



Ghost of the Gravel Radio Operators Guide

June 27, 2026

1. The Event

The 2026 Ghost of the Gravel is back for our 12th running as Alberta's premier gravel race, on our classic love it and hate it course in Water Valley. This year the race is a qualifier for the UCI Gravel World Championship but the race is still the same with very few changes. There are two races happening at the same time; the Full (scary) Ghost which is a 118km loop and the Friendly Ghost which turns around early and backtracks to the start/finish line. See map on next page for details.

2. Radio Operator Objectives

The primary goal for the Radio Operators is to provide emergency communications and ensure all the checkpoints are operating smoothly. Duties may include requesting the ambulance or aid to be deployed, relaying any dangerous situations such as weather or wild animals or anything that could endanger volunteers or competitors.

Identifying the rider locations is not urgent since there is a pilot vehicle with the front group and a sweep vehicle. Communicating when the lead group passes your checkpoint and when the sweep vehicle passes is helpful to report back to Net Control.

Radio Operators are not obliged to support riders and should refer riders to Deadgoat race volunteers to provide assistance. Note that the event insurance covers all volunteers.

3. Times and Locations

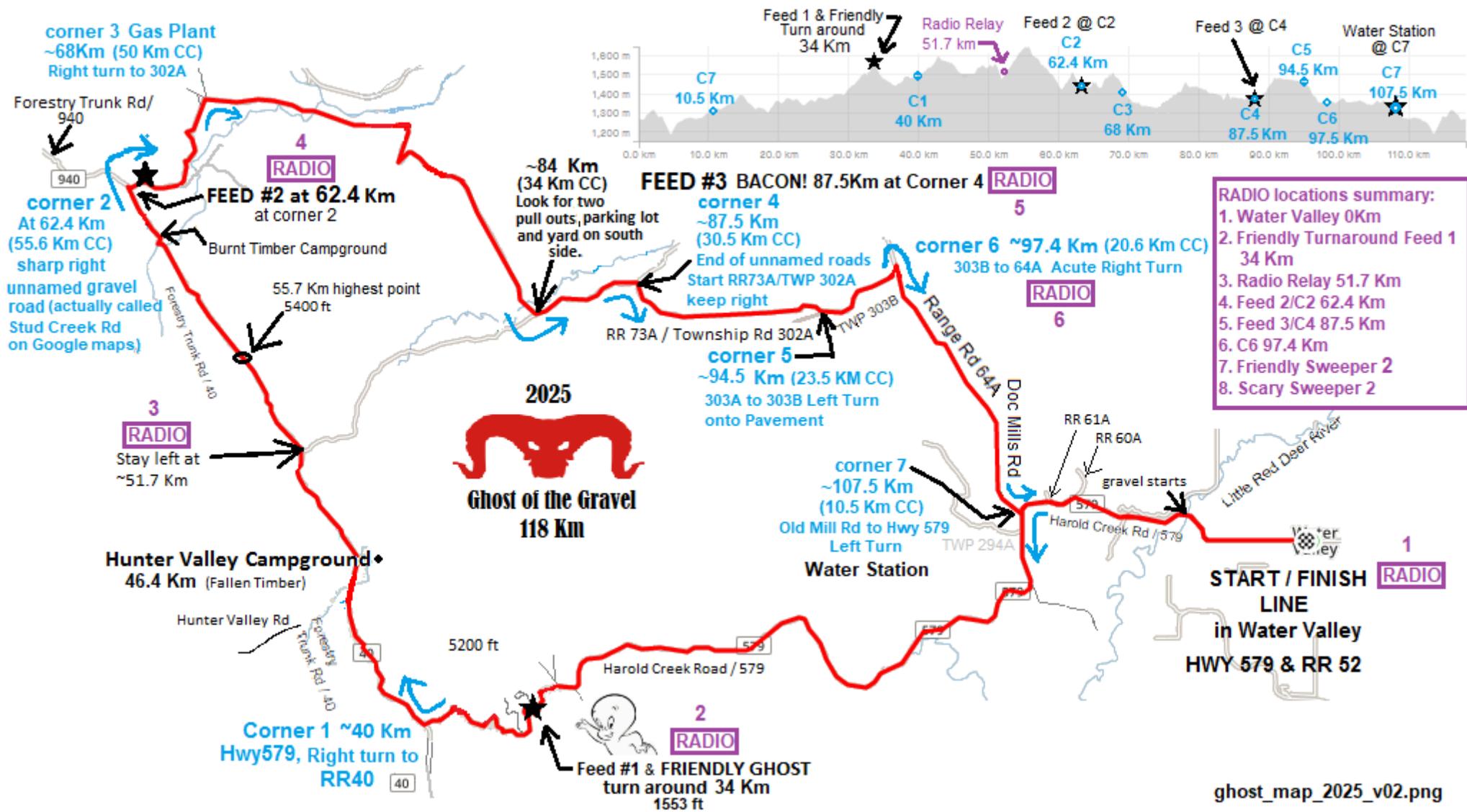
Race day is Saturday, June 27th, 2026. Volunteer check-in and meeting is 7:30 am on race day. At this time the radio volunteers will break out for a short Radio Meeting. Volunteer parking is indicated on the map in Section 14 of this document, please park here before and after the race. The start time for the riders begins at 9:00 am. Other times are indicated in Section 7, Radio Operator Location Roles. Each volunteer location will have two people at them (you won't be alone).

