FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

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MICHAEL SCHUMACHER

ENGLISH LANGUAGE ADAPTATION

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane,
London EC4V 5EQ

USA Published by De Agostini Publishing USA, Inc.
299 Park Avenue, New York,
New York 10171

ISSN 2977-8751

ORIGINAL EDITION
"Ferrari F1-2000 Michael Schumacher"
Text: Francesco Pelizzari, Giuseppe Valerio, Giuseppe Messina
Photos: Ferrari S.p.A., Getty Images
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Printed in Italy

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Michael Schumacher

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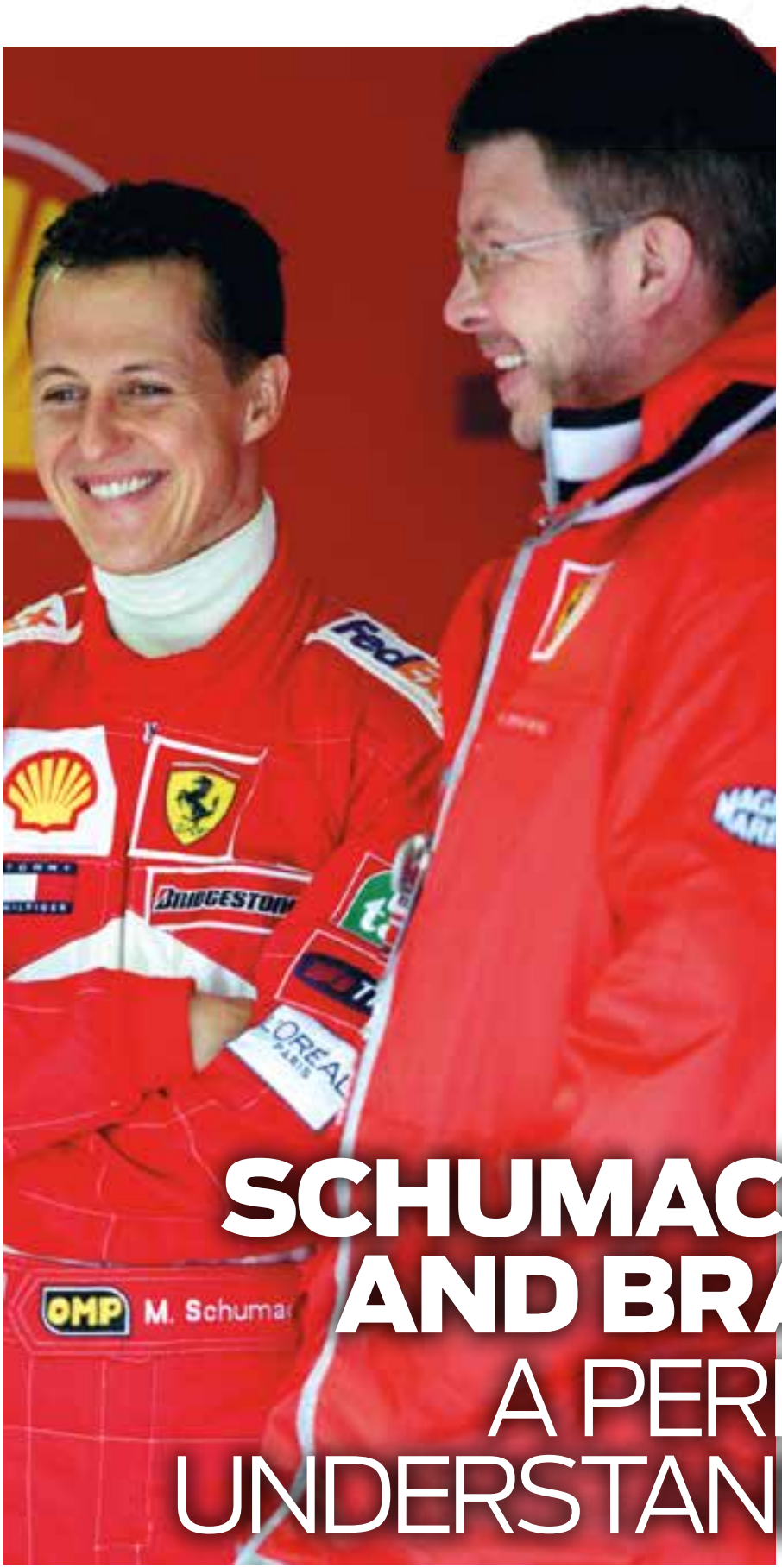
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SCHUMACHER AND BRAWN
A PERFECT UNDERSTANDING

The exceptional understanding between Michael Schumacher and Ross Brawn was decisive for Ferrari's triumph in 2000 and laid the foundations for a true golden age for the Prancing Horse team. The technical director had a perfect understanding of the complex technical and human factors that characterize a Formula 1 team, and the German champion trusted him implicitly.

