



LSPR

Radio Communications

Guide

2025

Rev-1, dated 6 Oct 25(see page 4)

NET CONTROL FREQUENCIES:

FREQUENCY	FRIDAY	SATURDAY	BACKUP
146.775 MHz, -600 KHz, PL 77 Hz	All Stages(1-8)		Simplex 146.775 MHz (VERY limited range, use your radio's highest power)

146.820 MHz, -600 KHz, PL 100 Hz	-----	Stages 9-14	Simplex 146.820 MHz (VERY limited range, use your radio's highest power)
147.270 MHz, +600 KHz, PL 100 Hz	-----	Stage 15	146.970 MHz, -600 KHz, PL 100 Hz

Simplex is direct communication with the transmit and receive frequency the same. No duplex or tone involved.

Net Control locations will be at the service areas in Sidnaw on Friday and Aspen Ridge/Westwod H.S. on Saturday.

Net Control will be active about an hour ahead of the pickup times for each day.

Telephone numbers for Net Control are (Eli)701-354-5181 or (Tom)906-362-4861. On Friday, text messages are probably better because cellphone reception is weak in most locations, if you have any at all.

IMPORTANT INFORMATION:

Competition on any stage will commence ONLY AFTER BEING GIVEN PERMISSION BY NET CONTROL. Net Control will tell you when you may start the first car.

As the radio operator, it is your responsibility to keep the stage captain, start captain and finish captain, as applicable, informed of all directions or changes given by Net Control.

Amateur Radio Operations

Lake Superior Performance Rally(LSPR) uses Amateur Radio to provide emergency and operational communication related to the rally. Radio operators are assigned to the start/finish of all stages, published spectator areas, lead and sweep cars, medical teams, a few important intersections on some stages, the service area and some rally officials.

In an Emergency, Net Control has the capability of dispatching appropriate resources but may use a different frequency. See Emergency Procedures for additional information.

RallySafe (a tracking system in the competitor vehicles) will be used to monitor the progress of vehicles on the stages including lead and sweep. RallySafe keeps the race control officials informed of the status of each competitor car.

All radio communications will be run through a directed net on the assigned frequency. ALL calls shall be directed to Net Control. If you need to speak to another ham radio operator/location, you first SHALL request permission from Net Control.

Each location and operator are described using a "tactical callsign" based on their assignment. For

example, if you are the radio operator for the start of Stage 1, your tactical designator is “Start One.” Mid-stage operators will use an ‘M’ followed by their intersection number which is shown on the assignment sheet or name tag (for example, M99). If in doubt, consult Net Control.

Keep radio transmissions to a minimum, both in length and in number. We have a lot of radio operators using this net. Short and concise communications are best. **Listen** before you press the mic button!! We are communicating through a couple of repeaters and possibly an Allstarlink node. Each step in the communication link adds some delay in transmissions. When you key your mic, wait a second or two BEFORE you speak. When your message is complete, delay a second or two before unkeying your mic. Those steps should prevent your message from being cut-off.

Per FCC rules, Net Control must maintain a log of all operators Call Signs and tactical IDs each day.

CHECKING INTO NET CONTROL FOR THE FIRST TIME EACH DAY:

- Please initially join the net with your FCC call sign.
- WAIT for Net Control to acknowledge your call BEFORE passing information.
 - For example: KE8TPT signing on as Start 3.
- Net Control will acknowledge.
- Use your call sign again to end the call.

CALLING NET CONTROL DURING THE EVENT:

- When you call the net again, just give your tactical callsign
- Pass your traffic (information) to Net Control
- Wait for Net Control to acknowledge
- End the call by using your call sign.
- The Net Control operator will ID for the net periodically.

Stay close to your radio and listen to the net. The primary purpose of this net is the safety of the event. The smooth operation of the entire rally depends on keeping Net Control informed of the status of your area and keep the stage management team informed of Net Control instructions.

