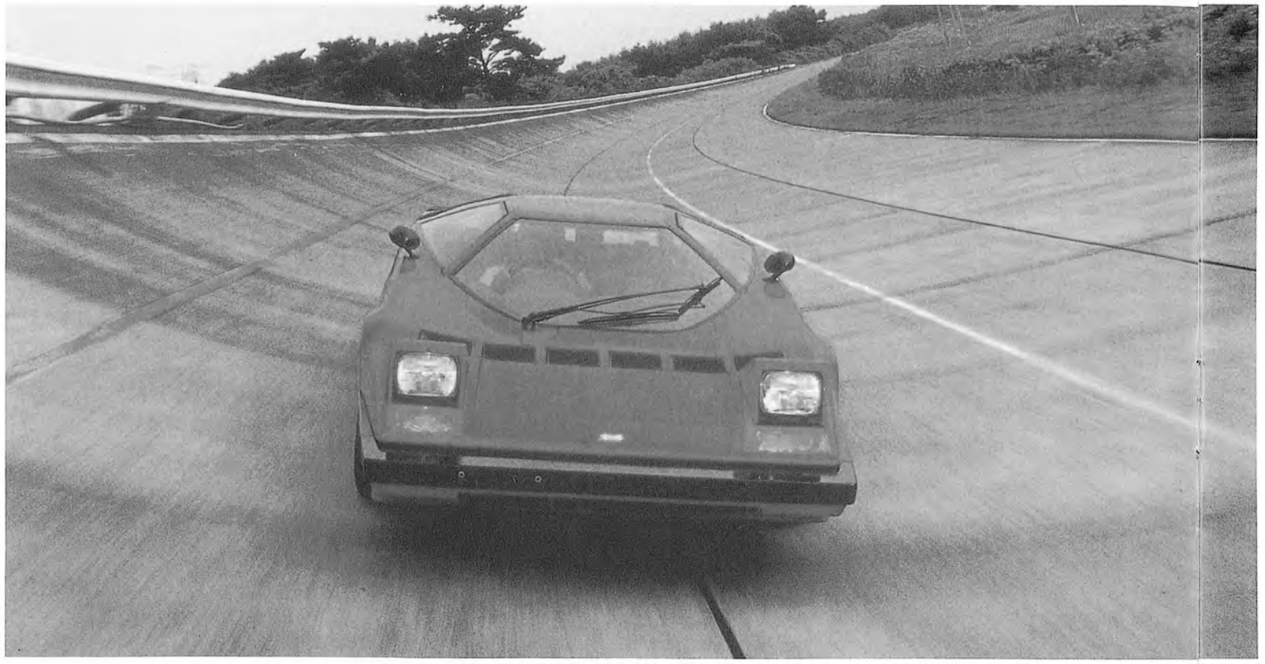
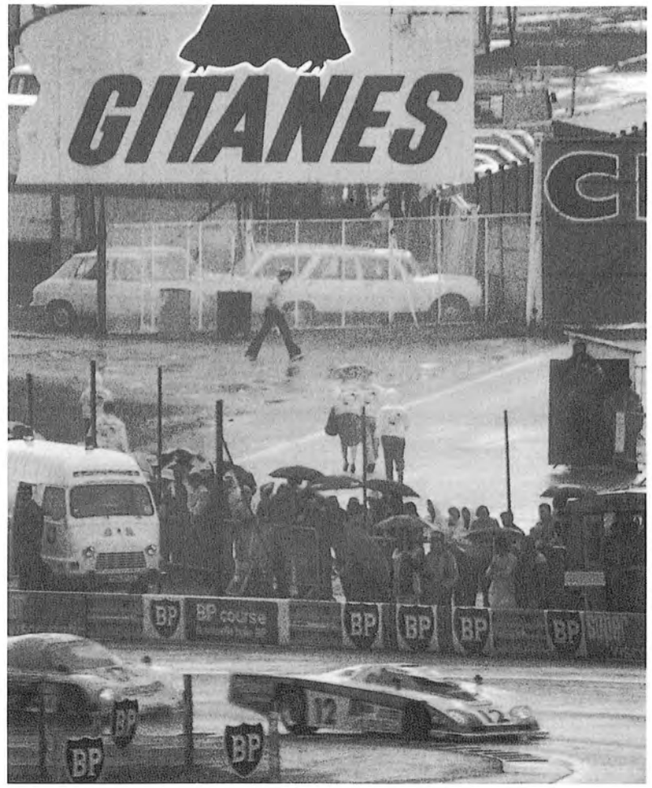
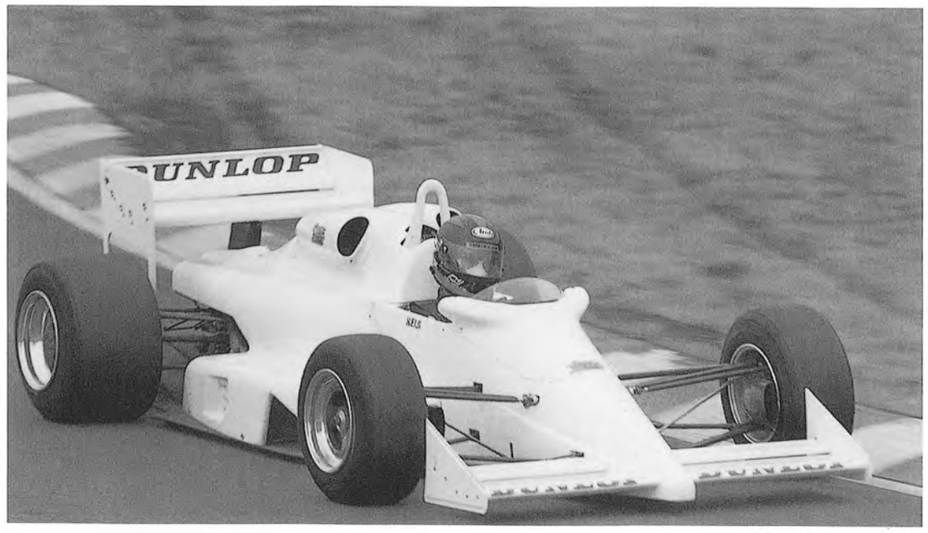
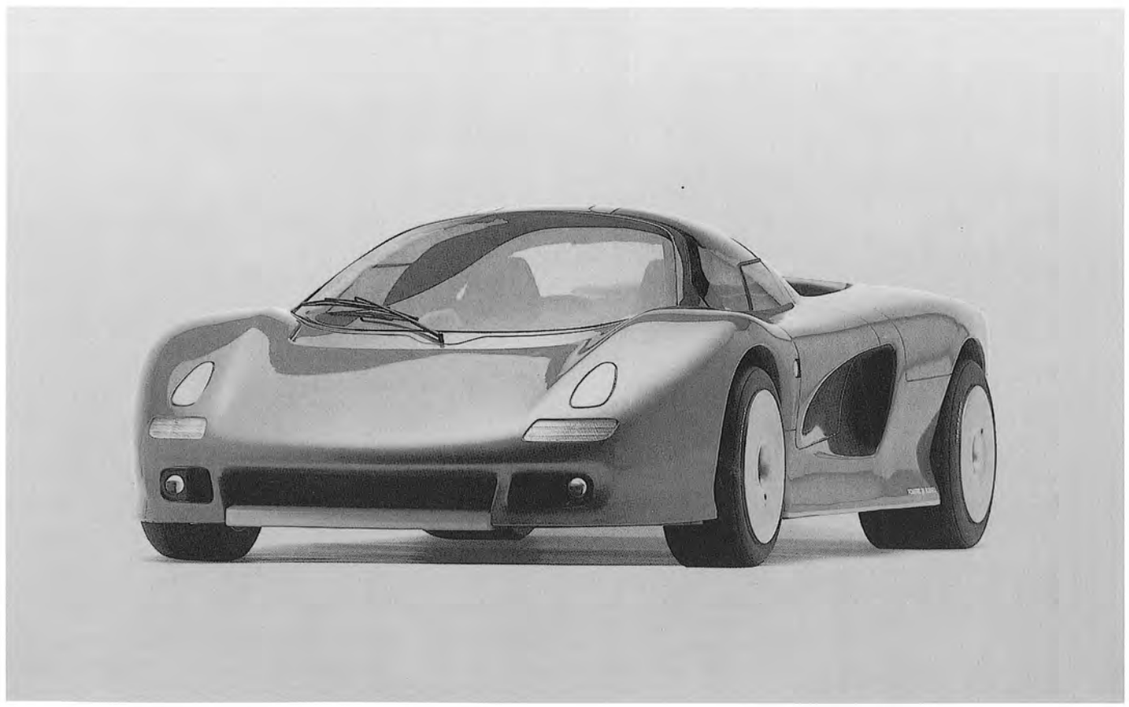

