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SUPER GT FUN BOOK

A Beginners' Guide to SUPER GT

GTA

Publisher: GT Association

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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.

A Star-studded Series with Elite Drivers and Prominent Team Directors

The drivers participating in SUPER GT are well be ranked as the best in the country. Many of them started their career in junior karting competitions and eventually stepped up into higher categories, of which some have competed internationally incl. even F1 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 who 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, and creating even more exciting battles.



SUPER GT has a lot of talents and legends. (From left to right) It is well known that Satoru Nakajima, the General Manager of Nakajima Racing, and Ukyo Katayama, the Team Director of GOODSMILE RACING & TeamUKYO, had successful careers as F1 drivers. Tadasuke Makino (Team Kunimitsu) is the youngest driver to win the GT500 championship. The series has many other highly talented drivers.

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 success weight (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!

Motor Racing is Classified in Two Groups

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!

GT500 CLASS

Cars Entered in 2023 Season

- TOYOTA GR Supra GT500
- Honda NSX-GT
- Nissan Z GT500

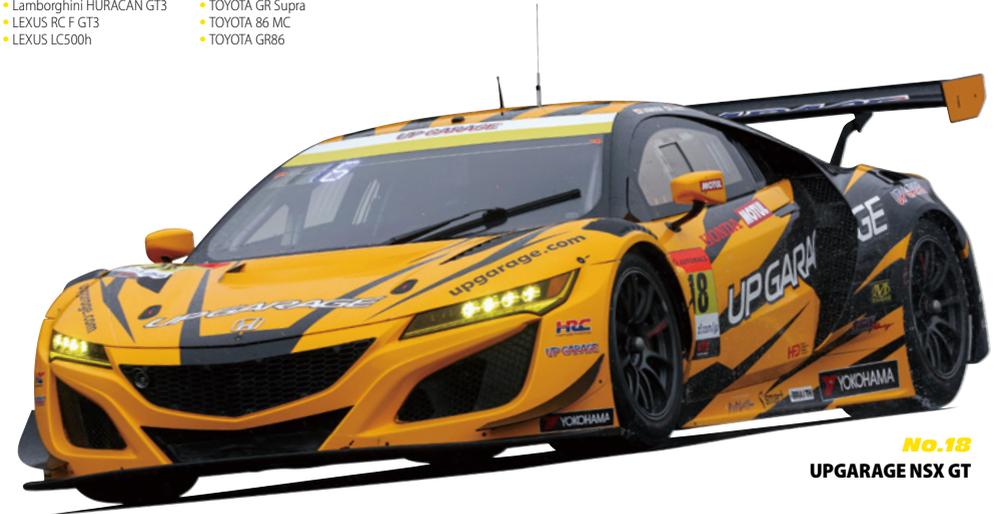


No.100
STANLEY NSX-GT

GT300 CLASS

Cars Entered in 2023 Season

- Audi R8 LMS
- BMW M4 GT3
- Honda NSX GT3
- Lamborghini HURACAN GT3
- LEXUS RC F GT3
- LEXUS LC500h
- Mercedes AMG GT3
- NISSAN GT-R NISMO GT3
- SUBARU BRZ GT300
- TOYOTA GR Supra
- TOYOTA 86 MC
- TOYOTA GR86



No.18
UPGARAGE NSX GT

Classes and Models

SUPER GT is a mixed-format racing competition where two classes, GT500 and GT300 determined by the difference in performance level, race together. Each class is categorized by the respective horsepower that 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 15 models from both classes take part in the 2023 season. There is no such race series as SUPER GT with this colourful array of cars to compete.

Diversity Provides Excitement

One of the features of SUPER GT is the cars with various specs compete. Taking Lexus LC500h for example, the hybrid car can be a competitive race car with engine and chassis rightfully modified to deliver superior performance. And yet participants are regulated to come with the same level of horsepower. Thus totally different classifications of car – ultimate sports car and hybrid car – can be mixed in a single race.



The hybrid car "Lexus LC500h".

Success Weight Creates Close Battles

One-car dominance spoils the fun of the sport. To avoid this, SUPER GT introduced the success ballast system called "Success Weight" where additional weight determined by each race result is loaded to the car in the following race. 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 imposed to the car.

Success Weight (success ballast) in GT500 Class

	Weight Conversion	Points Scored	Weight to be Loaded (points scored in previous races × applicable weight)
Rd. 1	n/a	5	
Rd. 2		3	5pts × 2kg = 10kg
Rd. 3		15	8pts (5+3) × 2kg = 16kg
Rd. 4	1pt = 2kg	20	23pts (5+3+15) × 2kg = 46kg
Rd. 5		13	43pts (5+3+15+20) × 2kg = 86kg
Rd. 6		4	56pts (5+3+15+20+13) × 2kg = 112kg
Rd. 7	1pt = 1kg	1	60pts (5+3+15+20+13+4) × 1kg = 60kg
Rd. 8	n/a	0kg	

*1: 3kg in GT300 *2: 1.5kg in GT300

*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 table, the car in Round 6 should have a weight of 112kg though the excess 12kg are exempted). *In GT500, the car with weights of 51kg and over must employ one of three different fuel flow restrictor to cap engine power.

