

GRAN PREMIO

STORICO



D'ITALIA

MUGELLO



PROGRAMME
02-03-04
OTTOBRE 2026

MUGELLO
CIRCUIT

OFFICIAL TIMEKEEPER


BAUME & MERCIER
MAISON FONDÉE EN 1830

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G R E A T E S T HITS

MUSIC LEGENDS
AND THEIR FERRARIS



FEBRUARY 18TH 2026 — 2027

MUSEO
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MODENA

Publisher / Publishing Director

Laurent Vallery-Masson

Event Director

Antonio Canu

Deputy Event Director

Laurent Lambert

Event Technical Delegate

Giuseppe Martorana

Deputy Event Technical Delegate

Mathieu Maccolini

Chairwoman of the Stewards'

Panel 1-A

Patricia Desmots

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Panel 1-B

Marc Van Geel

Chairwoman of the Stewards'

Panel 2

Maryvonne Le Turdu

Editor-in-Chief

Geoffroy Barre

Julien Hergault

Art Direction

Classic Media

Graphic Design Studio

Cécile Chatelin – Point de vue

Cover Illustration

Marie Oudon Illustration

Publisher

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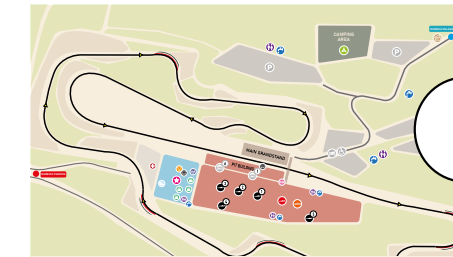
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Table of contents photo credits, from top to bottom:
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EDITORIAL 4



6

MUGELLO CIRCUIT MAP

TIMETABLE

9



10

OFF-TRACK ACTIVITIES

MUGELLO CIRCUIT
*a long road
through history*

12



14

SCUDERIA FERRARI - F1
GOLDEN AGE 1996-2006

1996-2006 - DECADE

16



20

RACING SERIES

EDITORIAL



LAURENT VALLERY-MASSON

HVM RACING CEO / GPSI Promoter and Organiser

Bringing the Gran Premio Storico d'Italia to life represents far more than the creation of a new event for HVM Racing. It is an ambition to revive, at Mugello, the full richness of automotive heritage, with a particular focus on the legacy of the Scuderia Ferrari.

Together with the Mugello Circuit, in collaboration with Ferrari and under the auspices of the ACI, we aim to establish a must-attend international event. More than 300 cars, including around one hundred Formula 1 cars, will retrace over half a century of history, with a special tribute to the 1996-2006 period, one of the Scuderia's most glorious eras.

Our priority is to offer a unique, popular and accessible spectacle, bringing the public as close as possible to the cars and the people behind them.

For HVM Racing, this project marks a new milestone: bringing the experience gained through more than one hundred events to an international audience.

Finally, I would like to thank our main partners: KENNOL, Baume & Mercier, Stand 21, Dodici Cilindri and CoverCar. ■

ANTONELLO COLETTA

Head of Endurance and Corse Clienti

The Gran Premio Storico d'Italia represents a unique and invaluable opportunity to celebrate and experience the rich heritage of motor racing, a sporting tradition that has inspired and captivated millions of enthusiasts around the world. Having had the privilege of attending the Grand Prix de France Historique at the Paul Ricard Circuit, I have personally experienced the profound emotion of witnessing some of the most iconic single-seaters and prototype racing cars ever built, while also meeting the remarkable men and women whose achievements helped shape some of motorsport's most celebrated chapters.

The decision to establish the Mugello International Circuit as the Italian home of this prestigious event is, in my view, a significant accomplishment for our country and for the preservation of our sporting heritage. I am particularly proud that Italian fans will have the opportunity to enjoy such an extraordinary celebration of motorsport history, made even more meaningful by the tribute to the decade that saw Scuderia Ferrari and Michael Schumacher rise to prominence together, forging a partnership that became a benchmark of excellence and a symbol of success throughout the sporting world. ■



PAOLO POLI

CEO & Managing Director Mugello Circuit S.p.A.

It is an honour to host the first edition of the Gran Premio Storico d'Italia at Mugello Circuit. The fact that we have been chosen to host this prestigious event confirms the importance of our facility on an international scale. The weekend program is particularly rich and designed to actively engage spectators, with special attention given to celebrating a vital period in the history of Scuderia Ferrari: the 1996-2006 decade, during which Ferrari achieved 87 victories, 5 drivers' world titles, and 6 constructors' titles. Owned by Ferrari since 1988, the 5.245 km Tuscan track played a crucial role in developing the Prancing Horse's single-seaters as testing ground during the years of Michael Schumacher, Eddie Irvine, Rubens Barrichello, and Felipe Massa. Today, the Mugello Circuit still hosts Formula 1 testing sessions, alongside national and international car races. As the home of the Italian motorcycle Grand Prix (MotoGP) since 1994, with the first MotoGP round hosted here in 1976, the Tuscan track is the perfect location to pay tribute to this heritage within an innovative infrastructure. ■



GERONIMO LA RUSSA

President of the Automobile Club of Italy (ACI)

With the first edition of the Gran Premio Storico d'Italia, we are celebrating the most precious heritage of our motorsport: its history. Bringing these cars to Mugello, with a strong focus on Formula 1, means bringing the living memory of motor racing back to life on track. And, moreover, it is a celebration of a legendary decade for Ferrari, from 1996 to 2006, marked by victories and Drivers' and Constructors' titles. Hearing the sound of those iconic single-seaters again will be a unique emotion. I would like to thank Ferrari for its important contribution to an event that brings together sport, passion and culture. ■





