FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

23



FANHOME

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SCHUMI AND FERRARI IN 1997
BACK AT THE TOP

Schumacher's debut with the Scuderia in 1996 brought much satisfaction, and ahead of the new season, the Maranello-based manufacturer would do everything it could to provide the German with a car that would allow him to consistently fight for victory.





For the 1997 season, Michael Schumacher could count on Ross Brawn (pictured) and Rory Byrne, who were both part of the German's team when he raced for Benetton.

Three wins, five podiums, four pole positions out of a total of 16 races: Michael Schumacher's first season at Ferrari ended with a series of fine performances that boded well for the future of the Prancing Horse team. At the wheel of a car that was not always competitive and reliable, Schumi nevertheless proved to be one of the strongest drivers – if not the strongest – in Formula 1. For the 1997 season, a further step forward was expected from the Maranello-based team, especially in terms of consistency; if a champion of the German's caliber was given a car capable of reaching the finish line in every race, the next World Championship could finally see the *Rossa* back at the top of the standings, despite the undisputed dominance of Williams.

The main teams

Twelve teams initially entered the 1997 F1 World Championship, but Lola only took part in the opening race, the Australian Grand Prix, before deciding to withdraw. Williams-Renault, fresh from its 1996 Drivers' and Constructors' Championships double, once again took on the role of the team to beat. It was based on a technical dominance that began in 1991 with the establishment of a long-term project by technical director Patrick Head, assisted by the brilliant Adrian Newey. The excellent Renault V10 engine powering Frank Williams's cars was powerful, reliable, and perfectly integrated with the chassis. However, it had reached the peak of its development and would not go beyond 1997 as the French manufacturer had announced its withdrawal from



Three of Schumi's strongest rivals: Williams driver Jacques Villeneuve (center) and the McLaren duo David Coulthard (left) and Mika Häkkinen (right).

competition. All this created a series of unknowns that had the potential to unsettle the British team.

Ferrari certainly had no such problems, as it had its own V10, developed as always in-house, which was unique in Formula 1. In 1997, South African engineer Rory Byrne would be back in full-time operation, returning with Michael Schumacher and Ross Brawn after two World Championship years at Benetton. Speaking of the latter, in 1996 – after Schumi's departure – it did not secure a single victory, despite the presence of former Ferrari drivers Jean Alesi and Gerhard Berger, two veterans who were still motivated but not very competitive in terms of race strategy. On the engine front, the Anglo-Italian team, equipped with Renault V10s, would face the same uncertainties that hung over Williams. McLaren, on the other hand, was laying the foundations for a promising future, thanks to its increasingly solid technical partnership with Mercedes-Benz and the imminent arrival of Newey (who would be changing teams mid-season, leaving Williams). The Woking-based team also boasted a pair of top-class drivers in Mika Häkkinen and David Coulthard, both of whom were extremely fast. The more talented of the two was the Finn, who had finally overcome the serious accident he suffered in the 1995 Australian Grand Prix, when he crashed into the barriers due to a mechanical failure on his McLaren. In the not too distant future, he would be the one to take on the role of Schumacher's main challenger.

The outsiders

The other teams' highest aspiration was to score points,

THE ARRIVAL OF **BRIDGESTONE TIRES**

After Goodyear's long monopoly, Bridgestone's entry into the Formula 1 arena marked the return of competition in the field of tires. Although the Japanese giant had no previous experience in F1, it had what it took to develop its product quickly, not least because it could count on a decade of experience in national championships, from Formula 3000 to Formula 3 and the local Superturismo, which was characterized by extreme competitiveness. It was a technical and strategic revolution: the quality of Bridgestone tires would soon become apparent, especially on certain tracks.

Some believed that a monopoly in the tire sector would ensure greater equality in the performance of the single-seaters and reveal their true competitiveness. On the other hand, the competition between Goodyear and Bridgestone – precisely because it introduced an element of unpredictability – made tire management a decisive variable, so could enhance the spectacular nature of the top series.



Among the new features of the 1997 F1 World Championship was the team created by Jackie Stewart, whose single-seaters were entrusted to Rubens Barrichello (pictured) and Jan Magnussen.

although some had significant facilities and equipment. This was the case, for example, with the former Ligier powered by Mugen-Honda, now Prost (after the team was acquired by the four-time World Champion); Sauber, equipped with the 1996 Ferrari V10 and sponsored by Petronas; Stewart Racing, the new team of three-time World Champion Jackie Stewart, with a Ford V10 engine; and Jordan-Peugeot, which would feature Ralf Schumacher, Michael's talented younger brother, alongside Giancarlo Fisichella.

