

Rental Agreement, Rules, Requirements
2017 Nelson Ledges Road Course: revised 3/3/2017

(**ATTENTION:** N.L.R.C charges & retains all park admission fees. Please refer to Section C.)

Nelson Ledges Road Course is a road racing facility located in Northeastern Ohio just outside the town of Warren, OH. Professional race teams, car manufactures, tire manufactures and aftermarket accessory companies use the facilities to develop, improve and refine their products. Amateur and professional race series utilize the facility to hold races and test. Track day organizers and tuner enthusiast use the track as their personal playground. We do also have multiple surfaces for testing and will work with government agencies and public safety. The uses of the NLRC facility are virtually limitless for vehicles with wheels and a motor.

Nelson Ledges is a herald back to classic race track. Nelson Ledges Road Course is a dangerous facility, and participates understand the risks before using it.

A. Nelson Ledges Road Course (2.0-mile road course)

1. Reservations required. **50% confirmation deposit required**. All deposits transferable, but not refundable. We do run rain or shine, if both the promoter/organizer and the track manager deem that there is extreme weather, the event will be moved to a mutual date. We refer to extreme weather as tornado, hurricane, heavy lighting, and unsafe wind. The event must keep the same type of day (weekday can switch to another weekday, weekend date can switch to another weekend day)
2. 7-day advance cancellation mandatory for all weekday events and 14 days' notice for weekend events. A failure to comply may result in forfeiture of deposit.
3. For all other uses such as commercial filming, ride and drives or production car development, a \$5 million combined single limit certificate of insurance is required, listing required parties as "**Brian Ross Racing LLC.**" and date of event, unless insurance is a blanket policy.
4. Animals: All animals must be on a lease the entire time at Nelson Ledges Road Course. Please pick up after your animal. If your animal is distracting drivers, crew, staff, or spectators, you will be asked to leave without refund. Brian Ross Racing is not responsible for animal attacks, bites, etc.
5. Exclusive Rental Fees: Please call. Our prices move depending on dates, and peak season. We suggest you schedule well in advance. **Please make all checks out to Brian Ross Racing LLC.**
6. N.L.R.C. can supply any or all of the following for an additional fee:
 - a. Gate/Control
 - b. Corner Workers
 - c. Flag rentals
 - d. Fire extinguisher and crash equipment
 - e. Emergency personnel (ambulance)
 - f. Insurance
 - g. Food service

7. Test day track sessions are limited to six (6) cars for insurance reasons. If you would like to run a test day with more than 6 cars in a group or session, additional insurance will be required. Please call us for details.

B. Hours

1. All rentals are based on a 9-hour day (8 a.m. to 5 p.m.)
2. We will allow the event to set up one hour before the event begins. Please call us if you plan to arrive early.
3. All transporters/spectators/racers/staff must be off the property by 6 p.m.

C. Week & Weekend Admission

\$10.00 Facility admission fee per person (kids 8 years & under free) will be collected at entrance(s) and retained by N.L.R.C. No Exceptions.

D. General Event & Track Rules

1. Convertibles with an installed factory hardtop are allowed. Otherwise a roll bar is required.
2. SUVs, trucks, and vans are generally not allowed to participate.
3. Long cotton pants and long-sleeved cotton shirts are recommended when on-track.
4. Speed limit in the paddock is walking speed.
5. No consumption of alcohol is allowed until the completion of daily activities.
6. Any video equipment must be rigidly and securely mounted.
7. The driver's front window must remain completely down at all times. The passenger's must remain down if the passenger seat is occupied. Rear windows and sunroof must remain closed.

E. Prior to Arriving at the Track

Preparation is everything. A track day will put a significant strain on your vehicle. Top-off the oil before the event and bring along an extra quart of oil just in case. Check your brake fluid. Check tires for proper tread and balance (a shaky steering wheel makes it difficult to drive at the limit). Tires (pattern and tread) should be equal. Remove ALL unnecessary/loose items from the car. Make sure you remove items from the door pockets, behind the seats, the glove box, the ashtray, the armrest, the trunk, and your parking pass behind the sun visor. Remove hubcaps and floor mats. Comfortable clothing is recommended.

F. Before Going on the Track

1. Check your tire pressure. Tire pressures always increase as the tire warms up. Do not inflate them to the maximum pressure, but run them at the pressure listed by the car manufacturer as a starting point. You will need more pressure than the lowest recommended setting initially but you must remember to check pressure again when the tires are hot to avoid any problems.

2. Check your fluid levels (oil and coolant especially) before a session. Warm up the engine before your first track session. If your vehicle runs excessively hot, PIT IN before serious damage occurs or before you leave slippery fluids on the track surface for your fellow drivers to slide and spin on.
3. Above all, pay attention. Please listen for announcements. Be ready to run as your group is called. Get your helmet, belts, seat and mirrors ready to go so you can depart as soon as the track goes green.

