

D1

2005 D1 Grand Prix Champion

Yasuyuki Kazama

Changing the direction of the machine with the accelerator work and getting the machine in line at high speed — all depends on engine response

Acceleration response is very important for driving performance unique to D1 Professional Drift Grand Prix

I'm obsessed with wondering, "Man, just how crazy I can be?" in D1 where more advanced techniques are required year after year, and the competition has become the most severe.

Being crazy is a compliment in our world. When driving at crazy approach speeds and crazy angles, Mr. Keiichi Tsuchiya the head judge, laughs aloud and says, "Hah! He is really crazy!" The audience reacts to my performance with cheers and applause. I'm glad when they clap for me and tell me things like, "you were pretty cool that last time." Otherwise, I've got to think it's all over if nobody tells me stuff like that. So, I don't forget to be crazy, as a service to the fans. On one occasion, I stood up on top of the Aurora Vision, this huge display screen, when I was introduced to the audience. Another time, I performed my rodeo driving while I was being introduced. If I don't give such performances to the audience, it's not me. I want to cheer myself up by showing my performances to as wide an audience as possible. I'm also doing this because I want to be an unforgettable driver and have everybody think I'm crazy.

Needless to say, I'm also obsessed with competition, since I am a professional driver and I'm required to produce results. I search for my own unique driving style using approach speed, drift angle, and in turns. Since a machine used in D1 staging requires relatively strong control, not just by steering but also by working the accelerator, engine response is extremely critical. If my machine does not truly respond exactly with how I work the accelerator pedal, the ma-

chine will immediately spin out on the course, and I will have no confidence to drive it.

In recent D1 staging, it has become common to start drifting the vehicle at speeds approaching 200 km/h, which is called high-speed drifting. This results in not passing the qualification round only by differences in approach speeds of only 1 or 2 km/h. Accordingly, acceleration performance has become extremely important. Now we are in an age when engine power must be optimized by generating even one or two additional horsepower.

In this respect, spark plugs are one of the fundamental parts that cannot fail us D1 drivers, and **DENSO IRIIDIUM RACING** have sufficient performance to meet our requirements.

Each and every part is required to be durable for D1 staging, where machines are overused.

In D1 staging, engines are used heavily. Since vehicles move at an angle and do not drive straight ahead into the wind, I think D1 staging creates very severe conditions, not only for the engine itself, but also everything that corresponds to it. When following drivers ahead of us, we have to drive the way they do. So we cannot avoid reaching the engine rpm limit. In such conditions, low-performance plugs may have an electrode damaged after reaching the rpm limit several times, or may even melt due to poor durability after being weakened by knocking. This is really a problem. So, it's nearly impossible for us to use spark plugs that we can't rely on.

If we keep winning each round up to the finals, we need to run the course many times. Spark plugs can't be replaced every time before each run, so durability is extremely important. I want my plugs to last at least three days, Friday, Saturday, and Sunday. I

use **DENSO IRIIDIUM RACING** without changing them for three days, and I have no trouble.

Whenever the engine condition is bad, I check the spark plugs. A computer controls fuel intake now, but we can roughly tell by checking the spark plug when a piston ring is melted away. When I was using an engine before this one and I felt the engine power had decreased, I checked the spark plugs. As expected, the spark plug in cylinder 3 had been burnt differently from the others. When I measured each cylinder's compression, only cylinder 3 had weak results. For something that can't be found just in numbers, you can find it by checking the spark plugs. I think the spark plugs are the only place where we can visually check what's going on inside the combustion chambers.

D1 staging is getting more severe than ever before. In this situation, I really appreciate the surefire spark and high durability of **DENSO IRIIDIUM RACING**. When my machine breaks down, it's all over for me. Good quality spark ignition generates improvements in both power and response. For the fans who support me, I refine all my performances including drifting, and I do drive crazy, hoping to become the series champion together with my reliable team staff, machine, and my suppliers.



Yasuyuki Kazama
 D1 Grand Prix 2005 Champion
 Known as "Waku-waku-san" (or, Mr. Excitement)
 Famous for "rodeo driving," when he drifts the car while sticking his upper body out from the window during the introductions of drivers. He says that his special driving characteristic is making sharp turns while maintaining high speeds.

