

ARTA



9/22/2026

ARTA Race Report

Round 6 SUGO

■September 19, 2026 (Sat): #8 Qualifying Report

**The Car Is Not Performing Badly.
We Want to Run to the Finish and Score Points**

After back-to-back podium finishes, the #8 ARTA MUGEN HRC PRELUDE-GT is gaining momentum. The team is fifth in the standings, 23 points behind the leader, and is aiming to fight back in the second half of the season.

Conditions were inconsistent at the beginning of free practice, but the car appeared to have good balance. During the GT500-only session, track conditions gradually improved, and the cars that attacked just before the checkered flag occupied the top positions.

#8 finished 11th, but there was no reason for pessimism.



Qualifying began under cloudy skies, with Q1 held in dry conditions. Hiroki Otsu began his time attack with just over two minutes remaining.

The car felt good, and he set the second-fastest time, handing the car over to Kakunoshin Ohta for Q2.

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Ohta brought the tires fully up to temperature and, as in Q1, began his time attack with just over two minutes remaining. However, he then experienced difficulty downshifting and was unable to complete a satisfactory attack.

The team will start tomorrow from seventh on the grid, but will aim for the podium and a major points haul heading into the closing stages of the season.



Comments from Team Manager Aguri Suzuki:

"I think the condition of the car and the setup were not both bad. Perhaps things were going so well that we pushed a little too far. I had hoped we could qualify at least on the second row. It is difficult to overtake here and incidents can easily occur, so I want us to run solidly to the finish, score a large number of points, and put ourselves in a stronger position in the championship."



Comments from Team Director Hirokatsu Tanaka:

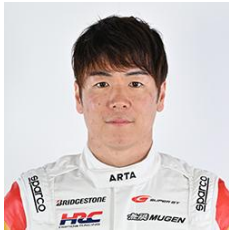
"We took on the session with 50 kg of success weight and a fuel restrictor reduced by one level. I expected us to struggle, but the car felt better than anticipated, and I thought we could qualify near the front. Otsu advanced through Q1 in second, so we also had high expectations for Q2. Unfortunately, a minor gear issue prevented us from completing a satisfactory attack. The car has speed, so I believe we can expect a good result in tomorrow's race."



Comments from Driver Kakunoshin Ohta:

"I feel there were areas where I was unable to deliver everything I had. I would not call it a problem, but we are investigating the cause. With the PRELUDE cars performing well, seventh is disappointing, but it is not a bad position. Considering tomorrow's conditions, I think we will have more opportunities to move forward than we would in the dry, so I will reset mentally and do my best. Thank you for your support."

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Comments from Driver Hiroki Otsu:

“The weather was unstable from the morning, but I think the car was in good shape for qualifying. It also felt good when I drove it, so I was able to advance through Q1. I hope we can build further on the car’s strengths for the race.”

■September 20, 2026 (Sun): #8 Race Report

Both Drivers Fought Well in the First Half but Struggled Later and Lost Positions, Yet Still Scored Points

The track was wet in places during the warm-up before the race, but the car was able to run on dry tires and finished ninth. The balance did not appear to be bad. The team wanted to secure a podium finish and strengthen its championship position.

Hiroki Otsu was the starting driver. Because parts of the track were still wet, the race began behind the safety car.

After three formation laps, the race started on lap 4. Otsu made a clean start and continued to run while maintaining his position.

Around lap 10, the GT300 class backmarkers began to appear.

On lap 12, Otsu passed his teammate, who had been held up by a GT300 car, and moved up to sixth.

He was passed again on the following lap, but regained the position one lap later as the battle between the teammates continued.



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Otsu tried to use the GT300 backmarkers to gain positions, but carried too much speed into Horseback Corner on lap 16 and went off the track. He fell to eighth.

Unable to improve his pace, Otsu lost another position on lap 19. He then lost two more places on lap 22 and dropped out of the points. On lap 26, his teammate made contact with a GT300 car at the final corner, prompting an FCY period followed by the deployment of the safety car. At that point, Otsu returned to 10th and the points. The race restarted on lap 32, but Otsu lost one position. He made the routine pit stop on lap 33 and handed the car over to Kakunoshin Ohta, who returned to the track in ninth.

At Horseback Corner on lap 36, Ohta moved up to seventh. With the car ahead making a pit stop, he advanced to sixth on lap 37, but then went off at the final corner. Although he returned to the track safely, he dropped to ninth.