Spot Class at a Glance

You can spot the difference between GT500 and GT300 simply by looking at these three points represented in respective colours: windshield decal, headlight and car number panel. GT500 class cars come with clear/white while GT300 are with yellow.



Headlight

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

Car Number Panel

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



Front Windshield Decal

GT500 class cars come with white decals while GT300 cars are with yellow.

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.

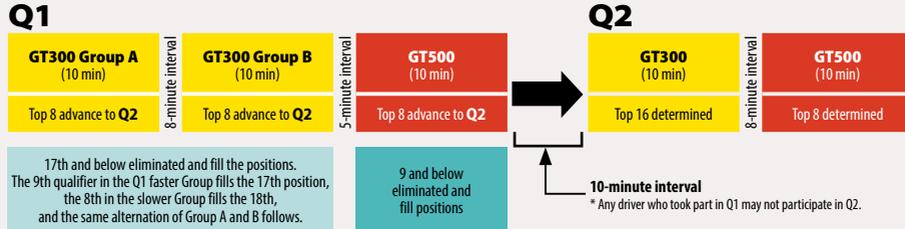
1 QUALIFYING Grabbing Pole Position Is Not Easy

Qualifying is crucial as it is where the starting lineup is determined. As SUPER GT employs knockout format, 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. It really is a breathtaking battle well worth watching.

TIP #1 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

Neither GT300 nor GT500 teams whose qualifying result is below a predetermined position can advance to the second stage (Q2). They are eliminated in the first stage (Q1) and fill the back of the grid. The Q1 qualifiers will then battle Q2 out for pole position. GT300 are divided into 2 groups in Q1 as the class has many participants.



2 RACE Genuine Speed Is Not Enough

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

3 POINT SYSTEM 1 Point May Carry Extra Meaning to 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 (* given to race finishers)

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 (* given to race finishers)

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 lap as 1st 1 lap behind 1st Finished race 2 laps or more behind 1st

GT500 3 points 2 points 1 point

No. of laps Same lap as 1st or 1 lap behind 2 laps behind 1st Finished race 3 laps or more behind 1st

GT300 3 points 2 points 1 point

* 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.

TIP #3 Race completion points are added to team points corresponding to the number of laps completed.

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.

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 for Pit Walk pass holders.

Grid Walk



The grid walk enables 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 race. Accessible only for Grid Walk pass holders.

Kids Walk



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

Race weekend schedule

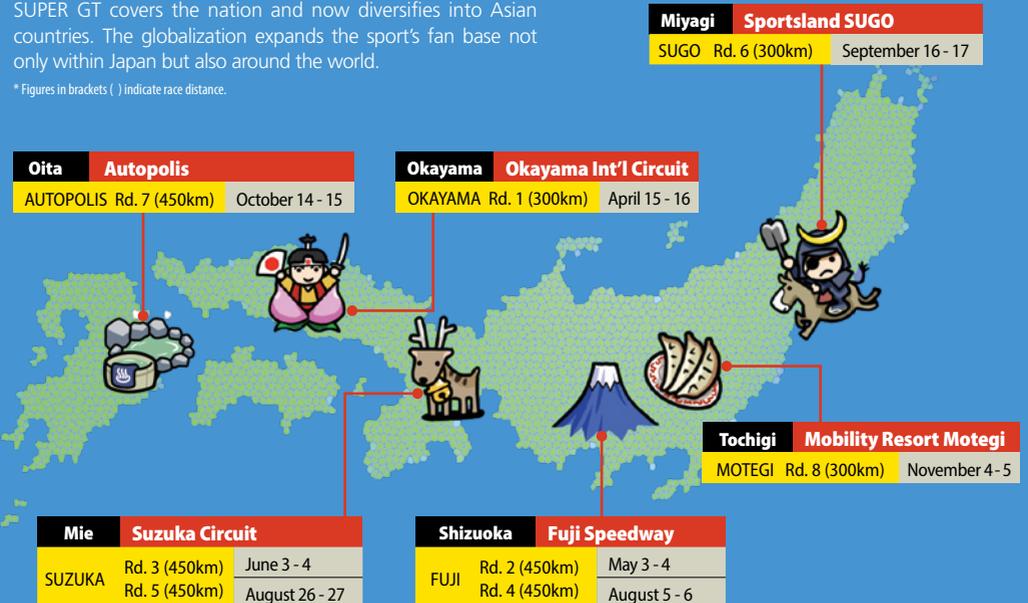
	Saturday (Qualifying)	Sunday (Race)
07:00	Public scrutineering & open pit	
08:00		
09:00	Free practice	
10:00		Pit walk
11:00		Top 3 qualifiers talk show
12:00	Pit walk	
13:00		Starting procedure /grid walk
14:00	Qualifying (knockout)	Race
15:00	Pole Position press conference	Podium Award Ceremony
16:00		Race winners' press conference
17:00	Kids walk	

Drivers on duty Autograph & photo opportunity
*Check out for the fixed schedule at supergt.net or the circuit's official website.

