

# ARTA



August 25<sup>th</sup>, 2025

## ARTA Race Report

### Round 5 Suzuka

#### ■August 23<sup>rd</sup>, 2025 (Sat): #8 Qualifying Report

**Support allowing both drivers to utilize their individual talents to gain points in every race is necessary**

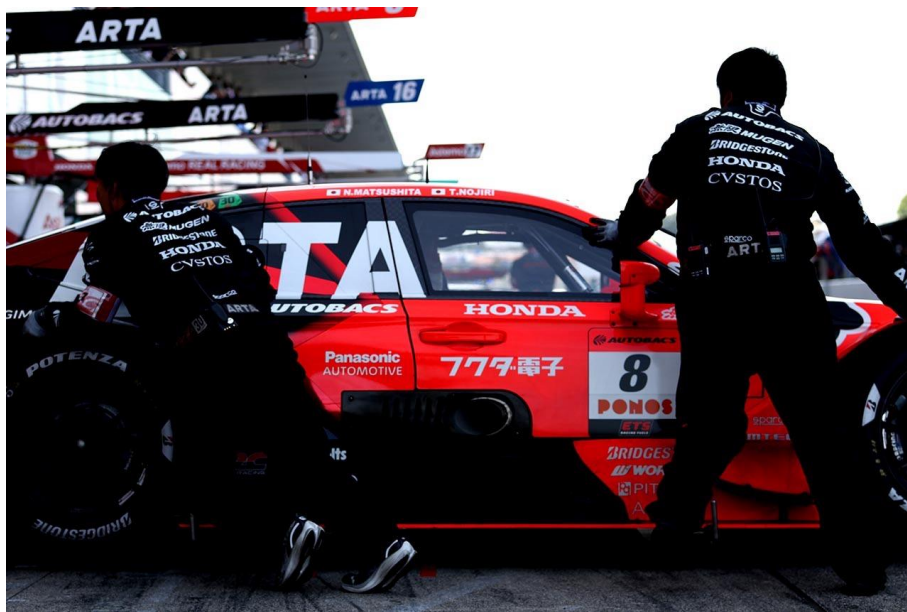
Before the season began, the #8 ARTA MUGEN CIVIC TYPE R-GT set a goal of earning points in every race in order to win the championship and has managed to achieve that goal so far. The team hopes to earn a large number of points in the latter half of the season and gain an advantage in the championship.



During the morning free practice, the team struggled to find a proper balance in the car, dropping them to 11th place in the end.

After making setup changes as preparation for the afternoon qualifying session, Tomoki Nojiri took to the track in Q1.

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Nojiri entered the track two and a half minutes after the start of Q1. After warming up his tires, he began his time attack. He significantly shortened his morning time but finished in 12th place and was not able to advance to Q2.

The team wants to prepare thoroughly for tomorrow's race and earn as many points as possible.



**Director: Aguri Suzuki**

Since we have been able to achieve our preseason goal of earning points in every race, I want to prioritize scoring point the most in this race as well. Both Nojiri and Nobu are very good at planning their races, and if they can both utilize their individual strengths to their advantage, I believe that we will achieve a good result. I will prepare to fully support them.



**Executive Advisor: Keiichi Tsuchiya**

We struggled to find the right setup from the start and ended up in the lower ranks. We improved our time in qualifying and were able to make progress, but we were not able to advance to Q2. Tomorrow, we will prepare to move up to at least one position to be able to score points somehow.



**Director: Hirokatsu Tanaka**

We brought a set with a different concept from the #16, but it did not work out well. During the session, we made some improvements but were not able to find a good balance and ended up with losing Q1. Since #16 maintains good speed, we would like to use its data to score some points.

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**Driver: Tomoki Nojiri**

I started driving in the middle of the morning session. It was not going very well, so I made some adjustments and gradually started to see the direction in which I was heading. I was wondering if I could get as close as possible to the reference time during exclusive session. I was able to improve my time, but other participants around me got much faster, so unfortunately, I could not make it through Q1. I have no choice but to work hard tomorrow to come back with a solid position.



**Driver: Nobuharu Matsushita**

I wanted to start tomorrow in a good position, but following Fuji, the car was underpowered, and I could not overcome that today. I may need to make some major set-up changes, but I am definitely going to make up ground.

## ■August 24<sup>th</sup>, 2025 (Sun): #8 Race Report

### Even with no mistakes, the team missed the points, and pit work needs to be improved

Starting from 12th place, the #8 ARTA MUGEN CIVIC TYPE R-GT underwent significant setup changes to secure a huge number of points.

