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A Beginners' Guide to SUPER GT

SUPER GT

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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 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 has been running for more than 30 years.

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 is home to incredible talent, from legends like Yuji Tachikawa (Left), the all-time Pole Position record holder, and Tsugio Matsuda (Center), the winningest driver in GT500 history. The grid features a high-level mix of veterans and next-gen stars, including Kakunoshin Ohta (Right), who also competes in U.S. sports car racing.

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!

GT500 CLASS

Cars Entered in 2026 Season

- TOYOTA GR Supra GT500
- Honda HRC PRELUDE-GT
- Nissan Z NISMO GT500



No. 100
STANLEY
HRC PRELUDE-GT

GT300 CLASS

Cars Entered in 2026 Season

- Aston Martin Vantage GT3 EVO
- BMW M4 GT3 EVO
- FERRARI 296 GT3
- FERRARI 296 GT3 EVO

- LAMBORGHINI HURACAN GT3 EVO2
- LEXUS RC F GT3
- LEXUS LC500h
- LEXUS LC500
- MERCEDES AMG GT3 EVO
- Nissan Fairlady Z
- NISSAN GT-R NISMO GT3
- PORSCHE 911 GT3R EVO
- SUBARU BRZ GT300
- TOYOTA GR Supra
- TOYOTA 86 MC
- TOYOTA GR86



No. 65
LEON PYRAMID AMG

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 and some other factors 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 2025 season. There is no such race series as SUPER GT with this colorful 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

To keep racing exciting, cars that score points must carry "Success Weight" in the next race. Heavier cars are harder to accelerate and brake, leveling the field. The maximum weight is 100kg. Over 50kg, engine power is reduced via fuel flow restrictors and refueling takes longer to ensure closer competition.

Success Weight (success ballast)

	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		11	43pts (5+3+15+20) × 2kg = 86kg
Rd. 6		4	54pts (5+3+15+20+11) × 2kg = 108kg
Rd. 7	1pt = 1kg	1	58pts (5+3+15+20+11+4) × 1kg = 58kg
Rd. 8	n/a	0kg	



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

* Weight is assigned according to accumulated points the driver has scored in previous races.

* Example: In Rd. 6, even if a car's calculated weight is 108kg, the actual cap is 100kg for both classes.

* Over 50kg: In GT500, engine output and refueling time are adjusted via fuel flow and refueling restrictors. In GT300, refueling time is adjusted via refueling restrictors.

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 colors: 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.

GT500

GT300

GT500

GT300

GT500

GT300

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 grueling 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

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.

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.



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.

Q1

GT300 Group A (10 min)	8-minute interval	GT300 Group B (10 min)	5-minute interval	GT500 (10 min)
Top 9 advance to Q2		Top 9 advance to Q2		Top 10 advance to Q2

Q2

GT300 (10 min)	8-minute interval	GT500 (10 min)
Top 18 determined		Top 10 determined



19th and below eliminated and fill the positions. The 10th qualifier in the Q1 faster Group fills the 19th position, the 10th in the slower Group fills the 20th, and the same alternation of Group A and B follows.

11 and below eliminated and fill positions

10-minute interval
* Any driver who took part in Q1 may not participate in Q2.

2 RACE

TIP # 2

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

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.



3 POINT SYSTEM

TIP # 3

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

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 & Team Points (*given to race finishers)

Classification	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
GT500	20	15	11	8	6	5	4	3	2	1					
GT300	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

*One point is awarded to the pole-sitter in each class.

*The annual rankings are determined by the total points from all rounds in GT500, and by the top seven results in GT300.

Team Points (* given to race finishers)

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

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		
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	Qualifying	Starting procedure /grid walk
14:00		
15:00		
16:00	Pole Position press conference	Podium Award Ceremony
17:00	Kids walk	Race winners' press conference

📷 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.

