FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

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SCHUMI AND HILL
A GREAT RIVALRY

In his debut season with Ferrari, Michael Schumacher mainly competed against Damon Hill, the son of the legendary Formula 1 champion of the 1960s, Graham Hill.



Damon Hill leads Michael Schumacher during the San Marino Grand Prix. In 1996, Hill won his first and only F1 world title after battling with the German in many races throughout the season.

Michael Schumacher and Damon Hill – the main protagonists of the 1996 season, alongside Jacques Villeneuve – both arrived in Formula 1 in the early 1990s, but in very different ways. Schumi's arrival was like a bolt from the blue. Hired by Eddie Jordan to replace Bertrand Gachot, the German arrived at Spa-Francorchamps on Friday, August 23, 1991, ahead of the Belgian Grand Prix. He was not a complete unknown: he had raced with Mercedes in the World Sportscar Championship, contributing to the Stuttgart-based manufacturer's world title, and in 1990 he won the Macau Grand Prix, a sort of F3 World Championship "condensed" into a single race. However, he had never been seen in F1, not even for private tests.

It was Mercedes itself that facilitated Michael's debut. Eddie Jordan, who had initially approached Stefan Johansson and Alessandro Zanardi, accepted the Stuttgart-based manufacturer's proposal and gave Schumi one of its cars. At the age of 22, he made his debut on one of the most technical circuits on the F1 World Championship calendar. The result: the German drove like a veteran and set the seventh-fastest time in qualifying, beating his experienced teammate Andrea de Cesaris by almost eight-tenths of a second. Even though Michael failed to complete a single lap in the race – stopping with a burnt clutch a few hundred feet after the start – his performance was enough to attract the attention of the F1 circus. In the next race, the Italian Grand Prix at Monza, Schumacher was already driving a Benetton: Flavio Briatore wanted him on his team right away.

From last to first

Damon Hill's start to his F1 career was more low-key, even though his surname – unlike Schumacher's – is one of the most famous in the top flight: Damon is the son of Graham

Hill, winner of two World Championships in 1962 and 1968.

Born in 1960, Damon started racing motorcycles before moving on to single-seaters, where he achieved strong results in Formula Ford and F3, but without ever excelling.

Damon arrived in F1 in 1992, when he was already 32, as a replacement for Giovanna Amati at Brabham-Judd. The car was not very competitive and the English driver did not achieve any significant results.

At the end of the season, however, he had a magnificent opportunity. After a sabbatical year, Alain Prost returned to F1 with Williams – by far the strongest team at the time – to win his fourth world title. It needed a driver who would accept the role of second driver, and Damon seemed the right person. Thus, his first World Championship victories arrived (three Grand Prix wins) and an excellent third place in the final standings.

In 1994, Prost retired for good and Senna joined Williams, but he tragically died during the San Marino Grand Prix. Hill, now the lead driver, fought for the title with Schumacher: the German prevailed (by just one point), with eight Grand Prix wins to Hill's six. In 1995, Benetton secured the same Renault engine as Williams and the gap between the two drivers widened: nine wins to four for Schumacher, who regained the title before moving to Ferrari.

Hill becomes champion in 1996

1996 seemed to be the right year for Hill: he had the best car and, in the meantime, the best driver was struggling with a car that still needed development. However, Schumacher put pressure on Hill whenever he could, such as at the Spanish Grand Prix, where the German dominated in the wet while the Englishman ended up off the track, or in the Monaco and French Grands Prix, where Schumi took pole position and outclassed Damon's Williams in both cases.

At the end of a hard-fought season, in which Jacques Villeneuve finished second in the final standings, Hill deservedly won the long-awaited world title, the first and last of his career. At the end of 1999, Damon hung up his helmet. ■

CHAMPIONS COMPARED

M. Schumacher	D. Hill
Date of birth 01/03/1969	**Date of birth** 09/17/1960
F1 debut 1991 (Jordan-Ford)	**F1 debut** 1992 (Brabham-Judd)
GP races 308	**GP races** 122
First GP win 1992 Belgian Grand Prix (Benetton-Ford)	**First GP win** 1993 Hungarian Grand Prix (Williams-Renault)
GP wins 91	**GP wins** 22
Podiums 155	**Podiums** 42
Pole positions 68	**Pole positions** 20
Fastest laps 77	**Fastest laps** 19
World Championships won 7 (1994 and 1995, Benetton; 2000, 2001, 2002, 2003, and 2004, Ferrari)	**World Championships won** 1 (1996 Williams)



MONACO 1996
A SPLENDID ILLUSION



Schumacher shows all his determination during practice for the Monaco Grand Prix, looking for the best time that could help him to victory.

Michael Schumacher's pole position and second-place finish at the San Marino Grand Prix fueled the optimism of Ferrari and its fans. There was therefore great anticipation ahead of the next race, scheduled for May 19 in Monaco. On the Monegasque street circuit, driver talent counts for a lot and qualifying often has a decisive influence on the final outcome of the race – securing pole position on a track where overtaking is almost impossible is halfway to victory.

Many in the Principality of Monaco were therefore rooting for the "Kaiser," who attempted to put his driving skills to good use against the hot favorites Williams: a sort of duel between David and Goliath.

