
| 1982 | European F2 - 3rd overall |
| 1983 | F1 with Arrows; WSPC (Porsche) - 1st overall Monza; Le Mans - Rondeau (retired) |
| 1984 | F1 with Arrows; WSPC (Porsche) - 2nd Nurburgring |
| 1985 | F1 with Arrows; Winner, Daytona 24 Hours |
| 1986 | F1 with Arrows; WSPC (Porsche) - 8th overall, 1st at Spa; Winner, Teams' championship of WSPC (Brun Porsche); Le Mans - Porsche (retired) |
| 1987 | F1 with Benetton-Ford - 8th overall |
| 1988 | F1 with Benetton-Ford - 4th overall |
| 1989 | F1 with Williams-Renault - 5th overall, 1st in Canada and Australia |
| 1990 | F1 with Williams-Renault - 6th overall, 1st in Hungary |
| 1991 | F1 with Ligier-Lamborghini |
| 1992 | F1 with Ligier-Renault |
| 1993 | F1 with Jordan-Hart; Le Mans with Peugeot - 2nd overall |
| 1994 | German STW Cup (Ford Mondeo) - 10th overall; Le Mans with Dauer - 3rd overall, 2nd in GT1 |
| 1995 | German STW Cup (Ford Mondeo); Le Mans with Kremer - 6th overall, 2nd WSC |
| 1996 | BPR Endurance races with Porsche 911 - 1st at Brands Hatch & Spa; Le Mans with Porsche - 2nd overall, 1st in GT1 |
| 1997 | FIA GT series with Porsche 911; Le Mans with Porsche (retired) |

Martin Brundle

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|--------------------|--|
| Born | 1st June 1959 |
| Lives | Gayton (UK) |
| Status | Married, 2 children |
| Interests | Flying, Toyota dealership |
| Debut | 1977 |
| 1977 / 1978 | Production car racing (Toyota) |
| 1979 / 1980 | British Formula Ford |
| 1981 | Touring cars (Audi 80) |
| 1983 | British F3 (EJR Ralt-Toyota) - 2nd overall to Ayrton Senna; European Touring Cars with Jaguar |
| 1984 | F1 with Tyrrell-Ford - 2nd Detroit, 5th Brazil |
| 1985 | F1 with Tyrrell-Renault; WSPC with Jaguar - 3rd Mosport, 5th Spa |
| 1986 | F1 with Tyrrell-Renault - 11th overall |
| 1987 | F1 with Zakspeed - 18 th ; WSPC with Jaguar - 1st Monza; Le Mans – Jaguar (retired) |
| 1988 | Winner, WSPC with Jaguar - 1st at Jarama and Monza); IMSA with Jaguar - 5th overall, 1st at Daytona, 2nd Miami; Le Mans – Jaguar (retired) |
| 1989 | F1 with Brabham - 18th overall |
| 1990 | WSPC with Jaguar - 8th overall, 1st at Silverstone; IMSA with Jaguar - 2nd at Daytona; 3rd in IROC series; Le Mans with Jaguar - 1st |
| 1991 | F1 with Brabham-Yamaha - 15 th ; SWC with Jaguar - 1st Monza |
| 1992 | F1 with Benetton-Ford - 6th overall, 2nd Italy |
| 1993 | F1 with Ligier-Renault - 7th overall, 3rd San Marino |
| 1994 | F1 with McLaren-Peugeot - 7th overall, 2nd Monaco |
| 1995 | F1 with Ligier-Mugen - 13th overall, 3rd Belgium |
| 1996 | F1 with Jordan-Peugeot - 11th overall |
| 1997 | Le Mans with Nissan (retired); Director of Arrows GP International; F1 TV commentator for ITV (UK) |
| 1998 | Toyota GT project test and development driver; F1 TV commentator for ITV (UK); Television presenter (Great Escapes, ITV) |