THE 1997 F1 WORLD CHAMPIONSHIP PROMISED TO BE FULL OF EXCITEMENT, BOTH FOR THE RIVALRY BETWEEN THE MOST PRESTIGIOUS TEAMS AND FOR THE NEW DEVELOPMENTS IN TERMS OF TEAMS AND TIRES.

Another team with excellent potential appeared to be Arrows, which had signed new World Champion Damon Hill and had official Yamaha engines and Bridgestone tires, the latter making their Formula 1 debut and also supplying Prost, Stewart, and Minardi. Those who seemed to have less chance were Minardi and Tyrrell themselves: both used leased V8 engines (Hart for the former and Ford for the latter) and it would already be a success for them to feature in the Constructors' standings at the end of the World Championship.

Themes of the season

One of the main reasons for interest in the new F1 season was the double duel – announced since the final stages of 1996 – between the Villeneuve-Williams and

Schumacher-Ferrari pairings. On the one hand, there was the technical superiority of the Williams and Gilles's son, who was determined to display his excellent capabilities in 1996. On the other, there was the improvement of the Maranello car and the formidable talent of Schumacher, capable of compensating for any technical shortcomings of the car. Then there was the internal rivalry at Williams between Villeneuve and Heinz-Harald Frentzen, which was eagerly awaited. For the first time in years, the British team found itself managing two drivers without a clearly designated lead driver: the German, who had taken Damon Hill's place, was considered technically more refined than the Canadian, who for his part boasted greater combativeness. McLaren-Mercedes was also attracting the attention of fans and insiders, especially with the expected arrival of Adrian Newey mid-season. Other points of interest relating to the Woking-based team were the availability of a new wind tunnel and, in terms of sponsorship, the silver livery replacing the red and white one (unchanged since 1974). Finally, there was the question of tires, which was set to influence race strategies – on some tracks, teams equipped with Bridgestones could spring a surprise. The 1997 Formula 1 World Championship, with its new technologies, the return of competition between tire suppliers, and drivers seeking confirmation or redemption, promised to be open and spectacular. It would not only be a question of horsepower and engineering, but also of character and resilience. ■

Another point of interest was the presence of Ralf Schumacher, who would try to give his older brother a run for his money in his Jordan.

