

A MESSAGE FROM PAUL STODDART

Welcome to the 2004 edition of the Minardi F1 Team press kit. It is an often-heard observation in business that the second year of a new endeavour frequently proves to be the most difficult and challenging. For the Minardi team, however, the third year turned out to be our most “character-building” to date.

In 2002, we experienced what I believe will remain the proudest moment of my life, when Mark Webber scored that fantastic fifth-place finish for Minardi in the Australian Grand Prix. It was a wonderful achievement by this hard-trying little team with which I am so pleased to be involved.

There were tentative signs of a return of global business confidence during 2003, but unfortunately, Formula One was again beset by off-track arguments and unseemly power struggles. For Minardi, this reached the nadir at the FIA Friday press conference during the Canadian Grand Prix weekend. It was on that occasion I felt I had no choice but to take several other Team Principals to task for their failure to live up to commitments made at the beginning of the year, thus exacerbating the financial situation of the few remaining independent teams still competing in Formula One.

Demonstrating just how quickly things can turn around in this business, however, the following day, Bernie Ecclestone offered to invest personally in Minardi. After that, the commercial situation improved significantly, and the team was able to concentrate on what I believe should be the primary activity of Formula One – motor racing.

Despite the off-track diversions, a new format for Grand Prix weekends, instigated by Max Mosley and the FIA, led directly to the 2003 season proving to be one of the most exciting and unpredictable World Championships in recent years. The new arrangements also helped to make life just a little more commercially bearable for teams like Minardi. Disappointingly, though, innovations that we, as a team, enthusiastically supported – private Friday testing, single-run qualifying sessions on Friday and Saturday, and a reduction in the changes to the cars that teams could make between final qualifying and the race – have been largely rescinded for 2004.

There were also several high points for the team this past season. There was Friday, in France, when, with a little help from the weather, Jos Verstappen’s Minardi was P1 at the end of the first official qualifying session. There was Sunday, in Hungary, when the team celebrated its 300th Grand Prix start, and there was Sunday afternoon in Monza, when eight of the 20 competitors in the Italian Grand Prix were former, or current, Minardi drivers. For me, that, in particular, was proof positive of the contribution that teams like Minardi make to Formula One.

Motor racing, by its nature, always looks forward, and the start of a new season gives rise to a renewed sense of optimism, excitement and anticipation. Despite all of the rumours and all of the politics, I’m proud of the fact that, in 2004, Minardi is still here, still fighting, and still doing its best to uphold the honour of the independent teams, which, I believe, remain an essential part of this sport we all love.

Paul G Stoddart
Faenza, Italy
March 2004

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PAUL STODDART**Team Principal**

Born	Melbourne, Australia
Date of birth	May 26, 1955
Resides	Ledbury, England
Marital status	Married, one son
Hobbies	Aviation, motor racing

The 2001 season was a “baptism of fire”, both for Paul Stoddart personally and for the Minardi Grand Prix team he purchased late in January 2001. Renamed the European Minardi F1 Team, the Faenza-based squad faced what was undoubtedly its most important race of the year before the season even began: with just over six weeks to the opening round of the World Championship in Melbourne, Australia, personnel had to complete the design phase of the new PS01 chassis and build the necessary cars. They succeeded, and as Stoddart intended, the team completed its first season under new management with dignity, while establishing a stable platform on which to build for the future.

Under Stoddart’s stewardship, the team has continued to display that collective streak of feisty independence, which has been a hallmark of the organisation since its inception. There have been the inevitable highs and lows, but despite all the external pressures, European Minardi remains one of the 10 teams competing in the FIA Formula One World Championship. But who is the plain-speaking, non-conforming, UK-domiciled Australian with his hands firmly on the controls of Formula One’s favourite “underdog” team?

Leaving school at 14, because he simply couldn’t wait any longer to get out into the “real” world and start working, this entirely self-made man now presides over the European Aviation group of companies, as well as the European Minardi F1 and F1x2 teams – the latter a unique fleet of eight two-seater F1 cars that, in four years of operation, has provided 1320 passengers with the opportunity to experience Grand Prix performance at first hand.

Stoddart’s “big break” came in 1989, a scant three years after he had sold up “Down Under”, including his motoring and aviation interests, and moved to the UK in search of bigger challenges. Initially setting up a small group of new-car franchises, he was doing “adequately well” before an amazing opportunity presented itself. The **Royal Australian Air Force** had decided to sell off five little-used aircraft from its fleet, including two **BAC 1-11s**. The “job lot” also included what eventually turned out to be 48 shipping containers full of valuable spares.

Taking a decision that reflects perfectly his ongoing business philosophy, Stoddart spotted an opportunity, raised every penny he could, and took a large, but calculated risk by buying the aircraft. They were soon in service in Europe, and when the EAL 1-11s were augmented four years later with a further 20 similar aircraft acquired from **British Airways**, Stoddart was in the happy position of possessing a fleet of BAC 1-11s, plus enough spares to keep them flying for ages, with enough left over to become the largest supplier of 1-11 spares in the world. Most importantly, he had accomplished this at realistic prices and could boast an airline with the lowest operating costs in Europe at the time. It was to provide the financial “springboard” for everything that has followed.

Career summary

1973	Qualified as automotive engineer RMIT (Melbourne)
1974-1986	Owned and operated successful aviation/motor trade companies in Australia
1986-1989	Moved to the UK, owned and operated several vehicle franchises
1989-2001	Formed European Aviation Group of companies
1996-2001	Formed motorsport division (European Formula Racing Ltd), incorporating International F3000 team, F1 two-seater programme, plus engine development and overhaul facilities
2001	Purchased Minardi F1 Team

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GIAN CARLO MINARDI**Director in charge of young driver development**

Born	Faenza (Ravenna), Italy
Date of birth	September 18, 1947
Resides	Faenza, Italy
Marital status	Married to Mara, one son (Giovanni)
Hobbies	Football - Chairman of Faenza FC, currently in Div. D

Gian Carlo Minardi grew up in the midst of cars: his family managed a Fiat dealership as well as an Agip fuel station. His passion for racing undoubtedly came from his father, Giovanni, who in 1948, built the GM 75, a small two-seater with a six-cylinder, 750cc engine designed by Oberdan Golfieri. After a brief interlude in rallying, at the wheel of a Fiat 124, and participation in several classic car meetings, young Minardi hung up his helmet and decided to devote his energies to Scuderia del Passatore. From 1972 to 1974, the team achieved excellent results in Formula Italia, its driver, Giancarlo Martini, being crowned runner-up in the 1972 championship, and then lifting the title in 1973.

Renamed Scuderia Everest, the team competed in the European Formula Two Championship in 1975 and 1976, with a March BMW. In 1976, it entered into a three-year collaboration with Ferrari, an arrangement that saw it provided with a Ferrari 312B3 Grand Prix car in order to provide initial F1 experience to emerging young talent on the Italian motor racing scene.

In 1977, Ferrari supplied the Faenza-based team with Dino V6 engines, which were used to power Everest's Ralt and Chevron F2 (1978) chassis. In 1979, Minardi became a constructor in his own right, forming Minardi Team. Four highly successful seasons in Formula Two followed, characterised by consistently good results and a notable victory at the Misano round, in 1981.

