

Year Month	Race / Rally	Vehicle used / entered	Result
Feb. 2019	Guinness updated its records in February 2019 to reflect the highest number of consecutive entries in the Paris–Dakar Rally at 36 entries (excluding 2008 event, which was canceled)		
Jan. 2019	Dakar Peru 2019	Hino Ranger	Retired
Aug. 2018	Rally Mongolia 2018	Suzuki Jimny	Placed 27th overall / 13th in Auto Class
July 2018	Silk Way Rally 2018	Hino Ranger	Placed 9th overall in truck division / Placed 4th in under 10L class
Apr. 2018	Guinness updated its records to reflect the highest number of consecutive entries in the Paris–Dakar Rally at 35 entries (excluding the 2008 event, which was canceled)		
Jan. 2018	2018 Dakar Rally: Peru, Bolivia, Argentina	Hino Ranger	Retired
Dec. 2017	2017 Winner of 50th Prime Minister's Cup, Grand Prize for Japan Professional Sports	Winner of Sports Award from Minister of Education, Culture, Sports, Science and Technology	
Aug. 2017	Rally Mongolia 2017	Hino Ranger	Placed 14th overall / 9th in Auto Class / 1st in Category 3
Feb. 2017	Guinness updated its records to reflect the highest number of consecutive entries in the Paris–Dakar Rally at 34 entries (excluding the 2008 event, which was canceled)		
Jan. 2017	2017 Dakar Rally: Paraguay, Bolivia, Argentina	Hino Ranger	Placed 29th overall in truck division / Placed 2nd in under 10L class
Aug. 2016	Rally Mongolia 2016	YAMAHA YXZ1000R	Placed 19th overall / 3rd in Auto Class / 1st in Category 1
Jan. 2016	2016 Dakar Rally: Argentina, Bolivia, Argentina	Hino Ranger	Placed 31st overall in truck division / 2nd in under 10L class
Aug. 2015	Rally Mongolia 2015	Suzuki Jimny	Placed 17th overall / 9th in Auto Class / 1st in Category 1 / 1st in Jimny Class
Jan. 2015	2015 Dakar Rally: Argentina, Bolivia, Chile	Hino Ranger	Placed 32nd overall in truck division / 2nd in under 10L class
Aug. 2014	Rally Mongolia 2014	Suzuki Jimny	Retired
Jan. 2014	2014 Dakar Rally: Argentina, Bolivia, Chile	Hino Ranger	Placed 32nd overall in truck division / 2nd in under 10L class
Aug. 2013	Rally Mongolia 2013	Suzuki Jimny	Placed 20th overall / 8th in Auto Class / 1st in Category 1 / 1st in Jimny Class
Jan. 2013	2013 Dakar Rally: Peru, Argentina, Chile	Hino Ranger	Placed 31st overall in truck division / 4th in under 10L class
Aug. 2012	Rally Mongolia 2012	Suzuki Jimny	Placed 22nd overall / 9th in Auto Class / 1st in Category 1 / 1st in Jimny Class
Jan. 2012	2012 Dakar Rally: Argentina, Chile, Peru	Hino Ranger	Placed 24th overall in truck division / 3rd in under 10L class
Aug. 2011	Rally Mongolia 2011	Suzuki Jimny	Placed 14th overall / 7th in Auto Class / 1st in Jimny Class
Jan. 2011	2011 Dakar Rally (private entry): Argentina, Chile	Hino Ranger	Placed 13th overall in truck division / 3rd in commercial vehicle class / 2nd in under 10L class
Aug. 2010	Rally Mongolia 2010	Suzuki Jimny	Placed 10th in Auto Class / 1st in Jimny Class
Jan. 2010	2010 Dakar Rally: Argentina, Chile	Hino Ranger	Disqualified by regulations
Aug. 2009	Rally Mongolia 2009	Suzuki Jimny	Placed 21st overall / 8th in Auto Class
Jan. 2009	2009 Dakar Rally: Argentina, Chile	Hino Ranger	Placed 25th overall in truck division
Aug. 2008	Rally Mongolia 2008	Suzuki Jimny	Placed 19th overall / 6th in Auto Class
Jan. 2008	Highest-ever number of consecutive entries (25) in the Paris–Dakar Rally was verified by Guinness as a world record.Was commended by the event organizer, ASO, and received a commemorative plaque.		
