

 **AUTOBACS**



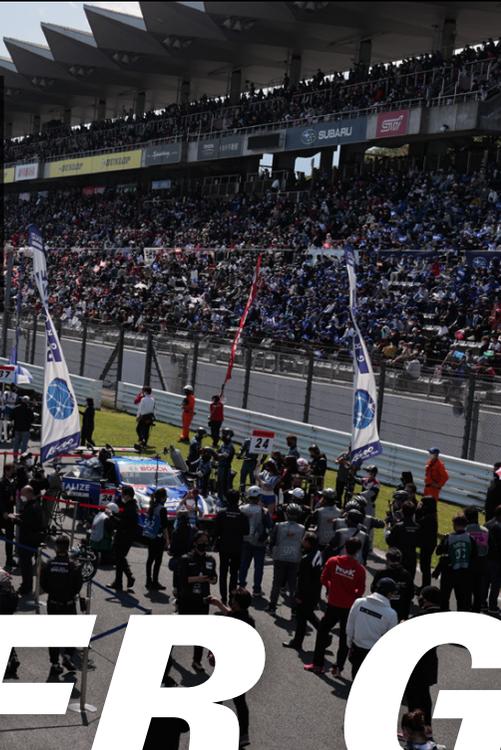
**SUPER GT**  
2022 SERIES

# ***SUPER GT MEDIA GUIDE*** ***2022***



**Packing all the thrills and joys of motor sports in one event!**

With a full roster of top racing drivers from Japan and abroad, SUPER GT has the formula for thrilling, top-flight racing every time. Every race brings non-stop battles that captivate the fans, as rivals compete to win the day or take the series championship titles. SUPER GT brings you motorsport at its very best in one action-packed entertainment arena.



# What is SUPER GT?

**An appealing array of unique Japanese and foreign machines**

SUPER GT is contested by a great variety of race machines based on high-performance GT cars by automakers from Japan and abroad that bring extra excitement to the racing. The fair and strict regulations these cars conform to keep the field level for even competitive potential. The machines also feature cutting-edge technology aimed at making their performance eco-friendly and safe.



## Chang INTERNATIONAL



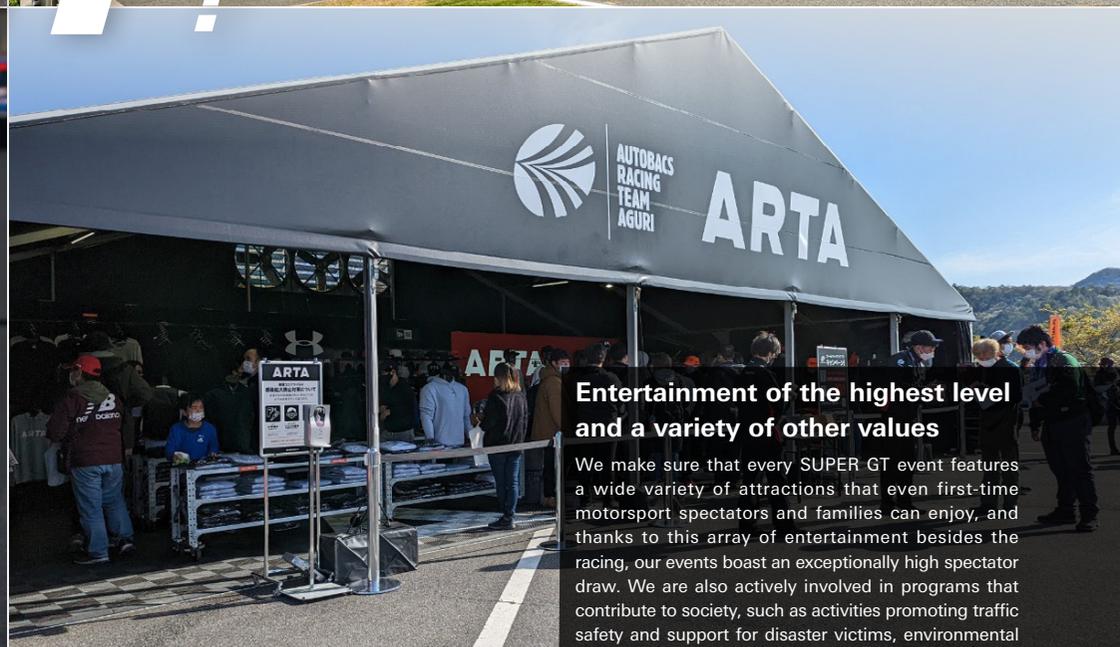
2019 AUTOBACS SUPER GT ROUND 4  
**Chang SUPER GT RACE**

**An international race series born in Japan**

Since its start as the Japan GT Championship in 1994, SUPER GT has gone on to established itself as one of Asia's leading international race series, which includes a round in Southeast Asia. Having realized car regulation integration co-worked with Germany's Deutsche Tourenwagen Masters (DTM) and having held an exchange event with them, It has become an international race series that is leading developments in the world of GT racing.



