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Pacific Northwest Motorsports Park™

"a motorsports country club"

www.pnwmotorsportspark.com

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Growth in the Motorsports Country Club Industry

As few as five years ago there were only four motorsports country clubs and two others under construction across America. Now the industry has several new country clubs under construction, some following the lead of Pacific Northwest Motorsports to develop a destination motorsports park. A place where driver and family can both have fun. The club of the future will offer swimming pools, golf, shopping, amusement rides as well as tennis and the opportunity for the young enthusiast to see what driving is all about. Following is an article taken from Collector Car Net that gives an overview of what the new "country club" is all about.

Joining a Motorsports Country Club

Written by Sue Elliott for Collector Car News

No speed limit. No stoplights. No pedestrians. No cross traffic. Just you and the road, flat out -- or as fast as you're able to go. "Where?" you ask. On your own private racetrack, of course! In most cases, it is indeed private. And membership is indeed limited. This is the whole idea behind a motorsports country club, which is essentially like a golf country club, but with a racetrack in place of the 18 holes.

Most motorsports country clubs are private, purpose-built facilities with their own dedicated road racecourse. Often, the racetrack can be used in several configurations and can be broken down into shorter circuits that can be run simultaneously, so multiple groups of members can run at one time. The country club can rent its facilities to driving schools, car clubs or even automakers while still accommodating club members on a second circuit and even an opportunity for the general public. This helps to keep membership costs down and attract new members at the same time.

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Boardman Airport Expansion Update

By: Michael Runyon, AIA, Director of Development

For our flying members and guests, the next time you fly into Boardman Airport (M50) to visit our project you will notice new features and safety improvements. The Boardman Airport, adjacent to Pacific Northwest Motorsports Park is an integral part of our development plans for the motorsports complex and resort in providing the most convenient access for our members, guests and race teams.

As part of the initial 2001-2002 hearings and decisions for establishment of a destination motorsports site, a 50-year airport master plan for expansion and/or including relocation options was required and approved by the FAA. Adoption of this plan into Morrow County land use code was also required as a precondition to our proceeding with development. We assisted the Port of Morrow and Morrow County Planning Department with this process and it was completed in April 2008.



