FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

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FERRARI F310
SCHUMI'S FIRST FERRARI



Michael Schumacher poses next to his F310, marked with the number 1 as the German was the reigning champion in 1996.

There was great anticipation in Fiorano at the beginning of 1996 for the presentation of the Ferrari F310, which would compete in the Formula 1 World Championship. The excitement was not only for the new car but also for the drivers, both making their debut with the Scuderia: Eddie Irvine and, above all, Michael Schumacher, the champion par excellence of the premier category after the death of Ayrton Senna.

The arrival of the German driver – a coup for Ferrari president Luca Cordero di Montezemolo and sporting director Jean Todt – revitalized the atmosphere in Maranello. It was no coincidence that Fiat president Gianni Agnelli also attended the presentation: he had a soft spot for Schumacher and was in



Gianni Agnelli speaks during the presentation of the F310 at Fiorano, alongside Luca Cordero di Montezemolo.

THE SINGLE-SEATER WITH WHICH SCHUMACHER COMPETED IN THE 1996 F1 WORLD CHAMPIONSHIP WAS SOPHISTICATED, BUT NOT ENTIRELY RELIABLE. THE GERMAN CHAMPION WON THREE GRAND PRIX RACES ANYWAY, ENABLING FERRARI TO FINISH SECOND IN THE CONSTRUCTORS' CHAMPIONSHIP.

Fiorano both to remember that the Turin-based company had made a considerable effort to bring the World Champion to Ferrari and to reiterate that he was Ferrari's number-one fan.

Generous dimensions

The F310 designation identifying the single-seater designed for the 1996 season alluded to its new 3-litre V10 engine, which was claimed to deliver 715 hp at around 15,500 rpm; the 10-cylinder layout was a first for Ferrari.
The car immediately stood out for its generous dimensions, especially in the central part, around the cockpit; the 1996 regulations required the presence of head protection on both sides of the driver, and it was clear that Maranello had decided to apply the new rule to the letter (rival teams, on the other hand, adopted more "minimalist" solutions, to the benefit of the car's aerodynamic profile).
The chassis was a composite monocoque (honeycomb covered with carbon-fiber skins), a construction technology introduced in Formula 1 in the early 1980s by John Barnard, designer of the F310. The sidepods, with the radiator air intakes separated from the car body, were reminiscent of solutions adopted by military jets.
From an aerodynamic point of view, the F310 appeared in some ways to be an evolution of the F92A, the single-seater designed four years earlier by Jean-Claude Migeot, who had introduced a solution later adopted by other



manufacturers: the division of the main airflow (the air flowing under the car) by means of a type of double flat bottom. However, the F310 retained the low nose, a choice that appeared contradictory because it did not facilitate air intake.

Miniaturized gearbox

The low nose was not the only distinctive feature of the F310, the second single-seater car to be built entirely in the Maranello wind tunnel (the first was the F92A). Its generous shapes were complemented by extremely sophisticated "minimalist" details (worthy of Barnard's fame) such as the gearbox – a masterpiece of miniaturization, with a titanium case and tiny internal components. It was a "secret" that Nicola Larini, Ferrari's test driver, confided to a journalist during the presentation. Larini was confident that these first-rate technical solutions would translate into competitiveness. However, the test results did not live up to expectations.

Extreme sophistication also meant extreme complexity. The extremely small gearbox required the installation of a spacer between the engine and the gearbox to achieve the desired wheelbase. This spacer, which was made of carbon and also acted as an oil reservoir, caused numerous problems in terms of sealing during winter testing. It was such an issue that it was decided to start the season with the gearbox from the 1995 412 T2, and then reintroduce the F310 gearbox starting from the European Grand Prix on April 28.



The large side air intakes of the F310 were reminiscent of those found on many military aircraft.



The engine powering the F310, with its 10-cylinder layout, was a completely new development for the Maranello-based manufacturer.