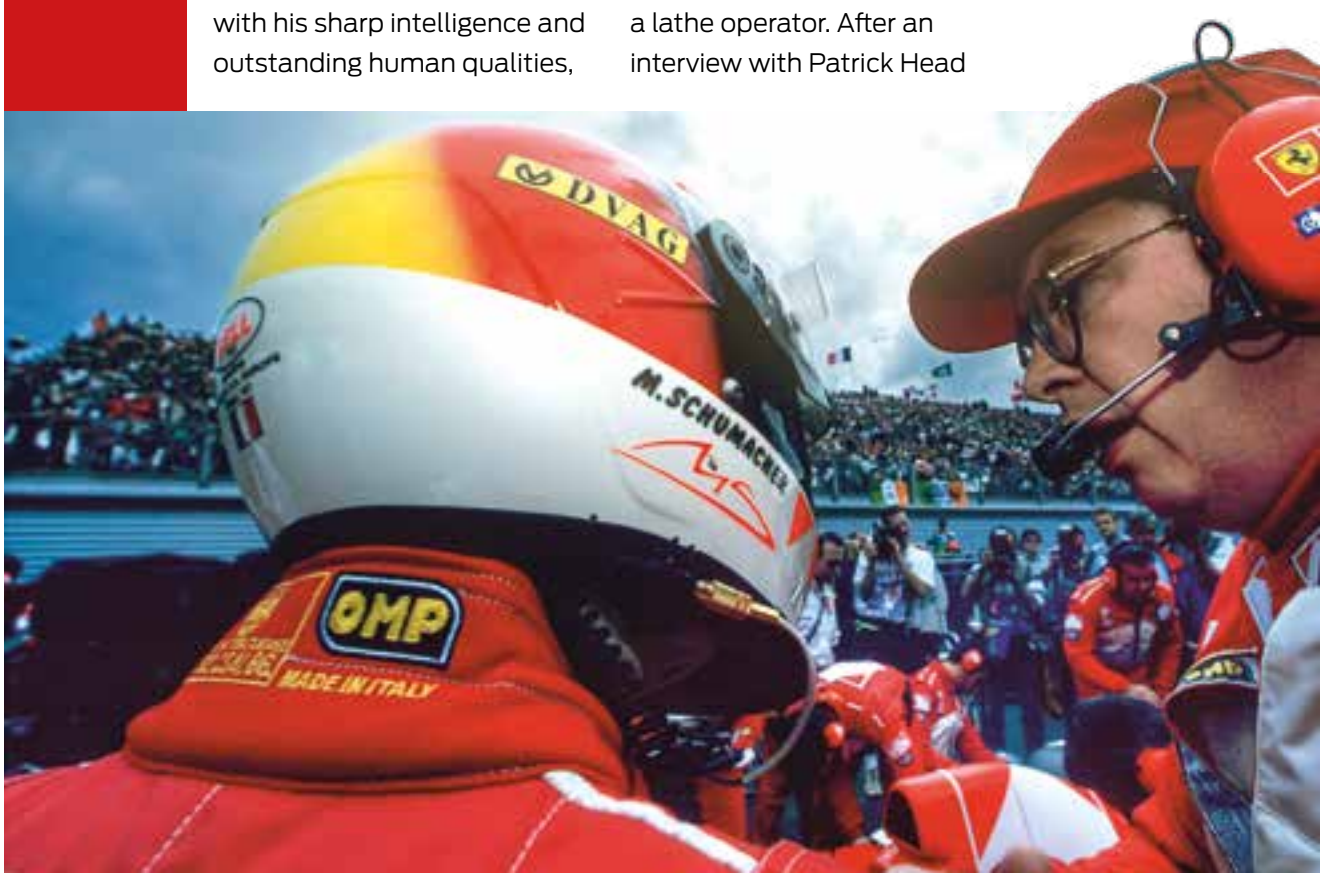


Ross Brawn arrived in Maranello at the end of 1996, a year after Schumacher. Together with the German driver and Rory Byrne (who joined Ferrari in 1997), he formed a trio at the top of the Prancing Horse team, just below Jean Todt. Brawn officially held the role of technical director and was, in fact, the number two at Ferrari's sports management. Although everyone considered him an engineer, Brawn actually had a diploma in mechanical engineering (he was awarded an honorary degree in mechanical engineering in 2003 by the Polytechnic University of Ancona). What set him apart was his experience gained over almost three decades, which, combined with his sharp intelligence and outstanding human qualities, allowed him to make the most of his wealth of knowledge.

Schumacher, Brawn, and Todt consult during practice: their synergy laid the foundations for Ferrari's epic series of successes at the beginning of the third millennium.

Beginnings at Benetton

Born in Manchester, UK, in 1954, Brawn was just 17 when, in 1971, he read an advertisement published by Frank Williams Grand Prix, recently founded in Reading – the town where Ross was located – seeking a lathe operator. After an interview with Patrick Head



(Williams's partner), the job was his. A few years later, Brawn put this experience to good use by joining March Engineering, where he quickly moved from the lathe to the track as an F3 car mechanic. In 1978, Brawn returned to Williams as a skilled worker, but he quickly rose through the ranks and was assigned to the wind tunnel. In 1985, he joined the Lola-Force team as a designer, then moved to Arrows and in 1989 joined Jaguar, which was competing in the Sports Prototype category. Two years later, as technical director, Brawn won the World Championship with the XJR-14. The definitive turning point came with his move to Benetton, where he won the 1994 and 1995 F1 World Championships with Schumacher (and Rory Byrne).



Ross Brawn and Schumacher during qualifying for the 1997 French Grand Prix, which the German driver won ahead of Frentzen's Williams.

A winning duo

During their time at Benetton, Michael Schumacher and Ross Brawn established a deep relationship on a personal level, which was a decisive factor in the extraordinary series of successes that both would achieve at Maranello. From a professional point of view, Brawn boasted all-round expertise: he knew every aspect of an F1 car and team life, was highly skilled at reading races and defining strategies, and had a good-natured, unassuming character. For Schumacher, Brawn was like an older brother. Michael knew he could always count on Ross; he knew that while he was racing on the track, there was someone in the pits who could give him the best advice, putting him in a position to give his all even in the case of "impossible missions" (as in 1998 in Hungary, when halfway through the race Brawn asked Schumi to make an extra pit stop and drive at 100 percent for 40 laps). The mutual trust was total: Michael felt fully understood and appreciated, and Ross repaid him by extolling his exceptional driving skills. For Brawn, this also meant being able to coordinate the work of all team members perfectly, safe in the knowledge that the input provided by the driver was accurate. ■

THE MUTUAL TRUST BETWEEN BRAWN AND SCHUMACHER HAD A POSITIVE EFFECT ON THE WHOLE TEAM, WHICH WORKED IN PERFECT HARMONY TO BRING FERRARI TO VICTORY.





