



FORMULA 1 • PIRELLI

GRAN PREMIO D'ITALIA

2026

04-06 SEPTEMBER

MONZA



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FORMULA 1 PIRELLI
GRAN PREMIO D'ITALIA 2026
MONZA 04-06 SEPTEMBER



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GRAN PREMIO D'ITALIA

2026





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FORMULA 1 PIRELLI
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TIMETABLE*
THURSDAY, September 3rd

06:42	SUNRISE			
07:30	TEAM CURFEW ENDS (STARTED 18:30 WEDNESDAY)			
09:00	11:45	FORMULA 1	TRACK	TRACK OPEN TO F1 PASS HOLDERS
12:00	15:00	FORMULA 1	TRACK	TRACK CLOSED, FIA/F3 SYSTEMS CHECKS. TRACK ACCESS FOR FIA/F3 ONLY
12:30	13:00	PROMOTER ACTIVITY	ONLINE MEETING	SECURITY BRIEFING
13:15	13:45	FIA FORMULA 2	TRACK	F2 SYSTEMS CHECKS
13:30	14:30	FORMULA 1	PRESS CONFERENCE ROOM	DRIVERS' PRESS CONFERENCE
13:45	14:00	FIA	TRACK	TRACK INSPECTION - TRACK COMPLETELY CLEAR
14:00	15:00	FIA	TRACK	HIGH SPEED TRACK TEST - FIA SAFETY, MEDICAL CARS & F1, F2 & F3 STEWARDS' FAMILIARISATION
15:00	15:30	FORMULA 1	TRACK	FORMULA 1 PIRELLI HOT LAPS
15:30	15:45	FORMULA 1	TRACK	HISTORIC F1 CARS DEMONSTRATION (HIGH SPEED)
15:55	TRACK OPEN TO F1 PASS HOLDERS			
16:00	18:00	F1 EXPERIENCES	TRACK	F1 EXPERIENCES 'LIVE' SET UP
17:00	17:30	FIA FORMULA 2	DRIVERS' BRIEFING ROOM	TEAM MANAGERS' & DRIVERS' MEETING
17:00	18:00	F1 EXPERIENCES	PIT LANE	F1 EXPERIENCES PIT LANE WALK
17:30	18:00	FIA FORMULA 3	DRIVERS' BRIEFING ROOM	TEAM MANAGERS' & DRIVERS' MEETING
18:00	20:00	F1 EXPERIENCES	TRACK	F1 EXPERIENCES 'LIVE'
18:30	TEAM CURFEW STARTS			
18:30	19:00	PORSCHE MOBIL 1 SUPERCUP	PWSC PADDOCK	EXTRICATION EXERCISE
19:00	22:00	FORMULA 1	TRACK	BARILLA GRID DINNER
20:03	SUNSET			

FRIDAY, September 4th

06:43	SUNRISE			
07:35	07:45	FIA	TRACK	MEDICAL INSPECTION
07:45	08:00	FIA	TRACK	TRACK INSPECTION & SAFETY CAR TEST
08:00	08:15	FIA	TRACK	MEDICAL INTERVENTION EXERCISE
08:30	TEAM CURFEW ENDS			
08:35	09:20 ¹	FIA FORMULA 3	TRACK	PRACTICE SESSION
09:30	09:45	FORMULA 1	TRACK	LV PARADE - HIGH SPEED
09:30	10:30	FORMULA 1	DRIVERS' BRIEFING ROOM	TEAM MANAGERS' MEETING
10:00	10:45 ¹	FIA FORMULA 2	TRACK	PRACTICE SESSION
10:55	11:25	PADDOCK CLUB	TRACK	PADDOCK CLUB TRACK TOUR
11:00	12:00	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT LANE WALK
11:00	12:00	FIA	PIT LANE	F1 CAR PRESENTATION
11:25	12:00	FORMULA 1	TRACK	FORMULA 1 PIRELLI HOT LAPS
12:10	12:20	FIA	TRACK	TRACK INSPECTION
12:30	13:30 ¹	FORMULA 1	TRACK	FIRST PRACTICE SESSION
14:00	14:10	FIA FORMULA 3	TRACK	QUALIFYING SESSION - GROUP A
14:20	14:30	FIA FORMULA 3	TRACK	QUALIFYING SESSION - GROUP B
14:30	15:30	FORMULA 1	PRESS CONFERENCE ROOM	TEAMS' PRESS CONFERENCE
14:40	15:00	PORSCHE MOBIL 1 SUPERCUP	PWSC TEAM HOSPITALITY	DRIVERS' MEETING
14:55	15:25	FIA FORMULA 2	TRACK	QUALIFYING SESSION
15:40	15:50	FIA	TRACK	TRACK INSPECTION
16:00	17:00 ¹	FORMULA 1	TRACK	SECOND PRACTICE SESSION
17:10	17:40	FIA FORMULA 3	PRESS CONFERENCE ROOM	PRESS CONFERENCE
17:30	18:15 ¹	PORSCHE MOBIL 1 SUPERCUP	TRACK	PRACTICE SESSION
17:45	18:15	FIA FORMULA 2	PRESS CONFERENCE ROOM	PRESS CONFERENCE
18:25	18:40	FORMULA 1	TRACK	HISTORIC F1 CARS DEMONSTRATION (HIGH SPEED)
18:30	19:30	FIA	PRESS CONFERENCE ROOM	F1 DRIVERS' MEETING
18:40	19:15	PADDOCK CLUB	TRACK	PADDOCK CLUB TRACK TOUR
18:40	19:15	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT LANE WALK
18:50	TRACK OPEN TO F1 PASS HOLDERS			
19:15	20:00	FIA	PIT LANE	MARSHAL'S PIT LANE WALK
19:15	20:15	F1 EXPERIENCES	TRACK	F1 EXPERIENCES TRACK TOUR & TROPHY PHOTO
20:00	F1 CAR COVERS ON			
20:00	20:45	F1 EXPERIENCES	PIT LANE	F1 EXPERIENCES PIT LANE WALK
20:01	SUNSET			
21:00	TEAM CURFEW STARTS			

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GRAN PREMIO D'ITALIA 2026
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SATURDAY, September 5th

06:44		SUNRISE		
08:30	08:40	FIA	TRACK	MEDICAL INSPECTION
08:40	08:55	FIA	TRACK	TRACK INSPECTION & SAFETY CAR TEST
09:15	09:20	FIA FORMULA 3	PIT LANE	PIT LANE OPEN
09:30		TEAM CURFEW ENDS		
09:30		F1 CAR COVERS SEALS REMOVED		
09:30*	10:15*	FIA FORMULA 3	TRACK	SPRINT RACE (18 LAPS OR 40 MINS + 1 LAP)
10:25	10:40	FORMULA 1	TRACK	HISTORIC F1 CARS DEMONSTRATION (HIGH SPEED)
10:35	11:05	FIA FORMULA 3	PRESS CONFERENCE ROOM	PRESS CONFERENCE
10:50	11:20	PORSCHE MOBIL 1 SUPERCUP	TRACK	QUALIFYING SESSION
11:30	11:45	FIA FORMULA 2	F1 PADDOCK	2027 F2 CAR REVEAL
11:35	12:00	FORMULA 1	TRACK	FORMULA 1 PIRELLI HOT LAPS
11:55	12:20	FIA FORMULA 2	PRESS CONFERENCE ROOM	PRESS CONFERENCE
12:10	12:20	FIA	TRACK	TRACK INSPECTION
12:30	13:30*	FORMULA 1	TRACK	THIRD PRACTICE SESSION
14:00	14:05	FIA FORMULA 2	PIT LANE	PIT LANE OPEN
14:15*	15:05*	FIA FORMULA 2	TRACK	SPRINT RACE (21 LAPS OR 45 MINS + 1 LAP)
15:10	15:40	PADDOCK CLUB	TRACK	PADDOCK CLUB TRACK TOUR
15:25	15:45	FIA FORMULA 2	PRESS CONFERENCE ROOM	PRESS CONFERENCE
15:40	15:50	FIA	TRACK	TRACK INSPECTION
16:00	17:00	FORMULA 1	TRACK	QUALIFYING SESSION
17:00	18:00	FORMULA 1	PRESS CONFERENCE ROOM	PRESS CONFERENCE
17:15	17:35	FORMULA 1	TRACK	HISTORIC CAR DEMONSTRATION - HIGH SPEED
17:45		TRACK OPEN TO F1 PASS HOLDERS		
17:45	18:40	PADDOCK CLUB	TRACK	PADDOCK CLUB TRACK TOUR
17:45	19:05	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT LANE WALK
18:15	19:15	F1 EXPERIENCES	TRACK	F1 EXPERIENCES CHAMPIONS CLUB TROPHY PHOTO & GRID WALK
19:00		F1 CAR COVERS ON		
19:59		SUNSET		

