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GT ASSOCIATION

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A Beginners Guide to SUPER GT

SUPER GT FUN BOOK



SUPER GT
IT'S AWESOME!



Introduction to SUPER GT

SUPER GT is Japan's premier touring car competition featuring heavily-modified production cars (or those designed to be commercially available). GT stands for Grand Touring – a high-performance automobile capable of high speed and long-distance driving. SUPER GT is a long-distance racing competition driven by a couple of drivers per car sharing the driving duty. The cars lining up to compete in the top class GT500 are from the Japanese "Big 3" automakers while domestic and overseas manufacturers go up against each other in the other class GT300. One of the greatest excitements of SUPER GT is a mixed format that GT500 and GT300 cars run a same race as a pack. It has led the series to the Japanese top favourite motorsport drawing approx 400,000 spectators a year.

Elite drivers and prominent team directors gather in SUPER GT

The drivers participating in SUPER GT are well ranked the best in the country. Many of them started their career in junior karting competitions, and eventually stepped up into higher racing categories including even Formula One and World Endurance Championship (WEC). SUPER GT actually has many world-class talents from abroad as well. On top of that, most teams appoint charismatic former drivers to team directors of whom have achieved successful career in the top categories such as F1 and the 24 Hours of Le Mans. This has made the series establish a leading position in the Japanese motor racing, creating even more exciting and dramatic battles to attract millions of fans globally.



Championship battles to go down to the wire

SUPER GT car is driven by two drivers sharing the driving duty. Driver points are awarded to the top ten finishers in each race, and the driver duo who earns the most points over the course of the season becomes the champion. To equalize competitiveness and avoid any runaway contender, a weight handicap (success ballast) is assigned to cars according to the drivers' points scored in the previous races. It reduces any single car's chance of domination over the season, thereby the championship is highly likely to go down to the wire!



Two types of motor racing

Motor racing is classified roughly into two groups according to type of motor vehicle. One is "formula car racing" featuring open-wheel and single-seated cars designed exclusively for racing. F1 is the best-known category in this group. The other is "touring car racing" with heavily-modified street cars. SUPER GT belongs to this group.



Touring car racing

Cars seen on the streets with closed cockpit are referred to as "touring cars". Some races feature production vehicles that remain unmodified whereas others, such as SUPER GT, involve considerably modified cars.



Formula car racing

Open-wheel and open-cockpit formula cars are lighter weight than production vehicles that have been designed primarily to produce high speed. The single-seated cars actually have excellent acceleration and cornering speed.



Tips for Giving an Added Excitement

SUPER GT comes loaded with exciting twists to give you a buzz. Races would be more fun if you know it is all about!



**No.23
MOTUL AUTECH GT-R**

GT500 class

[Participating Cars]

- LEXUS LC500
 - Honda NSX-GT
 - NISSAN GT-R NISMO GT500
- * The cars above are officially entered in the 2017 season.

GT300 class

[Participating Cars]

- TOYOTA PRIUS
- TOYOTA 86 MC
- TOYOTA MARK X MC
- LEXUS RC F GT3
- NISSAN GT-R NISMO GT3
- SUBARU BRZ GT300
- Audi R8 LMS
- BENTLEY CONTINENTAL GT3
- BMW M6 GT3
- Ferrari 488 GT3
- Lamborghini HURACAN GT3
- LOTUS EVORA MC
- Mercedes AMG GT3
- Mercedes SLS AMG GT3
- PORSCHE 911 GT3 R

* The cars above are officially entered in the 2017 season.



**No.7
Studie BMW M6**

Classes and Models

SUPER GT is a mixed-format racing competition that two classes, GT500 and GT300 determined by the difference in performance level, race together. Each class is categorized by the respective horsepower. The horsepower is capped by intake of fuel flow to the engine in GT500 while by intake of air flow in GT300. What makes SUPER GT tremendously exciting is two classes at different performance levels are racing together, thus fans get to enjoy seeing frequent overtaking. A total of 18 models from both classes take part in the 2017 SUPER GT season. There is no such race series as SUPER GT with this colourful array of cars to compete.

Diversity of Cars Provides a Sense of Excitement

One of the prominent features of SUPER GT is the cars with various specs competing against each other. Taking Prius as an example, the decent four-door sedan can morph into a competitive race car with engine and chassis rightfully modified to deliver superior performance. And yet it is a regulations requirement for every participant to come with the same level of horsepower. In SUPER GT, therefore, totally different classifications of vehicle – ultimate sports car and conservative sedan – can be mixed in a single race.

Weight Handicaps Create Close Battles

One-car dominance over the course of the season spoils the fun of the sport. To avoid this, SUPER GT introduced the success ballast system called “weight handicap” where weight penalties are assigned in the next race to cars depending on their performance during the race weekend. Heavier cars have poorer acceleration and braking; thus the championship battle is highly likely to go down to the wire.



The decal on the side of the car shows how much weight is on.

Weight Handicaps (success ballast)

Rd.	Weight calculation	Sample points	Weight (points accumulated in previous races x applicable weight value)
Rd. 1	None	5	
Rd. 2	One point = 2kg	3	5pts x 2kg = 10kg
Rd. 3		15	8pts (5+3) x 2kg = 16kg
Rd. 4		20	23pts (5+3+15) x 2kg = 46kg
Rd. 5	One point = 1kg	13	43pts (5+3+15+20) x 2kg = 86kg
Rd. 6		4	56pts (5+3+15+20+13) x 2kg = 112kg
Rd. 7	1	60pts (5+3+15+20+13+4) x 1kg = 60kg	
Rd. 8	None	0kg	

* Weight is assigned according to accumulated points the driver has scored in previous races.
 * Success ballast max out at 100kg (i.e. In the above calculation, the car in Round 6 should have a weight of 112kg though the excess 12kg are exempted).
 * In GT500, weights of 51kg and over employ one of three different fuel flow restrictor to cap engine power.

How to Distinguish Classes by Appearance

You can tell the difference between GT500 and GT300 simply by looking at these three points represented in different colours: windshield decals, headlights and car number panels. GT500 cars come with clear/white while GT300 cars are with yellow.



