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Welcome to the 2005 edition of the Minardi F1 Team press kit – or perhaps more correctly, I should say “the interim version” of the 2005 press kit. The definitive item, just like our exciting new car and engine package, the Minardi Cosworth PS05, will debut at this year’s San Marino Grand Prix, in April.

The start of a new Formula One season inevitably brings with it a sense of optimism and hope. On a team level, that is still very much the case, with Minardi personnel having high – but realistic – hopes for the new car. The combination of a productive wind tunnel programme and Cosworth’s powerful and reliable CR6 engine gives us every reason to hope that the PS05 will allow us to narrow the performance gap to our closest rivals.

Additionally, in Christijan Albers and Patrick Friesacher, we have two tremendously talented, highly focused young drivers keen to make the best possible impression in their first Grand Prix seasons. If the new car is up to the job, then they are certain to extract the maximum from it. We have had our sights on Christijan and Patrick for some considerable time, and I’m convinced both of them are fully fledged racers deserving of their shot at the pinnacle of the sport.

Formula One, however, is about more than just the individual teams that make up the World Championship, and if I am totally honest, the sport as a whole is facing some of the most difficult challenges in its 55-year history. The process of change often involves tumult and uncertainty, and with matters like the future governance of the sport, finances, technical and sporting regulations, and even the ultimate control of Formula One, all the subject of serious debate, it is clear we are in a period of major transition, and however things eventually turn out, the sport we love is ultimately going to have a very different face in the years to come.

At the same time, those of us who are privileged enough to be involved with Formula One also owe a “duty of care” to the sport, such that, when we move on, we leave it in at least as strong a condition as when we arrived. In short, I firmly believe the Team Principals and the controlling bodies of Formula One have to consider themselves to be the guardians of the sport, and act accordingly.

Despite the politics that seem to be dominating Formula One at the moment, however, I’m extremely proud of the fact that this year’s San Marino Grand Prix will mark Minardi’s 325th World Championship race. We are the sport’s fourth longest-established team, and we are still here, still fighting, and still doing our best to uphold the honour of the independent teams.

Welcome to another season of Formula One, which despite its current problems, remains for me the greatest show on earth.

Paul Stoddart
Faenza, Italy
February 2005

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2005 MINARDI F1 TEAM MANAGEMENT STRUCTURE

Team Principal

Team Founder/Director

Technical Director

Sporting Director/Team Manager

Senior Engineer

Head of Aerodynamics

Engine Liaison Manager

Logistics Manager

Race Engineers

Friesacher)

Communications Manager

Press Officer

Paul Stoddart

Gian Carlo Minardi

Gabriele Tredozi

Massimo Rivola

Andy Tilley

Andrea Rocchetto

Mark Parish

Domenico Sangiorgi

Riccardo Adami (Car No 20,

Laurent Mekies (Car No 21, Albers)

Graham Jones

Fabiana Valenti

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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 Formula One 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, 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 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 a considerable time, 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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COSWORTH**BRIDGESTONE****muermans**
Group**LOST BOYS™****MEDIA REPUBLIC™****allegri****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 Eccellenza Div.

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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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
2002-2005 Technical Director

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Group**LOST BOYS™****MEDIA REPUBLIC™****Sel&Mer****allegriini****MASSIMO RIVOLA**
Team Manager

Born Faenza (Ravenna), Italy
Date of birth December 7, 1971
Resides Faenza (Ravenna), Italy
Marital status Married to Daniela, two sons (Marco and Mattia)
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, 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 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 F1 Team, Team Manager/Sporting Director

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COSWORTH**BRIDGESTONE****muermans**
Group**LOST BOYS™****MEDIA REPUBLIC™****allegri****MINARDI'S HISTORY**

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

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Feedback



most satisfying aspects of the 1999 season was the excellent reliability of the M01, which helped its drivers to 10 top-10 finishes.

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.

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The **2004** season saw 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 stepped up from his role of official tester in 2003, to race driver, and was joined by Zsolt Baumgartner, who thus became Hungary's first full-time Formula One competitor. At the conclusion of another hard-fought season, it was Baumgartner who had provided the feisty little Faenza team with its single World Championship point, after a typically gritty drive in the United States Grand Prix at Indianapolis.