SUNDAY, September 6th

06:46		SUNRISE		
07:15	07:25	FIA	TRACK	MEDICAL INSPECTION
07:25	07:40	FIA	TRACK	TRACK INSPECTION & SAFETY CAR TEST
08:00	08:05	FIA FORMULA 3	PIT LANE	PIT LANE OPEN
08:15*	09:05*	FIA FORMULA 3	TRACK	FEATURE RACE (22 LAPS OR 45 MINS + 1 LAP)
09:30	09:35	FIA FORMULA 2	PIT LANE	PIT LANE OPEN
09:45*	10:50*	FIA FORMULA 2	TRACK	FEATURE RACE (30 LAPS OR 60 MINS + 1 LAP)
10:00		F1 CAR COVER SEALS REMOVED		
11:00	11:15	FORMULA 1	TRACK	HISTORIC F1 CARS DEMONSTRATION (HIGH SPEED)
11:10	11:40	FIA FORMULA 2	PRESS CONFERENCE ROOM	PRESS CONFERENCE
11:30	11:35	PORSCHE MOBIL 1 SUPERCUP	PIT LANE	PIT LANE OPEN
11:45*	12:20*	PORSCHE MOBIL 1 SUPERCUP	TRACK	RACE (15 LAPS OR 30 MINS + 1 LAP)
12:35	12:50	FORMULA 1	TRACK	PARADE LAP - HIGH SPEED (TBC)
12:45	13:45	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT LANE WALK
13:00	13:30	PADDOCK CLUB	TRACK	PADDOCK CLUB TRACK TOUR
13:00	13:30	FORMULA 1	TRACK	DRIVERS' PARADE
13:30	13:55	FORMULA 1	TRACK	FORMULA 1 PIRELLI HOT LAPS
13:55	14:10	FIA	TRACK	TRACK & MEDICAL INSPECTION
14:20	14:30	FORMULA 1	PIT LANE	PIT LANE OPEN
14:44	14:46	FORMULA 1	TRACK	NATIONAL ANTHEM
14:48	14:50	PROMOTER ACTIVITY	AIR DISPLAY	FRECCE TRICOLORI FLY PAST -TBC
15:00*	17:00*	FORMULA 1	TRACK	GRAND PRIX (53 LAPS OR 120 MINS)
19:57		SUNSET		

*Schedule may be subject to changes

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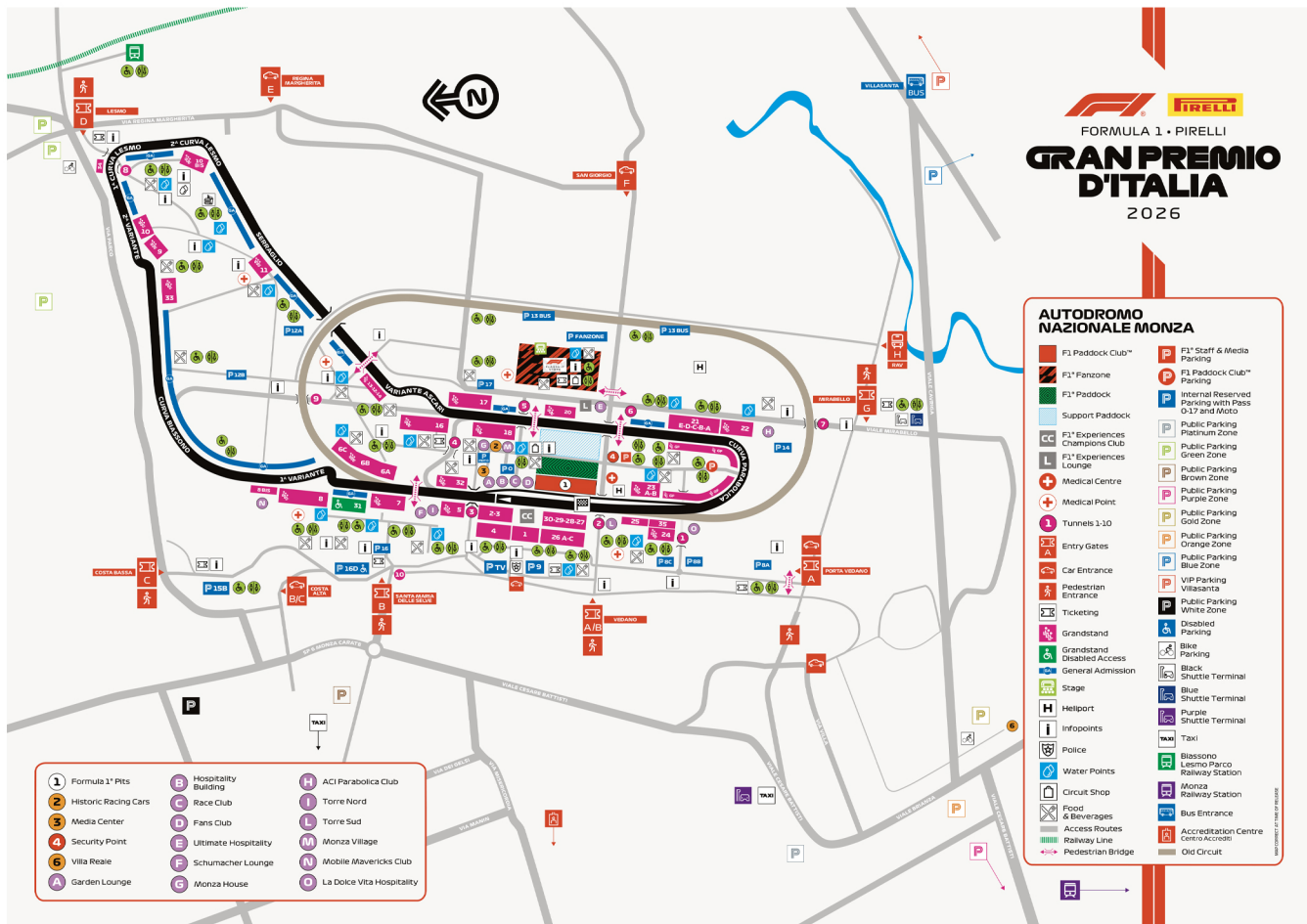
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MEDIA ACCREDITATION CENTRE OPENING HOURS

MEDIA ACCREDITATION CENTRE ADDRESS

VIA CARLO CATTANEO 88C, 20851 LISSONE (MB)

WEDNESDAY | 09.00 - 18.00 (FIA media accreditation available from 14:00)

THURSDAY | 08.00 - 18.00

FRIDAY | 08.00 - 16.00

SATURDAY | 08.00 - 14.00

SUNDAY | 08.00 - 13.00

MEDIA CENTRE OPENING HOURS

WEDNESDAY | 14.00 - 18.00

THURSDAY | 09.00 - 20.00

FRIDAY | 07.00 - 23.00

SATURDAY | 07.00 - 23.00

SUNDAY | 07.00 - Until last journalist leaves

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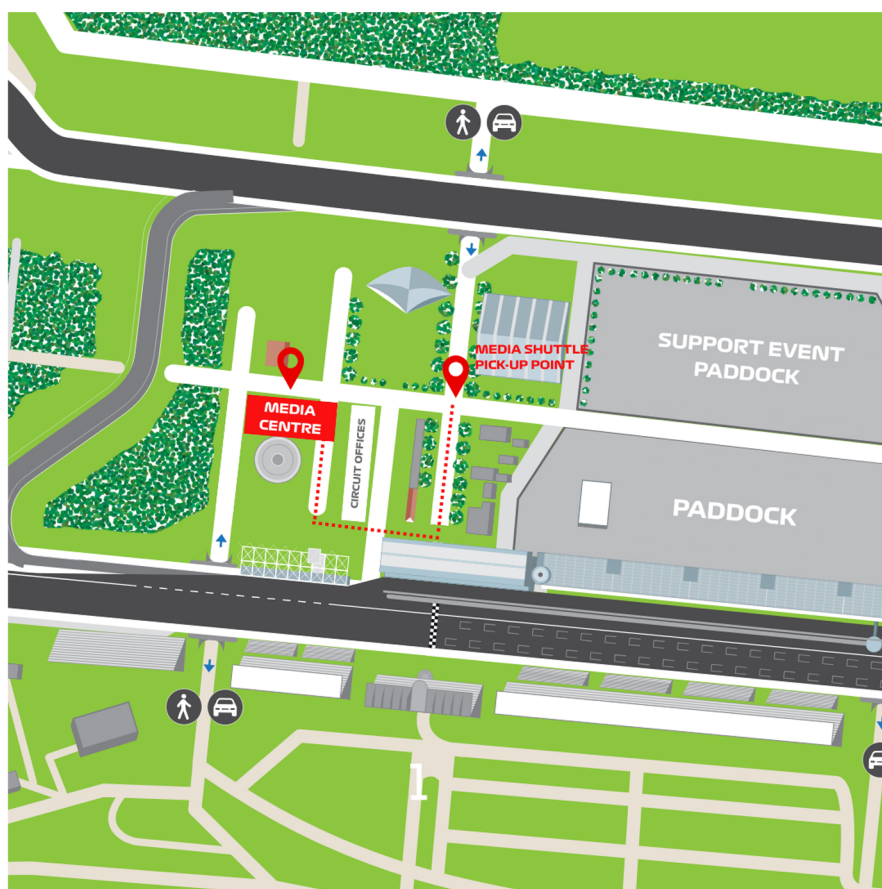
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MEDIA SHUTTLE



