FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

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Michael Schumacher

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SCHUMACHER AND VILLENEUVE TWO YEARS OF HIGH TENSION

In addition to Damon Hill, in 1996 the German Ferrari champion had to face the aggressive son of the legendary Gilles, who would become his main rival in 1997.



Schumacher's F310 leads Villeneuve's Williams during the 1996 Belgian Grand Prix; they would finish first and second respectively.

During his first season at Ferrari, Schumacher managed, thanks to his talent – and also to the constantly improving F310 – to stem the tide of Williams's dominance. Its cars had been the best since 1991 (when designer Adrian Newey joined Frank Williams's team) and in 1996 Schumi was the third element in the title fight between Damon Hill and rookie Jacques Villeneuve. The latter would be the main rival of the German and Ferrari in the 1997 World Championship: a heated rivalry, partly due to the difference in temperament between the two.

Different beginnings

Jacques Villeneuve was a couple of years younger than Michael Schumacher. The Canadian had been breathing the air of motorsports practically since birth, always following his father Gilles in the paddocks first of Formula Atlantic and then Formula 1, until the tragic day of May 8, 1982, when Gilles died at the Belgian GP. Jacques' strong passion for motorsports propelled him into the world of racing while still a teenager, under the slightly worried gaze of his mother, Joanna. However, the young Jacques could count on first-rate advisors, in particular family friend Patrick Tambay, but also Jody Scheckter. Jacques began racing in touring cars, then moved on to Formula 3 in Italy. Schumacher also became involved in the world of motorsports at an early age, but unlike the Canadian, his "weaning" took place mainly in karts on the track managed by his father in Kerpen, Germany, far from the prestigious world of Formula 1. Then, thanks to his extraordinary talent, Schumi was able to make a quantum leap by competing in Formula 3 and with Mercedes in Group C.

In Formula 1

After his apprenticeship in Formula 3, Villeneuve had a brief stint in Japan before moving on to racing in the United States, where he soon impressed insiders with his speed and determination behind the wheel. It earned him a contract with Forsythe, one of the most competitive teams.

Within two years, between 1994 and 1995, he won his first races and then the CART Championship, also triumphing in the prestigious Indianapolis 500. At that point, Frank Williams first offered him a test and then a contract, followed by a very intense testing program in preparation for his debut in the 1996 F1 World Championship, during which the young Canadian had the opportunity to refine his rapport with the car and the team. Once again, Jacques and Schumi's paths diverged, with the German making his debut in the top category almost by chance with Jordan, before immediately making his mark on the World Championship tracks without too much preparation.

Villeneuve was very fast on the track, skilled at exploiting the technology that was increasingly gaining ground in the top series. His driving style was aggressive, but balanced by a good dose of rationality, while Schumacher sometimes let his emotions get the better of him. This was the case at the 1997 European Grand Prix in Jerez, where Villeneuve won a duel with the German with a maneuver that took his rival by surprise.

Starting in 1998, Villeneuve's career began to decline, partly due to poor choices at the team level: first he remained with Williams, which no longer had Renault engines, then he moved to the newly formed BAR, where he remained for five years without much success.

In 2004, he competed in only three Grand Prix races with Renault, replacing Jarno Trulli. Finally, in 2004 and 2005, he drove for Sauber-BMW, but his second season ended prematurely with the German Grand Prix, the last of 163 races contested by Jacques in Formula 1. ■

CHAMPIONS COMPARED

M. Schumacher	J. Villeneuve
Date of birth 01/03/1969	**Date of birth** 04/09/1971
F1 debut 1991 (Jordan-Ford)	**F1 debut** 1996 (Williams-Renault)
GPs contested 308	**GPs contested** 163
First GP win 1992 Belgian Grand Prix (Benetton-Ford)	**First GP win** 1996 European Grand Prix (Williams-Renault)
GP wins 91	**GP wins** 11
Podiums 155	**Podiums** 23
Pole position 68	**Pole positions** 13
Fastest laps 77	**Fastest laps** 9
World titles 7 (1994 and 1995 Benetton; 2000, 2001, 2002, 2003, and 2004 Ferrari)	**World titles** 1 (1997 Williams)



For once in evening dress instead of overalls, Jacques and Schumi attend an FIA ceremony in December 1996.



