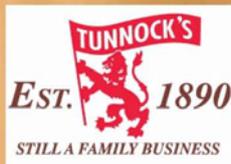
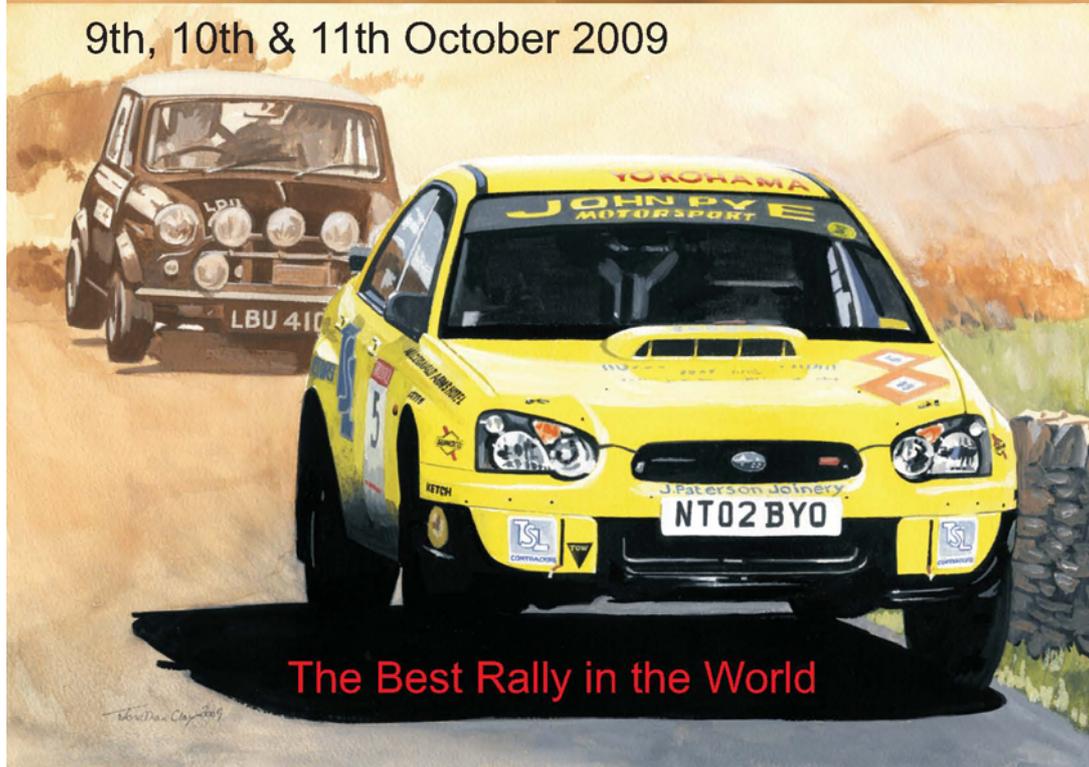


WEB VERSION

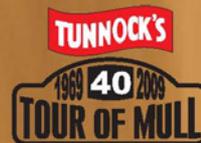


The Tunnock's Tour of Mull

9th, 10th & 11th October 2009



www.2300club.org



The Tunnock's Tour of Mull Rally 2009

Web Version. 30 September 2009

Rally Headquarters and Rally Control for 'The Best Rally in the World' will be in the Salen Hotel, (XXXXXXXX) and most of the Safety Team will be staying at the Isle of Mull Hotel, Craignure (xxxxxxx). Some of the Recovery Crews are staying at the Park Lodge Hotel, Tobermory, (xxxxxxxxx).

All stage safety traffic will be on 81 MHz. and the 'red' and 'blue' UK General frequencies. All 'mandatory' and 'optional' radio points for each stage are shown in this safety plan, with the mandatory ones shown in bold and matching the information shown in the Road Book which is issued to competitors. RAYNET will provide links between all 81 MHz controls and Rally HQ at Salen and will have operators at some stage locations. A local arrangement, working with the 81 MHz controller is in place for stages 1 and 2.

This year RAYNET is again providing a radio position finding system for the Road Closing Car, the Safety Officer, The Chief Safety Officer, the Chief Marshal, the Flying Control Car and the Road Opening Car. Subject to available equipment supplied by individuals who hold the necessary license, additional mobiles may also be covered. As the Chief Safety Officer and the Chief Marshal must contact Rally HQ directly after completing each stage, it is counter-productive to report their positions to Rally HQ, as doing so unnecessarily increases radio traffic. Radio operators should therefore not report these vehicles to Rally Control. The senior member of each Recovery vehicle will act as the Stage Safety Officer on their stages and as the vehicles are equipped with 81 MHz, and in most cases with RAYNET, they will act as the radio link between the locus of any incident, the start and end of the stage, and Rally HQ in Salen.

The preferred cellular system for the rally is Vodafone, because of its superior coverage on the Island. Please leave your voice mailbox on before and during the rally, as coverage is not 100% and it is useful to be able to leave a message. The Clerk of the Course will again use cellular for communication with crews who have gone off in stages.

All box junctions on roads which approach the rally route must be **50 metres** in length. There must be no vehicle movement once the road is closed. Other than safety work undertaken by the pilot cars, there are no exceptions to this, and marshals are asked to ensure that "CLOSED" means "CLOSED!"

Please note that it is permissible for traffic to follow the road opening car, but marshals and radio operators must wait at their locations until the road opening car reaches the next staffed point. Medical cover must also be maintained for recovery work.

The radio operators' sign on meeting will be at **13:00 hrs. on Friday 9th. October** and the **doctors/rescue/recovery/safety team meeting** will follow at **14:00 hrs.** Both will be in the Isle of Mull Hotel, Craignure. Bar snacks will be available from 12:00. If you cannot make the meeting, please phone in advance (Ron XXXXXXXXX or Katie XXXXXXXX) to make an alternative arrangement. Goodybags will only be issued individually in return for your signature!

Thank you for helping with the Rally. Have a great weekend, and **if you have assisted with at least two of the sessions, please let Katie have your expenses form, if possible, before you leave the Island. Please remember that ferry expenses will only be paid if accompanied by a valid Caledonian MacBrayne receipt and that this year's expenses cannot be paid after 31st. December 2009.** Please also fill in the debrief form which can be found at the end of this manual, and return it to me at the above address.

IMPORTANT NOTE. This Safety Schedule is the official record of all safety matters for the 2009 Tunnock's Tour of Mull Rally and over-rides any other documents which are, or may be, issued in connection with the safety of the rally. Any changes or requests for alterations must be notified to the Chief Safety Officer as soon as they occur, and in any event, no later than 11:00 hrs. on Friday 9th. October 2009. This manual was last updated on Wednesday 30th. September 2009.

Ron Cowan
Chief Safety Officer
2300 Club Ltd.

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The above index is intended as an aid to using the Safety Manual, but the list is not exhaustive, and you are encouraged to read the entire contents fully before the start of the event.

EMERGENCY NUMBERS

<i>Rally Control</i>		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Clerk of Course		
Dunaros Hospital		
Police Office		
Police Office		
Police Office		
Strathclyde Fire & Rescue		
Chief Medical Officer	Jack McKellar	
Chief Safety Officer	Ron Cowan	
Chief Marshal	Simon Bibby	
Stage 1 (Tobermory)	Peter Stanhope	
Stage 2 (Tobermory)	Peter Stanhope	
Stage 3 (Glen)	Graham Frary	
Stage 3 (Mishnish)	Grahame Douglas	
Stage 4 (Glen)	Graham Frary	
Stage 4 (Calgary)	Colin Christie	
Stage 5 (Tuath)	Bob Wright	
Stage 6 (Scridain)	Ian Briggs	
Stage 7 (Gribun)	Dave King	
Stage 8 (Tuath)	Bob Wright	
Stage 9 (Hill Road)	Graham Frary	
Stage 10 Calgary	Peter Henness	
Stage 11 (Hill Road)	Graham Frary	
Stage 12 Mishnish Lochs	Grahame Douglas	
Stage 13 (Tuath / Calgary)	Bob Wright	
Stage 14 (Mishnish)	Grahame Douglas	
Stage 15 (Loch Scridain)	Ian Briggs	
Stage 16 (Gribun)	Dave King	
Stage 17 (Hill Road /Glen)	Graham Frary	

USEFUL TELEPHONE NUMBERS

Veterinary Surgeon	
Aros Hall	
Isle of Mull Hotel	
Bellachroy Hotel	
Glenforsa Hotel	
Western Isles Hotel	
Salen Hotel (Enquiries & Guests)	
McGregors (ex Ceilidh Place,) Craignure	
MacGochans, Tobermory	
Tobermory Harbour Association	
Gruline Triangle Call Box	
Aros Bridge Call Box	
Torloisk Junction Call Box	

Please see pages 23 to 26 for other contact numbers.

1. RISK ASSESSMENT

The risk assessment for this event has been completed taking into account risks normally associated with motorsport events, and procedures have been implemented to ensure that the impact of assessed risks are minimised. Dynamic risk assessments will be made throughout the event to evaluate previously unforeseen hazards as they occur.

The hazards assessed for this event include those involving competing and non competing vehicles, stage familiarisation during the run up to the rally, the rally route including closed and open public roads, Rescue and Recovery considerations, the adequate provision of marshals, the weather, the terrain, fire risk, communication paths, public access to the route and private ground, servicing and service areas. 'On Island' pre rally briefing meetings are held for Stage Commanders, Marshals, Radio Crews, Safety Personnel and Competitors, and a safety meeting involving the 2300 Club Committee, Strathclyde Police and Argyll & Bute Council is also held.

2. EMERGENCY PROCEDURES.

In the event of a serious incident, and at the request of a named official, the **Safety Observer** in Rally Control will summon the necessary assistance by telephoning **Dunaros Hospital, Salen on XXXXXXXXXXXXXXXX**). The hospital will then take any further action required, summoning the ambulance, Island doctors, arranging for airlifting, lifeboat evacuation, etc. as necessary. The police officer in Rally HQ at the Salen Hotel must also be informed. The rally must follow local procedures and contact the hospital from where all arrangements will be made. **The 999 system should only be used if the above designated arrangements fail.** The first Rally medical officer to attend at Dunaros Hospital will remain at the hospital until either the patient does not require any further observation or treatment, or is relieved by another Rally medical officer.

The **Safety Observer** will also make any decision regarding the use of alternative Rendezvous Points should it be decided, owing to prevailing circumstances, that a change to the scheduled ones should be made.

The Mull Team of the **Maritime and Coastguard Agency** will be present on the Island and their use should be considered for incidents involving sea or cliff recovery. They should be summoned by the Police Officer in Rally HQ via a 999 call to Clyde Coastguard.

The telephone number for **Rally Control at the Salen Hotel is XXXXXXXXXXXX**. Only in emergency, and only if this number is busy, should the clerk of the course's mobile XXXXXXXX or the hotel's main number, XXXXXXXXXXXX be used. The telephone number for **Oban Police Office is XXXXXXXXXXXX**. The police officer in Rally HQ can be contacted on the Rally Control Number, XXXXXXXXXXXX.

The telephone in Rally HQ must be used only for SAFETY traffic.

The decision to call for an **Air Ambulance** should only be made by the medical officer at the incident in consultation with the Chief Medical Officer and Rally Headquarters (XXXXXXXXXX).

The Competitor Emergency Contact Number is **XXXXXXXXXXXX**. **This is only to be used by competing rally crews who require to contact Rally HQ in the event of an incident.**

3. DUNAROS HOSPITAL, SALEN

To avoid duplication and confusion, except in extreme emergency e.g. if radio communications fail, all medical assistance **MUST** be summoned by the **Safety Observer at Rally HQ** telephoning **Dunaros Hospital on XXXXXXXXXXXXX**. (Backup XXXXXXXXXXXX or XXXXXXXXXXXX.) 999 must not normally be used.

4. RENDEZVOUS POINTS.

Ambulance Rendezvous Points have been chosen to ensure an easy transfer of casualties, away from the immediate ends of the stages. They have been given a reference number, and a map reference is also listed for each. These are standard points which are unchanged from year to year, so not all may be in use on this year's event. Those not being used this year have been greyed out.

Should it is necessary owing to prevailing circumstances to alter the designated Rendezvous Point for any stage, the decision to do so will be made by the Safety Observer in Rally HQ in consultation with the Clerk of the Course and the decision will be passed to all who require to action the rescue, including the Stage Safety Officer, The Stage Commander, the attending Doctor(s) and Rescue Crew(s), Dunaros Hospital and The Scottish Ambulance Service. The information will also be passed to the Strathclyde Police Officer in Rally HQ.

Location	Map Reference	Ref. No.
Bellachroy Hotel Car Park (Village side)	4315 5195	R1
Dunaros Hospital, Salen	5730 4280	R2
Pennygown Farm Road End	5980 4290	R3
Lay-by opposite the B8035 Fishnish Ferry Road	6605 4130	R4
Cross Roads on the B882 outside Tobermory	4980 5515	R5
Kinloch Junction of A849 & B8035 at the head of Loch Scridain	5460 2920	R6
Torloisk House Gate, north of Torloisk Junction	4105 4555	R7
Ulva Ferry road end, on Torloisk / Gruline Road	4515 4015	R8
Torloisk House entrance (near Hill Road)	4093 4560	R9
Junction of A848 and B8073, at bridge in Tobermory	5020 5480	R10
Ardtun A849 crossroads at Drinnan	4055 2305	R11

5. VALIDATION OF THIS PLAN.

This Safety Plan has been tested on several occasions using tabletop exercises which were organised by the 2300 Club and attended by Strathclyde Police, 2300 Club officials, Dunaros Hospital, Argyll & Bute Council, and other relevant participants. The most recent of these tabletops was held at the Isle of Mull Hotel in June 2009. The attending Club officials are still operational and safety matters are discussed throughout the year at monthly committee meetings.

