



## **Radio Operator Instructions**



## Directions To The Radio Positions



From the front of the Best Western, turn left and head north on Main St. W  
Reset your trip odometer at the intersection with Forster's Landing Road!  
Turn Left onto Forster's Landing Road.

- 1.3 km Turn left onto Horsethief Creek Road
- 10.4 km Stop at the junction of Horsethief Creek and Westside Road.

### For Alpha, Blockers 1 through 24, and Bravo

Turn Right, onto Westside Road.

- 15.6 km Turn left onto Dogsleg Lake RD
- 16.0 km You will be at the Alpha start line.  
This is an intersection with a road on the right and a trail on the left.  
Reset your trip odometer and drive the distance into the stage to your blocker position as listed on the maps.  
There will be white markers with black numbers to identify the locations.
- 6.0 km From Alpha. Blocker 12 is straight ahead. This junction is run in different configurations during the day. To get to blockers 13 to 24 and Bravo, continue right past all three roads in this area.
- 7.3 km From Alpha. Blocker 15. The stage continues to the right at this location.

### For Charlie and Blockers 25 through 33

Continue straight ahead on Horsethief Creek Road.

- 14.7 km Turn Right onto Forester Creek FSR, this is Charlie. About 200m from the junction there is a post on the right side of the road. This is the start line for Charlie.  
Reset your trip odometer and drive the distance into the stage to your blocker position as listed on the maps.  
There will be white markers with black numbers to identify the locations.
- 5.4 km From Charlie. Blocker 29. The stage continues to the right at this Y junction.

### To return to Radium

For all positions it is best if you return to radium the same route you took to get to your positions. Positions past blocker 12, to the north, can follow the rally route after their last stage has run, but that route is longer, and has some rough spots.

### Banquet at the Radium Community Hall

Once back in Radium, turn right onto Highway 95.

The second right turn off the highway is Stanley St. the community hall is one block down, on the right side of the road, at the intersection of Park Dr. East.

### Instructions for all radio operators

- LISTEN. Most of the problems are caused by radio operators not listening to the radio.
- WATCH your microphone. If you can't see it, you are probably sitting on it.
- Once in position — blocker or checkpoint — NO vehicles are to enter the stage without the explicit permission of Control. That includes marshal and rally official vehicles, forestry, police, EMS, fire, even with lights & sirens.
- If you want to join the current conversation, or have more important traffic, use the following:
  - a. your callsign — if your traffic is relevant to the current conversation
  - b. “break” + your callsign — if your traffic is more important, but not an emergency
  - c. “Red flag” — for emergencies. Do *not* use “break break” or “break emergency”
- Bring your radio's manual. Bring spare equipment, if available.
- Lock your radio so it can't accidentally change frequency.
- Set the time-out timer on your radio to 1 or 2 minutes so you can't accidentally tie up the repeater forever.
- If it has been quiet for a while, check your radio. You may have accidentally changed a setting, or you might be sitting on your microphone tying up the repeater.
- Before transmitting, allow the repeater to drop, then wait at least one second. This will allow someone with priority traffic to get in.
- When transmitting, after pressing the PTT, wait at least a half-second, so everyone will hear what you have to say. Some radios have battery saver circuits, or people are cross-banding.
- Adjust your squelch. Many hams have the squelch turned up high in the city; turn it down.
- Watch your volume levels, these are easily bumped to near zero, even when the radio is locked.
- Know the “Red flag” procedure, and be prepared at all times to act on it.
- During an emergency, if you are not directly involved, please stay off the air and continue with your assigned tasks with the assumption that the rally could continue at any time.
- “Are you ready?” asks if all the staff at your entire position (checkpoint or blocker) are ready, not just you as radio operator.
- Always be aware of your surroundings so that you always know the status of your position and whether or not everyone is ready. FRS radio communication with the marshals at your location may help with this.
- Try to identify the vehicle or get the relevant details before picking up the microphone. In general, taking a few extra seconds at the start will save a lot of back and forth questioning.
- Be prepared to assume the duties of another position if requested by the radio organizer or Control.
- If you call in and Control does not acknowledge it, that means Control did not hear you. Call in again.
- Daytime running lights: if it gets cold and you want to start your vehicle's engine to warm up, if possible make sure the daytime running lights stay off. Often, putting on the parking brake before starting will do it.

### Checkpoint radio operators

- You should be in position at least one hour before the expected start time, and start blocking the road immediately.
- Once you are in position, and the road is blocked, NO vehicles are to enter the stage without explicit permission from Control. This includes marshal vehicles and rally officials, zero cars and 98/99, forestry, police, EMS, fire, even with lights & sirens.
- When the marshals arrive at the checkpoint, it becomes their responsibility to block the road. Remind the station captain of this. If they don't do it, call radio Control.
- Park in the control zone in front of, or behind, the marshal vehicle. Yours is one of only 2 vehicles allowed in the control zone, and you must be there to be able to talk to the marshals easily, If in doubt ask the marshal where you should be parked.
- Record the numbers of all vehicles entering and leaving the stage. If unsure of a number, the marshal will know.
- Many marshals use FRS radios. Bring one if you have one, or if your radio can do out-of-band UHF. This will let you monitor the marshals, and talk to them directly without having to get out of the car.
- Arrange with the marshals a signal for "Red Flag, stop the cars" to be able to quickly signal them. Suggest combination of horn and headlights and waving stop sign. Depends on terrain and locations of people.
- Call in car numbers of all cars entering/leaving the stage at your location. This includes 000, 00, 0, 99, 98, Ambulance, etc., if they don't report in themselves.
- If you call in and Control does not acknowledge it, that means Control did not hear you. Call in again.