DOME CO.,LTD.






# OUR HISTORY OF MEETING CHALLENGE SHOWS THE PAST TO THE FUTURE.



# CORPORATE PROFILE

Minoru Hayashi, now President and CEO, acting as the central figure began actions in October of 1975 leading to the start of a company to produce a specialty market sports car.
In the beginning there was only an office in Kyoto doing the basic foundation work and starting the first layout and styling work. In time the work increased to the point where an office and factory were established in Osaka and development of the car began in earnest at a fevered pitch. Everyone worked day and night, around the clock, to meet the deadline for announcing the debut of the car at the 48th Geneva International Automobile Show, truly a show that would prove the value of the car to a world-wide audience.
The car was finished in February of 1978, given the name of "DOME Zero" symbolizing the start from zero, and shipped to Switzerland. The car was ready when the Show opened in March and quickly became one of its major highlights. Reporters from around the world reported on the "DOME Zero" as an unknown Oriental Carozzeria. Automotive journalists, needless to say, were even more enthusiastic about the car than the rest of the mass media representatives there. As a result the name of DOME became instantly famous in the automobile industry, around the world.
At about the same time as the completion of the "DOME Zero" the paper work for the company's legal incorporation was completed and in February of 1978 DOME Co., Inc. was officially founded. At the same time construction of the company's head office in Kyoto was begun and moving-in took place in May.
Work was then begun on turning the "DOME Zero", which had only be produced as a show model, into a running prototype and then into a production prototype gathering andthe necessary data and work for each stage. In 1979, using the previously mentioned data, the production prototype "DOME P-2" was manufactured and announced. During the same period DOME also announced that it would participate in the Le Mans 24 Hour Endurance Race, the most famous one in the world, by entering a DOME developed car. After 5 months of continuous hard work and development two "DOME Zero RL" cars were completed and entered in the race. The "DOME Zero RL" proved itself on June 9-10th at the 47th Le Mans 24 Hour Endurance Race. Each year after that, for eight years until 1986, DOME developed and entered new cars at Le Mans. Even now DOME designed racing cars are being used by the TOYOTA TEAM searching for new challenges and areas to conquer.
DOME entered the domestic endurance race field in 1983, not just as the manufacturer of the cars but as a member of a full scale racing team, proving to be a competitor of no means strength. The TOYOTA C car racing group especially, which we have been in change of since 1982, has achieved an enviable record against strong adversaries, e.g. Porsche, and the endurance race spirit and image has been enhanced by participation.
As the crowning achievement and central base to our racing program, from 1986, we have decided on participation in F-1 Grand Prix formula racing. As part of this program, in addition to participation in domestic F-3000 racing, we developed the "DOME F101" (with the chassis of the F-3000 serving the role of a simulation model) in January 1988. From may of 1988 we have been conducting running tests, making sure progress towards the goal of F-1 race participation.
However the most important part of business at DOME, since the announcement of the "DOME Zero", has been that since 1978 we have been receiving contracted consulting, styling and design work from top ranked automobile industry manufacturers. In the beginning many of the jobs were of small scale but as the manufacturers were impressed with the quality of DOME'S efforts that, or so it seems, in just the twinkling of an eye we have designed and developed everything from concept cars for automobile shows to actual production models.
The company's head office, due to expansion of business, was moved to its current location in June of 1987. The new location provides an acreage 7.8 times as large and a 3.2 times as large floor area, compared to the previous location. At the same time we were able to construct one of the most advanced wind tunnels, in Japan, on the same locale. In sum, it is the perfect site for providing an excellent research and development environment.
From 1988 we have also began to given concrete from to one of the main ideas behind the founding of the company, that of marketing a sports car. We received the contract from Wacoal Corp. (one of the largest Japanese garment manufacturers and design houses) for the production of the chassis for their sports car project. In collaboration with Wacoal Corp. we also have set up Jiotto Design Inc. Jiotto is an industrial design company that specializes in the automobile field.
In summation, we are making great leaps and bounds as corporation, drawing attention from many areas, not limited to the tradition ways of doing thins in the automobile design, styling, construction and automobile racing worlds. Our scale, i.e. our scope of operations is still rather small but by being true to our own way of doing thins, by having our own policy we are making our mark as a unique corporation on the fast changing automobile world.



