FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

10



FANHOME

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Michael Schumacher

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FANHOME



OUTSTANDING ON EVERY OCCASION, ALWAYS AT HIS BEST

Whether in races, qualifying, or testing, Michael Schumacher never held back, allowing the Maranello team to develop the car to its full potential and rack up victory after victory.



Joy in the Ferrari pit after Schumacher's victory at Suzuka in 2000. Among those taking part in the big celebration was Pino D'Agostino (fourth from left, wearing a red and black cap).

The meticulousness and dedication with which Michael Schumacher approached his job, both in practice and in races, was legendary. Those who have worked closely with the German champion know this well, such as engineer Pino D'Agostino, who was responsible for the team's racing engines from November 1996 to the end of 2005.

D'Agostino graduated in mechanical engineering in 1974 and joined Maserati shortly afterwards. He then moved to Alfa Romeo/Autodelta until he was called to Maranello. Here he soon realized that he was dealing with a very special driver: Michael Schumacher. D'Agostino himself recalls this anecdote: "We were at Mugello in early 1997. Schumi had been driving for a few minutes; he was going flat out, as usual. I called him on the intercom and he answered as if he were sipping a coffee at a bar – totally relaxed. That was Schumacher's strength. In my career, I've worked with about 20 drivers, all very fast, but Schumi is a champion, unmatched in his ability to handle the car at the limit with the utmost naturalness. While others usually made a mistake after a few laps at the top, he was able to compete in an entire GP at maximum speed without any hesitation. That's why I always asked him to do the race simulations: the difference between him and 'normal' drivers becomes huge when it comes to getting the car

perfectly set up." Schumacher was also the perfect team player, well-liked by everyone despite his appearance as a very determined driver and sometimes prickly person, especially in his early days at Maranello.

"Jean Todt and Luca di Montezemolo set up the team as if it were a family, and Michael was at the center of it," recalls D'Agostino. "He was always there, not just for work matters: he shared in the fortunes and misfortunes of everyone, from us managers to the last of the mechanics. He made himself heard in good times and bad. When someone was in trouble, he never failed to offer his help. He was a champion in every sense of the word, both as a sportsman and as a human being; we were all very fond of him. From a professional point of view, he was very direct – he built relationships based on mutual trust and did everything that was asked of him. He was an exceptional professional."

In the Schumacher era at Ferrari, his teammates also played an important role, making a valuable contribution to the team's success.

"I remember two qualities about [Eddie] Irvine," said D'Agostino. "He maintained a good atmosphere in the team and he was an excellent tire tester, which was by no means a minor detail given that there were two tire suppliers at the time.

AS WELL AS BEING AN EXTRAORDINARY PROFESSIONAL, SCHUMACHER PROVED TO BE A PERFECT TEAM PLAYER, ATTENTIVE TO EVERYONE'S NEEDS.

Barrichello was very fast, but he didn't have the same consistency as Schumi. The car was almost always perfect and the Brazilian was very close to Michael on several occasions; he also won several races, but in the long run the German proved to be more consistent."

In addition to Schumacher's unbeatable class, according to D'Agostino, another secret of the team's greatness was a small but important detail: the focus on consistent performance, with Ferrari historically always prioritizing reliability. "I arrived at Maranello together with Ross Brawn, who told me: 'First we have to aim to get to the finish line, then to get there first.' We took these words to heart." ■



Schumacher chats with Barrichello and Da Mattia during a break at the 2003 Australian Grand Prix. At Ferrari, the German was also highly regarded for his human qualities.

MALAYSIA 2000
THE CONSTRUCTORS' TITLE SECURED

Schumacher on the top step of the podium in Sepang, his ninth victory of the season.



After two victories at Monza and Indianapolis, Schumacher also triumphed in Japan with a masterful performance on wet asphalt and became World Champion for the third time in his career. It brought the Drivers' World Championship back to Maranello after two decades. However, it was still to be decided which team, Ferrari or McLaren-Mercedes, would win the Constructors' Championship. After Suzuka, the standings were 156 to 143 in favor of the Prancing Horse team, with 16 points still up for grabs in the final race.

