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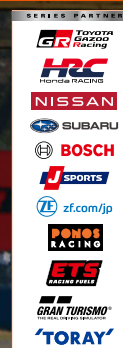
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SUPER GT FUN BOOK

A Beginners' Guide to SUPER GT



Publisher: GT Association

SUPER GT FUN BOOK is sponsored by



30th Celebrating the 30 year anniversary
Since 1994



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 both domestic and overseas manufacturers take part 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 annually. SUPER GT marks 30th anniversary this 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 Team Director of Modulo 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 claims the champion. To equalize competitiveness and avoid any wire-to-wire winner, 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 into Two Groups

Motor racing is classified roughly into two groups according to the type of motor vehicle. One is "formula car racing" featuring purpose-built racing cars coming with open-wheel and single-seated. 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. The more you know about SUPER GT, the more you enjoy watching it!

Cars Entered in 2024 Season

- Aston Martin Vantage GT3
- BMW M4 GT3
- Ferrari 296 GT3
- Honda NSX GT3
- LAMBORGHINI HURACAN GT3
- LEXUS RC F GT3
- LEXUS LC500h
- Mercedes AMG GT3
- NISSAN FAIRLADY Z
- NISSAN GT-R NISMO GT3
- SUBARU BRZ GT300
- TOYOTA GR Supra
- TOYOTA 86 MC
- TOYOTA GR86

GT500 CLASS

Cars Entered in 2024 Season

- TOYOTA GR Supra GT500
- Honda CIVIC TYPE R-GT
- Nissan Z NISMO GT500



No.36
au TOM'S GR Supra

GT300 CLASS

No.52
Green Brave GR Supra 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 17 models from both classes take part in the 2024 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)

Rd.	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

* Weight is assigned according to accumulated points the driver has scored in previous races.
 * Success weight max out at 100kg in GT500 (i.e. In the above table, the car in Round 6 should have a weight of 112kg though the excess 12kg are exempted), while 80kg maximum in GT300.
 * In GT500, the car with weights of 51kg and over must employ one of three different fuel flow restrictor to cap engine power.

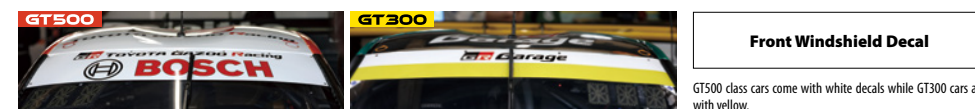
Spot Class at a Glance

You can spot the difference between GT500 and GT300 simply by looking at the following 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 the circuit.

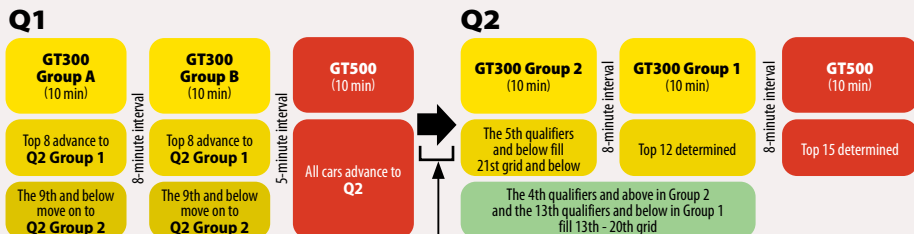
1 QUALIFYING Grabbing Pole Position is Not Easy

Qualifying is crucial as it determines the starting grid. As SUPER GT now employs an aggregate system contested based on the combined lap times of a driver pair, both must be fast to get a higher grid. 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.

Aggregate Format

Instead of the knockout format used until last year, SUPER GT now adopts an aggregate format for the 2024 season where all cars run both stages (Q1 and Q2) and the starting grid will be determined by the combined times of two drivers from Q1 and Q2. As GT300 has many entrants, they are divided into two groups both in Q1 and Q2.



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 One 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

* Three points are given to the first qualifier, two to the second and one to the third.