When the Canadian Grand Prix got underway, Schumacher, who started from pole position, took the lead followed by the two McLarens and his teammate Barrichello.

CANADA 2000 TEAMWORK

After their victory in the European Grand Prix, Schumacher and Ferrari seemed to be laying down the law in the following Monaco Grand Prix: the German took pole position and set a pace that was unsustainable for his rivals. Yet two-thirds of the way through the race he was forced to retire, allowing David Coulthard to secure victory. In mid-June, the Formula 1 circus moved overseas for the Canadian Grand Prix, which took place on Sunday 18th on the semi-permanent circuit in Montreal, on the island of Notre-Dame, where Ferrari had often won. The track does not present any particular difficulties: it has no corners, but the long straights and numerous chicanes require constant braking and acceleration. It is therefore a circuit that puts the braking system to the test, as well as being one of the most fuel-consuming tracks.

500 GPs for McLaren

The Montreal race was particularly significant for McLaren, which was celebrating its 500th F1 Grand Prix (its debut was in Monaco in 1966), and in qualifying Coulthard – fresh from his triumph in Monte Carlo – proved to be in great form. He engaged in a heated battle with Schumacher for pole position; after several exchanges, the German prevailed over the Scot by just 98 thousandths of a second.



Team orders

On race day, the sky above Montreal threatened rain. As the cars lined up for the formation lap, Coulthard's McLaren fell silent: the mechanics managed to restart the engine at the last minute, but this cost the Scot a ten-second stop-and-go penalty. When the lights went out, Schumacher took the lead, even though Coulthard had got off to a slightly better start. In the early laps, the Scot kept his rival under pressure, but then had to stop to serve his penalty and when he returned to the track, he had slipped to tenth place. Second place was taken by Gilles Villeneuve, but on lap 25 Rubens Barrichello overtook him. Ten laps later, the Brazilian Ferrari driver was in the lead because Schumacher had stopped in the pits and when he returned, he was three seconds behind his teammate. Barrichello, with a lighter car, pulled away from Schumi until lap 43, when he also made his pit stop. Meanwhile, the rain, which had been falling lightly for a few laps, intensified and Schumacher had to stop again to fit wet tires, followed by Barrichello. The two Ferrari drivers maintained first and second places respectively and on lap 61 they were separated by 17 seconds, but Rubens was faster than Schumi and in five laps he made up 12 seconds. At that point, the order came from the Ferrari pits to maintain positions and the race ended with the second one-two finish of the season. Thanks to his victory in Canada, Schumacher consolidated his lead in the Drivers' Championship with 56 points, followed by Coulthard with 34 (who finished seventh) and Mika Häkkinen with

FINAL RANKING

1 - M. Schumacher
Ferrari

2 - R. Barrichello
Ferrari

3 - G. Fisichella
Benetton-Playlife

4 - M. Häkkinen
McLaren-Mercedes

5 - J. Verstappen
Arrows-Supertec

6 - J. Trulli
Jordan-Mugen Honda

7 - D. Coulthard
McLaren-Mercedes

8 - R. Zonta
BAR-Honda

9 - A. Wurz
Benetton-Playlife

10 - P. Diniz
Sauber-Petronas

The two Ferrari drivers congratulate each other at the end of the race in Montreal.





Coulthard, who served a ten-second penalty, could only finish seventh.

1952 F1 WORLD CHAMPIONSHIP
A STAR IS BORN

At the start of the 1952 F1 World Championship, the legacy of Alfa Romeo – which withdrew at the end of 1951 after two consecutive world titles – seemed set to be taken up by Modena-based Ferrari and Maserati.
The championship consisted of eight races, including the Indianapolis 500, which, despite having its own technical regulations, had been an integral part of the World Championship since 1950.
The reigning World Champion, Juan Manuel Fangio – who had moved to Maserati – was forced to miss the first race of the season in Switzerland due to the unavailability of the



Ferrari dominated the 1952 F1 World Championship with Alberto Ascari, recording six one-two finishes and taking pole position and the fastest lap in every European race.



The Scuderia Ferrari 500 F2s in the Monza paddock during a race (not valid for the World Championship) held in June. From left, the single-seaters driven by Gigi Villoresi (no. 26), Nino Farina (no. 20) who also had a spare car at his disposal, Alberto Ascari (no. 22), and André Simon (no. 24).



Trident's 6-cylinder engine. In addition, a serious accident in June at Monza during the Autodromo Grand Prix (not valid for the World Championship) put him out of action for the rest of the year. In addition to Alberto Ascari and Gigi Villoresi, Ferrari could also count on former World Champion Nino Farina and Roman driver Piero Taruf.