A masterpiece lap

During qualifying, Schumacher did not disappoint, delivering an extraordinary demonstration of his abilities. Almost at the end of the practice session, Damon Hill set the fastest time in his Williams: 1:20.866. Pole position now seemed to be in



At the end of qualifying, a beaming Jean Todt congratulates Schumacher, who achieved a pole position for the history books on the Monegasque circuit.

the Englishman's hands, so Schumi departed the pits for one last attempt.
At the exit of the tunnel, his split time was 44:351: an excellent time, but not enough to dethrone Hill. The German took the Tabac corner and the Piscine "ess," one of the most technical and fastest parts of the circuit, where taking risks pays off if you don't make mistakes.
There was still one crucial passage to go – Rascasse corner, a semi-hairpin right-hander to be taken in first gear. It seemed that there was not much Schumacher could do, but it was precisely here that he showed all his class.
The braking point is in the left-hand corner: he arrived very fast and, with an almost rally-like maneuver, controlled his F310 with a hint of a "pendulum" when braking to take Rascasse at full speed. Michael crossed the finish line and, to everyone's amazement, stopped the clock at 1:20.356. Jean Todt was all smiles: in the final stretch of the circuit, Schumi had gained over half a second on Hill!

The cold shower

On Sunday morning, the Principality woke up to rain: the race would be run on wet asphalt, at least in the early stages.
At the start, Schumacher's Ferrari, once again struggling with the usual clutch problems, was overtaken by Hill, but there were 78 laps to rectify the situation.
All the drivers had to improvise a wet setup, so they had to test the car's behavior inch by inch. The situation called for caution, but a champion like Schumacher wanted to give it his all right away: at the Portier corner, the German accelerated too hard (one of the rare mistakes of his career), the F310 spun out, and Schumi crashed into the barriers.
Michael had to retire on the first lap with a broken suspension, depriving the crowd of what promised to be an exciting battle between Ferrari and Williams.
The Grand Prix turned into a bloodbath: only three drivers (out of 22) managed to cross the finish line. The surprise winner was Olivier Panis in a Ligier-Mugen Honda. ■

FINAL RANKING

1 - O. Panis
Ligier-Mugen Honda

2 - D. Coulthard
McLaren-Mercedes

3 - J. Herbert
Sauber-Ford

4 - H-H. Frentzen
Sauber-Ford

5 - M. Salo
Tyrrel-Yamaha

6 - M. Häkkinen
McLaren-Mercedes

7 - E. Irvine
Ferrari

Note: *the first three finishers were the only drivers to complete the race.*





1956 F1 WORLD CHAMPIONSHIP

FANGIO WINS HIS FOURTH WORLD TITLE AND MARANELLO RECORDS A HAT-TRICK



AFTER AN UNPROMISING START TO THE SEASON, THE ARGENTINIAN CHAMPION LED THE D50 TO VICTORY, THANKS IN PART TO THE SPORTSMANSHIP OF HIS TEAMMATE PETER COLLINS.

The 1956 F1 World Championship, which was dominated by the rivalry between Ferrari and Maserati, consisted of eight races, including the Indianapolis 500 (in which none of the title contenders took part). According to the rules, the points from the five best finishes were added together; the fastest lap was awarded one point, and drivers were allowed to take the wheel of a teammate's car, but any points earned had to be shared.

A mixed season for Fangio

Juan Manuel Fangio, who had just arrived at Maranello, was welcomed with open arms. In theory, he was the undisputed head of a team that also included Eugenio Castellotti, Peter Collins, and Luigi Musso, with Alfonso de Portago and Olivier Gendebien ready to reinforce the ranks if necessary. However, the start of the season was rather troubled for Fangio. It started with the opening race, the Argentine Grand Prix held at the Buenos Aires circuit, where the ace from Balcarce obviously intended to make a good impression in front of his home crowd. Unfortunately, his D50 was forced to retire after about 20 laps due to a fuel supply failure. Fangio was then transferred to Musso's car and, sharing the drive with the Roman driver, went on to win the race.

A similar scenario was repeated in Monte Carlo, where Fangio, who had gone off the

track but was able to continue despite being delayed, was allowed to get into Collins's car, which was better placed, and finished the Monaco race in second place (Castellotti was transferred to Fangio's car and finished fourth). The situation worsened for Fangio in Belgium, where he was forced to retire, while Collins, driving a car initially intended for the Argentinian (but rejected by him), won the race.

Fangio began to complain of alleged unequal treatment within the team, coming to believe that Enzo Ferrari was betting on Collins to prove the superiority of the car over the driver. The Commendatore rejected the accusations and even assigned Fangio a mechanic he trusted



On the Belgian circuit of Spa-Francorchamps, Peter Collins recorded his first victory in an F1 World Championship Grand Prix.



Fangio in action in his D50 during the Monaco Grand Prix. The Argentinian finished the race driving Collins's car, marked with the number 26.

completely, the only one authorized to work on the Argentinian champion's car. Despite all this, in the next race in France, it was Collins who crossed the finish line first, with Fangio only fourth, slowed down by a fuel pickup problem.

