FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

17



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Michael Schumacher

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FERRARI F310 THE HIGH NOSE ARRIVES

When the Ferrari F310 was unveiled at Fiorano in early 1996, one of its most striking features – apart from the conspicuous side protection for the driver's head – was its low nose, which contrasted with the high noses of its rivals.
This was a significant detail, closely linked to the aerodynamic research that had been gaining importance in Formula 1 single-seaters for two decades.
It all began in the late 1970s, when Lotus surprised the competition with its cars equipped with so-called "miniskirts," which, together with the special shape of the car's underside – whose



Schumacher's F310 photographed on the Estoril circuit during the 1996 Portuguese Grand Prix.

profile was similar to an inverted airplane wing – ensured exceptional grip. This solution was soon adopted by all cars, until the top series regulations banned its use (as early as 1983) for safety reasons.

At that point, however, the path had been laid and all teams were paying increasing attention to the aerodynamics of their cars.

Since single-seaters must have a flat bottom, the aim was to achieve maximum grip by accelerating the airflow under the car as much as possible. This also led to the adoption of a high nose.

STARTING FROM THE 1996 CANADIAN GRAND PRIX, SCHUMACHER AND IRVINE'S CARS FEATURED A SIGNIFICANT NEW FEATURE: THE ADOPTION OF A HIGH NOSE, ALREADY FITTED ON ALL THE OTHER COMPETING CARS.

The double floor of the F310

John Barnard, the designer of the F310, was known for his sophisticated and innovative solutions, which is why the low nose of the F310 seemed almost contradictory. In reality, Barnard was looking in another direction, that of the double floor. It was a design already tried out previously by the Prancing Horse team with the F-92 A, a single-seater designed by Jean-Claude Migeot (an engineer with extensive experience in the aeronautical sector).

On the F310, the side panels were both separated from the bodywork and slightly detached from the bottom of the car, creating a 3.9-in (10-cm)-high empty space between the side panels and the bottom, where air is channeled around the body of the car. Added to these main flows is the air that passes over the side

panels: there are therefore three air currents that flow simultaneously towards the rear of the car and the wing. Barnard's intention was that the low nose would facilitate the separation of the flows directed towards the double floor and above the side panels. The transverse gearbox, encased in special alloys and extremely compact in size – so much so that a carbon spacer was required to ensure the correct wheelbase – was also designed to improve the car's aerodynamics (as well as reducing its weight). It allowed the engine cover to be positioned as low as possible at the rear.

The most powerful engine

Barnard was aware that the F310 would undergo further development and modifications during the season, and from the outset he planned for the possibility of fitting a high nose. This appeared from the Canadian Grand Prix onwards, as it was realized that increasing the airflow under the car brought greater benefits in terms of grip, even at the expense of the overall aerodynamic efficiency of the car.
The development of the F310 also involved the engine – which in 1996 became the most powerful in Formula 1 – as well as the gearbox and the suspension. In short, it was a comprehensive project to which Schumacher made an essential contribution, thanks in part to the fact that the German champion approached testing as if he were in a race. This gave the engineers a valuable point of reference, as the car was constantly pushed to its maximum performance.

Reliability was key

At the Canadian Grand Prix, the eighth round of the Formula 1

The two photos below highlight the different aerodynamic designs of the noses used by the Ferrari F310 in the first (top) and second (bottom) halves of the 1996 season.







Schumacher in action during qualifying for the 1996 Hungarian Grand Prix, where he secured pole position ahead of Damon Hill.

World Championship, Ferrari presented the significantly modified F310. Unfortunately, the North American trip did not match Schumacher's encouraging victory in Barcelona two weeks earlier.
In reality, the German had reason to be hopeful during qualifying, setting the third-fastest time, just a hair's breadth behind Damon Hill's pole position. On race day, however, during the parade lap, Schumi's F310 suffered a fuel problem and ended up at the back of the pack. Michael fought his way back up to seventh place before retiring due to a broken wheel hub.