A triumph foretold

The Malaysian Grand Prix, the final round of the 2000 F1 World Championship, took place on October 22 at the Sepang International Circuit, a modern 18,186 ft (5,543 m) track hosting a top-flight motor race for the second time. Ferrari, the defending Constructors' Championship holders, was intent on repeating its success, even if it probably felt less motivated by this achievement than by the long-awaited Drivers' Championship it had just won. However, Maranello had not achieved the double since 1979. Victory should have been

a formality for the Prancing Horse team: McLaren would need a one-two finish from its drivers, coupled with a total debacle for Ferrari. This was highly unlikely.
The qualifying sessions confirmed two things: the first was that the Ferrari and McLaren teams seemed to be on another planet, as their four cars were the only ones to lap within a minute and 37 seconds; the second was that Michael Schumacher, finally free from tension and pressure, was by far the fastest driver. The German took pole position, beating Mika Häkkinen by about half a second.
Behind Schumi and his eternal rival, David Coulthard took third place, just a few thousandths of a second ahead of Rubens Barrichello.

Ferrari in the points in all races

The battle for the Constructors' Championship was already decided at the start, as Häkkinen moved off before the lights and was therefore penalized with a stop-and-go penalty.
The Finn then made a spectacular comeback from last place to fourth, but this did not change anything in terms of the title. All the more reason, therefore, for the Prancing Horse team to manage the race calmly. Barrichello could have repeated his success in Germany – without taking anything away from his teammate, who was already champion – but unfortunately, in Sepang, the Brazilian was slower than both Schumacher and Coulthard. The latter remained in the lead until lap 17, when the pit stops began, with the Ferrari team once again proving unbeatable.
The Malaysian race ended with Schumi's fourth consecutive victory, ahead of Coulthard and Barrichello, who rightly took part in Ferrari's big celebration.
The Prancing Horse team won the Constructors' Championship with flying colors and a haul of 170 points (against McLaren's 152). It was the only team to have always placed at least one car in the top six in all 17 races of the World Championship. ■



Barrichello and Schumacher get out of their cars in Malaysia – it almost looked like they were doing a dance.

FINAL RANKING

1 - **M. Schumacher** Ferrari
2 - **D. Coulthard** McLaren-Mercedes
3 - **R. Barrichello** Ferrari
4 - **M. Häkkinen** McLaren-Mercedes
5 - **J. Villeneuve** BAR-Honda
6 - **E. Irvine** Jaguar-Ford
7 - **A. Wurz** Benetton-Playlife
8 - **M. Salo** Sauber-Petronas
9 - **G. Fisichella** Benetton-Playlife
10 - **J. Verstappen** Arrows-Supertec

1953 F1 WORLD CHAMPIONSHIP
ASCARI'S DOUBLE



Ascari's fifth and final victory of the season came in Switzerland (pictured), his seventh in 1953 for the 500 F2, which was also driven to victory by Mike Hawthorn in France and Nino Farina in Germany.



The 1952 F1 World Championship was a triumphant march for Ferrari, which won seven of the eight races on the calendar. The star of the season was Alberto Ascari, winner of six Grand Prix races. The Milanese ace missed only the first race, the Swiss Grand Prix – which was won by Piero Taruffi in another Ferrari – because he was busy preparing for the Indianapolis 500. On his return to Europe, he swept the field, winning in Belgium, France, Great Britain, Germany, Holland, and Italy, thus becoming the third World Champion – after Nino Farina and Juan Manuel Fangio – in the fledgling history of the World Championship series.

Duel between Ferrari and Maserati

In 1953, the F1 World Championship regulations adopted by the International Federation a year earlier remained unchanged, meaning that Formula 2 single-seaters could also participate in the races valid for the title.

IN 1953, FERRARI FIELDED THE SAME WINNING CAR AS THE PREVIOUS YEAR AND DOMINATED AGAIN WITH ASCARI, BUT THERE WAS ALSO GLORY FOR NINO FARINA AND MIKE HAWTHORN.

THE FERRARI 500 F2'S RECORD (1953)

8 RACES

7 WINS

5 SECOND PLACES

4 THIRD PLACES

6 POLE POSITIONS

5 FASTEST LAPS



Ascari at Silverstone, the scene of his fourth win of the season, ahead of Juan Manuel Fangio's Maserati.

