

Eric Jones Memorial Tour – General Instructions “The Basics”

This event is intended to be a leisurely drive through the Shawnee State Forest area with some excellent views of the scenery and leaves. You will be traversing roads that Eric Jones loved, and which helped make the Sunriser 400 Forest Rally famous in the 1980's. We ask that you keep a few things in mind....

- 1) These roads are narrow, twisty and can be VERY DANGEROUS should you go off the road.
- 2) The Forests have a speed limit of 30 MPH in some places, others are as low as 20 MPH. The average speeds have been set at 25 MPH on most gravel roads for a reason.. DO NOT try to drive these roads like you were running a PRO rally. There may be oncoming traffic, horsemen, etc. around any corner or over any crest.
- 3) Should you meet oncoming traffic pass slowly and carefully...
- 4) Do NOT try to pass in the forest unless the car in front pulls off at a wide spot and lets you go by. If you have another car behind you, pull over at the first opportunity.
- 5) This is a **TOUR**, not a RACE or RALLY...

The directions have been written to be as easy to follow as possible and to give you an idea of how pro rally instructions were written. You will find all turns described by a tulip diagram as well as overall and interval mileages. USE THE MILEAGES to help find the turns... In the right-most column you are given the computed interval time between instructions to help pace yourself. Add up the interval times and you will know what time you should complete each instruction. We have set average speeds and the pace times as a basis for keeping the tour moving. **There IS NO TIMING OR SCORING for this event.**

If you go past an area where there used to be a Start Control or Finish Control for one of the Special Stage race sections, we have shown them in the route. PLEASE do NOT try to race between these control points. In the days when Sunriser ran these roads the roads were closed to all other traffic and competitors wore helmets and had roll cages – for a reason.

Basic Procedures...:

The tour is laid out as a two-leg route through the Shawnee State Forest using the fantastic roads that Eric loved so much. The tour will be composed of two loops, both of which start and finish at the Shawnee State Lodge. Participants may run either loop or both, depending upon their personal interests.

The ***Transit Loop*** is an **all-paved 55 mile** route that runs around the forest on old special stage transits from the Sunriser 400 Forest Rallys

of the 1970's and 1980's. It also uses a few of the old special stage roads that have been paved since last used on the Sunriser. Although sometimes very tight and twisty, this loop is intended for those who would like to avoid rock chips and dust. The Transit Loop will take about **2-1/2 hours** to run if you take your time and stop at a view of the more scenic spots to take in the view.

The **Stage Loop** utilized as many of the old special stage roads as possible and is about **75% smooth gravel**. Although most of the gravel roads are very smooth, and relatively free of loose stone, there tends to be loose gravel on the berms and in the center of the road, with a bare earth set of wheel tracks. Narrow or particularly low cars may find it difficult to stay out of the loose material. On the other hand, if you are a fan of great stage road touring, this will be your favorite part of the day. The Stage Loop will take close to **3 hours** to run if you drive carefully and responsibly.

Please consider what you intend to run and plan your day accordingly. All registrants will be given the route instructions for both loops, and may run either or both in which ever order they prefer. However, to limit the possibility of two-way traffic on a couple of sections of the route where the two loops overlap, we are suggesting some start times below.

What to Bring:

All you will need to run the tour is a safe vehicle with a full tank of fuel, a clip board and a couple pens to mark off instructions as you complete them. **We will require two people per car (minimum) – a driver and a navigator.**

NOTE: *There are no gas stations near the Forest.*

Suggested Schedule:

You are free, once you have signed the waiver and picked up your route instructions, to run either or both routes at any time. The schedule below is intended to help organize the traffic flow a bit and assure that you have time to complete the route by 5PM when the refreshments start.

11:30 AM – 3:00 PM: Registration / Check-in in the lobby of the Shawnee Lodge. Look for someone sitting next to a checkpoint sign. We will ask you to sign a waiver and will then give you your route instructions.

Prior to each suggested 'start time' we will provide a short (15 minute) orientation to the route book and some suggestions for enjoying the day.

12:00 PM	Orientation # 1 – Those planning to run both loops.
12:30 PM	Suggested Start Both Loops – Those planning to run both loops begin their drive
1:00 PM	Orientation # 2 – Those planning to run only the Stage Loop
1:30 PM	Suggested Start Stage Loop – Those planning to run only the Stage Loop begin their drive
2:00 PM	Orientation # 3 – Those planning to run only the Transit Loop
2:15 PM	Suggested Start Transit Loop – Those planning to run only the Transit Loop begin their drive
4:30 - 5:00 PM	All rally route participants should be back to the Lodge the chili supper.

