

September 16, 1994

The 1995 Tyrrell - Yamaha Team organization

On September 16 (Fri.), Yamaha Motor Company Ltd. has officially signed a two-year contract with Britain's Tyrrell Racing Organisation Ltd. (Chairman : Ken Tyrrell) to continue our participation in the F1 World Championship Series in 1995 and beyond. With this agreement, the Tyrrell - Yamaha Team which was formed in 1993 will enter its third season of competition in 1995.

As the competition machine, we plan to enter the latest design by the team's Managing Director - Technical, Dr. Harvey Postlethwaite which is now in the works and will be designated the "Tyrrell - Yamaha 023." The engine will be a new V-10 engine jointly developed in accordance with the 1995 regulation changes by Yamaha Motor Co., and Britain's Engine Developments Ltd. Also, according to this contract the present Tyrrell - Yamaha Team driver Ukyo Katayama will be retained as team driver for the third year.

Concerning the renewal of this contract, Yamaha Motor's President Takehiko Hasegawa makes the following comment. "During the '94 season Tyrrell and Yamaha have achieved outstanding results. By continuing our efforts in research, development and advanced technologies, I am sure that we can expect even bigger achievements in 1995." Yamaha Motor's Managing Director Ryuichi Yamashita also expresses his high expectations for next year's season. "This year's race performances have proven that the Yamaha OX10A and OX10B engines are right up with the very top engines in F1 today. From the end of this season into the start of next season, I am confident that we can introduce an even stronger engine."

The team's owner, Ken Tyrrell said, "I am very happy to be extending our relationship with Yamaha for another two years. I expect to see even further progress above and beyond our big achievements of this year."

Yamaha's F1 Sporting Director, Mr. Herbie Blash, was enthusiastic about the renewed relationship. "Consistency is an important factor in motor racing and I'm sure that we will continue to build on our vast experience and reach the next level of competition where we will eventually be in a position to win races."

Dr. Harvey Postlethwaite, who is now at work on the design of the '95 machine, comments: "From a technical standpoint, 1995 will be a year of great possibilities. Not only has the displacement been reduced to 3000 cc but also the regulations concerning the basic structure of the chassis have been changed for '95.

