

# ARTA



May 6<sup>th</sup>, 2025

## ARTA Race Report

### Round 2 Fuji

#### ■ May 3<sup>rd</sup>, 2025 (Sat): #8 Qualifying Report

**Despite the inferior performance in the morning, the team made up for it with hard effort and finished in 4<sup>th</sup> place**

The #8 ARTA MUGEN CIVIC TYPE R-GT had a very good feeling in the official test in March, but that good performance seemed to have disappeared during today's morning free practice.

At Fuji, the time from the top to the last is often within 1 second. In free practice, the difference between the top and the last is about 0.9 seconds, but 0.1 seconds on a high-speed track is bigger than you might think. #8 was 0.5 seconds behind the top and finished poorly in 11<sup>th</sup> place.



The team was so concerned about how much they could improve their performance in the qualifying that they reviewed the car's setup and entrusted Nobuharu Matsushita to Q1. Matsushita recorded the 8<sup>th</sup> fastest time and advanced to Q2. The setup adjustments seemed to have worked well.

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Next up was Tomoki Nojiri, who entered the track at the start of Q2. He took more time than usual to warm up the tires before going on the attack. Nojiri recorded the 4<sup>th</sup> fastest time as if poor performance this morning had been an illusion.

Tomorrow will be a long 3-hour race, but the team hopes to put on a good race leading to the podium.



**Director: Aguri Suzuki**

We felt good in the test at Fuji, but today was far from what we had felt in this morning. The drivers, engineers, and mechanics have been able to build the car up so well that we were able to get into 4<sup>th</sup> place, which was like a dream. In the race, we want to go on the offensive and pursue good results.



**Executive Advisor: Keiichi Tsuchiya**

Watching the morning run, I was worried about if we would make it through Q1, but the team was great enough to find the right set-up and make it work. Of course, both Nobu and Nojiri drove great. Considering everyone's efforts, I really want them to make it onto the podium tomorrow.



**Director: Hirokatsu Tanaka**

The balance was so bad that we could not get it right, but we managed to make some adjustments before qualifying and we were able to move up to 4<sup>th</sup> place. Considering the condition this morning, it was a good result. We will do our best to get a good result in the race tomorrow.

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**Driver: Tomoki Nojiri**

I struggled in the morning practice, but the team found a good set, and Nobu also did well in Q1. I would like to thank everyone for making further adjustments for Q2 and recovering as it is. I would like to concentrate and fight in the race tomorrow so that I can come back on the podium.



**Driver: Nobuharu Matsushita**

The balance was not very good from the start, but our teammate #16 was doing well. With reference to its performance, we were able to get the balance back on the car. The race is long. I would like to make it a day when I can make sure to get points without making any mistakes.

## ■ May 4<sup>th</sup>, 2025 (Sun): #8 Race Report

**The team made it to the second position, but the tires did not match in the final stint and ended up with 9<sup>th</sup> place**

The weather before the start was clear and hot, reminiscent of early summer, with a slightly strong wind and a tailwind on the main straight.

During the warm-up run, as usual, the team checked the settings and waited for the start of the three-hour race.

The starting driver was Tomoki Nojiri. After the parade lap and formation lap, the start was made.

There was no confusion at the start, and he kept his position while completing laps. There was no major movement until the 20<sup>th</sup> lap, but on the 22<sup>nd</sup> lap, a GT-300 class vehicle went off track. The first FCY of this race was deployed. The race restarted the next lap, and the race continued while #8 maintaining the 4<sup>th</sup> position.



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Nojiri made his first routine pit stop on the 27<sup>th</sup> lap, with only refueling and changing tires, he returned to the track and continued his race in the 15<sup>th</sup> position.

On the 44<sup>th</sup> lap, when all cars had completed their first pit stop, Nojiri had moved up to the 2<sup>nd</sup> position. Nojiri's pace was good, but the leading car was also good, and the gap between them was not closing easily.

On the 72<sup>nd</sup> lap, Nojiri made his second pit stop and was replaced by Nobuharu Matsushita.