The next race was the French Grand Prix at Magny-Cours, a highly technical 2.6-mile (4.25-km) track with very few elevation changes, variable-radius corners, and very violent braking. The transalpine circuit also had another characteristic: the asphalt was as smooth as a billiard table. Racing here was almost like testing in a wind tunnel, and the cars could adopt a very low setup, which was great for grip.
It was here that Michael Schumacher achieved an extraordinary pole position, beating Damon Hill's Williams by a few hundredths of a second and enjoying the satisfaction of being the only driver to record a time of under 1 minute and 15 seconds.
This confirmed that the double floor of the F310, combined with the new nose, worked extremely well in ideal conditions. In short, everything was in place for a more than satisfactory race, except that this time the disappointment, which was especially bitter, came even before the start.
It came in the form of a trail of blue smoke appearing at the rear of the German's Ferrari, a few corners after the cars had started their parade lap.
Schumacher had to park his Ferrari on the grass with a failed engine and give up the fight for victory.
It was clear that Ferrari still had work to do on reliability.

After another retirement at the British Grand Prix, at the following German Grand Prix – the 11th race of the season – Schumi, third in qualifying just over half a second behind Hill, finally managed to score more championship points with fourth place. It meant he could approach the next race – the Hungarian Grand Prix scheduled for August 11 at the Hungaroring circuit – with more confidence.

Unlike Magny-Cours, the Hungarian track was far from smooth, causing considerable problems for the drivers. But the difficulties only served to bring out the best in a champion like Schumacher, who managed to keep the fierce Williams cars at bay and snatch pole position from Damon Hill by a whisker. The race, at least initially, seemed to follow the same pattern as the practice sessions, with Schumacher in the lead for several laps and, even after the pit stops, remaining in the top positions until, on lap 71, the engine of his F310 fell silent...

Onward, with confidence

Schumacher's first summer at Ferrari was unfolding in a way that would demoralize anyone. But the "Kaiser" appeared confident despite the many strokes of bad luck. In Hungary, he showed that, despite everything, he and his F310 were still capable of fighting for the top positions and, with this state of mind, the German prepared to tackle the Belgian Grand Prix more motivated than ever. ■





Schumacher pictured after taking pole position at Magny-Cours (above) and waving to his fans during the German Grand Prix weekend (left). Despite the numerous difficulties encountered during the summer of 1996, the German champion remained confident, an optimism that was rewarded with two more victories that season, in addition to the Spanish Grand Prix.

1958 F1 WORLD CHAMPIONSHIP

THE POST-FANGIO ERA BEGINS



The great rivals of 1958, Ferrari and Vanwall, occupied the first two rows on the Belgian circuit of Spa-Francorchamps. Hawthorn (No. 16) was in pole position, alongside Musso and Moss, with Brooks and Collins behind them.





Five world titles, 51 Grand Prix and 24 victories: with this long-unbeatable record, Fangio decided to retire from Formula 1 after the 1958 French Grand Prix, at the age of 47.

After the withdrawal of Lancia and Mercedes a couple of years earlier, in 1958 the Formula 1 World Championship lost another great team. Maserati, winner of the world title in 1957 with Juan Manuel Fangio, was facing financial difficulties and announced its withdrawal from competition, although it kept a few examples of the 250F single-seater on the track, entrusting them to private teams and drivers. Even more sensational was the departure of Fangio himself halfway through the season. After the withdrawal of the Trident manufacturer, the Argentinian champion decided to reduce his appearances on the track. He aimed to compete in and win the Indianapolis 500 – a project doomed to failure – and would only participate in two other races in the 1958 season (in both cases with one of the Maseratis still available): his home Grand Prix in Buenos Aires at the start of the season and then the French Grand Prix, his last World Championship race.

THE 1958 WORLD CHAMPIONSHIP MARKED THE END OF AN ERA: JUAN MANUEL FANGIO RETIRED DURING THE SEASON AND AN EXCITING CHALLENGE BETWEEN HIS POSSIBLE SUCCESSORS BEGAN.



Luigi Musso with his unmistakable yellow helmet. The Roman driver (pictured in Monaco), one of the favorites to win the world title, lost his life following an accident during the French Grand Prix in Reims.

