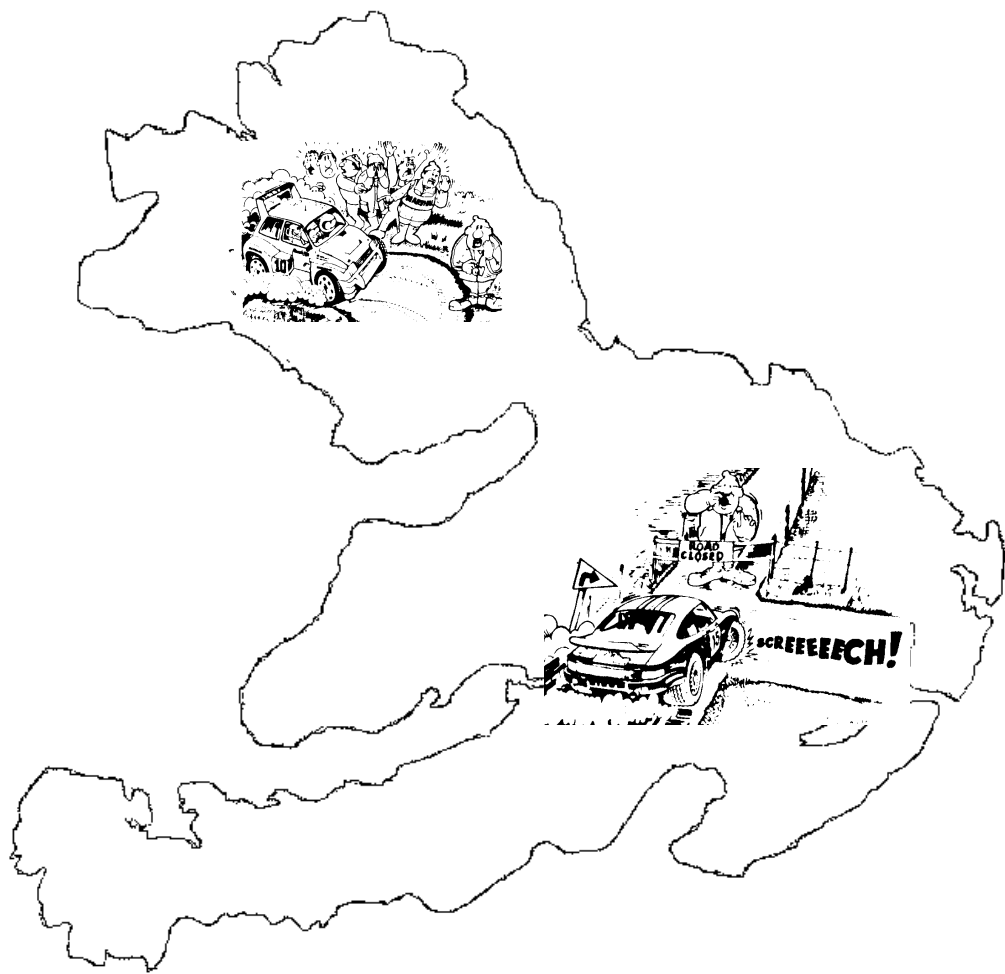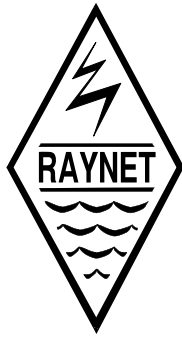# Tunnocks Tour of Mull 2008

# RAYNET
## Operations Guide

# Strathclyde RAYNET Group
## Tour of Mull 2008
### Guide For Operators

**This document <u>must</u> be read in conjunction with the Event Safety Manual**

## Introduction

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

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.

**Radio Briefing Meeting 12:30, Friday, 10<sup>th</sup> October, Isle of Mull Hotel, Craignure.**

This manual is a supplement to the event safety manual – please refer to the full manual for stage details etc.