- Okayama Int'l Circuit (Okayama)**
Rd. 1 300km April 11 - 12
- Sportsland Sugo (Miyagi)**
Rd. 6 300km September 19 - 20
- Autopolis (Oita)**
Rd. 7 3 hours October 17 - 18
- Suzuka Circuit (Mie)**
Rd. 5 300km August 22 - 23
- Mobility Resort Motegi (Tochigi)**
Rd. 8 300km November 7 - 8
- Fuji Speedway (Shizuoka)**
Rd. 2 3 hours May 3 - 4
Rd. 4 300km August 1 - 2

*Those marked in brown background indicates race distance/time.
*Rd. 3 Sepang (Malaysia) is postponed due to global logistics impacts from the Middle East situation.

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 Ambassadors (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.



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 2026, 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.



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 2026.



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

GT500 uses purpose-built 2L 4-cylinder turbo engines. GT300 is more diverse: "GTA-GT300" cars use modified production-based engines (swaps allowed within the same make), while "FIA GT3" cars are ready-to-race customer cars with strictly stock engine specs.

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.

DRIVER

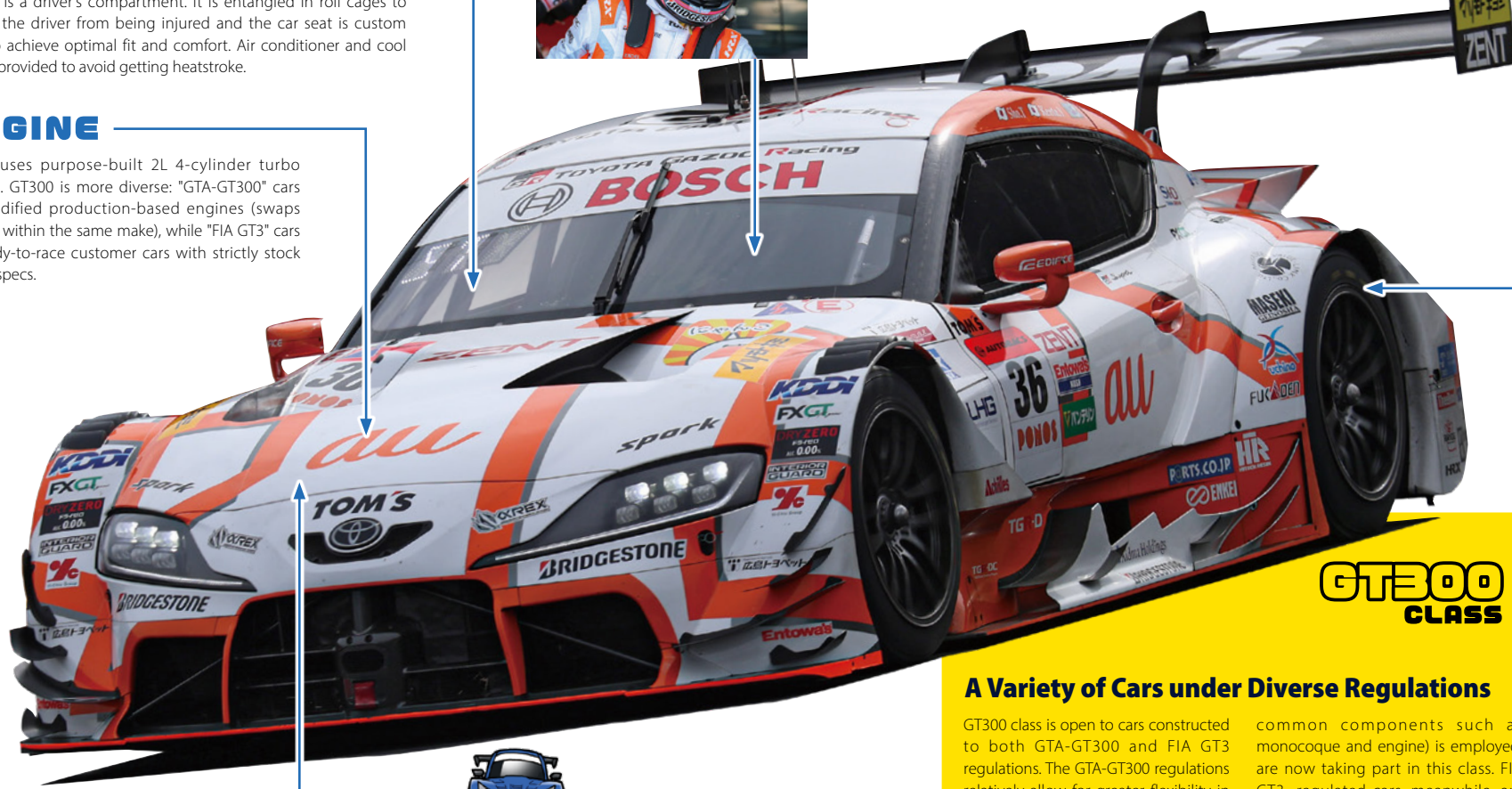
To ensure safety, the drivers are obliged to wear a helmet with a HANS (Head And Neck Support) device to disperse the impact on head and neck into the whole shoulder. Racing suit is required to be flame retardant so as to offer protection in the event of a fire.