Jan. 2008	EuroMillions 30th Dakar Rally	Hino Ranger	Event cancelled
Oct. 2007	Pharaohs Rally 2007	Yamaha Rhino	Raid division completed
Aug. 2007	Beijing-Ulaanbaatar 2007	Suzuki Jimny 660	Placed 20th overall (2- and 4-wheeler combined) / 3rd in Auto Class
Jan. 2007	EuroMillions 29th Dakar Rally	Hino Ranger	Placed 13th overall in truck division / 13th in 3.1 class / 2nd in under 10L class
Aug. 2006	Beijing-Ulaanbaatar 2006	Yamaha Rhino	Placed 31st overall / 8th in Auto Class
Jan. 2006	EuroMillions 28th Dakar Rally	Hino Ranger	Placed 5th overall in truck division / 5th in 3.1 class / 1st in under 10L class
Aug. 2005	Beijing-Ulaanbaatar 2005	Yamaha Rhino	Placed 43rd overall / 8th in Auto Class
Jan. 2005	Telefonica 27th Dakar Rally	Hino Ranger	Placed 2nd overall in truck division / 2nd in 3.1 class / 1st in under 10L class
Jan. 2004	Telefonica 26th Dakar Rally	Hino Ranger Pro	Placed 5th overall in truck division / 5th in 3.1 class
Jan. 2003	Telefonica 25th Dakar Rally	Hino Space Ranger	Placed 5th overall in truck division / 5th in 3.1 class
Aug. 2002	8th Rally Raid Mongolia	Honda Pilot FL400R	Placed 36th overall (2- and 4-wheeler combined) / 17th in Moto Marathon Class
Jan. 2002	24th Arras–Madrid–Dakar Rally	Hino Space Ranger	Placed 3rd overall in truck division / 1st in 3.1 class
Jan. 2001	23rd Paris–Dakar Rally	Hino Space Ranger	Placed 2nd overall in truck division / 1st in T4-1 class
Aug. 2000	6th Rally Raid Mongolia (Navigator)	Isuzu Bighorn	Placed 16th overall (2- and 4-wheeler combined) / 5th in Auto Class
Jan. 2000	22nd Paris–Dakar–Cairo Rally	Hino Space Ranger	Placed 5th overall in truck division / 1st in T4-1 class
Aug. 1999	5th Rally Raid Mongolia	Suzuki Jimny 660	Placed 24th overall (2- and 4-wheeler combined) / 3rd in Auto Class
Jan. 1999	21st Granada–Dakar Rally	Hino Rising Ranger	Placed 4th overall in truck division / 1st in T4-1 class
Jan. 1998	20th Paris–Granada–Dakar Rally	Hino Rising Ranger	Placed 2nd overall in truck division / 1st in T4-1 class
Jan. 1997	19th Dakar–Agadez–Dakar Rally	Hino Rising Ranger (Hino Factory Team)	Placed 28th overall / 2nd in truck division / 2nd in T4-1 class
Jan. 1996	Hino Rising Ranger won the Best Design award in the truck division at the Paris–Dakar Rally in 1996.		
Jan. 1996	18th Granada–Dakar Rally	Hino Rising Ranger (Hino Factory Team)	Placed 31st overall / 6th in truck division / 1st in T4-1 class
Jan. 1995	17th Granada–Dakar Rally	Hino Rising Ranger	Placed 24th overall / 2nd in truck division overall
Jan. 1994	16th Paris–Dakar–Paris Rally	Hino Cruising Ranger	Placed 15th overall / 2nd in truck division overall
Jan. 1993	15th Paris–Dakar Rally	Hino Cruising Ranger	Placed 21st overall / 6th in truck division overall
Sept. 1992	1st Paris–Moscow–Beijing Rally	Hino Cruising Ranger	Placed 30th overall / 6th in truck division overall
Jan. 1992	14th Paris–Sirte–Cape Town Rally (First Japanese finisher in the truck division)	Hino Cruising Ranger (Hino Factory Team)	Placed 32nd overall / 6th in truck division overall
Jan. 1991	13th Paris–Tripoli–Dakar Rally	Mitsubishi Pajero (V6 Mid Roof Wagon)	Placed 23rd overall (Top Japanese result)
Oct. 1990	9th Pharaohs Rally	Mitsubishi Pajero (V6 Mid Roof Wagon)	Placed 14th overall / 1st in T2-4 class
Feb. 1990	Mitsubishi Motors Ralliart Driver of the Year	Prizewinner (in Cross Country Rally Division)	*Sole Japanese entrant
Jan. 1990	12th Paris–Tripoli–Dakar Rally	Mitsubishi Pajero (V6-3000 Short)	Placed 26th overall / 2nd in remodeled commercial vehicle class