Arial View of the Boardman Airport Expansion

...Continued on Page 4

Updated Track Design & Phase I Vision Plan*

By: Michael Runyon, AIA, Director of Development

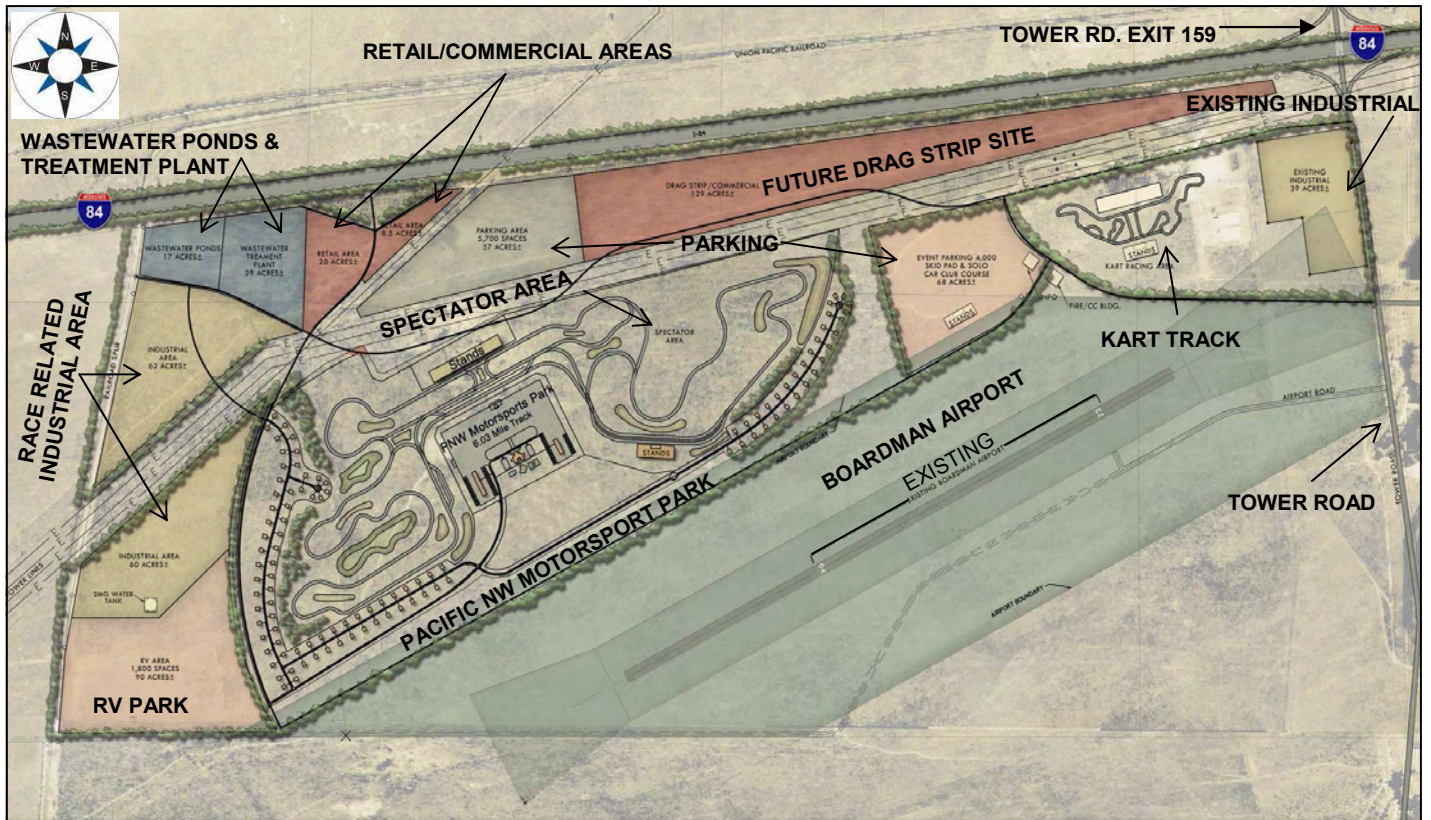
As you all know it is easier and less expensive to make adjustment on paper before you build. Based on an on-site survey of the road course circuits' layout we have noted modifications that would provide us with additional flexibility. We have been, and continue to be, in the process of adjusting the vision plan of Phase 1 (Pacific Northwest Motorsports Park) of our multi-phased project.

Many of you have expressed an interest in seeing what changes are occurring. That is often difficult to present until the final program changes are complete. However, pictured below is a copy of the Phase 1 Site Plan that focuses on the anticipated overall Phase 1 development and includes (in part) the overall FAA, Port and Morrow County Planning Code expansion plan for the Boardman Airport assuming it completes the approved 50 year expansion Plan at this location (This is one option). Improvements to the airport have begun. (Related article in this issue.)

As you can see the East track configuration has changed and some of the planned festival and grandstand seating area has been identified. The one-mile karting facility has been relocated to provide added flexibility to make further adjustments to the circuit layouts and paddock. A potential drag racing facility/commercial development area is identified. Parking areas to meet Phase 1 requirements are identified in three locations (one location is a dedicated full-service RV Park). Based on previous traffic studies and agreed occupancy ratios just these three areas will accommodate in excess of 45,000 fans for a single event. One of the parking areas is also proposed to include provisions for Autocross (SOLO) racing, a SKID PAD area for law enforcement training and drifting competition when not being used for road course event parking. An event information building and a fire and rescue station with a command center location are identified; this will also provide non-event fire and emergency services 24-7. Event services will be on-site in addition to this facility.

All backbone utility services have to be developed from scratch. This Phase 1 "off-site" infrastructure that is required for Phase 1a will also serve initial development and will also serve the balance of improvements for Phase 1 and 2 will include development of the access road system, waste treatment plant and ponds and waste and storm collection system, a water treatment plant, domestic water well and distribution system, power distribution system, and communication systems for data, voice and video services. A power substation by the local utility will be also constructed to supply adequate power to the site. Areas for some of these functions are tentatively identified.

