

1. LE MANS 24-HOUR RACE

In what some fans have called one of the most spectacular runnings of the Le Mans 24-Hour Race, Team Toyota notched up a fantastic second place overall in this year's race, displaying to the world its technological prowess, its professional demeanor and its indomitable will to win. As expected, the brutal 24-hour race took its toll on each of Toyota's three GT-One cars, but the Japanese trio of Ukyo Katayama, Keiichi Tsuchiya and Toshio Suzuki in Car No. 3 pulled out a dramatic second place finish and won the hearts of millions of fans.

Engine

Model:	R36V-R
Type:	Double overhead cam V8 (32 valves)
Displacement:	3.6 liters
Compression ratio:	9.0 : 1
Maximum output:	over 600 PS
Maximum torque:	over 65 kg/m
Fuel supply system:	EFI
Fuel:	Gasoline

Body & Chassis

Type:	GT-one
Overall length:	4,840 mm
Overall width:	2,000 mm
Overall height:	1,125 mm
Wheelbase:	2,800 mm
Tread,	front: 1,600 mm
	rear: 1,644 mm
Curb weight:	900 kg
Fuel tank:	90 liters
Clutch:	Carbon quadruple plate
Suspension,	front: Double wishbone
	rear: Double wishbone
Brakes,	front: Carbon ventilated disc
	rear: Carbon ventilated disc

2. WORLD RALLY CHAMPIONSHIP (WRC)

Toyota is continuing its assault for the World Rally Championship title, armed with two tremendous driver/co-driver teams and its famed Toyota Corolla hatchback. Toyota will participate aggressively in all 14 races of the series in an attempt to take both the Drivers' and Manufacturers' titles. Following his recent win at the September running of the first China Rally (the 11th race of the year), Frenchman Didier Auriol was tied for the lead in the Driver's standings with 48 points. Toyota's other driver, Spaniard Carlos Sainz, took third place in the same race and was third overall in the Drivers' standings. This year's solid performance has kept Toyota in the Manufacturers' top spot throughout most of the season.

Engine

Model:	3S-GTE
Type:	Double overhead cam inline 6-cylinder (16 valves)
Bore x Stroke:	85.44 x 86.0 mm
Displacement:	1972.3 cc
Compression ratio:	8.5 : 1
Maximum output:	299 PS/5,700 rpm
Maximum torque:	52.0 kg-m / 4,000 rpm
Fuel supply system:	EFI
Fuel:	Gasoline

Body & Chassis

Overall length:	4,100 mm
Overall width:	1,770 mm
Overall height:	1,365 mm
Wheelbase:	2,465 mm
Tread,	front: 1,564 mm
	rear: 1,556 mm
Curb weight:	1,200 kg
Fuel tank:	80 liters
Clutch:	Twin plate
Transmission:	6-speed sequential
Suspension,	front: Macpherson strut
	rear: Macpherson strut
Brakes,	front: Ventilated disc
	rear: Ventilated disc

3. CART FEDEX CHAMPIONSHIP SERIES

Toyota is developing and supplying engines for 4 teams and 5 cars in the 20 races of the North American-based CART Fed-Ex Championship Series, in cooperation with Toyota Motor Sales, U.S.A. and Toyota Racing Development (TRD), U.S.A. The four teams—Team Gordon, All American Racers, Arciero-Wells Racing, and Della Penna Motorsports—blend experience and youth and provide Toyota with vast opportunities to win in its fourth season of competition.

Engine

Model:	RV8D
Type:	Double overhead cam V8 (32 valves)
Displacement:	2.65 liters
Compression ratio:	over 12.0 : 1
Maximum output:	over 950 PS
Fuel supply system:	EFI
Fuel:	Methanol

Body & Chassis

Type:	Raynard 991
Overall length:	4,953 mm
Overall width:	1,994 mm
Overall height:	902 mm
Wheelbase:	2,972 mm
Tread,	front: 1,740 mm
	rear: 1,638 mm
Curb weight:	704 kg
Fuel tank:	132 liters
Clutch:	Mechanical
Transmission:	6-speed sequential
Suspension,	front: Double wishbone
	rear: Double wishbone
Brakes,	front: Ventilated disc
	rear: Ventilated disc