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June / July 1999

**The Newsletter of the Midland Region of the
British Motor Racing Marshals Club
(Internet Edition)**

EDITORIAL

THE OPINIONS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE BMRMC LTD OR THE EDITOR

Working here in South America means that I am slightly detached from the day to day happenings of the marshalling scene in the UK; hence I have to rely on messages, phone calls and Autosport etc. to know what is happening. It was therefore with some sadness that I read Magnus Pye's comments on the national racing scene a few weeks ago. We as marshals have always relied on flag signals and the drivers' respect for them to protect us. Over the past two years there have been changes in the flag regulations that in my opinion reduce the protection offered by these flags; e.g. the abortive attempt to remove the stationary yellow before a waved yellow and the removal of the white flag for snatching. However driver discipline with respect to flag signals appears to continue to fall. In two weeks I read about the first ten drivers in a national championship failing to "slow down and be prepared to stop" for a waved yellow and in another incident a car hitting a Rescue Unit that was attending an incident. All we as marshals can do is report infractions of the regulations through the observer to Race Control and hope that the Clerk of the Course, the Stewards and maybe ultimately the MSA Tribunals ensure that the drivers realise that infringements of the flag regulations will not be taken lightly.

This month sees some big changes in the Midland Region Committee. As you have probably heard, David Pierre has decided that it is time for him to step down as Regional Chairman, and also Anne & Phill Chamberlain are also leaving the committee from June 30 after many years of service to the Region. On a personal note I will miss them all. For the past five years Anne has looked after the Region's finances, always ensuring that we have returned a healthy surplus to the national funds; Phill has held many posts on the Committee including Regional Chairman in the early nineties. Both Phill and Anne have been loyal supporters of the Club, not always in the limelight, but always there, quite often doing the less than glamorous jobs that needed doing without fuss. Dave Pierre has always said that he would step down when the Midland Region became the largest region, well "mate" with the Southern Region setting up the South Eastern special interest group, you did it!!. Dave has not only been Regional Chairman for the past few years, he was also National Grading Administrator for a number of years, and also very active in Regional and National Training, as well as having organised the tombola prizes for the Regional Dinner Dance. I would like to offer my personal thanks to all of them for the support and encouragement they have given over the years.

Many thanks from Bob Williams and the organisers of the Region's sprint held last month at Curborough. I don't think that they have ever seen that number of marshals at one event!

Finally, congratulations are due to Bob Rae, Regional Rally Rep and National Grading Administrator, Bob has been selected at the Unipart Marshal of the Year.

Stay on the safe side.

DJS

Chairman's Chat

As you may have read in the Editorial, Dave Pierre has decided to step down as Chairman of the Midland Region after a number of years. At the same time there are a number of role changes within the committee. I was approached by the committee to be co-opted to fill the gap caused by Dave's departure. Not only have I stepped into the space on the committee but I have been asked to take on the role of Chairman. I was pleased to accept the offer.

I have to admit that I have a very hard act to follow. During Dave's tenure of office the Region has gone from strength to strength and I must ensure that this trend continues. As a chairman and committee member Dave has a particular style that I cannot attempt to emulate. He has also agreed to attend the next couple of committee meetings to help me to take over the job as seamlessly as possible since I have not been involved with the regional committee for several years.

For the present time I have Council's permission to continue as National Training Officer. I would not wish to relinquish this role at the moment as I have unfinished business in this area. I do not feel that the two jobs would cause me undue problems as in both roles I am acting as a Chairman of a committee or group and both roles involve coordinating activities. Since the Midland Region is one of the best Regions for training I feel that I do not have any clashes of responsibility.

As a Region I feel that we have the best team within the Club and have done for a very long time. Everyone within the team has a role to play to ensure the efficient running of the region. Whilst members of the team may disagree from time to time over matters I know that there is a full and open debate and team members then accept the majority view. This is something that successive Chairmen have managed to achieve and long may it continue.

Dave Pierre may have decided to step down as Chairman and a committee member but I know that he will continue to play an active part in the Club and the Region. Since joining the committee as tombola scrounger, following the highly successful John Sadler, Dave has put his heart and soul into the region and the club as National Grading Administrator and Regional Chairman. He set the target of making the Midland Region the largest in the Club and whilst on some counts he may not have achieved that goal he got very close. He has chaired meetings in his inimitable, friendly style showing humour and sensitivity. He has not been prepared to duck issues and all this has been to the benefit of the Region.