In 1985, Minardi made the next logical step, and debuted in Formula One. In 1991, Ferrari announced it would provide Minardi with a supply of its V12 engines. This marked the first time a private team had been able to use "works" Ferrari engines. The choice of Minardi should not have come as a surprise, however, since Enzo Ferrari had always had a strong affinity with Gian Carlo Minardi.

In 1994, to ensure the team's survival, Minardi entered into an alliance with Scuderia Italia. Two years later, Gabriele Rumi and Flavio Briatore acquired the majority stake in Minardi. Briatore, however, severed his connections with the team at the end of 1997, Gabriele Rumi subsequently acquiring his shares and becoming majority shareholder. Gian Carlo Minardi worked alongside Gabriele Rumi as a General Director of the team until the end of 2000.

In January 2001, the Italian outfit was acquired by the Australian-born head of the European Aviation Group, Paul Stoddart. Gian Carlo Minardi continues as a Director of the Faenza-based team, focussing particularly on young driver development, an area in which he is acknowledged to have considerable expertise.

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JOHN WALTON
Sporting Director

Born	Dublin, Ireland
Date of birth	April 8, 1957
Resides	Faenza, Italy/Oxford, England
Marital status	Divorced
Hobbies	Karting, motorcycles, golf, clay pigeon shooting

John Walton has been involved in motor racing since he was 13, working his way from Formula Ford 1600 in Ireland to the Irish Formula Atlantic by 1978. He then moved to Britain with Eddie Jordan in 1979, working with his fellow countryman in Formula 3. He was one of the founding staff of Eddie Jordan Racing before joining the Toleman Formula One team. While there, he was a mechanic on Ayrton Senna's car in 1984, and then promoted to Chief Mechanic after the team was sold and relaunched as Benetton Formula.

In January 1989, with the arrival of Flavio Briatore as Benetton's Commercial Director, Walton filled the dual roles of No. 1 Mechanic and test team Chief Mechanic.

At the end of 1990, he took the opportunity to renew his association with Eddie Jordan, taking on the role of Chief Mechanic with the new 7 Up Jordan Formula 1 team. He was appointed Team Manager in 1993.

In 1996, Walton decided to move to the Arrows F1 team, again in the role of Team Manager. After a promising season in 1997 with Damon Hill, the team's fortunes slumped, and at the end of 1998, when a new consortium took over, Walton found himself "excess to requirements" following a management reshuffle.

With his skills still much in demand, though, the experienced Irishman then joined Prost Grand Prix in January 2000, as Team Manager and Sporting Director. Following the French team's closure in 2001, Walton moved to European Minardi, where he continues in the role of Sporting Director.

Career summary

1981-1995	Mechanic, Theodore, Toleman and Benetton F1 teams
1985-1988	No 1 Mechanic Benetton
1988-1990	No 1 Mechanic and Test Team Chief Mechanic, Benetton
1990-1993	Chief Mechanic, Jordan Grand Prix
1993-1996	Team Manager and Test Team Manager, Jordan Grand Prix
1996-1999	Team Manager and Test Team Manager, Arrows F1
2000-2001	Sporting Director, Prost Grand Prix
2002-2003	Team Manager and Sporting Director, European Minardi F1 Team
2004	Sporting Director, Minardi Cosworth F1 Team

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GABRIELE TREDOZI**Technical Director**

Born	Brisighella (Ravenna), Italy
Date of birth	September 9, 1957
Resides	Brisighella (Ravenna), Italy
Marital status	Married to Claudia, one son (Tommaso)
Hobbies	Cycling

Having spotted someone they felt was an undoubted talent, Minardi management hired Gabriele Tredozi in 1988, while he was still studying for a degree in mechanical engineering at Bologna University. He graduated two years later, and has been with the Faenza-based team ever since. Tredozi worked as Race Engineer with a succession of Minardi drivers, including Adrian Campos, Pierluigi Martini, Christian Fittipaldi, Fabrizio Barbazza, Pedro Lamy and, in the first half of the 1998 season, Esteban Tuero.

In 1997, he moved from the role of Race Engineer to that of Technical Coordinator, which saw him responsible for both the design and production areas of the team, as well as for on-track technical management.

In 2001, he was entrusted with the most senior engineering role on the team: that of Technical Director. In that position, he controls the day-to-day operation of the Drawing Office as well as the technical staff at Minardi's Faenza base.

Career summary

1984-1988	Mechanical Engineering studies, Bologna University
1988	Minardi Team engineer, Adrian Campos and Pierluigi Martini
1989-1991	Race Engineer, Pierluigi Martini
1992	Race Operations Engineer and Car Engineer, Christian Fittipaldi
1993	Race Operations Engineer, Fabrizio Barbazza
1994	Race Operations Engineer, Pierluigi Martini
1995	Race Operations Engineer, Pierluigi Martini
1996	Race Operations Engineer, Pedro Lamy
1997-2001	Technical Coordinator
2002-2004	Technical Director

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PAUL JORDAN**Commercial Director**

Born	UK
Date of birth	March 12, 1960
Resides	Oxford, England
Marital status	Married, 2 children (Sam and Daisy)
Hobbies	Water sports

Paul Jordan's first contact with motor sport was in 1981, at the age of 21, when he took a job as sales representative for a motorcycle accessory company. The company was called Oxford Fairings, and among its activities, it ran a privately entered motorcycle team, which employed former multiple World Motorcycle Champion, Phil Read. The enthusiastic young Jordan was invited along by the team to the Isle of Man Tourist Trophy – the famed TT – as a general helper. He discovered he loved the racing environment, and spent the rest of the year with the team.

Smitten with motorcycle racing, in 1982, he moved to Honda Great Britain's factory team to work with Australian rider, Wayne Gardner, who was competing in the British 500cc Championship and in the F1 Bikes Series that existed at the time. The team won both championships, as well as the TT that year, thanks to the efforts of Gardner and Joey Dunlop.

In 1983, Jordan was hired by Dunlop Racing, and through his job with the famous tyre manufacturer, found himself working with the TWR Rover Vitesse touring car team in France, and drivers Jean-Louis Schlesser and Marc Duez. The Team Manager of that operation moved to the German ATS F1 team in 1984, and Jordan went with him for his first experience of Grand Prix motor racing.

Jordan returned to two-wheeled competition briefly in 1985, again at Honda GB with Wayne Gardner, before joining the Onyx F3000 team. Through this new job he met Eddie Jordan, who had entered a team in the F3000 Championship that year. He joined Eddie Jordan Racing for the remainder of the season.

Through 1990 and 1991, Paul Jordan continued to work with his namesake, as a Commercial Manager at the Barclay EJF F3000 team, and latterly, at the newly formed Jordan Grand Prix operation. In 1992, he teamed up with ex-Williams, McLaren and TWR marketing man, Richard West, to form the European Technique F3000 team. Commercial backing for the enterprise proved hard to secure, however, and in 1994, Paul Jordan returned to Jordan GP as Marketing Manager. He became Sponsorship Manager in 1996, and then moved to British American Racing in 1999. From 2000 through 2001, he worked at Benetton as a Commercial Manager.