The decision was determined by the withdrawal of Alfa Romeo, which had caused a significant depletion of the participants.
The 500 F2 prepared for the track by Ferrari in 1952 proved to be almost perfect: stable, fast, and reliable. The 1953 version retained its winning characteristics, with only a few details modified. Most of the official drivers were also the same as in 1952, namely Alberto Ascari, Nino Farina, and Gigi Villoresi. The only absentee



Nino Farina racing at the Nürburgring circuit, the scene of his latest Formula 1 triumph.

was Piero Taruf, replaced by British driver Mike Hawthorn. The Scuderia del Cavallino's main rival in the new season was Maserati, which decided to field the A6GCM again, but with a more powerful engine and other significant updates by engineer Gioachino Colombo, who joined Maserati in 1953. The Trident marque's top driver was Argentinian Juan Manuel Fangio, who had been out of action for most of 1952 due to a serious accident, flanked by his compatriots José Froilán González and Onofre Marimón, as well as Felice Bonetto from Brescia.

Ferrari triumphant

The 1953 F1 World Championship consisted of nine races, one more than the



NINO **FARINA**



Born in Turin in 1906, Giuseppe "Nino" Farina was linked to the world of motor racing from birth. His father Giovanni was the founder of Stabilimenti Farina, one of the most famous coachbuilders of the time, while his uncle Battista was the founder of the legendary Pininfarina. After completing his university studies, Nino Farina devoted himself body and soul to his great passion, already making a name for himself in the 1930s thanks to his fast and sometimes reckless driving style.
The Turin native was gifted with lion-like courage, bordering on recklessness, which made him a favorite among fans, but also led to several hospital stays.
The peak of his career coincided with the first F1 World Championship in 1950, which Farina contested in an Alfa Romeo 158: he won three of the seven races on the schedule and took the world title ahead of his teammate Fangio.
He moved to Ferrari in 1952, remaining at Maranello until his retirement from competitive racing in 1956. Nino Farina died in 1966 in a car accident while on his way to Reims to attend the French Grand Prix.



THE FIRST FERRARI **FOUR-CYLINDER** ENGINE

Designed by Aurelio Lampredi, the "500" was Ferrari's first four-cylinder engine. From early 1951, Lampredi set to work on a 2-liter engine with this configuration, intended for both Formula 2 and two-seater sports cars. The Livorno-born engineer, in agreement with Enzo Ferrari, considered the four-cylinder layout to be more advantageous than the 12-cylinder version, at least for medium and small displacement engines. Thus, in the spring of 1951, the new 2-liter engine underwent its first bench tests, which confirmed its greater efficiency compared to the 12-cylinder engine of the same displacement: it had greater torque, lower weight and dimensions, a more efficient power-to-weight ratio, fewer moving parts, all to the benefit of reliability. The compact size and weight allowed for optimized load distribution, with the gearbox housed under the driver's seat and

In the 1953 version, the engine of the 500 F2 was upgraded by modifying the fuel supply, with new twin-barrel Weber carburetors, the compression ratio raised to 13:1, and the rev limit boosted to 7,500 rpm for a maximum power output of 185 hp.



The long exhaust pipes were a feature of the official 500 F2 cars produced in 1953 (pictured, Farina's car in the pits at Reims). This setup had already been adopted in 1952 on some cars intended for private teams.

the magnets located behind the front axle.
The 500 F2 proved to be solid and reliable, fast, and well-balanced. The 1952 version featured short exhaust pipes, while the 1953 version had long ones. During the 500 F2's racing life, its engine was constantly improved, while the chassis, a tubular trellis structure with side members and cross members, and the suspension – with independent wheels with deformable quadrilaterals at the front and a De Dion axle at the rear – remained virtually unchanged.

previous season. The new addition was the Argentinian Grand Prix, which had the honor of opening the World Championship on January 18. The calendar also included the Indianapolis 500, which retained its unique technical regulations (and for this reason was almost always boycotted by European manufacturers), and all the other races from the previous year.
Once again, Ascari dominated the season (albeit less spectacularly than in 1952), immediately displaying his dominance on the Buenos Aires circuit with pole position, fastest lap, and victory. After the Indianapolis race, which



Farina, in the foreground, on the starting grid of the Italian Grand Prix, alongside Fangio's Maserati and Ascari's twin 500 F2. The Turin driver, who fought long and hard with the Argentinian's winning A6GCS, finished the Monza race in second place.

saw only American drivers on the track, the F1 circus moved to the Zandvoort circuit in the Netherlands – where Ascari repeated his triumph of the previous year – then to Spa-Francorchamps in Belgium, again the preserve of the Milanese ace and his 500 F2.