Front Windshield Decals

White decals are for GT500 and yellow for GT300.



Headlights

Headlights are also an easy way for you to spot classes even from a distance or in bad weather.

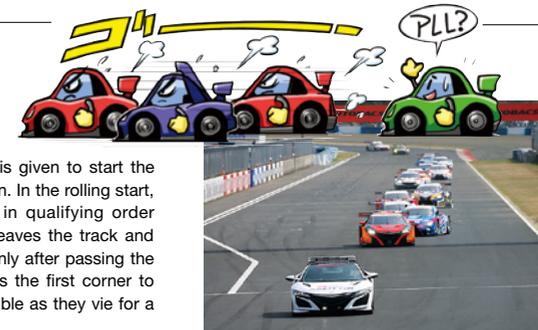


Car Number Panels

Car number panels with black numbers on either white or yellow background go on display on the side of the cars.

Rolling Start

SUPER GT employs a rolling start to initiate a race. Unlike F1, which adopts a standing start with cars remaining stationary on the grid until a green signal is given to start the race, SUPER GT races start with cars already in motion. In the rolling start, all cars follow a lead car, known as a safety car, in qualifying order maintaining speed and position until the safety car leaves the track and starting signal turns green. As overtaking is allowed only after passing the start line, all the drivers get to charge ahead towards the first corner to outdo the competitors. Don't miss the gruelling scramble as they vie for a better position!





The Path to Victory

Let's have a look at how a race weekend is going. Learn more about SUPER GT and enjoy your time at circuit.

Qualifying

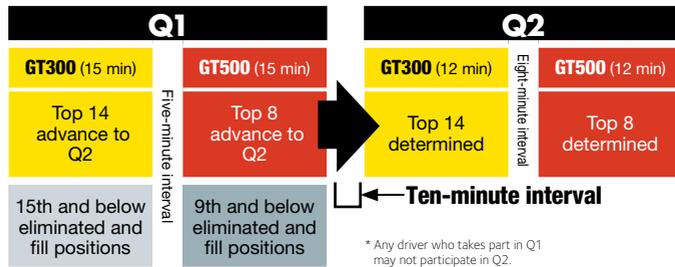
Grabbing Pole Position is Not Easy

Qualifying is crucial as it is where the starting lineup is determined. SUPER GT employs knockout qualifying format, meaning both two drivers must be quick enough to get into higher position. Everyone makes a desperate attempt to record the fastest lap in the qualifying sessions within the given time to get a better position. It really is a breathtaking battle well worth watching.

TIP
Better qualifying results put you to be way out front in the starting grid which brings a great advantage over the competitors in the race.

Knockout Format

Qualifying is run in a two-stage knockout format. The fastest 14 cars (GT300) and 8 cars (GT500) will advance to the second stage (Q2) leaving the rest eliminated in the first stage (Q1) and fill the starting positions. The Q1 qualifiers will then have a shootout to aim for pole position.



Race

Genuine Speed is Simply Not Enough to Victory



Race strategy is a big key to win a race. It includes which driver to be assigned first to driving duty and when to pit. As each team has its own strategy, it could create more exciting races. Both speed and intelligence are vital to victory.

TIP
One driver may only drive up to two-thirds (2/3) of a given race distance.

Point System

One Point May Carry Extra Meaning Towards the End

Top ten finishers of each class in each race score points towards both the drivers' and teams' standings. Points are accumulated in each race depending on the results. Some drivers in the past have won the title by a single point. One point could not be considered negligible.

Driver points										
Classification	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	20	15	11	8	6	5	4	3	2	1

* One point is given to the driver duo in each class who claimed pole position.

Team points										
Classification	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	20	15	11	8	6	5	4	3	2	1

No. of laps	Same no. of laps as 1st	One lap behind 1st	Finished race 2 laps or less behind 1st
GT500	3 pts	2 pts	1 pt
GT300	3 pts		1 pt



TIP
Race completion points are added to team points corresponding to the number of laps completed.

* In races with a distance of 700km or longer, driver/team points are awarded on a 25-18-13-10-8-6-5-4-3-2 basis.

Race Weekend Schedule

Friday is dedicated to preparing for the race. On-track actions begin on Saturday with free practice and qualifying. Sunday is where the actual race takes place (*). In between SUPER GT sessions, there are a variety of events held for all ages. The circuit is bustling with excitement and you can fully enjoy yourself all day long.

Time schedule	Saturday	Sunday
7:00	Public scrutineering, open pit	
8:00		
9:00	Free practice	
10:00		Pit walk
11:00		TOP3 qualifiers talk show
12:00	Pit walk	
13:00		Beginning of starting procedure/grid walk
14:00	Qualifying (knockout)	Race
15:00	Polesitter interview	Podium ceremony
16:00	Kids pit walk	Race winner interview
17:00		

*Check out for the fixed schedule at supergt.net or the circuit's official website.

Pit Walk

An event to experience walking through the SUPER GT pit lane where you can view the cars and garages up close. Sometimes drivers meet your wishes for autographs and photos if you are lucky. Accessible only to Pit Walk pass holders.



Kids Pit Walk

This free event is like the Pit Walk but limited to younger kids under 15. It takes place on the Saturday evening. Any adults as guardians accompanied by his/her children can also attend, so it's more of a family event to enjoy.



Grid Walk

The grid walk is an event enabling you to catch a glimpse of the starting grid right before the race commences. Experience a tense atmosphere as teams make their final preparations for the start of the race. Accessible only to Grid Walk pass holders.