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 cases where the race distance is 700km or more, or the race duration is 4 hours or more, 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.

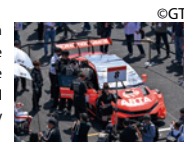
Pit Walk

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.



All Drivers Appearance

This is an event taking place right before the final race where all drivers make an appearance. You can watch them coming out in front of the pit to make their presence known through the big monitors in the venue.



	Saturday (Qualifying)	Sunday (Race)
07:00	Open pit	
08:00		
09:00	Free practice	Top 3 qualifiers talk show
10:00		Pit walk
11:00		All drivers appearance
12:00	Pit walk	
13:00		Starting procedure / grid walk
14:00	Qualifying	Race
15:00		Podium Award Ceremony
16:00	Pole Position press conference	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.

- Oita Autopolis**: Rd. 7 (3 hours) | October 19 - 20
- Okayama Okayama Int'l Circuit**: Rd. 1 (300km) | April 13 - 14
- Miyagi Sportsland SUGO**: Rd. 6 (300km) | September 21 - 22
- Mie Suzuka Circuit**: Rd. 3 (3 hours) | June 1 - 2; Rd. 5 (350km) | August 31 - September 1
- Shizuoka Fuji Speedway**: Rd. 2 (3 hours) | May 3 - 4; Rd. 4 (350km) | August 3 - 4
- Tochigi Mobility Resort Motegi**: Rd. 8 (300km) | November 2 - 3

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. *The text in parentheses indicates the race distance or duration.

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 2024.

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 2024, 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.

DRIVER

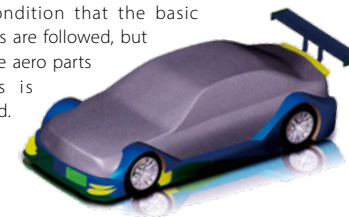
To ensure safety, the drivers are obliged to wear a helmet with a HANS (Head And Neck Support) device to disperse the impact on head and neck into the whole shoulder. Racing suit is required to be flame retardant so as to offer protection in the event of a fire.



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.



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.



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**

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.



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.

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 last 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.



Refuelling

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.

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.



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.



Manager

The manager is responsible for handling the arrangements for participating in races, managing the team's schedule, coordinating interview, taking excellent care of sponsors, and disseminating information. Attention to detail is crucial in this role.



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.



Race Ambassador

Race ambassadors are responsible for boosting the excitement of the race by cheering for the team and performing at various events, as well as undertaking activities to promote the team and sponsors. They truly serve as "ambassadors" of the race.



Team Members

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.

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 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.	This engine can be seen on TOYOTA GR Supra GT500 Honda CIVIC TYPE R-GT Nissan Z NISMO GT500
V 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 “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.	This engine can be seen on Mercedes AMG GT3 TOYOTA GR Supra GT300 TOYOTA GR86 GT300
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”.	This engine can be seen on SUBARU BRZ GT300

SUBARU 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.



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.



Power box
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.



Multi-display
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.

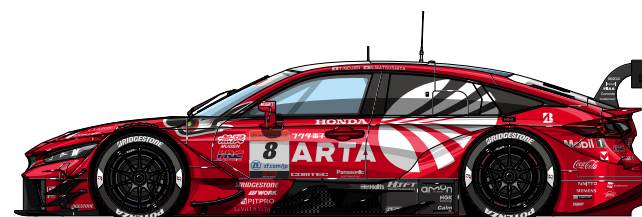
Bosch's contribution in motorsport began in 1901 Nice-Salon-Nice race where a car equipped with a Bosch magneto ignition claimed victory. Since then, Bosch has been chosen as the proven supplier in many major race series such as F1, WEC and WRC for over 120 long years. They have been committing to the 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.



