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Mr. Marvin Drucker
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Dear Marvin:

What follows is a summary of my thoughts regarding the good and bad things which have transpired during the 2014 year at Nelson Ledges Road Course. Many of the comments are not intended to be a comparison of old and new management. Actually, several of the comments would still apply even if there had not been a management change.

First, a brief summary of my history with Nelson Ledges Road Course: Sandi and I attended a race at the track on one of our first dates back in 1970. Our first actual competition on the track was at Corvette Cleveland Time Trials a couple of years later. Two SCCA Driver Schools and five SCCA Regional weekends followed in 1975. We opened the Kryderacing store at the track in 1982 and started the Kryderacing Regional Championship Series at Nelson Ledges Race Course a year later. Our involvement with the track continued while our racing operations progressed to include twenty years racing professionally with the International Motorsports Association (IMSA). We also grew a business which currently takes care of over a dozen race cars competing in both amateur and professional levels of racing. As time went on I became involved in instructing and coaching. In the early days it was simply helping new SCCA drivers. But I also spent eight years working coast-to-coast for Marlboro and Roger Penske as their lead stock car instructor. For the last half-dozen or so years I have been the Chief Instructor at Nelson and have contributed extensively to the safety and success of Fundays. Kryderacing recently conducted the 14th annual WeHo event at Willow Springs Race Course in California. WeHo is an event Kryderacing started and it continues to be popular year after year.

I have waited until the 2014 season was over to write these opinions and thoughts. It is very difficult to form any single personal opinion due to the many different ways Sandi and I are connected to the track.

“Competitors connection”: Nelson Ledges is the place I learned to race and I still love its layout and challenges. It is what I often refer to as “old school”. I have driven almost all of the tracks in the United States as well as several in foreign countries. The Nelson layout is very unique and I prefer it to many of the newer tracks. This is a feeling I share with many drivers.

“Competitor”: However, the facility has not kept pace with what has been happening at other race tracks. In the 1970’s and 1980’s Nelson Ledges was similar to places like Summit Point, Blackhawk Farms, Lime Rock, Mid-America, Indianapolis Park, and many others. Back then none of these tracks compared (facility wise) to places like Road America, Watkins Glen, or Mid-Ohio where professional races were held. But Nelson and these other tracks didn’t need to keep pace with the pro tracks since amateur races were their primary clients. What has changed since then is that these other amateur level tracks have not only performed necessary maintenance to their basic track facilities (including pavement), they have improved their infrastructure, added go-kart tracks, and made their tracks more attractive to other forms of motorsports. There was a time (1970’s) when many of us bragged that Nelson was the most active track in the country. This level of activity probably helped pay a lot of expenses back then. But things are different today. In just about every comparison of the physical facility Nelson Ledges is currently a long way below the “next worse” track in the country. This did not happen overnight. While track rentals (weekend and daily) have increased dramatically at

other tracks, they have decreased at Nelson. Nelson is now one of the least rented tracks. Current undertakings are a step in the right direction, but massive improvements are required if the gap between it and other tracks is to be reduced.

“Kryderacing operated gas tanks at the track”: As owner of this concession Kryderacing has seen the profitability decline drastically as sales of racing gas dropped over the past several years. The declining condition of the track surface impacted sales not only because of a reduction in entries, but because the types of vehicles which stopped entering races were those who needed racing type fuels. The majority of race cars currently competing are from classes with restrictive preparation levels. These vehicles have closer to stock suspensions (softer and better able to absorb the rough track surface) and their engines are restricted to the point where gas sold at neighborhood gas stations was sufficient. There was no need for them to purchase the more expensive racing gas we were offering at the track. There was a time when our fuel sales totaled 4-5,000 gallons a year. In 2014 we purchased 500 gallons from the distributor and sold about 350 gallons. We already have meetings scheduled with Sunoco and the distributor at the December 11-13 Performance Racing Industry Show in Indianapolis to discuss the situation. The distributor owns the equipment and we have had the contract with them for many years. Whether we continue in 2015 is the subject of our meeting.

“Kryderacing Regional Championship Series”: Kryderacing originated the idea for a series, it was accepted by John McGill, and the first championship was held in 1983. It was originally exclusive to Nelson and grew in popularity and stature over the years. In 2002 there were five different SCCA Regions participating in the series and some of them ran events on more than a single weekend. Then, as costs increased, track conditions slowly deteriorated, and entry levels dropped, Regions started dropping their events or moving to other tracks in the hopes of drawing sufficient entries to pay expenses. As the number of events at Nelson dropped Kryderacing accepted events at other facilities in order to keep the series significant in the eyes of competitors. In 2014 the series was comprised of five weekends of racing, but only two were at Nelson. The series includes an annual banquet with some of the most impressive and coveted awards of any series. The funding for these awards originally came from gasoline sales. As gas sales declined we required Regions to contribute a sanction fee to help offset the costs. Recent years have seen the series lose significant amounts of money. We are currently determining whether to continue the series for 2015.

“Kryderacing client vehicles”: If you survey all the vehicles we maintain at our shop you will find there is considerable variety. Several of our clients have the more serious type race cars with the stiff suspensions and high horsepower engines. At least four of these cars raced and tested at Nelson up until a few years ago. All of these clients live locally and loved driving at the track, but they no longer do it due to the track roughness and the expensive damage frequently happening to their vehicles. My own testing of a client’s Corvette this past year produced electrical problems later diagnosed as possibly being triggered by the track’s roughness. The rest of our clients still compete at the track but there is a continuing drawback of enthusiasm.

