

ARTA



August 3rd, 2026

ARTA Race Report Round 4 Fuji Speedway

■ August 1st, 2026 (Sat): #8 Qualifying Report

Hope to Turn Pole Position into Victory, without Settling for PP

Round 3 in Malaysia was canceled due to the situation in the Middle East, making this the first race in about three months. The #8 ARTA MUGEN HRC PRELUDE-GT having not scored points yet after Round 2, during this three-month interval rebuilt the car and arrived at Fuji Speedway fully prepared.

In the morning free practice session, the team ran while checking the setup brought to the circuit. They also confirmed the setup with the race in mind and finished the session in 5th. Both the drivers and the team seemed to have a positive feeling.



The afternoon qualifying session began under cloudy but hot conditions. Hiroki Otsu was in charge of Q1. As the session started, there was information that rain was falling on the western side of the circuit, but it had almost no impact, and Otsu went into his attack lap. The balance of the car was good, and although he caught up to the car ahead, he finished Q1 in 3rd and handed over to Kakunoshin Ohta for Q2.

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Ohta has been one of the most in-form drivers this season, producing strong results in other domestic categories.

Although he had struggled with SUPER GT, he wanted to change the momentum here. On his second attack lap, Ohta delivered a brilliant run and took pole position by a large margin over second place. It was the first pole position since the switch to the Prelude. The team aims to maintain this momentum and target victory tomorrow.

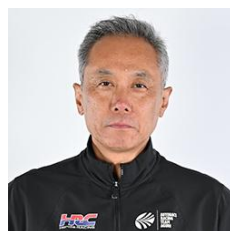


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Comments from Team Manager Aguri Suzuki:

In Rounds 1 and 2, our condition was not good and we could not find the right car setup, so both the team and drivers had a very difficult time. I believe it was good that the Malaysia race was canceled because it gave us the chance to review the entire car. The team built a very good car, and the drivers produced excellent runs, which led to pole position. Tomorrow, we want to stay focused and aim for victory.



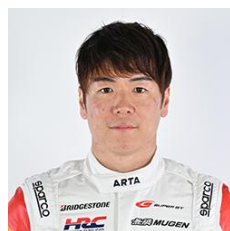
Comments from Team Director Hirokatsu Tanaka:

The setup we brought in was good, so we expected that if we avoided mistakes in qualifying, we could achieve a strong result. In Q1, Otsu lost a little time when he got close to the car ahead, but he still produced the third-fastest time, so I thought Q2 would be fine as long as there were no mistakes. I am happy that we took pole by a large margin over second place, but we want to fight tomorrow's race without mistakes as well.



Comments from Driver Kakunoshin Ohta:

This year there is a lot on our shoulders, and the opening rounds were really tough, but the team's hard work led to this result. The long-run setup also looks good for tomorrow, and what is expected of us is victory. We will not be satisfied with this result, and tomorrow we definitely want to win.



Comments from Driver Hiroki Otsu:

Even in Q1, the car had strong potential, and the team worked further to improve the setup. Ohta made a fantastic attack and took pole position. The gap to second place was also big, so I am grateful. During this interval, the team worked hard to review the car, and I am certain that led to this result.

■ August 2nd, 2026 (Sun): #8 Race Report

This was a Weekend Where We Could Show Our Strength and Speed

The weather from the morning alternated between sun and clouds, but it was hot and humid. Rain was forecast for the afternoon, but there were no signs of rain during the pre-race warm-up. The car finished the warm-up with the second fastest time, leaving the team fully prepared for the race.

Hiroki Otsu was the starting driver. Shortly after the cars lined up on the grid, rain began to fall. The track surface changed color quickly, and most cars switched to rain tires. Before the formation lap began, however, the rain stopped and the sun came out, so although the surface was still wet, almost all cars changed back to dry tires.

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Because the track conditions were unstable, the start was changed to a safety car start.

The race started behind the safety car. The safety car pulled in on Lap 5 and the race restarted, but immediately afterward there was contact further back, bringing out the red flag. It was a major accident, severe enough for a car to become airborne, but the driver appeared to be safe.