# PRESIDENT

President MINORU HAYASHI
Born in 1945. Since childhood he has interested in scale models, motorcycles, and audio equipments. At the age 19 he designed his first car, a racer named "Karasu". His life, since then has been dedicated to designing and making cars.

# DOME'S HOME

Heading north on Route 367, otherwise known as Wakasa Kaido, going on through Nasu and Ohara Sanzen-in passing through Yase, DOME'S modern headquarters appears, magically, sprouting from a background of lush verdant green/ Its setting is natural, surrounded on three sides by a river and one the remaining side by a beautiful grove of trees, and gives one the impression of viewing a castle in the midst of a sylvian scene.
Although the importance of this fantastic environment can not be over estimated DOME'S headquarters also provides the facilities, equipment, and materials to support the research efforts by the DOME team. The plot of land is 5325m$^2$ and the building itself has one underground level and is two stories high for a total floor area of 1498m$^2$. There is also a separate wind tunnel laboratory of 19m × 9.2m in size. From the architectural planning stage it was intended that the building should include, should have built-in, system facilities for all kinds of thins, e.g. employee training or document handling.
We have made DOME'S headquarters into a place, unlike the old one in Iwakura, where not only the facilities and equipment are conducive but also a place in which the most important thing for inducing creativity is present. We have made an environment where people can open up and be creative. One can enjoy fishing in the nearby rivers in the early summer, in fall one can enjoy the autumn leaves and in the spring cherry blossoms are in abundance and easily viewed. In the winter, many animals come down off the cold windy mountains for our, or so it seems, viewing pleasure. Of course sweeping up the fallen leaves or shoveling snow are a little troublesome but we are proud of our company's home, located only 10 minutes by car from downtown Kyoto but still providing an unspoiled environment. Surroundings that are conducive, throughout the four seasons, to creativity.

# FACILITIES

The whole view building

Meeting room

The short course

Manufacturing room

Planning room

The 3rd studio

Measuring room

Racing garage

CAD

Wind tunnel

# DOME'S CAR

**"DOME Zero"**
Manufactured in 1978; Our first prototype sports car; Shown at the 48th Geneva International Auto Show

**Hayashi 712**
Manufactured in 1978 for Hayashi Racing Inc. as their mass-produce F-J

**FJ Prototype**
Manufactured in 1978 by DOME at the request of Hayashi Racing Inc.


**"DOME Zero RL"**
Manufactured in 1978; Two of these models were made for entering the Le Mans Race; Entered at the 47th Le mans 24 hrs. Endurance Race

**"DOME P-2"**
Manufactured in 1979 as the development model of the "DOME Zero"; It was displayed at the Chicago Auto Show and at the Los Angeles Auto Exposition


**TOM'S Corolla G5**
Manufactured in 1980 by TOM'S Co., Ltd. for domestic G5 races; Body design by DOME


**"DOME RL80"**
Manufactured in 1980; Entered at the 48th Le Mans Race


**"DOME Celica Turbo"**
Manufactured in 1980; Equipped with a Toyota racing engine and entered in G5 races; Entered by TOM'S RACING TEAM in the Sebring 12-Hour Endurance Race, Riverside 5-Hour Endurance and the Le Man 24-Hour Endurance Race

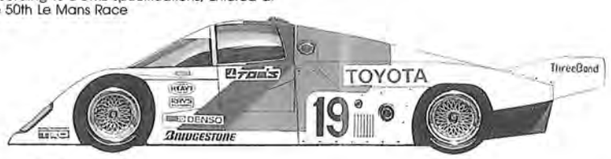

**Hayashi 320**
Manufactured in 1980 for Hayashi Racing Inc. as their F-3 racing car


**"DOME RL81"**
Manufactured in 1981; Entered at the 49th Le Mans Race


**"DOME RC82"**
Manufactured in 1982 by GP Ltd. (U.K.) according to DOME specifications; Entered at the 50th Le Mans Race