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.

GT300 CLASS

A Variety of Cars under Diverse Regulations

GT300 class is open to cars constructed to both GTA-GT300 and FIA GT3 regulations. The GTA-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.

Cars cannot finish on one tank, making pit stops essential. High-speed rigs are used, but fuel flow is restricted to ensure safety and provide enough time for driver changes. Since 2023, we have used Carbon Neutral Fuel (CNF). This year, GT500 introduces ENEOS E10 (low-carbon fuel) to test market-ready solutions.

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.

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.

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.

Team Members
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.

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

Manager
 The manager 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.

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.



Refuelling

Tire Change

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 or time.

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

	Common on production cars, suitable for small displacement and 2, 3 or 4-cylinder	This engine can be seen on
Straight/Inline	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 HRC PRELUDE-GT Nissan Z NISMO 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 TOYOTA GR Supra TOYOTA GR86
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

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-71RZ" 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

No.8
#8 ARTA MUGEN HRC PRELUDE-GT

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 visibility. 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

Helmet-The Driver's Trademark

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



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. As the only piece of gear where drivers can choose their own design, they reflect personality and act as a trademark, so that the drivers can be easily spotted. Look closely at the designs to identify your favorite driver!



SUPER GT

Easy to Understand, Even for First-Timers SUPER GT Beginner's Guide



Enjoy the excitement of racing with ease! This guidebook introduces all the charms of SUPER GT in a way that's accessible even for newcomers. It covers

everything from how to buy tickets and attend a race in person, to what to wear and bring, how the day unfolds, and how to make the most of your time at the circuit.

Let's go watch the race together!



■ SUPER GT Beginner's Guide
<https://beginnerguidesupergt.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 2026 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.

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.



Scan the QR for details.



For the 2026 season, Sascha will be the main play-by-play commentator, Hidetoshi Mitsusada will provide commentary and Jiro Takahashi & Shima Takeuchi will serve as pit reporters. Special guests will be featured for race commentary as well. Don't keep your eyes off!

ABEMA: Entertainment Program

Enjoyable even for beginners!

Laugh and Learn: Super GT Party

Learn all about SUPER GT while having a laugh! This program airs live every Friday at 21:00 on ABEMA (free) during race weeks, with free catch-up streaming available. Enjoy fun segments featuring the comedy trio "Party-chan" alongside team directors and drivers!



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 "GTA2026".



* 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.
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 * Google Play and the Google Play logo are trademarks of Google LLC.

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
<https://supergt.net>

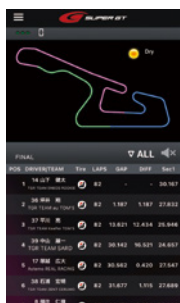


SMARTPHONE APP

iPhone & iPad app

SUPER GT 2026 Timing App

A dedicated iPhone/iPad app "SUPER GT 2026 Timing App" gives you an instant access to gruelling SUPER GT battles in real time. Download free. By making in-app purchase, 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 2026 series. Get it now on the App Store!



Offers in-app purchases

SUPER GT SQUARE

MOTOR SPORTS ENTERTAINMENT

Have more fun on SUPER GT with SUPER GT SQUARE!

