



Montmorency County, Michigan

FEBRUARY 6TH and 7TH 2026

Rally Safety Plan

Part of the



National Championship and Eastern Regional Championship

Mandatory Information: Required Reading for all Sno*Drift Officials

2026 EMERGENCY CONTACT NUMBERS

911 – Emergencies in Montmorency County

Ambulances		
	911 or 989-785-4841	Atlanta (Tri-Township, All ALS)
	800-922-6170	AeroMed Flight (Traverse City)
Sheriff	911 / 989-785-4238	Montmorency County
Michigan State Police	989-732-2778	Gaylord, MI
Fire Department Extrications	911 / 989-785-4838	Tri-Township Fire Department
	911 / 989-370-9491	Vienna Township Fire Department
	911 / 989-786-3900	Albert Township 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 Ave Petoskey, MI
	231-487-4520	(Emergency)
Rally Headquarters		Atlanta High School
Net Control	651-210-2729	Atlanta High School Atlanta, MI

AMATEUR RADIO FREQUENCIES

Primary Repeater: 146.700 Offset – 600KHZ offset PL Tone 103.5 from Mio
 Secondary /Additional Operations - State of Michigan 800mHz Special Event Channel
 Simplex – 147.570 Used for Service. Generally available for organizer communication.

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INTRODUCTION

The 2026 Sno*Drift event is planned for February 6th and 7th, with headquarters in Atlanta, Michigan. Sno*Drift is a competitive car race that will take place on the roads of Montmorency County, Michigan. The itinerary includes 16 stages totaling ~113 miles of recently plowed winter stage roads. Friday, February 6th is planned to cover 8 stages totaling ~ 60 stage miles. Saturday, February 7th is planned to cover 8 stages totaling ~ 50 stage miles. The route is compact and takes place entirely within a 20 x 25 mile rectangular area.

The primary concern of the *Sno*Drift Organizing Committee* is safety. While injuries to competitors sometimes occur, injuries to the public, spectators and volunteers are unacceptable. Also unacceptable are injuries due to poor emergency response and improper traffic control.

This rally utilizes a safety plan that encompasses competitors, spectators, volunteers, and civilians. The major emphasis of this plan is to provide the maximum protection for all of those involved or possibly affected by the rally. A safely run rally is first evidenced by a well-written and properly executed safety plan. Dedication of all volunteers to adhere to the plan is also necessary.

This safety plan includes a detailed description of and plan for the following:

- Emergency contact names and numbers for rally officials and local emergency services.
- Event communications, method of communication, type of directed net, location of all persons in the communication network
- A description of how residents were advised of the event and when.
- A description, a schedule and a list of all persons authorized to travel on a stage road once the control crew is in place.
- Event specific course opening and closing procedures.
- Event specific emergency response procedures and a chart defining hierarchy in the event of an emergency.
- Event specific spectator safety procedures.
- Event specific fire safety procedures.

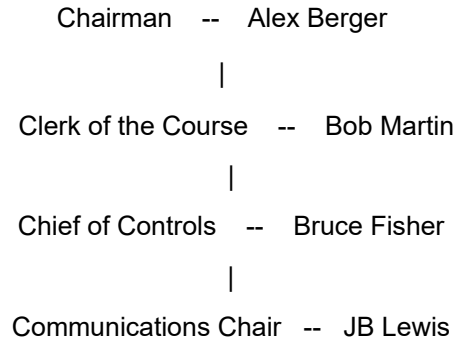
This Safety Plan is designed to help prevent incidents and to guide the appropriate course of action in the event of an emergency. This plan resulted from a collaborative effort among rally and emergency officials. It is distributed to the organizing committee, key event volunteers and agencies within the area to enhance awareness.

KEY OPERATIONS CONTACTS

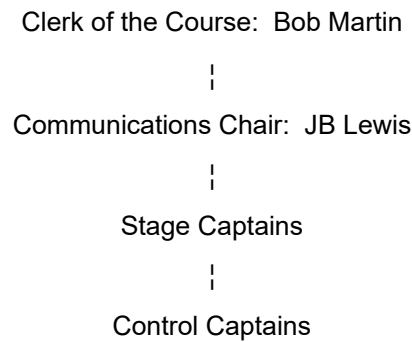
Chairperson	Alex Berger (734) 306-2135 alxbrgr@gmail.com
Clerk of the Course (CoC)	Bob Martin (810) 875-2867 wz4rfv@gmail.com
Assistant CoC	Rob Bohn (317) 877-0303 robbohn@outlook.com
Registrar	Mary Shiloff (810) 278-1708 mshiloff@comcast.net
Chief of Personnel	Lynn Wolf (231) 330-1376 snowdriftvolunteers@gmail.com
Chief of Communications	JB Lewis (651) 210-2729 jblewis@gmail.com
Chief of Controls	Bruce Fisher (517) 282-9516 bafisher@aol.com
Chief of Emergency Services	Michael Wolf (231) 373-6848 mmwolf.40@gmail.com
Chief of Spectator Safety	Chad Mitchell (207) 992-7325 chadmitchellwas@gmail.com
Chief of Scrutineering	Jeff Harty (260) 579-3959 abs2048@gmail.com
Chief of Sweep	Doug B Shepherd (734) 604-6890 dougbshepherd@gmail.com
Chief of Service	Jim Kloosterman jdkloost@gmail.com
Chief of Publicity and Press	Tyler Michaels snodriftspecguide@gmail.com

SNO*DRIFT COMMAND STRUCTURE

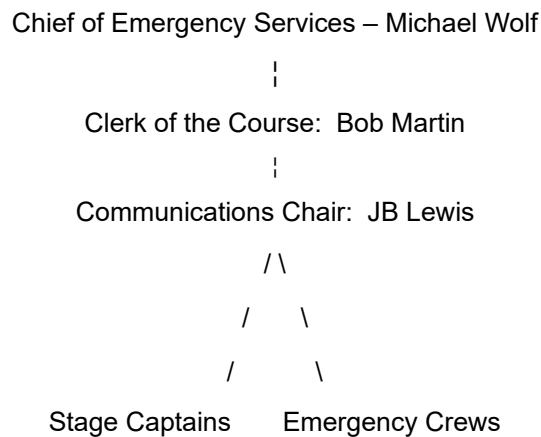
CHAIN OF COMMAND BEFORE AND AFTER EVENT



EVENT CHAIN OF COMMAND -- NORMAL OPERATIONS



EVENT CHAIN OF COMMAND – EMERGENCY OPERATIONS



Any stage with an emergency situation immediately comes under the control of the Chief of Emergency Services until the situation is resolved.

PROCEDURES BEFORE EVENT

NOTIFICATION OF RESIDENTS

While the course is being established, all persons living or owning any buildings along the route of the special stages will be contacted at least 30 days before the event for permission to run past their property, and to advise them of limited road access during the rally stage time. In addition, prior to the rally, a notice will be placed in each mailbox, doorway, or on a wall of these buildings giving the reason, dates, times, and who to contact for more information.

Warning signs will be placed at the start, finish, and major intersections within the special stages. These signs are placed 3-4 weeks before the event. The information is also posted online 2 weeks before the event so that snowmobile or other off-road traffic that may not be located in Montmorency County until the event can be made aware.

EVENT ATTENDANCE

Sno*Drift expects to host about 120 competitors and crew, 250 volunteers, and 1,500 spectators. General public is informed via social media, posters on intersections to be used, posters in local businesses, and the event spectator guide.

AUTHORITY CONTACT AND RESOURCE EVALUATION

LAW ENFORCEMENT:

The State Police Post in the rally area will be contacted and provided with a copy of the schedule, a map showing the roads used for both the Special Stages and the transits between them, a copy of the safety plan, and a telephone number for Net Control during the event.

State Police Posts to contact are: Gaylord (will notify resident troopers)
 Lewiston (a satellite or part time post)

A similar procedure will be followed for the County Sheriff. Sheriff Chad Brown is also the head of the Montmorency County Emergency Services along with County Emergency Manager Sara Melching. They are actively involved in the rally organization.

The Sheriff's Office contact is: Montmorency County 989-785-4238 or **911** or 989-785-5328

ROAD COMMISSION:

The County Road Commission of Montmorency will be contacted to secure permissions as required where roads are under their control. They are also provided with the safety plan, route map and schedule of events.

HOSPITALS:

Local hospitals will be contacted by sending a copy of the schedule, a map showing the roads used for both the Special Stages and the transits between them, a copy of the safety plan, and a telephone number for the Net Control during the event.

Any specific suggestions the Administrator or Emergency Room Director have will be noted.

Hospitals to contact:	Gaylord - Munson	
	Otsego Memorial Hospital	Main 989-731-2100 / 800-322-3664
	Trauma Level III	Emergency 989-731-2140
		825 N. Center Street, Gaylord, MI
	Alpena Regional Med Center	Main 989-356-7000 / 800-556-8872
	Trauma Level III	Emergency 989-356-7252
		1501 W. Chisholm St., Alpena, MI 49707
	McLaren Northern Michigan	Main 231-487-4000 / 800-632-1166
	Trauma Level II	Emergency 231-487-4520
		416 Connable, Petoskey, MI 49770
	Hurley Medical Center	Main: 810 262-9000
	Trauma Level I	Emergency 810 262-9000
		1 Hurley Plaza, Flint, MI 48503

EMERGENCY MEDICAL SERVICES:

During the event in addition to the required med teams located at the start of each stage and spectator area, as resources allow, Ambulances may be placed at stage starts or deployed at locations where they can access the competition stages. (A ALS Transporting Ambulances will be dedicated to the event each day.) A list of the telephone numbers will be available at Net Control. Ambulance services that are not directly along the rally route will also be notified and information provided upon request.

Ambulance contacts are:	Atlanta	Tri Township Ambulance 989-785-4841 or 911 (Heather Carpenter -Supervisor, cell (989) 414-1732
	Lewiston	911 dispatched by the Montmorency Co. Sheriff's Dept.

All local fire departments in the rally area will be contacted for the following reasons: first, to inform them of the rally and provide the necessary information in case they are called to assist; second, to evaluate the resources available as medical first responders, extrication services, etc. to accident scenes.

Fire Department contacts are: Tri-Township Fire Department **(911)**
 Albert Township Fire Department **(911)**
 Vienna Township Fire Department **(911)**

A comprehensive listing of the specific areas of the rally for each participating agency will be available at Net Control. Various event personnel will monitor the Northern Michigan Weather Service Forecast to be aware of any potential threat from severe or unusual weather in the rally area. In the event of any severe weather watches or warnings, Net Control will provide a general announcement via the rally radio frequency and posted on Sportity

A plan of evacuation routes and potential transfer points will be mapped out and distributed to the sheriff's office, all listed chief positions above, all start/finish controls, and stage captains, prior to the event.

Weather contacts are:

- Cable TV: The Weather Channel
- National Weather Service – Gaylord forecast: 989-732-6242
 -- Alpena forecast: 989-356-0942

<http://www.crh.noaa.gov/apx/>

Office info: 989-731-3384

Local NWS Radio Frequencies:

162.550 MHz – KIG83 - Herron, MI - Montmorency, Alpena, Oscoda Counties

162.500 MHz – WWF70 – Waters, MI - Otsego, Crawford Counties

COMMUNICATION NETWORK

The **Sno*Drift** organizers, volunteers, and emergency medical teams are tied by the event's communications system using amateur radio frequencies and volunteer operated by various levels of amateur radio operators.

Amateur Radio operators are deployed throughout the rally route. The communications network consisting of two-meter repeaters, base and mobile stations provides instant access to the active rally route by the officials of the event. The network will operate as a directed net from a base station manned by the Chief of Communications and other expert operators. At no time will Net Control be staffed by less than 2 expert operators.

Primary operating frequencies are:

146.700 Offset - PL Tone 103.5 from Mio
Primary Repeater

State of Michigan 800mHz Event Channel
Secondary / Additional Operations

147.570 Simplex

Used for Service and MTC. Generally available for organizer communication.

The network prioritizes emergency communications with all other traffic secondary. In the event of an incident, rescue and medical vehicles can be dispatched immediately. Incident details will only be communicated using non-public frequencies and/or other private devices (i.e. cell phones).

Most traffic on the network will be informational -- describing where the competitors are, progress of setting up future competition sections, and the removal of special stage restrictions where competition has been completed.

RADIO OPERATORS MUST BE PRESENT AT THE FOLLOWING LOCATIONS FOR A STAGE TO BE OPENED FOR COMPETITION.

- NET CONTROL
- SPECIAL STAGE START
- SPECIAL STAGE FINISH
- OTHER TOP PRIORITY STAGE LOCATIONS

The following positions must have ready access to the communications network:

- CHIEF OF COMMUNICATIONS
- CHIEF OF EMERGENCY SERVICES
- MEDICAL RESPONSE TEAMS
- COURSE OPENING TEAMS
- SWEEP TEAMS
- CHAIRMAN
- CLERK OF THE COURSE
- SERVICE AREA CHIEF
- CHIEF OF CONTROLS
- EVENT STEWARDS to include SAFETY DELEGATE
- COURSE OPENING TEAMS

MEDICAL PROCEDURES

EMERGENCY TEAMS

An ambulance or mobile medical first response team is stationed at the Start of each active special stage. In case of an incident the stage will be halted and this first response team will be mobilized. If a specific Radio Operator is not present in the vehicle(s) used by the first response Team, the Start Radio will mobilize as part of the first response team. In that instance, Net Control will immediately locate another radio operator to transit to the start and become a new start radio operator.