When looking over this updated vision plan, I am sure that all of you will say, "What about _____?" This is an evolving vision plan. Provision for everything previously indicated in the overall vision plan will still be accommodated. The locations may change and the option to relocate the airport remains. This drawing merely focuses on what is the initial development of this multi-faceted and multi-phased project.



*A downloadable full-sized version of this vision plan is available on our website, www.pnwmotorsportspark.com

Looking back on 2008 and Building Excitement for the Future

By: Mike Silcox, Director of Track Events

The future is now. Pacific Northwest Motorsports Park has been moving forward with our vision of creating a world class racing destination for our region. The staff has been active with accepting membership requests, booking track time, and talking with any and all sanctioning bodies for future consideration. We are looking forward to making some exciting announcements in the near future. Soon we will be venturing out into the racing community by hosting informational events. We will let everyone know when those will be scheduled.

In the meantime we have booked to date approximately 40% of the available track time for 2011 and with the member's track always being reserved and the sanctioned races we have planned there will be limited availability in the run up to the opening of this facility.

Another racing season is about to be in the books and as always there have been many exciting and unpredictable moments. Anytime you put the most talented men and women behind the wheel of a high performance racing machine and watch as they take that machine to the limit, all chaos can break loose at any moment. The 2008 racing season brought unification to the open wheel community in the United States. In addition, it crowned the first women race winner in major open wheel competition in the history of the sport. Also, this was the first year in 25 years that the race fans here in Portland and the great northwest did not have the opportunity to witness a major race event live. More on that later as we at Pacific Northwest Motorsports Park are working diligently on changing that.

With the new young talent that series has, combined with the focused resources from the merger, the IRL has the potential to get back to the popularity it experienced in the glory years.

NASCAR again this year was down a bit in attendance only. The racing was lively as ever with the personalities being the story. The chase is over and it looks like we could have a dynasty in the making. Jimmy Johnson has won three in a row matching only Cale Yarborough in that feat. With the money and technology that has come into the sport this has to be an unparalleled success. I think the talent it takes to win any Cup championship has not changed but the fact that the stakes have gotten more intense shows that this team and driver are a force to be dealt with for years to come. Will anybody ever come close to the "King" or the "Intimidator" in the end?

Across the pond we have witnessed Formula One's first night race and it was a street course at that! Although spectacular to view and a large live audience the racing could not have been more boring. I imagine we will see it return next season and because financially it was huge. I think, race fans, night racing venues will soon be seen around the world. Also, another significant development in F-1 was the announcement that next year the Canadian Grand Prix was dropped from the schedule. That means not only no F-1 in the states, but they won't even venture out to our continent. That is unfortunate.

I cannot finish my brief review of 2008 without mentioning the incredible James Stewart. For all you two wheel freaks you know that all he did this year was go undefeated! He won all 18 rounds of the Supercross series. Just to finish every race is amazing but not to have any DNF's for mechanical or some backmarker taking you out is truly a special feat.

If you are anxious to see a much needed new world class facility in the region, show your support now and make sure you don't get left out of the opportunity that this will bring to our northwest race fans. Thank you to everyone who has contacted us and to the excitement you all have shown. Stay tuned.



Mike Silcox

Now Taking Membership & Lot Reservations

Despite the down-turn in the economy, membership inquiries and sales remain constant. However, we understand that the shift in economy has effected everyone different. So, for a limited time we will be accepting "save my membership" deposits of \$1,000 for Founder and Corporate Memberships and \$500 for Individual Memberships. These funds will go into an escrow account to protect your investment. As before, initiation fees must be paid in full before the track opens. We have decided to make this option available for a limited time in order to ensure everyone has a chance to obtain the membership of their choice.

In addition, we are also accepting a \$1,000 deposit for private garage/suite ¼ acre lots (these deposits will be escrowed as well). There will be about 100 lots available and paying your deposit will give you the opportunity to pick your lot once our track revision is complete. Ownership of the lots and garage/suites are limited to members of Pacific Northwest Motorsports Park.