Ascari, the ace in the hole

Always ready to race his cars in all four corners of the world, Enzo Ferrari planned to participate in the Indianapolis 500 with the specially prepared 375 Indy, entrusted to Alberto Ascari. Busy in America, the Milanese driver missed the opening race of the World Championship in Switzerland, where Taruf won ahead of Rudi Fischer, also at the wheel of a private 500 F2 from Ecurie Espadon. Ascari contested his first European Grand Prix in Belgium, securing pole position, victory, and the fastest lap, with Farina second. The script from Spa-Francorchamps was repeated in the following race at Rouen, France: Ascari won (also taking pole position and fastest lap in the race), with Nino Farina and Piero Taruf on the podium. In the British Grand Prix, Ascari, despite setting the same time as Farina in practice, did not start from pole position, but still won the race and once again earned the extra point awarded for the fastest lap. On the podium at Silverstone, this time only one other Ferrari driver joined Ascari – Taruf, who finished second. In Germany, Ferrari dominated with the usual slam for Ascari, followed by Farina and Fischer on the podium, while Taruf finished fourth. At Zandvoort in Holland, the podium was also red, with Ascari winning everything

THE FERRARI 500 F2'S RECORD

8 RACES

7 WINS

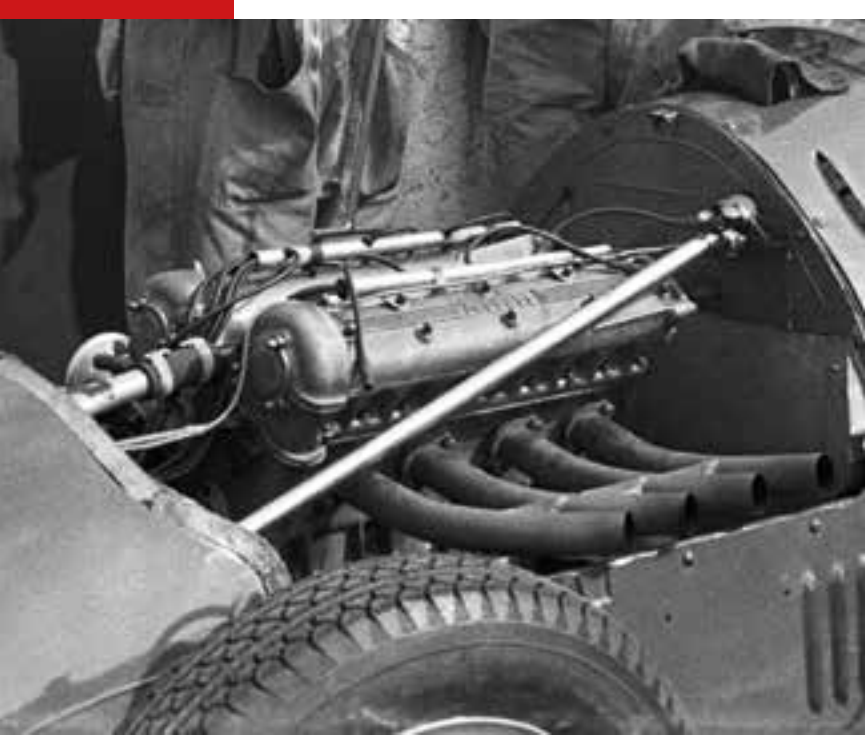
6 SECOND PLACES

4 THIRD PLACES

7 POLE POSITIONS

7 FASTEST LAPS

The 500 F2's in-line 4-cylinder engine (pictured below, the 1952 version with "short" exhausts) was originally designed by Aurelio Lampredi for Formula 2 racing. It was used in Formula 1 in 1952 and 1953 after a change in technical regulations.



and Farina and Villoresi finishing second and third. The grand finale at Monza was only slightly marred by José Froilán González, with the 6-cylinder Maserati finally on point. The Argentinian managed to match Ascari's fastest lap time in the race, thus sharing the point awarded for the fastest lap with the Milanese driver and finishing in second place. However, the Maranello team still placed five official cars in the top seven: Ascari first, Villoresi third, Farina fourth, Simon and Taruf sixth and seventh. It was a worthy conclusion to an almost perfect season.