ROUTINE OPERATION - Report the following occurrences to the net:

- Your arrival on station
- Your location is ready to receive cars
- Car 000 / Car 00 / Car 0 as they pass your location
- Start / Finish time of the first competitor (Control positions only)
- Start / Finish time of the last competitor (Control positions only)
- Sweep vehicles as they pass your location

Competitor Logs

The radio operator will maintain a log of all competitors that pass their location. Put your name, callsign and assignment location on the log sheet. The intent is to keep track of the car numbers and the total number of cars that have passed your location. As the race progresses and cars get muddy, and it gets dark, it will become difficult to see car numbers. In that case, a total count of cars passing your location is all that you will be able to do.

The “Why do we have to do this task?” During the event, if there is an issue with the Rally Safe tracker in the competitor cars because of terrain or weather conditions, your log will provide backup information. Net control may inquire about the number of cars that have passed your location or the number of the last car to pass your location.

Competitors SHALL NOT start a stage until Net Control specifically tells the start operator that the stage is open for competition.

NOTE 1: The rally course is closed to ALL TRAFFIC when you are put in place. Generally, the road should be closed to all traffic just before Car 000. Otherwise, local residents on the road might get upset. This means that anyone wanting to travel on the stage will need permission from Net Control. Contact Net Control as needed. In an emergency, vehicles should follow Car 000 to their turn off with approval of Net Control.

NOTE 2: If you are going to be away from your radio for more than a minute or so, inform Net Control. And also inform Net Control when you return.

NOTE 3: “Open Mic” or “Hot Mic” We have all heard this...someone puts the microphone where the PTT button is depressed, i.e. like sitting on it! If this happens, the offending station will NOT be able to hear Net Control because it is transmitting. This is why we ask you to set the Time-Out-Timer(TOT) parameter on your radio to 2 minutes. If you go for a few minutes and do not hear anything from Net Control, check your microphone.

Ham radio operator setup location:

Revision-1, Somewhat new this year is signage for EVERY ham radio operator's location. You will pick up your signs with your registration packet. The signs will give all competitors, advance cars and sweep teams advance notice of the radio locations. The signs need to be readable while driving in rally direction on the stages.

1. Don't put up the signs until you have established reliable communication with Net Control.
2. The yellow radio sign goes 100 meters(300 feet) before your location, on your side of the road.
3. The blue radio sign goes at your location, on the same side of the road as you.

Start Line or Finish Control (FTC) locations, select a location that is off the rally course but close enough to the control operations to easily communicate with the volunteers, particularly the Control Captain. Do not set a radio at the ATC or Finish Line locations unless that is the best reception point.

Your communications with Net Control and the Stage crew are a vital link in the safety of this event. The crew and those around you may like to hear everything on the radio net. If you have an external speaker for your radio that can be placed outside the vehicle, that would be helpful.

The course has been checked for proper communication with 25 watts and a 3db antenna. Any equipment with lesser specifications may not work. Confirm your equipment specification with Net Control. In some locations, 40+ watts are better/required.

2 Meter ham frequencies are sensitive to even small changes in distance/location. If your signal is struggling to be heard or received, change the location of the antenna/vehicle as little as 10 feet until you find a good location and can be heard clearly.

Start – the primary radio operator should be located close to the Start Line. If the stage needs to be stopped for any reason, this is the location that needs that information. An FRS radio can be used to communicate with the ATC.

Finish – the radio operator should be at the FTC (the Red STOP sign) in a safe location. Timing information can be transmitted using the FRS radios from the Finish Line.

Course Marshal – radio operators in the middle of a stage are there because of potential traffic from an intersection road or trail or for safety reasons. Please Park your vehicle in a safe location blocking side road access to the stage road. Safety FIRST. Keep in mind many race vehicles have unshielded ignition systems and will disrupt radio communications. When you select a parking location, keep away from the traveled route as much as practical.

Repeater Operation

On Friday the mobile repeater(146.775) will be located on a hilltop due east of the US 41 Canyon Falls rest area, just south of Alberta, MI. Coordinates are: N46.63324 deg, W88.43505 deg

On Saturday, Stages 9-14(146.820) the fixed repeater is located east of Republic in Ely Township just off of Cty Rd CF on Cty Rd CFA. The coordinates are: N46.35222 deg; W-87.85888 deg.