If you are interested in reserving your membership and/or ¼ acre lot, please contact Billie Jean Morris, Director of Marketing for more information by phone at 541-481-7000 or by email at bjmorris@pnwmotorsportspark.com

'Airport Expansion' Continued from Page 1...



The new taxiway, facing East



Approach to taxiway turn point



New taxiway to 4-22 hold line

The Port has begun to implement the approved expansion plan. A parallel taxiway adjacent to the East quarter of the runway with new directional marking, holding points and illuminators was completed September 30, 2008. Flying in to Pacific Northwest Motorsports Park is one of the best ways to see the overall site and the natural beauty of the area.

As you arrive you can see the preliminary access roads that define the PNWMP site. We have surveyed in the preliminary track layout and it is marked every 100 ft with 4ft high fluorescent green stakes that are visible from the air. Pit lanes and configuration options are also color coded and visible. The layout will change some in the final form, but it comes alive with this highly visible marking as you land, especially in the morning or afternoon.

For your reference flying distances from selected locations in the region are:

- Portland International (PDX) 117.1 nautical miles (nm)
- Bellingham International (BLI) 210.1 nm
- Bend Municipal Airport (KBDN) 118.7 nm
- Medford Rogue Valley International 244.7 nm
- Benton Field (Redding, CA) 334.1 nm
- Boeing Field King Co. Intl. Airport (BFI) (Seattle, WA) 145 nm
- Executive Airport (SAC) (Sacramento, CA) 444 nm
- Salt Lake City International Airport (KSLC) 455.9 nm
- Spokane International (KGEG) 143.4 nm
- Boise Air Terminal/Gowen Field (KBOI) 204.4 nm
- Magic Valley Regional Airport (KTWF) (Twin Falls, ID) 304.3 nm
- Redmond Municipal Airport (KRDM) 108.3 nm

We congratulate the Port on its expeditious completion of this initial expansion improvement to Boardman Airport and their dedication in improving the community transportation systems. Boardman is humming, come on in and see for yourself. **If you are planning to fly in, give us a call at (541) 481-7000 and we will pick you up at the airport for a tour!!**

SOME FACTS ABOUT PACIFIC NORTHWEST MOTORSPORTS PARK:

- Easy location, 2.5 hours from Portland
- Great weather, less than 8 " total precipitation
- About 300 days of track time each year
- A 6.0+ track with 8 track configurations
- Some memberships are transferable—subject to change
- Members get priority status for Garage rentals
- Locked-in monthly dues for the first three years of membership
- Special rental rates on PNWMP cars for members
- Reduced private instruction rates for members
- Free check-out ride for members
- Lots available to members to build private garage/suites
- Total membership limited to less than 600
- Exclusive members-only grand opening prior to public grand opening

Local Teen Claims Regional Karting Championship

By: Lisa Moon

On November 15th, Austin Moon, a 14-year old from Pendleton, Oregon, traveled with his parents Allen and Lisa Moon to Seattle to claim two Championships in kart racing at the International Karting Federation Regional Gold Cup Banquet. He received two first place trophies and two championship jackets in the Junior 2 Briggs Animal and Briggs Animal Heavy classes. Austin runs the number 16 kart, taking the same number as



Austin poses with his trophies

NASCAR driver Greg Biffle, who is a native of the Pacific Northwest and won one of his championships at the Tri-City raceway early in his career.

This was Austin's second full year of racing and his first full year running the complete schedule of the NW Regional Gold Cup series. This meant traveling to McMinnville, Boise, Tacoma, Chiliwack, B.C., Spokane, Canby and the Tri-Cities, with Club races in between. The season lasts from late March until the end of October which kept us on the go for a large part of the year.

Although we live in Eastern Oregon, the Tri-City Kart Club at Horn Rapids Kart Track in Richland, Washington is the nearest local track. We're looking forward to having a track closer to home when Pacific Northwest Motorsports Park gets their kart track up and running. We're hoping that it brings some attention to the sport.

