



<http://www.keirin.go.jp>

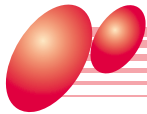
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KEIRIN
ENGLISH

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Fascination of Keirin

First of all, fascination of Keirin is represented by speed and power. No other sports can create such dynamism as Keirin racers with strong bodies they have acquired through vigorous training compete in the races where they maneuver bicycles with the speed of up to 70 km/h with their own power and techniques.

Keirin races are held over a distance of approximately 2,000 meters long. After racers start from the starting block with the fire of a signaling gun, a silent fight competing for the advantageous position following the pacer develops in the first half of the race.

A group of racers with staying power runs against the wind while another group of racers with the power of instantaneous motion waits for the time to spurt by following the racers with staying power.

When the remaining laps become fewer and the pacer increases the speed gradually, heartbeat of the racers also quickens. As soon as the leading racer passes the back stretch line with one and half a lap left, a bell sound indicating that the racers have entered the last lap signals the beginning of a real race. A fierce battle for the victory starts.

The race that develops with the formation of lines following the racers with staying power until the final fourth corner turns into a merciless world of competition after the final fourth corner. It is not uncommon to see a goal scene of a close race as if all racers were lined up side by side.



History of Keirin

Keirin originated in Kokura City (Kita-Kyushu City at present) located in Kyushu District in November 1948. More than fifty years have passed since then and approximately 1.467 billion people came to enjoy Keirin events by the end of the fiscal year of 2001. Those people bet almost 44.3855 trillion yen on Keirin races during the period. In the fiscal year of 2001 only, the number of people attended Keirin reached 57.11 million and they bet 1.1709 trillion yen. From these facts, Keirin can be said to have been supported by a wide range of fans throughout Japan and has been settled as an attractive leisure activity.



Organization

Operation of Keirin is governed by the Bicycle Racing Law established in August 1948, the rules and regulations to enforce the said Law, notifications as well as the rules and regulations each sponsoring organization abides by. An Industrial Structure Deliberation Committee has been established as the advisory organization of the Minister of Economy, Trade, and Industry to investigate and deliberate important matters related to Keirin.

Japan Keirin Association

The Japan Keirin Association is an organization established in October 1957 for the fair and smooth operation of Keirin in accordance with the Bicycle Racing Law. Its main activities include registration of racers, officials, and bicycles, approval of inspection staff, mediation on behalf of racers, training of racers, and guidance of Bicycle Racing Associations.

The Japan Keirin Association also provides assistance for the promotion of machine industry, the projects of physical education, and other activities to develop the public projects.

Race Sponsoring Organizations

The prefectures and the municipalities designated by the Ministry of Public Management, Home Affairs, Posts and Telecommunications can hold Keirin events. These prefectures and municipalities are called the Race Sponsoring Organizations. The number of Race Sponsoring Organizations as of April 1, 2002 is ninety-eight including nine prefectures and eighty-nine designated municipalities.

Bicycle Racing Associations

There are seven Bicycle Racing Associations in Japan (one for each area, including Northern Japan, Kanto, Southern Kanto, Chubu, Kinki, Chu-Shikoku, and Kyushu) as the professional organizations to hold Keirin events including judging of races, inspection of bicycles, planning of programs, and management of racers being entrusted by the Race Sponsoring Organizations.