The most expensive ever

During its presentation at Fiorano, the Ferrari F310 was described as the "most



The multifunction steering wheel was another new feature of the F310 that was to enjoy great success in F1 single-seaters.

expensive car ever." In Formula 1, it is very difficult to quantify the value of a single-seater because there are countless variables to consider, starting with the many hours of work spent in the wind tunnel.
The design certainly offered numerous refinements: the suspension, for example, had arms connected to the chassis with plates instead of uniballs to increase rigidity (a technology introduced years earlier by Barnard with the futuristic F1-89).
Another major innovation – a first for Formula 1 – was the multifunction steering wheel, which incorporated the instrumentation and all the controls so that the driver could concentrate fully on driving.
It was a solution that would be adopted by all other teams from 1997 onwards.

Rivals, with respect

From the very first tests conducted at Fiorano, the F310 suffered serious rear suspension problems, mainly due to the carbon spacer. These difficulties effectively nullified the winter preparations. Yet the delay compared to its rivals was made up thanks mainly to Schumacher's tireless availability in testing. The balance problems, which were responsible for excessive tire wear, were partially overcome in the second half of the season (starting with the Canadian Grand Prix) with the adoption of a high nose.
Added to this were the aerodynamic flaws of the F310, which prevented the full potential of the new V10 designed by Paolo Martinelli from being exploited. The engine received little air due to the shape of the front section, so much so that at the



THE FERRARI F310'S RECORD

16 RACES
3 WINS
3 SECOND PLACES
3 THIRD PLACES
4 POLE POSITIONS
2 FASTEST LAPS

beginning of the season, the drivers were forced to tilt their heads on the straights to free the snorkel as much as possible.

In addition, the front section of the car, which was very wide due to the side protection of the cockpit, penalized top speed and hindered the work of the rear wing. At the end of 1996, however, Ferrari was second in the Constructors' Championship behind Williams (an almost unbeatable car), having recorded three wins and four pole positions.

Meanwhile, John Barnard left the Scuderia del Cavallino after setting up the F310 B, the 1997 single-seater that would fight for victory until the last race in both World Championships. ■



During the season, the F310 adopted a high nose, which increased the airflow under the car.

FERRARI F310: TECHNICAL SPECIFICATIONS



ENGINE
rear, longitudinal, 10V 75°

Displacement
2,998.07 cc

Bore × stroke
3.62 × 1.78 in (92 × 45.1 mm)

Distribution
double overhead camshafts

Number of valves
4 per cylinder

Compression ratio
12.5:1

Fuel supply
indirect electronic injection Magneti Marelli

Ignition
Magneti Marelli static electronic ignition

Cooling
water

Maximum power
715 hp at 15,500 rpm

TRANSMISSION
rear-wheel drive

Gearbox
6-speeds + RM, electro-hydraulic

CHASSIS
composite monocoque: carbon-fiber honeycomb

Front and rear suspension
independent, transverse quadrilaterals, push-rods, torsion bar springs, telescopic shock absorbers

Brakes
carbon disc

Front and rear tires
Goodyear, 13-inch wheels.

DIMENSIONS

Length
171.5 in (4,355 mm)

Width
78.5 in (1,995 mm)

Height
38.2 in (970 mm)

Wheelbase
114.2 in (2,900 mm)

Front track
66.5 in (1,690 mm)

Rear track
63.2 in (1,605 mm)

WEIGHT
1,323 lb (600 kg)

TOP SPEED
over 199 mph (320 km/h)



1955 F1 WORLD CHAMPIONSHIP
DIFFICULT TIMES

In 1954–55, which coincided with the return of Formula 1 single-seaters to the top flight, Ferrari faced fierce competition. It was clear from the 1954 World Championship that Mercedes was the team to beat. Maserati had a good car and Lancia, which only appeared on the track at the end of the season, proved it could hold its own against the Stuttgart-based manufacturer. Ferrari, on the other hand, did not have a particularly positive championship, despite fielding two different cars – the 625 F1 and the 553 F1 – and only achieving two victories, with José



Eugenio Castellotti made his debut for Ferrari in the Dutch Grand Prix at the wheel of a 555 F1. The driver from Lodi finished sixth in the race held at the Zandvoort circuit.