Being Safe:

To make the drive interesting, the speeds have been suggested on the 'brisk' side. If you find them too brisk, DO NOT push yourself – these roads are very unforgiving. As noted elsewhere the forest roads in particular are narrow with loose gravel surfaces on many of them. The forest roads follow the terrain so they tend to have blind crests and blind 180 degree turns around the nose of ridges. ANY oncoming vehicle will be a hazard at any of these spots on the route. The roads in the forest are also a favorite place for horsemen, dirt bikers and hikers. Be careful passing them.

If you come up on someone looking at the leaves they may be going significantly slower than the rally speed. If they don't pull over and stop to let you by, DO NOT try to pass on the forest roads.

Enjoy the forest roads and the terrain. Don't fall in a ditch or off the road.

Emergencies:

Cell coverage is impossible in the woods, but should you decide to drop out of the tour or should you have a problem. try to call the rallymaster, Dick Paddock at 614-619-0049, or by calling the lodge desk and leaving a message. He will check his cell phone for messages when possible....

The two loops of the tour overlap fairly often, and if you run into trouble that results in you deciding to return to the lodge, you should be able to map your way back to SR 125, and then to the Lodge.



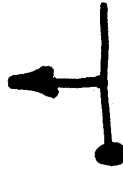

PLEASE – When you complete the route, check back in at the Lodge lobby and tell the person near the checkpoint sign that you are back – that way we'll not be out looking for you stuck by the road at the end of the day.

Maps:

You will receive a basic map of the area for reference by those unfamiliar with these roads.

Route Instructions:

The route instructions have been written to minimize your effort to stay on course, and on time. Each instruction includes the overall mileage to the nearest 0.01 mile at the action point, the interval mileage from the previous instruction, a tulip diagram, usually some form of comment or confirmation, and then the estimated time to REACH that instruction from the previous instruction. Interval times are in decimal minutes. Route books will be distributed at registration. A sample is provided below.

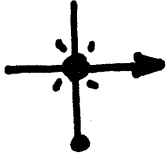
Line	Overall Mileage	Interval Mileage	Tulip	Instruction	Elapsed Time
1	15.12	0.04			0.07
2	16.22	1.10		"20" CAST 15	1.89
3	16.43	0.21		FR 5 CAST 25	0.84
4	16.52	0.09		Buckeye Trail Start 	0.22

Tulips:

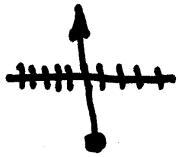
The rally uses what are called Tulip Instructions. In each case you enter the instruction at the dot and leave at the arrowhead. Here are some samples:



Right at T intersection with STOP sign.



Right at a crossroad with a traffic signal



Straight across a railroad crossing



Right on side road after a bridge



Straight past a sign on the right, the instruction will contain part of the sign that you are to confirm.

Signs:

Information found on signs that are along the route will be found in the instruction column and will be enclosed in quotes ("SMITH"). There is no differentiation between signs quoted in full and signs quoted in part. Capitalization does NOT count.

Definitions:

There are several terms and abbreviations that you will find in the route. We've provided an explanation below.

CAST:

Change Average Speed To – begin the new average speed as of the action point described by the tulip. Average speeds are given to help you pace yourself through the course and are suggested based upon the road you will be driving.

CAUTION:

At some points in the route instructions you will find a CAUTION, followed by one or more exclamation points. A single exclamation point is a basic “keep alert” warning. If you come to a point in the route with three exclamation points, be REAL CAREFUL. Either the road is particularly tricky at that point or there is a particularly blind point over a crest or around a corner where on-coming traffic might meet you.

SWRT:

A SWRT is a portion of the route where you will possibly (likely) encounter other tour cars going the same way as you. Don't get confused if you find yourself following someone and they go a different direction at an intersection. Their route may diverge from yours at that point.

TWRT:

A TWRT is a portion of the route where you will possibly (likely) encounter two-way-rally-traffic. Be particularly careful at crests and blind corners, there may be other tour participants coming the other way.

QZ:

A QZ is a Quiet Zone. This is a section of the route where we would like you to be particularly reserved in terms of noise and speed. Usually these are sections of the route past camp grounds, horse loading areas, etc.



When you see this symbol in the route instructions, you will find a reference to a special stage Start or Finish. In some cases you will be given a reference landmark to help you identify the point.

Occasionally, if we have the workers, we will station a tour worker at one of these places to check on you and make sure that everything is going well. If you see a checkpoint sign and a car parked near one of these places, stop and say “hi” and tell the workers your car number. That will help us keep track of people.