In the following race, however, the French Grand Prix held in Reims, Ascari had to settle for fourth place, despite having taken pole position. Nevertheless, Mike Hawthorn brought joy to the Prancing Horse pit by crossing the finish line first ahead of Fangio's Maserati. Ascari's victory drought was short-lived: in the next British Grand Prix at Silverstone, the Ferrari driver was back on top, taking pole position, the fastest lap (together with González) and first place.

At that point, Ascari was one step away from the world title: with three races still to go (Germany, Switzerland, and Italy), he led the standings with 33.5 points. The rules allowed only the four best

AT THE END OF THE 1953 SEASON, ASCARI, AFTER WINNING HIS SECOND WORLD CHAMPIONSHIP TITLE WITH THE MARANELLO TEAM, DECIDED TO CHANGE TEAMS AND MOVE TO LANCIA, BUT HE MAINTAINED A GOOD RELATIONSHIP WITH FERRARI.

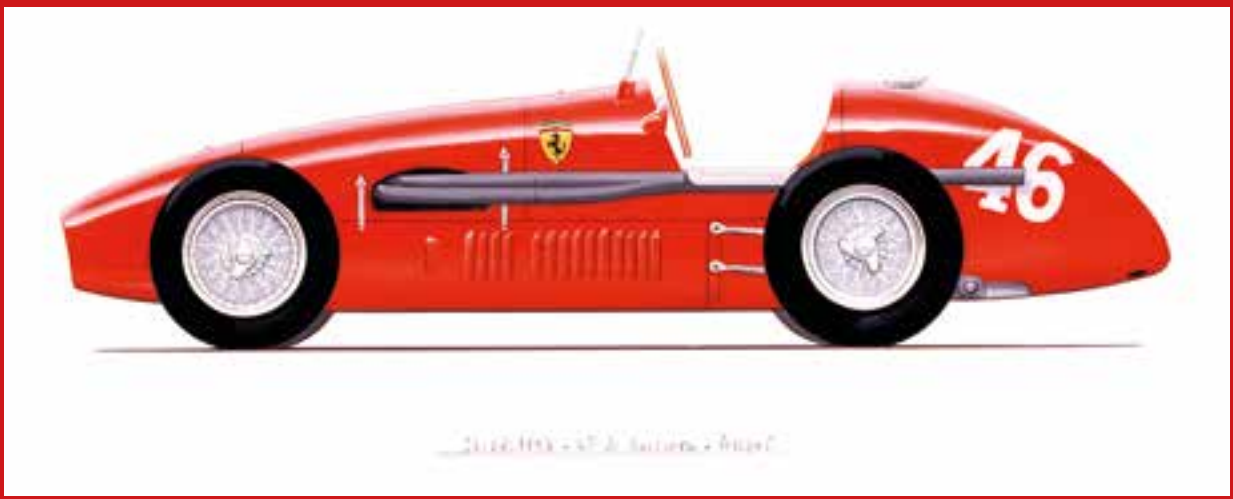
results to be counted and awarded one point to the driver with the fastest lap, so the maximum number of points available was 36. Mathematically, Hawthorn (16 points) and Fangio (13 points) still had a chance to overtake Ascari, but one of them had to win all the remaining races and hope that the Milanese driver scored only one point overall. Ascari had a bad day in Germany on the Nordschleife of the Nürburgring. During the race, he had a flat tire, managed to return to the pits but lost a lot of time, then got into Villoresi's car – which was better placed – to attempt a desperate comeback, but broke the engine and was forced to retire. His teammate Nino Farina came to his rescue, taking advantage of a close battle between Fangio and Hawthorn to pull away and race solo to victory in his Ferrari.
For the former World Champion, the German Grand Prix was the last victory of his career, a triumph that also allowed Ascari to mathematically secure the title, despite his retirement. The last two Grand Prix races were won by Ascari (in Switzerland) and Fangio (in Italy), with Farina crowning his season with two consecutive second places and third place in the F1 World Championship standings. ■



