



TEAM HISTORY

Jordan Grand Prix was established in 1991 by Eddie Jordan as he moved into F1 following victories by Eddie Jordan Racing in all the junior category motorsport championships entered. In its fourteen years in Formula One the team has achieved four wins, including the historic 1-2 result at Spa-Francorchamps with Damon Hill and Ralf Schumacher in 1998 and a further fourteen podiums and six front row qualifying positions.

The Silverstone-based team is credited with bringing many of F1's recent and current stars into the sport, giving Michael Schumacher his first ever F1 race at the Belgian Grand Prix 1991 and also opening the door to Eddie Irvine, Rubens Barrichello, Giancarlo Fisichella, Ralf Schumacher and Takuma Sato - among a host of other racing legends associated with Jordan. The team brought a new dynamic by disrupting the domination of the sport's elite and breaking the stranglehold of the few teams which have won races in recent years.

In 2005 Jordan Grand Prix was acquired by Midland Group, a privately owned trading and investment-holding organisation founded by the Russian-born Canadian businessman Alex Shnaider. Jordan is the first team to secure a customer engine deal with Toyota and under the watch of Sporting Director Trevor Carlin, drivers Narain Karthikeyan and Tiago Monteiro will race in the 2005 FIA Formula One World Championship in Jordan Toyota EJ15s.

STATISTICS

First GP	USA (Phoenix) 1991
GP Starts	231
Best Championship	3 rd (1999)
Total Points	279
Podiums	18
Race Victories	4 - Belgium 1998 (Hill), France 1999 (Frentzen), Italy 1999 (Frentzen), Brazil 2003 (Fisichella)
Pole Positions	2 – Belgium 1994 (Barrichello), Europe 1999 (Frentzen)
Fastest laps	Hungary 1991 (Gachot), Spain 1997 (Fisichella)

F1 SUMMARY

- 1991 Jordan Ford 191
Andrea De Cesaris (ITA), Bertrand Gachot (BEL), Michael Schumacher (GER), Roberto Moreno (BRA), Alessandro Zanardi (ITA)
5th in Championship (13 points) best result: 4th in Canada (De Cesaris)
- 1992 Jordan Yamaha 192
Stefano Modena (ITA), Mauricio Gugelmin (BRA)
Equal 11th in Championship (1 point) best result: 6th in Australia (Modena)
- 1993 Jordan Hart 193
Rubens Barrichello (BRA), Thierry Boutsen (BELG), Eddie Irvine (GB), Ivan Capelli (ITA), Marco Apicella (ITA), Emanuele Naspetti (ITA)
Equal 10th in Championship (3 points) best result: 5th in Japan (Irvine)
- 1994 Jordan Hart 194
Rubens Barrichello (BRA), Eddie Irvine (GB), Aguri Suzuki (JAP), Andrea De Cesaris (ITA)
5th in Championship (28 points) best result: 3rd in the Asian GP, Japan (Barrichello)
- 1995 Jordan Peugeot 195
Rubens Barrichello (BRA), Eddie Irvine (GB)
6th in Championship (21 points) best result: 2nd and 3rd in Canada (Barrichello / Irvine)
- 1996 Jordan Peugeot 196
Martin Brundle (GB), Rubens Barrichello (BRA)
5th in Championship (22 points) best result: 4th and 5th in Italy (Brundle / Barrichello)
- 1997 Jordan Peugeot 197
Giancarlo Fisichella (ITA), Ralf Schumacher (GER)
5th in Championship (33 points) best result: 3rd in Argentina (Schumacher)
- 1998 Jordan Mugen-Honda 198
Damon Hill (GB), Ralf Schumacher (GER)
4th in Championship (34 points) best result: Historic 1st and 2nd in Belgium (Damon Hill / Ralf Schumacher)
- 1999 Jordan Mugen-Honda 199
Damon Hill (GB), Heinz-Harald Frentzen (GER)
3rd in Championship (61 points) best result: Victory in France and Italy and pole position in Nurburgring (Frentzen)
- 2000 Jordan Mugen-Honda EJ10
Heinz-Harald Frentzen (GER), Jarno Trulli (ITA)
6th in Championship (17 points) best result: 3rd in Brazil and USA (Frentzen)
- 2001 Jordan Honda EJ11
Heinz-Harald Frentzen (GER), Jarno Trulli (ITA), Ricardo Zonta (BRA), Jean Alesi (FRA)
5th in Championship (19 points) best result: 4th in Malaysia (Frentzen), Spain & USA (Trulli)
- 2002 Jordan Honda EJ12
Giancarlo Fisichella (ITA), Takuma Sato (JAP)
6th in Championship (9 points) best result: 5th in Austria, Monaco, Canada (Fisichella) and Japan (Sato)
- 2003 Jordan Ford EJ13
Giancarlo Fisichella (ITA), Ralph Firman (GB/IRL)
9th in Championship (13 points) best result: 1st in Brazil (Fisichella)
- 2004 Jordan Ford EJ14
Giorgio Pantano (ITA), Nick Heidfeld (GER), Timo Glock (GER)
9th in Championship (5 points) best result: 7th (Glock) and 8th (Heidfeld) in Canada.