JAPAN 1996
PLACE OF HONOR

The 1996 Formula 1 World Championship ended with the Japanese Grand Prix, scheduled for October 13 at the Suzuka circuit. It was the final act of a season that saw Ferrari defend its title with honor, thanks to Schumacher's superb performances and the F310's leap in reliability, evidenced by the German's two victories in Belgium and Italy, as well as Schumi's podium finish in the Portuguese Grand Prix. The Formula 1 circus arrived in the Land of the Rising Sun wondering whether Damon Hill would finally lift the title. The English driver had a nine-point lead over Jacques Villeneuve who, at least mathematically, could become champion, provided that he crossed the finish line first at Suzuka and his teammate did not score a single point. In the event of a tie, Graham's son would be awarded the title, as he had won more races during the season.

Renault announces its retirement

Meanwhile, in the Japanese paddock, talk was already turning to the future: Hill had signed with the ambitious

Adrian Newey (second left), one of the main architects of Williams's success, joined the top three on the podium at Suzuka in 1996.



Arrows team, which would be equipped with Yamaha engines and Bridgestone tires, making its debut in the top flight.
There was also news from Williams – Renault had announced its withdrawal at the end of 1997, so boss Frank had to move quickly to find a new engine. He boasted the presence of two technicians of the caliber of Ross Brawn and Rory Byrne, who had already worked with Schumacher.
The Japanese Grand Prix also provided Maranello with an important opportunity to overtake Benetton – which had only a one-point lead over the Prancing Horse team – in the Constructors' Championship and take second place in the standings behind Williams.

Another great race for Schumi

Despite rain on Saturday night, the track was dry at the start of the race. The front row was occupied by Williams, with Michael Schumacher immediately behind, albeit more than a second behind Villeneuve, who had secured a stunning pole position. However, Jacques got off to a bad start and slipped to sixth place, leaving the field open for Hill, who was able to secure the long-awaited Drivers' Championship after leading the race from start to finish (Villeneuve was forced to retire on lap 37). Attention therefore focused on second place and, to the delight of Ferrari fans, it was Schumacher who took it: after an uncertain start that relegated him to fourth position, the German displayed all his determination, and by lap 19 he was already behind Hill. From that moment on, Schumi calmly managed the race and crossed the finish line just under two seconds behind the winner, while Mika Häkkinen took the third step on the podium.
With the result achieved at Suzuka, Schumacher finished third in the final Drivers' Championship, while Ferrari achieved its goal of second place in the Constructors' Championship with a total of 70 points, two more than Benetton. ■