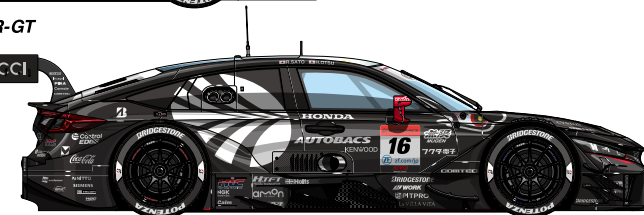
Invented for life

Make More Enjoyable Life with Car

amsc is an organization that supports motorsport.



#8 2024 ARTA MUGEN CIVIC TYPE R-GT



#16 2024 ARTA MUGEN CIVIC TYPE R-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 digital deluxe edition 10,890JPY (incl. tax)



GRAN TURISMO official website
<http://www.gran-turismo.com/jp>

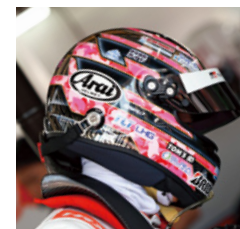
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Helmet–Driver's Signature Item

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>



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.



The second-generation vehicles to be featured starting this season (#60 OTG DL F4CHALLENGE).

Future Stars Emerge from Young Talent Honed in FIA-F4

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. 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



Watch FIA-F4 LIVE

FIA-F4 JAPANESE

* Viewing availability depends on your network conditions.



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 2024 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.



For the 2024 season, Sascha will be the main play-by-play commentator, Hidetoshi Mitsusada 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!

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>



MOBILE APP

SUPER GT In-venue only Live streaming app

Grooview Multi

You can enjoy the official coverage with Pierre Kitagawa's running commentary on your mobile device, smartphone or tablet, exclusively at the venue. Download the app and enter the password "GTA2024".



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

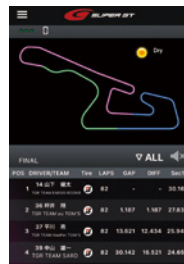
iPhone & iPad app

SUPER GT 2024 Timing App

A dedicated iPhone/iPad app "SUPER GT 2024 Timing App" gives you an instant access to gruelling SUPER GT battles in real time. Download free. By making in-app purchase (1,200JPY, 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 2024 series. Get it now on the App Store!

Download on the App Store

• in-app purchase (1,200JPY, tax incl.)



SUPER GT SQUARE
MOTOR SPORTS ENTERTAINMENT

Have more fun on SUPER GT with SUPER GT SQUARE!



SUPER GT Official Stage

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



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 Supporters Club

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



SUPER GT Official Shop

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



OFFICIAL SHOP

SUPER GT Bears "Pole & Winnie"

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



SUPER GT mascot bear M "Winnie"

Also available in online store!



Always with SUPER GT!



Checked pattern mesh cap Jr.

Success weight sticker

Patent-leather-like makeup bag

Mechanical pencil "Kuru Toga"

Useful goods on the circuit



Ticket holder with strap

Ear protector

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



X @supergt_square

Instagram super_gt_square

Facebook SUPER GT SQUARE

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A Hugely Popular Racing Category Marking Its 30th Anniversary

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.

1994	All-Japan GT Car Championship (JGTC) launches with 5 rounds. It was run under a two-class system, GT1 and GT2.
1995	The season has 6 rounds.
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.
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.
1998	The season has 7 rounds and an All Star Series.
1999	The season has 7 rounds and an All Star Series.
2000	A first-ever overseas exhibition race in Malaysia takes place in addition to the predetermined 7 domestic rounds.
2001	The season has 7 rounds with an exhibition race 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 takes place in the USA.
2005	The series is renamed to SUPER GT with 8 rounds in this season.
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.



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.



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



2004
All Star Series takes place in the USA. This is the first time that a Japanese-origin race is held in the USA.

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.
2012	The season has 8 rounds with JAF GP at Fuji. First-ever hybrid vehicle in SUPER GT is introduced in GT300.
2013	The season has 8 rounds with JAF GP at Fuji.
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.
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.
2016	Eight 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.
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.
2018	The season has 8 rounds. The year 2018 marks 25th anniversary of the JGTC inauguration.
2019	The season has 8 rounds. A joint race with DTM "SUPER GT / DTM Special Battle" takes place in November at Fuji.
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.
2021	Considering the worldwide spreading of the COVID-19 pandemic, the season has 8 domestic rounds in 6 circuits.
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.
2023	Carbon-neutral fuels (CNF), replacing fossil fuels, are now introduced in GT500 to reduce CO ₂ emissions. The season has 8 domestic rounds in 6 circuits.
2024	The series celebrates its 30th anniversary since its inauguration as JGTC. CNF has been introduced in GT300 as well. The season is scheduled to have 8 rounds.