### **Blocker & spectator radio operators**

- Park in such a location as to minimize the chance a rally car uses you or your vehicle as brakes, but try to block the road with your vehicle.
- Use enough pylons to block the non-rally road. Put some a ways up the blocked road so that a vehicle approaching from behind will realize something is up.
- The more pylons you use, the lower the chance of accidents, 8-12 is a reasonable number.
- Once you are in position, and the road is blocked, NO vehicles are to enter the stage without explicit permission from Control. This includes marshal vehicles and rally officials, zero cars and 98/99, forestry, police, EMS, fire, even with lights & sirens.
- Move the pylons, vehicle and/or barricades if needed as the stage direction changes.
- If you have a traffic safety vest (aka “hit me” vest), bring it and wear it. If you are supplied a “radio operator” jersey, wear that instead.
- Record the numbers and times of the rally traffic coming past your location, but do not radio them in except:
  - a. first and last rally car if requested by Control
  - b. missing car if very overdueThe times only have to be accurate to the nearest minute or two.
- If you call in and Control does not acknowledge it, that means Control did not hear you. Call in again.
- If a rally official vehicle is having trouble hitting the repeater, and you are close by, be prepared to relay for him/her by going to simplex or reverse. Especially important to help 98/99.
- Daytime running lights: think of the rally driver who comes around a corner and sees headlights pointing at him or her! If it gets cold and you want to start your vehicle’s engine to warm up, if possible make sure the daytime running lights stay off. Often, putting on the parking brake before starting will do it.

