

Toyota ready for three car GT-One entry in 24 Hours of Le Mans

A new era of Toyota's involvement in the 24 Hours of Le Mans begins this June with the entry of three, European designed, built and run Toyota GT-Ones into the world's most famous endurance race. The first hurdle was cleared last month when all three cars passed through pre-qualifying with ease, assuring sportscar racing's newest GT car of a place on the grid for the classic, June 6/7th race.

Since pre-qualifying, the team has been able to concentrate on race preparation with a final series of tests at Paul Ricard in southern France. All nine of the Toyota Team Europe-run squad's drivers – Ukyo Katayama (J), Toshio Suzuki (J), Keiichi Tsuchiya (J), Martin Brundle (GB), Emanuel Collard (F), Eric Helary (F), Thierry Boutsen (B), Ralf Kelleners (D) and Geoff Lees (GB) – joined the Ricard testing.

Brundle set the best Toyota lap time during Le Mans pre-qualifying, his time of 3m 37.696s was also the second fastest overall of the day. Impressively, it was not only almost four seconds better than pole position for the 1997 race (set by a prototype chassis), but also over five seconds inside the best GT1 time of that year.

"There was an impression from some observers that we were only concerned with being faster than anybody else. That wasn't at all true," says Brundle. "Our efforts were concentrated around getting all three cars into the race – which we did quite easily – being fast was a good bonus. After that we were able to do some tyre testing for the race. Much later in the pre-qualifying session, I was able to go out on softer tyres to simulate what the handling would be like at that time of day during the actual qualifying sessions for the race. We were quite pleased with what we found about the car, both for qualifying and the race. It's clear that we've made progress with it in testing."

However, as every member of the Toyota Motorsport team is aware, the entry into Le Mans is the first step in a new programme. Team President Ove Andersson speaks for all involved when he preaches a cautious approach. *"Because this is a one-off race, and there is such a high level of interest this year, it is natural that some people are looking to set up a battle between Porsche, Mercedes, BMW, Nissan, McLaren and ourselves. However, we must be realistic."*

"This is our first attempt at Le Mans with a completely new and very advanced car, run by a new team. We have already proved that we can design and build a car which has speed – what we cannot fully estimate is the challenge of the race itself, especially against such top level opposition. Of course we want to make a good impression – we are racers and we don't like anything other than winning – but it is vital that we learn from this year's event and come back in even better shape in 1999."

Created at Toyota Motorsport's headquarters in Köln, Germany, the GT-One is the product of a new team headed by project leader Andre de Cortanze. From a clean sheet of paper in January 1997, the stunning design was created, implemented and built by a totally new squad of engineers and technicians.

"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" says project leader Andre 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 and 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 has its heritage in the twin-turbo, V8 which powered Toyota's Group C cars of the late 1980s. However, TTE's engine division under the direction of Norbert Kreyer totally revised the original design, making changes to reduce its height, lower the weight, improve fuel economy, boost power and alter the rev range.

The first GT-One chassis ran in late December 1997. Since that time it has tested in France, Belgium and Italy prior to the Le Mans event itself. The initial test and development driving was undertaken by Martin Brundle but all nine drivers have also had significant time at the wheel of the car since then.

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, suspension ride heights are higher, the fuel cell size is less, and catalytic converters are added in order to meet the stringent emission rules, as are silencers for noise rulings. In addition, laminated glass replaces Plexiglas in the windows. Renowned stylist Peter Stevens completed the interior design.

Le Mans race timetable

Tuesday June 2	Technical scrutineering	
	Place des Jacobins, Le Mans	08.30
Wednesday June 3	1st qualifying session	19.00 – 00.30
Thursday June 4	2nd qualifying session	19.00 – 00.00
Saturday June 6	Race warm-up	09.00
	Presentation of the cars	11.00 – 11.45
	Presentation of the drivers	11.45 – 12.30
	Beginning of starting procedure	13.22
	Start of formation lap	13.52
	Start of the 24 Heures du Mans 1998	14.00
Sunday June 7	Finish of the 24 Heures du Mans 1998	14.00

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

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

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

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

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

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

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

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

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 - 13 th
1984	All Japan F2 championship - 8 th
1985	All Japan Sports Prototype championship - 7 th 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) - 4 th overall; Le Mans 24 Hours (Toyota Dome) - not classified
1987	All Japan F3000 championship - 5 th overall; All Japan Touring Car championship (Honda) - 2nd overall
1988	All Japan Grand Champion series - 8 th overall; All Japan Touring Car championship (Honda); Le Mans 24 Hours (March-Nissan) - retired
1989	All Japan F3000 championship (Reynard-Ford) - 17 th overall; All Japan Sports Prototype championship (Nissan) - (4 th 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) - 5 th 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)