



2015 Rocky Mountain Rally
October 31 & November 1, 2015

Radio Operator Directions

National Day 1; Points Counting Regional

	Section	Map Ref.	Transit Distance	Stage Distance	Target Time	Car 0 Start
RZ 0	Distance to next refuel		98.60	42.20		
MTC 0	Transit to Parc Exposé / Start Leg 1		4.47		0:10	9:00
TC 0A	Parc Exposé in		0.00		1:20	9:10
TC 0B	To SS1		32.62		0:40	10:30
ATC 1						11:10
SS 1	Dog Leg Reverse 1	A to C		14.90	0:13	11:13
FTC 1	Transit to SS 2		9.73		0:45	11:26
ATC 2						12:11
SS 2	Westside 1	A to B		12.40	0:11	12:14
FTC 2	Transit to SS3		20.00		0:45	12:25
ATC 3						13:10
SS 3	Dog Leg Reverse 2	A to C		14.90	0:13	13:13
FTC 3	Transit to Service 1		31.78		0:35	13:26
TC 3A	Service 1 In					14:01
	Service 1				0:30	
TC 3B	Service 1 Out / ReStart/ReSeed in / Start Leg 2				0:15	14:31
TC 3C	Reseed Out / Transit to SS4		32.05		0:45	14:46
RZ 1	Refuel Zone: Distance to next refuel		61.26	29.76		
	<i>Distance to Finish without remote fuel</i>		<i>133.51</i>	<i>59.52</i>		
ATC 4						15:31
SS 4	Forster Creek 1	C to B		15.03	0:13	15:34
FTC 4	Transit to SS5		29.21		0:45	15:47
ATC 5						16:32
SS 5	Dog Leg 1	C to A		14.73	0:13	16:35
FTC 5	Transit to SS6		10.04		0:45	16:48
RZ 2	Remote Fuel: Distance to next refuel		72.25	29.76		
	The remote fuel zone is approximately .2 Km into the transit from FTC5 to ATC 6					
ATC 6						17:33
SS 6	Forster Creek 2	C to B		15.03	0:13	17:36
FTC 4	Transit to Stage 7		29.21		0:45	17:49
ATC 7						18:34
SS 7	Dog Leg 2	C to A		14.73	0:13	18:37
FTC 7	Transit to Finish Day 1		33.00		0:35	18:50
MTC 7A	Finish Day 1					19:25
	Saturday Stage Distance	101.72	30%			
	Saturday Transit Distance	232.11	70%			

Leg 1

Leg 2

National Day 2; Club Rally

	Section	Map Ref.	Transit Distance	Stage Distance	Target Time	Car 0 Start	
MTC 7B	Transit to SS 9 / Start Leg 3		19.78		0:35	8:30	Leg 3
RZ 3	Distance to next refuel		39.20	34.73			
ATC 8						9:05	
SS 8	Hawke Rd West 1	D to E		17.13	0:15	9:08	
FTC 8	Turnaround- Out times will be assigned				0:50	9:23	
SS 9	Hawke Rd East 1	E to D		17.60	0:15	10:16	
FTC 9	Transit to Service 2		19.42		0:25	10:31	
TC 9A	Service 2 In					10:56	
	Service 2				0:30		
TC 9B	Service 2 Out / Restart/Regroup in / Start Leg 4				0:15	11:26	
TC 9C	Regroup Out / Transit to SS 10		19.78		0:35	11:41	Leg 4
RZ 4	Refuel Zone: Distance to next refuel		53.78	34.73			
ATC 10						12:16	
SS 10	Hawke Rd West 2	D to E		17.13	0:15	12:19	
FTC 10	Turnaround- Out times will be assigned		0.00		0:50	12:34	
SS 11	Hawke Rd East 2	E to D		17.60	0:15	13:27	
FTC 11	Transit to Finish		34.00		0:30	13:42	
MTC 11a	Finish					14:12	
	Sunday Stage Distance		69.46	43%			
	Sunday Transit Distance		92.98	57%			
	Total Stage Distance		171.18	34%			
	Total Transit Distance		325.09	66%			



2015 Rocky Mountain Rally

October 31 & November 1, 2015

Radio Operator Directions

To the Saturday Stages *From the Copper Point Resort*

- Head back out to Hwy 93/95, zero a trip odometer and turn right (north.)
- Continue through lights and travel approx 13 km to Radium Hot Springs,
- At the 4 way stop in Radium, turn left onto Forster's Landing Road.
- At about 14.3 km Turn left onto Horsethief Creek Road, just before the lumber yard
- At about 23 km Stop at the junction of Horsethief Creek and Westside Road.

For Alpha, Blockers 1 through 24, and Bravo

- Turn Right, onto Westside Road.
- At about 28.6 km Turn left onto Dogsleg Lake RD
- At about 29.0 km You will be at the Alpha start line. This is an intersection with a road on the right and a trail on the left.
- Reset your trip odometer and drive the distance into the stage to your blocker position as listed on the maps. There will be white markers with black numbers to identify the locations.
- 6.0 km From Alpha. Blocker 12 is straight ahead.
- To get to blockers 13 to 24 and Bravo, continue right past all three roads in this area.
- 7.3 km From Alpha. Blocker 15. The stage continues to the right at this location.

For Charlie and Blockers 25 through 33

- Continue straight ahead on Horsethief Creek Road.
- At about 28.7 km Turn Right onto Forester Creek FSR, this is Charlie.
- About 200m from the junction there is a post on the right side of the road. This is the start line for Charlie.
- Reset your trip odometer and drive the distance into the stage to your blocker position as listed on the maps.
- There will be white markers with black numbers to identify the locations.
- 5.4 km From Charlie. Blocker 29. The stage continues to the right at this Y junction.

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

To the Sunday Stages *From the Copper Point Resort*

- Head back out to Hwy 93/95, zero a trip odometer and turn Left (south).
- Continue through Farimont Hot Springs to a distance of about 26 km,
- Turn Right onto Westside Road.
- At about 33.4km, turn left onto Hawke Road. In about 400m you will see the stage start.
- Reset your trip odometer and drive the distance into the stage to your blocker position as listed on the maps.
- There will be white markers with black numbers to identify the locations.
- The Stage road follows the obvious roads, with a couple of exceptions
- At 3.52 km, the stage goes left, then over a cattle guard
- At each junction at 10.3, 10.6, and 10.93 keep Right
- At 13.3, turn Right.

To return to Invermere, for all positions it is best if you return using the same route you took to get to your positions.