AS IN THE PREVIOUS SEASON, IN 1955 FERRARI ENTERED TWO DIFFERENT CARS, THE 625 F1 AND THE NEW 555 F1 "SUPERSQUALO," BUT THE RESULTS WERE DISAPPOINTING.

Froilán González in Great Britain and Mike Hawthorn in Spain. For the new season, the Maranello team decided to continue using the 625 F1, to which it made some modifications, but focused more concretely on the new 555 F1. However, it would reveal some insurmountable problems.

Another important change for the Prancing Horse team was the choice of tires: in an attempt to explore every possible solution to improve the performance of its cars, Ferrari broke its partnership with Pirelli and switched to the Belgian company Englebert. But this path

FANGIO'S MERCEDES DOMINATED THE 1955 F1 WORLD CHAMPIONSHIP, WINNING FOUR OF THE SEVEN RACES. FERRARI WON THE MONACO GRAND PRIX WITH MAURICE TRINTIGNANT AT THE WHEEL OF THE 555 F1.

would not lead in the desired direction either.

A torrid start

The opening race of the 1955 F1 World Championship took place in mid-January in Argentina, on the Buenos Aires circuit, and went down in history for being affected by unbearable heat. Ferrari fielded three 625 F1 cars for the occasion, driven by Nino Farina (No. 10), with Umberto Maglioli as reserve, González (No. 12), and Maurice Trintignant (No. 14). During qualifying, the Maranello team managed to take pole position with González, but in the race all the Ferrari drivers suffered from the extreme heat: as a result, González, Farina, and Trintignant took turns at the wheel of car no. 12, which finished second behind the unbeatable Juan Manuel Fangio. The same fate befell the No. 10 625 F1, which finished third in the final standings, driven in turn by Farina, Maglioli, and Trintignant. The No. 14 Ferrari, originally piloted by Trintignant, was officially listed as retired. At the end of the Buenos Aires marathon, the only drivers to remain stoically at the wheel of their cars for three hours were Juan Manuel Fangio and Roberto Mieres, the Argentinian driver of the Maserati, who finished fifth; all the other classified cars (seven in total) saw at least two drivers take turns at the wheel.





Trintignant on the starting grid of the Monaco Grand Prix. The Frenchman, ninth in qualifying and starting from fourth place, took the lead with 20 laps to go and took the checkered flag to win.

In the season's opening race in Argentina, local hero José Froilán González (below) took pole position and second place (alongside Farina and Trintignant).



The 555 F1 enters the scene

The debut of the 555 F1 had to wait until the end of April, when two examples of the car, driven by Farina and Trintignant, were entered in the IV Grand Prix de Bordeaux (one of the many races not counting towards the World Championship); both were forced to retire due to mechanical problems.

The 555 F1 made its World Championship debut on May 22 in Monaco: once again, there were two cars, driven by Harry Schell and Paul Frère and Piero Taruffi. On the Monegasque track, Ferrari also used a hybrid single-seater – with the chassis of the 625 and the engine of the 555 – intended for the Scuderia's two top drivers, Farina and Trintignant. It was the latter who crossed the finish line victorious, thanks to the withdrawal of the Mercedes cars driven by Fangio and Stirling Moss, as well as the spectacular crash into the sea of Alberto Ascari's Lancia. Farina finished fourth, Taruffi and Frère eighth, while Schell retired. Having miraculously escaped unharmed from the spectacular accident in Monaco, Ascari tragically lost his life just four days later during a test at Monza.