4. Frequency Information (Table 1)

Channel	Designation	Mode/Callsign	Frequency (MHz)	Offset	Tone (Hz)
A	Primary	Repeater / VE6AUY	147.060	-600kHz	T110.9
B		Simplex	146.580	N/A	N/A
C		Repeater / VE6OLS	145.490	-600kHz	T110.9
D		Repeater / VE6MTR	145.270	-600kHz	T114.8
E*	Backup	Repeater / VE6GAB	147.075	+600kHz	T100
F	FRS Radio	Simplex	Channel 5 (462.6625)	N/A	N/A
	APRS	Varies	144.390	N/A	N/A

* VE6GAB is experiencing problems and does not work well with handhelds, although high power mobile units should get signals through if needed.

5. Course Map



ghost_map_2025_v02.png

6. Radio Operator and Checkpoint Locations (Table 2)

Location Name	Lat	Long	Name/Call sign	Primary Channel	Alternate Channel	Simplex Relay	Comments
Radio 1: Net Control Start/Finish Water Valley	51.50392	-114.61361	TBD				Good communication to repeaters and simplex to many locations. Needs to monitor multiple channels. Mast is beneficial to allow communication via simplex. Will use an FRS radio to communicate with the Race Coordinator
Corner 7	51.51197	-114.75195	TBD	A	B	Corner 6	Should be able to reliably contact Net Control via simplex if repeaters aren't working. This location may need to escort the ambulance if required.
Radio 2: Feed #1 & Friendly Turnaround	51.45877	-114.98087	TBD	A	B	Stay Left or Feed#3	Should be able to reliably contact Net Control via simplex if repeaters aren't working
Corner 1	51.449	-115.03821	TBD	A	B	Corner 5/6	Should be able to reliably contact Net Control via simplex if repeaters aren't working
Hunter Valley Campground	51.4964	-115.0731					
Radio 3: Stay Left	51.53139	-115.09754	TBD	A	C	Feed#3 or Corner 5	No simplex contact to Net Control, will need to use repeaters. Good simplex to most locations. Should stay in position until Sweeper passes Corner 2 or longer if other locations need help relaying messages to Net Control.
High Point	51.5591	-115.1266					
Burnt Timber Campground	51.5924	-115.1648					
Radio 4: Feed #2 and Corner 2	51.6094	-115.17991	TBD	A	TBD	Stay Left	Mast may be beneficial as communications are not good at this location other than VE6AUY. Simplex to other locations may only be to "Stay Left"

Corner 3	51.63581	-115.1437	TBD	A	TBD	TBD	No simplex to Net Control and only tested VE6AUY. Likely can use VE6OLS/MTR but not tested.
84km	51.5715	-114.9845					
Radio 5: Feed #3 and Corner 4	51.58043	-114.93548	TBD	A	C	Stay Left	Repeaters are best for this location, simplex to Net Control marginal. Simplex to other manned locations not fully tested. Good simplex to "Stay Left"
Corner 5	51.57229	-114.84817	TBD	A	B	Stay Left	VE6AUY works good for this location and should have simplex communication to Net Control. Not sure what other repeaters work at this location.
Radio 6: Corner 6	51.58592	-114.81256	TBD	A	B	TBD	The AUY repeater or simplex to Net Control should work good. Simplex to other manned locations not tested at this point. "Stay Left" likely not required to be manned for this location and connects to VE6OLS/MTR
Scary Sweep (Radio)	N/A	N/A	TBD				This radio operator will follow Scary Sweep #2 in their own vehicle. Based on a changing location, the operator will need to determine the best channel to communicate to Net Control or to relay to manned locations.
Scary Sweep #1							This vehicle is a floater to roam within the Scary group and extract riders and bikes as required. There is no radio with this vehicle and they are expected to get updates at radio location checkpoints along the course.
Scary Sweep #2							This vehicle follows the end of the Scary group and extracts riders who do not make the cut-off times or other riders as required.
Friendly Sweep (Radio)	N/A	N/A	TBD				This radio operator will follow Friendly Sweep #2 in their own vehicle. Based on a changing location, the operator will need to determine the best channel to communicate to Net Control or to relay to manned locations.