A difficult legacy

With Fangio now out of the picture, the question was who could take his place. Ferrari, which in 1957 lost Eugenio Castellotti (who died during a test at the Modena Aerodrome) and Alfonso de Portago (victim of a horrific accident while participating in the 24th Mille Miglia), entrusted its 1958 World Championship campaign to the class of Roman driver Luigi Musso and the talent of Englishmen Peter Collins and Mike Hawthorn. Two other rising stars of the top category were also part of the team: American Phil Hill and German Wolfgang von Trips, with endurance race-specialist Belgian Olivier Gendebien bringing up the rear.
However, the driver who seemed destined to take up Fangio's mantle was the British driver Stirling Moss, the eternal runner-up: teammate of the Argentinian ace in 1955 (Mercedes) and 1957 (Maserati), he had been runner-up in the World Championship in the previous three seasons. Moss started the year at the wheel of Rob Walker's semi-official Cooper team, but then moved on to the more competitive Vanwall. Alongside him was another very fast British driver, 26-year-old Tony Brooks, who would have several opportunities to showcase his talent in the Vanwall.
The 1958 season proved to be extremely tight and dramatic. Ferrari lost Luigi Musso (who died in an accident during the French Grand Prix) and Peter Collins (who was killed in the German Grand Prix at the



Mike Hawthorn (left) talks with his compatriot and teammate, Peter Collins. Rivals on the track, the two drivers were united by a sincere friendship.

FOR THE 1958 SEASON, FERRARI FIELDED THE 246 F1, EQUIPPED WITH A NEW MACON ENGINE BUT WITH A STRUCTURE SIMILAR TO THE COMPANY'S PREVIOUS MODELS.

Nürburgring) in quick succession and proved to be inferior to Vanwall in terms of overall performance. Despite all this, Mike Hawthorn managed to bring the Prancing Horse team its fourth Drivers' Championship, narrowly ahead of his compatriot Moss.

The 246 F1 – innovation and tradition

With the 8-cylinder engine designed by Vittorio Jano and derived from the units that the great Turin-based designer had built for Lancia, Scuderia Ferrari, thanks to Juan Manuel Fangio, won the 1956 F1 world title. However, the subsequent evolution of the 8-cylinder single-seater, the 801, which took to the track in 1957, failed to meet Enzo Ferrari's expectations. He then decided to focus on the new V6 engines for the 1958 season. Behind this decision, in addition to the Commendatore's technical convictions, was the poignant memory of his son Dino, who died in 1956 and had collaborated extensively on the design of this engine. Thus, the 246 F1 was born, under the technical direction of Carlo Chiti and with the advice of Jano himself and Franco Rocchi; the young Tuscan engineer Andrea Fraschetti, who died in August 1957 while testing a Formula 2 car, also participated in the project. The 246 F1 was an innovative single-seater thanks to its new engine, but it was based on traditional concepts such as a trellis frame, front-mounted engine, double wishbone front suspension, De Dion rear suspension, and drum brakes. Yet the 246 F1 had to face fierce competition from emerging British teams, above all Vanwall, founded by entrepreneur Tony Vandervell (whose engine bearing manufacturer also supplied Ferrari), followed by BRM, Cooper, and Lotus. ■



The refined Nardi wooden steering wheel dominates the spartan instrumentation of the 246 F1. In addition to the rev counter, the driver had an oil pressure gauge, a water temperature gauge, and a fuel pressure gauge at his disposal.



BETWEEN HISTORY AND MYTH
1958 FRENCH GRAND PRIX



Right from qualifying, the French Grand Prix – scheduled at the Reims circuit – promised a close battle between two of Ferrari's top drivers: Mike Hawthorn was on pole position and Luigi Musso (center in photo) was second, seven-tenths of a second behind his teammate; in third position was Harry Schell's BRM. Further back were the Vanwalls of Tony Brooks and Stirling Moss, who was leading the World Championship standings. At the start, Schell surprised Hawthorn, who immediately regained the lead, while behind him an exciting battle ensued between Schell, Musso, Collins, Moss, Brooks, and Fangio.

The Roman driver had more in reserve and soon set off in pursuit of Hawthorn. On the ninth lap, he caught up with him, closed in on him, and looked set to overtake him, but at the Gueux corner, a cloud of dust heralded the demise of Musso, who crashed out of the race. Meanwhile, the race continued. Hawthorn maintained a firm lead, and on the final lap even lapped Fangio's Maserati. When the Englishman realized this, he allowed the Argentinian to pass him again, and he thus finished the race with a full lap advantage. It was the last Grand Prix for the ace from Balcarce: after getting out of the car, he hung up his helmet.