NELLO **UGOLINI**

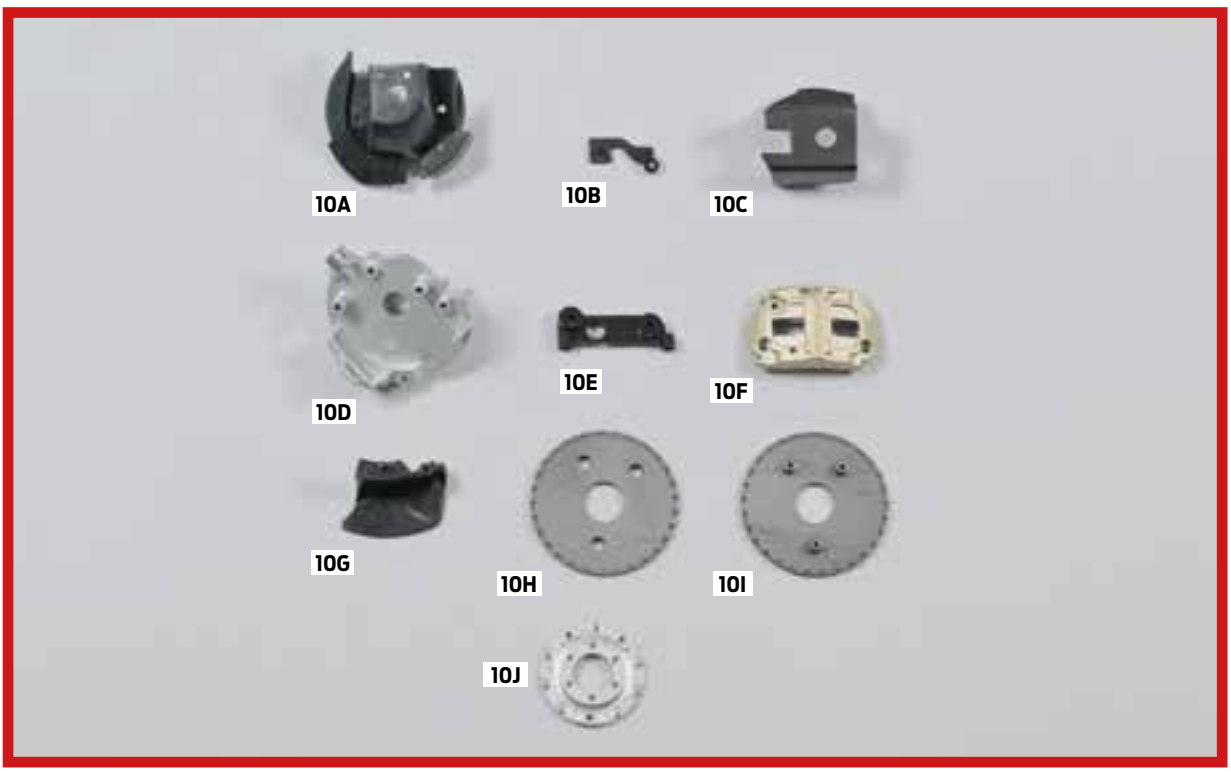
During the years in which Alberto Ascari secured his two World Championships, the sporting management of Scuderia Ferrari was entrusted to Nello Ugolini. Originally from Vignola, near Modena, where he was born in 1905, Ugolini had already worked alongside Enzo Ferrari between 1932 and 1937, first as his secretary and then as sporting director at Società Anonima Scuderia Ferrari, Alfa Romeo's racing department. During those years, which were very successful on the racing front, Ugolini was appreciated for his multifaceted skills, which made him a rigorous team organizer, a skilled tactician, and a talented timekeeper, supported in all this by his remarkable debating skills.
At the end of the 1930s, Ugolini changed sports and moved to soccer, becoming the managers of Modena and then Fiorentina, but in 1952, Ferrari wanted him back, mindful of the skills that had earned the Emilian the nickname "Maestro." Ugolini remained at Maranello until 1955, a four-year period in which Ferrari won two F1 world titles with Ascari and several World Sport rankings. He then moved to Maserati, taking over the management of the racing department for two years, before returning to soccer, this time at Bologna and, later, Torino.
However, his passion for motorsports resurfaced in the early 1960s, when Ugolini accepted an offer from Count Giovanni Volpi di Misurata to manage the Scuderia Serenissima. He later took the helm of the Swiss Scuderia Filipinetti. Ugolini passed away in February 2000 at the age of 94.