Teams will be dispatched to an incident by Net Control, or in a communication failure, by the Chief of Emergency Services.

Upon arrival the first response team will:

- assess the situation and determine if additional assistance is necessary
- provide an update/request for assistance to Net Control
- handle the incident on their own or until assistance arrives
- provide timely updates to Net Control until dismissed by the Chief of Emergency Services

The Chief of Emergency Services will be informed of the incident and provide supervision/guidance during the response. Both the Chief of Emergency Services and Net Control have the information necessary to contact additional assistance, if required.

Should a patient (competitors, volunteer, or spectator) need transport to a hospital the following protocols will be followed:

- A Michigan licensed transporting ambulance will be used, unless the ambulance requests, (because of inaccessibility) the Med Team to transport to a designated transfer point.
- Sweep vehicles may be used for emergency transport, if required.
- Medical transfer by air is possible, as directed by the licensed emergency medical service responsible for patient care in the jurisdiction. (Per local protocol)

QUALIFICATIONS FOR MEDICAL PERSONNEL

All medical personnel volunteering at the **Sno*Drift** Rally will qualify as any of the following:

- A licensed Emergency Medical Technician (basic, specialist/ intermediate, advanced/ paramedic)
- Medical First Responder/ Emergency Medical Responder
- Physician's Assistant, RN, LPN (with emergency department experience) DO, or MD

The Chief of Emergency Services will evaluate other qualifications on a case-by-case basis.

RECOMMENDED MEDICAL EQUIPMENT

Backboard (long or short / KED)	Cervical collars	Compresses and Bandages
Stethoscope	Blood pressure cuff	CPR Mask or Bag Valve Mask
Oral airways	Oxygen and delivery devices	Splints
Flashlight (with fresh batteries)	Blankets	Plastic sheeting or "Space" blanket
Hot packs	Sterile water	Band-Aids / Trauma Dressing

A fire extinguisher, provided by the rally, is mandatory for response to a scene.

POSSIBLE TYPES OF MEDICAL EMERGENCIES/INJURIES

Sno*Drift is a race. The competitors race against the clock for the shortest time to traverse the closed road sections. You can be killed participating in this sport, or any other motorsport. Service crews can also be injured. Anyone, including volunteers and spectators, are potentially at risk of injury.

The following is a guide to the types of injuries which are most likely to occur within the framework of the rally.

- Head injuries
- Spinal injuries -- Both compression and extension Rib injuries
- Pelvic fractures -- Including bladder injuries
- Abdominal Injuries
- Fractures
- Burns -- Chemical (desiccation from volatile fuels) Thermal, non-chemical
- Carbon monoxide poisoning
- Heat exhaustion / heat stroke
- Exposure and/or frostbite
- Penetration wounds / Blunt force Crushing injuries
- Lacerations

The possibility of shock always exists in an accident or other stressful situation.

COMPETITOR SAFETY EQUIPMENT

All competition vehicles are equipped with:

- 2 10lb BC rated fire extinguisher X 2
- Integral fire control system.
- Master Electrical Disconnect Switches.
- A First Aid Kit.
- Approved multi-point safety harness.
- Window Breaker
- Harness cutter
- ARA approved safety cages.
 - The construction of these cages can, in itself, pose a serious risk to anyone who is not familiar with how they are built, and the materials used.
 - Cutting any portion of the cage may result in a release of tension in another part of the vehicle.
 - It is possible to cut a roll cage with a reciprocating saw. Have extra blades on hand.
 - Hydraulic shears may be used, but they may only compress the bars. Extreme caution is required in these situations.

Competitors are required to wear:

- Approved competition-type multi-point safety harnesses
- Approved helmets (either open face or full face)
- Approved head and neck restraint devices
- Approved suits of nonflammable materials such as NOMEX or DURETTE on the special stages (competition or racing sections), and on testing and practice stages (if any)

Some Difficulty in extrication may be encountered due to this safety equipment.

OPERATIONAL SAFETY

COMPETITOR SAFETY

Competitor Safety is centered on the competition sections of the event. The focus is on accurate identification of incidents and speedy first response.

Each competing vehicle displays a unique car number throughout the event. Each competing vehicle also has a RallySafe unit permanently installed to track vehicles electronically. This gives two methods of tracking competitors.

The RallySafe unit provides two-way communications via cellular and satellite. It also provides the primary means of identifying a (potential) incident to Net Control. Competitors have an SOS button to use in the event of an emergency. The tracking provides the location of the vehicle to responding resources sent by the event. The RallySafe unit has sensors that monitor G-forces and will automatically send a message if a limit is exceeded.

The types of messages that Race Control may receive include:

- Hazard on Course: Await additional information
- SOS/SOS Medical: Notify Start to hold cars, notify medical to proceed into stage to the location, notify Chief of Medical.
- SOS Fire: Notify Start to hold cars, notify medical to proceed into stage and notify appropriate resources to proceed to the location

Race Control will have an internet connection at locations to enable use of RallySafe tracking. If necessary, Race Control can send a message/query via RallySafe to any competitor as needed. If a stage needs to be stopped a "Red Flag" message can be sent to all competitors on the stage to stop in place or slow to a 'transit' pace.

The secondary means of locating an incident is the observation by the next competitor or the SAFETY SWEEP vehicle. Competitors must display an "OK" sign to following vehicles whenever stopped in a race section without the need of emergency assistance. When emergency assistance is needed competitors display an "SOS" sign and press the "SOS button" requiring the following vehicles to stop and assist. Competitors must also stop and assess an incident without any signage. The competitors then follow a specific protocol for establishing control of an incident and notifying the radio network.

Incident notification will usually come through the radio operator from the Finish Control of the stage or a mid-point radio where deployed. All midpoint radio locations are marked in the route book so competitors know where to stop to notify them of an emergency. Radio(s) are also noted by a blue radio sign.

Competition cars are tracked using sequence numbers issued at each control and entered into the control log. If a sequence number is missing, the control will ask the arriving competitors if they saw any disabled competitors or if they passed anyone. If the missing sequence number is not immediately found, Race Control will be advised.

Competitors stranded due to a disabled vehicle will be contacted by the sweep team, which will offer assistance as appropriate.

SPECTATOR SAFETY

SPECTATOR SAFETY

Official spectator viewing of the rally is limited to designated Spectator Areas. These viewing areas are under the direction of the Spectator Safety Coordinator, and the Chief of Emergency Services.

Spectator areas will have:

- Pre-determined “safe” viewing areas, well-marked with appropriate banner tape (red for areas where they cannot stand, and yellow for where it is safe to view) and signage
- A radio operator and a medical team
- Marshals sufficient for crowd control and capable of instructing spectators
- Bull horns and other warning devices for the marshals’ use
- Fire extinguisher
- Controlled parking to ensure an access point for emergency response

Should spectator area marshals determine they lack adequate spectator control they will immediately advise Net Control so the stage can be stopped. At the request of the organizers, the County Sheriff will furnish extra deputies, in uniform, to be at the spectator areas during the running of the event. They will be in radio contact with their dispatcher, as well as the rally net radio, to expedite their movement to the site of any difficulty.

Access points to the competition sections will have some form of warning notification regarding the rally. This may be tape with signage, or a marshal.

Occasionally there may be small, unplanned groups of people congregating along the stages outside of designated spectator areas. At these spots, course opening vehicles will ensure that the “safe” and “unsafe” areas are properly marked and if necessary, marshaled before advising that the stage is ready for competition.

During active competition the marshals manage spectator activity in the proximity of racing. If there are any spectators found in an area deemed to be unsafe by the marshals or the officials, the stage may be shut down and all rally traffic stopped immediately prior to that area by the spectator captain / marshal to stand on the edge of the road with their hands raised above your head in an X formation stopping the stage at that point. .

TRAFFIC SAFETY AND CONTROL

Stages are CLOSED TO ALL VEHICLES when personnel are in place.

This means ALL vehicles, civilians, officials and competitors. If a vehicle wishes to travel on the course, Net Control MUST give permission. The purpose is to track vehicles through the course/stage and account for their entrance/exit for safety reasons.

All rally vehicles traveling on a stage road will proceed in rally direction ONLY.

Civilian vehicle traffic is kept off the stages (competition sections) of the rally for a period beginning no later than one hour prior to the scheduled start time of the first contestant and until the Green Light Sweep vehicle has reached the finish control location. There are three ways to control this traffic:

- Regular rally controls (checkpoints) at the start and finish of each special stage,
- Course marshals who block the entrance to the special stages from side roads within the stage where civilian vehicles could enter,
- Roads which are overgrown and/or unused are taped with banner 12 to 24 hours ahead of the first car due time. Personnel who place the control crews will check these tapes and investigate any road with tracks or broken tape before allowing competitors to start the stage.

Once a stage is manned and closed to civilian traffic, only Net Control can permit access by any vehicle, and only in the same direction as the competition. Net Control logs and broadcasts the passage of those vehicles, which should have an onboard radio operator (or are tracked/escorted through the stage) and are typically limited to the following event personnel. All vehicles are to travel in rally direction only.

- Chairperson
- Chief of Emergency Services
- Steward
- Clerk of the Course
- Other Rally Officials, with Net Control Permission
- Lead Cars (Car 000, Safety Delegate, Car 00, and Car 0)
- Competitors (during the active competition)
- Safety and Heavy Sweep and Green Light Vehicle
- Emergency Response Teams

If a vehicle attempts to enter at a Start or Finish Control or Course Marshal Location, they will be stopped and informed of the danger. Net Control will be immediately notified. All Marshal locations have Control Workers/Marshals who will stand with their hands raised above your head in an X formation to stop competitors if necessary.

Civilian vehicles and pedestrian traffic will be controlled in the following manner:

- A warning and information sign will be placed at the start, finish, major intersections and designated trails within all special stages 3 to 4 weeks before the event.
- The start and finish controls of each special stage block their respective access points.
- As appropriate, course marshals block the entrance to the special stages from side roads, designated trails and residences within the stage where civilian traffic could enter.
- Roads which are overgrown and/or unused are taped with orange or yellow banner (with warning sign attached) 12 to 24 hours ahead of the first car due time. Personnel who place the control crews will check these banners and investigate any road with tracks or broken banner before allowing competitors to start the stage.

The Clerk of the Course along with the Chief of Communications establish the traffic control, marshal, medical, and communication plan for each stage, which is indicated on planning maps and in the organizer route book. Net Control oversees and logs the actual deployment for each stage. The deployment may be revised as necessary based on the observations of the layout teams in communication and consultation with the Chief of Controls

All Michigan State Patrol posts, Sheriff's offices, Police departments, and the appropriate land agencies are aware of the event. Rally volunteers will carry a letter from the Sheriff authorizing them to regulate traffic on the route.

The competitors are preceded by Control crews and Course Marshals traveling to their assigned locations. Lead Cars will check to see that the rally personnel are in place and that all civilian traffic is off the stage road. Following the last competitor, a safety sweep vehicle will enter the stage to aid with any stalled competitors. Safety Sweep is followed by heavy sweep vehicles that will aid any disabled rally cars and ensure that the course is clear. A Green Light vehicle will follow the Heavy Sweep vehicles IF the stage is not used again on that day. The purpose of this vehicle is to close the stage and lead the Course Marshals to the end of the stage, if required. And ensure the volunteers can get out of the stage safely.

If emergency vehicles must enter a stage during the time competitors are running, Start Control can immediately stop rally traffic at the start to allow the emergency vehicle to proceed. If a vehicle attempts to enter at a Finish Control or Course Marshal location, they will be stopped and informed of the danger involved. The Finish Captain will notify Net Control and the Start Control of that stage.

Specific to Snowmobile, ATV or Trail Crossings on Active Stage Roads:

Designated trails that cross active stage roads will be controlled as appropriate at the crossing. The marshal's role is to inform riders about Sno*Drift, the affected roads, and times that those roads will be blocked for safety. When feasible, alternate routes, with the assistance of the DNR, will be suggested so that riders can reach their destination with minor delays.

NO EMERGENCY VEHICLES should travel reverse course on an active stage.

VOLUNTEER SAFETY

Stage volunteers are trained in stage operations, including personal safety while operating start or finish controls, controlling stage access points and marshaling spectator points.

Control, marshal and radio personnel rendezvous at one point for organization by the Stage Captain and are escorted to their post in the stage. Stage volunteer radio communication with Net Control begins at the rendezvous point.

A detailed script is used for setting up and clearing the stages. A listing of all volunteers assigned to a given stage is maintained at Net Control. All personnel are accounted for at the close of each stage. The volunteers are released by the Green Light team, which follows the slow sweep crews and ensures the released volunteers are mobile and have the correct exit route script.

MEDIA SAFETY

There will be ARA approved media in various spots along the competition route. These media personnel will have highly visible and easily recognizable color-coded credentials and vests (if supplied by ARA). The ARA has three levels of media accreditation; series, unrestricted, and restricted to elevate the level of safety for media based on experience.

- **Unrestricted Media**– will have a **Blue** Media Vest, designated for seasoned motorsports media professionals with extensive rally experience. Members of the press with unrestricted access are permitted to work from any location that adheres to the ARA media policy on safety.
- **ARA Media** – will have an Orange Media Vest, with similar restrictions to Unrestricted Media.
- **Restricted Media** – will have a **Red** Media Vest, designated for media professionals with limited rally or motorsports media experience. Restricted media is not to be outside of the **yellow** marked safety area for spectators.

