



February 6 – 7, 2026

Montmorency County, Michigan

Radio Communications Guide

Part of the



National Championship

and

Eastern Regional Championship

2026 Emergency Contact Numbers

911 – Emergencies in Montmorency County

Ambulances		
	911 or 989-785-4841	Atlanta (Tri-Township, All ALS)
	911 or 989-786-3900	North Flight Inc.
	800-922-6170 (Traverse City)	
Sheriff	911 or 989-785-4238	Montmorency County
Michigan State Police	989-732-2778	Gaylord, MI
Fire Department	911 or 989-742-4422	Hillman Fire Department
Extrication	911 or 989-742-4422	Hillman Fire Department
Hospitals		
Gaylord	989-731-2100 (Main)	Munson Healthcare Otsego Memorial Hospital
	800-322-3664	825 N. Center Avenue, Gaylord, MI
	989-731-2140 (Emergency)	
Alpena	989-356-7000 (Main)	MidMichigan Medical Center- Alpena
	800-556-8842	1501 W. Chisholm Street, Alpena, MI
	989-356-7252 (Emergency)	
Petoskey	231-487-4000 (Main)	McLaren Northern Michigan
	800-632-1166	416 Connable, Petoskey, MI
	231-487-4520 (Emergency)	
Rally Headquarters	989-785-2337	A Win Sands Hotel, Atlanta, MI
Net Control	651-210-2729	outside of Atlanta High School

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Amateur Radio Operations

Radio Operators are communicators under the direction of the Stage, Control, or Spectator Captain. It is their job to relay communications between their captain and Net Control on the designated frequency. Without amateur radio operators, no rally could operate. Thank you for volunteering!

Communications Overview

The Sno*Drift rally will utilize individual 2 Meter radios supplied by the Volunteer Amateur Radio Operators. On competition days, a directed net will be operated by the Chief of Communications and their assistants. One primary and one backup repeater, plus one simplex frequency will be utilized for event operations. Additional frequencies may be used ad hoc for stage layout and testing sessions.

Repeater

Sno*Drift will use the N9KOP Repeater located in Mio, with an input frequency of 146.700 MHz, an offset of -0.6 MHz (-600KHz), an input tone of 103.5 Hz, and an available output tone of 103.5Hz

Linked to N9KOP, is W8CCE, located on Hackleburg Rd, ENE of Indian River, MI on 146.740 MHz, with all other parameters the same. These two repeaters are linked as part of the Northern Michigan Linked Repeater Network. W8CCE is an alternate input for the most northerly stage segments.

Additionally, the traffic on NMLRN is streamed on Broadcastify under the heading “Northern Michigan Linked Repeater Network.”

Simplex Communications

If one or both repeaters are incapacitated temporarily, Net Control will be monitoring the Simplex frequency 147.570 MHz.

For the the testing sessions and stage layout the following simplex frequencies are recommended:

146.40 MHz

147.42 MHz

146.58 MHz

147.57 MHz

FRS is also welcome for any short range use such as communications within a control or among spectator area marshals.

When using simplex frequencies at a control or spectator area it is crucial to always maintain communication with Net Control.

MPSCS

Michigan's Public Safety Communications System

Certain key event staff members will be equipped with MPSCS ("800 MHz" / "P25") radios for use in the event of an emergency activation. Use of these devices and the event talk group is being coordinated by Montmorency County Emergency Management.

Equipment Recommendations

Terrain conditions make the Sno*Drift roads great for competition but can also pose challenges for communications. We recommend that all operators have 50 Watt-capable mobile radios with well-placed, vehicle-mounted antennas. A step up in equipment would be a base antenna on a portable mast that the operator can deploy and stow with little or no assistance.

Some locations may be able to reach Net Control with a handheld (HT) radio. While the station is setting up, prior to the start of the stage, the operator is welcome to attempt contact with an HT.

Do not plan on relying on a handheld radio!

Net Control

The primary purpose of the net is the safety of the event, but smooth operation of the rally depends on keeping Net Control apprised of the status in the radio operator's area. Net Control is the interface between the events on the ground and Race Control and external emergency services. Maintaining situational awareness, tracking the passage of competitor vehicles, and clear communications from the radio operators in the field are all critical to the success of the rally.

Carefully keep a log of car numbers passing your location, as best you can; at least keep a count. Completed logs should be held until you return to headquarters.

All radio communications will be run through a Directed Net. Each operator will be assigned a "tactical designator" based on assignment (i.e., 4 Start, 6 Finish, Marshal 6 C).