He joined European Minardi Cosworth in 2003, as the team's Commercial Director.

Career summary

1980-1983	World Motorcycle Championship, Honda GP Team (Wayne Gardner), technician
1984-1985	Formula One, ATS, turbocharger technician
1986-1992	Eddie Jordan Racing and Jordan Grand Prix, sponsorship services
1992-1993	F3000 International Championship, European Technique Team, Managing Director
1994-1997	Formula One, Jordan Grand Prix, Commercial Manager
1997-1999	Formula One, British American Racing, Commercial Manager
2000-2001	Formula One, Benetton, Commercial Manager
2003-2004	Formula One, Minardi Cosworth, Commercial Director

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ANDREW TILLEY**Senior Race Engineer**

Born	Chesterfield, England
Date of birth	August 28, 1963
Resides	Faenza, Italy and England
Marital status	Single
Hobbies	Classic car collecting/restoring

Andrew "Andy" Tilley studied for a Mechanical Engineering Diploma between 1983 and 1986, and then spent two years as a freelance designer before joining Reynard Racing Cars in 1988. He began working for the Bicester-based company as a race engineer in Formula 3000.

At the end of 1991, the challenge of Formula One beckoned, and he moved to Team Lotus where, in 1992, he was Mika Hakkinen's race engineer. He fulfilled the same position with Alex Zanardi in 1993, and Pedro Lamy and Zanardi in 1994.

After Team Lotus closed, he spent the 1995 season with the Minardi Team in Italy, in the dual roles of design engineer and race engineer to Luca Badoer, before returning to Britain to become Martin Brundle's race engineer with Jordan Grand Prix the following season.

He stayed with the Silverstone-based team in 1997, engineering Giancarlo Fisichella, and was then recruited by Sauber to be Track Coordinator and Head of Development Engineering. He left the Swiss team at the end of 1999, to spend a year as a freelance engineer.

In 2002, he re-joined the Minardi Team, where he currently works as Senior Race Engineer.

Career summary

1988-1991	R&D Engineer, Race Engineer, Reynard Racing Cars
1992	Formula One, Race Engineer, Team Lotus
1993	Formula One, Race Engineer, Team Lotus
1994	Formula One, Race Engineer, Team Lotus
1995	Formula One, Race Engineer, Minardi Team, Luca Badoer
1996	Formula One, Race Engineer, Jordan, Martin Brundle
1997	Formula One, Race Engineer, Jordan, Giancarlo Fisichella
1998-1999	Head of R&D, Chief Race Engineer, Sauber
2000	Freelance designer
2001-2004	Senior Engineer, Minardi Cosworth

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MASSIMO RIVOLA
Team Manager

Born	Faenza (Ravenna), Italy
Date of birth	December 7, 1971
Resides	Faenza (Ravenna), Italy
Marital status	Married to Daniela, one son (Marco)
Hobbies	Motorcycle racing, football, skiing, tennis

Massimo Rivola has always had a passion for cars and motor racing, and even while still a student at university, he seized an opportunity to work as a salesperson at a nearby Alfa Romeo dealership.

He obtained his BA in Business Administration from the University of Bologna, his final thesis subject being "Transfer of technology in Ferrari". Among the topics with which he dealt was the agreement between Ferrari and Minardi to allow the smaller Italian F1 team to use the famed Maranello Scuderia's engines. An encounter with Gian Carlo Minardi, who granted the young student an interview for his thesis, helped open the door to a career within the Faenza-based team. After he receiving his BA, Rivola spent one year of military service in the Carabinieri's army before joining the Minardi Marketing Department.

In 2000, he became responsible for managing the relationships between the team and its sponsors, and as part of his duties, began to travel to Formula One races. He subsequently decided he needed to improve his foreign language skills, and briefly moved to New York, where he attended an English Course at the Manhattan College Embassy CES.

An avid reader, and collector, of magazines and articles on both marketing strategies and automotive design, Rivola has another interest that rivals his passion for F1: when not travelling to Grands Prix, he is nonetheless back at the circuits, but this time, competing on his frighteningly quick Suzuki GSX R1000 in both amateur and professional Superbike races.

Career summary

1991-1996	Studies - BA in Business Administration, University of Bologna
1998-2000	Minardi F1 Team, Marketing Department
2000-2002	Minardi F1 Team, Sponsor Manager
2002-2003	Minardi F1 Team, Marketing Manager
2003-2004	Minardi F1 Team, Deputy Team Manager
2004-2005	Minardi Cosworth, Team Manager

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MINARDI'S HISTORY – 303 GRANDS PRIX AND COUNTING

The surroundings of the Hungaroring pit lane, in late August **2003**, may have been a little unusual, but the method of celebration was traditional, involving the pouring of champagne, the cutting of an artistically decorated cake and the organising of a team photograph. That was how Minardi marked its 300th Grand Prix – another milestone in the history of the Faenza-based team, whose name has become synonymous during its years in Formula One with tenacity and opportunity.

Founded by Gian Carlo Minardi in **1979**, with the aim of competing in the European Formula Two Championship, the Minardi Team made its Formula One debut in **1985**. After spending its first few seasons in motorsport's top category acclimatising to the demands of Grand Prix racing, the team took its first World Championship points in 1989, scoring in Great Britain (fifth and sixth places), Portugal (fifth) and Australia (sixth).

Minardi's best season to date was **1991**, when its effective, Ferrari-powered chassis helped the team to claim seventh place in the final standings of the World Constructors' Championship. In **1992**, Minardi switched from Ferrari power to the Lamborghini V12. A sixth-place finish at the Japanese Grand Prix provided the team with a point for its efforts during the season.

The **1993** car was designed under the supervision of experienced Austrian, Gustav Brunner, and the chassis proved to be highly effective, fourth place in South Africa, fifth in Monaco, and sixth at Donington and Imola propelling Minardi to eighth place in the Constructors' Championship.

During **1994** and **1995**, Minardi entered into a joint-venture with Scuderia Italia. Unfortunately, a series of commercial difficulties jeopardised the team's future and, by the end of **1996**, an alliance formed by Gabriele Rumi and Flavio Briatore acquired a majority stake in the company.

The **1998** season marked a turning point for Minardi. Briatore severing his ties with the company and his shareholding being acquired by Gabriele Rumi. The successful Italian businessman, who headed up the Fondmetal group of companies, thus became the majority shareholder in the team and embarked on an extensive restructuring and upgrading programme. As a result, Minardi was joined by new, highly skilled personnel on the technical side, with Gustav Brunner making a return to Faenza.

In **1999**, the Minardi personnel line-up was further strengthened by the arrival of Cesare Fiorio as Team Manager and Sporting Director. As in 1998, the Faenza-based team was ranked 10th in the final World Championship standings, in this case, courtesy of a very valuable point scored at the European Grand Prix by F1 "rookie", Marc Gené. One of the most satisfying aspects of the 1999 season was the excellent reliability of the M01, which helped its drivers to 10 top-10 finishes.

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The **2000** campaign marked Minardi's 16th year in Formula One, and although the team did not succeed in scoring any points during the course of the season, it retained its tenth-place ranking in the World Championship, finishing ahead of the notably better-funded Prost squad.