Friendly Sweep #1							This vehicle is a floater to roam within the Friendly group and extract riders and bikes as required. There is no radio with this vehicle will receive further instructions at the Friendly turnaround if other duties are required.
Friendly Sweep #2							This vehicle follows the end of the Friendly group and extracts riders who do not make the cut-off times or other riders as required.
Pilot/Lead Chase vehicle			TBD				Tim will lead the race out from the start line to where the gravel begins, and this is where the Pilot Vehicle will take over. The pilot vehicle moves with the lead group around the course.
Cube Van and 7 Passenger Van							These two vehicles will travel together and follow behind the Sweeper. There is no Radio operator in this vehicle. They will leapfrog the course and wait at radio checkpoints until the riders go past and receive updates from the sweep radio.
Roving Medic			TBD				The medic will rove the course in a Radio Operator's vehicle. They will start the race at Feed #1 and continue around the course after the Scary Ghost riders pass this checkpoint. Refer to the Roving Medic as "Medic".
Ambulance			Corner 7 Escort as needed				If the ambulance is deployed to an incident, Corner 7 will escort them as required since this is the first checkpoint the ambulance passes.
Race Coordinator (Ted)			TBD				The Race Coordinator will have a Radio Operator with them to keep them informed of race progress on the course and available to make any real time race decisions. Refer to the Race Coordinator as "Race Control".
Volunteer Coordinator (Carthy)							Carthy is available on FRS channel 5 and will remain within the Net Control Community Hall vicinity. Refer to the Volunteer Coordinator as "Volunteer Coordinator"

7. Radio Operator Location Roles

This section explains the roles for each of the locations as indicated in Table 2 in Section 6.

Common Procedure for all Locations

Any emergency communications will likely be back to Net Control in Water Valley. Use Table 1 and Table 2 to select the Primary Channel for your location to establish contact. If this fails, use the Alternate Channel. If this also fails, you will depend on nearby locations to relay your message back to Net Control. If you aren't able to connect to a repeater station, you will need to contact nearby locations via Simplex.

When you first arrive at your location, test all three channels indicated in Table 2 to ensure proper communication is possible. It may be necessary to re-orient your vehicle for optimal signal strength. Ideally relaying messages or using the backup Channel E will not be required. Use your legal call sign until you are in location. Once in location use your "Location Name" primarily but ensure your legal call sign is used at least every half hour. Adding your legal call sign at the end of your communication works well, i.e.;

"Feed 1, Net Control"

"Net Control, this is Feed 1, go ahead"

"Have you seen the first riders yet?"

"No, none have arrived yet - will let you know when they do."

"Thank you. Net Control, is standing by. VE6ABC"

"VE6EFG"

If you are at a static location (i.e. a corner location), inform Net Control that the Corner Marshals are set up at your location.

As a courtesy to the Race Coordinator, the rider locations should be communicated back to Net Control. This would include when the first rider passes your location and when the last rider (i.e. the sweep vehicle) have passed your location. There is a sheet at the end of this document to record rider times.

All volunteers to sign in at the volunteer check in tent at 7:30am where they will receive a lanyard that is used as a tag-in, tag-out system. You must return the lanyard at the end of your duties to confirm you have safely returned to Water Valley and have checked out. There is food and drinks at WV when you return – you will receive your meal ticket when you return your lanyard.

Each corner has a Deadgoat "captain" that understands the location, route and convoy plan. Unless otherwise communicated, course marshals and radio operators will leave as a convoy for their locations at;

- 8:00am for the clockwise locations (Corner 7, Feed 1/Turnaround, Roving Medic, Corner 1, Stay Left);
- 8:00am for the counter clockwise locations (Feed 3, Corner 3, Corner 2) and;

- 9:30am for Corner 5 and Corner 6 (these locations can leave after the race starts)

All radio operators should bring Lawn Chairs, Sunscreen, Hat, Bug Spray, Bear Spray, Warm clothes, Rain gear, water and any snacks. A proper meal awaits back in WV but some roles are out for quite a while so keep that in mind.

Radio 1: Net Control at Water Valley Start/Finish

This location needs to monitor all channels for incoming messages from radio operator locations. Will need to set up the communication trailer by 8am to be ready to establish communication with operators as they station themselves on the course. The trailer location on the WV map at the end of this document may not be the best location and a few tests in different locations may be required to determine the best location.

[NTD: Need to determine if we will be able to use the communications trailer, otherwise set up the portable radio mast and run communications from the community centre]

After establishing communication with each radio operator, confirm that corner marshals are set up at the static locations (corners and feed stations). Once all the checkpoint locations around the course are manned, relay this information to the Race Coordinator. Note that Corner 5 and 6 will not be set up until 10pm so these will need to be confirmed later.