Not many people in Pendleton know a lot about karting. Most people still think we mean go-karts in a parking lot. If you were to come watch one of our races you would catch on quickly that these karts that are going 50-75 miles an hour are not just toys. The people involved are serious about their sport and their equipment. We started out with just one kart, next came the 20 foot enclosed trailer to haul it, followed by the diesel pickup to pull it and lastly the camper to stay at the events; we currently have two karts.

Now that the season has ended, we're planning what's next for this coming spring and are looking forward to another fantastic season! **Congratulations Austin, from all of us here at Pacific Northwest Motorsports Park!!**



Austin Moon races in Tri-Cities

Track Beat

By: Billie Jean Morris, Director of Marketing

I recently visited Miller Motorsports Park in Tooele, Utah to attend their grand opening of the off-road obstacle course. We plan to have a similar course as well as an off-road racetrack and drag strip for sand and mud.

The weekend schedule at the park looked to be very busy – however the weather did not cooperate for the off-road opening – though the turnout looked to be pretty good. We had a great time watching the off-road vehicles test out the new track as well as the limits of their trucks! Despite the rain everyone had a lot of fun with the new course.

The weather also put a damper on the motorcycle event scheduled on the main track that we were looking forward to attending. Although the event did go on, there was little or no practice sessions for most of the bikes on Saturday due to the rain. The event was still a success with a champion crowned to at the end of the race.

Being around the excitement of the races as well as new adventures for Miller made me even more excited as our opening date comes closer and closer. 2011 just can't come fast enough!!



4x4 vehicles take on the off-road course



'Growth' Continued from Page 1...

Timing Is Everything

The difference between joining a motorsports country club and actually racing is flexibility. If you participate in a race series, you have to show up at specific tracks at specific times, with your car prepped and ready to run. The biggest benefit to the members of a motorsports country club is that they can come when they want to. It's not like they have to be there at 7 am in the morning and be in a driver's meeting - members can show up at 2:30 on a Tuesday afternoon and the track is open to them and there's usually instruction available to them. The other obvious is when joining a motorsports country club you don't actually have to *compete*. You can go and make hot laps to your heart's content. You can pass if you want to, or you can relax and enjoy your car. But, if you want to put your ego on the line, some motorsports country clubs have created their own race series. One big benefit: You get to run at your home track every time.

The Convenience Factor

Convenience is one of the greatest benefits to belong to the "club". Most clubs have garage facilities for rent, so you can store your car and your tools on-site, rather than having to trailer stuff back and forth to the track every time you want to race. Some country clubs even have lodging available on-site -- ranging from hotel rooms and campgrounds to condominiums and custom-built villas -- so you don't even have to haul yourself home at night. Some have added RV spaces with all the amenities needed to make a great stay at the club.

Motorsports Ranch in Cresson, Texas -- the first of the country clubs to open, back in 1996 -- has opened the Villas at Motorsport Ranch, which are condos that are privately owned. The living space matches the garage space. These are two-bedroom, two-bath, eight-car garage variations. You literally can drive your car right from the condo to the paddock and then onto the track.

Track Time

The amount of time members get to spend on the track varies widely from country club to country club and is associated with membership benefits. Many tracks are open seven days a week, up to 10 months during the year with member driving time anywhere from 10-22 days per month.

Pacific Northwest Motorsports Park, in Boardman, Oregon (about a 2.5-hour drive from Portland), says most members will get 22 or more days of track time each month, though the amount available does vary by membership level. With an estimated completion date of late 2010 and a planned opening in 2011, they have already scheduled about one-third of the available track time. For those clubs who rent track time to sanctioned racing groups, car clubs and the general public, there is a waiting list to reserve the track. Track time is already at a premium.

Quantity and Quality

Number of driving days is certainly a consideration when deciding whether or not to join a motorsports country club. And so is the *quality* of time you get to spend on track. If you are inclined to sign up for one of the driving schools, all schools limit the number of members allowed on the race course at one time. For instance, an average session runs a maximum of 25 cars, which seems to be about standard, with about 20 cars per mile. Some country clubs do require members to make a reservation in advance to guarantee track time. Others are much more flexible and allow you to show up whenever you feel the need for speed.