6. ROAD CLOSURE ORDER.

Marshals should be aware that it is an offence for any member of the public to be on the road or to allow any vehicle or animal to be on the road, (which includes passing places and the grass verges) whilst the road is closed. This fact will be widely publicised on the Island both before and during the event. There must be no vehicle or pedestrian movement from the road closure time until the Road Opening vehicle has passed. **The road becomes closed throughout its length at the road closure time, not at the time that the Road Closing Car passes any given point. IT IS IMPERATIVE THAT "ROAD CLOSED" SIGNS ARE PLACED AT EACH END OF THE STAGE AT THE TIME OF THE START OF THE ROAD CLOSURE PERIOD. These must be at 90 degrees to the edge of the road, and clearly visible.** The road closing pilot cars will make a dynamic risk assessment should any vehicle be found to be moving or stationary on the road or verges after road closing time and will deal with the matter as circumstances dictate.

It would be of considerable help to the road closing pilot vehicles if any vehicles which are known to be parked anywhere along the route are clearly taped, and their position reported to the road closing car when it arrives at a stage start.

7. ROAD CLOSING.

Roads will be closed at the times specified in the Closure Order. Roads will close simultaneously at both ends although the Road Closing Car will obviously only travel in one direction! Marshals should use common sense during the period leading up to the road closure period, not letting vehicles into the stage if it is obvious that they will not get to their destination before the road closure time. **The Stage Commander** must ensure that both ends of the stage, and all intermediate junctions, have "ROAD AHEAD CLOSED" and "ROAD CLOSED" signs set at 90 degrees to oncoming traffic, IN THE ROADWAY, not on the verge.

8. ROAD OPENING.

The stage will be reopened when the **Stage Commander** is satisfied that all competing cars have cleared the stage or are stopped and are OTL, and their timecards have been removed. This may well be before the time specified in the Closure Order. **The Stage Commander must notify the Police at Rally HQ** that the Road Opening Vehicle has been allowed to enter the stage. This vehicle carries "ROAD OPENING" signs on both sides and on the roof.

Note:- Do not confuse the Road Closure / Road Opening terminology with that used for Stage Opening / Stage Closing in other rallies. In the Tunnock's Tour of Mull Rally, the (road) Closing Vehicle precedes the rally and the (road) Opening Vehicle follows the rally.

9. STAGE SAFETY OFFICER.

The senior crew member of the allocated Recovery Vehicle is officially designated as the Safety Officer for stages 3 – 17.. Any delegation of this responsibility must be advised to the **Chief Safety Officer** prior to the event. Should a Recovery Crew not be allocated to a stage, the Stage Commander must appoint one of the start marshals as a Safety Officer.

10. PILOT CARS.

The public roads will be closed up to one hour before the first competitive car (1) enters the stage. The Timekeeper will run ahead of the road closure times, and there will be a number of vehicles running ahead the first competitive car after the road closure time.

Although there will be a small gap between the last competitor in the Main Rally and the first competitor in the Trophy Rally during the Saturday afternoon and evening sections, the stage will remain live and no vehicle or pedestrian movement may take place until the Road Opening Vehicle following the Trophy Rally has passed.

The order of the Course Cars will be as follows:-

The CLOCK CAR (Gemini 40) will travel before the road is closed and, as it is only necessary that it visits the start and finish of each stage, it may not keep to the prescribed route.

The ROAD CLOSING CAR (Pilot Graeme, XXXXXX) clearly marked 'Road Closing' and running with red beacons, will travel the rally route at, or after, the Road Closing time. It will not run through Stage 3 after Dervaig, Stage 10 or Stage 11

The TAPE CHECK CAR (Pilot Gordon, XXXXXX) running with red beacons will follow the Road Closing Car and check that barrier tapes are in place and intact. It will not run through Stage 3 after Dervaig, Stage 8, Stage 9 or Stage 11 (May use stage 11 as a route between stages.) It will act as **Safety Officer** for Stage 10.

The CHIEF SAFETY OFFICER (Pilot Ron XXXXXXXX), running with red beacons will follow the SAFETY OFFICER and will act as a Spectator Control Vehicle. It will not run through Stage 3 after Dervaig, Stage 10 or Stage 11.

The CHIEF MARSHAL (Pilot Simon, XXXXXXXX), running with red beacons, will follow the Chief Safety Officer and precede the Flying Control Car. It will also act as a Spectator Control Vehicle. It will not run through Stage 3 after Dervaig, Stage 8, Stage 9 or Stage 11. (May use Stage 11 as a route between other stages.)

The FLYING CONTROL CAR (Pilot David) running with red beacons will run immediately in front of the first competitive car (1) It will not run through Stage 10 or Stage 11.

The ASSISTANT CHIEF MARSHAL Mark Wilkinson (Pilot Wilkie) running with red beacons, will run through stages 3, 8 and 9. It may also run through Stage 12.

The ROAD OPENING CAR (Pilot Mark XXXXXXXX), running with red beacons, carries a roof mounted "Road Opening" sign and will collect the clocks and flying finish radios. To prevent any possible delay, please have these ready for collection. It will not run through Stage 3 between the start and Dervaig. It will not run through Stage 10.

The ASSISTANT CHIEF MARSHAL Andrew Bateson (Pilot Andrew) running with red beacons will close the road on Stages 3 and 10 and act as Road Opening car on Stage 10.

Note:- For operational reasons, there may be times that the Chief Safety Officer's car, the Safety Officer's car, the Tape Check car and the Chief Marshal's car will travel out of sequence. It may also be necessary to run an additional official vehicle through some of the stages and if this is done stage commanders will be advised by radio.

11. STAGE AND OTHER RADIO OPERATORS.

With written agreement from the MSA, 81 Mhz, together with UK General red and blue frequencies will be used for all stage safety traffic. RAYNET will link the 81 MHz controls with Rally HQ. PBR transceivers from the 2300 Club radio system will be used locally between the flying finish and stop lines of stages. As the Pilot vehicles require instant communications with each other immediately after road closing times, they must always be given priority unless the frequencies are being used for urgent safety traffic.

A RAYNET net will cover the Island for official vehicles and this will also facilitate tracking of these vehicles by APRS equipment which reports their position, course and speed to Rally HQ every thirty seconds.

12. JUNCTIONS AND TAPING.

All junctions are numbered so that the Safety Manual numbers coincide with the junction numbers in the Road Book. Typical junction numbers are as follows:-

Start Start of the stage.

J2M J2 is Junction (or Post) 2, and M stands for a mid point other than a road junction.

J3J J3 is Junction (or Post) 3, and J stands for a mid point road junction.

Finish is the stage stop line. (The position is described as "Finish", not "Stop" to avoid possible confusion with the command to stop a stage.)

All road junctions must be closed off with a **double barrier** effectively stopping any car from coming within **50 METRES** of the rally route. This must be done by forming a "**BOX JUNCTION**" into which no vehicle can enter. No persons or vehicles may go within the area of the box junction. An exception may be made that one vehicle, tracking competing cars, may sit well back in the box junction for safety purposes if no other suitable place is available, but a clear escape route from the stage must be left for any competing cars. 'Road Ahead Closed' and 'Road Closed' signs must be placed on the carriageway and must face oncoming traffic so that they can be clearly seen.

A marshal and a radio operator must be positioned at each road junction. All farm and house entrances must be taped off, although neither a marshal nor a radio operator needs to be present. It is advisable to have the tapes and any necessary stakes in position well in advance of the Road Closing time so that the tape may be tied across as close to the closure time as possible. All stakes and tape must be removed as soon as possible after the rally. All residents on the island have been informed of the dates and times of road closures by individual letter and by public notice.

13. RUNNING STAGES AFTER ROAD CLOSURE TIME.

Stage Commanders are reminded that before a stage can run, the following **MUST** be observed:-

- a) The time must be after 'Road Closing' time.
- b) The road must be closed and signposted "CLOSED" and the "ROAD AHEAD CLOSED" boards must also be in position.
- c) The CHIEF SAFETY OFFICER or (Safety Officer) must consent to the stage running.
- d) The CHIEF MARSHAL (or Assistant Chief Marshal) must consent to the stage running.
- e) There must be a radio operator at the start and finish of the stage.
- f) All mandatory radio points must have a radio operator.
- g) There must be a RAYNET operator at each 81 MHz / PBR Control point.
- h) There must be a radio operator and a marshal at each road junction on the stage. (Designated SxJxJ, e.g. S4J2J)
- i) There must be a Doctor or Paramedic at his specified location and he must have radio cover.
- j) A Rescue Ambulance must be covering the stage and have radio cover.
- k) There must be effective radio inter communication between all radio operators on the stage, either directly, via an 81 MHz control, or via RAYNET Control.
- l) The STAGE COMMANDER must be at the start of the stage.
- m) **Rally Control must pass a message to the Stage Commander stating the status of the stage is "Green".**

14. RESTRICTIONS ON VEHICLES IN STAGES.

No vehicle may travel against Rally Traffic from the time of Road Closure until the opening vehicle has passed except:-

- a) **The Stage Commander** returning to the start of the stage provided that a radio message is passed to the start of the stage before the road closure time, and that the Pilot cars are notified that the Stage Commander is still in the stage. **(Note:- This exception should only be used if it is not possible for the Stage Commander to return before Closure time owing to exceptional circumstances. It should not be taken as routine!)**
- b) Before the stage status is reported as “Amber” local decisions may be made by the pilot vehicles:- **Road Closing Car, Tape Check Car, Chief Safety Officer, Safety Officer, the Chief Marshal and the Assistant Chief Marshal.**
- c) In the event of an incident, when the **Stage Commander** may request contra rally traffic. This may only be done **after the Stage Commander or his deputy has arrived at the scene of the incident**, and after alerting the **Clerk of the Course** at Rally HQ. No contra rally traffic may be sanctioned unless every competitor can be accounted for.

No vehicles including Marshals, Radio, etc may change position after the Road Closing Car has passed except on the instructions of the Road Closing Car, the Tape Check Car, the Chief Safety Officer or the Chief Marshal.

Recovery Vehicles must not be admitted to a stage until the Road Opening Vehicle has passed except with the express permission of the Clerk of the Course, the Assistant Clerk of the Course, the Chief Event Safety Officer or the Chief Marshal. This is to prevent delays to the rally or to the road opening car. If necessary assistance should be obtained to assist with keeping a good lookout, and warning triangles or lights (night-time), should be positioned to cover approach from both directions during all recoveries. Unfortunately, except in exceptional circumstances, it is not possible to hold road opening until recovery work has been undertaken because the road opening car requires to keep as close to the last competitive car as possible.

Medical cover and communications must be available during all recoveries.

15. CAR NUMBER CHECKING AND DEALING WITH INCIDENTS.

One member of the Stage Finish Crew will be designated as the dedicated "Stage Car Checker" It will be that person's responsibility to ensure that all cars are accounted for throughout the running of the stage.

The marshals at the start and finish of each stage will operate the "**Bingo Card**" system of car checking. As each car arrives at the stage start, the check sheet controller will write the previous car number on the pre-numbered tickets and will then hand it to the time clock operator who will enter the number and time in the corresponding pre-numbered check sheet space and give the ticket to the co-driver. Upon arrival at the stage finish, the ticket will be collected from the co-driver and handed to the check sheet controller who will put it on a spike and record the number against the corresponding car and time.

The tickets can be easily checked to ensure that all cars have left the stage. If, however, the numbers are not consecutive, the missing car can quickly be identified from the car number on the next ticket. If two cars go missing, a quick call via your radio operator will identify the cars by asking the start control for the car numbers which correspond to the missing ticket numbers. **Cars overdue by 5 minutes** should be reported to the start of the stage as "missing" and following competing cars asked to look out for them. At this point all the rally's safety services should be put on alert in case positive confirmation of an incident is received.

A car requiring urgent assistance must show an **SOS BOARD**. If no help is required, an **OK BOARD** must be displayed. The false showing of an SOS board will be dealt with according to Blue Book Regulations. Remember that it might not be possible for a crew to show an SOS board if they are trapped in the vehicle.

If a following car sees an SOS board it must stop. Following cars will report seeing it "on Car X at Location Y" This information, when received by a marshal, must be relayed via radio to the Stage Commander. The information should include the following as a minimum:-

Car Number, Make & Model
Exact Location
Crew In / out.

The decision to investigate lies with the Stage Commander, however, if an SOS board has been seen, the stage must be stopped and the matter investigated. On hearing of an incident, safety services must not act themselves but must wait for authority to proceed. **THIS WILL COME FROM THE STAGE COMMANDER.**

Rally Control must report incidents as quickly as possible to:-
Chief Medical Officer
Chief Safety Officer
Incident Officer

And further report on the updated situation.

Stage check sheets are available in Appendix 2 of the Safety Manual.

16. ATTENDANCE AT INCIDENTS.

An incident will be attended by the following officials:-

DOCTOR (or PARAMEDIC) in his own vehicle.

RESCUE VEHICLE with its own crew.

STAGE COMMANDER or DEPUTY in his own car. He should take with him at least one experienced marshal and leave his position in the hands of an experienced marshal. **Where there is a mid stage rescue position, and the incident is beyond that point, the Stage Commander must instruct his deputy or other marshal at that location to proceed to the incident when it is safe to do so, (following the Red Board procedures) and he himself must remain at the start of the stage.** The cars expected in the stage can be obtained from the control sheets, showing which competitors have started the stage and which have passed the mid point position(s). It must be remembered that a competitor may stop in a stage (for example to change a wheel or if temporarily stuck in a ditch) and that this competitor may therefore not be in sequence and may be very late. For this reason, the red board must be clearly shown at the mid point before the rescue crew has entered. A red board must also be shown (and remain shown) at all radio points after that mid point as soon as a vehicle involved in the rescue has passed.

RECOVERY UNIT

The Recovery Crew will attend all on-stage incidents to provide a radio link from the locus to Rally Control, either directly or via 81 MHz Control as appropriate, and other points on the stage, irrespective of a need for Recovery services. In the absence of a Recovery crew, an 81Mhz radio operator will provide this service.

NO OTHER VEHICLES, with the exception of the CLERK OF THE COURSE, the CHIEF SAFETY OFFICER, The SAFETY OFFICERS, the CHIEF MARSHAL, the ASSISTANT CHIEF MARSHAL, The EVENT INCIDENT OFFICER or the CHIEF MEDICAL OFFICER may enter the stage without the express permission of the Clerk of the Course, the Chief Event Safety Officer or the Chief Marshal.