Media Shuttle timetable

- **Venerdì / Friday** | 08.00 - 20.00
- **Sabato / Saturday** | 08.00 - 19.00
- **Domenica / Sunday** | 07.00 - 19.00

Media Shuttle timetable (MAC to circuit)

- **Mercoledì / Wednesday** | 14.00 - 19.00
- **Giovedì / Thursday** | 08.00 - 21.00
- **Venerdì / Friday** | 07.00 - 24.00
- **Sabato / Saturday** | 07.00 - 24.00
- **Domenica / Sunday** | 07.00 - 24.00

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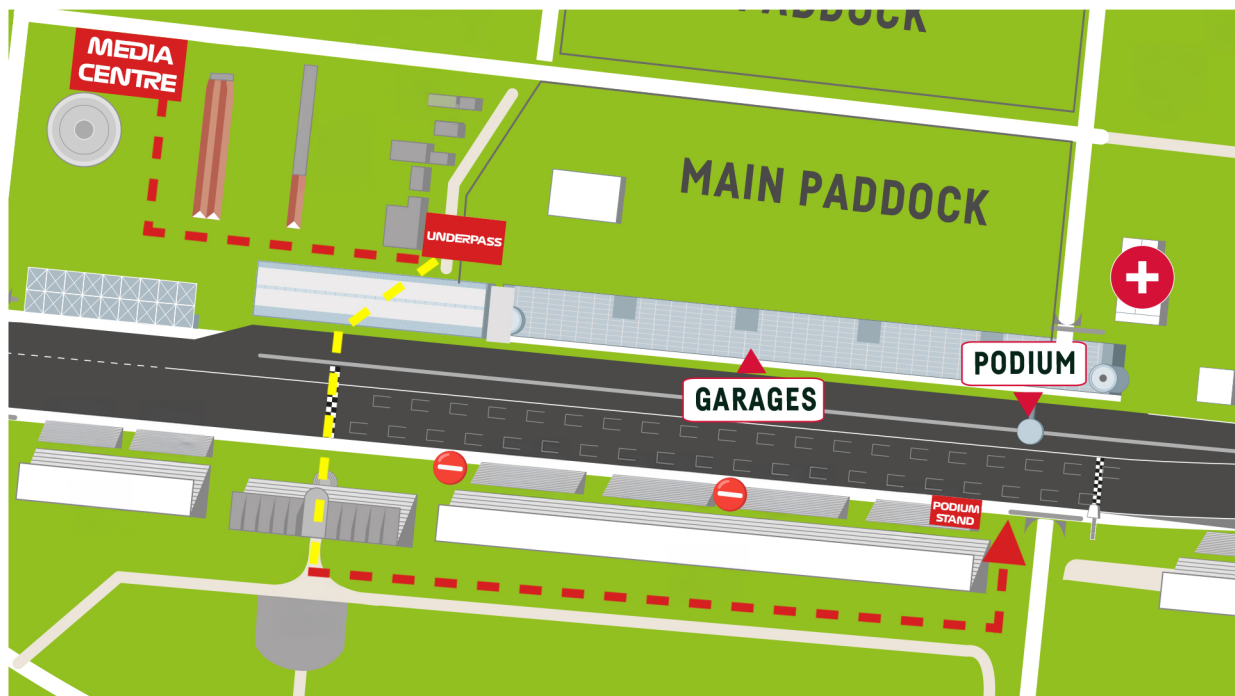
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ROAD TO PODIUM PHOTOGRAPHERS' STAND



To reach the photographers' stand set up for the podium, photographers must go through the **pedestrian underpass** connecting the area next to the F1 Paddock **to the rear** of the Central Grandstand.

Once behind the central grandstand, photographers must turn left, **keeping to the rear of Grandstand 26**. Once past Grandstand 26, they must **turn left** again until they reach the photographers' stand.

Alternatively, please use Tunnel 1 or Tunnel 3, keeping in mind to pass behind Stand 26.

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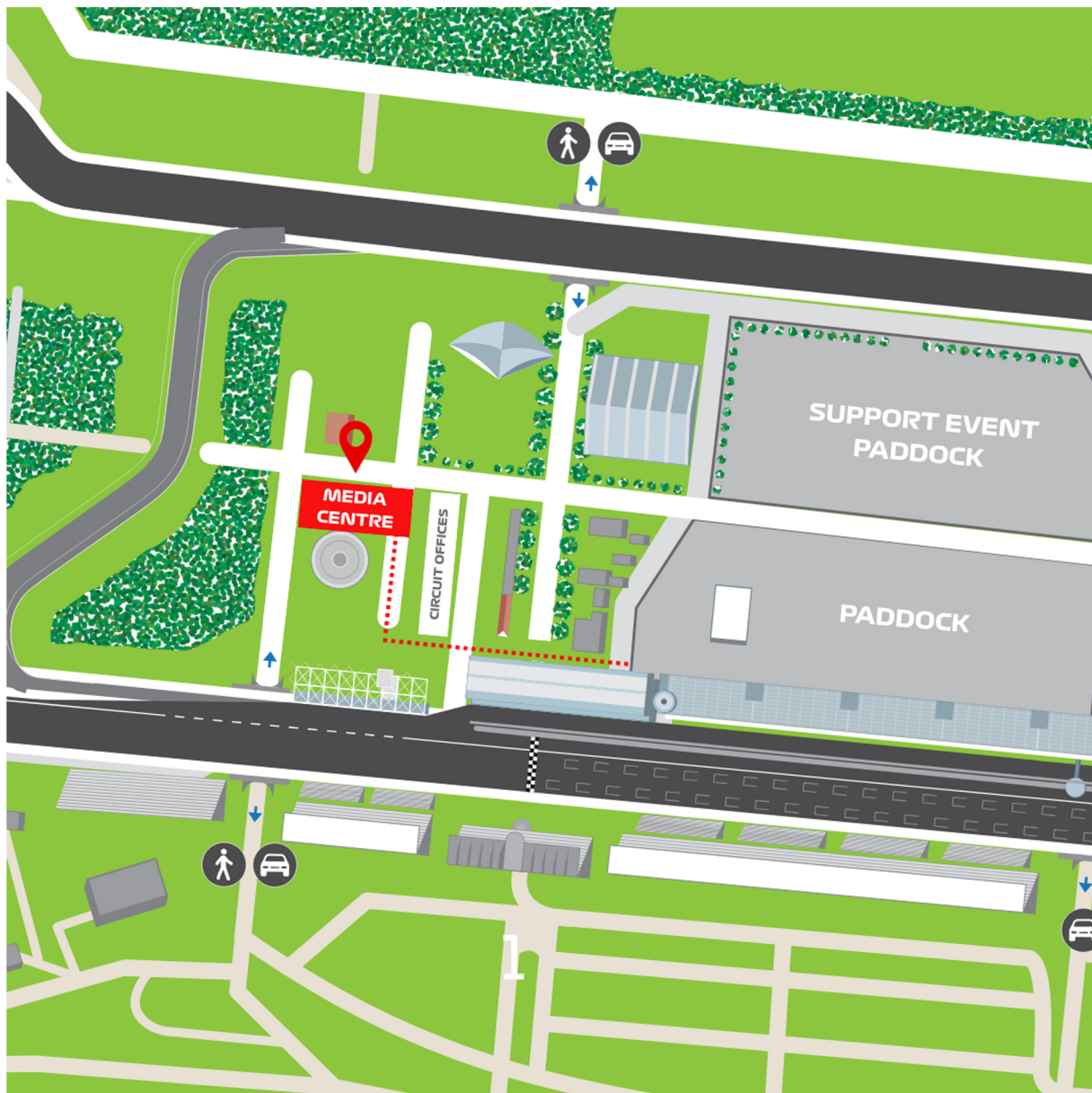
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MEDIA CENTRE LOCATION



