

ALAN L. WILSON

ADDRESS:

4197 Serenade Road
Castle Rock. Co 80104
Tel: (303) 660-0528 Fax: (303) 660-0529
E-Mail: Wilsport@aol.com

PERSONAL:

BORN Durban, South Africa, 5/9/46
EDUCATED Michaelhouse, South Africa, Matriculated, 1963
MILITARY Served South African Defense Force, Infantry, 1964
COLLEGE University of Natal, Durban, Bachelor of Commerce, 1969
POST GRADUATE Damelin College, Johannesburg, Business Administration 1976
MARITAL Married, Desiré, 1975, No Children
SPORTS Golf, Skiing, Motorcycles, Kart Racing
NATIONALITY United States Citizen, May 1993

BUSINESS:

1969 – 1973 **FORD MOTOR COMPANY:** Port Elizabeth and Johannesburg, South Africa - *Graduate Trainee, Competitions Coordinator, Parts Marketing and Performance Equipment Marketing Specialist, Parts Zone Manager*

1973 – 1976 **ALAN LIEBSON AND COMPANY:** Johannesburg, South Africa - *General Manager*

1977 – 1978 **INDEPENDENT:** The Hague, Holland - *Owned/Managed own race team in Europe, England, South Africa*

1978 – 1982 **MOTOR CIRCUIT DEVELOPMENTS LTD:** West Kingsdown, Kent, UK - *Director MCD Ltd, Brands Hatch Circuit Ltd, Mallory Park Circuit Ltd, Cheshire Car Circuits Ltd (Oulton Park) and Snetterton Circuit Ltd. - Chairman Brands Hatch Racing Club*

1983 **NEW YORK GRAND PRIX, INC:** New York - *Director of Operations.*

1984 – 1988 **AUTORACING OF COLUMBUS:** Columbus, Ohio - *Executive Director*

1985 **CHAMPIONSHIP AUTO RACING TEAMS (CART):** American Racing Series – *Chief Steward*

1989 – 1992 **DENVER GRAND PRIX AUTO RACE INC:** Denver, Colorado (1989-1991) - *Vice President Operations. (1991-1992) President and Chief Operating Officer*

1992 – 1993 **PRIME RACING VENTURES INC:** Denver, Colorado - *President and Chief Executive Officer*

1983 – 2004 **WILSON MOTORSPORTS INC:** Denver, Colorado – *President*

2003 – 2004 **SPORTS CAR CLUB OF AMERICA:** – *Director, SCCA Pro Racing*

AWARDS:

1982 **FOCA AWARD** – Best Organized Formula One Grand Prix

1998 **GEORGE G. SNIVLEY MD MEMORIAL AWARD** - Presented by the SCCA for Outstanding Contribution to Safety in Motorsports

CAREER HIGHLIGHTS

While an undergraduate at Natal University in Durban, South Africa, Alan Wilson competed in car rallying before switching to motorcycle racing in which he competed from 1967 to 1972. During 1969 he spent a season working as a Formula Three mechanic in Europe before returning to college. He was also retained by the Natal Daily News to write a weekly motor sports feature and served on the racing committee of the Natal Motorcycle and Car Club where he devised, established, promoted and organized South Africa's first production motorcycle championship (including racing in the series himself). He was recruited from university to join Ford Motor Company as a marketing Graduate Trainee, spending his first year as the company's competition coordinator with specific responsibility for developing and managing the national Formula Ford racing program. Among the developments he brought to this series were the promotion of the Winter Sunshine Series and the inauguration of the Driver-to-Europe series, won in 1970 by future F1 World Champion, Jody Scheckter.

Subsequent Ford duties included running the performance equipment parts marketing program and becoming Parts Zone Manager for the Johannesburg area after a year with a Ford Dealer in Edmonton Canada.

In 1972 Wilson purchased a Titan Mk 6 Formula Ford and competed in the South African National Championship, with a best season finish of 8th place in 1975.

In 1974 he met his future wife, Desire who was an emerging Formula Vee talent and they married in May 1975, joining forces to run a two car Titan team in 1975. In 1976 Alan quit driving to enable the family to campaign one car for Desire with which she won both the 1976 South African Formula Ford Championship and the Driver-to-Europe Award.

The Wilson's moved to Holland in 1977, where Desire competed successfully in European and British Formula Ford 2000 championships before settling in England in 1978 where both joined Brands Hatch Race Circuit. Desire to administer the racing school and Alan as Circuit Manager.

Alan's progress at Brands Hatch was quick, resulting in promotions first to group circuit manager (which included overall responsibility for operations at the group's three satellite circuits (Snetterton, Mallory Park and Oulton Park) and then to the Board of their holding company, Motor Circuit Developments Ltd. His responsibilities at MCD included all operational elements of all facilities and events, design and construction of new facilities and upgrading of safety at all the tracks. During his tenure, Alan was operations director for three British Formula One Grand Prix, two Formula One Race of Champion's events, many international sports car and motorcycle events and up to 200 club racing and non-racing events across the four circuits each year. Desire, meanwhile had progressed from Formula Ford to Formula One competition, becoming the only woman ever to win a Formula One race (a round of the British Formula One Championship in 1980), as well as driving for Ken Tyrrell in the 1981 South African Grand Prix.