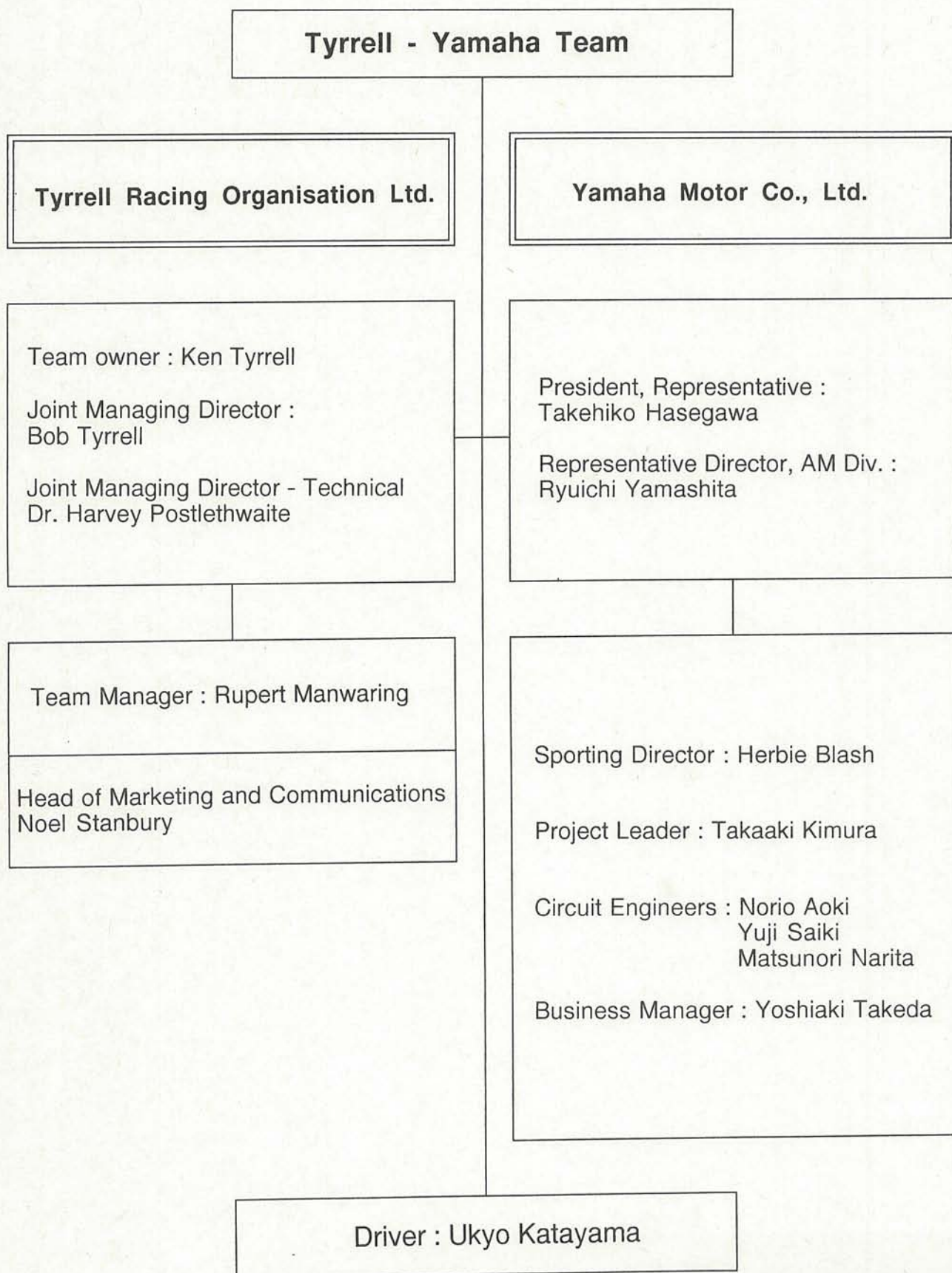
Based on calculations from the new regulations we have already been able to set specifications for the 1995 machine with regard to weight, weight distribution and wheel base. Now we are ready to start full-fledged research efforts on the aerodynamics."

Returning for his third year as team driver for Tyrrell - Yamaha, Ukyo Katayama describes his goals for the '95 season. "I am very happy at the prospect of working once again with the Tyrrell team," enthused Katayama. "In particular, I look forward to learning more about Formula 1 with Dr. Harvey Postlethwaite. With Tyrrell's immense experience, I know that I can reach my big goal of winning in Formula 1. But before I can win, I know that I must continue to make a big personal effort, so that my driving skills and race tactics match the huge advances which have been made by the team, the car and by Yamaha during 1994."

By the end of the Italian GP, round 12 of the series, the Tyrrell - Yamaha Team has earned 13 constructors points to stand in 6th position. Next season we hope to be among the top teams in the championship, and as a step toward that goal we are looking forward to a good performance at the Japan GP at Suzuka on November 6. So far, all preparations are going well.

Concerning the team's second driver, team sponsors and engine and chassis detail, we will keep you informed as they are decided.

1. Outline of the Tyrrell - Yamaha Team



2. Profiles of Main Members

Tyrrell Racing Organisation Ltd.

Ken Tyrrell -- Team Owner

Founder and present Chairman of Tyrrell Racing Organisation Ltd. The 1995 season will mark the 28th year of the company's involvement in F1 racing.

Bob Tyrrell -- Joint Managing Director-Commercial

After four years working with Turner & Newall pic., Bob joined Tyrrell and with Elf set up a successful licensing and merchandising business. Later, as Sponsorship Director he brought many partners to Tyrrell. As Managing Director - Commercial, Bob is responsible for all aspects of Tyrrell's commercial business.