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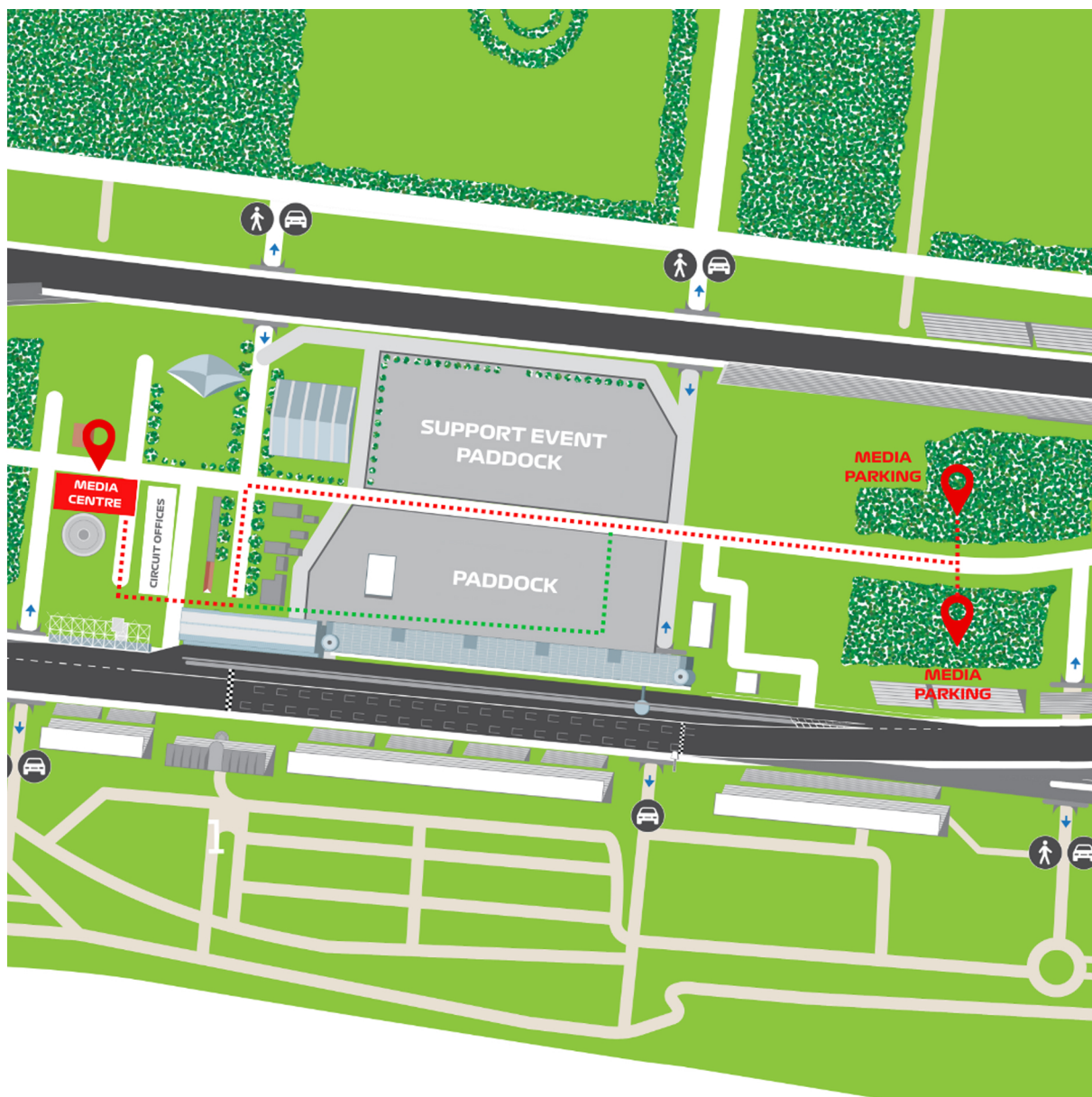
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MEDIA PARKING TO MEDIA CENTRE



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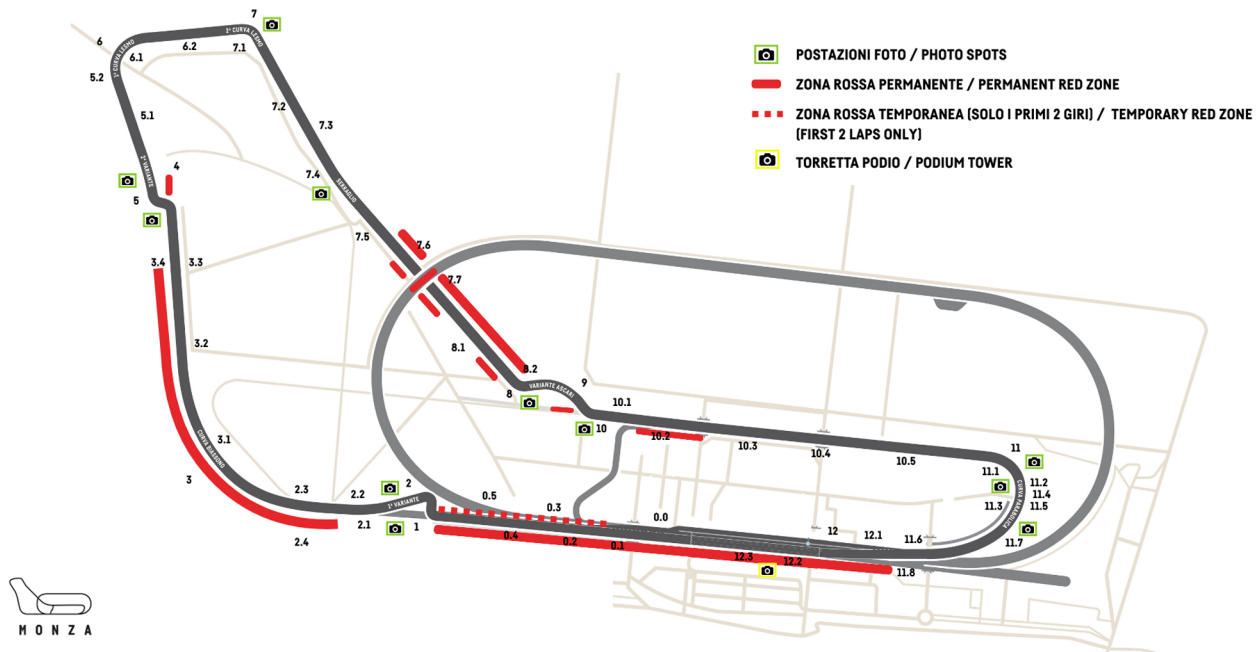
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RED ZONE MAP

RED ZONE MAP



- Don't stand stationary on the service road at the end of the pitlane; photographers are only allowed to walk on it.
- It is **STRICTLY FORBIDDEN** to walk backwards from the grid to post 11.8 trackside during the grid procedure. This post can only be reached by the route outside T11.