\*2019 season



**Entertainment of the highest level and a variety of other values**

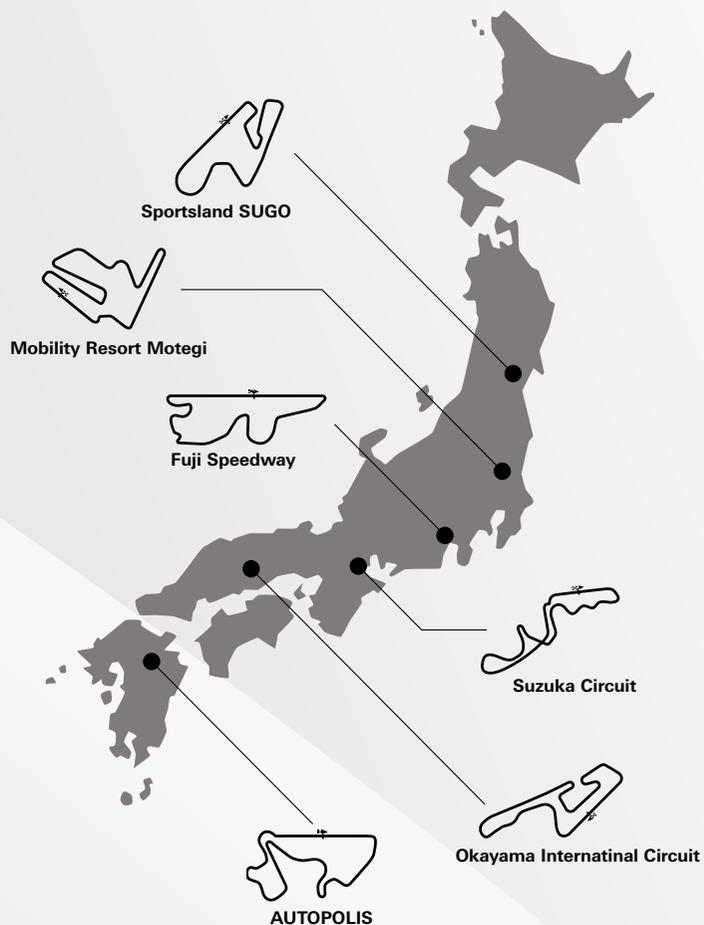
We make sure that every SUPER GT event features a wide variety of attractions that even first-time motorsport spectators and families can enjoy, and thanks to this array of entertainment besides the racing, our events boast an exceptionally high spectator draw. We are also actively involved in programs that contribute to society, such as activities promoting traffic safety and support for disaster victims, environmental projects and more.



## The Series Schedule and Circuits

SUPER GT series schedule will include 8 rounds run from April to November.

In addition to awarding winners and assigning finishing orders for each of these races, series Driver and Team champions will be named after the final round of the season based on total series points.



### 2022 SUPER GT Series Schedule

Rd.1	Okayama International Circuit (Okayama)	Apr.16 (Sat) – 17 (Sun)
Rd.2	Fuji Speedway (Shizuoka)	May.3 (Tue) – 4 (Wed)
Rd.3	Suzuka Circuit (Mie)	May.28 (Sat) – 29 (Sun)
Rd.4	Fuji Speedway (Shizuoka)	Aug.6 (Sat) – 7 (Sun)
Rd.5	Suzuka Circuit (Mie)	Aug.27 (Sat) – 28 (Sun)
Rd.6	Sportsland SUGO (Miyagi)	Sep.17 (Sat) – 18 (Sun)
Rd.7	Autopolis (Oita)	Oct.1 (Sat) – 2 (Sun)
Rd.8	Mobility Resort Motegi (Tochigi)	Nov.5 (Sat) – 6 (Sun)

Circumstances may require changes in the schedule or number of rounds.



## The Race Machines – GT500 Class

SUPER GT is competed in two classes, with the GT500 Class as the upper class. Three of Japan's leading auto makers construct race specific machines of over 500 hp based on their high-performance production sports cars to supply to teams competing in this class. From 2020, these cars are homologated to the technical regulations jointly formulated with DTM, Germany.



### TOYOTA GR Supra GT500

Toyota supplies GT500 class cars based on "GR Supra", the sports car built by TOYOTA GAZOO Racing.



### HONDA

#### Honda NSX-GT

The Honda machine is based on its high-performance sports car "NSX."

Participating tire makers



### NISSAN

#### NISSAN Z GT500

Nissan's new machine based on "Z" enter from the 2022 season.





## The Race Machines – GT300 Class

The other class in SUPER GT is the GT300 Class, where not only Japanese cars but a large number of foreign makers' GT cars participate. The cars conform to one of three regulations, the FIA GT3 cars manufactured and sold by the car makers as full-fledged race cars, the GT300 cars heavily modified by the individual teams, and the "Mother Chassis" (GT300 MC) cars adopting unified parts developed and sold by GTA.



**SUBARU**  
GT300  
SUBARU  
BRZ GT300



**TOYOTA**  
GT300  
TOYOTA  
GR Supra



**TOYOTA**  
GT300  
TOYOTA  
GR SPORTS PRIUS PHV



**TOYOTA**  
FIA GT3  
TOYOTA  
GR86GT



**NISSAN**  
FIA GT3  
NISSAN  
GT-R NISMO GT3



**HONDA**  
FIA GT3  
Honda  
NSX GT3



**AMG**  
DRIVING PERFORMANCE  
FIA GT3  
Mercedes-Benz  
Mercedes AMG GT3



**LAMBORGHINI**  
FIA GT3  
Lamborghini  
HURACAN GT3



**Audi**  
FIA GT3  
AUDI  
R8 LMS



**LEXUS**  
FIA GT3  
LEXUS  
RC F GT3



**Ferrari**  
FIA GT3  
Ferrari  
488 GT3



**BMW**  
FIA GT3  
BMW  
M6 GT3



**TOYOTA**  
GT300 MC  
LOTUS  
EVORA MC

Participating tire makers





## Participating Drivers

The drivers participating in SUPER GT are among the world's best and most famous from Japan and abroad, including ones with F1 experience and success in a variety of world championships.



### Sho Tsuboi GT500 Champion

In 2015 Tsuboi showed off his talent by becoming the first FIA-F4 champion. In 2017, he competed in the GT300 class, then he became a regular driver in the GT500 class in 2019. In 2021 he teamed up with Yuhi Sekiguchi and became the champion.



### Yuhi Sekiguchi GT500 Champion

After gaining racing experience in Europe, Sekiguchi returned to Japan and competed in the GT300 class in 2011. He also became the All Japan F3 champion in the same year. He competed on a Nissan affiliated team in the GT500 class in 2013 and then moved to a Toyota team the following year.



### Tomoki Nojiri GT500

After honing his skills in Europe, Nojiri moved on to Japanese formula race. He competed in the GT300 class in 2014. The following year he moved up to the GT500 class, becoming a key driver for ARTA. In 2021 he won the title of the Super Formula championship.