On the request of the Doctor, **the Scottish Ambulance Service** will proceed to the agreed rendezvous point for the stage to await the arrival of the patient(s) on board the Rescue Ambulance. If the stage doctor is required to accompany patient(s) to hospital, the **Chief Medical Officer** will travel to the start of the stage so that it remains covered, or make an arrangement for this cover to be provided by other means, so that the stage may restart. In this case, the doctor's car may be driven off the stage by the marshal who accompanied the Stage Commander, or by a second member of the Doctor's own crew, or it may be left well clear of the road. Whatever happens, it must be accounted for. It is the responsibility of the Stage Commander to ensure that the stage is clear and that there is cover from a Doctor or Paramedic, a Rescue Vehicle, a Recovery Vehicle and Radio Operators before restarting. If stopping the stage causes a delay which will take the rally beyond the closure period, no extension can be allowed, and the stage will be closed. **This decision will be made by the Clerk of the Course.**

In the event of serious injury to a competitor or third party, the car(s) involved must stop and not proceed any further until authorised to do so by the Police. Marshals must ensure that no rally traffic passes the scene of a serious incident without the express permission from the Clerk of the Course who will liaise with Strathclyde Police.

17. EMERGENCY MEDICAL RETRIEVAL SERVICE.

The Emergency Medical Retrieval Service (EMRS) is a specialist critical care air transport service that serves the isolated hospitals and practices in the West of Scotland. Based in Glasgow, it provides consultant delivered skills to optimise a patient's condition before and during transfer to definitive care 24 hours a day. Transfers are undertaken using the Scottish Ambulance Service Aircraft, with military Search and Rescue support in the event of adverse weather. EMRS exists to serve "Adults with life threatening illness or injury who require advanced medical intervention to facilitate safe transfer". This includes ventilated patients or those potentially requiring ventilation, high dependency patients with single organ failure, patients with compromised physiology and patients with actual or potentially serious injuries. With respect to the rally this would include patients with trauma to the head, spine, thorax, pelvis or abdomen, multiple limb fractures or any physiological derangement.

The team is happy to be contacted if doubt exists over the requirement for retrieval in individual cases.

Activation

The EMRS will normally be activated by staff at Dunaros hospital, but it may be activated at any time by a rally doctor if it is apparent that serious injuries requiring urgent evacuation from the island are present. This has the potential to reduce the time to definitive care, as the team can mobilise before the patient arrives in Dunaros hospital. At night the helicopter will normally land at Glenforsa and Scottish Ambulance Service will provide transport to and from the hospital. The team will rendezvous with the patient at Dunaros Hospital.

For advice or activation 24 hrs a day phone the Switchboard at XXXXXXXXXXXXXXXX and ask for the duty retrieval consultant. If practicable this request should be routed through the Chief Medical Officer.

EMRS should be also notified if a major incident is declared.

The minimum information required is the number of casualties, basic clinical details of injuries, current location and current plan of where they are going on the island.

Primary Response

During daylight, and subject to weather, the helicopter may be able to land directly at a serious incident. If requested by a doctor at the scene EMRS will provide a pre-hospital doctor equipped for pre-hospital RSI and other critical interventions. This request for a doctor needs to be made before the helicopter takes off from Glasgow, and must be done by a doctor at the scene through the Chief Medical Officer. This request should only be made when life-threatening injuries are identified and rapid evacuation from scene is indicated.

The request should be made by contacting the duty retrieval consultant as above.

Prior to the event, questions or requests for further information about EMRS should be directed to Dr. XXXXXXXXXXXXXXXX.

18. RED REFLECTIVE BOARD PROCEDURE.

Object:- To allow emergency vehicles to leave the mid point rescue points and proceed to the scene of an incident without waiting for all competitors to pass that mid-stage rescue point.

Note:- The Red Reflective Board Procedure should only be instigated by the Stage Commander after consulting the Clerk of the Course. (Exceptionally this may be done without consultation if the Clerk of the Course cannot be immediately reached.)

Procedure:- When a Stage Commander has received reliable, confirmed information that an accident has taken place and that immediate medical aid is required at a location after a mid-stage rescue point, he will initiate the following actions:-

- a) Stop all competitors entering the stage.
- b) Inform the Clerk of the Course
- c) Instruct via Radio that the Red Boards have to be displayed, at the location(s) where Rescue Services require to enter the stage from a mid point. The Doctor and Rescue Vehicle(s) will leave the mid point location when it is safe for them to do so. Red boards should be displayed at all radio points **after** the rescue services have passed that location.

The Doctor and/or Rescue Vehicle and where appropriate the Recovery Unit **must be helped to safely enter the stage** by the marshal(s) at the mid point. **In no circumstances** will a mid-stage vehicle run contra rally traffic, even for a short distance unless the stage has been checked to that mid point position FROM THE START and the Stage Commander is satisfied that it is safe for this to be done. As the Doctor and/or the Rescue Vehicle(s) proceed along the stage, **a red board must be displayed at all junctions or other radio points as soon as they pass.** Red boards are to remain displayed until removal is authorised by the Stage Commander.

The display of the red boards is to advise competitors that there are emergency vehicles ahead of them in the stage and that they must slow down and to a non-competitive speed and make their way slowly to the end of the stage taking due care, slowly negotiating past the incident if safe to do so and if it won't impede the rescue, but also being prepared to provide assistance if requested.

The display of a red board will also indicate that there are slow moving rescue and safety vehicles on the route in front of the rally cars and that is why it is requested that great care is taken on a stage when the red board procedure is in operation. If competitors catch up with safety vehicles, they must not overtake. This red board procedure is in place on all stages except 1, 2, 6, 9, 11 and 15.

At the scene of the rescue, the rescue crew(s) will, upon arrival, perform the following tasks:-

- a) Place warning triangle(s) in advance of the incident.
- b) Park their vehicle(s) in the 'fend off' position.
- c) Attend the casualties.

The removal of the casualties will take place via the stage exit, or through a suitable emergency exit route. Throughout the operation, the personnel at the incident must keep in touch with Rally HQ The Recovery Vehicle (Stage Safety Officer) will facilitate this.

Red boards will be issued to stage commanders as part of their "stage kit". **After the rally, all red boards must be returned to the Aros Hall unless another collection arrangement has been made.**

19. RADIO SAFETY PROCEDURES.

All positions are mandatory except those shown in italics on the stage positioning schedules. All stages are using the 81MHz MSA radio system, together with Red and Blue UK General frequencies for on-stage working, and a RAYNET operator will be positioned with the 81 MHz controller for each stage. For safety purposes it is imperative that only the designed radio system is used on stages, and no radios, other than those stipulated for a particular stage, may be used between the passage of the Closing Car and the Opening Car.

In the event of an incident, the radio operator at your location should be used to relay your instructions to the other end of the stage and / or to the relevant official. All incidents involving the call out of doctors, rescue vehicles, etc. must be reported without delay via the RAYNET Link to Rally HQ

There will be a radio operator with the Clerk of the Course, with each Stage Commander, at each stage start and finish, at each spectator area and at each mid-stage junction. In addition, some other mid points and service areas will be covered as will all doctors and paramedics, rescue vehicles, the Assistant Clerk of the Course, and all 'Pilot' vehicles.

20. NOTES FOR RADIO OPERATORS.

Make sure that you sign a signing-on sheet before your stage starts. Signing-on sheets will be available at the Radio Operators' meeting which will be held at the Isle of Mull Hotel, Craignure on Friday 9th. October at 13:00 hrs. Signing-on is your own responsibility. If you can't make the meeting for any reason, please phone Ron XXXXXXXXXXXX or Katie XXXXXXXXXXXX to make an alternative arrangement. Goody bags will not be distributed in bulk, and must be collected personally in return for a signature!

The rally will start from Tobermory at 19:48 hrs. on the evening of Friday 9th. October 2009 and the roads will be closed at the time shown in this schedule. At this time the road is officially closed to the Public and only Rally traffic will be allowed on it. A marked Road Closing Car will pass through the stage shortly after the closing time, although it should be noted that the road is closed by a time, and not by the passing of the Road Closing Car. The road will be re-opened some time after the last competitor has completed the stage by the passage of a "Road Opening" car. Please note that the terminology is different from that used in most rallies, in that a stage is started after the passage of a "Closing" car and that an "Opening" car follows the rally through the stage.

All traffic must run in the Rally direction and radio vehicles may not move on a stage once the Road Closing vehicle has passed. It is also not advisable to attempt to travel in the opposite direction immediately before the stage is active, and no movement is permitted before the "Road Opening" car has passed your location.

Your vehicle should display a "Radio" sign.

Operators should plan to be in position forty five to sixty minutes before the Road Closure time and on arrival they should make themselves known to the marshal(s) at that location. Immediately after the Road Closing time, the pilot vehicles travelling through the stages need to communicate with each other and must be given priority unless urgent safety traffic is being passed. Throughout the event all radio operators must keep themselves available to instantly pass traffic to and from the marshal(s) on their stage, as well as their control.

20. NOTES FOR RADIO OPERATORS Contd.

Communications on the Island can be difficult and although some talkthrough systems will be in operation it is advisable to have an efficient system with an external antenna system available. Remember also that this is a lengthy event and battery power, if used, should be adequate to power your equipment for the full duration.

RAYNET Control will be staffed from lunchtime on Friday and a controlled RAYNET net will be in operation from that time. RAYNET operators should make use of this to check the operation of their equipment. It may be useful to go to your designated location during daylight hours and check signals well before the start of the event.

All stations should complete a radio check with their control as soon as possible after arriving at their position and should not close down until after the Road Opening Car has reached the next radio location, and permission has been obtained from the Stage Commander (81 MHz radios) and from Rally HQ (RAYNET operators). If a radio operator is moving to another location it must be remembered that many of the roads may already be closed with competition already taking place on them, or about to do so. Please plan all routes carefully. Details of road closure times are given in the Stage Safety Section of this Manual.

Most start positions and some mid points will have a doctor and rescue vehicle co-sited with them. As there is may not always be a separate operator for these vehicles, the stage operator may be required to cover them too. Radio cover at on-stage incidents will be facilitated by the Recovery Crews, who will be asked to attend all incidents. Be prepared to assist with a link if communication is difficult. The stage will not be restarted until the Stage Commander has ensured that there is medical and radio cover for the stage. Please see the procedure headed "Investigation of Incidents" elsewhere in this manual.

All stations should routinely report the arrival / passage of the Flying Control Car. An example of a passage report would be "Flying Control Car, Stage Two, Junction J2M at 20:04"

A locating system, APRS, is being used to monitor the positions of all the course cars and in order to reduce radio traffic **the movement of course cars, other than the Road Closing Car and the Flying Control Car, should not be routinely reported to Rally HQ**

Competing cars which are overdue by five minutes should be reported to the Stage Commander at the start of the stage.

At the completion of your stage, the operator at the stop line should pass the numbers and order of the last three competing cars to your control. If an emergency is in progress at the time, please leave the frequency free, and pass the information later.

Mull can be very cold in October. Dress adequately, with winter clothing, and wear a reflective jacket or tabard. Please ensure that you have sufficient fuel to travel to your positions as there are not many filling stations on the Island. A spare can with five litres might not even be enough!

20. NOTES FOR RADIO OPERATORS Contd.

Tour of Mull Course Vehicle Tracking (Otherwise known as “APRS”)

Over the last few years, you may have heard reference to the “APRS” system, or have been aware that certain official vehicles have their exact location tracked as they move around the island.

Firstly a jargon buster: APRS stands for **A**utomatic **P**osition **R**eporting **S**ystem.
Not to be confused with GPRS, which is the mobile phone data service

What is it?

Originally developed in the late 1980’s by Radio Amateurs in the USA, it is a system that allows a radio station to broadcast information about itself. This can be its position, local weather information, short messages and a whole host of other details.

The key detail is that the information is real-time, so the position or weather details etc. are correct at the exact time they are transmitted.

On the Tour of Mull we use the position features, plus an ability to regularly send information about the state of batteries connected to the hilltop equipment.

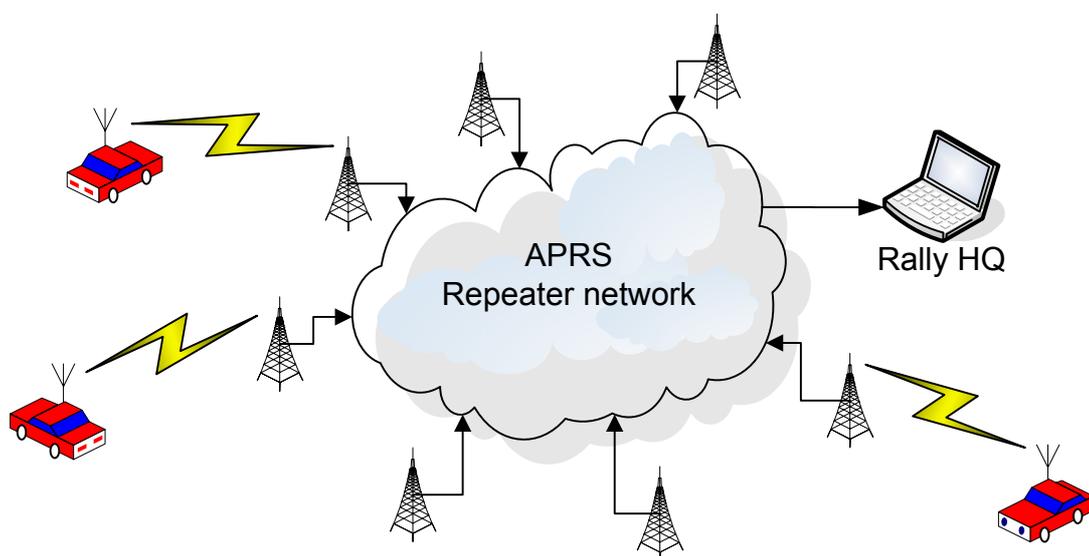
How does it do it?

Each location that is to send information has a radio transmitter and a unit that allows the data to be sent. If information about the position is required, a GPS is also connected.

The station is configured to send the information on a regular basis.

At the other end, a PC-based system interprets the information and displays it in a way that is easily understood by humans! This can be a position on a map, status information, message prompts etc.

