Major Specifications:

- boasted outstanding performance; it was extremely quiet and fit right into windows. The type 13A rotary engine generating 126PS at 6000rpm curved and shapely sculptured lines, without the then-popular front quarter.

- was announced in 1968 at the 15th Tokyo Motor Show. It featured a front-wheel-drive configuration and went on sale in October 1969. This highly refined personal coupe based on the prototype Mazda RX-87, called the Familia Rotary SS—was added to the lineup. A total of 95,891 family car. In 1969, the sedan version—a high-performance family car with its 12A rotary engine, proven to be reliable and durable in the Cosmo, was added. A variety of sport-kits were prepared and contributed to many successful races. In 1973, the AP, with its anti-pollution package, was added.

- In 1975, the REAPS rotary engine, which achieved lower emissions and compatible.

- The world's first twin-rotor rotary engine car was launched in May 1967. Its low, streamlined silhouette and futuristic body styling took advantage of authentic automatic transmission, was added in 1971. The high-performance touring car, but with sufficient space to be used as a low, streamlined silhouette and futuristic body styling took advantage of. Winner of the 1972 Import Car-of-the-Year award from Road Test, a popular car magazine in the U.S. at the time.

- In 1972, and the AP, with its full anti-pollution package, came out in 1974.

- Major Specifications of the Familia Rotary Coupe:
  - Displacement: 655cc
  - Seating Capacity: 5
  - Transmission: 4-speed
  - Maximum Torque: 13.3kg-m/3500rpm (JIS gross)
  - Maximum Output: 100PS/7000rpm
  - Maximum Speed: 190km/h

- Major Specifications of the Luce Sedan:
  - Displacement: 573cc
  - Seating Capacity: 5
  - Transmission: 5-speed Manual/3-speed
  - Maximum Torque: 13.7kg-m/3500rpm (JIS gross)
  - Maximum Output: 130PS/7000rpm
  - Maximum Speed: 185km/h

- Major Specifications of the Savanna Coupe:
  - Displacement: 491cc
  - Seating Capacity: 2
  - Transmission: 4-speed
  - Maximum Torque: 12.5kg-m/3500rpm (JIS gross)
  - Maximum Output: 105PS/7000rpm
  - Maximum Speed: 175km/h

- Major Specifications of the Capella Rotary Coupe:
  - Displacement: 491cc
  - Seating Capacity: 2
  - Transmission: 4-speed
  - Maximum Torque: 12.5kg-m/3500rpm (JIS gross)
  - Maximum Output: 105PS/7000rpm
  - Maximum Speed: 190km/h
Roadpacer AP

- Launched in October 1975 as the top of the Luce series.
- Features: Side skirts, underbody fairings, and curved headlights.
- Engine: 13B rotary engine, which developed 165PS in 1983.

Savanna RX-7/Mazda RX-7

- Launched in October 1978 as the first midship model in the market.
- Features: Light weight, low center of gravity, and compact structure.
- Engine: 13B rotary engine, with a maximum output of 135PS.

Luce Legato/Mazda 929L

- Launched in October 1977 as the top of the Luce series.
- Features: Side skirts, underbody fairings, and curved headlights.
- Engine: 13B rotary engine.

Cosmo AP/Mazda RX-5

- Made in 1980, the new 6PI engine was installed in 1981, and the 12A was made in 1983.
- Engine: 12A or 13B rotary engines.

An Album of Mazda's Rotary Engine Vehicles

**1973 – 1977**

- The first generation RX-7 was introduced in 1978. The front midship layout with an improved 12A engine and the then-unique retractable headlamps helped realize an aerodynamic body design. This model became an image leader for developing the high-performance specialty car market in Japan.

**1974 – 1976**

- Cosmo AP was available with both the 12A and 13B rotary engines with the 13B turbo rotary engine, which developed 165PS, added in 1983.

**1975 – 1977**

- The Savanna RX-7 was launched in 1978, featuring a light weight, low center of gravity, and compact structure.

**1975 – 1981**

- Mazda's 13B RE. Anticipating the era of international joint operations, this project aimed at lowering costs and raising quality through shortened development periods; it saved its tooling investment for the small-volume, high-profit market. The Roadpacer AP was mainly sold as a chauffeur-driven private limousine. With sales of 800 units over three years, this was a successful project.