MANAGEMENT

ALEX SHNAIDER

Team Owner

Alex Shnaider was born in St Petersburg, Russia before becoming a Canadian citizen and settling in Toronto. Whilst at Toronto's York University he began working as a project manager with a company conducting trade in the former Soviet Union. It was here that he identified potential for trading steel in the Commonwealth of Independent States (CIS). After graduating he founded Trans Resources NV later transferring activities to Midland Metals International Inc. trading in Chrome ore, Iron ore, coal and other natural resources. Opening offices throughout the world, acquiring steel assets in Eastern Europe and purchasing a Shipping organisation. This allowed Shnaider to build the Midland Group into one of the world's leading heavy industry organisations. Midland Group announced during 2004 their intention to launch a Formula One Team in 2006 and have since purchased Jordan Grand Prix in early 2005.

"Midland Group's decision to purchase Jordan Grand Prix was made in light of the team's proven track record and its passionate approach to the sport. We believe the acquisition of Jordan will ensure a successful and competitive entrance into the world of Formula One racing and provide the perfect platform from which to launch the Midland F1 project in 2006."

DR COLIN KOLLES

Team Principal and Managing Director

Colin Kolles began his motorsport career with Rallye Racing in 1985 before working as an assistant doctor (Dentistry) in Ingolstadt, Germany. He later established his own dental practice before becoming involved in motorsport team management by co-founding an F3 team in 2000. Within a year the team had become the most successful team in Germany which allowed him to head the Mercedes F3 team. At the same time in 2003 Kolles established a second team for Tom's Toyota and first met Alex Shnaider. It was in 2004 that Shnaider and Kolles took the initial steps to create the Midland F1 team. Kolles was appointed Managing Director and Team Principal of Jordan Grand Prix in early 2005 after Midland's purchase of the team.

TREVOR CARLIN

Sporting Director

Trevor Carlin began his career in 1980 as a junior mechanic for PRS Racing Cars working on Formula Ford. In 1984 He joined Ralt Cars before moving to Los Angeles to work for Ralt USA. He returned to the UK in 1988 to join new British F3 Team Bowman Racing as Team Manager. In 1993 Carlin moved to West Surrey Racing British F3 where he worked with recent F1 drivers Pedro de la Rosa, Cristiano da Matta and Marc Gene. In 1996 Carlin began undertaking testing programmes and promotional work for Williams Grand Prix before starting Carlin Motorsport with Narain Karthikeyan. Carlin was appointed Sporting Director of Jordan Grand Prix in early 2005 after Midland's purchase of the team.



OTHER KEY PERSONNEL

Race Team

Adrian Burgess	Sporting Manager
Andy Stevenson	Team Manager
Paul Monaghan	Head of Race and Test Engineering
Dominic Harlow	Race Engineer
Bradley Joyce	Race Engineer
Ricky Taylor	Chief Mechanic
Damien LeBrueilly	No. 1 Mechanic
Andrew Deeming	No. 1 Mechanic

Factory and office

Simon Phillips	Head of Aerodynamics
John McQuilliam	Chief Designer
David Williams	Operations Manager
Mike Wroe	Head of Electronics
Christian Geistdoerfer	Marketing Director
Ian Phillips	Manager of Business Affairs
Dr Salvatore Cuccu	Head of Sales and Marketing
Dr Hannelore Gude Hohensinner	PR Manager
Annouck Heinrichs	Press Officer