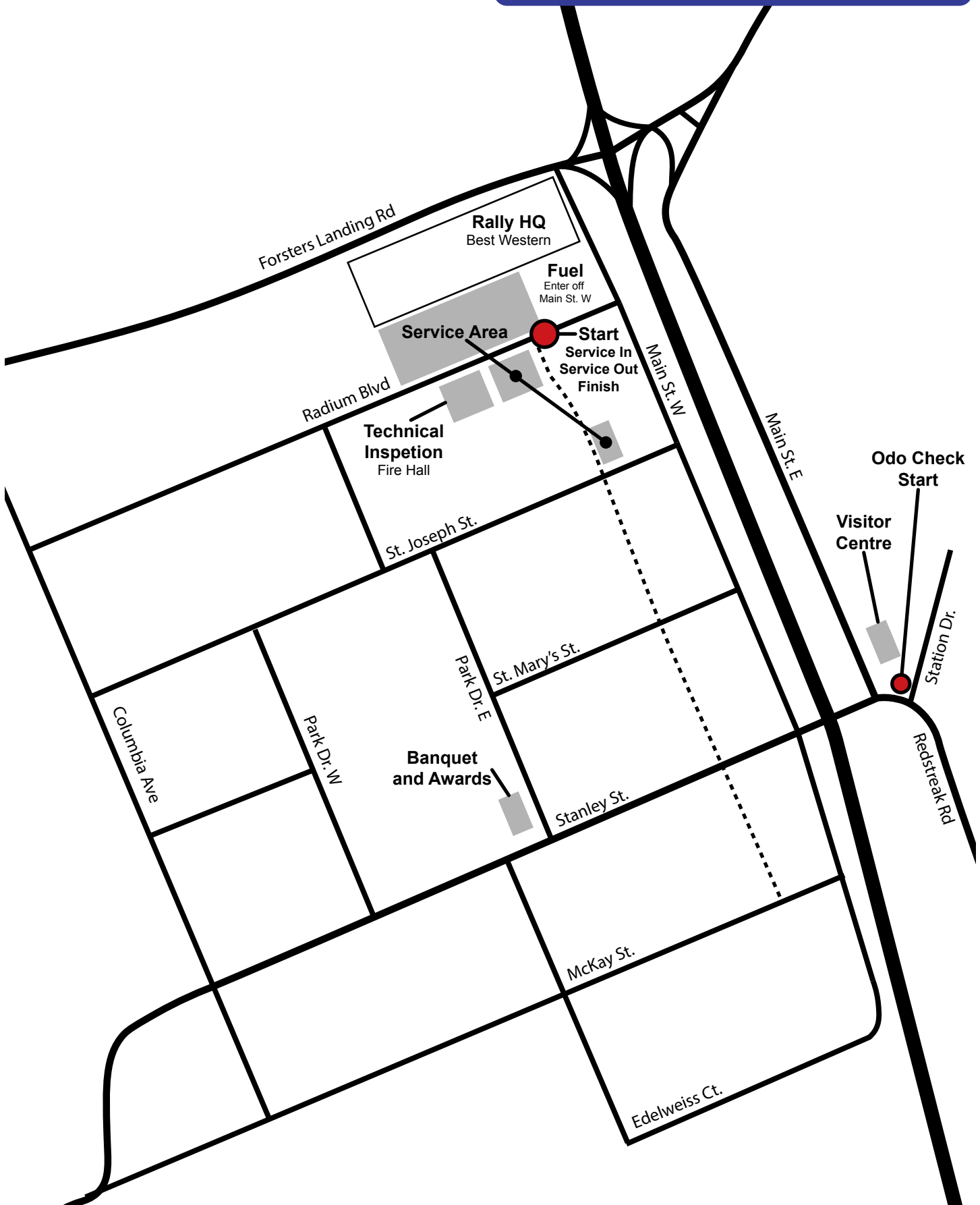
### **Mobile vehicle radio operators.**

- Minimum equipment is a 50 watt mobile with a decent antenna (5/8 wave or equivalent).
- You must be able to put the radio in another vehicle. Do not assume the vehicle has a high-power power plug, be prepared to connect directly to the vehicle battery.
- Know where you are to rendezvous with the vehicle. Schedule 15-20 minutes for installing the radio.
- Ability to cross-band is strongly recommended, especially for Ambulance, Rescue, 98/99, Recovery, and Rallymaster. Those operators will regularly be out of the vehicle.
- Dress for the weather, you will be outside regularly, and may have to walk significant distances.
- If you have a traffic safety vest (aka “hit me” vest), bring it and wear it. If you are supplied a “Radio operator” jersey, wear that instead.
- Let Control know when you leave a checkpoint and where you are going.
- Let Control know when you arrive at a checkpoint.