FRIDAY 02 OCTOBER

8:30	8:50	Single-seaters without wing	PRIVATE PRACTICE	13:45	14:05	Historic F3 1000cc + F. Ford	QUALIFYING
9:00	9:20	F2-F3 Classic Interseries	PRIVATE PRACTICE	14:15	14:35	F3 Classic Interseries	QUALIFYING
9:30	10:00	BOSS GP	FREE PRACTICE	14:50	15:20	BOSS GP	QUALIFYING
10:10	10:30	Single-seaters without wing	PRIVATE PRACTICE	15:35	16:00	Historic Formula Junior: Lurani Trophy	QUALIFYING
10:40	11:05	Masters Racing Legends F1	FREE PRACTICE	16:15	16:40	Masters Racing Legends F1	QUALIFYING
11:15	11:35	F2-F3 Classic Interseries	PRIVATE PRACTICE	16:50	17:05	Single-seaters > 2L + F1	DEMONSTRATION
11:45	12:15	Masters Endurance Legends 1-2	FREE PRACTICE	17:15	17:35	F2 Classic Interseries	QUALIFYING
12:15	13:15	TRACK BREAK		17:50	18:10	HGPCA pre-66 F1 - Rear Engine	QUALIFYING
13:15	13:35	HGPCA pre-66 F1 - Front Engine	QUALIFYING	18:25	18:55	Masters Endurance Legends 1-2	QUALIFYING

SATURDAY 03 OCTOBER

8:45	9:05	Historic F3 1000cc + F. Ford	RACE 1
9:25	9:45	HGPCA pre-66 F1 - Front Engine	RACE 1
9:55	10:15	Single-seaters > 2L + F1	DEMONSTRATION
10:30	10:55	Historic Formula Junior: Lurani Trophy	RACE 1
11:10	11:25	F2 Classic Interseries	GRID WALK
11:35	12:00	F2 Classic Interseries	RACE 1
12:28	12:50	BOSS GP	RACE 1
13:05	13:20	Ferrari Owners Club Italia Parade	
13:30	14:10	Scuderia Ferrari - Golden Age: 1996-2006	DEMONSTRATION
14:20	14:40	Masters Racing Legends F1	GRID WALK
14:55	15:20	Masters Racing Legends F1	RACE 1
15:40	16:05	F3 Classic Interseries	RACE 1
16:15	16:35	Single-seaters > 2L + F1	DEMONSTRATION
16:55	17:15	HGPCA pre-66 F1 - Rear Engine	RACE 1
17:35	18:15	Masters Endurance Legends 1-2	RACE 1

SUNDAY 04 OCTOBER

9:00	9:25	Historic Formula Junior: Lurani Trophy	RACE 2
9:40	10:00	Single-seaters > 2L + F1	DEMONSTRATION
10:15	10:40	F2 Classic Interseries	RACE 2
11:00	11:15	HGPCA pre-66 F1 - Front Engine	GRID WALK
11:25	11:45	HGPCA pre-66 F1 - Front Engine	RACE 2
12:15	12:37	BOSS GP	RACE 2
12:55	13:15	Clubs' parade	
13:30	14:10	Scuderia Ferrari - Golden Age: 1996-2006	DEMONSTRATION
14:20	14:40	Masters Racing Legends F1	GRID WALK
14:55	15:20	Masters Racing Legends F1	RACE 2
15:35	15:55	Single-seaters > 2L + F1	DEMONSTRATION
16:10	16:35	F3 Classic Interseries	RACE 2
16:55	17:15	HGPCA pre-66 F1 - Rear Engine	RACE 2
17:30	17:50	Historic F3 1000cc + F. Ford	RACE 2
18:10	18:50	Masters Endurance Legends 1-2	RACE 2

OFF-TRACK ACTIVITIES



© Ferrari S.p.A

SATURDAY AND SUNDAY | ALL DAY

SCUDERIA FERRARI EXHIBITION THE GOLDEN AGE: 1996-2006

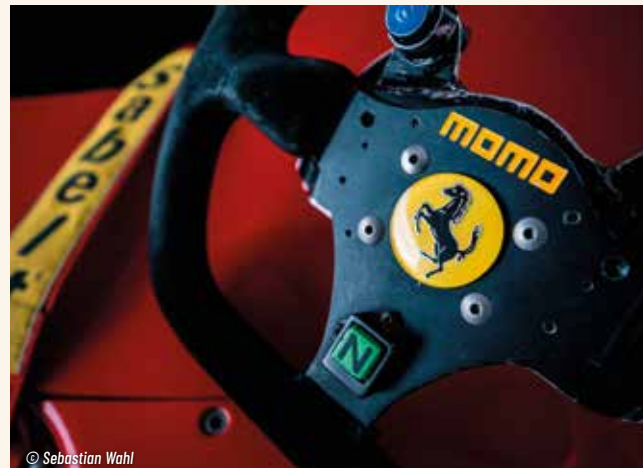
The Gran Premio Storico d'Italia invites you to relive one of the most glorious eras in the history of Scuderia Ferrari through an exceptional exhibition in the heart of the Mugello paddock, at Ferrari's own circuit, where so many of these cars were tested and developed.

