



MGPTOKEN
THE
WHITE PAPER

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PREFACE

Like cars, motorcycles have also been used to organize risk and adrenaline-based races since their first appearance on the roads of the world at the end of the 19th century. The first edition of the Tourist Trophy on the Isle of Man dates back to a few years later, 1906. Between that date and the end of the Second World War, motorcycles raced almost everywhere in Europe, on roads, fields and dirt paths. At first spontaneously and improvised, then in a more official form starting from 1949. The World Speed Championship was established by the "International Federation of Motorcycle Clubs", at the end of the 1948 sports season, renaming the previous European motorcycle championship, with the intent of attracting overseas homes and pilots. In 1949 the International Motorcycling Federation (FIM) was founded, which immediately organized the first real championship for the 125cc, 250cc, 350cc and 500cc classes (and also for the 600cc sidecars). The first race was held right on the Isle of Man TT course, already famous at the time. Of the first 26 editions of the 500 class championship, 24 were won by Italian-made motorcycles. In the second half of the 1960s, Italian motorcycles were still the fastest, in the larger displacements, but in 1966 Honda became the first Japanese brand capable of winning a Grand Prix, while Yamaha and Suzuki dominated in the lower classes. At the beginning of the 70s, the Japanese continued to stockpile races and titles in 125 and 250. However, we have to wait until 1975 to see a manufacturer of the Rising Sun, Yamaha, reach the top of world motorcycling, thanks to Giacomo Agostini that in 500 won his fifteenth and last title, the first in history in the premier class for a Japanese motorcycle. It was only the first wave of a storm destined to overwhelm the two wheels world. Began a long era of hegemony that saw the Japanese manufacturers win all the World Championships in the premier class from 1975 to 2007. To interrupt it, for a moment, it was Casey Stoner with Ducati in 2007, after which the hegemony resumed, with Honda and Yamaha capable of sharing all the last 11 MotoGP world championships. The 1980s were a formidable decade in the history of the world championship, giving fans some of the most exciting duels ever seen on the track. It was a period of great growth for the sport of two wheels, in terms of television audience and the arrival of new big sponsors, but it was above all a period marked by an abundance of talent that perhaps has never been seen again, so much so that it represents for many are the true golden age of this sport. After a decade in which the 500 class was still dominated by Yamaha and Honda (who won 5 consecutive titles with Mick Doohan), the new millennium brought radical changes, at least on a formal level. In 2001 Valentino Rossi won the last title in the history of the 500, before the following year the top class of the world championship was renamed to MotoGP. On the other hand, the results on the track did not change: Rossi continued to win by putting another 4 titles on the showcase from 2002 to 2005, always strictly on Japanese bikes. In 2007 the regulations were changed again, lowering the displacement to 800cc. Ducati took advantage of this and, with Casey Stoner in the same year, finally managed to interrupt the 3 decades of Japanese hegemony. In the 2012 season, the MotoGP vehicles were again "repowered", reaching a displacement of 1000cc. The second decade of the new millennium also marks the end of the dominance of Valentino Rossi, winner of 7 titles from 2001 to 2009, and the beginning of the hegemony of the Spanish riders, with the great rivalry between Jorge Lorenzo and Marc Márquez. As much as it may make purists turn up their noses, the world championship is a spectacle, as well as a sport.

1 MISSION

In a world in constant evolution, even the economic sphere is overwhelmed and enriched by strong changes; a strong transition is taking place, in some respects a small revolution, which is significantly changing the financial reality that we have known up to now. This metamorphosis is mainly due to the advent of cryptocurrencies and blockchain technology. Riding this wave, anticipating the times, sensing its great potential, the opportunities offered and the future implications, the Mgptoken team with perspicacity has decided to pioneer and bring to the world of two-wheeled engines, and in this case the world championship, these opportunities offered by new technology and combine them with motorcycles and races with completely innovative ideas and purposes, as well as in some ways philanthropic. The team's mission is a mission that we can define as noble, as the real purpose is to grant real funding, in the form of donations and non-profit purposes, to what may be associations, schools or academies dedicated to research and growth of new talents, who otherwise would not have the economic strength nor the material possibility to pursue their dreams and desires. Through the market launch of the MGP token, and the use of it by means of investments and other utilities that will be listed below, certain percentages will be obtained to be allocated exclusively to the aid of young motorcyclists; in the paragraph of tokenomics the percentages will be detailed precisely. In every sport, many talents are lost over time, this also happens among young pilots, which is why the intent of the creators with the introduction of MGP, is of significant and decent scope given the purpose of sustenance to which it stands. .