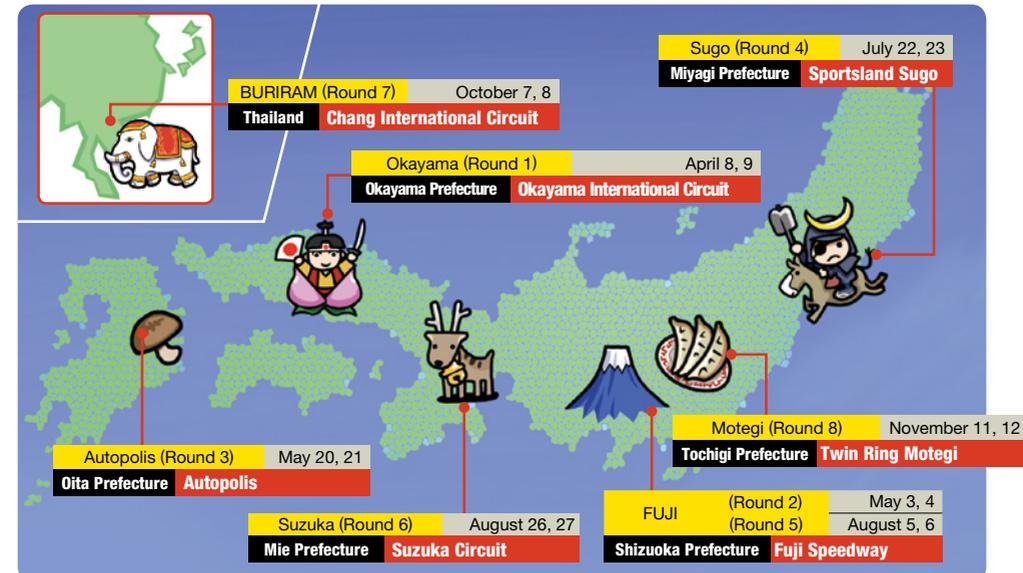


SUPER GT is Held Throughout Japan and Abroad!

SUPER GT currently covers the nation with one leg in Thailand. The domestic rounds take place all in the prestigious circuits, and the Thai round is in another Tilke-designed track Chang International Circuit. The globalization expands SUPER GT's fan base not only within Japan but also around the world.

SUPER GT OFFICIAL TEST

March 18, 19	Okayama International Circuit
March 25, 26	Fuji Speedway
June 17, 18	Sportsland Sugo
June 30, July 1	Suzuka Circuit





Circuits are Filled with Fun!

Circuit has many facilities besides a track including pit area where teams do their duties; race control tower to keep the race safe, legal and punctual; and medical center for the injured to be cared for. Come to the circuit and experience SUPER GT at first hand. All those SUPER GT cars are just inch away from you, and you'll be overwhelmed by their irresistible speed and engine sound. You may even bump into your favorite drivers. In between sessions, there are many fun events you don't want to miss. Talk shows, stage events, pit walk... everything must give you a great time!



A Race control tower

The race control is responsible for monitoring and supervising everything happening on the track. It includes keeping the track safe, providing timing data and penalizing violations of the regulations.

B Paddock

A closed area in which teams' transporters are kept, and also team crew, drivers and other officials do their job. You will see the drivers walking and race cars right over there unless you keep a respectful distance from them.



C Pits



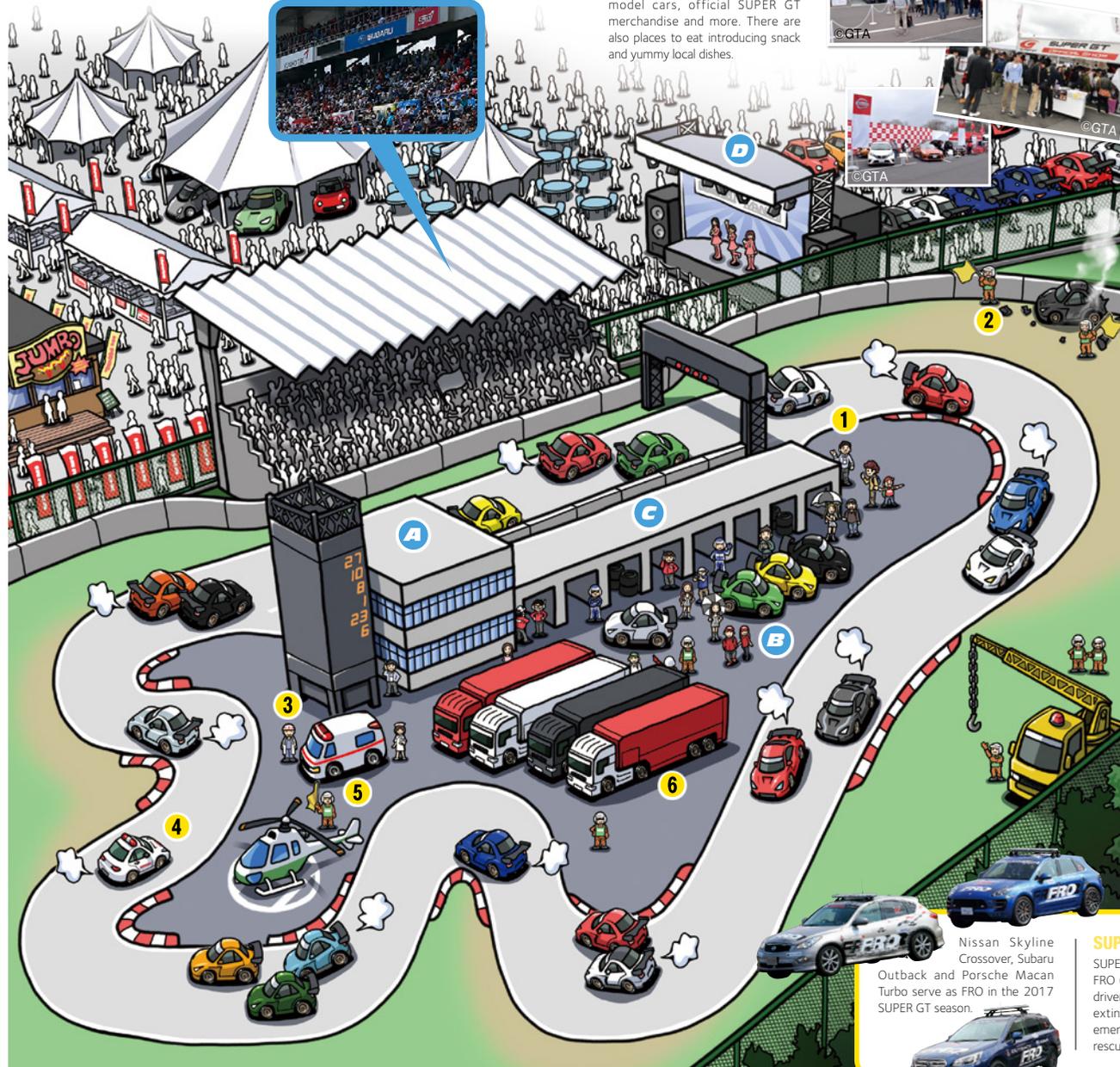
An area designated for teams to work on the cars and for the drivers to make pit stops for refuelling and/or driver change during the race. The area is open to the public only when the pit walk and kids pit walk take place.