**TOM'S DOME Celica C**
Manufactured in 1982; Entered by TOM'S RACING TEAM in domestic endurance races

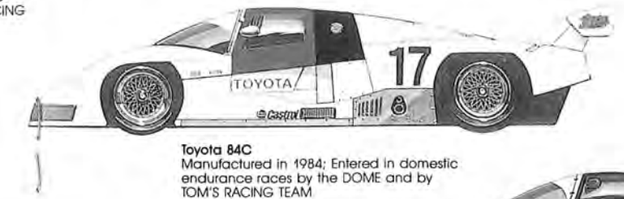

**"DOME RC83"**
Manufactured in 1983; DOME'S first endurancer racer for participation in domestic races; Entered all domestic endurance races in 1983 and at the 52nd Le Mans Race in 1984



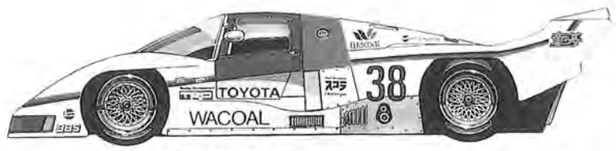

**Toyota TOM'S 83C**
Manufactured in 1983; Entered in domestic endurance races by the Toyota TOM'S RACING TEAM and also in the Riverside 5-Hour Endurance Race


**DOME RC82I**
The DOME RC82 was modified in England, and entered in the 51nd Le mans Race.


**"DOME DCFI Black Buffalo"**
Manufactured in 1985; Entered at the Suzuka 8-Hour Endurance Race




**Toyota 84C**
Manufactured in 1984; Entered in domestic endurance races by the DOME and by TOM'S RACING TEAM




**Toyota 85C, 85C-L**
Manufactured in 1985; Entered in domestic endurance races by 6 teams.
The 85C-L was entered at the 53rd Le Mans 24-Hour Endurance Race by DOME and TOM'S RACING TEAM


**Toyota 87C, 87C-L**
Manufactured in 1987; Entered in domestic endurance races by DOME and TOM'S RACING TEAM
The 87C-L was entered at the 55th Le Mans 24-Hour Endurance Race by the TOM'S RACING TEAM


**Toyota 86C, 86C-L**
Manufactured in 1986; Entered domestic endurance races by the Team
The 86C-L was entered at the 54th Le Mans 24-Hour Endurance Race by DOME and TOM'S RACING TEAM.


**Toyota 88C, 88C-L, 88CV, 88CV-L**
Manufactured in 1988 by TRD Co., Ltd. to DOME specifications; Entered in domestic endurance races by the Toyota TOM'S RACING TEAM; The 88C-L and 88CV-L were entered by the Toyota TOM'S RACING TEAM at the 56th Le Mans 24-Hour Endurance Race.


**"DOME F-101"**
Manufactured in 1988; The first domestically manufactured full carbon composite body F3000 racing machine; It is the first stage of our F-1 racing program

**Jiotto Caspita**
Manufactured in 1989; Developed as a super sports car for Jiotto Design INC. aiming at the luxury sports car buyers market

# WIND TUNNEL

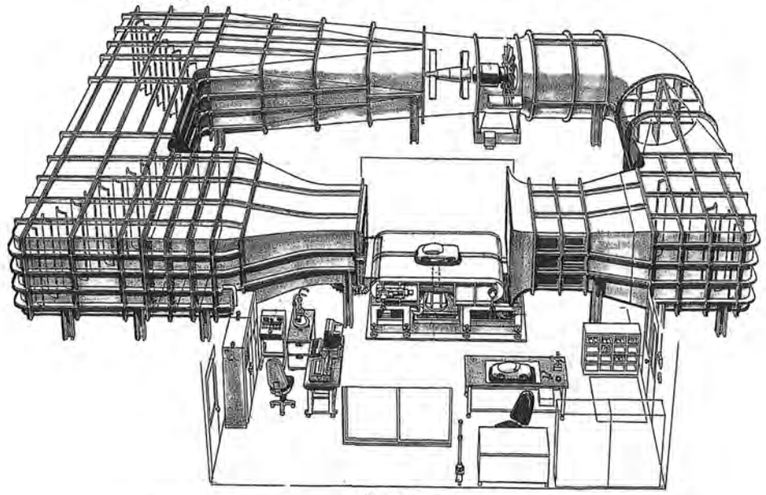
It goes without saying that wind tunnel facilities are necessary for designing not only racing cars but also passenger cars. Almost all of their designs, from the first prototype "DOME-Zero" continuing to the present day ones, have undergone wind tunnel testing and the results of that resting have been carefully considered. Not only have the chassis of the car designs been tested but also aerodynamic characteristics of the engine induction box, circulation of cooling air, etc., been tested through originally researched and devised methods. With the occasion of building DOME'S own headquarters office building it was decided, due to the fact that it was becoming more difficult to perform adequate tests since conveniently located wind tunnel experimental facilities were not always available when the need arose, to build our own Wind Tunnel Laboratory at the headquarters site.

Most people think a wind tunnel is a wind tunnel. But there are several types that vary tremendously according to application. For the design of a high speed automobile chassis the moving belt type is indispensable.

To state it simply a moving belt type wind tunnel is one in which there is a moving belt (which acts as the 'road') that moves at the same speed as the wind. It is extraordinarily difficult to move the belt so that it can attain such high speeds and there is a limit on the size of the tunnel. No one manufactures moving belt wind tunnels so they have to be self-designed from the ground up; you can't just place a telephone call and have one built for you.

DOME Co., Ltd. first designed, developed and built the moving belt portion of the wind tunnel and then, relying on their vast experience and expertise with other wind tunnels, designed and built the wind tunnel portion. Using there own expertise and experience has resulted in a moving belt wind tunnel laboratory that is the equal of any other domestic moving belt wind tunnel in speed of belt or of size. It is in the top ranks in Japan. It is fully equipped with various kinds of testing instruments and easily provides the capability for conducting demanding experiments.