## Contacts During the Event       (contact first on the net)

| | | |
|---|---|---|
| Group Controller | Crawford | GM8HBY |
| Engineering | Adrian | GM1FML |
| | | |
| Equipment Distribution | Kenny | GM1MMK |
| | Rik | 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 39th 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 , 10<sup>th</sup> 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 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 10th October (1400 hours) - Sunday 12th 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 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 **colour map showing the road coverage**.  Each colour on the map represents a frequency and has been given a channel number from one to ten.  When you reach the island and collect the final information there will be a sheet detailing the frequencies for each channel. A list of pre event channels is

attached to this document as an appendix – please remember that these may not be operational prior to Friday 10<sup>th</sup> as they may not have been activated.

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 1$^{st}$ 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 **Stage Check sheet** at the back of the safety manual.  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.

### 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.

### After the event

The group welcomes feedback on the event. Please send 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

### 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 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.

# Tour of Mull - 2008

The thirty-ninth Tour of Mull Rally will take place on Friday, Saturday and Sunday 10/11/12th of October 2008. Under the terms of the Strathclyde Regional Council Confirmation Act 1990, the following roads will be closed for the 2008 Tunnock's Tour of Mull Rally at these times:

**Friday Night / Saturday Morning 10/11th October** - Start Tobermory 20:00

| Road | Description | Proposed Closure | Earliest Opening |
|------|-------------|------------------|------------------|
| Glen Aros/Dervaig/Hill Road | From Glen Aros Bridge to Dervaig. Glen Aros junction at Dervaig to the Hill Road junction. Hill Road junction to Torloisk. | 19:35 – 00:35 | 22:55 |
| Gribun | From Knock Farm to 1 Mile South of Balmeanach. | 20:30 – 01:30 | 23:45 |
| Gribun / Scridain | From 1 Mile South of Balmeanach to Balevulin. | 20:40 – 01:40 | 23:55 |
| Loch Scridain / Tiroran | From Balevulin to the B8035 at Kinloch junction. | 20:45 – 01:45 | 00:00 |
| Mishnish Lochs | Glengorm X roads to Kilmore Terrace at Dervaig. | 22:55 – 03:55 | 02:15 |
| Calgary Bay | From the Hill Road junction at Dervaig to Torloisk via Calgary. | 23:10 – 04:10 | 02:40 |
| Loch Tuath | From Torloisk to Gruline X roads. | 23:30 – 04:30 | 03:00 |

**Saturday Afternoon 11th 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 | 16:00 |
| Mishnish Lochs | Kilmore Terrace at Dervaig to Glengorm X roads. | 13:05 – 18:05 | 16:30 |
| Gribun | Knock Farm to 1 Mile South of Balmeanach. | 14:15 – 19:15 | 17:40 |
| Gribun / Scridain | From 1 Mile South of Balmeanach to Balevulin. | 14:20 – 19:20 | 17:45 |
| Loch Scridain / Tiroran | B8035 From Balevulin to Kinloch junction. | 14:25 – 19:25 | 17:55 |

**Saturday Night / Sunday Morning 11/12th 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 | 23:30 |
| Mishnish Lochs | Kilmore Terrace at Dervaig to Glengorm X roads. | 21:00 - 02:00 | 00:25 |
| Loch Scridain / Tiroran | B8035 at Kinloch junction to Balevulin. | 23:30 - 04:30 | 02:55 |
| Scridain / Gribun | From Balevulin to 1 Mile South of Balmeanach. | 23:35 – 04:35 | 03:00 |
| Gribun | 1 Mile South of Balmeanach to Knock Farm. | 23:40 - 04:40 | 03:10 |
| Hill Road/Dervaig/Glen Aros | Torloisk to Aros Bridge (Salen) via Hill Road & Glen Aros. | 00:05 - 05:05 | 03:50 |

# Friday Night Stages



| Stage | Time | Markers | Colour on Map |
|---|---|---|---|
| Start   Tobermory | 20:01 | | |
| Stage 1 | 20:24 | From 1 to 2 via 8 | |
| Stage 2 | 21:16 | From 3 to 4 | |
| Stage 3 | 21:37 | From 4 to 5 | |
| Service   Craignure | 21:49 | At 6 | |
| Stage 4 | 23:47 | From 7 to 8 | |
| Stage 5 | 00:07 | From 8 to 2 via 9 | |
| Stage 6 | 00:29 | From 2 to 3 | |
| Finish   Tobermory | 00:53 | | |
| | | | |