2 VISION

Intuition acquires a new connotation of turning point, if we link the token not only to its ultimate purposes, but also and above all from the investor's point of view; in fact, the investor, in addition to realizing that his purchase of tokens represents an aid and a support for budding talents, becomes actively involved, as that help automatically transforms itself at the same time into a "bet": that is, not you are only investing in the token, but basically you are investing in future champions. It is obvious that the arrival in the world championship of one or more riders co-financed by the token and the MGP team will only be able to bring benefits both in terms of raising the price of the token, and from a marketing and visibility point of view. . This reveals a double benefit, the growth in value of the token and a consolidation in terms of trust and reliability of the whole project, both directly proportional to each other.



3 Why bet on the World Speed Championship

The MGP team has decided to focus on and choose two-wheelers and the world speed championship for two simple reasons: the first from an investment perspective, as it sees the world championship as a hotbed of talents to support and a sport in continuous growth and of increasing interest vast; the second because at the base of this desire there is an immeasurable passion and a deep love for motorcycles and this discipline. Having said that, it is clear that everything that revolves around the world speed championship is of global significance and impact, with various types of interests, revenues and mind-boggling figures, without counting television rights or marketing and advertising. It is enough to give just one example regarding MotoGP: when the FIM, in 1992, ceded the rights to organize the World Speed Championship to Dorna, the sport gave way to the legitimate interest of a private company that needs to collect more money possible thanks to the purchased product. In short, it is the return on an investment. And the work, from this point of view, is impeccable: in the last 26 years Dorna has led motorcycling to levels of popularity and notoriety never seen before, and perhaps never even imagined. MotoGP in particular has turned into a show, a sporting spectacle, which grows and which receives more and more interest day after day: as evidenced by the numerous requests to host a GP that arrive on the desk of the Dorna boss, Carmelo Ezpeleta. Just as television contracts accumulate which, according to the company's balance sheet, are the fuel that makes MotoGP work.

MotoGP, in fact, earns money thanks to three ways: TV rights, rights of local promoters (ie the organizers of the GPs) and advertising. Of these three items, the most important - and by detachment - is that linked to TV rights, which account for more or less 50% of Dorna's annual turnover. The "fee" (ie the millions of euros) paid by the local organizers represents more or less 30%, the remaining portion concerns advertising. There is talk of a total close to 300 million euros a year, with fluctuations of 5% between one season and another. Gross profit is around 50 million euros. If taxes are removed, there is still a respectable figure, between 10 and 15 million.

3.1 Pilots in first-person

The strength of the project, which expresses its seriousness, safety, reliability and vision, is that of being able to count and have received the willingness of some pilots to promote and do their utmost for the development and visibility of the newborn MGP token. Informed and made aware of the will to launch the token on the market, and above all of its final intent, many internationally renowned pilots will be partners in the project and will encourage the investment and use of the token. Token that will not have a mere speculative use or economic investment only, but as mentioned will allocate a percentage to the schools and academies of young pilots: in this regard there are already several academies that support the project. The token will also be used for other initiatives, first of all that for a dedicated e-commerce.



3.2 E-commerce and charity auctions

The e-commerce platform will be dedicated almost exclusively to purchases using the MGP token. The team, with the support of the pilots, will focus and concentrate the use of the platform to propose charity auctions and redistribute the proceeds, partially or totally, to support the various selected and identified events in advance. At a later stage, new initiatives and types of sales will be adopted to make more use of the online platform and take advantage of other services offered through e-commerce. It has been said, a few lines above that the support of the pilots will be fundamental, not only for the visibility of the project and to encourage the purchase of the token, but also and above all within the platform itself and in the planned auctions; in fact from time to time it will be personal items used mostly in official competitions, to be offered to users of the platform through auctions, the proceeds of which will be used as support for the academies. As an exchange and trading tool within the platform itself, the main and central role will undoubtedly be played by the Mgptoken (MGP). The main objective is to make MGP more and more known and present in the various wallets, so as to also benefit from a value point of view on the market.

4 TOKEN

MGPtoken (MGP) is a BEP-20 smart contract deployed on Binance Smart Chain (BSC), so it obviously travels on the Binance blockchain

Token name: Mgptoken

Symbol: MGP

Decimals: 18

Total supply: 100.000.000.000

4.1 TOKEN DISTRIBUTION

Private-sale e pre-sale

For the launch and development of the coin, a private sale is envisaged as a first step for the founding partners and to support the project; at a later stage, a pre-sale will also be offered to a wider audience before the actual market launch.