Grandstand



D Event space

A ton of fun events make your day extremely enjoyable! Go see the drivers' talk shows, Race Queen (grid girls) appearances on stage, various cars on display and kids kart. The SUPER GT official shop is in this area featuring team merchandise, model cars, official SUPER GT merchandise and more. There are also places to eat introducing snack and yummy local dishes.



Professionals Working at the Circuits

The success of race owes not only to integrity of physical infrastructure but to a team of dedicated specialists. They all feel a strong sense of commitment to assume respective positions. No event can happen without their committed efforts.

Specialists

1 Race director

The race director overall manages the logistics of the race. He is authorized to make every decision about the race control including which flag should be indicated, and whether to give penalties for each case. In SUPER GT, each circuit has its own race director.



2 Marshals

Marshals (a.k.a. officials) are observers in the field whose primary role is to give attention to race to go on safely and smoothly. They are bound in duty to wave a flag to signal the drivers what is happening on the track. When an accident occurs, they rush over to the scene of the accident to ensure safety.



3 Medical team

The medical team joins SUPER GT throughout the season to be on stand-by at all times during race weekends just in case of accidents and emergencies. They also serve as a "family doctor" to keep the drivers fit.



Vehicles

4 Pace cars/Marshal cars

A vehicle driven by an official to lead all cars in grid order maintaining speed and position until the starting signal is given. Another major role is to keep the track safe by going on patrol duty to monitor the track for signs of danger. Honda NSX is assigned to the duty as of this season.



5 Ambulances and medical helicopters

Both are on stand-by in case of accidents. Ambulances are posted around the track to rush to the scene of injury. Helicopters are also kept ready outside the circuit at all times for any severe case to transport quickly to hospital.



6 Transporters

Lorries loaded with race cars and teams' equipment required for the race to transport them from circuit to the other are called transporters. Most of them are specially liveried, and have plenty of fans.



SUPER GT emergency system: FRO

SUPER GT has its unique emergency one-stop system called FRO (First Rescue Operation). It is made up of a well-trained driver, an emergency physician, a fire warden, and a set of fire extinguisher all loaded in a single car. With this complete emergency vehicle, FRO provides strong support for quicker rescue activities.

Nissan Skyline Crossover, Subaru Turbo serve as FRO in the 2017 SUPER GT season.





GT Car Description

GT cars are heavily-modified production cars. Let's take a look at the differences between the two to find out what modifications have been made to GT cars.



DRIVER

To ensure safety, the drivers are obliged to wear a helmet with a HANS (Head And Neck Support) device to disperse the impact on head and neck into the whole shoulder. Racing suit is required to be flame retardant so as to offer protection in the event of a fire.

ENGINE

The success in a race depends on how good the engine got tuned to gain racing competitiveness. All teams give one of the top priorities to the engine development. Currently, GT500 cars must be powered by a 2-litre turbocharged inline-four. In the GT300 class, cars built to the JAF-GT300 regulations are free to mount any engine from the same manufacturer as those of the base chassis while the FIA GT3 cars are more strictly regulated and have no such flexibility in the engines.

COCKPIT

Cockpit is a driver's compartment. It is entangled in roll cages to protect the driver from being injured and the car seat is custom fitted to achieve optimal fit and comfort. In intensely hot season, air conditioner and/or cool suit may be provided to avoid getting heatstroke during the race.

AERO PARTS

The significance of aerodynamics is to channel the airflow perfectly and generate as much downforce as possible that presses the car down onto the road. This increases the car's grip generated by the tires to permit higher cornering speed. They are mounted in the windsept part such as either in the sides of the front or the rear. In the GT500 class, the front spoiler, under-floor and rear diffuser must be predetermined configurations, and rear wing accommodates universal parts across all cars. For the body, the development of aerodynamics can be done freely to the specified area (in the lower part of the car) shown in blue in the illustration on the right.

Above the specified area, it must be the same as that of production cars. In the GT300 class, the JAF-GT300 subclass permits development within the prescribed limits, and the rear wing uses single plane. In the FIA GT3 subclass, designs not allowed in the JAF-GT300 can be used on condition that the basic specifications are followed, but changing the aero parts themselves is not permitted.



Using Common Technical Regulations with German DTM GT500 Class

Since the 2014 season, GT500 cars have employed the same monocoque (main chassis) as those used in the German touring car series DTM. Many other components now have the same basic specifications. As the next step towards internationalizing SUPER GT, they seek closer links with DTM by, for example, having a joint race in the future.



BODY

Production cars are made of steel/aluminum whereas SUPER GT cars use lighter sturdy carbon-fibre in the bodywork to gain higher speed. It helps the race cars to reduce weight drastically.

TIRE

SUPER GT employs purpose-built racing tires which are wider and larger than those on production cars. Tires must be optimally chosen according to the track conditions. Slick (grooveless) tires are best in dry conditions providing far more traction while rain tires should be used in wet weather.



A Variety of Cars on Two Different Regulations Featured in GT300 Class

GT300 class is open to cars constructed to both JAF-GT300 and FIA GT3 regulations. The JAF-GT300 regulations relatively allow for greater flexibility in the development of cars, thus you will see various cars with all different engine displacement, drive system and bodywork. On top of that, another new concept cars, on which GTA-developed mother chassis (having a number of common components such as monocoque and engine) is employed, take part in the current season. FIA-regulated cars, meanwhile, are eligible for many other GT races held across the globe, and this is why they have a huge fan base worldwide. Such the diversity adds absolute excitement to the GT300 class.