FINAL RANKING

1 - D. Hill
Williams-Renault

2 - M. Schumacher
Ferrari

3 - M. Häkkinen
McLaren-Mercedes

4 - G. Berger
Benetton-Renault

5 - M. Brundle
Jordan-Peugeot

6 - H-H. Frentzen
Sauber-Ford

7 - O. Panis
Ligier-Mugen Honda

8 - D. Coulthard
McLaren-Mercedes

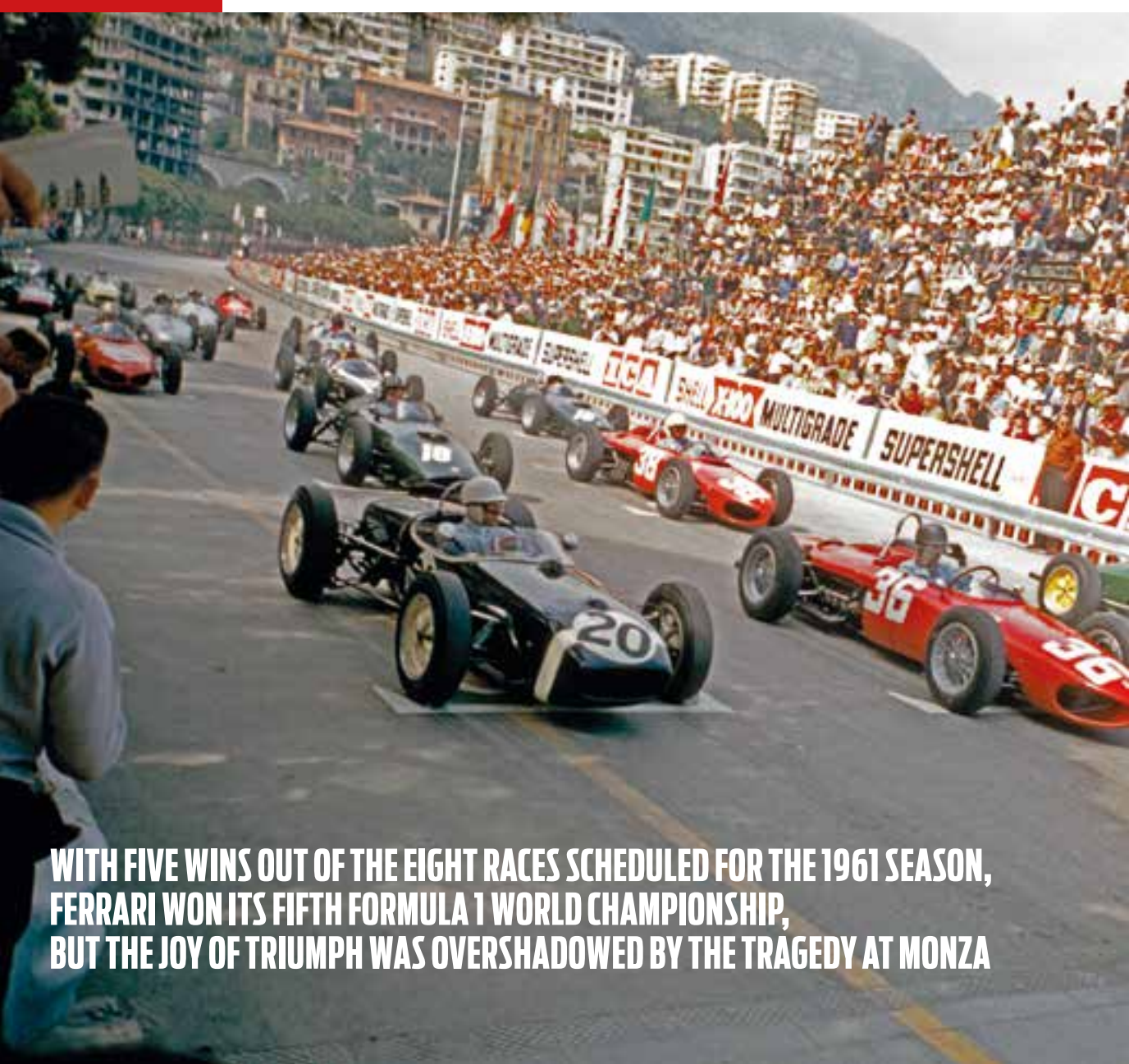
9 - R. Barrichello
Jordan-Peugeot

10 - J. Herbert
Sauber-Ford



Häkkinen and his McLaren ahead of Schumacher, Eddie Irvine, and Villeneuve in the early stages of the race.

1961 F1 WORLD CHAMPIONSHIP
THE FIRST REAR-ENGINE TITLE



WITH FIVE WINS OUT OF THE EIGHT RACES SCHEDULED FOR THE 1961 SEASON, FERRARI WON ITS FIFTH FORMULA 1 WORLD CHAMPIONSHIP, BUT THE JOY OF TRIUMPH WAS OVERSHADOWED BY THE TRAGEDY AT MONZA

The 1961 F1 World Championship consisted of eight Grand Prix races, compared to 10 in the previous season. The big change was the rule requiring the use of engines with a maximum displacement of 1,500 cc. In addition, the winner of each race was awarded 9 points instead of 8, while the rule of counting the five best results for the overall standings remained unchanged.



A matter between Ferrari and Lotus

The first event of the new World Championship season was the Monaco Grand Prix, where Phil Hill and Wolfgang von Trips decided to drive the single-seater with the 65° V6 Dino engine, while Richie Ginther – who also served as Ferrari's official test driver – took to the track in a car equipped with the new version of the engine, the V120°.

The Monaco race was won by Stirling Moss and his Lotus Climax, but Ferrari took the next three places, with Ginther, Hill, and von Trips (the latter retiring on the third-to-last lap but still classified). From the very beginning of the World Championship, therefore, the Ferrari-Lotus duel that would characterize the entire season was already taking shape.

After the race in the Principality, the V65° engine was relegated to reserve status and entrusted to occasional drivers, while the three official Maranello drivers – Hill, Ginther, and von Trips – used only the V120°.

The next race was at the Zandvoort circuit in the Netherlands, where von Trips took his first Grand Prix victory, ahead of his teammate Hill, while Lotus had to settle for third place with Jim Clark.

THE FERRARI 156 F1'S RECORD (1961)

7 RACES

5 WINS

5 SECOND PLACES

4 THIRD PLACES

6 POLE POSITIONS

5 FASTEST LAPS



In the Belgian Grand Prix, Ferrari fielded a fourth 156 F1, entrusted to local idol Olivier Gendebien. Despite the official entry of the manufacturer, the car was painted yellow in honor of the Brussels driver.

