

History of ART International limited. 1983-2019

We aim to provide motor enthusiasts with incomparable technical expertise through the support our high spec technology and state of the art facilities.

2019



1983

- JEM JAPN (Japan and Europe Motors), a UK based company, established their first branch in Japan in Tokyo Suginami.
- JEM JAPN were the first and only importer of the Classic Mini Cooper MK1.
- In the same year, JEM JAPN also started to import Vanden and Princess Cars and oversaw the establishment of ART Speed Engineering Limited.
- JEM JAPN was an umbrella company under which ART Speed Engineering Limited was set up with the primary focus of British Motorcar repairs and servicing.
- The main clients consisted of car enthusiasts who were interested in the retail and trading services ART could provide.



1989

- JEM JAPN Limited and ART Speed Engineering Limited merged to establish ART International.
- ART International continued to conduct business in the same style, providing the same services to the existing customers or JEM JAPN and ART Speed Engineering Limited.
- 1989 was also the year that the service factory was relocated within close proximity of a showroom in Tokyo.
- We also began to provide additional services including for customers with classic cars, accepting requests for replica car builds and a limited number of manufacturers' cars.
- ART International began to import an estimated 150 cars from the UK including; Rolls Royce, Jaguar Daimler, BMC Cars, Lotus, Caterham, Ginetta, GTD 40, and SS100 and Daytona replicas.
- In the same year, ART established an assembly factory in the UK for kit cars and began to build customised and original stretch vehicles and sports cars.
- At this point, we were already very experienced in homologation and emission type testing.



1990-1992

- ART International began to operate as a consultant to the import car sales division of a global business and were instrumental in the development of the importing system.
- In 1990 we partnered with Weber Alpha to create an engine management system with the view and ambition that ART will go into vehicle manufacturing themselves in the future.
- We also undertook in-house development of several race cars in order to expand on their engine management knowledge and expertise.
- Following on from this ART International became the sole agent for Weber Alpha in Japan.
- ART International became the sole agent and distributor for Raceline UK.
- 1990 was also the same year that ART International began developing high level testing for engine tuning which could be used with an original engine and its components.
- We began to assemble 75 Caterham cars in Japan to ART's original high level spec and with the greatest level of homologation and these were then shipped via parallel import.
- At the same time producing Our own Japanese specification of the Vanden Plus Princess Car 1300.
- Within one year our stock of these limited edition models sold out.
- ART International began working with a gaming company and built car bodies to be used for entertainment purposes.
- 1990 marked the date that ART International established a new factory in Saitama Kawagoe.
- In 1992 our assembly factory in the UK was closed.



British Car Import Sales
Restoration Service
Modification



- Sprite MK1
- Miki MK1 only
- Lotus Seven



- Lotus Elan
- Lotus Europe
- Lotus Esprit
- Lotus Excel

Emission Test
Improve Spec. Japanese legal
Type Approval

- Late Princess



- Westfield seven



- Lotus Excel



- Jaguar. R.R.Daimler
- Porsche 935 REP
- Riley MPH REP

Research Developments
Inspections

- Footwork

- Lister Racing

1993 - 1995

- ART International created engine management systems to be used in the production of Weber Alpha cars. Six months later, we were providing race event support using this engine management system.
- We invested in a four-wheel Bosch rolling load simulator in order to undertake mapping for our engine management system.
- This year we also began to build our own original racing cars (ART 7 Swindon Vauxhall and ART 23 Mugen Honda). In the same year we also undertook a shake-down, road testing and research and development of the original models. Following on from this, we established our own racing teams.
- In 1996 our shop's total number of sales reached 250 with the majority of these being British and European sports cars.



1996-1997

- During this period we registered ART Motorsports Club with JAF. Up until this point the company had just been sales focused but now we could add technical skills to our list of provided services. We could now offer research and development project services to be taken on behalf of our clients.
- We undertook the project management for the Meister Cup Championship Racer Series.
- We also began a development project with TAKATA on racing belts for foreign vehicles. The TAKATA Racing seatbelts were debuted using Caterham Super 7 and Lotus Elise.
- We were assigned the Type Approval project by the Japanese Government for Lotus Elise GF-111 (PHP). This was estimated to take three years but we were able to complete it in six months.
- This year the Sugunami head office was merged with the Kawagoe office and factory. A storage unit was also built as an addition to the main factory for storage of the Lotus PDI.
- We were also providing full support to the Yokohama Tyre team with our race team beginning to develop the new 13inch semi-racing tyre for the lightweight sports cars.