Anatomy of a Pit Stop

SUPER GT has strict regulations about pit work: a maximum of five crew are allowed in the working area to conduct all the operations; tire change must be done by no more than two crew of the five; the engine must be switched off during any pit stops; and tire change is not allowed during refuelling. Since choosing the optimum pit strategy as well as crew's performance is crucial in having a successful race, they ceaselessly train very hard to pursue as quick and accurate as possible pit works to gain an advantage over competitors. Let's find out how it works.

Refuelling

As a full tank of fuel does not cover the whole distance, refuelling is needed to complete the race. Although rigs used in SUPER GT are designed to allow for rapid refuelling, flow rate has been programmed in to provide enough time for a driver switch.

Fire Extinguisher

As the SUPER GT cars run on petrol, pit works must be performed with extreme care to avoid fires caused by fuel leakage or spark. Just in case, a crew is standby with a fire extinguisher whenever refuelling.

Impact Wrench

A tool designed for quickly winding off and on wheel nuts, allowing pit crew to change tires breathtakingly fast. Crew often customize their wrench to fit comfortably in their hands to improve work performance.

Tire Change

To cover a long-distance race, You need to pit stop during a race to change tires as they are getting worn out. Since tire change is optional, it is at each team's discretion to change all four, either front or rear only, or none. You will be impressed by tire changers' consummate performance: lifting heavy tires effortlessly, taking off the worn rubbers and fit the fresh ones - all done so quickly and precisely.

Team Director

The team director has total control over the race by making every strategic decision, including when to pit, rationally and instantly in each phase. He is the main pillar of the team leading all members.



Team Members

Race Queens(grid girls)

With adding glitz and glamour to circuits, the race queens serve as an important symbol of promoting teams and their sponsors' products. They sure play an essential role as belles in SUPER GT.



Pit board man

A man holds out a board on the pit wall to inform a driver of the time interval to his competitor(s) and the timing of a pit stop. As the driver streaks across the main straight, it is absolutely crucial to hold the board up for him viewing it easily.



Manager

The manager covers a wide range of duties: handling media enquires and taking excellent care of sponsors are of particular significance to this job. There are a number of women valued in this professional field.



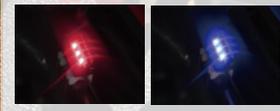
Engineer

The engineer's main role is to analyze data obtained from race car as well as drivers' feedback. He then shares every strategic decision with mechanics to achieve the best performance.



Driver Change

Each car is required by the regulations to be driven by at least two drivers sharing the driving duty in races. A driver may not drive for more than two-thirds (2/3) of the whole distance. The color of the light on the upper left corner of the front windshield indicates which driver is at the wheel - red for the No. 1 driver, blue for the No. 2 and green for the No. 3.



Air Jack

A pneumatically-driven device for lifting a car off the ground while changing tires. By injecting compressed nitrogen into four pistons mounted alongside the wheels, the pistons project downwards to promptly lift the car off the ground.



What Makes GT Cars So Fast? Engine - the Heart of the Car

Engine is considered the most critical part of the vehicle. A variety of engine types can be seen in SUPER GT.

How Engine Works

Engine is one of the most vital components which is said to be the "heart" of automobile. The mechanism is quite intricate but, put simply, its purpose is to burn fuel to create heat into motion so that the car can move.

Engines come in many different types and all have their distinctive feature such as having good acceleration, capable of increasing top end speed, and lightweight. In SUPER GT, there are a plethora of vehicle types, and thus engines are also naturally quite diverse. Giving great attention to the engines might be another good idea for you to enjoy the race even more.



Engine Types Seen in SUPER GT

Straight/Inline

Predominates in production cars, suitable for small displacement and 2, 3 or 4-cylinder

Commonly used vehicle engine generates power by moving pistons up and down, of which inline engines have cylinders arranged in a straight row. These engines are often used in small displacement vehicles.

- Cars equipped with this engine include: LEXUS LC500, NISSAN GT-R NISMO GT500 and Honda NSX-GT.

Vee Engine

Reduces the overall length of engine with many cylinders

From an anterior view, an array of cylinders is arranged in two banks to form a "V" which is to avoid overly long engine with many cylinders arranged in tandem. This engine is often used in cars requiring high horsepower such as sports cars and large-size cars.

- Cars equipped with this engine include: BMW M6 GT3 and Mercedes-Benz AMG GT3.

Flat Engine

Reduces engine height and lowers the center of gravity

Also called horizontally opposed engine having cylinders arranged by pairs on opposite sides of the crankshaft (180 degrees apart) that can be kept shorter, and lower the center of gravity. As the piston movements resemble boxing, they are also referred to as "boxer engine".

- Cars equipped with this engine include: SUBARU BRZ GT300 and PORSCHE 911 GT3 R.

SUBARU Engine's Distinctive Value

Subaru enters a BRZ in GT300 class. The car comes with a flat (boxer) engine in its power unit. Excellent vehicle balance is achieved by lightweight, compactness and lower center of gravity, compared to standard engines. These advantages allow for a smooth and shudder-free

feel to deliver driving stability. Additionally, since the design philosophy for the location of GT car engine and mounting arrangements are shared with that of production vehicles, it delivers high-level and good balance driving experience you can enjoy with Subaru vehicles.

Tire-a Big Performance Differentiator

Tires are the only point of contact between car and track. It is vitally important to select the right ones for great performance.

How Tire Works

Tires provide fundamental motions. They play a key role in driving stability and optimum braking distance. As SUPER GT cars are designed to go much faster than production vehicles, the tires tend to wear out very quickly. For this reason tires used in SUPER GT are all from proven and trusted manufacturers.

There are four tire suppliers competing in SUPER GT this season. Teams can partner up with whichever supplier as they think the best match with their cars. You will sometimes see the same models on track with different tires on for a strategic reason that makes the race more intriguing and unpredictable.