Discover eleven iconic Ferrari Formula 1 single-seaters, presented side by side at the Gran Premio Storico d'Italia:

- Ferrari F310 - 1996*
- Ferrari F310B - 1997
- Ferrari F300 - 1998*
- Ferrari F399 - 1999
- Ferrari F1-2000 - 2000
- Ferrari F2001 - 2001
- Ferrari F2002 - 2002
- Ferrari F2003-GA - 2003
- Ferrari F2004 - 2004
- Ferrari F2005 - 2005
- Ferrari 248 F1 - 2006

*On display only

A twelfth car completes the line-up: the 1995 Ferrari 412 T2, the last Ferrari Formula 1 car powered by a V12 engine. It marked the end of an era at Maranello, just as Michael Schumacher's arrival ushered in the next. ■



© Sebastian Wahl

SATURDAY: 11:10 - F2 CLASSIC INTERSERIES | 14:20 - MASTERS RACING LEGENDS

SUNDAY: 11:00 - HGPCA | 14:20 - MASTERS RACING LEGENDS

GRID WALK: THE THRILL OF THE START

Twice a day, you are invited out onto the starting grid itself. In the final minutes before the lights go out you walk among the cars in grid order, past drivers and teams making their last preparations, with the tension rising all around you. ■



© Morgan Mathurin

SATURDAY AND SUNDAY | ALL DAY

FAN ZONE & EXHIBITORS' VILLAGE



© Alexandre Montesinos

Between sessions, the Fan Zone is the place to go. Take the wheel of the Formula 1 simulator and settle, once and for all, who in your party is quickest.

Alongside it, the Exhibitors' Village gathers traders and specialists from every corner of the motoring world, with models, books, memorabilia, clothing and parts to be found among the stands. A food court keeps everybody going from morning to evening.

And nothing on track need pass you by: every session is carried live on the giant screen at the centre of the Fan Zone, with commentary throughout the day. ■

SATURDAY AND SUNDAY | ALL DAY

A FULLY OPEN PADDOCK

Unlike most modern race meetings, the Gran Premio Storico d'Italia leaves its competitors' paddock open to the public all weekend, and no additional pass is needed.

You are free to walk among the garages and the awnings, to stand close to the cars as they are prepared, to watch the mechanics at work between sessions and to talk to the drivers and their teams. From the first engine start of the morning to the last debrief of the evening, you see a race weekend from the inside. ■

SATURDAY | 11:00 AND 15:25

SUNDAY | 11:00 AND 15:55

MEET & GREET



© DR

Don't miss the daily Meet & Greet with the Ferrari drivers in attendance. Twice a day, the drivers step out to meet the public: a rare opportunity to talk with them face to face, ask your questions and leave with your favourite drivers' autographs. ■



© Cristiano Banti

KENNOL GRAND PRIX DE FRANCE HISTORIQUE OPENS A NEW CHAPTER

After two inaugural editions at the Magny-Cours circuit, in 2017 and 2019, and six at Circuit Paul Ricard between 2021 and 2026, the KENNOL Grand Prix de France Historique is moving on. From 23 to 25 April 2027 it goes for the first time to Dijon-Prenois. Dijon opened in 1972 and held its first French Grand Prix two years later. A great many of the sport's leading names have raced there since, from Ronnie Peterson to Alain Prost, and it was at Dijon that Arnoux and Villeneuve fought the duel everybody still remembers. ■



1955: Mario Della Favera finished third in the 1955 Mugello Grand Prix at the wheel of a Ferrari 500 Mondial Scaglietti Spyder. © Mugello



MUGELLO CIRCUIT A LONG ROAD THROUGH HISTORY

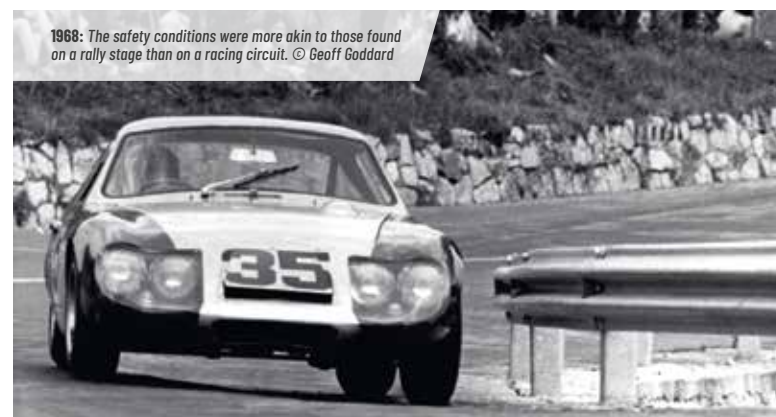
THE ORIGINAL MUGELLO CIRCUIT, A 67-KILOMETRE MOUNTAIN ROAD WITH MORE THAN 500 CORNERS, WAS ONE OF THE MOST DAUNTING CHALLENGES IN MOTORSPORT. IT INSPIRED THE MODERN CIRCUIT, BUILT IN THE 1970S AND LATER ACQUIRED BY FERRARI, WHOSE DRAMATIC ELEVATION CHANGES HAVE MADE IT A FAVOURITE AMONG MOTOGP RIDERS.

Mugello is a beautiful, hilly region of Tuscany, just north of Florence. It also holds significant historical importance as part of the Gothic Line, the last defensive barrier constructed by the German Wehrmacht in a desperate effort to stop the Allied advance through Italy during the Second World War. Today, visitors can still explore a museum dedicated to the Gothic Line in the village of Ponzalla. The region's motorsport story

began in 1914 with the Circuito Stradale del Mugello, a challenging road circuit that traversed three Apennine passes: Gigo, Futa and Raticosa. Although rural roads were generally in poor condition at the time, these passes offered remarkably good surfaces thanks to their importance as key regional links. While its length was comparable to that of the 72-kilometre Piccolo Circuito delle Madonie, home to the renowned Targa Florio, Mugello featured greater changes in elevation and was arguably even

more demanding, as confirmed by the drivers who competed there. The official presentation of the circuit emphasised its exceptional

difficulty: 'Over 500 corners per lap, with a total elevation change exceeding 11,000 metres, equivalent to climbing both Mount Everest and the Stelvio Pass. It is, without question, the most extreme mountain race in the world.' The circuit's length demanded such a massive organisational