Changing the tone from looking at the past to looking at the future I hope that the Region can continue to prosper and grow. We may shortly become the largest Region by a significant number of members. We are active in a number of areas and a leading force within the Club within training in particular. Please feel free to contact Committee Members about matters that you consider important, we need your feedback to ensure that we are taking the Club where the members wish it to go.

Safe marshalling.

Jeremy Edwards
Regional Chairman

Secretary's Scribblings

It seems quite a long time since making a few "jottings" about various issues that have been discussed at Council during the last couple of meetings, but as an "update" here goes:-

1. Grading Scheme. During the early part of this year the MSA (the Governing Body of our Sport) decided that it would probably be a good thing to standardize the Marshals' Grading Scheme for all marshals. Thus, the various Motor Racing Clubs i.e. BMRMC, BRDC, BARC, BRSCC, SMMA, 750MC etc. were invited to nominate a representative to join a working party that would hopefully agree on one Grading Scheme to be adopted by all clubs. Our National Chairman has thus attended both of the meetings held to date, and the signs are that the BMRMC systems will largely be adopted nationally. The final details are still being agreed, but one thing is for sure, the MSA Cards will become more important as a record of attendance/achievement. More on this subject when all the issues are finalized.
2. At the time of writing, the Club membership has now passed the 2000 mark, which is a welcome increase on membership at this time last year. A large vote of thanks is due to D. Darley and associated friends from the Southern Region who have done so much over the last 6 months to get the Region "back on its feet" again. By way of interest you may like to know how the membership is made up by region:-

Northern Ireland Region	54	Members
North East Region	202	Members
South Midlands Region	250	Members
North Region	401	Members
Midland Region	550	Members
Southern Region	600	Members

From the above list you will see that Southern Region is now "up and running" again and taking positive steps to become quite a strong force once again. However due to the large numbers, spread over a wide geographical area, the Region will gradually be split whereby a "Special Interest Group" will be formed.

3. As you are aware, Council are always concerned about the Safety in Motorsport, and again, a small working party has been set up by the MSA to monitor the standards in our sport. Again Pete Roberts attends these meetings on the Club's behalf, and generally is able to express our views and concerns. On a similar theme, the HSE have also reviewed the sport, and earlier this year launched their publication "Safety in Motorsport" which re-emphasized many of the issues already acknowledged by our own organisation.
4. As you will probably have read in previous newsletters, Council recently approved the establishment of a Centralized Accounting System. This has really been brought about by the need to standardize the Club's accounting records and comply with the increasing demands of financial legislation and the need to keep contemporary of financial transactions. As the advert suggests, any member can volunteer to carry out the duties, so let's be hearing from you.

Still on a financial note, if anyone out there would like to join the Club's Credit Card Scheme (yes it still exists) please drop me a line and I'll be happy to send you an information pack/application form etc.

Secretary's Scribblings (cont.)

5. I'm sure that nearly all Club Members will either have heard of, or know Dave Pierre - Midland Region Chairman. Well, after 10 years as Regional Chairman, Dave has decided that he wanted a "break" from the Chairman's job and has "retired" from that role, whilst still retaining his position as Assistant National Training Officer. Having looked over the records for recent years it is obvious that Dave has been a stalwart of the Club and his "brummie" accent will be sadly missed both at Council and in the bar afterwards.
6. All the early Training Days/Weekends have now successfully taken place, and for the first time, a Training Weekend was undertaken in the Channel Islands, and included tuition on Sand Racing.
7. In recognition of John Felix's tremendous input to the Club's activities over the past 20 years, a painting was commissioned by the Club depicting a local steam train line near to his new home in Shropshire. Yes, John's other love is steam trains, and the presentation was made at Mallory Park during the early part of the season, so watch out for the photographs etc.

That's all for now folks, enjoy the season.

Dave Moore, National Secretary.

National Chairman's Chatter

Since I took hold of the tiller, it seems that I have had little opportunity to put pen to paper, this now being done most professionally by the Secretary, David Moore. This, however, is a special occasion that prompts me to try out the two fingered typing again and to tell you of a special occasion that will take place this year.