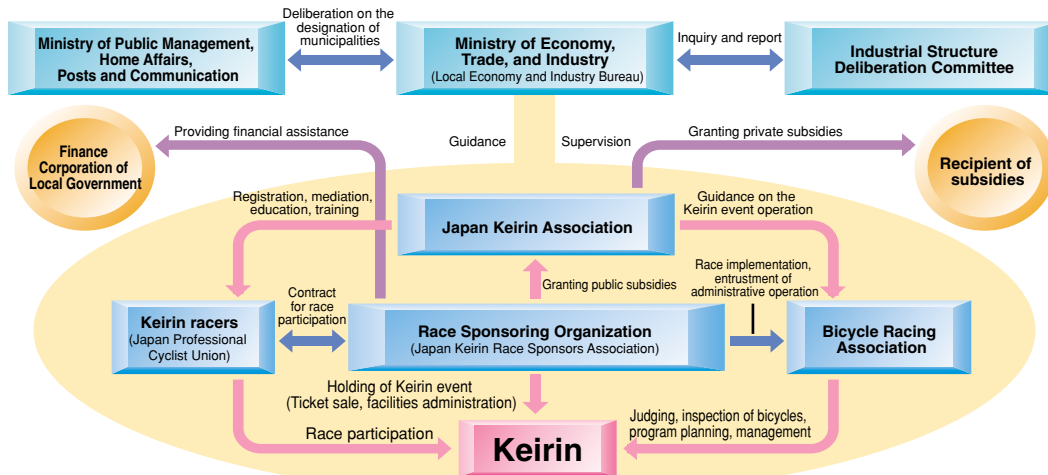


Diagram of Keirin Operation System

Japan Keirin School

Before becoming Keirin racers, applicants must pass the entrance examination that always attracts more than 10 times applicants as many as the enrollment to attend the Japan Keirin School at Shuzenji in Izu, where they have to learn the knowledge and techniques necessary as the Keirin racers for twelve months.

The entrance examination is conducted by two methods. One is a practical test through the individual running of 200 and 1,000 meters by bicycle and the other is an aptitude test to determine the athletic ability as a Keirin racer for those with no experience of bicycle race. A special qualification to take the selective examination is limited to those having made excellent achievements in certain sports in the Olympic Games or the Track World Championships.



Japan Keirin School in Izu-Shuzenji



Lesson in the classroom

All students are accommodated in dormitories and spend well-regulated hours from getting up at 6:30 am until going to bed at 10 pm. The lesson program consists of three elements of academic courses (Keirin-related rules and regulations, principles of bicycle, sports medicine, and general education), practical courses (physical education, bicycle riding practices, and bicycle servicing techniques), and special educational activities, such as participation in club activities. Of course, the main element of education is practical bicycle riding. During the first half of the training period, the students learn how to develop the dashing power, staying power, and speed in the basic training to acquire the stable running technique until they can be adapted to racing from technical standpoint. In the second half of the training period, they mainly receive the training for races so that they can compete in the race abiding by the competition rules.



Riding practice

The graduation examination includes academic tests, practical tests, tests on bicycle servicing techniques, and personality evaluation. Those who have passed all these tests can graduate from the Japan Keirin School. After graduation, the students need to be qualified as Keirin racers with the approval from the Japan Keirin Association. They are registered as the Keirin racers after approval so that they can become eligible for participation in Keirin events.