CIRCUITO STRADALE DEL MUGELLO



effort that, even by the safety standards of the time, more than 1,000 people had to be deployed to manage the event. There were 51 main marshal posts, countless additional local positions, 20 ambulances stationed along the course, and nearly 500 personnel monitoring the road, with a similar number of policemen and carabinieri

(military police) controlling the spectators. Increasing car performance made it impossible to maintain adequate safety standards. Fixed obstacles, limited run-off areas and the difficulty of controlling spectators further increased the risks. Although the cars were becoming too fast for public roads, even the sports prototypes carried out private testing ahead of the Mugello race amid normal traffic. Ultra-fast machines such as the Alfa Romeo 33, Abarth 3000, Porsche 908, Lola T70 and Ford GT40 shared the roads with Fiat 500s, horse-drawn carriages and pedestrians walking along the course. A fatal accident involving a child during practice for the 1970 event reinforced the conviction that major racing could no longer be safely held on public roads.

A MODERN CLASSIC

In 1970, the local municipalities demanded that the entire 67-kilometre circuit be fenced on both sides and that every barrier be dismantled by the morning after the race. It was an impossible task: sourcing 135 kilometres of barriers and deploying thousands of workers to remove them overnight

was simply beyond reach. And so, the Circuito Stradale del Mugello faded into history. Nevertheless, the region's passion for motorsport endured. Soon afterward, construction began on a permanent circuit near Scarperia. Completed in 1974, it quickly welcomed the particularly competitive Formula 5000 series as well as rounds of the Continental Circus, the nickname then given to the Grand Prix motorcycle world championship. The circuit, which was facing financial difficulties, was eventually purchased by Ferrari in 1988. The acquisition also carried a certain historical significance: Enzo Ferrari himself competed there in 1920 and 1922 with Isotta Fraschini and Alfa Romeo. In the 1990s, private testing was unrestricted, and Ferrari made full use of the opportunity. This was a period of rapid technological development in Formula One, particularly in the fields of electronics, semi-automatic gearboxes and active suspension systems, all of which required thousands of kilometres of track testing. It was not uncommon for Ferrari's third driver, Nicola Larini, to be circulating at Mugello while Jean Alesi and Gerhard Berger were

competing in a Grand Prix on the other side of the world. Since 1992, Mugello has hosted the MotoGP Italian Grand Prix every year except 2020, when the event was cancelled at short notice. The circuit nevertheless received an unexpected consolation when it was chosen to host the Formula One Tuscan Grand Prix on 13 September, marking Ferrari's 1,000th World Championship start. Despite concerns that its high-speed layout might hinder overtaking, the weekend produced spectacular racing throughout. Lewis Hamilton secured his 90th career victory and set a new lap record of 1 m 18.833s as Mercedes dominated proceedings. Fully operational throughout the year, the Mugello circuit is considered one of the most spectacular and rewarding circuits in the world. A lap combines heavy braking zones, technical corner sequences, and high-speed sections, highlighted by the famous Arrabbiata corners, where commitment and vehicle balance are key. Remarkably, despite numerous safety upgrades over the decades, the basic layout designed in the early 1970s has remained virtually unchanged, a testament to the quality of its original design. ■

1970: Having become too dangerous, the old track was abandoned in 1970. © Geoff Goddard



RENÉ ARNOUX

Ferrari 412 T2 – 1995

René Arnoux contested 149 Formula 1 Grands Prix between 1978 and 1989, taking seven wins and 22 podiums. He claimed his first victories with Renault before joining Ferrari in 1983, his finest season: third in the World Championship and three wins that helped the Scuderia to the Constructors' title. He remains famous for his duel with Gilles Villeneuve at Dijon-Prenois in the 1979 French GP, one of F1's greatest battles.



GERHARD BERGER

Ferrari F310B – 1997

Gerhard Berger contested 210 Formula 1 Grands Prix between 1984 and 1997, taking ten wins and 48 podiums. The Austrian raced for Ferrari in two spells, 1987–1989 and 1993–1995, finishing third in the World Championship twice. A winner with Benetton, Ferrari and McLaren, renowned for his talent, bravery and humour, he was Ayrton Senna's team-mate and close friend, and one of the finest drivers never to take the title.



MIKA SALO

Ferrari F399 – 1999

Mika Salo contested 110 Formula 1 Grands Prix, including six for Ferrari in 1999 when he replaced Michael Schumacher, injured at the British GP. The Finn excelled, taking two podiums and famously yielding victory to team-mate Eddie Irvine in Germany when the win appeared to be his. He later continued his Ferrari association in endurance racing, winning the GT2 class at Le Mans in 2008 and 2009.



STEFAN JOHANSSON

Ferrari F2001 – 2001

Stefan Johansson contested 79 Formula 1 Grands Prix between 1980 and 1991, taking 12 podiums. Called up by Ferrari in 1985 to replace René Arnoux, the Swede came close to winning at Imola before running out of fuel, and finished seventh in the World Championship. In 1986 he was fifth, often outpacing team-mate Michele Alboreto. He went on to win the 1997 24 Hours of Le Mans alongside Alboreto and Tom Kristensen.



EDDIE IRVINE

Ferrari F2003-GA – 2003

Eddie Irvine was Michael Schumacher's first team-mate at Ferrari, from 1996 to 1999. That final season proved the best of his career: the Irishman took all four of his Formula 1 victories and led the championship until the Suzuka finale, where Mika Häkkinen's McLaren beat him. In Formula 1 from 1993 to 2002 with Jordan, Ferrari and Jaguar, he stood on the podium 26 times.