The **2001** season marked another watershed for Minardi, the withdrawal of a major sponsor at the end of the previous year leaving the team in difficult financial circumstances. As a result, it was acquired by UK-based Australian businessman, Paul Stoddart, head of the European Aviation Group of companies, and merged with his European Formula Racing operation, based in Ledbury, England. His plan was to retain Minardi's distinct character in the Formula One paddock, while providing EFR personnel, technical expertise and financial stability to strengthen the team and improve its overall competitiveness in the future. The team finished 11th in the 2001 World Constructors' Championship.

Minardi's **2002** effort featured the all-new KL Minardi PS02 chassis, powered by Asiatech's AT02 engine, a strengthened management team, including new Sporting Director, John Walton, and increased commercial backing, in particular, from Malaysia. The season opened with a fantastic result, when new Australian signing, Mark Webber, finished fifth in his "home" Grand Prix. The resulting two points turned out to be extremely valuable, as they secured ninth place for Minardi in the 2002 World Constructors' Championship standings.

In **2003**, Minardi entered the third year of Paul Stoddart's five-year plan for the team with an improved technical package based around an evolution of the PS02 chassis and powerful Cosworth Racing CR-3 V10 engine. The high point of the season was undoubtedly Jos Verstappen's weather-assisted, provisional pole position at the conclusion of Friday's first qualifying session for the French Grand Prix. Unfortunately, a lack of funding ultimately meant technical development of the European Minardi PS03 was severely limited, however, and the team slipped back to tenth place in the World Championship as a result.

There was one other remarkable event involving Minardi in 2003. It occurred on the Sunday of the team's 301st Grand Prix, and spoke volumes for the contribution made by the Faenza squad to the sport of Formula One. With the inclusion of Marc Gene, deputising for the injured Ralf Schumacher at Williams, eight of the 20 competitors who lined up for the start of the Italian Grand Prix were either current, or former, Minardi drivers – 40 per cent of the grid. The 2003 season may not have been a notably successful one for the team, but that statistic filled everyone concerned with considerable pride.

For **2004**, there is a further evolution of the Minardi PS02/PS03 design concept, designated PS04B, with power again provided by Cosworth Racing's potent, 72-degree, CR-3L V10 engine. In the cockpit, Rome's Gianmaria "Gimmi" Bruni steps up from the role of official tester to race driver, and is joined by Zsolt Baumgartner, who becomes Hungary's first full-time Formula One competitor. The feisty little Faenza team enters its 19th season in the World Championship, hopeful, as ever, of a rewarding campaign, but also fully aware of the challenges lying ahead.

- Ends -

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THE FAENZA FACTORY: SOME QUICK FACTS

- The Minardi F1 Team's facility is located on the outskirts of the picturesque town of Faenza, in northeastern Italy, not far from the Adriatic coast and about 45 minutes by road from Bologna. It is within easy reach of the Imola, Misano, Mugello and Monza racing circuits.
- The factory site is made up of three main, interlinked buildings, covering a total area of approximately 8000 sq/m. The buildings are allocated as follows:

Plant No 1

(1500 sq/m) Team Principal, General Director, Administration, Marketing, Press, Logistics, Engineers Stores, Telemetry, R&D, Assembly workshop

Plant no. 2

(855 sq/m) Design, Production, Aerodynamics

Plant no. 3

(1350 sq/m) Composite Materials Processing, Stores

- All departments have at their disposal state-of-the-art machinery to perform the necessary operations and processes required for the efficient running of the Minardi F1 Team.
- Approximate personnel allocation is as follows:

Design	16
Production and Quality Control	5
Composite Materials	16
Race Engineers and Data Analysts	6
Assembly Workshop	30
Manufacturing	8
Aerodynamics	2
Structures and Calculations	7
IT Services	6
Telemetry	5
Marketing/Press	8
Logistics/Sporting Direction	6
Administration/Legal/Secretarial	6
Hospitality/Catering Staff	7
Team Principal	1

TOTAL **113**

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LOGISTICS: WHEN MINARDI TRAVELS

With the inclusion of the Bahrain and Chinese Grands Prix, the 2004 FIA Formula One World Championship calendar will feature eight so-called fly-away (non-European) races out of a total of 18 rounds. For the teams, the main difference between such events and the European-based races that have traditionally formed the core of the World Championship schedule is that they are not able to take their impressive fleet of motorhomes and transporters with them. As a result, the fly-away circuits have to compensate by providing additional office and workshop space in which team personnel can carry out all their normal race weekend activities.

But that is only part of the logistic challenge posed when Formula One teams take off to the “four corners” of the globe. The normal list of personnel and equipment for a long-haul race would be as follows:

- 60 team members, including the Team Principal, three drivers, trainer/physio, doctor, three driver managers, Sporting Director, Technical Director, Team Manager, Logistics Manager/Coordinator, Commercial Director, Media Manager, Marketing Manager, Engine Manager, IT Manager, Electronics Manager, Senior Engineer, two race engineers, two data-acquisition engineers, Chief Mechanic, six engine personnel, three gearbox technicians, hydraulics specialist, five electronics technicians, nine car mechanics, two chefs, two hospitality hostesses, six “truckies”/support personnel, radio/communications technician, and technical coordinator
- top teams transport up to 30 tons of equipment, while Minardi, as a smaller, independent team, transports 15 tons. In general, this consists of: 1.5 tons of mechanics’ hand tools, six computer stacks for data and car analysis, printers and communications equipment; 0.5 tons of in-car radio and personnel radio equipment; 1 ton of kitchen and hospitality equipment, 10 engines, four spare gearboxes, five complete sets of car spares, one pit-wall stand for timing and communication control; 1 ton of garage banner equipment; and 2 tons made up of wheel rims and one spare car, fully dismantled

The pack-up process for all this equipment requires approximately one working week to complete, with four 747 cargo aircraft transporting the contents of the Formula One paddock to overseas destinations. In general, the overall number of personnel and the amount of freight transported by Formula One teams has crept up over the last decade, primarily because of the ever-more-complex nature of the cars and the increasingly detailed technical analysis of all vehicle performance parameters. As a result, travel and accommodation costs now account for about 5 per cent of a team’s yearly operating budget.

- Ends-

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2004 MINARDI MANAGEMENT STRUCTURE

Team Principal	Paul Stoddart
Team Founder/General Director	Gian Carlo Minardi
Sporting Director	John Walton
Technical Director	Gabriele Tredozi
Technical Coordinator	Sandro Parrini
Team Manager	Massimo Rivola
Senior Engineer	Andy Tilley
Engine Liaison Manager	Mark Parish
Logistics	Domenico Sangiorgi
Chief Mechanic	Paolo Piancastelli
Race Engineer (car no. 20)	Riccardo Adami
Race Engineer (car no. 21)	Laurent Mekies
Commercial Director	Paul Jordan
Communications Manager	Graham Jones
Press Officer	Stefania Torelli

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GIANMARIA BRUNI

Gianmaria “Gimmi” Bruni is the latest name to be added to an impressive list, which includes the likes of Alessandro Nannini, Pierluigi Martini, Alex Zanardi, Michele Alboreto, Giancarlo Fisichella and Jarno Trulli. They represent some of Italy’s finest racing drivers of the last 20 years, and they all launched their Formula One careers with Minardi. Now 22-year-old Bruni is aiming to follow in their footsteps.