On the 85<sup>th</sup> lap, all cars made their second pit stop, and there had been a hard battle for position, with the car running in the 4<sup>th</sup> position. However, from around the 87<sup>th</sup> lap, the pace did not improve, and the car lost positions with each lap. By the 90<sup>th</sup> lap, #16 had dropped to the 7<sup>th</sup> position.

On the final lap, #16 ran out of gas, and took the checkered flag in 9<sup>th</sup> place, finishing the race.



**Director: Aguri Suzuki**

We were not able to read the tire matching in the last stint. Since we were able to move up to the 2<sup>nd</sup> position, this result is disappointing. We will thoroughly investigate the cause of the gas shortage and make sure it will not happen anymore.



**Executive Advisor: Keiichi Tsuchiya**

Nojiri gave us a lot of hope and I was sure we would be on the podium, but I am not sure if the tires we chose for the last stint were not suitable or if the set was not good, but I am very disappointed that we could not get a result. We would like to make good use of this and come up with a countermeasure by the next race.

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**Director: Hirokatsu Tanaka**

Nojiri ran two consecutive stints and had a good race then I believed we could keep going, but when we changed to soft tires in the third stint, we could not set the pace well and dropped in the rankings. We will check the situation and make it work for the next race.



**Driver: Tomoki Nojiri**

There were some good things along the way, but in the end, we finished the race in 9<sup>th</sup> place. There were good and bad things this weekend, and although the result is disappointing, we still have a lot to do, such as enhancing the precision of the set-up to win. Next time, I will try my best to race well. Thank you for your support.



**Driver: Nobuharu Matsushita**

I was able to take over from Nojiri in a good position in the 3<sup>rd</sup> stint, and I had a margin, so I was determined to have a solid race, but I could not get the tires and the road surface to match well, and my pace dropped significantly. I am confident that the car itself is fast. I will try my best for the next round.

\*Contents of this race report including all pictures are provided by ARTA.

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May 6<sup>th</sup>, 2025

## ARTA Race Report

### Round 2 Fuji

#### ■ May 3<sup>rd</sup>, 2025 (Sat): #16 Qualifying Report

**After the crash in the opening race, the mechanics worked hard to repair the car, and it is now in 3<sup>rd</sup> place in qualifying and ready to compete in the race**

In the opening race, the car was forced to withdraw from the lineup without a proper fight, but thanks to the efforts of the mechanics, the car was able to be brought to this race.

The free practice session started off well, but it was disappointing that the team could not reach the target time.



Q1 was managed by Hiroki Otsu. Otsu maximized the car's potential and handed the car over to Ren Sato in 2<sup>nd</sup> place for Q2.

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Sato was suspected of having all four wheels come off track during his attack lap, but as it was not his best lap, his time was valid, and he secured the starting grid with the 3<sup>rd</sup> fastest time.

Since he could not earn any points at all in the opening race, he hoped to score as many as possible in this race.



**Director: Aguri Suzuki**

There are various reasons why we could not reach the top, but more importantly, a consistent lap in the race is important. We want to prepare well and be ready for tomorrow's race.



**Executive Advisor: Keiichi Tsuchiya**

Otsu was very fast from Okayama. The team also found a good setup, but that is because Otsu's feedback was good. Since Ren's performance was also good, we have high expectations for tomorrow, but it will be a long race, then we need to concentrate to avoid any troubles and mistakes.



**Director: Hirokatsu Tanaka**

The start of the race was pretty good, but I was a little worried because the team did not get the time, I expected in the GT500 class exclusive practice session, but I am glad the team was able to start from the 3<sup>rd</sup> place.

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**Driver: Hiroki Otsu**

Since the car had a lot of potential, I was able to get a good result from the free practice. I had a good feeling after the crash in Okayama because the mechanics managed to repair the car, and I in fact could feel in the free practice that the repairs were in very good condition and was confident about the qualifying. It is disappointing that we could not win the pole, but that led to the qualifying result, and it will be a long race tomorrow, I will do my best to win.