A fast and consistent driver with a polite and affable manner, Mike Hawthorn brought the Drivers' Championship back to Maranello and became the first British driver to win an F1 World Championship. The death of his friend Peter Collins led him to retire from racing.

MIKE HAWTHORN CHAMPION AND GENTLEMAN



In early July 1958, 29-year-old Mike Hawthorn (born April 10, 1929, in Mexborough, England) found himself facing the most promising opportunity of his career. With victory in the French Grand Prix, achieved on the same track in Reims where he had celebrated his first World Championship win five years earlier, the charming British Ferrari driver – blond, handsome, and always impeccable in his bow tie, which he often wore even while racing – took the lead in the standings. He was ahead of his compatriot Stirling Moss, who was second with Vanwall on the fast Marne circuit. They both had 23 points at the halfway point of the championship. The Drivers' Championship was beginning to materialize on the horizon, but it was not a happy Sunday for the Maranello team, which was struck by the tragedy of Luigi Musso, who died following a terrible crash at the treacherous Gueux corner – renamed "Calvary" – and the subsequent rollover of his 246 F1.

Trust rewarded

Enzo Ferrari wanted Hawthorn with him as early as 1953, just a few months after he made his F1 debut. The Englishman repaid the Commendatore's trust by soon triumphing in France and on a couple of occasions with covered-wheel cars. In the 1954 season, he won the Spanish Grand Prix after finishing second three times, securing third place in the standings. It was a ray of sunshine at the end of a year that had otherwise been difficult due to the burns he suffered in an incident at the Syracuse Grand Prix – which did not count towards the championship – and the death of his beloved father Leslie. He had been the owner of a high-performance car dealership, the Tourist Trophy Garage, which Mike began to take more of an interest in. Mike returned to Ferrari only in the second half of the 1955 championship, at Zandvoort in Holland, a few days after triumphing with Ivor Bueb in a Jaguar D-Type in a 24 Hours of Le Mans. That race had been marred by the death of Pierre Levegh and 83 spectators, who were hit by the Parisian driver's Mercedes

Date of birth
April 10, 1929

Date of death
January 22, 1959

Nationality
British

Active in F1
1952–58

First GP
Belgium 1952

Last GP
Morocco 1958

GPs contested
45

Wins
3

Pole positions
4

Fastest laps
6

World Championship points
112 (127 total)

World titles
1 (1958)



Hawthorn in action during the 1958 Monaco Grand Prix, where he was forced to retire after leading the race for several laps.



Hawthorn and Enzo Ferrari smile for the photographer. The Englishman would spend most of his career driving for the Maranello team.

that flew into the central grandstand after crashing into Lance Macklin's Austin-Healey. It was a tragic incident that Hawthorn had inadvertently played a part in by making a sudden maneuver to return to the pits.

A bitter ending

The Englishman's well-known joviality, which commentators claimed was due to his love of parties and his sensitivity to female charms, seemed to gradually fade, undermined by kidney disease. Yet his desire to excel at the wheel did not waver, at least not immediately.

After a very disappointing 1956, driving for Maserati and Vanwall, Hawthorn returned to Maranello's F1 cars in 1957, with mixed results. His results at Ferrari then took a turn for the worse. The head-to-head with Musso, who had finished just three points ahead of him in the standings the previous year, marked the first part of his 1958 season, until the tragic epilogue at Reims. After his success in France, Mike was able to nurture new dreams of glory, in a technically equal battle with Moss and his front-engined Vanwall – which had the same configuration as the Ferrari 246 F1 – and in healthy internal competition with Peter Collins.

Yet the death of his friend in Germany was yet another blow for Hawthorn: immediately after Peter's accident, Mike withdrew from the race, deeply shaken, and in the hours that followed he seriously considered giving up racing. Instead, he held on and managed to prevail over Moss, albeit without success, now mentally detached from the world of Formula 1. Shortly thereafter, Hawthorn announced his retirement from racing, but he did not have time to enjoy his new life – a few months later, he died in a car accident in Guildford, England, while driving his Jaguar. Mike passed away on January 22, 1959, not even 30 years old, but with a record that no one can take away from him: that of being the first British driver to win the World Championship in the top series of racing. ■

017 | THE ENGINE (7)