For the Belgian Grand Prix (officially the fourth race of the season, after the Indianapolis race was boycotted by the European teams), Ferrari fielded three 555 F1s for Farina, Frère, and Trintignant. At Spa-Francorchamps, the "Supersqualo" achieved its first podium finish with Farina in third place; Frère finished the race in fourth place and



EUGENIO CASTELLOTTI
THE ARROW OF LODI

Eugenio Castellotti was born in Lodi on October 10, 1930, and from childhood showed a marked love for racing cars. His debut in competitive racing came in the early 1950s – his first significant result was third place overall in the Carrera Panamericana, driving a Lancia D23. His Formula 1 debut came two years later with the Lancia team alongside Alberto Ascari, his teacher and mentor. With the Turin-based F1 team, Castellotti competed in three World Championship races (retiring in Argentina, finishing second in Monaco, and retiring again in Belgium after securing pole position). Castellotti's departure from Lancia, following Ascari's tragic accident, led him to move to Ferrari, with whom he competed in three more races. Thanks to his results, he finished third in the 1955 World Championship, his best result in the top flight. Castellotti's list of achievements includes victories in the 12 Hours of Sebring (with Fangio) and the 1956 Mille Miglia, both in a Ferrari, and third place in the 1955 Targa Florio (with Robert Manzon), also in a Ferrari. Castellotti died in March 1957 while testing a Ferrari at Modena.

Trintignant in sixth. The gap with Fangio and Moss's Mercedes cars seemed unbridgeable. Meanwhile, Lancia, still reeling from the tragedy that had befallen Ascari, decided to cease all sporting activities after participating in the Belgian race and sell its Vittorio Jano-designed single-seaters to Ferrari. With the arrival of the Lancia D50s at Maranello, the 4-cylinder in-line engines were quickly abandoned in favor of the new V8s, installed on the Ferrari D50 and the subsequent 801 F1.

Quiet second half of the season

When the Formula 1 circus moved to Zandvoort for the Dutch Grand Prix, the season was entering its final phase (there were seven World Championship GPs scheduled for 1955). On the Dutch track, Ferrari fielded three more examples of the 555 F1, entrusted to Trintignant, Hawthorn (back at Maranello after a brief spell at Vanwall), and Eugenio Castellotti, fresh from Lancia. The two newcomers struggled to get to grips with the "Supersqualo;" however, Castellotti finished in fifth place (three laps behind the winner, the usual Fangio), Hawthorn finished seventh, while Trintignant was forced to retire.

With no viable alternatives, the Ferrari engineers decided to

bring the 625 F1 back for the British GP at the Aintree circuit. After rather subdued qualifying sessions, Castellotti and Trintignant were forced to retire, while Hawthorn (replaced by Castellotti in the final stages) crossed the finish line in sixth place on the day of Stirling Moss's first World Championship victory.
For the last race of the season, at Monza, Ferrari also fielded the Lancia D50s in qualifying. However, Jano's V8s, designed for Pirelli tires, experienced several problems with the Englebert tires that the Maranello team was obliged to use. As a result, only the 555 F1s lined up for the race: Castellotti managed to climb onto the third step of the podium, Maglioli finished sixth and Trintignant eighth; Hawthorn was forced to retire. At the end of the season, Ferrari had a meager haul to show for its efforts: one victory and four podium finishes. A decisive change was needed to return to the glory days of 1952–53.

Two cars, as in 1954

In 1955, Ferrari added the new 555 F1 single-seater to the 625 F1. With this model, the Maranello-based manufacturer ended its experience with in-line 4-cylinder engines. Designed as an evolution of the 553 F1, the 555 F1 partly inherited its name, with the final "55" referring to the year of