After the car was recovered, the race restarted on Lap 10 following another safety car period.



Otsu came under pressure from the car in second place and lost one position at Turn 1.

Rain began to fall on Lap 13, but it was still not enough to switch to wet tires.

On Lap 24, the team made its routine pit stop and changed drivers to Kakunoshin Ohta. He returned

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to the track on the 7th. As other cars made their pit stops, he moved up to 4th on Lap 30 and then to 3rd on Lap 33. The race then settled for a while, but from around Lap 50 he began closing in second place. On Lap 58 at corner B, he passed the car ahead and moved into 2nd. Ohta's pace was strong, and although he closed right up to the leader on the final lap, he finished the race in 2nd, just 0.6 seconds behind.

It was a frustrating result, but considering the team had scored no points in Rounds 1 and 2, this was a major step forward.

In the second half of the season, the team wants to develop its campaign to join the championship battle.



Comments from Team Manager Aguri Suzuki:

In yesterday's Q2, a tire developed a crack, and we had planned to use that tire in the second stint, but we could not. The other tires did not match the temperature range, so the reason we lost this race was due to the tire damage. Even so, I was pleased with the way everyone kept fighting until the end.



Comments from Team Director Hirokatsu Tanaka:

Losing the position at the start was painful. That said, learning that we can run at this level was a big gain, and considering that we scored no points in Rounds 1 and 2, it was a good result. We want to prepare well so that we can win next time.

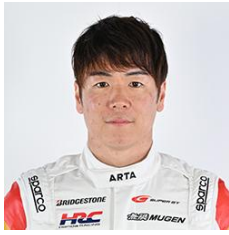


Comments from Driver Kakunoshin Ohta:

The result is frustrating, but if we focus on race pace, it is very good, so I feel positive. I was able to pass a car from quite a long way back and get close enough to challenge the leader. The result was frustrating, but the content was good. We took pole, and this was a weekend where we showed our strength and speed, so I have only a positive impression. There are areas where we can improve further for the next race, so I want to collaborate hard with the team.

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and Otsu. It was extremely hot and tiring, but we will do our best for Suzuka, so please keep supporting us.



Comments from Driver Hiroki Otsu:

We started from pole, and the early red flag made it a difficult race. At the restart, I was overtaken. My timing at the moment of the restart was not good, and I could not defend at turn 1. In the second half, tire choice was difficult, but even though Ohta had a tough start to his stint, he pushed hard toward the end. His pace was good enough that with one or two more laps, we might have been able to take the lead. Even though we dropped the position, we finished 2nd, so I am grateful to Ohta. We will refocus and do our best for the next race at

Suzuka.

*The contents of this race report and all accompanying photos were provided by ARTA.

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August 3rd, 2026

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Round 4 Fuji Speedway

■ August 1st, 2026 (Sat): #16 Qualifying Report

**Considering the HW, P5 is Not Bad, and
We Want to Move Up from Here in the Race**

Although Round 3 in Malaysia was canceled and there was an interval of about three months, the #16 car conducted a test at SUGO in late July. The test was intended for Round 6, but the car balance was very good, and the team arrived at Fuji in a positive mood. The setup brought to the circuit was also good, and the car finished the morning free practice session on 2nd. A strong qualifying result was expected.



Tomoki Nojiri was in charge of Q1. As usual, he delivered a calm attack and advanced through Q1. His position was 8th, just inside the cut line, but since other cars had made bigger gains, the team adjusted the setup and entrusted Q2 to Ren Sato.

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Q2 did not bring the position the team had hoped for, but 5th was not a position to be pessimistic about. The team wants to prepare for tomorrow with the podium as the target.



Comments from Team Manager Keiichi Tsuchiya:

Our teammate's #8 car took pole, and I felt that the Prelude as a whole has been raised to a higher level. The #16 car is 5th, but its performance is not bad, so tomorrow we want to push forward.