ANTONIO GIOVINAZZI

Ferrari F2005 – 2005

Antonio Giovinazzi contested 62 Formula 1 Grands Prix between 2017 and 2021, including three full seasons with Alfa Romeo Racing. A former Scuderia Ferrari reserve driver, the Italian then turned to endurance racing. In 2023 he made history by winning the centenary 24 Hours of Le Mans in the Ferrari 499P with James Calado and Alessandro Pier Guidi, Maranello's first top-class win in 50 years.



NICOLA LARINI

Ferrari F1 – 2000 – 2000

Nicola Larini joined Ferrari as a test driver in 1992 and contested two Grands Prix for the Scuderia. Tasked with developing the active suspension system, the Italian was called up to replace the injured Jean Alesi for two races, including the tragic San Marino Grand Prix, which he finished an impressive second. His greatest successes came in touring cars: the 1992 Italian title, then the 1993 DTM crown with the Alfa Romeo 155 V6 TI.



GIANCARLO FISICHELLA

Ferrari F2002 – 2002

Giancarlo Fisichella contested 229 Formula 1 Grands Prix, winning three times with Jordan (2003) and Renault (2005, 2006). In 2009 he gave Force India its first pole and first podium at Spa, earning a Ferrari seat for the season's last five races in place of the injured Felipe Massa. He then shone in GT and endurance racing, winning LM GTE Pro at the 24 Hours of Le Mans in 2012 and 2014 with a Ferrari 458.



ANDREA BERTOLINI

Ferrari F2004 – 2004

Andrea Bertolini is one of Ferrari's most loyal representatives in endurance racing. A sports car test driver for the marque at just 19, he joined Corse Clienti and Maserati before becoming a Scuderia Ferrari F1 test driver in 2004. He was key to the development of the Maserati MC12, a GT benchmark that won the FIA GT Championship three times (2006, 2008, 2009), the 2010 FIA GT1 World title and GTE Am at Le Mans in 2015.



LUCA BADOER

Ferrari 248 F1 – 2006

Luca Badoer contested 49 Formula 1 Grands Prix with Scuderia Italia, Minardi and Forti. During his long tenure as Scuderia Ferrari's official test driver, the Italian played a crucial role in the development of the cars that enabled Ferrari to dominate the sport during the Schumacher era. In 2009, at the age of 38, he made an unexpected return to racing, contesting two Grands Prix for Ferrari as a replacement for the injured Felipe Massa.



SCUDERIA FERRARI - F1 GOLDEN AGE 1996-2006

GRAN PREMIO
STORICO
D'ITALIA
MUGELLO

WEEKEND | SATURDAY, OCTOBER 3, 13:30 - 14:10
EVENTS | SUNDAY, OCTOBER 4, 13:30 - 14:10

1996-2006 DECADE

1996

Maranello had been waiting 17 years for a drivers' title. Jean Todt signed Michael Schumacher and rebuilt the Scuderia around him, and the F310 gave up the historic V12 for something Ferrari had never raced: a V10, the 760bhp Tipo 046. Three wins followed. One of them, in the deluge at Barcelona, Schumacher won by 45 seconds. ● © Ferrari S.p.A

MICHAEL SCHUMACHER



Michael Schumacher won at least one race in every season from 1996 to 2006. His leanest year was 2005, when he won once, at Indianapolis. His best was 2004: 13 wins from 18 races. ● © Ferrari S.p.A



Most of his 72 wins in red came with a V10 behind him, from the F310 of 1996 to the F2005. Seven belong to the V8 era, all of them in 2006 with the 248 F1. ● © Ferrari S.p.A



Michael Schumacher's last win for Ferrari was also his last in Formula 1. Number 91 came at the 2006 Chinese Grand Prix, a few weeks after he had announced he was retiring. ● © Ferrari S.p.A



1997

The front of a Williams, the middle of a Benetton, the back of a 412 T2: John Barnard's F310B was an assembly, and it understeered stubbornly. Schumacher won five times in it even so, and arrived at Jerez leading the championship, until one move too many on Villeneuve had him struck out of the standings altogether. Behind the scenes, Ross Brawn and Rory Byrne, both newly poached from Benetton, were already preparing the reply. ● © Ferrari S.p.A



STATISTICS 1996-2006

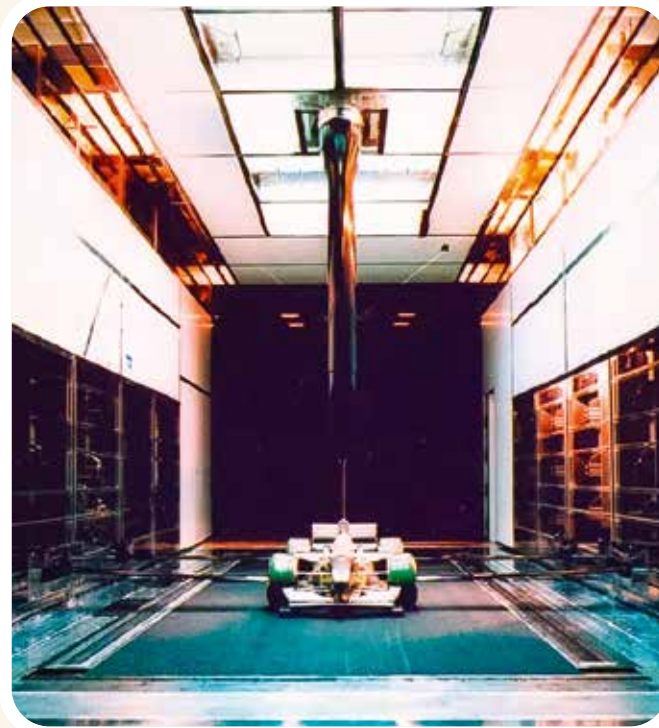
5
Drivers' titles
(2000-2004)