2015 Radium Hot Springs Rally  
Radium Venues

# RADIUM RALLY

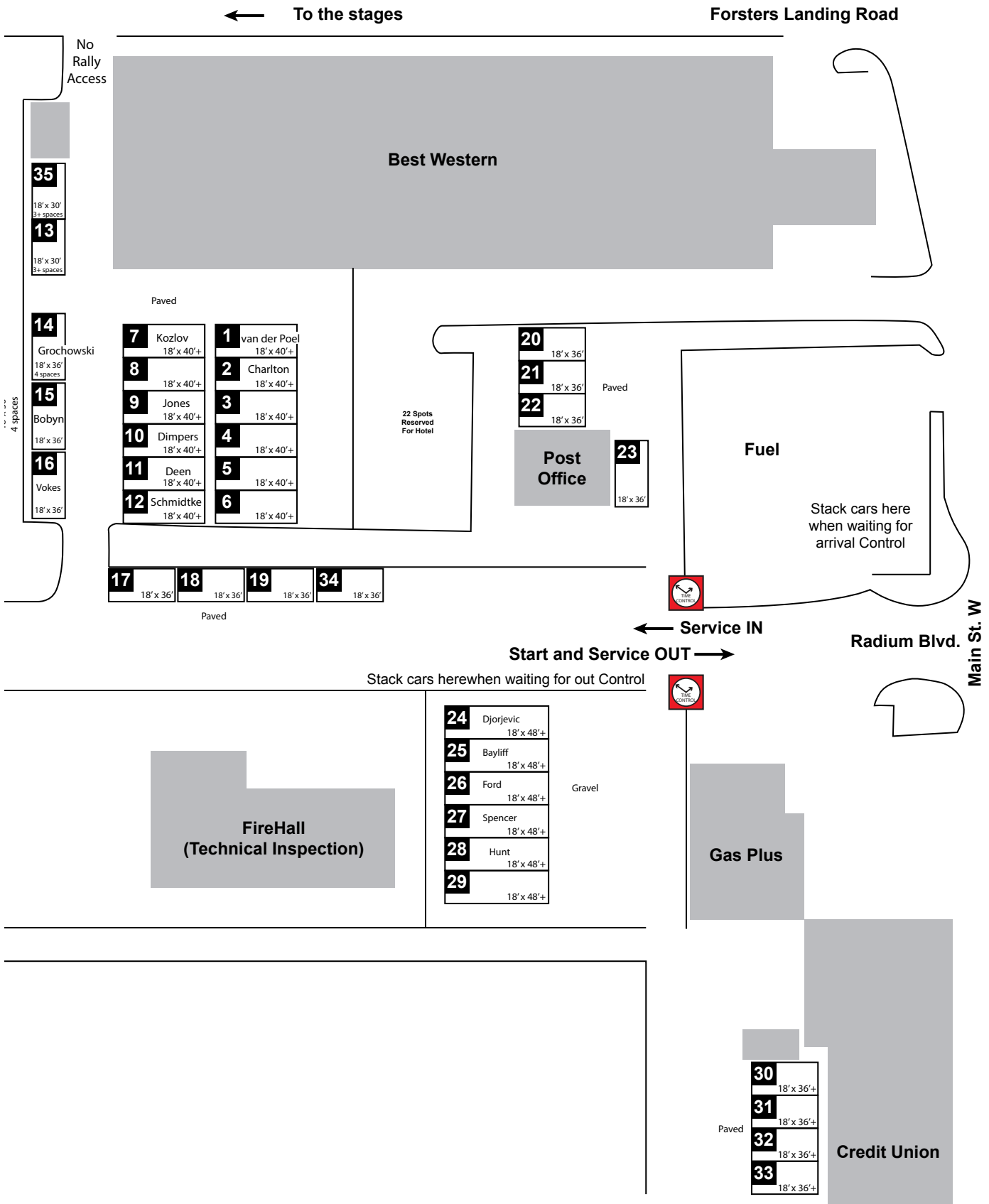
HOT SPRINGS





2015 Radium Hot Springs Rally  
Service Park

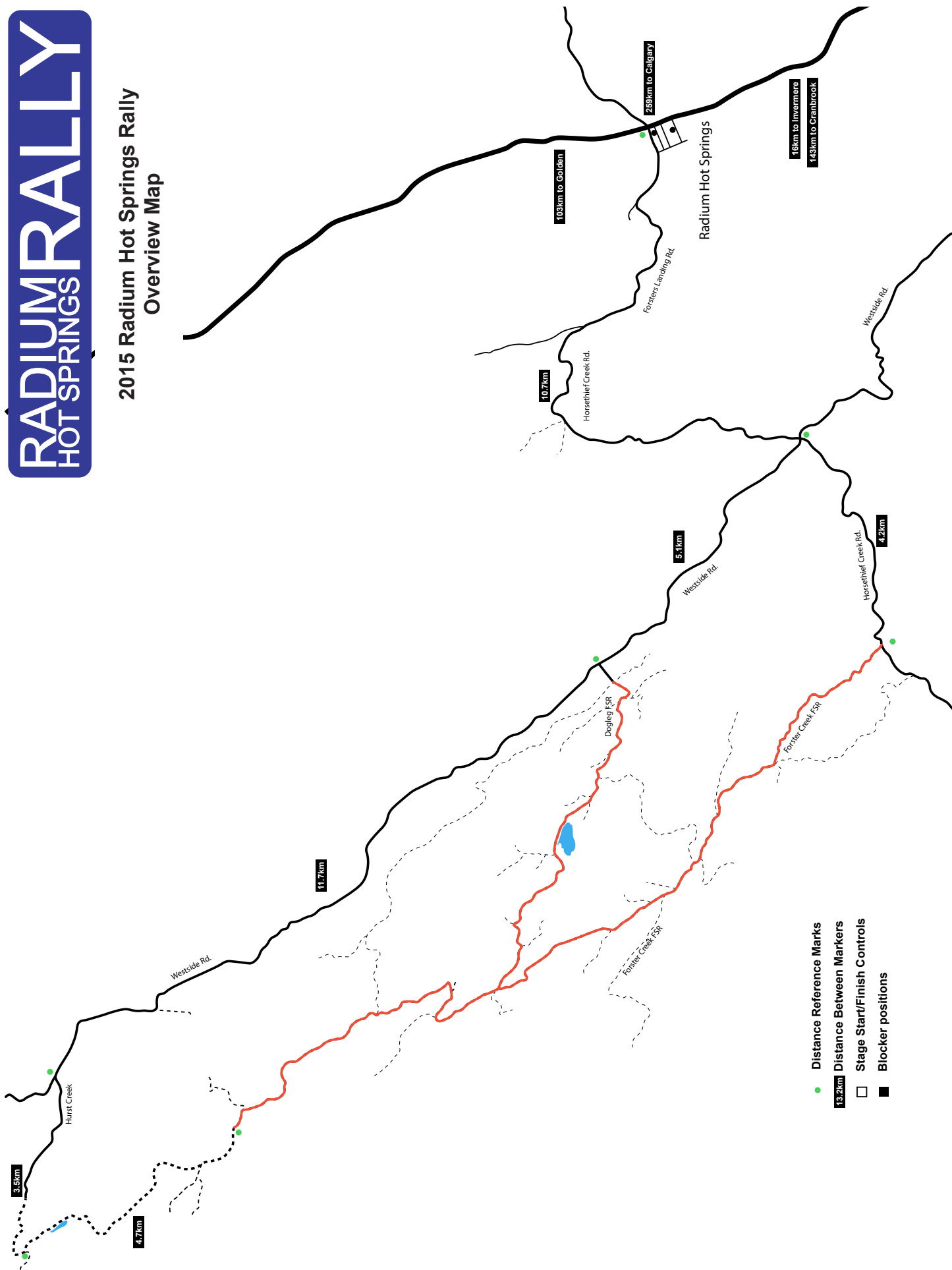
# RADIUM HOT SPRINGS RALLY



# RADIUM RALLY

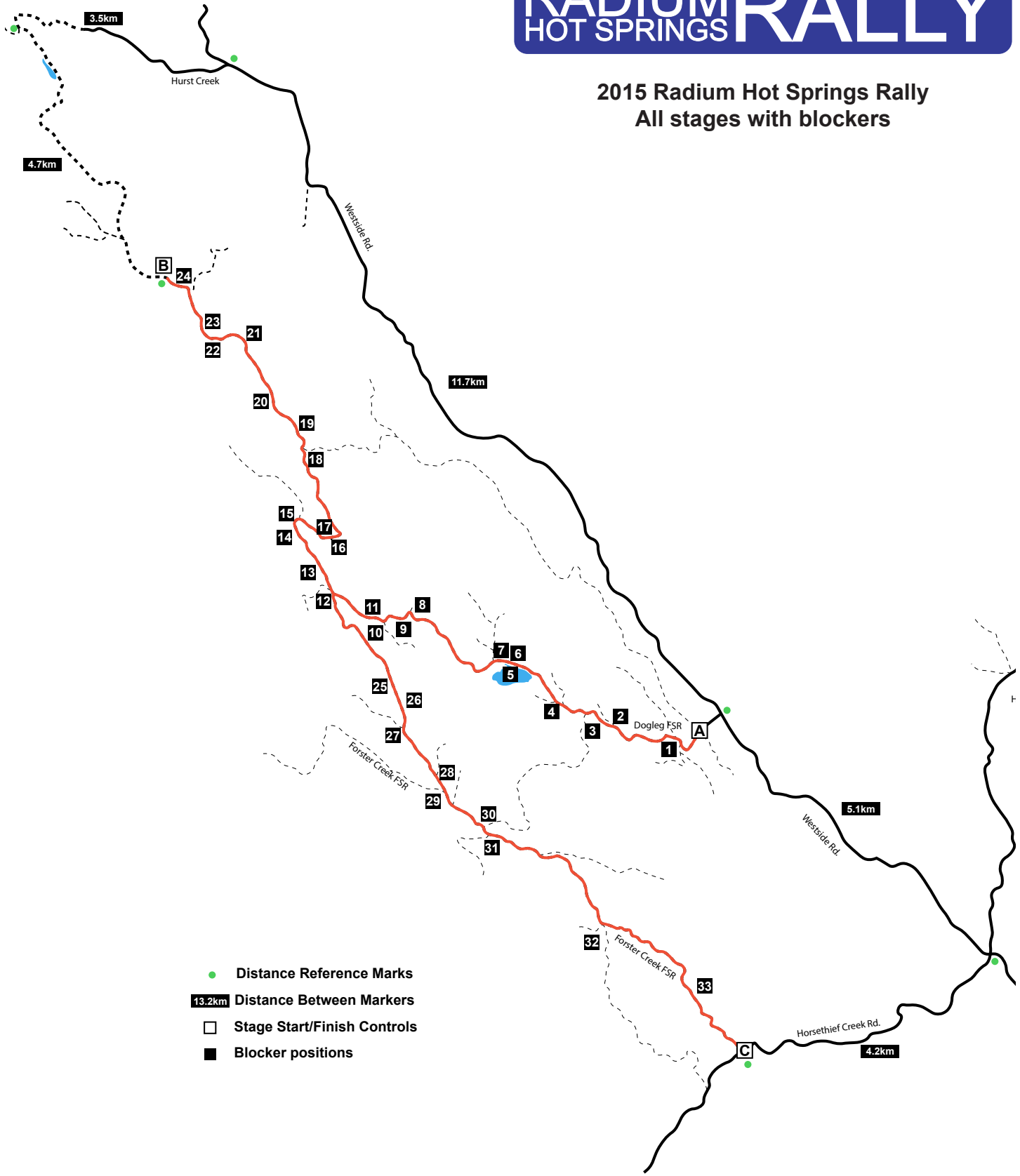
## HOT SPRINGS

### 2015 Radium Hot Springs Rally Overview Map



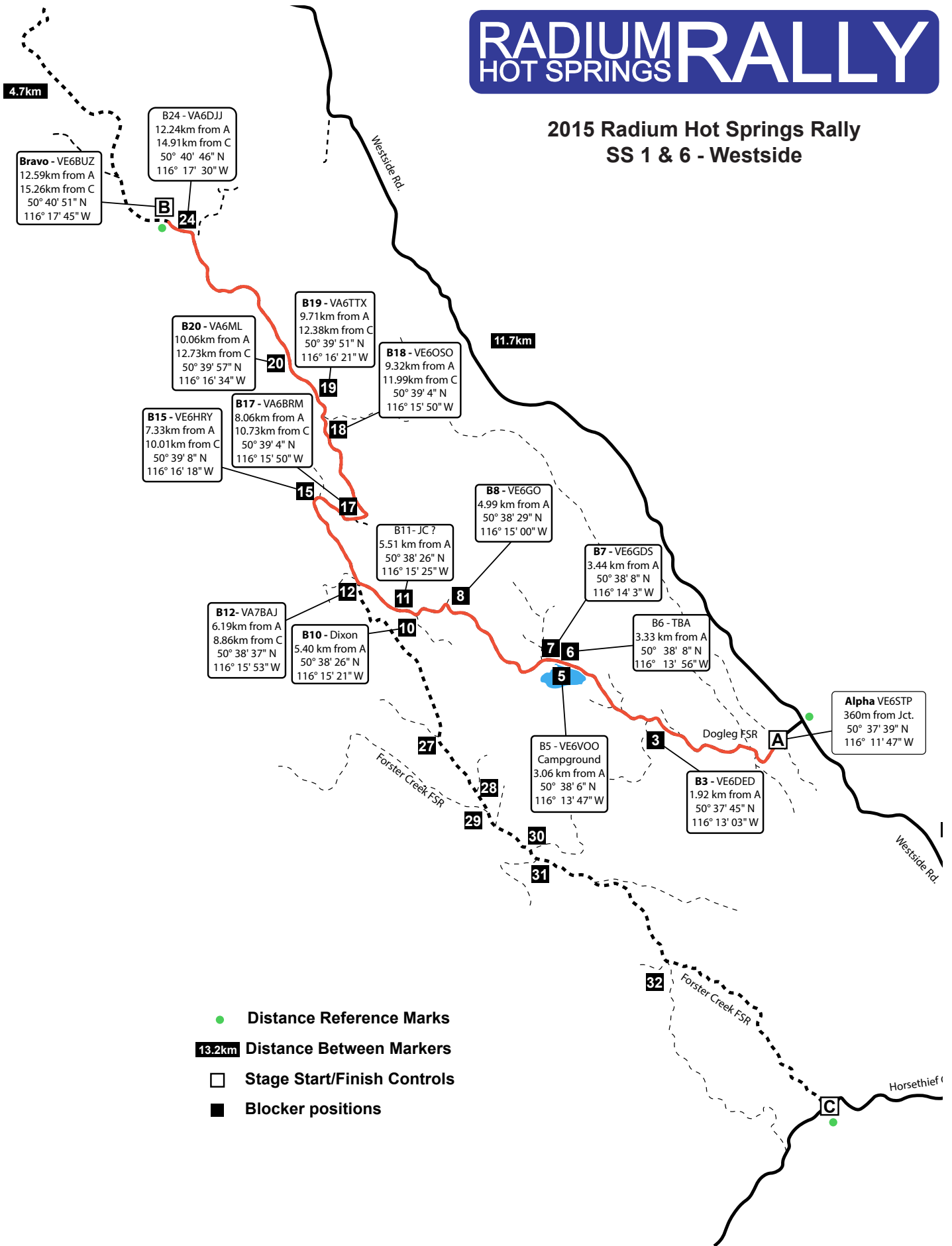
# RADIUM HOT SPRINGS RALLY

2015 Radium Hot Springs Rally  
All stages with blockers



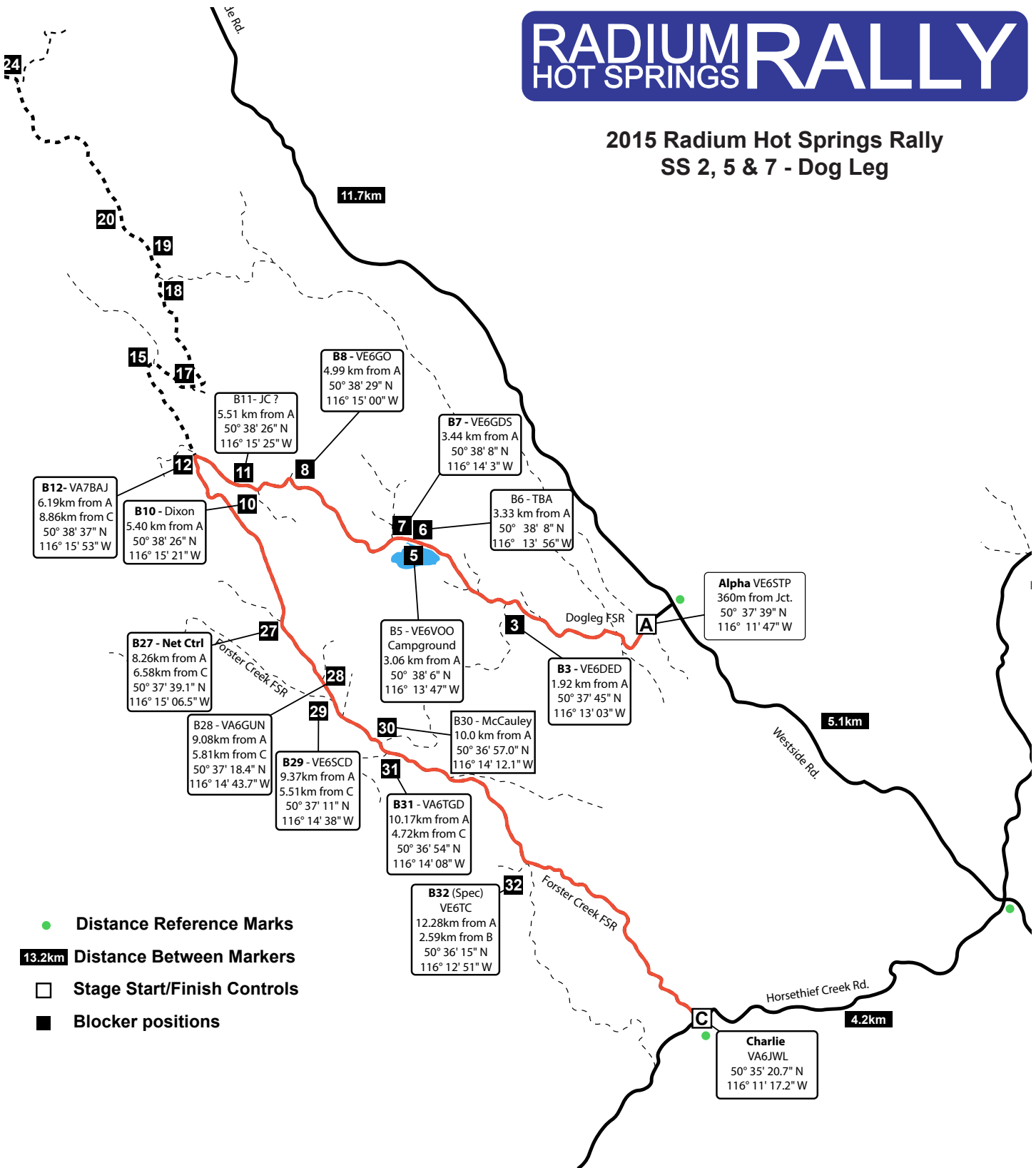
# RADIUM HOT SPRINGS RALLY

## 2015 Radium Hot Springs Rally SS 1 & 6 - Westside



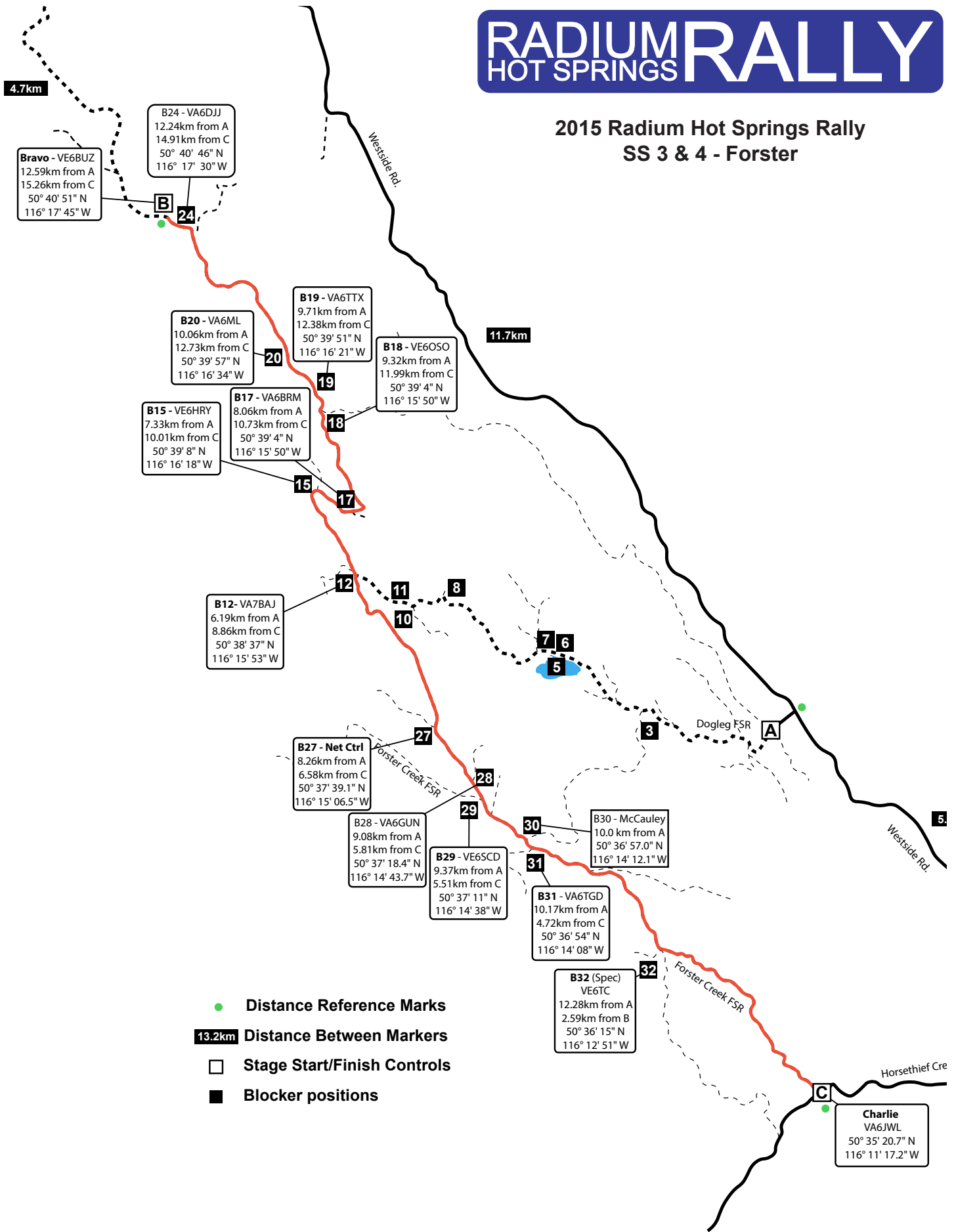
# RADIUM HOT SPRINGS RALLY

## 2015 Radium Hot Springs Rally SS 2, 5 & 7 - Dog Leg



# RADIUM HOT SPRINGS RALLY

## 2015 Radium Hot Springs Rally SS 3 & 4 - Forster



## Radium Hot Springs Rally 2015 - Stage Schedule

Section	Map Ref.	Transit Distance	Stage Distance	Target Time	Car 0 Start
<b>RZ 0</b>	Distance to next refuel		51.08	27.70	
MTC 0	Transit to SS 1		16.10	0:20	8:15
ATC 1					8:35
<b>SS 1</b>	<b>Westside 1</b>	A to B	<b>12.59</b>	<b>0:11</b>	<b>8:38</b>