# Saturday Afternoon Stages



| Stage | Time | Marker | Colour on Map |
|---|---|---|---|
| Start  Salen | 12:01 | | |
| Stage 7 | 12:11 | From 1 to 2 | |
| Stages 8 & 9 | 12:52 | From 3 to 2 | |
| Stage 10 | 13:57 | From 4 to 5 | |
| Service  Tobermory | 14:11 | At 5 | |
| Stage 11 | 15:08 | From 1 to 6 | |
| Stage 12 | 15:27 | From 6 to 7 | |
| Finish  Loch Scridain | 15:37 | At 7 | |

# Saturday Night Stages



| Stage | Time | Marker | Colour on Map |
|---|---|---|---|
| Start  Salen | 21:01 | | |
| Stage 13 | 21:11 | From 1 to 4 via 2 & 3 | |
| Stage 14 | 21:55 | From 4 to 5 | |
| Service  Craignure | 22:26 | | |
| Stage 15 | 00:23 | From 6 to 7 | |
| Stage 16 | 00:40 | From 7 to 1 | |
| Stage 17 | 01:22 | From 2 to 8 via 4 | |
| Finish    Tobermory | 02:01 | | |

# Tour of Mull 2008 - Entry List

*This list is in seeded order, but final numbers may change as people drop out and we fit reserves in*

| Car | Driver | Co-driver | CarType |
|-----|--------|-----------|---------|
| 1 | Neil MacKinnon | Mike Stayte | Subaru Impreza WRC |
| 2 | Calum Duffy | Iain Duffy | Ford Escort Mk2 |
| 3 | Dougi Hall | Steve Clark | Mitsubishi Lancer Evo 9 |
| 4 | John Cope | Rob Fagg | Subaru Impreza WRC |
| 5 | Paul MacKinnon | Daniel Barritt | Subaru Impreza |
| 6 | Paul Kirtley | David Jones | Subaru Impreza WRC |
| 7 | James MacGillivray | Ian Fraser | Ford Escort Mk2 |
| 8 | Denis Biggerstaff | Graham Thomson | Subaru Impreza WRC |
| 9 | Tony Bardy | Reg Smith | Nissan Sunny GTi R |
| 10 | Wesley Patterson | Martin McGarrity | Ford Escort RS Mk2 |
| 11 | Daniel Harper | Chris Campbell | BMW Mini Cooper S |
| 12 | Tristan Pye | Kirsty Riddick | Subaru Impreza N11 |
| 14 | Eddie O'Donnell Jnr | Simon Proud | Ford Escort RS Mk2 |
| 15 | John Swinscoe | Paula Swinscoe | Mitsubishi Lancer Evo 9 |
| 16 | Willie Bonniwell | Kevin Rae | Subaru Impreza |
| 17 | John Cressey | Stan Quirk | BMW Mini Cooper S |
| 18 | John Marshall | Paul Hughes | Subaru Impreza 555 |
