FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

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FANHOME



SCHUMI AND FERRARI LET THE LEGEND BEGIN

In 1996, the year Schumacher drove a Ferrari for the first time in the F1 World Championship, there were numerous signs that it would be an exciting season.



Ferrari fans at the Australian Grand Prix, the opening race of the 1996 F1 World Championship. Schumacher's arrival at Maranello raised great expectations among Ferrari enthusiasts.

The 1996 F1 World Championship brought with it some important changes. The main one was undoubtedly Michael Schumacher's move to Ferrari. After the tragic death of Ayrton Senna two years earlier, the German driver was the new benchmark in the top flight – the ace everyone was watching, the man capable of the impossible. At 27, he had already won two world titles with Benetton, in 1994 and 1995, demonstrating overwhelming superiority even over his fiercest rivals, first and foremost Damon Hill. He was the son of the great Graham Hill, two-time F1 World Champion and the only driver to have won the "Triple Crown" of the F1 Monaco Grand Prix (in addition to the World Championship), the Indianapolis 500, and the 24 Hours of Le Mans. Damon was a highly talented driver with Williams-Renault, which had by far the most competitive single-seater of its time. Nevertheless, even he was unable to prevent the march of Schumacher. Ferrari, for its part, had been chasing an F1 World Championship since 1983, the year of the Prancing Horse team's last Constructors' Championship, but with Schumacher it hoped to return to the top of Formula 1. Thanks to its new German signing, Ferrari had already made the front pages of the



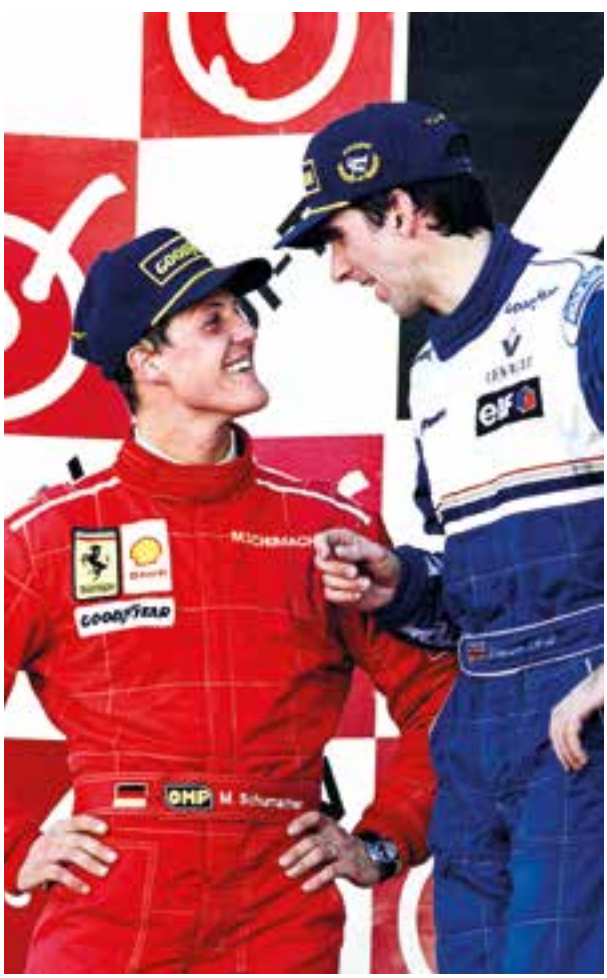
newspapers – even before the roar of the engines resumed on the circuits, the two-time World Champion's move to Maranello was the biggest news of the year.

There was also Gilles Villeneuve's son

However, there was another big name ready to enrich what promised to be an exciting year: Jacques Villeneuve. He was also following in his father's footsteps, none other than the legendary Gilles. For long-time Ferrari fans, the presence of Jacques, heir to the driver who 15 years earlier thrilled fans with his memorable exploits in the red number 27 car, was another reason to follow the races of the new season with interest. The young Villeneuve also had impressive credentials, having won both the Indianapolis 500 and the CART championship (the American Formula 1). Twenty-five-year-old Jacques was also a character capable of winning over the fans, especially younger ones: with his easy-going manner, occasionally dyed hair, and oversized racing suit,



Another big news story of the 1996 season was the Formula 1 debut of Jacques Villeneuve, son of Gilles, the Canadian ace who had captured the hearts of Ferrari fans.