For **2005**, Minardi will unveil a brand-new car, the dramatic-looking PS05. Powered by the latest version of Cosworth Racing's 90-degree V10 engine, the CR6, it is scheduled to make its debut at the San Marino Grand Prix. The team enters its 21st 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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COSWORTH**BRIDGESTONE****muermans**
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Over the years, the Minardi team has demonstrated an unparalleled ability to spot talented young racers and hone them into front-running Formula One drivers. The Faenza team celebrated a milestone in its history at the 2003 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
2005	Christijan Albers, Patrick Friesacher

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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, 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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COSWORTH**BRIDGESTONE****muermans**
Group**LOST BOYS™****MEDIA REPUBLIC™****allegri****LOGISTICS: WHEN MINARDI TRAVELS**

Following the inclusion of the Bahrain and Chinese Grands Prix in 2004, this year's FIA Formula One World Championship calendar includes eight so-called fly-away (non-European) races out of a total of 19 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, 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.

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DUTCH FORMULA ONE HOPES REST WITH ALBERS IN 2005

MELBOURNE, AUSTRALIA, March 3, 2005 - Formula One fans in the Netherlands were able to enjoy an early Christmas present last December, when it was announced to a crowded press conference in Amsterdam that Dutch star, **Christijan Albers**, was to race for the **Minardi Cosworth** team in 2005.

Albers, who is an established star in the German Touring Car Championship (DTM), is also well known to Minardi personnel, both as a regular driver of the team's two-seater F1 cars and as a former member of the European Formula Racing F3000 team, owned at the time by Minardi Team Principal, **Paul Stoddart**.

"I'm really pleased to be making my debut in Formula One this season with Minardi," says Albers. "My racing career had arrived at a point where I needed to get to the very top level and prove what I could do. This year, my goals will be to finish races and gain experience. Naturally, I also want to win races, but to be fair, that is not going to happen just yet. My aim is to do the best I can for Minardi this season, and hopefully score points in the process."

Albers' move to Formula One has been made possible by the support of a number of enthusiastic commercial backers and investors, who were revealed at a special, pre-season launch party in Amsterdam, Albers arriving at the event in dramatic fashion, at the wheel of a Minardi Formula One car. Aside from the sponsors, the Essentially Group has fulfilled an important advisory/consultancy role to both the driver and his backers, as has GR8 Industries, Albers' official management company for the past four years. In addition, ABN AMRO acted as financial adviser during negotiations with the team, the driver being a client of the Dutch banking organisation.

"We are very pleased to have Christijan on board as one of our two race drivers for 2005," comments Minardi Team Principal, Paul Stoddart. "He has always been a naturally quick driver, but it is clear there is now an added maturity and focus with that speed. In short, we believe he is absolutely ready for Formula One, and we fully expect him to surprise a few people this season, particularly since Minardi also has ambitious plans. From a personal point of view, it is very gratifying to see a number of Dutch companies getting behind a talented young driver in order to help him take that final, and most difficult, step to the highest level of motor racing. Knowing Christijan as I do, I'm certain he will reward the faith placed in him."

- Ends -

CHRISTIJAN ALBERS – Personal Details

Date of birth 16/04/1979
Born Eindhoven, Netherlands
Lives Laren, Netherlands
Marital status Single
Height 1.76 m
Weight 68 kg

Race Career

1997 Champion - Dutch National Kart (ICA 100cc)
Champion - Formula Ford 1800 (Holland and Belgium)
Champion - Renault Megane Marlboro Masters
1998 German F3 Championship - 5th place overall (2 wins, 5 podiums)
1999 German F3 Championship - Champion (6 wins, 10 poles)
2000 F3000 International Championship, European Formula Racing
2001 DTM Mercedes (one 2nd place)
Formula One, Test and Reserve driver, European Minardi
2002 DTM Mercedes, Team Rosberg
Formula One, Test Driver KL Minardi Asiatech
2003 DTM Mercedes, Team HWA (4 wins, at Adria, Nürburgring, Norisring, Zandvoort), runner-up
DTM, scored the most victories
2004 Mercedes, Team DaimlerChrysler Bank AMG-Mercedes (1 win, 6 podiums), 3rd place overall
2005 FIA Formula One World Championship, Minardi F1 Team race driver

Editors' Note: Further information concerning Christijan Albers is available at www.minardi.it and www.christijan.com