| 19 | David Miller | Andrew Bailey | Subaru Impreza |
| 20 | Doug Weir | Duncan Brown | Ford Escort Mk2 |
| 21 | Ian Colman | Neil Colman | Nissan Sunny GTi-R |
| 22 | John Rintoul | Jim Rintoul | Mitsubishi Lancer Evo 6 |
| 23 | Wayne Sisson | Daniel Stone | Mitsubishi Lancer Evo 9 |
| 24 | Dave Hopwood | Paul Grattidge | Ford Escort Mk2 |
| 25 | Martin Healer | Peter Thomas | Ford Escort WRC |
| 26 | Tim Stell | Mike Yates | Subaru Impreza |
| 27 | Tugs Sherrington | Sam Bould | Mitsubishi Lancer Evo 4 |
| 28 | Billy Bird | Plug Pulleyn | Vauxhall Astra 3 |
| 29 | Chris Tooze | Jo Tooze | Mitsubishi Lancer Evo 9 |
| 30 | Tommi Graham | Mike Baily | Mitsubishi Lancer Evo |
| 31 | Neil Morgan | Mark Skellern | Ford Escort Mk2 |
| 32 | Ian Chadwick | PJ O'Dowd | Peugeot 106 |
| 33 | Giles Brooksbank | Peter Nowell | Subaru Impreza 98 WRC |
| 34 | Cameron MacLean | Alastair Fraser | Mitsubishi Lancer evo 8 |
| 35 | John Morrison | Louise Sutherland | Mitsubishi Lancer Evo 9 |
| 36 | Lewis Gallagher | Bill Roberston | Peugeot 205 GTi |
| 37 | George McDonald | Ian Nicoll | Opel Corsa S1600 |
| 38 | Grum Willcock | Donna Harper | Opel Manta GTE |
| 39 | Paul Daniel | Kim Baker | Ford Escort Mk2 |
| 40 | Dave Thwaites | Tony Walker | Ford Escort Mk2 |
| 41 | Mike Storrar | Weazel Currie | Ford Anglia |
| 43 | Steve Cressey | Ben Cressey | Mitsubishi Lancer Evo 4 |
| 44 | Chris (Curly) Haigh | Sally Peacock | Ford Escort Mk1 |
| 45 | Chris Woodcock | Heidi Woodcock | Mitsubishi Lancer Evo 6.9 |
| 46 | Billy McLelland | Martyn Taylor | Mitsubishi Lancer Evo 3.5 |
| 47 | Iain MacKenzie | Angus MacKenzie | Peugeot 106 Cup Car |
| 48 | Steven Ronaldson | Ian Arbuthnott | subaru impreza |
| 49 | Kris Hall | Richard Millener | Ford Fiesta S.T |
| 50 | David Stubbs | Pat Daley | Ford Escort Mk2 |
| 51 | John Paterson | Paul Macfadyen | Vauxhall Nova |
| 52 | Jim Mc Kenna | Thomas Treanor | Toyota Starlet |
| 53 | Alan Gardiner | Robin Nicolson | Ford Escort Mk2 |