Schumacher's main rival in his first year with Ferrari was Damon Hill, who went on to win the title at the end of the season.



Eddie Irvine during a test session in the F310. In the first few Grand Prix races of the 1996 World Championship, the car displayed some reliability issues.

THE F310 DESIGNED BY JOHN BARNARD FOR THE 1996 WORLD CHAMPIONSHIP PROVED TO BE A SOPHISTICATED CAR BUT DIFFICULT TO MANAGE, ESPECIALLY IN THE FIRST PART OF THE SEASON.

he looked like a driver straight out of a video game. All the ingredients were therefore in place for Schumacher and Villeneuve to engage in exciting duels during the new season, not least because Jacques Villeneuve was making his debut in the best car – the Williams that belonged to Ayrton Senna – and was extremely well prepared. Over the winter, the British team organized a series of tests for the Canadian so that he could familiarize himself with the car, the team, and the F1 circuits that would be new to him. Another ace up Jacques' sleeve was his confidence with technology: he knew how to get the most out of the latest electronic innovations in motor racing. Schumacher was also very skilled in this area, but Williams, at least at that moment, seemed to be superior to Ferrari.

Other news from Ferrari

In addition to Schumacher's arrival, Ferrari had other news in store for the new season, starting with the German's teammate, who had also just arrived at Maranello: Eddie Irvine. For the 1996 F1 World Championship, the Prancing Horse team was moving toward a clear division of roles between the drivers, with Michael as the undisputed lead driver and Irvine as his "wingman." Jean Todt wanted a driver who knew how to play second fiddle, and the Northern Irishman seemed to fit the bill perfectly.
After a decent career in the lower formulas, Irvine made his F1 debut with Jordan at Suzuka in 1993, finishing sixth: a more than respectable result for a rookie in the top flight.
Combative and fast, Irvine achieved good results in his two years at Jordan, including a podium finish. He was

therefore a driver who could win for Ferrari if Schumacher were to encounter difficulties, but who seemed happy to accept the role of second driver. Ferrari also wanted to impose a change of pace on the technical side, but in this case it turned to an old acquaintance: British engineer John Barnard, who, after a spell at Ferrari in the second half of the 1980s, was called back by Jean Todt, the architect of the long but steady return to competitiveness befitting the Prancing Horse team. Barnard's distinctive feature was his originality: the single-seaters he designed were always innovative, but this was sometimes at odds with the need for speed imposed by the development of a Formula 1 car. The new F310 created for 1996 was a decidedly sophisticated car, but also complex to manage in terms of reliability, especially at the beginning of the season. Despite this, it proved to be the best single-seater after the Williams and demonstrated this by winning three races, naturally with the fundamental contribution of Michael Schumacher. ■





A talented driver with a character capable of adapting to the role of "wingman," Eddie Irvine seemed the right man to support Michael Schumacher, the Scuderia's undisputed number-one driver.

AT THE ITALIAN GRAND PRIX, THE LAST RACE OF THE 1953 WORLD CHAMPIONSHIP, FERRARI FIELDED TWO EXAMPLES OF THE NEW 553 F2, TO TEST NEW TECHNICAL SOLUTIONS AHEAD OF THE 1954 WORLD CHAMPIONSHIP SEASON.

