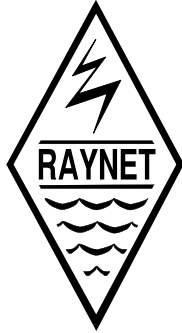


Tunnocks Tour of Mull 2007



RAYNET
Operations Guide



Strathclyde RAYNET Group Tour of Mull 2007

Guide For Operators

This document must be read in conjunction with the Safety Manual

Introduction

This is our Twenty Fourth year operating as Raynet for the Tour of Mull Rally.

This years route is again similar to last years so should not present any surprises.

This year sees the continuation of the use of the MSA safety radio system (81MHz MSA Safety and Medical channel and 2 UK General channels) on all of the stages – this may mean you do not hear as much of the routine rally traffic as before but the main stage status information will still be passed to Rally HQ via Raynet

If you can assist in installing and later recovering our Talk-Through System this would be appreciated, and gives you an opportunity to explore the more remote and picturesque parts of the island.

We again intend to have an informal Social Evening at 7.00pm on the Sunday, followed by a short wash down meeting at 8.30pm where you have the chance to express your valued comments. The venue will again be the Salen Hotel with a format similar to last years.

(Remember 12:30, Friday, 12th October, Isle of Mull Hotel, Craignure, is the final briefing meeting.)

Enjoy yourself, behave and drive responsibly and add to our good reputation.

Contacts During the Event (contact first on the net)

Deputy Group Controller Engineering	Crawford Adrian	GM8HBY GM1FML
Equipment Distribution	Kenny Rik	GM1MMK GM8TT

Telephone Numbers

RAYNET Control, Salen Hotel 01680 300 599 (*For emergency use only*)

Arrival Frequencies

Strathclyde RAYNET Group frequency 145.225 MHz.

Control will also be monitoring the MSA Safety & Medical Channel (81.5750MHz) and MSA "Red" (UK General 86.3750MHz) for the local area around Salen.

Overview of the Event

This is the 38th year of the Tour of Mull. Throughout its history it has had a unique status in the world of Motorsport. The event is organised by the 2300 Club, formerly the Mullard Motor Cycle and Car Club. The MMCCC initials were later translated to the 2300 Club. The first Tour of Mull Rally took place in 1969. In recent years the rally has been run on closed roads, 1990 being the first event after the Act of Parliament was passed. When the Act is in operation the road ceases to be a public highway providing over 160 miles of closed road competition for up to 150 competitors. The road is closed throughout its length at the time stated in the safety schedule and may be opened earlier than the published time by the passage of a marked road-opening car.

Briefing Meeting

One important briefing meeting will take place for **all** Radio operators.

Isle of Mull Hotel, Craignure on Friday , 12th October, 12.30pm.

If you cannot make this meeting, please ensure that you contact Control at Salen as soon as possible thereafter to arrange collection of the final technical updates and operator positions.

Signing On

All Marshals, Rally Officials and Radio personnel are required to sign the official MSA signing-on sheet. Signing on sheets will be available at:

Isle of Mull Hotel, Craignure

Location testing

The net will be controlled (almost continuously) from 1400 Hrs Friday to end of rally. It is suggested that you test your link to control for your Friday, Saturday afternoon and Saturday night locations. Please do this on the Friday, prior to 1700 hours, and report any problems to the engineering team. It may be too late to make any changes on Friday night but problems notified on the Friday, prior to 1700 hours, can be worked around.

RAYNET Image

It is important that you display the Tour of Mull RADIO sign supplied by 2300 Club and the standard MSA Radio symbol if you have one. Please note however it is the policy of Strathclyde RAYNET Group NOT to use vehicle beacons and we request that you do not do so while on the island. In previous years there has been an amount of confusion caused by people displaying RAYNET insignia while not on Raynet duty (e.g. wearing jackets while spectating). Please only wear your jackets etc. when on actual RAYNET duty.

Getting to your position

You may find that the road closes (very early) making it appear you must spend (too many) hours away from your accommodation. Careful pre-parking of your car may assist. A note of the actual road closure times can be found in the appendix at the rear of this document. Road closure times for individual stages are published in the Safety Manual

A list of operator positions has been provided. Be aware that you **MUST** collect final information from the Isle of Mull Hotel or from Salen Hotel on the Friday as pre event draft documentation will probably change.

Overview of Operator positions

The Raynet voice net will provide a direct link to rally HQ for the stage officials. Information such as revised start times and the official approval for the stage to run (Green Status) should come from rally HQ via this net.

Start Operators

It is suggested that you be in position around 30 minutes before road closure time and make yourself known to the Stage Commander and MSA Radio operator. Arrange to take up a position which will allow you to liaise with the Stage commander and MSA Radio operator. Use the tactical callsign "Start X". In the event of an incident and the Stage Commander going into the stage, you should remain at the start and be prepared to relay information from the incident. The stage Recovery vehicle will travel to any incident to act as the communications link. You should keep a timed log of any officials, doctors etc entering the stage and note the time the stage was stopped at and the numbers of the last 3 competitors to enter the stage. Control will require this information once the incident has been dealt with.