FTC 1	Transit to Stage 2		20.17	0:45	8:49
ATC 2					9:34
<b>SS2</b>	<b>Dog Leg Reverse 1</b>	A to C	<b>15.11</b>	<b>0:13</b>	<b>9:37</b>
FTC 2	Transit to Service 1		14.81	0:18	9:50
TC 2A	<b>Service 1 In</b>				10:08
<b>Service 1</b>				<b>0:30</b>	
TC 2B	Service 1 Out / ReSeed in			0:15	10:38
<b>RZ 1</b>	Refuel Zone: Distance to next refuel		80.12	30.52	
TC 2C	Reseed Out / Transit to SS 3		15.10	0:24	10:53
ATC 3					11:17
<b>SS 3</b>	<b>Forster Creek 1</b>	C to B	<b>15.26</b>	<b>0:13</b>	<b>11:20</b>
FTC 3	Transit to Stage 4		29.50	0:50	11:33
ATC 4					12:23
<b>SS4</b>	<b>Forster Creek 2</b>	C to B	<b>15.26</b>	<b>0:13</b>	<b>12:26</b>
FTC 4	Transit to Service 2		35.52	0:40	12:39
TC 4a	<b>Service 2 in</b>				13:19
<b>Service 2</b>				<b>0:30</b>	
TC4B	Service 2 Out / Regroup in			0:10	13:49
<b>RZ 2</b>	Refuel Zone: Distance to next refuel		50.57	42.81	
TC 4C	Regroup out / Transit to SS 5		16.10	0:25	13:59
ATC 5					14:24
<b>SS 5</b>	<b>Dog Leg Reverse 2</b>	A to C	<b>15.11</b>	<b>0:13</b>	<b>14:27</b>
FTC 5	Transit to SS 6		9.83	0:40	14:40
ATC 6					15:20
<b>SS 6</b>	<b>Westside 2</b>	A to B	<b>12.59</b>	<b>0:11</b>	<b>15:23</b>