On Saturday, Stage 15(147.270) the fixed repeater is located north of Negaunee off of Cty Rd 510. The coordinates are: N46.57044 deg; W-87.56602 deg.

PLEASE, PLEASE, PLEASE...program your radio ahead of time with all the frequencies that may be used during the race. Save those configurations to the memory in your radio. That will save you lots of grief at the race.

BRING A COPY OF THE MANUAL FOR YOUR RADIO WITH YOU TO THE RACE!

EMERGENCY PROCEDURES

If an accident is reported on your stage, contact Net Control immediately.

Use “**Break – Break Emergency Traffic**” to alert if the net is busy and you have an emergency.

WAIT for Net Control to acknowledge your transmission.

(ALL other radio operators shall stay off of the radio net until the situation is resolved.)

Give the following information to Net Control when asked:

- Your Stage #
- Location of the incident (either a mileage or between marshal locations)
- Car Number
- Description of the incident (mechanical, drive off, roll, etc.)
- Is the OK or SOS displayed? (An SOS indicates an emergency situation/request for help)

All other radio operators should hold routine calls during an emergency. The incident response will be handled on the 800 MHz radio system. Net Control will remain on the assigned frequency (see table above).

If there is an accident with injuries, **DO NOT BROADCAST ANY DETAILS**. Let Net Control know that Medical is required immediately. Appropriate responses will be started and managed on a separate frequency. Remain on the primary frequency to communicate with Net Control.

If the primary frequency becomes unusable due to noise, interference, a radio transmitting or for some other reason cannot be used, switch to the backup frequency or try your cellphone. Net Control will be monitoring. Net Control Cell: (Eli)701-354-5181 or (Tom)906-362-4861. Text may work better on Friday.

Obtain the following information(as soon as possible):

These procedures pertain to both Rally and civilian incidents. Course Layout Workers must notify Net Control IMMEDIATELY of any incident on a stage road. Advise Net Control of the nature of the incident or fire as specified. If Cell Phone access is available, this may be relayed to Net Control by phone. Net Control Cell: (Eli)701-354-5181 or (Tom)906-362-48617. Text may work better on Friday.

INCIDENT LOCATION: Where is it?

_____ miles from intersection of _____ and _____

OR Stage #: _____ Instruction #: _____ (routebook)

OR Between instruction # _____ and # _____ Page ____ (routebook)

OR Miles into the stage: _____

WHO IS INVOLVED: SOS displayed? YES / NO

Car # (if a competitor): _____ (REMEMBER: No Names on the air)

Civilian vehicle: _____ (License number if possible)

Approximate time of incident: _____

OTHER INFORMATION: Are there injuries?: **YES / NO**

Is Medical assistance needed?: **YES / NO**

Other: _____ (Specify) Use back of form if necessary.

Service Crew needed? **YES / NO** with Trailer? **YES / NO**

FINISH Control: How many cars have completed stage? _____

START Control: How many cars have entered stage? _____

Relay this information to Net Control as SOON AS POSSIBLE! If you have requested medical assistance, you may be instructed to wait for the Emergency Medical Team (MEDICAL).

Reporting Injuries to Net Control

Under NO Circumstances is there to be any information on the condition of the driver or co-driver or the progress of Emergency Services crews or vehicles to be given out ON THE AIR or to any other person(s) outside of the procedure outlined below.

"Driver and/or Co-driver are/is OK."

"Injuries are being reported and medical help is being requested."

- **ONLY** the two above statements are to be made to anyone asking about what is happening on the stage regardless of who they are.
- **Treat** any injured persons to the limit of your training with available equipment. Don't guess.
- **DO NOT** attempt to pull injured persons from their vehicle unless there is imminent danger of fire or further life-threatening injuries.
- **DO NOT** move the vehicle with an injured person still inside.
- If competitors are upside down suspended by their seat belts DO NOT release the belts without some way to 'catch' them.

Further access to this road must be limited to Emergency Response Vehicles only unless otherwise directed by Net Control. A START Control Radio Operator may be requested to travel down the stage with Emergency Services if there is a need for an additional Radio Operator with Emergency Services. Other procedures may be specified in the position instructions provided by the event.