FERRARI 375 INDIANAPOLIS IN BRIEF



Engine Lampredi type, front, longitudinal, 4 cylinders in-line	**Displacement** 1,984.85 cc	**Bore x stroke** 90 mm × 78 mm	**Distribution** double overhead camshaft	**Number of valves** 2 per cylinder
Compression ratio 13:1	**Fuel supply** 2 Weber 50 DCOA carburetors	**Ignition** dual, 2 magnetos	**Cooling** water	**Maximum power** 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, double wishbones, lower transverse leaf spring	**Rear suspension** De Dion axle, double wishbones, transverse leaf spring
Brakes drum	**Tires** Pirelli 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)

010 | REAR RIGHT BRAKE



PARTS LIST

- **10A** Brake disc cooling plate
- **10B** Rear right brake caliper support
- **10C** Brake disc cooling counterplate
- **10D** Rear right wheel hub
- **10E** Wheel hub support bracket
- **10F** Rear right brake caliper
- **10G** Wheel hub flange
- **10H** Rear right brake disc outer
- **10I** Rear right brake disc inner
- **10J** Rear right brake bell

SCREWS*

- 5 **KM** screws 1.4 × 4 mm (+ 1 spare)
- 3 **KP** screws 1.4 × 4 mm (+ 1 spare)
- 3 **NP** screws 1.2 × 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.*

5 screws **KM**



3 screws **KP**

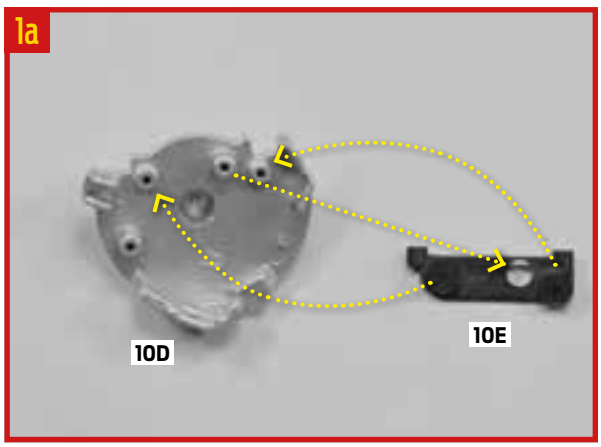


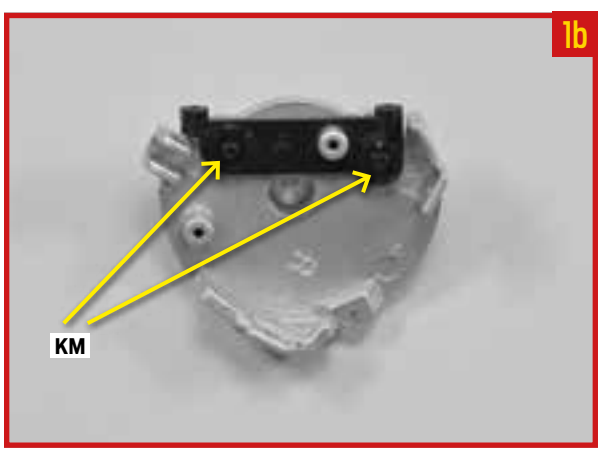
3 screws **NP**



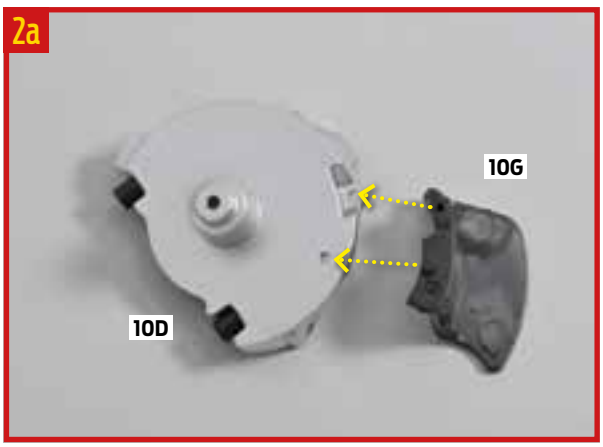


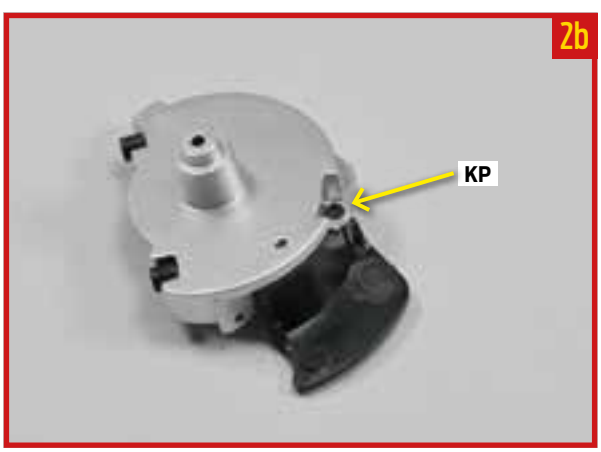
1 Take the hub **10D** and the support bracket **10E** and place them on the work surface as shown in photo **1a**; the arrows indicate the connecting points between the two pieces. Place the bracket over the hub and secure the two parts with two **KM** screws (photo **1b**).