Dr. Harvey Postlethwaite -- Joint Managing Director-Technical

One of the most highly respected designers in F1, Harvey Postlethwaite worked with the March, Hesketh and Wolf teams in the '70s. He joined Ferrari in 1980 and Tyrrell for the first time in 1988. At the end of 1991 he returned to Ferrari for two seasons before returning to Tyrrell as Joint Managing Director - Technical in the autumn of 1993.

Noel Stanbury -- Head of Marketing and Communications

Since the early '70s, Noel Stanbury has been involved in the commercial and marketing side of international motor sport, and Formula One. Formerly the Commercial Manager of Team Lotus, Noel has been working with Tyrrell since mid-1992 and became Head of Marketing and Communications last spring.

Ukyo Katayama -- Driver

Born : May 29, 1963

Nationality : Japanese

Height/weight : 165 cm / 60 kg

F1 debut : 1992, South African GP

GPs entered : 42 (as of Sept. 12)

Past teams : 1992 Larrousse

1993-94 Tyrrell - Yamaha

Best performances : 5th ('94 Brazilian GP, '94 San Marino GP)

Main '94 F1 performances :

Round 1, Brazil : 5th

Round 3, San Marino : 5th

Round 8, Britain : 6th

As of the end of the round 12, the Italian GP, Katayama has 5 series points, placing him in 15th position in the driver standings.

Other Career Highlights:

1983 : Tsukuba FJ - 1600B Series champion

1984 : Suzuka FJ - 1600A Series champion

1985 : 6th in All Japan F3 Championship Series. Moves to France

1988 : Returns to All Japan F3000 Championship Series

1991 : All Japan F3000 Series champion

Yamaha Motor Co., Ltd.

Herbie Blash -- Sporting Director

Born : September 30, 1948

Place : Dorking , England

Race Career :

1964 Attended first Grand Prix - British GP

Started working for Rob Walker while going to school

1968 Graduated from school and started working as a junior mechanic for Rob Walker

First GP win with Joe Siffert at British GP

1969 Moved to Lotus as a mechanic for Graham Hill and Joachim Rindt

1970 Became senior mechanic on Joachim Rindt's World Championship car

Met Bernie Ecclestone, then Financial Manager for Hill and Rindt

1971 Left Lotus and worked briefly as a mechanic for Frank Williams at the end of '71

1972 Ecclestone buys Brabham, Blash moves to Brabham as Team Manager, in charge of F1, F2 and production cars

Managed two World Championship victories with Nelson Piquet (1981,'83)

1972 Involved with the Formula One Constructors Association (FOCA) ~87 through Ecclestone's involvement as President.

1988 Ecclestone closes Brabham and Blash takes bigger role with FOCA, in charge of FOCA television.

1989 Brabham reformed with Blash as Managing Director and the relationship with Yamaha was formed

1991 Brabham - Yamaha Formula One Team formed

1991 Joins Yamaha as Sporting Director for Yamaha's Formula One ~94 program and at the same time forms "Activa Technology," an advanced research and development company specializing in the motoring field.

Takaaki Kimura -- Project Director

Born : February 14, 1953

Place : Mie Prefecture

Education : Graduated Engineering Dept., Nagoya University

Joined Yamaha : April 1976

Since entering the company, Kimura has been assigned to automotive engine design, experimentation and R&D.

Presently a member of the 2nd Technical Dept., Automotive Engine Division.

Assignment : Project leader

Kimura has served as Yamaha's F1 project leader since the formation of the Brabham-Yamaha Formula One Team in 1991.

Other : Studied for two years from 1983 in the Mechanical Engineering Dept. of the University of Wisconsin, U.S.A., majoring in internal combustion engine technology.

Norio Aoki -- Circuit Engineer

Engineer for Ukyo Katayama's car

In charge primarily of setting up the gear ratios power characteristics of the engine, etc., based on weather conditions, course type and driver's style.

Yuji Saiki -- Circuit Computer Engineer

Computer engineer

In charge of maintaining the team's computer and the engine control unit. also involved in checking the engine from the telemetry aspect.