SUPER GT is Held Throughout Japan and Abroad!

SUPER GT covers the nation and now diversifies into Asian countries. The globalization expands the sport's fan base not only within Japan but also around the world.

* Figures in brackets () indicate race distance.



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 favourite drivers. In between sessions, there are many fun events you don't want to miss: talk shows and stage performances at the event space, and pit walk and kids pit walk on the pit road... 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.



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 the stage, various cars on display, and Kids Kart where kids aged 6 to 12 can have a free trial of his/her first taste of driving. 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 snacks and yummy local dishes.



SUPER GT Emergency System "FRO"

SUPER GT's unique one-stop emergency system is called FRO (First Rescue Operation). A well-trained driver, an emergency physician, a fire warden, and a set of fire extinguisher are all loaded in a single car to provide strong support for quicker rescue activities. SUBARU Legacy Outback, Nissan Patrol NISMO and Toyota Land Cruiser serve as FRO in 2023.



Professionals Working at the Circuits

The success of race owes not only to integrity of infrastructure but to the team of specialists and vehicles with a mission to stand behind the race. No events can happen without their commitment.

SPECIALISTS

1 Race Director

The race director manages the logistics of the race. He is authorized to make every decision about the race control incl. issuance of flags and penalty decision. Each circuit has its own race director.



2 Marshal

Marshals (a.k.a. officials) are observers on the trackside 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 for accidents and emergencies. They also serve as a "family doctor" to keep the drivers fit.



VEHICLES

4 Safety Car

The Safety Car (SC) leads the formation of competition vehicles before the start of the race by adjusting their speed, and in the event of an accident during the race or if a race car stops on the track, it controls the pace of the race cars to prevent damage from parts falling on the track or further accidents. In 2023, Nissan Fairlady Z serves as the SC.



5 Ambulance & Helicopter

Both are on stand-by for accidents. Ambulance is posted around the track to rush to the scene of injury. Helicopter is also kept ready at all times for any severe case to transport quickly to hospital.



6 Transporter

Transporter is a lorry loaded with race cars and teams' equipment to transport them from a circuit to the other. Most of them are specially liveried, and have plenty of fans.



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.

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. Air conditioner and cool suit are provided to avoid getting heatstroke.



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 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.