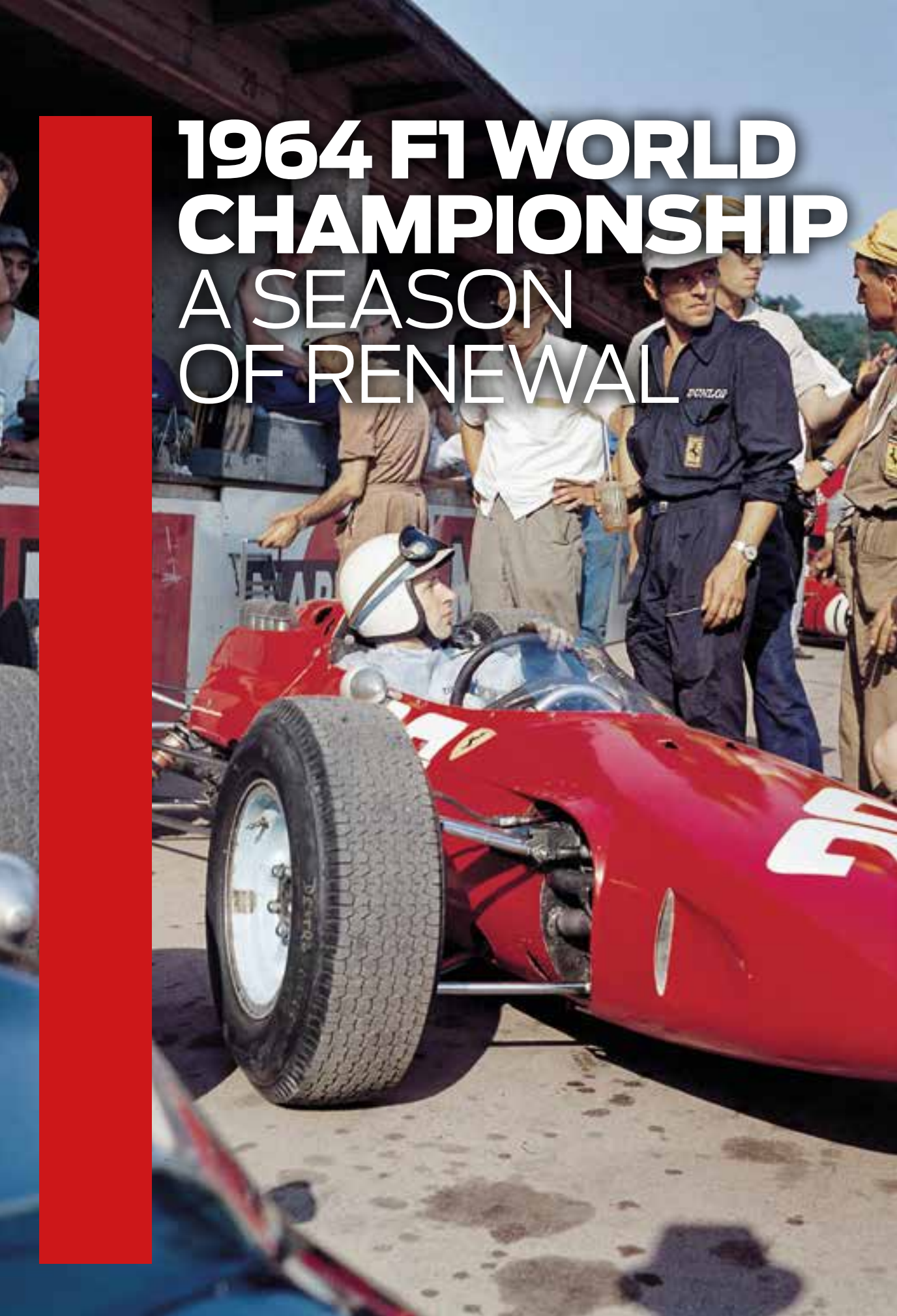


Heinz-Harald Frentzen had replaced Damon Hill at Williams, and many believed he would push his teammate hard.



1964 F1 WORLD CHAMPIONSHIP

A SEASON OF RENEWAL





FRESH FROM A 1963 SEASON FULL OF POSITIVE SIGNS, FERRARI WAS PREPARING TO TACKLE ANOTHER SEASON IN THE TOP CATEGORY WITH EVERYTHING IN PLACE TO PLAY A LEADING ROLE.

The early 1960s coincided with one of the most eventful periods for the Prancing Horse team in Formula 1. The adoption of the rear engine with the 156 F1 led to Phil Hill's brilliant victory in the 1961 World Championship. At the end of the same year, however, there was a real earthquake within Ferrari's racing department when technical director Carlo Chiti, his collaborator Giotto Bizzarrini, and several other administrative and technical managers (including Romolo Tavoni) were fired after a heated confrontation with the Commendatore. Thus, starting in 1962, technical management was entrusted to the young and talented engineer Mauro Forghieri who, together with a staff of excellent collaborators, began to make his mark on the new Ferrari racing cars.

Surtees principal driver

As for the *Rossa* drivers, after Phil Hill left the scene at the end of 1962, preferring to follow Chiti and participate in the Automobili Turismo e Sport project – a team founded in Bologna by Chiti himself with other partners, which would have little success – Ferrari's hopes were pinned mainly on former World Motorcycle Champion John Surtees. He had already been competing full-time in



In the first race of the 1964 World Championship, Ferrari entrusted the new 158 to Surtees, who was then forced to retire due to a broken gearbox.



Formula 1 for a couple of seasons and had arrived in Maranello for the 1963 F1 World Championship. Willy Mairesse, who had tried to challenge Surtees's leadership at the beginning of 1963, was seriously injured in an accident at the Nürburgring, effectively ending his competitive career in single-seaters. At that point, Surtees became Ferrari's undisputed number-one driver.