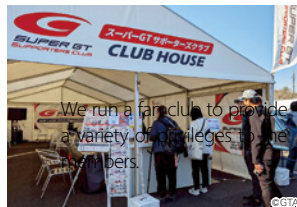


SUPER GT Official Stage

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



SUPER GT 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.



SUPER GT Free Kart Trial for Kids



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



OFFICIAL SHOP

Official Gear

SUPER GT caps are available in adult and junior sizes.



Also available in online store!

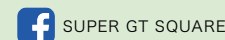
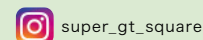
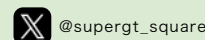
▶ Soft Mesh Jr.



▶ Checker Mesh Jr.

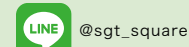


Follow SUPER GT on social media and get the latest news!



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.



*Rd. 3 Sepang (Malaysia) is postponed due to global logistics impacts from the Middle East situation.

History of Japan's Premier International Series

Started in 1994 as the All Japan GT Championship (JGTC), featuring Japanese sports cars and global icons like Porsche and Ferrari. It was renamed SUPER GT in 2005 as it expanded internationally. Today, it features

many FIA GT3 cars in GT300 and shares technical specs with DTM for GT500. After a hiatus since 2020, overseas races returned last year and continue in Malaysia this year.



1994

The Beginning

JGTC launches with GT1 and GT2 classes. The first race kicks off in May at Fuji Speedway.



2004

All-Star Race in the USA

First-ever Japanese motorsport event in America, held in December at California Speedway.

2005

Renamed to SUPER GT.

1994

1995

1996

1997

1998

1999

2000

2001

2002

2003

2004

2005

2006

2007

2008

2009

2010



1996

Class Names Change

Classes renamed to GT500 and GT300 based on target horsepower. The legendary McLaren F1 GTR joins the grid. First fan-voted All-Star race held.



2002

First Official Overseas Race

Following a 2000 exhibition in Malaysia, Rd. 4 at Sepang becomes the first official points-scoring championship round held outside Japan.

2010

GT500 moves to 3.4L V8 FR cars. Post-season "JAF Grand Prix" sprint races held.



2014

Official Race in Thailand

Thailand joins the calendar. GT500 adopts new "Class 1" base specs (2L 4-cylinder turbo) shared with DTM.

2017

GT500 updates to revised technical regulations.



2020

Racing Through the Pandemic

GT500 fully adopts DTM-aligned specs. Due to COVID-19, the season is held at 3 Japanese circuits across 8 rounds, with the first 4 races held without fans.



2025

Overseas Return

International racing returns to Malaysia for the first time since 2019. First-ever "Sprint" format race held at Rd. 4 Fuji.

2011

2012

2013

2014

2015

2016

2017

2018

2019

2020

2021

2022

2023

2024

2025

2026



2015

Mother Chassis Debut

Mother Chassis (MC) kits launch in GT300 to help teams build their own cars. Full-season entries begin after a 2014 debut in Thailand.



2019

SUPER GT x DTM Dream Race

Joint exchange race held at Fuji with 7 DTM cars joining the SUPER GT field.



2023

Carbon Neutral Fuel (CNF)

SUPER GT introduces fossil-free CNF to GT500 to reduce CO2 emissions, expanding to GT300 the following year.

2026

Final year of the Tire War (multi-make competition). The series moves to a "One-Make" tire supplier next year.

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 delux edition 10,890JPY (incl. tax)

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

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FIA-F4 – A Feeder Series on the Rise

Launched by the GTA in 2015, the Japanese FIA-F4 Championship is the perfect entry point for young talent. Following the first series in Italy in 2014, FIA-F4 has rapidly expanded to the UK, France, USA, and beyond. With strictly controlled one-make cars, it's all about the driver's skill and safety. Keep an eye on this series to find the next generation of racing stars!

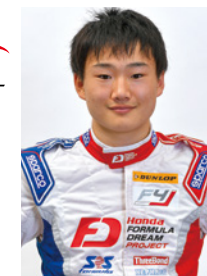
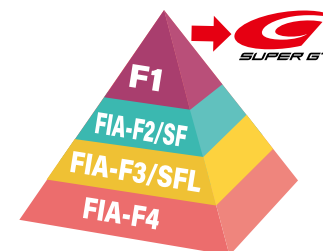


The second-generation car, MCS 4-24, has been featured since the 2024 season.