**1977 – 1981**

- A full-size sedan launched in March 1975, with some body parts and mechanical components supplied by GM-Holden of Australia. The engine was Mazda's 13B RE. Anticipating the era of international joint operations, this project aimed at lowering costs and raising quality through shortened development periods; it saved its tooling investment for the small-volume, high-profit market. The Roadpacer AP was mainly sold as a chauffeur-driven private limousine. With sales of 800 units over three years, this was a successful project.

**1978 – 1985**

- Mazda introduced the Roadpacer AP, which was the first commercialization of a rotary engine car. This model became extremely popular in Japan and North America. A face-lift model was also released.

**1979 – 1980**

- The Rotary Pickup, the world's first rotary engine bus, was introduced in July 1979. It was designed for use as a public service vehicle in Japan and the USA, with a prototype model tested in Japan. The engine was Mazda's 13B rotary engine, and the 12A rotary engine was also used in this project. The Rotary Pickup was also used in the USA and Japan.

**1980 – 1981**

- A commercial film, “Red Cosmo,” became wildly popular, and this model was made in 1980, the new 6PI engine was installed in 1981, and the 12A was made in 1983.

**1981 – 1985**

- The Rotary Pick Up was introduced in 1980, the new 6PI engine was installed in 1981, and the 12A was made in 1983.

**1980 – 1981**

- A commercial film, “Red Cosmo,” became wildly popular, and this model was made in 1980, the new 6PI engine was installed in 1981, and the 12A was made in 1983.

**Major Specifications:**

<table>
<thead>
<tr>
<th>Model</th>
<th>Displacement</th>
<th>Length (mm)</th>
<th>Width (mm)</th>
<th>Height (mm)</th>
<th>Seating Capacity</th>
<th>Transmission</th>
<th>Maximum Output (PS/rpm)</th>
<th>Maximum Torque (kg-m/rpm)</th>
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<tbody>
<tr>
<td>Roadpacer AP</td>
<td>654cc</td>
<td>1530/1525</td>
<td>1470/1525</td>
<td>4285</td>
<td>4</td>
<td>Manual</td>
<td>130/7000</td>
<td>16.5/4000</td>
</tr>
<tr>
<td>Savanna RX-7</td>
<td>654cc</td>
<td>1525/1470</td>
<td>1480/1525</td>
<td>4285</td>
<td>5</td>
<td>Manual</td>
<td>135/6000</td>
<td>18.3/4000</td>
</tr>
<tr>
<td>Luce Legato</td>
<td>654cc</td>
<td>1420/1400</td>
<td>1400/1420</td>
<td>4285</td>
<td>5</td>
<td>Manual</td>
<td>135/6500</td>
<td>16.5/4000</td>
</tr>
<tr>
<td>Cosmo AP</td>
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<td>1370/1400</td>
<td>4285</td>
<td>5</td>
<td>Manual</td>
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<td>Rotary Pickup</td>
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<td>1400/1420</td>
<td>4285</td>
<td>5</td>
<td>Manual</td>
<td>135/6000</td>
<td>16.5/4000</td>
</tr>
</tbody>
</table>

**Notes:**

- Not available, vehicle marketed exclusively in North America.
- Extra-large seats can be mounted for the Sedan, and 3 types (with manual, automatic, and column-shift) are available. Two body styles, the 4-door Pillared Hardtop and the 4-door Sedan, were also offered. To meet various market segments, Mazda marketed Cosmo AP with 2 types of engines and the 12A and 13B rotary engines. The world's first rotary engine bus, launched in July 1974 and equipped with the 135PS maximum power 13B rotary engine, offered a cruising speed of 120km/h with a pleasantly smooth ride, low noise and little vibration. A commercial film, “Red Cosmo,” became wildly popular, and this model was made in 1980, the new 6PI engine was installed in 1981, and the 12A was made in 1983.
**1981 – 1990**

The third generation Luce was launched in October 1981, as a high-end personal car to meet the requirements of the day. Three body variations were offered: 2-door and 4-door hardtops, and saloon. The Luce was equipped with Mazda's unique multi-link rear suspension with toe-control capability, the world's first 4-wheel independent suspension system. Later, the Luce underwent a major face-lift and got an all-new powertrain. The 13B rotary engine model employed Mazda's first 4-wheel independent suspension, the Cosmo. The series included a 4-door sedan and a hardtop, powered by the rotary engine. The powerful turbocharged 13B rotary engine, with its 180PS maximum output, was installed. Combined with a newly developed automatic transmission, it realized smoother and quicker acceleration. The unique E(Multi)-link suspension for the rear. It thus resulted in a high level of compatibility between performance and comfort as a luxury saloon. Face lifts came in 1996 and in 1998, and the ultimate in driving pleasure. Face lifts came in 1996 and in 1998, and the ultimate in driving pleasure. "Matured" sports car. In 1990, the Cabriolet was added; in 1992, the engine's maximum output was raised to 205PS. As the Cosmo was added in 1981, the series became known as the "COSMO".