Nobuharu Matsushita was assigned as a starting driver. There were no confusions, and he maintained his position and completed multiple laps.

On the 2nd lap, the car ahead of him went off the track at 130R, allowing him to move up to one position. Contact between cars behind him at the chicane on the 4th lap led to the safety car being deployed. Recovery took time, and the race restarted on the 9th lap.



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He could not pick up his pace immediately after the restart, and the car in the 12th position closed in on him, but Matsushita managed to hold on and maintain his position. He made a routine pit stop on the 19th lap, handing the car over to Tomoki Nojiri. Nojiri returned to the track in the 13th position, and by the 32nd lap, when all cars had pitted, he was in the 12th position.

On the 34th lap, GT-300 class car came to a halt on the side of the track, resulting in a FCY, but the race restarted in the following lap.



Nojiri overtook the car in front at the chicane on the 36th lap to move up to the 11th position.

On the 47th lap, a tire on a GT-300 class car burst on the back straight. FCY was announced to clear the debris. The race restarted at the same lap, with four laps remaining. The gap to the car in front was too large then Nojiri was not able to reach the 10th position and finished the race in the 11th place. This marked the end of #8's streak of points throughout the entire race, but the team hopes to continue earning as many points as possible in the remaining races.



**Director: Aguri Suzuki**

Not being able to get ahead in qualifying was the cause of this result. We did not make any particularly noticeable mistakes, and we had some laps in which we could have gained points, but I am afraid that we lacked power overall. Time-consuming refueling is also a major issue. We need to figure out how to improve it to prepare for the next SUGO race.



**Executive Advisor: Keiichi Tsuchiya**

I expected that we could have caught up more, but the setup did not work so well that we could not finish the race with any points. We will prepare thoroughly to make up for it next time.

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**Director: Hirokatsu Tanaka**

Since we were lacking speed from yesterday, we made major changes to the setup but could not regain our speed. We were not able to recover in the race, either. Once we continued to be in a situation in which we cannot overtake, we had no choice but to hold on. We ended the race without being able to do anything, which was a very disappointing race. We will prepare to make up for it at the next SUGO race.



**Driver: Tomoki Nojiri**

From qualifying to the race, I worked hard to adjust and improve my performance, but I just could not get to a competitive level. The race ended without us being able to do anything, which is a disappointing result, but we will look ahead and do our best next time.



**Driver: Nobuharu Matsushita**

Following previous Fuji round, this weekend was also so tough for us. Unlike Fuji, everyone was carrying extra success weight, but our weight was somewhere around the middle of the pack, so we started out hoping to finish in a middle position, but we simply were not fast. We tried various things, but this is the result, so we need to change our approach a bit. I am taking this as a bit of a heavy burden, but the straights at SUGO next time are so short that I believe the success weight will have an impact on the race. I

want to prepare to get a good result.

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August 25<sup>th</sup>, 2025

## ARTA Race Report

### Round 5 Suzuka

#### ■August 23<sup>rd</sup>, 2025 (Sat): #16 Qualifying Report

**Team wants to utilize today's pole position to become a key player in the latter half of the race**

At the end of the first half of the season, it is only the #16 ARTA MUGEN CIVIC TYPE R-GT that has not yet scored any points among all GT-500 teams. They need to score some points somehow at Suzuka, where the second half of the season begins.



In the first four rounds, the car had good balance and speed in free practices, but they could not show good results in qualifying and the race. They continued to feel that if they could get the gears right, they could achieve results.

They were able to finish this morning's free practice with the fastest time. The team wants to maintain this good from qualifying to the race.

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Hiroki Otsu took the wheel in Q1. Otsu posted the second fastest time and advanced to Q2. After Q1, Otsu came to realize that the car could be faster and instructed the team to make some setup changes.

That proved to be a success, and Ren Sato, who took the wheel in Q2, lived up to the team's expectations and won pole position.

Tomorrow, the team wants to come up with a solid strategy and stand on the highest position of the podium.



**Director: Aguri Suzuki**

#16 has been fast, but which has not been translated into results until now. But eventually the chance to prove it has come. Tomorrow, we want to turn that speed into results and become a key player in the latter half of the season.



**Executive Advisor: Keiichi Tsuchiya**

Otsu recorded the second-fastest time in Q1. Otsu saw that there was room for further improvement, so we incorporated his feedback into the car, and Ren brilliantly recorded the fastest time and won the pole position. Since #16 is fast, we hope to win tomorrow somehow.