### Naoki Yamamoto GT500 Champion

He is one of Honda's ace drivers, having won the GT500 class championship title in 2020 and 2018. He has also won the Super Formula title three times.



### Kazuki Hiramine GT500

In 2012, Hiramine placed the second in the All Japan F3 Championship. And he has been competed in the GT300 class since 2014. In 2020, He was selected by the manager Kazuyoshi Hoshino as a his GT500 team driver and has showed off his competitive skills.



### Tsugio Matsuda GT500

Having begun competing in Japan's top race categories from the age of 19 in the year 2000, Matsuda remains an ace driver in GT500 to this day. He won back-to-back championship titles in the class in 2014 and '15. He also holds the proud record of most GT500 wins, at 23.



### Takuto Iguchi GT300 Champion

After competing in races including the All Japan F3 Championship, Iguchi entered the GT300 class in 2008 and competed in the GT500 class in 2011. He has driven the Subaru BRZ in the GT300 class since 2014 and won the championship in 2021.



### Hideki Yamauchi GT300 Champion

Yamauchi won the All Japan F3 Championship N class title in 2008, and has fully participated in the GT300 class from 2011. In 2015, he moved to Subaru. He won four pole positions and became the GT300 champion in 2021.



## Team Directors

The directors of the teams competing in SUPER GT are mostly legends of the world of Japanese motorsport, and a good number are former star driver with careers in F1 or accolades from races like the 24 Hours of Le Mans. They bring greatness to the series with their team leadership, race strategies and mentoring of young drivers.



### Daisuke Ito

During his racing career, Ito crowned GT500 class champion as a driver of the Honda-affiliated ARTA team in 2007. After that, he moved to Toyota affiliated teams. He has served as manager of TEAM TOM'S since 2017, and won the GT500 class champion in 2021.



### Juichi Wakisaka

Crowned champion of the GT500 class three times in his brilliant career, Wakisaka was long been a popular driver for with his carefree personality as well. As a team manager, he has also been a winner, taking the Drivers championship title in the GT500 class in 2019.



### Aguri Suzuki

In 1990, Suzuki became the first Japanese to take a 3rd-place finish in F1. After retiring as a racer, he formed the ARTA team with Autobacs, not only for participating in SUPER GT but also to nurture young drivers and promote the development of motor sports.



### Satoru Nakajima

In 1987, Nakajima became the first Japanese driver with a regular seat in F1, where he competed for five seasons. Continuously active in discovering new talent among younger drivers, he has mentored numerous subsequent championship title winners.



### Kazuyoshi Hoshino

As a driver since the 1970s, Hoshino was known as "Japan's fastest man," winning many victories and titles. Since retiring from driving, he has remained popular as a passionate team manager always striving to be No. 1.



### Masahiko Kondo

Aside from his career as a popular singer and actor, Kondo rose to become a top-class race driver. After retiring as a driver, he became manager of his own racing team, competing in both the GT500 and GT300 classes. In 2020, his team won the GT300 class championship title.



### Ukyo Katayama

Known during his F1 driving career as "Kamikaze Ukyo," he went on to compete in the JGTC (present SUPER GT) GT500 class. As a team manager he has led his GOODSMILE team to the GT300 championship title three times.



## Sporting Regulations

The SUPER GT competition rules are designed to ensure an exciting race experience that is also fair and regulated to ensure safety as well. Also, to ensure that no single machine dominates the competition, the SUPER GT competition rules and technical regulations are set to ensure that overall team strength throughout the season determines the eventual winners.



### Two classes racing together

The races are competed in two classes, the GT500 class, and the GT300 class, running together in the same race. This increases the number of cars and teams competing on the track at any one time. Running these two classes with their difference in speed potential also ensures constant overtake scenes throughout the race and makes for a more intense test of driver skills.



### Multiple tire suppliers

Unlike other race series like F1 that have gone to a single tire supplier in recent years, SUPER GT maintains a policy of allowing multiple tire makers to supply tire for the teams. Besides contributing to development of tire-making technology, the resulting PR activities by the tire makers helps stimulate motor sports and the automotive industry.



### Success Weight system

The teams win championship points based on their race results, but they are also levied a load of weights in proportion with the points they win to equalize the relative competitiveness. In addition, the weights are reduced and finally eliminated at the end of the series. This ensures that the overall strength of the teams throughout the series is tested and keeps the competition more intense and exciting.



### Season championship ensures full-series participation

SUPER GT is a series competition where the final championship title is decided by the cumulative points earned in all the races in the season's series. The ultimate goal of the teams is to win the championship title, which keeps the teams competing at the top level throughout the season in terms of driver skills, machine performance and team strategy.



### Two drivers and a required pit stop

The races are competed by teams of two drivers (three possible in the long-distance races). This means at least one mid-race pit stop is required to change drivers, as well as the refueling operation and other work such as tire changes. The time required for these pit tasks is included in the race time, so the skills of the pit crew and the team's decisions also affect the race outcome.



### FRO (Rescue system)

SUPER GT deploys its own specialized rescue system called FRO (first rescue operation). During the entire competition duration a FRO vehicle manned by a doctor and rescue crew is on standby at trackside. Should trouble or an accident occur, it is ready to perform immediate first aid/rescue measures and ensure safety.



## Technical Regulations

All SUPER GT cars are built in line with our Technical Regulations as high-performance racecars outfitted with a full array of safety equipment. The GT500 class cars from 2020 conform to the technical regulations jointly formulated with DTM. In the GT300 class, cars conforming to the FIA GT3, GT300 or GT300MC regulation can compete.



### Participating Cars

The cars participating in SUPER GT are race-specific cars that take production GT cars or commercially sold sports cars as a base to be modified for racing in line with the FIA and GTA technical (car) regulations. These technical regulations are formulated with concern for safety and environmental friendliness as well as performance.



### Monocoque

The monocoque used in the GT500 class is a carbon monocoque built in Japan according to the regulation jointly formulated with DTM. The GT300 class cars use basic chassis designs that conform to the different regulations, but those conforming to the GT300 MC regulation use a specialized carbon monocoque developed by GTA.