To get the information to Rally HQ in Salen, a network of seven repeaters is installed around the island which provides 100% coverage of the rally route and intermediate roads.



20. NOTES FOR RADIO OPERATORS Contd.

How does this benefit Rally HQ?

At any time they accurately know the position – and therefore progress – of the road closing car, safety vehicles, chief marshal, car 00 and road opening, plus a number of rescue & recovery units and doctors.

Positions are updated every 30 seconds, meaning their position is known to within about 500m when moving and 15-20m when stationary.

In Rally HQ, each radio operator position and Rally Official “desk” has a laptop enabling them to examine in detail the position and progress of any vehicle.

On various stages, particularly the longer ones, rally officials rely heavily on the information provided to make safety critical decisions about (e.g.) when to send in the flying control car (00), based on the known position of the safety vehicles.

If any of the vehicles have to stop in stage to sort out problems, or travel to an incident, the location is immediately known to Rally HQ and the Police. This detailed information avoids any misunderstandings or ambiguity, particularly if additional resources are required to be sent in.

The benefits of APRS are immense, and with the new way of radio working it provides a level of real-time management information and overview that it would otherwise not be possible to have.

20. NOTES FOR RADIO OPERATORS Contd.

What is involved in setting up the system?

The following equipment is installed by a team of about ten RAYNET volunteers.

- 11 Mobile tracking kits – Radios, tracker, aerial and GPS
- 6 hilltop repeaters (kit in waterproof case, mast, aerial, battery) stretching from Calgary to Bunessan
- 3 Internet Gateways (Radio, TNC, aerial and laptop) in outlying areas of the island
- 4 Reception and map display locations

As with anything to do with the Rally, all the kit has to be brought to the island and a significant logistical operation ensures the equipment is configured and put into kits prior to the event. Most kit is owned by the Leicester and Aylesbury RAYNET Groups, and the 2300 Club.

If you want to know more...

If you are interested in knowing more about the system, the APRS team is staying at the Isle of Mull Hotel so just ask for them in the lounge and they will be happy to talk about it over a pint! They are very busy prior to the Rally, so it's probably best to wait until after the Saturday night. Alternatively you can contact them at mullaprs@raynet-uk.net at any time.

Glossary

<i>APRS</i>	Automatic Position Reporting System
<i>Digipeater</i>	Same as Repeater (stands for Digital Repeater)
<i>OpenTracker</i>	See Tracker (OpenTracker is a specific brand of unit)
<i>Packet</i>	The way the information is sent around the system – i.e. in data “packets”
<i>RAYNET</i>	Radio Amateurs’ Emergency Network – Voluntary Emergency Communications
<i>Repeater</i>	A unit that rebroadcasts information over a wider area
<i>TinyTrak</i>	See Tracker (TinyTrak is a specific brand of unit)
<i>TNC</i>	Terminal Node Controller – The intelligent box that is used on the hilltop repeaters
<i>Tracker</i>	Generic name for the unit that takes GPS input, connects to a radio and sends the location

21. 2008 SAFETY WHO'S WHO. (Crews in alphabetical order)

Safety Team	Doctors	Road Closing Car	Team Support
Ron Cowan	Dr. Jack McKellar	Graeme Cowan	Keith Brown
Jim Andrews	Dr. Neil Bowring	Laura Barr	Freda Bowring
Laura Barr	Dr. Peter Crawshaw		John Carpendale
Adrian Beale	Dr. John Harrington	Tape Check Car	Richard Crawshaw
Paul Burns	Dr. Greg Irons	Gordon Cowan	Deirdre Harrington
Gordon Cowan	Dr. Pete Moran (Hogg 2)	Ellie Mogg	Carrie MacDonald
Graeme Cowan	Dr. Bob Pawson		Zenda McKellar
Katie Cowan	Dr. Alistair Ranger	Flying Control Car	Glenda Nation
Lisa Cowan	Dr. Ben Shippey	David Bateson	Rowena Ranger
Norman Halcrow	Dr. Karen Wilson (Hogg 1)	Mike Kidd	Elaine Strathie
Garry Headridge			Jim Strathie
John McDermott	Paramedics	Road Opening Car	Myra Strathie
David Mogg	Dave Darbyshire (Hogg FIV)	Mark Goossens	Bob Walker
Ellie Mogg	Andy Hutton (Darlington)	Rachel Stanley	
Rachel Mogg			Ch Marshal's Driver
Crawford Ross	Safety Co-ordinator & Incident Officer	Stoke Rescue	John McDermott
		Nigel Bailey	
Extractor Rescue 1	Iain Grindrod	Julie Bailey	HM Coastguard
Les Nehrlich		Shaun Bailey	
Phil Stansbie	Pennine Rescue 1	Steph Stanton	
	Graham Miles		
Extractor Rescue 2	Diane Booth	Castle Rescue	
Harold Lowe	Ian Green	Rupert Hine	
Gerry Morriss	Andy Hubbard	Stuart Abbott	Shire Recovery
		Malc Collings	Brian Hatton
Hogg Rescue 1	Pennine Rescue 2	John Jesky	Sandy Andrews
Richard Birdson	Dave Tattersfield	Iain McLeary	Paddy Andrews
Stuart Greave	John Ashton		Donna Hatton
Andrew Kewley	Andy Boyle	Darlington Rescue	
Cathie McGurgan	Debbie Jackson	Graham Coe	Piper 9 Recovery
Karen Wilson		Andy Hutton	George Winder
	Saltire 1	Steve Kidd	Andrew Kirkpatrick
Hogg Rescue 2	Alastair Gray	Jon Lyon	
Tim Thomas	Ken Sime		Tunnock's
Pete Moran	Tom Wilson	Belhaven Recovery	
John Riseley		Ken Wishart	
Sheila Webster	Saltire 2	Liz Wishart	Cal Mac
Jenny Wernham	Donald Reid		
	Bruce Craig	Piper 2 Recovery	
Hogg FIV		Colin Robertson	
Dave Darbyshire	Saltire 3	Colin Rodger	Photographers
Glenda Nation	Paul Woods		Angela Luke
	Geoff Carnegie	Solway Recovery	Martin Luke
Omega Rescue		Andrew Parr	
Paul Barraclough	Strathclyde Police	Richard Hayhoe	Strathclyde Fire
Tim Senior			
		Forest Recovery	
		Marc Collings	Other Crews
		Jon Jesky	T B A

22. RADIO CREWS.

Names			Names			Names	
Sandra	Andrews		Ian	Dixon		Colin	McDowall
Colin	Auld		Dave	Duff		Neil	McHaffie
Jan	Baddeley		Alan	Farrimond		Rickie	Mcleary
Nick	Bancks		Jim	Fergusson		Brenda	McRae
Graeme	Barrie		Gus	Finlayson		Kenneth	McRae
Andy	Bates		Eve	Fisher		Samuel	Morse
Audrey	Bates		Bob	Fisher		James	Moir
Iain	Baxter		Les	Fragle		Rae	Osbourne
Sandra	Baxter		Julian	Gibson		Roy	Pilkington
Adrian	Beale		Simon	Goodwin		Gerry	Potter
Ray	Beamish		Chris	Goodwin		Jenny	Reddaway
Lorraine	Beaty		Norman	Halcrow		Crawford	Ross
Dougie	Beaty		Jennifer	Hanley		Andrew	Sharp
Derek	Bedson		Chris	Hartley		Chris	Sheridan
Susan	Beech		David	Hegarty		Helen	Sheridan
Roger	Beever		Joy	Hewson		Mike	Shorley
Diana	Baines		Stephen	Hill		Ian	Somers
Graham	Bray		Phil	Hills		Steve	Somers
John	Brindley		Elaine	Horne		Hugh	Steele
Dot	Brown		Myra	Huddlestone		John	Taylor
Dave	Burke		Chris	Huddlestone		David	Thomson
Mel	Burnip		Colin	James		Stan	Thorogood
Tim	Butler		Tony	Johnson		Robin	Tourish
Sam	Chance		Margaret	Johnson		Max	Wahid
Rich	Chapman		Andrew	Johnson		Callum	Webster
Mel	Chapman		Arthur	Jones		Trevor	Welch
Liz	Clark		Geoff	Kirkpatrick		Fraser	Wenseth
John	Clayton		Anne	Lawson		John	Williams
Sandra	Clayton		Sharon	Leader		Glyn	Williams
Ted	Collins		Derek	Machin		Gill	Williams
Pat	Collins		Dave	MacKintosh		Kenny	Wilson
Alison	Cook		David	Marshall		Chrys	Worboys
John	Craig		Jean	Marshall		Judith	Worboys
Sheila	Craig		Julian	May		Stephen	Worboys
Kenneth	Cupples		Robert	May		Jill	X
Denis	Curran		John	McArthur			
Azeem	Din		Iain	McCuaig			

23. ISLAND MEDICAL AND VETERINARY PERSONNEL.

Dunaros Hospital Manager	
Nurses	

Island Doctors. (Will be called out by the hospital if necessary)		

Ambulance Crew		
Radiographers		
Veterinary Surgeon		

24. OPERATIONAL CALLSIGNS AND NUMBERS.

Surname	Forename	81 MHz	RAYNET	Mobile
Andrews	Jim	Mull 14		
Bateson	Andrew	Pilot Andrew		
Bateson	Dave	Pilot Dave		
Belhaven	Ken	Belhaven Recovery		
Bibby	Simon	Pilot Simon		
Bowring	Neil	MoMo 2		
Briggs	Ian			
Castle	Rupert	Castle Rescue		
Christie	Colin			
Cowan	Ron	Pilot Ron		
Cowan	Katie	Pilot Katie		
Cowan	Gordon	Pilot Gordon		
Cowan	Graeme	Pilot Graeme		
Crawshaw	Peter	MoMo 42		
Darlington	Graham	Darlington Rescue 2		
Douglas	Grahame			
Extractor 1	Les	Extractor Rescue 1		
Extractor 2	Harold	Extractor Rescue 2		
Forest	Marc	Forest Recovery		
Frary	Graham			
Goossens	Mark	Pilot Mark		
Grindrod	Ian			
Halcrow	Norman	Border 1		
Harrington	John	MoMo 87		
Hennes	Peter			
Hogg 1	Stuart	Hogg Rescue 1		
Hogg 2	Tim	Hogg Rescue 2		
Hogg FIV	Dave	Hogg FIV		
Irons	Greg	MoMo 118		
King	Dave			
McDermott	John	Pilot Simon		
McKellar	Jack	MoMo 7		

24. OPERATIONAL CALLSIGNS AND NUMBERS Contd.

Surname	Forename	81 MHz	RAYNET	Mobile
Mogg	David			
Mogg	Ellie			
Mogg	Rachel			
Molyneux	Neil			
Molyneux	Clive			
MSSO	Paul	Omega Rescue		
Pawson	Bob	MoMo 66		
Pennine	Graham	Pennine Rescue 1		
Pennine	David	Pennine Rescue 2		
Piper 2	Colin	Piper 2 Recovery		
Piper 9	George	Piper 9 Recovery		
Ranger	Alistair			
Ross	Crawford	Tartan 68		
Shippey	Ben	MoMo 47		
Shire	Brian	Shire Recovery		
Smith	Ian	Pilot Ian		
SMMC 1	Alastair	Saltire 1 Rescue		
SMMC 2	Bruce	Saltire 2 Rescue		
SMMC 3	Paul	Saltire 3 Rescue		
Solway	Andrew	Solway Recovery		
Stanhope	Peter			
Stoke	Nigel	Stoke Rescue		
Whittaker	Allan			
Wilkinson	Mark	Pilot Wilkie		
Wright	Bob			

25. OFFICIALS' CONTACT INFORMATION.

Alasdair McInnes			
Allan Durham			
Allan Whittaker			
Andrew Bateson			
Andy Mort			
Cliff Simmons			
Clive Molyneux			
David Bateson			
Fred Blundell			
Gordon Hawcroft			
Graham Marshall & Carla			
Graham Ryding			
Ian & Kath Grindrod			
Ian Smith			
John Fife			
John Nixon			
John Sharples			
Linzi Lancashire			
Mark Goossens			
Mark Wilkinson			

25. OFFICIALS' CONTACT INFORMATION Contd.

Neil Molyneux			
Nigel Worswick			
Pete Kenyon			
Peter Stanhope			
Rob Harris			
Roger Whittaker			
Ron Cowan			
Roy Honeywell			
Simon Bibby			
Stuart Pye			
Tony Driver			
Trevor Roberts			
Trevor Wintle			
Walter & Pat Bateson			

26. POSITION SCHEDULE.

Name	Friday Night	Saturday Day	Saturday Night
Jack McKellar	=====	=====	=====
Neil Bowring	S5 Start	S8 Start	S13 Start
Peter Crawshaw	S6 Start	S9 & S11 Start	S13 J4M
John Harrington	S5 J3J	S12 Start	S13 J8J & S17 J3J
Greg Irons	S4 J2J	S12 J4M	S14 Start
Pete Moran (Hogg 2)	S3 J6J	S10 J4M	S14 J4J
Bob Pawson	S1 & S2 Start, S7 J3M	S10 Start	S15 Start
Alistair Ranger	S3 & S4 Start	S8 J6J	S13 J12M
Ben Shippey	S3 J2J	S10 Start	S16 J3M
Karen Wilson (Hogg 1)	S4 J6M	S9 & S11 Start	S16 Start
Dave Darbyshire FIV	S4 J8M	S10 J6M	S17 J5M
Andy Hutton (Darl2)	S7 Start	Sit in Dervaig	S13 J6J & S17 Start
Castle Rescue	S5 Start	S8 Start	S13 J12M
Darlington Rescue 2	S7 Start	Sit in Dervaig	S13 J6J & S17 Start
Extractor Rescue 1	S3 J2J	S10 Start	S17 J3J
Extractor Rescue 2	S3 & S4 Start	S9 & S11 Start	S13 J4M
Hogg Rescue 1	S4 J6M	S9 & S11 Start	S16 Start
Hogg Rescue 2	S3 J6J	S10 J4M	S14 J4J
Hogg FIV	S4 J8M	S10 J6M	S17 J5M
Omega Rescue	S5 J3J	S10 J6M	Craignure Service
Pennine Rescue 1	S7 J3M	S8 Start	S15 Start
Pennine Rescue 2	S6 Start	S8 J6J	S16 J3M
Saltire 1	S1 & S2 Start	S12 J4M	S13 Start
Saltire 2	S5 J5M	S12 Start	S13 J8J
Saltire 3 **	S1 & S2 Start	S12 Start	S14 Start
Stoke Rescue	S4 J2J	S10 Start	S17 J3J
Belhaven Recovery	S1 & S2 Start	S9 & S11 Start	S13 J8J & S17 Start
Forest Recovery	S5 Start	S8 Start	S13 J12M
Piper 2 Recovery	S6 Start	S10 J4M	S13 Start
Shire Recovery	S4 J2J	S8 J6J	S14 Start
Solway Recovery	S3 & S4 Start	S10 Start	S16 Start
Piper 9 Recovery	S3 J2J	S12 Start	S15 Start
Recovery 7	S4 J6M	S10 J6M	S17 J3J
Recovery 8	S7 Start	S10 Start	S17 J5M