Instructions for all radio operators

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

Checkpoint radio operators

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

Blocker & spectator radio operators

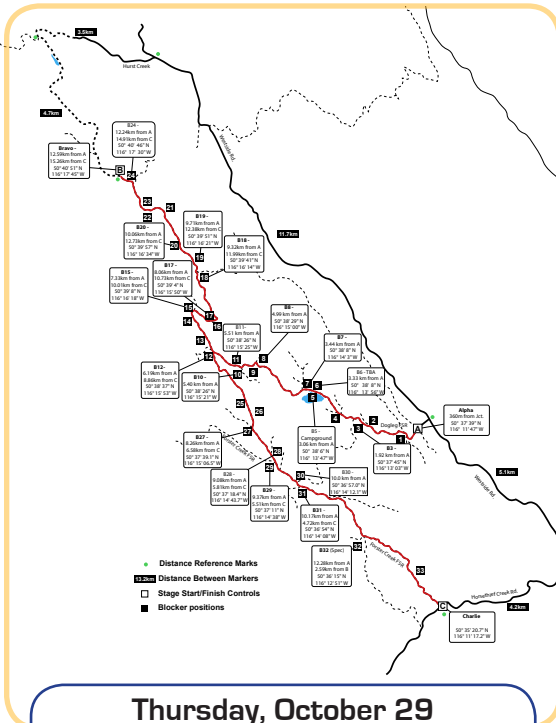
- Park in such a location as to minimize the chance a rally car uses you or your vehicle as brakes, but try to block the road with your vehicle.
- Use enough pylons to block the non-rally road. Put some a ways up the blocked road so that a vehicle approaching from behind will realize something is up.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

Mobile vehicle radio operators.

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



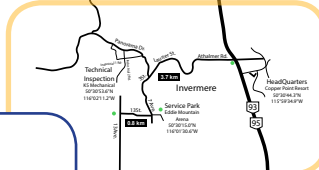
2015 Rocky Mountain Rally Overview Map October 31 & November 1, 2015



Thursday, October 29
Set-up crews marking and taping stage roads

Friday, October 30
Competitor reconnaissance, 9:00am to 5:00 pm

Saturday, October 31
Road Closed Between 10:00am and 9:00pm (latest)



Thursday, October 29
Competitors and volunteers arrive in area
HQ open at Copper Point 7:00 pm to 9:00 pm

Friday, October 30
HQ open at Copper Point 8:00 am to 10:00 pm
Service Park Move-in, Arena 5:00 pm to 9:00 pm
Technical Inspection at 6:00pm to 9:00 pm

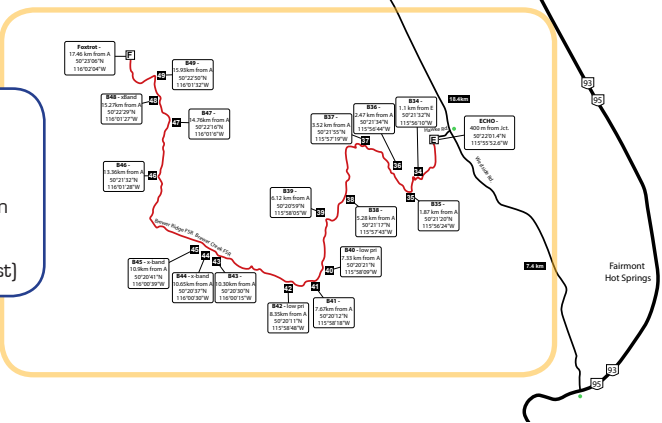
Saturday, October 31
Headquarters (Copper Point) open 7:30 am to 9:45 am
Service Park open 9:00 am to 10:00 pm
Headquarters (Arena) open 10:00 am to 7:45 pm

Sunday, October 31
Headquarters (Arena) open 7:45 am to 12:15 pm
Service Park open 7:45 am to 5:00 pm
Headquarters (Copper Point) open 12:30 pm to 5:00 pm
Cars Finish & award ceremony 2:30 pm to 5:00 pm

Thursday, October 29
Set-up crews marking and taping stage roads

Friday, October 30
Competitor reconnaissance, 9:00am to 5:00 pm

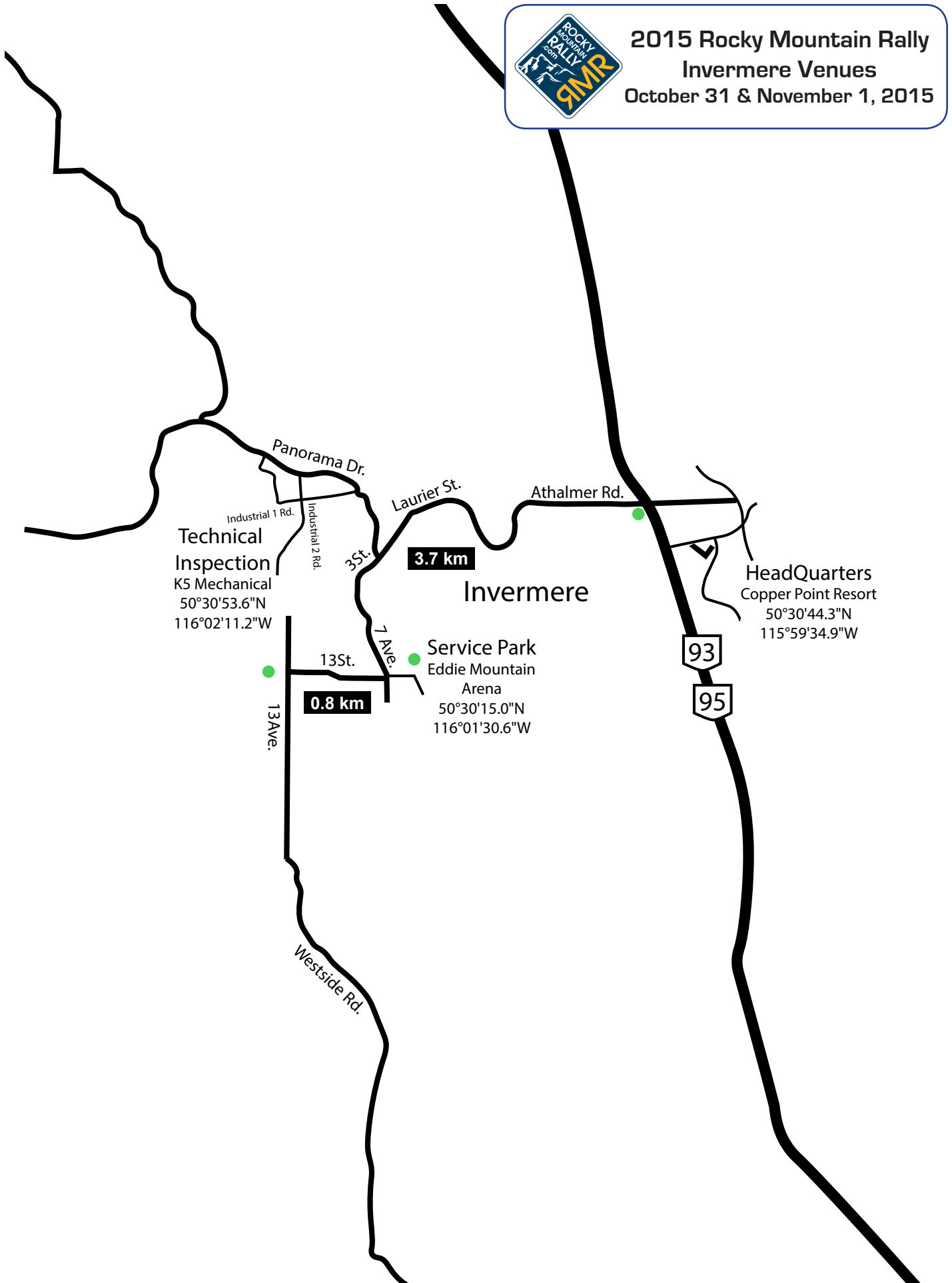
Sunday, October 31
Road Closed Between 8:00am and 3:00pm (latest)