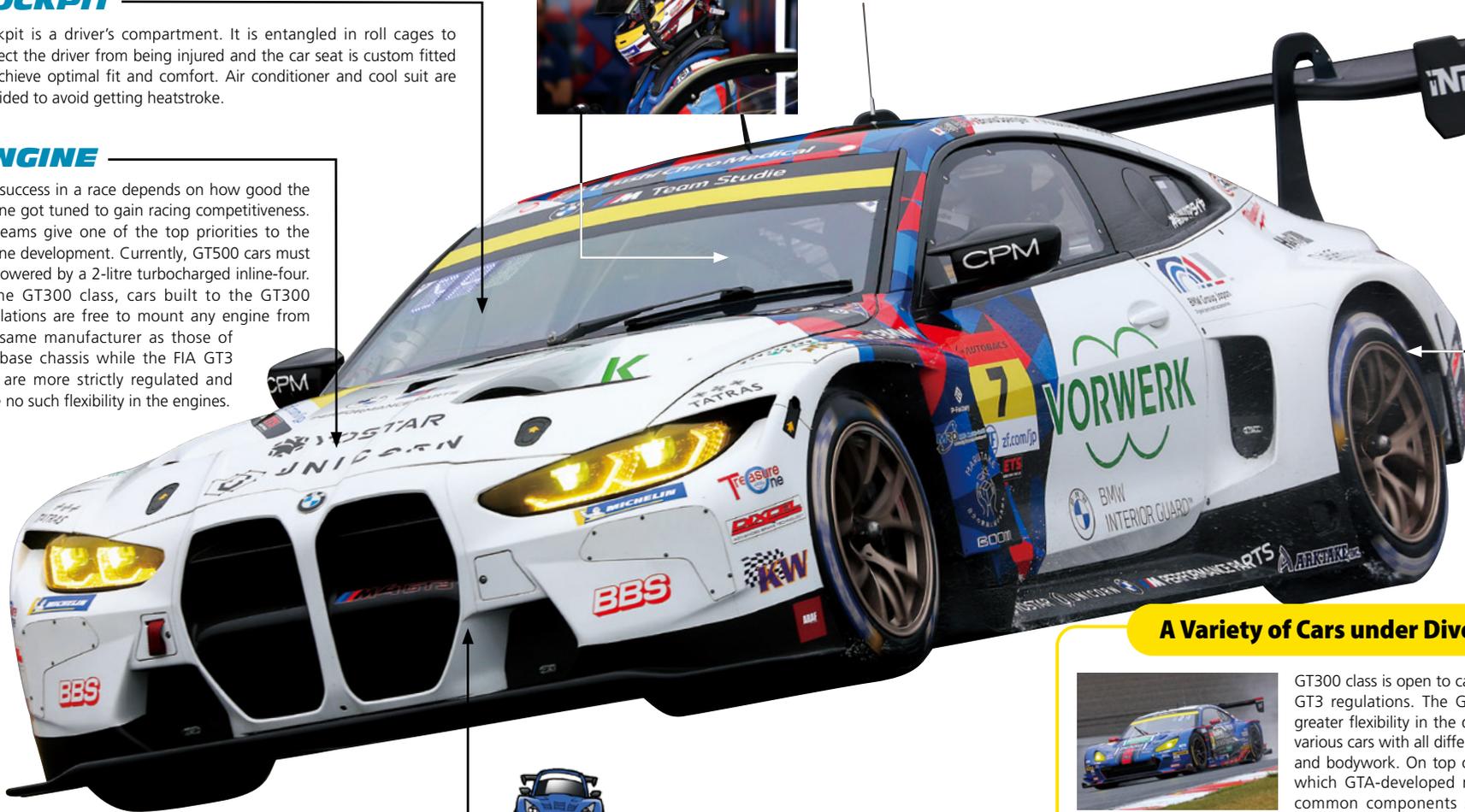
DRIVER

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.

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 windswept 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 all cars have common rear wing. 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 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 GT300 can be used on condition that the basic specifications are followed, but changing the aero parts themselves is not permitted.

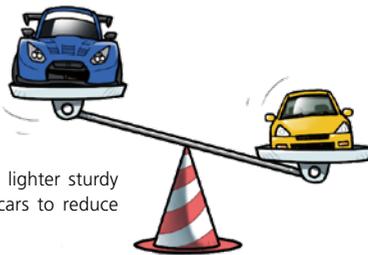


TIRE

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

BODY

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



A Variety of Cars under Diverse Regulations



GT300 class is open to cars constructed to both GT300 and FIA GT3 regulations. The 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, are now taking part in this class. FIA GT3- regulated cars, meanwhile, are eligible for many other GT races held across the globe with a huge fan base worldwide, and many FIA GT3 cars also participate in SUPER GT. Such the diversity adds absolute excitement to the GT300 class.

GT300 CLASS

Anatomy of a Pit Stop

SUPER GT has strict regulations about pit work: a maximum of five mechanics 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 optimal pit strategy as well as crew's performance is crucial for 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.

Team Members

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.



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.



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.



Team 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.



Race Queen

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



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. The use of carbon neutral fuels (CNF) instead of fossil fuels started this year with the aim of reducing CO2 emissions.

Essential Tool for Pit Work #1

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. A crew is on standby with a fire extinguisher whenever refuelling.

Driver Change

Each car is required by the regulations to be driven by at least two drivers sharing the driving duty in a race. A driver may not drive for more than two-thirds (2/3) of the whole distance.

Tire Change

To cover a long-distance race, you probably have got to change tires at some point. Nevertheless, as 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.

Air Jack

A pneumatically-driven device for lifting a car off the ground while changing tires. By injecting compressed nitrogen into insertion slots (pistons) on front or side of the car, the pistons project downwards to promptly lift the car off the ground.

Essential Tool for Pit Work #2

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.



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	Common on production cars, suitable for small displacement and 2, 3 or 4-cylinder	This engine can be seen on
	Commonly used vehicle engine generates power by moving pistons up and down, of which inline engines have cylinders aligned in one row with no offset. These engines are usually found on small displacement vehicles.	TOYOTA GR Supra GT500 Honda NSX-GT NISSAN Z GT500
V Engine	Reduces the overall length of engine with many cylinders	This engine can be seen on
	From an anterior view, an array of cylinders is arranged in two banks to form “V” which is to avoid overly long engine with many cylinders arranged in tandem. This engine is often used on cars requiring high horsepower such as sports cars and large-size cars.	Mercedes AMG GT3 Audi R8 LMS
Flat Engine	Reduces engine height and lowers the center of gravity	This engine can be seen on
	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”.	SUBARU BRZ GT300



Their Engine's Distinctive Value

SUBARU makes a SUBARU BRZ entry into the GT300 class. The car comes with a flat (boxer) engine in its power unit. An 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

It is vitally important to select the right ones for greater 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 Tires

1 Load Support Supporting Car's Weight

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

2 Traction & Braking Transmitting Propulsion and 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 Steering & Stability Changing and Maintaining Direction of Travel

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 Comfort Absorbing Shocks from Road

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 for drivers to stay focused on the race.

Bringing SUPER GT-proven Technologies to Commercial Tires

POTENZA

All the technologies and experience gained in SUPER GT and other motorsport competitions have trickled down to Bridgestone's sport tire range “Potenza”. The product lineup varies depending on the intended use. “RE-12D” is a premium performance tire exclusively for circuit use with lap time benefit; “RE-71RS” is for race track to everyday driving tuned for both dry and wet conditions; and “S007A” provides the superior driving performance for an exciting ride.