Emanuel Collard

| | |
|------------------|--|
| Born | 3rd April 1971 in Arpajon (F) |
| Lives | Champs sur Marne (F) |
| Status | Single |
| Interests | Karting |
| Debut | 1982 in karting |
| 1985 | French karting champion |
| 1988 | World karting champion, Super 100 |
| 1989 | French Formula Renault championship - 2nd overall, 5 wins |
| 1990 | Winner, French Formula Renault championship, 4 wins; Test driver for Ligier F1 team |
| 1991 | French Formula Three Championship - 15th overall; 2 races in European F3000 (Apomatox Reynard); Test driver for Ligier F1 team |
| 1992 | European Formula 3000 - 8th overall (Apomatox Lola) |
| 1993 | European Formula 3000 - 11th overall (Apomatox Reynard) |
| 1994 | Porsche SuperCup - 2nd overall; Test driver for Williams F1 team |
| 1995 | Porsche SuperCup - 3rd overall; Test driver for Benetton; Debut at Le Mans - Porsche RSR (retired) |
| 1996 | Champion, Porsche SuperCup; Winner of Zhuhai GT race (Porsche GT1); Test and reserve driver for Tyrrell F1 team; Courage-Porsche at Le Mans - 2nd prototype, 7th overall |
| 1997 | FIA GT Championship with JB Porsche GT1; Le Mans - factory Porsche 911 (retired when leading - fire) |
| 1998 | Test driver for Arrows F1 team |

Eric Helary

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|---------------|---|
| Born | 10th August 1966 in Paris (F) |
| Lives | Paris (F) |
| Status | Married, one child |
| Debut | 1979 in karting |
| 1984 | Champion, France Junior karting |
| 1986 | Champion, France junior class blue |
| 1987 | French Formula Ford championship - 4th overall |
| 1988 | Champion, French FF1600 championship (9 victories) |
| 1989 | French Formula Three championship - 4th overall (Oreca Reynard-Alfa) |
| 1990 | Champion, French F3 championship (4 wins); (Formula Project Reynard/Ralt-Mugen) |
| 1991 | European F3000 championship - 8th overall; (First Racing/Cobra Motorsport Reynard) |
| 1992 | 2nd French Peugeot Spyder 905 championship; Champion, Peugeot Spyder 905 European Cup; 2nd in Sportscar World Championship race at Magny Cours (Peugeot 905) |
| 1993 | Winner, Le Mans 24 Hours (Peugeot 905); Champion, French Peugeot Spyder 905 championship; French Porsche Carrera Cup races |
| 1994 | French Supertourisme championship (Opel Vectra) - 5th overall; Le Mans - Bugatti EB110 (retired, accident) |
| 1995 | French Supertourisme championship (Opel Vectra) - 2nd overall (7wins); BPR GT series (Labre Porsche) - 8th at Nogaro; Le Mans - Courage Porsche - 2nd overall, 1st in WSC |
| 1996 | BPR GT races (Oreca Chrysler Viper); Trophee Andros ice races (Opel Astra) - 4th overall; Le Mans - Chrysler Viper - 21st overall, 12th in GT1 |
| 1997 | Test driver for BMW Motorsport; Le Mans - BMW McLaren F1 GTR - 3rd overall, 2nd in GT1 |