An F2 from F1

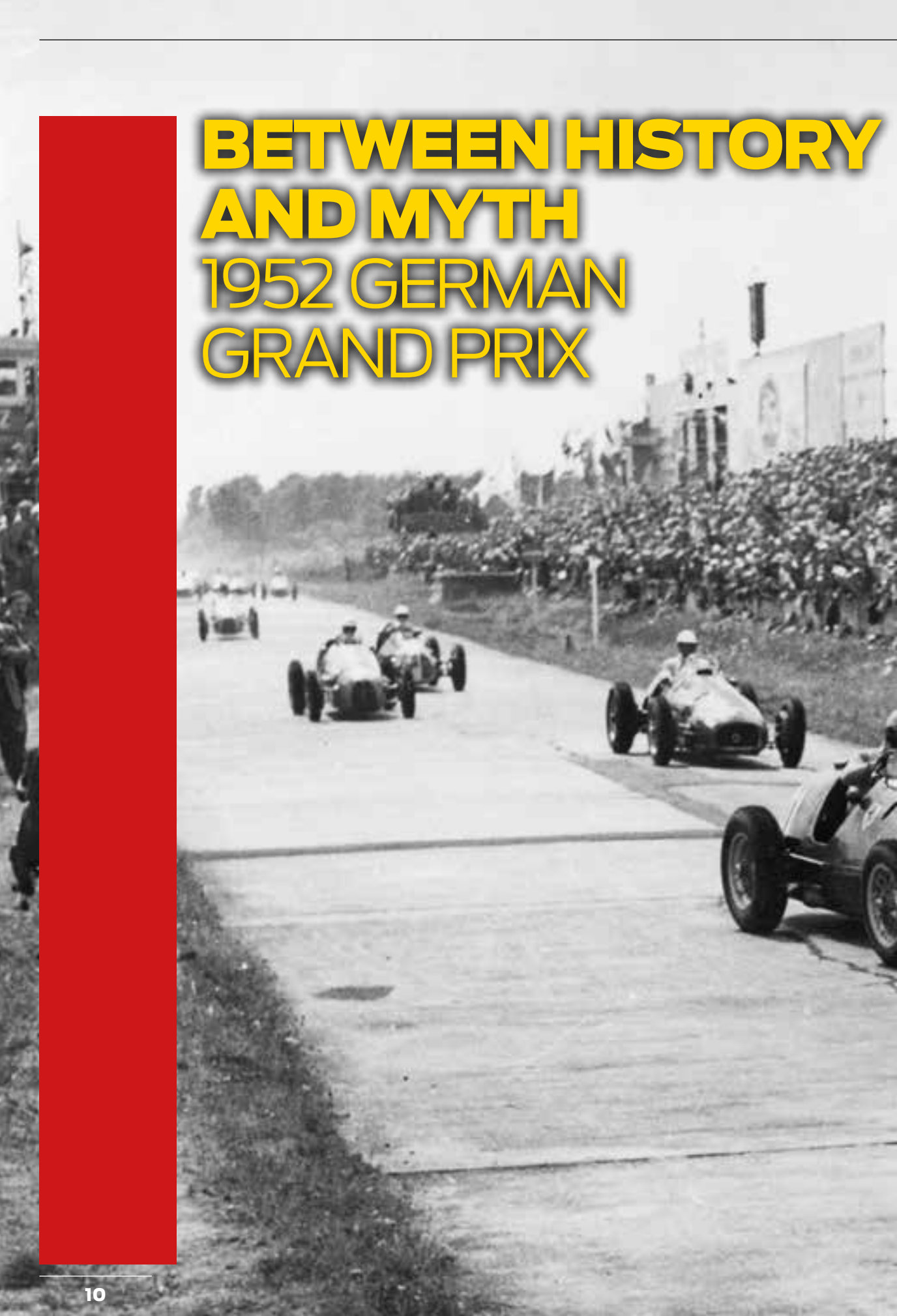
Designed in 1951 to compete in Formula 2, the Ferrari 500 F2 was admitted to the top series for the 1952–53 season, thanks to a change in the regulations that limited the displacement to 2 liters for naturally aspirated engines and 0.5 liters for those with a supercharger. Ferrari already had an engine designed for the junior series from the previous year: a 4-cylinder in-line engine with a displacement of 1,984.86 cc, capable of delivering around 170 hp. The engine had two valves per cylinder, twin overhead camshafts, and was fed by two Weber 45 DOE carburetors. In line with the simplicity that inspired the design of the engine, the chassis also adopted a conservative solution consisting of a tubular trellis structure with side members and cross members; the suspension was independent with deformable quadrilaterals at the front and a De Dion axle at the rear. Underneath its aerodynamic profile, the 500 F2 was appreciated for its clean lines, with an oval grille on a truncated nose and a wide tail housing the fuel tank. In 1952, the single-seater was equipped with "short exhausts" located on the left side of the front hood; in 1953, however, "long exhausts" were used (already seen in 1952 on some private 500 F2s). ■

FERRARI 500 F2
IN BRIEF



Engine Lampredi type, front, longitudinal, 4-cylinders in-line	**Displacement** 1,984.85 cc	**Bore × stroke** 90 mm × 78 mm	**Distribution** double overhead camshaft	**Number of valves** 2 per cylinder
Compression ratio 11.5:1 (13:1)	**Fuel supply** 4 Weber 45 carburetors DOE (2 Weber 50 DCOA carburetors)	**Ignition** dual, 2 magnetos	**Cooling** water	**Maximum power** 165 hp at 7,000 rpm (185 hp at 7,500 rpm)
Transmission rear-wheel drive	**Gearbox** 4-speeds + RM, in block with differential	**Chassis** steel, with side members and cross members	**Front suspension** independent, transverse quadrilaterals, lower transverse leaf spring, Houdaille hydraulic shock absorbers	**Rear suspension** De Dion axle, double wishbones, transverse leaf spring, Houdaille hydraulic shock absorbers
Brakes drum	**Tires** Pirelli, Englebert, Dunlop, Avon; front 5.25-16; rear 6.50-16	**Wheelbase** 85.0 in (2,160 mm)	**Front track** 50.0 in (1,270 mm)	**Rear track** 49.2 in (1,250 mm)
Length 157.0 in (3,988 mm)	**Width** 55.2 in (1,402 mm)	**Height** 41.3 in (1,050 mm)	**Weight** 1,235 lb (560 kg) unladen	**Maximum speed** approx. 149 mph (240 km/h)

BETWEEN HISTORY AND MYTH
1952 GERMAN GRAND PRIX





In 1952, the German Grand Prix was scheduled for August 3 at the Nürburgring circuit, famous for its grueling length: almost 14.3 miles (23 km) of track, with several very dangerous sections. On German soil, Ascari achieved an epic feat: starting from pole position – his third of the season – the Milanese driver led the Grand Prix for the first 16 laps, until he was forced to return to the pits on the penultimate lap due to an oil leak. It was a setback that could have cost him the win, but "Ciccio" (the nickname given to him by his father Antonio) had no intention of giving up the victory and, after a quick repair by the mechanics, he returned to the track ten seconds behind Nino Farina, who had taken the lead. Gradually, Ascari relentlessly eroded his teammate's lead and, at the end of the penultimate lap, he overtook him and then sped triumphantly into first place under the checkered flag. It was a real gem in an unforgettable season, which the Lombard driver ended with two more victories. ■

The son of Antonio Ascari, who died in a race in 1925, the Milanese driver's name is mainly associated with Ferrari. With the Modena-based team, he won two world titles in a row with record numbers, becoming the first Ferrari driver and the second Italian to win in the top series. He died at the wheel of a Prancing Horse car, at the same age as his father.