RE-12D



RE-71RS



S007A

For more information on Bridgestone motorsport <https://ms.bridgestone.co.jp/4/supergt/>



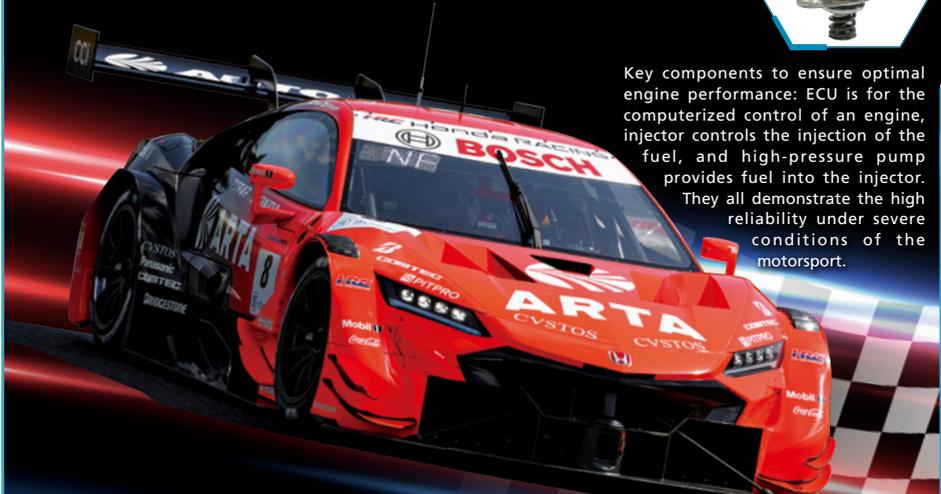
Components to Deliver High Performance to GT500

GT500

INTRODUCTION TO GT500 CONTROL SYSTEM



Key components to ensure optimal engine performance: ECU is for the computerized control of an engine, injector controls the injection of the fuel, and high-pressure pump provides fuel into the injector. They all demonstrate the high reliability under severe conditions of the motorsport.



An intelligent control and distribution unit for electric components such as headlight, indicator and air conditioner. By optimizing the control, it is capable to use electric power efficiently and make effective use of engine power.



With this device in the cockpit, drivers have access instantly to all the information they need so that they can stay focused on driving. The big and HD display ensures high viewability. As menu structure is configurable, the user can choose for example intended for the use of driver or for pit crew.

Bosch's contribution in motorsport began in 1901 Nice-Salon-Nice race where a car equipped with a Bosch magneto ignition claimed victory. Since then, Bosch has been chosen as the proven supplier in many major race series such as F1, WEC and WRC for over 120 long years. They have been committing to the motorsport to keep on evolving while increasing technological capability to address the development of even safer, more efficient and pleasing production vehicles.

As an official sponsor of SUPER GT, Bosch now offers a variety of vital components to all the GT500 cars including engine control unit (ECU), multi-display, power box, injector, high-pressure pump and wiper motor. Most of them are high-performing products optimized for the motorsport.

With the common components as the big differentiators of engine performance, Bosch sure will do much for yet higher performance and create more exciting series than ever.



Invented for life

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amsc is an organization that supports motorsport.



#8 2023 ARTA MUGEN NSX-GT



#16 2023 ARTA MUGEN NSX-GT



Motorsport is robustly backed by many companies.

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

[amsc MEMBERS]



The Real Driving Simulator

GRAN TURISMO 7



GRAN TURISMO 7 is the latest in the acclaimed GRAN TURISMO series, which is celebrating its 25th anniversary. Over 420 vehicles, from classic cars to cutting-edge supercars, are reproduced in unparalleled detail. More than 90 racing tracks are included. GRAN TURISMO 7 features the return of the legendary GT Campaign Mode enabling every car enthusiast to enjoy not only as a racer but also as a collector, tuner, designer and photographer. On top of that, those who like to compete with other players can try out their skills in the Sport Mode. As connecting with players from all over the world, find your own play style and enjoyment in a variety of modes.



Suggested Retail Price

- for PS5 8,690JPY (incl. tax)
- for PS4 7,590JPY (incl. tax)
- 25th anniversary edition 10,890JPY (incl. tax)



GRAN TURISMO official website

<http://www.gran-turismo.com/jp>

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Helmet – 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?



The Racing Helmet Trusted by Many Drivers

The "GP-6 8859", Arai's top domestic 4-wheel helmet, is constantly evolving that benefits from a proven track record in the world's top races. It has a race-proven structure to assure a high level of safety and, at the same time, achieves light weight and comfort. The GP-6 8859 comes with M6 terminal to attach anchors for connecting HANS device to the helmet. This headgear has all the features that satisfy professional demands.



■ Price ¥104,000(plus tax)

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

MOVIE

SUPER GT Video Portal

SUPER GT VIDEO Online

SUPER GT VIDEO Online, the official video portal of SUPER GT, was launched last season. In addition to race footage, we are planning to release videos closely following the teams and drivers, as well as news videos that are easy to understand even for race beginners. A lot of footage brings you "what's hot" and "charm" of SUPER GT.