The Roman established a very positive relationship with the Faenza squad in 2003, driving a third Minardi-Cosworth chassis in Friday test sessions during the second half of the F1 season. It therefore came as no great surprise when, on December 13 of last year, the team announced that Bruni was being promoted to full-time race driver in 2004.

“We’ve obviously had the benefit of observing Gimmi at close quarters this past season because of his testing role with Minardi, and we’re extremely pleased to have been able to sign him as a race driver for the 2004 season,” comments Team Principal, Paul Stoddart. “We’ve chosen him because we think he has fantastic natural ability behind the wheel of a race car and is a fitting successor to previous Minardi drivers, such as Fernando Alonso, Mark Webber and Justin Wilson. It’s clear Gimmi will be following in some illustrious footsteps, but we are absolutely confident he is a new Formula One star in the making.”

Delighted at having made the all-important step from Formula One tester to full-time race driver in less than a year, Bruni says, “I’m just so happy. From when I was a small boy, I wanted only to be a Formula One driver. I’m one of the lucky ones, because that dream has now come true. My clear goal will be to improve with the team this coming season. This is only the first step, however, as I will just be one of 20 drivers on the grid at the beginning. My aim is to move forward and establish myself in F1, like other Minardi drivers have done in the past. I want to thank Paul Stoddart and the Minardi team very much. They gave me a good chance this past summer, and it has all come together very quickly since then.”

Gianmaria Bruni – Biographical Details**Date of birth: May 30, 1981****Born: Rome, Italy****Resides: Rome****Height: 1.82 m****Weight: 70 kg****Marital status: Single****Hobbies: Sports of all kinds****Favourite meal: Chicken salad****Favourite drink: Orange juice****Race Career**

1991-1994	Karting
1995	European Karting Championship – 3rd overall
1997	Italian Formula Renault Campus Championship
1998	Italian Formula Renault Campus Championship – Champion
1999	European Formula Renault Championship – Champion, winner <i>Autosprint</i> Casco d’Argento Award
2000	British F3 Championship – 5th overall
2001	British F3 Championship – 4th overall, 1 victory, 6 podium finishes, Marlboro Masters, Zandvoort – 5th
2002	F3000 Euro Series – 12th overall
2003	F3000 Euro Series – 3rd overall
	FIA F1 World Championship (Minardi Cosworth) – Test Driver
2004	FIA F1 World Championship (Minardi Cosworth) – Race Driver

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ZSOLT BAUMGARTNER

Hungary has hosted a round of the Formula One World Championship since 1986, but has never been able to boast a driver racing full-time at the top level of the sport. That changed late last year, however, when European Minardi Cosworth announced it had officially signed Zsolt Baumgartner as the second of its two race drivers for the 2004 FIA Formula One World Championship season.

The promising 22-year-old from Budapest joins Italy's Gianmaria Bruni in the Faenza team's line-up, both men competing for the first time in a full World Championship season. Baumgartner had a brief taste of Formula One last season – at the Hungarian and Italian GPs – when he was drafted in to replace the injured Ralph Firman at Jordan.

“The two events I did this past season made me more determined than ever that I wanted to be in Formula One,” comments Baumgartner. “I have now realised that dream, but there are many people who have helped me get to this point in my racing career. I particularly want to thank Thomas Frank, for his unstinting efforts on my behalf, and Paul Stoddart, for giving me the opportunity to show what I can do in Formula One. It is, of course, a huge challenge, but I am really looking forward to it.”

Minardi Team Principal, Paul Stoddart, says, “We are very pleased to have Zsolt on board this year. I believe he has considerable ability, and hopefully, the nurturing environment within Minardi, which has helped to launch the Formula One careers of so many talented young drivers in recent years, will also allow him to develop and hone his skills to the point where he firmly establishes his credentials at the very top level of motor racing.”

Zsolt Baumgartner – Biographical Details**Date of birth: January 1, 1981****Born: Budapest, Hungary****Resides: Budapest****Height: 1.78m****Weight: 74 kg****Marital status: Single****Hobbies: Flying, running, skiing****Favourite meal: Pasta, salad****Favourite drink: Plain water****Race Career**

1994-1997	Karting
1994-1998	Formula Renault Championship
1998-1999	Formula Renault Championship, La Filiere
2000-2001	German F3 Championship
2001	FIA F3000 International Championship (Prost Junior Team/Nordic Racing)
2002	FIA F3000 International Championship (Coloni Motorsport) Formula One – demonstration laps in Jordan-Honda, Hungaroring, August 2002
2003	FIA F1 World Championship (Jordan-Ford) – 2 GPs; Hungary, DNF; Italy, 11 th
2004	FIA F1 World Championship (Minardi Cosworth) – Race Driver

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MINARDI SIGNS LEINDERS AS FRIDAY TESTER

MELBOURNE, AUSTRALIA, March 3, 2004 – The Minardi Cosworth F1 Team is today pleased to announce that it has signed **Bas Leinders** as its official Test Driver for the 2004 season. The 28-year-old, from Wavre, Belgium, will thus participate in Friday testing during Grand Prix weekends as well as in scheduled test sessions for the Faenza-based team. Leinders boasts an impressive motor racing career, having secured championship titles in British and European Formula Ford, European Formula Opel, and German Formula 3 in a steady climb to the sport's top levels. Most recently, he has raced in the highly competitive Nissan World Series, where he finished third overall in both the 2002 and 2003 seasons.

"I had always held out hope that I would make it to Formula One at some stage, and I am obviously very pleased that Minardi has now given me a chance to show what I can do," comments Leinders. "I'm sure that my experience in a variety of single-seater race cars will allow me to adapt quickly to the demands of F1, so that I can start to provide the team's engineers and the Bridgestone technicians with useful information on car set-up and tyre performance. Hopefully, what we learn in testing on Friday will then benefit the team's performance in the race on Sunday. It is the sort of work I really enjoy, and I'm certainly looking forward to my first run in the Minardi Cosworth."

Team Principal, Paul Stoddart, says, "Minardi is very pleased to have concluded a contract with Bas that will see him become our regular Friday test driver, running in a third chassis alongside Gimmi (Bruni) and Zsolt (Baumgartner) at all Grand Prix weekends. He has a lot of useful, and relevant, racing experience under his belt, as well as the added advantage of knowing many of the F1 circuits from his time in the International F3000 Championship. I'm sure he will prove to be a real asset to the team and help us to develop the Minardi Cosworth PS04B quickly, so that we can start to maximise its potential as early in the season as possible. With what I believe is a strong driver line-up now in place, we can start to focus on the serious business of improving our performance."