The wind tunnel facilities may be rented by other companies and provisions are made so that the facilities may be used while strictly maintaining proprietary information. If necessary, the facilities may be operated completely by the company renting them so as to better guard secrecy.



**Wind Tunnel**

Type: ..... Göttingen type (With a moving belt)
Measurement Area: ..... 1000mm × 1000mm
Measurement Length: ..... 1900mm
Highest Wind Speed: ..... 60m/s
Compression: ..... 7.2
Fan Capacity: ..... 60m/s



# JIOTTO DESIGN

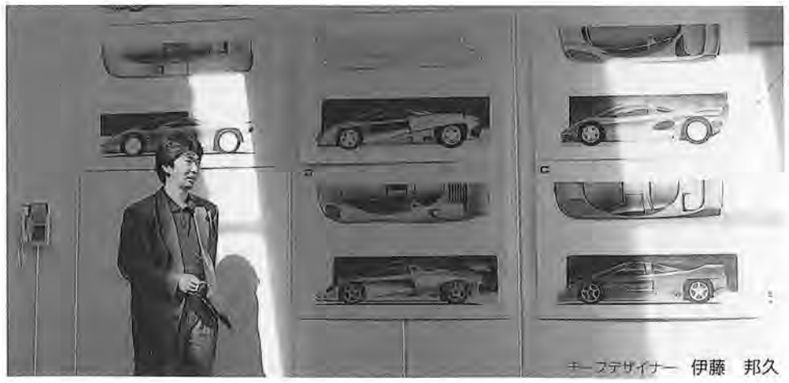
Jitto Design Inc. was founded in September of 1988 with Wacoal Corp. and DOME Co., Ltd. providing the seed capital. Jitto Design Inc. carries on the tradition and fine reputation of DOME Co., Inc. in the design field.

Jiotto's Chief Designer, Kunihisa Ito, was a future projects' development designer for GM for several years after graduating from the Art Center College of Design. He then worked for Adam Opel of West Germany designing several world class cars. The fruits of his design efforts can be seen around the world. After returning to Japan he started working for ODS Corp. in the planning and design of industrial products field. He set up the International Design Section with Luigi Colani and Hans Muth of Porsche Design and has contributed greatly to introducing foreign designers into Japan.


Jitto Design's special forte is that they are the only design studio to produce automobile designs on a free lance basis. They are unique in that they have no special affiliation with any automobile manufacturers.

Jitto Design doesn't just offer simply styling or design services to their clients, but can also provide total support from research (including product conception and planning) through production of finished product. They are able not only to call upon their own designers but upon the best designers located all over the world. The emphasis of this total support is to give their client's management the tools to make their decisions.

In cooperation with DOME Co., Ltd., Jitto can also provide total integrated services, from detailed scale models to the manufacturing of prototype models.




| | |
|---|---|
| Established: | August 1988 |
| Capital: | ¥5,000,000 |
| Investors: | DOME Co., Ltd.<br>Wacoal Co., Inc. |
| Address: | 29-2 Nishi Goda-cho Iwakura<br>Sakyo-Ku, Kyoto 606<br>Tel: (075) 701-1113<br>Fax: (0750 701-2636 |
| Bank Reference: | Mitsubishi Bank, Kyoto Branch<br>Kyoto Bank, Main Office |

# DOME RACING TEAM

DOME was founded by people who were involved in the manufacture and design of racing cars. We, as one can expect of a company that got its start this way, have more than 20 years of experience in developing racing cars. Our first car was of course the "DOME Zero" which was entered in the 1979 Le Mans 24-Hour Endurance Race. Since that date we have kept a schedule of producing 1 to 3 racing cars per year. we can hold our head high not only in the domestic field of racing car 'constructors' but we are well known and respected in Europe, the home of sports car racing, also.

At the beginning of our racing efforts, so that we could concentrate more on the actual construction and design area, we used outside drivers to do the actual racing of the cars. However, from 1983 in conjunction with expanding efforts domestically and internationally and receiving the contract for developing a TOYOTA endurance racing car we have formed our own racing team. With our own team we feel that it will be easier to reach the goal of using our know how (all of our knowledge in the racing field including design, production and actual race participation) to reach the goal of improving racing performance. Due to our participation with the TOYOTA Group C car it has proven itself, gaining a fine reputation. Even though it is of small engine displacement it is threatening Porsche's position as the ruling king of endurance races.