In the third race, the Belgian Grand Prix, Ferrari outclassed its British rivals, monopolizing the top four places: this time it was Hill who crossed the finish line first ahead of von Trips, followed by Ginther and Gendebien.

In Reims, France, the official Prancing Horse team suffered an unexpected debacle (Hill finished ninth, while von Trips and Ginther retired), but privateer Giancarlo Baghetti still won for the *Rossa*, winning the race at the wheel of the 156 F1 V65º. In the following British Grand Prix, von Trips seemed to take on the role of team leader: on the Aintree track, the German won ahead of his teammates Hill and Ginther and, with three races still to go, took the lead in the World Championship standings with 27 points – two more than Hill – while Ferrari had already mathematically won the Constructors' Cup.

In the German Grand Prix at the Nürburgring, Moss halted Ferrari's dominance by finishing ahead of von Trips and Hill, with Clark in fourth place in the second Lotus.

A bitter victory

Von Trips now led the standings with 33 points,



Wolfgang von Trips on the Nürburgring circuit during the German Grand Prix, where he finished in second place, earning valuable points towards a possible world title.



Phil Hill celebrates immediately after the race at Monza, still unaware of the accident that caused the death of von Trips and 14 spectators.

while Hill had 29. The Italian Grand Prix was therefore a sort of playoff between the two, with the German boasting one more victory than his teammate. But at Monza, instead of a celebration, tragedy struck: at the start of the race, von Trips was accidentally rear-ended by Clark and flew into the crowd, killing 14 people and losing his own life. Phil Hill won the race and the title, but the victories were tinged with sadness

Ferrari, for its part, boycotted the last Grand Prix, scheduled at the Watkins Glen circuit in the United States, which once again saw Lotus win with Innes Ireland.







ROMOLO TAVONI
FIVE YEARS OF "TERRIBLE JOYS"

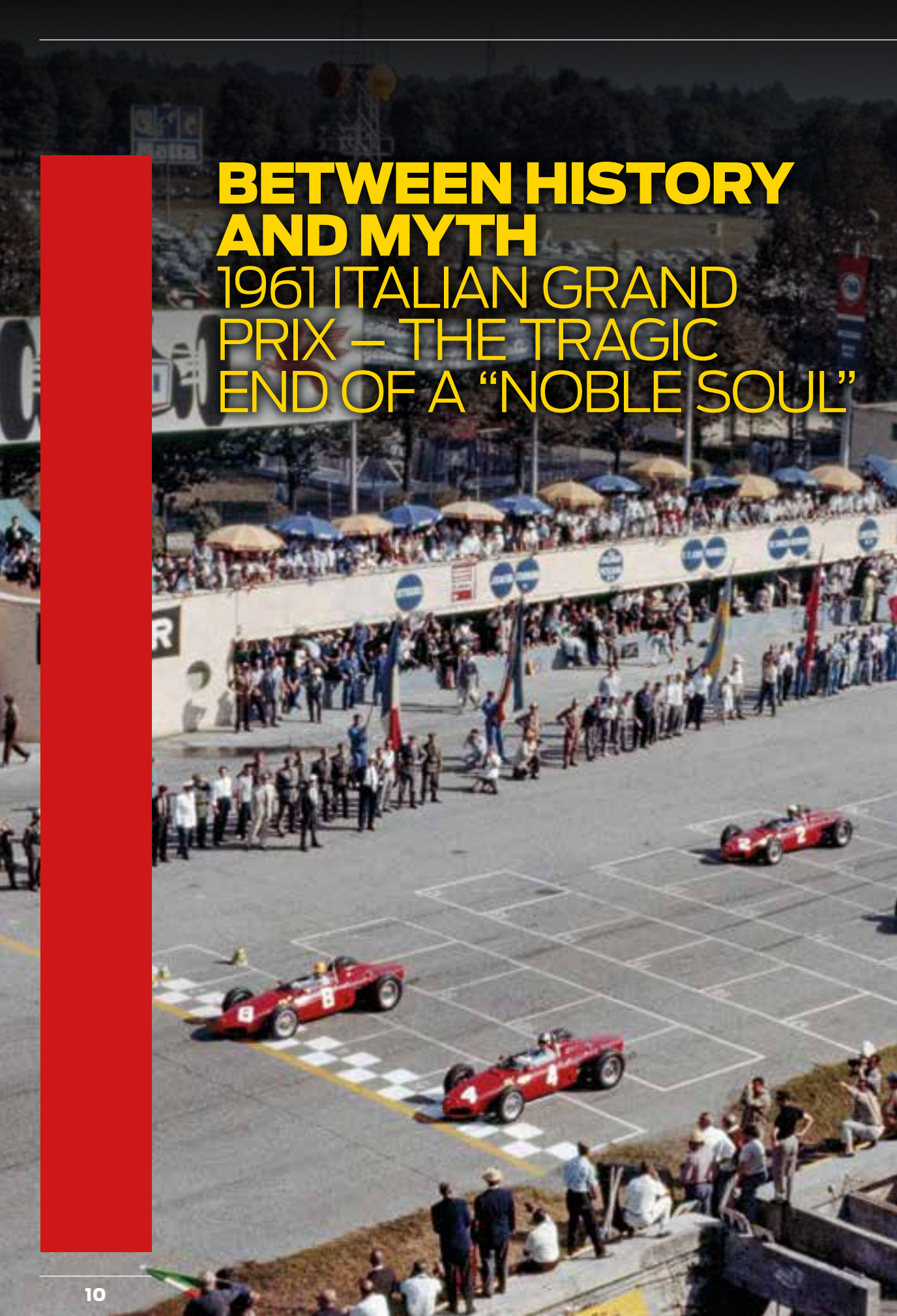
Originally from Casinalbo, a hamlet in the Modena municipality of Formigine, Romolo Tavoni played a leading role at Ferrari from 1950, when he became secretary to the Commendatore, who in 1957 chose him to replace Girolamo "Mino" Amorotti as Sporting Director.