With the 500 F2 skilfully driven by Alberto Ascari, Ferrari monopolized the F1 World Championships in 1952 and 1953. The single-seater, designed by Arelio Lampredi, proved to be almost perfect: reliable and fast, winning the vast majority of the World Championship races scheduled in the two seasons. Ferrari's technical prowess, which reflected its founder's relentless pursuit of success, was further confirmed at the end of the 1953 F1 World Championship with the appearance of a new single-seater, which was in fact a prototype designed to test technical solutions for the immediate future. The Maranello-based manufacturer already knew that the rules would change the following year and that





1953 F1 WORLD CHAMPIONSHIP EXPERIMENTS FOR THE FUTURE

Umberto Maglioli at the wheel of the Ferrari 553 F2 tackles the Parabolica curve on the Monza circuit during the 1953 Italian Grand Prix.





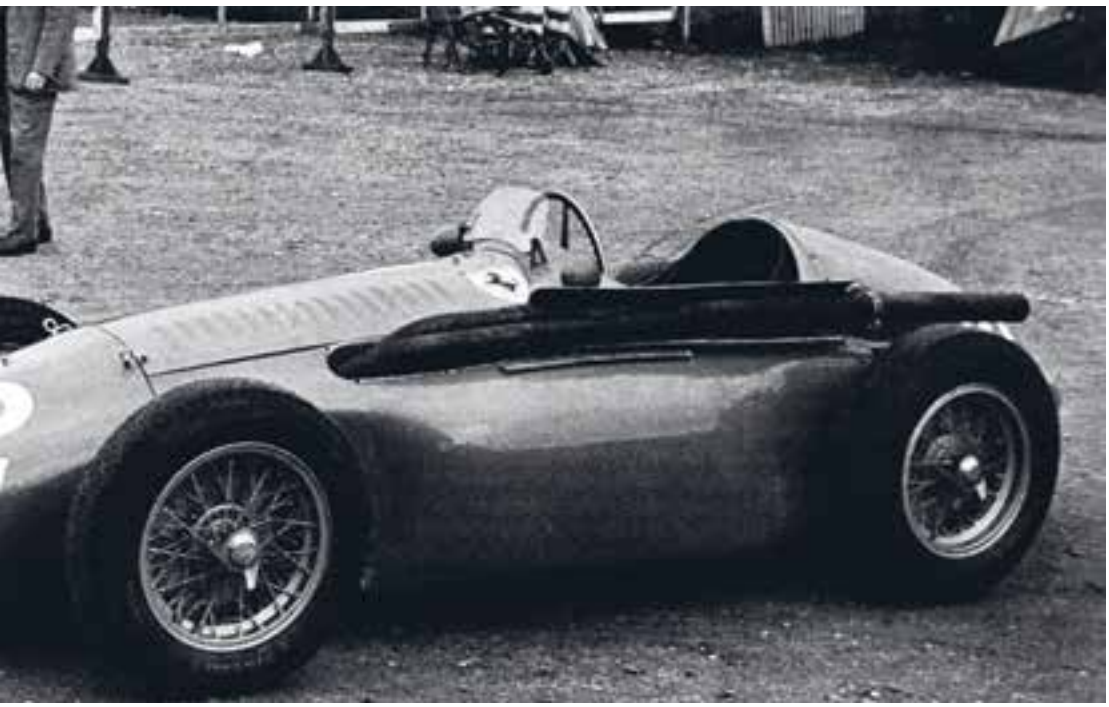
Ascari in Reims in the 500 F2, the most successful car in the 1953 F1 season.

the two-time World Champion 500 F2 would no longer be competitive. So, in the last race of the season, the 1953 Italian Grand Prix, two examples of the 553 F2 were entered.

The arrival of the "Squalo"

Designed by Aurelio Lampredi, the 553 F2 was a radically new project compared to the 500 F2, starting with its name, because for the first time a different style of abbreviation was chosen for the indication of the unit displacement. Now, the first of the three digits indicated the first number of the unit displacement – in this case "5," because the displacement of the single cylinder was approximately 500 cc – followed by the year of production of the model, "53."





On the left, Piero Carini's Ferrari 553 F2 in the Monza paddock on the eve of the 1953 Italian Grand Prix. This was the Modena-built 4-cylinder car's debut on the track.



The start of the 1953 Italian Grand Prix. In the center of the group are the two Ferrari 553 F2s lined up for the race: on the left is Carini's No. 12, on the right is Maglioli's No. 10.