At the Annual General Meeting at Donington on 5th December it will be formally announced that the club has formed a new region in the South East of England. Those of you who were members some 6 years ago will recall that we tried to form two separate regions in the South but without the success we had hoped for. Times have moved on and the opportunity has presented itself for us to implement this much needed change now.

David Darley took over the chair of Southern Region at the tail end of last year and, apart from stabilising the region, he has also masterminded the formation of the future South East Region. There is already in place a Special Interest Group who have a committee with all the roles filled and strong support for the new region. This Group will be transposed into the new Regional Committee following ratification by the National Council of the club.

Whilst the sport as a whole has faced some difficult times, and will do so for the foreseeable future, it is a very positive step for the BMRMC that we are forming a new region and seeking to help the members in the south, particularly with the regions being centered around two areas of the country, also there is the advent of circuit liaison personnel who will be on hand to answer queries from the members and help new members with their questions and concerns.

I hope that you will support the club in this major step forward, particularly as it has prompted us to look at the service we provide in other regions and look for ways to improve things. If anyone would like to contact me direct with any points on the club, both good **and bad**, then please let me know.

Best wishes, Peter Roberts

Letters

Yellow Flags and Snatching – Some Thoughts.....

In the May issue of the magazine, there was an item from Jeremy advising marshals of the current MSA regulation regarding snatching (J4.6.6). I would like to possibly stir things by passing on my thoughts on the subject.

To begin with however, in the editorial, Dave makes comment on the lack of a means of officially informing marshals of regulation changes. The MSA now has a database of all marshals, I see no reason why they should not issue a bulletin to everyone on this database should any relevant changes take place. It would be useful for us all to receive a "Blue Book", but this would be expensive. I see no reason why the MSA should not issue us all with a list of changes in the relevant sections ("J" for example), this would probably be no more than a single A4 sheet and could be posted along with our Registration Card each year.

So on to snatching. To my mind, anything that can standardize flag procedures the better. I also believe that the MINIMUM flag signal for any circumstance should be used. This allows something to be kept in reserve should the situation that requires a flag signal increase.

MY interpretation of J4.6.6 is as follows. The "operation of the snatch" is the actual process of attaching the car to the snatch vehicle and towing it out of the immediate area of danger. This is the time that the snatch should be covered by yellow flags (and lights) in accordance with the regulations. While the snatch vehicle is travelling to or from the actual snatch, I see no reason why a white flag (alone) should not be used, i.e. a "Service Car" (J16.1.d). If the snatch vehicle is close up to the tyre wall, for example while travelling towards the Post 19 (Coppice Exit) gravel trap from post 15 it is of considerably less danger to the other competing vehicles than a Rescue Unit / Ambulance / Fire Tender / FD Car driving on the actual circuit (under the regulations, these would be covered by just a white flag). If a fire tender is being used as the snatch vehicle there could be the absurd situation where it would be covered by a white flag when going to a fire and a yellow flag when on route to a snatch!

If a waved Yellow is used for a snatch vehicle some distance from the actual track, what happens if on the next lap a car rolls and ends up on fire on the racing line with marshals in attendance (it takes time for red flags to get round the circuit)?

Well, that's what I think..... I am sure that Dave would be very pleased to receive your thoughts!

Julian Floyd

OBITUARY - Ray Darvill

I am deeply saddened to report the sudden and tragic death of Ray Darvill on 6th June. Longer-serving members of the Club will remember him as the first – I think – formally appointed National PRO. Certainly, he was one of the most effective. During his term of office in the mid-seventies, Ray greatly enhanced motorsport's recognition of the contribution made by marshals. He also saved the Club from serious financial distress when the proceeds of his ultra-successful Milton Keynes Racing Car Show came just in time to match an unprecedented eight-fold increase in the cost of personal accident insurance for our marshals.

Ray joined South Mids region while I was Chairman and immediately showed his talent for innovation. Within weeks of his joining he had arranged a memorable visit to Hesketh Racing, which few who attended will ever forget. Lord Hesketh and his team really laid it on for us that evening. Ray then came up with the idea of a racing car show in Milton Keynes; sold it to the management committee of the then relatively new Milton Keynes Shopping Centre and proceeded to put the whole thing together with considerable success, even in its first year. By the third year there were approaches for the Show to transfer to a bigger venue in London. But for the loss of a major sponsor (through oil crisis related business problems) I have no doubt this would have happened. Who knows, we might have had Autosport taking a stand at **our** International Racing Car Show!