Tavoni held this position for five full racing seasons full of joys and sorrows, victories and tragedies: the successes of Mike Hawthorn and Phil Hill in 1958 and 1961, respectively, and the first Constructors' Championship won by the Prancing Horse team (also in 1961), but also the fatal accidents of Eugenio Castellotti, Alfonso de Portago, Luigi Musso, Peter Collins, and Wolfgang von Trips.

Tavoni's working experience with Ferrari ended at the end of the 1961 season. The accountant then collaborated with the newly formed ATS (Automobili Turismo e Sport), whose adventure in F1 was very short-lived, and then with Count Giovanni Volpi di Misurata's Scuderia Serenissima. Tavoni died in 2020 at the age of 94.

BETWEEN HISTORY AND MYTH

1961 ITALIAN GRAND PRIX – THE TRAGIC END OF A "NOBLE SOUL"





"A very fast driver, he was capable of any feat without that smile, constantly tinged with a slight sadness, ever leaving his finely noble face." With these words, Enzo Ferrari remembered Wolfgang v on Trips, "particularly dear" to the Commendatore because he was gifted with "great nobility of spirit."

Born in Cologne in 1928, von Trips belonged to an aristocratic family, and his passion for motor racing was a cause of concern for his parents. For this reason, in the early 1950s, he began his career under a pseudonym, but his excellent results in classic sports-car races soon brought him out into the open. His first race at the wheel of a Ferrari was in 1956, when he drove a 500 Mondial two-seater in the Supercortemaggiore Grand Prix at Monza, and by the end of that year Enzo Ferrari had already entrusted him with the wheel of a Formula 1 car.

In 1961, "Taffy" (his nickname) seemed destined to win the world title: at the Italian Grand Prix, scheduled for September 10, he arrived on the back of two victories and two second places that had propelled him to the top of the standings. On the Monza circuit, von Trips took his first pole position, which boded well. At the start, however, he lost a few positions: at the end of the first lap, he was still among the top six.

Then came the end: accidentally hit by Jim Clark just before the Parabolica curve, he was thrown off the track, killing several spectators and himself. Ejected from the cockpit, he died instantly. ■



CARLO CHITI
AN INNOVATIVE ENGINEER

Carlo Chiti joined Ferrari in November 1957, at the age of almost 33. He came from Alfa Romeo's Special Experiences Department, which he joined shortly after graduating with a degree in aeronautical engineering. Enzo Ferrari chose him as a replacement for the young Andrea Fraschetti, a designer and test driver who died at the Modena Aerodrome while testing the Dino 156 F2. With his volcanic temperament, Chiti was a technician devoted to experimentation and preferred innovative solutions. He was responsible for the 156 F1, the result of his confidence in the rear-engine layout. The Tuscan engineer immediately extended the setup to Maranello's covered-wheel cars, creating the 246 P that was equipped with an unprecedented truncated tail surmounted by a spoiler and a two-mouthed nose borrowed from the 156 F1. After leaving Ferrari at the end of 1961, Chiti first devoted himself to founding ATS, then joined Autodelta, Alfa Romeo's racing department, under whose banner he brought success to the Biscione brand in the World Championship and its return to Formula 1. In 1985, he founded Motori Moderni, a manufacturer of competition engines. He died in 1994 at the age of 69.