But the innovations, of course, went far beyond this revised nomenclature.

The chassis, for example, was a completely new design for Ferrari: it was a tubular trellis structure that replaced the traditional side- and cross-member construction. The weight distribution was also significantly revised, with the fuel tanks positioned longitudinally on either side of the cockpit. This configuration, which hinted at a refined aerodynamic design, led to the adoption of a very sleek and elegant body, with a low center of gravity and tail, which, due to the bulges on the sides, the very flattened shape of the nose, and the engine ventilation slots on the front hood (similar to gills), earned



Umberto Maglioli returns to the pits with his 553 F2 during a practice session for the Monza race. Behind him is Luigi Villoresi in the 500 F2. In qualifying, the two drivers finished 11th and fifth respectively. Villoresi managed to finish the race, crossing the line in fourth place.

THE SHAPE OF THE FERRARI 553 F2, WITH ITS NARROW NOSE, WIDE SIDE PANELS, AND DECIDEDLY LOW WAISTLINE, APPEARED MUCH SLIMMER AND MORE ELEGANT THAN THE 500 F2.

AFTER ITS WORLD CHAMPIONSHIP PERFORMANCE IN THE MONZA RACE, THE 553 F2 UNDERWENT RADICAL MODIFICATIONS TO BECOME, IN 1954, THE 553 F1, POWERED BY A NEW ENGINE UPGRADED TO 2.5 LITERS.

the new single-seater the nickname "Squalo" (shark). The suspension, on the other hand, remained unchanged from that of the 500 F2: transverse leaf springs and Houdaille hydraulic shock absorbers at the front, De Dion axle at the rear. Lampredi also made significant changes to the 2-liter in-line four-cylinder engine, which was completely redesigned.

The stroke was reduced to 73.5 mm (2.89 in), while the bore was increased to 93 mm (3.66 in), for a total displacement of 1,997.11 cc, slightly more than the 1,984.86 cc of the successful 500 F2. Maximum power was around 180 hp, with fuel supplied by new-generation Weber 52 DCOA3 carburetors. The engine was actually provisional, as it was to undergo a further increase in displacement the following season, when new regulations were due to come into force requiring the use of engines

One of the most important modifications made to the 553 F2 when it was converted into the 553 F1 was the adoption of a fuel tank located at the rear of the car. This choice had a negative impact on the car's aesthetics, though without bringing any decisive advantages in terms of competitiveness.





PIERO **CARINI**

Born in Genoa in 1921, Piero Carini began racing in the immediate postwar years. In 1950, he made a name for himself by finishing third in an OSCA in the Modena Grand Prix, a Formula 2 race won by Alberto Ascari (driving a Ferrari 166). Carini made his Formula 1 debut in the 1952 French Grand Prix, driving a Ferrari for Scuderia Marzotto, with which he also competed in the German Grand Prix. However, his specialty was road racing, and in 1953 he became an official driver for Scuderia Ferrari in endurance races. A solid test driver, he was given the 553 F2 for his World Championship debut at Monza.
Carini continued his career as a private driver until his untimely death on May 30, 1957, during the 6 Hours of Forez in Saint-Etienne, when he lost control of his Ferrari 500 TRC and crashed.

with a maximum displacement of 2.5 liters.
The two 553 F2s lined up at Monza were therefore effectively "traveling laboratories" on which to test technical solutions for the 1954 season. The choice of drivers for the two single-seaters, Umberto Maglioli and Piero Carini – official drivers but more experienced at the wheel of sports cars and in road races – also implied Ferrari's desire to conduct a test to gather data and experience rather than be ultra-competitive on the racetrack. During the tests, Alberto Ascari also did a few laps in the 553 F2, but he ended up driving the 500 F2 in the race. During the race, Carini's 553 F2 was forced to retire due to engine problems; Maglioli's car also failed to finish the race but was still classified in eighth place, five laps behind the winner, Juan Manuel Fangio in a Maserati.