Matsunori Narita -- Circuit Mechanic

Engine mechanic for Katayama's car

Involved in engine adjustments and maintenance, preparation of race engine, etc.

3. The Aims of Yamaha Motor's F1 Race Activities

Always working to be "a company that builds excitement and fulfillment," Yamaha Motor's corporate activities range from our motorcycle business, marine business, power products and automobile engine business to the fields of gas heat pump air conditioners, industrial robotics and much more.

As another part of our efforts to create excitement and fulfillment, we are involved in race activities in each of our divisions. Our Motorcycle Division participates in the World Championships of road racing and motocross and international rallies. Our Marine Division is involved in such challenges as the Whitbread Round the World Race and building the Japanese challenge boat for the America's Cup. Our Automotive Engine Division competes in F1, while other divisions participate in kart racing, snowmobile endurance races and a wide range of other competitions. At Yamaha these race activities represent an important part of our corporate culture.

Race activities not only contribute to our development of technologies but are also important as activities that stimulate each division and cultivate know-how and creative skills in our employees. In this way racing contributes to higher levels of quality in all areas of our corporate activities, from product development to manufacturing, sales and on to the final products. For us, the spirit of challenge that we acquire from our involvement in racing is the very foundation upon which we build all our products.

For our Automotive Engine Division, which primarily manufactures and supplies engines to Toyota and Ford, participation in F1, an arena that demands the ultimate in engine efficiency, fuel economy, etc., provides access to the most advanced technologies that can then be fed back to production models. This unequalled research and development opportunity contributes tremendously to our employees' education, giving them a chance to brush shoulders with the very best in the world.

With the recent growth in popularity of spectator sports as well as participation sports, racing represents the very human endeavor of challenging the limits of performance. This drama draws spectator and participants alike into a great world of excitement and fulfillment. Through our wide-ranging race activities, Yamaha Motor aims to continue being a company that offers this kind of excitement and fulfillment, as we continue to refine our technologies and work for the advancement of motor sports.

4. A History of Yamaha's Automotive Engine Development

Involvement in automotive engines

Yamaha Motor was founded in 1955. In that same year we released our first motorcycle, the 125cc YA-1, which immediately proved itself by winning that year's 3rd Mt. Fuji Ascent motorcycle race. This debut was followed by another victory at the 1st Japan Auto bike Endurance Race (Asama Highlands Race), and from that time on the tradition grew to the point where we now say "the history of Yamaha engine development has been a history racing."

Meanwhile, Yamaha was already involved in basic research and development of automobile engines, with our first prototype engine, a 1.6-liter DOHC design with two valves per cylinder, being completed in 1959. In 1967 Yamaha participated in the joint development and manufacturing with Toyota of the "Toyota 2000GT" sports car. This model, with its DOHC in-line six engine, won the 1966 Suzuka 1,000 km Endurance Race.

Yamaha's automotive engine business today

Beginning with the joint development of the "Toyota 2000 GT" and "Toyota 7" with Toyota Motor Co., in the 1960s, our automotive engine business has been concentrated mainly in our specialty areas of engine development, manufacture and supply.

Following these DOHC engine development, manufacturing and supply activities with Toyota, Yamaha signed a contract with Ford, U.S.A. for the development and supply of high-performance automobile engines in 1985. In 1988, we began supplying the V-6 DOHC 4-valve 3000cc engine for Ford's "Taurus SHO." For Toyota we have continued to build engines primarily for sporty models like the MR2 and Celica GT, as well as production of a 2.5-liter twin-turbo engine.

Racing Engines from the OX66 to the OX10B

In 1984 Yamaha developed its V-6 DOHC 5-valve racing engine "OX66." After repeated tests in actual competition, this OX66 was introduced as a production engine for Japanese F2 (Formula 2) racing, and won its debut race. The following year, in line with regulation changes, Yamaha entered a technical assistance agreement with Britain's Cosworth Engineering for the development of the 2,993cc "Cosworth Yamaha OX77."