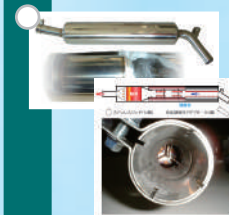
1998-2001

- In 1998, the GF-111-002/003/004/005 editions passed the Type Approval tests. We were then assigned the responsibility of being the Type Approval and PDI testers for all imported vehicles.
- During this period, we began to work as a technical adviser for the Auto Jumble magazine.
- Also during this time SMP (Standard Motor Product USA) bought Weber UK. We then became the agent of SMP Europe whilst retaining our relationship with Weber UK.
- In 2000, we began to provide support for the 1000km Suzuka endurance races for Lister Racing (UK). We began development of the Takara Q Cars new EV (electric vehicle) Q Car prototype whilst working with Cox Corporation on the full Type Approval project. We were able to complete these projects in under six months. We began in-house power testing of the Dyno system electric motor to Type Approval level.
- We also built a custom replica racing car to be used for decorative purposes for a new big motor car accessory superstore.
- During this time we also built a Neo Historic Toyota 86 Tsukuba race series car to be used on our home track.

British Car Import Sales
Restoration Service
Modification



- Jaguar MK2
- XJ-6 XJ-S W6



Consultant

- ALPHA Dealers
- Auto Jumble
- Japan Lotus



- TAKATA BELT
- Light Weight only
- Cox.EV Project
- Yokohama LW Sports Tyre

Emission Test
Improve Spec. Japanese legal
Type Approval



- Caterham with Other Engines

- Most British and Europe sports cars total 250 cars

PHP



- GF-111-004 Elise
- GF-111-005 Elise 2



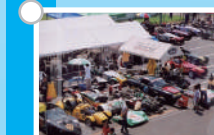
Research Developments
Inspections



- ART Racing Team



- SEGA DTM 1/1



- TAKATA BELTS

- VW Beetle Cup
- VW GTI Cup

COX EV
Kawagoe branch office
DEPT.

- TAKARA
- COX INC.
- ChoroQ motors
- Yokohama Tyre

2002-2005

- 25th anniversary celebrations for the Yokohama Tyre.
- As part of these celebrations, Auto-Seven showcase a selection of 30 cars which had been restored by ART and to their request.
- We also continued to provide support for the Meister Cup Race Series and Lotus Championship.
- It is during this period that we began high grade restoration of historic cars.
- We also began to provide support for the 1000km Suzuka endurance races to the Lotus Elise private team.
- ART Seven had the record for the fastest lap at the Tsukuba racetrack using the FR NA Seven.
- We also produced a brand new ART branded carbon bonnet for Seven.
- We conducted a full restoration of the F1 Honda T99 for their museum.
- We began to accept requests for use of our engine management systems from other manufacturers.
- We are now the ASNU diagnostic service provider and sole distributor for their machines across Japan.
- We began to provide support for the Porsche Carrera cup with our driver finishing as the leader.
- Production of the Weber carburetor ended.
- The ASNU JP website was built and the sales department was established.
- We undertook the restoration project on behalf of PRINCE Sports and Porsche 904 in a "Car BBQ" style.
- In 2005, we acted as the consultant of Type Approval and Homologation Emissions for vehicle importers.
- We also began to provide training services to businesses looking to upskill their novices.
- This included a training course on how to use the ASNU equipment.



○Consultant

○RestorationService
○Modification



○ASNU
Injector Service



○PHP



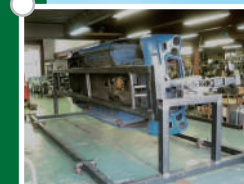
○COX EV
○Kawagoe branch office
○DEPT.

○SuperAutoBacs
Decoration



2003-2006 EV

- ART started the development of 10 new models of Q Cars EVs.
- Several models debut on the road with all cleared Japanese type approval and homologation as mini car category."CQ1"
- Our teams done one of Toy Company uplifted New Motor car manufacture.
- First model was ordered over 500 cars and very "Kawaii" style.
- In the same year the CQ2 alloy chassis passed the new Type Approval testing.
- This chassis was later used in Caterham EV Mini cars.
- ART Started 5 models make new 2 seater EV prototype for homologation rule change for the future
- ART were involved in the production of 10 EV QVOLT cars as designed by A. Toriyama.
- We began electric motorcycle project with TAKARA.
- In 2002, with Caterham Cars UK agreement, the CQ7 was debuted. TAKATA also debuted the Choro Q Toy using the Caterham model and logo.



2006

- We started to research and redevelop the 2U engines to be used for commercial business purposes.
- The ASNU JP ultrasonic machine was debuted on the global market at Ex-Po 2006.
- We began to act as the type approval consultant for a new European importer.
- ART International began to work as educational advisers and opened their doors to learners looking to develop their know ledge and expertise on engine management systems.
- Also within this period we established a mechanical school to provide advice to learners.