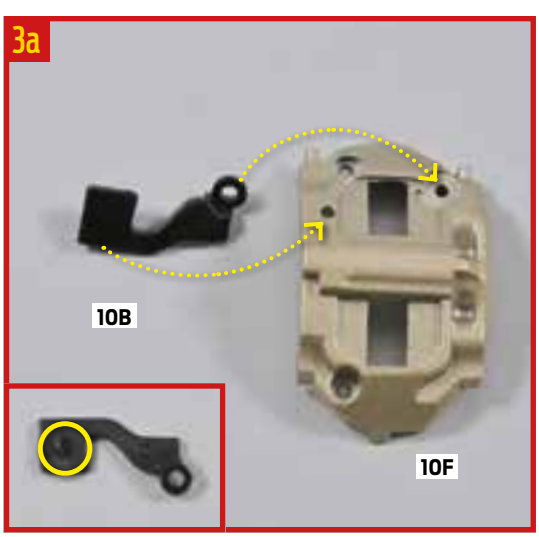


2 Turn the right rear wheel hub **10D** over and retrieve the wheel hub flange **10G**; in photo **2a**, the arrows indicate the connecting points for the pieces and the two holes that will be aligned after inserting the flange onto the hub. Connect the two parts with a **KP** screw (photo **2b**).





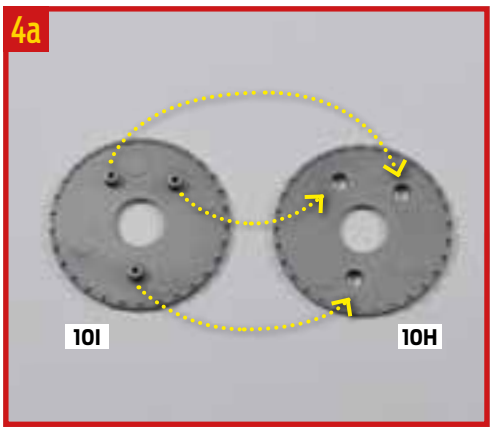
3 Now place the caliper **10F** and its support **10B** on the work surface, positioning the support on the caliper as shown by the arrows in photo **3a**. Then connect the two parts by inserting a **KM** screw into the highlighted hole (photo **3b**).



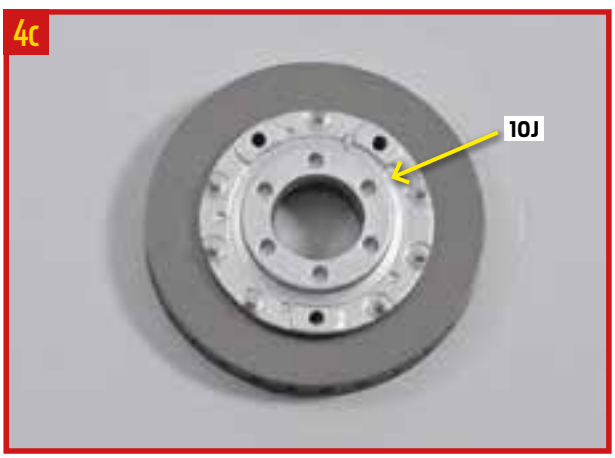


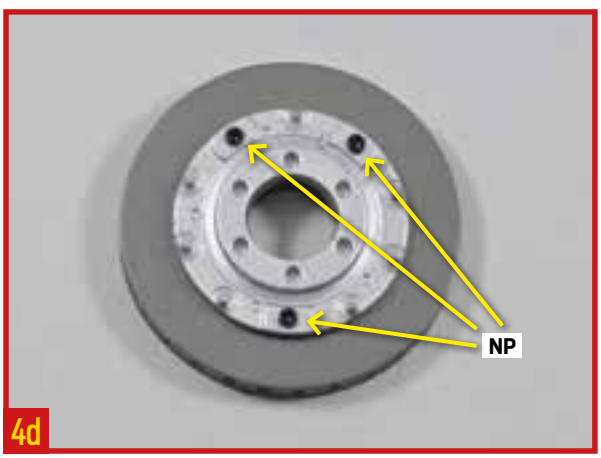
4

Take the two the brake disc parts **10H** and **10I** (photo **4a**) and connect the pivots and holes as shown by the arrows in photo **4a** to create a single disc assembly (photo **4b**). Then place the brake bell **10J** on the assembly, aligning the holes in the two components (photo **4c**), and securing it with three **NP** screws (photo **4d**).