OFFICIAL SITE

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!

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



TV PROGRAM Enjoy SUPER GT on TV

Watch All SUPER GT on J SPORTS

J SPORTS, sports satellite TV channels, broadcasts all qualifying sessions and races of 2023 SUPER GT, mainly live. All episodes are aired in returns and highlights. J SPORTS has a rich line-up of programs for you to enjoy SUPER GT to the fullest.



Scan the QR for details.

J SPORTS on demand exclusive stream programs are available on PCs, smartphones and tablets. In addition to qualifying/finals for all 8 rounds of this season, the official practice sessions before qualifying and each event on race day will also be streamed live exclusively on demand.



For the 2023 season, Sascha will be the main play-by-play commentator, Hidetoshi Mitsuada will provide commentary and Jiro Takahashi & Shima Takeuchi will continue as pit reporters. Special guests will be featured for race commentary as well. Don't keep your eyes off!

SMARTPHONE APP

The app for you to keep up with SUPER GT

Sportsnavi

Choose "SUPER GT" on the "Official Sportsnavi app" for smartphones/tablets to get latest news on SUPER GT as well as quick reports on qualifying and final.



MOBILE APP

SUPER GT In-venue only Live streaming app

Grooview Multi

You can enjoy the official coverage with Pierre Kitagawa's running commentary from your smartphone or tablet exclusively at the venue. Download the app and enter the password "GTA2023".



Download on the App Store



GET IT ON Google Play

* The image above is for illustrative purposes only. They may differ from the actual screen.

* You may not be able to watch the video depending on the specifications of your device and the network environment.

* This service is available free.



SMARTPHONE APP

iPhone & iPad app

SUPER GT 2023 Timing APP

A dedicated iPhone/iPad app "SUPER GT 2023 Timing App" gives you an instant access to gruelling SUPER GT battles in real time. Download free. By making in-app purchase (980JPY, tax included), you can enjoy extra content such as live timing data view for each track session (free practice, qualifying and race) and circuit position view of the 2023 series. Get it now on the App Store!

Download on the App Store
in-app purchase (980JPY, tax incl.)



Have more fun on SUPER GT with SUPER GT SQUARE!



SUPER GT Supporters Club

We run a fan club to provide a variety of privileges to the members.



SUPER GT Free Kart Trial for Kids

Kids aged 6 to 12 can have a free trial of his/her first taste of driving.



SUPER GT Official Stage

SUPER GT Official Stage offers stage content such as drivers' talk shows on the onsite event space.



SUPER GT Official Shop

We have a large selection of SUPER GT merchandise including cheering goods, apparel and sundries.

SUPER GT Bears "Pole & Winnie"

SGT mascots as well as store managers "Pole & Winnie" goods are now available!



Goods for kids

KIDS American caps



SUPER GT quick drying T-shirt

Ever-popular Success Weight goods



SUPER GT Success Weight key chain available in 5 designs: • 10kg • 20kg • 30kg • 50kg • 100kg



SUPER GT Success Weight flat pouch (various designs available)

SUPER GT weight towel (scarf type)



Also available in online store!



Follow SUPER GT on social media and get the latest news!

Add SUPER GT to your LINE!!

You will get an original wallpaper.

Search the ID (@sgt_square) on the "Add Friends" menu; or scan the QR code.

LINE @sgt_square



@supergt_square

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SUPER GT SQUARE



The World-class Racing Series

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. SUPER GT gets more globalized with a lot of FIA GT3 cars entered in GT300 in recent years, and the collaboration between GT500 and DTM. They began using common technical regulations in 2014 and now they even have some joint events.



1996 The world-renowned McLaren F1 GTR makes a splashy entrance. All-star race (non title race) inaugurates where the participants have been chosen in fan voting.



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



2012 The Malaysian round, joined as an exhibition race since 2000, is now made an official round.



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



2019 A joint race with DTM (Deutsche Tourenwagen Masters) titled as "SUPER GT / DTM Special Battle" takes place in Japan for the first time featuring 7 DTM cars.