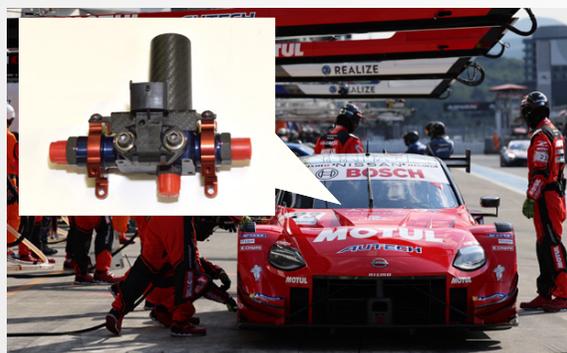
### Engines

The GT500 Class machines mount in-line 4-cylinder, 2-liter, direct-injection turbocharged engines that are developed independently by the respective carmakers. The GT300 class cars adopting the FIA GT format use the engines developed by the respective carmakers. The GT300 regulation cars can use engines built by the model's respective carmaker, but if the GTA Mother Chassis is used, the engine is also one supplied by GTA.



### Aerodynamic Parts

For the GT500 class, the technical regulation is designed to prevent excessive development competition by restricting aerodynamic development and introducing common rear wing parts. For the GT300 class, there are differences in the three regulations, but with regard to the GT300 cars, there is room left for individual development of parts in order to encourage the growth of "Japan Monozukuri" technology.



### Output Restriction

For the GT500 class, output restriction to even the performance of the cars is done by means of a fuel-flow restrictor to control fuel flow in terms of volume per increment of time, and this technology is also an outgrowth of technological development to improve environmental friendliness. In the GT300 class cars, output restriction is done by means of an air restrictor that limits the amount of engine air intake and controlling a turbo boost pressure.



### Tires

Race-specific tires are manufactured by each tire manufacturer, and sizes are specified for each class. The number of sets (4 tires per set) specified for each event, and the set used in qualifying is used for the start of the race. As for the cars that advance to Qualifying 2, tires for starting the race should be determined by lottery from the sets of both Qualifying 1 and 2. Regulations above do not apply when rain tires are permitted to use.



## The History of SUPER GT

The SUPER GT began in 1994 as the All-Japan GT Championships (JGTC). Overseas race has held from 2000. Since 2005, it has become the SUPER GT. During its history, SUPER GT, as an international series from Japan, has been steadily mobilizing spectators and drawing attention from domestic and overseas motor sports fans.



### Start of JGTC

The direct predecessor of SUPER GT was the Japan GT Championship (JGTC). The first JGTC race in 1994 was competed by 18 machines in a five-race series.

### Overseas race held

The first overseas race was held at the Malaysia's Sepang International Circuit in June.



### 100th SUPER GT race held

The final race of this year's series was the memorable 100th SUPER GT race cumulative from the JGTC era.



### Technical regulations unified with DTM. Round in Thailand for the first time

The GT500 class technical regulation was unified with that of DTM as a move toward globalization. Also, an official round of the series was held in Thailand at the Chang International Circuit.



### Demo run by DTM machines at the Final Round

A demo run was held by both SUPER GT and DTM machines at the final round of the season as a demonstration of collaboration between the two series.



### Special Exchange Races Held

The events jointly organized by SUPER GT and DTM were run as a special entry event at the DTM Hockenheim round and later as a special exchange race at Fuji Speedway.



1994

1995

1997

1998

1999

2000

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2003

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2006

2007

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2009

2010

2011

2012

2014

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2017

2019

2020

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2002

2005

2013

2015

2018

2021



### All-star Race held

To build fan satisfaction, JGTC added an All-star Race after the end of the season with competitors chosen by fan voting.



### Official series race overseas

From this year the Malaysia GP became part of the official series. This was the first time a Japanese motorsport competition grew to include and overseas race.



### Birth of the SUPER GT as an international series

With an overseas race now an official part of the schedule, the JGTC was renamed the SUPER GT with FIA affiliation as an international race series.



**GT300 Mother chassis enters use**  
Full-fledged participation of cars using the GT300 "Mother chassis" began, enabling Japanese teams to utilize their race technology.

In the series' 20th year, the 149th race is held. Counting from the first race of the inaugural year of the Japan GT Championship (JGTC) in 1994, this year (2013) saw the GT series celebrate its 20th season and the total number of official series races reached 149.



**Regulation unification finalized with DTM.**  
The technical regulation to unify the SUPER GT GT500 class and DTM car regulations was finalized.



As in the previous year, 8 rounds were held under the new Corona virus pandemic. By taking all possible measures to prevent the spread of infection, all eight rounds (with spectators) were held as in the previous year.



## Awards / Prizes

For each race of the SUPER GT series there are awards and prizes to recognize the achievements of the drivers and teams.

It is the motivation to win these accolades that spurs the drivers and teams on to excel in the heat of competition and inspires excitement and admiration for their winners in the fans.

### Series Awards



#### Autobacs Trophy

This trophy is given by Autobacs Seven Co., Ltd. for outstanding performance in the annual series (1st, 2nd and 3rd places) to the top three finishers (drivers and teams) in the GT500 and GT300 classes.



#### Minister of Economy, Trade and Industry Cup (GT500)

This special SUPER GT award is presented by the Minister of Economy, Trade and Industry to the winning team of the season's GT500 championship in recognition of outstanding performance in motorsport based on state-of-the-art technology and the contribution to Japanese automotive culture.



#### Minister of Land, Infrastructure, Transport and Tourism Cup (GT300)

The Minister of Land, Infrastructure, Transport and Tourism Cup is awarded to the highest finishing GT300 or Mother Chassis (GT300 MC) car in the GT300 season championship ranking as a special award recognizing the contribution to Japanese automotive industry development technology.



#### Liberal Democratic Party of Japan Motor Sports Promotion Federation Cup (GT300)

From the Liberal Democratic Party of Japan Motor Sports Promotion Federation established for the purpose of advancement of Japanese automotive culture and contributing to society through motorsport, a cup is awarded to the season's GT300 Championship winning team.