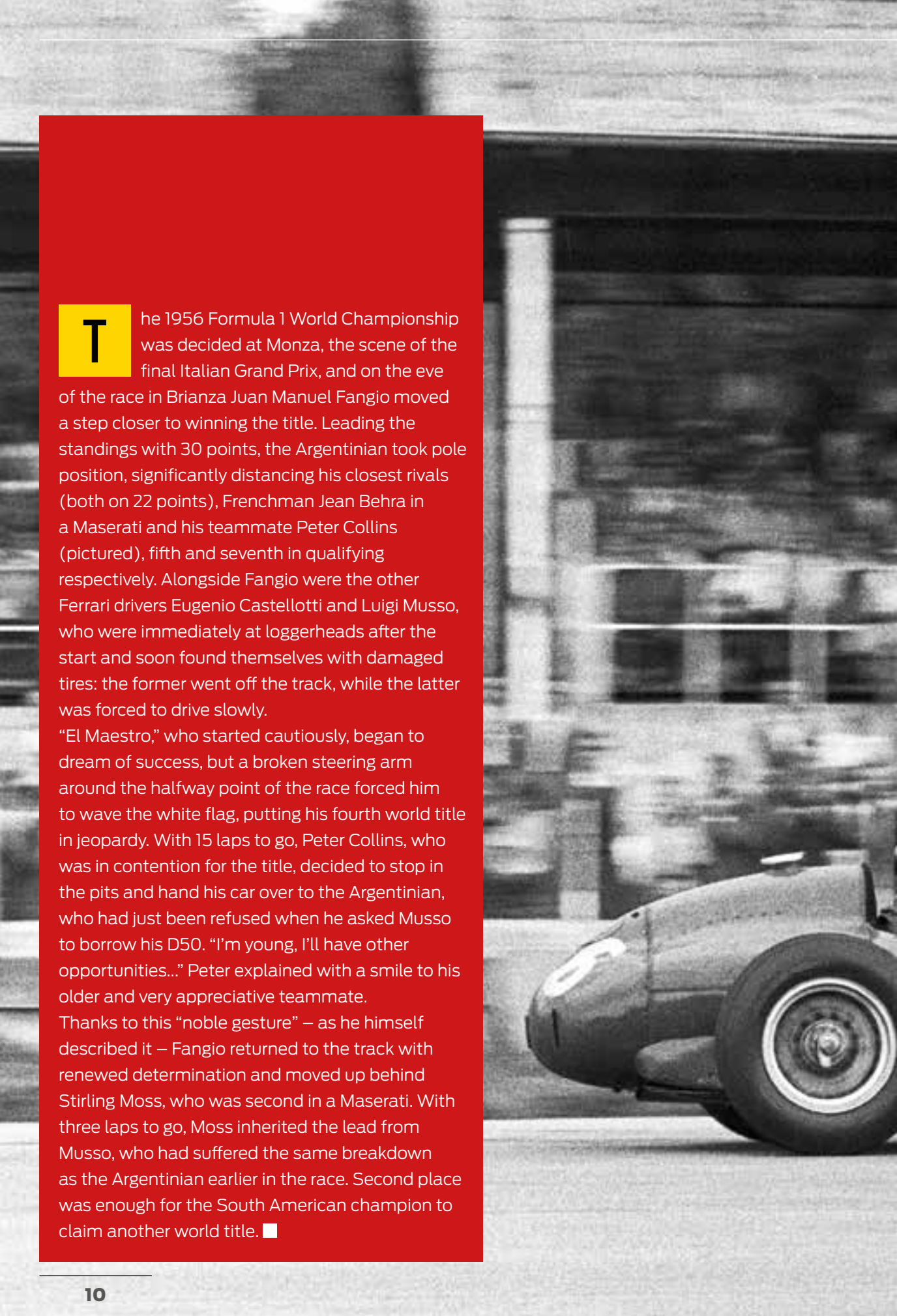
Victorious finale

The ghosts of the ace from Balcarce were banished by two brilliant victories in quick succession in Great Britain and Germany, which propelled him to the top of the World Championship with only the Italian Grand Prix remaining.

With an eight-point lead over Collins, Fangio's fourth title should have been a formality: to overtake the Argentinian, Collins would have had to win the race and also set the fastest lap (worth an extra point). At Monza, the English Ferrari driver never seemed capable of taking the lead, but he made a gentlemanly gesture toward Fangio, handing him his car after the Argentinian was forced to retire due to a steering column failure. Collins's Ferrari No. 26, now driven by Fangio, finished second, about six seconds behind the winner Stirling Moss. Ferrari was once again World Champion and Fangio could add his fourth world title to his trophy cabinet. However, the difficult relationship between the Commendatore and the Argentinian driver led the latter to leave Maranello at the end of the season to return to Maserati, ahead of the 1957 World Championship.

A spectacular lap on the high-speed Monza circuit during the Italian Grand Prix – Fangio's D50 leads Moss's Maserati and Collins's other Ferrari. Forced to retire, the Argentinian finished the race in his English teammate's car.