Track Design

The design of the track itself is, of course, a huge draw for members, so motorsports country clubs have been

Motorsports Country Clubs

Currently Open

Autobahn Country Club, 3795 S. Patterson Rd. Joliet, IL 60436, 815-722-2223, www.autobahncountryclub.net

Club Spring Mountain at Spring Mountain Motorsports Ranch, 3601 South Highway 160, Pahrump, NV 89048, 800-391-6891, www.springmountainmotorsports.com

MotorSport Ranch, 9012 Performance Ct. P.O. Box 246, Cresson, TX 76035, 817-512-3162, www.motorsportranch.com

MSR Houston, 1 Performance Dr. Angleton, TX 77515, 281-369-0677, www.msrhouston.com

Palmetto Motorsports Club at Carolina Motorsports Park, 3662 Kershaw Hwy. P.O. Box 366, Kershaw, SC 29067, 803-475-2448, www.carolinamotorsportspark.com

VIR Motorsport Country Club at Virginia International Raceway, 1245 Pine Tree Rd. Alton, VA 24520, 434-822-7700, www.virclub.com

Monticello Motor Club, 548 Broadway, Monticello, NY 12701, 877-578-RACE (7223), www.monticellomotorclub.com

New Jersey Motorsports Park, 2 E. Broad St. Millville, NJ 08332, 866-550-NJMP, www.njmotorsportspark.com

'Growth' Continued from Page 6...

investing in top-quality -- or even big-name -- racetrack designers. For instance, Alan Wilson -- who has been involved in all aspects of racing, from driving and team ownership to event management and more recently the conception of world-class racetracks -- was tapped to design the two road courses at Autobahn Country Club in Joliet, Illinois, and the 3.3-mile course with 18 turns, known as the "ribbon through the woods," currently being built at Valley Motorsports Park in Tamworth, New Hampshire.

Brian Redman, driving champion and winner of 77 races in 12 countries, and Bruce Hawkins, renowned architect of "next generation" racetracks, collaborated for the first time on the design of Monticello Motor Club's track in Monticello, New York. The 175-acre property features a 4.1-mile racetrack with 22 turns and the circuit can be arranged into 12 distinct track configurations.

Motorsports Country Clubs

Opening Soon

Bluegrass Motorsports Club & Road Course, 12106 Highway 127 North, Sparta, KY 41046, 888-50-TRACK (8-7225), www.drivebluegrass.com

Genoa Motorsports Country Club, 52326 County Highway 109, P.O. Box 123, Genoa, CO 80818, 303-590-4500, www.genoamotorsports.com

Kansas City International Motorsports Park, 816-218-2100, kcimotorsportspark.com

Pacific Northwest Motorsports Park, 2 Marine Dr. Suite 104, PO Box 1299, Boardman, OR 97818, 541-481-7000, www.pnwmotorsportspark.com

Valley Motorsports Park, Club Motorsports Inc. Main Office, One North Main St., Suite 304, Derry, NH 03038, 603-437-3278, www.clubmotorsports.com

Alpine Motorsports Club, RR #1 - Box 1596, Saylorsburg, PA 18353, 800-795-2638, www.alpinesignature.com

High Rock Raceway, Spencer, NC, 704-314-4710, www.racehighrock.com

Bergrennenring, Motorsport Resorts International LLC, 234 W. Bandera #132, Boerne, TX 78006, www.bergrennenring.com

Pay to Play

Naturally, launching and operating a racetrack is not a cheap venture, so motorsports country clubs charge for the privilege of membership. And just like their golf equivalents, some motorsports country clubs are more exclusive than others. Most clubs have an initiation fee and then depending on the type of membership, monthly dues. The member's track time is usually included in those fees, but a few clubs do charge a per-track-use price on top of the other costs. Autobahn fits about right in the middle of the range, with an initial fee to become an Individual Country Club Member of \$35,000 and annual dues of \$3,000. Since lower-level members pay less, they receive less -- less track time and fewer amenities, such as professional driving instruction and other on-site perks.