For media not at spectator areas, the 000/00/0 cars will assess the position of the media to ensure they are not in an unsafe location. Should they determine that any media is in an unsafe location, they will immediately advise the media member to relocate to a safe area. For media at spectator areas, marshals will advise media on safe placement.

Media, regardless of their credentials, must never be located in areas identified as “unsafe”. The ARA, all Rally Officials, and Marshalls have final word on where media personnel stand. If asked to move, they are to move without discussion. Any media person violating general safety guidelines can be asked to leave the competition area.

Media may, in the absence of Marshals and if Competitors are unable in an instance where an incident has occurred and is needed, have been trained and informed to stand on the side of the road with their hands raised above their head in an X formation stopping the stage at that point.

STAGE PROCEDURES

PICKUP POINTS AND DEPLOYMENT

Stage crews meet at various locations in the area near their stage assignments and are led into the stage by either the stage captain or a control layout person. Stages are scheduled to be open a minimum of 1 hour before the first car is due. This gives all non-rally people on the stage a chance to get out or to be informed of the event and a decision made regarding their presence on the stage. It also gives the stage captain a chance to look over the stage before the lead cars arrive.

All stage personnel should have the deployment and exit script handout, which indicates the route used setting up and exiting the stage when operations are complete. Specific stages will have different requirements for pickup/layout/shutdown due to the condition of the roads, transits, etc.

Volunteers remain on station until sweep passes and Green Light releases them. Released volunteers follow Green Light and/or their exit script to leave the stage. Green Light will ensure they are mobile.

In most cases, local amateur radio operators will fill positions in the control locations. EMERGENCY RESCUE TEAM (S) with radios may be asked to fill in at these locations as the primary radio operator if the assigned operator is unavailable. All radio operators will have their vehicle number, assignment, location, and call sign noted even if they have other primary responsibilities.

START CONTROL PROCEDURES

Pre Stage Operation *FOR STAGE CAPTAIN*

When you arrive at your stage, get the start and finish controls and all marshals set up as quickly as possible. This ensures that the road is closed to civilian traffic. Start and finish controls should be arranged as shown in Appendix 2.

1. Check radio operation to Finish and Net Control via repeater and simplex.
2. Be ready to receive Course Open cars as they will be checking for proper control setup and operation.
3. Notify Net Control and Finish when Emergency Rescue Team is on station.
4. Have Emergency Rescue Team check radio operation with Finish and Net Control, if a licensed HAM Radio Operator is on the team.
5. **YOUR STAGE IS CLOSED TO ALL BUT AUTHORIZED TRAFFIC ONCE YOU ARE SET UP AND COMMUNICATIONS ARE ESTABLISHED.**

NO COMPETITORS CAN BE STARTED UNTIL AUTHORIZED BY NET CONTROL.

Stage Competition Emergency Procedures *FOR STAGE CAPTAIN*

The following procedures are to be followed when and if you are notified of an incident within your stage:

1. Notification of an incident comes from Net Control to the radio operator.
2. IMMEDIATELY halt start line operation – DO NOT START ANY MORE CARS. Collect the start line log sheet for reference.
3. Inform your Emergency Rescue Team of the incident and relevant information.
4. Net Control will indicate if the medical team should be sent.
5. If the Emergency Rescue Team is dispatched, they will notify any stalled competitors of the emergency ahead. These vehicles WILL NOT race to the finish, should they be able to continue.
6. Emergency vehicles will proceed to the scene of the incident and have to travel through the stage.
7. Perform a “vehicles started audit” with Net Control using the start line log, car numbers, and sequence numbers.
8. Continue to time competitors in at the ATC, informing them that stage operations are on hold. Ensure they do not block possible official or emergency vehicle access to the control.
9. Net Control will notify the Stage Captain of the decision regarding the stage and how to instruct the remaining competitors to resume competition. In cases where the stage is cancelled from further competition, there are bypass reroutes you may be instructed to distribute.

DO NOT SAY ANYTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING ANY INCIDENT.

Refer all questions from press, civilians, and other competitors to the rally Press Officer or other officials (Chiefs of Controls, Emergency Services, or the Chairman).

Normal Stage Operations *FOR STAGE CAPTAIN*

1. Maintain a running log of all vehicle arrival and start times, car numbers and sequence numbers at both the arrival and start control points. **Ask the teams about competitors that have not arrived to your control, in sequence.** Note pertinent information in the log.
2. Once all Course Open cars have cleared the stage, Net Control will inform you when it is safe to start the first car.
3. NOTIFY NET CONTROL WHEN THE FIRST COMPETITOR STARTS. Net Control will then contact the mid stage points to ensure that the operator at that location has confirmed cars are on the stage.
4. When sweep teams arrive, they may use the start radio to check in with Net Control.
5. As the last competitor arrives at the ATC, provide summary car count and information on the cars confirmed off road to Net Control.
6. Immediately following the last competitor, you will release SAFETY SWEEP from the start line and inform net control. SAFETY SWEEP takes the control logs.
7. Heavy sweep will follow fast sweep with a gap of 1 minute or more. Confirm that they will make contact with the Stage Captain via radio when they reach the Finish Control.
8. Green Light follows heavy sweep with a gap of 1 minute or more.
9. Listen to the radio for Finish Control’s final car count.
10. Remain in position until Sweep and the Green Light vehicle have cleared the finish, all competitors are accounted for, and you are released by Net Control.

Stage Cancellation *FOR STAGE CAPTAIN*

Stages can be canceled for many reasons. Stage cancellation will probably fall into one of these categories:

1. Spectators out of control.
2. Accident: if the Emergency Rescue Team has been sent to the scene of an accident, the stage may have to be canceled. Competitors should, at the earliest possible time, be sent through the stage or rerouted to avoid unnecessary delays to the event. It is better to make, and stick by, an early decision to cancel and clear a stage rather than rush the Emergency Rescue Team(s). Once a stage has been stopped for an injury, it will not be re-started.
3. Adverse Weather: Stage Captains will be notified by Net Control of advancing adverse weather conditions. At that time the decision will be made as to keeping the stage open or rerouting the competitors.

COURSE MARSHAL PROCEDURES

Pre-Stage Operation *FOR MARSHALS*

1. Make sure your vehicle is well off the stage road in a designated safe area. It should be parked so that it physically blocks the stage access point.
2. If you have a radio (amateur), check it and inform the Stage Captain at the pickup point.
3. Put your Safety vest on. Check that you have the permission letter(s) from the Sheriff's Office.
4. THE STAGE IS CLOSED TO CIVILIAN TRAFFIC WHEN YOU ARE PLACED IN POSITION BY YOUR STAGE CAPTAIN.

The following vehicles may be observed traveling through a stage after the road has been closed but before the competitors:

- CHAIRMAN
- CLERK OF THE COURSE
- CHIEF OF CONTROLS
- CHIEF OF EMERGENCY SERVICES
- STEWARDS OF THE EVENT
- CARS 0, 00, and 000
- SAFETY DELEGATE

CAR 000 performs the first stage readiness check, ensuring that bannering is intact, that marshals are in position and safely parked, and that any spectators are appropriately marshaled.

SAFETY DELEGATE enters the stage(s) between the CAR 000 and CAR 00 to assess safety issues (Danger Dots) and conformity of set-up.

CAR 00 repeats the stage readiness check 10-20 minutes after 000.

CAR 0 performs the final check of stage readiness and is scheduled to complete its travel through the stage just prior to the start of the first competitor.

Any setup issues/concerns you have after being placed may be addressed by waving the 000, 00 or 0 cars to a stop and explaining the situation. These vehicles have radios and can communicate with Net Control. Since 0 is on a tight schedule, you should intercept 000 or 00 if practical.

The primary responsibilities of a Course Marshal are:

- Preventing civilian vehicles or civilians from entering an active rally stage.
- Ensuring spectators are viewing from safe locations.
- Engage and educate civilians and spectators about the rally, its operations and the authorizations from various governing bodies.

The tools at your disposal are:

- Your authorization letter from the County Sheriff
- Sketch of the marshal point indicating safe and unsafe areas
- Your vehicle (as a physical barricade)
- Banner tape to mark boundaries of unsafe areas
- Your knowledge, training, and determination
- Your people skills

Once the stage volunteers are placed, the primary rule for stage road traffic is “in the direction of rally travel from the stage Start Control”. Traffic is only allowed when escorted by a rally official that has radio contact with Net Control. It is preferred that civilians wait until the stage is cleared. They are allowed to watch from a safe viewing spot under the stage marshals’ observation. Any civilians with an urgent need for access should proceed to the Start Control location and wait for an escort.

Stage Competition Emergency Procedures *FOR STAGE MARSHALS*

Any breach of stage road traffic security during competition is considered an utmost emergency and competition must be immediately halted:

1. You are to immediately stand in a safe, visible location to oncoming competitors, with your hands raised above your head in an X formation stopping the stage at your marshal point. Enlist the first competitors' assistance in halting the additional cars.
2. Make note of the time, type of vehicle, license plate number, and direction of travel as best you can.
3. You are to communicate the situation to Net Control directly (if you have a working radio) or indirectly (by sending a stopped competitor at low speed to the next stage radio location with your message describing the situation).
4. Net Control will advise you of further actions you should take.
5. Foot traffic is allowed on public lands and roadways up until the passage of the 00 Car. Once the 00 Car passes, foot traffic outside designated safe areas is prohibited.

People congregating in unsafe areas must be immediately moved to safe areas or the competition must be halted:

1. You are to tell the people that they are in an unsafe area and direct them to the nearest safe area (which should be marked with banner tape).
2. If they cannot be repositioned quickly, you must stand in a safe, visible location to oncoming competitors, with your hands raised above your head in an X formation to oncoming competitors, stopping the stage prior to the people in an unsafe location. Enlist the first competitors' assistance in halting the additional cars.
3. You are to communicate the situation to Net Control directly (if you have a working radio) or indirectly (by sending a stopped competitor at low speed to the next stage radio location with your message describing the situation).
4. Net Control will advise you of further actions you should take.

Competitors may have an incident on any part of the course, including the immediate vicinity of your station. The primary people responsible for responding to a competitor incident are the following competitors.

The Stage Marshal's role in any competitor incident that does not involve civilians is:

- Maintaining control of traffic and people at your workstation
- Assisting with the management of a true emergency
- Providing assistance within your means while maintaining control of traffic and people at your workstation and ensuring your own personal safety.

DO NOT SAY ANYTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING ANY INCIDENT. Refer all questions from press, civilians, and other competitors to the rally Public Information Officer or other officials (Chiefs of Controls, Emergency Services, or the Chairman).

Normal Stage Operations *FOR STAGE MARSHALS*

1. Once all Course Open cars have cleared the stage the first competitors will be started.
2. You should expect the first competitor at your spot approximately X minutes after CAR 0, where $X = \text{the stage length times } 1.5$. Cars generally follow at 1 minute intervals.
3. Shortly after the last competitor the SAFETY SWEEP vehicle will pass signifying that no more vehicles will be coming at competition speeds. This team ensures there are no missing teams nor unattended medical emergencies and collects timing logs.
4. The HEAVY SWEEP teams will follow fast sweep with a gap of 1 minute or more. These teams ensure there are no remaining stage road blockages or stranded competitors.
5. Green Light follows HEAVY sweep with a gap of 1 minute or more to release the volunteers from their stations. You should ensure your vehicle is mobile and inform Green Light if there is a problem.
6. Once Green Light passes, you may safely exit the stage per the exit script you were given at the pickup point.

SPECTATOR AREA PROCEDURES

Pre-Stage Operation *FOR SPECTATOR AREA*

1. Make sure your vehicle is well off the stage road in a designated safe area. It should be parked so that it physically blocks the stage access point.
2. If you have a radio (amateur), check it and inform the Stage Captain at the pickup point.
3. Put your Safety vest on. Check that you have the permission letter(s) from the Sheriff's Office.
4. Place banner tape and signage in appropriate positions with stage captain guidance and consistent with approved pre-event diagram
 - a. Red tape should be used in run-off areas or unsafe areas. No spectators are to stand behind red banner tape. (As designated on diagram.)
 - b. Yellow tape should be used to designate safe areas where spectators can stand. (As designated on diagram.)
 - c. There will be no DEVIATION of the bannering as designated in the pre-event diagram unless approved by the Chief of Spectators and the ARA Safety Delegate.
5. THE STAGE IS CLOSED TO CIVILIAN TRAFFIC WHEN YOU ARE PLACED IN POSITION BY YOUR STAGE CAPTAIN.
6. Notify Net Control when Emergency Rescue Team is on station.

The following vehicles may be observed traveling through a stage after the road has been closed but before the competitors:

- CHAIRMAN
- CLERK OF THE COURSE
- CHIEF OF CONTROLS
- CHIEF OF EMERGENCY SERVICES
- STEWARD OF THE EVENT
- CARS 0, 00, and 000
- SAFETY DELEGATE

CAR 000 performs the first stage readiness check, ensuring that bannering is intact, that marshals are in position and safely parked, and that any spectators are appropriately marshaled.

SAFETY DELEGATE enters the stage(s) between the CAR 000 and CAR 00 to assess safety issues (Danger Dots) and conformity of set-up

CAR 00 repeats the stage readiness check 10-20 minutes after 000.

CAR 0 performs the final check of stage readiness and is scheduled to complete its travel through the stage just prior to the start of the first competitor.

