

## WNYOA Transponder and other Scoring Tips

WNYOA uses Real Time scoring to score all but the peewee and youth quad races. Each rider must use a transponder that they attach to their chest protector or machine so that they may be identified by the scoring system. The transponders are a small cylinder 3/4 inch in diameter and 5 inches long. It needs to be mounted securely. They can be attained through rider registration at a cost of \$25. If you wish to return it you will receive a refund of \$10.

The transponders are of a "passive" type. The simplified explanation is that they do not carry a power source of their own. The power to return your rider number comes from the antenna which reads it. This also limits the range to about 6 feet maximum. Where as the GNCC transponders you may be familiar with have a longer range. But they cost a lot more. Each one has it's own battery and last about around two years so I'm told.

**There is an issue with Quads and the transponder system.** There is an electrical interference generated within the motors which causes the system to miss 10% or more of the quads in a given race. There are precautions you may take to better the chances of your transponder being read. Check the paragraph on **quad tips later** in this document for more on this topic.

They can be mounted on your bike or on your person. **They can not be mounted directly to metal.** In fact they should be an inch or more away from anything metal. The signal transmits from the ends so **they should be mounted horizontal with the ends of the tubes pointed to the side of the bike.** So when you pass by the antenna in the scoring chute the system will receive the best signal to read your number. .



The transponders are a plastic cylinder without mounting facilities. For mounting you probably already have two useful items in your tool box, Zip ties and Duck Tape. **Probably the most common method is using some zip-ties to attach the transponder to the chest protector.** The zip-ties backed up with a little duct tape make for a pretty secure mounting. The most common way to mount them is to zip-tie them directly to the front of the chest protector on bike riders and the rear of the chest protector on quad riders. On your way to the starting area you will go through an inspection chute. An antenna just like on at the scoring chute will verify that your transponder is working and properly mounted at that

time. There will be other equipment checks while your there.

When you ride through the scoring chute at the end of every lap listen for the **audible alert** which sounds like a whistle and give the scoreboard a glance to see your number displayed. You can also observe your position in your class.

This is the Score Board. Your number is displayed on the upper left corner. The A1 is just for

computer sorting and AA is where the class is listed. To the far right is your Class placing. The second line shows how you are placed at that time in your class If not the Class leader then it shows you how many seconds you are behind the rider in the next place ahead of you.



There will be people backing up the system

manually but if you are not displaying visible numbers on your helmet and machine that won't help. The system is not infallible so if you think you were missed stop right at the score board and yell your rider number to the scorers.

Some riders yell their number to the backup scorers on every lap. During a "mud" race this is very helpful to the scoring team.

**It is your responsibility to make sure that the system gave you credit for each of your laps.** If you don't hear the alert or see your number you need to make sure that someone at scoring knows you were there.

### **So to sum up the important tips:**

**Wear a WNYOA issued number sticker on your helmet.** The helmet number is crucial. This sticker is the primary number the back scorers use. Custom colored decal numbers look cool on the start line but when your speeding past us in scoring we can't read them very well if at all.

### **Display large contrasting numbers on your machine.**

Check to see that the system scores your number when passing through. There is also an audible alarm near the antenna. It sounds like a loud brief whistle the instant the system reads your transponder. You should hear it as you pass under the scoring canopy.

There is a 30 minute protest period. You are responsible for checking the results at the end of the race and alerting us to any errors. If you think we missed any of your laps alert the **Event Referee within the 30 minutes** after the results are posted.

### **Quad Riders:**

As stated before, we have some trouble picking up some of the transponder mounted to quads. The following is a short list of things that will improve your chance of your transponder working or getting credit for all of your laps.

- You are required to have rear as well as front and side number plates. Think of it as the last chance to get your number for backup as you race away from scoring. Black numbers on a white background are the best for visibility.
- Mount the transponders as far from your electronics as possible. On the back of your chest protector or the back end of your machine but not directly attached to metal.
- High Engine rpm worsens this problem. You may have noticed your transponder works while going through Tech inspection but fails during a race. And it may then work again on the last lap as you pass through the scoring chute slowly
- **The higher your rpm the less likely you will be read by the system.** If circumstances allow such as a downhill run through scoring pull in the clutch and let off the throttle for an instant while passing by the antenna. That small amount of effort may save you a lot of grief at the end of the day protesting your results due to a missed lap.
- The rear number plates. Sometimes they are covered with mud and can't be read but many times they are the only thing we can read. White background with black numbers is best.

- **Helmet labels.** They are our primary method of identifying you. The issued white labels with the contrasting black numbers can easily be seen by the backup scorers. Custom color labels are very difficult to read at speed. Remember it is your responsibility to be scored.