In both steps, a telegram bot with token referrals for participants, plus airdrops is also provided.

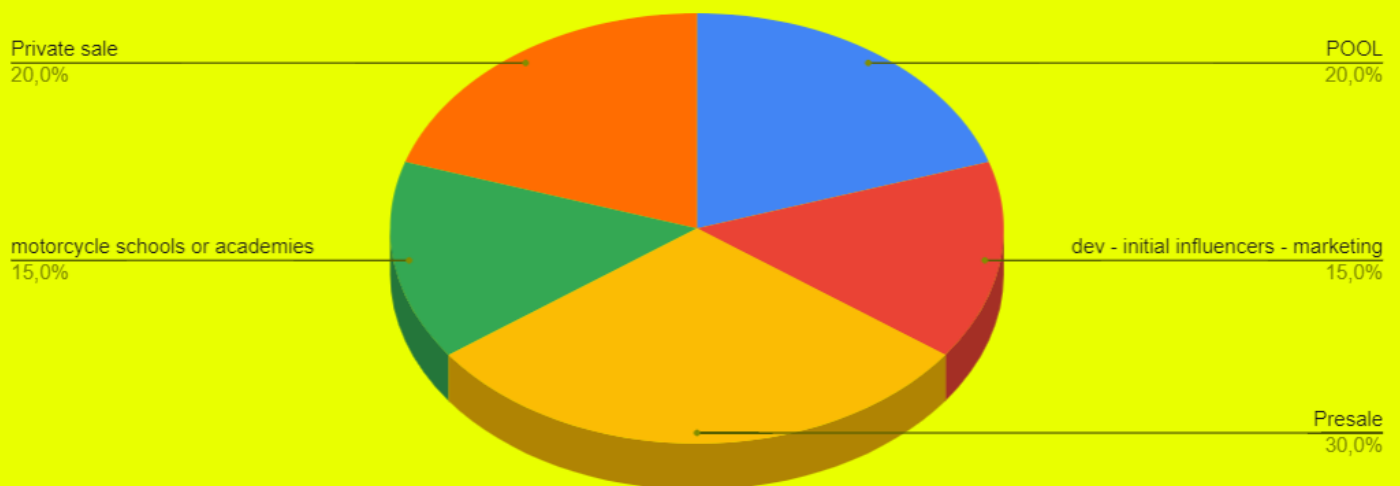


In practice, the intention to distribute the token is as follows:

20%	POOL
15%	dev - initial influencers - marketing
30%	Presale
15%	motorcycle schools or academies
20%	Private sale

Mining will be performed and allowed only to the contract owner; the purposes of the mining itself are to comply with the staking and farming needs that will be implemented at a later time.

Token Distribution



5 TOKENOMICS

Tax model on buy transaction:

2% Holders in busd
2% Marketing
6% Accademies

Tax model on sell transaction:

2% Marketing
6% Accademies
2% Auto LP
3% Dev
2% Burn
5% Buy Back

The tokenomics with which the project will start is the one indicated in the table, but over time it is made flexible, and hand in hand with the increase in trading volumes and transactions it will gradually be made to allocate 2% exclusively to academies.

6 TOKEN UTILITY

The Mgptoken token has a basic utility that ensures that its value receives a constant increase effect over time. In fact, as mentioned in the previous paragraphs, the goal is to allow the use and payment using the same payment method at first in dedicated auctions, and then broaden this possibility by identifying other strategic fields. For example, immediately, it is possible to obtain exclusive passes for the races and even for the paddocks, using the MGP token for their purchase, as the only and exclusive way. The intent is to make known in detail the potential and the positive and useful impact that MGP will have on the market, so as to allow its use to as many users as possible.

ROAD MAP

PHASE 1

DEVELOPMENT AND DISTRIBUTION OF THE CONTRACT
TECHRATE AUDIT
PRIVATE-SALE AND PRESALE
FIRST VERSION WEBSITE AND SOCIAL MEDIA LAUNCH
MARKET LAUNCH AND LAUNCH ON PANCAKE SWAP
PROMOTIONAL CAMPAIGN

PHASE 2

FIRST LISTING ON EXCHANGE
LISTING ON COINMARKETCAP AND COINGECKO

PHASE 3

E-COMMERCE
AUCTIONS
FURTHER LISTING ON THE EXCHANGE
SPONSORSHIP

PHASE 4

LAUNCH OF MERCHANDISING
ADDITIONAL AUDITS FROM ACCREDITED COMPANIES
STAKING AND FARMING