



KONICA MINOLTA



JORDAN TAYLOR

Driver Bio

Jordan Taylor began racing the series now known as the IMSA WeatherTech SportsCar Championship in 2014 at the ripe, young age of 22, but he already was the proud holder of one of sports car racing's most coveted driver championships, clinched in 2013 alongside then-full-time co-driver and veteran Italian Max "The Ax" Angelelli in the No. 10 prototype for his father's Wayne Taylor Racing (WTR) team.

The 2013 season was Jordan Taylor's first full-time campaign behind the wheel of a prototype, and the younger brother of Ricky Taylor certainly showed the family's racing bloodlines run incredibly deep. Jordan Taylor took over for his older brother, who left WTR after a three-year stint alongside Angelelli that netted an impressive seven wins and 10 pole positions for a one-year stint with the No. 90 Spirit of Daytona Corvette DP team.

Jordan Taylor more than picked up where his older brother left off, opening with a solid runner-up finish at the prestigious Rolex 24 At Daytona, a front-row starting spot in his very first qualifying effort the very next race at Circuit of the Americas in Austin, Texas, and then victory in just his third race with the team at Barber Motorsports Park in Birmingham, Alabama. Taylor's first career DP pole came two races later on the Belle Isle street course in downtown Detroit, followed the next day by a resounding victory in the Chevrolet-sponsored street event.

As the 2013 season began winding down, the team made a gutsy decision to move the young but already successful Taylor from his role as qualifying driver and race starter to race finisher in the August race at Kansas Speedway in Kansas City. To no one's surprise, he put on an epic display of driving talent in holding off Scott Pruett, arguably the most prolific American sports car racer, for the final hour of the race en route to the team's third win of the season. Taylor then closed the deal in similar fashion at the next and final two events of the season with victories at Mazda Raceway Laguna Seca near Monterey, Calif., and Lime Rock Park in Lakeville, Conn.

That clinched the final GRAND-AM Rolex Sports Car Series driver championship for Taylor and Angelelli, and all eyes were immediately cast forward to the 2014 debut of the newly merged Rolex Series and the American Le Mans Series. Older brother Ricky returned to become his full-time co-driver for 2014 while Angelelli stepped aside to be the third driver for the endurance events at Daytona, Sebring, Watkins Glen and Road Atlanta.

In his first three seasons co-driving with his older brother full-time in 2014, 2015 and 2016, Taylor netted seven victories, 18 podium finishes and combined for four pole positions.

Prior to the momentous 2013 season, Taylor had spent the previous several seasons competing in some of the world's most prestigious endurance races, gathering a wealth of experience while co-driving with and against legendary names in the sport.

While his older brother Ricky co-drove with Angelelli from 2010 through 2012, Taylor was making quite a name by showcasing his abilities with a mixed bag of Daytona Prototype- and GT-class teams in the Rolex Series.

He scored a pair of GT victories and seven podium finishes the past three seasons, qualified on the pole six times and came a mere two points from winning the Rolex Series GT driver championship in 2011. He also earned a high-profile ride with the Chevrolet factory Corvette Racing team at the 12 Hours of Sebring, 24 Hours of Le Mans and the Petit Le Mans at Road Atlanta in 2012, a role he was asked to fill once again in 2013 in addition to his highly anticipated opportunity in the No. 10 Velocity Worldwide Corvette DP for Wayne Taylor Racing.

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“It was really cool, and I was obviously excited to join the team, drive with Max, be with my dad around the racetrack,” said Taylor, who co-drove to runner-up finishes at Sebring and Road Atlanta and a top-five finish at Le Mans in 2012. “I was always a little hesitant to want to drive with my dad just for that logo on a driver, that he’s just driving for his dad’s team and looks like he’s just been given this opportunity. But when you look at it from the inside, my dad has this team that has won races. It was capable of winning a championship, has a great teammate in Max, great crew guys and everything, and we ended up making the most of that opportunity? You can’t pass up the chance to go to a place where you’re going to be in a good environment, where everyone is willing to help and teach you, to help you move along in your career.”

After the successful precedent set by older brother Ricky the previous three seasons, Taylor proved to be the latest chip off the block in helping maintain the team’s race-winning and championship-contending ways. His brother also gave him plenty of tips about driving for a family team.