- Ends -

Bas Leinders – Biographical Details

Date of birth: July 16, 1975

Born: Bree, Belgium

Resides: Wavre, Belgium

Height: 1.82m

Weight: 70 kg

Race Career

1989 Belgian Junior Karting Championship, **Champion**
1990 European and Belgian Junior Karting Championships, **Champion**
1992 Formula A Karting, **Belgian Champion, runner-up, European Championship**
1994 Belgian Formula Ford, **Champion; Benelux Formula Ford, Champion**
1995 European Formula Ford, **Champion; British Formula Ford, Champion**
1996 European Formula Opel, **Champion (8 wins)**
1997 German Formula 3 Championship, **7th overall**
1998 German Formula 3 Championship, **Champion**
Macau Grand Prix (F3), **fastest lap**
1999 FIA F3000 International Championship
2000 FIA F3000 International Championship
2001 FIA F3000 International Championship, **6th overall**
2002 Nissan World Series, **3rd overall**
2003 Nissan World Series, **3rd overall**
2004 FIA F1 World Championship (Minardi Cosworth) – **Official Test Driver**

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MONTEIRO APPOINTED MINARDI TESTER

MELBOURNE, AUSTRALIA, March 3, 2004 – The **Minardi Cosworth** Team is today pleased to announce it has signed **Tiago Monteiro** as an official test driver for the 2004 season. As such, the 27-year-old, from Oporto, Portugal, will assist the team with its test and development programme in the course of the year, “dovetailing” these commitments with a full season competing in the Nissan World Series, where he will be driving for the highly regarded Carlin Motorsport organisation. He will not take part in Friday test sessions during Formula One weekends.

Monteiro has certainly not trodden an “accepted” route to the top levels of motor racing, having started his career in 1997, in the French Porsche Carrera Cup, after being inspired by his father, was also a competitor in the series. Since then, Monteiro has raced successfully in a wide variety of categories, including the French F3 Championship, French GT Championship, Andros Trophy (ice racing), and FIA International F3000 Championship, while also competing in a number of significant one-off events, such as the 24 Hours of Le Mans, Macau Grand Prix, Korea Super Prix and Marlboro Masters. In 2003, he joined Fittipaldi Dingman Racing for a season in the hard-fought Champ Car World Series, once again proving himself to be both versatile and highly competitive.

“We’re very pleased to have signed Tiago as a test driver,” says Minardi Cosworth Team Principal, **Paul Stoddart**. “It is precisely because of his extensive motor racing experience, and his obvious adaptability to widely differing types of machinery, that we felt he could be of real assistance to us in developing the Minardi Cosworth PS04B this year. The new car has shown distinct promise in pre-season testing, but we are very aware that nothing in F1 stands still – we need to have a solid test programme in place in order to work on steadily improving the new chassis. We believe that Tiago, and fellow tester, Bas Leinders, will be able to help us achieve our goals in this area.”

- Ends -

Tiago Monteiro – Biographical Details

Date of birth: July 24, 1976

Born: Oporto, Portugal

Resides: Oporto, Portugal

Marital status: Single

Languages: Portuguese, French, English, Spanish, Italian

Race Career

1997 Porsche Carrera Cup (France), 5 wins, 5 poles, Champion (Group B), Rookie of the Year
Porsche Super Cup, French Grand Prix round, 6th

1998 French F3 Championship, 12th overall, two 4th places, Rookie of the Year

1999 French F3 Championship, 6th overall, one win, one 2nd, two 3rd places, 24 Hours of Le Mans, 16th overall, 6th in GT2 Class
International Renault Finals, Estoril, win, fastest lap, pole position

2000 French F3 Championship, 2nd overall, 4 wins
Formula 3 European Championship, 2nd overall, 1 win (Spa-Francorchamps)
Korea Super Prix (F3), 2nd
Macau GP (F3), 9th
Lamborghini Super Trophy, fastest lap, Magny Cours; pole, fastest lap, Laguna Seca

2001 French F3 Championship, 2nd overall, 6 pole positions, 4 wins, 4 podium finishes,
French GT Championship, 4 pole positions, 2 class wins, 5 podium finishes
Formula France, 2 wins
Andros Trophy, one 4th place finish, one fastest lap

2002 FIA F3000 International Championship (Super Nova), 12th overall, 5 top-10 finishes
F1 test with Renault F1 Team (Barcelona), Renault F1 Driver Development Scheme

2003 Champ Car World Series (Fittipaldi Dingman Racing), 1 pole, 10 top-10 finishes

2004 Nissan World Series (Carlin Motorsport)
FIA F1 World Championship (Minardi Cosworth) – Test Driver

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THE STORY OF THE HELMETS

Once a driver is strapped into a modern Formula One car, the only thing that can be seen of him is his helmet. Considering most racing drivers are strong individualists, it is perhaps not surprising that the designs and paint schemes on their helmets are therefore as distinctive as they are. Sometimes, these reflect their national colours, sometimes simply a favourite combination of colours, but one thing is definite: no two drivers' helmets are the same. We asked Minardi Cosworth drivers Gianmaria Bruni and Zsolt Baumgartner to explain how they arrived at the designs on their helmets, and this is what they had to say:

Gianmaria Bruni

"I originally arrived at the design of my helmet colours when I was young and racing karts. It was purely my own idea, although I was vaguely inspired by the simplicity of Mika Hakkinen's helmet. I added personal touches, with the prevailing colours being the red, white and green of the Italian flag, but I also included my favourite colour, blue, which reminds me of the sky. Using this combination of four colours, I then worked at creating a sequence of stripes on a white background until I arrived at a design that I liked. I have not changed the basic appearance of my helmet since I started racing, other than refining one or two details over the years. If I am truthful, I am probably a little bit obsessive regarding my helmet, both about what I think is the 'minimalist' design concept of the graphics and about cleaning it, which I do, personally, every time I finish wearing it."

Zsolt Baumgartner

"When I first started racing karts, I had a very simple graphic design on my helmet, which featured the Hungarian national colours of red, white and green. In 1997, I decided it was time to smarten up my helmet, as a way of marking the fact that my racing career was progressing to a more professional level. With the help of a friend, we came up with a brand new design that featured my favourite colours, blue and yellow, but also incorporated a waving Hungarian flag at the bottom of the helmet. The big change, though, was at the top of the helmet, where we used some geometric shapes – triangles and cubes – in a blend of blue and black shades. The current design on my helmet is really just an evolution of the one we devised in 1997."

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DRIVERS: MINARDI'S ROLL OF HONOUR

Over the years, Minardi has demonstrated an unparalleled ability to spot talented young racing drivers and hone them into front-running Formula One drivers. The Faenza team celebrated a milestone in its history at last year's Hungarian Grand Prix, when drivers Jos Verstappen and Nicolas Kiesa recorded the team's 300th start in Formula One competition. At least as impressive as that statistic, however, the following race, the Italian Grand Prix at Monza, featured a 20-car starting grid that contained eight former, or current, Minardi drivers. It was clear proof, if ever it were needed, of one of the important contributions the hard-trying Italian team has made, and continues to make, to the sport. The following list contains the names of all who have driven for Minardi since the team entered the Formula One World Championship, in 1985.