A difficult legacy

After its only World Championship appearance in the Monza race, the 553 F2 underwent radical modifications to become, in 1954, the 553 F1, powered by a new engine enlarged – in accordance with regulations – to 2.5 liters. However, the new single-seater, the "daughter" of the 553 F2, suffered from

setup problems mainly due to an imbalance caused by the progressive emptying of the side tanks during races. It was therefore no coincidence that in 1954 it was decided to alternate the 553 F1 with another new model from the Maranello workshops – the 625 F1, which was a direct evolution of the 500 F2. In the 553 F1, the original design of the 553 F2 was effectively overturned with the adoption of a more traditional fuel tank located at the rear behind the driver, relegating the two side tanks to a secondary role as reserves. This change, in addition to spoiling the elegant lines of the original car, ended up compromising the overall balance of the car, to the detriment of its competitiveness. The 553 F1 made its competitive debut in the spring of 1954 in Syracuse, in a race that did not count towards the World Championship., Although it did not live up to expectations in the F1 World Championship, it managed to win the Spanish Grand Prix with Mike Hawthorn at the wheel. ■



The cockpit of Maglioli's 553 F2 at Monza in 1953. In the center is the large Nardi steering wheel; on the left is the gear lever, while the instrumentation is limited to the central rev-counter and the oil and water temperature and pressure gauges.



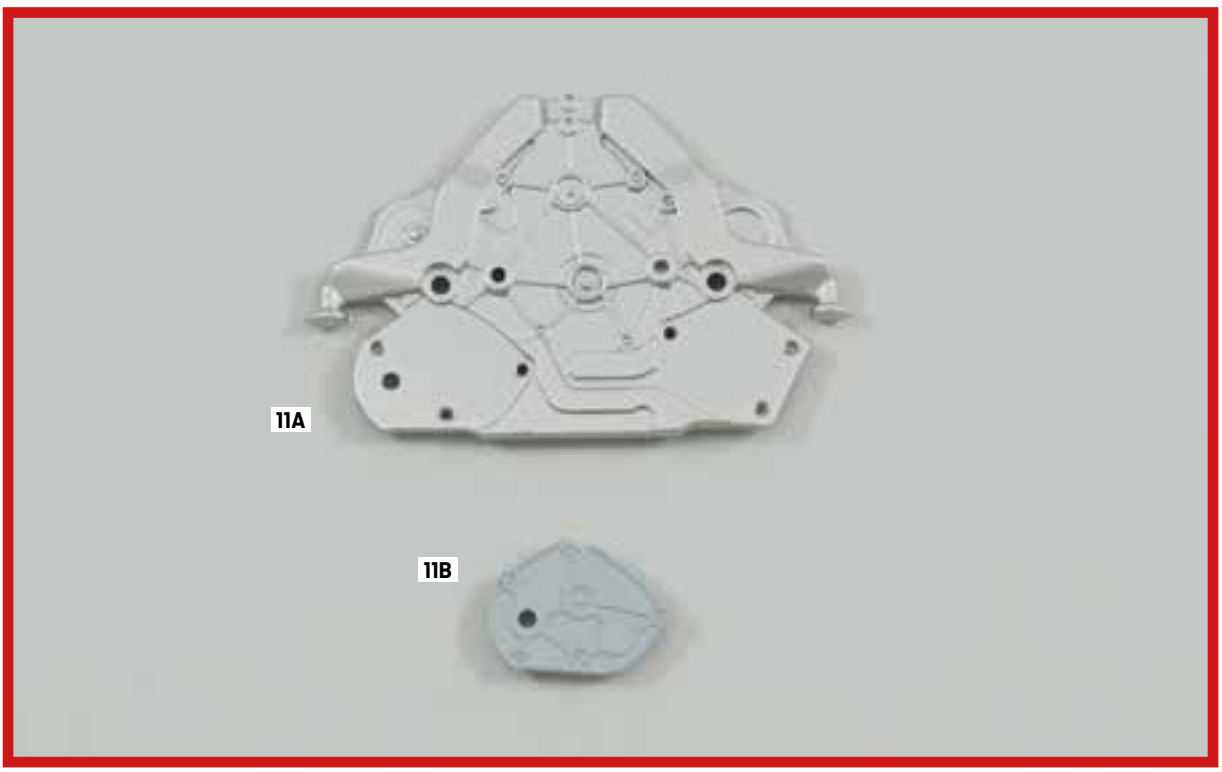
The suspension layout of the 553, both in the F2 and subsequent F1 versions, was derived from that of the 500 F2: deformable quadrilaterals and lower transverse leaf springs at the front and De Dion axle – also with lower transverse leaf springs – at the rear.