“Yeah, he actually warned me about driving for dad a little bit,” Taylor said with a laugh. “I know I need to be ready about two hours before I need to get into the car or dad will start yelling. Seriously, though, he’s always said good things about the team. He’s gotten closer to my dad because he spends those really up-and-down times that you have in racing, those highs and lows, he’s spent them all with my dad on the pit box and on the radio. They’ve gone through a lot together.”

“I’m sure we’ll be going through a lot of the same things, whether we’re winning, or having bad races that are bound to happen at some point. You go through those highs and lows. It’s cool to experience those things with your family. Now it’s my turn to go through the same thing.”

Although he has spent the bulk of the previous three seasons racing GT cars in the Rolex Series and the American Le Mans Series, Jordan Taylor arrived for the 2013 season feeling more than ready to handle and excel in the bigger, more powerful Daytona Prototypes.

“I was always proud to be a GT driver because I think people like to go to the prototypes because they’re the faster cars and maybe their egos are a little bit bigger when they’re in the faster car,” said Taylor, whose GT-class wins came at Virginia International Raceway in Alton in 2011 and on Detroit’s Belle Isle street course in 2012. “I always loved racing in GT. I always respected the cars, drivers and teams. I always felt everyone on the outside didn’t respect them as much because it was a slower class.”

“I was certainly excited to go to DP. It was the top class in GRAND-AM, and it was cool to go for overall wins, which I hadn’t been able to go for in my career to that point. Going to a new team with my family; Max, who is like a brother to me – it was just a great experience every way.”

Although Taylor had 10 previous outings in Daytona Prototype equipment entering the 2013 season, nine of those came with the upstart Beyer Racing team in 2008 and 2009. But he also enjoyed an all-important guest ride in the No. 5 Action Express Racing Corvette DP in the August 2012 sprint race at Watkins Glen (N.Y.) International to give him a taste for things to come in 2013.

“The biggest thing was learning of downforce of the DP, the capabilities that came with that,” Taylor said. “I had driven the Action Express Corvette at Watkins Glen, so that gave me an idea what it was going to be like. Going from GT to DP was more a matter of looking out the front of the car than having one eye in the mirror. I was able to keep my eyes out the front windshield just because I didn’t have cars driving by me on the straights. It was something new, but it was just another challenge, another thing to learn. I was finally with Max and my dad – mentors I’ve had all the way through my career, so it was more and more a matter of learning from their experiences.”

Another new wrinkle for 2013 was competing head-to-head against his older brother in similar equipment on a regular basis for the first time since their childhood years in go-karts.

“That meant some awkward dinners at the house,” Taylor said, again with a laugh. “I didn’t think it would be too much different. We always wanted to help each other and move forward together. Now that we’re driving together full-time in 2014, we can actually share every bit of information that the engineers have for us, or that the data guys or our teammates are giving us because we’re on the same team. We’re able to tell each other those little things we used to be able to tell each other in years past. It’s all good.”

Among his most noteworthy races the past couple of seasons were the 2014 Rolex 24, which featured the celebrated last hurrah as a driver for Wayne Taylor that ended with a solid runner-up finish for the Taylor brothers, their father and Angelelli.

The 2014 season also ended in an emotional way as the Taylor brothers and Angelelli co-drove to victory in the Petit Le Mans at Road Atlanta 16 years after Wayne Taylor's victory in the very first Petit Le Mans.

In June 2015, Taylor followed up his runner-up finish in the previous year's runner-up finish at the prestigious 24 Hours of Le Mans with a victory for the factory Corvette Racing team.

The 2016 IMSA WeatherTech SportsCar Championship victories came on the streets of Long Beach, California and Detroit, and at the Circuit of the Americas in Austin, Texas.

The 2017 season opened with career milestone wins as the Taylor brothers debuted the all-new No. 10 Konica Minolta Cadillac DPi-V.R with back-to-back resounding victories at the season-opening Rolex 24 At Daytona and the Mobil 1 Twelve Hours of Sebring. The Daytona win was with co-drivers Angelelli in his last career race and four-time NASCAR Cup Series champion Jeff Gordon. The Sebring win came with new third driver Alex Lynn of Great Britain.

Taylor is single and lives in Apopka, Florida. He continues to pursue his business marketing degree at the University of Central Florida.