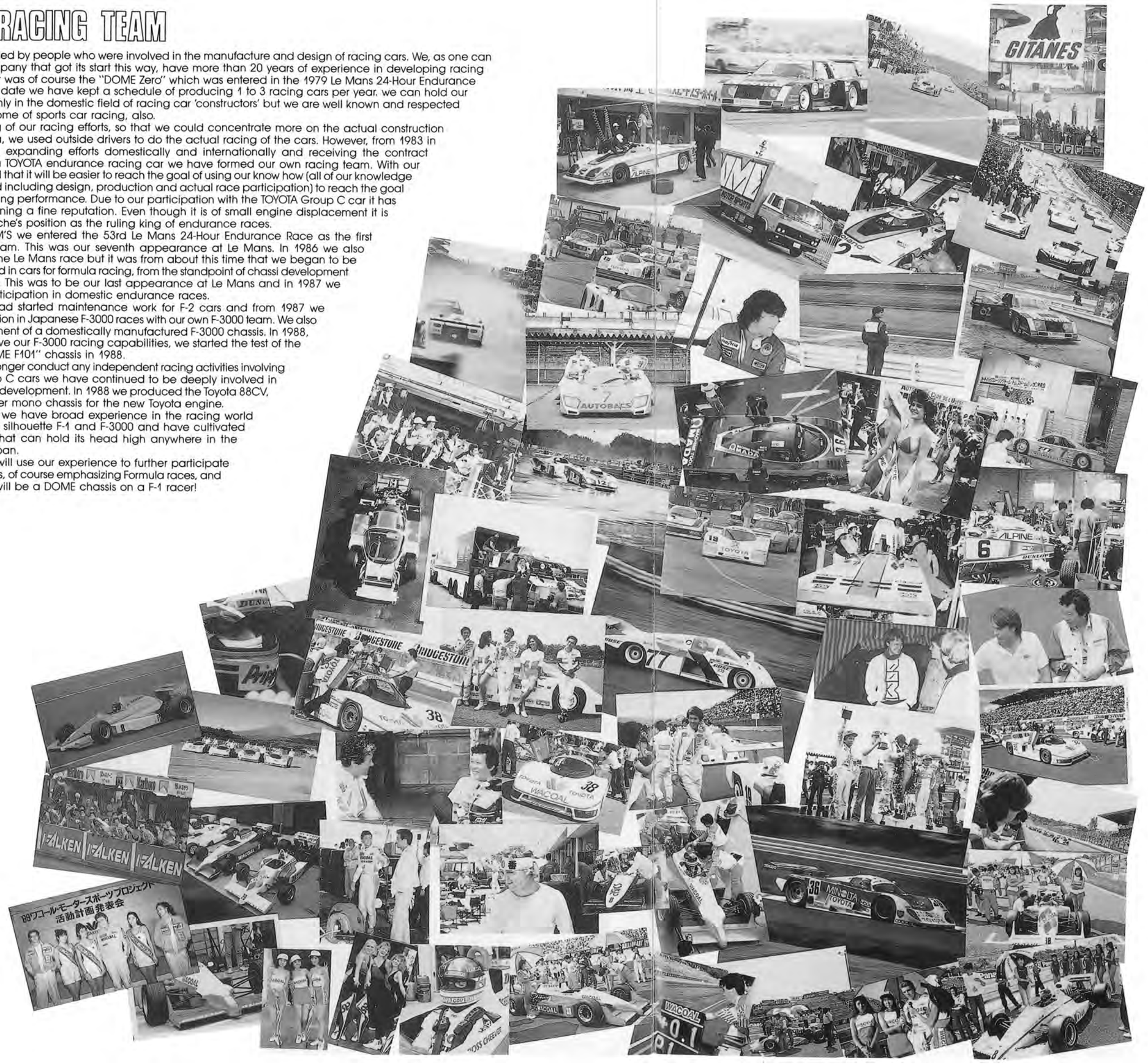
In 1985 with TOM'S we entered the 53rd Le Mans 24-Hour Endurance Race as the first official Toyota team. This was our seventh appearance at Le Mans. In 1986 we also participated in the Le Mans race but it was from about this time that we began to be seriously interested in cars for formula racing, from the standpoint of chassi development and racing itself. This was to be our last appearance at Le Mans and in 1987 we also ceased participation in domestic endurance races.

From 1986 we had started maintenance work for F-2 cars and from 1987 we started participation in Japanese F-3000 races with our own F-3000 team. We also started development of a domestically manufactured F-3000 chassis. In 1988, in order to improve our F-3000 racing capabilities, we started the test of the completed "DOME F101" chassis in 1988.

Although we no longer conduct any independent racing activities involving the Toyota Group C cars we have continued to be deeply involved in their design and development. In 1988 we produced the Toyota 88CV, a full carbon fiber mono chassis for the new Toyota engine.

As you can see, we have broad experience in the racing world from Group C to silhouette F-1 and F-3000 and have cultivated a racing team that can hold its head high anywhere in the world and in Japan.

In the future we will use our experience to further participate in racing activities, of course emphasizing Formula races, and someday there will be a DOME chassis on a F-1 racer!




- 1979 • 47th Le Mans 24-Hour Endurance Race
- 1980 • 48th Le Mans 24-Hour Endurance Race
  - • Sebring 24-Hour Race
  - • River Ride 5-Hour Race
- 1981 • 49th Le Mans 24-Hour Endurance Race
- 1982 • 50th Le Mans 24-Hour Endurance Race
- 1983 • 51th Le Mans 24-Hour Endurance Race
  - • All Japan
    Suzuka 500km Race
  - • Fuji LOng Distance Series
    All Japan Fuji 500km Race
  - • World Endurance Championship Race
    International Fuji 1000km Race
- 1984 • 52th Le Mans 24-Hour Endurance Race
  - • All Japan
    Suzuka 500km Race Suzuka 1000km Race
  - • Fuji Long Distance Series
    All Japan Fuji 500km Race
  - • All Japan Fuji 1000km Race
  - • All Japan Fuji 500 mile Race
  - • Int'l Sports Prototype Endurance
    WEC in Japan Fuji 1000km Race
- 1985 • 53rd Le Mans 24-Hour Endurance Race
  - • All Japan Sports Prototype Endurance
    Int'l Suzuka 500km Race
    Int'l Suzuka 1000km Race
  - • Fuji Long Distance Series
    All Japan Fuji 500km Race
    All Japan Fuji 1000km Race
    All Japan Fuji 500 mile Race
  - • Int'l Sports Prototype Endurance
    WEC in Japan Fuji 1000km Race
- 1986 • 54th Le Mans 24-Hour Endurance Race
  - • All Japan Sports Prototype Endurance
    Int'l Suzuka 500km Race
    Int'l Suzuka 1000km Race
  - • Fuji Long Distance Series
    All Japan Fuji 500km Race
    All Japan Fuji 1000km Race
    All Japan Fuji 500 mile Race
  - • Int'l Sports Prototype Endurance
    WEC in Japan Fuji 1000km Race
  - • All Japan Int'l F-2 Series
    All Japan Big 2&4 Race
    Race of Formula Japan
    All Japan All Stars 2 Race
    JPS Trophy Race
    Suzuka Golden Trophy Race
    Fuji Formula Champion Race
    Suzuka Grade 20 Driver Race
    JAF Japan Grand Prix Race
- 1987 • All Japan Int'l F3000 Series
  All Japan Big 2&4 Race
  Suzuka Grade 20 Driver Race
  Super Final Round in Suzuka
  Int'l Formula Japan Race
  All Japan F-3000 All Stars Race
  SUGO Int'l F-3000 Race
  RRC Fuji Formula Champion Race
- 1988 • All Japan Int'l F3000 Series
  All Japan Big 2&4 Race
  Suzuka Grade 20 Driver Race
  Super Final Round in Suzuka
  Int'l Formula Japan Race
  All Japan F-3000 All Stars Race
  SUGO Int'l F-3000 Race
  RRC Fuji Formula Champion Race
- 1989 • All Japan Int'l F3000 Series
  All Japan Big 2&4 Race
  Suzuka Grade 20 Driver Race
  Super Final Round in Suzuka
  Int'l Formula Japan Race
  All Japan F-3000 All Stars Race
  SUGO Int'l F-3000 Race
  RRC Fuji Formula Champion Race