FERRARI 553 F2 IN BRIEF



Engine Lampredi type, front, longitudinal, 4 cylinders in-line	**Displacement** 1,997.11 cc	**Bore x stroke** 93 mm × 73.5 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 + reverse	**Chassis** tubular steel	**Front suspension** independent, transverse quadrilaterals, lower transverse leaf spring, Houdaille hydraulic shock absorbers, stabilizer bar	**Rear suspension** De Dion axle, double wishbones, lower transverse leaf spring, Houdaille hydraulic shock absorbers
Brakes drum	**Tires** Pirelli front 5.25-16 rear 6.50-16	**Wheelbase** Approximately 82.5 in (2,095 mm) (or 85 in/2,160 mm)	**Front track** 50.3 in (1,278 mm)	**Rear track** 49.2 in (1,250 mm)
Length 157.0 in (3,988 mm)	**Width** 56.2 in (1,427 mm)	**Height** 40.2 in (1,020 mm)	**Weight** 1,300 lb (590 kg) (with water and oil)	**Maximum speed** approx. 155 mph (250 km/h)

011 | THE ENGINE



PARTS LIST

11A Distribution cover

11B Distribution cover side plate

SCREWS*

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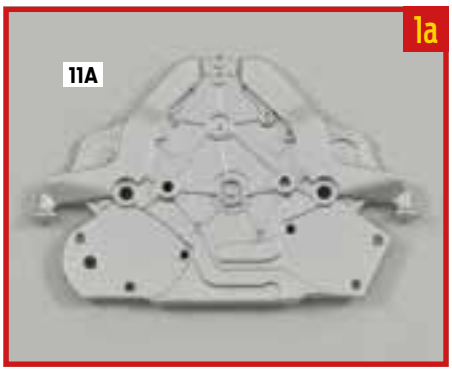
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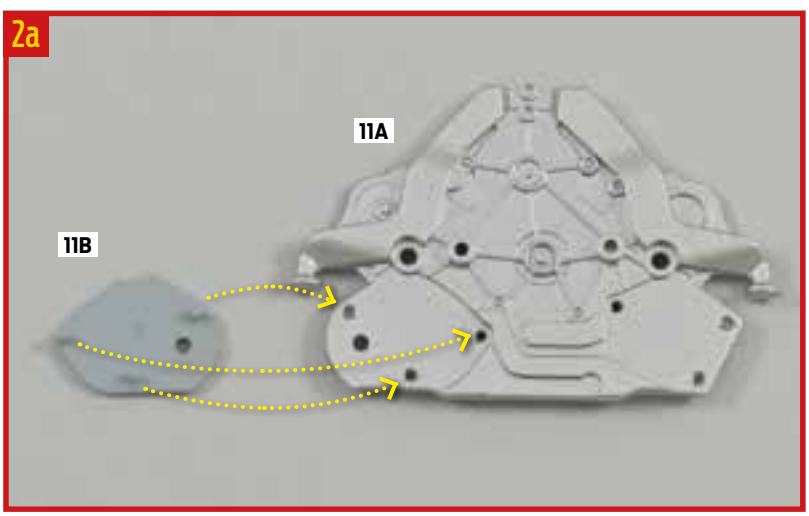
** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing them back in one or two turns at a time.*



1 The distribution cover **11A** has an outer face (visible in photo **1a**) characterized by numerous profiles, while the inner face (photo **1b**) has a much simpler appearance.