2012
Hybrid cars, Toyota Prius and Honda CR-Z, takes part in GT300 for the first time.



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.



2023
Carbon-neutral fuels (CNF) are now introduced in GT500 to curb global warming.

レオンレーシング LEON RACING

2024年、シーズン開幕!

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IT'S
MY TURN!!!

2024 Season Entry List

GT500

15 CARS IN TOTAL

No.	CAR	DRIVER	ENTRANT	TIRE
3	Niterra MOTUL Z Nissan Z NISMO GT500	Mitsunori Takaboshi Atsushi Miyake	NISMO NDDP	BS
8	ARTA MUGEN CIVIC TYPE R-GT #8 Honda CIVIC TYPE R-GT	Tomoki Nojiri Nobuharu Matsushita	ARTA	BS
12	MARELLI IMPUL Z Nissan Z NISMO GT500	Kazuki Hiramine Bertrand Baguette	TEAM IMPUL	BS
14	ENEOS X PRIME GR Supra TOYOTA GR Supra GT500	Kazuya Oshima Nirei Fukuzumi	TGR TEAM ENEOS ROOKIE	BS
16	ARTA MUGEN CIVIC TYPE R-GT #16 Honda CIVIC TYPE R-GT	Hiroki Otsu Ren Sato	ARTA	BS
17	Astemo CIVIC TYPE R-GT Honda CIVIC TYPE R-GT	Koudai Tsukakoshi Kakunoshin Ohta	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 NISMO GT500	Katsumasa Chiyo Ronnie Quintarelli	NISMO	BS
24	Realize corporation ADVAN Z Nissan Z NISMO GT500	Tsuguo Matsuda Teppei Natori	KONDO RACING	YH
36	au TOM'S GR Supra TOYOTA GR Supra GT500	Sho Tsuboi Kenta Yamashita	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	KeePer CERUMO GR Supra TOYOTA GR Supra GT500	Hiroaki Ishiura Toshiki Oyu	TGR TEAM KeePer CERUMO	BS
39	DENSO KOBELCO SARD GR Supra TOYOTA GR Supra GT500	Yuhi Sekiguchi Yuichi Nakayama	TGR TEAM SARD	BS
64	Modulo CIVIC TYPE R-GT Honda CIVIC TYPE R-GT	Takuya Izawa Riki Okusa	Modulo Nakajima Racing	DL
100	STANLEY CIVIC TYPE R-GT Honda CIVIC TYPE R-GT	Naoki Yamamoto Tadasuke Makino	STANLEY TEAM KUNIMITSU	BS

• Tire: BS=Bridgestone, DL=Dunlop, YH=Yokohama

* Entries are subject to change.