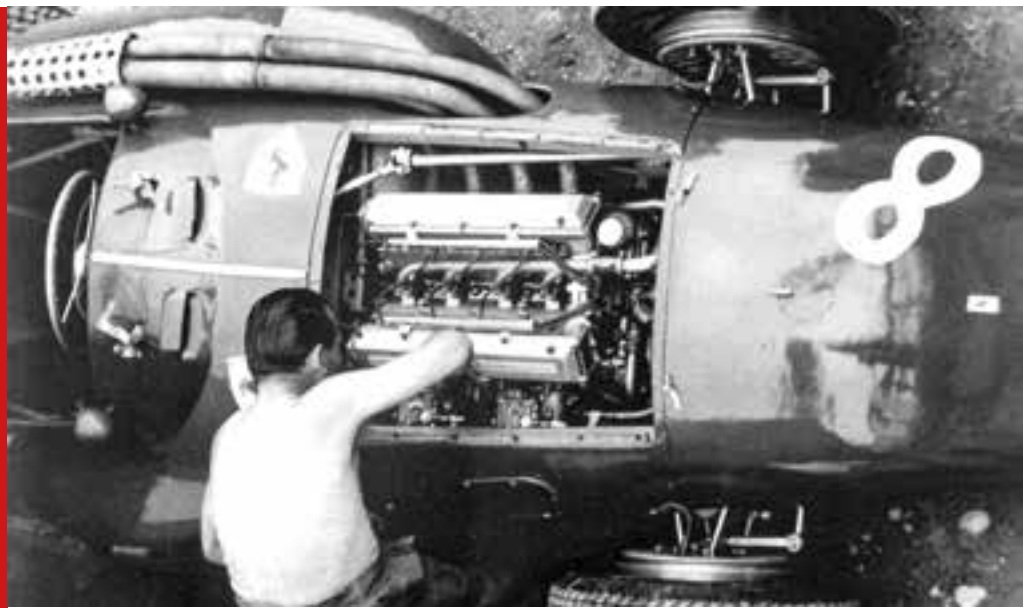


Piero Taruffi's Mercedes ahead of Maurice Trintignant's Ferrari at Aintree, venue of the 1955 British Grand Prix. The German car dominated the 1954 and 1955 seasons thanks to its cutting-edge technology.



Castellotti in action on the Monza circuit during the Italian Grand Prix, where he finished third (his best result of the season).

A 1954 625 F1 without the engine cover and rear suspension fairings (below). The exhaust pipes, which run along the left side, were lowered to the bottom of the bodywork in the 1955 version to pass under the rear axle.





The engine of the 555 F1, designed by Aurelio Lampredi, was the last 4-cylinder engine used by Ferrari and had a displacement of close to 2,500 cc.

construction (the unit displacement was no longer 500 cc, as the first digit would suggest, but 625 cc). The 555 F1 featured a number of innovations in terms of the tubular trellis frame (stiffened and reinforced to support the De Dion rear suspension) and the geometry of the front suspension, which was now a deformable double wishbone design. The shape and housing of the side tanks, a source of constant imbalance on the 553 F1, were modified, as was the third fuel tank located behind the cockpit. The adoption of an inclined radiator also improved the aerodynamic profile of the nose.

Despite its careful design, the 555 F1 was never able to seriously challenge Mercedes during the 1955 World Championship. The last appearance of this single-seater was in Buenos Aires in 1956, with Peter Collins at the wheel (who retired); in the same race, Olivier Gendebien was given a hybrid car with a 555 chassis combined with a D50 V8 engine (the Belgian finished fifth).

As for the 625 F1, between 1954 and 1955, the car underwent several modifications in search of competitiveness that was never entirely satisfactory.

The drivers considered the single-seater to be underpowered and it had various setup and tuning problems. In particular, the engine was revised several times, first adopting some parts from the 553 F1 and then the crankcase from the contemporary two-seater Sport 735 S. In 1955, the "short-stroke" engine from the 555 F1 was finally transplanted, while the gearbox was changed from four to five speeds. The search for improved handling resulted in modifications to both the rear suspension – with the rear leaf spring being moved above the differential – and the front suspension, which was fitted with coil springs to replace the leaf springs. Compared to the 500 F2, from which it was derived, the 625 F1 featured greater aerodynamic refinement. The nose was slightly flattened to improve air penetration, and a lower water radiator was also adopted for the same purpose. In addition, for the same reason, the rear suspension arms were completely faired. Despite two World Championship victories in its career (González in Great Britain in 1954 and Trintignant in Monaco in 1955), and although it was still more competitive than the more modern 553 F1 and 555 F1, the 625 F1 was now showing its age. ■