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. In recent years, many SUPER GT drivers have come up through these feeder series, making the FIA-F4 Championship a must-watch category for GT fans. F1 driver Yuki Tsunoda is also a graduate of this series.

FORMULA RACING HIERARCHY



Calendar Japanese FIA-F4

Rd.1 - 2	May 1 - 4	Fuji Speedway
Rd.3 - 4	June 11 - 14	OKAYAMA International Circuit
Rd.5 - 6	July 30 - August 2	Fuji Speedway
Rd.7 - 8	August 20 - 23	Suzuka Circuit
Rd.9 - 10	September 17 - 20	Sportsland Sugo
Rd.11 - 12	October 15 - 18	Autopolis
Rd.13 - 14	November 5 - 8	Mobility Resort Motegi



FIA-F4 Official Sponsor



Watch FIA-F4 LIVE

*Viewing availability depends on your network conditions.





スーパー GT 300 クラス
ぜんねんど けんさん
前年度チャンピオン見参!!

BOOOOON!

きみ
君たちのヒーローはここにいる。

レオンレーシング
LEON RACING

65 www.leon-racing.com / @leonracing.official

GT500 Entry List

14 cars in total

No.	Car	Driver / Entrant	Tire
8	#8 ARTA MUGEN HRC PRELUDE-GT Honda HRC PRELUDE-GT	Kakunoshin Ohta / Hiroki Otsu Team HRC ARTA MUGEN	BS
12	TRS IMPUL with SDG Z Nissan Z NISMO GT500	Kazuki Hiramine / Bertrand Baguette TEAM IMPUL	BS
14	ENEOS X PRIME GR Supra TOYOTA GR Supra GT500	Nirei Fukuzumi / Kazuya Oshima TGR TEAM ENEOS ROOKIE	BS
16	#16 ARTA MUGEN HRC PRELUDE-GT Honda HRC PRELUDE-GT	Tomoki Nojiri / Ren Sato ARTA MUGEN	BS
17	Astemo HRC PRELUDE-GT Honda HRC PRELUDE-GT	Koudai Tsukakoshi / Yuto Nomura Astemo REAL RACING	BS
19	WedsSport BANDO H GR Supra TOYOTA GR Supra GT500	Yuji Kunimoto / Sena Sakaguchi TGR TEAM WedsSport BANDO H	YH
23	MOTUL Niterra Z Nissan Z NISMO GT500	Katsumasa Chiyo / Mitsunori Takaboshi NISMO	BS
24	REALIZE CORPORATION Z Nissan Z NISMO GT500	Tepei Natori / Atsushi Miyake KONDO RACING	BS
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	Toshiki Oyu / Rikuto Kobayashi TGR TEAM KeePer CERUMO	BS
39	DENSO KOBELCO SARD GR Supra TOYOTA GR Supra GT500	Yuhi Sekiguchi / Sacha Fenestraz TGR TEAM SARD	BS
64	Modulo HRC PRELUDE-GT Honda HRC PRELUDE-GT	Riki Okusa / Igor Omura Fraga Modulo Nakajima Racing	DL
100	STANLEY HRC PRELUDE-GT Honda HRC PRELUDE-GT	Naoki Yamamoto / Tadasuke Makino STANLEY TEAM KUNIMITSU	BS

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

※Entries are subject to change.