Radio operators will log into Net Control with their call sign and use the tactical designator for subsequent calls. Per FCC regulations, the radio operator will properly identify with their FCC call sign upon completion of any contact with Net Control. Net Control will ID for the net.

Always finish a communication with Net Control with your FCC call sign.

Keep all radio transmissions to a minimum, both in length and frequency. Short and concise is best. Radio Operators should stay close to their radio. Radio operators should share any relevant information with the Control or Spectator Captain. Radio Operators should immediately inform the captain of any direct communication from Net Control concerning their stage or position. Radio Operators should relay

information from their captain to Net Control as quickly as possible. See the Roles section for specific items that should be communicated.

***The start control may not start cars on a stage
until Net Control has specifically given permission to do so.***

Set Up

The radio operator's vehicle should be placed such that it is off the rally route but close enough to easily communicate with the control captain. Your communication is a vital link in the safety of this event. If you have an external speaker, feel free to use it; it can help keep the rest of the control volunteers and marshals around you aware of event operations.

Refer to the location layout diagram in your packet, or ask your Control Captain for layout instructions.

Roles

All Radio Operators

All Radio Operators should expect to:

- Notify Net Control upon arrival on station.
- Log the passage of each competitor car. Log sheets are provided in every Radio Operator packet, and may be collected in the event of an incident.
- Report the passage of Sweep and Green Light

Start / Finish Control

At stage starts and finishes, the radio operator works with the control captain to relay critical information to and from Net Control. That includes:

- Control set up and ready to receive cars
- Passage of course opening cars
- Final Clearance to start cars from Net Control
- Start / finish of the first competitor
- Start / finish of the last competitor

Prior to the start of the stage, the start radio must know how communications will be handled between the ATC control and the start line.

Marshal Point

At marshal points along the course, the radio operator works with the other marshals to relay communications with Net Control, and to assist in maintaining safe operation of their marshal location.

- If there are any civilians at the location and if there is any concern over the civilians following the directions of the marshals.

Spectator

At a spectator area, it is the radio operator's job to relay communications between the spectator area captain and Net Control.

- Listen for progress of course opening cars
- Listen for the imminent start of competition cars

Hint: An FRS radio may be useful to use to stay in touch with the spectator captain.

Emergency Procedures

When you are advised by the Control Captain of an incident on your stage, contact Net Control immediately, starting with “Break, Break, Break,” and your tactical designator. Give the following information:

- Where is the incident?
 - ____ (distance) <before | after> instruction ____
 - Stage ____, Instruction ____
 - ____ (distance) into the stage.
 - ____ (distance) from intersection of ____ and ____.
- Who is involved? Do not use names.
 - Car number ____
 - “Civilian traffic”
- What happened: Description of the incident (mechanical, roll-over, etc.)
- What do they need?
 - Medical? Yes / No
 - Other
- Is the SOS or the OK displayed?

If the incident is outside of the stage, it must still be reported to Net Control.

During an emergency all other radio operators should hold routine calls. Net Control will return after the incident to accept held calls. If Net Control is busy, and you have an emergency to report, use an emphatic “Break” to alert the net of the new information.

If there is an accident with injuries, **do not broadcast any details**. Let Net Control know that medical is required immediately, and appropriate responses will be taken according to the event’s Safety Plan.

Sample Non-Emergency Radio Conversation

N0PFX: Start 3 to net.

Net Control: Go ahead Start 3.

N0PFX: Net, the first competitor car has arrived at our control and is waiting to check in.

Net Control: Thank you Start 3, Car 0 has just completed Stage 3. You may start the first car on time at 15:07

N0PFX: Copy that, first car is clear to start at 15:07. N0PFX.

Net Control: KC0LJS at 1517.

Quick Reference

Frequencies

- Primary Repeater: 146.700 MHz -600KHz offset 103.5 Hz tone
- Backup Repeater: 146.740 MHz -600KHz offset 103.5 Hz tone
- 146.40 MHz
- 146.58 MHz
- 147.42 MHz
- 147.57 MHz

Sportity Channel

SnoVol26

For the best experience, install the Sportity App on your mobile device, and add the “SnoVol26” channel. Any documents you view while you are online will still be available later even if you don’t have signal.

<https://webapp.sportity.com/channel/SnoVol26>



Volunteer Lounge

The Volunteer Lounge is in the Atlanta Chamber of Commerce Building (formerly VFW Hall) 11761 Pettinger Rd Atlanta, MI.49709. Note: as of 1/30/2024 Google pins this address slightly south of the VFW Hall. There is still a pin for the VFW Hall in Google Maps.

Check Sportity for Volunteer Lounge hours.