



Inside this issue:

PNWMP Update Continued	2
Simulator Continued	2
PNWMP at the Races	3
Chris Evans, Inc.	3
Track Rental Info	3
Featured Product: Lava Wrap	4
Membership Info	4

**Pacific Northwest Motorsports Park Update:
*Adjusting to an unbalanced economy and financial market.***

In March of 2008, we felt we were ready to begin construction after we met the preconstruction requirement of revising the airport 50-year expansion plan. Our plans were interrupted and there was nothing we could do to stop the turn of events.

Unquestionably, a lot has happened over the last fifteen months within the U.S. economy: the implosion of the equity capital investment market, the general economy taking a dramatic downturn, fuel increases on the rise again, rise in unemployment and financial market concerns over inflation and the devaluation of the dollar.

With the loss our investors suffered in the most recent stock market crash, we began to work with our financial advisors to update our project's investment package and wait out the financial tsunami that took place.

Sitting through many meetings, financial and banking organizations confirmed that our project was realistic and fundable. We knew that! PNWMP would not have been able to enlist the amount of letters of support and requests for events from car clubs, sanctioning bodies including the largest names in the industry had it shown any sign of being unrealistic.

Continued on Page 2...

Road Course Simulator Unveiled
By: Michael Runyon, AIA, Director of Development

Racers -- START YOUR ENGINES!!! We are pleased to announce you can now drive the full 6+ mile road course using our brand new simulation of Pacific Northwest Motorsports Park. The simulation uses a program called Racer, a cross platform simulation engine developed by Ruud Van Gaal of Holland, and our own model of the existing PNWMP vision plan programmed by our simulation engineer Bob Hojaboom of Umatilla, Oregon.

This simulation program will run on most computers using just a mouse and keyboard for controls; it will also work with a steering wheel, shifter paddles and pedals. This is not a game, but a training and evaluation tool for both the vehicles and the road course circuit. Programming the circuit layout has been in development for two years. At this point it is a "beta" version of the actual circuits and facilities. As a beta it is a work in progress, there are place holders for the grandstands and other facilities and will change over time as the design process and peer review progresses.

PNWMP is the first racing venue in the world to use a simulation as part of a design project. Most venues have a simulation created after the circuit is physically built. We are using the simulation as a design tool to test and improve the circuit and facility concepts prior to final design as an evaluation and as a building information modeling tool. This allows us to have members, along with race and design professionals and auto enthusiasts, like you, peer review our concepts in an ongoing basis. Most importantly, it allows you to see, drive and feel the facility in "real time" before it is constructed.



Screen shot from the simulator

Continued on Page 2...

...Update Continued from Page 1

The same can be said of the support provided by our community, the Port of Morrow, county and state. All have validated the PNWMP project with their name and their involvement.

So, securing project funding remains PNWMP management's primary focus. To this, we have already entered into detailed discussion with new investors and a cadre of worldwide financial institutions who are impressed with the project and are working through the processes that will enable them to invest/lend their funds. We feel our funding will be complete in the very near future.

Although critics and naysayers will always have something to say, we remain committed to bringing a world-class motorsports park and family-based recreation center to Eastern Oregon. Our goal, construction jobs in Morrow County before the close of 2009 or early 2010.

We appreciate you and all those who have joined the country club, scheduled sanctioned events and have continued to be supportive of the project. Hang in there! More people than you can imagine are working to secure a motorsports park in Boardman, Oregon.

.....Simulator Continued from Page 1

Bob Hojaboom is a retired IBM Optical Engineer and his avocation is modeling racing simulations. Bob has over forty years experience as a SCCA race official and has officiated at all levels of racing all over the world. He is on a first name basis with the majority of top drivers over the last 40 years. In addition to programming the circuits he design and modifies vehicles to look, act and react as they would in in-situ conditions. We all owe Bob a great big thank you for all his work on the simulator.



Screen shot from the simulator

You can currently download the PC version from our website to your computer at home or work in a few simple steps. If you use a Mac there is a version for you. You can call the PNWMP office and speak to Michael Runyon to get a copy until we have it on the website.

To obtain your free PNWMP simulation and get started:

1. Go to our website www.pnwmotorsportspark.com
2. On the left-hand side click on the box that says "click here to download track simulator"
3. Follow the instructions on the simulator page to download and install the PNWMP Simulation

At this point, you have all you need to start racing. If you prefer, you can watch a "replay" that takes you around the track in a race situation as an observer. There are several replay scenarios to experience. While racing or watching a replay, pressing "C" on your keyboard will allow you to change your viewpoint.

There is no instruction manual as there would be with a game. There are some instructions on the website and where to get additional information. You learn by experience after basic instruction just as you do in your car. As in real racing there are cars to compete against. Built into the system are vehicles that use artificial intelligence. They like you "learn" the course and continue to improve.

In addition to being able to drive the road course circuits, you can also drive anywhere on site. You can drive off-road on the access roads, public roads (with limits or you "fall off the earth") even into buildings and up to the rooftops. The geometry of the courses is the same as the current vision plan without having final banking, sloping and elevation changes. This means you will "feel" the same topography as if you were to drive the site as it currently exists.