On lap 41, Ohta returned to eighth. Just after lap 50, the leading car made its routine pit stop, moving Ohta back up to seventh. On lap 57, the car ahead slowed, allowing him to advance to sixth.

At the start of lap 62, a GT300 car went off and stopped at High Point Corner, prompting an FCY. The GT300 car was able to recover under its own power, and the FCY was lifted during the same lap for the restart.

Ohta timed the restart well, passed the car ahead, and moved up to fifth. However, he was held up by a GT300 car at the final corner on lap 65 and was passed into Turn 1, dropping to sixth. He then lost further positions and was eighth by lap 69. After that, the tires did not suit the conditions, making it difficult to increase the pace. He dropped to ninth on lap 79 and took the checkered flag in that position.

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Comments from Team Manager Aguri Suzuki:

“The driver reported understeer and said the front would not turn in at all, so the setup did not suit these conditions. We need to return and analyze carefully why those symptoms occurred. Cars #17 and #100, which were running the same package, maintained a good pace to the end, so we want to make improvements and apply what we learn at the next round.”



Comments from Team Director Hirokatsu Tanaka:

“Both drivers did an excellent job, but the setup prevented us from using the tires effectively, and I feel sorry for them. Looking ahead to the next round at Autopolis, considering the weight and restrictor, I believe this result will work in a favorable direction. We will do our best to compete for the win.”



Comments from Driver Kakunoshin Ohta:

“Our long-run pace was difficult, but for a time early in the stint the pace was very good, and I think that was thanks to the team’s hard work. It was a frustrating result, but there are still three races remaining. We will prepare to deliver a result at the next round at Autopolis and stay in the championship fight. Thank you for your support.”



Comments from Driver Hiroki Otsu:

“The first half of my stint was good, but my pace did not improve in the second half and I lost positions before handing the car over to Ohta. He fought back toward the front for a while, but the pace then deteriorated, making it a very difficult race. We will prepare for the next round at Autopolis so that we can improve our race pace.”

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

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9/22/2026

ARTA Race Report

Round 6 SUGO

■September 19, 2026 (Sat): #16 Qualifying Report

Fastest Among the Heavily Ballasted Cars, So the Goal Now Is to Finish and Secure a Strong Result

The #16 ARTA MUGEN HRC PRELUDE-GT has scored points in every race since the season opener and moved up to second in the standings with victory in the previous round. Although the car is now carrying more weight, the team wants to continue scoring points consistently in this race.

Despite inconsistent conditions in free practice, the car set a solid time and ended the session in fourth.

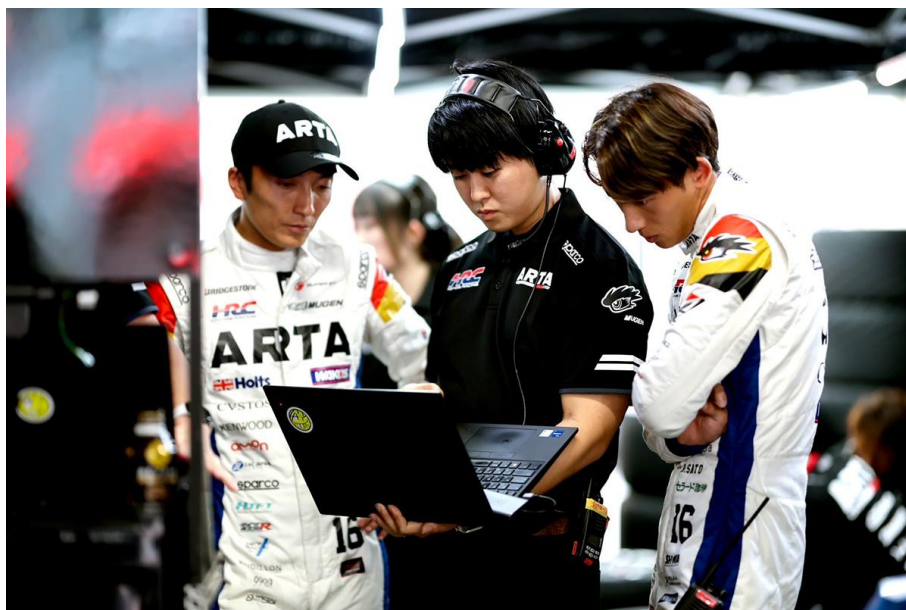


Tomoki Nojiri delivered a consistent performance in Q1, advancing in fourth before handing the car over to Ren Sato.