Stage Finish

The notes for start operators (above) apply equally to Finish operators. You will be working with the Deputy Stage Commander and Finish MSA Radio operator at the stop line (not the flying finish) of your stage. Use the tactical callsign "Finish X".

Reporting Official Rally Cars & Competitors and stage status.

All stations should routinely report (by number, not designation), the arrival/departure **TIME of the Flying Control Car (00) and first competitive car. The times reported should be the actual official rally times obtained from the marshals.**

A typical report may be "Car 00 arrived F1 20:04".

All other official vehicles are being tracked by APRS and need not be routinely reported. Control may ask for a status update if it has "Lost" any of these vehicles

Also required are the numbers of the last 3 cars and the total number of **competitive** cars in and out of the stage together with numbers and locations of all cars known to be "Off" in the stage. This information should be available from the co-sited MSA operator

You may wish for your own information to log the numbers of cars as they pass through your location.

Please retain this information so that in the event of a query after your stage has been stood down the information is still readily available.

Control Link Operators

Control Link operators (Where used) should be co-sited with the MSA radio controller for the stage. The location is given in the operator position schedule. Note this location may not be on the actual stage.

You should plan to be operational about the same time as the related stage, i.e. at least 30 minutes before road closure.

You will be the direct contact from the MSA radio controller back to rally HQ.

Details of any incidents on the stage should be relayed to Control together with any routine admin information that the Rally officials in control require.

You may hear duplicated information on both the MSA and Raynet channels – this is expected and should only be queried if there is a discrepancy in the data.

Insurance Notice

Signing On

You **MUST** do this. It will provide you with whatever additional cover the Rally has provided.

Closed Roads and Rally Participation

Your own car insurance will give you what you expect up to the point where "you enter a closed road section or a rally stage or an off road section."
Beyond this point you are on your own!
Take this into consideration while driving.

RAYNET Insurance

Provides cover for third party involvement, e.g. mast falling on others etc. It does not provide ANY motor or personal equipment insurance.

Stage close down procedure

You **MUST** remain in your position until you meet all the following criteria.

- 1 All running competitive cars have passed your position or "Out of Time Limit" (OTL) has been applied.
- 2 The "Road Opening Car", which opens the road to the public, has passed your location.
- 3 You have received permission from Control to stand down.

Notes:

Do not ask Control for permission to stand down until the road opening car has reached your location.

Control may require you to remain at your location, even if all your marshals have left, for safety reasons, which may not be explained over the air.

Use common sense when asking for permission to stand down (Control also wants to get you away) and wait for the short time it takes to tie up all the loose ends at the end of the stage.

If possible, continue to MONITOR your control for some time after being stood down, especially if you were a start or finish operator. Control may require confirmation of some facts relating to your stage.

CONTROLLED NET OPERATION

Friday 13th October (1400 hours) - Sunday 15th October (close final stage)

IMPORTANT

The volume of radio traffic, particularly prior to stage opening can be very high. To aid net management the following radio procedures should be used. **Please assist by identifying and testing your first and subsequent locations during the Friday, prior to 1700 hrs.** The net will be controlled from 1400 hours Friday. Make test calls via Control.

When operating through the talkthrough systems used on this event it is necessary to **leave a short pause**, between keying the microphone and speaking, to allow for all the talkthroughs in the chain to switch to transmit.

Motorsport is dangerous. Always leave a pause for URGENT or PRIORITY traffic.

GENERAL

- 1 Listen on the net frequency at all times when active on an event.
- 2 All calls to be made through CONTROL.
Avoid direct transmissions and requests for talkthrough unless the message is lengthy or complicated.
- 3 Write messages before transmission to ensure clarity.
- 4 Address all messages. A correctly addressed message sent to control will probably be overheard by the destination station and will only require to be "acknowledged".
- 5 Use plain language not codes so that your marshal can understand.
- 6 Listen and update your marshal with RELEVANT information overheard (i.e. Stage 2 now active). It may save him asking you to radio for information.

CALLSIGNS & TACTICAL CALLSIGNS

Callsigns are required when first joining the net, on leaving it, and on the first occasion if 15 minutes has elapsed since your last transmission. Whilst participating in the net you are not obliged to transmit your callsign while making contact with control. A suitable point to transmit your callsign is before the final 'out' at the end of message passing. Unnecessary callsigns should not be transmitted.

On a large event where members of many groups are involved it is more convenient to use a meaningful callsign than amateur callsigns. Callsigns such as Foxtrot 6, meaning 'finish of stage 6', enable Control & outstations to immediately identify where a station is located.