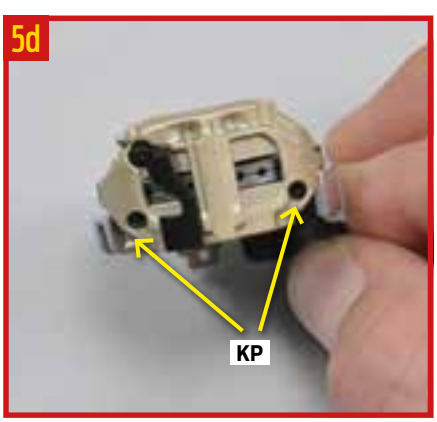
5

Place all the assembled components on the work surface: hub, disc, and caliper (photo **5a**). Place the brake disc on top of the hub (photo **5b**). Then take the caliper, position it as shown in photo **5c**, and, holding the parts in place, secure it to the hub using two **KP** screws (photo **5d**).

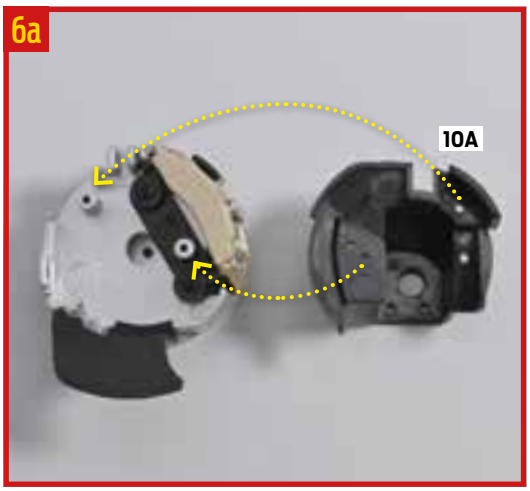


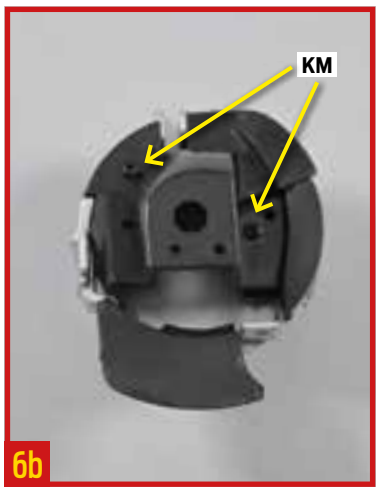




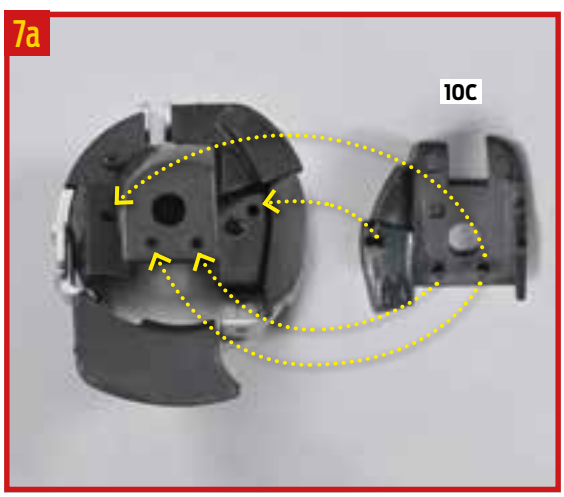


6 Take the cooling plate **10A** and place it next to the piece assembled in step 5. Photo **6a** shows the holes in the plate and hub that you need to align when placing piece **10A** in its seat. Secure the two components by inserting two **KM** screws into the holes (photo **6b**).





7 Finally, take the cooling counterplate **10C**. Photo **7a** shows the four pivots on part **10C** and the corresponding holes in the cooling plate **10A**, which will be used to assemble the two components, as shown in photo **7b**.





FINAL RESULT