Ranks of Keirin Racers

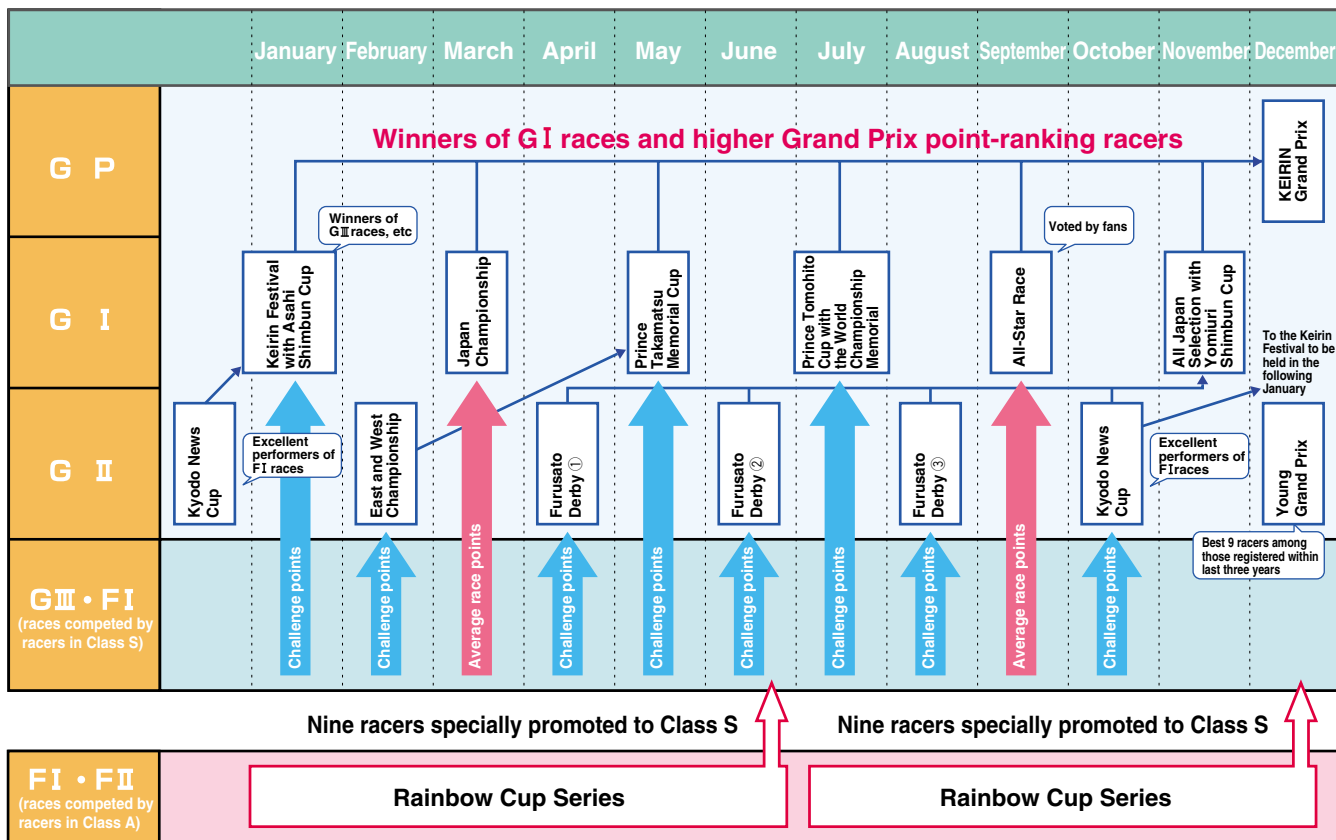
The ranks of 4,111 registered Keirin racers (as of April 2002) are determined for the season of the following year based on the results of the races held in the first season of year starting from January to June and those of the second season of year starting from July to December, respectively. The racers are classified into five groups of two levels in the descending order or Groups 1 and 2 of Class S and Groups 1 to 3 of Class A. The ranks of two hundred racers in the lower level group of Class S and the ranks of two hundred racers in the upper level group of Class A are also shuffled based on their achievements. Newcomers who just graduated from the Japan Keirin School start from the lowest level: Group 3 of Class A.



Grades of Keirin Races

The Keirin races are divided into six grades. With the Keirin Grand Prix (GP) held at the end of each year considered as the top, the other races rank G I, G II, G III, F I, and F II. The races employ the system full of maneuvering stories starting from the races in the lower level to the upper level.

The racers eligible to GP, G I, G II and G III races are required to be in Class S. Those eligible to F I races can be both in Class S and Class A. Only the racers in Class A can compete in F II races. The number of competition days each velodrome can hold is seventy in a year consisting of one session (4 days) of either of G I, G II or G III race, 8 sessions (3 days each) of F I race, and 14 sessions (3 days each) of F II race as a rule.



Types of Betting Tickets

The races can be bet by seven betting methods. The winning probability varies from 1/504 of Trifecta to 3/36 of Quinella Place. Selecting the type of betting method is one of the pleasures of Keirin events.