Use Tactical callsigns for all except licence requirements.

Talkthrough System

During the event the Island will be covered by a series of interlinked Talkthrough units enabling the outstations to remain in contact with control, situated in Rally HQ, at Salen. The system may be split into multiple controlled nets; e.g. North and South. Each net is formed by the use of multiple Talkthroughs, so as you move around the Island you will have to change frequencies. At Times, if traffic is light, the nets may be linked together to form one large network.

All operators should have a specially printed, **colour map showing the road coverage**. Each colour on the map represents a frequency and has been given a

channel number from one to nine. When you reach the island and collect the final information there will be a sheet detailing the frequencies for each channel.

While mobile around the Island it may be useful to get a feel of what you can use and where.

Do not use personal Talkthroughs unless approved to do so by the engineering team. The Group will not authorise any unnecessary operation on its Talkthrough permit and any operation may be illegal.

We have had instances of unapproved talkthroughs causing interference or lock-up on the main net and would ask your assistance in eliminating this possibility.

If communications don't work, talk to the engineering team on Friday afternoon.

Technical Notes

The rally is an extended event that lasts for several days, your equipment will consume large amounts of battery power even when only in receive. Ensure you have sufficient battery power available for the event.

Even with the extensive Talkthrough network, you will **require an efficient antenna system on your vehicle**; we recommend a 5/8th or equivalent antenna for 2m as a reasonable standard.

Most stage coverage is on 2m although there are some areas where you may be advised to use a 70cm frequency.

In the event of a failure in the Talkthrough system and loss of communications with control an effort should be made to establish communication with the other stations on your stage. The main aim would be to have Start to Finish communications wherever possible, using intermediate stations as relays if necessary. If one station on your stage can contact control by an alternative route please take advice from control as to the action to take. In some cases control may still be able to hear your traffic so please keep airtime to the minimum required for stage operations. It may be advisable to stay on your normal net frequency in the event that communications with control can be re-established

Helping out before and after

Anyone can lend a hand by helping to install or take down the facilities around the Island. It will let people get a feel for what the event is all about and let you meet the others involved. Contact Control if you want to assist.

This is particularly important after the event. We need your assistance to avoid a few individuals still dismantling some of the network on the Tuesday following the event. Engineering tests for next year's event are carried out following the close of the rally. If you wish to assist, contact Adrian GM1FML or control.

Control Procedures

Stage Opening

30 minutes before a stage goes live make a role-call of all operators on stage. Stage status will be reported by the safety officer and chief marshal and final approval for the stage to be activated (Green Status) will come from a rally official at HQ.

Routine Information

The APRS system is now monitoring the position of several of the course vehicles but remember to announce to the net that the stage is live when high speed cars enter the stage. Some information still requires to be passed by Voice and logged at control. The actual rally times of car 00 and the in and out times of the 1st competitor should be logged together with the numbers of the last three cars out of the stage and the total number of cars in and out of the stage. This information should be passed to the next stage letting them know who to expect.

Stage closing

Record all cars reported as off on a stage on the **Cars Off sheet**. This sheet is also carried by the Opening Car and by Recovery. When the Opening car reaches the stage start they will request the information of cars still in the stage. This they and Recovery will record in the same basic format.

81/86MHz MSA Nets

Routine Information should be received from the 81MHz MSA sub controls via the link stations should be the same as that from a locally controlled stage in previous years. Car 00, First competitor start and finish time, incidents, cars off in stage, total cars in/out and last three cars should be recorded as normal on the control information board. The only information not relayed should be the competitor tracking numbers. Note that this information may duplicate (or contradict!) the information received direct from the stage via the Raynet net.

APRS

The APRS system should display the current location of the various tracked officials on the display at your control location. It should therefore be unnecessary to ask these officials for their current position.

Please see the separate APRS Operations Notes document for further information on the APRS system operation

Wash down after the event

Traditionally held on the Sunday evening when everybody has had a chance to recover from the Friday/Saturday. The years venue is to be the Salen Hotel. This meeting is a good opportunity to air your views and generate feedback for the organisers.

Other operators who cannot attend are invited to send in comments / feedback in writing to Crawford, GM8HBY. This is an important part of the exercise and all comments, good or bad, will be used to improve next year's event.

Crawford Ross, GM8HBY
Strathclyde Raynet Group
16 Glebe Crescent
Airdrie
ML6 7DH

Tel: 01236 755177
[E-mail: gm8hby@strathclyde-raynet.com](mailto:gm8hby@strathclyde-raynet.com)

Tour of Mull Operators

The Raynet Tour of Mull event has operators from many parts of the country. Most of our personnel return year after year. You may know someone, that we cannot reach, who would like to take part, whether in your Group or elsewhere. This is not a closed event, pass the word around, we will be pleased to have their assistance (and cause them sleepless nights).