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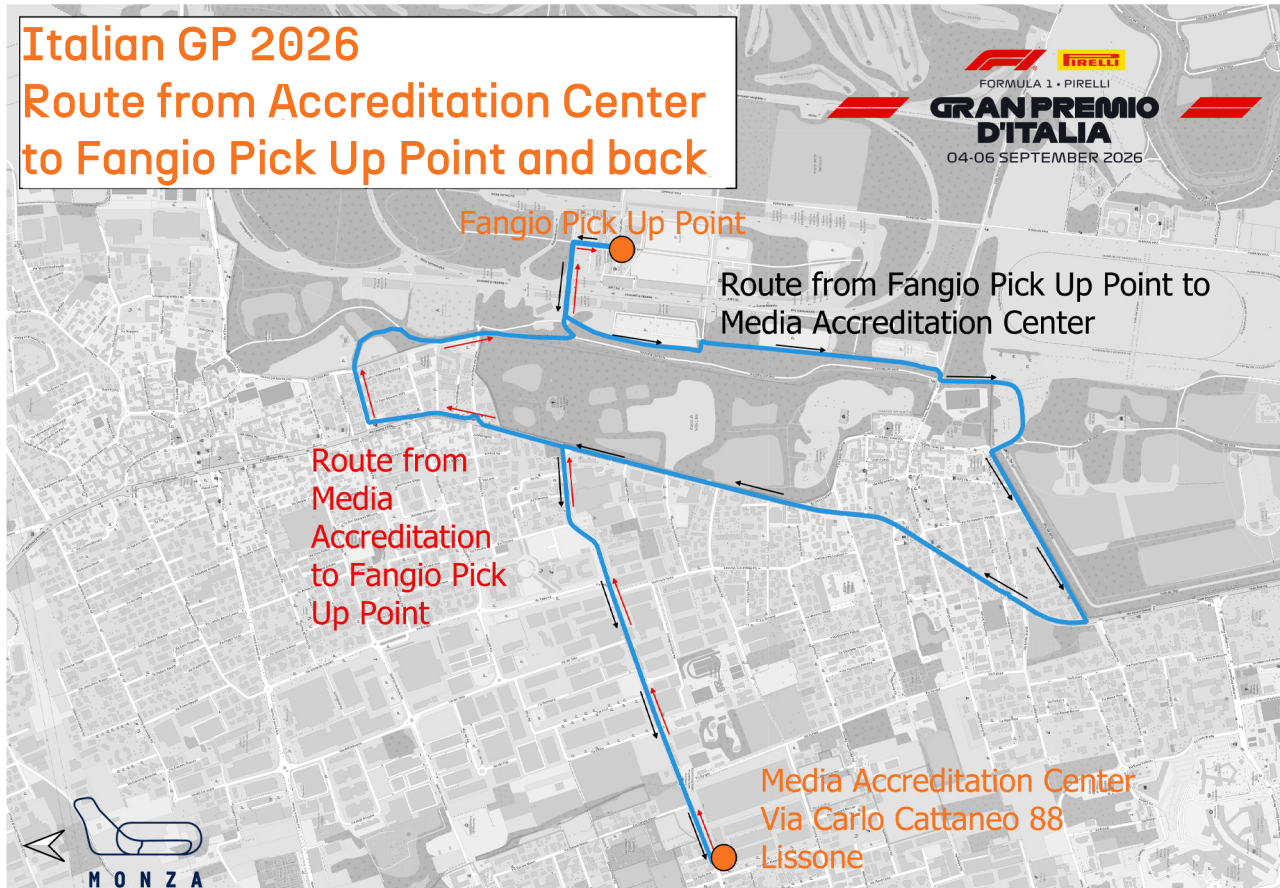
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MEDIA ACCREDITATION CENTER TO FANGIO PICK UP POINT



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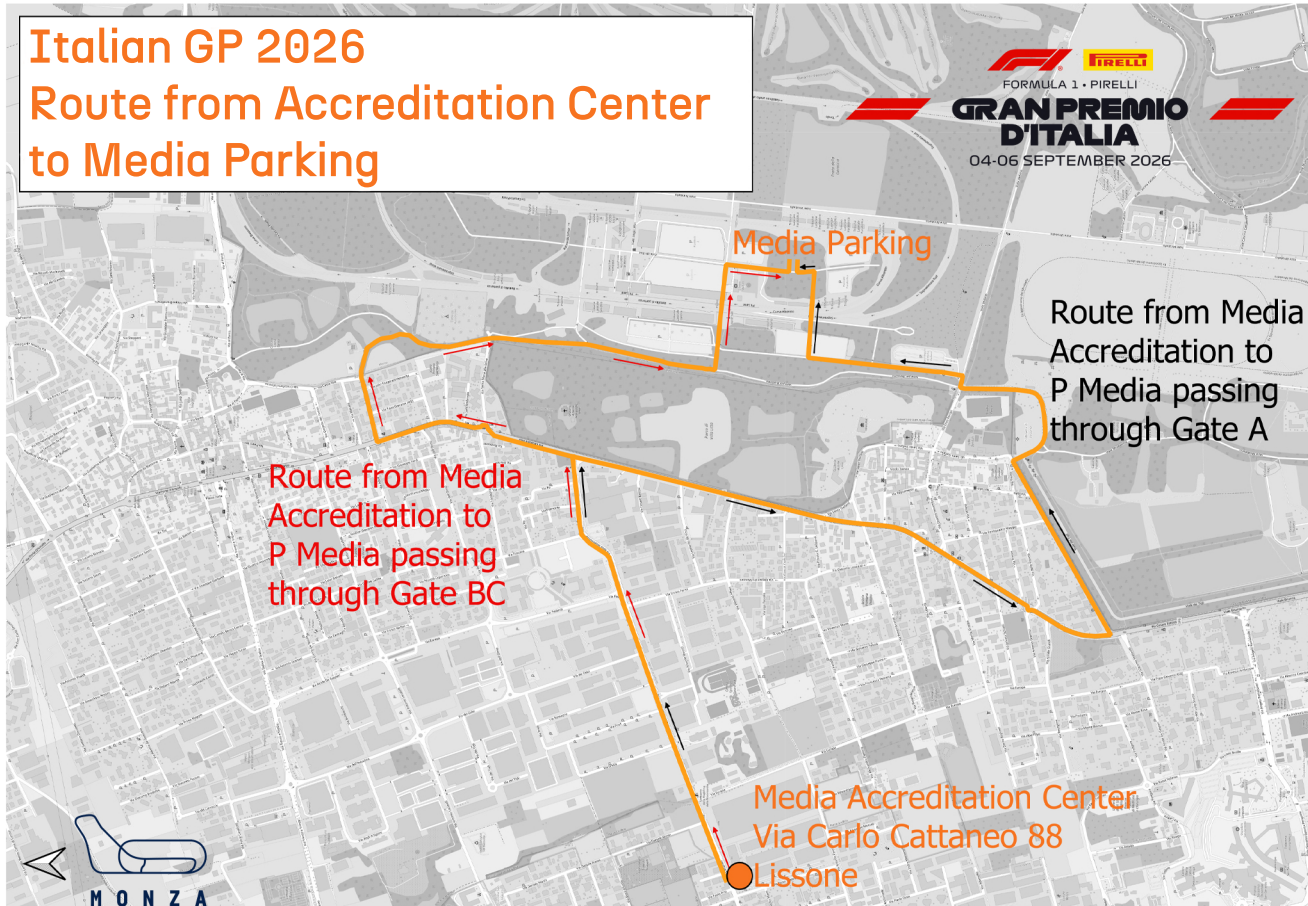
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MEDIA ACCREDITATION CENTER TO MEDIA PARKING

Italian GP 2026 Route from Accreditation Center to Media Parking



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Virtual Media Centre



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F1 ITALIAN GRAND PRIX RECORDS

Description	Record	Year	Details
Most overtakes for the lead	40	1965	
Smallest winning margin	0.01 sec	1971	Peter Gethin (BRM) from Ronnie Peterson (March-Ford)
Highest average race speed	250,706 km/h	2025	Max Verstappen (Red Bull Racing)
Highest average lap speed (race)	257,781 km/h	2025	Lando Norris (McLaren)
Highest average lap speed (pole position)	264,681 km/h	2025	Max Verstappen (Red Bull Racing)
Highest top speed	372,2km/h	2005	JuanPabloMontoya (Williams-BMW)
Shortest race without a red flag	1h13m24.325	2025	
Best lap (race)	1'20"901	2025	Lando Norris (McLaren)
Best lap (Pole Position)	1'18"792	2025	Max Verstappen (Red Bull Racing)

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ITALIAN GRAND PRIX PODIUM 1921 - 2024