Oct. 1989	8th Pharaohs Rally	Mitsubishi Pajero (2600 Gasoline Turbo)	Placed 15th overall
Jan. 1989	11th Paris–Tunis–Dakar Rally	Mitsubishi Pajero (2600 Gasoline Turbo)	Placed 27th overall
Oct. 1988	7th Pharaohs Rally	Mitsubishi Pajero (2600 Gasoline Turbo)	Retired on last day due to engine trouble
Jan. 1988	10th Paris–Algiers–Dakar Rally	Mitsubishi Pajero (2600 Gasoline Turbo)	Retired due to engine trouble
Jan. 1987	9th Paris–Algiers–Dakar Rally	Mitsubishi Pajero (Diesel Turbo)	Placed 87th overall / 5th in diesel marathon class / Received final finisher award
Oct. 1986	5th Pharaohs Rally	Mitsubishi Pajero (Diesel Turbo)	Placed 13th overall / 3rd in marathon class
Jan. 1986	8th Paris–Algiers–Dakar Rally	Mitsubishi Pajero (Diesel Turbo)	Placed 33rd overall (highest Japanese ranking ever) / 5th in marathon class
Oct. 1985	4th Pharaohs Rally	Mitsubishi Pajero (Diesel Turbo)	Placed 30th overall / 4th in marathon class / 2nd in diesel class
Jan. 1985	7th Paris–Algiers–Dakar Rally (Navigator for Yosuke Natsuki)	Mitsubishi Pajero (Diesel Turbo)	Retired around 900 km before Dakar
Oct. 1984	3rd Pharaohs Rally (First Japanese entrant)	Honda Acty 4WD	Minimum engine size finisher award
Jan. 1984	6th Paris–Algiers–Dakar Rally	Honda XL400R (motorcycle)	Retired around Tamanrasset
Jan. 1983	5th Paris–Algiers–Dakar Rally	Honda XL400R (motorcycle)	Retired after fracturing right foot
Apr. 1982	Trans-Saharan Desert (5,000 km between Algiers and Abidjan, through 5 countries)	Suzuki Jimny 1000 / Suzuki DR 500 (2 vehicles)	
Oct. 1980	Succeeded in climbing Mt. Fuji nonstop	Honda Elsinore	
Oct. 1977–Jan. 1978	Completed Karachi–Lisbon section (20,000 km, through 14 countries)	Honda Acty (3 vehicles) Honda Accord (1 vehicle)	
1965 -1981	Took part in 59 Japanese races in 17 years	Honda S600, Honda 1300 coupe Morris Mini Cooper S Fairlady, Cedric Lotus 47GT, Starlet Mazda rotary coupe	
All-Japan Racing Driver Championship Series			
All-Japan Racing Driver Championship 1970		Honda 1300 coupe	Placed 4th in T-1 class
All-Japan Racing Driver Championship 1969		Honda S600	Placed 2nd in T-1 class
All-Japan Racing Driver Championship 1968		Morris Mini Cooper S	Placed 2nd in T-1 class
All-Japan Racing Driver Championship 1967		Morris Mini Cooper S	Placed 2nd in T-1 class
1966 Daily Sports Junior Champion Race		Honda S600	Placed 1st in B class
Oct. 1965	1st Motor Fan Combined Rally (debut race)	Honda S600	Placed 4th overall in T-1 class / 2nd in hill climb event Placed 3rd in circuit event / 6th in rally event



Toyopet Master (1961) that Sugawara's father drove.



Honda Dream 250, first bought for Sugawara when he was 16.First tandem integrated seat and first self-starting motor vehicle.



Jaguar Mark VII Saloon used as a driver for former Prince Takeda in his student days.



Sugawara found this Mini on a trip to England in 1967, brought it home and repainted it, and raced it at events.



Visited the Lamborghini company in Italy, and was the first Japanese driver to test drive the new Miura.



Ford Fairlane, driven around circa 1968.



Photo is incomplete but shows a Toyota 2000GT (older model).



First-generation Toyota Soarer. With a ordered bicycle loaded on the roof. Circa 1982.



Trial motorcycle made by Bultaco of Spain, one of only two in Japan.One was ridden by his second son, then later given to the father of Takumi Narita.Takumi Narita was later active as a professional trial rider.