

## Information about your transponder

The Virginia Cross Country Series (VXCS) has embraced a new technology that we're convinced will soon be the standard for scoring all off-road motorcycle events. Just like anything new, it's important that you take the time to become familiar with some of the details of this system.



**About the Transponder** - Our transponders are manufactured by Texas Instruments – the leader in transponder technology. The transponders are EXTREMELY durable, made from a polycarbonate material, requiring virtually zero maintenance, requiring no batteries, and having an indefinite life. They can be covered with mud, or completely hidden with layers on layers of duct tape and still have full reliability at the checkpoint. When issued, they will already be programmed with your rider number, and as you change classes / rider number through the years, you need only reprogram it with your new rider number.

**Scoring** – In the VXCS, it's the riders responsibility to ensure he's been scored. A remote display is available at all events, displaying the rider number, the riders class, his current standing, and how far he's behind the nearest rider in his class. You'll know you've been scored when you see your information on the display.



**The Checkpoint** - The transponder is detected when the rider passes the "gate" (shown to the left) at the finish line. You will be disqualified if you run into the gate. The system isn't cheap, so we expect riders to do their part in helping us keep a quality, reliable system.

**How fast can I ride through the checkpoint?** If properly mounted, the system will detect riders at almost any speed – with one exception – the (Quad) 400CC Honda 4 stroke. Although it's not known why, this is the only case known where riders have to slow down when passing through the checkpoint. Speed at the checkpoint will be controlled with a series of "S" curves - enough to eliminate any possibility of passing through faster than the system can detect you. Time will be allocated prior to the race where you can make some practice passes through the checkpoint to confirm the readability of their transponder. All riders are encouraged to conduct this self-test, to ensure theirs is mounted

properly - rather than discover problems at race time.

**Does the transponder differentiate between me and another rider?** The system is easily able to differentiate between riders at the checkpoint – regardless how close they are together. Riders will go through the checkpoint single file, so there's no problem with proximity between riders.

**What happens if I forget my transponder at home?** We will always have additional transponders available at signup – allowing you to rent one for the day. There'll be a \$15.00 charge at signup - but you'll get \$10.00 back if you return it before the scoring team leaves that weekend. Do not expect a refund after the weekend you rented it.

**IMPORTANT \*\*\*\*\* Where should I mount my transponder?** Regardless where it's mounted, it **MUST** be mounted cross-ways, horizontal to the ground, and it **WILL NOT WORK** if it's mounted on metal.. Without question, the best place is to tie-wrap it to your chest protector – either in the front or back – it doesn't matter. You can also put it in a back-pack, as long as the transponder remains horizontal. An alternative location is to mount it to either the front or rear fender as shown in the accompanying photos. While it might seem logical to mount it to the crossbar pad, that's OK, but a bit risky, since the pads are prone to rotate, bringing the transponder in contact with the metal of the handlebar clamps. In all cases, be sure the transponder is **VERY** securely mounted. Use extra tie-wraps or duct-tape. Remember – the transponder is **YOURS**, so take the extra time to ensure you don't lose it. Be sure to make some passes through the checkpoint prior to race time to confirm readability.