** Move to Service at Craignure to arrive by 22:00

27. NOTES.

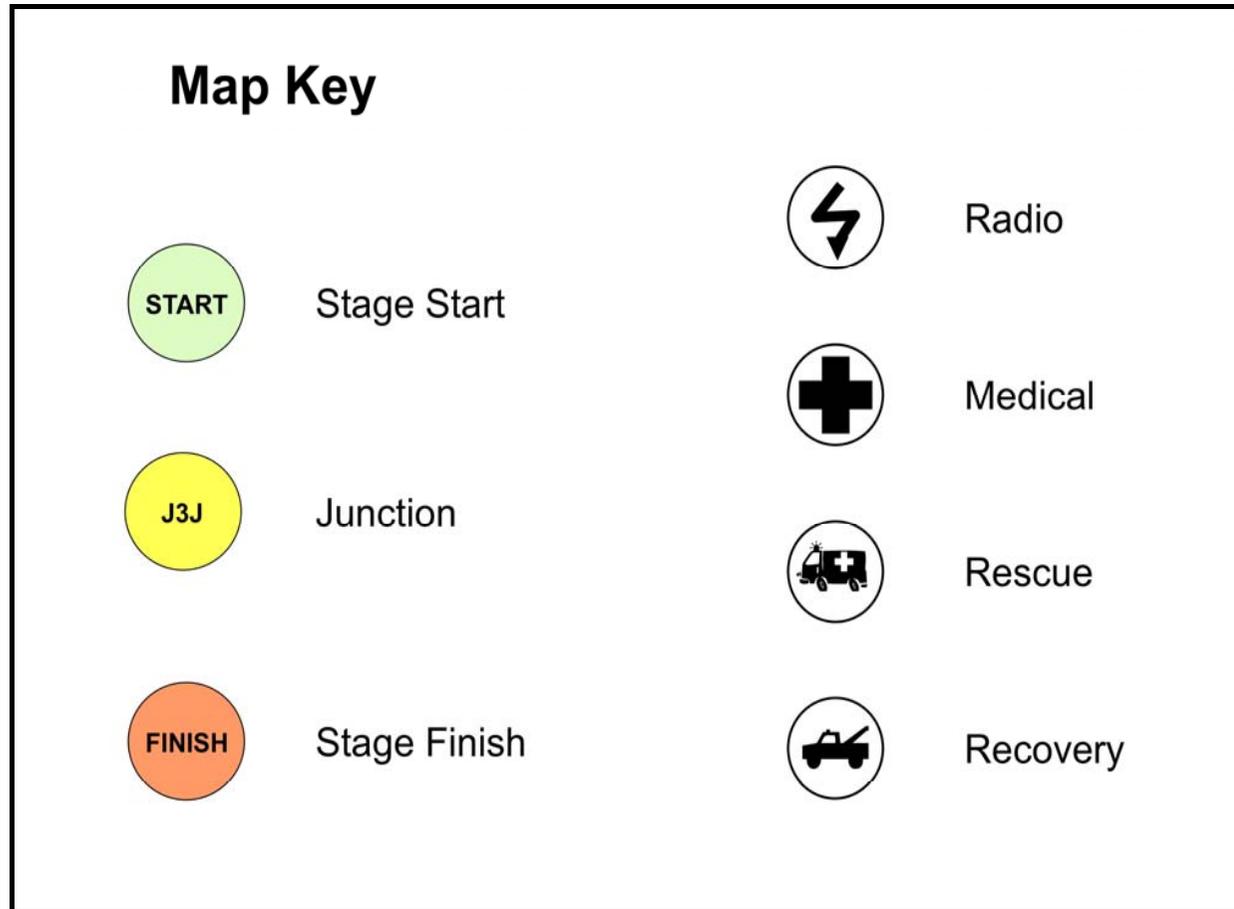
Thank you for attending this year!

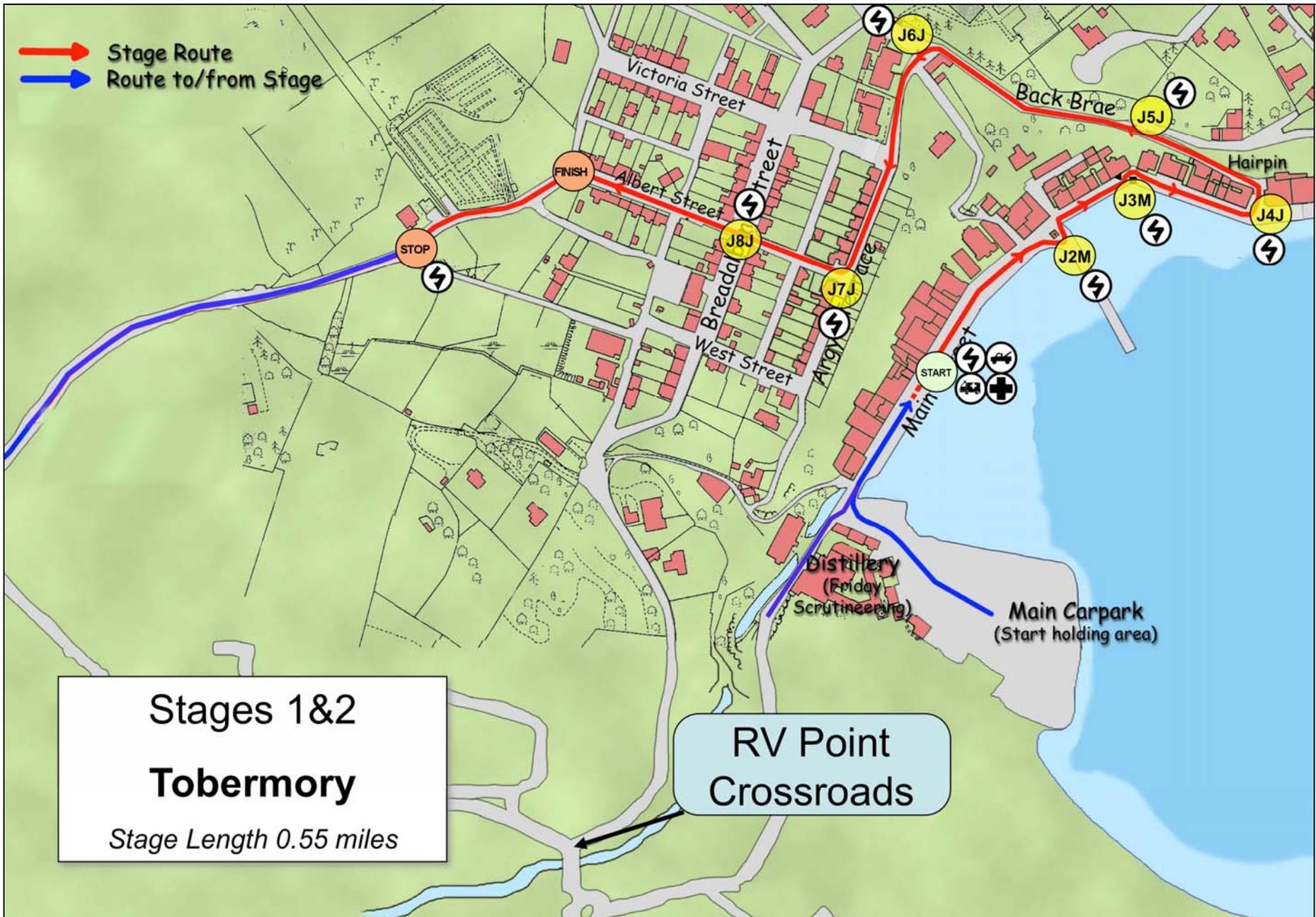
Next Year's Dates.

Friday 8th. to Sunday 10th. October 2010

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28. STAGE MAPS and SAFETY POSITION SCHEDULES.





Stages 1 and 2 RED	Tobermory Vulture Control Graeme Barrie 2M0ZEB Robert May	Stage Commander Peter Stanhope 07793 662 444
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Road Closed	Tape Check	Chief Safety Officer	Chief Marshal	Car 1 Stage1 Stage 2	Car 150	Road Open
19:00	19:05	19:10	19:15	20:00 20:09	22:41	00:00

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Pharmacy	5044 5518	Bob Pawson	Saltire 1 Saltire 3	MM3ROV Argyll 3, Dot	Belhaven
J2M	Clock Tower	5050 5525			Rod	
J3M	Clydesdale Bank	5060 5533			Derek	
J4J	Back Brae	5067 5531			Martin	
J5J	Western Junct.	5063 5535			TimJ	
J6J	Argyll Terrace	5046 5542			Eddie	
J7J	Albert Street	5041 5527			Nick	
J8J	Bredalbane St	5034 5529			TimS	
Stop	Drimnin View	4987 5518			John Otley 3	

	Index No.	Location	Map Reference
Ambulance RV Point	R10	Junction of A 848 and B8073 at bridge in Tobermory	5020 5480

A local UHF PBR net will be used on Stages 1 & 2, for 81MHz control, the Stage Commander and the marshals on the stage.

Map Stage 3

Stage 3 81 MHz	Glen Aros / Mishnish1 Mercury Control Chrys Worboys, Steven Worboys GM7MTK	Stage Commander Graham Frary 07855 834 262 Deputy Grahame Douglas 07780 672 750
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Road Closed 20:00	Tape Check 20:02	Ch.Safety Officer 20:03	Chief Marshal 20:04	Car 1 20:46 (20:44)	Car 150 23:16	Road Open 01:00
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	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Forest X Roads	4735 4688	Alistair Ranger	Extractor 2	GM4RQK Cat 2	Solway
<i>Mid J1+</i>	<i>Drumnacroich</i>	<i>4472 4940</i>			<i>Lowbox 20</i>	
J2J	Dervaig Junct	4304 5178	Ben Shippey	Extractor 1	Granite 1	Recovery 6
J3J	Bellachroy	4315 5194			Oak 4	
	<i>Dervaig Hairpins</i>				<i>Mercury Control</i>	
J4M	Quarry	4460 5210			Tob Relay	
J5M	Loch Torr FRd	4521 5244			Gemini 18	
J6J	Fish Farm	4621 5247	Pete Moran	Hogg 2	Vulture 5	
J7M	Quarry at C'tge	4777 5276			Argyll 5	
J8M	Quarry Boat Hs	4836 5313			Swift 14	
<i>Mid J8+</i>	<i>Caravan Site</i>	<i>4309 5445</i>			<i>Argyll 1</i>	
Stop	Bakery	4967 5494			MM0HSA Vulture 24	

	Index No.	Location	Map Reference
Ambulance RV Point	R10	Junction of A848 and B8073	5020 5480

Map Stage 4

Stage 4 81 MHz	Glen Aros / Calgary 1 Mercury Control Chrys Worboys, Steven Worboys GM7MTK	Stage Commander Graham Frary 07855 834 862 Deputy Colin Christie 07786 017 734
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Road Closed	Tape Check	Chief Safety Officer	Chief Marshal	Car 1	Car 150	Road Open
20:00 and 20:50	20:02 & 20:52	20:03 & 20:53	20:04 & 20:54	21:37 (21:30)	00:07	01:50

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Forest X Roads	4735 4688	Alistair Ranger	Extractor 2	GM4RQK Cat 2	Solway
<i>Mid J1+</i>	<i>Drumnacroich</i>	<i>4472 4940</i>			<i>Lowbox 20</i>	
J2J	Dervaig	4304 5178	Greg Irons	Stoke Rescue	Granite 1	Shire
J2+	Dervaig	4304 5178			Granite 2	
J3J	Hill Road	4286 5111			RAYNET 3	
J4J	Croig Junction	4068 5229			Tob 4	
J5J	Sunipol	3793 5189			Otter 1	
J6M	Calgary Beach	3740 5139	Karen Wilson	Hogg 1	Vulture 9	Recovery 8
J7J	Ensay	3603 4878			Vulture 4	
J8M	Larach Mor	3668 4741	Dave Darbyshire	Hogg FIV	Vulture 36	
<i>J8+</i>	<i>Reudle Cairn</i>	<i>3711 4682</i>			<i>Tartan 3</i>	
J9	Tostary	3894 4559			Tartan 41	
<i>J9+</i>	<i>Kilninian Ch.</i>	<i>3972 4564</i>			<i>Oak 15</i>	
Finish	Torloisk House	4093 4560			GM1KVI Gemini 3	

	Index No.	Location	Map Reference
Ambulance RV Point	R2	Dunaros Hospital	5730 4280

Map Stage 5

Stage 5 BLUE	Loch Tuath 1 Swift Control Simon Goodwin, Chris Goodwin GM8KWQ	Stage Commander Bob Wright 07860 866 935
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Road Closed	Tape Check	Chief Safety Officer	Chief Marshal	Car 1	Car 150	Road Open
21:10	21:12	21:14	21:15	22:07 (21:52)	00:37	02:10

