

BIOGRAPHY AND RELEVANT EXPERIENCE

ALAN L. WILSON



Personal

Born: 1946: Durban, South Africa
 Married: 1975: To Desiré Wilson (nee Randall) - No Children
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Education

Preparatory School: 1954 – 1960: Cornwallis, Pietermaritzburg, Natal, South Africa
 Matriculated: 1960 – 1963: Michaelhouse, Balgowan, Natal, South Africa
 University: 1965 – 1969: University of Natal, Durban – Bachelor of Commerce
 Post Graduation: 1975: Damelin College, Johannesburg - Diploma Business Administration

Employment

1970 – 1972:	Ford Motor Company, South Africa:	Competitions Coordinator
1971 – 1972	Ford Motor Company, South Africa:	Performance Parts Marketing Specialist
1972:	Les Koch Mercury, Alberta, Canada:	Motorcraft Parts Sales Representative
1972 – 1974:	Ford Motor Company – South Africa:	Parts Zone Manager
1974 – 1976:	Alan Liebson and Co, Johannesburg:	General Manager
1978 – 1983:	Motor Circuit Developments Ltd:	General Manager/Director
1983:	New York Grand Prix Inc:	Operations Director
1984 – 1988:	AutoRacing of Columbus:	Executive Director
1989 – 1990:	Denver Grand Prix Inc:	Operations Director
1991 – 1992	Denver grand Prix Inc:	President
1992 – 1993:	Prime Racing Ventures Inc:	President
2005 – 2008:	Miller Motorsports Park:	Chief Executive Officer/General Manager.

Self Employment

1978 – 1983: Wilson Racing Ltd – Managing Director – UK
 1983 – Present: Wilson Motorsport Inc. – President
 2009 – Present: Wilson Sahara Motorsports LLC. - Principal

Motor Sports CV

Competitor

1964 – 1969:	Rally:	Natal Provincial Rally Championship :
1976 – 1969:	Motor Cycle Racing:	Natal Production Motorcycle Racing Championships.
1970 – 1971:	Motor Cycle Racing:	Eastern Province Motorcycle Racing Championships.
1970 – 1971:	Car Racing:	Eastern Province and Natal Production Car Championships
1970 – 1971:	Car Rallying:	Eastern Province Rally Championships
1970 – 1971:	Motorcycle Racing:	Eastern Province Motorcycle Championships
1971:	Car Racing:	Springbok Series International Endurance Championship.
1974 – 1976:	Car Racing:	South African National Formula Ford Championship

Motor Sports Journalist

1968/9:	Natal Daily News, Durban:	Motor Sports Columnist
1970/2:	Eastern Province Herald, Port Elizabeth:	Motor Sports Columnist
1972 - 1975:	Autosport:	South African Correspondent -

Race Series Administration

1965 – 1969:	Natal Motorcycle and Car Club:	Competitions Committee
1969:	Natal Provincial Championship Production Motorcycle Championship Conceived	Developed & Organized Race Series
1970 – 1972:	Algoa Motor Sports Committee:	Committee Member
1981- 1982:	Brands Hatch Racing Club:	Chairman,
1985:	CART American Racing Series:	Chief Steward
1998 - 2000:	USRRC Sports Car Racing Championship:	Race Director
1999 - 2000:	Rolex 24 Hours of Daytona	Race Director
1999 – 1994:	SCCA World Challenge GT & Touring Car Championships:	Series Director

Race Facility Management

1978 – 1983:	Brands Hatch/Mallory Park/Snetterton/Oulton Park:	General Manager.
1979 – 1983:	Motor Circuit Developments Ltd.:	Board of Directors
1985 – 1988:	Columbus Ford Dealers 500 – IMSA GTP:	Executive Director
1988 – 1994:	Grand Prix of Dallas – SCCA Trans-Am/IMSA GTP:	Director of Operations
1993 – 1995:	Minneapolis Children’s Grand Prix – Trans-Am:	Director of Operations
1995 – 1996:	West Michigan Grand Prix, Grand Rapids:	Director of Operations
1990:	Denver IndyCar Grand Prix:	Director of Operations
1991:	Denver IndyCar Grand Prix:	President/CEO
1992:	Road Atlanta Raceway:	General Manager
2005 – 2008:	Miller Motorsports Park:	CEO/General Manager

Race Facility Design - Completed Facilities

Road Courses (11)

GingerMan Raceway; Carolina Motorsports Park; Barber Motorsports Park; BeaveRun Motorsports Park; Arizona Motorsports Park; Mid-America Motorsports Park; Hastings Motorsports Park; Calabogie Motorsports Park; Miller Motorsports Park; Le Circuit Mont Tremblant (re-design); Autobahn Country Club.

Street Tracks (7)

Columbus, Ohio, (IMSA GTP); Dallas – Fair Park, (SCCA Trans-Am); Dallas- Addison (SCCA Trans-Am); Dallas – Reunion Arena (SCCA Trans-Am/IMSA GTP); Denver (IndyCar/Trans-Am); Minneapolis, (SCCA Trans-Am/USRRC Can-Am); Grand Rapids, Michigan (SCCA Trans-Am).