| 54 | Gerry Cassidy | Paul Sheridan | Ford Escort G3 |
| 55 | Steve Davies | Duncan Dewhurst | Ford Escort Mk3 |
| 56 | Robert Davies | Mike Goodman | Mitsubishi Lancer Evo 9 |
| 57 | Shaun Sinclair | Chris Hamill | Mitsubishi Lancer Evo 6 |
| 58 | Paul Miller | Katy Mashiter | Ford Escort Cosworth |
| 59 | John Cowe | David O'Brien | Ford Escort Mk2 |
| 60 | Brian MacLeod | Tommy Watt | Ford Escort Mk2 |
| 61 | Angus Mathieson | Marion Mathieson | Subaru Impreza N10 |
| 62 | Robert Mathieson | Harry MacLean | Peugeot 106 |
| 63 | Stevie Brown | Andrew Roughead | Ford Fiesta ST |
| 64 | Duggie Ingram | Olum Mac Crone | Austin Mini Mk2 |
| 65 | Ian Dixon | Guy Wickham | Ford Escort RS Cosworth |
| 66 | John Woodward | Kevin Ikin | Ford Escort GAC Mk4 |
| 67 | Derek Carless | Martin Pettitt | Peugeot 205 GTi |
| 68 | Ian Woodward | Rich Pover | Ford Escort Mk2 GAC |
| 69 | Ewen MacGillivray | Andrew Falconer | Vauxhall Nova |
| 70 | Damian Hagan | Fiona Boa | Ford Escort Mk2 |
| 71 | Matthew Tarbutt | John Bennett | Vauxhall Nova Mk1 |
| 73 | Chris Paton | Dave Cabena | Vauxhall Nova |
| 74 | Grant Fleming | Fergus Loudon | Subaru Impreza Mk2 |
| 75 | Allan Cameron | Angus Williams | Subaru Impreza Grp N |
| 76 | Ian Dawes | Gary Dawes | BMW Mini Cooper S |
| 77 | Rick Fry | Stephen Thompson | Subaru Impreza WRX |
| 78 | John MacCrone | Peter MacCrone | Peugeot 205 Gti |
| 79 | Martin Fox | David Hind | Citroen C2R2 |
| 81 | Paul Marshall | Paul Rusted | Triumph TR7 V8 |
| 82 | Bruce Oag | Darren Oag | Ford Escort Mk1 |
| 83 | Bruce Edawrds | Sandy Loynd | Darrian T9 |
| 84 | Jonathan Mounsey | Richard Wardle | Mitsubishi Lancer Evo 6 |
| 85 | Darren Meadows | Jonny Bould | Ford Escort Cosworth |
| 86 | Allan Mackay | Fred McLean | Mitsubushi Lancer Evo 6 |
| 87 | Jim McDowall | Colin Johnstone | Mazda 323 Turbo 4wd |
| 88 | Colin Reay | Martin Woodcock | Peugeot 205 |
| 89 | Gordon Milne | Paul Watson | Audi TT |
| 91 | Alan Kirby | Colin Burley | Subaru Impreza RA |
| 92 | Donald Brown Snr | Alec Brown | Talbot Sunbeam Suzuki |
| 94 | David Edwards | "tba" "tba" | Vauxhall Astra GSI 16v Mk3 |
| 96 | Giles Phillips | Philip Peak | Mitsubishi Lancer Evo 9 |
| 98 | Andrew Tearle | Nicholas Bray | Vauxhall Chevette HSR |
| 99 | Phil Scholes | Jamie Foster | Peugeot 205 GTI |
| 101 | David Calvert | David Fotheringham | Ford Escort Mk2 |
| 102 | Pete Gibson | David Gibson | Vauxhall Nova 1600 |
| 103 | Malcolm Davey | Paul Slingsby | Ford Escort Mk1 |
| 104 | Iain Noble | Alan Noble | Ford Escort Mk1 |
| 105 | Stephen Lockhart | Kevin Lockhart | Mitsubishi Lancer Evo 6 |
| 106 | Matthew Fisher | Craig Fisher | Ford Escort Mk2 |
| 107 | Andrew Moverley | Drew Gibson | Ford Escort Mk2 |
| 108 | Simon Rigby | Nigel Gilbride | Ford Escort Mk2 |
| 109 | Dave Riley | Gary Dillon | Vauxhall Astra Mk2 GTE 16V |
| 111 | Rob Brown-kenna | Kirk Butler | Vauxhall Nova Mk1 |
| 112 | Mike Kent | Colin Stockil | Ford Escort Cosworth |
| 113 | John Bennie | John Cockburn | Vauxhall Corsa |
| 114 | Dave Dalgliesh | Colin Harkness | Ford Escort 2 |
| 115 | Martin ('Ogs') Oglesby | Andrew Tolson | Subaru Impregacy RWD Atmo |
| 116 | James Fairbairns | Lewis Drysdale | Vauxhall Nova |
| 117 | Stephen Thompson | Rhoda MacKinnon | Vauxhall Nova |