The 1956 Formula 1 World Championship was decided at Monza, the scene of the final Italian Grand Prix, and on the eve of the race in Brianza Juan Manuel Fangio moved a step closer to winning the title. Leading the standings with 30 points, the Argentinian took pole position, significantly distancing his closest rivals (both on 22 points), Frenchman Jean Behra in a Maserati and his teammate Peter Collins (pictured), fifth and seventh in qualifying respectively. Alongside Fangio were the other Ferrari drivers Eugenio Castellotti and Luigi Musso, who were immediately at loggerheads after the start and soon found themselves with damaged tires: the former went off the track, while the latter was forced to drive slowly.

"El Maestro," who started cautiously, began to dream of success, but a broken steering arm around the halfway point of the race forced him to wave the white flag, putting his fourth world title in jeopardy. With 15 laps to go, Peter Collins, who was in contention for the title, decided to stop in the pits and hand his car over to the Argentinian, who had just been refused when he asked Musso to borrow his D50. "I'm young, I'll have other opportunities..." Peter explained with a smile to his older and very appreciative teammate.

Thanks to this "noble gesture" – as he himself described it – Fangio returned to the track with renewed determination and moved up behind Stirling Moss, who was second in a Maserati. With three laps to go, Moss inherited the lead from Musso, who had suffered the same breakdown as the Argentinian earlier in the race. Second place was enough for the South American champion to claim another world title. ■

BETWEEN HISTORY AND MYTH
1956 ITALIAN GP





VITTORIO JANO
THE "FATHER" OF THE D50

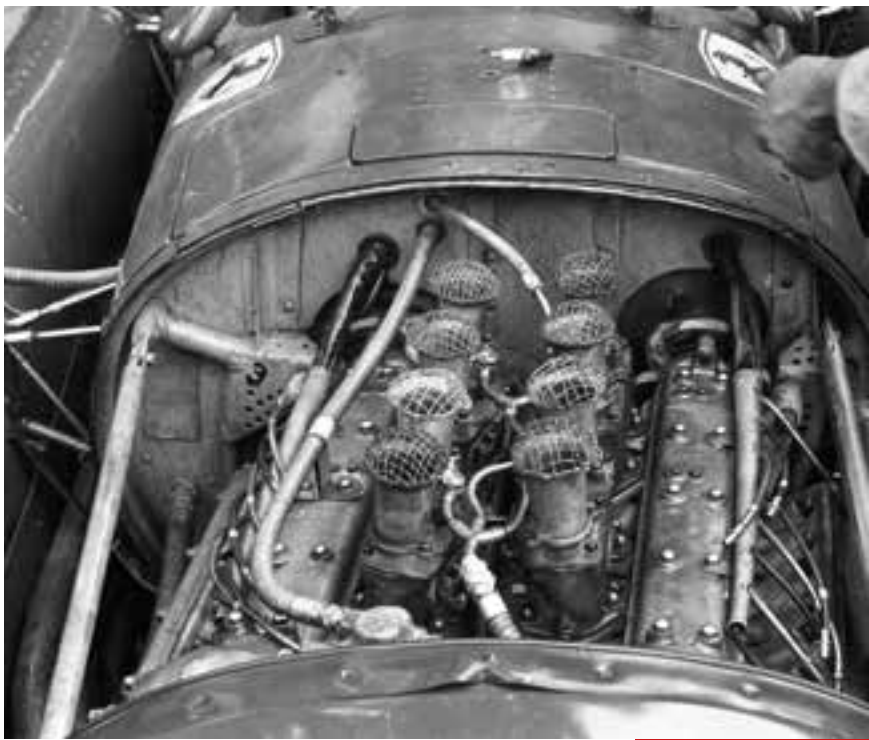
The design and development of the D50 were closely linked to the figure of Vittorio Jano, creator of numerous Italian racing cars. Born in 1891 in San Giorgio Canavese, Turin, to Hungarian parents – his original name was Viktor János – he began working for Fiat in 1911, but in 1923 Enzo Ferrari convinced him to leave the Turin factory for the racing department of Alfa Romeo. It was a decisive career choice: Jano's pencil produced, among others, the P2 and P3, which enjoyed various successes in the 1920s and 1930s, as well as the in-line 8-cylinder engines with which they were equipped. After leaving Alfa Romeo (but not before designing the 6C and 8C series), Jano moved to Lancia, where, between 1953 and 1954, he created the D50, which was then developed in the years immediately following at Maranello. Once he was reunited with Enzo Ferrari, Jano became his close collaborator and advisor. In 1965, devastated by the premature death of his son and his wife's illness, the Piedmontese engineer took his own life a few days before his 74th birthday.