FERRARI 625 F1
A QUEEN WITHOUT A CROWN

In races not counting toward the World Championship – which in the 1950s were far more numerous than the World Championship races – the 625 F1's record was very impressive, although limited to 1954 alone. Trintignant won the Grand Prix races in Buenos Aires, Rouen, and Caen, while finishing second in Pau. Nino Farina triumphed in Syracuse, while José Froilán González won the Grand Prix in Bordeaux, the International Trophy at Silverstone, and the Grand Prix in Bari. Also worthy of mention is the amazing season of Reg Parnell who, in races in Great Britain, used a single-seater with a 500 F2 chassis and a 625 F1 engine (again entered privately by his personal team with the collaboration of Scuderia Ambrosiana). The Briton won the Lavant Cup and the BARC Race at Goodwood, the Crystal Palace Trophy and the August Cup, as well as the Redex Trophy at Snetterton. At Oulton Park, in the Gold Cup, he finished second behind Stirling Moss. Fielded more sporadically in 1955, the 625 F1 suffered from the competitiveness of the more modern Lancia D50 and Maserati 250 F. Some cars were then sold to private drivers, including Harry Schell, Alfonso de Portago, and Pierre Levegh.



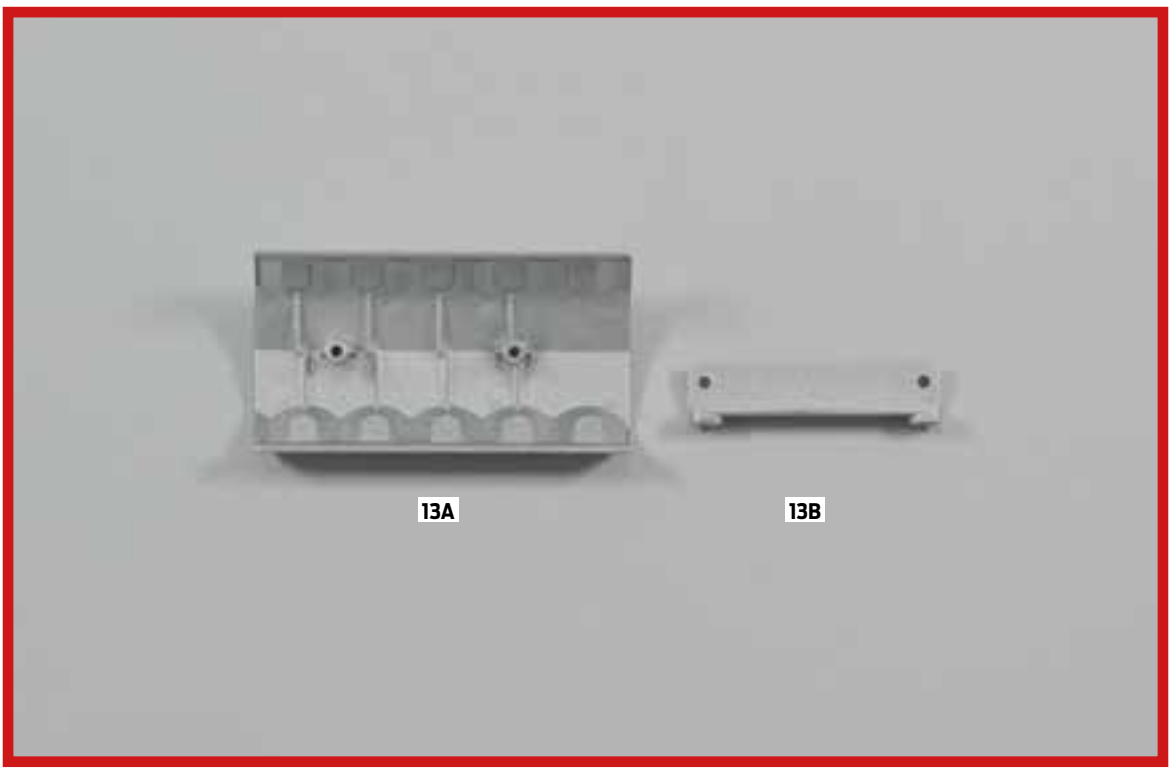
Nino Farina driving the Ferrari 625 F1 in the 1955 Argentine Grand Prix.