Oval Infield Road Courses (3)

Las Vegas Motor Speedway; Pikes Peak International Raceway; Iowa International Speedway.

Kart Facilities (5)

Infineon Raceway – San Francisco; Miller Motorsports Park – Salt Lake City; BeaveRun Motorsports Park - Pittsburg; Centennial – Denver; New Jersey Motorsports Park.

Driver Training Facilities (1)

Gainesville, Florida.

Manufacturer Test and Development Facilities (1)

Honda/TRC – Marysville, Ohio.

Race Facility Design – Designed but not built

Motorsports Park Injae:	Korea – FIA2 Specification track in design/construction. – Due 2010
Hyundai, Seoul, Korea :	Formula One specification, Track 1 and Track 2. - cancelled
Beijing, China:	Formula One/World Superbike specification - no funding
Fairmont Butte, California:	Country club specification (due 2010)
Kansas City, Kansas	Country Club facility (on hold)
Badlands, Alberta:	Country Club facility (in development)

Tulsa, Oklahoma:	Club facility – Cancelled
Queens, NY:	Street Track – Formula One - Flushing Meadows Park New York – Project not permitted.
Nassau County, NY:	Street Race – New York – ChampCar . Project not funded – cancelled.
California Motor Speedway:	Project taken over by Roger Penske Organization
NOLA Motorsports Park:	Country Club – construction due 2010

(More than 75 additional designs and concepts have been developed for clients in countries that include: USA, Canada, Mexico, Australia, China, Korea, Brazil, South Africa).

Race Facility Update/Consultancy and Partial Track Designs

Daytona International Speedway
 Laguna Seca Raceway
 Circuit Hermanos Rodriques, Mexico City
 Lime Rock Park International Raceway
 New Jersey Motorsports Park
 Infineon Raceway, San Francisco
 Moroso Motorsports Park

Test and Development Facility Safety Reviews

Honda/TRC Test Facility – Marysville, Ohio
 Michelin – South Carolina
 BMW – Spartanburg, North Carolina
 Consumer Reports Facility – Massachusetts
 General Motors Proving Ground – Michigan
 SCCA Track Inspections - Multiple

Major Event Management

British Grand Prix:	1978, 2000, 2002	Facility Operations Director –Formula One
World Sports Car Championship:	1980, 1981, 1982	Brands Hatch - Facility Operations Director
Brands Hatch Race of Champions:	1979, 1981	Facility Operations Director – Formula One
Columbus Ford Dealers 500:	1985 - 1988	Track Design & Executive Director – IMSA GTP
Grand Prix of Dallas:	1988 - 1994	Track Design & Operations Director - Trans-AM
Minneapolis Grand Prix:	1993 – 1995	Track Design & Operations Director – Trans-Am
West Michigan Grand Prix:	1995 - 1996	Track Design & Operations Director – Trans-Am
Daytona 24 Hours :	1999 - 2000	Race Director
Cart IndyCar Denver Grand Prix:	1990 – 1991	Track Design, Operations Director and President
AMA National Championship:	2006 – 2008	Miller Motorsports Park – CEO/General Manager
ALMS Grand Prix of Utah:	2006 – 2008	Miller Motorsports Park – CEO/General Manager
Grand-Am Championship:	2006 – 2008	Miller Motorsports Park – CEO/General Manager
World Superbike Championship:	2008	Miller Motorsports Park – CEO/General Manager

Awards

1982:	FOCA Award – Best organized Formula One Grand Prix of 1982
1998:	George G. Snively Award for contributions to track safety
2006:	Race Facility of the Year – Motorsports World Expo, Cologne, Germany.
2008:	FIM World Superbike Championship – Promoter of the Year - 2008

Alan Wilson has an extensive background that establishes him in a unique position in the world of motor sports. Born in South Africa in 1946, he graduated from Natal University to join Ford Motor Company, working as its Competition Coordinator with responsibility for developing the newly established Formula Ford program for which he introduced both an International race series and the Driver-to-Europe program. He was also responsible for the company's National Championship Rally Program.

During these periods he was an active motor sports columnist and served on the racing committees of regional car and motorcycle clubs, including being responsible for developing and running the nation's first ever production motorcycle championship.

Having competed on motorcycles and in production cars, he moved onto Formula Fords running in the National Championship for three years, before retiring to concentrate on his wife, Desiré's race career.

In 1977, Desiré, having won the South African Formula Ford Championship and the "Driver-to-Europe" award, the couple moved to Holland where they ran a car in the Dutch, European and Benelux FF2000 Championships and competed in many British FF2000 events. The following year they moved to the UK where Alan took up a position as Track Manager at Brands Hatch, a role that was rapidly extended to that of General Manager of all four MCD circuits (Brands, Oulton Park, Mallory Park and Snetterton), before he was appointed to the Board of Directors of all four tracks and the holding company.