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Torloisk	4125 4526	Neil Bowring	Castle	MM1EXO Jupiter 19	Forest
J2M	Eas Fors	4458 4227			Tob 22	
J3J	Ulva Ferry	4516 4013	John Harrington	Omega	Rhyl 4	
J4M	Killiemor West	4800 3968			Rede 30	
J5M	Killiemor	4880 3967		Saltire 2	Swift 3	
<i>Mid J5+</i>	<i>Dump Hill</i>	<i>5100 4016</i>			<i>Tob 16</i>	
J6M	Kellan Old Farm	5194 4053			Rhyl1	
J7M	K'chronan Beach	5370 4130			Jupiter 18	
Finish	Camp Site	5461 4079			GM8XNQ Tob 14	

	Index No.	Location	Map Reference
Ambulance RV Point	R2	Dunaros Hospital, Salen	5730 4280

Map Stage 6

Service at Craignure 22:00 until 02:30

Stage 6 RED	Loch Scridain 1 Silk Control (at J2+) Derek Machin, Jan Baddeley GM6AJS	Stage Commander Ian Briggs 07742 106 254
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Road Closed 23:00	Tape Check 23:05	Chief Safety 23:10	Chief Marshal 23:15	Car 1 00:03 (23:44)	Car 150 02:33	Road Open 04:00
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	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Kinloch	5450 2920	Peter Crawshaw	Pennine 2	GM1MMK Silk 15	Piper 2
<i>Mid J1+</i>					<i>Silk 2</i>	
J2J	Dererach	5180 2975			Silk 4	
J3M	Tiroran	4917 2858			Silk 21	
Finish	Balevulin	4863 2957			GM7GNK Silk 7	

	Index No.	Location	Map Reference
Ambulance RV Point	R2	Dunaros Hospital, Salen	5730 4280

Map Stage 7



**Note:- Road Closing Car be aware Dr. Bob Pawson will enter WD to J3M.
Tape Check, Chief Safety Officer & Chief Marshal WAIT AT J3J until Dr. Pawson arrives.**



Stage 7 BLUE	Gribun 1 Swift Control Simon Goodwin, Chris Goodwin GM8KWQ	Stage Commander Dave King 07811 022 879
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Road Closed	Tape Check	Chief Safety Officer	Chief Marshal	Car 1	Car 150	Road Open
23:10	23:15	23:20	23:25	00:20 (23:58)	03:10	04:10

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	A'Mhaol	4546 3289	Andy Hutton	Darlington 2	GM0JBC Swift 20	Recovery 7
J2J	Balmeanach	4511 3384			Swift 2	
<i>Mid J2+</i>	<i>Sandbank</i>	<i>4567 3585</i>			<i>Swift 21</i>	
J3M	Derryguaig	4908 3598	Bob Pawson	Pennine 1	Swift 13	
<i>Mid J3+</i>	<i>After Bridge</i>	<i>5180 3761</i>			<i>Swift 9</i>	
Finish	Knock	5428 3897			GM6CKR Swift 8	

	Index No.	Location	Map Reference
Ambulance RV Point	R2	Dunaros Hospital, Salen	5730 4280

Map Stage 8

Stage 8 BLUE	Tuath 2 Tob Control John + Sandra Clayton GM7GNK	Stage Commander Bob Wright 07860 866 935
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Road Closed		Chief Safety Officer	Assistant Chief Marshal	Car 1	Car 150	Road Open
11:30		11:32	11:35	12:11 (12:11)	14:41	16:30

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Gruline	5461 4079	Neil Bowring	Castle Pennine 1	GM8XNQ Jupiter 19	Forest
J2M	K'chronan Beach	5370 4130			Tob 22	
J3M	Kellan Old Farm	5194 4053			Rhyl 4	
<i>Mid J3+</i>	<i>Dump Hill</i>	<i>5100 4016</i>			<i>Rede 30</i>	
J4M	Killiemor	4880 3967			Swift 3	
J5M	Killiemor West	4780 3982			Tob 16	
J6J	Ulva Ferry	4515 4013	Alistair Ranger	Pennine 2	Rhyl 1 RAYNET 3	Shire
J7M	Eas Fors	4458 4227			Tob 14	
Finish	Port Rannich	4126 4487			MM1EXO Jupiter 18	

	Index No.	Location	Map Reference
Ambulance RV Point	R1	Bellachroy Hotel	4315 5195

Map Stage 9

Stage 9 81 MHz	Hill Road 1 Mercury Control (R Cairn) Chrys Warboys, Judith Warboys MM3DQX Tob Relay (Dervaig Hairpins) Neil McHaffie, Anne Lawson	Stage Commander Graham Frary 07855 834 862
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Road Closed		Chief Safety Officer	Assistant Chief Marshal	Car 1	Car 150	Road Open
11:50		11:52	11:54	12:33 (12:28)	15:03	16:50

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Torloisk	4157 4557	Peter Crawshaw Karen Wilson	Extractor 2 Hogg 1	GM6AJS Cat 2	Belhaven
J2M	Quarry	4207 4788			Oak 15	
Finish	Last Lay-by	4287 5102			GM4RQK Granite 1	

	Index No.	Location	Map Reference
Ambulance RV Point	R1	Bellachroy Car Park	4315 5195

Map Stage 10

Stage 10 81 MHz	Calgary Bay 1	Stage Commander Peter Hennes 07778 385 128
	Mercury Control (R Cairn) Chrys Warboys, Judith Warboys MM3DQX Tob Relay (Dervaig Hairpins) Neil McHaffie, Anne Lawson	

Road Closed	Safety Officer		Chief Marshal	Car 1	Car 150	Road Open
12:00	12:00		12:00	12:44 (12:37)	13:14	17:00
	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Dervaig	4267 5114	Bob Pawson Ben Shippey	Stoke Extractor 1	MM3ROV Argyll 3	Solway Recovery 8
J2J	Croig	4068 5227			Otter 1	
J3J	Sunipol	3793 5189			Tob 4	
J4M	Calgary Beach	3740 5139	Pete Moran	Hogg 2	Gemini 3	Piper 2
J5M	Ensay	3603 4878			Tartan 41	
J6M	Larach Mhor	3668 4741	Dave Darbyshire	Hogg FIV Omega	Vulture 9	Recovery 7
<i>Mid J6+</i>	<i>R. Cairn</i>	<i>3711 4682</i>			<i>Lanark 5</i>	
J7M	Tostary	3894 4559			Tartan 3	
Mid J7+	Kilninian Church	3972 4564			Granite 2	
Finish	Torloisk House	4093 4560			GM0JBC Swift 20	

	Index No.	Location	Map Reference
Ambulance RV Point	R1	Bellachroy Hotel	4315 5195
Alternative RV Point	(R2)	(Dunaros Hospital, Salen)	5730 4280

Map Stage 11

Stage 11 81 MHz	Hill Road 2 Mercury Control (R Cairn) Chrys Warboys, Judith Warboys MM3DQX Tob Relay (Dervaig Hairpins) Neil McHaffie, Anne Lawson	Stage Commander Graham Frary 07855 834 862
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Road Closed		Chief Safety Officer	Assistant Chief Marshal	Car 1	Car 150	Road Open
11:50				13:07 (12:54)	15:37	16:50

Note:- Course cars will travel through Stage 11 on their way to Stage 12

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Torloisk	4157 4557	Peter Crawshaw Karen Wilson	Extractor 2 Hogg 1	GM6AJS Cat 2	Belhaven
J2M	Quarry	4207 4788			Oak 15	
Finish	Last Lay-by	4287 5102			GM4RQK Granite 1	

	Index No.	Location	Map Reference
Ambulance RV Point	R1	Bellachroy Car Park	4315 5195

Map Stage 12

Stage 12 RED	Mishnish Lochs 1 Vulture Control (J2M) Graeme Barrie, David Thomson MM3VXL	Stage Commander Grahame Douglas 07780 672 750	

Road Closed	Tape Check	Chief Safety Officer	Chief Marshal	Car 1	Car 150	Road Open
12:35	12:40	12:44	12:44	13:33 (13:18)	16:03	17:35

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Dervaig	4327 5203	John Harrington	Saltire 2 Saltire 3	GM7MTK Otley 3	Piper 9
J2M	Quarry	4460 5210			Vulture 20	
J3M	Loch Torr Rd	4521 5244			Gemini 18	
J4M	Fish Farm	4621 5247	Greg Irons	Saltire 1	Vulture 24	
J5M	Cottage Quarry	4777 5276			Swift 14	
J6M	Quarry Boat House	4836 5313			Argyll 5	
<i>Mid J6+</i>	<i>Caravan Site</i>	<i>4903 5445</i>			<i>Argyll 1</i>	
Finish	Bungalow	4967 5494			GM1PLY Vulture 5	

	Index No.	Location	Map Reference
Ambulance RV Point	R10	Junction of A848 & B8073	5020 5480

Map Stage 13

Stage 13 81 MHz	Tuath / Calgary Bay	Stage Commander Bob Wright 07860 866 935
	Radio Tob Control (J9M) John * Sandra Clayton GM8KWQ Tob Relay (Dervaig Hairpins) Neil McHaffie & Anne Lawson	

Road Closed 20:10	Tape Check 20:11	Ch.Safety Officer 20:12	Chief Marshal 20:13	Car 1 21:11 (21:11)	Car 150 23:41	Road Open 01:10
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	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Gruiline	5460 4070	Neil Bowring	Saltire 1	GM6CKR Jupiter 18	Piper 2
J2M	K'chronan Beach	5370 4130			Rede 30	
J3M	Kellan Old Farm	5194 4053			Rhyl 1	
Mid J3+	Dump Hill	5100 4016			RAYNET 3	
J4M	Killiemor	4880 3967	Peter Crawshaw	Extractor 2	Tartan 41	
J5M	Killiemor West	4800 3968			Swift 3	
J6J	Ulva Ferry	4515 4013	Andy Hutton	Darlington 2	Rhyl 4	
J7M	Eas Fors	4450 4233			Tob 22	
J8J	Torloisk	4124 4540	John Harrington	Saltire 2	Lanark 5	Belhaven
Mid J8+	Kilninian Curch	3972 4564			Vulture 36	
Mid J9-	Tostary	3894 4559			Oak 15	
J9M	Reudle Cairn	3740 4660			Jupiter 19	
J10M	Larach Mhor	3668 4741			Swift 14	
J11M	Ensay	3603 4878			Tob 14	
J12M	Calgary Beach	3746 5133	Alistair Ranger	Castle	Argyll 3	Forest
J13J	Sunipol	3792 5187			Tob 16	
J14J	Croig	4070 5232			Tob 4	
Finish	Dervaig	4280 5109			GM4RQK Cat 2	

	Index No.	Location	Map Reference
Ambulance RV Point	R1	Bellachroy Hotel	4315 5195

Map Stage 14

Stage 14 RED	Mishnish Lochs 1 Vulture Control (J2M) Graeme Barrie, David Thomson MM3VXL	Stage Commander Grahame Douglas 07780 672 750	

Road Closed	Tape Check	Chief Safety Officer	Chief Marshal	Car 1	Car 150	Road Open
21:00	21:05	21:10	21:15	21:55 (21:44)	00:25	02:00

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Dervaig	4327 5203	Greg Irons	Saltire 3	GM7MTK Otley 3	Shire
J2M	Quarry	4460 5210			Vulture 20	
J3M	Loch Torr Rd	4521 5244			Gemini 18	
J4M	Fish Farm	4621 5247	Pete Moran	Hogg 2	Vulture 9	
J5M	Cottage Quarry	4777 5276			Argyll 1	
J6M	Quarry Boat House	4836 5313			Haggis 52a	
<i>Mid J6+</i>	<i>Caravan Site</i>	<i>4903 5445</i>			<i>Argyll 5</i>	
Finish	Bungalow	4967 5494			MM0HSA Vulture 24	

	Index No.	Location	Map Reference
Ambulance RV Point	R10	Junction of A848 & B8073	5020 5480

Map Stage 15

Service at Craignure 22:00 until 02:46

Stage 15 RED	Loch Scridain 2 Silk Control (at J2+) Derek Machin, Jan Baddeley GM6AJS	Stage Commander Ian Briggs 07742 106 254
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Road Closed	Tape Check	Chief Safety Officer	Chief Marshal	Car 1	Car 150	Road Open
23:30	23:32	23:34	23:36	00:19 (00:04)	02:49	04:30

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Kinloch	5450 2920	Bob Pawson	Pennine 1	GM1MMK Silk 4	Recovery 6
<i>Mid J1+</i>	<i>TBA</i>				<i>Silk 7</i>	
J2J	Dererach	5180 2975			Silk 15	
J3M	Tiroran	4917 2858			Silk 2	
Finish	Balevulin	4863 2957			GM7GNK Silk 21	

	Index No.	Location	Map Reference
Ambulance RV Point	R2	Dunaros Hospital, Salen	5730 4280

Map Stage 16

Stage 16 BLUE	Gribun 2 Swift Control (Loch Tuath) Simon Goodwin, Chris Goodwin MM1EXO	Stage Commander Dave King 07811 022 879
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Road Closed	Tape Check	Chief Safety Officer	Chief Marshal	Car 1	Car 150	Road Open
23:40	23:15	23:20	23:25	00:36 (00:18)	03:10	04:40

	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	A'Mhaol	4546 3289	Karen Wilson	Hogg 1	GM0JBC Swift 20	Solway
J2J	Balmeanach	4511 3384			Swift 2	
<i>Mid J2+</i>	<i>Sandbank</i>	<i>4567 3585</i>			<i>Swift 21</i>	
J3M	Derryguaig	4908 3598	Ben Shippey	Pennine 2	Swift 13	
<i>Mid J3+</i>	<i>After Bridge</i>	<i>5180 3761</i>			<i>Swift 9</i>	
Finish	Knock	5428 3897			GM8XNQ Swift 8	

	Index No.	Location	Map Reference
Ambulance RV Point	R2	Dunaros Hospital, Salen	5730 4280

Map Stage 17

Stage 17 81 MHz	Hill Rd / Glen Bellart Mercury Control (R Cairn) Chrys Worboys, Judith Worboys GM8KWQ Tob Relay (Dervaig Hairpins) Neil McHaffie & Anne Lawson	Stage Commander Graham Frary 07855 834 862	