In 1983 the Wilson's moved to New York where Alan had been asked by Bernie Ecclestone to assist in the development of a Formula One event planned for Flushing Meadows Park. Even though Alan developed the complete circuit design and operation plan in less than five months, activities ceased

under the threat of legal action by the Sierra Club because of the choice of a public park as a venue for the event. During this period Desire moved on into CART Indycars and competed at international level in GTP and World Endurance Events.

In 1984 Alan moved to Columbus, Ohio to develop and run the IMSA GTP Columbus Ford Dealers 500, initially for Jim Trueman of Truesports fame, and after his death, as President of AutoRacing of Columbus. The event ran until 1988 when the Wilson's decided to operate independently as track design consultants, which saw Alan design and operate the first SCCA Trans-Am Dallas Grand Prix. A move to Denver, where they both took up positions with the Grand Prix of Denver, a CART IndyCar event. Alan designed and acted as Operations Director for the 1990 Denver Grand Prix and then took over management of the company for the second, and final race in 1991.

After this event was cancelled, for a variety of political and financial reasons, Alan, working with Denver Grand Prix Chairman and future Speedvision TV channel owner, Roger Werner, formed Prime Racing Ventures to try to develop a permanent race facility in the Denver market, and when this proved unfeasible, a new major oval race facility in San Bernardino, California. After many months of behind the scenes development this project passed on to the Penske Organization and emerged as the Fontana Speedway. At the same time Prime Racing Ventures undertook the re-organization and redevelopment of Road Atlanta on behalf of its new owner, who had purchased the famous facility out of bankruptcy. Alan was responsible for many upgrades in safety design at the track and in improving administrative and other amenities at the track before returning it to its owner at the end of the contract.

Alan's involvement in the Columbus and Denver street events and with Prime Racing Ventures led to his establishing a reputation as the leading designer of street tracks in the USA, developing and operating new facilities for Trans-Am and IMSA at three venues in Dallas, a Trans-Am/USRRRC facility in Minneapolis and a Trans-Am course in Grand Rapids, Michigan. Prime Ventures closed after the completion of these contracts. Alan and Desire reformed Wilson Motorsport to concentrate on track design and event development.

In 1995 Alan designed and assisted in the development of the GingerMan club track near Chicago and in the designs for the infield road courses at Las Vegas and Pikes Peak International Speedways. These were followed by the design of the Carolina Motorsports Park facility near Kershaw. In 1999 he began work on Barber Motorsports Park, which opened in 2003 as North America's most spectacular road course project, designed to meet FIM World Motorcycle Championship standards. While working on Barber he also re-designed and consulted on the reconstruction of the old Formula One facility at Mont Tremblant near Montreal, designed and helped develop club tracks near Omaha (Mid-America Motorplex), Pittsburgh (BeaveRun Motorsports Park), and Phoenix (Arizona Motorsports Park).

On the international scene, Wilson designed two separate Formula One specification facilities for Hyundai Motor Company that were planned for construction at their test and development center south of Seoul, a project which unfortunately was halted by the Korean economic downturn of 1998. As part of this project Alan served as Hyundai's world wide motor sports consultant helping the company determine the validity of participating in series as diverse as national Touring Car and Formula One. In 2001 he began work on a Formula One track design for Beijing, which although fully approved for Grand Prix use, was then re-designed to meet FIM GP standards when the F1 Chinese Grand Prix was awarded to Shanghai.

Other track projects have included two CIK standard kart tracks (Sears Point and BeaveRun) a police driver training track in Gainesville Florida and a suspension and handling course for a major international car manufacture in the USA.

Throughout all this time Alan Wilson has undertaken many other design, concept development and project evaluations for many different clients in the USA, Australia, South Africa and Canada and continues to work on new projects at this time. These include a new road course under construction at Calabogie, near Ottawa, Canada and the Autobahn Country Club which is under construction in Joliet, Illinois. Current work also includes a second country club facility in New Hampshire, a major new street course on the East Coast, two new club facilities, one in Tulsa Oklahoma and one in the South West, a new national level facility in the west and a kart/super-moto course in California.

Alan Wilson has not restricted his motor sport projects to track design, development and operations. He has also garnered extensive experience in event operations and management and in event promotion and organization.

In 1985 Alan served as Chief Steward for the CART American Racing Series, gaining valuable insight into the needs and operational requirements of CART championship events and facilities. In 1998/9 he was asked by the SCCA to head-up their USRRC sports car endurance series, in which role he ran the sanctioning body and acted as race director at all its international events, including two years events of the world famous Daytona 24 Hour race. In 1999 he was contracted by Speedvision and the SCCA to help operate and manage the SCCA's World Challenge Touring and GT race car series. He developed a business model which has seen the series emerge as one of North America's major road racing series. He has, for several years, been a track safety consultant to the SCCA, acting as a track inspector and was presented with the club's George G. Snively Award for contributions to track safety in 1998. In 2003 he was appointed to the Board of Directors of SCCA Pro Racing.

Alan Wilson has had a varied and extensive career in international motor sport and is one of the few persons to have managed major events for Formula One, CART Indy Car, IMSA GTP, Trans-Am, World Endurance Sports Cars and International Motorcycles in both Europe and North America. These experiences have taken he and his wife, Desire to many countries and more than 175 race venues around the world. It is the experience gained at these venues, and in their active participation as competitors, officials, managers, event operators and interested observers that has enabled them to establish Wilson Motorsport as one of the world's leading race facility design and consulting companies.