### Race Awards



#### CVSTOS Award

This award given by WORLD COMMERCE CORPORATION, the Japanese exclusive importer of Swiss made CVSTOS luxury watch, rewards the champion drivers in the both classes "CVSTOS Challenge Chronograph SUPER GT Champion watch" with their name engraved.



#### Autobacs Award

The Autobacs trophy is presented to the winning drivers in the GT500 and GT300 classes for each race.

**Autobacs Seven Co., Ltd.**  
Head offices: Tokyo / President and Representative Director: Kiomi Kobayashi  
A large retail chain in Japan selling automotive parts and repair services. In addition to the Autobacs stores, the company also runs Super Autobacs stores and more.



#### J SPORTS Best Performance Award

A J Sports award for best performance in each race is awarded to one team along with a monetary prize in the J Sports broadcast.

**J Sports Corporation**  
Head offices: Tokyo / President and Representative Director: Shin Kinoshita  
Satellite broadcasting company operating the Channel 4 sports station (BS/CS) for domestic and foreign sports. J Sports is the official SUPER GT broadcaster and publisher and marketer of video contents and sponsor of the series' Best Performance Award.



#### ZF Award - Best Mechanic Award

This is an award that recognizes extraordinary work by a team mechanic during race week with a monetary prize.

**ZF Friedrichshafen AG**  
Headquarters: Germany / CEO: Mr. Wolf-Henning Scheider  
ZF is a manufacturer of automotive parts. The company boasts a nearly 100-year history in the manufacture of motor sports parts that are used today in DTM and by many world's top teams because of their high quality and reliability.



## Related Events

To maximize the satisfaction of fans that come to the circuit, SUPER GT offers them not only the race itself but an increasingly rich assortment of related events as well. These events are aimed to offer appeal and entertainment for people of all ages, male and female alike.



### Pit Walk

This is a very popular event that gives fans the opportunity to get close with the drivers and their racing cars when no machines are running on the track.



### All Drivers Appearance

All drivers are introduced before the final race. The unique performances of the drivers are also part of the entertainment for the fans.



### Kids Kart

The event is held for elementary school students to enjoy their first driving experience.



### Race Queens

Approximately 200 "Race Queens" (promotional models) appear in each of the official rounds of SUPER GT. Admired by many young women as well as male fans, some of these models go on to careers in the entertainment business.



### Event Stage

Enjoyable stage events are scheduled as attractions during the time slots between competition sessions. They vary from driver talk shows to race queen stage appearances and more.



### PR / Sales booths

Many booths are set up in the circuit event area during race weekends where, in addition to food and beverages, sponsor corporations actively engage in PR and offer product-sampling service and a variety of related goods for sale for the enjoyment of fans seeking souvenirs.

\*Photos are 2019 season



## Contributing to Society

SUPER GT, together with our fans, actively supports programs in welfare activities, social projects and automotive culture.

Through our ongoing support of these programs, we seek to make SUPER GT a venue that brings happiness to a large audience and build bonds for the future.



### Traffic Safety Educational Activities

In tie-ups with local police in the vicinity of domestic circuits where series races are held, we conduct traffic safety awareness activities. Police cars are displayed at the venues and messages are delivered before the start of the race to raise traffic safety awareness.



### Furusato Nouzei Promotion Activities

In order to support the "hometowns" where SUPER GT races are held, we advertise the Furusato Nouzei programs (for tax-free products of each region) conducted by the local governments of each host town in the respective race's official program (race pamphlet). By participating in these programs, fans can make a contribution to the regional prosperity.



### Forest Care Activities

SUPER GT participates in forest care and maintenance activities in cooperation with the water departments of the cities of Mimasaka in Okayama Pref. and Yokohama in Kanagawa Pref. In the program with Okayama Pref., the forest care activities have helped win certification as a carbon dioxide-absorbing forest area. In cooperation with the waterworks bureau of Yokohama, a promotional booth is set up to publicize the activities to the fans.



### Japan Self-Defense Forces Promotion Cooperation

Introduced in this program are the activities of the Self-Defense Forces, not only in Japan's defense but also in rescue and aid in times of natural disasters and in post disaster recovery activities. At the Pit Walk experience and other events of some races, there are also displays of special vehicles and PR booth activities. At the 7th round at Motegi, a Japan Air Self-Defense Force F-2 fighter was displayed and gave a demonstration flight.

\*Photos are 2019 season



## Television broadcasts, official website media

SUPER GT uses various forms of media from satellite TV to cable TV and the Internet to broadcast race action and information about the races and related events.

### BS / CS / Cable



**J SPORTS**  
The only sports channel in Japan broadcasts programs via four channels.  
**Households of reception: 6,500,000**



### SUPER GT broadcasts

Japan's largest 4-channel sports TV station "J SPORTS" broadcasts the qualifying and finals of all SUPER GT races live this season as well. Even if you miss the live broadcast, the rebroadcast, highlight program, and "onboard camera +" that adds onboard video to the final race will also be broadcasted. Here is a rich lineup of programs to fully enjoy SUPER GT.



### "GTV"

"GTV" is a talk show of SUPER GT. Professional drivers who engaged in hot battles are invited to the show, interviewed to dig into the moments of the dividing line of the race and asked driving techniques. This show also pick up the latest machines to analyze them.

### Official Web media

Official Web Site



This website serves as a central source for SUPER GT information. It posts detailed results, race reports and race photos.

Page View

\*As of November 2021

**701,000 PV/month**  
**109,000 UU/month**



### Official YouTube Channel



A wide variety of video contents are distributed including on-board videos, interviews with top-ranking drivers, special contents, race queen PR, etc.

<https://www.youtube.com/channel/UCy-v0TWgjkIAIOq-chnl4GA>

**217,000 Subscribers**

\*As of May 2022



### SUPER GT VIDEO Online

SUPER GT's official video portal site. In addition to approximately 40 official videos scheduled to be released in every the race week, videos related to SUPER GT produced by teams, drivers and automakers are also posted.