Fairmont Hot Springs



2015 Rocky Mountain Rally
Invermere Venues
October 31 & November 1, 2015

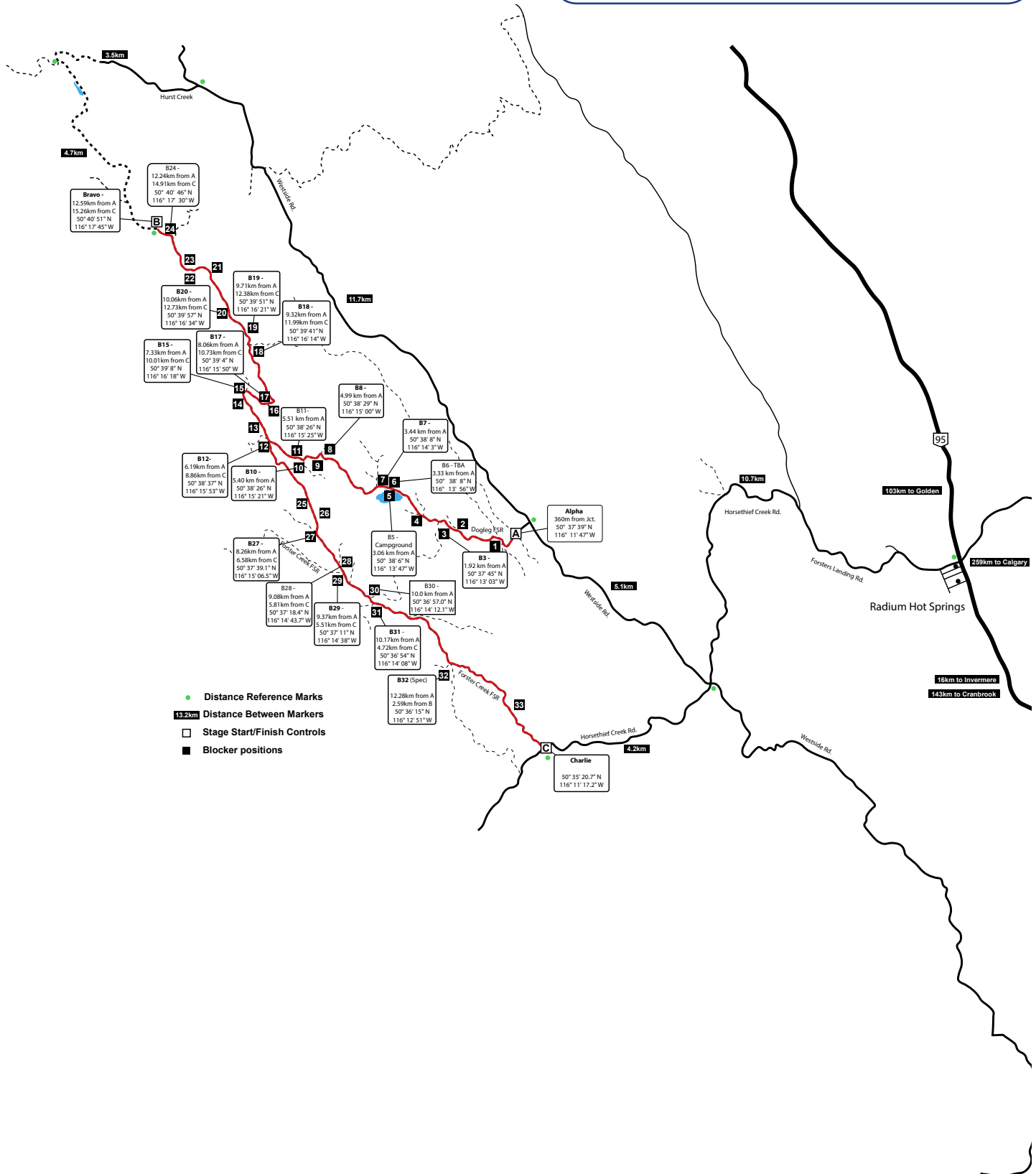




2015 Rocky Mountain Rally

Saturday Stage Overview

October 31, 2015

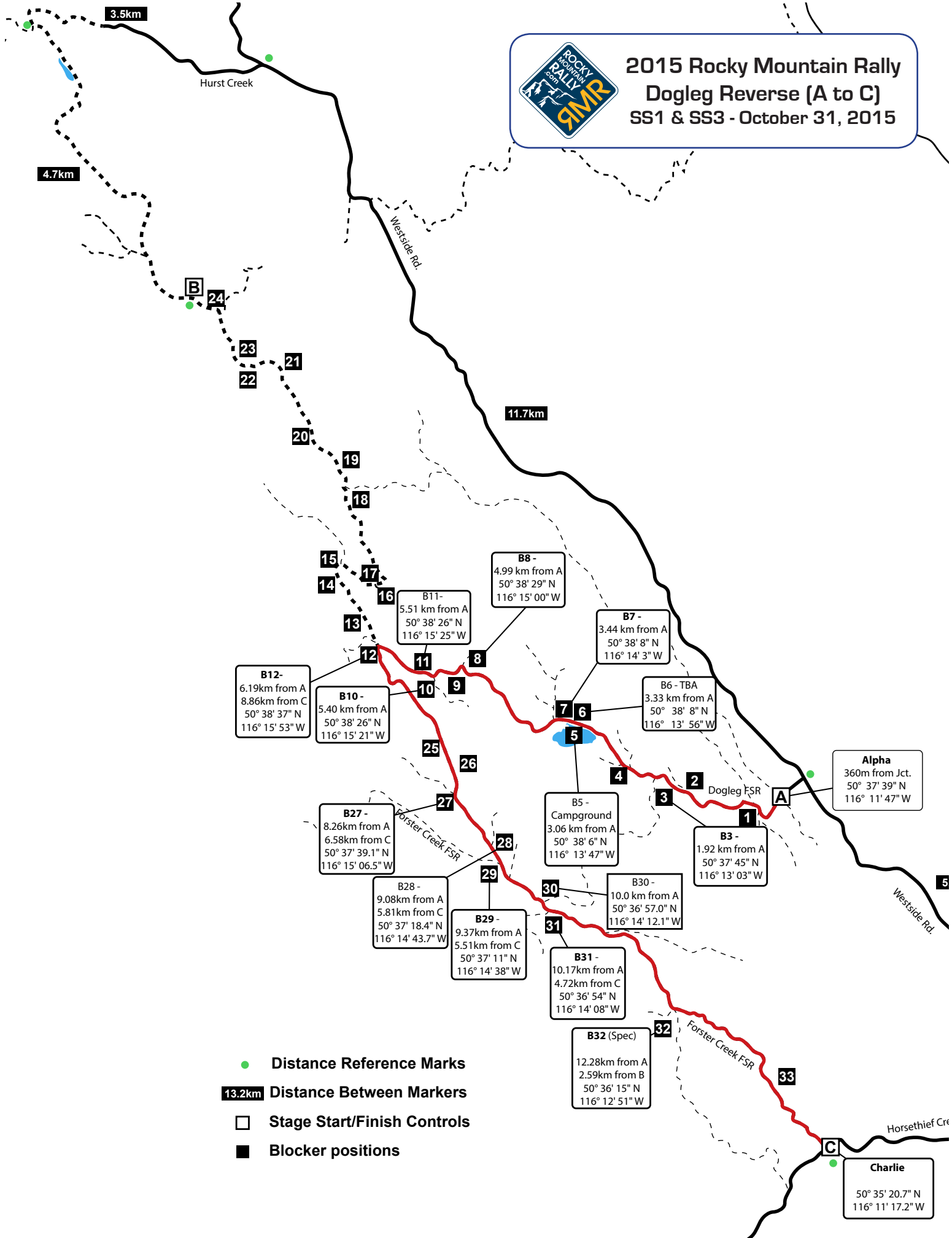