Remember to keep us informed of any change of contact details if you want to be kept informed of future events.

Road Closures 2007 Tunnock's Tour of Mull

Under the terms of the Strathclyde Regional Council Confirmation Act 1990, the following roads will be closed for the 2007 Tunnock's Tour of Mull Rally at these times:

Friday Night / Saturday Morning 12/13th October - Start Tobermory 20:00

Road	Description	Proposed Closure	Earliest Opening
Mishnish Lochs	Glengorm x-roads to Kilmore Terrace at Dervaig	19:00 – 23:30	22:40
Dervaig / Hill Road	Glen Aros Junction at Dervaig to the Hill Road Junction	19:20 – 00:20	22:55
Hill Road / Loch Tuath	Hill Road Junction over to Torloisk. Torloisk – Killiechronan	19:45 – 00:45	23:00
Ardtun Road, Bunessan	From The Old Road at Ref: 3886 2172 to the Knochan Crossroads at Ref: 4050 2305	22:25 – 03:25	01:55
Loch Scridain / Tioran	B8035 From Kinloch Junction to Balevulin.	23:10 – 04:10	02:30
Gribun	1 Mile South of Balmeanach to Knock Farm	23:20 – 04:20	02:45
Calgary Bay	Torloisk via Calgary to the Hill Road Junction at Dervaig	00:00 – 05:00	03:30
Mishnish Lochs	Kilmore Terrace at Dervaig to Glengorm x-roads	00:30 – 05:30	03:50

Saturday Afternoon 13th October - Start Salen 12:00

Road	Description	Proposed Closure	Earliest Opening
Loch Tuath	From Gruline x-roads to Torloisk	11:30 – 16:30	14:40
Hill Road	From Torloisk to the Junction at Dervaig	11:45 – 16:45	15:50
Calgary Bay	Hill Road Junction at Dervaig via Calgary to Torloisk	12:10 – 17:10	15:50
Mishnish Lochs	Kilmore Terrace at Dervaig to Glengorm x-roads	12:55 – 17:55	16:15
Gribun	Knock Farm to 1 Mile South of Balmeanach	13:55 – 18:55	17:30
Loch Scridain / Tioran	B8035 From Balevulin to Kinloch Junction.	14:10 – 19:10	17:45

Saturday Night / Sunday Morning 13/14th October - Start Salen 21:00

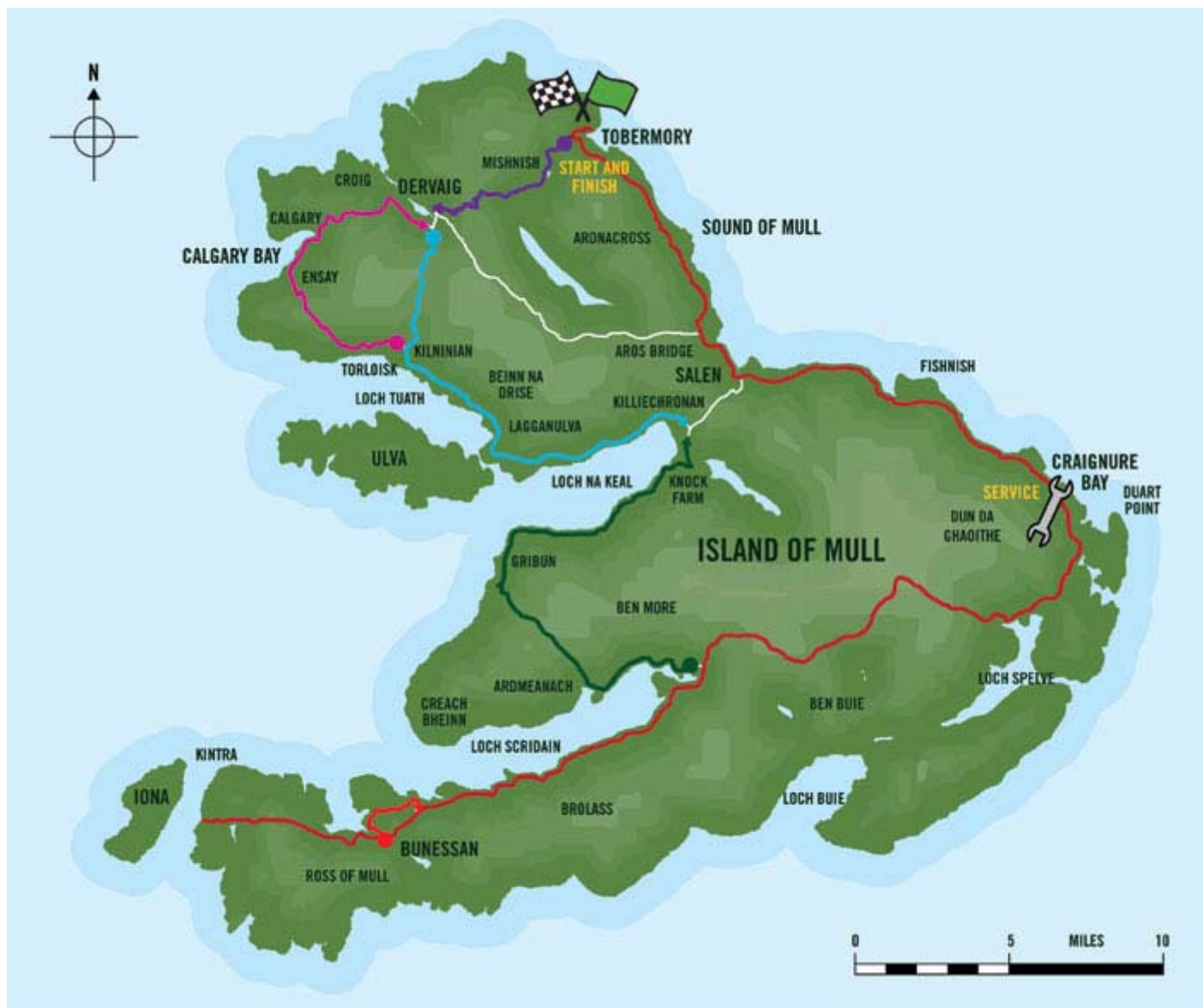
Road	Description	Proposed Closure	Earliest Opening
Loch Tuath / Calgary Bay	From Gruline x-roads to the Hill Road Junction at Dervaig via Torloisk & Calgary Bay	20:10 - 01:10	23:40
Mishnish Lochs	Kilmore Terrace at Dervaig to Glengorm x-roads	21:00 - 02:00	00:25
Loch Scridain / Tiroran	B8035 Kinloch Junction to Balevulin.	23:15 - 04:15	02:50
Gribun	1 Mile South of Balmeanach to Knock Farm	23:30 - 04:30	03:10
Hill Road / Glen Aros	Torloisk to Aros Bridge (Salen) via Hill Road & Glen Aros	00:05 - 05:05	03:50