There is a variety of information to collect during the race, but mostly rider locations, issues along the course and other pertinent information for the Race Coordinator and most importantly emergency requests for medical aid such as deploying the ambulance. All race and emergency response questions to be answered by the Race Coordinator (Ted is the decision maker).

- If an emergency response is required, you are required to provide information to the Race Coordinator so they can make a decision on the emergency response. Use the supplied FRS radio to communicate with the Race Coordinator (use Channel 5) and refer to them as Race Control. Refer to Section 9 for more details
- Record the time and location of first and last riders past each location in the table in Section 10. This information can be provided to the Race Coordinator on request.

Corner 7

Follow the course clockwise to reach this location (approx 10.5km). Establish communication with Net Control and use “Corner 7” in your communications in addition to your legal call sign. The riders go past this location at the start of the race and at the end of the race – this position is out on the course for the full day.

If the ambulance is required, the first checkpoint they pass is Corner 7. You might be required to escort the ambulance to the site of the incident. More information is located in Procedure #1 in Section 12 regarding seriously injured rider extraction.

Radio 2: Feed #1 / Friendly Turn-Around

Follow the course clockwise to reach this location (approx 34km). Establish communication with Net Control and use “Feed 1” in your communications in addition to your legal call sign. Once the last rider passes your location, you can return to WV by backtracking the way you arrived. Don’t forget to return your lanyard and receive your meal ticket.

First riders are expected by 10am, so arrive in time to be set up by 9:00am. This location has an 11am cut-off time for Scary Ghost riders.

Corner 1

Follow the course clockwise to reach this location (approx 40km). Establish communication with Net Control and use “Corner 1” in your communications in addition to your legal call sign. Once the last rider passes your location, you can return to WV by backtracking the way you arrived. Don’t forget to return your lanyard and receive your meal ticket.

Radio 3: Stay Left

Follow the course clockwise to reach this location (approx 51.7km). Establish communication with Net Control and use “Stay Left” in your communications in addition to your legal call sign. This location has good repeater contact and simplex contact to Corner 2, Feed #3 and Corner 5 to relay messages to Net Control if things aren’t working properly.

The intent is to confirm that the cutoff road between “Stay Left” and “Km 84” will be open prior to race day. If it is not confirmed, you may be required to confirm this prior to setting up and communicate this to Net Control. This road may be required for quicker access for the medic in the event of an incident.

This location should be able pack up when the last rider passes Corner 2 unless it is determined that they need to stay in location to provide assistance for communications with Feed #3 and Corner 6. Net Control will be able to inform Stay Left if they are needed to stay longer. Once you are free to return to WV, backtrack the way you arrived. Don’t forget to return your lanyard and receive your meal ticket.

First riders are expected between 10:00-10:30am, so arrive in time to be set up by 9:00am.

Radio 4: Feed #2 / Corner 2

Follow the course counter-clockwise to reach this location (approx 55.6km). Establish communication with Net Control and use “Feed 2” in your communications in addition to your legal call sign. Once the last rider and sweep vehicle passes, you are free to return to WV by following the course clockwise. Communicate your departure to Net Control before leaving. Don’t forget to return your lanyard and receive your meal ticket.

First riders are expected by 10:30am, so arrive in time to be set up by 9:30am. This location has an 1pm cut-off time for Scary Ghost riders.

Corner 3

Follow the course counter-clockwise to reach this location (approx 50km). Establish communication with Net Control and use "Corner 3" in your communications in addition to your legal call sign. Once the last rider and sweep vehicle passes, you are free to return to WV by following the course clockwise. Communicate your departure to Net Control before leaving. Don't forget to return your lanyard and receive your meal ticket.

Radio 5: Feed #3 / Corner 4

Follow the course counter-clockwise to reach this location (approx 30.5 km). Establish communication with Net Control and use "Feed 3" in your communications in addition to your legal call sign. Once the last rider and sweep vehicle passes, you are free to return to WV following the course clockwise. Communicate your departure to Net Control before leaving. Don't forget to return your lanyard and receive your meal ticket.

First riders are expected by 11am, so arrive in time to be set up by 10am or earlier if helping with preparing for the bacon feed. This location has a 2:30pm cut-off time for Scary Ghost riders.

Corner 5

Follow the course counter-clockwise to reach this location (approx 23.5km). Establish communication with Net Control and use "Corner 5" in your communications in addition to your legal call sign. Once the last rider and sweep vehicle passes, you are free to return to WV by following the course clockwise. Communicate your departure to Net Control before leaving. Don't forget to return your lanyard and receive your meal ticket.