| 118 | Jim Brindle | Paul Whittaker | Rover Mini |
| 119 | Euan MacKay | Michelle Falconer | Peugeot 106 |
| 120 | Matty Fox | Neil Colls | Peugeot 205 GTi |
| 121 | Geoffrey Gallagher | Ross Lawrie | Mitsibushi Lancer Evo 4 |
| 122 | Damien Sherry | Mcheal Loughney | Toyota Corolla RWD Twin Cam |
| 123 | Shug Rutherford | Roger Lewis | Peugeot 205 RWD |
| 124 | Norman MacPhail | Neil MacVicar | Vauxhall Corsa GSi |
| 125 | Richard Egger | Pat Egger | Vauxhall Nova |
| 126 | Lorn MacFadyen | Neil Galbraith | Ford Escort Mk2 |
| 127 | Rob Eastwood | Ben Anderson | Morris Mini |
| 128 | Fergus Gray | Martin Jenkins | Peugeot 206 GTi |
| 129 | Campbell MacColl | Christopher Harvey | Vauxhall Astra GTE 8V |
| 130 | Michael Judson | Paul Blanchard | Vauxhall Astra GSi Mk3 |
| 131 | Haydn Williams | Chris Sanderson | NISSAN MICRA Grp A |
| 132 | Louise Thomas | Wendy Whittaker | Rover Mini |
| 133 | Stewart Davidson | Keir Beaton | Proton Satria Super 1600 |
| 134 | Paul Goodman | Darren Price | Vauxhall Corsa GSi Mk2 |
| 135 | Lee Jones | Phillip Martin | Talbot Sunbeam |
| 136 | Gary Keenan | William Campbell | Opel Manta 400 REP |
| 137 | Kris Tennant | Malcolm Vie | Peugeot 205 GTi |
| 138 | Chris Melling | Andrew Peak | Subaru Impreza |
| 139 | Steve Ross | Mark Runciman | Vauxhall Nova Mk2 |
| 140 | Chris Shield | Geoff Fletcher | Vauxhall Nova |
| 141 | Nicola Harper | Graham Harper | Skoda Flacia |
| 142 | Christopher Baker | Stewart Wilshire | Talbot Samba |
| 143 | David Holland | Neil Gater | Ford Escort RS Mk2 |
| 144 | Donna Ingram | Chris Nelson | Austin Mini |
| 145 | Martin Page | Alan Bennett | BMW Mini Cooper S |
| 146 | Martin Beech | Steve Hallmark | Peugeot 205 GTi |
| 147 | Stewart Morrison | Angus MacNeil | Ford Escort Mk2 |
| 148 | William Rae | Alan Ross | Peugeot 106 16v |
| 149 | William Langford | Thomas Paterson | Vauxhall Astra GSi |
| 150 | Alan Cowan | Lock Horsburgh | Vauxhall Astra 4 |
| 151 | Peter Lumsden | John Harrison | Peugeot 106 Rallye 1 |
| 152 | Chris Mills | Neil Myatt | Ford Escort Mk2 |
| 153 | Brian MacPhail | Bernard McSweeney | Toyota Corolla RWD |
| 154 | Stephen Hall | Aggie Foster | Peugeot 205 |
| 155 | Rona Gourlay | Alan Brown | Mitsubishi Lancer Evo 6 |
| 156 | Zak Hancock | Alasdair MacCrone | Vauxhall Corsa B |
| 157 | Gordon Halley | Willie Halley | Peugeot 206 XSi |
| 158 | David Goodfellow | Graham Miller | Peugeot 205 GTi |
| 159 | Chris Booker | Nicola Anderson | Peugeot 205 GTi |
| 160 | Gerry Straube | Norman Walker | Lancia Fulvia Mk2 |