2007

- In 2007, we entered into a dealership agreement with both SBD Engine Tuners and MBE Engine Management Systems.
- In the same year, we started a three year consultant project with a British company who dealt with high-performance material for motorsports.
- We began to undertake the full tuning process of whole engines for Ford, Vauxhall and Lotus.

2008

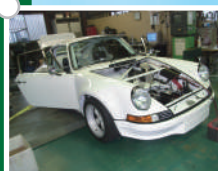
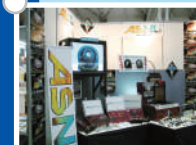
- In 2008, we began to develop and tune Ford Duratec engines for both road and race.
- We began to develop the new Pro-4 engine management system for WEBER ALPHA.
- We also began to develop the suspension damper on behalf of KONI Racing.
- ART became the agent of the new distributor of Lotus cars for type approval testing.

2009

- In 2009, we became the main consultant for Caterham Cars Japan and developed the Caterham Cars Japan Technical Centre.
- We also undertook homologation, emission and PDI testing on their behalf.
- Caterham Cars Japan develops a high level calibration to test Japanese petrol octane.
- All models of the car had to be modified incorporating this high level calibration testing.
- In the same year, Caterham Cars Japan made their debut in the Japanese market at Tokyo Motor Show.
- We began to do the homologation and emission testing for SAKER Cars, a New Zealand based car manufacturer.
- We undertook personal research on the LINK ECU on behalf of SAKER in order for them to be exported.
- We began to develop a body damper for Lotus Elise.
- Caterham Cars Japan started to import one of the highest models of R500 Limited edition. As consultants,
- ART International undertook the testing of these models and ensured they were safely modified in order for them to be sold in Japan.

Restoration Service
Modification

Research
Developments
Emission Type
Approval



2010

- ART International began the OMEX ECU calibration.
- From 2010, we began work with Farbio GTS on homologation and emissions testing.
- In 2012, we started homologation and emission testing on Ginetta cars.
- Over 20 cars required modification and set up which we undertook in-house.



Our showroom

2011

- In 2011 we became a contractor of Japanese motor vehicle R & D.
- In the same year we also became a contractor of a British motorcycle manufacturer.

2012-2015

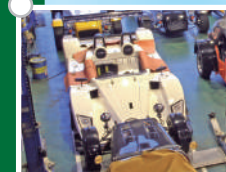
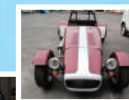
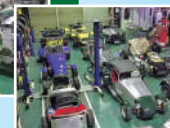
- ART were commissioned by Caterham Cars to begin the development of a Kei-Car category on behalf of Caterham Cars.
- ART build the first prototype in our Japanese workshop and completed the R & D within six months.
- ART applied the same "A Frame Live Axle" rear suspension style as similar to the Lotus.
- Caterham Cars was then bought by a Malaysian investment company and was debuted on the F1.
- Caterham Technical Innovation (CTI) then developed the No 2 prototype and show models in their UK factory in preparation for the launch.
- Two years later debuted the 160 (registered by Kei Car Category) in Japan.
- This car had a different suspension system than the ART 1st model and what is known as the "5 link" rear suspension system.
- The new Suzuki Caterham half cut model was debuted in the Suzuki show room at the Frankfurt motor show.
- This was one of the first time that a Japanese K-car was making by the other country.
- In March, Caterham Cars held their launch at the British Embassy with F1 driver Kamui Kobayashi.
- At this time, the Japan Automobile Manufacturers Association had set the Kei Car power at 64 ps maximum.
- This power is the same horse power as the 1957 Lotus Seven.
- Caterham Cars Japan decided that the specifications for the Kei Car should be set at 80 ps.
- This year, after undergoing our homologation and emissions testing, the Ginetta G40 was debuted on the Japanese market.
- ART start R&D original endurance inspection own Caterham R300 New vehicle.
- All Ginetta G40 models were homologated by ART and start delivery from Importer.
- ART International factory moves to Miyoshi-Machi and we decided to cease our sales activities.



- It needs 3 month complete all job stopped. And need about 12 month to back better factory build.

Restoration Service
Modification

Research
Developments
Emission Type
Approval



Hard top gullwing For All CATERHAM Super7



2016

- ART made agreements with Zenos Cars UK and started the development of Zenos E10 in Japan.
- ART begins to re setup and R & D Zenos Cars E10 and E10S for Japanese specifications
- We initiated a contract with the specialist controlling systems SCS Delta UK.