**Director: Hirokatsu Tanaka**

With good condition in which no success weight was imposed, and the condition that we were being asked to be fast, setup we brought with us was good enough to be able to maintain that performance in qualifying. Both Otsu and Ren drove incredibly well, and though some may say "Of course, they had to," I am still glad we got pole position. I hope we can maintain this form in tomorrow's race and get a good result.

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**Driver: Hiroki Otsu**

First of all, I am really happy that we got the pole position. I was in charge of Q1 and finished second. To get the pole position, we needed to be more aggressive, and we asked Ren to adjust the settings for Q2 to be more aggressive. That went well, and I am glad we got the pole position. Tomorrow is important and I will stay focused and do my best.



**Driver: Ren Sato**

I am very happy to have won my first career pole position in SUPER GT. It has been a tough battle up until now, but I am grateful to the team for preparing the very best car for me. Tomorrow, I will do my best to stop the Supras from continuing their winning streak at any cost.

## ■August 24<sup>th</sup>, 2025 (Sun): #16 Race Report

**The drivers made no mistakes,  
and refueling time determined the result**

After finally earning points with pole position, the #16 ARTA MUGEN TYPE R-GT carefully planned a strategy for the race to gain even more points.

The starting driver was Hiroki Otsu. He made a brilliant start, finishing the first lap with a 2.5-second lead over second place.

Collision between two following cars at the chicane on the 4th lap led to the safety car being deployed. Recovery took time, and the race restarted on the 9th lap. Starting on the 13th lap, the car in the 2nd position caught up behind him and nearly passed him several times, but Otsu managed to hang on and made a routine pit stop on the 18th lap, handing the latter half of the race over to Ren Sato.



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But, the car in the 2nd position overtook him during pit stops, and he was then overtaken by another car, dropping him down. He was then undercut by another car, and by the 32nd lap, after all cars had pitted, he was in the 4th position.

On the 34th lap a GT-300 class car came to a halt on the side of the track, resulting in a FCY, but the race restarted in the following lap.



The race continued with #16 being in the 4th position but on the 47th lap, a tire on a GT-300 class car burst on the back straight. A FCY was initiated to clear the debris. The race restarted in the same lap, with the 4 laps remaining. Sato managed to get up close just behind the car in front, but was not able to overtake, finishing the race in 4th place. #16 had not earned any points until Round 4, but this time it eventually gained valuable points.



**Director: Aguri Suzuki**

Neither the driver nor the team made any mistakes, but we were overtaken by three cars. It was because it took so long to refuel, but it was not a mistake, it was a fuel economy issue. It is tough to lose the race because of something like this when we were evenly matched in speed, but I think we have a chance at the next race at SUGO due to the characteristics of the course, so we would like to prepare thoroughly enough.



**Executive Advisor: Keiichi Tsuchiya**

We were aiming for a lights-to-flag win, but when we came out of the pit, we were in the 5th or 6th position. Both the driver and mechanics ran the race without any mistakes, but I think the other teams spent less time pitting and refueling. I am really sorry for the mechanics and drivers, but we will do our best next time.

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**Director: Hirokatsu Tanaka**

Otsu managed to hold on to the lead before handing over, but due to the difference in pit stop time he could not hold on to the lead. That was everything. If Sato had gotten ahead there, I think we could have maintained the lead. The team did not make any particular mistakes, but I am afraid the difference in refueling time was a big factor. I think the car's speed also played a role. I believe we did everything we could as a team, but we will be preparing thoroughly for the next race.



**Driver: Hiroki Otsu**

It was tough in the early stages, but I managed to hold on to the lead and hand over to Ren. However, our car took a long time to refuel, and we were overtaken by three cars during our pit stop. Ren worked hard in the second half with a long stint. I think our car was well suited to the conditions, but it was difficult to catch up. I am very disappointed with the result of finishing 4th place from the pole position, but I found many good points, so I would like to improve my accuracy and achieve a good result at the next

race at Sugo.



**Driver: Ren Sato**

We started from pole position but finished in 4th place. In the first stint, Otsu managed to hold on to the lead and we were able to make a driver change, but due to a pit stop we allowed three cars to get ahead. After that we had the pace and were looking for opportunities on the straights, but because the car had a lot of downforce and we just could not get past them. There were a lot of good things about the car, and I believe we have gathered

some good materials for the next race. I would like to clear this disappointment at Sugo.

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