Road Closures

At the time of closure the roads will be signposted and marshalled at both ends. Junctions along the road will be taped off and marshalled. Tracks and driveways will also be taped off. The stakes and tapes will be in position well before the closure time so that they can be tied across as close to closure time as possible. This is a legal requirement and we ask for your patience. They will be removed after the passage of the Rally.

Closed roads means closed in the legal sense. The road, including passing places and verges, is out of bounds to non-Rally vehicles (including bicycles), people and animals for the duration of the closure period. Thus, intending spectators should be in their chosen places before the closure becomes effective and **MUST** remain there until the road is open again. Care is needed in selecting a viewpoint from which to watch the Rally. Standing on the outside of bends or directly in the line of oncoming cars is highly dangerous. Rally officials will direct spectators to safe areas and stages will not be started until it is safe to do so.





Friday Night Stages



Stage	Time	Colour on Map
Start Tobermory	20:01	
Stage 1	20:08	Purple
Stage 2	20:31	Blue
Service Craignure	21:14	
Stages 3 & 4	23:15	Red
Stages 5 & 6	00:03	Dark Green
Stage 7	01:02	Pink
Stage 8 (Stage 1 in reverse)	01:28	Purple
Finish Tobermory	01:43	

Saturday Afternoon Stages



Stage	Time	Colour on Map
Start Salen	12:01	
Stage 9	12:11	
Stages 10 & 11	12:52	
Stage 12	13:57	
Service Tobermory	14:11	
Stages 13 & 14	15:08	
Finish Loch Scridain	15:37	

Saturday Night Stages



Stage	Time	Colour on Map
Start Salen	21:01	
Stage 15	21:11	Purple
Stage 16	21:55	Pink
Service Craignure	22:56	
Stages 17 & 18	00:23	Blue
Stage 19	01:22	Dark Green
Finish Tobermory	02:01	