YEAR	CIRCUIT	WINNER	2ND	3RD
2000	MONZA (53 laps x 5,793 km)	M. SCHUMACHER (Ferrari F1-2000/205)	M. HAKKINEN (McLaren MP4/15-4)	R. SCHUMACHER (Williams FW 22/2 Bmw)
2001	MONZA (53 laps x 5,793 km)	J. P. MONTOYA (Williams FW23/8 Bmw)	R. BARRICHELLO (Ferrari F2001/206)	R. SCHUMACHER (Williams FW23/7 Bmw)
2002	MONZA (53 laps x 5,793 km)	R. BARRICHELLO (Ferrari F2002/224)	M. SCHUMACHER (Ferrari F2002/224)	E. IRVINE (Jaguar R3/05 Cosworth)
2003	MONZA (53 laps x 5,793 km)	M. SCHUMACHER (Ferrari F2003 GA/229)	J. P. MONTOYA (Williams FW25/05 Bmw)	R. BARRICHELLO (Ferrari F2003 GA/233)
2004	MONZA (53 laps x 5,793 km)	R. BARRICHELLO (Ferrari F2004/239)	M. SCHUMACHER (Ferrari F2004/240)	J. BUTTON (BAR Honda 006/05)
2005	MONZA (53 laps x 5,793 km)	J. P. MONTOYA (McLaren MP4/20- 07)	F. ALONSO (Renault R23/07)	G. FISICHELLA (Renault R25/06)
2006	MONZA (53 laps x 5,793 km)	M. SCHUMACHER (Ferrari F1 248/255)	K. RAIKKONEN (McLaren MP4/21-05)	R. KUBICA (Bmw Sauber F1.06/05)
2007	MONZA (53 laps x 5,793 km)	F. ALONSO (McLaren MP4/22-06)	L. HAMILTON (McLaren MP4/22-01)	K. RAIKKONEN (Ferrari F2007/262)
2008	MONZA (53 laps x 5,793 km)	S. VETTEL (Toro Rosso STR03-03)	H. KOVALAINEN (McLaren MP4/23-05)	R. KUBICA (Bmw Sauber F1.09/05)
2009	MONZA (53 laps x 5,793 km)	R. BARRICHELLO (Brawn BGP001/01 Mercedes)	J. BUTTON (Brawn BGP001/02 Mercedes)	K. RAIKKONEN (Ferrari F60/279)
2010	MONZA (53 laps x 5,793 km)	F. ALONSO (Ferrari F10/285)	J. BUTTON (McLaren MP4/25-03)	F. MASSA (Ferrari F10/284)
2011	MONZA (53 laps x 5,793 km)	S. VETTEL (RedBull RB7/3 Renault)	J. BUTTON (McLaren MP4/26-04)	F. ALONSO (Ferrari 150 Italia/290)
2012	MONZA (53 laps x 5,793 km)	L. HAMILTON (McLaren MP4/27 Mercedes)	S. PEREZ (Sauber C31 Ferrari)	F. ALONSO (Ferrari F2012)
2013	MONZA (53 laps x 5,793 km)	S. VETTEL (RedBull RB9 Renault)	F. ALONSO (Ferrari)	M. WEBBER (RedBull RB9 Renault)
2014	MONZA (53 laps x 5,793 km)	L. HAMILTON (Mercedes F1 W05)	N. ROSBERG (Mercedes F1 W05)	F. MASSA (Williams FW36)
2015	MONZA (53 laps x 5,793 km)	L. HAMILTON (Mercedes F1 W06)	S. VETTEL (Ferrari SF15-T)	F. MASSA (Williams FW37)
2016	MONZA (53 laps x 5,793 km)	N. ROSBERG (Mercedes F1 W07)	L. HAMILTON (Mercedes F1 W07)	S.VETTEL (Ferrari SF16-H)
2017	MONZA (53 laps x 5,793 km)	L. HAMILTON (Mercedes F1 W08)	V. BOTTAS (Mercedes F1 W08)	S.VETTEL (Ferrari SF70-H)
2018	MONZA (53 laps x 5,793 km)	L. HAMILTON (Mercedes F1 W09)	K. RAIKKONEN (Ferrari SF71-H)	V. BOTTAS (Mercedes F1 W09)
2019	MONZA (53 laps x 5,793 km)	C. LECLERC (Ferrari SF90)	V. BOTTAS (Mercedes F1 W10)	L. HAMILTON (Mercedes F1 W10)
2020	MONZA (53 laps x 5,793 km)	P. GASLY (AlphaTauri AT01)	C. SAINZ (McLaren MCL34)	L. STROLL (Racing Point RP20)
2021	MONZA (53 laps x 5,793 km)	D. RICCIARDO (McLaren MCL35M)	L. NORRIS (McLaren MCL35M)	V. BOTTAS (Mercedes F1 W12)
2022	MONZA (53 laps x 5,793 km)	M. VERSTAPPEN (Red Bull RB18)	C. LECLERC (Ferrari F1-75)	G. RUSSELL (Mercedes F1 W13)
2023	MONZA (53 laps x 5,793 km)	M. VERSTAPPEN (Red Bull RB19)	S. PEREZ (Red Bull RB19)	C. SAINZ (Ferrari SF-23)

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YEAR	CIRCUIT	WINNER	2ND	3RD
1921	BRESCIA (30 laps - 512 km)	J. GOUX (Ballot 3L)	J. CHASSOGNE (Ballot 3L)	L. WAGNER (Fiat 802)
1922	MONZA (80 laps x 10 km)	P. BORDINO (Fiat 804)	F. NAZZARO (Fiat 804)	P. DE VIZCAYA (Bugatti 30)
1923	MONZA (80 laps x 10 km)	C. SALAMANO (Fiat 805/405)	F. NAZZARO (Fiat 805)	MURPHY (Miller 122)
1924	MONZA (80 laps x 10 km)	Antonio ASCARI (Alfa Romeo P2 8C/2000)	L. WAGNER (Alfa Romeo P2 8C/2000)	G. CAMPARI (Alfa Romeo P2 8C/2000)
1925	MONZA (80 laps x 10 km)	G. BRILLI-PERI (Alfa Romeo P2)	G. CAMPARI (Alfa Romeo P2)	M. COSTANTINI (Bugatti 39)
1926	MONZA (60 laps x 10 km)	L. CHARAVEL (Bugatti 39A)	M. COSTANTINI (Bugatti 39A)	J. GOUX (Bugatti 39A)
1927	MONZA (50 laps x 10 km)	R. BENOIST (Delage 155B)	G. MORANDI (OM 865)	E. COOPER/ P. KREIS (Miller 91)
1928	MONZA (60 laps x 10 km)	L. CHIRON (Bugatti 37A)	A. VARZI/G. CAMPARI (Alfa Romeo P2)	T. NUVOLARI (Bugatti 35C)
1930	MONZA (35 laps x 6,861 km)	A. VARZI (Maserati 8C-2500)	L. ARCANGELI (Maserati 8C-2500)	E. MASERATI (Maserati 16C-4000)
1931	MONZA (155 laps x 6,861 km 10 hours)	G. CAMPARI/ T. NUVOLARI (Alfa Romeo 8C/2300)	F. MINOJA/ B. BORZACCHINI (Alfa Romeo 8C/2300)	A. DIVO/ G. BOURIAT (Bugatti T51)
1932	MONZA (83 laps x 6,861 km 5 hours)	T. NUVOLARI (Alfa Romeo 8C/2600)	L. FAGIOLI (Maserati 16C/5000)	B. BORZACCHINI/ R. CARACCIOLA (Alfa Romeo 8C/2300)
1933	MONZA (50 laps x 6,861 km)	L. FAGIOLI (Alfa-Romeo 8C-2600)	T. NUVOLARI (Maserati 8CM)	G. ZEHENDER (Maserati 8CM)
1934	MONZA (166 laps x 4,310 km)	R. CARACCIOLA/ L. FAGIOLI (Mercedes-Benz W25)	H. STUCK/ E. LEININGEN (Auto Union A)	C.F. TROSSI/ G. COMOTTI (Alfa Romeo P3)
1935	MONZA (73 laps x 6,890 km)	H. STUCK (Auto Union B)	R. DREYFUS/ T. NUVOLARI (Alfa Romeo P3)	P. PIETSCHE/ B. ROSEMEYER (Auto Union B)
1936	MONZA (72 laps x 6,890 km)	B. ROSEMEYER (Auto Union C)	T. NUVOLARI (Alfa Romeo 12C-36)	E. DELIUS (Auto Union C)
1937	LIVORNO (50 laps x 6,890 km)	R. CARACCIOLA (Mercedes-Benz W125)	H. LANG (Mercedes-Benz W125)	B. ROSEMEYER (Auto Union C)
1938	MONZA (60 laps x 6,890 km)	T. NUVOLARI (Auto Union D)	G. FARINA (Alfa Romeo 16C-316)	R. CARACCIOLA/ BRAUCHITSCH (Mercedes-Benz W154)
1947	MILANO (100 laps x 3,447 km)	C.F. TROSSI (Alfa Romeo 158)	A. VARZI (Alfa Romeo 158)	C. SANESI (Alfa Romeo 158)
1948	TORINO (75 laps x 4,801 km)	J.P. WIMILLE (Alfa Romeo 158)	G. VILLORESI (Maserati 4CLT/48)	R. SOMMER (Ferrari 125)
1949	MONZA (80 laps x 6,300 km)	Alberto ASCARI (Ferrari 125)	P. ETANCELIN (Talbot-Lago T26 C)	B. BIRA (Maserati 4CLT/48)
1950	MONZA (80 laps x 6,300 km)	G. FARINA (Alfa Romeo 158)	D. SERAFINI/ AL. ASCARI (Ferrari 375)	U. FAGIOLI (Alfa Romeo 158)
1951	MONZA (80 laps x 6,300 km)	Alberto ASCARI (Ferrari 375)	J. F. GONZALES (Ferrari 375)	BONETTO/ FARINA (Alfa Romeo 159)