1994	All-Japan GT Car Championship (JGTC) launches with 5 rounds.	2012	The season has 8 rounds with JAF GP at Fuji. First-ever hybrid vehicle in SUPER GT is introduced in GT300.
1995	The season has 6 rounds.	2013	The season has 8 rounds with JAF GP at Fuji.
1996	The classes are reclassified into GT500 and GT300 representing the expected horsepower. A non-title race "All Star Series" inaugurates in addition to the predetermined 6 rounds.	2014	GT500 now uses common technical regulations with DTM, governing the 2014 cars onwards (2.0-liter four-cylinder direct injection turbocharged engine and common monocoque chassis). The season has 8 rounds of which one is the first official round in Thailand.
1997	With Honda's full-season entry, GT500 now is the competition among Big 3 automakers with Toyota and Nissan already in participation. The season has 6 rounds and an All Star Series.	2015	The new mother chassis concept cars first arrive 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. The season has 8 rounds.
1998	The season has 7 rounds and an All Star Series.	2016	8 rounds were initially scheduled though the Kumamoto earthquakes cause the cancellation of Round 3 Autopolis. It is rescheduled to the finale at Motegi in November followed by Round 8.
1999	The season has 7 rounds and an All Star Series.	2017	The season has 8 rounds. GT500 introduces new car that meets the updated safety standards, and has crossover exhibition races with DTM both in Germany and Japan.
2000	A first-ever overseas exhibition race in Malaysia takes place in addition to the predetermined 7 domestic rounds.	2018	The season has 8 rounds. The year 2018 marks 25th anniversary of the JGTC inauguration.
2001	The season has 7 rounds with an exhibition race in Malaysia as in 2000.	2019	The season has 8 rounds. A joint race with DTM "SUPER GT / DTM Special Battle" takes place in November at Fuji.
2002	The season has 8 rounds of which one is the first official overseas round in Malaysia (Round 4).	2020	GT500 cars and DTM cars now use common technical regulations. The season was supposed to have 2 overseas and 6 domestic rounds, but it has been rescheduled to have 8 domestic rounds in 3 circuits due to the COVID-19 pandemic.
2003	The season has 8 rounds.	2021	Considering the worldwide spreading of the COVID-19 pandemic, the season has 8 domestic rounds in 6 circuits.
2004	The season has 7 rounds and an All Star Series takes place in the USA.	2022	Z replaces GT-R in GT500. Same as last year, the season has 8 domestic rounds in 6 circuits. GTA announces "SUPER GT Green Project 2030", an environmental roadmap for SUPER GT's efforts.
2005	The series is renamed to SUPER GT with 8 rounds in this season.	2023	Carbon neutral fuels (CNF), replacing fossil fuels, is now introduced to reduce CO2 emissions. The season is scheduled to have 8 domestic rounds in 6 circuits.
2006	The season has 9 rounds. Supra successor SC430 is entered in GT500.		
2007	The season has 9 rounds. SUPER GT marks 100th race in Round 9 at Fuji.		
2008	The season has 9 rounds. Fairlady Z successor GT-R is entered in GT500.		
2009	The season has 9 rounds.		
2010	GT500 cars are now all FR powered by 3.4-liter V8 engine to meet the technical regulations. NSX successor HSV-010 GT is entered in GT500. The season has 8 rounds with a non-title race "JAF Grand Prix" at Fuji.		
2011	The season has 8 rounds with JAF GP at Fuji.		



FIA-F4 – A Feeder Series on the Rise

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



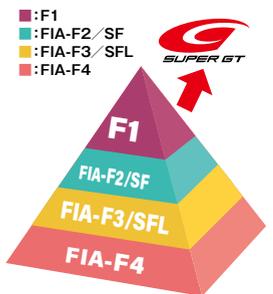
#80 OTG DL F4CHALLENGE

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 FIA-F3/Super Formula Lights (SFL), 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 Sponsor

Watch FIA-F4 LIVE / **FIA-F4 JAPANESE**

*Viewing availability depends on your network conditions.



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表彰台、顔パス。

2023 Series Entry List

GT500

15 CARS

No.	Car	Driver	Entrant	Tire
1	MARELLI IMPUL Z Nissan Z GT500	Kazuki Hiramine Bertrand Baguette	TEAM IMPUL	BS
3	Niterra MOTUL Z Nissan Z GT500	Katsumasa Chiyo Mitsunori Takaboshi	NDDP RACING	MI
8	ARTA MUGEN NSX-GT Honda NSX-GT	Tomoki Nojiri Toshiki Oyu	ARTA	BS
14	ENEOS X PRIME GR Supra TOYOTA GR Supra GT500	Kazuya Oshima Kenta Yamashita	TGR TEAM ENEOS ROOKIE	BS
16	ARTA MUGEN NSX-GT Honda NSX-GT	Nirei Fukuzumi Hiroki Otsu	ARTA	BS
17	Astemo NSX-GT Honda NSX-GT	Koudai Tsukakoshi Nobuharu Matsushita	Astemo REAL RACING	BS
19	WedsSport ADVAN GR Supra TOYOTA GR Supra GT500	Yuji Kunimoto Sena Sakaguchi	TGR TEAM WedsSport BANDO	YH
23	MOTUL AUTECH Z Nissan Z GT500	Tsugio Matsuda Ronnie Quintarelli	NISMO	MI
24	REALIZE CORPORATION ADVAN Z Nissan Z GT500	Daiki Sasaki Kohei Hirate	KONDO RACING	YH
36	au TOM'S GR Supra TOYOTA GR Supra GT500	Sho Tsuboi Ritomo Miyata	TGR TEAM au TOM'S	BS
37	Deloitte TOM'S GR Supra TOYOTA GR Supra GT500	Ukyo Sasahara Giuliano Alesi	TGR TEAM Deloitte TOM'S	BS
38	ZENT CERUMO GR Supra TOYOTA GR Supra GT500	Yuji Tachikawa Hiroaki Ishiura	TGR TEAM ZENT CERUMO	BS
39	DENSO KOBELCO SARD GR Supra TOYOTA GR Supra GT500	Yuhi Sekiguchi Youichi Nakayama	TGR TEAM SARD	BS
64	Modulo NSX-GT Honda NSX-GT	Takuya Izawa Kakunoshin Ohta	Modulo Nakajima Racing	DL
100	STANLEY NSX-GT Honda NSX-GT	Naoki Yamamoto Tadasuke Makino	TEAM KUNIMITSU	BS

• Tire: BS=Bridgestone, DL=Dunlop, MI=Michelin, YH=Yokohama
*Entries are subject to change.