Mull 2007 - Locations 06/10/07 - Draft

Draft 3 Allocations

Please check and confirm that these locations are still valid on the event date

Stage	Name	Start Op	Finish Op	Road Closed	Radio in Pos	Set Up By	FCD	Est Last Car	MSA Ch	Control
Stage 1	Mishnish Lochs 1	GM4RQK	GM4VAY	19:00	18:37	19:05	20:07	22:37	Red	Tartan
Stage 2	Hill / Tuath	GM8XNQ	GM8KWQ	19:20	18:58	19:25	20:28	22:58	81	Tob
Stage 3	Ardtun 1	GM7GNK	2M1GLD	22:25	21:36	22:26	23:04	01:42	Blue	Silk
Stage 4	Ardtun 2	GM7GNK	2M1GLD				23:15	01:54	Blue	Silk
Stage 5	Loch Scridain 1	GM1MMK	GM6AJS	23:10	22:18	23:11	23:48	02:28	81	Rede
Stage 6	Gribun 1	GM6FPX	MM0AZQ	23:20	22:32	23:23	00:02	02:43	Red	Swift
Stage 7	Calgary Bay 1	GM3ZHX	GM4SGB	00:00	23:11	00:01	00:41	03:25	81	Atlas
Stage 8	Mishnish Lochs 2	GM4VAY	GM4RQK	00:30	23:33	00:35	01:03	03:51	Red	Tartan
Stage 9	Tuath	GM8XNQ	2M1GLD	11:30	10:41	11:30	12:11	14:41	Blue	Tob
Stage 10	Calgary Bay 2	GM6AJS	GM4VAY	12:10	11:17	12:15	12:47	15:22	81	Atlas
Stage 11	Calgary Bay 3	GM6AJS	GM4VAY				13:20	15:57	81	Atlas
Stage 12	Mishnish Lochs 3	GM7MTK	GM4RQK	12:55	12:12	12:55	13:42	16:21	Red	Tartan
Stage 13	Loch Na Keal	GM8KWQ	GM6CKR	13:55	13:14	13:57	14:44	17:25	Blue	Rede
Stage 14	Loch Scridain	GM1MMK	GM7GNK	14:10	13:31	14:25	15:01	17:44	81	Swift
Stage 15	Loch Tuath/Calgary	GM4SGB	GM8XNQ	20:10	19:41	20:11	21:11	23:41	81	Tob
Stage 16	Mishnish Lochs 4	GM7MTK	GM4RQK	21:00	20:14	21:10	21:44	00:25	Red	Tartan
Stage 17	Loch Scridain 3	GM1MMK	GM7GNK	23:15	22:38	23:20	00:08	02:51	Blue	Swift
Stage 18	Gribun 2	MM0AZQ	GM6FPX	23:30	22:52	23:35	00:22	03:06	Red	Silk
Stage 19	Hill Rd/Glen Bellart	GM4VAY	GM3ZHX	00:05	23:31	00:20	01:01	03:48	81	Atlas