2017-2019

- ART started the development of the Plug and Play ECU cars for all models of vehicles.
- Zenos Cars JP start to use Japanese specification with a high performance model.
- By the end of September, we had sold and delivered over 200 Caterham 160s.
- ART continue to support original Caterham models in addition to Ford X-flow, K series, VX C20XE JPE and also Duratec and Sigma Zetec.
- To date, Caterham Cars Japan Technical Centre has already delivered over 500 vehicles across Japan.
- And debut new Caterham Kei-Car Limited Edition of Sprint and Super sprint.

○ Restoration Service
○ Modification

○ Research
○ Developments
○ Emission Type
○ Approval



Our Heritage ? About Us

As of 2019, ART are celebrating 30 years as an independent business in the industry.

We are also celebrating 35 years since our establishment alongside our former partnership corporation JEM.

We are very thankful that we have been able to continue the great work with such exceptional clients which we have been able to inherit from our relationship with JEM.

As an employee of JEM, we were able to travel to the UK and upon returning back to Japan we founded our ART Corporation.

Prior to our arrival in the UK, the main part of our business was dedicated to serving Japanese customers in the UK.

However upon arriving in the UK, we quickly realized that there were also many other showrooms that wished to import directly from Japan to the UK.

At the time we were not fortunate enough to have the internet.

Therefore communication had to be done via telex, fax, telephone and post to the English speaking showrooms.

As you can imagine, having to communicate the accurate details alongside descriptions of the vehicles condition for the testing to be done in the UK was very time consuming.

This is particularly true when the information must be translated from Japanese to English and vice versa.

I proposed to the JEM Corporation a more economical way of working would be that we take this testing in-house so that our customers are able to fully benefit from our applied technical knowledge and expertise.

As the business interests between the normal domestic suppliers and those of these vehicles did not overlap and as we did not sell models that were already prevalent nor were competitive models, we were granted permission to do so.

The majority of this work was limited to and focused on such finest and specialist cars such as the ADO 15 (Mini), the Frog Eye Mark 1, and the ADO 16 (Vanden Plus Princess). This was big news within the Japanese motor industry and we were able to complete many exciting and fulfilling projects.

Following on from these initial projects, JEMs next project was working alongside a France based trading company with the view to opening a store in France for customers to place direct orders.

In order to ensure the continuation of a high level of service,

JEM and ART became independent of one another and JEM relocated to France to fully establish the business. This was the start of Art International as an independent operator.

ART continued to carry out the projects we had inherited from JEM however, due to the success and recognition of our work on the Princess,

there was an influx of requests to us. In addition below standard cars were now being imported regardless of their condition and not coming to us to be safely modified to drive.

The result of this was that owners' dreams were destroyed as their vehicles, whilst beautiful, were not road worthy.

As a result ART was listed as the expert and to whom owners should bring their vehicles to. However the result of this was that we had a two year waiting list from application to delivery date.

Our home is Japan and many of our advisers are domestic but we also have many suppliers and partners in UK-based companies.

The work taking place in the UK and Japan is comparable but it is a continuous learning journey.

To date we have been able to partner with and advise with multiple corporations and individuals.

Most of these projects have been to improve and modify foreign-manufactured vehicles in line with Japanese technical and safety standards.

The majority of our work is R & D on manufactured vehicles.

However we also undertake similar projects from other companies.

Using digital tools,

we are able to carry out systematic tests which ensure that all automobiles that come through our doors leave to be enjoyed safely within a domestic environment.

Our specialist tools allow us to calculate in great detail what the disadvantages and weaknesses of using the vehicle on a daily basis would be.

We have found that it can be particularly difficult to adapt vehicles which have been manufactured in the UK.

However our company is able to carry out engine control testing to ensure that the emissions are to Japanese standards.

These emissions include gas exhaust and noise regulations.

We also carry out requests for development, upgrades and engine tuning on original and additional products in-house.

More recently we have moved the focus of our business away from the showroom with the majority of our work being focused on prototype vehicle production, development work contracts, certification testing and improvement and modification projects.

As such this is not your atypical workshop.

In recent years we have seen an increase in original requests.

We are proud to say that we are able to offer bespoke services that no other companies are capable of.

This is why our customers choose us.

Therefore we now have a waiting list and so we unfortunately must refrain from accepting some very specific orders.

Although we started in vehicles sales we have gone on to help in the repair, restoration and maintenance of vehicles for over 24 years.

However, due to surplus demands, we have had to temporarily stop our restoration services.

As of April 2018 we are where we are with thanks to our predecessor and the after sales in addition to our general tuning work on behalf of our clients.

All of our team of staff, including our managers, are technical experts and are always willing and able to impart their wealth of experience and expertise.

If you would like to pay us a visit for a consultation, please make a reservation in advance.

Thank you for your attention and we look forward to working with you soon.