- 1) **Trifecta (3-Ren-Tan):** To select 3 numbers in a race that finish, first, second, and third in correct order
- 2) **Trio (3-Ren-Puku):** To select a combination of 3 numbers in a race that finish first, second, and third in any order regardless of order of finish
- 3) **Perfecta (2-Sha-Tan):** To select 2 numbers in a race that finish first and second in correct order
- 4) **Quinella (2-Sha-Fuku):** To select a combination of 2 numbers in a race that finish first and second in any order regardless of order of finish
- 5) **Bracket Perfecta (2-Waku-Tan):** To select 2 bracket numbers in a race that finish first and second in correct order
- 6) **Bracket Quinella (2-Waku-Fuku):** To select 2 bracket numbers in a race that finish first and second in any order regardless of order of finish
- 7) **Quinella Place (WIDE):** To select a combination of 2 numbers in a race that finish first, second, or third in any order regardless of order of finish

Example of reference number of bicycles for racing

- Race with nine bicycles

Bracket Number	1	2	3	4	5	6			
Bicycle Number	1	2	3	4	5	6	7	8	9
Color	White	Black	Red	Blue	Yellow	Green	Orange	Pink	Purple

- Race with eight bicycles

Bracket Number	1	2	3	4	5	6		
Bicycle Number	1	2	3	4	5	6	7	8
Color	White	Black	Red	Blue	Yellow	Green	Orange	Pink

- Race with seven bicycles

Bracket Number	1	2	3	4	5	6			
Bicycle Number	1	2	3	4	5	6	7		
Color	White	Black	Red	Blue	Yellow	Green	Orange		

- Race with six bicycles

Bracket Number	1	2	3	4	5	6				
Bicycle Number	1	2	3	4	5	6				
Color	White	Black	Red	Blue	Yellow	Green				

How to Bet on Keirin

The betting tickets can be purchased at velodromes and official off-track betting locations throughout Japan as well as through telephone and the Internet.

When betting at velodromes and off-track betting locations, betting can be done with the mark-sheet. Although pre-registration is required in order to bet through the telephone or the Internet, you can bet on the race while being at home or visiting somewhere else.



Information Management System

All the information related to Keirin such as the race results or the betting results at all velodromes in Japan are centrally managed by the network of the Vehicle Information Center. The Vehicle Information Center conducts betting operation by the telephone or at the off-track betting locations all over Japan or provides the list of bicycles to enter the race, odds, race results, and the racers' results on the web page called "Keirin Dataplaza" by using the accumulated race data.



Distribution of Revenues

Approximately 75% of the sales of Keirin tickets is returned to the bettors as payouts. Of the remaining 25%, 3.3% is paid to the Japan Keirin Association as the subsidy, 1.1% is paid to the Finance Corporation of Local Government, and 20.6%, the rest, becomes the income (gross profit) of the sponsoring organization and used as the employees' wages and other operating expenses necessary for Keirin events. The residual amount is transferred to the general account as the net profit. The revenue transferred to the local finance can be used for building public facilities represented by schools, hospitals, and road maintenance and improving living conditions and welfare of local residents so that it can play an important part in developing a sound local community.

System and Distribution of Sales of Keirin Tickets

75% of the sales of tickets is paid out to those who purchased the winning tickets.