Ray's death is especially tragic as it follows wife Gill's death just five years ago, following a fairly lengthy illness. He and daughter Katie showed great fortitude during this sad time and Ray only recently seemed to have finally decided how he was going to live the rest of his life. He sailed a double leg of Robin Knox-Johnstone's round the World venture and was training hard to take part in the Fastnet race this year. He was into Scuba diving and had just returned from a multi-dive holiday on the Great Barrier Reef. Tragically, it was during one of the gym sessions to support all these strenuous activities that Ray succumbed to a heart attack.

June and I have known the Darvills for over 25 years, during which time they became friends not only to us but also to our son and daughter. Ray was a constant companion on our boys' outings to Le Mans, a regular attendee at Doghouse Balls and often "partied" with my son and his wife. We will all miss a very dear friend.

Our thoughts now turn to Katie. She lost her Mum just before she graduated, now her Dad just as she is making plans to marry. Gill was only 42 when she died, Ray had just entered his fifties. Katie must wonder what else life has in store for her. Fortunately, her parents had many close friends who will rally round to support her now.

George Copeland
National Treasurer

FIRE TRAINING TRAINEES MEDICAL



DONINGTON PARK
Saturday 14th August 1999

details from webmaster@marshal.force9

Surfers' Paradise



BMRMC Website welcome page

Pictures, membership application forms, a full copy of the Motorsport Safety Fund's new "Pocket Guide to Marshalling" - produced with the help of a "cast of thousands" drawn almost exclusively from BMRMC members - and a complete guide to the BMRMC's circuit, rallying, speed and karting grading scheme are among a series of major improvements that have been made to the BMRMC's Web site over the last few months.

And, it's beginning to pay dividends. We have already had a number of membership enquiries through the Web site and, within days of the downloadable membership application form going online, we had our first direct application through the site.

After the pictures - for which we have to thank Sheffield motorsports enthusiast Alan Medlock - the first major change was to put downloadable, edited copies of the BMRMC Midland Region's newsletter on the site.

If any other regions want their newsletters on the World Wide Web, then all they have to do is let me have electronic copies. Hopefully, the Web site will also provide them with a fund of potential articles which might spark interest in their own regions if republished in their magazines - or simply fill a gap which opens up at the last minute.

If you've got access to the Internet, then have a look at the BMRMC site: <http://www.marshals.co.uk> - and the British Rally Marshals Club site: <http://www.sims.cranfield.ac.uk/wgph/brmc/index.htm>, which is also linked from the BMRMC site.

Any suggestions or ideas for future development are always welcome. One of the next steps will be to set up a links page listing other (good) motor sports sites. If you have got a favourite site, then please drop me a line or an e-mail (webmaster@marshal.force9) with the address of the site and a one paragraph "review."

And, finally, for those of you who have tried and failed to get hold of me by 'phone recently, apologies. The excellent 'phone service I was using - Ionica - has, sadly, gone down the tubes and I have had to revert to BT, so my telephone number has changed back to 0114 266 2652. My personal e-mail address - bob_rae@online.rednet.co.uk will also be coming to an end soon, so please use either of the above e-mail addresses.

*Bob Rae,
National Grading Administrator*

Curborough Surprise

They didn't know there was that many marshals in existence down at Curborough.

So many turned up that we even thought of doing a deal with Di at Donington - say £50 a head - but, seriously, it was a splendid turnout for a meeting that ran as close to clockwork as any meeting can.

Without blowing our own trumpet too much, BMRMC can not only take pride in the slickness of the organisation but also the consideration that was given to all those volunteers who made it possible.

The initial reaction from the competitors down on the startline seemed to be very positive and also appeared to be reflected in the numbers who stayed for the prize giving, compared by Steve Hill and carried out by club president Peter Roberts, who had donned his Probands and done some running about at Paddock Gate - though not quite as much as those on Post 1 whose early morning sprint in and out to sweep the track had turned into a wearisome trudge by the end of the day.

Keep it in the family was the motto for the Renault driving Wadhams when they took part in the British Motor Racing Marshal Club's sprint at Curborough.