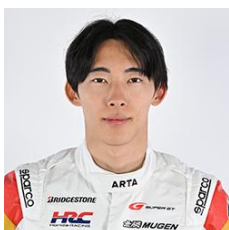
Comments from Team Director Hirokatsu Tanaka:

Our weight is on the heavier side among the Preludes, so we fought well considering that. In the morning session, both the short runs and long runs were good. Qualifying was not the strongest among the Preludes, but considering the weight, I think the position can be evaluated positively. The long-run pace feels good, so we want to move up.



Comments from Driver Tomoki Nojiri:

In the morning free practice, I felt that we lacked performance compared with others, but as a starting grid position, 5th is still a place from which we can aim for the top group. In the race, I want to move up from here.



Comments from Driver Ren Sato:

For qualifying, we updated the car from the dedicated practice session, and that moved us in a good direction. We also adjusted it from Q1 to Q2, and the #16 car was in good shape. However, other cars improved more, so we need to analyze carefully what we were missing. Considering the weight, though, it is not a bad position, so we want to prepare well and bring home solid points.

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■ August 2nd, 2026 (Sun): #16 Race Report

It Was Difficult to Raise the Pace in the Race, but We Will Fight Back at Suzuka

Fuji Speedway was extremely hot again, just as it had been the previous day. In the pre-race warm-up, the car recorded the fastest time, and the balance seemed good. The team wanted to move up as much as possible and aim for the podium.

Rain began to fall before the start, but it soon stopped. Tire choice was difficult, but the team decided to start on dry tires.

Because the track conditions were unstable, the start was changed to a safety car start.

Tomoki Nojiri was the starting driver.

The race started behind the safety car. The safety car pulled in on Lap 5 and the race restarted, but immediately afterward there was contact further back, bringing out the red flag. It was a major accident, severe enough for a car to become airborne, but the driver appeared to be safe.



After the car was recovered, the race restarted on Lap 10 following another safety car period. Nojiri made a careful start and continued to lap while holding his position. Rain began to fall on Lap 13, but it was still not enough to switch to wet tires.

At the final corner on Lap 14, the car behind got to the inside, and Nojiri lost one position. The long-run setup had not felt bad, but once the race began, it was difficult to raise the pace as intended. At this point, the car was running in 6th position.

The rain gradually increased, and by Lap 20 the car had dropped to 7th.

After that, the rain stopped and the pace began to stabilize.

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On Lap 22, Nojiri made the routine pit stop and handed it over to Ren Sato. Sato returned to the track in 9th but lost one position on Lap 26. He moved up to 8th on Lap 35 but dropped back to 9th on Lap 39.

There were no further changes in position through to the closing stages, and the car finished the race in 9th.

Although the long-run setup for the race had felt positive, in reality it was difficult to raise the pace sufficiently. Even so, the team was able to score points for the third consecutive race, and it wants to raise its level for the second half of the season and collect a large number of points.



Comments from Team Manager Keiichi Tsuchiya:

In the warm-up, we were able to record the fastest time, but once the race started, it was difficult to raise the pace in traffic. We need to raise the level of the setup a little more, so we will prepare thoroughly before the next race at Suzuka.



Comments from Team Director Hirokatsu Tanaka:

The pace was good in the warm-up, so I thought the race would also be good. But once it started, it was difficult to raise the pace. Looking back, we learned that the race setup was still not matched well enough, so this was a valuable finding for the next race.



Comments from Driver Tomoki Nojiri:

We finished 9th. Compared with our teammate's #8 car and the other Honda cars, our pace was not good. I thought our race pace would be promising, but once the race began, it was difficult to raise the pace. I had expectations for Ren in the second half, but it was difficult to increase the pace, and it became a tough race. That said, the Suzuka race is coming up soon, so we will prepare well and do our best to achieve a good result.

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Comments from Driver Ren Sato:

In my stint, I could not raise the pace and was on the defensive throughout. Although the #8 car and #100 car were lighter than us, they were in much better condition, so I will work hard so that we can win at the next race at Suzuka.

*The contents of this race report and all accompanying photos were provided by ARTA.