FERRARI 555 F1 IN BRIEF



Engine front, longitudinal, 4 cylinders in-line	**Displacement** 2,497.56 cc	**Bore x stroke** 3.62 × 1.78 in (92 × 45.1 mm)	**Distribution** double overhead camshafts	**Number of valves** 2 per cylinder
Compression ratio 13:1	**Fuel** 2 Weber 50 DCOA carburetors	**Ignition** dual, 2 magnetos	**Cooling** water	**Maximum power** 260 hp at 7,200 rpm
Transmission rear-wheel drive	**Gearbox** 5 speeds + reverse	**Chassis** tubular steel	**Front suspension** independent, deformable quadrilaterals, coil springs, anti-roll bar, Houdaille hydraulic shock absorbers	**Rear suspension** De Dion axle, Houdaille hydraulic shock absorbers
Brakes drum	**Tires** Englebert front 5.5-16 rear 7-16	**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** 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** 174 mph (280 km/h)

013 | THE ENGINE (3)



PARTS LIST

13A Upper engine part

13B Component connecting plate

SCREWS*

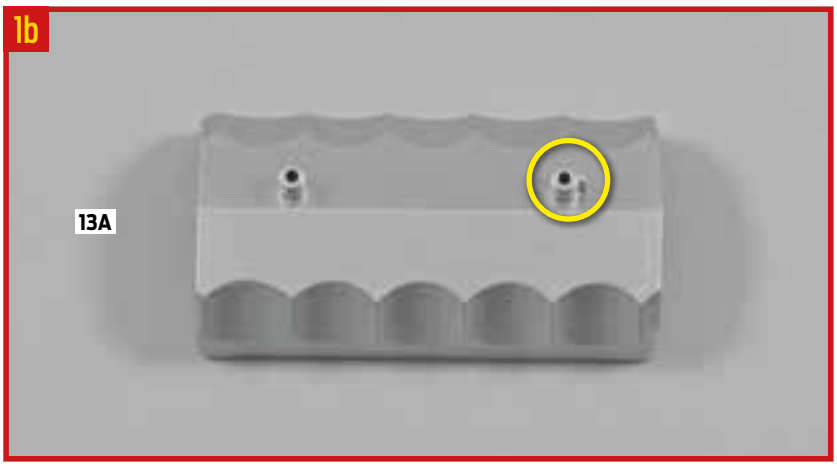
2 **CM** screws 2 × 4 mm (+ 1 spare)