Radio 6: Corner 6

Follow the course counter-clockwise to reach this location (approx 20.6 km). Establish communication with Net Control and use "Corner 6" in your communications in addition to your legal call sign. Once the last rider and sweep vehicle passes, you are free to return to WV following the course clockwise. Communicate your departure to Net Control before leaving. Don't forget to return your lanyard and receive your meal ticket.

First riders are expected by 11:30am, so arrive in time to be set up by 10:30am.

Scary Sweep #1 (no radio operator)

Lead out Scary racers in the Challenge category, 9:05am. Once you catch up to back of the pack of the Championship group, float along the course (back and forth). you will NOT have a radio. Check in with radio operators along the course, including at "Stay Left" at 51.7km to see if Sweeper 2 needs help. Any rider who has not passed Feed 2 by 1:00 pm or Feed 3 by 2:30pm will be extracted.

Scary Sweep #2 and Radio

The Scary Sweep #2 will start behind last rider of the Scary Challenge race and drive from start to finish. At the friendly turnaround all Scary riders are cutoff at 11am and strongly encourage to go back on Friendly route or take a ride back. Take race numbers of those that continue onto Scary route after cutoff. Continue on and start collecting signage and extract riders as necessary. Any rider who has not passed Feed 2 by 1:00 pm or Feed 3 by 2:30pm will be extracted. If rider chose to keep riding pass cut off, take note of their race number. Check in with each corner marshals and let them know they are done and leave arrow markers for cutoff riders still on course. Collect any signs, high vis vests, volunteer tags, etc if corner marshals are not heading back to Water Valley.

The Radio Operator role is is to accompany the Scary Sweep #2 and keep Net Control up to date on status of Scary convoy. Communicate to Net Control and use "Scary Sweep" in your communications in addition to your legal call sign. Use an FRS radio to communicate with Scary Sweep #2. Note that Scary Sweep #1 will rove from front to back tending with issues and Scary Sweep #2 will remain behind the last rider. You may need to regroup at checkpoints to communicate updates to sweeper vehicles if the FRS radio is not working properly.

Ideally the Scary Sweep #2 will drive the course to the end but there is a chance they may fill with riders and need to return to WV. In this case the Radio Sweeper will remain with the cube van and passenger van and continue to sweep to the next checkpoint. They will regroup here and wait for the Scary Sweep #2 to return or carry on to the next checkpoint if directed by Net Control. Weather conditions will dictate if extra trips are required and will be the discretion of the Sweeper and Radio Control.

Friendly Sweep #1 (no radio operator)

Lead out the Friendly racers at the start line, 9:10am start. Once you catch up with the back of the Scary Sweeper racers, float along Friendly course. You may also check in at the Feed 1/Friendly turnaround to help with aid station duties, as this is a very busy. You will NOT have radio communication, so check in with the radio operator at the Friendly turnaround to see if the Friendly Sweeper 2 needs assistance such as extracting riders or bikes, especially in bad weather.

Friendly Sweep #2 and Radio

The Friendly Sweep #2 follows the last rider of Friendly Ghost race to provide assistance to riders needing medical or dejected rider. a call in for ambulance, or extract due to mechanicals and assist in rider extractions if needed. Riders may be brought back to Water Valley or to the Feed 1/Friendly Turnaround where there's food, shelter, and blankets. Also a cube van is on standby at the Friendly Turnaround to transport bikes back to Water Valley. It will be your discretion on how to coordinate trips to extract riders.

The Radio Operator role is is to accompany the Friendly Sweep #2 and keep Net Control up to date on status of Friendly convoy. Communicate to Net Control and use "Friendly Sweep" in your communications in addition to your legal call sign. Use an FRS radio to communicate with Friendly Sweep #2. Note that Friendly Sweep #1 will rove from front to back tending with issues and Friendly Sweep #2 will remain behind the last rider.

Ideally the Friendly Sweep #2 will drive to the Friendly Turnaround and return to Water Valley but there is a chance they may fill with riders and need to return to WV early. In this case the Radio Sweeper will remain with the cube van and passenger van and continue to sweep slowly to the Friendly Turnaround where they will regroup and wait for the Friendly Sweep #2 to return. If the cube van and passenger van are also full by the time they arrive at the turnaround, a convoy of multiple vehicles and the Radio Sweeper will need to return to WV and return for more riders. Weather conditions will dictate if extra trips are required and will be the discretion of the Sweeper and Radio Control.

Pilot/Chase Vehicle

[NTD: This year it will be a mass start at Water Valley so the Pilot is not a pace car as in previous years. Need to update procedure here]

Tim will lead the championship group from the start line until where the gravel begins, at approximately 20 km/hr. The Pilot Vehicle will be waiting at the gravel and let the lead group pass and then follow until the group fractures. Fall in behind the lead group and follow for the remainder of the course and drop back or speed up if the lead group changes. In the twisty descent after the Friendly Turnaround, you won't be able to keep up with them so don't bother trying. Hang back and keep them in sight for the race. Radio for first aid if needed.