Any set-up issues/concerns you have after being placed may be addressed by waving the 000, 00 or 0 cars to a stop and explaining the situation. These vehicles have radios and can communicate with Net Control. Since 0 is on a tight schedule, you should intercept 000 or 00 if practical.

The primary responsibilities of a Spectator Area Marshal are:

- Preventing civilian vehicles or civilians from entering an active rally stage.
- Ensuring spectators are viewing from safe locations.
- Engage and educate civilians and spectators about the rally, its operations and the authorizations from various governing bodies.

The tools at your disposal are:

- Your authorization letter from the County Sheriff
- Sketch of the marshal point indicating safe and unsafe areas
- Your vehicle (as a physical barricade)
- Banner tape to mark boundaries of unsafe areas
- Your knowledge, training, and determination
- Your people skills

Once the stage volunteers are placed, the primary rule for stage road traffic is “in the direction of rally travel from the stage Start Control”. Traffic is only allowed when escorted by a rally official that has radio contact with Net Control. It is preferred that civilians wait until the stage is cleared. They are allowed to watch from a safe viewing spot under the stage marshals’ observation. Any civilians with an urgent need for access should proceed to the Start Control location and wait for an escort.

Stage Competition Emergency Procedures *FOR SPECTATOR AREA*

Any breach of stage road traffic security during competition is considered an utmost emergency and competition must be immediately halted:

1. You are to immediately stand in a safe, visible location to oncoming competitors, with your hands raised above your head in an X formation to oncoming competitors, stopping the stage at your marshal point. Enlist the first competitors’ assistance in halting the additional cars.
2. Make note of the time, type of vehicle, license plate number, and direction of travel as best you can.
3. You are to communicate the situation to Net Control directly (if you have a working radio) or indirectly (by sending a stopped competitor at low speed to the next stage radio location with your message describing the situation).
4. Net Control will advise you of further actions you should take.
5. Foot traffic is allowed on public lands and roadways up until the passage of the 0 Car. Once the 0 Car passes, foot traffic outside designated safe areas is prohibited.

People congregating in unsafe areas must be immediately moved to safe areas or the competition must be halted:

1. You are to tell the people that they are in an unsafe area and direct them to the nearest safe area (which should be marked with banner tape).
2. If they cannot be repositioned quickly, you must stand in a safe, visible location to oncoming competitors, with your hands raised above your head in an X formation to oncoming competitors, stopping the stage prior to the people in an unsafe location. Enlist the first competitors' assistance in halting the additional cars.
3. You are to communicate the situation to Net Control directly (if you have a working radio) or indirectly (by sending a stopped competitor at low speed to the next stage radio location with your message describing the situation).
4. Net Control will advise you of further actions you should take.

Competitors may have an incident on any part of the course, including the immediate vicinity of your station. The primary people responsible for responding to a competitor incident are the following competitors.

A Spectator Area Marshals role in any competitor incident that does not involve civilians is:

- Maintaining control of traffic and people at your workstation
- Assisting with the management of a true emergency
- Providing assistance within your means while maintaining control of traffic and people at your workstation and ensuring your own personal safety.

DO NOT SAY ANYTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING ANY INCIDENT.

Refer all questions from press, civilians, and other competitors to the rally Press Officer or other officials (Chiefs of Controls, Emergency Services, or the Chairman).

Normal Stage Operations *FOR SPECTATOR AREA*

1. Once all Course Open cars have cleared the stage the first competitors will be started.
2. You should expect the first competitor at your spot approximately X minutes after CAR 0, where $X = \text{the stage length} \times 1.5$. Cars generally follow at 1 minute intervals.
3. Shortly after the last competitor the SAFETY SWEEP vehicle will pass signifying no more vehicles will be coming at competition speeds. This team ensures there are no missing teams nor unattended medical emergencies and collects timing logs.
4. The HEAVY SWEEP teams will follow safety sweep with a gap of 1 minute or more. These teams ensure there are no remaining stage road blockages or stranded competitors.
5. Green Light follows slow sweep with a gap of 1 minute or more to release the volunteers from their stations. You should ensure your vehicle is mobile and inform Green Light if there is a problem.
6. Once Green Light passes, you may safely exit the stage per the exit script you were given at the pickup point.

FINISH CONTROL PROCEDURES

Pre-Stage Operation *FOR STAGE CAPTAIN*

When you arrive at your control location set up as quickly as possible. This ensures that the road is closed to civilian traffic. Finish controls should be arranged as shown in Appendix 2.

1. Check radio operation to Start and Net Control via repeater and simplex.
2. Ensure your signs are placed and that you have communication between the Flying Finish and the STOP point.
3. Notify Net Control and Start when your Finish setup is complete.
4. Be ready to receive Course Open cars as they will be checking for proper control setup and operation.

YOUR STAGE IS CLOSED TO ALL BUT AUTHORIZED TRAFFIC ONCE YOU ARE SET UP.

Once the stage volunteers are placed, the primary rule for stage road traffic is “in the direction of rally travel from the stage Start Control”. Traffic is only allowed when escorted by a rally official that has radio contact with Net Control. It is preferred that civilians wait until the stage is cleared. They are allowed to watch from a safe viewing spot under the stage marshals’ observation. Any civilians with an urgent need for access should proceed to the Start Control location and wait for an escort.

IT IS CRITICAL THAT NET CONTROL BE IMMEDIATELY INFORMED IF A VEHICLE IS PROCEEDING BACKWARDS (reverse to rally traffic) ON A STAGE!

Stage Competition Emergency Procedures - FINISH

The following procedures apply **ONLY** if you receive a report of an emergency on your stage:

1. **HOLD** the competitor reporting the emergency (or source of the information) until all information is clear and reported to Net Control. Ask the competitor if a Red Cross symbol sign was displayed at the accident scene.
2. Give the information to the radio operator for relay to Net Control, requesting to **HOLD THE CARS AT THE START** while a further determination of the situation is made.
3. Review your control log and be prepared to transmit car count and any missing sequence numbers to Net Control when asked.
4. Continue timing and processing competitors and maintaining traffic security unless advised otherwise by Net Control.
5. Your stage may or may not be restarted depending on the incident. Remaining competitors will either bypass the stage or transit through to your location and beyond. You may be asked to become a “missing control” (flying finish sign remains, but control signs will be removed).
6. Remain on station, logging all traffic until released by Net Control.

DO NOT SAY ANYTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING ANY INCIDENT. Refer all questions from press, civilians, and other competitors to the rally Press Officer or other officials (Chiefs of Controls, Emergency Services, or the Chairman).

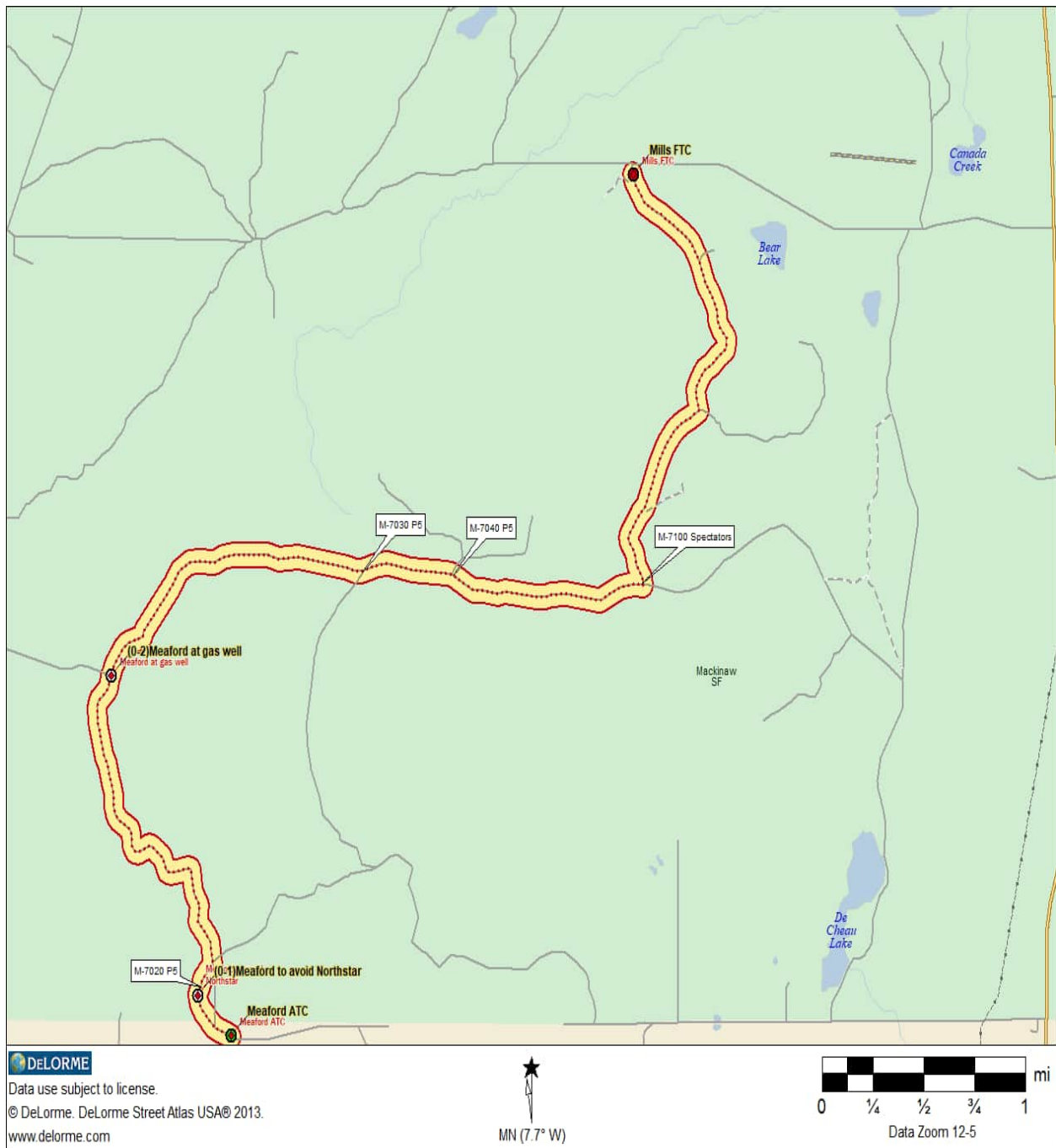
Normal Stage Operation - FINISH

1. BE AWARE THAT INCIDENTS CAN HAPPEN WITHIN THE FINISH CONTROL ZONE (between the Timing Line and STOP Control Point). Ensure the Flying Finish sign is visible. You must relay to Net Control if any competitor seriously endangers the Finish Control volunteers. Question them about their actions before giving back their scorecard.
2. Keep a running log of arrival times, car numbers, and sequence numbers of the cars finishing.
3. Ask the teams about competitors that have not arrived in sequence PRIOR TO HANDING BACK THEIR SCORECARD. If two (2) teams report that they have not seen the missing competitor, then notify Net Control immediately.
4. SAFETY SWEEP will arrive shortly after the last competitor and pick up the log sheets from the Flying Finish and STOP controls. Be prepared to reconcile any missing vehicles.
5. The HEAVY SWEEP teams will follow safety sweep with a gap of 1 minute or more. These teams ensure there are no remaining stage road blockages or stranded competitors.
6. Sweep may use Finish radio to contact Net Control and notify the start that the stage is clear, the numbers of stranded cars on the stage, their location, and requests for service crew assistance.
7. Green Light follows heavy sweep with a gap of 1 minute or more to release the volunteers from their stations. You should ensure your vehicle is mobile and inform Green Light if there is a problem.