### Official SNS



Twitter  
[twitter.com/SUPERGT\\_JP](https://twitter.com/SUPERGT_JP)

**128,000 Followers**



Instagram  
[www.instagram.com/supergt\\_official/](https://www.instagram.com/supergt_official/)

**132,000 Followers**



Facebook  
[www.facebook.com/supergt.net/](https://www.facebook.com/supergt.net/)

**37,000 Followers**

\*As of May 2022



## Related Goods / Fan club

In addition to watching the races, we provide a variety of other ways to enjoy the SUPER GT world such as books, games and model cars. Original SUPER GT goods can be purchased over the Internet or at the official SUPER GT shops set up at the race venues. There is also an official SUPER GT Fan Club with services that help members get more enjoyment out of SUPER GT.



### Official Guidebook & Highlight Edition

Motorsports magazine AUTO SPORT publishes the official SUPER GT Guidebook, at the start of the season, and a highlight edition at the end of the season.  
 Publisher: San-ei



### GAME

The latest "Gran Turismo" series of realistic driving simulators, "Gran The SUPER GT cars are also included in Gran Turismo 7.  
 Sold by: Sony Interactive Entertainment



### Original Goods

Goods for spectators, teddy bears, accessories and so on are released as the SUPER GT official goods by various apparel brands including adidas, a popular sports equipment brand.



### Sportsnavi

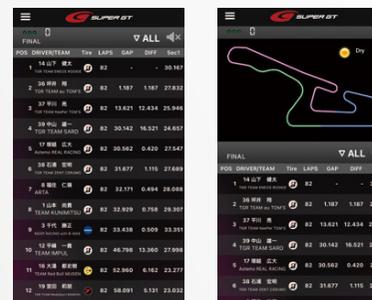
#### Sportsnavi

Mobile phone app "Sportsnavi" has the SUPER GT section that provides information on SUPER GT as well as interview movies of the top-ranking drivers of the qualifying and race.



#### Grooview Multi (app)

A live-streaming app that delivers official live images with play-by-play commentary only at the circuit where the SUPER GT race is held. The application can be viewed on smartphones and tablets, and is available free of charge during 2022 for trial use.



#### SUPER GT Timing App

iPhone&iPad dedicated application



This iPhone / iPad app allows you to enjoy the fierce battle of SUPER GT in real time. With in-app purchases, you can enjoy live timing data view and circuit position view of practice session, qualifying, and final. You can also listen live broadcasting of official announcer Pierre Kitagawa.

### Official Fan Club



SUPER GT Supporters Club members have various benefits to enjoy SUPER GT more, such as purchasing tickets for members and annual passes, and special web contents.

● ● ● Average spectator count per event  
(Eight rounds, 2019 series)

48,639

Total annual spectators (2019)

389,110



\*As a measure to prevent the spread of COVID-19 infection, the first four races of the 2020, 2021 season were held without spectators. The figures referenced on this page, therefore, is the numbers of spectators mobilized for the 2019 season.

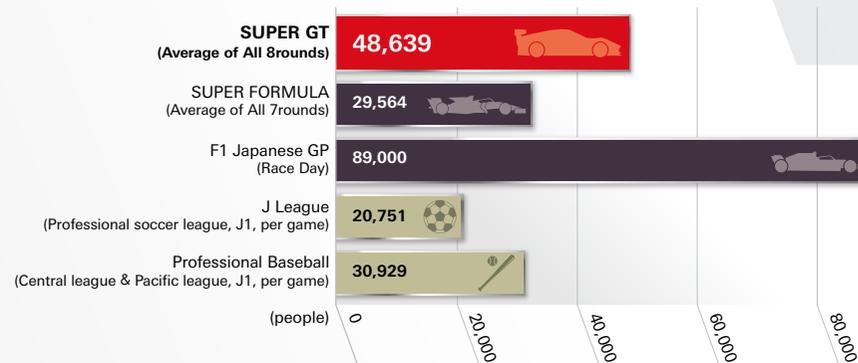
### Spectator Counts and Event Scale (2019 season)

Since its 1994 launch SUPER GT/JGTC has continued to draw large crowds of spectators as the sport has developed. The number of mobilization of SUPER GT is comparable to that of other domestic sports events. For increase its event value, SUPER GT surveys its spectators through questionnaires on a regular basis.

#### Number of Spectators (2019)

	Qualifying day	Race day	Total
Rd.1 Okayama	11,000	17,400	28,400
Rd.2 Fuji	35,800	56,000	91,800
Rd.3 Suzuka	21,000	36,000	57,000
Rd.4 Thailand	10,618	20,282	30,900
Rd.5 Fuji	22,500	38,100	60,600
Rd.6 AUTOPOLIS	10,010	17,300	27,310
Rd.7 SUGO	12,000	25,100	37,100
Rd.8 Modegi	20,500	35,500	56,000
<b>Total annual spectators</b>			<b>389,110 people</b>

#### [Reference] Average spectator counts for other sports (2019 season)



#### No. of participating drivers

**105** GT500:33  
GT300:72



#### No. of participating cars

**45** GT500:15  
GT300:29



#### No. of staff

Approx. **1,000**



#### No. of race queens

More than **160**



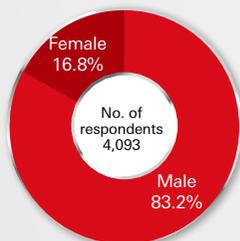
\*As a measure to prevent the spread of COVID-19 infection, the first four races of the 2020, 2021 season were held without spectators. The figures referenced on this page, therefore, is the numbers of spectators mobilized for the 2019 season.

## Spectator Questionnaire – Profile (2019 season)

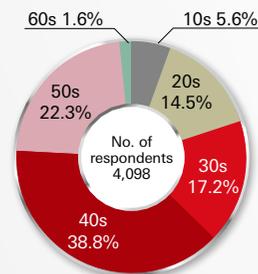
SUPER GT surveys its spectators through questionnaires. Based on this data, SUPER GT is able to provide information concerning marketing in the event localities, survey results concerning trends among the fans and valuable marketing information for our sponsors.