2007 TOUR OF MULL - ENTRY LIST

No.	Driver/Navigator	Car	Cls	No.	Driver	Car	Cls
1	Neil MacKinnon/Mike Stayte	Subaru Impreza WRC	D	77	David Stubbs/Rick Forster	Ford Escort Mk2	C
2	Dougi Hall/Andy Richardson	Mitsubishi Lancer Evo 8	D	78	Alan McLaughlin/Paul Beaton	Ford Puma	A
3	Calum Duffy/Iain Duffy	Ford Escort Mk2	D	79	Jonathan Mounsey/Drew Sturrock	Mitsubishi Lancer Evo 9	D
4	John Cope/Robert Fagg	Subaru Impreza WRC	D	80	Paul Marshall/Paul Rusted	Triumph TR7 V8	D
5	Paul Kirtley/Jim Kitson	Subaru Impreza WRC	D	82	Brian MacLeod/Thomas M Watt	Ford Escort Mk2	C
6	James MacGillivray/Ian Fraser	Ford Escort Mk2	D	83	Grant Fleming/Fergus Loudon	Ford Escort Mk2	C
7	Tony Bardy/Reg Smith	Hyundia Accent WRC	D	84	Graham Brown/Ross Laurie	Mazda 323 Turbo	D
8	Denis Biggerstaff/Graham Thomson	Subaru Impreza WRC	D	85	Derek Carless/Martin Pettitt	Peugeot 205 GTi	C
9	Paul MacKinnon/Andrew Roughead	Subaru Impreza N10	D	86	David Calvert/Dave Fotheringham	Ford Escort Mk2	C
10	Billy Bird/Plug Pulleyn	Mitsubishi Lancer Evo 6	D	87	Bruce Edawrds/Sandy Loynd	Darrian T9	C
11	Eddie O'Donnell Jnr/Eddie O'Donnell Snr	Ford Escort RS	D	88	Kris Hall/Ella Flynn	Peugeot 205 GTi	B
12	David Miller/Andrew Bailey	Subaru Impreza	D	89	Martin Fox/Nigel Webster	Subaru Impreza WRX ST4	D
14	John Swinscoe/Paula Swinscoe	Mitsubishi Lancer Evo 9	D	90	Donald Brown Snr/Alec Brown	Talbot Sunbeam	B
15	David Bogie/Andy Mort	Mitsubishi Lancer Evo 9	D	91	Stevie Brown/Ian Robertson	Vauxhall Nova GSi	B
16	Daniel Harper/Chris Campbell	BMW Mini Cooper S	D	92	Alistair Wilson/Susan Brown	Ford Escort Mk2	C
17	William Bonniwell/Kevin Rae	Subaru Impreza Grp A	D	93	Murdo Morrison/	Toyota Starlet Cosworth	C
18	Lyndon Barton/Johnny Vance	Subaru Impreza WRC S8	D	94	Andrew Smith/Rowena Hay	Peugeot 205 GTi	C
19	Tristan Pye/Kirsty Riddick	Subaru Impreza N11	D	95	Rick Fry/Stephen Thompson	Subaru Impreza WRX	D
20	Doug Weir/Linda Brown	Ford Escort Mk2	C	96	Chris Pedley/Chris Snr Pedley	Suzuki Swift Mk2	A
21	Dave Hopwood/Paul Grattidge	Ford Escort Mk2	C	97	Allan Mackay/Mo Downey	Ford Anglia WRC	B
22	Pat Johnson/Graham Harper	Subaru Impreza STI	D	98	John Lloyd/Darren Garrod	Peugeot 205 GTi	B
23	Martin Healer/Shawn O'Gorman	Ford Escort WRC	D	99	Mark Constantine/Andrew Constantine	Vauxhall Corsa	A
24	John Cressey/Stn Quirk	BMW Mini Cooper S	D	100	Gordon Milne/Paul Watson	Suzuki Swift	A
25	Ian Chadwick/PJ O'Dowd	Peugeot 106 Mk2	D	101	Nick Stamper/Steve Rogers	Subaru Impreza Grp A	D
26	George Mcdonald/Ian Nicoll	Opel Corsa S1600	B	102	Pete Gibson/David Gibson	Vauxhall Nova 1600	B
27	Mike Storrar/Weazel Currie	Ford Anglia	B	103	Ewen MacGillivray/Andrew Falconer	Vauxhall Nova Mk1	A
28	Stuart McQueen/Neil Shanks	Mitsubishi Lancer Evo 7	D	104	Jim Brindle/Paul Whittaker	Rover Mini	A
29	John Marshall/Paul Hughes	Subaru Impreza 555	D	105	Tracey Louise Muir/Garry Muir	Citroen AX CITE	A
30	Barry Renwick/Chris Sanderson	Subaru Impreza WRC	D	106	David Steggle/Mark Hadfield	Vauxhall Astra Mk3	C
31	Jim Carty/	MG 6R4	D	107	William Langford/Thomas Paterson	Vauxhall Astra GSi	C
32	Giles Brooksbank/Peter Nowell	Subaru Impreza 98 WRC	D	108	Connor Corkill/Richard Nelson	Ford Escort Mk1	B
33	Tommi Graham/Mike Baily	Mitsubishi Lancer Evo 9	D	109	Jim McDowall/Colin Johnstone	Talbot Lotus Sunbeam	D
34	Chris Tooze/Jo Tooze	Mitsubishi Lancer Evo 9	D	111	Malcolm Davey/Paul Slingsby	Ford Escort Mk1	B
35	Tugs Sherrington/Sam Bould	Ford Escort Mk2	C	113	Paul Redford/Patrick Daley	Vauxhall Corsa	B
36	Craig Bennett/Alan Shilladay	Metro 6R4	D	114	Stephen Taylor/Charlie Chatburn	Subaru Impreza RA	D
37	Cameron MacLean/Alastair Fraser	Ford Escort Mk2	C	116	Gavin Johnson/Neil Bye	Ford Escort Mk2	D
38	Paul Daniel/Louise Sutherland	Ford Escort Mk2	A	117	Ian Ackroyd/Martin Young	Ford Escort Mk2	C