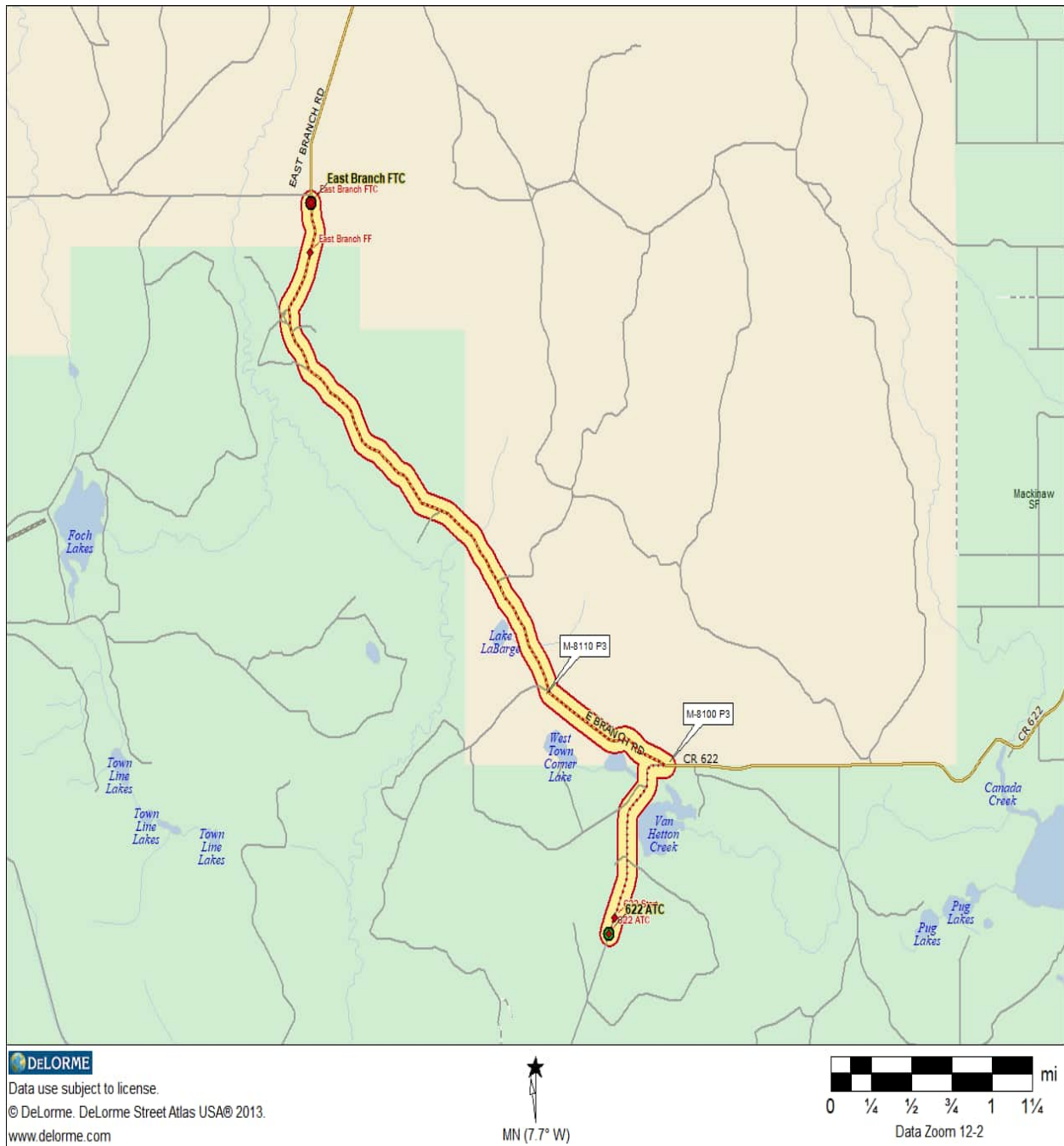
When Green Light passes you should inform Net Control to confirm your release from your station and safely exit the stage per the exit script you were given at the pickup point.

