



# Race Report



## Super Taikyu 2011 Series Round-2 Fuji Speedway

(July 23-24, 2011)



## 2 consecutive wins from the opening round without any troubles for 4 hours

Hitotsuyama Racing acquired the overall win with a 2-lap difference from the second-positioned car at the second round of Super Taikyu Championship held at Fuji Speedway on 23rd – 24th of July.

A-driver Tomonobu Fujii had the attempt for the time at the qualifying session held in the afternoon of July 23rd.

We decided not to wear the new tires because we put emphasis on the setting in the exclusive practice session on the day before, so this was actually our first time for the attempt for the time this weekend. However, he recorded the lap time of 1' 42" 858 in the first timed lap. We needed to preserve the tires for the race on the next day, so Fujii came back to the pit still some time left for the time trial.

Akihiro Tsuzuki took the steering for the B-driver qualifying session held after the 30-minute interval.

The car in front made a spin during our time trial, which affected our lap time, but Tsuzuki also marked a good lap time of 1' 43" 756.

As a result, we could acquire the pole position again with more than 4 seconds of difference from the second-positioned car No.1 PETRONAS SYNTIUM BMW Z4 M COUPE.

The C-driver qualifying, in which the drivers are required to clear the standard time, was held in the late afternoon under the less-bright sun. We couldn't give our C-driver Michael Kim enough time for the drive during the exclusive practice session on the day before, so we wanted him to get the feel of the tire wear and the change of the movement of the machine with the wear instead of getting him to record a good lap time for this qualifying session. With such a strategy, Michael recorded the lap time of 1' 45" 011 and continued recording the similar lap times. We felt really sure of the race on the next day.

The 4-hour race started with a rolling start at 1 o'clock in the afternoon on July 24th.

The start driver of Audi R8 LMS, Akihiro Tsuzuki, went into the first corner as a leader. He made a gap of 3.2 seconds from the second-positioned car only in the opening lap, and he continued making more laps at a high speed enough to catch the back marker on the 4th lap. GT3 machine, which is less fuel efficient compared to cars in other classes, needs to make one more pit stop than the other cars for the refueling. This actually made us to drive more than one second per lap faster than the second-positioned machine by theory

in order for us to win. However, Tsuzuki drove with better lap times than expected, and handed over the turn to take the steering to Michael Kim just before the race time was going to pass 80 minutes. At this point, Tsuzuki had already lapped all the cars except the second-and third-positioned cars, which lessened the burden of the second part.

Michael Kim, who took the steering from him, soon caught two PETRONAS SYNTIUM BMW Z4 M COUPES, and succeeded in making all the cars lapped. The speed difference from the ST5 class is very big at the high-speed circuit Fuji Speedway, so one of the tasks given to Michael from the team was to take care of the back markers appearing everywhere on the track with no mistakes and less time loss with this speed difference. Michael was making stable lap times every lap, and handed over the turn to Tomonobu Fujii.

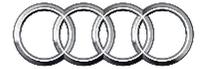
As the tires got warmer after entering the track, Fujii drove faster than the fastest lap time Tsuzuki recorded before, recorded new fastest lap time while there was a traffic with a lot of cars on the track, and showed his backbone as a platinum driver. After that, he changed his driving style to keep good mileage and tires, kept the mechanic informed of the conditions of the machine with radio while driving, and gained data of Audi R8 LMS.

We made the pit stop for the final refueling with 23 minutes remaining in the 4-hour race time. Fujii handed over the turn to drive to Tsuzuki again. He kept driving at a high pace until the end of the final lap to receive the checkered flag of the 4-hour race as a leader with great dignity.

The race was held in the worrisome hot weather, which had been completely different from the rain condition at the first round of Sugo, but Audi R8 LMS completed the race for 4 hours without any troubles. This actually proved the high level of the completion and reliability of this machine again.

A lot of families with children came to visit the circuit on the weekend, and we could race in the gorgeous mood. We would like to thank all the people who came to see the race, those who always support us, the drivers and mechanics from the depth of our hearts.

We are all looking forward to seeing a lot of spectators again at Okayama International Circuit, where will be the stage for the third round.



Machine	: Audi R8 LMS
Engine	: 90° V10
Displacement	: 5,200cc
Power	: 500hp
Torque	: 500Nm
Transmission	: Sequential 6-speed gearbox
Tyre	: Front 29/66-18 Rear 31/71-18
Weight	: 1,300kg
Team	: Hitotsuyama Racing
Director	: Mikio HITOTSUYAMA
Car No	: 21
Driver	: Tomonobu FUJII (JPN) Akihiro TSUZUKI (JPN) Michael KIM (USA)
Maintenance	: NOVA ENGINEERING

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