G. Track Entry

1. When the track opens for your session, go out single file upon the track worker's signal. Use the first lap or two to warm up the tires, brakes and oil and get mentally acclimated to the track and the corner stations. Each event is different and there may be one or more stations staffed differently.
2. When you see the checkered flag waving to end your session, finish that lap at a reasonably fast pace so the next group can go out. Remember to give your pit signal (fist up arm out the window). Come into the pit at reduced speeds - 20 mph maximum slowing to 5 mph in the paddocks.

H. While on the Track

1. A lot of braking will generate loads of heat. Most track day accidents occur when brakes overheat and fail. Brake hard early on and feel for stopping power before relying on the brake to slow the car. Apply brakes firmly in a straight line for the minimal amount of time it takes to slow the car in a controlled manner. Using the brakes with lighter pressure for a longer period will actually cause more brake overheating and wear issues than harder applications for a shorter time.
2. Remember "Slow in, Fast Out." Brake early, accelerate through the corner, steadily increasing the throttle, building up power and speed toward the exit.
3. Keep rear windows and sunroof closed when driving at high speed, as these can dramatically affect the handling of the car. The surface condition of the track will dramatically alter the control you have over your car. Keep a keen eye open for the amount of camber in the track surface, bumps, gravel and loose chippings, and patches of oil or water.

I. In Between Sessions

1. Check your car. Check tire pressures and tread. Check your wheel lugs to ensure that they haven't worked themselves loose. Check under the hood (look at fluid levels, check for leaks).

2. Check yourself - Watch your fluid intake- make sure you're drinking enough water. Most importantly, take a few minutes to relax and clear your head each time before you go on track.

J. At the End of Each Day

Check over the car from top to bottom. Set tire pressures back to normal. Check tire tread. Check for play in wheels/bearings. Make sure all items are securely in place before leaving the track.

K. Driving Rules

Please read these rules carefully. Safety is the MOST important aspect at Nelson Ledges Road Course. Anyone deemed driving in an unsafe manner would be asked to leave without a refund. Remember to use the first few laps of each session to warm up tires, brakes, and yourself. Be sure to check your brakes, tires, oil, and lug nut/bolt torque prior to each on-track session.

1. Pass only in designated areas and only after receiving a pass signal from the driver being passed. Do not attempt to pass at the end of a straight. This isn't F1 and we aren't giving out "Lewis Hamilton" trophies. Be sure you have the time and room before you attempt a pass. When you give a car the pass signal please back off long enough to allow the car to pass. Passing zones will be determined based on run group experience/ability.
2. Watch your mirrors! The driver being overtaken must give a hand signal for EACH AND EVERY PASSING CAR. Just because the car in front of you has the passing sign does not mean you have one. If in doubt, don't pass. If you did not get a pass signal, be patient, and back off. Do not ride the bumper of the slower car. They may be overwhelmed and riding their bumper won't help. Never pass when operating under a YELLOW flag. Please see Section L for more detail on passing rules. Passing rules are also discussed at the event. Refer to the Track Map in the driver's meeting.
3. Don't group together. If a train, or line, forms, the first/lead car is responsible for "clearing their rear" by safely allowing cars behind them to pass or pitting in and re-entering the track after a pause. Always be aware of the traffic around you. If you have not been able to pass a slower car, consider a short pit stop and re-entry.
4. Concentrate, concentrate, and concentrate. Vehicles at speed need smooth, decisive, and balanced maneuvers. If you are confused by too much input you are going too fast. Keep to the "line" and feel what the car is telling you. Staying within your capacity on the straights will give you time to remember and learn the turns.
5. Flags are extremely important. We will review them before the event and be sure

to understand them fully before participating. As you lap the track, you will notice the flagging stations. These corner workers have a vast amount of track experience and are here to ensure a safe event. Their primary job is to keep you informed about possible dangers on the track that YOU CAN'T SEE. Their word is the law at track events so pay strict attention to them each time you pass a station and be vigilant.

6. Spins... If you spin, both feet in (stick shift). This will avoid stalling or cycling the engine backwards.

7. Modifications... If you have modified your car, please note that more power and speed means you must adjust your braking distances accordingly. Adding in 50-100 more horsepower and keeping your stock brakes can be a problem. If you are in the novice group, please make sure you tell an instructor if you have modified your car, and please pay attention to the possibility of brake fade.

L. Passing Rules

When it becomes apparent someone wants to pass you, stay on line, give a CLEAR, SPECIFIC signal (a Point of the INDEX finger) and LIFT SLIGHTLY OFF THE THROTTLE! Do not resume full acceleration until the car has passed. Give a clear signal to each and every car. The overtaking car will pass off-line. DO NOT, UNDER ANY CIRCUMSTANCE, RACE A CAR TO THE CORNER!