JORDAN

GRAND PRIX

TIAGO MONTEIRO - CAR 18

Date of birth: July 24, 1976

Born: Oporto, Portugal

Resides: Oporto, Portugal

Height: 1.74m

Weight: 64 kg

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
2nd in Formula 3 European Championship, 1 win in Spa-Francorchamps British F3
race
Korea Super Prix (F3), 2nd
Macau GP (F3), 9th
2nd in the Formula 3 Pau Grand Prix
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 (Mexico City), led in St.
Petersburg and Mid-Ohio races
10 top-10 finishes
- 2004 Nissan World Series (Carlin Motorsport) 2nd in Championship 5 wins, 4 pole positions
Rookie of the Year
F1 (Minardi Cosworth) Vallelunga and Misano – Test Driver
Double Victory and Pole-Position, Record and fastest laps in the WSN in Zolder 2004
- 2005 FIA F1 World Championship (Jordan Grand Prix) – Race Driver

Total of 9 Victories in his Formula 3 career

Tested a Formula 1 car in 2002 after only 5 years of racing.

Got into the Formula 1 World championship after only 8 years of racing

Special Awards:

Sportsman of the year 2000 - Sports Foundation of Portugal

Best Portuguese Driver of 2000 - TURBO of the year - Award from Turbo magazine

FPAK Prestige Award - Portuguese Motorsport Federation in 2001

Driver of the year 2002 AUTOSPORT (Portugal)

Driver of the year 2004 AUTOSPORT (Portugal)

Golden Helmet Trophée Winner AUTO HOJE Magazine 2004 (Portugal)

JORDAN

GRAND PRIX

NARAIN KARTHIKEYAN – CAR 19

Date of birth: January 14, 1977

Born: Chennai, India

Resides: Coimbatore, India

Height: 1.68m

Weight: 64 kg

Race Career

- 1992 ELF Winfield Racing School, France – won debut race
Pilote Elf Competition for Formula Renault.
- 1993 Formula Maruti
Formula Vauxhall Junior championship
- 1994 Formula Ford Zetec. First Indian to win the British Formula Ford Winter series.
Podium at Portuguese Grand Prix support race at Estoril.
- 1995 Formula Asia. Four races, second at Shah Alam in Malaysia
- 1996 Won Formula Asia championship with a host of records. The only Indian and only Asian to win the Formula Asia International series.
- 1997 Sixth in the British Formula Opel Championship
- 1998 British Formula 3 (Carlin Motorsport) - eight races, two 3rd place finishes at Spa-Francochamps and Silverstone
- 1999 Autosport British Formula 3 Championship (Carlin Motorsport), 5 podiums, 2 wins at Brands Hatch, 2 pole positions, 3 fastest laps, 2 lap records. 6th in the championship among 30 drivers
Qualified sixth and finished the second leg of the Macau Grand Prix in 6th place.
- 2000 British F3 Championship - fourth place overall. 1 lap record, pole at Macau Grand Prix, wins in Spa and the Korea F3 Super Prix
- 2001 First Indian to test a Formula One car, with Jaguar at Silverstone. Additional F1 tests with Benson & Hedges Jordan Honda at Silverstone and Mugello.
Formula Nippon Championship
- 2002 Formula Nissan World Series (Team Tata RC Motorsport)
- 2003 Formula Nissan World Series (Carlin Motorsport)
F1 test with Minardi
- 2004 Formula Nissan World Series (Carlin Motorsport), FIA GT Championship
- 2005 FIA F1 World Championship (Jordan Grand Prix) – Race Driver



TECHNICAL PARTNERS

TOYOTA

The announcement of Toyota's intention to enter Formula 1 was made by Hiroshi Okuda, then President, and now Chairman of the Board of Toyota Motor Corporation in January 1999. With a proven success record in rally (43 wins and 7 titles) and Le Mans (2nd place in 1999), Toyota Motorsport in Cologne was selected as the natural base for Toyota's F1 programme. Toyota's decision to build its entire F1 car from scratch, engine and chassis, was not the easy route, but one that the company believed would reap advantageous long-term rewards.