**Driver: Ren Sato**

The performance seemed high from the start, and I got a good feeling in the QF simulation. From there, I made some adjustments for the qualifying and went in the qualifying for a better direction. I was able to bring out the potential of the car well. Otsu set the second fastest time in Q1 and passed it on to me. I was aiming to win the pole, but it was difficult to beat the time of the top two. However, I am in a position to aim for the win tomorrow, I will do my best to win.

**■ May 4th, 2025 (Sun): #16 Race Report**

**The car itself was in good condition, but it did not translate into results. the team needs to try again with the aim of earning points**

In the opening round in Okayama, #16 disappeared right after the start, then here in Fuji #16 wants to run until the end and earn a lot of points.

The starting driver is Hiroki Otsu. In the early stages, he kept his position and made many laps. There was no big movement until the 20<sup>th</sup> lap, but on the 22<sup>nd</sup> lap, a GT300 class vehicle went off track. The first FCY of this race was deployed. The next lap, he restarted and continued to make laps in the 3<sup>rd</sup> position. Around the 30<sup>th</sup> lap, the battle for position became tough, and he lost one place in the final corner of the 31<sup>st</sup> lap. Two laps later, on the final corner of the 33<sup>rd</sup> lap, he dropped to the 5<sup>th</sup> position. The grip of the tires seemed to gradually get worse. As the pace was not increasing, he made a routine pit stop on the 38<sup>th</sup> lap and handed over to Ren Sato.



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After all the cars had made their first pit stop on the 44<sup>th</sup> lap, Sato was in the 7<sup>th</sup> position. The right rear wheel did not fit properly, and he dropped down the rankings.

In order to make up for that, Sato's pace was good, and he was close to the car in the 6<sup>th</sup> position. However, the car in the 8<sup>th</sup> position was also close behind Sato, and he was overtaken on the 60<sup>th</sup> lap and dropped to the 8<sup>th</sup> position. On the 75<sup>th</sup> lap he took his second pit stop, but there was no driver change, and Sato continued to drive to the end as planned. On the 85<sup>th</sup> lap, all cars made their second pit stop, and #16 was running in the 9<sup>th</sup> position. On the 91<sup>st</sup> lap, it got caught up with a GT300 class car and dropped to the 10<sup>th</sup> position. On the next lap, it dropped to the 11<sup>th</sup> position, outside the points range.



On the 113<sup>th</sup> lap Sato got close to the car in front of him, but collided with it, and he ended the race outside the points range.



## **Director: Aguri Suzuki**

The condition of the car was not bad at all in the opening race or at Fuji. We need to analyze carefully why the results were like this. We have not gotten any points in two races in a row. First of all, we want to put together a race plan to finish in the top positions in the next race.



## **Executive Advisor: Keiichi Tsuchiya**

We were left behind by other manufacturers' cars in terms of straight speed and corner exits, but Otsu held on well under difficult circumstances. Ren also pushed hard to try and make up for it, but we may have put too much strain on him. We want to make use of this experience in the next race.

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**Director: Hirokatsu Tanaka**

We were not able to maintain the pace well in the first stint, and we lost positions. Ren also did his best, but we could not set the pace towards the end, so it is disappointing. But there were some positive aspects to this weekend. We need to take the good parts and use them in the next race and continue preparing to get better results.



**Driver: Hiroki Otsu**

I managed to keep my position in the initial stages of the race, but I could not get the tires to match the conditions, and there were a lot of pickups. To avoid them we chose different tires for Ren's stint. Ren's pace was not bad, and I thought he could catch up, but he lost some time in the pits and dropped significantly in the rankings. I will switch my mindset and do my best next time.



**Driver: Ren Sato**

Right after we left the pits, we had some trouble with the balance, and compared to the cars of other manufacturers, there was a big difference in sector 3 and the straights, so it was a tough race. We were fighting for one point at the end, and when the GT300 car slowed down, it hit the car in front of us, and I feel sorry for the driver, and everyone involved in that team. I will reflect on the accident and do my best to have a good race from next time onwards.

\*Contents of this race report including all pictures are provided by ARTA.