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FRIESACHER GETS HIS CHANCE

MELBOURNE, AUSTRALIA, March 3, 2005 – Originally, promising young Austrian driver, **Patrick Friesacher**, thought he was going to be the official test and reserve driver for the **Minardi F1 Team** in 2005. Demonstrating the dizzying speed with which events can change in motor racing, however, the 24-year-old, from Wolfsberg/Carinthia, found himself in a packed press conference, on February 15, being announced as the Faenza team's second race driver for 2005, after another driver ran into problems with his commercial arrangements. Friesacher is well-regarded by Minardi personnel, having tested for the Formula One team and participated in Minardi F1 two-seater events on several occasions. He was also a regular front-runner in the FIA F3000 International Championship between 2001 and 2004, scoring wins and a number of top-six finishes in the highly competitive series.

“For me, it is the realisation of a dream to be in Formula One,” says Friesacher. “I am also extremely happy that I will be making my debut with Minardi. Naturally, like any young driver, my ultimate goal is to be World Champion, but for this year, I really hope to score some points, and to help the team beat Jordan in the World Constructors’ Championship. I realise I have a lot to learn, but I can’t think of a better place to do that than at Minardi. In fact, when you consider how many current F1 drivers have started their careers at Minardi, I feel honoured to be part of the team. I want to show everybody what I can do, in order to have further opportunities to move my career forward.”

Minardi Team Principal, **Paul Stoddart**, comments, “We are very pleased to have signed Patrick. He impressed team personnel enormously when he tested for us at Misano in November, and he was undoubtedly one of the stars of the show at the memorable South African F1x2 Grand Prix at Kyalami last year. He’s a quick, and equally importantly, consistent driver, who is also capable of providing good technical feedback to the engineers. I firmly believe the combination of Patrick and team mate, Christijan Albers, will provide Minardi with an extremely strong young driver line-up this season.”

- Ends -

PATRICK FRIESACHER – Personal Details

Date of birth	September 9, 1980
Born	Wolfsberg, Austria
Lives	Wolfsberg, Austria
Marital status	Single
Height	1.78 m
Weight	68 kg
<u>Race Career</u>	
1990-1997	Karting, races in various local, national and international competitions
1998	Formula Campus Series (France), 3rd place overall
1999	French F3 Championship, Class B, 3rd place overall
2000	German F3 Championship, 6th place overall (2 wins, 2 pole positions)
2001	FIA F3000 International Championship, Red Bull Jr Team, 13th place overall (3 top-6 finishes)
2002	FIA F3000 International Championship, Red Bull Jr Team, 10th place overall (2nd Monaco)
2003	FIA F3000 International Championship, Red Bull Jr Team/Coloni, 5th place overall (1st Hungary)
2004	FIA F3000 International Championship, Super Nova/Coloni, 5th place overall (1st Hungary)
2005	FIA Formula One World Championship, Minardi F1 Team race driver

Editors’ Note: Further information concerning Patrick Friesacher is available at www.minardi.it and www.PF1BOX.com

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COSWORTH**BRIDGESTONE****muermans**
Group**LOST BOYS™****MEDIA REPUBLIC™****allegriini****NISSANY APPOINTED MINARDI TESTER**

MELBOURNE, AUSTRALIA, March 3, 2005 – In yet another groundbreaking development for motor racing, the **Minardi F1 Team** announced in Tel Aviv at the beginning of February that, following two successful tests, it had signed **Chanoch Nissany** as an official test driver for the 2005 season. The Budapest-domiciled racer thus becomes the first Israeli driver to be involved in Formula One. He will assist the team with its test and development programme in the course of the year, although he is not scheduled to take part in Friday test sessions during Formula One weekends.

Nissany has not trodden a conventional route to the top levels of motor racing, having only launched his driving career in 2002, competing in the Hungarian Formula 2000 National Championship and Central European Zone Circuit Trophy. Results came quickly, however, and subsequently, he raced in selected rounds of the World Series Light by Nissan Championship and F3000 International Championship. In the last 12 months, he has also had four F1 tests – two with Jordan and two with Minardi.