Twenty year old Gareth, taking a French registered Renault 5 GT Turbo out on its first competitive event this side of the Channel, beat former class champion uncle Nick in his Alpine A110 by 0.14 seconds to clinch first place in the Club Alpine Renault Challenge class with a time of 37.29 seconds for the Curborough short course.

Younger brother Jake, 18, who has lived all his life in France and was competing in his first event scooped third place with a 38.36s first run, despite failing to finish his second run in the car prepared by father Rod, who has competed in England for a number of years.

Meanwhile, Nick's girlfriend, mother of two Sally Sindihakis, competing for the first time, achieved a creditable 1.07s improvement during her second run, despite an "off" during practice.

Fastest time of the day went to Chris Mineeff, the only competitor to get below 30 seconds - getting down to 28.88 seconds in the second runs with his 3.5 litre Spa Judd SC001, while Bret Duncan, a 31 year old corporate tax manager from Sheffield, won the novice's award for a 1.38s improvement in his Mini Cooper.

Pete Bottril topped the 21-strong entry from the Paul Matty Sportscar Championship series with a time of 34.12s in his Lotus 26R and series sponsor Paul Matty, driving a Lotus 23B came in third behind Dr Keith Wilford's Lotus Europa.

The Ladies Prize went to Claire Kendal, who came second in the Modified Production Cars class behind Laurence Bond in her Rover Metro.

John Mead secured the award for the best prepared car with his Lotus Elite, the sole entry in the class for Road Going Lotus' up to 2000cc.

Results

BRITISH MOTOR RACING MARSHALS CLUB MIDLAND REGION CURBOROUGH SPRINT - 23RD MAY 1999

Class SA- Standard Saloon and Sports Cars up to 1400cc

	Bret Stuart Duncan	Rover Mini Cooper	44.44
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Class SB- Standard Saloon and Sports Cars over 1400 to 2000cc

1	Andy Goy	MG Maestro	39.60
2	Lance Pickering	MG Maestro	39.68
3	Paul Dolan	Fiesta XR2	39.78

Class SC- Standard Saloon and Sports Cars over 2000cc

1	Paul Green	Porsche 911SC	37.17
2	James Cheshire	Porsche 944	37.26
3	Christopher Weaver	TVR V8S	39.25

Class 1A- Road Modified Saloon & Sports Cars up to 1400cc

1	Steve Davies	Clan Crusader	39.48
2	Keith Waters	Austin	41.31
3	Colin Lawrence	Rover Mini	41.56

Class 1B- Road Modified Saloon & Sports Cars 1400cc to 2000cc

1	Paul Waters	Fiesta XR2	39.19
2	Geoff Poole	Renault 11 Turbo	40.62

Class 1C- Road Modified Saloon & Sports Cars over 2000cc

1	Steve Campbell	Sunbeam Lotus	37.72
2	Geoff Armstrong	Marcos	39.16

Class 2A- Road Modified Kit, Replica and Spaceframed Cars up to 1700cc

1	Simon Thornley	Westfield SE	35.40
2	David Jones	Westfield SE	36.02
3	Paul Harris	Caterham Roadsport	37.59

Class 2B- Road Modified Kit, Replica and Spaceframed Cars over 1700cc

1	John Bonnett	CJB Replica	38.82
2	Peter Baker	Dax Cobra Jaguar	37.81
3	Mike Griffiths	Robin Hood S7	37.67

Class 2L- Road Going Lotus cars up to 2000cc

	John Mead	Lotus Elite	47.45
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Class 3A-Modified Production Cars excluding Kit, Replica & Spaceframed cars to 1400cc

1	Laurence Bond	Vauxhall Nova	34.62
2	Claire Kendall	Rover Metro	36.45
3	Mark Smith	Rover Mini	39.41

Results

BRITISH MOTOR RACING MARSHALS CLUB MIDLAND REGION CURBOROUGH SPRINT - 23RD MAY 1999

Class 5A- Formula Ford Racing Cars manufactured before Jan 1st 1993.