Road Closed	Tape Check	Chief Safety Officer	Chief Marshal	Car 1	Car 150	Road Open
00:05	00:20	00:25	00:30	01:18 (00:57)	03:52	05:05
	Location	Map Ref	Medic	Rescue	Radio	Recovery
Start	Torloisk	4179 4579	Andy Hutton	Darlington 2	GM4RQK Granite 1	Belhaven
J2M	Quarry	4207 4788			Otter 1	
J3J	Hill Rd Junct.	4287 5111	John Harrington	Stoke Extractor 1	Vulture 4	Recovery 7
J4J	Dervaig	4303 5178			Granite 2	
<i>Mid J4+</i>	<i>Druimnacraish</i>	<i>4472 4940</i>			<i>Oak 4</i>	
J5M	Forest X Roads	4375 4688	Dave Darbyshire	Hogg FIV	Vulture 5	Recovery 8
<i>Mid J5+</i>	<i>Antuim</i>	<i>5005 4555</i>			<i>Lowbox 20</i>	
J6M	Road end	5220 4540			Tartan 3	
Finish	Aros Bridge	5530 4496			GM1KVI Gemini 3	

	Index No.	Location	Map Reference
Ambulance RV Point	R2	Dunaros Hospital, Salen	5730 4280

29. TIME CONTROLS

Control	Location	Map Ref	Car 1	Car 150
Friday Evening				
MTC 1	Taigh Solais Tobermory	505 550	19:48	22:18
MTC2 in	Service In Salen Hotel	573 431	22:11	01:00
MTC3 out	Service Out / Arrival 6	546 292	23:41	02:30
MTC4	Salen Hotel	573 431	00:16	03:11
Saturday Afternoon				
MTC5	Salen Hotel	573 431	12:01	14:31
MTC6	Taigh Solais Tobermory	505 550	13:29	16:18
Saturday Evening				
MTC7	Salen Hotel	573 431	21:01	23:31
MTC8	Service in Salen Hotel	573 431	22:11	00:56
MTC9	Service out / Arrival 15 (Craignure)	546 292	00:01	02:46
MTC10	Taigh Solais Tobermory	505 550	01:30	04:27

30. ROUTE

Section 1 Friday night

Stage No./ Road Sect.	Position	Total	Inter	Remain	Ref	Deg Min Sec
MTC1/Arrival 1	Car Park	0.00	0.00	0.18	5053 5500	56 37 10 - 6 04 03
	Turn Right	0.10	0.10	0.08	5043 5510	
	Start SS1	0.18	0.08	0.00	5046 5514	
Stage 1 Tobermory 1	J1 Start (Pharmacy)	0.00	0.00	0.55	5044 5518	
	J2 Clock Tower	0.05	0.05	0.50	5050 5525	
	J3 Bank Chicane	0.10	0.05	0.45	5060 5533	
	J4 Back Brae	0.16	0.06	0.39	5067 5531	
	J5 Western Junc	0.23	0.07	0.32	5063 5535	
	J6 Argyll Terrace	0.32	0.09	0.23	5046 5542	
	J7 Albert Street	0.43	0.11	0.12	5041 5527	
	J8 Breadalbane X Roads	0.47	0.04	0.08	5034 5529	
	FF Cemetry	0.55	0.08	0.00	5019 5532	56 37 22 - 6 04 24
	Stop Drimnin View	0.63	0.08		4987 5518	56 37 20 - 6 04 33
Road Section	Leave Stage	0.00	0.00	0.85	4987 5518	56 37 20 - 6 04 33
	Glen Gorm X Roads	0.19	0.19	0.66	4980 5510	56 37 15 - 6 04 47
	Roundabout	0.51	0.32	0.34	5022 5482	
	Car Park Entrance	0.78	0.27	0.07	5043 5510	
	Arrival SS2	0.85	0.07	0.00	5046 5514	
Stage 2 Tobermory 2	J1 Start (Pharmacy)	0.00	0.05	0.55	5044 5518	
	J2 Clock Tower	0.05	0.05	0.50	5050 5525	
	J3 Bank Chicane	0.10	0.05	0.45	5060 5533	
	J4 Back Brae	0.16	0.06	0.39	5067 5531	
	J5 Western Junc	0.23	0.07	0.32	5063 5535	
	J6 Argyll Terrace	0.32	0.09	0.23	5046 5542	
	J7 Albert Street	0.43	0.11	0.12	5041 5527	
	J8 Breadalbane X Roads	0.47	0.04	0.08	5034 5529	
	FF Cemetry	0.55	0.08	0.00	5019 5532	56 37 22 - 6 04 24
	Stop Drimnin View	0.63	0.08		4987 5518	56 37 20 - 6 04 33
Road Section	Leave Stage	0.00	0.00	14.15	4987 5518	56 37 20 - 6 04 33
	Glen Gorm X Roads	0.19	0.19	13.96	4980 5510	56 37 15 - 6 04 47
	Roundabout	0.51	0.32	13.64	5022 5482	
	Aros Bridge	8.38	7.87	5.77	5562 4476	
	Arrival SS3 Forest X Roads	14.15	5.77	0.00	4735 4688	56 32 45 - 6 06 43

Section 1 Friday Night Contd.

Stage No./ Road Sect.	Position	Total	Inter	Remain	Ref	Deg Min Sec
SS 3 Glen Aros / Mish 1	J1 Start	0.00	0.01	10.96	4735 4688	56 32 45 - 6 06 44
	J2 Dervaig Junction RIGHT	4.28	4.28	6.68	4304 5178	56 35 14 - 6 11 12
	J3 Belachroy	4.41	0.13	6.55	4315 5194	56 35 19 - 6 11 06
	J4 Quarry	6.01	1.60	4.95	4460 5210	56 35 26 - 6 09 37
	J5 Loch Torr Forest Rd	6.96	0.95	4.00	4521 5244	56 35 40 - 6 09 07
	J6 Fish Farm	7.69	0.73	3.27	4621 5247	56 35 43 - 6 08 09
	J7 Quarry at Cottage	8.85	1.16	2.11	4777 5276	56 35 55 - 6 06 38
	J8 Quarry Boat House	9.34	0.49	1.62	4836 5313	56 36 07 - 6 06 04
	FF (Gateway on left in Dip)	10.96	1.62	0.00	4960 5480	56 37 02 - 6 05 03
	Stop (Bakery)	11.12	0.16		4967 5494	56 37 09 - 6 04 55
Road Section	Leave Stage	0.00	0.00	14.12	4967 5494	56 37 09 - 6 04 55
	Glen Gorm X Roads	0.16	0.16	13.96	4980 5510	56 37 15 - 6 04 47
	Riverside PC1	0.32	0.16	13.80	5011 5490	
	Roundabout	0.48	0.16	13.64	5022 5482	
	Aros Bridge	8.35	7.87	5.77	5562 4476	
	Arrival SS4 Forest X Roads	14.12	5.77	0.00	4735 4688	56 32 45 - 6 06 43
SS 4 Glen Aros / Calgary 1	J1 Start	0.00	0.01	15.83	4735 4688	56 32 45 - 6 06 44
	J2 Dervaig Junction LEFT	4.28	4.28	11.55	4304 5178	56 35 14 - 6 11 12
	J3 Hill Road	4.77	0.49	11.06	4286 5111	56 34 52 - 6 11 20
	J4 Croig	6.61	1.84	9.22	4068 5229	56 35 27 - 6 13 31
	J5 Sunipol	8.7	2.09	7.13	3793 5189	56 35 07 - 6 16 11
	J6 Calgary Beach	9.18	0.48	6.65	3740 5139	56 34 49 - 6 16 37
	J7 Ensay	11.34	2.16	4.49	3603 4878	56 33 24 - 6 17 51
	J8 Larach Moor	12.37	1.03	3.46	3668 4741	56 32 40 - 6 17 08
	J9 Tostary	14.55	2.18	1.28	3894 4559	56 31 46 - 6 14 50
	FF	15.83	1.28	0.00	4066 4564	56 31 51 - 6 13 09
	Stop (Torloisk House)	15.97	0.14		4093 4560	56 31 51 - 6 12 52
Road Section	Leave Stage	0.00	0.00	0.25	4093 4560	56 31 51 - 6 12 52
	Torloisk Junc	0.20	0.20	0.05	4128 4544	56 31 45 - 6 12 34
	Arrival SS5 (Phone Box)	0.25	0.05	0.00	4126 4535	56 31 43 - 6 12 33
Stage 5 Loch Tuath	J1 Start (Gate on Left)	0.00	0.05	11.10	4125 4526	56 31 40 - 6 12 33
	J2 Eas Fors	3.09	3.09	8.01	4458 4227	56 30 11 - 6 09 09
	J3 Ulva Ferry	4.72	1.63	6.38	4516 4013	56 29 03 - 6 08 28
	J4 Killiemor West	6.66	1.94	4.44	4800 3968	56 28 58 - 6 05 50
	J5 Killiemor	7.26	0.60	3.84	4880 3967	56 28 54 - 6 04 54
	J6 Kellan Old Farm	9.74	2.48	1.36	5194 4053	56 29 37 - 6 01 26
	J7 Killiechronan Beach	10.80	1.06	0.30	5370 4130	56 29 56 - 6 00 13
	FF (Layby on left after bridge)	11.10	0.30	0.00	5425 4124	56 29 56 - 5 59 40
	Stop (Position same as Tuath Start SS7)	11.42	0.32		5461 4079	56 29 42 - 5 59 18

Section 1 Friday Night contd.

Stage No./ Road Sect.	Position	Total	Inter	Remain	Ref	Deg Min Sec
Road Section	Leave Stage	0.00	0.00	2.58	5461 4079	56 29 42 - 5 59 18
	Aros 333x	0.07	0.07	2.51	5474 4071	56 29 39 - 5 59 14
	Salen Junc	2.52	2.45	0.06	5726 4309	56 31 01 - 5 56 53
MTC 2 SV In	MTC 2 Salen Hotel	0.00	0.00	27.68	5729 4310	56 31 01 - 5 56 47
	Fishnish Ferry	6.18	6.18	21.50	6605 4130	
	30mph Craignure	9.98	3.80	17.70		
	Kinloch Turn Right	27.60	17.62	0.08	5466 2966	56 23 30 - 5 58 36
MTC 3 / Arr 6 (Service Out)	MTC 3 / Arr 6 (Service Out)	27.68	0.08	0.00	5461 2922	56 23 30 - 5 58 40
Stage 6	J1 Start	0.00	0.06	4.64	5449 2924	56 23 27 - 5 58 46
Loch Scridain	J2 Dererach (Car Park)	1.98	1.98	2.66	5180 2975	56 23 41 - 6 01 17
	J3 Tiroran	4.02	2.04	0.62	4917 2858	56 22 58 - 6 03 51
	FF (At Bungalow)	4.64	0.62	0.00	4874 2942	56 23 23 - 6 04 21
	Stop	4.76	0.12		4863 2957	56 23 28 - 6 04 28
Road Section	Leave Stage	0.00	0.00	2.76	4863 2957	56 23 28 - 6 04 28
	Arrival SS7	2.76	2.76	0.00	4560 3269	56 25 04 - 6 07 36
Stage 7	J1 Start (Quarry on Right)	0.00	0.19	8.38	4546 3289	56 25 12 - 6 07 46
Gribun	J2 Balmeanach	0.74	0.74	7.64	4511 3384	56 25 38 - 6 08 07
	J3 Derryguaig	4.51	3.77	3.87	4908 3590	56 26 53 - 6 04 21
	FF (Gate on Left)	8.38	3.87	0.00	5392 3898	56 28 43 - 5 59 52
	Stop (Knock Hatchery)	8.61	0.23		5428 3897	56 28 43 - 5 59 31
Road Section	Leave Stage	0.00	0.00	3.96	5428 3897	56 28 43 - 5 59 31
	Aros 33x PC3	1.45	1.45	2.51	5474 4071	56 29 39 - 5 59 14
	Salen Turn Right	3.90	2.45	0.06	5726 4309	56 31 01 - 5 56 53
	MTC 4 Salen Hotel	3.96	0.06	0.00	5729 4310	56 31 01 - 5 56 47

Section 2 Saturday Afternoon

Stage No./ Road Sect.	Position	Total	Inter	Remain	Ref	Deg Min Sec
Stage No./ Road Sect.	Position	Total	Inter	Rem	Ref	
MTC 5 Salen	Start Ramp	0.00	0.00	2.51	5729 4310	56 31 01 - 5 56 47
	Turn Left	0.06	0.06	2.45	5726 4309	56 31 01 - 5 56 53
	Arrival SS8	2.51	2.45	0.00	5469 4069	56 29 39 - 5 59 15
Stage 8 Tuath	J1 Start (Track on Right)	0.00	0.07	10.99	5461 4079	56 29 42 - 5 59 18
	J2 Killiechronan Beach	0.70	0.70	10.29	5370 4130	56 29 56 - 6 00 13
	J3 Kellan Old Farm	1.76	1.06	9.23	5194 4053	56 29 37 - 6 01 26
	J4 Killiemor	4.24	2.48	6.75	4880 3967	56 28 54 - 6 04 54
	J5 Killiemor West	4.84	0.60	6.15	4800 3968	56 28 58 - 6 05 50
	J6 Ulva Ferry	6.78	1.94	4.21	4516 4013	56 29 03 - 6 08 28
	J7 Eas Fors	8.41	1.63	2.58	4458 4227	56 30 11 - 6 09 09
	FF (Normans Ruh)	10.99	2.58	0.00	4130 4460	56 31 20 - 6 12 23
	Stop (Right Hand Bend Top of Hill)	11.21	0.22		4126 4487	56 31 30 - 6 12 32
Road Section	Leave Stage	0.00	0.00	0.29	4128 4544	56 31 30 - 6 12 32
	Arrival SS9	0.29	0.29	0.00	4125 4540	56 31 45 - 6 12 34
Stage 9	J1 Start	0.00	0.23	3.88	4157 4557	56 31 51 - 6 12 15
Hill Road	J2 Mid Point	1.60	1.60	2.28	4207 4788	56 32 47 - 6 12 21
	FF (Old Byre)	3.88	2.28	0.00	4280 5080	56 34 41 - 6 11 17
	Stop (Last Laybye)	4.10	0.22		4287 5102	56 34 49 - 6 11 20
	Leave Stage	0.00	0.00	0.09	4287 5102	56 34 49 - 6 11 20
	Hill Junc.(Left)	0.05	0.05	0.04	4287 5111	56 34 52 - 6 11 20
	Arrival SS10	0.09	0.04	0.00	4280 5109	56 34 51 - 6 11 23
Stage 10	J1 Start	0.00	0.1	10.92	4268 5114	56 34 53 - 6 11 30
Calgary	J2 Croig St. on	1.7	1.7	9.22	4068 5229	56 35 27 - 6 13 31
	J3 Sunipol J St. on	3.79	2.09	7.13	3793 5189	56 35 07 - 6 16 11
	J4 Calgary Beach	4.27	0.48	6.65	3740 5139	56 34 49 - 6 16 37
	J5 Ensay	6.43	2.16	4.49	3603 4878	56 33 24 - 6 17 51
	J6 Larach Mhor	7.46	1.03	3.46	3668 4741	56 32 40 - 6 17 08
	J7 Tostary	9.64	2.18	1.28	3894 4559	56 31 46 - 6 14 50
	FF	10.92	1.28	0.00	4066 4564	56 31 51 - 6 13 09
	Stop (Torloisk House)	11.10	0.18		4093 4560	56 31 51 - 6 12 52
	Leave Stage	0.00	0.00	0.24	4093 4560	56 31 51 - 6 12 52
	Arrival SS 11 (Left)	0.24	0.24	0.00	4128 4544	56 31 45 - 6 12 34