GT300

27 CARS

No.	Car	Driver	Entrant	Tire
2	muta Racing GR86 GT TOYOTA GR86	Yuui Tsutsumi Hibiki Taira	muta Racing INGING	BS
4	GOODSMILE HATSUNEMIKU AMG Mercedes AMG GT3	Nobuteru Taniguchi Tatsuya Kataoka	GOODSMILE RACING & TeamUKYO	YH
5	MACHSYAKEN AIR BUSTER MC86 MACH GO TOYOTA 86 MC	Yusuke Tomibayashi Takamitsu Matsui	TEAM MACH	YH
6	DOBOT Audi R8 LMS Audi R8 LMS	Yoshiaki Katayama Roberto Merhi Muntan	Team LeMans	YH
7	Studie BMW M4 BMW M4 GT3	Seiji Ara Bruno Spengler	BMW Team Studie x CRS	MI
9	PACIFIC VSPO NAC AMG Mercedes AMG GT3	Ryohei Sakaguchi Jiatong Liang	PACIFIC RACING TEAM	YH
10	PONOS GAINER GT-R NISSAN GT-R NISMO GT3	Hironobu Yasuda Riki Okusa	GAINER	DL
11	GAINER TANAX GT-R NISSAN GT-R NISMO GT3	Ryuichiro Tomita Keishi Ishikawa	GAINER	DL
18	UPGARAGE NSX GT3 Honda NSX GT3	Takashi Kobayashi Syun Koide	TEAM UPGARAGE	YH
20	SHADE RACING GR86 GT TOYOTA GR86	Katsuyuki Hiranaka Eijiro Shimizu	SHADE RACING	DL
22	R'Qs AMG GT3 Mercedes AMG GT3	Hisashi Wada Masaki Jyonai	R'Qs MOTOR SPORTS	YH
25	HOPPY Schatz GR Supra GT TOYOTA GR Supra	Togo Suganami Seita Nonaka	HOPPY team TSUCHIYA	YH
27	Yogibo NSX GT3 Honda NSX GT3	Yugo Iwasawa Reimei Ito	Yogibo Racing	YH
30	apr GR86 GT TOYOTA GR86	Hiroaki Nagai Manabu Orido	apr	YH
31	apr LC500h GT LEXUS LC500h	Koki Saga Kazuto Kotaka	apr	BS

No.	Car	Driver	Entrant	Tire
48	Shokumou K's Frontier GT-R NISSAN GT-R NISMO GT3	Taiyo Ida Yuki Tanaka	NILZZ Racing	YH
50	ANEST IWATA Racing RC F GT3 LEXUS RC F GT3	Igor Omura Fraga Yuga Furutani	ANEST IWATA Racing with Arnage	YH
52	SAITAMATOYOPET GB GR Supra GT TOYOTA GR Supra	Hiroki Yoshida Kohta Kawaai	SAITAMATOYOPET Green Brave	BS
56	REALIZE NISSAN MECHANIC CHALLENGE GT-R NISSAN GT-R NISMO GT3	João Paulo de Oliveira Teppei Natori	KONDO RACING	YH
60	Syntium LMcorsa GR Supra GT TOYOTA GR Supra	Hiroki Yoshimoto Shunsuke Kohno	LM corsa	DL
61	SUBARU BRZ R&D SPORT SUBARU BRZ GT300	Takuto Iguchi Hideki Yamauchi	R&D SPORT	DL
65	LEON PYRAMID AMG Mercedes AMG GT3	Naoya Gamou Takuro Shinohara	K2 R&D LEON RACING	BS
87	Bamboo Airways Lamborghini GT3 LAMBORGHINI HURACAN GT3	Kosuke Matsuura Natsu Sakaguchi	JLOC	YH
88	JLOC Lamborghini GT3 LAMBORGHINI HURACAN GT3	Takashi Kogure Yuya Motojima	JLOC	YH
96	K-tunes RC F GT3 LEXUS RC F GT3	Morio Nitta Shinichi Takagi	K-tunes Racing	DL
244	HACHI-ICHI GR Supra GT TOYOTA GR Supra	Kimiya Sato Atsushi Miyake	Max Racing	YH
360	RUNUP RIVAUX GT-R NISSAN GT-R NISMO GT3	Takayuki Aoki Atsushi Tanaka	TOMEI SPORTS	YH

• Tire: BS=Bridgestone, DL=Dunlop, MI=Michelin, YH=Yokohama
* Entries are subject to change.