1	Rod Law	Van Diemen	34.72
2	Simon Brown	Van Diemen	35.63

Class 6A-Racing Cars up to 600cc

1	Glynn Sketchley	Nova Jedi 01-14	30.73
2	Chris Martin	HiTech 500CDK	34.69
3	Alan Flavell	Trehan Bewley	37.52

Class 6B-Racing Cars over 600cc up to 1300cc

	Simon Reynolds	OMS PR1100	31.32
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Class 7A- Sports Libre Cars up to 1700cc and Hillclimb Supersports cars

1	David Chambers	OMS	35.56
2	Les Procter	Lotus 11 Replica	36.29

Class 7B- Sports Libre Cars over 1700cc

1	Christian Mineeff	Spa Judd SC001	28.88
2	Jon Waggitt	Ward WD9V	30.65
3	John Bradburn	Westfield	32.57

Class 9-Lotus 7 Club GB

1	Julian Feneley	Caterham Superlight R	35.09
2	Andrew Stokes	Caterham Supersport	35.46
3	Gary Stephens	Caterham HPC	35.69

Class L- Paul Matty Sportscar Championship

1	Pete Bottrill	Lotus 26R	34.12
2	Dr Keith Wilford	Lotus Europa	34.80
3	Paul Matty	Lotus 23B	34.82

Class AR- Club Alpine Renault Championship

1	Gareth Wadham	Renault 5 GT Turbo	37.29
2	Nick Wadham	Alpine A110	37.43
3	Jake Wadham	Renault 5 GT Turbo	38.36

Class J- Jaguar Car Club Sprint Championship

1	Eike Wellhausen	Lister E-Type	35.16
2	Mark Wright	Jaguar E-Type	35.78
3	Carl Gannon	Jaguar XJ6	38.24

A SIDEWAYS VIEW

The response from competitors to an innovative scheme to encourage more people to marshal at events organised by the East Midlands Association of Motor Clubs' events has been so poor that the Association is thinking about seeking sponsorship for the programme.

Concern about the dwindling number of marshals on Rallies and Sprints prompted EMAMC to come up with the scheme to provide marshals' "goodies" - pens, mugs and so on using cash raised from competitors in EMAMC championships who were each asked contribute £5 towards the scheme, in return for which they got a sticker saying they supported marshals. Despite widespread vocal support pre-season, with some competitors offering to buy one sticker per event, as opposed to one to cover the whole season, the numbers reaching into their pockets has been small.

It was encouraging to see a number of competitors from the East Midlands who were taking part in the BMRMC's well-supported Curborough Sprint had bought the stickers - even though their events are less likely to suffer from a lack of marshals. However, it looks as though a fair proportion of the £2,000 fund guarantee pledged from its own funds by EMAMC will be used up. EMAMC remains committed to the scheme, but is now having to consider seeking a sponsor if it is to continue the initiative as competitors simply aren't giving it the support that was expected - or they had indicated they were prepared to give.

Concern is increasing about the increasing use of turbo anti-lag systems and management cars by supposedly amateur competitors. The noise created by anti-lag systems is felt to be threatening the future of some venues - not least because vehicles using it can sail through noise checks, but then can be heard popping and backing, scaring wildlife and, more to the point, annoying the locals, as they hare through the forests. Management cars, meanwhile, cause an increasing nuisance for local residents, again prompting negative reactions from residents. One local newspaper recently questioned the need for no fewer than 23 support cars for a rally involving just 17 competitors.

Concern over the safety of soft topped historic rally cars have been raised after a competitor came close to having his arm amputated after his car rolled on a Derbyshire Road Rally. Changes are unlikely, however as soft tops are "Road legal" and speeds on Road Rallies are governed by the rules of the road.

What's of more concern to some organisers are recent reforms designed to settle more legal actions for damages and injuries out of court and cut the costs and length of those that reach the courts.

The major worry is the new limits on the time organisers and the MSA have to respond to any claim - particularly since the fact that organisers are volunteers, involved in motorsport in their spare time will not cut any ice with a judge if they fail to meet the time schedules. Organisers have been told that if they receive a potential claim - usually signalled by a solicitor's letter - it is vital that they forward it to the MSA without delay because the MSA has only 28 days to respond. They are also being urged to ensure they make clear records of any incident that could lead to a claim at the time of the event. Obviously, marshals can help by making a note of what happens at any significant incident they are involved with and sending it on to the organisers.

Bob Rae, Midland Region Rally Rep