



## Launching Super Taikyu Asia,

### Enjoy racing - Encouraging further development of racing culture in Asia

Super Taikyu Series is an endurance event that for 27 years has offered a variety of amateur drivers a venue to enjoy motorsport competition. In 2019, we are launching Super Taikyu Asia. The founding members are Harumi Kuwayama, CEO of the Super Taikyu Organization, Marchy Lee, the Super Taikyu Asia advisor and one of the leaders of the Asian motorsports world, and former F1 driver Alex Yoong who has competed in Super Taikyu since 2018 and he also became the Super Taikyu Asia advisor

2018 has been a memorable year. We held a 24 hour race at Fuji Speedway and it was a great success. We have built a close partnership with Pirelli and the company has become the sole tire supplier for the events.

Competing vehicles in the Super Taikyu are commercially available cars with minimum modifications. They are classified by engine displacement and drive system. Over the years, new classes - FIA GT3 in 2011, and GT4 and TCR in 2017 - have been added. Currently there are a total of eight classes. Recent years have seen the number of season entrants hovering at a record-high, about 60. Asian teams and drivers have come to join the series. Race formats are designed with the unique features of each circuit in mind. The 24 hour race held at Fuji for example, was considered a great example of this.

Beginning in 2019, the Suzuka 10 Hours will be added to the series as a special round in which only GT3 cars of ST-X class will be permitted to compete. We would also like to foster two, new classes, TCR and GT4. We will also strongly promote our own traditional ST2 – ST5 classes by making the technical regulations simpler and clearer.

Super Taikyu races are noted for their intensity, but the series has also survived for 27 years as one of the most fun racing events to take part in. Competitors mingle with each other in the paddock and pits. The atmosphere is filled with fun. Competitors and spectators have repeatedly pointed out that Super Taikyu has a uniquely relaxed atmosphere.



Lately we have been working hard to improve safety because there is a great difference in speed of cars in Super Taikyu. On average, about 90% of entrants completed their races in 2018. Improved safety has been achieved - not just by tightening up the regulations - but also by enforcing a number of our own innovative measures. Many drivers support us in this. Everyone taking part in these races is ready to do their utmost to keep the Super Taikyu's fire burning bright.

Super Taikyu Asia will set up an office in Hong Kong. In the near future we would like to establish a system for providing information i.e. introducing teams and cars to potential competitors who wish to take part in Super Taikyu held in Japan. In order for other Asian drivers to understand Super Taikyu, we plan to hold a racing event that will demonstrate the appeal of Super Taikyu. It will be conducted without the ST-X (GT3) class, making the Super Taikyu more accessible to both gentleman and amateur drivers. It will not be mandatory for Japanese teams to take part in this event, though some teams will be invited and others will be more than welcome. We are discussing the possibility of granting special participation rights to teams that have competed in a Super Taikyu Asia race. To give competitors and spectators a time to unwind on Sunday, the final will start Saturday evening and race into the night.

■ Harumi Kuwayama,  
CEO, Super Taikyu Organization

The modern world is changing rapidly. We think feeling, passion, willpower and speed are essential. We are fortunate to find partners who have these important qualities and we would like to commit ourselves even more strongly to Super Taikyu. The automotive industry is in a greatly transformative era. At a time like this we want future generations to appreciate the benefits of motorsports as a leisure activity. At the same time we hope to face the challenge of bringing to fruition bold, new plans that focus on the future.

Super Taikyu is an essentially a participatory event. We will continue to strive however, to bring more and more fans to watch. In recent years we feel that teams, fans and we are growing closer



together. It is our hope to bring this racing culture to other Asian countries. We want to broaden the appeal, increasing the number of people watching both amateur and gentleman drivers, Without being restrained by conventional thinking and inspired by what is 'NOW', we will do all within our power to help Super Taikyu grow.

■ Marchy Lee/Super Taikyu Asia Advisor

Racing in Super Taikyu this year with Phoenix Racing Asia was a real eye opener where we were surprised how big the support for the series is. It's got a perfect balance for professional drivers and teams to race with the amateur drivers. Everyone has big respect for each other and the quality of racing is huge. 60 car grids made for a fantastic atmosphere.

■ Alexander Charles Loong "Alex" Yoong / Super Taikyu Asia Advisor

There have been a lot of championships come to Asia where the show has been good, but there was very little local engagement. Almost none in some cases. With Super Taikyu, local teams and drivers can compete and be competitive straight away. We need a race that gives back to the local industry and Super Taikyu can be that race.