ALBERTO ASCARI
A MAGICAL TWO YEARS



Following in his father's footsteps (his father Antonio was a talented racing driver), Alberto Ascari was born in Milan in 1918. His sporting career began with motorcycles: in the late 1930s, he competed in and won several races, including an edition of the hugely popular Circuito del Lario. However, Alberto decided to follow his father and in 1940 made his debut as a racing driver in the Mille Miglia, a one-off race on a triangular track set up between Brescia, Cremona, and Mantua, which Alberto tackled in an Auto Avio Costruzioni 815, the first car manufactured by Enzo Ferrari. It was a sign of things to come. After the dramatic interruption caused by World War II, Ascari resumed racing in 1947 under the Maserati banner. His victory at the Modena circuit in an A6 GCS on September 28, his first career win, paved the way for his rise. He triumphed in the 1948 Coppa Acerbo and in the untitled 1949 Buenos Aires Grand Prix, again in Maserati cars. Then Ferrari approached, and Alberto's life changed completely.

A dazzling career

Victory in the F2 Bari Grand Prix marked the beginning of a successful partnership between the Lombard driver and the Prancing Horse team. In the 1950 Formula 1 World Championship – the first in automotive history – Ascari finished second twice, in Monaco and Italy, while in 1951 he scored his first World Championship victories, in Germany and Monza, paving the way for second place in the standings behind World Champion Juan Manuel Fangio. In 1952 and 1953, the Ascari-Ferrari duo reached its peak, dominating both seasons of the Formula 1 World Championship. Despite a series of dazzling successes in the top category – including victory with Nino Farina in the 1953 1,000 Kilometers of Nürburgring in a 375 MM – at the end of 1953 Ascari decided to leave Scuderia Ferrari to join Lancia. However, his relationship with Enzo

Date of birth
July 13, 1918

Date of death
May 26, 1955

Nationality
Italian

Active in F1
1950–55

First GP
Monaco 1950

Last GP
Monaco 1955

GPs contested
32

Wins
13

Podiums
14

Fastest laps
12

World Championship points
140.14
(107.64 actual)

World titles
2 (1952, 1953)





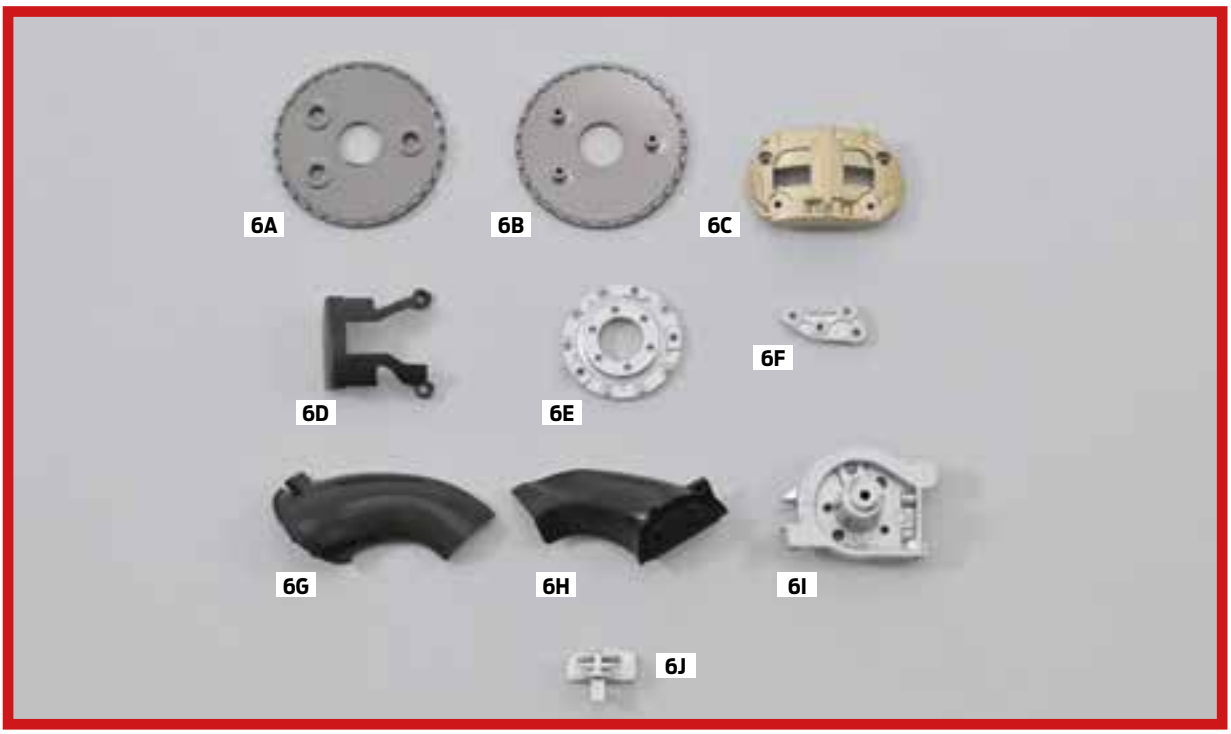
Alberto Ascari in "civilian clothes" at the wheel of the 500 F2 with which he competed in the 1953 F1 World Championship.

Ferrari did not suffer as a result. It was no coincidence that in a complex year such as 1954, which saw him triumph in the Mille Miglia but also wait a long time for the Lancia D50 to be ready for the Formula 1 World Championship (a car with which he would only make his debut in the final Spanish Grand Prix), the Milanese ace competed in the Italian Grand Prix in a Ferrari 625 F1. Ascari looked forward to 1955 with optimism, but his season got off to a mixed start: after retiring in Argentina, he won two non-championship GPs, at Parco del Valentino and Posillipo, then had a spectacular – but fortunately harmless – accident at the Monaco Grand Prix on Sunday, May 22, when Ascari ended up in the sea due to a wheel lock on his Lancia.