D50: modifications to the original design

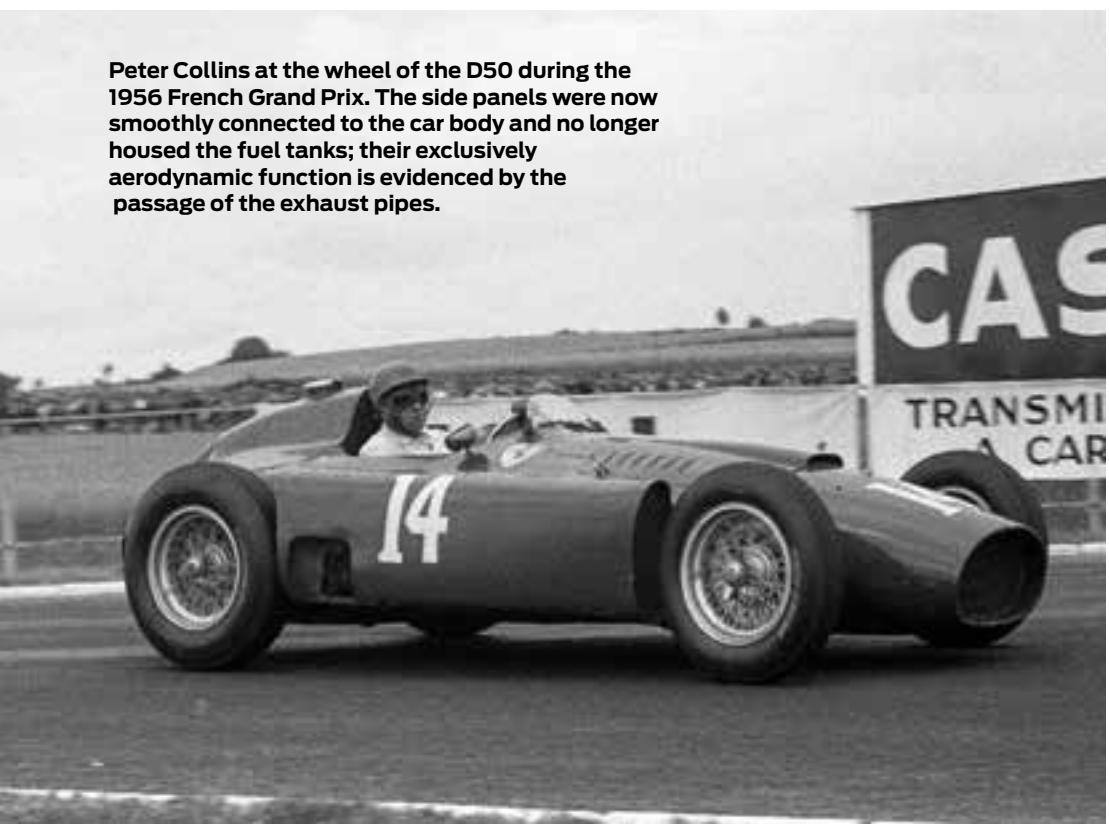
The single-seater fielded by Scuderia Ferrari in the victorious 1956 F1 World Championship was the result of refinements to the Lancia D50, the innovative car with which the Prancing Horse team entered the top flight in 1954 and was then sold to Maranello the year after the tragic death of Alberto Ascari.

From the moment it appeared, the D50 proved to be a car of great technical refinement, featuring innovative solutions. The most obvious was the position of the two side fuel tanks, cantilevered from the central body of the car, to ensure that progressive fuel consumption had as little impact as possible on dynamic behavior. Equally unique was the positioning of the engine, a 2,500 cc 90° V8 with over 260 hp, with the crankcase connected to the tubular chassis; Vittorio Jano opted to place it at an angle of 12 degrees to the longitudinal axis of the car. In this way, the driveshaft did not pass under the driver's seat, but to its left, making it possible to lower the driver's seat, with obvious benefits for the center of gravity and aerodynamics. During the winter of 1955–56, in preparation for the World

Championship season, Scuderia Ferrari made a series of significant changes to the D50. The chassis and suspension were strengthened, the engine's maximum power was revised, and the main fuel tank was moved behind the driver, so that the side appendages – deprived of their original function – were connected to the car body, essentially serving aerodynamic purposes. In this new guise, the D50 – now a Ferrari in every sense – made its debut in the 1956 Syracuse Grand Prix (a non-championship race), where it was driven to victory by Juan Manuel Fangio, who had recently joined Maranello. Englebert tires were finally confirmed for the 1956 championship season, after the problems encountered at the D50's debut with the Maranello team in the 1955 Italian Grand Prix had been resolved. ■



A view of the D50's 8-cylinder engine. Note the unusual positioning of the engine, which is at an angle to the longitudinal axis of the car, allowing the driveshaft to pass alongside the seat and thus allowing the driver to sit lower.