**Major Specifications of the Luce 4-door Hardtop:**
- Displacement: 573cc
- Length: 1440/1450mm
- Width: 1270mm
- Height: 4640
- Wheelbase: 2615mm
- Vehicle Weight: 1170kg
- Maximum Torque: 25.0kg-m/3500rpm
- Transmission: 5-speed Manual/3-speed Automatic
- Track (front/rear): 1430/1420mm
- Seating Capacity: 5
- Engine Type: 13B turbo

**Major Specifications of the Cosmo 2-door Hardtop:**
- Displacement: 654cc
- Length: 1520/1510mm
- Width: 1230mm
- Height: 4815
- Wheelbase: 2750mm
- Vehicle Weight: 1500kg
- Maximum Torque: 30.0kg-m/5000rpm (JIS net)
- Transmission: 4-speed Automatic
- Track (front/rear): 1760/1750mm
- Seating Capacity: 4
- Engine Type: 20B-REW

**1990 – 1995**

The third-generation RX-7, launched in December 1991, featured a powerful and responsive 13B-REW rotary engine with Sequential Twin-Turbo system, developing maximum power of 280PS in a production car with a 3-rotor rotary engine, the type 20B-REW. Various types of compatibility between performance and luxury were achieved, including a new rear spoiler, rear skirt, and rear mirrors, which combined with the high-performance handling and great bodywork, were carefully selected to realize sports-car pleasure.

**Major Specifications of the RX-7 1990 – 1992:**
- Displacement: 654cc
- Length: 1490/1480mm
- Width: 1280mm
- Height: 4400
- Wheelbase: 2430mm
- Vehicle Weight: 1250kg
- Maximum Torque: 41.0kg-m/3000rpm (JIS net)
- Transmission: 5-speed Manual/4-speed Automatic
- Track (front/rear): 1550/1540mm
- Seating Capacity: 4
- Engine Type: 13B turbo

**1991 – 2002**

The fifth generation Luce, launched in September 1996, was designed to combine the luxury of a front-engine and the performance of the rotary engine. As a high-end personal car, it pursued the ultimate in driving pleasure. Face lifts came in 1996 and in 1998, and the maximum output of the 13B REW was boosted to 280PS for enhanced performance.

**Major Specifications of the Luce 4-door Hardtop:**
- Displacement: 573cc
- Length: 1690
- Width: 1360
- Height: 4690
- Wheelbase: 2615mm
- Vehicle Weight: 1170kg
- Maximum Torque: 25.0kg-m/3500rpm
- Transmission: 5-speed Manual/4-speed Automatic
- Track (front/rear): 1650/1640mm
- Seating Capacity: 5
- Engine Type: 12A

**1981 – 1990**

The third-generation RX-7, launched in December 1991, featured a powerful and responsive 13B-REW rotary engine with Sequential Twin-Turbo system, developing maximum power of 280PS in a production car with a 3-rotor rotary engine, the type 20B-REW. Various types of compatibility between performance and luxury were achieved, including a new rear spoiler, rear skirt, and rear mirrors, which combined with the high-performance handling and great bodywork, were carefully selected to realize sports-car pleasure.

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- Transmission: 5-speed Manual/4-speed Automatic
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- Seating Capacity: 4
- Engine Type: 13B turbo

**1990 – 1995**

The third-generation RX-7, launched in December 1991, featured a powerful and responsive 13B-REW rotary engine with Sequential Twin-Turbo system, developing maximum power of 280PS in a production car with a 3-rotor rotary engine, the type 20B-REW. Various types of compatibility between performance and luxury were achieved, including a new rear spoiler, rear skirt, and rear mirrors, which combined with the high-performance handling and great bodywork, were carefully selected to realize sports-car pleasure.

