



# AUTORACE

## INTRODUCTION

Autorace combines the thrill and dynamism of a motorcycle sport with a betting system which makes it also a gambling sport. Autorace started in Japan in 1950 and since then has grown remarkably with many transformations along the way. Over this time, the money raised by Autorace has been put to use by regional governments for many public purposes, and today, Autorace has become a part of Japanese society as a gambling sport peculiar to Japan.

This booklet attempts to present the fascination of Autorace and to provide some basic information about it.

**Japan Motorcycle Racing Organization**

## WHAT IS Autorace?

Autorace is a race track event in which riders on simple lightweight motorcycles reach speeds of up to 150km/hour as they lap a 500m course counterclockwise and where people can bet.

Autorace differs from motorcycle racing held at Suzuka and Tsukuba Circuits and others, in that it is promoted by municipal governments.

## Holding of Autorace

In principle, Autorace is held 12 times per year at each course.

The holding of an Autorace event extends for nine days, divided into three-day periods, or into one four-and one five-day period with eleven races a day.

## Types of Autorace Events

There are three types of Autoraces with grades differing in prize money. They are Regular Autorace, Commemorative Autorace (G I and G II) and Super Grade Autorace (SG). The Commemorative Autorace is held to commemorate the opening of Autorace courses throughout the country, and are given colorful local names.

The Super Grade Autorace is comprised of 6 races, The Japan Autorace championship, All-Stars Autorace, All-Japan Selection - Autorace, and Super-Stars Autorace, Auto Race Grand Prix and East - West Champion Cup.



## Types of competition

Every race is competed by eight riders. There are two types of racing in Autorace. The first is an open race which is six laps around the regular 500 meter course from the same start line and the other is a handicap race which starts from handicap line.

The handicaps are determined according to individual riders past performance and other comprehensive factors and are calculated on a theoretical basis such that, all of the riders could arrive at the finish line together.

What to watch for in handicap races is how much the more skilled riders having a long handicaps can catch up to or even overtake those less skillful riders who start off in the front.

Handicaps could be 10, 20, 30, ... meters.

## Betting Tickets

### Win tickets

There are the following four types of tickets.

- (1)Win : Tickets for the winning rider's number.
- (2)Place : Tickets for the number of the rider in either 1st, 2nd or 3rd place. There are only 1st and 2nd places when there are between 5 and 7 riders.
- (3)Win and place : Tickets for both the 1st and 2nd riders in the correct order.
- (4)Win or place : Tickets for both the 1st and 2nd riders in either order.

### Winnings

Payoff for winning tickets is up to 75% of the total amount of the bet, and is paid in proportion to the total take for one race. (The time limit for collection of winnings is 60 days.) The remaining 25% is used to cover expenses and provides revenue for the local government which will be used for the construction of schools, roads and the like.



## The motorcycles

The motorcycles used in this speed race have an average speed of about 110km/hour (but reach speeds of up to 150km/hour on the straights) and have various unique features since they are designed for the counterclockwise course. The biggest difference between them and street motorcycles is that they don't have front or rear wheel brakes. This is because there is a danger that operating brakes would be an obstruction in a race where motorcycles may touch at high speeds. The motorcycles have a high compression ratio, high-cam, magneto ignition and other features that give them fast acceleration and engine braking. The transmission is two speed with low and top only. As soon as the motorcycles are started in low gear, the racers change into top gear and are simply working the accelerator to accelerate and decelerate.

In addition, their shape is also different from that of street motorcycles since the left handlebar is higher. This is because it is necessary to hold a stable riding position while the motorcycles are running at high speed around a circuit which is banked to a 50/1000 degree angle. Moreover, the construction of the motorcycles is simple. The gasoline tank is of the minimum size necessary, and all accessories such as mirrors and indicators are absent in order to make the motorcycles lighter.

Engines adopted by the motorcycles were classified into two types, Class I (513-663cc) and Class II (360-512cc), depending upon their exhaust capacity. The five types of racing motorcycle engines used to be Triumph, Meguro, Toyo, Kyokuto and HKS, in the past.

