

# Midsummer III

7-13-91

As with prior years Midsummer Rallys, we intended to set up an event that was difficult enough that everyone would feel challenged, easy enough that no one would get lost, clean enough that competitors would not find mistakes, and with some innovations that would be of interest to competitors and other organizers. From the comments at the finish, most people thought the objectives were achieved.

The most troublesome leg for competitors was the one with a "Dead End Road" sign where one would not normally expect to find it, and where cars were late because of a gain from a prior instruction. We intentionally added a callback mileage less than one mile later to help competitors who missed the sign, and gave them 12 miles before the next open control (including a two minute pause at the DIYC) to recover. The other leg that caught many of the competitors was the "Ten Tons" sign right at the corner of Zeeb Rd, and within sight of the control. We do not advocate "sign hunt" events, and believe both of these were legitimate signs which the erecting authorities expected to be seen.

The overall level of difficulty was thought to be just about right by those who had a good run, but those who had problems felt the event was a little too difficult. We added a number of mileages, road names, and hints on the last pre-check to "softer" it somewhat. Also the results show that three Class C cars finished the event with under three minutes total penalty, and two with less than two minutes! (Great run; we were quite impressed.)

The self scoring system was something we tried last year, and still have not quite perfected. Since the feedback was very positive, we will try and make it work better next year.

Despite the fact that we avoided the use of any regular competitors as workers, which caused a great amount of extra work for us, we had a disappointing entry. Let us know what you think will be successful in bringing out more entrants, and what you like in an event. The time and effort involved in setting up a rally like this for a turnout of less than 20 cars is hard to justify.

Thanks to Paul and Gloria, Tom and Karen, Beth and friend, and Liz and Grant, who sacrificed their time to help us pull it off, and to Jim and Tom for help in scoring.

Rick Shue and John Townsend

7-13-91

Midsummer 91	C	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	C	
DETROIT REGION SCCA	L4437	1522	877	2053	1308	2199	872	460	2502	966	0	0	0	0	0	0	0	L		
	A																	A		
TEAM	CAR	S	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	SPEC	CAR	S
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	POINTS	TOTAL	#
G. HENDERSON/D. SHEPHERD	6	A	1	0	0	13	1	2	1	31	2	0	0	0	0	0	0	51	6	A
T. WOODSIDE/J. MICKLE	8	A	0	15	2	17	2	2	1	28	3	1	0	0	0	0	0	71	8	A
M. ROOD/T. FINISON	15	A	1	9	0	20	155	2	1	1	2	0	0	0	0	0	0	191	15	A
M. HENDERSON/A. CONNER	5	A	9	2	0	21	200	200	0	10	2	2	0	0	0	0	0	446	5	A
J. WARGON/J. GALRICKI	12	A	74	200	200	102	30	45	66	78	11	4	0	0	0	0	0	810	12	A
A. DEBONI/F. SMYCHYUSKY	11	A	200	200	27	200	200	200	200	196	32	200	0	0	0	0	0	1655	11	A
C. MURPHY/B. MURPHY	1	B	115	76	16	68	200	1	6	52	31	200	0	0	0	0	0	765	1	B
A. ZISILIPPO/R. NATHO	9	B	103	6	77	66	58	200	83	107	17	200	0	0	0	0	0	917	9	B
G. DUTHIE/B. MCROY	10	B	2	200	6	200	200	200	200	22	200	200	0	0	0	0	0	1430	10	B
T. SMITH/C. SPICER	4	C	11	5	4	52	11	2	51	2	5	29	0	0	0	0	0	172	4	C
J. SHAFFER/R. MORAN	7	C	42	1	24	12	22	9	2	46	12	12	0	0	0	0	0	182	7	C
J. SEELHOFF/G. SEELHOFF	3	C	1	15	16	115	0	5	11	40	38	19	0	0	0	0	0	260	3	C
E. LANSINGER/C. RAMCKE	16	C	29	67	54	187	87	20	41	18	110	20	0	0	0	0	0	633	16	C
S. O'BRIEN/M. MAKLEBERG	2	C	67	84	88	200	3	24	130	145	40	200	0	0	0	0	0	981	2	C
B. REYNOLDS/R. BENKE	14	C	108	200	200	103	200	64	28	84	200	200	0	0	0	0	0	1387	14	C
M. WULLAERT/G. WULLAERT	13	F	200	200	105	200	11	144	128	176	102	46	0	0	0	0	0	1312	13	F