Two engines for two titles

The 1961 season marked Scuderia Ferrari's abandonment of the front-engine layout. In light of the new regulations imposing a maximum engine capacity of 1,500 cc, a new car was developed based on the 156 F2, powered by a 65° V6 Dino engine that engineer Carlo Chiti modified, reducing its displacement from 1489.35 to 1476.60 cc by increasing the bore and reducing the stroke. Meanwhile, Chiti designed another V6, with a 120° angle between the two banks, in order to lower the car's center of gravity and provide more space for the carburetors. Like the 65° V-engine, the new power plant was also positioned at the rear-center, on a steel tube trellis frame with a wraparound tail.

The two engines had the same displacement and the same bore and stroke measurements (2.87 x 2.31 in/ 73 x 58.8 mm), but in terms of power, the 120° V6 managed to deliver a few more horsepower: 190, compared to 185 for the 65° V version. Both engines were paired with a five-speed gearbox, mounted in overhang behind the differential.

The narrow body of the 156 F1 had distinctive lines, tapered and truncated at the rear and featuring an "arrow-shaped"

nose with two oval openings, an original compromise between aerodynamic functionality and the cooling requirements of the front radiator. The design earned the single-seater the apt nickname "sharknose." On either side of the cockpit were two fuel tanks, each with a capacity of 16.5 gallons (75 liters). The suspension consisted of double wishbones at the front and double trapezoids at the rear; all four wheels were fitted with Dunlop self-ventilating steel disc brakes.

During 1961, the 156 F1 underwent no particular changes. The two versions of the car were almost identical: the only difference was in the intake manifold covers, which on the 65° V engine were very close together and covered by a single fairing, while on the 120° V engine they were further apart and protected by two separate elements. The results on the track confirmed the effectiveness of the technical solutions adopted on the car, which immediately proved to be well-made, balanced, and very fast. Its first two outings culminated in two victories, achieved by Giancarlo Baghetti in the non-championship GPs in Syracuse and Naples, contested by the Milanese driver in a 156 F1 that Ferrari had made available to FISA, the Italian motor racing federation. ■

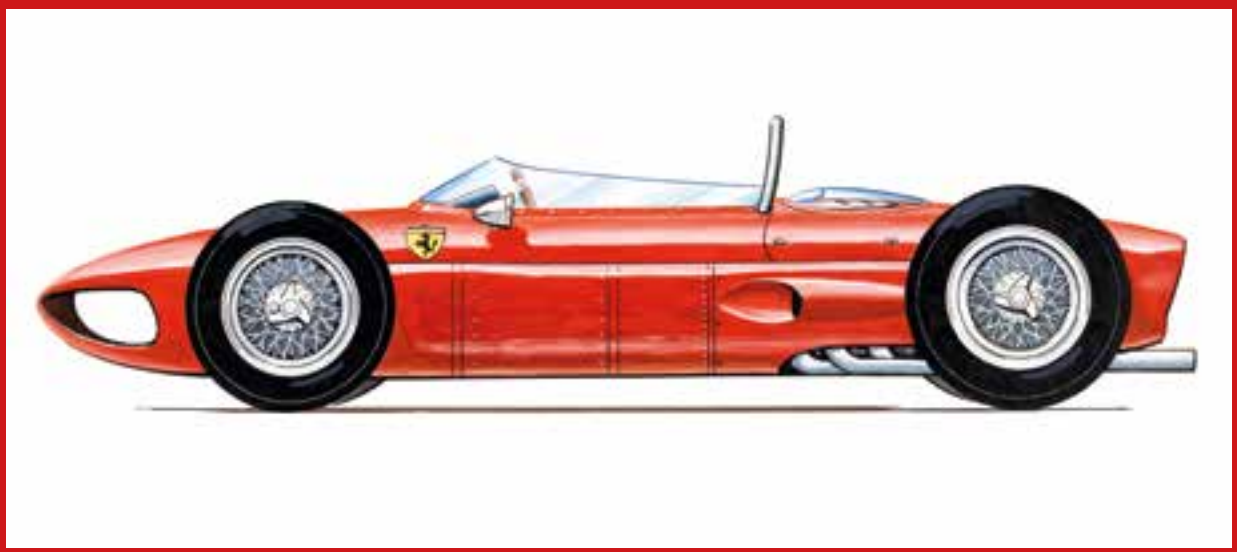


The 156 F1 in the Monza paddock during the Grand Prix weekend. The Maranello single-seater stood out for its extremely elegant and aerodynamic lines.