Appendix I – Sno*Drift 2026 Stage Maps

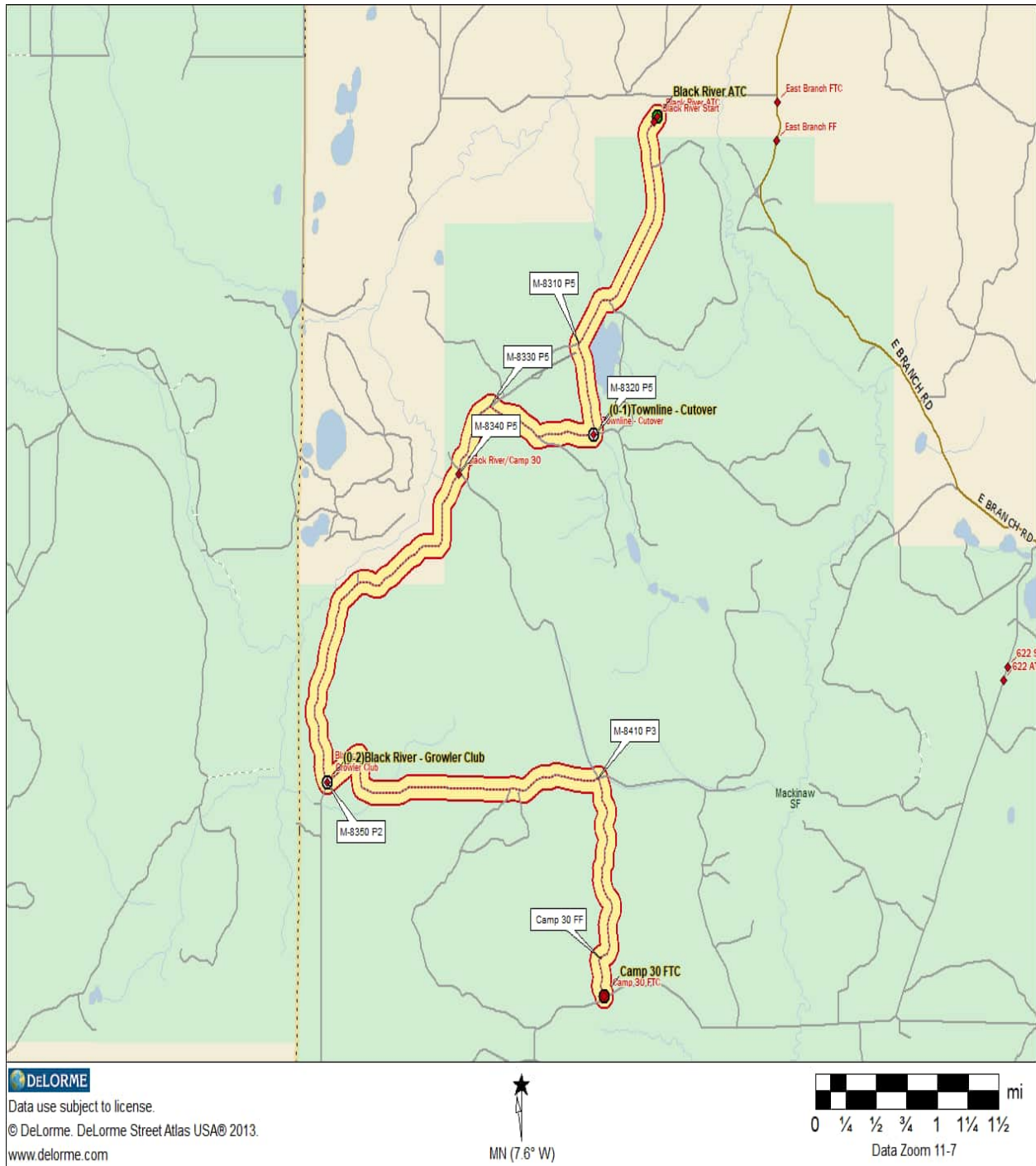
Meaford - Mills



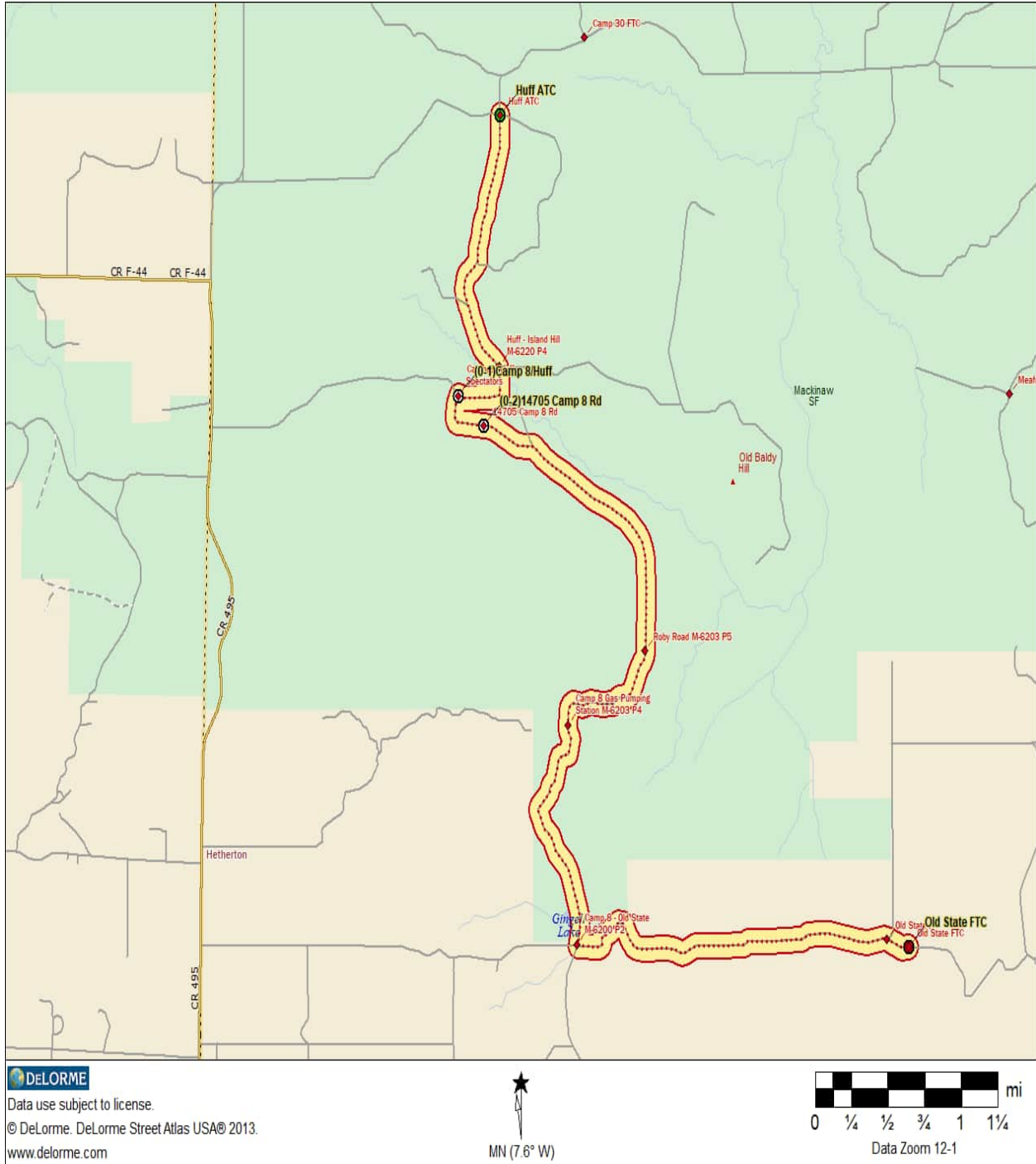
622 – East Branch



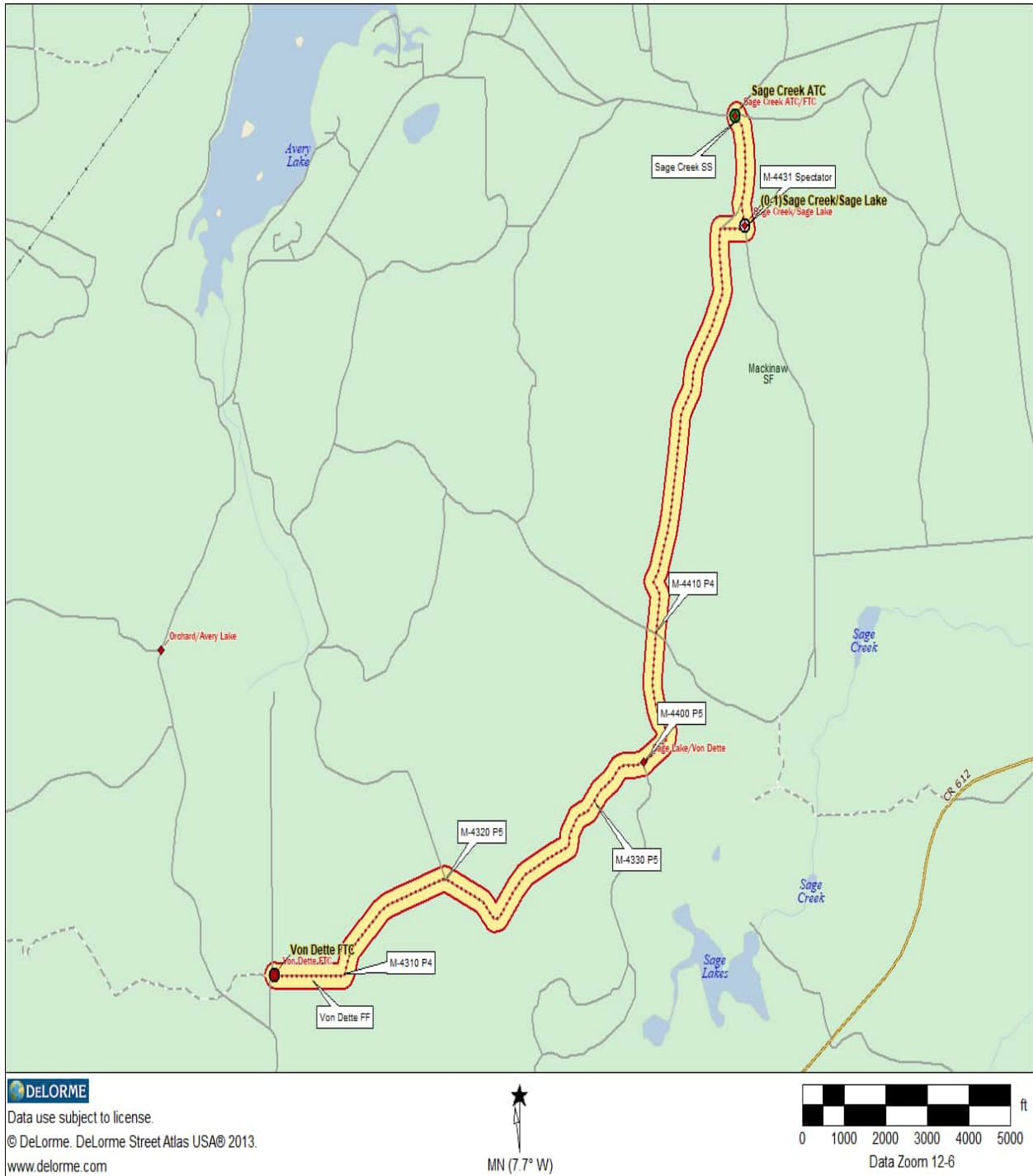
Black River – Camp 30



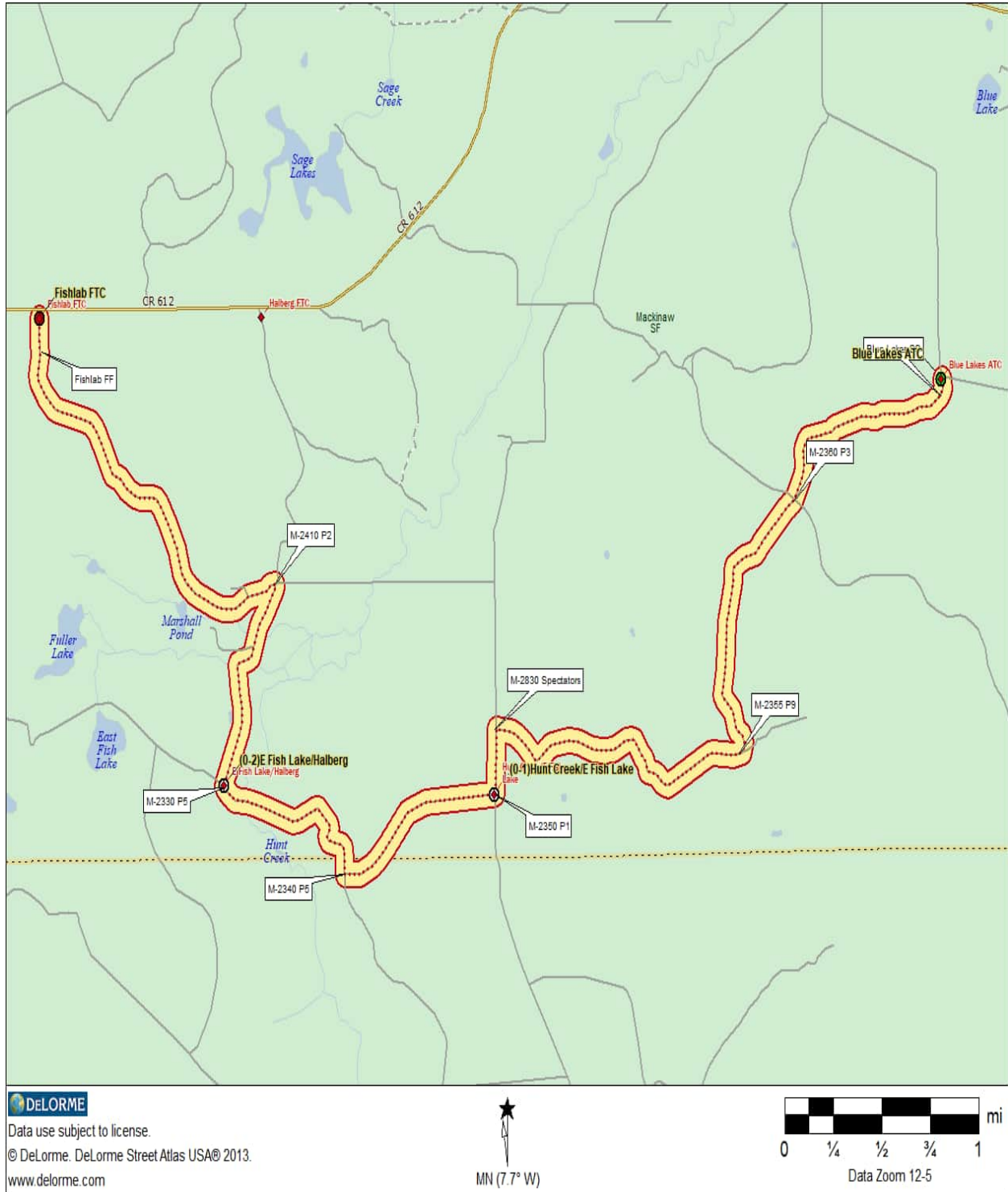
Huff – Old State



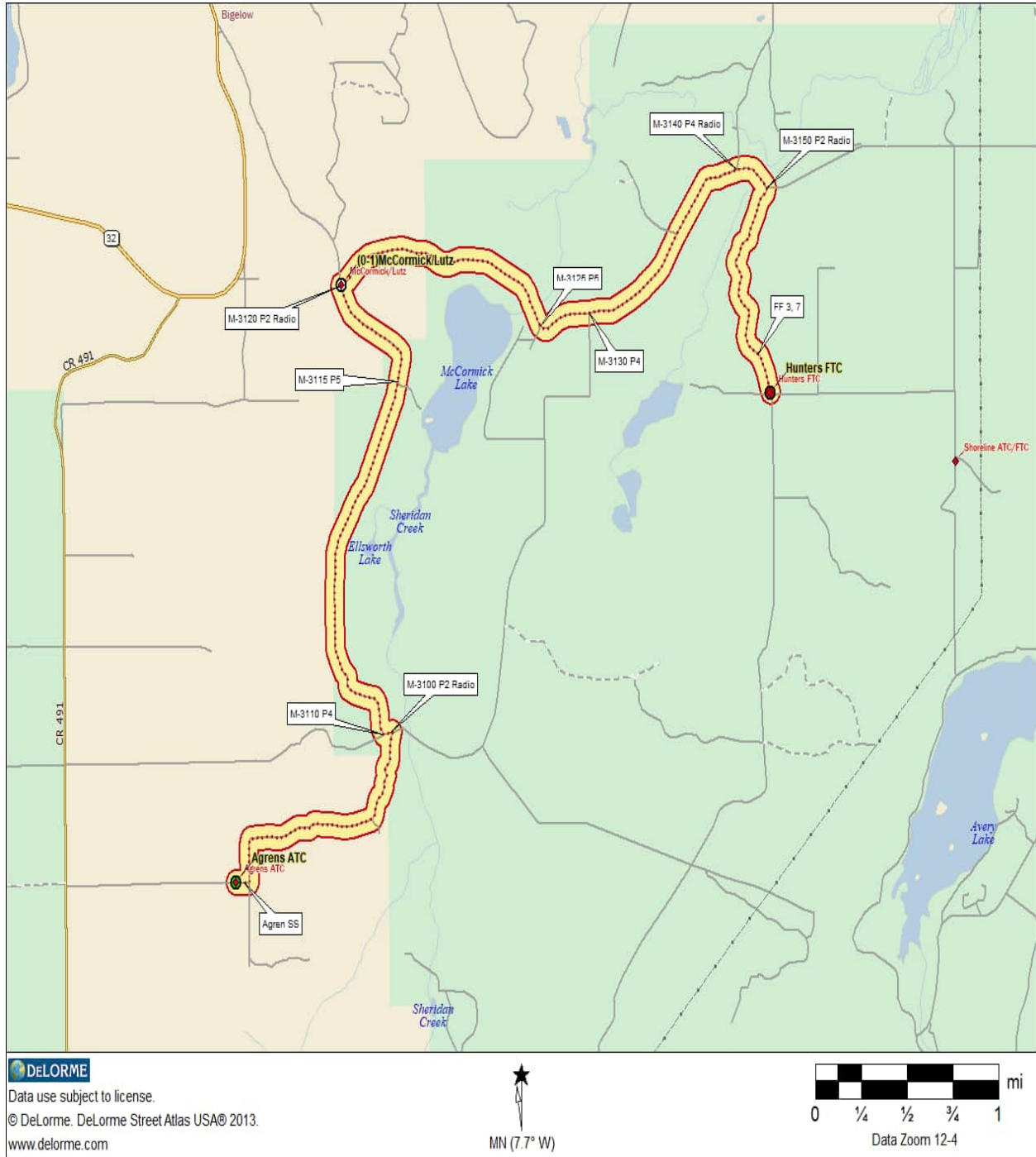
Sage Creek – Von Dette