Four Primary Functions of SUPER GT Tire

1 Supporting Car's Weight

(Load Support)

Even though GT car is lighter weight than production vehicles, it weighs over one ton. With a driver and success ballast added on, tires must be strong enough to withstand considerable load.

2 Transmitting Propulsion and Braking

(Traction & Braking)

Tires must transmit braking force onto the track surface accurately. SUPER GT tires are carefully designed to reduce braking distance allowing for tire-road friction. It works well especially in pit stops.

3 Changing and Maintaining Direction of Travel

(Steering & Stability)

SUPER GT tires provide excellent steering precision on corners and good stability on straights responding to a wide variety of demands of drive and road.

4 Absorbing Shocks from Road

(Comfort)

As GT cars run at high speed, drivers are subject to impact from obstacle and bumps on the track. SUPER GT tires absorb such shocks and offer comfort.

Bringing SUPER GT-proven Technology to Commercial Tires

Bridgestone's sports tire range "Potenza" draws heavily on vast experience in SUPER GT and other motorsport categories. The product lineup includes RE-11S, a premium performance tire exclusively for circuit use with lap time benefit; RE-71R for race track to everyday driving tuned for both dry and wet conditions; and S001 provides the superior driving performance for an exciting ride.

POTENZA



RE-11S



RE-71R



S001

For more information on Bridgestone motorsport:

http://ms.bridgestone.co.jp/hp/bsms_index



Helmet-the Driver's Signature Item

**More than just a protective gear.
Helmet is something to give individuality to the driver.**

How Helmet Works

Helmet is primarily a protective gear worn to protect the driver's head from injuries and impacts. Only authorized helmets that meet the strict safety standards, including shock-absorbing capacity, penetration resistance and fire retardancy, can be used in SUPER GT. Helmet also is unique personal item with iconic design and livery, so that the drivers can be easily spotted. Whose artwork is your favourite?



A racing helmet with a proven track record in the pinnacle of motorsport

A lightweight motor racing helmet "GP-6 8859" is made of the same material as that of GP-6RC, a carbon helmet used in F1, having a race-proven structure to assure a high level of safety. The GP-6 8859 comes equipped with M6 terminal to attach anchors for connecting HANS device to the helmet. This headgear has all the features that satisfy professional demands.

Price: ¥108,000 (tax included)

For more information on Arai helmets: <http://www.arai.co.jp>

Seatbelt-the Best Lifesaver

**Seatbelt is indispensable in fighting intense battles.
With greater functionality and maximum safety, it leads to victory while keeping driver safe.**

How Seatbelt Works

Seatbelt is a vital security measure to save lives. It holds the driver firmly in acceleration and braking, and even when experiencing lateral G-forces. SUPER GT drivers are strapped in the cockpit by a six-point harness - two shoulder straps, two pelvic straps and two leg straps- which differs vastly from the one seen on your car. All the SUPER GT seatbelts must meet the strict safety standards set by FIA, with authorization valid for five years. The buckles keep getting smaller and lighter which can be released by the driver with a single hand movement. It sure leads to quicker driver change in a pit stop which is really exciting to watch.



More Good Solutions to SUPER GT

Many parts used on SUPER GT cars are actually commercially available. You should try it!



Mobil 1 brings the best out of the ARTA NSX-GT high performance engine. The synthetic lubricant used in SUPER GT is exactly the same as that available in stores. Mobil 1 offers superior protection and performance



Founded in the UK in 1919, Holts has always been a global leader in the manufacture of car care products, supplying superior performing appearance, repair, maintenance and winter products to the automotive aftermarket.



PITPRO provides all sorts of maintenance services that professionals put their trust on. They cover everything from applying protective coating to deodorizing air.

#8 2017 ARTA NSX-GT



#55 2017 ARTA BMW M6 GT3



PRO STAFF CC Water (all-round car coating spray) keeps your car clean. All you need to do is spray and wipe. It applies protective coating and makes your car more durable.



Wheel could make a huge difference to your car appearances. It also has a decisive influence on the car's performance. With high level of engineering and technology, WORK's wheel ensures stability to high-speeding driving.



The SUPER GT cars now have COMTEC driving recorder as standard equipment. It monitors and captures everything that happens on the track. COMTEC offers a wide range of products including Japanese-made, full HD and HDR model.



Castrol EDGE is the triumphant engine oil proven in various race categories. Boosted with TITANIUM FST, it doubles the oil's film strength, preventing film breakdown and reducing friction to help maximize engine performance.



The amsc members are all engaged in the development of various automotive products. Their consumer products are actually used in the GT cars as well.



Autoplatz co.,Ltd. ASUCOT Co.,Ltd. Enable Inc. ANZEN MOTOR CAR CO.,LTD. ISHIHARA CHEMICAL CO.,LTD. IYASAKA Limited Weeds Co.,LTD. SH-corporation Ltd. ELECOM CO.,LTD. f.design office OKAMOTO INDUSTRY CO.,LTD. Cores International, Inc. SANKO CO.,LTD. SUNTECH CO.,LTD. GS Yuasa Battery Ltd. Shonan Leotech Co., Ltd. TOKYO TECHNICAL COLLEGE Nishikori Co., Ltd. BANZAI,LTD. BRIDE Co., Ltd. HOT STUFF Corp. MARUKA SERVICE Co.,Ltd. Yupiteru Corp. Lumileds Japan GK

Motorsports is robustly backed by many companies.



For PlayStation®4 Console

GRAN TURISMO SPORT

GT SPORT

GRAN TURISMO SPORT Unveiled The Latest in the GRAN TURISMO Series for PS4

The latest version of the acclaimed game series "GRAN TURISMO" is finally available for PlayStation 4. GRAN TURISMO series has recorded a total of 76.91 million copies (*) worldwide. In-game championship authorized by FIA will take place online. For more information about GRAN TURISMO SPORT, check out the official website.

* As of December 2016

GRAN TURISMO SPORT

■ GRAN TURISMO SPORT official website: www.gran-turismo.com/

Gran Turismo SPORT: TM & © Sony Interactive Entertainment Inc.