75.0%

Sales of ticket

3.3%

20.6%

1.1%

Payment to the Finance Corporation of Local Government (in accordance with the local finance legislation)

Subsidies to Japan Keirin Association (Obligation in accordance with the Bicycle Racing Law)

Detail distribution of subsidies:

No.1: 1.6%

For the promotion of machine industry including bicycles

No.2: 1.4%

For the aid of public projects such as physical education and social welfare

No.3: 0.3%

For the fair and smooth operation of races

Revenues of the supporting organization (gross profit)

Expenses to hold race events:

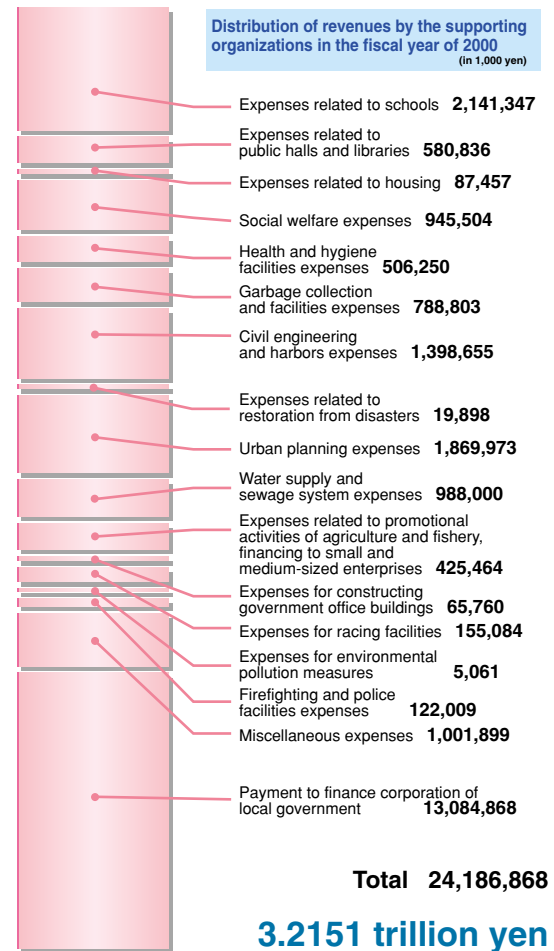
Personnel expenses, publicity and advertisement costs, prizes to racers

Net profit:

Transferred to the general account and used for building public facilities, such as schools, hospitals, and road maintenance.

The subsidies paid to the Japan Keirin Association are used for the promotion of machine industry, promotion of physical education, fulfillment of social welfare, improvement of medical services, and assistance and restoration at the time of disasters, as well as for the projects to conduct fair and smooth operation of Keirin events.

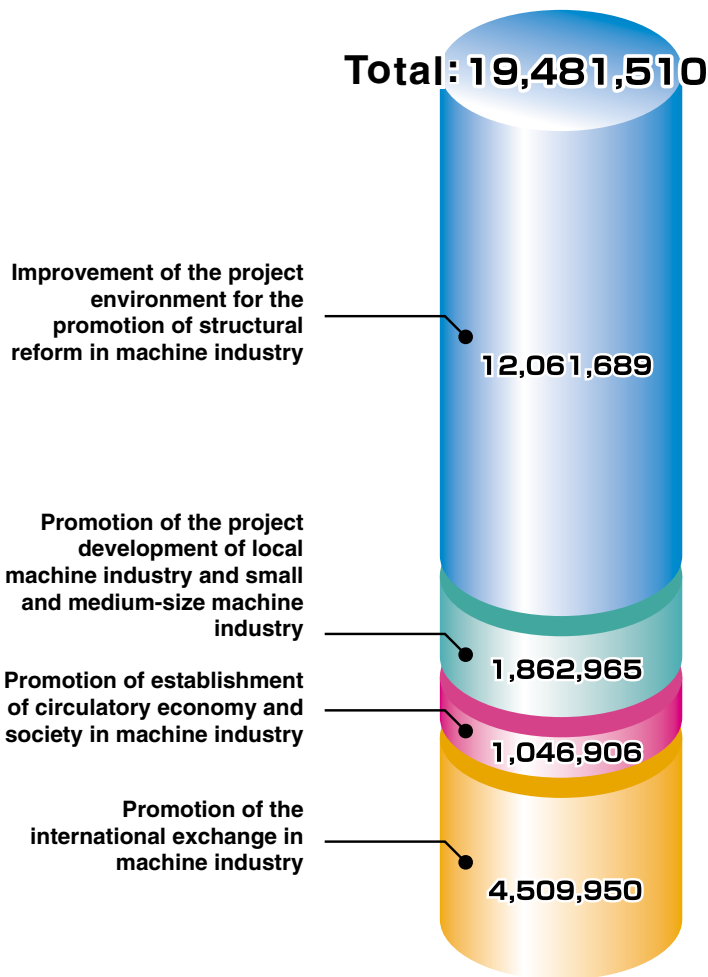
As mentioned above, the revenues from Keirin events is properly and effectively returned to the society.