Last Notes:

1. The race cones and the continuous barriers around the track cannot be driven through or over. However, you can drive through all other fences and buildings on the site.
2. You will "fall off the earth" East of Tower Road and at the on ramp to the freeway. When this happens you will be re-set to the starting line (3 miles away) by default.
3. The physics of the cars, the ground, pavement, grass, dirt, gravel and rock outcroppings' are experienced as it would be with a real car in the on-site conditions which will provide some speed limitations in some areas.

Feel free to call if you have questions or comments. Have fun and enjoy!

PNWMP at the races...what a GASS!

The last time Mike Silcox battled for position on a racetrack was in 2002 when he finished 4th at the American LeMans race at the Leguna Seca Raceway. Silcox was a driver for AmericanViper Racing, racing a Dodge Viper GTS-R in the GT1 class. Now, seven years later at Portland International Raceway, Silcox was racing a stock car as part of the Great American Stock Series (G.A.S.S.), promoted by Chris Evans. On July 18th in front of his hometown crowd, Silcox came from 18th place to finish 7th, not bad after a seven-year "retirement".

"I've had a passion for racing – all sides of the industry since the '70's. This gave me the opportunity to get behind the wheel again. It was even more exciting than I could have imagined!" Silcox said after the race. Silcox, who is the Director of Track Events for Pacific Northwest Motorsports Park in Boardman, Oregon came out of retirement to compete in the G.A.S.S. series as part of a reality show produced by Chris Evans, Inc.



Silcox was easy to spot as he made his way around the race track in the number 22 car with its yellow and blue paint job, and the PNWMP logo on the hood and rear fenders

pete in the G.A.S.S. series as part of a reality show produced by Chris Evans, Inc.

"The opportunity came out of no where!" Silcox said. "Chris had a car available, I was itching to get behind the wheel again. So in two weeks we literally put together a design and a paint scheme for the car featuring PNWMP's logo all done with the help of the staff at Chris Evans, Inc. What a great way to market our motorsports park in Boardman," Silcox continued, "I've had several drivers and racing enthusiasts ask about membership in the country club and about racing at the tracks. Over all it was a great weekend for Pacific Northwest Motorsports Park!"



Although it was seven years since he last raced, Mike Silcox was pleased with his 7th place finish at the GASS race in Portland, Oregon on July 18th

To see a video of Mike's race at P.I.R., visit our website at www.pnwmotorsportspark.com

Chris Evans, Inc.

In today's world of racing the average guy or gal can't afford to play in a world where it takes millions of dollars to put together a team and a car. So the Evans' GASS series has helped make it more affordable for those who have spent their life building up a business – who can now afford to make their racing dreams become a reality. Evans, who owns Evans Metal Fabricators, an architectural and structural steel welding and fabrication business on Swan Island, is the driving force behind the Great American Stockcar Series. For more information or to contact Chris Evans, please visit www.chrisevansinc.com.

Track Day Rental Scheduling for Cars and Motorcycles in 2011:

Scheduling for track time continues. If you, your club or sanctioned racing group are interested, please contact us immediately. Several car clubs and motorcycle groups have already scheduled time for the summer of 2011. If you are interested book the dates you want **NOW!!** The calendar is filling up quickly. Please call Mike Silcox if you are interested in track time or if you have any questions.

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"No tee time, just track time!"™

Featured Product: Lava Wrap

By: Jamie Nailor, Marking Assistant

Lava Wrap is a new state-of-the-art heat wrap that is made from crushed volcanic rock. It has all the same benefits as other exhaust heat wraps with an added benefit of a thick carbon fiber look and improved durability. Lava Wrap is 25% stronger than fiberglass wraps, giving it a prolonged life and greater durability. This heat wrap helps retain the heat in your header and/or exhaust system, which increases horsepower. This also reduces radiant heat damage. By wrapping the header and exhaust system, it maintains hotter exhaust gases, decreases the density, and allows the exhaust gas to exit the system faster. Greater exhaust scavenging is produced which lowers air intake temperatures. This gives you more horsepower! Lava Wrap withstands 1200°F continuous and 2000°F intermittent.



Lava Wrap is a new product made from Heatshield Products, Inc., a company that has been serving the performance and racing industry since 1985. At the 2008 SEMA (Specialty Equipment Market Association) Show, Lava Wrap was entered in the Best New Performance Racing Product category and took an impressive 4th place out of more than 170 entries. The judging was based on buyer interest, product durability and marketing strength.

For more information on Lava Wrap please visit www.heatshieldproducts.com.

DISCLAIMER: Pacific Northwest Motorsports Park is in no way affiliated with the Heatshield Product, Inc. or Lava Wrap and does not endorse it or any other products compatible with it. This article is for informational purposes only. All information was gathered from www.heatshieldproduct.com and any further inquiries about this product should be directed to their website.

Interested in Membership?

Become part of motorsports history in the Pacific Northwest by joining one of the most exciting country clubs in the world.

Memberships now available:

- Founding Member: lifetime membership, no dues
- Corporate Member: 4 members = 1 membership
 - Individual Members
 - Junior Members: under 30 years of age

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