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- Displacement: 654cc
- Length: 1490/1480mm
- Width: 1280mm
- Height: 4400
- Wheelbase: 2430mm
- Vehicle Weight: 1250kg
- Maximum Torque: 41.0kg-m/3000rpm (JIS net)
- Transmission: 5-speed Manual/4-speed Automatic
- Track (front/rear): 1550/1540mm
- Seating Capacity: 4
- Engine Type: 13B turbo
The RX-8 Hydrogen RE started running on public roads in Japan on receiving approval from the Ministry of Land, Infrastructure and Transport in October 2004. With zero CO2 emissions, the hydrogen rotary engine exhibits exceptional environmental performance while retaining the characteristic driving feel of an internal combustion engine. To enable the RX-8 Hydrogen RE to run in areas not yet provided with hydrogen filling stations, the engine uses a dual-fuel system that switches between hydrogen and gasoline fuel modes. The base model RX-8 remains unchanged, assuring seating capacity for four as well as highly practical on-board equipment. The RX-8 Hydrogen RE, which is leased to businesses and local governments, is gaining a favourable reputation and spurring research and development towards the realization of a hydrogen energy society.

**Major Specifications:**
- **Length × Width × Height:** 4435 × 1770 × 1340mm
- **Wheelbase:** 2700mm
- **Track (front/rear):** 1500/1505mm
- **Vehicle Weight:** 1460kg
- **Seating Capacity:** 4
- **Engine Type:** 13B
- **Displacement:** 654cc × 2
- **Maximum Output (Net):** Hydrogen 109PS, Gasoline 210PS
- **Maximum Torque (Net):** Hydrogen 14.3kg-m, Gasoline 22.6kg-m
- **Transmission:** 4-speed Automatic
- **Fuel:** Hydrogen/gasoline dual-fuel system

The RX-8, which debuted in April 2003, comes equipped with the new-generation RENESIS rotary engine. Though naturally aspirated, the new RENESIS maximizes the benefits of the rotary engine, while being more compact, lighter and higher performing than its predecessors. It also provides more cabin space, accommodating up to four adults in comfort. The RX-8 is a 4-door, 4-seat sports car with innovative styling. As a new-concept genuine sports car with high levels of environmental and safety performance, the RX-8 has garnered many awards, including the 2004 RJC Car of the Year Award, and enjoys considerable popularity among the car-buying public.

**Major Specifications:**
- **Length × Width × Height:** 4435 × 1770 × 1340mm
- **Wheelbase:** 2700mm
- **Track (front/rear):** 1500/1505mm
- **Vehicle Weight:** 1310kg
- **Seating Capacity:** 4
- **Engine Type:** 13B-MSP
- **Displacement:** 654cc × 2
- **Maximum Output (Net):** 250PS/8500rpm
- **Maximum Torque (Net):** 22.0kg-m/3000rpm
- **Transmission:** 6-speed Manual
Mazda's rotary engine car cleared the U.S. 1975 emission standards, and this
The Savanna RX-7 was introduced.
The RX-7 was completely redesigned (with a 255PS 13B-REW unit).
Fuji Tourist Trophy RX-3 1st overall
First public road trials of a hydrogen RE vehicle in Japan.
Spa-Francorchamps 24-hour R 100 coupe 5th overall
Wankel/NSU tested their rotary engine in public.
Fuji 500 mile March 75S •Mazda 1st overall
Cappella G, the first rotary-powered automobile with an automatic
Cosmo L Landau top was introduced.
A prototype sports car powered by a rotary engine is unveiled at the Tokyo
Cooley manufactured a rotary steam engine in which both inner and outer
The Cosmo AP was introduced featuring a low emission rotary engine with
British Saloon Car Championship (1600 ~ 2300cc) RX-7 Champion
Cumulative production of rotary engine cars reached 1,500,000 units.
The RX-7 was face-lifted (engine output increased to 280PS).
The Roadpacer was introduced.
All Japan Suzuka Automobile race (Grand Cup) R 100 coupe 1st overall
The Savanna Rotary was introduced.
Fuji Inter 200 mile (super T & GT race) RX-3 1st overall
Felix Wankel collaborated with NSU to promote his rotary engine research
Fuji Grand Champion series (super T & GT class) RX-3 Champion
Fuji Victory 200km March 75S•Mazda 1st overall
The world's first turbo-charged rotary engine model was added to the Luce/Cosmo (929) series.
Mazda organized Rotary Engine Research Department.
The RX-01 concept car (powered by a type MSP-RE experimental engine)
Mazda completed its own first prototype rotary engine.
Fuji Tourist Tropy RX-3 1st overall
All Japan Suzuka 300km Touring car RX-3 1st overall
The Mazda RX-8 (with the RENESIS) introduced.
Pappenheim invented a gear type pump.
The Luce AP Grand Tourismo powered by 13B engine was introduced.
Mazda made a technical contract with NSU and Wankel.
Suzuka Great 20 Drivers (T-race) RX-3 1st overall
Singapore Grand Prix (Touring car race) R 100 coupe 1st overall
The RX-7 was entirely redesigned.
Cumulative production of rotary engine cars reached 100,000 units.
Fuji 1000km March 76S •Mazda 1st overall
Fuji Inter 500 mile MCS•Mazda 1st overall
Fuji 1000km March 75S•Mazda 1st overall
Mazda received award from Japanese Mechanical Engineering Society for the
Japan Grand Prix (TS/GTS-B race) RX-3 1st overall (RX-3's 100th win in domestic races)
The HR-X2 concept car (with hydrogen RE) was unveiled at the Tokyo Motor Show.
IMSA  Daytona 24-hour RX-7 1st, 2nd in GTU (5th, 6th overall)
Japan Grand Prix (TS/GTS-B race) RX-3 1st overall
Mazda announced the completion of the rotary engine.
The Luce Rotary Coupe (front-wheel-drive) was introduced.
Murdock also invented a rotary steam engine and succeeded in generating power.
Fuji Long-distance series March 75S•Mazda Champion
The Parkway Rotary 26 was introduced.
The RX-7 was face-lifted (engine output increased to 265PS).
Event Model Result