1985	Pierluigi Martini
1986	Andrea de Cesaris, Alessandro Nannini
1987	Alessandro Nannini, Adrian Campos
1988	Luiz Perez Sala, Adrian Campos, Pierluigi Martini
1989	Pierluigi Martini, Luiz Perez Sala, Paolo Barilla
1990	Pierluigi Martini, Paolo Barilla, Gianni Morbidelli
1991	Pierluigi Martini, Gianni Morbidelli, Roberto Moreno
1992	Gianni Morbidelli, Christian Fittipaldi, Alessandro Zanardi
1993	Christian Fittipaldi, Fabrizio Barbazza, Pierluigi Martini, Jean-Marc Gounon
1994	Pierluigi Martini, Michele Alboreto
1995	Pierluigi Martini, Luca Badoer, Pedro Lamy
1996	Pedro Lamy, Giancarlo Fisichella, Tarso Marques, Giovanni Lavaggi
1997	Ukyo Katayama, Jarno Trulli, Tarso Marques
1998	Esteban Tuero, Shinji Nakano
1999	Marc Gene, Luca Badoer, Stephane Sarrazin
2000	Marc Gene, Gaston Mazzacane
2001	Tarso Marques, Fernando Alonso, Alex Yoong
2002	Alex Yoong, Mark Webber, Anthony Davidson
2003	Justin Wilson, Jos Verstappen, Nicolas Kiesa
2004	Gianmaria Bruni, Zsolt Baumgartner

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MINARDI PS04B: EVOLUTIONARY PROSPECTS

At first sight, the Minardi PS04B looks outwardly similar to last season's PS03, which is unsurprising given the current stability of Formula One technical regulations. The basic "architecture" of most teams' cars remains largely unchanged for the 2004 season, although FIA-mandated modifications relating to the dimensions of the engine cover and rear wing end plates have been taken into consideration.

A closer examination of Minardi's new car, however, reveals a wealth of detail change compared with its immediate predecessor, particularly in the area of aerodynamics. Among the major differences are new bodywork, floor, diffuser and front wing, as well as the required alterations to the engine cover and rear wing. The team, in combination with technical partner, Magneti Marelli, has also spent considerable time since the end of the 2003 season developing and improving its on-board electronic systems, and in particular, control software relating to the engine, gearbox and clutch.

On paper, the mechanical layout of the PS04B remains similar to that of its predecessor, with double-wishbone suspension at all four corners of the car employing pushrod-activated rockers working on compact torsion springs. In addition, mechanical anti-roll bars are fitted front and rear. Also retained for 2004 is the 72-degree, Cosworth CR3 V10 – this season, in "L" (long-distance) specification – acting as a fully stressed member in the chassis. It is mated to a further development of Minardi's innovative, titanium-cased, six-speed semi-automatic gearbox. This compact, longitudinally mounted unit was developed by Minardi staff in collaboration with titanium casting experts, CRP Technology.

"Essentially, our goal has been to improve on the mechanical and aerodynamic performance of the PS03, by concentrating on every area of the car," observes the team's Technical Director, Gabriele Tredozi. "Thanks to Minardi's close collaboration with technical partners, Cosworth Racing and Magneti Marelli, we believe we are in a position to deal successfully with the most important technical challenge of 2004 – the requirement to run a single engine per car over a Grand Prix weekend. We will, of course, be aiming to improve the performance of our car compared with last year, but one of our main concerns will be to ensure good reliability during the whole of a race weekend."

The 2004 Minardi ran for the first time at Misano's Autodromo Santamonica in the second week of February, displaying exemplary reliability in the hands of both Zsolt Baumgartner and Gianmaria Bruni. With further successful pre-season testing completed subsequently, the Minardi F1 Team once again approaches the start of a new Formula One World Championship season in a mood of optimism, but tempered with the realism borne of experience.

"With a completely revised car displaying significant innovation in all its details, we are looking forward to the start of the new season," says Tredozi. "Once we have established a performance 'baseline', we will set in motion a development programme for the PS04B, which will see it evolve further in the coming months."

- Ends -

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TECHNICAL SPECIFICATION: MINARDI PS04B

Chassis material	Carbon fibre and aluminium honeycomb composite monocoque
Bodywork	Carbon fibre
Suspension, front/rear	Upper/lower carbon-wrapped steel wishbones, pushrod-activated torsion springs/rockers front/rear, mechanical anti-roll bars
Dampers	Sachs (to Minardi specification)
Steering	Minardi power-assisted rack and pinion
Gearbox	Minardi sequential, six-speed, semi-automatic, longitudinally mounted, titanium casing, hydraulic activation (Magneti Marelli ecu, Minardi software)
Differential	Minardi hydraulic/programmable units
Clutch	AP Racing triple-plate carbon
Brakes	
Discs	Hitco/Brembo carbon
Pads	Hitco/Brembo carbon
Cooling system	Secan Minardi-designed water and oil radiators
Cockpit instrumentation	Magneti Marelli in steering wheel
Seat belts	TRW Sabelt six-point harness
Steering wheel	Minardi design
Extinguisher system	SPA
Wheels	OZ forged magnesium (13.0 x 12.0in front/13.0 x 13.7in rear)
Tyres	Bridgestone
Fuel cell	ATL, FT5 specifications
Dimensions (PS04B)	
Wheelbase	3097 mm
Front track	1480 mm
Rear track	1410 mm
Width	1800 mm
Length	4548 mm
Weight	600 kg (including driver and camera)

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COSWORTH CR3L: LONG-RANGE FORECAST EXCELLENT

There is little doubt among Formula One engineers and technicians that the introduction of the “one-engine-per-weekend rule” this season will make reliability a crucial issue in terms of the outcome of the World Championship. It is little wonder, then, that Minardi is extremely pleased to be renewing its association with engine supplier, Cosworth Racing, in 2004, and will be using a development of the highly respected Northamptonshire company’s potent, 72-degree, CR-3 V10 engine in its PS04-b chassis. The latest version of the power unit will carry the designation CR3L – the “L” standing for “Long-distance”.

In 2003, Minardi Cosworth drivers suffered not a single, engine-related DNF during 16 Grands Prix, completed nearly 65 per cent of the races they started, and in the case of Nicolas Kiesa, set a new record for Formula One rookies, the young Dane taking five chequered flags in the five races he contested for the team. In short, engine reliability was one of the Faenza squad’s strong points last season. Happily, reliability did not come at the cost of performance – “speed trap” times for the Minardi Cosworth PS03 were fully competitive with those of its rivals.

The team’s engine “recipe” for this year calls for more of the same, but as ever in Formula One, there can be no standing still. The CR3 is a well-proven Formula One power unit, but in developing the “L” specification, Cosworth engineers spent considerable time checking all aspects of the engine and introducing modifications, where necessary, to ensure reliability over the longer distances required this year – up to 800 kms between rebuilds – while minimising the possibility of performance “drop-off” during the extended running cycles.

Aside from Cosworth’s own dynamometer and rig-testing programmes, Minardi has also assisted the validation process for the specification of the CR3L, using development engines during tests at Vallelunga, last December, and Valencia, in late January.

“Cosworth Racing is pleased to continue its relationship with Minardi in 2004, having enjoyed long-standing ties with the team over the years,” comments the company’s Commercial Director, Bernard Ferguson. “We continue to believe that such ‘independent’ teams fulfil an important role in Formula One, and are therefore fully deserving of Cosworth’s support. The new season brings with it fresh technical challenges – in particular, as far as engine reliability is concerned – but we believe our engineering staff have done their homework, and that the new, ‘long-distance’ specification CR3L engine will prove to be an excellent choice of power unit for Minardi in 2004.”