Communicate to Net Control and use "Pilot" in your communications in addition to your legal call sign.

Cube Van and Passenger Van

The general game plan is start with the last sweeper of the Friendly race. Ideally the cube van only heads in one direction and follows the entire 118km route in tandem with the Passenger Van. If a mass extraction is needed (usually at Friendly turnaround) and van is too full, may go back to WV to offload bikes. Always checking in with radio operators along the way to see if cube van is urgently needed elsewhere. Cutoff times are: Feed 1 (Friendly turnaround) = 11:00am (these riders are encouraged to ride back on Friendly route), Feed 2 = 1:00pm, Feed 3 = 2:30pm. Checking in with the last Scary sweeper before leaving each aid station. Riders should take timing chip off the bike and keep on their person.

Ideally the cube van will not be full by the Feed #1 turnaround but in the case of inclement weather and multiple riders requiring extraction, an extra trip back to WV may be required before they can carry on past Feed #1. The process for an extra trip are found in the Sweeper #2 roles above.

Ambulance

The ambulance remains in WV until required. The paramedics will receive specific instructions of where the incident is located. When they arrive at Corner 7, this radio operator will escort the ambulance if required. More information is located in the Procedure #1 in

Section 12 regarding seriously injured rider extraction. Net Control will need to determine if Corner 7 needs to be backfilled while the Radio Operator is escorting the Ambulance.

[NTD: This year we will have two ambulances, so this section will need to be edited. Likely one ambulance remain in WV and another stationary on the course, perhaps at Feed #2 at the far end of the course.]

Roving Medic

The medic will ride with a radio operator around the course. They will wait at Feed #1 until the Scary Ghost group passes and then rove within the group which can be quite spread out by this point. If an injury occurs, they will be closest to respond and assess the situation and determine if the Ambulance is required. It is important that Net Control knows the location of the medic so they can be deployed to specific locations as required. There is a road between Stay Left and the 84km mark that can be used as a short cut to bypass a slow part of the course if required. Prior to the race, this road, owned by Canlin Energy, needs to be confirmed if it is open on both ends.

This role will need to meet with Aaron Medical prior to the 8am convoy to Feed #1 so that they are prepared to leave on time. Aaron Medical should be aware that one of the medics will be following the race with a radio operator and the other is staying with the ambulance in Water Valley, but there is always a chance of miscommunication. Last year the ambulance arrived late, after 9am, so adjustments might be required.

Communicate to Net Control and use “Medic” in your communications in addition to your legal call sign.

[NTD: This section may need to be edited depending on how we utilize the second ambulance]

Race Coordinator

The Race Coordinator (Ted) will have a Radio Operator with them at all times to keep them informed of race progress on the course and available to make any real time race decisions. Refer to the Race Coordinator as “Race Control”. It may be helpful if Ted still has an FRS radio on channel 5, if they are not within sight of the Radio Operator – this can be determined on the day of the race.

8. Event Emergency Response Plan

The Event will consist of 3 start times:

9:00 am Scary Ghost – Championship Categories

9:05 am Scary Ghost – Challenge Categories

9:10 am Friendly Ghost Racers

Event follow plan:

- Each start group will have a follow vehicle.
 - The Scary Ghost Race will be followed by two sweep vehicles, one with a first-aid trained volunteer
 - The Friendly Ghost Race will be followed by two sweep vehicles, one with a first-aid trained volunteer
 - A Paramedic will rove the Scary Ghost group in a vehicle with radio communications. This vehicle can communicate with race control and all the check points so they can be deployed as required
- A sweep vehicle will follow the slowest riders of the Friendly Ghost group. This is expected to become the last rider on the road.
- Should riders have medical incidents from the Race or Fondo categories, the Paramedic or first-aid trained volunteer will triage and tend to injuries on-site.