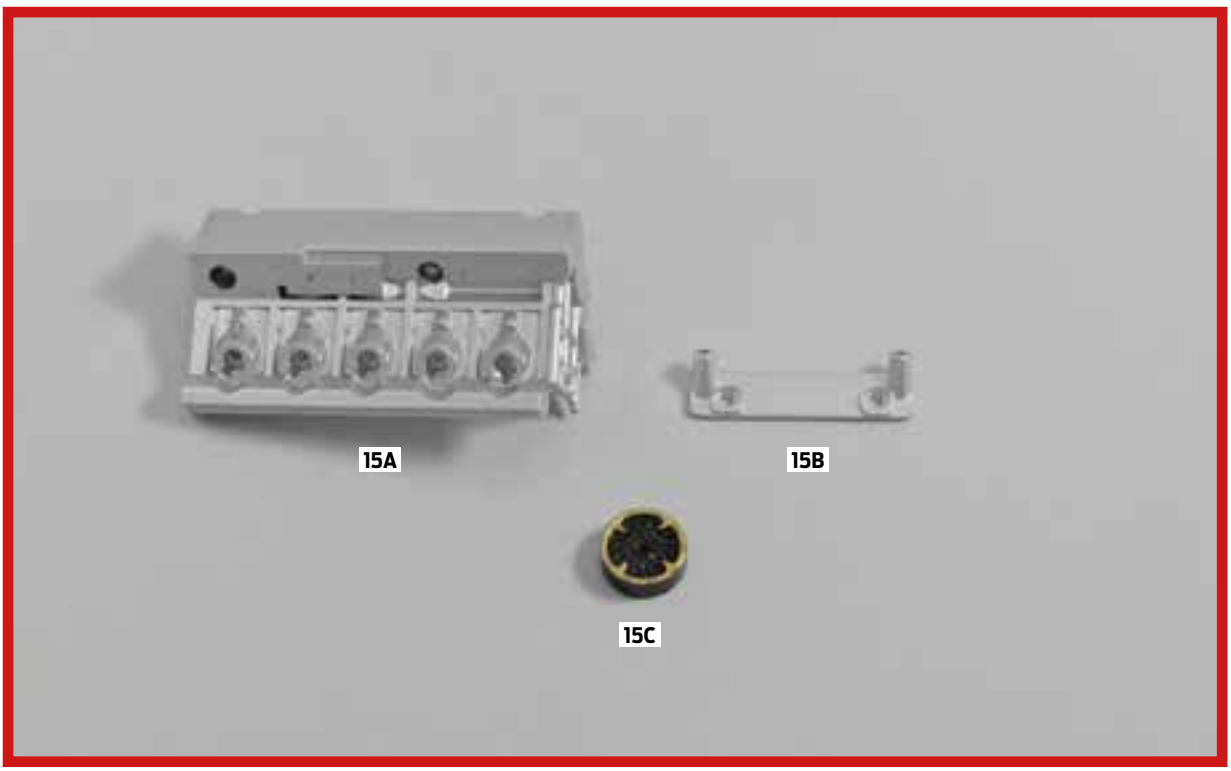
Peter Collins at the wheel of the D50 during the 1956 French Grand Prix. The side panels were now smoothly connected to the car body and no longer housed the fuel tanks; their exclusively aerodynamic function is evidenced by the passage of the exhaust pipes.

FERRARI D50 IN BRIEF



Engine front, longitudinal, 8 cylinders in a 90° V configuration	**Displacement** 2,485.98 cc	**Bore x stroke** 2.99 x 2.69 in (76 × 68.5 mm)	**Distribution** twin overhead camshafts	**Number of valves** 2 per cylinder
Compression ratio 11.5:1	**Fuel** 4 Solex 40 PII carburetors	**Ignition** dual	**Cooling** water-cooled, forced circulation with pump	**Maximum power** 265 hp at 8,000 rpm
Transmission rear-wheel drive	**Gearbox** 5 speeds + RM, in block with clutch and differential	**Chassis** tubular steel	**Front suspension** independent, transverse quadrilaterals, lower transverse leaf spring, internal telescopic shock absorbers connected to the wheels via rocker arms	**Rear suspension** De Dion axle, lower transverse leaf spring, internal telescopic shock absorbers connected to the wheels via rocker arms.
Brakes drum	**Tires** Englebert Front 5.50 x 16 Rear 7.00 x 16	**Wheelbase** 90.0 in (2,287 mm)	**Front track** 50.0 in (1,270 mm)	**Rear track** 50.0 in (1,270 mm)
Length 151.6 in (3,850 mm)	**Width** 57.0 in (1,447 mm)	**Height** 37.9 in (962 mm)	**Weight** 1,411 lb (640 kg)	**Maximum speed** approx. 186 mph (300 km/h)

015 | THE ENGINE (5)



PARTS LIST

15A Right engine block

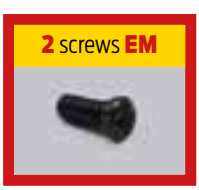
15B Component connecting plate

15C Flywheel

SCREWS*

2 **EM** screws 2 x 5 mm (+ 1 spare)

1 **AM** screw 1.7 x 4 mm (+ 1 spare)