# DOME WORKS

## Racing Car Development

DOME has more than 20 years of experience in building and designing racing cars. We are continuing to be involved in the building and design of many types of racing cars and it can be said that we are the only Japanese company so involved.
We have developed cars as different as the endurance cars for the Le Mans 24-Hour Endurance Race and F-3000 cars for formula races.
While the design and production of a racing car is of the utmost importance the maturation of the car and team, i.e. what takes place after we complete the chassis, is also of prime importance. With our own racing team we can take care of testing and participate in races for ourselves. We can provide the same type of after sales service testing and care for our customers, too.

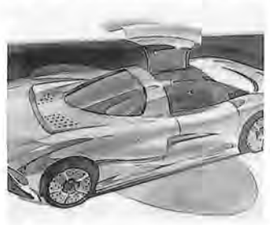

## RACING

DOME has been involved in racing since our entry in the 1979 Le Mans 24-Hour Endurance Race (we entered the race every year for eight straight years). We were active in domestic endurance races from 1983-86. From 1986 we started participation in F-2 races and from 1987 F-3000 races.
Our team is always racing at least two cars and, due to the cooperation with the DOME staff in the design and wind tunnel sections, is able to attain technical levels unreachable by other racing teams. They are very highly evaluated by other professional racing teams.



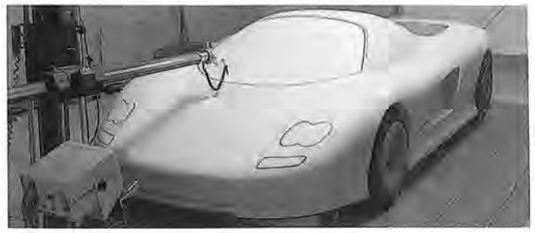
## STYLING & DESIGN

In cooperation with Jitto Design Inc., DOME'S design section is able to meet design challenges in any field. They can take an industrial design or even an idea sketch and develop it through detailed modeling, production blueprints and actual production of the finished product. We are especially well equipped for work in the automotive design field as we are able to design the whole car, from chassis to running prototype, giving us efficiency and allowing us to keep our designs secret.




## PROTOTYPE PRODUCTION

The production of prototype cars for automobile manufacturers is one of the most demanding and requiring parts of our business. Although we are still not widely recognized internationally, at present more than half of our business comes from the designing of these prototypes and it is an extremely important area for us. The prototype production division is capable of making everything from clay models and/or mockups for design evaluations to mono body shell running prototypes.



## PLANNING SECTION

DOME has had long experience in the field of creating production blueprints and plans for mass produced automobiles. Especially for new cars, as we can easily incorporate the design and prototypes stages in to the process, we are receiving much business from automotive manufacturers. We offer the manufacturer 'one-stop shopping' and have received a good reputation for being able to provide integrated services.
With our IBM9370 serving as the host computer for a nucleus of 3D, CAD and CATIA software, we can provide a very wide range of planning services.


## TESTING SERVICES

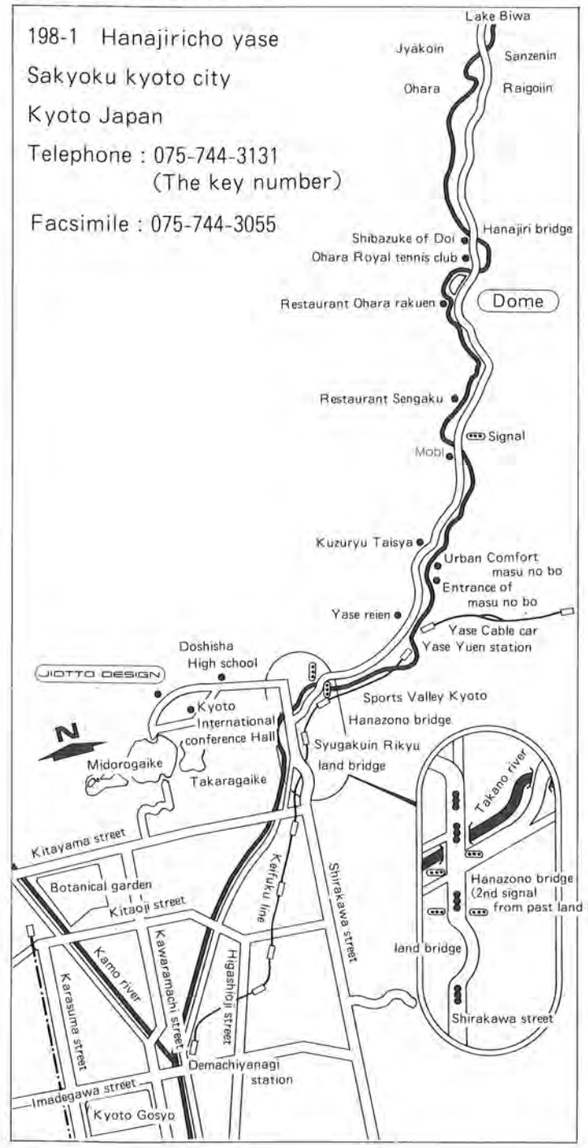
Using the know how we have gained from our automobile development experiences we offer various kinds of testing services.
We enjoy a good reputation, especially for aerodynamic tests (for which experience is a prime requisite) and for safe handling characteristics tests for automobiles. These tests are conducted by professional race drives and the analysis of the resulting data that can be provided is exceedingly detailed.