In the photo, the 156 F1 gearbox – designed by specialist Valerio Colotti – with five speeds, manual control, and sequential shifting, is positioned behind the rear axle, in a block with the differential.

FERRARI 156 F1 IN BRIEF



Engine type 178, rear, longitudinal, 6 cylinders in a 120° V configuration	**Displacement** 1,476.60 cc	**Bore × stroke** 2.87 x 2.31 in (73 × 58.8 mm)	**Timing** double overhead camshafts	**Number of valves** 2 per cylinder
Compression ratio 9.8:1	**Fuel** 4 Weber 40 IF3C carburetors	**Ignition** dual, 2 distributors	**Cooling** water-cooled	**Maximum power** 190 hp at 9,500 rpm
Transmission rear-wheel drive	**Gearbox** 5 speeds + reverse, integrated with the differential	**Chassis** tubular trellis	**Front suspension** independent, double wishbones, coil springs coaxial with telescopic shock absorbers	**Rear suspension** independent, double wishbones, coil springs coaxial with telescopic shock absorbers
Brakes disc	**Tires** Dunlop front 5 x 15 in rear 6 x 15 in	**Wheelbase** 91.3 in (2,320 mm)	**Front track** 47.2 in (1,200 mm)	**Rear track** 47.2 in (1,200 mm)
Length 159.8 in (4,060 mm)	**Width** 55.1 in (1,400 mm)	**Height** 39.4 in (1,000 mm)	**Weight** 1,036 lb (470 kg) (in running order)	**Maximum speed** 162 mph (260 km/h)

021 | THE ENGINE (11)



PARTS LIST

21A Part 1 of manifold R5
21B Part 2 of manifold R5
21C Part 1 of manifold R4
21D Part 2 of manifold R4
21E Part 3 of manifold R4
21F Part 4 of manifold R4

SCREWS*

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

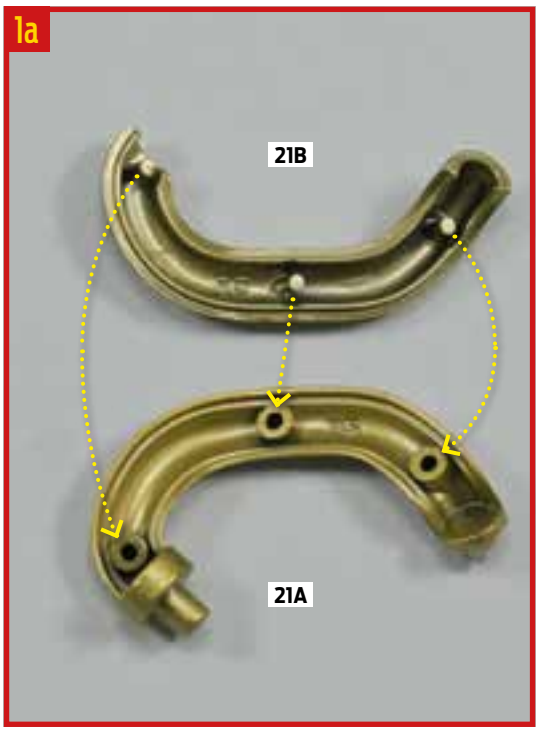
2 screws **AP**

1 screw **KP**





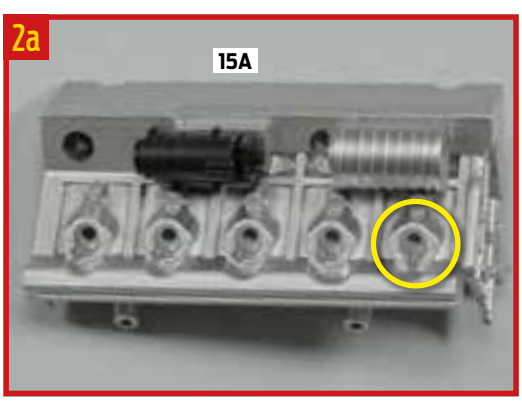
1 In this issue, you will assemble the first two manifolds on the right side of the engine (the letter R stands for "right"). Take parts **21A** and **21B**, which form manifold R5 (photo **1a**), and connect the two parts, applying adequate pressure (photo **1b**). The detail in photo **1c** shows the notch that is used to fit manifold R5 into the right side of the engine block.