Ukyo Katayama

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|------------------|--|
| Born | 29th May 1963 |
| Lives | Tokyo (J) & Paris (F) |
| Status | Married, 2 children |
| Interests | Mountain climbing |
| Debut | 1983 |
| 1983 | FJ1600 debut. Champion of Tsukuba FJ1600B series |
| 1984 | Champion of Suzuka FJ1600 A class with two race wins |
| 1985 | Japanese F3 series with Nissan Hasemi Motorsports - 6th overall; Moved to France and entered Formula Renault race school; Broke circuit lap record in first year |
| 1986 | French Formula Renault championship |
| 1987 | French F3 series with Duqueine |
| 1988 | Japanese F3000 series with BA-TSU Racing - 11th overall; Le Mans 24 Hours – Courage (retired) |
| 1989 | Japanese F3000 championship with Footwork Formula; Entered European F3000 championship at mid-season; All-Japan Touring Car Championship |
| 1990 | Japanese F3000 championship with Cabin Racing - 5th overall |
| 1991 | Champion, Japanese F3000 championship with Cabin Racing |
| 1992 | F1 World Championship with Venturi Larrousse; Le Mans 24 Hours – Toyota Team TOM'S TS-010 (retired) |
| 1993 | F1 World Championship with Tyrrell |
| 1994 | F1 World Championship with Tyrrell - 17th overall |
| 1995 | F1 World Championship with Tyrrell |
| 1996 | F1 World Championship with Tyrrell |
| 1997 | F1 World Championship with Minardi |

Ralf Kelleners

| | |
|--------------------|---|
| Born | 18th May 1968 in Dinslaken (D) |
| Lives | Dinslaken (D) |
| Status | Single |
| Debut | 1986 in karting |
| 1988 / 1989 | German F3 championship |
| 1990 | German Group N championship |
| 1989 | French Formula Renault championship - 2nd overall, 5 wins |
| 1993 | German GT Cup |
| 1994 | Winner, German GT Cup; (3 wins in Roock Porsche RSR) |
| 1995 | German GT Cup - 2nd overall; BPR GT series in GT2 Roock Porsche |
| 1996 | Winner in GT2 at Le Mans (GT2 Roock Porsche); BPR GT series (GT2 Roock Porsche); Winner, Porsche Carrera Cup (3 wins); Winner, Zhuhai GT race (Porsche GT1); Porsche SuperCup (1 win) |
| 1997 | FIA GT Championship with Roock and factory Porsche GT1s - 16th overall, 2nd in Helsinki, 3rd in Laguna Seca; Le Mans - factory Porsche 911 (retired when leading - fire) |

Geoff Lees

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|---------------|--|
| Born | 1st May 1951 in Atherstone (GB) |
| Lives | Sutton Coldfield (GB) |
| Status | Married |
| Debut | 1971 in Formula Ford |
| 1975 | Winner - Formula Ford Festival, three championships and 33 races from 40 starts |
| 1976 | British F3 championship - 3rd overall |
| 1977 | British F3 championship - 4th overall |
| 1978 | Aurora British F1 series - 6th overall (3 wins) |
| 1979 | CanAm championship (Lola T333CS) - 3rd overall; F1 debut - Tyrrell 009 (Hockenheim - 7th place); Champion, Macau Grand Prix |
| 1980 | F1 - Shadow, Theodore & Williams; One F2 race for Ralt-Honda; Champion, Macau Grand Prix |
| 1981 | Champion, European F2 championship (Ralt-Honda), 3 win |
| 1982 | Le Mans - Aston Martin Nimrod (retired) |
| 1983 | Champion, Japanese F2 championship |
| 1984 | Japanese F2 championship - 2nd overall |
| 1985 | Japanese F2 championship; Japanese Grand Champion championship; Winner, Suzuka 1000 kms GpC race; Le Mans - Dome-Toyota (retired) |
| 1986 | Japanese F2 championship (CAR) - 3rd overall (3 wins); Japanese GpC championship (Tom's Toyota); Le Mans - Tom's Toyota 86C (retired); Test driver for Mugen Honda |
| 1987 | Japanese Sports Prototype Championship (Toyota) - 3rd overall (1 win); Winner, Manufacturers' title, JSPC (Toyota); Japanese F3000 championship (Lola-Honda), Winner; Japanese Grand Champion championship; Le Mans - Tom's Toyota 87C (retired) |
| 1988 | Winner, Japanese Grand Champion championship; JSPC (Toyota); Japanese F3000 championship (Lola-Honda) - 4th overall (1 win); Le Mans - Tom's Toyota 88C - 12th overall |
| 1989 | World Sports Prototype Championship (Toyota); JSPC (Toyota) - 2nd at Suzu; Winner, Japanese Grand Champion championship; Japanese F3000 championship - 12th overall; Le Mans - Toyota 89CV (retired) |