A machine powered by this OX77 engine won its second race of the Japan F3000 Championship series in 1987, and in 1988 won the championship with Aguri Suzuki as driver. In 1989, Yamaha developed its first F1 engine, the V-8 "OX88," and entered the series as the West Zakspeed Yamaha Team.

In 1990 the Brabham Yamaha Formula One Team was formed. That season the team's machine, powered by the V-12 Yamaha "OX99," finished 6th in the Belgian GP and 5th in the Japan GP. In 1992 the Sasol Jordan Yamaha Team used the same "OX99" engine to finish 6th in the Australian GP.

Beginning with the 1993 season we competed as the newly formed Tyrrell - Yamaha Team. In line with regulation changes for tires, chassis, etc., the V-10 "OX10A" was developed. Since then, repeated tests and improvements have brought the present OX10B engine to a high state of refinement, as shown by its performance this year.

For more details about the development process for the Yamaha V-10 engines see the accompanying section on the OX10A and OX10B.

5. History of Yamaha Automotive Racing

- 1959: First 1.6/DOHC 2-valve test engine completed.
- 1965: Developed and produced the Toyota 2000GT sports car with a DOHC in-line 6 cylinder engine in cooperation with Toyota Motor Corp.
- 1966: Toyota 2000GT won Suzuki 1000km Endurance Race.
- 1967: Technical assistance supplied for Toyota 1600GT.
- 1969: Jointly developed the Toyota 7 racing car with Toyota Motor.
- 1984: V-6 DOHC 5-valve racing engine Yamaha OX66 introduced.
- 1986: Yamaha OX66 marketed. Won debut race in Japanese National F2 series.
- 1987: The Yamaha OX77 won 2nd race after its debut in the Japanese National F3000 Championship.
- 1988: Aguri Suzuki won Japanese National F3000 Championship with a Yamaha OX77 mounted machine.
- 1989: Yamaha Motor formed West Zakspeed Yamaha Team with Zakspeed Formula Racing Co., of Germany and supplied V8 Yamaha OX88 engine to compete in Formula One World Championship.
- 1991: Brabham - Yamaha Formula One Team formed with Britain's Motor Racing Developments Production Ltd. Competed in F1 with the V12 Yamaha OX99 engine.
Placed 6th and 5th in the 11th and 15th rounds respectively.
- 1992: Sasol Jordan - Yamaha Team formed with Britain's Jordan Grand Prix Limited to compete in the F1 World Championship with the Yamaha OX99 engine.
- 1993: Tyrrell - Yamaha Team formed with Britain's Tyrrell Racing Organisation Limited to compete in the F1 World Championship with the Yamaha OX10A engine
- 1994: Participates as Tyrrell - Yamaha Team
- | | |
|----------------------------|------------------------------|
| Round 1, Brazil GP = 5th | Round 3, San Marino GP = 5th |
| Round 5, Spain GP = 3rd | Round 8, British GP = 6th |
| Round 10, Hungary GP = 5th | Round 11, Belgium GP = 5th |

6. Profile of Tyrrell Racing Organisation Ltd.

Name: Tyrrell Racing Organisation Ltd.
Location: Long Reach Ockham, Woking, Surrey GU23 6PE, England
Founded: 1964
Founder: Ken Tyrrell

F1 Participation:

First entry using a Tyrrell chassis was the 1970 Canada GP.
Before that the team participated in the South African GP not as a constructor but with a Matra chassis.

Chairman: Ken Tyrrell

Race Highlights:

23 wins, 14 pole positions.
1971 Constructors' champion
1971 Drivers' champion
1973 Drivers' champion
1991 Used Honda engine, with Satoru Nakajima as driver.
1992 Used Illmore engine
1993 Used Yamaha engine

'94 Race results:

Round 1, Brazil GP = 5th	Round 3, San Marino GP = 5th
Round 5, Spain GP = 3rd	Round 8, British GP = 6th
Round 10, Hungary GP = 5th	Round 11, Belgium GP = 5th

As of the end of round 12, the Italian GP, the team stands in 6th position in the constructors' competition with 13 points.