2015 Rocky Mountain Rally

Dogleg Reverse (A to C)

SS1 & SS3 - October 31, 2015

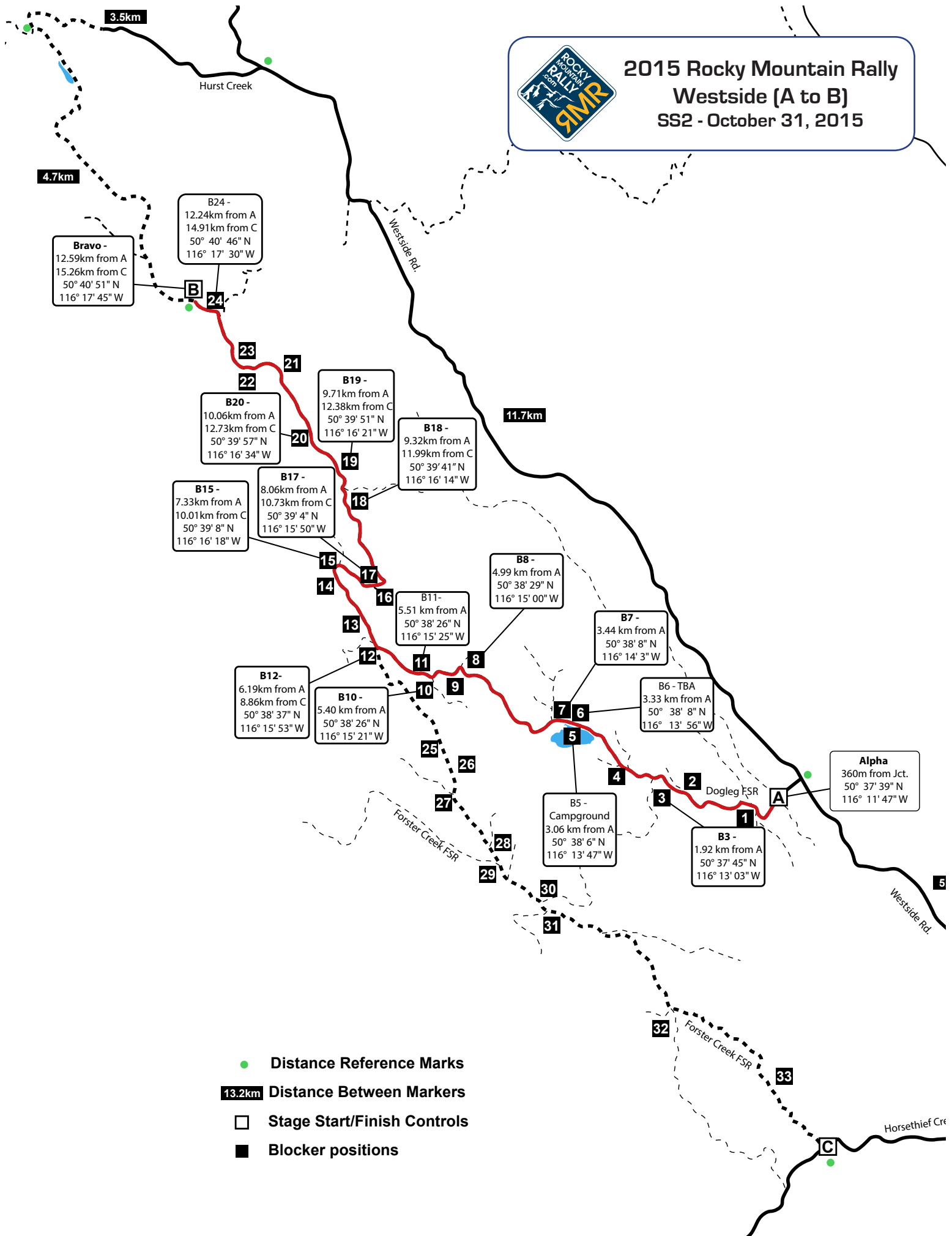


- Distance Reference Marks
- 13.2km Distance Between Markers
- Stage Start/Finish Controls
- Blocker positions