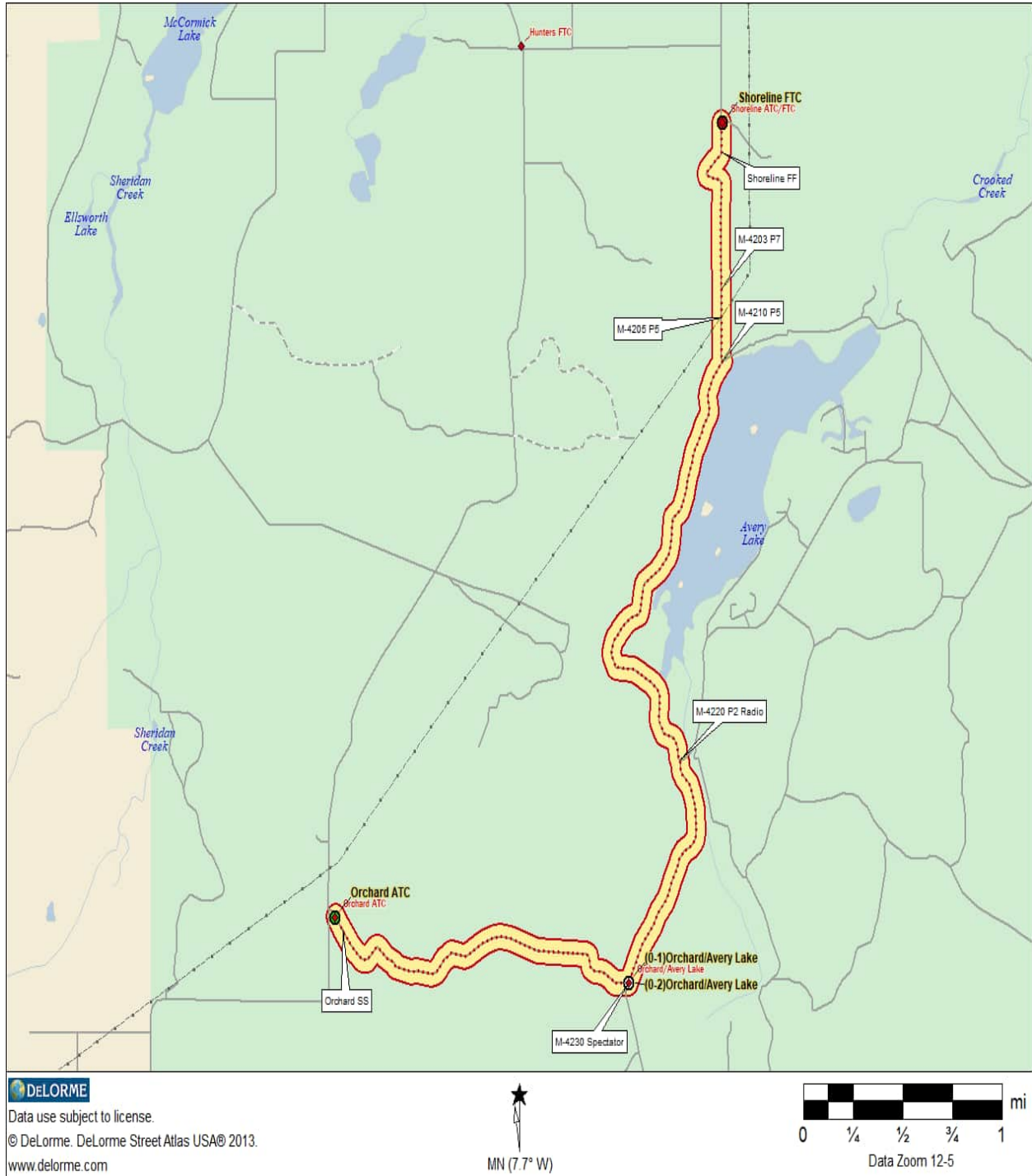
Blue Lake - Fishlab



Agren - Hunter

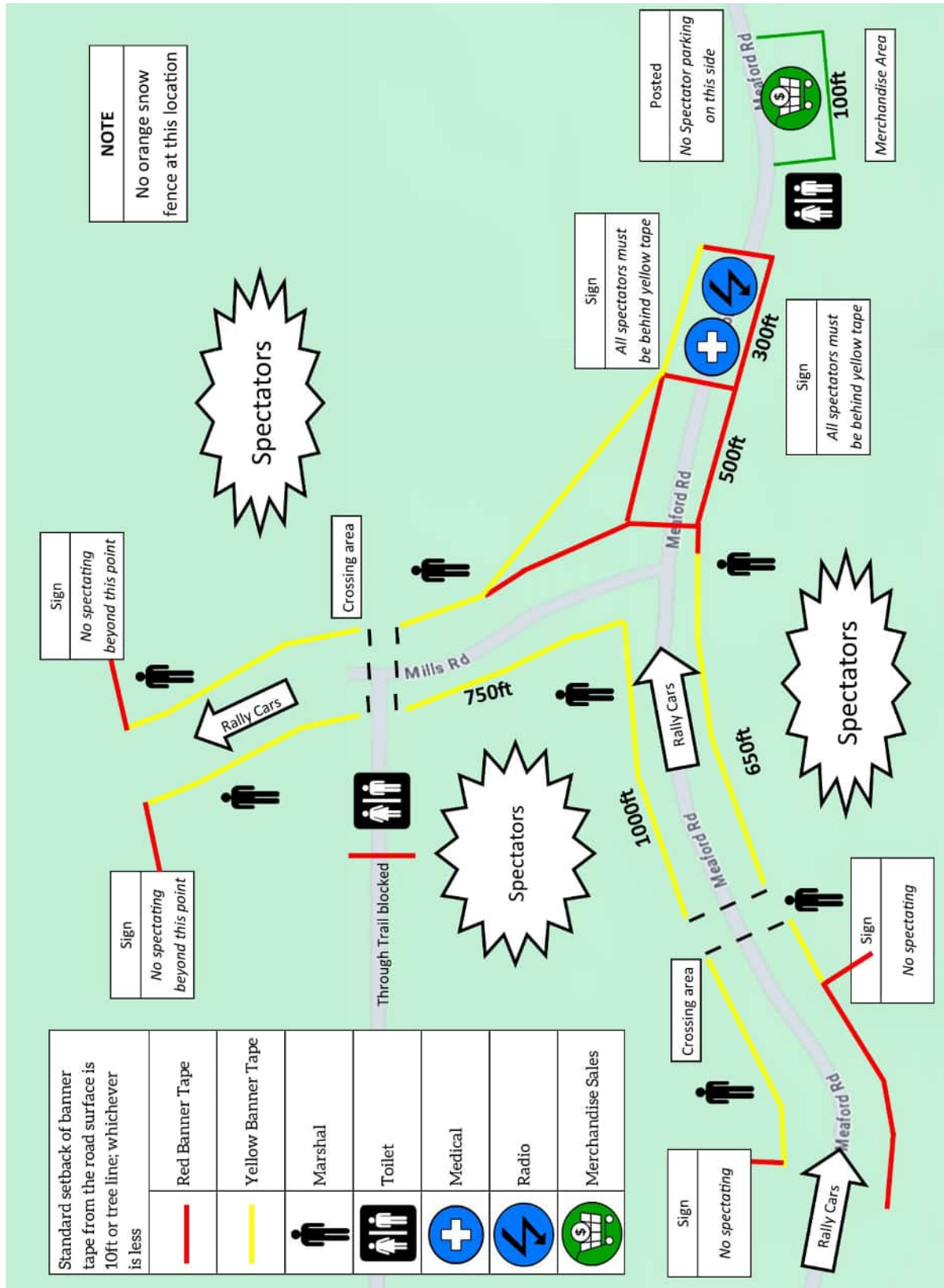


Shoreline - Orchard

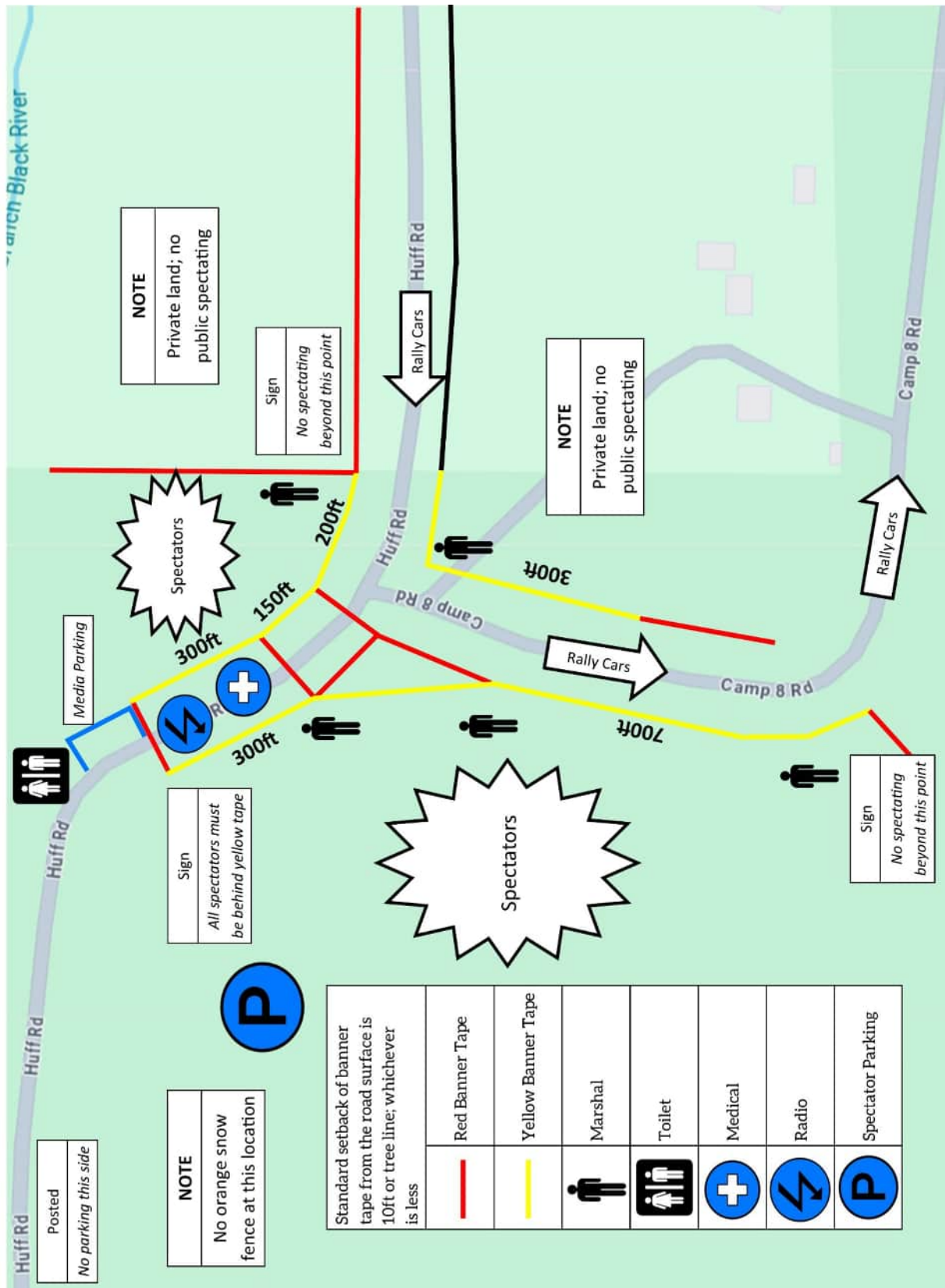


Appendix II- Spectator Area Maps

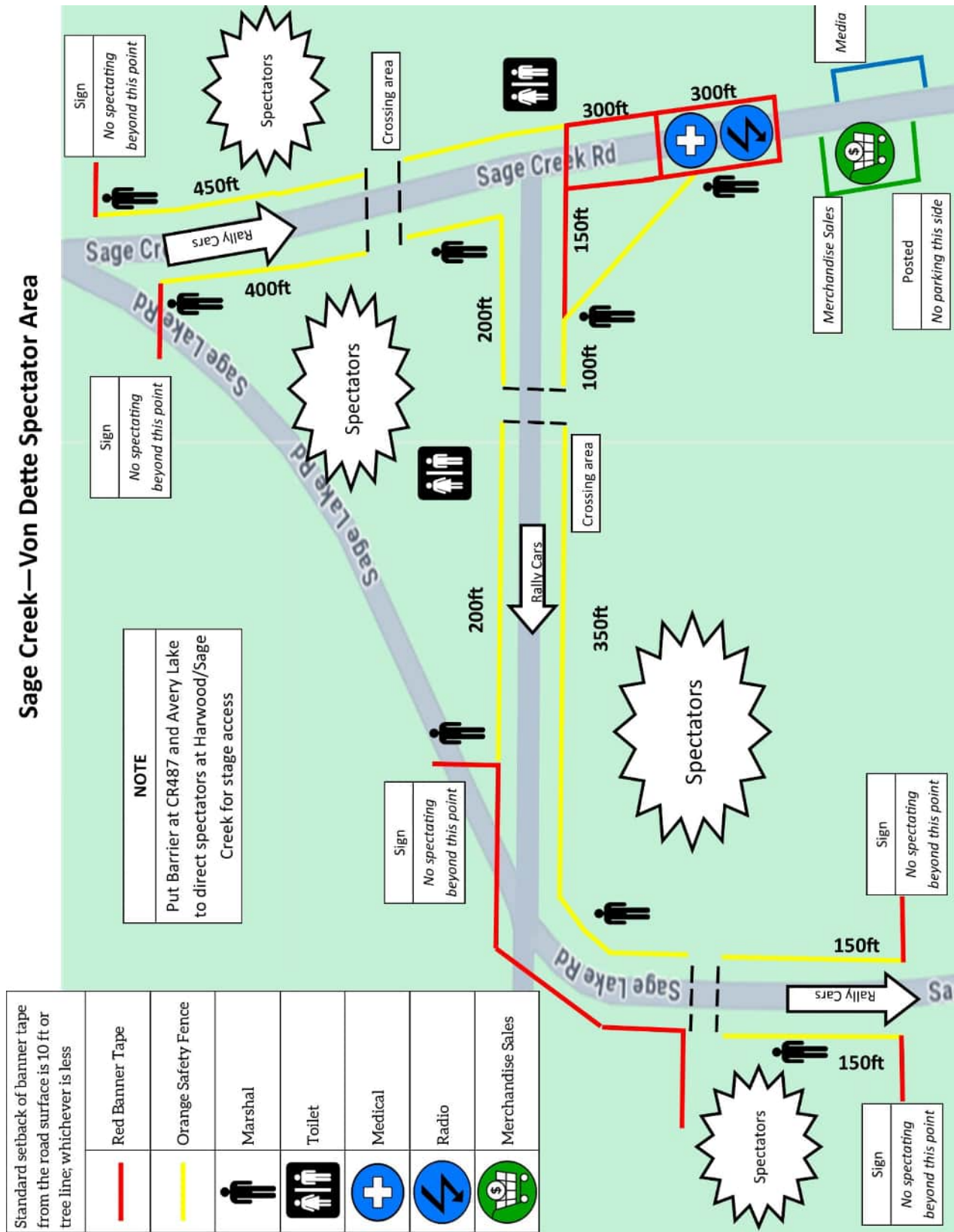
Meaford - Mills Spectator Area



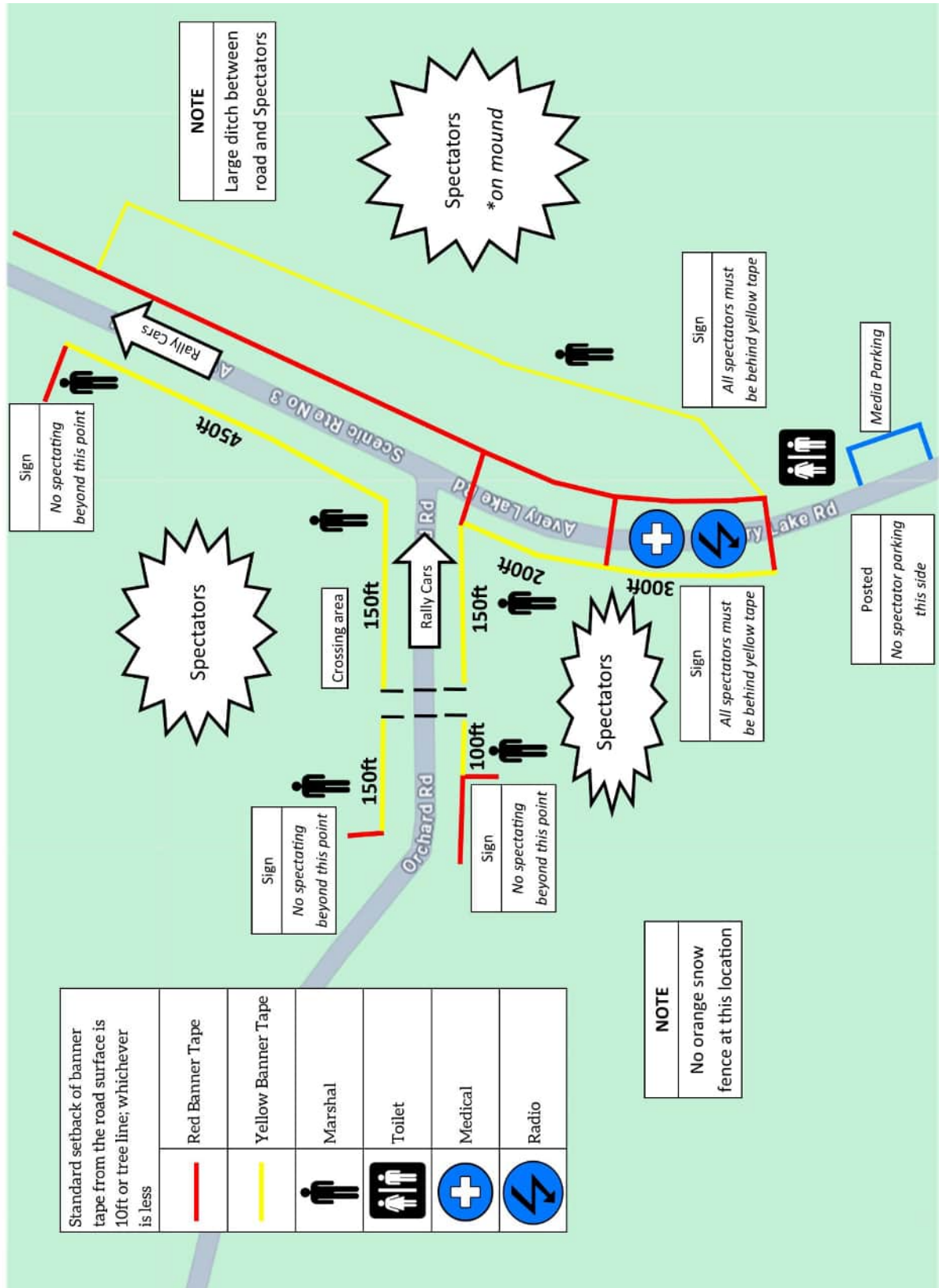
Huff—Old State “Aunt Fern’s” Spectator Area