39	Ian Dixon/Mark Mason	Ford Escort RS Cosworth	D	118	Haydn Williams/Paul Stringer	Nissan Micra WRC	A
40	Tim Stell/Mike Yates	Subaru Impreza	D	119	Iain Noble/Alan Noble	Ford Escort Mk1	C
41	Iain MacKenzie/Angus MacKenzie	Peugeot 106 Cup Car	B	121	Richard Egger/Pat Egger	Vauxhall Nova	C
42	Grum Willcock/Donna Harper	Opel Manta GTE	C	122	Shug Rutherford/Roger Lewis	Peugeot 205 Rwd	B
43	Ian Corkill/Howard Allison	Ford Escort Mk1	C	123	Kim Baker/	Peugeot 205	B
44	John Morrison/Alistair MacKay	Mitsubishi Lancer Evo 9	D	124	Dave Dalglish/Colin Harkness	Subaru Impreza STI	D
45	Steve Davies/Lesley Hastie	Ford Escort Mk3	C	126	Paul Blackburn/Alexis Harper	Vauxhall Corsa	A
46	Jim Mc Kenna/Arfur Kierans	Toyota Starlet	B	127	Drew Struthers/Jim Johnston	Talbot Sunbeam	C
47	Alan Gardiner/Robin Nicolson	Ford Escort Mk2	C	128	Alan Cowan/Lock Horsburgh	Peugeot 106 XSi	A
48	John Paterson/Paul Macfadyen	Proton Satria	B	129	Mike Kent/Colin Stockil	Ford Escort Cosworth	D
49	Robert Davies/Mike Goodman	Mitsubishi Lancer Evo 7	D	130	Donna Ingram/	Austin Mini	A
50	Jamie Smith/Mark Hemingway	Subaru Impreza RS11	D	131	Louise Thomas/Wendy Whittaker	Rover Mini Cooper	A
51	Chris Woodcock/Heidi Woodcock	Mitsubishi Lancer Evo 6	D	133	Brian MacPhail/Kay MacDonald	Peugeot 205 GTi	B
52	Robert Mathieson/Harry MacLean	Talbot Sunbeam	C	134	Norman MacPhail/Neil MacVicar	Vauxhall Corsa GSi	B
53	Carl Tuer/Rob Tuer	MG ZR Super 1600	B	135	Geoffrey Gallagher/Angus Milne	Peugeot 205 GTi	C
54	Chris (Curly) Haigh/Sally Peacock	Ford Escort Mk1	C	136	David Holland/Neil Gater	Ford Escort RS Mk2	C
55	Ian Woodward/Rich Pover	Ford Escort Mk2 GAC	C	137	Christopher Baker/Jamie Reddaway	Talbot Samba	A
56	Dave Thwaites/Tony Walker	Ford Escort Mk2	D	138	Chris Melling/Sarah Clarke	Vauxhall Astra GTE Mk2	C
57	Stephen Hall/Aggie Foster	Triumph TR4	D	139	Martin Beech/Steve Hallmark	Peugeot 205 GTi	C
58	Steven Ronaldson/Michelle Falconer	Metro 6R4	D	140	Fergus Gray/Martin Jenkins	Peugeot 106 Rallye	A
59	John Woodward/Kevin Ikin	Ford Escort GAC Mk4	C	142	Martin ('Ogs') Oglesby/Rod ('Noggin') Carter	Subaru Legacy rwd Atmo	D
60	Alan Kirby/Colin Burley	Subaru Impreza RA	D	143	Mark Booth/Colin Tombs	Austin Mini Mk1	B
61	John Cowe/David O'Brien	Ford Escort Mk2	D	144	John MacCrone/Zak Hancock	Vauxhall Corsa B	A
62	Lewis Gallagher/Bill Roberston	Peugeot 205 GTi	C	146	Martin Page/Alan Bennett	BMW Mini Cooper S	D
63	John Rintoul/Jim Rintoul	Mitsubishi Lancer Evo 6	D	147	Mark (Speedy) Runciman/Mark (Haggis) Giln	Vauxhall Nova GTE	B
64	Duggie Ingram/Olum Mac Crone	Austin Mini Mk2	A	148	Bill Lymburn/Peter Grant	Ford Escort Mk1	C
65	Alistar Ross/Stewart Hurst	Ford Escort Mk2	C	149	Chris Mills/Jeremy Swann	Ford Escort Mk2	D
66	Ian Forgan/Kathryn Forgan	Ford Escort RS2000	C	150	Phillip Merrills/William Kelly	Honda Civic Type R	C
67	Mike Russell/Richard Wardle	Subaru Impreza	D	151	James Fairbairns/Lewis Drysdale	Peugeot 205 GTi	B
68	Christopher Mackenzie/Jane Nicol	Subaru Impreza GC8	D	152	Ross Hunter/Martin Woodcock	Peugeot 205 GTi	B
69	Sandy Smith/Phil Jones	Peugeot 205 GTi	C	153	Rob Eastwood/Martyn Taylor	Morris Mini Cooper S	A
70	Ian Dawes/Gary Dawes	BMW Mini Cooper S	D	154	Rod Brereton/Cristopher Andrew	Renault Clio Williams	C
71	Matthew Tarbut/John Bennett	Vauxhall Nova Mk1	A	155	Matty Fox/Niel Colls	Peugeot 205 GTi	C
72	Martin MacLean/Archie MacCallum	Peugeot 106	B	156	Gareth Frank/Richard Burdon	Vauxhall Nova	A
73	Paul Miller/Katy Mashiter	Ford Sierra Cosworth	D	157	Dominic McTear/Jason McTear	Peugeot 205 GTi	C
74	Chris Paton/Dave Cabena	Vauxhall Nova	B	158	Stewart Morrison/Ian Morrison	Ford Escort BDH	A
75	Alick Kerr/Tom Hynd	Ford Fiesta ST	C	159	Grant Carby/Susan Fotherinham	VW Golf Mk2	C
76	Allan Cameron/Angus Williams	Subaru Impreza Grp N	D	160	Graeme Sherry/Peter Weall	Peugeot 205 GTi	B