The overall amount of revenues in the fiscal years from 1948 to 2000 used for the public projects of local governments totals to 3.2151 trillion yen.

Granted subsidies to aid projects for promotion of the machine industry including bicycle in the fiscal year of 2001 (unit: 1,000 yen)

Total: 19,481,510

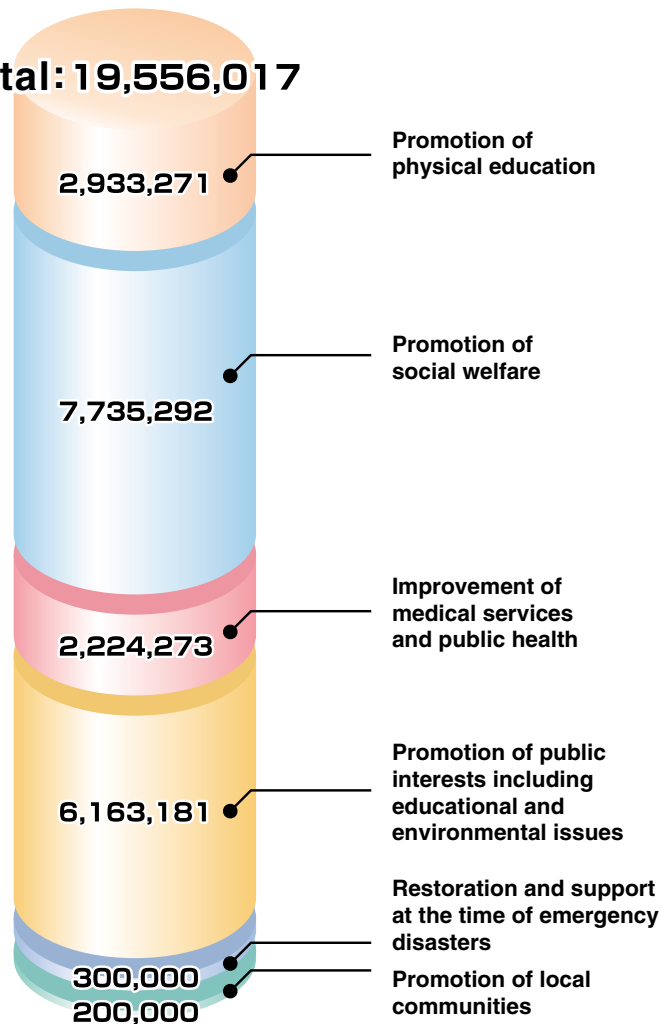


804.5 billion yen

(Total subsidies provided in the fiscal years from 1948 to 2001)

Granted subsidies to aid projects for promotion of public interests in the fiscal year of 2001 (unit: 1,000 yen)

Total: 19,556,017



742.9 billion yen

(Total subsidies provided in the fiscal years from 1956 to 2001)

KEIRIN as the World Sports

Track World Championships is the traditional event started from 1893, even before the start of the Modern Olympic Games. Koichi Nakano, a genius sprinter from Japan, made the marvelous achievements in winning the same event in World Championships for ten years in a row. His achievements are inimitable in the history of the bicycle racing with more than one hundred years. After winning the straight ten World Championships, starting from the 1977 World Championship in Venezuela to the 1986 World Championship in the U.S.A., the name of Nakano became known to the world. At the same time, Keirin began to attract attention as an international sport.