**Strathclyde RAYNET Group**

# Tour of Mull 2008

## Frequency Allocation Information

## Main Net

| | | |
|---|---|---|
| Channel 1 | 144.650 | Tobermory, Mishnish East |
| Channel 2 | 144.625 | Mishnish West, Croig & Sunipol |
| Channel 3 | 144.600 | East Hill Rd & Glen Bellart |
| Channel 4 | 144.575 | Calgary Bay |
| Channel 5 | 144.550 | Burg, Balmeanach |
| Channel 6 | 144.525 | Loch Tuath |
| Channel 7 | 144.725 | Gribun & Loch na Keal |
| Channel 8 | 144.700 | Scridain |
| Channel 9 | 144.675 | Craignure |
| Channel 10 | 144.750 | Glen Aros & Aros Bridge |

## Backup Frequency

145.225

## Unused Frequencies

| | |
|---|---|
| 2m | 145.250 to 145.575 |
| | |
| 70cm | 430.000 to 430.500 |
| | 430.800 to 431.600 |
| | 432.000 to 438.300 |
| | 439.000 to 440.000 |
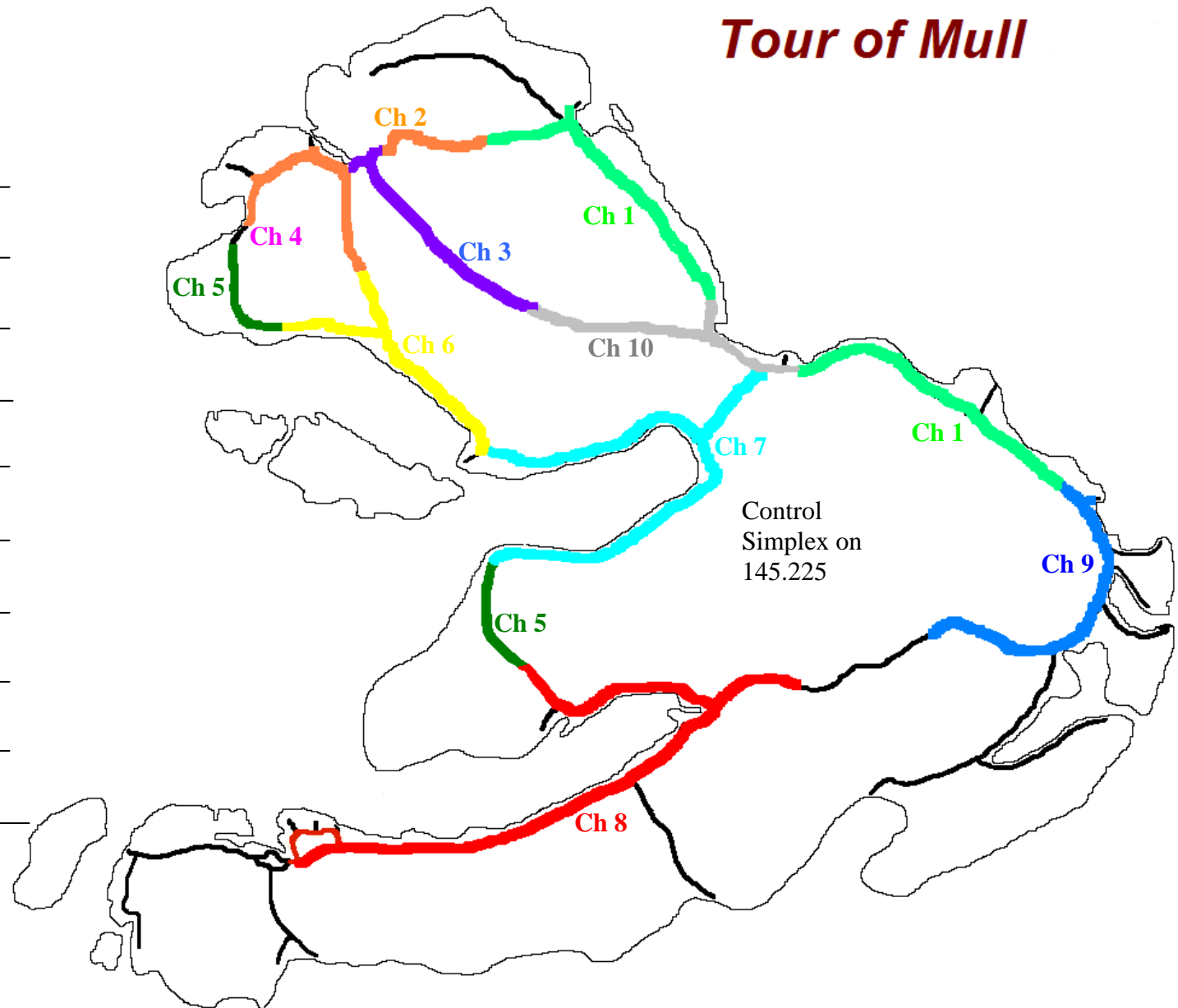
Mull 2008 - Locations 03/10/08
Version 2 Allocations
Please check and confirm that these locations are still valid on the event date