“We’re very pleased to have signed Chanoch as a test driver,” says Minardi Cosworth Team Principal, **Paul Stoddart**. “He has impressed us with his enthusiasm, his willingness to learn and his fitness, and although he has not competed in single-seater racing for that long, he nonetheless has experience of a wide range of machinery. As a result, we felt he could be of real assistance with the team’s test programme this year. On a personal note, I derive considerable satisfaction from the fact that, once again, Minardi is able to contribute in a practical way to the very worthwhile goal of raising the awareness of Formula One in an area of the world where the sport has not previously had a significant profile. This can only be a good thing.”

Nissany is clear about what he wishes to achieve from his involvement with Formula One this season. “From a personal standpoint, I want to improve my driving skills in parallel with assisting the team’s engineers in their development and set-up programmes,” he says. “Hopefully, this will contribute in a small way to helping the team to score some points and fight for better qualifying and race positions.”

- Ends -**Chanoch Nissany – Biographical Details****Date of birth:** July 29, 1963**Born:** Israel**Resides:** Budapest, Hungary**Nationality:** Israeli**Height:** 1.75m**Weight:** 71 kg**Marital status:** Married**Hobbies:** Running, fitness**Favourite food:** pasta, sushi**Favourite drink:** Mineral water**Languages:** Hebrew, Hungarian, English**Race Career**

- | | |
|-------------|--|
| 2002 | Formula 2000, Hungarian National Championship (Szasz Motorsport) - Runner-up
Group E-2000 FIA Central European Zone Circuit Trophy (Szasz Motorsport) - Champion |
| 2003 | Formula 2000, Hungarian National Championship (Szasz Motorsport) - Champion
Group E-2000 FIA Central European Zone Circuit Trophy (Szasz Motorsport) - Champion
World Series Light by Nissan Championship (Szasz Motorsport) - competed in selected rounds |
| 2004 | Formula 2000, Hungarian National Championship (Szasz Motorsport) - Champion
F3000 International Championship, official test driver, Coloni Motorsport - competed
Hungaroring, Spa and Monza rounds
Formula One, official tests for Jordan and Minardi |
| 2005 | Formula One, Minardi official test driver |

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+3 batteries**LeasePlan** **globalgroup****Beta****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 possess undeniably strong personalities, it is perhaps not surprising that the designs and paint schemes on their helmets are as distinctive as they are. Sometimes, these reflect their national colours, sometimes they are simply a favourite combination of colours, but one thing is certain: no two drivers' helmets are the same. We asked 2005 Minardi Cosworth race drivers, Patrick Friesacher and Christijan Albers, plus test driver, Chanoch Nissany, to explain the designs gracing their helmets, and this is what they had to say:

Patrick Friesacher (No 20) - Arai

"A friend of mine and I came up with my current helmet design. Most other drivers have stripes of one sort or another on their helmets, but I wanted something different, so we came up with flames. As for the choice of colours, I chose dark metallic blue and metalflake silver, just because I like them. The original design used a black background with silver flames, but as the Minardi is mostly black, I felt the helmet wouldn't stand out, so we changed the colour to blue, which is more visible. Finally, we put the Chinese character meaning "luck" on the back of the helmet to finish it. I think it is a very individual design, and I'm really happy with the result."

Christijan Albers (No 21) - Arai

"My current helmet design is the work of my management company, TCC. Previously, my helmet had featured normal lines, but we decided we wanted something different. We went with a base colour of orange, which is both highly visible and very Dutch in its connections, and then put black dots on the orange. This makes for both a recognisable and a user-friendly design, as sponsors' names and logos fit neatly within the dots. The paint job also incorporates my personal logo of a cheetah, the fastest animal on earth. Initially, I wasn't so sure about the result, but now I'm very happy with it, both for the colours and for the distinctive appearance."

Chanoch Nissany - Arai

"The design of my helmet was created by racing friend and personal adviser, Janos Szell, from an idea I had. The main colours of blue and white represent the colours of the Israeli flag, and therefore my nationality, while the green on the front and underside of the helmet reflects the green of the Hungarian tricolour flag, and indicates my respect for that country, where I began my motor racing career and, with a Hungarian racing licence, achieved some good results. My helmet has always carried this design."