### Company employees and civil servants in their 30s and 40s account for more than 50%

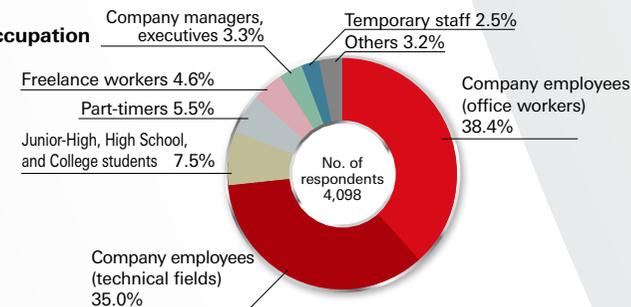
**Gender ratio**



**Age group**

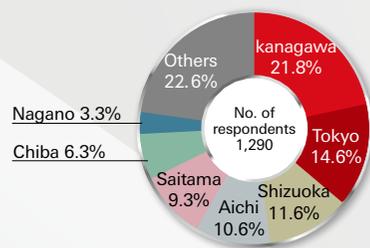


**Occupation**

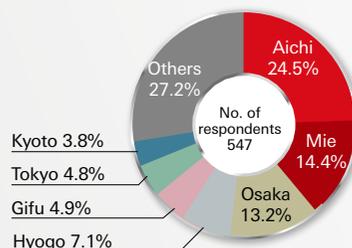


### The large part of the spectator draw is from the circuit locality.

**Residence (Rd.2 Fuji)**

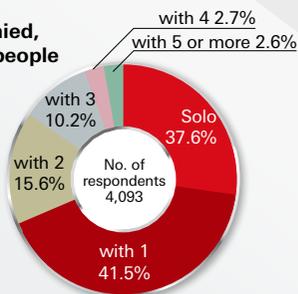


**Residence (Rd.3 Suzuka)**



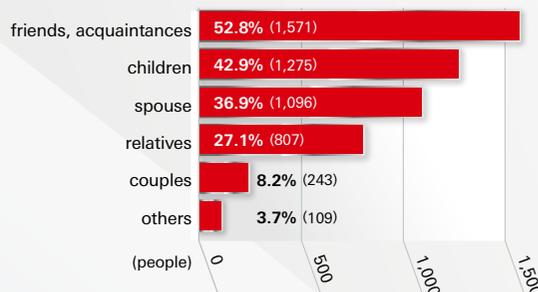
### Over half come to the events with family members.

**Whether accompanied, and by how many people**



**Who do spectators come to the circuit with?**

Multiple answers/No. of respondents: 2,974



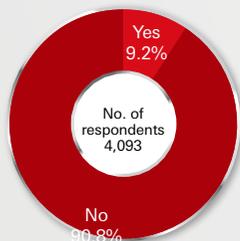
Many visitors in their 30s to 40s come as families or with friends.

Survey locations/days: Rd. 1 Okayama – Rd. 8 Motegi (Excl. Rd.4 Thailand)

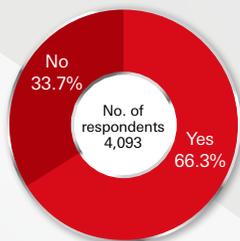
\*As a measure to prevent the spread of COVID-19 infection, an awareness trend survey was not conducted in the 2020, 2021 season. The figures indicated on this page, therefore, is the result of the survey in 2019 season.

Spectator Questionnaire – Awareness trends (2019 season)

Is this your first time attending a SUPER GT event?

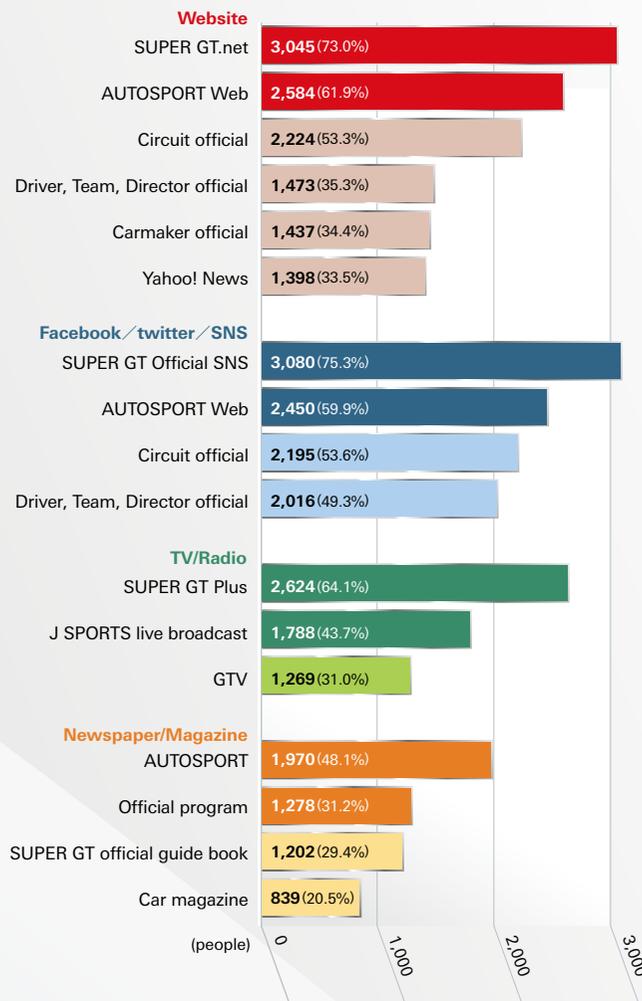


For the reason that the company is a race sponsor, have you purchased that company's products?