Tragic ending

Just four days after the Monaco race, Ascari showed up at Monza to watch his friend Eugenio Castellotti testing a Ferrari 750 Monza. Alberto's desire to get behind the wheel of the Modena sports car prevailed even over his proverbial superstition. Despite not wearing his trademark blue "bowl" helmet (damaged in the Monaco GP accident) or his usual jersey and gloves, "Ciccio" decided to do a few laps of the Brianza circuit, but was the victim of a fatal crash, the causes of which were never ascertained. Ascari died at the age of 37, the same age as his father Antonio, who was killed in 1925 during the French Grand Prix at the Montlhéry circuit. ■

006 | FRONT LEFT BRAKE



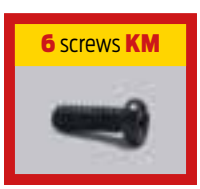
PARTS LIST

- **6A** Front left brake disc outer
- **6B** Front left brake disc inner
- **6C** Front left brake caliper
- **6D** Front left brake caliper support
- **6E** Front left brake bell
- **6F** Support bracket
- **6G** Brake cooling duct 1
- **6H** Brake cooling duct 2
- **6I** Front left wheel hub
- **6J** Brake and sensor lines connector

SCREWS*

- 6 **KM** screws 1.4 x 4 mm (+ 1 spare)
- 2 **CP** screws 2 x 4 mm (+ 1 spare)
- 3 **NP** screws 1.2 x 4 mm (+ 1 spare)

** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing them back in one or two turns at a time.*

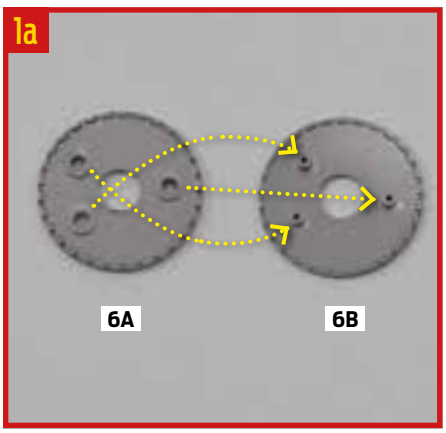




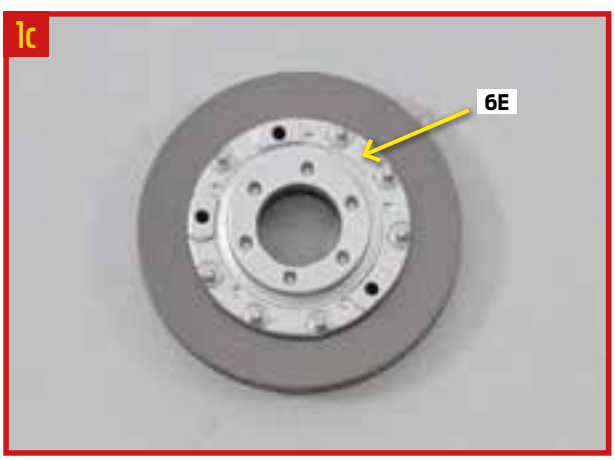


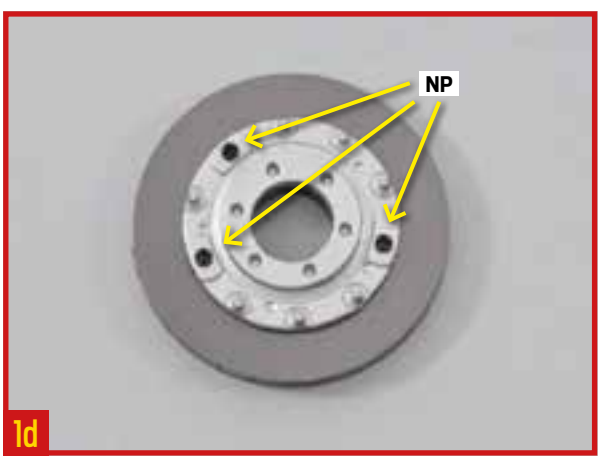


1 Take the two brake disc parts **6A** and **6B** (photo **1a**) and connect them together (photo **1b**). Then place the brake bell **6E** on the newly assembled disc, aligning the holes of the two components (photo **1c**). Secure the assembly with three **NP** screws (photo **1d**).

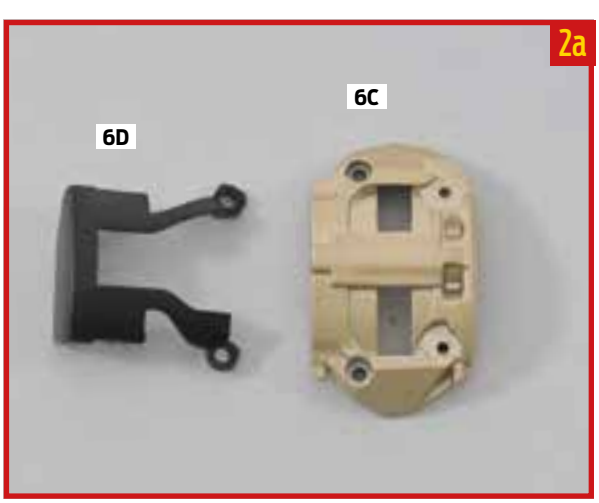








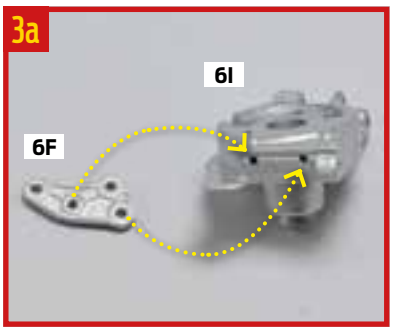
2 Take the brake caliper **6C** and the support **6D** (photo **2a**) and place the support on the caliper (photo **2b**). Secure the two pieces using two **KM** screws (photo **2c**).