As from October 1993 authorized are two types of SUZUKI made engines, Class I (600cc) and Class II (500cc) which is used by rookie riders for one and half years.



## Riders

The Autorace trainees receive the basic training and instruction necessary for professional riders, through a ten month training course conducted at the Training School of the Japan Motorcycle Racing Organization (located at Tsukuba Circuit at Chiyokawamura in Ibaragi Prefecture). Only after trainees have passed the Competition Qualifying Examination set by the Japan Motorcycle Racing Organization are they registered as competitive riders. Registered riders are chosen for races by a draw conducted by the Japan Motorcycle Racing Organization. However, there is a ranking system with three ranks, Rank A, Rank B and Rank C so that the results of the draw for each rank provide a different level of rider performance.

In other words, the riders are first placed into either A, B or C and then a draw is conducted assigning more Rank A riders than Rank B or C riders in races.

This ranking system is a particularly strict one and once riders have made it into Rank A, they have to maintain top performance to stay there.



## **The History of Autorace**

Autorace was first held as a municipally-run competition for the 6-day period starting from October 29, 1950. This first event was held at an Autorace course constructed inside the horseracing track at Funabashi in Chiba Prefecture. At that time, motorcycle racing was something rarely seen or heard of and it soon became popular since betting was permitted. Attendance over this first 6-day period reached approximately 98,000.

## **Origins and purpose of Autorace management**

Autorace is run according to the Law for Small Automobile Competition, other laws that were implemented at the same time, the regulations concerning communications and organizers, and other rules governing the actual running. The purpose of Autorace is as stipulated in the Law for Small Automobile Competition which became law in May of 1950, that is, to contribute to sound local government finances, promote the small automobile and other machinery-related industries and assist in promoting public health.

## **Japan Motorcycle Racing Organization**

The Japan Motorcycle Racing Organization was established in 1962 as a special legal entity to promote fair and smooth racing operation. It is responsible for the registration of judges, riders and motorcycles, instructs the Local Motorcycle Racing Association, conducts rider selection draws, and provides training for both judges and riders. In addition to these activities, it also serves to promote the small automobile and other machinery-related industries and to contribute to the promotion of public health through physical education projects.



## **Autorace Executors**

Autorace is actually promoted by the towns and cities that have Autorace courses in them, and organizations in other cities and the prefectures that have been designated under the Law for Small Automobile Competition. The selling of betting tickets by other than the organizers is strictly prohibited.

## **Local Motorcycle Racing Associations**

There are local Motorcycle Racing Associations for each circuit in the prefectures of Chiba, Saitama, Fukuoka, Yamaguchi and Gunma. These associations are entrusted by the local governments to judge the races, inspect the motorcycles, manage the riders, coordinate programs and perform other official tasks related to the running of the Autorace.

## **National Autorace Circuit Guide**

There are now six Autorace circuits in Japan.

These Autorace facilities are owned by local governments in four cases, and private bodies in the other two. These Autorace facilities are all provided with grandstands, ticket betting booths, paying booths, restaurants, and lounges, and other facilities.

As a service to Autorace enthusiasts, advance tickets are on sale and both this and off-course ticket sales (for the All Japan and other races) are well patronized. There is also a telephone service providing race results.



## List of Autorace Circuits

Autorace Circuits	Locations
Funabashi	Chiba-ken, Funabashi-shi, Hama-cho 2-4-1 Tel:0474-31-6147
Kawaguchi	Saitama-ken, Kawaguchi-shi, Aoki 5-21-1 Tel:0482-51-4376
Hamamatsu	Shizuoka-ken, Hamamatsu-shi, Wago-cho936-19 Tel:053-471-0311
Iizuka	Fukuoka-ken, Iizuka-shi, Oaza Namazuda147 Tel:0948-22-6326
Sanyo	Yamaguchi-ken, Asagun, Sanyo-cho, Oaza Habu, Akamatsu 700 Tel:0836-76-1115
Isesaki	Gunma-ken, Isesaki-shi, Miyako-cho, 3074 Tel:0270-24-5780

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