Toyota scored championship point in its debut race in Australia 2002 and added one more to its tally in Brazil to set solid foundations for the coming seasons. In 2003 Olivier Panis and Cristiano da Matta scored 16 points for Toyota with impressive third-place qualifying results in USA and Japan, and the team led the British GP that year for 17 laps. 2004 was more difficult although a fine 5th place by Olivier Panis in his 150th F1 race was a highlight. Now entering its fourth season in Formula 1 and with just 51 GPs under its belt, Toyota expects to enjoy its most competitive season yet in 2005.

When in November 2004 Formula One's 2005 technical regulations were confirmed including both a rule that engines must last for two races and limits to the amount of testing teams can carry out, Toyota Motorsport agreed a deal with Jordan Grand Prix to supply customer Toyota RVX-05 engines to the Jordan team for the 2005 season.

Tsutomu Tomita, Chairman of Toyota Motorsport GmbH said of the announcement: "The last-minute nature of this agreement offers a real challenge for the upcoming season, but it is one which we are happy to take on. We are pleased to be able to offer our services to help another team, given the difficulties that Formula 1 is currently facing, particularly with engine supply. I sincerely hope that the Toyota RVX-05 engine will be a substantial asset to the Jordan team in the coming season."

BRIDGESTONE

The Bridgestone Corporation was established in 1931 by Shojiro Ishibashi (whose surname translates into 'stone bridge') and is now one of the largest manufacturers of tyres for cars, motorcycles, trucks, buses and heavy plant machinery. The company also makes a wide range of other products including golf clubs, tennis rackets, bicycles, industrial conveyor belts and marine fenders. Bridgestone products are sold in more than 150 nations and territories around the world.

Bridgestone entered Formula 1 as a tyre supplier in 1997. Since then six world drivers' championships and six world constructors' championships have been won on Bridgestone tyres.

2004 marks Bridgestone's sixth season as a tyre supplier to Jordan Grand Prix, the relationship beginning in 1999 when the Japanese company was the sole Tyre Company in Formula 1.

Research, development and production of Bridgestone's Formula 1 tyres takes place at the company's technical centre in Tokyo whilst a dedicated division, based at Langley, Berkshire, UK handles the Formula 1 race and test programmes.

For more information about Bridgestone in Formula 1 and the company's other activities, visit: www.bridgestone.com.



JORDAN TOYOTA EJ15

TECHNICAL SPECIFICATION

CHASSIS

Chassis

Full carbon fibre composite monocoque

Front suspension

Composite pushrods activating chassis mounted Jordan Penske dampers and torsion bars, unequal length composite aerodynamic wishbones, front anti-roll bar and cast uprights.

Rear suspension

Composite pushrods activating gearbox mounted Jordan Penske dampers, unequal length composite aerodynamic wishbones, and cast uprights.

Transmission

In-house Jordan Grand Prix design. 7-speed + reverse longitudinal gearbox with electrohydraulic sequential gear change

Wheel base More than 3000mm

Front track 1480mm

Rear track 1418mm

Overall height 950mm

Overall length 4685mm

Overall weight 601kg with driver

Clutch Triple plate Jordan / AP racing clutch

Wheels Forged BBS wheels to Jordan GP specification

Fuel tank capacity Over 95 kg

ENGINE

Designation: RVX-05

Number of Cylinders: 10

Capacity: 2998cc

Horsepower: More than 900bhp

Revolutions: Approx. 19,000rpm

Valva actuation: Pneumatic

Throttle actuation: Hydraulic

Spark Plugs: DENSO

JORDAN

GRAND PRIX

2005 FIA FORMULA ONE WORLD CHAMPIONSHIP

6 March
Australia, Melbourne

20 March
Malaysia, Sepang

03 April
Bahrain, Sakhir

24 April
San Marino, Imola

08 May
Spain, Barcelona

22 May
Monaco, Monte Carlo

29 May
Europe, Nurburgring

12 June
Canada, Montreal

19 June
USA, Indianapolis

03 July
France, Magny Cours

10 July
Great Britain, Silverstone

24 July
Germany, Hockenheim

31 July
Hungary, Hungaroring

21 August
Turkey, Istanbul

04 September
Italy, Monza

11 September
Belgium, Spa-Francorchamps

25 September
Brazil, Interlagos

09 October
Japan, Suzuka

16 October
China, Shanghai