Sweep plan for rider contingency:

- Each Feed Zone (2 & 3) will begin to collapse their feed zone after the last rider and sweep pass their location:
 - This will be indicated by the arrival of the sweep vehicle in the case of Feed #2 or the cutoff time of 1pm
 - This will be indicated by the arrival of the sweep vehicle in the case of Feed #2 or the cutoff time of 2:30pm
 - Riders not meeting the cutoff times will be extracted
- Each Feed Zone is able to provide shelter for DNF riders until the sweep vehicles can extract the riders
- In addition to Feed Zones, There are six dedicated Sweep Vehicles:
 - Two sweep vehicles follow the Scary Ghost, one roving mid pack and one behind the last rider.
 - Two sweep vehicles follow the Friendly Ghost, one roving mid pack and one behind the last rider
 - One of the sweep vehicles following the Scary Ghost and one following the Friendly Ghost will have radio communications to all checkpoints and Race Control
 - Two additional vehicles perform a final sweep of the course with more capacity for riders and bicycles and ensure no one is left behind
- A lead out vehicle will start the race and continue with the lead group of the Scary Ghost around the entire course

Emergency medical plan:

- All injuries will be tended to on-site by the Paramedic or first-aid trained volunteers
- A Paramedic will start at Feed #1 and rove the Scary Ghost group around the course. This vehicle will have radio communications for deployment if required
- There is limited cell phone coverage on the course, so each checkpoint has an amateur radio operator that can communicate with Race Control in Water Valley, the roving Paramedic and with several vehicles following the racers

- An ambulance (Aaron Paramedic) will be parked at the finish line and can be deployed as required by the medical staff.

9. Roles for Radio Operators if an Emergency Response is Required

If an emergency response is required, communicate the details regarding the location of the incident, information of the type of incident back to Net Control. Provide as much detail as possible and be sure to provide good location details so the Race Coordinator can determine the best response which may include deploying the ambulance or even requesting STARS to attend. All volunteer packages will include generic ABA incident forms to be filled out if there is an incident.

If a rider is seriously injured and the ambulance needs to be deployed, refer to Procedure #1 in Section 12.

Wildlife reports such as livestock or horses on the road or bear sightings should be reported to Net Control so the Race Coordinator can decide what action should be taken depending on the level of danger presented. In most cases the issue location will be reported to each checkpoint so riders can be made aware. Any dangerous road or course conditions should also be reported to Net Control so the Race Coordinator can determine the best response.

Weather Alerts will be communicated from Net Control to radio operators to inform riders and volunteers of changing situations on the course. Any inclement weather should be reported to Net Control so the Race Coordinator can determine the best course of action and so the conditions can be communicated to the other radio operators to inform riders and volunteers. The Race Coordinator will inform of any dangerous weather conditions that may impact the race. This may include wildfire smoke alerts.

10. Rider Times

Use this worksheet to record the time at which the first rider passes the checkpoint and when the last rider passes the checkpoint. This table is most important for the Net Control to record times for the Race Coordinator to reference. Please return this form when returning your lanyard and checking out as a volunteer.

Location Name	Lat	Long	First Rider Time	Last Rider Time
Radio 1: WV Start/Finish	51.50392	-114.61361		
Corner 7	51.51197	-114.75195		
Radio 2: Feed #1 & Friendly Turnaround	51.45877	-114.98087		
Corner 1	51.449	-115.03821		
Hunter Valley Campground	51.4964	-115.0731		
Radio 3: Stay Left	51.53139	-115.09754		
High Point	51.5591	-115.1266		
Burnt Timber Campground	51.5924	-115.1648		
Radio 4: Feed #2 and Corner 2	51.6094	-115.17991		
Corner 3	51.63581	-115.1437		
84km	51.5715	-114.9845		
Radio 5: Feed #3 and Corner 4	51.58043	-114.93548		
Corner 5	51.57229	-114.84817		
Radio 6: Corner 6	51.58592	-114.81256		

12. Procedures

1. Seriously Injured Rider

The ambulance remains in WV until required and will be deployed if a rider is seriously injured. The paramedics will receive specific instructions of where the incident is located. When they arrive at Corner 7, this radio operator will escort the ambulance if required. Net Control will need to determine if Corner 7 needs to be backfilled while the Radio Operator is escorting the Ambulance.

Net Control will require the following information;

- specific location (GPS coordinates ideally), landmarks,
- rider number (the ABA has a rider list that can look up the rider name and any medical conditions, etc)
- type of incident, injuries, type of response required, number of people involved
- potential best route to get there
- if the ambulance is not familiar with the course route (which is likely), the Radio Operator at Corner 7 will escort them to the location. All location specific information will need to be communicated to the Corner 7 operator prior to the ambulance arriving

Once Aaron Medical arrives at the incident, they are in charge of the rider extraction. They will likely still require radio communications to determine the next steps. Last year, Aaron Medical fetched the rider from the course and brought him back to WV where an AHS ambulance transported him to Foothills hospital.

2. ABA Injury forms

- All volunteer packages will include generic ABA Sport Injury Report Forms to be filled out if there is an incident.
- Carthy is the point person to receive ABA Injury Forms. Please give her any forms when you return to Water Valley. They will be returned to the ABA.