- 1990** WSPC (Toyota) - 4th at Suzuka; JSPC (Toyota); Le Mans - Toyota 90CV - 6th overall
- 1991** JSPC (Toyota) - 5th overall (1 win at Sugo)
- 1992** Sportscar World Championship (Toyota) - 5th overall (1 win at Monza, 2nd at Suzuka); JSPC (Toyota) Champion of Atmospheric class, 2 wins; Le Mans - Toyota TS-010 (retired)
- 1993** Le Mans - Toyota TS-010 - 8th overall, 5th in class
- 1995** Le Mans - Lister Storm (retired)
- 1996** Le Mans - Lister Storm - 11th in GT1, 19th overall; Selected rounds of BPR GT series
- 1997** Le Mans - Lister Storm (retired); Selected rounds of FIA GT series for Gulf McLaren
- 1998** Winner of Jarama and Monza GT races

Toshio Suzuki

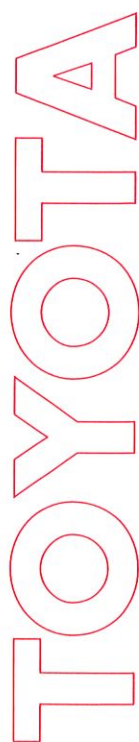
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| Born | 10th March 1955 |
| Lives | Saitama (J) |
| Status | Married, two children |
| Interests | Golf, fishing |
| Debut | 1979 |
| 1975 | All Japan kart championship - champion |
| 1976 | All Japan kart championship - champion, Hong Kong kart GP - 2nd overall |
| 1979 | All Japan F3 championship - champion |
| 1980 | British & European F3 championships (March-Toyota) |
| 1981 | British F3 championship (March-Toyota) - 17 th ; European F3 championship (March-Toyota) - 15 th |
| 1982 | All Japan F2 championship - 22nd |
| 1983 | All Japan F2 championship - 13th |
| 1984 | All Japan F2 championship - 8th |
| 1985 | All Japan Sports Prototype championship - 7th Fuji 1000kms; All Japan Touring Car championship; Le Mans 24 Hours (Dome Toyota) - retired |
| 1986 | All Japan Sports Prototype championship; All Japan Touring Car championship (Honda) - 4th overall; Le Mans 24 Hours (Toyota Dome) - not classified |
| 1987 | All Japan F3000 championship - 5th overall; All Japan Touring Car championship (Honda) - 2nd overall |
| 1988 | All Japan Grand Champion series - 8th overall; All Japan Touring Car championship (Honda); Le Mans 24 Hours (March-Nissan) - retired |
| 1989 | All Japan F3000 championship (Reynard-Ford) - 17th overall; All Japan Sports Prototype championship (Nissan) - (4th Suzuka); All Japan Touring Car championship (Honda); Le Mans 24 Hours (Nissan R89C) - retired |
| 1990 | All Japan Sports Prototype championship (Nissan) - 2nd overall, 1st at Suzuka; All Japan F3000 championship (Lola-Mugen); All Japan Touring Car championship (Nissan) - 1st overall (5 wins); Le Mans 24 Hours (Nissan R90CP) - 5th overall |