PARTS LIST

17A Part 1 of manifold L5
17B Part 2 of manifold L5
17C Part 1 of manifold L4
17D Part 2 of manifold L4
17E Part 3 of manifold L4
17F Part 4 of manifold L4

SCREWS*

2 **AP** screws 1.7 × 4 mm (+ 1 spare)
1 **KP** screw 1.4 × 4 mm (+ 1 spare)

2 screws **AP**



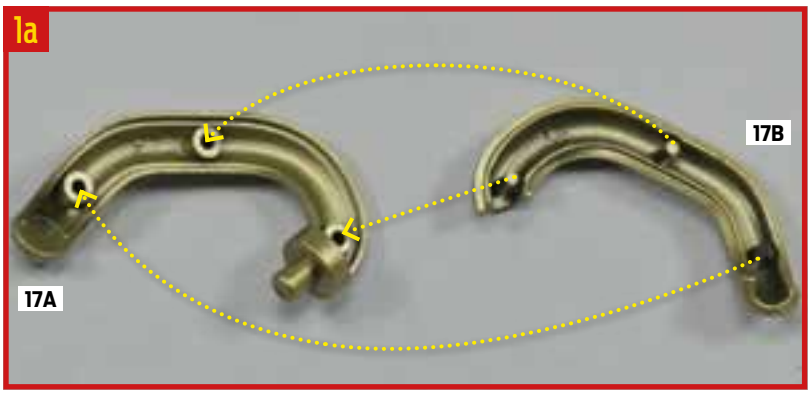
1 screw **KP**



** 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.*



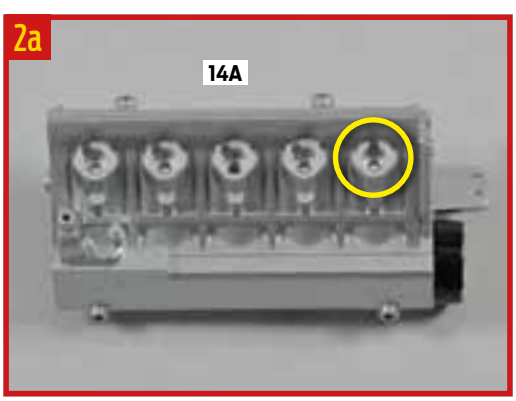
1 Check the two manifolds that go on the left side of the engine (the letter L stands for "left"). Insert the three pins from part 2 of manifold L5 **17B** into the three holes in part 1 of manifold L5 **17A** (photos **1a** and **1b**). The detail in photo **1c** shows the notch that is used to fit manifold L5 correctly into the left engine base.

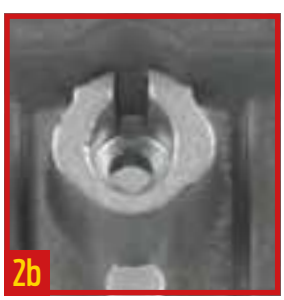




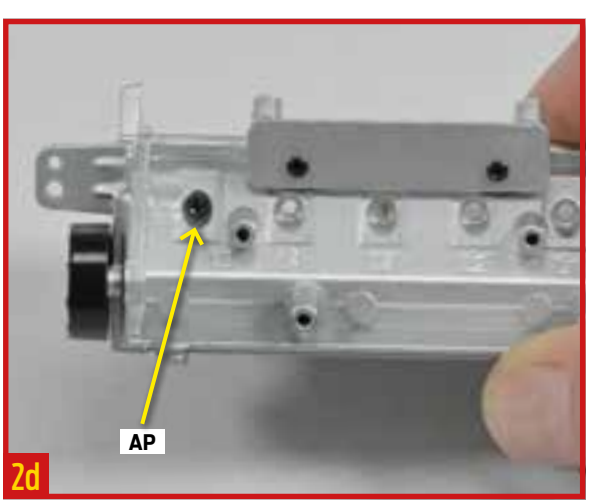


2 Retrieve the left engine block **14A**. The L5 manifold will fit into the housing marked with a yellow circle in photo **2a**, which has a hole to accommodate the centering notch on the part (photo **2b**). Insert the manifold into the hole, also identified with the letters L5 on the back of the part, as shown in photo **2c**. Then secure the L5 manifold in place with an **AP** screw (photo **2d**).