3. Rider extraction (not medical emergency)

This applies when a rider is extracted by someone other than race volunteers. Riders are supposed to advise a checkpoint when they are being extracted so they can be properly accounted for. We cannot control what riders do on the course, but if possible we should;

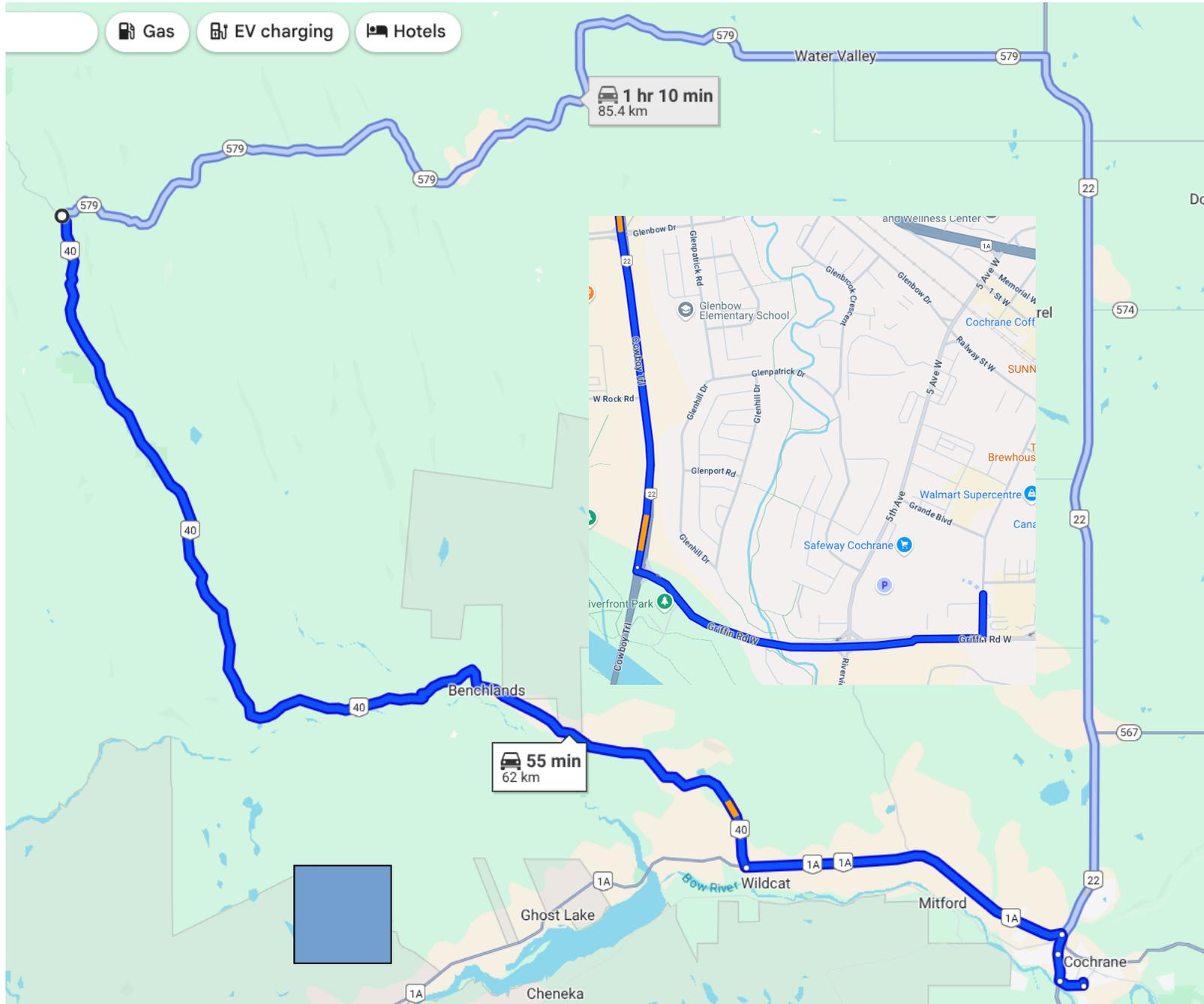
- Record the riders Plate Number, Racer Name and Name of the person doing the extraction
- Report the collected information back to Net Control

4. Dealing with last riders for final sweep

This year the riders will have a pre-race meeting at the start line where cutoff times will be discussed so as to discourage riders from continuing if they do not make the cutoff time. Riders are encouraged to get into the sweep vehicle to be extracted. If they do not;

- the rider should forfeit their chip and plate
- Rider plate number should be communicated to Net Control so that the Race Coordinator and the ABA knows who is still out on course.
- we will just have to follow them out, Net Control will ask the Race Coordinator who will follow the rider out.

13. Map to Urgent Care/Hospital



14. Map of Water Valley Race HQ [NTD: there may be changes here for 2026]

