

CLASSIC DRIVER

The 'Finali Mondiali' at Mugello 2005

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Shell Ferrari Maserati Historic Challenge - fantastic battle between two competition Daytonas

If you're going to Mugello in October-time be sure to wear at least some Ferrari-branded clothing - because for three days the Tuscan circuit beomes the epicentre for all things equine: no, better make that 'Cavallino Rampante'.

The 'Finali Mondiali' in 2005 featured the final races for the various 360 Challenges, the Shell Ferrari Maserati Historic Challenge, circuit running for the prestigious F1 Clienti, the debut of the world's most desirable two-seat racing car, the **Ferrari FXX**, the first appearance of the **2006 F430 Challenge** car - and of course the once in a lifetime celebration of the **Enzo**, an article you can read about [elsewhere on Classic Driver](#). All this and the customary tyre-burning demonstartions by Rubens and Michael kept around 30,000 spectators a day happy 'Tifosi'.

On Sunday a highlight was the world final of the **Ferrari Challenge Pirelli Trophy**, which was won by Michele Maceratesi (Motor/Malucelli.) He took the flag ahead of Nicola Cadei (Rossocorsa) and Vito Postiglione (CDP.) Germany's Ralf Schaefer (Lueg Sportivo) took the "Mondialino" title for gentlemen drivers in the **Shell Cup**. The format for this event is two 50-minute races, one for owners/'Gentlemen' the other for professionals and was marked by very hot competition. In the individual series of the Ferrari Challenge 360 after the final races of the season the placings were: Italians Michele Maceratesi and Peter Reichegger in the **Pirelli Trophy** and **Shell Cup Italia** respectively, Ireland's Michael Cullen in the **European Pirelli Trophy**, Germany's Freddy Kremer in the **European Shell Cup** and Canada's Emmanuel Anassis in the **USA Pirelli Trophy**.



Two F2005 F1 cars, driven by Michael Schumacher and Rubens Barrichello, made a spectacular display. When it was over, Ferrari President **Luca di Montezemolo**, Vice-President **Piero Ferrari**, Managing Director **Jean Todt**, Vice-Managing Director **Amedeo Felisa** and the entire team took the opportunity to salute and thank the crowd. The Brazilian driver, on his last appearance at the wheel of a Prancing Horse

single seater got a particularly warm reception



Twenty eight historic Formula 1 cars and four 333 SP, all prepared by the Maranello F1 Clienti department took part in two specific track sessions. Among the cars a 1953 ex-Alberto Ascari 500 F2, a 1975 ex-Niki Lauda 312 T, a 1979 ex-Gilles Villeneuve 312 T4, two 1991 ex-Alain Prost F1-91 and four F2001.

The Shell Ferrari Maserati Historic Challenge saw two day's of racing, and wins at the end of the first day's races went to the **1937 Maserati 6CM** Stefan Schollwöck in the "A" category for single seaters, the **1958 Ferrari 250 Testa Rossa** of Gary Pearson in the "B" group for sports and GT cars fitted with drum brakes and the **1970 Ferrari 512M** of Patrick Stieger in the "C" group for cars with disc brakes.





On Sunday, victory went to Stefan Schollwock's again, while the **1957 Maserati 250S** of Irvine Laidlaw won the "B" group for sport and GT cars fitted with drum brakes, and Patrick Stieger's **1970 Ferrari 512M** triumphed again in the "C" category for cars with disc brakes, the latter being a particularly exciting race that featured several competition Daytonas and BB LM512s.

Dicing incongruously amongst these slick-tyred monsters was the British driver **Peter Hardman** in the Tim Samways-entered **Ferrari Dino 246S**. As always tremendous value for the specatators, Peter sadly retired the car with mechanical maladies.

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