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TECHNICAL SPECIFICATION

MINARDI PS05

Chassis material	Carbon fibre and aluminium honeycomb composite monocoque
Bodywork	Carbon fibre
Suspension, front/rear	Upper/lower composite-reinforced 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
Pads	Hitco
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	FEV
Wheels	OZ forged magnesium (13.0 x 12.0in front/13.0 x 13.7in rear)
Tyres	Bridgestone
Fuel cell	ATL, FT5 specifications
Dimensions	
Wheelbase	3097 mm
Front track	1451 mm
Rear track	1422 mm
Width	1800 mm
Length	4548 mm
Weight	600 kg (including driver and camera)

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TECHNICAL SPECIFICATION

COSWORTH TJ2005 SERIES 10

Engine designation	Cosworth TJ2005 Series 10
No of cylinders	10
V-angle (included)	90 degrees
No of valves	40
Displacement	2998 cc
Maximum engine speed	18,300 rpm
Engine electronics	Pi/Cosworth
Pistons	Aluminium alloy
Engine block and heads	Aluminium, cast by Cosworth
Spark plugs	Champion
Fuel supplier	Elf
Lubricant supplier	Silkolene
Crankshaft	Steel
Dimensions (L/W/H/Wt)	589mm/538mm/454mm/94kg, incl ballast

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COSWORTH**BRIDGESTONE****muermans**
Group**LOST BOYS™****MEDIA REPUBLIC™****allegriini****MINARDI PS05 DEBUTS AT SAN MARINO GRAND PRIX**

IMOLA, ITALY, April 22, 2005 – The **Minardi F1 Team** today officially unveiled its 2005 Formula One challenger, the **Minardi Cosworth PS05**, at the Autodromo Enzo e Dino Ferrari, scene of this weekend's **San Marino Grand Prix**. This follows last Friday's successful test of the first PS05 chassis at the Mugello circuit, and marks the culmination of nearly five months of intensive effort by Minardi personnel to ensure the team's new car would be ready for its "home" Grand Prix. Adding to the significance of the 2005 San Marino Grand Prix, the event will mark Minardi's 325th start in 20 years of World Championship competition.

The Minardi PS05 is a dramatic evolution of its immediate predecessor, featuring highly sculpted side pods and a number of aerodynamic innovations aimed at increasing downforce levels, reducing drag, and working in harmony with the wing and diffuser specifications mandated for 2005.

At least as significant as the latest Minardi's aerodynamics is the engine that sits beneath the curvaceous bodywork of the new car. The Cosworth Racing TJ2005 Series 10 power unit represents a major step forward for Minardi in terms of performance, and in combination with the PS05 chassis and Bridgestone tyres, should help the team close the gap to its rivals.

Commenting on the Minardi Cosworth PS05 at the conclusion of the initial test, **Christijan Albers** said, "In the course of the 39 laps I covered, it became clear that the new car has a lot of potential. We are right at the beginning of its development, and naturally enough, there is a great deal to learn about how it behaves and how it responds to chassis and aerodynamic changes, but it is a very strong starting point. I was also impressed with the performance of the Cosworth TJ2005 engine, which felt both powerful and responsive. It is an excellent beginning."

The team will field two PS05 chassis for the San Marino Grand Prix, with a third car appearing at the Barcelona race, two weeks later. In between, there will be a further test at Mugello, on April 27 and 28, with Albers and team mate, **Patrick Friesacher**, both having PS05 chassis at their disposal. Test driver, **Chanoch Nissany**, will concentrate on tyre evaluation work in a PS04B.

There will also be some colourful support for the debut of the new car at this weekend's San Marino Grand Prix, as members of the Minardi Clubs of San Francisco, Rome and Paullo-Castelleone, as well as ardent supporters from Britain, Ireland, Austria and Sicily, will occupy a section of the grandstands at the Tosa corner and have vowed to make their allegiance to the Faenza squad clear for all to see.

Summing up the first outing for the Minardi Cosworth PS05, Team Principal, **Paul Stoddart**, said, "Imola marks the true start of our 2005 season, and the PS05 looks very promising indeed in terms of our quest for ninth place in this year's Constructors' Championship. My thanks go to the entire team, and especially to the design and technical group led by Gabriele Treddi, for a job well done."

- Ends -

Editors' note: Photographs of the Minardi Cosworth PS05 in action at this weekend's San Marino Grand Prix will be available on www.minardi.it

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COSWORTH**BRIDGESTONE****muermans**
Group**LOST BOYS™****MEDIA REPUBLIC™****allegri****MINARDI COSWORTH PS05: A STEP FORWARD**

IMOLA, ITALY, April 22, 2005 – When the **Minardi Cosworth PS05** makes its first public appearance at this weekend's San Marino Grand Prix, it will mark the culmination of five months of intense activity at the team's Faenza headquarters, and in the factories and offices of its technical partners and suppliers.