Sage Creek—Von Dette Spectator Area

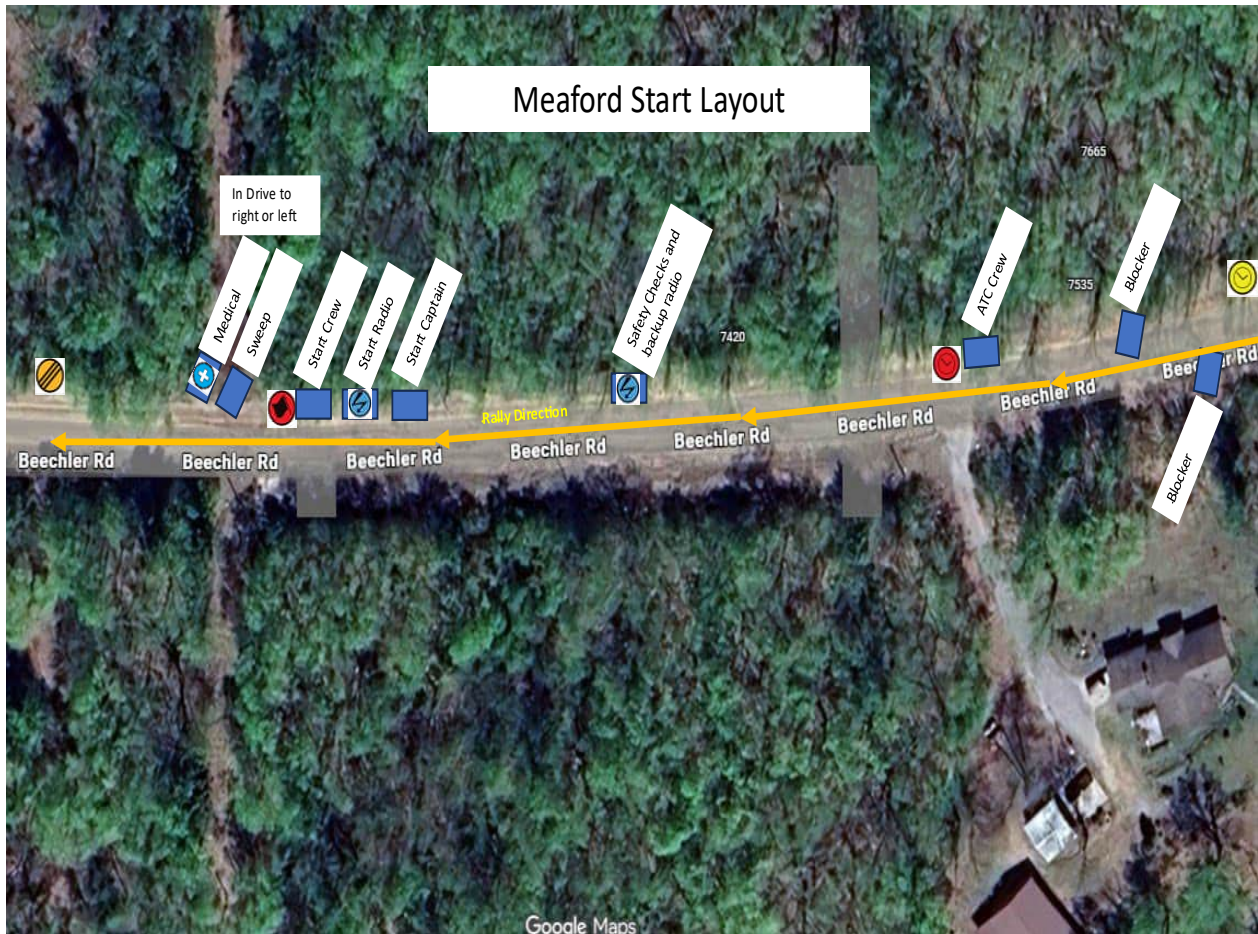


Orchard - Shoreline Spectator Area



APPENDIX III - START LAYOUT DIAGRAMS

Stage 1/5 Meaford-Mills



Stage 2/6 Co Rd 622 - East Branch



Stage 3/7 Black River – Camp 30

Black River Start Layout



Stage 4/8 Huff Road – Old State



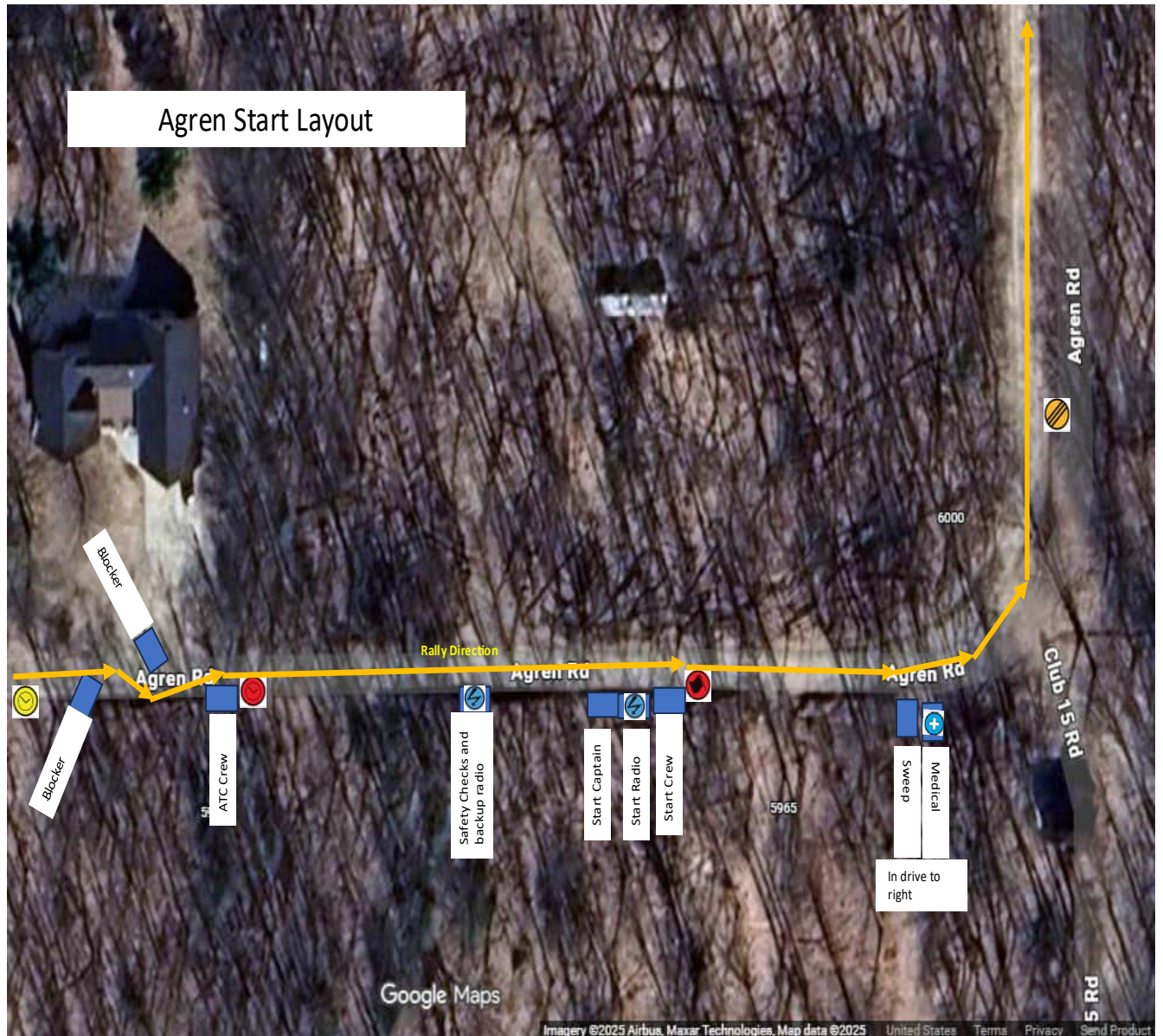
Stage 9/13 Sage Creek – Von Dette



Stage 10/14 Blue Lake – Fish Lab



Stage 11/15 – Agrens - Hunter



Stage Start – 12/16 Orchard - Shoreline



Appendix IV – Event Itinerary

2026 Sno*Drift Rally, Friday

Competition Itinerary

START Leg 1					Friday, February 6, 2026		
TC	LOCATION	SS DIST	TRANSIT DIST	TOTAL DIST	LATENESS TIME	TRANSIT TIME	FIRST CAR DUE
0	MTC Out Lewiston						18:00
	Distance to next refuel	(29.22)	(29.02)	(58.24)			
1	Transit to Meaford ATC		13.87	13.87		0:22	18:22
SS 1	Meaford - Mills	6.50			0:11		18:25
2	Transit to 622 ATC		5.49	11.99		0:14	18:50
SS 2	622 - East Branch	4.59			0:08		18:53
3	Transit to Black River ATC		1.05	5.64		0:07	19:08
SS 3	Black River - Camp 30	9.93			0:16		19:11
4	Transit to Huff ATC		0.83	10.76		0:08	19:35
SS 4	Huff - Old State	8.20			0:13		19:38
	Transit to Atlanta High School RGC In		7.35	15.55		0:17	20:08
4A	RGC In Atlanta High School In						20:08
4B	RGC In Atlanta High School Out					0:15	20:23
	Tech Zone. Regrouping and Service		0.43	0.43			20:23
4C	Service Out Atlanta High School					0:30	20:53
RZ 1	Refuel (time is included on next transit)						
	Distance to next refuel	(29.22)	(21.98)	(51.20)			
5	Transit to Meaford ATC		7.26	7.26		0:20	21:13
SS 5	Meaford - Mills	6.50			0:11		21:16
6	Transit to East Branch ATC		5.49	11.99		0:14	21:41
SS 6	622 - East Branch	4.59			0:08		21:44
7	Transit to Black River ATC		1.05	5.64		0:07	21:59
SS 7	Black River - Camp 30	9.93			0:16		22:02
8	Transit to Huff ATC		0.83	10.76		0:08	22:26
SS 8	Huff - Old State	8.20			0:13		22:29
	Transit to MTC In Atlanta High School		7.35	15.55		0:17	22:59
8A	MTC In Atlanta High School						22:59
Leg 1 Totals		58.44	51.00	109.44			

Section 1

Section 2

2026 Sno*Drift Rally, Saturday

Competition Itinerary

START Leg 2				Saturday, February 7, 2026			
TC	LOCATION	SS DIST	TRANSIT DIST	TOTAL DIST	LATENESS TIME	TRANSIT TIME	FIRST CAR DUE
8B	MTC Out Briley Park						11:00
	Distance to next refuel	(25.01)	(32.72)	(57.73)			
9	Transit to Sage Creek ATC		6.69	6.69		0:14	11:14
SS 9	Sage Creek - Von Dette	4.42			0:07		11:17
10	Transit to Blue Lake ATC		7.68	12.10		0:17	11:41
SS 10	Blue Lake - Fishlab	8.01			0:13		11:44
11	Transit to Agrens ATC		9.54	17.55		0:20	12:17
SS 11	Agrens - Hunter	7.24			0:12		12:20
12	Transit to Orchard ATC		3.68	10.92		0:10	12:42
SS 12	Orchard - Shoreline	5.34			0:09		12:45
	Transit to Atlanta High School RGC In		4.70	10.04		0:14	13:08
12A	RGC In Atlanta High School In						13:08
12B	RGC In Atlanta High School Out					0:15	13:23
	Tech Zone. Regrouping and Service		0.43	0.43			13:23
12C	Service Out Atlanta High School					0:30	13:53
RZ 2	Refuel (time is included on next transit)						
	Distance to next refuel	(19.67)	(29.28)	(48.95)			
13	Transit to Sage Creek ATC		6.18	6.18		0:18	14:11
SS 13	Sage Creek - Von Dette	4.42			0:07		14:14
14	Transit to Blue Lake ATC		7.68	12.10		0:17	14:38
SS 14	Blue Lake - Fishlab	8.01			0:13		14:41
15	Transit to Agrens ATC		9.54	17.55		0:20	15:14
SS 15	Agrens - Hunter	7.24			0:12		15:17
	Transit to Atlanta High School RGC In		5.45	12.69		0:12	15:41
15A	RGC In Atlanta High School In						15:41
15B	RGC In Atlanta High School Out					0:15	15:56
	Tech Zone. Regrouping and Service		0.43	0.43			15:56
15C	Service Out Atlanta High School					0:20	16:16
RZ 3	Refuel (time is included on next transit)						
	Distance to next refuel	(5.34)	(14.89)	(20.23)			
16	Transit to Orchard ATC		9.13	9.13		0:21	16:37
SS 16	Orchard - Shoreline	5.34			0:09		16:40
	Shoreline FTC to Briley Park MTC		5.76	11.10		0:14	17:03
16A	MTC In Briley Park						17:03
Leg 2 Totals		50.02	76.89	126.91			
Leg 1 - 2 Totals		108.46	127.89	236.35			