After receiving the appropriate signal, CHECK YOUR MIRRORS, pull off-line and accelerate past the car you are overtaking. Be sure to make a clean, complete pass and do not come back on-line until the lane is clear. If someone wants to pass you, stay on-line and give the appropriate hand signal.

NO SIGNAL NO PASS. If someone is not letting you by, do not get frustrated and do not tailgate. Be patient. If a pass-signal is not eventually given, pull into the pits, drive through slowly and wait at pit out for signal from the Pit Control worker to re-enter the track. Talk to a track official and we will talk to the driver holding up traffic.

All passing must be completed as stated in the driver's meeting and before any corner. No passing will be allowed in the corners regardless of your ability, seat time, or knowledge of the track. Always follow the directions of the track and event officials.

Passing Procedures. All tracks provide a great opportunity for drivers to pass. With the mix of super/turbo- charged and normally aspirated, four, five, six, eight and ten cylinder, 5/6 speed manuals and automatic cars on the track at the same time, the horsepower differences easily exceed several hundred BHP. So, of course, passing

opportunities will present themselves. As you become more comfortable and smoother in their driving, car weight, power and suspensions come into play.

M. Track Tips to Make Your Performance Driving Event SAFE and Enjoyable

These are some Do's and Don'ts that will help keep your stress level down and allow you to focus on enjoying a Performance Driving Event to its fullest extent. Please read through the Do's, Don'ts and Recommendations and bear in mind what has been written. These tips have been compiled for your benefit. While some experienced folks know this stuff already, it is always good to read it one more time...

Some of the Do's:

1. Ensure your car is in full mechanical working order prior to arriving at the track. Even though a car has passed your pre-event inspection, cars arriving with obvious problems will not be allowed on track. Make sure you have sufficient tread on your tires and your brake system is in good condition.
2. Ensure you have all required clothing & equipment. Trying to find extra items at the last minute can add one more thing to an already overloaded set of nerves.
3. Be sure to check your car's fuel level before your first track session. Suggestion: Fill up right before you arrive.

Some of the Don'ts:

1. Don't worry if you have never participated in a track event before. There will be no pressure to get you up to FI level. The day is designed for your enjoyment and you are encouraged to learn at your own pace. There is nothing worse than putting pressure on yourself when you are on the track. You should be concentrating on the circuit. The instructors will be there to help and explain to you the physics involved in performance driving.
2. Do not be tempted to follow other drivers' lines. Take your time to learn the track. Instructors will talk about the correct lines. If following another car, driving styles and type of car can affect your cornering technique.
3. Do not worry about the speed and the fact that you might be going around a corner at 50mph and you see people going around the same corner at 75mph. Stick to your correct line through the corners and you will gain more confidence in yourself & your car's capabilities.
4. Do not try to "be the racer" on the circuit. There is NO tolerance for showing off. Deliberate slides are not permitted, nor are "racing" maneuvers like hitting the ripple strips or any other kind of tricks on the track. Do not pass another car on

the track unless you receive a point-by from the other driver. Anyone showboating will be 'Black Flagged' and potentially removed from the track.

5. **SLOW IN FAST OUT.** If you enter a corner too fast and half way through it you feel that you will not make the turn, don't stab the brake pedal. If there is enough grip in the tires to stop the car, there is enough grip to turn. While you are turning in, nailing the brakes takes grip from the rear, causing you to spin and lose control. Once you have committed to the corner, make sure your brake and throttle inputs are light, if used at all. If you think you are going too fast, turn in a little more and **gently** back off the brake and throttle. Chances are you'll scrub enough speed to make the turn.
6. If you go off track and stop, LOOK for the corner station. We don't want you to attempt to re-enter without making eye contact with the nearest corner station if possible. If you are in a blind spot, safely work your way down to a station. If and when you do re-enter, come into the pits on that lap and speak to an official to let us know what happened. You aren't in trouble, but you might be if we don't talk to you. **STAY IN YOUR CAR!**
7. If you drop wheels off the track, get the car under control safely and come into the pits to speak to an official to let us know what happened.

Recommendations:

1. Relax - The more you can relax and get into the mindset of what you have to do, the better. Instructors will be on hand to advise you. Every official, worker, and instructor is there to help you and keep everyone safe, not to judge you or admonish you. Help us to make your day successful and safe.
2. Drive **through** corners - When approaching a corner always look through it toward the exit Point, i.e. 'Where you want to end up'. **As a rule your car will go where you are looking.**
3. Avoid missed shifts - Make positive gear changes. Don't try to see how quickly you can shift.
4. Take care of yourself. Drink lots of water, and be mindful of your own physical limits. Don't be afraid to stretch and do other physical/mental warm-ups before going on the track. Get a good night's sleep prior to the event. Performance driving is strenuous exercise so don't overdo it.