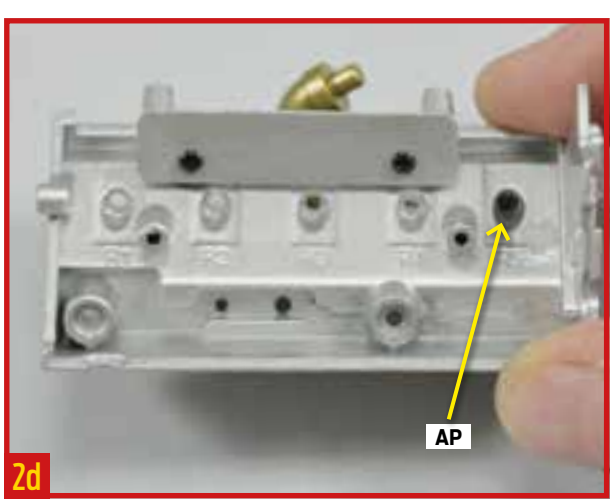


2 Retrieve the right engine block **15A**. The R5 manifold must be fitted in the housing circled in in photo **2a**, which has a slot to accommodate the notch (photo **2b**). Insert the manifold into the corresponding hole (also identified by the code R5 on the back of the right engine block), as shown in photo **2c**. Then secure the R5 manifold from underneath with an **AP** screw (photo **2d**).









3 The R4 manifold consists of four parts. Take parts **21E** and **21F** (photo **3a**) and connect them together (photo **3b**). Then take part **21C** and place it on the work surface next to components **21E** and **21F** (photo **3c**): align the holes circled in yellow and secure the two parts using a **KP** screw, so as to obtain the result shown in photo **3d**. Finally, take part **21D** (photo **3e**) and fit it onto component **21C** to obtain the result shown in photo **3f**. The R4 manifold is now complete.





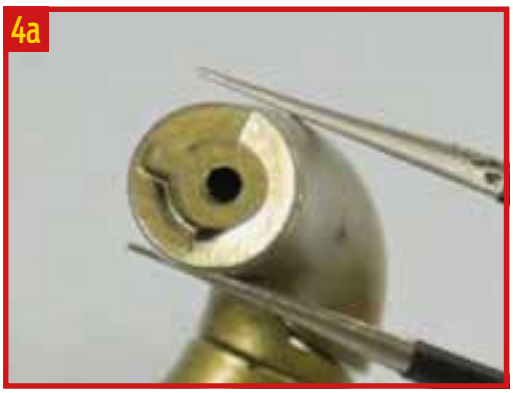




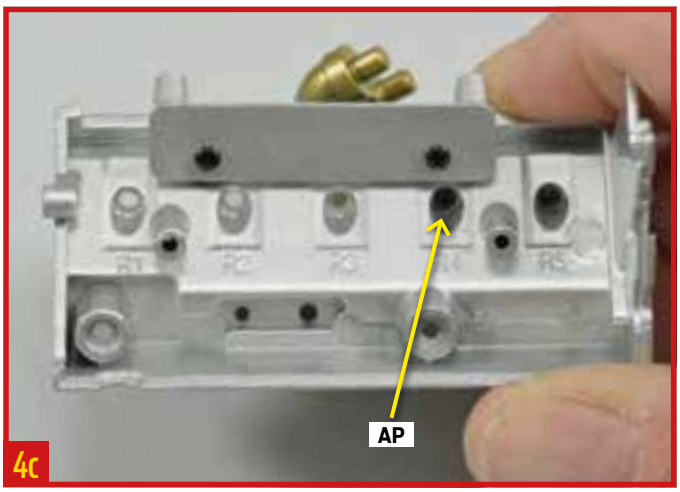




4 The R4 manifold also has a notch (photo **4a**) to ensure correct orientation when fitting it to the right engine lock (photo **4b**). Secure the R4 manifold to the right engine block from underneath using an **AP** screw (photo **4c**).







FINAL RESULT



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