SUPER GT Official Model Cars

New Range for 2017!
Enjoy the Accuracy of Our 1:43 Scale Models

EBBRO's 1:43 scale die-cast model cars offer high quality flavour down to the finest detail in pursuit of uncompromising accuracy that only SUPER GT official models could deliver. From a wide range of our products, you are bound to find the one you are looking for. More new models will be released for the 2017 season. Our 1:18 models are also recommended. Visit EBBRO's website for the latest information.

EBBRO EBBRO die-cast models

- Prices: Start at 7,800 yen (Tax excluded. Prices are subject to change.)
- For inquiries: MMP Tel: 054-207-8082
- Official website: <http://ebbro.co.jp>



SUPER GT INFORMATION



TV PROGRAM & INTERNET

Get to Know More about SUPER GT on "SUPER GT+"



"SUPER GT+ (plus)" is now even more of a content-rich TV program providing detailed race reports on the 2017 season and focusing on professionals such as star drivers, team directors, mechanics and tyre changers. Under the theme of "More Motoring", the program delivers more vividness and reality by making full use of onboard footage and team radio. The program is co-hosted by former F1 driver Sakon Yamamoto along with U Beam☆. SUPER GT+ with this mighty lineup covers committedly both inside and out of SUPER GT.



Sakon Yamamoto



U Beam☆



Akiyoshi Nakao

Air date Every Sunday at 11:30 pm on TV Tokyo network

● Official website: <http://www.tv-tokyo.co.jp/sgt/> ● Twitter: https://twitter.com/#!/supergt_plus

SUPER GT on J SPORTS

J SPORTS, a sports satellite channel, broadcasts all qualifying sessions and races. All episodes will be aired in returns. J SPORTS provides more programs on SUPER GT: "On-board Plus" a recorded race program with on-board camera footage; and "GTV" a talk show featuring invited guest drivers on cool and interesting stories about SUPER GT.





From basic information to hot news, all you need to know is here
SUPER GT Official Website

SUPER GT official website is easy to navigate and has full of useful information containing the latest news, teams and drivers profiles, must-check points for each race, and ticket information, etc. It's got everything about SUPER GT!

OFFICIAL SITE

SUPER GT Official Website ▼
<http://supergt.net>

Enjoy the race even more with **SUPER GT Official Mobile Website**

SUPER GT official mobile website is absolutely essential for SUPER GT fans to watch races. Now available for smartphone as well. You will find live timing, race review, interview... all hottest news from the circuit. The mobile website also has exclusive content including special column and fun quiz to win a prize.



SUPER GT
Official Mobile Site

Mobile Menu Access

I-mode	Menu List -> Hobbies/Sports -> Motorsport -> SUPER GT
EZweb	au one -> Category -> Sports/Leisure -> Cars/Motorcycles -> SUPER GT MOBILESITE
Yahoo! Mobile	Menu List -> Sports -> F1/Motorsport -> SUPER GT MOBILE



SMARTPHONE APP

iPhone/iPad App **SUPER GT 2017 Timing App**



A dedicated iPhone/iPad app to give you an instant access to gruelling SUPER GT battles in real time. Download free. By making in-app purchases, you can enjoy extra content such as live timing data view for each track session (free practice, qualifying and race) and circuit position view. Get it now on App Store!



QUESTIONNAIRE

Take Our Survey and Win a Prize!

SUPER GT is always keen to hear from you to find out what we can do to make the sport even better for fans. Tell us what you think about SUPER GT by taking our online survey and you will be entered in a drawing to win a prize.

Mobile and Smartphone
Scan the QR code to access.

PC
Click the banner seen on the right side of the SGT official website's homepage.

► Each survey is open on the qualifying day and close on the following Sunday (in domestic rounds only).

* Survey is open for everyone including those who have not watched the race at the circuit.



CIRCUIT EXPERIENCE

Riding Shotgun with a Racing Driver!

The Circuit Experience offers you a firsthand experience of current or former pro-drivers' driving in must-see cars of car manufactures competing in the SUPER GT or the base cars of GT3 participating in the GT300 class. It is scheduled to take place in each SUPER GT round (*). The amazing Circuit Experience is a favourite event for all SUPER GT fans. Apply now!

* The Circuit Experience may not be held in some rounds.

Eligibility for Applicants

- Paying members registered in SUPER GT official mobile website who have either 1) a paddock pass valid on the race day; or 2) Supporters Club members having an annual credential (season pass).
- Those who can email us comments and/or a report on his/her Circuit Experience within a week after the event; or post his/her Experience on SNS such as Facebook or Twitter. •Age13 or older. •Height 130cm or taller.



SUPER GT SQUARE
MOTOR SPORTS ENTERTAINMENT

SUPER GT OFFICIAL SHOP

SUPER GT Official Shop

SUPER GT official shop has a large selection of merchandise including the top-selling cap, T-shirt and novelty. More official goods for the 2017 season are coming. You should come by on the occasion of your visit to the circuit. The items are also available on our online shop. Search by "SUPER GT SQUARE".



SUPER GT OFFICIAL STAGE

SUPER GT Official Stage

We offer you many participatory events on SUPER GT Official Stage including drivers' talk shows, "Team Sponsor Stage" featuring all the race queens, "Gift Drawings" for kids under 15, and "Podium Ceremony Simulation" to get taste of what it's like to be the winner. For detailed schedule, check out the schedule board in front of the Official Stage.



SUPER GT KIDSKART

Complimentary SUPER GT Kids Kart

Highly favoured event "Kids Kart" takes place again this year at the specially-constructed track in the Event Space. Young children aged 6 and older of between 100 and 135cm in height can have a free trial of driving Kids Kart. As participants capacity is limited, make a reservation as early as possible.



SUPER GT SUPPORTERS CLUB

SUPER GT Supporters Club

Join the Supporters Club and you will enjoy a whole variety of membership privileges. You can sign up and register either on the website or the Supporters Club Desk open on every race weekend. Annual membership fee is 5,400 yen.