The sentiments are echoed by Minardi Team Principal, Paul Stoddart, who says, “As a team, we couldn’t be happier with the prospect of working with Cosworth Racing again in 2004. Once more, they proved to be a wonderfully supportive technical partner to Minardi last year, and quite honestly, helped us survive what turned out to be a very difficult season. Apart from owing them a debt of gratitude, we also very much like their engines, which have proven to be both powerful and reliable. There is no doubt that the new 2004 F1 regulations will place particular emphasis on engine reliability during the course of a race weekend, so with Cosworth once again ‘in our corner’, we believe the team is in particularly good shape as far as its technical package is concerned.”

- Ends -

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COSWORTH CR3L TECHNICAL SPECIFICATION

Engine designation	Cosworth Racing CR3L
No of cylinders	10
No of valves	40
Displacement	2998 cc
V-angle (included)	72 degrees
Fuel management system	Magneti Marelli Step 10
Ignition system	Magneti Marelli
Pistons	Aluminium alloy
Engine block and heads	Aluminium
Spark plugs	Champion
Fuel supplier	Elf
Lubricant supplier	Elf
Crankshaft	Steel
Dimensions (L/W/H/W)	569mm/490mm/490mm/105kg

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www.minardi.it

The name's the same, but the look has changed. Reflecting the start of a new Formula One season, new drivers and some significant new commercial and technical partners, the Minardi F1 Team has relaunched its popular official website. For those who have visited the site on a regular basis in previous years, it will look a little different, but rest assured www.minardi.it will continue to provide an invaluable, one-stop source of accurate information about one of the sport's most popular teams. Among the features available are:

- All team press releases, containing up-to-the-minute news
- Copyright-free photos available after the conclusion of an event
- A database containing a selection of high-resolution photos for quick download (access requires user ID and password, available to *bona fide* members of the media)
- The complete 2004 Minardi press kit
- Information on Minardi commercial and technical partners
- Access to Minardi merchandise
- Information on Minardi fan clubs
- Answers to frequently asked questions (FAQs) about the team
- Links to other F1-related websites

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IT'S WILUX MINARDI COSWORTH FOR 2004!

MELBOURNE, AUSTRALIA, March 3, 2004 – Minardi Cosworth is today delighted to confirm that Wilux Benelux has become title sponsor, with the Faenza-based team to be known officially as Wilux Minardi Cosworth during the 2004 Formula One season. Wilux manufactures shower cubicles and baths for the medium- and top-class segments of the market, and is headquartered in the Netherlands, with design facilities in Italy.

The company first tasted the benefits of involvement with Formula One last season as a commercial partner of Minardi. An increase in Wilux sales of 40 per cent in 2003, however, and a measurable improvement in brand recognition registered during the same period, prompted Wilux Managing Director, Ruud Wildschut, to shift up a gear in terms of his company's F1 involvement for 2004.

“Sponsorship activities are nothing new for Wilux, as the company has been involved with motorcycle racing and Dutch Premier League football in recent years,” observes Mr Wildschut. “Significantly, however, last year's co-operation with Minardi marked the first occasion that our company had been involved at the highest level of sports sponsorship – Formula One – and the results have been truly amazing. It is impossible to ignore the increased sales of Wilux products during the relatively short time we have been involved with Minardi, or the huge levels of goodwill that have very clearly been generated with our customers as a direct result of this sponsorship.

“Therefore, this increase in our commercial co-operation is a further logical step in the development of our relationship with Minardi. Having observed the team members at work first-hand, I can confirm that we believe 100 per cent in their capabilities and potential, and are pleased to continue to support them in their efforts.”

Minardi Team Principal, Paul Stoddart, says, “It's extremely gratifying when a commercial partner demonstrates its faith in the team by not only renewing its support at the start of a new season, but increasing that support significantly. It suggests we must be doing something right. Wilux worked hard last year at leveraging its involvement with Minardi and F1, specifically by instigating an extensive programme of promotional activities based around its involvement with the team. We're very pleased that this contributed to a significant increase in Wilux sales globally, which has led directly to the company stepping up its involvement with the team. We're very proud of our new name for 2004, Wilux Minardi Cosworth, and the team will be doing its utmost to ensure Ruud Wildschut and his team at Wilux are equally proud of their involvement with Minardi over the coming year.”

The Wilux “water-droplet” logo, along with the now-famous “Bathroom pleasure” slogan, will be positioned prominently on the Minardi Cosworth cars, as well as on the overalls and helmets of race drivers, Gianmaria Bruni and Zsolt Baumgartner, plus official test driver, Bas Leinders. Customers will continue to be able to take part in entertaining Wilux promotional activities surrounding each Grand Prix in 2004. Wilux Benelux has an annual turnover of some 60 million Euros, employs 180 staff and exports bathroom equipment to 28 countries worldwide.

- Ends -

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MINARDI COSWORTH GAINS “X APPEAL”!

MELBOURNE, AUSTRALIA, March 3, 2004 - It will be a case of “X” marks the spot in the Formula One Paddock this season, and that spot will be the **Minardi Cosworth** motorhomes. It is there, for the first time, that the Grand Prix fraternity will be able to see, and taste **X**, a brand-new, carbonated, Cranberry-flavoured soft drink. Aside from being a healthy beverage - it contains only natural flavours and colours - and an excellent mixer, X also contains less than 10 calories per 500ml bottle.

The arrival of X in the world of F1 is the result of a recently concluded commercial arrangement between exciting, new, UK-based beverage company, **X-Drinks Limited**, and the Minardi Cosworth team. Aside from the latest, high-tech chiller cabinets in the motorhomes containing ample supplies of the drink, other outward signs of the partnership will take the form of distinctive “X” branding on team transporters, pit garage panels, drivers’ drink bottles and, of course, the Minardi Cosworth race cars.

“We are very pleased to have signed X-Drinks Limited as a partner for this season,” comments Minardi Cosworth Team Principal, **Paul Stoddart**. “There’s no doubt we feel a certain kinship with an ambitious new company that wants to establish itself in a market full of well-established players by doing things just a little bit differently from its rivals. From a personal point of view, it will also be pleasantly refreshing to have a beverage other than the ever-present energy drinks in the team’s chillers this year. I’m sure X will prove to be very popular with team members and guests alike.”

X-Drinks Limited Director, **Beverley Bloom**, the London-based “It Girl” famous for her social connections, says, “The response to the launch of the X Cranberry drink has been overwhelming – everyone who has tasted it has loved it. It seems there is a real gap in the market for a subtle and delicious-tasting new drink that has only natural ingredients. Tamara Beckwith is shipping a crate to her Los Angeles house for her Oscars party, and Caroline Stanbury wants it for her wedding reception. X will be at all the best parties this year. I am thrilled to be associated with the Minardi Cosworth team in Formula One, and we both hope to make massive strides towards great success this season.”

X will be officially launched at a high-profile party in London, in March, a number of celebrities and sports personalities having been enlisted to assist with the introduction and promotion of the new drink. There will also be a nationwide advertising campaign and a programme of event promotion to keep the X brand highly visible.

- Ends -

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