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1952	MONZA (80 laps x 6,300 km)	Alberto ASCARI (Ferrari 500)	J. F. GONZALES (Maserati A6GCM)	L. VILLORESI (Ferrari 500)
1953	MONZA (80 laps x 6,300 km)	J. M. FANGIO (Maserati A6GCM)	G. FARINA (Ferrari 500)	L. VILLORESI (Ferrari 500)
1954	MONZA (80 laps x 6,300 km)	J. M. FANGIO (Mercedes-Benz W196)	M. HAWTHORN (Ferrari 625)	J. F. GONZALES/ U. MAGLIOLI (Ferrari 625)
1955	MONZA (50 laps x 10 km)	J. M. FANGIO (Mercedes-Benz W196)	P. TARUFFI (Mercedes-Benz W196)	E. CASTELLOTTI (Ferrari 555)
1956	MONZA (50 laps x 10 km)	S. MOSS (Maserati 250F)	P. COLLINS/ J.M. FANGIO (Lancia-Ferrari D50)	R. FLOCKHART (Connaught B7)
1957	MONZA (87 laps x 5,750 km)	S. MOSS (Vanwall VW5)	J. M. FANGIO (Maserati 250F)	W. VON TRIPS (Lancia-Ferrari D50)
1958	MONZA (70 laps x 5750 km)	T. BROOKS (Vanwall VW5)	M. HAWTHORN (Ferrari Dino 246)	P. HILL (Ferrari Dino 246)
1959	MONZA (72 laps x 5,750 km)	S. MOSS (Cooper T51-Climax)	P. HILL (Ferrari Dino 246)	J. BRABHAM (Cooper-Climax T45)
1960	MONZA (50 laps x 10 km)	P. HILL (Ferrari 246)	R. GINTHER (Ferrari 246)	W. MAIRESSE (Ferrari 246)
1961	MONZA (43 laps x 10 km)	P. HILL (Ferrari 156)	D. GURNEY (Porsche 718)	B. McLAREN (Cooper-Climax T55)
1962	MONZA (86 laps x 5,750 km)	G. HILL (BRM P578)	R. GINTHER (BRM P578)	B. McLAREN (Cooper T70-Climax)
1963	MONZA (86 laps x 5,750 km)	J. CLARK (Lotus 25-Climax)	R. GINTHER (BRM P578)	B. McLAREN (Cooper T66-Climax)
1964	MONZA (78 laps x 5,750 km)	J. SURTEES (Ferrari 158)	B. McLAREN (Cooper T73-Climax)	L. BANDINI (Ferrari 158)
1965	MONZA (76 laps x 5,750 km)	J. STEWART (BRM P261)	G. HILL (BRM P261)	D. GURNEY (Brabham BT11-Climax)
1966	MONZA (68 laps x 5,750 km)	L. SCARFIOTTI (Ferrari 312)	M. PARKES (Ferrari 312)	D. HULME (Brabham BT20-Repco)
1967	MONZA (68 laps x 5,750 km)	J. SURTEES (Honda RA300)	J. BRABHAM (Brabham BT24 Repco)	J. CLARK (Lotus 49 Ford)
1968	MONZA (68 laps x 5,750 km)	D. HULME (McLaren M7A Ford)	J. SERVOZ-GAVIN (Matra MS10 Ford)	J. ICKX (Ferrari 312)
1969	MONZA (68 laps x 5,750 km)	J. STEWART (Matra MS80 Ford)	J. RINDT (Lotus 49B Ford)	J. P. BELTOISE (Matra MS80 Ford)
1970	MONZA (68 laps x 5,750 km)	C. REGAZZONI (Ferrari 312B)	J. STEWART (March 701 Ford)	J. P. BELTOISE (Matra-Simca MS120)
1971	MONZA (68 laps x 5,750 km)	P. GETHIN (BRM P160)	R. PETERSON (March 711 Ford)	F. CEVERT (Tyrrell 002 Ford)
1972	MONZA (55 laps x 5,775 km)	E. FITTIPALDI (Lotus 72D Ford)	M. HAILWOOD (Surtess TS9B Ford)	D. HULME (McLaren M19C Ford)
1973	MONZA (55 laps x 5,775 km)	R. PETERSON (Lotus 72D Ford)	E. FITTIPALDI (Lotus 72D Ford)	P. REVSON (McLaren M23 Ford)
1974	MONZA (52 laps x 5,780 km)	R. PETERSON (Lotus 72E Ford)	E. FITTIPALDI (McLaren M23 Ford)	J. SCHECKTER (Tyrrell 007 Ford)
1975	MONZA (52 laps x 5,780 km)	C. REGAZZONI (Ferrari 312 T)	E. FITTIPALDI (McLaren M23 Ford)	N. LAUDA (Ferrari 312 T)

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1976	MONZA (52 laps x 5,800 km)	R. PETERSON (March 761)	C. REGAZZONI (Ferrari 312 T2)	J. LAFFITE (Ligier JS5 Matra)
1977	MONZA (52 laps x 5,800 km)	M. ANDRETTI (Lotus 78 Ford)	N. LAUDA (Ferrari 312 T2)	A. JONES (Shadow DN8 Ford)
1978	MONZA (52 laps x 5,800 km)	N. LAUDA (Brabham BT46 Alfa Romeo)	J. WATSON (Brabham BT46 Alfa Romeo)	C. REUTEMANN (Ferrari 312 T3)
1979	MONZA (50 laps x 5,800 km)	J. SCHECKTER (Ferrari 312 T4)	J. VILLENEUVE (Ferrari 312 T4)	C. REGAZZONI (Williams FW07 Ford)
1980	IMOLA (60 laps x 5 km)	N. PIQUET (Brabham BT49 Ford)	A. JONES (Williams FW07B Ford)	C. REUTEMANN (Williams FW07B Ford)
1981	MONZA (52 laps x 5,800 km)	A. PROST (Renault RE30)	A. JONES (Williams FW07C Ford)	C. REUTEMANN (Williams FW07C Ford)
1982	MONZA (52 laps x 5,800 km)	R. ARNOUX (Renault RE30B)	P. TAMBAY (Ferrari 126C2)	Mario ANDRETTI (Ferrari 126C2)
1983	MONZA (52 laps x 5,800 km)	N. PIQUET (Brabham BT52B BMW)	R. ARNOUX (Ferrari 126C3)	E. CHEEVER (Renault RE40)
1984	MONZA (51 laps x 5,800 km)	N. LAUDA (McLaren MP4/2 TAG)	M. ALBORETO (Ferrari 126C4)	R. PATRESE (Alfa Romeo 184T)
1985	MONZA (51 laps x 5,800 km)	A. PROST (McLaren MP4/2B TAG)	N. PIQUET (Brabham BT54 BMW)	A. SENNA (Lotus 97T Renault)
1986	MONZA (51 laps x 5,800 km)	N. PIQUET (Williams FW11 Honda)	N. MANSELL (Williams FW11 Honda)	S. JOHANSSON (Ferrari F186)
1987	MONZA (50 laps x 5,800 km)	N. PIQUET (Williams FW11B Honda)	A. SENNA (Lotus 99T Honda)	N. MANSELL (Williams FW11B Honda)
1988	MONZA (51 laps x 5,800 km)	G. BERGER (Ferrari F187/88C)	M. ALBORETO (Ferrari F187/88C)	E. CHEEVER (Arrows A10B Megatron)
1989	MONZA (53 laps x 5,800 km)	A. PROST (McLaren MP4/5 Honda)	G. BERGER (Ferrari 640)	T. BOUTSEN (Williams FW12C Renault)
1990	MONZA (53 laps x 5,800 km)	A. SENNA (McLaren MP4/5B Honda)	A. PROST (Ferrari 641)	G. BERGER (McLaren MP4/5B Honda)
1991	MONZA (53 laps x 5,800 km)	N. MANSELL (Williams FW14 Renault)	A. SENNA (McLaren MP4/6 Honda)	A. PROST (Ferrari 643)
1992	MONZA (53 laps x 5,800 km)	A. SENNA (McLaren MP4/7A Honda)	M. BRUNDLE (Benetton B192 Ford)	M. SCHUMACHER (Benetton B192 Ford)
1993	MONZA (53 laps x 5,800 km)	D. HILL (Williams FW15C Renault)	J. Alesi (Ferrari F93A)	Michael ANDRETTI (McLaren MP4/8 Ford)
1994	MONZA (53 laps x 5,800 km)	D. HILL (Williams FW16B Renault)	G. BERGER (Ferrari 412T1B)	M. HAKKINEN (McLaren MP4/9 Peugeot)
1995	MONZA (53 laps x 5,770 km)	J. HERBERT (Benetton B195 Renault)	M. HAKKINEN (McLaren MP4/10B)	H.H. FRENTZEN (Sauber C14 Ford)
1996	MONZA (53 laps x 5,770 km)	M. SCHUMACHER (Ferrari F310)	J. Alesi (Benetton B196 Renault)	M. HAKKINEN (McLaren MP4/11 Mercedes)
1997	MONZA (53 laps x 5,770 km)	D. COULTHARD (McLaren MB4/12 Mercedes)	J. Alesi (Benetton B197 Renault)	H.H. FRENTZEN (Williams FW19 Renault)
1998	MONZA (53 laps x 5,770 km)	M. SCHUMACHER (Ferrari F300)	E. IRVINE (Ferrari F300)	R. SCHUMACHER (Jordan 198 Mugen Honda)
1999	MONZA (53 laps x 5,770 km)	H.H. FRENTZEN (Jordan 199/5 Mugen Honda)	R. SCHUMACHER (Williams FW21/6 Supertec)	M. SALO (Ferrari F399/195)