Tomoki Nojiri delivered a consistent performance in Q1, advancing in fourth before handing the car over to Ren Sato.

The team made a slight setup change before taking on Q2.

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Sato began his time attack with just over two minutes remaining in the session. Although the attack did not appear to be completely satisfactory, considering the various conditions, sixth place could be regarded as a strong result.

The team will aim to move further forward in the race and challenge for the podium.



Comments from Team Manager Keiichi Tsuchiya:

“Compared with the other cars carrying a similar amount of weight, this is a good position, so I believe we can challenge for the podium. The leading group is carrying less weight, so it is important to be at the front of the group of heavier cars. This is a circuit where incidents can easily occur, so we want to run solidly to the finish and achieve a strong result.”



Comments from Team Director Hirokatsu Tanaka:

“With the heavy weight and the reduced fuel restrictor, I expected us to struggle, but contrary to expectations, the performance was good. The setup did not come together well in qualifying, so I cannot say the position is good, but the car has enough potential to compete. We want to fight hard all the way to the finish.”



Comments from Driver Tomoki Nojiri:

“I do not think sixth is a bad position. We do not know what tomorrow’s weather will bring, but I want to stay focused, place priority on bringing the car safely to the finish, and still race aggressively.”

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Comments from Driver Ren Sato:

"It felt as though we could not tune the car effectively from Q1 to Q2. Ideally, I would have liked to qualify around the second row, but considering the weight, I do not think this is a bad position. Tomorrow's conditions appear likely to be wet, but I want to run solidly to the finish and aim for the podium."

■September 20, 2026 (Sun): #16 Race Report

A Frustrating Retirement After an Unfortunate Crash Despite the Car Performing Well, but the Team Will Fight Back in the Next Round

The car recorded the eighth-fastest time in the warm-up before the race. Positions and times in this session are not always representative, but the car appeared to be in good shape. Although parts of the track were still wet, every car fitted dry tires. The race began behind the safety car.



After three formation laps, the race started on lap 4. Nojiri made a clean start and continued to run while maintaining his position.

Around lap 10, the GT300 class backmarkers began to appear. On lap 12, Nojiri was held up by a GT300 car and was passed by his teammate, dropping to seventh. He regained the position on the following lap, but was passed again one lap later. Using the GT300 traffic effectively, Nojiri returned to sixth on lap 17.

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However, at the final corner on lap 26, a GT300 car that had lost control crossed in front of him. Nojiri was unable to avoid it and made contact, causing major damage to the car. He could not continue and was forced to retire. It was a disappointing result because the pace had been strong. The team will aim to fight back in the next round.



Comments from Team Manager Keiichi Tsuchiya:

“The car had both good speed and balance, and our strategy was for Nojiri to save fuel before handing over to Ren, but the race ended in a crash. Still, there is no point in dwelling on it, so we want to target victory at Autopolis. Our rivals are all becoming heavier, and from that perspective, I think we will have an advantage.”



Comments from Team Director Hirokatsu Tanaka:

“Nojiri was running at a good pace, but a GT300 car lost control and moved across in front of him. He could not avoid it and made contact. It can only be described as unfortunate. It is disappointing because the car had the performance to take the checkered flag near the front. However, considering the weight and restrictor, I think we will be able to race under favorable conditions at the next round at Autopolis. We will prepare thoroughly and make sure we deliver a result.”



Comments from Driver Tomoki Nojiri:

“Unfortunately, Round 6 ended in retirement. The crash occurred while I was driving, and I take seriously the responsibility for being unable to bring the car to the finish. Fortunately, I am physically fine, and I apologize for causing concern to everyone who supported us. Looking at the positive side, I am unhurt, so I believe I can come back strongly at Autopolis. I will race with the support of everyone behind me, and I appreciate your continued encouragement.”

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Comments from Driver Ren Sato:

“Unfortunately, we were caught up in an accident, but I am relieved that Nojiri is safe. We have not yet been eliminated from the championship fight, so we will prepare thoroughly to win at Autopolis. Thank you for your continued support.”

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