2 Place the distribution cover **11A** on the work surface with the outer face facing upward and the distribution cover side plate **11B**, which has three pins on the inner face (photo **2a**). Connect the two pieces, applying sufficient pressure to ensure that the pins fit securely into their seats (photo **2b**).



FINAL RESULT



MODEL-MAKER'S TIPS



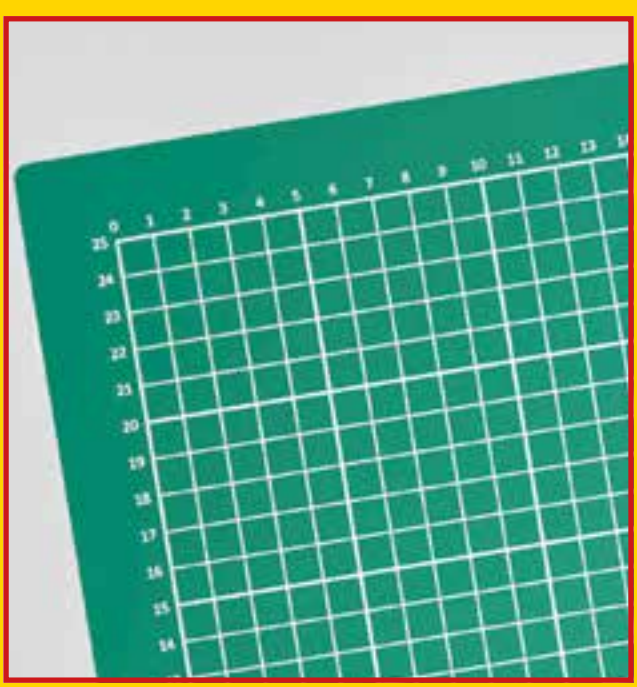




During the previous assembly steps, you have come across the "Tips" boxes, which contain some advice on how to assemble a specific component of your model.
However, model-making is a very broad subject, and it is a good idea to start with the basics: the tools you need, how to use them correctly, and so on.
The "Model-maker's tips" section, is intended to provide you with a guide to help you get the most out of the extraordinary experience of assembling your Michael Schumacher Ferrari F1-2000.

TOOLS

CUTTING MAT



Also known as a cutting mat, this is a multilayer PVC mat, ideal as a base on which to carry out assembly operations. It is thick enough to adequately protect work surfaces, even when using a cutter.
The material it is made of has a "self-healing" capacity: if it is cut slightly, it closes up again. It should always be kept clean, as any residue from the work could damage the surface of the model. It usually comes with a grid printed in 1 × 1 in squares and can be purchased in various standard sizes, from A5 to A1: the latter, which covers an area of around 35 x 24 in, is ideal for a model such as the Ferrari F1-2000.

TOOLS SCREWDRIVERS

To assemble your model, you will need Phillips screwdrivers (or PH screwdrivers). It is generally useful to have more than one, especially with different sized bits to best suit the different cross-shaped screw heads.
The size of Phillips screwdriver tips is usually indicated by a series of numbers from 0 to 4, but in the case of model-making screwdrivers, there are also smaller ones, identified by one to three zeros (see photo).

Screwdrivers with magnetized tips are particularly useful: this allows you to "hook" the screw and avoid the risk of it falling on the floor – sometimes finding it can be very time-consuming! Screwdrivers also come in various lengths; as a rule, screwdrivers longer than 8 in (203 mm) are not necessary for 1:8 scale models; it is also a good idea to have short screwdrivers (about 4 in/102 mm) for working in confined spaces.


tip type PH000 = 0.04 in (1 mm)


tip type PH00 = 0.08 in (2 mm)


tip type PH0 = 0.12 in (3 mm)

TOOLS SCISSORS



A pair of scissors can be useful for working on rubber components such as tubes, sheaths, and the like, if necessary. This tool is available in a wide variety of types and sizes. Common electrician's scissors (pictured), with round tips and of a medium size, are well suited to the needs of modelers.