During his tenure at MCD he was responsible for all facility operations, new facility development and safety activities and managed the operations for three Formula One British Grand Prix events as well as upwards of 200 other race events each year.

The Wilson's relocated to the USA in 1983 to follow Desiré's career into IndyCars, with Alan taking up a position with New York Grand Prix Inc., a company that planned to operate a Formula One Grand Prix in Flushing Meadows Park. Although Alan completed the design, engineering and construction planning program within a five month period, the event was abandoned due to legal action taken by an environmental group against the City of New York.

Alan Wilson then assumed the role of Executive Director for the Columbus IMSA GTP street race event, operating this on a track of his design from 1985 to 1988 after which he moved to Denver to head up operations for the CART IndyCar World Series street race, Again his responsibilities included the design of the track and the operation of the event. This was extended to overall management of the company at the end of the first year of activity, when he was appointed President and CEO. However, after just one year of operations (1991) the event was closed down due to the high costs of operating in the downtown Denver environment.

Consequently Alan Wilson and Roger Werner, the Denver Grand Prix Chairman, formed Prime Racing Ventures Inc., with Alan as President, to enter the track development business. Their first project was the California Motor Speedway which was eventually taken over by the Penske organization, after which PRV took over the management of Road Atlanta to reorganize it after its bankruptcy, prior to handing it back to its owner as a going operation.

PRV was subsequently closed down so that Werner could develop his Speedvision television company and Alan and Desiré Wilson then focused Wilson Motorsport (a company that had evolved from their Wilson Racing Company set up in England in 1988) to concentrate on race track design and safety management.

Wilson Motorsport rapidly became the United States pre-eminent race track design and consultancy company, designing infield road courses for Las Vegas and Pikes Peak Speedway's and street race complexes in three Dallas locations, in Minneapolis and in Grand Rapids. His role in these street events

encompassed the design, event operations and management planning as all events were run by start-up companies who relied on Wilson for his management advice across the entire spectrum of event activities.

His track design activities extended to road courses and his facilities rapidly became the standard for new track construction and design in the USA, particularly for their levels of safety for both car and motorcycle racers. Wilson designed tracks included GingerMan Raceway in Michigan, Carolina Motor Sports Park, Barber Motorsports Park, Mid-America Motorplex, Arizona Motorsports Park, Motorsports Park Hastings, BeaveRun Motorsports Park, Autobahn Country Club, Calobogie Motorsports Park in Canada and the award winning Miller Motorsports Park near Salt Lake City. Other major projects included the complete re-design and re-construction of Le Circuit Mont Tremblant near Montreal; a driver training center at the Gainesville NHRA facility and a high speed ride-and-handling test facility for Honda America in Ohio. At the same time he designed championship level kart facilities for Sears Point (now Infineon) Raceway, Centennial in Denver, at BeaveRun, Autobahn and at Miller Motorsports Park.

For most of these facilities, Wilson not only designed the complexes, he also provided in-depth facility operations consultancy and other advisory services.

During this period Alan Wilson worked extensively with the SCCA, both as a track safety inspector and in leadership roles in the development and management of the club's professional race series, the World Challenge and the USRRC Endurance Championship. Wilson Motorsport also continued to provide track and facility designs, reviews, inspections and project plans for more than 75 other facility developers. These included major modifications to the road course at Daytona; to the famous Corkscrew Turns at Laguna Seca and to facilities such as Lime Rock Park, Moroso and the NASCAR Busch Cup circuit in Mexico City.

In 2005 Wilson moved to Salt Lake City to take up the role of CEO and General Manager for Miller Motorsports Park, stewarding the facility through its construction and assuming responsibility for all start-up operations. In its first year of operations (2006) the Wilson led MMP operated major ALMS, Grand-AM, SCCA, AMA and HSR Historic weekends, introduced the Ford High Performance Driving School, established regional kart, car and motorcycle championships and ended the season winning the Professional Motorsports World Expo "Race Facility of the Year" award .

In 2008 Alan Wilson and MMP re-introduced the FIM World Superbike Championship to America after a four year absence, being presented with the FGSports "Best Organized Event of the Year" award for their efforts.

Alan Wilson retired from MMP at the end of the season to establish Wilson Sahara Motorsports with Sahara Inc., the company which constructed Miller Motorsports Park and with whom Alan Wilson had developed strong relationships during his term at MMP.

With this relationship, Alan Wilson has re-established his role in international race facility design and development starting with his design of the new international race facility at Injae in Korea, due to open in 2011.

From small beginnings in his native South Africa, Alan Wilson has been able to extend his experience and expertise into several countries and through his participation in event management and design at all levels and in multiple disciplines of motorsport. His race track designs have been widely recognized as being amongst the safest and most efficient in the world, while his facility and event operations expertise has earned high respect. He is well regarded by all his customers for whom he has delivered race tracks that are well received, safe and fun to use and to whom he provided invaluable facility operations advice and management direction.