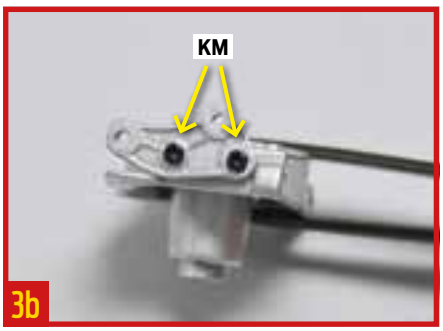




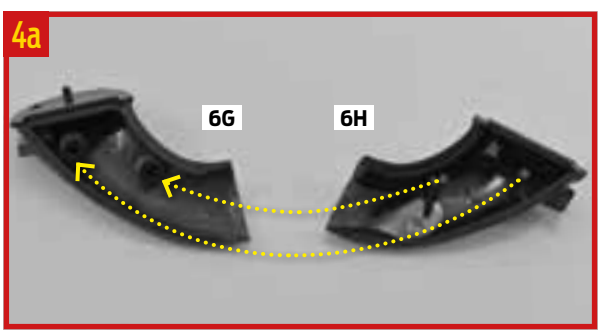


3 Take the wheel hub **6I** and the support bracket **6F** and align the holes of the two pieces (highlighted by the arrows in photo **3a**). Secure the components with two **KM** screws (photo **3b**).



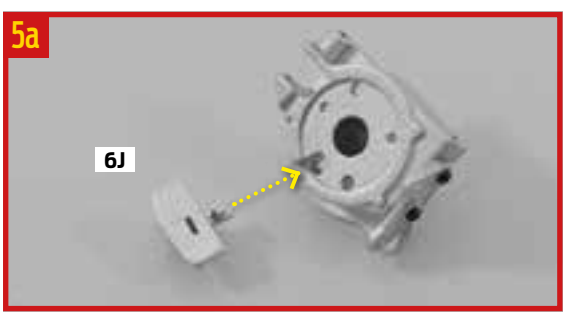


4 Place the two sections of the brake cooling duct **6G** and **6H** on the work surface (photo **4a**) and connect the two parts together (photo **4b**).



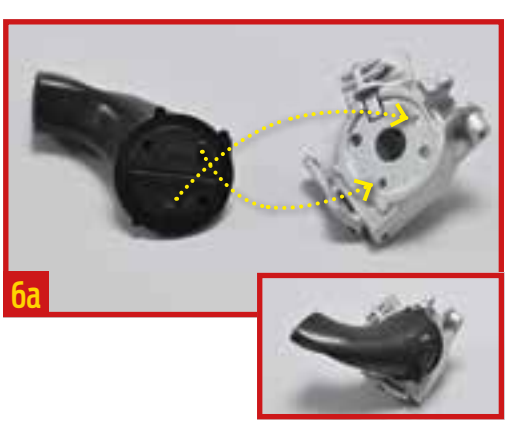


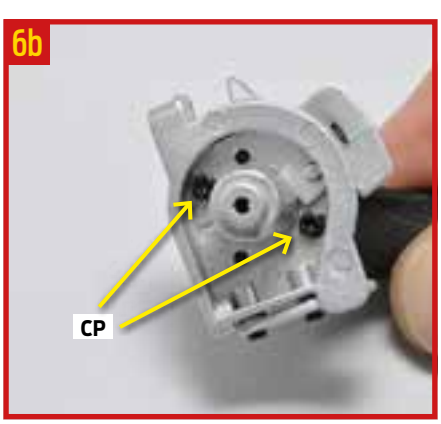
5 Retrieve the wheel hub **6I** (on which you mounted the bracket **6F** in step 3) and the connector **6J**. Photo **5a** shows the pivot and hole through which you will assemble the two pieces, as shown in photo **5b**.





6 Retrieve the duct assembled in step 4. The circular-shaped end has two pivots that must be inserted into the corresponding holes in the hub **6I**, as indicated by the arrows in photo **6a** (also refer to the detail image). Secure the two components by inserting two **CP** screws (photo **6b**) in the hub.



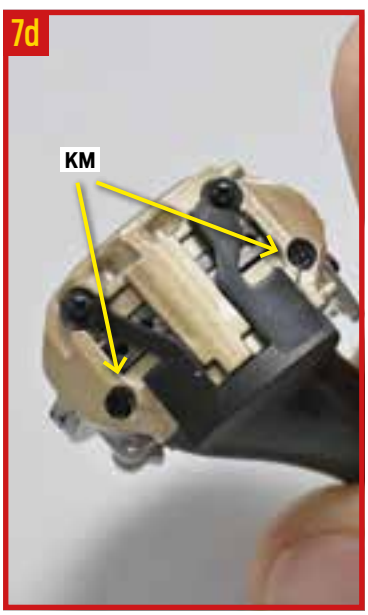


7 Place all the components you have assembled on the work surface: caliper, disc, and hub with duct (photo **7a**). Place the brake disc on top of the hub as shown in photo **7b**. Then take the caliper, position it as shown in photo **7c**, and, holding the pieces in place, secure it to the hub using two **KM** screws (photo **7d**).









FINAL RESULT