- B12** - 6.19km from A
8.86km from C
50° 38' 37" N
116° 15' 53" W
- B10** - 5.40 km from A
50° 38' 26" N
116° 15' 21" W
- B11** - 5.51 km from A
50° 38' 26" N
116° 15' 25" W
- B8** - 4.99 km from A
50° 38' 29" N
116° 15' 00" W
- B7** - 3.44 km from A
50° 38' 8" N
116° 14' 3" W
- B6 - TBA** - 3.33 km from A
50° 38' 8" N
116° 13' 56" W
- Alpha** - 360m from Jct.
50° 37' 39" N
116° 11' 47" W
- B5 - Campground** - 3.06 km from A
50° 38' 6" N
116° 13' 47" W
- B3** - 1.92 km from A
50° 37' 45" N
116° 13' 03" W
- B27** - 8.26km from A
6.58km from C
50° 37' 39.1" N
116° 15' 06.5" W
- B28** - 9.08km from A
5.81km from C
50° 37' 18.4" N
116° 14' 43.7" W
- B29** - 9.37km from A
5.51km from C
50° 37' 11" N
116° 14' 38" W
- B30** - 10.0 km from A
50° 36' 57.0" N
116° 14' 12.1" W
- B31** - 10.17km from A
4.72km from C
50° 36' 54" N
116° 14' 08" W
- B32 (Spec)** - 12.28km from A
2.59km from B
50° 36' 15" N
116° 12' 51" W
- Charlie** - 50° 35' 20.7" N
116° 11' 17.2" W



2015 Rocky Mountain Rally Westside (A to B) SS2 - October 31, 2015

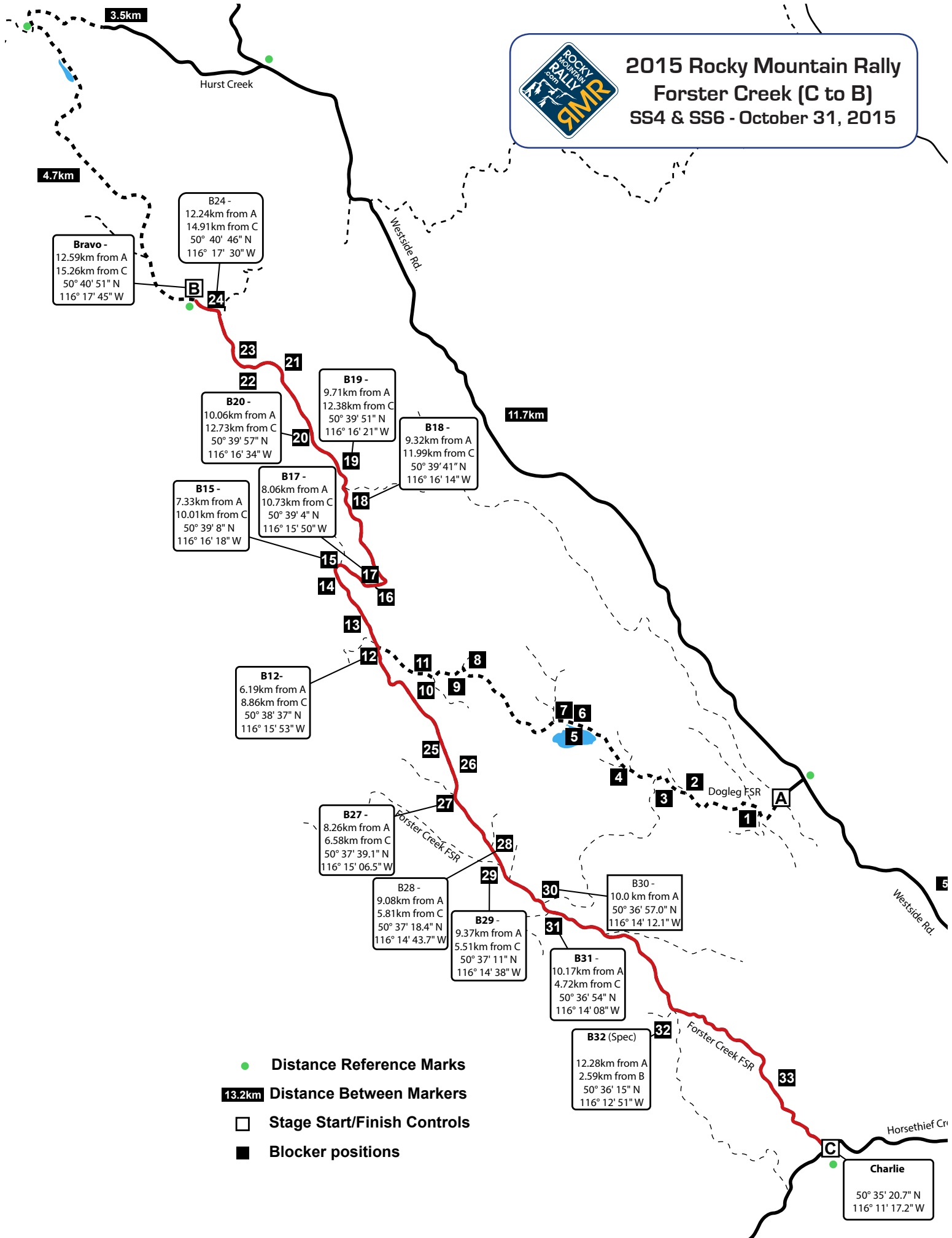




2015 Rocky Mountain Rally

Forster Creek (C to B)

SS4 & SS6 - October 31, 2015



- Distance Reference Marks
- 13.2km Distance Between Markers
- Stage Start/Finish Controls
- Blocker positions