| Stage | Name | Start Op | Finish Op | Road Closed | Radio in Pos | Set Up By | FCD | Est Last Car | Suggested Channels | MSA Ch | Control |
|-------|------|----------|-----------|-------------|--------------|-----------|-----|--------------|--------------------|--------|---------|
| Stage 1 | Glen Aros/Hill Rd | GM8TT | GM6AJS | 19:35 | 18:54 | 19:24 | 20:24 | 22:54 | 10/3/2/6 | 81 | Tartan |
| Stage 2 | Gribun 1 | MM1EXO | GM8KWQ | 20:30 | 19:46 | 20:16 | 21:16 | 23:46 | 7 | Blue | Swift |
| Stage 3 | Loch Scridain 1 | GM1MMK | GM4SGB | 20:40 | 20:07 | 20:37 | 21:37 | 00:07 | 5/8 | Red | Silk |
| Stage 4 | Mishnish Lochs 1 | GM7MTK | GM4RQK | 22:55 | 22:17 | 22:47 | 23:47 | 02:17 | 1/2/3 | Red | Vulture |
| Stage 5 | Calgary Bay 1 | GM6CKR | GM8XNQ | 23:10 | 22:37 | 23:07 | 00:07 | 02:37 | 3/4/5/6 | 81 | Mercury |
| Stage 6 | Loch Tuath 1 | GM6AJS | GM6FPX | 23:30 | 22:59 | 23:09 | 00:29 | 02:59 | 6/7 | 81 | Tob |
| Stage 7 | Loch Tuath 2 | GM4SGB | GM8KWQ | 11:30 | 10:41 | 11:11 | 12:11 | 14:41 | 7/6 | Blue | Tob |
| Stage 8 | Calgary Bay 2 | GM6CKR | GM8XNQ | 12:10 | 11:22 | 11:52 | 12:52 | 15:22 | 5/6 | 81 | Tartan |
| Stage 9 | Calgary Bay 3 | GM6CKR | GM8XNQ | 12:10 | 11:22 | 11:52 | 13:28 | 15:58 | 5/6 | 81 | Tartan |
| Stage 10 | Mishnish Lochs 2 | GM7MTK | GM4RQK | 13:05 | 12:27 | 12:57 | 13:57 | 16:27 | 3/2/1 | Red | Vulture |
| Stage 11 | Loch Na Keal | GM6FPX | GM6AJS | 14:15 | 13:38 | 14:08 | 15:08 | 17:38 | 7/5 | Blue | Swift |
| Stage 12 | Loch Scridain 2 | GM1MMK | MM1EXO | 14:25 | 13:57 | 14:27 | 15:27 | 17:57 | 5/8 | Red | Silk |
| Stage 13 | Loch Tuath/Calgary | GM8KWQ | GM6CKR | 20:10 | 19:41 | 20:11 | 21:11 | 23:41 | 7/6/5/4/2 | 81 | Tob |
| Stage 14 | Mishnish Lochs 3 | GM7MTK | MM3DQX | 21:00 | 20:25 | 20:55 | 21:55 | 00:25 | 3/2/1 | Red | Vulture |
| Stage 15 | Loch Scridain 3 | GM1MMK | GM6FPX | 23:30 | 22:53 | 11:23 | 00:23 | 02:53 | 8/5 | Red | Silk |
| Stage 16 | Gribun 2 | GM8XNQ | GM4SGB | 23:40 | 23:10 | 11:40 | 00:40 | 03:10 | 5/7 | Blue | Swift |
| Stage 17 | Hill Rd/Glen Bellart | GM6AJS | GM4RQK | 00:05 | 23:52 | 00:22 | 01:22 | 03:52 | 6/2/3/10 | 81 | Tartan |

Draft Personnel Allocations                                                                                          03/10/2008

Mull 2008 Operators
Summary Raynet Operations

| | | | | Fri | Sat AM | Sat PM |
|---|---|---|---|---|---|---|
| 1 | Beale | Adrian | GM1FML | Eng | Eng | Eng |
| 2 | Beech | Susan | GM4SGB | F3 | S7 | F16 |
| 3 | Beever | Roger | GM6CKR | S5 | S8/9 | F13 |
| 4 | Curran | Denis | GM7SWX | Salen | Salen | Salen |
| 5 | Hill | Stephen | GM6FPX | F6 | S11 | F15 |
| 6 | Johnson | Andrew | GM4RQK | F4 | F10 | F17 |
| 7 | Ross | Crawford | GM8HBY | Salen | Salen | Salen |
| 8 | Cupples | Kenny | GM1MMK | S3 | S12 | S15 |
| 9 | Din | Azeem | GM8KWQ | F2 | F7 | S13 |
| 10 | Sharp | Andrew | GM6AJS | F1/S6 | F11 | S17 |
| 11 | Wahid | Max | GM8XNQ | F5 | F8/9 | S16 |
| 12 | Julian | Gibson | GM7MTK | S4 | S10 | S14 |
| 13 | Sandra | Andrews | MM1EXO | S2 | F12 | Spare |
| 14 | McCulloch | John | GM1SRP | Salen | Salen | Salen |
| 15 | Rik | McHarg | GM8TT | S1 | Salen | Salen |
| 16 | Kenneth | McRae | MM3DQX | Spare | Spare | F14 |
| 17 | Stephen | Somers | MM0ZHX | Spare | Spare | N/A |