“Mahoning Valley Region (SCCA) Regional Executive”: This is very different area since my responsibility is to the Region’s membership. That responsibility covers everything from scheduling to finances. I won’t go into specifics, but MVR has lost money on all but one event during the past half-dozen years. What was once a very healthy treasury now survives year-to-year. Some years ago we dropped our Driver’s School due to a huge loss of money. Our big National event was the next to go due to several poor turnouts and the unlikely prospect of things turning around. Shortly thereafter we agreed with track management to schedule three weekends during the upcoming year. The track had lost events formerly conducted by other Regions. MVR agreed to do it providing we received a reduction in rental for the third event. The second event that year was our last profitable event and losses on the other two resulted in another shrinkage of our treasury. Our single 2014 event lost money, but thanks to an invoice reduction from the track the loss was not as big as it could have been. We have scheduled an event for 2015 but have partnered with another Region due to financial concerns.

“Fundays”: Around 2008 I was asked by the track management to become the Chief Instructor due to several accidents which had occurred during earlier Fundays. There were several negotiations regarding my fees, but because of my love of the track the final fee for Fundays was less than half what I was paid by other organizations. These fees were also based on a sliding scale determined by the number of Funday participants (not students) who actually showed up and paid. My original duties consisted of giving beginners some guidance to minimize their getting into trouble and make

their experience more enjoyable, thus encouraging them to return. While not mandatory for beginners initially, the benefits became obvious and attendance in my sessions became mandatory. In 2011, 2012, and 2013 we even put on a couple of beginner-only Funday events. I also became involved with numerous organizations putting on private events because track management frequently mandated my involvement as part of the agreement. These groups included Ford, Nissan, Mini, and others. I was also frequently contacted regarding testing and served as the "track expert". The changes in 2014 resulted in a lot of these activities being dropped, mainly due to reduced scheduling, especially of Fundays. Hopefully these types of activities will increase in 2015. I would also like to become more involved in a couple of the procedures regarding conduct of these events, especially those related to safety.

Recent events: There have been several recent events I feel I must comment on. They mainly concern a lack of communications between track management and myself (as well as others). Below is a sampling:

Oct. 22: I sent an email to management which included a request from someone who had been trying to contact the track regarding their plans for an event in 2015. They said they had already been in discussions regarding the rental and were following up but no one from the track was returning their calls. I asked track management to call them.

Oct. 27: I sent another email regarding several items, including a reminder of the previous email. Included was an inquiry regarding the availability of the track for rental on two September weekends in 2015, a request for rental rates for MVR's 2015 June race weekend, and a request for the added cost if we included Friday as part of that same event. There were several other items. I pointed out there was a meeting of all Northeast Division SCCA Regions scheduled for November 14-15 and having answers to these questions would be useful and greatly appreciated. I also included an invitation to the November 22nd Kryderacing Series Banquet and the opportunity to address the audience about future plans for the track. This invitation included two free banquet tickets.

Week of Nov. 3: Entering this week there had been no responses to any of the above. I attempted several times sending reminder emails and phone calls. Jason did return a call. He stated the Oct. 22 email reference to the person discussing a track rental in 2015 had been handled. He also stated he did have my Oct. 27 email and promised to get me some answers prior to my leaving for the November 14-15 meetings. He just needed to talk with Todd before answering. I also told him some of my questions (such as rental rates for 2015) did not need immediate answers, but an idea of when they could answer would be appreciated.

Week of Nov. 10: Even though promised, I received no follow-ups to any of my earlier inquiries. I tried several times to leave messages. The Oct. 27 questions still need answers. Regarding the banquet, the deadline to order dinners has passed, but a speaker would be welcome.

November 14-15: While at the NEDiv Mini-Con Sandi and I were asked by many people about the status of the track. Most discussions involved the lack of communications. We were amazed at how many other people have had the same problems when they tried to talk with someone at the track. While attending this convention we were brought up to date with all the new tracks opening and under construction. Thompson opened in 2014. Palmer recently completed their paving and will open during the summer of 2015. We saw drawings of a new track located near the intersection of Interstate 90 and 81. It is under construction and plans to open in 2015. Another track is also under construction south of Washington, DC. They hope to run their first races later in 2015. And Pitt Race (old BeaveRun) plans to have races on their expanded track in 2015. I have also been approached about attending a meeting during the upcoming Performance Racing Show to discuss the possibility of another track being built in the northeastern Ohio area. I know for a fact the people behind this meeting would prefer Nelson to remain alive but they see no future for the track unless it is repaved or sold to someone who would make the necessary investment. They are looking for options if Nelson remains as it is or closes. I understand their viewpoints.

Final comment: Years ago Kryderacing took as its motto "Helping People Achieve Their Racing Objectives". It is what Kryderacing has always done and it is what we will continue to do. From a personal viewpoint my main objectives at this stage of my life are to continue successfully operating my business while providing the stability my wife and employees deserve. Kryderacing, Sandi and I have been involved with Nelson Ledges Road Course for many decades. The question is: Will there be a relationship in the future? The answer to that question depends more on directions taken by you and the track management.

Please remember these are my opinions and thoughts. It is my desire that this input be constructive. I would appreciate being involved in any discussions where my knowledge could benefit Nelson Ledges Road Course.

Sincerely,

Reed Kryder