FTC 6	Transit to Stage 7		9.83	0:45	15:34
ATC 7					16:19
<b>SS7</b>	<b>Dog Leg Rev 3</b>	A to C	<b>15.11</b>	<b>0:12</b>	<b>16:22</b>
FTC 7	Transit to Finish		14.81	0:18	16:34
<b>MTC 8</b>	<b>Finish</b>				16:52
Total Stage Distance		101.03	36%		
		181.77	64%		
		282.80			

Leg 1

LEG 2

LEG 3

Car	Colour	Make	license	Driver	
1	White	Subaru	RET-921	Alex	Kozlov
2	Blue	Mitsubishi	BFY 2622	Hardy	Schmidtke
3	Blue	Subaru		Wim	van der Poel
4	Grey	Mitsubishi		Boris	Djordjevic
5	Black	Subaru		Kenny	Wahl
6	Red	Toyota	WSX472	Eric	Grochowski
7	Black	Subaru	BFC3666	Adam	Vokes
8	BLACK	SUBARU	BGH-0391	Nicholas	Spencer
9	White	Subaru	AE785X	Stu	Ford
10	orange/black	Subaru	WJU301	Ryan	Cuddy
11	Black/Red/Yellow	Volkswagen	SAU 381	Matt	Bobyn
12	Silver	Acura		Tanveer	Deen
13	Black	Scion	FRZ86	Jason	Bailey
14	Red	VW	BFS0050	Kenneth	Mullen
15	Blue	Subaru	BCP-0515	Philip	Lo
16	Red	Eagle		Peter	Hunt
17	white	toyota	bmg 5988	Curtis	Mullen
18	white	mitsubishi	bnk5926	Justin	bayliff
19	Blue	Subaru		Matt	Charlton
20	white	Mitsubishi		Vilnis	Dimpers
21	white	toyota	FKY 785	Voytek	Stywryszko
22	White	Volkswagen	BFR-0418	Jeremey	Foster