A season full of suspense

Alongside Surtees at the start of the 1964 World Championship was essentially only Lorenzo Bandini, who had beaten the competition from Lodovico Scarfiotti: the latter, a stalwart of the Maranello Prototypes team, was now only occasionally fielded in Formula 1. As for Giancarlo Baghetti, a former young prodigy of Italian motor racing, he followed engineer Chiti to A.T.S. in 1963, only to be picked up again in 1964 by Guglielmo Dei's Scuderia Centro-Sud after the Bologna-based team ceased operations. The most formidable opponents for the Ferrari duo were once again Graham Hill, driving for BRM, and Jim Clark, at the wheel of a Lotus Climax. The 1964 F1 World Championship staged an exciting battle between Surtees and his rivals, with Bandini playing the role of "third wheel" and playing a decisive (and controversial)

During the 1964 World Championship, Lorenzo Bandini took turns at the wheel of the 158 F1 and 156 F1 single-seaters. It was while driving the latter (pictured above) that he achieved his only victory in a World Championship Grand Prix, on the Zeltweg circuit in Austria.



part in the last race of the season, which saw John Surtees crowned World Champion.

A newly designed single-seater

Apart from a splendid victory for Surtees at the Nürburgring, the 1963 season was disappointing but promising for the future. Ferrari had regained its competitiveness and Surtees was the only driver, along with Graham Hill, capable of challenging the dominance of Jim Clark, who won the world title with his Lotus Climax. The 1963 Ferrari 156 F1, completely revamped from its previous versions, was built using a newly designed chassis: a semi-monocoque with external panels riveted to the tubular supporting structure, capable of increasing torsional rigidity without adding weight. This technique, which originated in aeronautics, gave rise to the nickname "Aero" by which these chassis were known. Looking ahead to 1964, Forghieri and the head of the Maranello Scuderia's engine department, Angelo Bellei, decided to gradually abandon the V6 engines and debut a V8 engine (while a 180° V12 engine was also in development). The result was the 158 F1, derived from the 156 F1-63 – whose chassis it retained – but with a completely new engine: a compact and lightweight 90° V8, which ensured a very low center of gravity and optimal weight distribution. ■

The compact 1.5-liter eight-cylinder engine of the 158 F1 was capable of delivering 210 hp and propelling the lightweight single-seater – weighing just 1,032 lb (468 kg) – to a speed of close to 174 mph (280 km/h).





The chassis of the 158 F1 (left), derived from that of the 156 F1-63, consisted of a tubular structure with thin aluminum panels riveted to the outside.