As promised, the new car is significantly different in external appearance from its immediate predecessor. Equally significantly, however, it is very different under the skin. Necessarily working within strictly defined financial guidelines, and under tight time constraints, Minardi engineers, designers and technicians, under the leadership of Technical Director, **Gabriele Tredozi**, and Chief Engineer, **Andy Tilley**, have developed a car that will function effectively under the 2005 Formula One Technical regulations.

“Regarding the design of the new car, our main goals were to maximise aerodynamic performance under the latest technical regulations and to reduce vehicle weight to the minimum possible to allow us to lower the centre of gravity, while at the same time maintaining, or increasing, the stiffness of all structural components,” explains Tredozi. “In addition to these considerations, it was necessary to factor in a new engine – the 90-deg Cosworth TJ2005, which replaces the 72-deg CK2004.”

As the layout of the PS05 evolved, the design team decided on a specification that would include a similar front suspension layout and wheelbase to the PS04B, but incorporate a new titanium-cased, six-speed gearbox, new rear suspension and new water, oil, fuel and hydraulic systems. In addition, there was a significant amount of very important, but largely unseen work involving the integration of the engine control software with the software that monitors and controls critical aspects of the Minardi chassis and gearbox.

At the same time, other team personnel were working hard on the development of the aerodynamic package for the PS05. Their focus was on maximising downforce while keeping drag to acceptable levels. Key areas of aerodynamic development included the front and rear wing elements, sidepod entry and exit, airflow over and around the engine cover, and diffuser configuration, along with all the small details that are less obvious, but nonetheless very significant.

“The PS05 will be a step forward and the whole team has done an unbelievable job to complete the car in the time available,” observes Tredozi. “This is particularly the case when you consider that we started the season with the 2004 car, and had to adapt it to work under the new technical regulations at the same time as developing the PS05. Other teams have faced the same challenge this year, but they have much larger budgets and a far greater depth of resources available to them than Minardi. In that context, the entire Minardi technical team has done brilliant work, particularly when you consider that the new car passed all its crash tests at the first attempt and ran for 200 kms during the initial test without any major problems. I have to say that we are particularly happy with the new Cosworth TJ2005 power unit, which has helped us to achieve a very stiff chassis-engine structure and a lower centre of gravity than with the previous car. It has also allowed us to save weight and achieve a neat, clean layout for all the ancillaries.”

It is highly appropriate that the new Minardi Cosworth PS05 makes its debut at this year's San Marino Grand Prix, the Faenza team's 325th event in Formula One World Championship competition. The true potential of the new car, however, will be revealed in the coming races of the 2005 season, as the Minardi engineers and technicians come fully to understand the new machine they have created and additional new components are phased in.

- Ends -**For information contact****Graham Jones (UK)** Tel +44 (0)20 8657 3942 Fax +44 (0)20 8657 3942
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MEDIA INFORMATION

Thursday 21st April 2005

‘MINARDI F1 TEAM RECEIVES IMOLA POWER BOOST’

Q&A with Tim Routsis, Managing Director, Cosworth

Q: What specification engine will the Minardi F1 Team be using for the San Marino Grand Prix this weekend?

A: With the introduction of the new Minardi PS05 chassis the team will switch to the TJ2005 Series 10 engine used by Red Bull Racing.

Q: What are the key advantages of the TJ2005 engine, particularly in terms of power and weight, relative to the CK2004 engine that Minardi F1 Team have used until this weekend?

A: The latest TJ2005 engine represents significant gains over the CK engine:

- Peak power increase of more than 60BHP
- Engine speed increase of 500RPM
- Engine duty cycle increased (more power for greater period of running)
- Engine life extended to cover 2 events (1300km nominal) & reliability improved
- Engine centre of gravity more than 50mm lower
- Engine stiffness significantly increased
- High level of integration with car design

Q: Will it be track tested with the team prior to Imola?

A: The first TJ2005 powered Minardi PS05 chassis successfully completed over 200km at Mugello (Italy) last week without problems.