6
Constructors' titles
(1999-2004)

87
victories

72
pole positions

203
podiums



1998

'We have everything we need to become world champions,' Luca di Montezemolo announced as he unveiled the F300, the first Ferrari of the Brawn-Byrne partnership. Six wins against the McLaren-Mercedes armada, and then it ended at Suzuka: engine stalled on the grid, a furious charge from the back of the field, a tyre gone. Häkkinen took the title. ● © Ferrari S.p.A



1999

The F399 carried over not one component from the F300, and its 048 V10 went past 800bhp. The season turned at Silverstone, where Schumacher broke his leg. Eddie Irvine, the wingman, became the contender: four wins, and two points short of Häkkinen at the end. The consolation was considerable, a first constructors' title since 1983. The first barrier had fallen. ● © Ferrari S.p.A



EDDIE IRVINE

In four seasons alongside each other, Irvine finished ahead of Schumacher in the championship twice. In 1999, on the strength of those four wins; and in 1997, when the German was thrown out of the standings and lost every point, having deliberately driven into Jacques Villeneuve in the last race of the year, at Jerez. Here we see Eddie Irvine during his very first Grand Prix with Ferrari, in Australia, in 1996. ● © Ferrari S.p.A



Jordan, Ferrari, then Jaguar: Eddie Irvine only ever won during his Scuderia years, and all four wins came in 1999, his fourth and last season with the team. He took the opening race in Australia, then Austria, Germany and finally Malaysia. ● © Ferrari S.p.A



FERRARI DRIVER STATISTICS

MICHAEL SCHUMACHER
1996-2006
180 Grands Prix
72 victories

EDDIE IRVINE
1996-1999
65 Grands Prix,
4 victories

MIKA SALO
1999
6 Grands Prix,
no victories

RUBENS BARRICHELLO
2000-2005
101 Grands Prix,
9 victories

FELIPE MASSA
2006-2013
139 Grands Prix,
11 victories





2001

A drooping nose borrowed from McLaren, a V10 lightened so that ballast could go where it mattered, Bridgestone as its ally in the tyre war: the F2001 settled the argument. The title was done by Hungary in mid-August, with 123 points, a record at the time. And at Spa a 52nd win took Schumacher past Alain Prost's record. He had equalled Prost's four titles along the way. ● © Ferrari S.p.A

MIKA SALO



Schumacher won only twice in 1999, at Imola and Monaco. On 11 July he broke his right leg badly at Silverstone, tibia and fibula, and Ferrari needed a substitute. The job did not go to the test driver, Luca Badoer. It went to Mika Salo. ● © Ferrari S.p.A



Of his six races for the Scuderia, two ended on the podium: second in Germany, third in Italy. They were the only podiums of his Formula 1 career, which is hard on a driver who had shown a great deal at Tyrrell and, after Ferrari, at Sauber and Toyota. ● © Ferrari S.p.A



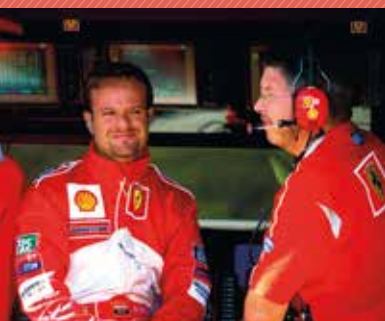
2003

The year it all wobbled. Räikkönen and Montoya pushed the F2003-GA, named for Gianni Agnelli, to the end of its resources. At Suzuka, on the evening of the last race, two points were enough: a sixth title, and Fangio's record, untouched since 1957, finally went. ● © Ferrari S.p.A

RUBENS BARRICHELLO



Rubens Barrichello's first win came in a Ferrari, and you may well remember the race. At Hockenheim in 2000 he started from the back after a technical problem in qualifying. The charge through the field was extraordinary, helped by a safety car when a protester walked on to the track. Rain arrived towards the end and he stayed on slicks. It was his 128th start, and at that point nobody had waited longer for a first win. ● © Ferrari S.p.A



Six seasons, nine wins and 102 races for Ferrari put Barrichello in a very small club: drivers with more than a hundred starts for the marque. The others are Michael Schumacher on 180, Charles Leclerc on 161 and still counting, Kimi Räikkönen on 151, then Felipe Massa and Sebastian Vettel on 140 and 118. ● © Ferrari S.p.A



2002

'The best Ferrari of all time,' Ross Brawn ventured, so finely made that it was judged too fragile to start the season. Once it was let out, the F2002 turned the year into something close to an insult: 17 podiums from 17 races for Schumacher, 11 wins, the title settled at Magny-Cours in July, and 221 points for the Scuderia. ● © Ferrari S.p.A



2004

The summit of the red era: 13 wins from 18 grands prix for Schumacher, 12 of them in the first 13; 15 for the Scuderia; a seventh drivers' title, the fifth in a row; a 14th constructors' title, the sixth in a row. Domination so complete that it turns abstract. ● © Ferrari S.p.A



2006

The last fight. Felipe Massa replaced Barrichello, the win at Imola brought back a team Renault had been beating, and the ban on mass dampers changed the arithmetic again. Massa even took his first win, at Istanbul. Leading the championship with two races to go, Schumacher watched his engine let go at Suzuka, the first in six years. An eighth title went to Alonso instead. Schumacher left with 72 wins in red. ● © Ferrari S.p.A

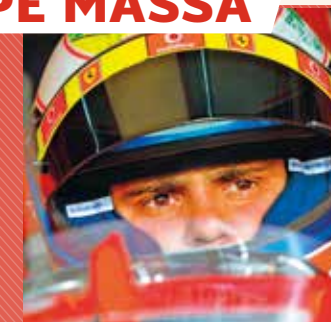


2005

The death knell for the red years. Disarmed by the ban on changing tyres during a race, the Scuderia showed itself once: a one-two at Indianapolis, in a ghost of a grand prix run by six cars after the 14 Michelin runners withdrew at the end of the formation lap. A cruel emblem for a season best forgotten. ● © Ferrari S.p.A

