



Race Report



Super Taikyu 2011 Series Round-3 Okayama International Circuit

(August 27-28, 2011)



3 Consecutive Wins from the Season-Opening Led Us to be the Series Champion before the Final Round

Hitotsuyama Racing won the Super Taikyu Round 3 held on August 27 – 28th at Okayama International Circuit, which made 3 consecutive wins from the season-opening round and led us to be the champion before the final round of the series.

In the afternoon of August 27th, it started raining at the circuit as soon as the qualifying session for the A drivers began. Team manager Mr. Moriwaki of Nova Engineering told Tomonobu Fujii, who was on track, that the rain would get heavier and that he should go for the time trial as early as possible. Fujii tried to warm the tires as much as he could on the out lap and started the time trial on the second lap. However, the rain started pouring when he was about to enter the sector 3 and the condition got severe so as not to be able to stay on track with the dry tires. Despite of the condition, Fujii brought the machine back to the control line to get at least one timed lap. Team figured that it would be difficult to achieve better lap time, so the team had Fujii come back to the pit with one timed lap and waited to see if other teams would do.

Meanwhile, no other machines could make the better lap time in this bad weather condition, and we finished the A-driver qualifying session with a big 6"128 gap to the second position.

To follow, the qualifying session for B drivers was started in the difficult condition with the surface drying up gradually. Akihiro Tsuzuki, who did not have to take any risk then, entered the track with rain tires. The lap times with dry tires and those with rain tires were close to each other at the beginning, but the surface condition got better quickly toward the end of the session. The more dry the surface got, the more difficult Tsuzuki's circumstances got with rain tires, but he stay third in overall and finished the B-driver qualifying session.

The qualifying result will be decided by the combined time of A and B drivers, therefore, Hitotsuyama Racing, which found the excellent timing at the A-driver qualifying, acquired the pole position with 2"756 gap to the second-positioned car.

In the C-driver qualifying session, Michael Kim practiced the long stint to prepare for the

race. He practiced mainly the fuel-sufficient drive and how to deal with the back markers, but he marked the best lap time in the overall and brought the precious data back to the team.

On August 28th, 3-hour race started at 13:30. Tomonobu Fujii, who was the starting driver, cleared the first corner as a leader, made about 3-second gap to the second position only in the opening lap and started leaving all the cars behind. Back markers appeared already on the third lap, but Fujii dealt with them smoothly and finished his 60-minute stint safely.

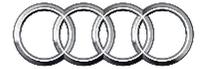
Michael Kim, who took the steering from Fujii, kept going with the stable time at 1' 38" – 39" from the beginning till the end during his 60-minute stint. He made the gap to the second position wider and passed the steering on to Akihiro Tsuzuki who was in charge of the last stint.

With 30 minutes remaining, other team's machine made a crash and the safety car was brought in. It took some time to clean up the oil spilled on track, and the race was restarted with about 15 minutes remaining in the race. Tsuzuki kept his pace until the last lap and made a grand finish with team staff welcoming him. It brought us three consecutive wins and made us the series champion.

Hitotsuyama Racing is very proud of becoming a champion in the ST-X class, which was introduced this season and attracted the attention of many racing personnel and fans from the beginning, and we believe that this was not achieved without the support and encouragement of our fans and friends.

We are aiming for the next step and make more achievement as a group.

Once again, we appreciate from our heart for your continued support and encouragement.



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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