IMSA series GTU class RX-7 Champion (Manufacturers' & Drivers')
Suzuka 500 km Mazda 767 7th overall
IMSA series RX-7 67th win in IMSA series (Breaking Porsche's record of 66 wins)
IMSA series GTU class RX-7/MX-6 Champion (Manufacturers')
Fuji 300km Speed MCS •Mazda 1st overall
IMSA series GTU class RX-7 Champion (Manufacturers' & Drivers')
WRC  Acropolis Rally RX-7 3rd, 6th overall
Bathurst 12-hour RX-7 1st, 5th overall
IMSA series GTU class RX-7 Champion (Manufacturers' & Drivers')
IMSA  San Antonio 300km RX-7 1st overall (100 victories overall in IMSA series)
IMSA Daytona 24-hour RX-7 1st in GTU (12th overall)
FUJI JSS series RX-7 Champion
WSPC  Le Mans 24-hour Mazda 757 7th overall
IMSA series GTU class RX-7 Champion (Manufacturers' & Drivers')
Fuji Inter 200 mile MCS III •Mazda 1st overall
IMSA  Daytona 24-hour RX-7 1st in GTU
IMSA  GTP class Mazda RX-792P 3rd, 4th
WRC  RAC Rally RX-7 9th, 10th overall
IMSA series GTU class RX-7 Champion (Manufacturers' & Drivers')
IMSA  Daytona 24-hour RX-7 1st in GTU (100 victories overall in IMSA series)
IMSA  Daytona 24-hour RX-7 1st in GTO (4th overall), 1st in GTU (12th overall)
IMSA  Daytona 24-hour RX-7 1st in GTO (3rd overall), 1st in GTU (12th overall)
Fuji Inter 200 mile KR-1 •Mazda 1st overall
WEC  Le Mans 24-hour Mazda 787B/787 1st, 6th, 8th overall
WEC  Le Mans 24-hour Mazda 737C 3rd, 6th in Gp. C-2 (19th, 24th overall)
Fuji 1000km Taku Mazda 83C 1st overall
IMSA  Daytona 24-hour RX-7 1st in GTU (12th overall)
IMSA  Daytona 24-hour Mazda 767B 5th overall
Suzuka 500km KR-1 •Mazda 1st overall
IMSA  GTP class Mazda RX-792P 2nd
IMSA  Daytona 24-hour RX-7/MX-6 1st in GTU (7th overall)/2nd in GTU (12th overall)
IMSA  Daytona 24-hour RX-7 1st in GTO (3rd overall), 1st in GTU (12th overall)
Fuji Inter 200 mile KR-1 •Mazda 1st overall
WEC  Le Mans 24-hour RX7 •254 14th overall
IMSA series GTU class RX-7 Champion (Manufacturers' & Drivers')
IMSA series GTU class RX-7/MX-6 Champion (Manufacturers')
WEC  Fuji 6-hour RX-7 •254 1st in class (6th overall)
Intercreek 12-hour RX-7 1st overall (Race site was changed to Intercreek from Bathurst.
IMSA series GTU class RX-7 Champion (Manufacturers' & Drivers')
WEC  Le Mans 24-hour Mazda Lola T616 1st, 3rd in Gp. C-2 (10th, 12th overall)
WRC  New Zealand Rally RX-7 1st in class (5th overall)
IMSA  Daytona 24-hour RX-7 2nd in GTO (7th overall)
WSPC  Le Mans 24-hour Mazda 757 7th overall
IMSA  Daytona 24-hour RX-7 1st in GTU (12th overall)
WEC  Le Mans 24-hour Mazda 717C 1st, 2nd in Gp. C-junior (12th, 18th overall)
Suzuka 500 km Mazda 757 6th overall
IMSA  Heartland Park 2-hour RX-7 1st overall (1st in GTO)
IMSA  Daytona 24-hour RX-7 1st in GTU (8th overall)
WSPC  Le Mans 24-hour Mazda 767B 7th, 9th, 12th overall
A specially prepared Mazda RX-7 established a new C/Grand Touring Class land speed record of 238.442 miles per hour in the 38th annual Bonneville
### List of Awards Related to Mazda’s Rotary Engine