Bravo -
 12.59km from A
 15.26km from C
 50° 40' 51" N
 116° 17' 45" W

B24 -
 12.24km from A
 14.91km from C
 50° 40' 46" N
 116° 17' 30" W

B20 -
 10.06km from A
 12.73km from C
 50° 39' 57" N
 116° 16' 34" W

B19 -
 9.71km from A
 12.38km from C
 50° 39' 51" N
 116° 16' 21" W

B18 -
 9.32km from A
 11.99km from C
 50° 39' 41" N
 116° 16' 14" W

B15 -
 7.33km from A
 10.01km from C
 50° 39' 8" N
 116° 16' 18" W

B17 -
 8.06km from A
 10.73km from C
 50° 39' 4" N
 116° 15' 50" W

B12 -
 6.19km from A
 8.86km from C
 50° 38' 37" N
 116° 15' 53" W

B27 -
 8.26km from A
 6.58km from C
 50° 37' 39.1" N
 116° 15' 06.5" W

B28 -
 9.08km from A
 5.81km from C
 50° 37' 18.4" N
 116° 14' 43.7" W

B29 -
 9.37km from A
 5.51km from C
 50° 37' 11" N
 116° 14' 38" W

B30 -
 10.0 km from A
 50° 36' 57.0" N
 116° 14' 12.1" W

B31 -
 10.17km from A
 4.72km from C
 50° 36' 54" N
 116° 14' 08" W

B32 (Spec)
 12.28km from A
 2.59km from B
 50° 36' 15" N
 116° 12' 51" W

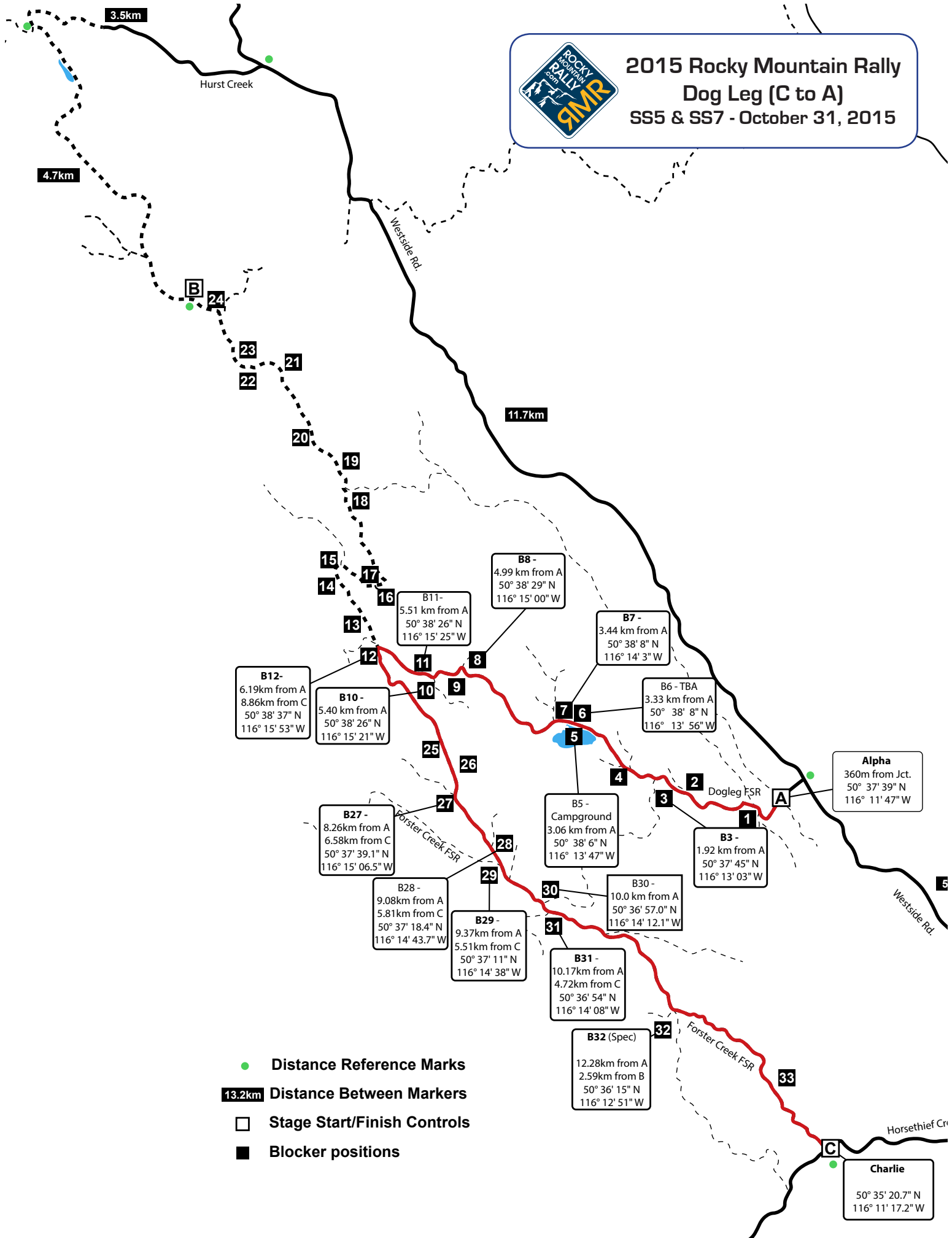
Charlie
 50° 35' 20.7" N
 116° 11' 17.2" W



2015 Rocky Mountain Rally

Dog Leg (C to A)

SS5 & SS7 - October 31, 2015



- Distance Reference Marks
- 13.2km Distance Between Markers
- Stage Start/Finish Controls
- Blocker positions