And those potential perks are many and varied. As noted,

many facilities have on-site garages for storing your vehicle and tools. Some also have service professionals on the premises who can maintain, repair and even modify your car and some country clubs also have exotic and other high-performance vehicles available, which members can rent for track use. For instance, Club Spring Mountain in Pahrump, Nevada, offers members discounts on renting Corvette Z06s, Ferrari Challenge cars, Radical Race cars and the Aerial Atom. And should you tire of the country club life someday, the higher-priced memberships typically are transferable, too.

The Social Side

As with golf-centric country clubs, there's a real social aspect to motorsports country club membership. Most facilities have a clubhouse with a restaurant and lounge and often a swimming pool, and many clubs put on family-oriented events for members. In fact, most memberships include the entire family, usually including a significant other or a spouse and children under the age of 21.

Clearly, there is a lot to be said for joining a community of like-minded individuals. And commonalities often extend to interests beyond the racetrack. A lot of club members are business owners so the opportunity to make business connections through club events is always available. Most country clubs encourage business networking among members. In fact, some even go so far as to offer corporate memberships. These typically include membership privileges for four to six individuals within a company, who then can bring clients to the club to either drive or ride along as passengers, as well as enjoy the property's amenities. There are also opportunities to hold business meetings and even corporate team-building events at most clubs.

That sort of camaraderie certainly is one part of the allure of a motorsports country club. And then there are the educational benefits, the sheer fun factor and of course the safety of being able to drive fast in a closed, controlled environment. Add in the convenience of having a place to store your car where you can actually use it -- particularly important for full-on racecars that aren't street-legal anyway -- and it's easy to see the value of what's often a relatively small investment.

Featured Product: Traqmate GPS Data Acquisition System

By: Jamie Nailor, Marketing Assistant

Traqmate is a high performance, GPS Data Acquisition System for pros or track day enthusiasts who want to record their day, play it back with their video, and analyze their performance to get the most out of their car and themselves. The device uses a high-speed GPS receiver and high resolution accelerometers to track and record the speed of a vehicle, its absolute location, and forces acting on the vehicle. The Track Systems Traqview analysis program uses advanced mathematical algorithms to translate this data into visual form where it is easy to spot differences between drivers, vehicles, and sessions. You can use Traqmate's unique modes such as lapping, drag racing, autocross, braking, G-force, and GPS compass to have fun, tune your car, or even find your way to the track! The Traqmate display unit doubles as a USB storage device so you can replay your day quickly and easily.

The unique and powerful Traqview software maps the track showing your line through the turns, speed and G-forces as they happen, braking points, acceleration points, and detailed printable graphs of every data input. You can configure and add drivers, vehicles, and tracks, quickly upload sessions, and get immediate results. Share and compare your laps against your friends, other racers, and even yourself. Use drag and drop sector analysis to see who is faster in which turns and why. Play back an entire race in real-time, fast-forward, single-step, and even reverse! Multi-car playback lets you create virtual races between different cars at different times on the same track. Zoom in to find out why your car was faster last time or why your friend is faster today.

Data acquisition has never been easier or more affordable. Installation consists of powering up, a GPS antenna, and some velcro. Analysis is as easy as choosing your runs and hitting the PLAY button on the Traqview screen. Traqmate Basic retails for \$699 and provides you with everything you need to get started with a powerful GPS-based data acquisition system, including built-in flash memory. This starter kit can be upgraded in the future to the Traqmate Complete System that features an in-car display unit that includes many features. This upgrade retails for \$399 or you can purchase the Traqmate Complete System for \$999. To purchase this product or for more information, visit their website www.traqmate.com.



DISCLAIMER: Pacific Northwest Motorsports Park is in no way affiliated with the Traqmate GPS Data Acquisition System 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.traqmate.com and any further inquiries about this product should be directed to their website.

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 2011 race season. 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!"™



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**Our next issue
 will feature
 details on our
 brand new track
 simulator**