Q: Are there any differences between the TJ2005 engine that Red Bull Racing is using and the Minardi unit?

A: There are no significant differences between Red Bull & Minardi engines. There are always a small number of team specific components to suit a new car installation but other than that, the engines share the same specification

Q: Are there any further upgrades planned for either of the teams this season?

A: A Series 12 engine is scheduled for introduction with Red Bull Racing at the Indianapolis GP (or Canada GP depending on when the scheduled engine change occurs).

Q: Was this a scheduled upgrade?

A: Yes. This engine is currently under development & will deliver significantly more power & revs over Series 10. It will be exclusive to Red Bull Racing & a development version (Series 11) with a gain of 30BHP & a maximum engine speed of 19000RPM has already been successfully track tested by Red Bull.

Q: How is Cosworth overcoming and addressing the challenge posed by next year's V8 engine?

A: Work is well underway on a new V8 engine to comply with the 2006 FIA Formula One Technical Regulations. The fact that these new regulations are much more restrictive & certain engine dimensions are constrained has a significant impact on the focus of the engine design work. By nature, this offers both an opportunity & a challenge.

Q: Do you already have a V8 engine on the dyno and can you disclose power and rpm figures?

A: Development engines have been running on the dyno for quite some time & we are very happy with the results so far. Power figures cannot be disclosed for obvious reasons but we can confirm that we are routinely running to 20,000RPM.

Q: When do you expect to confirm customers for 2006?

A: Negotiations with potential customers for 2006 & beyond are ongoing.

Q: Cosworth seems to have made remarkable progress in terms of performance and reliability since last season. How has this been achieved?

A: Cosworth has made significant changes to the way in which the company (& specifically the F1 engine project) operates over the last 18 months. We are now seeing the results of these changes & everyone at Cosworth is proud of what has been achieved.

TJ2005 Series 10 Specification

Configuration:	V10
Vee angle:	90
Number of valves:	40
Capacity:	2998cc
Maximum engine speed:	18,300rpm
Engine Electronics:	Pi/Cosworth
Spark Plugs:	Champion
Weight:	94kg including ballast

Length:	589mm
Width:	538mm
Height:	454mm

Construction:	Aluminium cylinder block and heads, cast in Cosworth's own foundry. Aluminium alloy pistons, steel crankshaft.
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F1 NEWS RELEASE

Message from Hiroshi Yasukawa, Director of Bridgestone Motorsport

“This year, Bridgestone is again supplying three very different teams. Scuderia Ferrari Marlboro has the challenging task of defending its drivers’ and constructors’ titles, the Jordan Grand Prix team is facing an exciting year of transition under new ownership and the Minardi F1 Team will continue to build upon its reputation of developing young and talented drivers. Each team has its own goals but Bridgestone will be supporting each of them every step of the way.

“2005, however, is the third consecutive year that Bridgestone is supplying the Minardi team with its Potenza Formula One tyres and while they may not have the resources of a manufacturer backed team, it is a pleasure to be working with them once again. They have the passion and spirit of genuine sportsmen and we hope that they can benefit from running on Bridgestone tyres.

“As is their reputation, Minardi has again chosen an unproven but talented line up in the form of Dutch driver Christijan Albers and Austrian Patrick Friesacher. Our engineers are looking forward to working with them and I am sure they will be eager to prove themselves in this era of new and challenging Formula One regulations.

“All that remains is to wish Paul Stoddart and his team the very best of luck in 2005 and in particular for the opening round in Australia which represents one of their three “home” races.”

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BRIDGESTONE FACTFILE:

- There have been 94 Grand Prix victories on Bridgestone Potenza Formula 1 tyres since the company entered in 1997.
- Bridgestone first supplied the Minardi team in 1997 until 2000 and then again from 2003.
- 89 poles have been taken by Bridgestone drivers since 1997.
- A Bridgestone driver and team have won the past seven consecutive Drivers’ and Constructors’ Championship titles.

BRIDGESTONE CORPORATE:

- The Bridgestone Corporation was established in 1931 by Shojiro Ishibashi and is now one of the world’s largest manufacturers of tyres for cars, motorcycles, trucks and buses. The company makes a wide range of products including golf clubs, tennis racquets, bicycles, industrial conveyor belts and marine fenders. For details visit www.bridgestone.com.

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