| | |
|---|---|
| **Established:** | October 1975 |
| **Incorporated:** | February 1978 |
| **Capital:** | ¥10,000,000 |
| **Officers:** | Minoru Hayashi<br>Tadashi Morita<br>Shigeo Takebayashi |
| **Auditor:** | Koichi Okamoto |
| **Employees:** | 55 |
| **Address:** | 198-1Hanashiri-cho Yase, Sakyo-Ku<br>Kyoto 601-12 Japan<br>Tel: (075) 744-3131<br>Fax: (075) 744-3055<br>Telex: 5423-407 DOME J |
| **Bank Reference:** | Mitsubishi Bank · Kyoto Shinyo Bank |

# KYOTO MAP

198-1 Hanajiricho yase
Sakyoku kyoto city
Kyoto Japan
Telephone : 075-744-3131
(The key number)
Facsimile : 075-744-3055




# HISTORY

1965 • Minoru Hayashi builds the "Karasu", our first racing car. Driven by Tohjro Ukiya it wins the Suzuka Clubman Race.
1967 • Announced and built the Macransa T3, and entered it in many races.
1968 • Was one of the founding members of EVA Cars Inc., the first Japanese company to design, build and construct racing cars as a commercial enterprise.
1970 • Announced the racer "Kusabi" at the 3rd Tokyo Racing Car Show.
1971 • Announced the Macransa FL-500 "Panic".
1972 • Established Macransa Co., Ltd. In addition to building racing cars the company also built leisure and recreational vehicles such as small motorcycles and buggies.
1975 • Start-up of DOME. Established an office in Kyoto and began development work.
1977 • Established an office located within Osaka's Hayashi Racing Co., Ltd. and created a workshop. Began construction of the "DOME Zero".
1978 • The "DOME Zero" was shown at the 48th Geneva International Auto SHow in March.

• Officially incorporated DOME with the head office in the Iwakura district of Kyoto.
1979 • Announced the P-2, the production model of the "DOME Zero". Announced the "DOME Zero RL" model for entry at the Le Mans 24-Hour Endurance Race.
• The P-2 was entered at the Chicago Auto Show.
• "DOME Zero RL" was entered at Le Mans.
1980 • Announced the "DOME Celica Turbo" and "DOME RL80" for IMSA racing. The "DOME Celica Turbo" was entered in the Sebring 12-Hour Endurance Race and the Riverside 5-Hour Race.


• Both cars were entered in the 48th Le Mans 24-Hour Endurance Race and the "DOME RL80" officially became the first Japanese car to complete the grueling race.
1981 • The "DOME RL81" was announced and entered in the 49th Le Mans 24 Hour Endurance Race.
1982 • The "DOME RL82" was announced and entered in the 50th Le Mans 24-Hour Endurance race. Announced the TOM'S DOME Celica C and, in conjunction with TOM'S Co., Ltd., entered the car in domestic endurance races.
1983 • Built and entered, in domestic races, the "DOME RC83" and Toyota 83C. The "DOME RC82" was modified, in England, and entered in the 51st Le Mans 24 Hour Endurance Race.
1984 • Announced the Toyota 84C and fielded a total of three teams in domestic endurance races. A modified version of the "DOME RC83" was entered in the 52nd Le Mans 24-Hour Endurance Race.
1985 • The Toyota 85C and the Toyota 85C-L (for Le Mans) were developed. The Toyota 85C was entered in many domestic races. The "DOME 84C" took first place in the Group C division at the Suzuka 500km Race. The DOME and TOM'S team became the first racing team to be officially sanctioned by Toyota and participated in the 53rd Le Mans 24-Hour Endurance Race.

1986 • The Toyota 86C and the Toyota 86C-L (for Le mans) were developed. The Toyota 86C was entered in many domestic races. The DOME and TOM'S team entered the Toyota 86C-L the 54th Le Mans 24-Hour Endurance Race.
1987 • The Toyota 87C and the Toyota 87C-L (for Le Mans) were developed. The Toyota 87C was entered in many domestic races. The Toyota and TOM'S team entered the Toyota 87C-L the 55th Le Mans 24-Hour Endurance Race. Started participation in F3000 races and made the decision to establish the motor sports division within DOME for race and racing maintenance related work. Started the development of the "DOME F101" and the F3000 chassis which is a simulation model for F1 development.
1987 • Moved the DOME head office to its present location.
1988 • Designed the Toyota 88C, 88C-L, 88C-V, and 88CV-L. The 88C and 88C-V were entered in many domestic races by the Toyota and TOM'S team. The Toyota and TOM'S team entered the Toyota 88C-L the 56th Le Mans 24-Hour Endurance Race. Participated in F3000 races. Finished the F101 in January and began testing it from May. Jitto Design Inc. was established, with capital support from DOME, in August. Work on the Jitto request for the super sports car CASPITA was begun.


1989 • Increased F3000 race participation to two cars. Began production of the prototype model of the super sports car CASPITA. Completed the construction of the prototype model for the super sports car CASPITA in October.