Section 2 Saturday Afternoon Contd

Stage No./ Road Sect.	Position	Total	Inter	Remain	Ref	Deg Min Sec
Stage 11	J1 Start	0.00	0.23	3.88	4157 4557	56 31 51 - 6 12 15
Hill Road	J2 Mid Point	1.60	1.60	2.28	4207 4788	56 32 47 - 6 12 21
	FF (Old Byre)	3.88	2.28	0.00	4280 5080	56 34 41 - 6 11 17
	Stop (Last Laybye)	4.10	0.22		4287 5102	56 34 49 - 6 11 20
	Leave Stage	0.00	0.00	0.77	4287 5102	56 34 49 - 6 11 20
	Hill Junc (Right)	0.05	0.05	0.72	4287 5111	56 34 52 - 6 11 20
PC 2 Duffys Drive	Glen Aros Junc PC2	0.54	0.49	0.23	4304 5178	56 35 14 - 6 11 12
	Arrival SS12	0.77	0.23	0.00	4324 5205	56 35 23 - 6 11 00
Stage 12	J1 Start	0.00	0.03	6.32	4327 5203	56 35 22 - 6 10 58
Mishnish Lochs	J2 Quarry	1.37	1.37	4.95	4460 5210	56 35 26 - 6 09 37
	J3 Loch Torr Forest Rd	2.32	0.95	4	4521 5244	56 35 40 - 6 09 07
	J4 Fish Farm	3.05	0.73	3.27	4621 5247	56 35 43 - 6 08 09
	J5 Quarry at Cottage	4.21	1.16	2.11	4777 5276	56 35 55 - 6 06 38
	J6 Quarry Boat House	4.7	0.49	1.62	4836 5313	56 36 07 - 6 06 04
	FF (Gateway on left in Dip)	6.32	1.62	0	4960 5480	56 37 02 - 6 05 03
	Stop (Bakery)	6.48	0.16		4967 5494	56 37 09 - 6 04 55
	Leave Stage	0.00	0.00	0.83	4967 5494	56 37 09 - 6 04 55
	GlenGorm (Right)	0.16	0.16	0.67	4980 5510	56 37 15 - 6 04 47
	Roundabout	0.48	0.32	0.35	5022 5482	
	Car Park Entrance	0.73	0.25	0.10	5043 5510	
End Of Leg 2	MTC 6 Tob	0.83	0.10	0.00	5053 5500	56 37 10 - 6 04 03

Section 3 Saturday Night

Stage No./ Road Sect.	Position	Total	Inter	Rem	Ref	
MTC 7 Salen	Start	0.00	0.00	2.51	5729 4310	56 31 01 - 5 56 47
	Turn Left	0.06	0.06	2.45	5726 4309	56 31 01 - 5 56 53
	Arrival SS13	2.51	2.45	0.00	5469 4069	56 29 39 - 5 59 15
Stage 13	J1 Start (Track on Right)	0.00	0.07	22.79	5461 4079	56 29 42 - 5 59 18
Tuath / Calgary Bay	J2 Killiechronan Beach	0.70	0.70	22.09	5370 4130	56 29 56 - 6 00 13
	J3 Kellan Old Farm	1.76	1.06	21.03	5194 4053	5629 37 - 6 01 26
	J4 Killiemor	4.24	2.48	18.55	4880 3967	56 28 54 - 6 04 54
	J5 Killiemor West	4.84	0.60	17.95	4800 3968	56 28 58 - 6 05 50
	J6 Ulva Ferry	6.78	1.94	16.01	4516 4013	56 29 03 - 6 08 28
	J7 Eas Fors	8.41	1.63	14.38	4458 4227	56 30 11 - 6 09 09
	J8 Torloisk	11.50	3.09	11.29	4128 4544	56 31 45 - 6 12 34
	J9 Reudle Cairn (Top of Steps)	14.74	3.24	8.05	374 466	56 32 16 - 6 16 22
	J10 Larach Mhor	15.44	0.70	7.35	3668 4741	56 32 40 - 6 17 08
	J11 Ensay	16.51	1.07	6.28	3603 4878	56 33 24 - 6 17 51
	J12 Calgary Beach	18.67	2.16	4.12	3740 5139	56 34 49 - 6 16 37
	J13 Sunipol Junction	19.15	0.48	3.64	3793 5189	56 35 07 - 6 16 11
	J14 Croig Junction	21.24	2.09	1.55	4068 5229	56 35 27 - 6 13 31
	FF (Sub Station)	22.79	1.55	0.00	4245 5125	56 34 56 - 6 11 45
Stop (Last Layby)	23.04	0.25		4280 5109	56 34 53 - 6 11 31	
Road Section	Leave Stage	0.00	0.00	0.73	4280 5109	56 34 53 - 6 11 31
	Hill Rd Junc Left	0.04	0.04	0.69	4286 5111	56 34 52 - 6 11 20
	Glen Aros St. on	0.53	0.49	0.2	4304 5178	56 35 14 - 6 11 12
	Arrival SS14	0.73	0.20	0.00	4324 5205	
Stage 14	J1 Start	0.00	0.03	6.32	4327 5203	
Mishnish Lochs	J2 Quarry	1.37	1.37	4.95	4460 5210	56 35 26 - 6 09 37
	J3 Loch Torr Forest Rd	2.32	0.95	4	4521 5244	56 35 40 - 6 09 07
	J4 Fish Farm	3.05	0.73	3.27	4621 5247	56 35 43 - 6 08 09
	J5 Quarry at Cottage	4.21	1.16	2.11	4777 5276	56 35 55 - 6 06 38
	J6 Quarry Boat House	4.7	0.49	1.62	4836 5313	56 36 07 - 6 06 04
	FF (Gateway on left in Dip)	6.32	1.62	0.00	4960 5480	56 37 02 - 6 05 03
	Stop (Bakery)	6.48	0.16		4967 5494	56 37 09 - 6 04 55
Road Section	Leave Stage	0.00	0.00	9.96	4967 5494	56 37 09 - 6 04 55
	Glengorm	0.16	0.16	9.8	4980 5510	56 37 15 - 6 04 47
PC 2	Riverside PC2	0.31	0.15	9.65	5000 5490	
	R'About	0.46	0.15	9.50	5022 5482	
	Aros Bridge	8.33	7.87	1.63	5562 4476	
	Salen Straight On	9.90	1.57	0.06	5726 4309	56 31 01 - 5 56 53
MTC 8 SV In	MTC 8 Salen Hotel	9.96	0.06	0.00	5729 4310	56 31 01 - 5 56 47

Section 3 Saturday Night Contd.

Stage No./ Road Sect.	Position	Total	Inter	Remain	Ref	Deg Min Sec
MTC 8 SV In	MTC 8 Salen Hotel	0.00	0.00	27.68	5729 4310	56 31 01 - 5 56 47
	Fishnish Ferry	6.18	6.18	21.50	6605 4130	56 30 22 - 5 48 10
	30mph Craignure	9.98	3.80	17.70		
	Turn Right Kinloch	27.60	17.62	0.08	5466 2966	56 23 30 - 5 58 36
	MTC 9 (Service Out) / Arrival 15	27.68	17.70	0.00	5461 2922	56 23 30 - 5 58 40
Stage 15	J1 Start	0.00	0.06	4.64	5449 2924	56 23 27 - 5 58 46
Loch Scridain	J2 Dererach (Car Park)	1.98	1.98	2.66	5180 2975	56 23 41 - 6 01 17
	J3 Tiroran	4.02	2.04	0.62	4917 2858	56 22 58 - 6 03 51
	FF (At Bungalow)	4.64	0.62	0.00	4874 2942	56 23 23 - 6 04 21
	Stop	4.76	0.12		4863 2957	56 23 28 - 6 04 28
	Leave Stage	0.00	0.00	2.76	4863 2957	56 23 28 - 6 04 28
	Arrival SS16	2.76	2.76	0.00	4560 3269	56 25 04 - 6 07 36
Stage 16	J1 Start (Quarry on Right)	0.00	0.19	8.38	4546 3289	56 25 12 - 6 07 46
Gribun	J2 Balmeanach	0.74	0.74	7.64	4511 3384	56 25 38 - 6 08 07
	J3 Derryguaig	4.51	3.77	3.87	4908 3590	56 26 53 - 6 04 21
	FF (Gate on Left)	8.38	3.87	0.00	5392 3898	56 28 43 - 5 59 52
	Stop (Knock Hatchery)	8.61	0.23		5428 3897	56 28 43 - 5 59 31
Road Section	Leave Stage	0.00	0.00	12.93	5428 3897	56 28 43 - 5 59 31
PC3	Aros 33x PC3	1.45	1.45	11.48	5474 4071	56 29 39 - 5 59 14
	Ulva Ferry	8.21	6.76	4.72	4516 4013	56 29 03 - 6 08 28
	Arrival SS17	12.93	4.72	0	4128 4544	56 31 45 - 6 12 34
Stage 17	J1 Start	0.00	0.23	14.42	4157 4557	56 31 51 - 6 12 15
Hill Rd / Aros	J2 Quarry	1.60	1.60	12.82	4207 4788	56 32 47 - 6 12 21
	J3 Hill Rd.J	4.15	2.55	10.27	4286 5111	56 34 52 - 6 11 20
	J4 Dervaig	4.64	0.49	9.78	4304 5178	56 35 14 - 6 11 12
	J5 Forest X Roads	8.92	4.28	5.50	4375 4688	56 32 45 - 6 06 43
	J6 Road End	13.02	4.10	1.40	5276 4515	56 31 59 - 6 01 21
	FF	14.42	1.40	0.00	5503 4516	56 32 04 - 5 59 08
	Stop	14.62	0.20		5530 4488	
Road Section	Leave Stage	0.00	0.00	8.47	5530 4488	
	Aros Bridge	0.25	0.25	8.22	5562 4476	56 31 52 - 5 58 32
	Roundabout	8.12	7.87	0.35	5022 5482	
	Turn Right	8.37	0.25	0.10	5045 5509	
MTC10	Finish Ramp Tob	8.47	0.10	0.00	5047 5501	56 37 10 - 6 04 03

31. RALLY EVENTS 2009

Public Events

Wednesday 7th October

1930	Rod's Music Quiz & Auction. Proceeds to Pendleside Hospice in memory of Jack Neal.	Mishnish Hotel
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Thursday 8th October

1830	Stage Commanders' Meeting	Aros Hall (downstairs), Tobermory
1930	John Fife's Rally forum & film show – Jokes and banter with Jaggy and the stars.	Aros Hall, Tobermory
2130	Tunnock's Tea Cake Eating Competition	Isle of Mull Hotel, Craignure

Friday 9th October

0915-1500	Noise testing	Linndhu House Service Road, Tobermory
0930-1530	Scrutineering	Distillery, Tobermory
0945-1600	Rally Shop	Aros Hall
0930-1600	Competitors signing on	Taigh Solais, Tobermory
1030-1400	Marshals & Officials signing on	Aros Hall, Tobermory
1145	Navigators briefing cars 1-50	Aros Hall, Tobermory
1230	Marshals' Meeting	Aros Hall, Tobermory
1300	Radio signing on / meeting	Isle of Mull Hotel, Craignure
1345	Navigators' briefing cars 51-100	Aros Hall, Tobermory
1400	Safety signing on / meeting	Isle of Mull Hotel, Craignure
1615	Navigators' briefing cars 101+	Aros Hall, Tobermory
2000	Friday night section start	Main Street, Tobermory
2230	Service	Craignure

Saturday 10th October

0040	First car finishes	Salen Hotel
1200	Saturday afternoon section starts	Salen Hotel
1350	First car finishes	Taigh Solais, Tobermory
2100	Saturday night section start	Salen Hotel
2225	Service	Craignure

Sunday 11th October

0200	First car finishes	Taigh Solais, Tobermory
1100	Rally Golf Competition (sign-on 1030)	Golf Club, Tobermory
1200	Clay Pigeon shoot	Newdale, Tobermory
1330	Final results declared	Taigh Solais, Tobermory
1500	Champagne victory procession	Main Street, Tobermory
1800-1845	Rally prize giving	Aros Hall, Tobermory
1900	Firework display (follows prizegiving)	Main Street, Tobermory

2300 Club Meetings

Wednesday 7th October

1000	Unloading Truck.	Aros Hall
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Thursday 8th October

1200	2300/Police/Roads Department	Balmacara, Dervaig
1700	Full Committee Meeting	Aros Hall
1830	Stage Commanders' Meeting	Aros Hall (downstairs), Tobermory

Sunday 11th October

1345	Discretionary Awards and Pre-Prize Giving Meeting	Aros Hall
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The Committee
 2300 Club Ltd.
 Organisers of The Tour of Mull
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