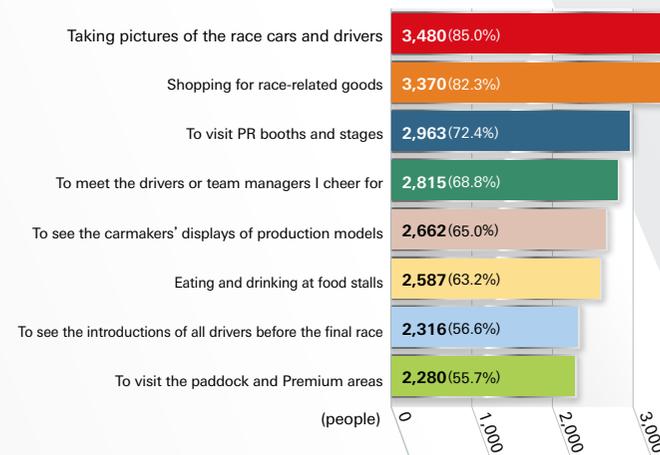
Information source

Multiple answers / Top answer(s) selected

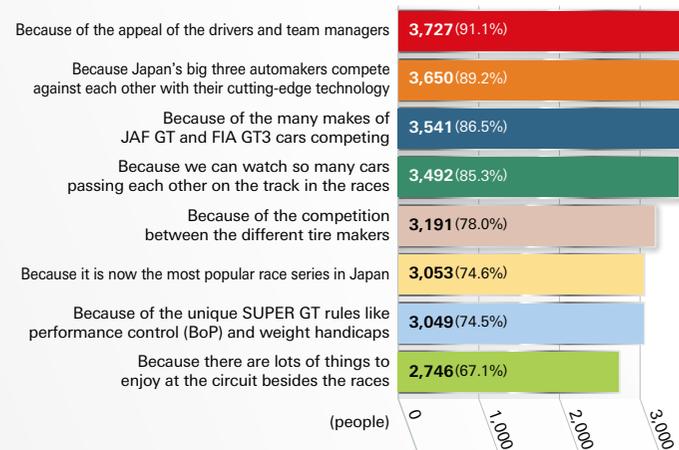


Reason for attending

What did you look forward to when coming to SUPER GT?  
Multiple answers / Top answer(s) selected



Why did you choose to come to a SUPER GT event instead of some other motorsport event?  
Multiple answers / Top answer(s) selected



Survey locations/days: 2019 Series Rd. 1 Okayama – Rd. 8 Motegi (Excl. Rd.7 Thailand)

\*As a measure to prevent the spread of COVID-19 infection, an awareness trend survey was not conducted in the 2020, 2021 season. The figures indicated on this page, therefore, is the result of the survey in 2019 season.



## Sponsors (2022 series)

The SUPER GT 2022 series is operated with the sponsorship and cooperation of the title sponsor, Autobacs Seven Co., Ltd., eight series partner companies and 14 series sponsors.

### Series Title Sponsor



#### AUTOBACS (Autobacs Seven Co., Ltd.)

AUTOBACS is Japan's largest automotive parts retail and repair service chain. In addition to its AUTOBACS stores the company also operates giant SUPER AUTOBACS stores.

### Series Partners



#### TOYOTA GAZOO Racing



#### Honda (Honda Motor Co., Ltd.)

Honda has an illustrious history of accomplishment in motor sports, and it is the only Japanese maker to win the Formula 1 world championship title. Also, the company's works teams are prominent competitors in motorcycle racing.



#### NISSAN (Nissan Motor Co., Ltd.)

This is the carmaker known for its GT-R and Fairlady Z sports cars. One of Nissan's subsidiaries, Nissan Motorsports & Customizing Co., Ltd., supplies race machines and technology to races.



#### SUBARU (SUBARU Corporation)

The Subaru brand is known for its unique technology in areas such as all-wheel-drive (AWD) and horizontally opposed-cylinder engines. It has won double Driver and Manufacturer titles in the FIA World Rally Championship (WRC). It also competes on the SUPER GT circuit.



#### Robert Bosch GmbH

Bosch is a group company of Robert Bosch GmbH, a corporate group boasting world-class shares in industries ranging from automobile parts and industrial equipment and power tools. The GT500 class cars equip BOSCH ECU for engine control.



#### J SPORTS (J Sports Corporation)

Satellite broadcasting company operating the Channel 4 sports station. J Sports is the official SUPER GT broadcaster and sponsor of the series' Best Performance Award.



#### ZF Friedrichshafen AG

ZF Friedrichshafen AG is the Germany-based international maker of automotive parts. ZF-made clutches are used on all GT500 class cars and the company also sponsors a "ZF Award" prize.



#### GRAN TURISMO (Polyphone Digital Inc.)

The driving simulation game series acclaimed for such realism that drivers use it to learn new courses. SUPER GT machines also appear in the game series.

### Series Sponsors



株式会社バンダイナムコフィルムワークス





**GTA Co.,Ltd**

#### Management Principles

1. Striving to promote appealing SUPER GT racing that expands the satisfaction of the fans.
2. Using SUPER GT activities to promote a sound environment for motorsports and building richer automotive culture.
3. Contributing to the development of the motorsport industry by developing new sports business.

#### GTA Co.,Ltd – Company profile

<b>Chairman</b>	Masaaki Bandoh
<b>Capital</b>	85,550,000 Yen
<b>Head Office</b>	3F Gotanda YN Bldg., 2-14-2 Nishi-Gotanda, Shinagawa-ku, Tokyo 141-0031, Japan Tel. 81-3-6426-2501 / Fax. 81-3-6426-2504
<b>URL</b>	<a href="http://supergt.net">http://supergt.net</a>
<b>Businesses</b>	Involvement in automobile race events, Involvement in sponsorships of automobile race events, Management of films/video of automobile race events, etc.

#### Board of Directors

<b>Chairman</b>	Masaaki Bandoh
<b>Directors</b>	Takao Aoki Hiroto Kaneso Toshikazu Tanaka Masanao Hayashi
<b>Auditors</b>	Masaya Kaji Masaya Nagai Yoichi Mizuno
<b>Managing Executive Officer</b>	Taro Hishida

<b>Inquiries</b>	Inquiries concerning the SUPER GT series in general, sponsorship, advertisement etc. <b>info@mail-supergt.net</b> Media inquiries <b>pr_i@mail-supergt.net</b>
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