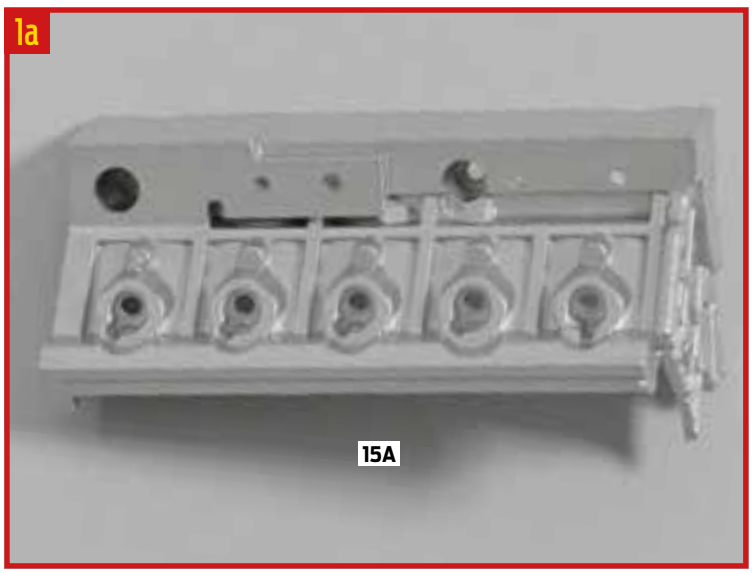


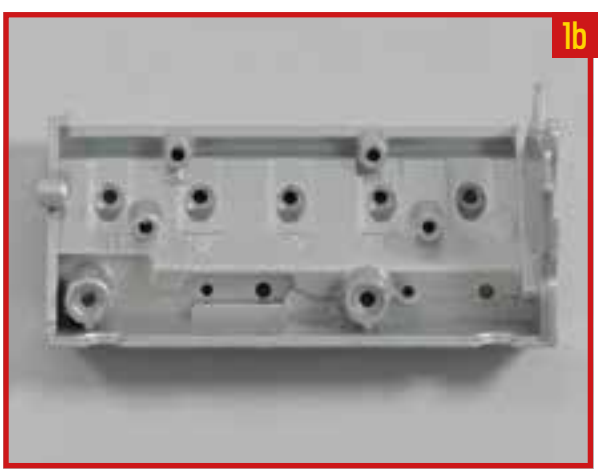


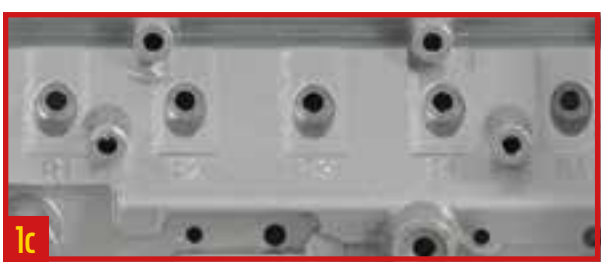
** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing them back in one or two turns at a time.*



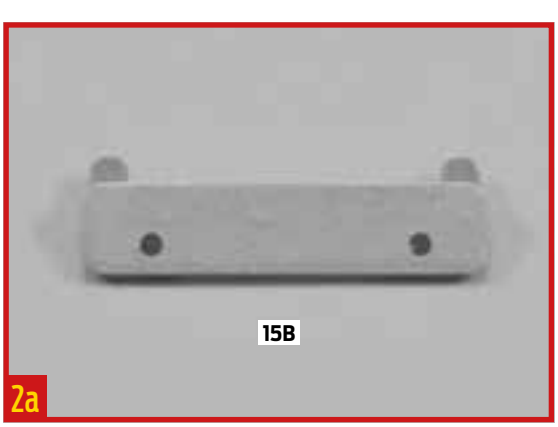
1 As with the left engine block, the front of the right engine block **15A** also has five circular enclosures (photo **1a**) for the corresponding manifolds. On the back of the right engine block **15A** (photo **1b**), each enclosure is marked with its own sequential number, preceded by the letter R ("right"), as shown in photo **1c**.

