

MOTOR CYCLE UNION of IRELAND (ULSTER CENTRE)

To all competitors,

TRANSPONDER TIMING SYSTEM

The MCUI (Ulster Centre) uses a transponder timing system at all short circuit (national and clubmans) and road race events held within its jurisdiction. Separate, but similar systems are used at Mondello Park and the southern road races.

It is the responsibility of each competitor to provide and properly fit a fully charged transponder to his/her machine at his/her own expense. It is **NOT** compulsory to provide a separate transponder for each machine entered – a single transponder may be switched from one machine to another or indeed shared between two competitors in different classes. It is, however, recommended to have separate transponders, particularly at road races, where the machine could be retired several miles from the start/finish area. The competitor will naturally be more concerned about returning to the start/finish area for the next race and may not remember to first remove the transponder.

RECOMMENDED TRANSPONDER

The recommended transponder is a Mylaps Car/Bike transponder, coloured red, and previously known as an AMB TranX 260 transponder (some supplier details are given overleaf).

Please note that whilst the Mylaps Kart transponder, coloured yellow, and previously known as an AMB TranX 160 transponder, is recognised by the timing system, the use of this transponder is **NOT RECOMMENDED**. This type of transponder gives a much weaker signal as it is intended for karts on which the transponder is mounted much closer to the track surface and hence the detection loop. It is known for this type of transponder not to trigger the timing system when used on a motorcycle. In such a case not only has the competitor wasted money buying the incorrect transponder, but they may not be credited with any times.

The Mylaps MX transponder, coloured orange, used at both motocross and supermoto events is **NOT COMPATIBLE** with the timing system used at short circuit and road race events.

The Mylaps Car/Bike transponder is supplied in two forms; direct powered which are connected to a fused 12V supply from the vehicle; or battery rechargeable.

The battery rechargeable transponders are a self-contained unit, the rechargeable battery being contained within the transponder casing. They are supplied with a 240V mains charger and a 12V cigarette lighter charger. To prolong battery life it is recommended that the transponder is given a full unbroken 14 hour charge from the transponder being fully discharged. In this case the transponder should be 'active' for a minimum of three days.

After a full charge, the light on the transponder face should flash green for a minimum of three times. The number of flashes indicates the approximate number of days charge remaining in the battery. When the transponder battery is going flat, the light will flash red. In its fully discharged state the light will not flash at all.

TRANSPONDER MOUNTING

Ideally the transponder should be located as close to the track surface as possible, oriented vertically. There should be no carbon fibre and no metal between the transponder and the track, as this can interfere with the signal from the transponder. Despite these mounting recommendations, transponders have generally been found to function well when fitted to the upper region of one fork leg. The transponder is held in a mounting bracket by an R clip, the mounting bracket is usually fixed to the machine using cable ties or such other secure method.

Several factors, however, can affect the transponder signal strength, such as level of charge, the angle the transponder is fitted at, even weather conditions. It is the responsibility of each competitor to co-operate with the timekeepers and other race officials, as necessary, to ensure that a good signal is being received by the decoding equipment. The transponder is the official method of timing in association with a light beam at the finish line. Therefore, positioning of the transponder to ensure a good signal will take priority over any other lap timing device.

TRANSPONDER IDENTIFICATION

Each transponder has a unique signal and a unique identification number. The identification number of the transponder fitted to each machine must be the same as the identification number declared on the entry form for that machine and class. Any changes to transponder identification number must be notified to the timekeepers before the start of practice or race.

TRANSPONDER SUPPLIERS

Mylaps Car/Bike (previously AMB TranX 260) transponders are supplied by the following:

Timing Solutions Limited

Unit 2 Ninian Park
Ninian Way
Tamworth
B77 5ES
Tel: 01827 285666
Fax: 01827 282932
Email: admin@tsl-timing.com
www.tsl-timing.com

HS Sports Limited

Unit 5, Radnor Park
Congleton
Cheshire
CW12 4XN
Tel: 01260 275708
Fax: 01260 278352
Email: info@hssports.co.uk
www.hssports.co.uk

Or direct from the manufacturers:

MYLAPS EMEA OFFICE

Zuiderhoutlaan 4
2012 PJ Haarlem
The Netherlands
Tel: 00 31 23 529 18 93
Fax: 00 31 23 529 01 56
Email: info@mylaps.com
www.mylaps.com

Some of the local motorcycle suppliers, such as Ernie Coates Motorcycles or RPM Performance may also be able to supply transponders.

A very small number of transponders are available to hire at Ulster Centre events. These are intended for competitors who have forgotten or have a faulty transponder. Each competitor is supposed to supply their own transponder and if you rely on hiring one at each event you may be disappointed that there is none available for you. This has happened before and remember without a working transponder you may not get any times.

Should you have any further queries please contact:

Richard Agnew
Tel: 028 9447 3650 (after 6pm and before 10pm please)