FELIPE MASSA

Eleven wins for Ferrari is a figure Felipe Massa shares with Fernando Alonso, the two of them level in the marque's order of merit, with Schumacher a long way above everybody. Niki Lauda is second on 15, one more than Sebastian Vettel and two more than Alberto Ascari. ● © Ferrari S.p.A



Like Eddie Irvine, Massa won everything he won in a Ferrari. The 11 are spread over three seasons, and one race clearly suited him: Turkey, which he took in 2006, 2007 and 2008. The two that must matter most to him, though, are the ones he won at Interlagos in front of his own crowd, in 2006 and 2008. ● © Ferrari S.p.A



MICHAEL SCHUMACHER



EDDIE IRVINE



MIKA SALO



RUBENS BARRICHELLO



FELIPE MASSA





HISTORIC GRAND PRIX CARS ASSOCIATION

Formula One pre-1966

The grid revisits the heady days when racing cars were defined by national colours and pride rather than sponsorship deals. Great rivalries shaped the early years of F1, from its inception in 1950 through the 2.5-litre era, which witnessed the emergence of innovative rear-engined chassis, to the exquisite 1.5-litre "cigar tubes" of 1961-65. The HGPCA series celebrates the courage of drivers such as Giuseppe Farina, Alberto Ascari, Juan Manuel Fangio, Jack Brabham and Jim Clark among many others.

4 × 20-MINUTE RACES

- SATURDAY AT 9:25 | FRONT ENGINE
- SATURDAY AT 16:55 | REAR ENGINE
- SUNDAY AT 11:25 | FRONT ENGINE
- SUNDAY AT 16:55 | REAR ENGINE



© Silverstone Circuit



© Masters Historic Racing

MASTERS RACING LEGENDS

F1 from 1966 to 1985

By focusing on Formula 1 cars powered by 3-litre engines from 1966 to 1985, the series takes us back to an era when the power of the Cosworth DFV and creative design could win races. From the mid-1960s 'rolling cigars' to the flat-bottomed cars, via the formidable ground-effect machines, the appearance of these single-seaters never ceases to amaze us. An exhilarating category in which cars must compete in their original liveries, delivering an exceptional visual and acoustic spectacle.

2 × 25-MINUTE RACES

- SATURDAY AT 14:55
- SUNDAY AT 14:55



© Masters Historic Racing





BOSS GP

F1, IndyCar, World Series 3.5 1990s-2000s

If you love the raw sound of naturally aspirated engines, the free-revving V8s and V10s untouched by modern filters, this is the series for you. The term "BOSS" stands for Big Open Single-Seaters, meaning that only high-horsepower single-seaters are eligible to compete. Quite simply, this is the fastest racing series in Europe. Alongside former Formula 1 machinery, the series also welcomes cars from Formula 2, IndyCar, the World Series by Renault, and AIGP.

2 x 22-MINUTE RACES

- SATURDAY AT 12:28
- SUNDAY AT 12:15



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HISTORIC F. JUNIOR LURANI TROPHY



Formula Junior from 1958 to 1963

In 1958, the Italian Count Johnny Lurani created a starter formula using inexpensive mechanical components sourced from production cars. Three years later, races were held every weekend across five continents, and it had become the direct feeder formula to F1, helping launch drivers such as Jim Clark, John Surtees, Denny Hulme and Jochen Rindt. Although Italian marques dominated the inaugural season, they were soon eclipsed by British constructors.

2 x 25-MINUTE RACES

- SATURDAY AT 10:30
- SUNDAY AT 9:00

© Historic Formula Junior

HISTORIC F3 1000CC & F. FORD



Formula 3 from 1964 to 1970

More than 1,000 of these F3 were built during the 1960s by manufacturers including Brabham, Lotus, Chevron and March. They earned the nickname 'Screamers' for the sound their engines produced at 10,000 rpm. The category became the proving ground for future stars such as Stewart, Hunt, Lauda and Fittipaldi. Formula Ford embodied the same spirit: a cost-effective yet competitive category with no standardisation, giving engineers the opportunity to demonstrate their abilities.

2 x 20-MINUTE RACES

- SATURDAY AT 8:45
- SUNDAY AT 17:30



© Historic F3

F2 CLASSIC INTERSERIES



© Alexandre Montesinos

Formula 2 from 1967 to 1978

In the 1960s and 1970s, Formula 1's traditional feeder series was not a one-make championship but an open category in which the finest specialist constructors competed against one another: Brabham, Chevron, Lola, March, Martini and others. Powered first by 1.6-litre engines and later by 2-litre units, these lightweight 500 kg single-seaters provided a proving ground for future stars such as Bruno Giacomelli, Jacky Ickx, Jean-Pierre Beltoise, Jean-Pierre Jabouille and René Arnoux.

2 x 11-LAP RACES

- SATURDAY AT 11:35
- SUNDAY AT 10:15

F3 CLASSIC INTERSERIES



Formula 3 from 1971 to 1984

All the young talents who came through Formula 3 in the 1970s and 1980s dreamed of winning at Monaco under the watchful eyes of Formula 1 team principals. The unofficial rule was that the winner would move straight to F1 the following year, without going through F2. The roll of honour includes Emanuele Pirro, Michele Alboreto, Pierluigi Martini, Ivan Capelli, Mauro Baldi, Riccardo Patrese, Ayrton Senna. The cars, including Martini, Chevron, March and Ralt models, have been restored in their original liveries.