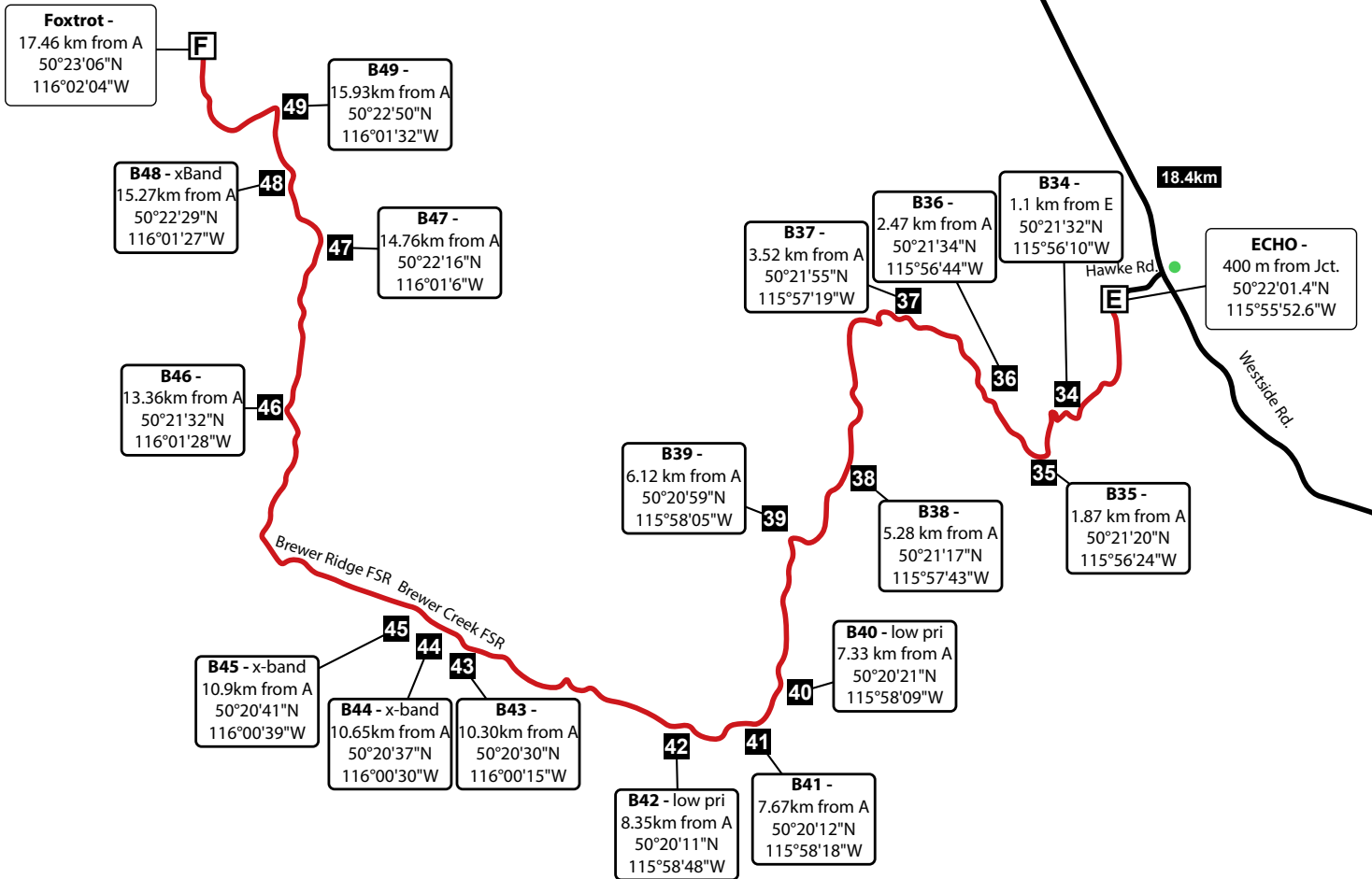
- B12** - 6.19km from A
8.86km from C
50° 38' 37" N
116° 15' 53" W
- B10** - 5.40 km from A
50° 38' 26" N
116° 15' 21" W
- B11** - 5.51 km from A
50° 38' 26" N
116° 15' 25" W
- B8** - 4.99 km from A
50° 38' 29" N
116° 15' 00" W
- B7** - 3.44 km from A
50° 38' 8" N
116° 14' 3" W
- B6 - TBA** - 3.33 km from A
50° 38' 8" N
116° 13' 56" W
- Alpha** - 360m from Jct.
50° 37' 39" N
116° 11' 47" W
- B5 - Campground** - 3.06 km from A
50° 38' 6" N
116° 13' 47" W
- B3** - 1.92 km from A
50° 37' 45" N
116° 13' 03" W
- B27** - 8.26km from A
6.58km from C
50° 37' 39.1" N
116° 15' 06.5" W
- B28** - 9.08km from A
5.81km from C
50° 37' 18.4" N
116° 14' 43.7" W
- B29** - 9.37km from A
5.51km from C
50° 37' 11" N
116° 14' 38" W
- B30** - 10.0 km from A
50° 36' 57.0" N
116° 14' 12.1" W
- B31** - 10.17km from A
4.72km from C
50° 36' 54" N
116° 14' 08" W
- B32 (Spec)** - 12.28km from A
2.59km from B
50° 36' 15" N
116° 12' 51" W
- Charlie** - 50° 35' 20.7" N
116° 11' 17.2" W



2015 Rocky Mountain Rally

Hawke Rd. (Both Directions)

SS8, SS9, SS11, SS12
November 1, 2015



Radio Reporting Log

STAGE	0	1	2	3	4	5	6	7	8	9
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Write down the stage number and the stage name Please provide a handwriting sample by writing the digits in the boxes above.

Car	Start Time	Passed	Finish Time
17 12	12:17	12:19:30	12:24:03

Car	Start Time	Passed	Finish Time	Car	Start Time	Passed	Finish Time
000				24			
00				25			
0				26			
1				27			
2				28			
3				29			
4				30			
5				31			
6				32			
7				33			
8				34			
9				35			
10				36			
11				37			
12				38			
13				39			
14				40			
15				41			
16				42			
17				43			
18				44			
19				45			
20				46			
21				47			
22				48			
23				49			

Radio Reporting Log

STAGE	0	1	2	3	4	5	6	7	8	9
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Write down the stage number and the stage name Please provide a handwriting sample by writing the digits in the boxes above.

Car	Start Time	Passed	Finish Time
17 12	12:17	12:19:30	12:24:03

Car	Start Time	Passed	Finish Time	Car	Start Time	Passed	Finish Time
000				24			
00				25			
0				26			
1				27			
2				28			
3				29			
4				30			
5				31			
6				32			
7				33			
8				34			
9				35			
10				36			
11				37			
12				38			
13				39			
14				40			
15				41			
16				42			
17				43			
18				44			
19				45			
20				46			
21				47			
22				48			
23				49			

Radio Reporting Log

STAGE	0	1	2	3	4	5	6	7	8	9
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Write down the stage number and the stage name

Please provide a handwriting sample by writing the digits in the boxes above.

Car	Start Time	Passed	Finish Time
12	12:17	12:19:30	12:24:03

17

Car	Start Time	Passed	Finish Time	Car	Start Time	Passed	Finish Time
000				24			
00				25			
0				26			
1				27			
2				28			
3				29			
4				30			
5				31			
6				32			
7				33			
8				34			
9				35			
10				36			
11				37			
12				38			
13				39			
14				40			
15				41			
16				42			
17				43			
18				44			
19				45			
20				46			
21				47			
22				48			
23				49			

Radio Reporting Log

STAGE	0	1	2	3	4	5	6	7	8	9
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Write down the stage number and the stage name Please provide a handwriting sample by writing the digits in the boxes above.