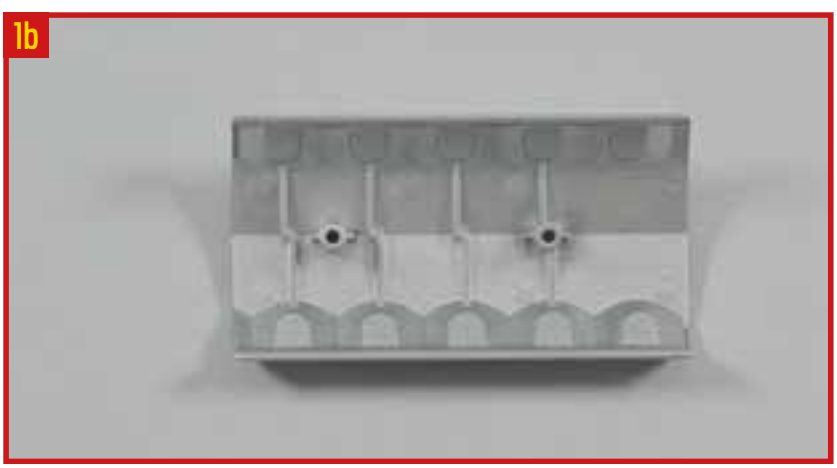


** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing them back in one or two turns at a time.*



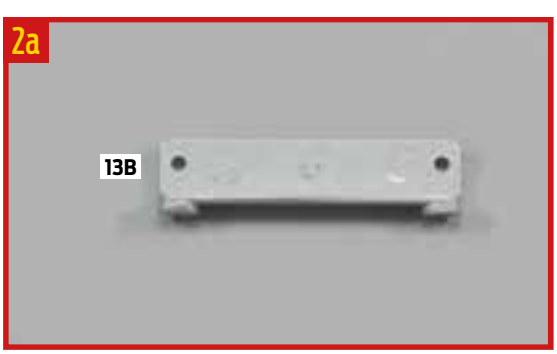
1 Let's start by examining the upper engine part **13A**. It has a face with two drilled pivots (one of which has a small projection, circled in yellow in photo **1a**), which must face downward and be in contact with the lower part of the motor. The other side of the component, which is hollow (photo **1b**), will house the intake system.

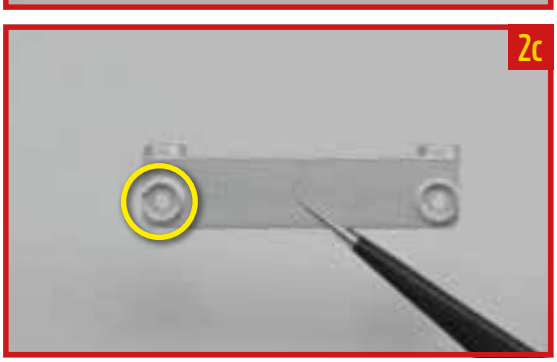




2 The component connecting plate **13B**, marked L1 (photo **2a**), has a distinctive side profile (photo **2b**) and two edged holes, one of which has an alignment notch (circled in yellow in photo **2c**).

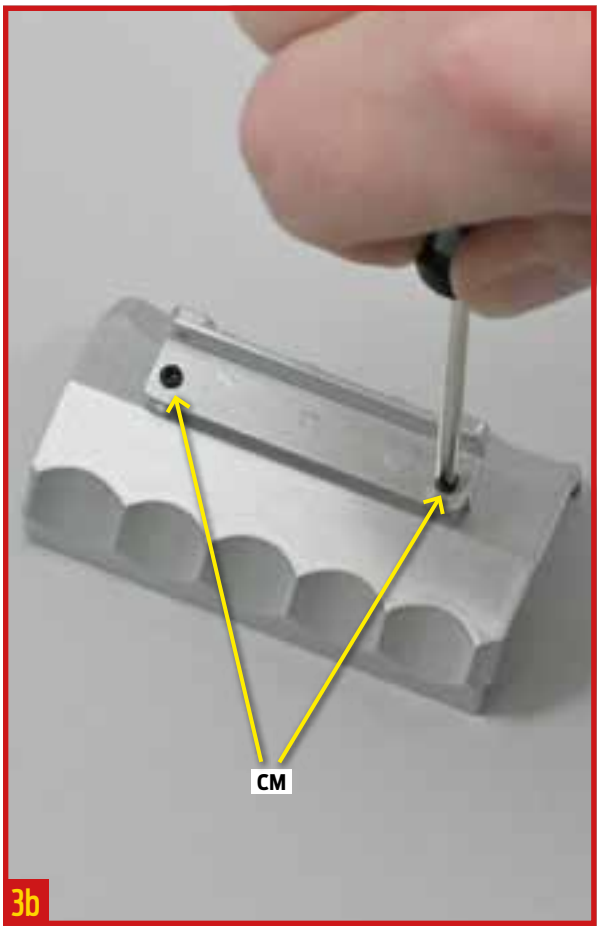






3 Using tweezers, take the plate **13B** and – making sure that the notch in one of the holes in the plate **13B** fits over the the projection on the pivot on the upper engine part **13A** – place it on **13A** as shown in photo **3a**. Then secure the two components with two **CM** screws (photo **3b**).





FINAL RESULT



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.