2 x 10-LAP RACES

- SATURDAY AT 15:40
- SUNDAY AT 16:10



© WPM Racing





© Masters Historic Racing

★★★★★
masters House of icons

MASTERS ENDURANCE LEGENDS

Prototypes and GT Cars from 1995 to 2019

The series brings together some of the cars most loved by Millennials and Gen Z, and with good reason: they have driven every one of them on a simulator. The race takes place at sunset, evoking some of the most memorable scenes from the 24 Hours of Le Mans. As at Le Mans, prototypes and GT cars share the track. The fastest machines are the LMP1s – from Lola, Peugeot and Zytek – but true enthusiasts always keep a close eye on the GT battle, featuring the Aston Martin Vantage, Bentley Continental and Ferrari 458.

2 × 40-MINUTE RACES

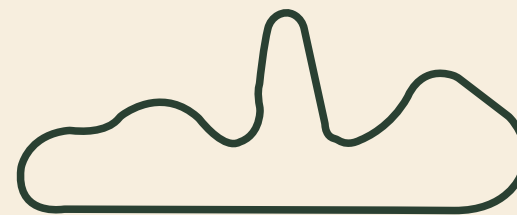
- SATURDAY AT 17:35
- SUNDAY AT 18:10



© Masters Historic Racing

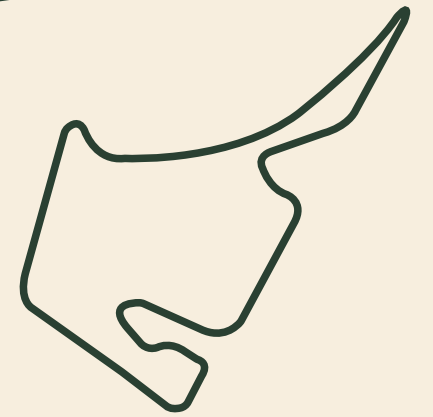
2027 INTERNATIONAL EVENTS CALENDAR

HVM
Racing



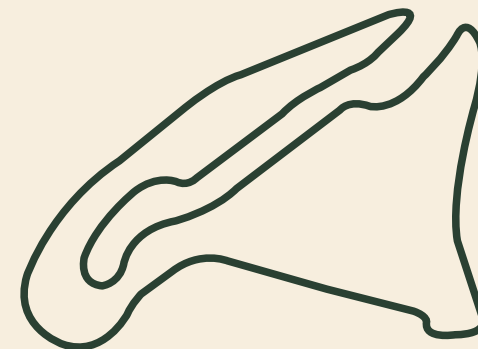
APRIL
23rd - 25th

KENNOL Grand Prix de France Historique*
Circuit de Dijon-Prenois ●●



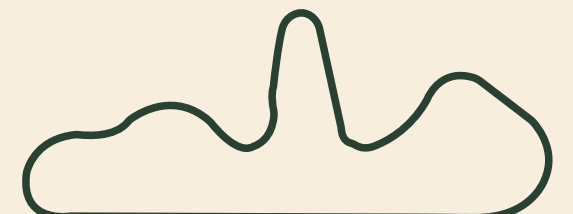
MAY
7th - 9th

Jim Clark Revival
Hockenheimring ●



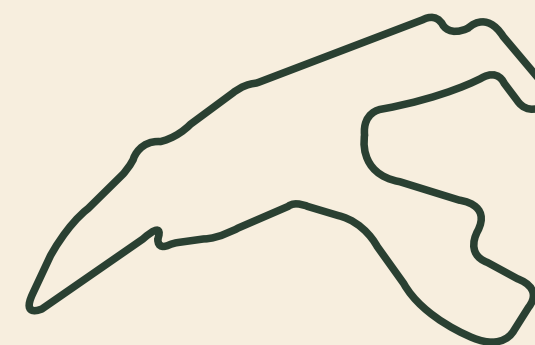
JUNE
18th - 20th

Magny-Cours
Circuit de Nevers Magny-Cours ●●



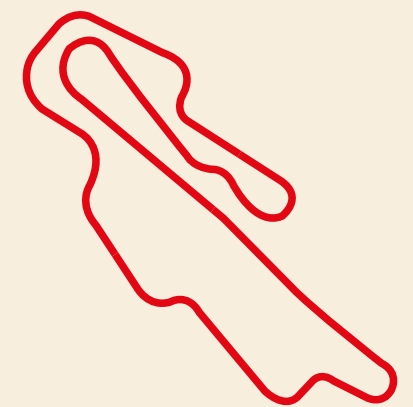
SEPTEMBER
10th - 12th

Dijon Motors Cup
Circuit de Dijon-Prenois ●



SEPTEMBER
24th - 26th

Spa Six Hours
Circuit de Spa-Francorchamps ●



OCTOBER
15th - 17th

Gran Premio Storico d'Italia
Autodromo Internazionale del Mugello ●●

● F2 - F3 CLASSIC INTERSERIES

● 200KM

● ENDURANCE RACE

*subject to later amendments



**GRAN PREMIO
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KENNOL ULTIMA

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 Créée il y a 30 ans, KENNOL est littéralement née sur la piste. En effet, la marque teste ses produits en compétition, avant de les industrialiser pour le marché. Ce processus est la garantie que chaque produit vendu aura les qualités nécessaires pour protéger et libérer le moteur des véhicules de série. Distribuée dans plus de 70 pays, la marque Made in France est désormais reconnue par les professionnels et les particuliers pour la haute qualité de ses produits et services.

Le Grand Prix Historique d'Italie 2026 vous permettra de découvrir les nouveaux véhicules du KENNOL Racing Team, au milieu d'un plateau incroyable !

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Il Gran Premio Storico d'Italia 2026 vi permetterà di scoprire le nuove vetture del KENNOL Racing Team, in mezzo a una schiera incredibile di partecipanti!

Eredità. Passione. Performance.