Join the Supporters Club Now - 2017 Membership (expires on December 31, 2017)

Membership Privileges

- 1 Season pass (annual credential) available for purchase!
- 2 Supporters Club exclusive guest pass available for purchase!
- 3 Advance ticket sales of up to 20% off!
- 4 Free Pit Walk tickets on the race day offered to advance ticket purchaser!
- 5 Free admission on qualifying day!
- 6 Special event/campaign exclusively for members visiting circuit!

* Some limitations on ticket purchase applied.

Additional Privileges for 2017 Members

- Original double-sided plastic folder
- Original pins
- 2017 SUPER GT Regulations Book *
- Free Qualifying-day ticket (for 7 domestic rounds)

* Regulations Book is in limited supply.

Online application also available. For more detail: supergt-square.com



Join us now and enjoy more perks!

* Application for Supporters Club Annual Credentials for this year have now closed (as of April 2017).



The Big Race with over 20-year History

SUPER GT is now catching on worldwide and draws a large spectator!

SUPER GT launched in 1994 originally as the All-Japan GT Championship. The predecessor series mainly featured domestic sports cars along with foreign cars such as Porsche, Ferrari and Lamborghini. Its popularity has grown tremendously as the number of participants increased, and the series began expanding into overseas in the 2000s. This globalization led to the series name change to SUPER GT in 2005. Seeing a considerable increase in FIA GT3 participants in recent years, SUPER GT is going more global than ever before. The 2014 season saw the new GT500 technical regulations which had been unified with those of DTM.

1994	All-Japan GT Car Championship launches with 5 rounds. The regulations include a two-class system to classify into GT1 and GT2, and weight handicap (success ballast) system. The first GT-1 champion is GT-R and GT-2 is Porsche.
1995	The season has 6 rounds.
1996	The classes are reclassified into GT500 and GT300 representing the expected horsepower. The new regulations introduced and now the driving duty must be performed by two drivers per car. A non-title race "All Star Series" inaugurated at Central Circuit in addition to the predetermined 6 rounds.
1997	With Honda NSX's full-season participation, the GT500 competition now stretches between Big 3 automakers including Toyota (Supra) and Nissan (GT-R). The season has 6 rounds and an All Star Series at Motegi.
1998	Maximum race distance is now 500 kilometers. The season has 7 rounds and an All Star Series at TI Circuit Aida.
1999	The season has 7 rounds and an All Star Series at Autopolis.
2000	A first-ever overseas exhibition race "JAPAN GT FESTIVAL in MALAYSIA" takes place in addition to the predetermined 7 domestic rounds.



1996 The high-profile McLaren F1 GTR makes a splashy entrance. Following a fan voting, an all-star race (non-title race) inaugurated.



2002 The Malaysian leg, which joined as an exhibition race since 2000, is now made an official race.

2001	The season has 7 rounds along with an exhibition in Malaysia as in 2000.
2002	The season has 8 rounds of which one is the first official overseas round in Malaysia (Round 4).
2003	The season has 8 rounds.
2004	The season has 7 rounds and an All Star Series held in California, USA. Fairlady Z first appears in GT500 in place of GT-R.
2005	The series is renamed to SUPER GT with 8 rounds in this season.
2006	The season has 9 rounds. SC430 appears in GT500 in place of Supra.
2007	The season has 9 rounds. SUPER GT marks 100th race in Round 9 at Fuji.
2008	The season has 9 rounds. GT-R appears in GT500 in place of Fairlady Z.
2009	The season has 9 rounds.
2010	All GT500 cars are now FR powered by 3.4-liter V8 engine to meet the technical regulations. HSV-010 GT appears in GT500 in place of NSX. The season has 8 rounds along with a non-title race "JAF Grand Prix" at Fuji.
2011	The season has 8 rounds and JAF GP at Fuji.
2012	The season has 8 rounds and JAF GP at Fuji. First-ever hybrid vehicle in SUPER GT introduced in GT300.
2013	The season has 8 rounds and JAF GP at Fuji.
2014	GT500 now uses common technical regulations with those of DTM, governing the 2014 cars onwards (2.0-liter four-cylinder direct injection turbocharged engine and standardized monocoque chassis). The season has 8 rounds of which one is the first official round in Thailand.
2015	The new mother chassis concept cars first come in GT300. The cars now share a number of common components including the monocoque, and it allows the teams to develop competitive cars more freely at lower cost.
2016	Eight (8) rounds were initially scheduled though the Kumamoto earthquakes cause the cancellation of Round 3 Autopolis. It is rescheduled to take place in the season finale at Motegi in November followed by Round 8.
2017	Eight (8) rounds are scheduled in this season. GT500 introduces new car that meets the updated safety standards.



2004 All-star race is held in the US. This marks that a race series of Japanese origin appears for the first time in the US.



2012 Hybrid cars (Toyota Prius and Honda CR-Z) first appear in GT300.



2014 A Thai leg of the series is made an official round which is the second overseas round after Malaysia.



FIA-F4 - A New Entry Level Feeder Series



FIA F4 JAPANESE CHAMPIONSHIP certified by FIA is a newly inaugurated in 2015 by the SUPER GT organizer GTA. Following a proposal by the Fédération Internationale de l'Automobile (FIA), FIA-F4 was created as "the fourth formula car category" next to F3. It started off in 2014 with the inauguration of Italian Championship followed by many other nations' own championships including Japan, UK, Germany, Australia and China. The new feeder series employs one-make formula cars with which drivers compete under high level of safety and equal conditions.

Great Platform for Young Drivers to Improve Their Skills

In the hierarchy of formula racing category with Formula 1 at the pinnacle (see the illustration at the right), FIA-F4 Championship is ranked as fourth. The category targets young drivers serving as a stepping stone into F3, FIA-F2/Super Formula (SF) and then F1. This hierarchical format is similar in structure of baseball: F1 is regarded as the Major League Baseball while FIA-F4 is as college baseball Division 1. As many of the SUPER GT drivers hail from these feeder categories, FIA-F4 Championship definitely is the one that GT fans must follow.

FORMULA RACING HIERARCHY



FIA-F4 Official Sponsors