GT300 Entry List

29 cars in total

No.	Car	Driver / Entrant	Tire
2	HYPER WATER INGING GR86 GT TOYOTA GR86	Yuui Tsutsumi / Kazuhisa Urabe HYPER WATER 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 Shiotsu / Souta Arao TEAM MACH	YH
6	UNI-ROBO BLUEGRASS FERRARI FERRARI 296 GT3	Yoshiaki Katayama / Niklas Krütten VELOREX	YH
7	CARGUY Ferrari 296 GT3 EVO FERRARI 296 GT3 EVO	Zak O'Sullivan / Kiyoshi Umegaki / Reimei Ito CARGUY MKS RACING	YH
9	PACIFIC Umamusume NAC BMW BMW M4 GT3 EVO	Yusuke Tomibayashi / Yuta Fujiwara / Rintaro Kubo PACIFIC RACING TEAM	MI
11	GAINER TANAX Z Nissan Fairlady Z	Ryuichiro Tomita / Kazuki Oki GAINER	DL
18	UPGARAGE AMG GT3 Mercedes AMG GT3	Takashi Kobayashi / Kotaro Shimbara TEAM UPGARAGE	YH
20	SHADE RACING RC F GT3 LEXUS RC F GT3	Katsuyuki Hiranaka / Eijiro Shimizu SHADE RACING	MI
22	R'Qs AMG GT3 Mercedes AMG GT3	Hisashi Wada / Masaki Kano / Masaki Jyonai R'Qs MOTOR SPORTS	YH
25	HOPPY Schatz GR Supra GT TOYOTA GR Supra	Takamitsu Matsui / Ryota Horachi HOPPY team TSUCHIYA	YH
26	ANEST IWATA GAINER Z Nissan Fairlady Z	Hironobu Yasuda / Lee Jungwoo ANEST IWATA Racing	YH
30	apr GR86 GT TOYOTA GR86	Hiroaki Nagai / Hibiki Taira / Manabu Orido apr	YH
31	apr LC500h GT LEXUS LC500h	Kazuto Kotaka / Miki Koyama / Charlie Wurz apr	BS
32	ENEOS X PRIME AMG GT3 Mercedes AMG GT3	Hiroaki Ishiura / Tokiya Suzuki / Kamui Kobayashi TEAM ENEOS ROOKIE	BS

No.	Car	Driver / Entrant	Tire
45	PONOS FERRARI 296 EVO FERRARI 296 GT3 EVO	Kei Cozzolino / Takuro Shinohara PONOS RACING	YH
48	Kenko K's Frontier WM NILZZ GT-R NISSAN GT-R NISMO GT3	Taiyo Ida / James Pull / Daiki Fujiwara NILZZ Racing	YH
52	Green Brave GR Supra GT TOYOTA GR Supra	Hiroki Yoshida / Seita Nonaka SAITAMA Green Brave	BS
56	REALIZE NISSAN MECHANIC CHALLENGE GT-R NISSAN GT-R NISMO GT3	Joao Paulo de Oliveira / Iori Kimura KONDO RACING	YH
60	Syntium LMcorsa LC500 GT LEXUS LC500	Hiroki Yoshimoto / Shunsuke Kohno LM corsa	DL
61	SUBARU BRZ R&D SPORT SUBARU BRZ GT300	Takuto Iguchi / Hideki Yamauchi R&D SPORT	DL
62	HELM MOTORSPORTS GT-R NISSAN GT-R NISMO GT3	Yuya Hiraki / Reiji Hiraki HELM MOTORSPORTS	YH
65	LEON PYRAMID AMG Mercedes AMG GT3	Naoya Gamou / Togo Suganami K2 R&D LEON RACING	BS
87	OPEN HOUSE Lamborghini GT3 LAMBORGHINI HURACAN GT3 EVO2	Yuya Motojima / Kosuke Matsuura / Kohta Kawaai JLOC	YH
88	VENTENY Lamborghini GT3 LAMBORGHINI HURACAN GT3 EVO2	Takashi Kogure / Daniil Kvyat / Natsu Sakaguchi JLOC	YH
96	K-tunes RC F GT3 LEXUS RC F GT3	Morio Nitta / Shinichi Takagi K-tunes Racing	BS
360	RUNUP x SOL GT-R NISSAN GT-R NISMO GT3	Rin Arakawa / Yu Kanamaru / Atsushi Tanaka TOMEI SPORTS	YH
666	seven x seven PORSCHE GT3R EVO PORSCHE 911 GT3R EVO	Sven Muller / Kiyoto Fujinami / Taichi Watarai seven x seven Racing	YH
777	D'station Vantage GT3 Aston Martin Vantage GT3 EVO	Tomonobu Fuji / Charlie Fagg D'station Racing	DL

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