When Keirin became adopted as an official event of World Championship from the 1980 Championship in Besancon, France, the bicycle racing with full of speed and thrills immediately attracted the attentions of bicycle race fans all over the world. In the Olympic Games of 2000 in Sydney held in twenty years, Keirin, which originated in Japan, was finally adopted as an official event of the Olympic Games and recognized as the World Sports in name and in reality.



Koichi Nakano

As for Korean Keirin, Keirin events involving sales of betting tickets started at the Olympic Velodrome in Seoul in October 1994. Ever since Changwon Velodrome, the first dome-shaped velodrome in Korea, was open in December 2000, Keirin races have become more popular in Korea.



International Keirin Race

In 1981, one year after Keirin was adopted as the official event of Track World Championships, the first International Keirin Race was held in Japan by inviting world famous bicycle racers. This race was a demonstration race without betting. However, betting began in the following year and The International Keirin Race became a regularly scheduled event to be held from April to May every year. The International Keirin Race has been well established as the spring event to the Keirin fans.

List of overseas racers competing for the International Keirin Race (1981 to 2002)

Nation	Name	Year of Participated Races
Argentina	J. Curuchet	93
	M. Alexandre	93
Australia	D. Clark	81, 87, 88, 89
	G. Sutton	84, 90
	M. Grenda	85, 86, 87, 88, 89
	S. Pate	89, 90, 91
	C. Hall	91
	G. Neiwand	94, 95, 97
	D. Hill	95, 00
	S. Kelly	97, 98, 00
	S. Eadie	99
	J. Dajca	02
Belgium	M. Vaarten	81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92
	E. Schoefs	93, 94, 95
	D. De José	93
Canada	C. Harnett	94, 95
	B. Huck	94
Columbia	J. Gonzales	99
Czech Republic	P. Buran	00, 01, 02
Denmark	K. Svensen	83
	R. Olsen	83
	B. Dandanel	93
Spain	D. Cabrero	99
	JA. Villanueva	02
France	Y. Cahard	82, 83, 84
	P. Vernet	85, 86, 87, 89
	P. Da Rocha	88, 89, 90, 91
	F. Colas	92
	F. Magné	93, 94, 95, 99, 00
	F. Rousseau	97, 98
	L. Gané	97, 00
U.K.	S. Wallace	92
	P. McHugh	93
	P. Jacques	99
	C. Percival	00



U.K.	J. Queally	01	
	C. Maclean	02	
Germany	H. Hindelang	83, 85, 86, 87, 88, 89, 90, 91	
	J. Kristen	83	
	G. Hatton	84, 85, 86, 87, 88, 89, 90, 91	
	D. Giebken	85, 86, 87, 88, 89, 90, 91, 92	
	M. Whitehead	88	
	N. Vails	90, 91, 92	
	M. Hubner	91, 92	
	K. Carpenter	93	
	J. Fiedler	94, 95, 97, 99, 00, 02	
	S. Lausberg	98	
E. Pokorny		98, 00	
	J. Van Eijden	01, 02	
Greece	L. Vassilopoulos	01	
Italy	G. Turrini	81	
	M. Capponcelli	81, 82, 83, 84	
	O. Dazzan	82, 83, 84, 88	
	B. Vicino	85	
	C. Golinelli	86, 87, 91, 92	
	V. Ceci	90, 92	
	F. Paris	94, 95, 97	
	R. Chiappa	97, 98, 00	
	Latvia	V. Berzins	98
		A. Kiksis	99, 01, 02
Liechtenstein	S. Hermann	84	
Holland	T. Smit	84, 85, 86, 87, 88, 89, 90	
Poland	G. Krejner	01	
South Africa	JP. Van Zyl	98, 99	
Switzerland	H. Kanel	82, 83, 84, 85, 86, 87	
	H. Schutz	83	
	R. Dill-Bundi	84, 85	
	H. Ledermann	86	
U.S.A.	K. Carpenter	94	
	C. Arrue	97, 98	

★ Note: In total, 70 racers from 20 countries participated in the race.