GT300

27 CARS IN TOTAL

No.	CAR	DRIVER	ENTRANT	TIRE
2	muta Racing GR86 GT TOYOTA GR86	Yuui Tsutsumi	muta Racing INGING	BS
		Hibiki Taira		
		Hiroki Katoh		
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	Kiyoto Fujinami Yusuke Shiotsu	TEAM MACH	YH
6	UNI-ROBO BLUEGRASS FERRARI Ferrari 296 GT3	Yoshiaki Katayama Roberto Merhi Muntan	Team LeMans	YH
7	Studie BMW M4 BMW M4 GT3	Seiji Ara	BMW M Team Studie x CRS	MI
		Niklas Krütten		
		Bruno Spengler		
9	PACIFIC VSPO NAC AMG Mercedes AMG GT3	Ryohei Sakaguchi	PACIFIC RACING TEAM	YH
		Yusuke Tomibayashi		
		Yuta Fujiwara		
11	GAINER TANAX Z NISSAN FAIRLADY Z	Ryuichiro Tomita	GAINER	DL
		Keishi Ishikawa		
18	UPGARAGE NSX GT3 Honda NSX GT3	Takashi Kobayashi	TEAM UPGARAGE	YH
		Syun Koide		
20	SHADE RACING GR86 GT TOYOTA GR86	Katsuyuki Hiranaka	SHADE RACING	MI
		Eijiro Shimizu		
22	R'Qs AMG GT3 Mercedes AMG GT3	Hisashi Wada	R'Qs MOTOR SPORTS	YH
		Masaki Jyonai		
		Masaki Kano		
25	HOPPY Schatz GR Supra GT TOYOTA GR Supra	Miki Koyama	HOPPY team TSUCHIYA	YH
		Togo Suganami		
		Takamitsu Matsui		
30	apr GR86 GT TOYOTA GR86	Kimiya Sato	apr	YH
		Hiroaki Nagai		
		Rikuto Kobayashi		
31	apr LC500h GT LEXUS LC500h	Manabu Orido	apr	BS
		Kazuto Kotaka		
		Jin Nakamura		
		Yuki Nemoto		

No.	CAR	DRIVER	ENTRANT	TIRE
45	PONOS FERRARI 296 Ferrari 296 GT3	Kei Cozzolino	PONOS RACING	MI
		Lilou Wadoux		
48	Datumou K's Frontier GO&FUN NEKONEKO GT-R NISSAN GT-R NISMO GT3	Taiyo Ida	NILZZ Racing	YH
		Yusaku Shibata		
		Takumi Sanada		
50	ANEST IWATA Racing RC F GT3 LEXUS RC F GT3	Igor Omura Fraga	ANEST IWATA Racing with Arnage	YH
		Yuga Furutani		
52	Green Brave GR Supra GT TOYOTA GR Supra	Hiroki Yoshida	SAITAMA Green Brave	BS
		Seita Nonaka		
56	REALIZE NISSAN MECHANIC CHALLENGE GT-R NISSAN GT-R NISMO GT3	Daiki Sasaki	KONDO RACING	YH
		João Paulo de Oliveira		
60	Syntium LMcorsa GR Supra GT TOYOTA GR Supra	Hiroki Yoshimoto	LM corsa	DL
		Shunsuke Kohno		
61	SUBARU BRZ R&D SPORT SUBARU BRZ GT300	Takuto Iguchi	R&D SPORT	DL
		Hideki Yamauchi		
62	HELM MOTORSPORTS GT-R NISSAN GT-R NISMO GT3	Kohei Hirate	HELM MOTORSPORTS	YH
		Yuya Hiraki		
		Reiji Hiraki		
65	LEON PYRAMID AMG Mercedes AMG GT3	Naoya Gamou	K2 R&D LEON RACING	BS
		Takuro Shinohara		
87	METALIVE S Lamborghini GT3 Lamborghini HURACAN GT3	Kosuke Matsuura	JLOC	YH
		Natsu Sakaguchi		
88	JLOC Lamborghini GT3 Lamborghini HURACAN GT3	Takashi Kogure	JLOC	YH
		Yuya Motojima		
96	K-tunes RC F GT3 LEXUS RC F GT3	Morio Nitta	K-tunes Racing	DL
		Shinichi Takagi		
360	RUNUP RIVAUX GT-R NISSAN GT-R NISMO GT3	Takuya Otaki	TOMEI SPORTS	YH
		Takayuki Aoki		
		Rin Arakawa		
		Atsushi Tanaka		
777	D'station Vantage GT3 Aston Martin Vantage GT3	Tomonobu Fujii	D'station Racing	DL
		Marco Sørensen		

- Tire: BS=Bridgestone, DL=Dunlop, MI=Michelin, YH=Yokohama

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