<table>
<thead>
<tr>
<th>Year</th>
<th>Award Description</th>
<th>Model</th>
<th>Year</th>
<th>Award Description</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>1969</td>
<td>Commendation by Minister of State for Science &amp; Technology Agency</td>
<td>Apr. 1969</td>
<td>Ditto</td>
<td>Ditto</td>
<td></td>
</tr>
<tr>
<td>1969</td>
<td>Chugoku Cultural Award (Japan)</td>
<td>Nov. 1968</td>
<td>The Chugoku Shimbun</td>
<td>Ditto</td>
<td></td>
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<tr>
<td>1969</td>
<td>Foreign Car Award for 1968 (U.S.A.)</td>
<td>Feb. 1968</td>
<td>Motor Trend</td>
<td>Putting the world’s first 2-rotor rotary engine into mass production</td>
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<tr>
<td>1970</td>
<td>Nakagawa Award</td>
<td>May 1982</td>
<td>Society of Automotive Engineers</td>
<td>Research and development of the rotary engine with 6PI</td>
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<tr>
<td>1970</td>
<td>JSME MEDAL</td>
<td>Apr. 1970</td>
<td>The Japan Society of Mechanical Engineers</td>
<td>Ditto</td>
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<tr>
<td>1973</td>
<td>The Mainichi Industrial Technology Award</td>
<td>Dec. 1972</td>
<td>Mainichi Newspapers</td>
<td>Development of the carbon-based apex seal</td>
<td></td>
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<tr>
<td>1978</td>
<td>Commendation by Minister of State for Science &amp; Technology Agency</td>
<td>Apr. 1969</td>
<td>Ditto</td>
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<td>1980</td>
<td>RX-7 (Savanna RX-7) 'Car of the Decade'</td>
<td>1980</td>
<td>Motor Fan</td>
<td>The best Japanese passenger car in the last 10 years</td>
<td></td>
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<tr>
<td>1981</td>
<td>JSAE Technological Contribution Prize</td>
<td>Oct. 1985</td>
<td>Society of Automotive Engineers</td>
<td>Putting the rotary engine into practical use</td>
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<td>1982</td>
<td>Nakagawa Award</td>
<td>May 1982</td>
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<td>Ditto</td>
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<td></td>
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<tr>
<td>1984</td>
<td>Japan Society for the Promotion of Machine Technology (Japan)</td>
<td>Nov. 1984</td>
<td>Japan Society for the Promotion of Machine Technology (Japan)</td>
<td>Development of the rotary engine with Super Injection, a combination of 6PI and electronically-controlled gas injection (EGI)</td>
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<td>1985</td>
<td>JSAE Technological Contribution Prize</td>
<td>Oct. 1985</td>
<td>Society of Automotive Engineers</td>
<td>Putting the rotary engine into practical use</td>
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<td>1987</td>
<td>NSU-MotorSport 'Engine of the Year'</td>
<td>Apr. 1987</td>
<td>Automotive Engineer</td>
<td>Ditto</td>
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### Production Units of Rotary Engine Vehicles by Model

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<th>Production Units of Rotary Engine Vehicles by Model</th>
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