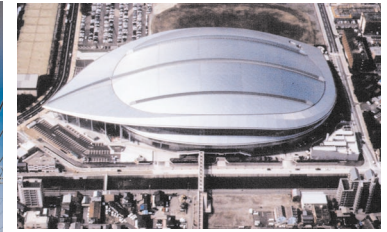


Velodromes and Official Off-Track Betting Locations

There are forty-seven velodromes and thirty-two official off-track betting locations in Japan currently. Velodromes have become transformed into comfortable sites, such as the all-weather dome structured velodromes in Maebashi and Kokura. Betting has become more convenient and comfortable ever since La Pista Shimbashi was open in November 1998 as the first official off-track betting location exclusively for members.



La Pista Shimbashi



Kokura Media Dome
 Building area: 35,740 m²
 Total floor space: 90,244 m²
 1 story below and 8 above the ground with the height of 54 meters
 Maximum capacity: 20,000 people (maximum number of seats: 14,790)
 Structure: Steel-frame structure (partially steel-frame reinforced-concrete structure and partially reinforced-concrete structure)

● Velodromes in Japan listed by district

Northern Japan	Kanto	Southern Kanto	Chubu	Kinki	Chugoku	Shikoku	Kyushu
1 Hakodate	4 Yahiko	12 Matsudo	20 Toyohashi	28 Fukui	34 Tamano	37 Takamatsu	42 Kokura
2 Aomori	5 Utsunomiya	13 Chiba	21 Nagoya	29 Ohtsu	35 Hiroshima	38 Kanonji	43 Kurume
3 Taira	6 Maebashi	14 Kawasaki	22 Ichinomiya	30 Nara	36 Hofu	39 Komatsushima	44 Takeo
	7 Toride	15 Kagetsuen	23 Gifu	31 Mukomachi		40 Kochi	45 Sasebo
	8 Ohmiya	16 Hiratsuka	24 Ohgaki	32 Wakayama		41 Matsuyama	46 Beppu
	9 Seibuen	17 Odawara	25 Yokkaichi	33 Kishiwada			47 Kumamoto
	10 Keiokaku	18 Ito	26 Matuzaka				
	11 Tachikawa	19 Shizuoka	27 Toyama				

● Off-track betting locations listed by prefecture

Hokkaido	Sapporo Off-track	Niigata	Niigata Off-track
	Matsukaze-cho Service Center	Mie	Satellite Chuetsu
Aomori	Fujisaki Off-track	Okayama	Kawagoe Off-track
	Aomori Advance Sale Service Center	Hiroshima	Satellite Tsuyama
Iwate	Satellite Ishidoriya	Yamaguchi	Satellite Sanyo
Akita	Satellite Rokugo	Kagawa	Hofu Station Plaza Service Center (advance sale)
	Satellite Oga	Tokushima	Kokudo Advance Sale Service Center
Fukushima	Taira Off-track		Eda Service Center (advance sale)
	Koriyama Off-track	Kouchi	Kamojima Service Center (advance sale)
	Satellite Aizu	Fukuoka	Satellite Nangoku
	Satellite Kashima		Satellite Kita-Kyushu
Ibaraki	Satellite Mito	Saga	Satellite Kurume (advance sale)
Gunma	Windome Tatebayashi (Tatebayashi Off-track)	Nagasaki	Satellite Takeo (advance sale)
Tokyo	La Pista Shimbashi	Oita	Satellite Nagasaki
Chiba	Satellite Kamogawa		Satellite Usa



Velodromes in Japan

●: indicates velodromes.
 ★: indicates off-track betting locations.