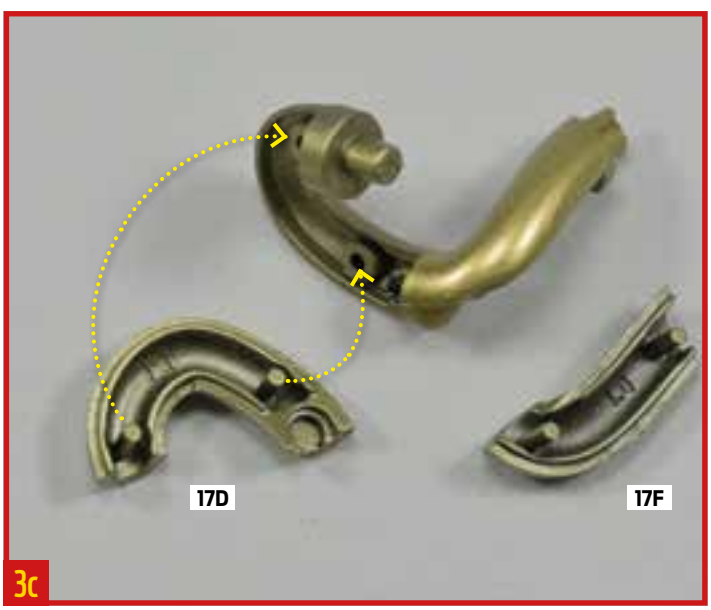




3 The L4 manifold consists of four parts. Take part 1 of the L4 manifold **17C** and part 3 of the L4 manifold **17E**: to align the two holes marked with a yellow circle in photo **3a**, orient the parts as shown in photo **3b** and secure them by inserting a **KP** screw. Now take part 2 of the L4 manifold **17D** and part 4 of the L4 manifold **17F** and insert the pins into the corresponding holes (photos **3d** and **3e**), so that the assembly of manifold L4 is complete (photo **3f**).





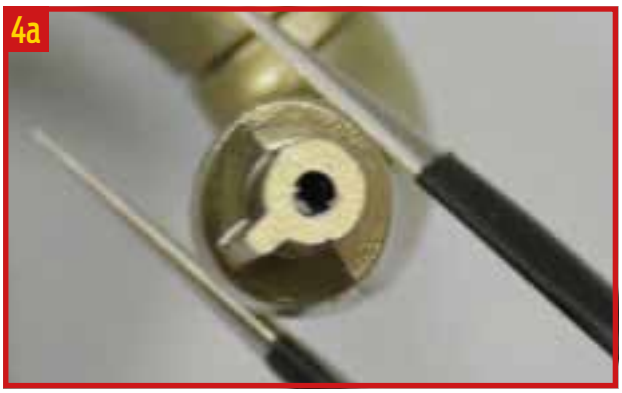




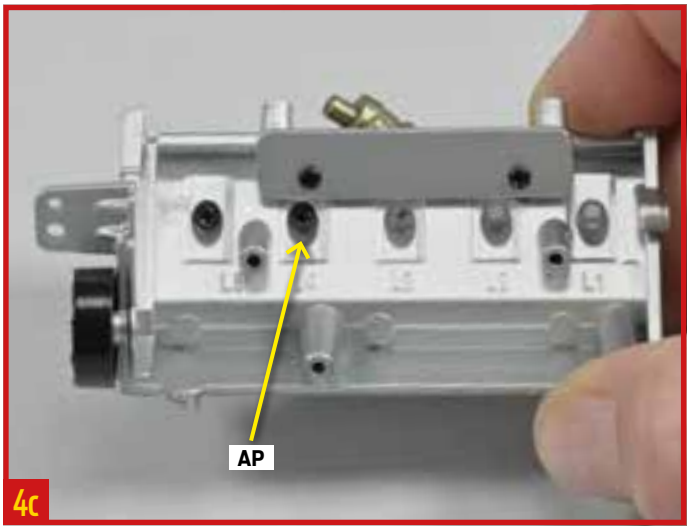




4 The L4 manifold is also provided with a notch (photo **4a**) to fit it into the left engine base with the correct orientation (photo **4b**). Secure the L4 manifold to the base with an **AP** screw (photo **4c**).


4a


4b



4c

FINAL RESULT