- 1991** All Japan F3000 championship (Lola-DFV) - 16th overall; All Japan Sports Prototype championship (Nissan) - 1st overall (3 wins); All Japan Touring Car championship (Nissan) - 2nd overall (3 wins)
- 1992** Daytona 24 Hours (Nissan) - 1st overall; All Japan Sports Prototype championship (Nissan) - 1st overall (4 wins); All Japan F3000 championship (Lola-DFV) - 2nd overall (2 wins)
- 1993** F1 World Championship in Japan and Australia (Larrousse) - 12th & 14th; All Japan F3000 championship (Lola-DFV) - 5th overall (1 win); All Japan Touring Car championship (Nissan) - 2nd overall (1 win); Le Mans 24 Hours (TOM'S Toyota TS010) - 4th overall
- 1994** All Japan GT championship (Nissan) - 5th overall; All Japan F3000 championship (Lola-DFV) - 15th overall; Entered Macau and New Zealand Asia Pacific Touring Car races
- 1995** All Japan F3000 championship (Lola-Mugen) - 1st overall (2 wins); All Japan GT championship (Nissan) - 3rd overall; All Japan Touring Car championship (Nissan); Le Mans 24 Hours (Nissan) - retired
- 1996** All Japan F3000 championship (Lola-Mugen) - 12th overall; All Japan GT championship (Nissan) - 10th overall; Entered one race in NASCAR Busch series; Le Mans 24 Hours (Nissan) - 15th overall
- 1997** All Japan F3000 championship (Lola-Mugen) - 13th overall; All Japan GT championship (Toyota Team TOM'S Supra) - 3rd overall

Keiichi Tsuchiya

| | |
|--------------------|---|
| Born | 30th January 1956 |
| Lives | Nagano (J) |
| Status | Married, two children |
| Interests | DJ and TV presenter in Japan, diving |
| Debut | 1977 |
| 1977 | Debut in Fuji Freshman series |
| 1977 – 1984 | Selected entries in All Japan Touring Car championship |
| 1984 | Fuji Freshman series (Toyota Corolla) - 6 wins |
| 1985 | All Japan Touring Car championship (Toyota Corolla) - 1st in Class 3 |
| 1986 | Corolla Sprinter Cup - 2 podium places |
| 1987 | All Japan Touring Car championship (Honda Civic) - 1 win |
| 1988 | Toyota Cup - 1st overall; All Japan Touring Car championship (BMW M3) - 3rd in Class 2; Macau Guia race (BMW M3) - 4th overall |
| 1989 | All Japan F3 championship; All Japan Touring Car championship (Ford Sierra Cosworth) - 1 win |
| 1990 | All Japan Touring Car championship (Ford Sierra Cosworth); Macau Guia race (Ford Sierra Cosworth); New Zealand Touring Car series (Toyota) |
| 1991 | All Japan F3 championship (Ralt-Mugen) - 10th overall; All Japan Touring Car championship (Nissan Skyline) - 5th overall |
| 1992 | All Japan Touring Car championship (Nissan Skyline) |
| 1993 | All Japan Touring Car championship (Nissan Skyline) - 1 win; Japan Endurance series (Honda Prelude) - 2nd Tsukuba 12 Hours |
| 1994 | All Japan GT championship (Porsche 911T) - 1 win; All Japan Touring Car championship (Honda Civic); Suzuka 1000 kms (Porsche 911T) - 1st in class, 2nd overall; Le Mans 24 Hours (Honda NSX) - 18th overall |
| 1995 | All Japan GT championship (Porsche 911T RSR); All Japan Touring Car championship (Honda Civic); Suzuka 1000kms (Honda NSX) - 5th overall; Tokachi 12 Hours (Honda NSX) - 1st overall; Le Mans 24 Hours (Honda NSX) - 1st in class |

- 1996** All Japan GT championship (Honda NSX) - 13th overall; Entered NASCAR Thunder Special race at Suzuka; Le Mans 24 Hours (Honda NSX) - 3rd in class
- 1997** All Japan GT championship (Porsche 911T/Dodge Viper); Fuji InterTec race (Toyota Chaser); Suzuka 1000kms (Lark McLaren F1 GTR) - 9th overall; Entered NASCAR Thunder Special race at Suzuka; Le Mans 24 Hours (Lark McLaren F1 GTR) - qualified 10th, retired from race
- 1988** All Japan Touring Car championship (Toyota Exiv)

 **GT-sport** **TOYOTA**