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MONZA 04-06 SEPTEMBER

ITALIAN GRAND PRIX PODIUM 1921 - 2025

YEAR	CIRCUIT	WINNER	2ND	3RD
2024	MONZA (53 laps x 5,793 km)	C. LECLERC (Ferrari SF-24)	O. PIASTRI (McLaren MCL38)	L. NORRIS (McLaren MCL38)
2025	MONZA (53 laps x 5,793 km)	M. VERSTAPPEN (Red Bull RB21)	L. NORRIS (McLaren MCL39)	O. PIASTRI (McLaren MCL39)

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AUTODROMO NAZIONALE MONZA HISTORY

The Autodromo Nazionale Monza has been the third permanent installation built in the world after those of Brooklands and Indianapolis. Its construction was decided in 1922 by the Milan Automobile Club to mark the 25th anniversary of the club's founding. The circuit included a road track of 5.5 kilometres and a high-speed loop with a total length of 4.5 kilometres featuring two banked curves that made possible a theoretical top speed of 180-190 km/h. They were linked by two straights, each 1,070 metres long.

The track was officially opened on September 3, 1922, with a race won by Pietro Bordino, who also won the 2nd edition of the Italian Grand Prix. The 1st one had taken place the year before at the Montichiari Circuit, near Brescia, still organized by the Milan Automobile Club.

In its almost centenary history, the Monza track has undergone several changes caused by different car crashes that have led designers to make it safer and safer. The first extensive program of modifications was put into effect between 1934 and 1938: two banked curves of "highspeed" were pulled down, the central straight was shifted westward and linked to the grandstand straight by two bends, called the "porphyry bends". The new track measured 6.3 kilometers and could be used only from 1948 when the Autodrome resumed its activities after World War II.

In 1955, the high-speed loop was put back into use, so as to create a new track of 4,250 meters with curves built on reinforced concrete structures. At the same time, the road track's length was reduced to 5,750 metres and the two "porphyry bends" were replaced by a curve with a single pitch called the Parabolica due to its increasing radius towards the exit.

In 1959, a track link was created connecting the grandstand straight with the central straight. This link, together with the Parabolica, gave rise to the Junior Track (2,405 m).

To reduce the high speeds of Formula One cars, two chicanes were built in 1972; the first was located on the grandstand straight, while the second was situated at the entrance of the Variante Ascari. The chicanes became proper variants between 1974 and 1976. In the meanwhile, another variant at the entrance of the first Lesmo curve was built. These modifications brought the length of the circuit to 5.8 kilometers.

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In 1995, to comply with the security standards set by FIA, various parts of the track were modified (Curva Grande, Variante della Roggia, "Lesmo" curves), without drastically changing the structure of the track. The total length of the track has now been reduced to 5,770 meters.

In 1998, the finish line was moved back by about 250 meters. Now it's situated near the entrance of the pitlane. The last modification of the track in order of time dates back to summer 2000 when the track sections of the Prima Variante and Variante della Roggia have been redesigned to increase the safety according to drivers' and FIA's demands.

The Prima Variante, above all, which was made up by a double S with left-right-left curves, had been transformed in a double right-left curve narrower and slower that constraints the drivers to hold a speed of about 70-80 km/h instead of about 110 held previously. The Variante della Roggia, instead, has seen its width being lengthened by 10 meters. These two operations have increased the length of the Stradale Track from 5,770 to current 5,793 meters.

The high-speed Track

In 1955 it was decided to undertake works which would transform the entire installations, making it more functional. A circuit with total length of 10 kilometers was put back in use including, like the original 1922 plan, a road section meeting the new competition requirements and suitable for record attempts.

The 1955 and 1956 Italian Grand Prix were run on the full 10-km track and they were won respectively by Fangio on Mercedes and Moss on Maserati, this one with an average speed of 208.787 km/h.

Even in 1960 and 1961 the Italian Grand Prix was run on the full 10-km track, and both editions were won by Phil Hill on Ferrari at an average speed of 212.534 km/h when using a 2.5000 cc car and of 209.387 km/h when using a 1.500 cc car.

During the 1961 Italian Grand Prix a tragic incident occurred. Wolfgang von Trips on Ferrari lost the car at the entrance of the Parabolica - Michele Alboreto and killed himself and eleven spectators. This episode marked the end of the use of the high-speed track for Grand Prix single-seaters. But it was used for the Monza 1.000 km, reserved for Sports, Prototype and Grand Touring categories from 1965 to 1969.

Recently, the High Speed Track has been object of conservative restoration enabling the visit of the public and the transit of cars.

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AUTODROMO NAZIONALE MONZA HISTORY

Sustainability

The Autodromo Nazionale Monza is located inside the Parco di Monza, one of the largest enclosed parks in Europe and unique in its kind. For this reason, special attention is given to the environmental impact of races and all the events hosted at the Temple of Speed. Over the years, the circuit has demonstrated that it is possible to organize major sporting events while limiting their footprint on the surrounding ecosystem.

Since 1998, Autodromo Nazionale Monza SIAS SpA, the company of the Automobile Club d'Italia that manages the circuit, has continuously renewed its ISO 14001:2015 certification for environmental management, issued by RINA Services.

In 2023, the Temple of Speed achieved the prestigious FIA 3 Stars Environmental Accreditation, the highest level awarded to operators who meet rigorous sustainability standards.

Together with Automobile Club d'Italia and Regione Lombardia, SIAS SpA has also been committed to protecting the natural heritage of the park through reforestation and redevelopment projects. The latest initiative, financed with 3 million euros by Regione Lombardia, foresees the planting of thousands of new trees to restore the green areas severely damaged by the storm of July 2023.

Initiatives for the public

Environmental and social sustainability is also reflected in projects dedicated to the spectators:

- Reusable cups at all F&B points, to reduce plastic consumption.
- Dedicated areas and services for spectators with disabilities.
- 29 water stations to encourage reusable bottles.
- 10 sunscreen dispensers made available by LILT.
- Increased shaded areas for fans in the Fanzone and Food Court.
- Fuori GP: a widespread event that involves seven neighboring towns - Monza, Veduggio, Arcore, Villasanta, Lesmo, Lissone, Macherio and Biassona - with live music, entertainment, street food, exhibitions, and activities for both adults and children.

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Social Responsibility

The Autodromo also promotes community and solidarity projects, enhancing the social legacy of the Grand Prix:

- Food donation initiatives in collaboration with ATS and CSV: in past editions, a total of 25 tons of food have been recovered and redistributed.
- Grid Kids with the Maria Letizia Verga Foundation, giving children fighting leukemia the unique opportunity to live the thrill of the starting grid - a project worth underlining.
- PizzAut and L'Impronta in the Paddock, promoting inclusion and accessibility.
- Awabot, an initiative in partnership with San Gerardo Hospital, Fondazione Irccs San Gerardo Dei Tintori, Fondazione Maria Letizia Verga and ASD Silvia Tremolada, allowing hospitalized children to experience the GP remotely

Environmental Legacy

For the third consecutive year, the initiative "One Driver, One Tree" will take place on Friday, September 4, at 11:30 PM in the Bosco Bello area of the circuit. The event is promoted by the Automobile Club of Italy in collaboration with the Carabinieri Forestry, Environmental and Agri-food Units.

Finally, the circuit is also investing in green energy solutions, with the introduction of 100% HVO generators to reduce emissions and promote cleaner operations during major events.

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