23	Black	Ford	BLR1887	Matt	Pullen
24	Silver	BMW	BMZ-8533	Steven	Szybunka
25	Red	Subaru	TBD	Steve	Wadley
26	White	Ford	BLK1064	Adam	Jones



# Radio Reporting Log

<b>STAGE</b>	0	1	2	3	4	5	6	7	8	9
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12	12:17	12:19:30	12:24:03

17

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000				24			
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## Emergency Procedures

### **If a serious incident occurs and you need to communicate information to Net Control:**

Call **Red Flag, Red Flag , Red Flag**, followed by your blocker number.

Wait a brief period of time for a response from net control, but if you have the sense your call wasn't heard, repeat **Red Flag, Red Flag , Red Flag**, followed by your blocker number.

Be aware we are looking for the following information:

- Number of the car involved
- Location of the incident
- How many people injured
- Type of injuries
- If anyone is trapped in, or under, the car
- Any other information (fire, road blocked, etc.)

If you do not immediately have that information available, advise what steps are being taken to get that information when asked.

DO NOT leave your radio unless you are personally in danger. Your job as our communications link is your second priority in any emergency situation. Your first priority is your own safety.

### **If you are not directly involved in the incident:**

Keep the frequency clear of traffic.

Pay attention to what is going on. Even if you aren't directly involved, we may still call on you to support the emergency efforts.

### **We may ask you to STOP cars still active on stage.**

Do so by showing the STOP sign on the opposite page. Be aware of your own safety when doing so. Once you have stopped a competitor car, tell them to stop the rest of the cars coming behind them and return to your radio and let Control know what car number you stopped.

We will advise what we want the cars to do once a course of action has been decided.

Remain prepared for your current, or next, assignment. It is likely the event will continue once the situation has been resolved.

In all situations

**Remain Calm • Listen to the Net • Follow Directions • Report Facts  
Concisely**