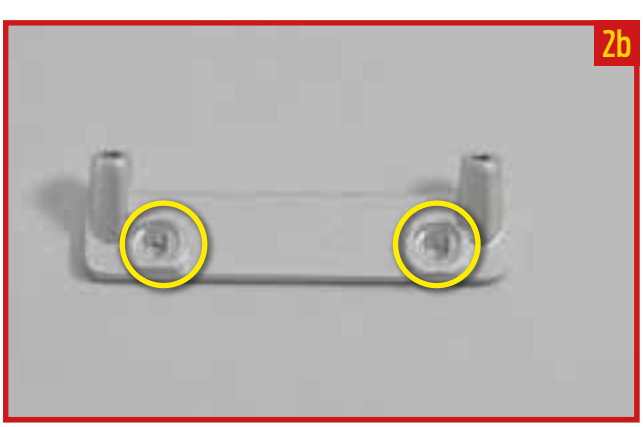




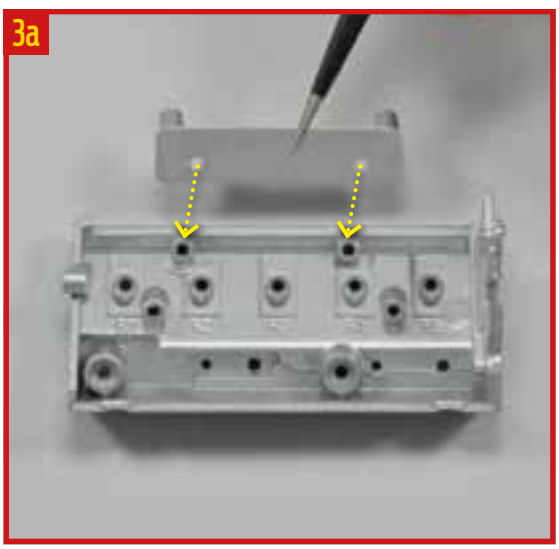


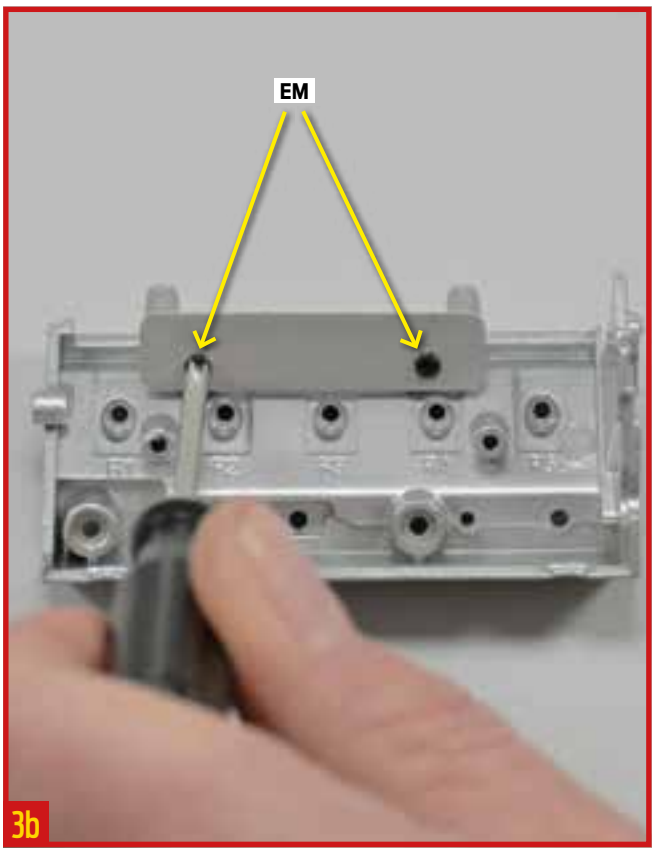
2 The component connecting plate **15B** is similar to the component supplied in issue 14: one side is smooth (photo **2a**), while the other side has two holes with raised edges (highlighted with yellow circles in photo **2b**): the latter will enable the component to be fitted onto the right engine block **15A**.



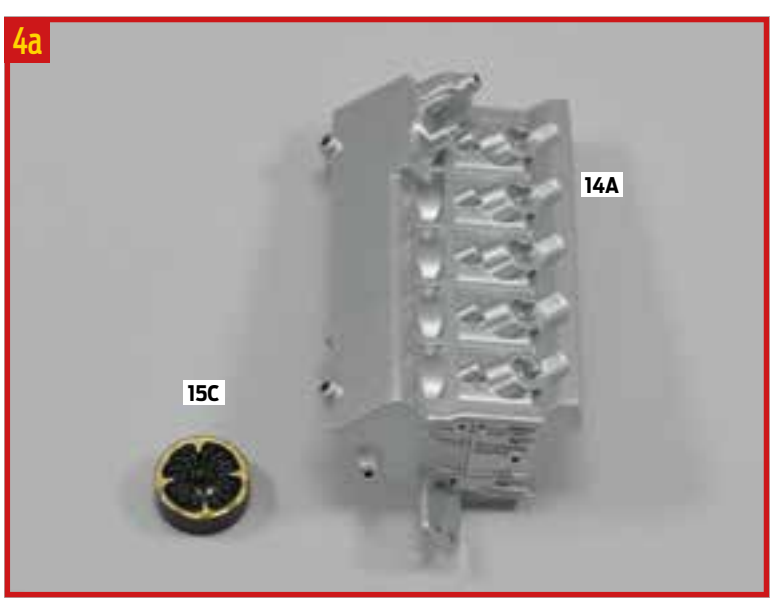


3 Using tweezers, take plate **15B**, orient it as shown in photo **3a**, and position it so that its holes align with those of the two columns in the base plate of the engine block **15A** (indicated by the yellow arrows). Then secure the connecting plate **15B** to the engine block **15A** using two **EM** screws (photo **3b**).





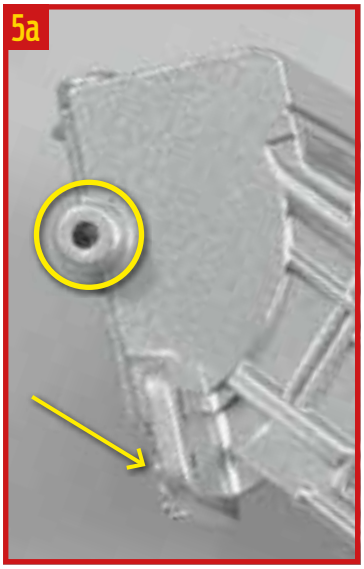
4 Now take the left engine block **14A** – to which you secured the corresponding plate **14B** in the previous issue – and place it on the work surface together with the flywheel **15C** (photo **4a**). The flywheel has two different sides: the inner side is completely black (photo **4b**), while the outer side has a gold-colored edge (photo **4c**).







5 On the side of the left engine block **14A** with the tab (indicated by the yellow arrow in photo **5a**), there is a perforated pivot (highlighted with a yellow circle); place the outer side of the flywheel **15C** over this pivot (photo **5b**) and secure the two components with an **AM** screw (indicated by the arrow in photo **5c**).







FINAL RESULT