Car	Start Time	Passed	Finish Time
12	12:17	12:19:30	12:24:03

17

Car	Start Time	Passed	Finish Time	Car	Start Time	Passed	Finish Time
000				24			
00				25			
0				26			
1				27			
2				28			
3				29			
4				30			
5				31			
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16				42			
17				43			
18				44			
19				45			
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22				48			
23				49			

Radio Reporting Log

STAGE	0	1	2	3	4	5	6	7	8	9
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Write down the stage number and the stage name

Please provide a handwriting sample by writing the digits in the boxes above.

Car	Start Time	Passed	Finish Time
12	12:17	12:19:30	12:24:03

17

Car	Start Time	Passed	Finish Time	Car	Start Time	Passed	Finish Time
000				24			
00				25			
0				26			
1				27			
2				28			
3				29			
4				30			
5				31			
6				32			
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11				37			
12				38			
13				39			
14				40			
15				41			
16				42			
17				43			
18				44			
19				45			
20				46			
21				47			
22				48			
23				49			

Radio Reporting Log

STAGE	0	1	2	3	4	5	6	7	8	9
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18				44			
19				45			
20				46			
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23				49			

Radio Reporting Log

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Radio Reporting Log

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Radio Reporting Log

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Radio Reporting Log

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File: 16690-50\Rally

October 10, 2015

Keith Morison – via email keith@morison.ca
Calgary Sports Car Club
c/o 2220 25th Ave NW
Calgary, AB
T2M 2C1

Dear Keith Morison:

This authority cancels and replaces our previous authority issued on October 7, 2015. Under the authority of Section 6(1) of the Forest Service Road Use Regulation, I authorise the erection of a traffic control device to close the Horsethief - Dogleg FSR (5467.05) and the Horsethief - Forster Creek FSR (5467.02)) for the period of 10:00 hours to 20:30 hours on Saturday October 31, 2015. I also authorise the erection of a traffic control device to close the Brewer Ridge (FSR) (4981.02) for the period of 08:00 hours to 15:00 hours on Sunday November 1, 2015.

We are prepared to issue a permit under the following conditions:

1. All known users must be notified of the event and support the road and the road closures.
2. Participants must drive to the conditions of the road.
3. Public traffic will not be held up for longer than two hours.

Yours truly,

J. Harry Mitchell, R.P.F.
District Manager
Rocky Mountain Resource District

pc: Cc. Daryl Crowley Compliance and Enforcement – via email



CERTIFICATE OF LIABILITY INSURANCE

ASN CANADA FIA



DATE: 20 October 2015

This certificate of insurance neither affirmatively nor negatively amends, extends or alters the coverage afforded by the policies scheduled herein. It is furnished as a matter of information only, confers no rights upon the holder and is issued with the understanding that the rights and liability of the parties will be governed by the original policy or policies as they may be lawfully amended by endorsement from time to time.

PRODUCER:	Stoneridge Specialty Insurance 195 Franklin Blvd. Unit 6 Cambridge, Ontario N1R 8H3		
INSURERS AFFORDING COVERAGE:	INSURER A:	Everest Insurance Company of Canada	
	INSURER B:	Everest Insurance Company of Canada	
INSURED:	ASN Canada FIA 481 North Service Road West, Suite A21 Oakville, Ontario L6M 2V6	Contact: Phone: Fax: Email Address:	ASN Canada FIA 905-403-9000 905-815-8771 insurance@asnCanada.com
Certificate Number:	15-236	Revision Number:	3

COVERAGES: This is to certify that the policies of insurance listed below have been issued to the insured named above for the policy period indicated, notwithstanding any requirement, term or condition of any contract or other document with respect to which this certificate may be issued or may pertain. The insurance afforded by the policies described herein is subject to all the terms, exclusions and conditions of such policies. ***Excludes Property Damage to Permanent Race Tracks.**

Insr Ltr	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	COMMERCIAL GENERAL LIABILITY	E2MS000025	April 1, 2015	April 1, 2016	Each occurrence	\$5,000,000
					*Damage to rented Premises (Each occurrence)	\$1,000,000
					Med Exp (any one occurrence)	\$25,000
					Personal & Adv injury	\$5,000,000
					General Aggregate	NIL
					Products-Comp/Op Aggregate	\$5,000,000
					Participant legal liability	\$5,000,000
					Non owned automobile liability	\$5,000,000
B	PARTICIPANT ACCIDENT	E2MS000025	April 1, 2015	April 1, 2016	Accidental death & dismemberment	\$50,000
					Excess Medical - Weekly Indemnity - (8 th day)	\$15,000
						\$200 x 104 wks

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS

Event: National Performance Rally
Location: Public and Private roads in and around Invermere, British Columbia
Date(s): October 31, 2015 - November 1, 2015
Additional Insured: The following are additional Insured but only with respect to liability arising out of the operations of the Named Insured:

- Affiliated Territories, member clubs within those territories, and any other entity or entities affiliated to ASN Canada FIA, their officers, directors, employees, agents, contractors, members, officials, competition vehicle owners, crew members
- Sponsors and advertisers who display the name or names of their products or services on competition vehicles participating in an event or whose name or names are associated with such an event
- Owners and lessees of premises used to conduct such events, their respective heirs, executors, successors and assigns are included as additional insured.
- Her Majesty the Queen in the right of the Province of British Columbia as represented by the Minister of Forests, Lands and Natural Resource Operations together with the employees, agents and servants of the Minister
- Her Majesty the Queen in the right of the Province of British Columbia as represented by the Minister of Transportation together with the employees, agents, and servants of the Minister
- Calgary Amateur Radio Association
- District of Invermere
- Copper Point Resort
- Regional District of East Kootenay
- The Columbia Valley Recreation Centre Society
- The Village of Radium Hot Springs
- The Village of Canal Flats

CANCELLATION: Should any of the above described policies be cancelled before the expiration date thereof, the insurer will endeavour to mail thirty days written notice to the certificate holder, but failure to mail such notice shall impose no obligation or liability of any kind upon the insurer.

CERTIFICATE HOLDER	AUTHORIZED REPRESENTATIVE
Calgary Sports Car Club	

Emergency Procedures

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

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

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

Be aware we are looking for the following information:

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

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

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

If you are not directly involved in the incident:

Keep the frequency clear of traffic.

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

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

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

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

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

In all situations

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