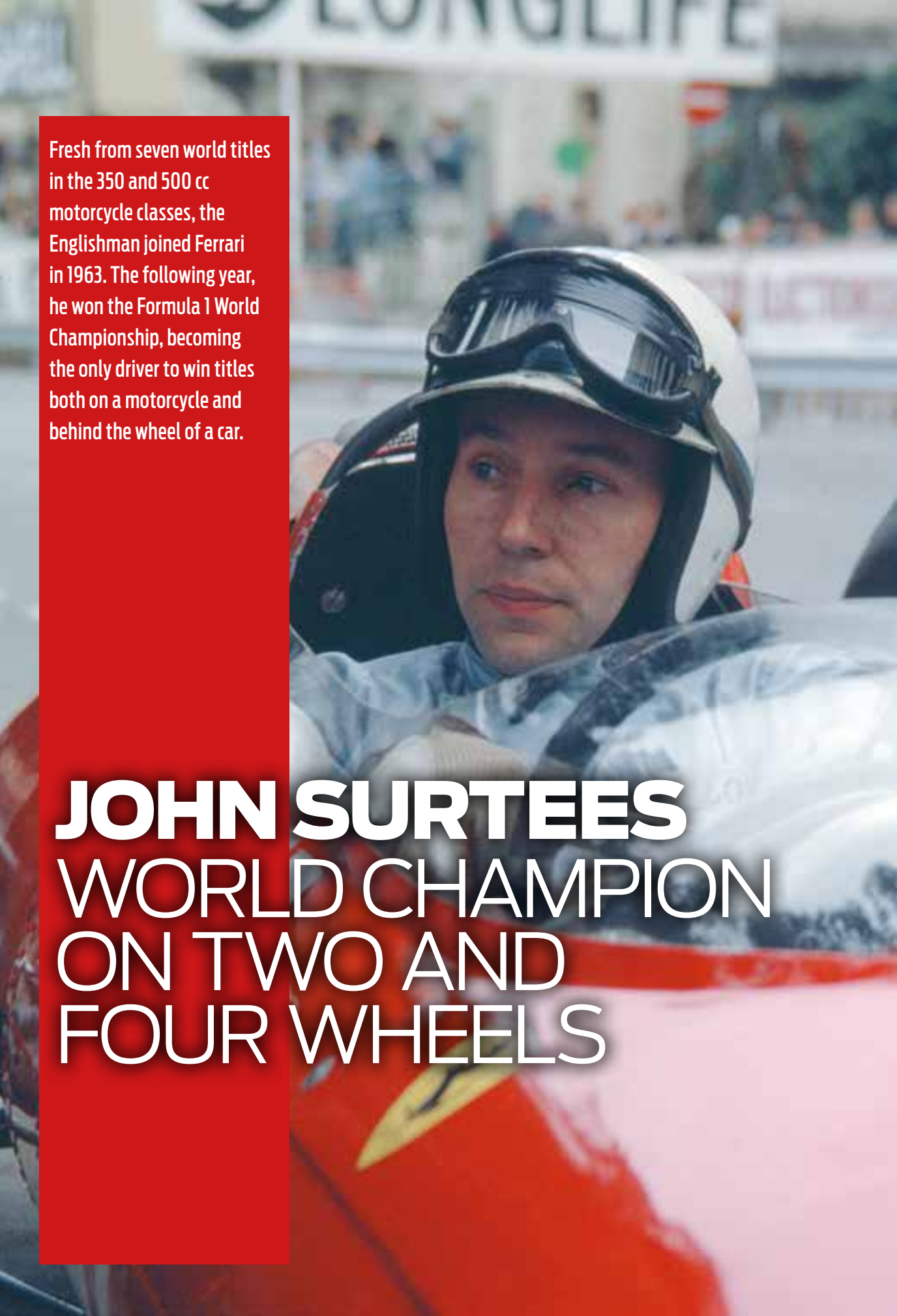
BETWEEN HISTORY AND MYTH

1964 ITALIAN GRAND PRIX SURTEES ON THE COMEBACK





The Formula 1 circus arrived at the Monza circuit for the Italian Grand Prix – scheduled for Sunday, September 6 – at a critical stage of the season. After a slow start, Ferrari was making a strong comeback, boasting two victories in the last two races, the first with Surtees in Germany and the second with Bandini in Austria. Now it was possible to challenge Graham Hill and Jim Clark, who had been the protagonists of the World Championship up to that point. The Englishman in the Ferrari started on pole position, followed by Dan Gurney in the Brabham Climax; Hill, in his BRM, completed the front row, with Clark's Lotus immediately behind. At the start, there was a surprise: Hill's BRM stalled with clutch trouble, while Gurney, Surtees, Bruce McLaren, and Clark surged ahead. From the first lap, Surtees and Gurney engaged in an exciting head-to-head battle, constantly alternating in the lead. Behind them, McLaren and Clark engaged in a similar duel for third place, until on lap 27 the "Flying Scotsman" was forced to retire. Surtees, on the other hand, had to wait until lap 62 before he could lead the race alone: Gurney had engine problems and slowly slipped back, yielding second place to McLaren. Surtees took his second victory of the season and secured nine precious points towards the world title, while Bandini's third place completed the Ferrari party. ■



Fresh from seven world titles in the 350 and 500 cc motorcycle classes, the Englishman joined Ferrari in 1963. The following year, he won the Formula 1 World Championship, becoming the only driver to win titles both on a motorcycle and behind the wheel of a car.

JOHN SURTEES
WORLD CHAMPION ON TWO AND FOUR WHEELS

Before devoting himself full-time to motor racing, John Norman Surtees made a name for himself in the World Motorcycle Championship – where he made his debut in 1952 – as a star of extraordinary magnitude, certified by the seven world titles he won in the 350 cc (1958–60) and 500 cc classes (the first in 1956, the other three in a "double" with those in the lower class). Even behind the wheel, the 26-year-old native of Tatsfield, Surrey, immediately showed what he was made of: a couple of full seasons in Formula 1 under the banner of Reg Parnell's team, punctuated by some remarkable second places with Cooper and Lola, were enough to attract the attention of the big teams and a contract with Enzo Ferrari, who was always drawn to car drivers with a motorcycle background.

Surtees's debut with Ferrari came in 1963 and was a resounding success: paired with Lodovico Scarfiotti, the Englishman drove a 250 P to victory in the 12 Hours of Sebring, aided by a timing error that disadvantaged Nino Vaccarella and Willy Mairesse. Shortly afterwards, he also won the 1,000 Kilometers of the Nürburgring (again in a 250 P, shared with Mairesse). Confirming his excellent skills with covered-wheel cars, Surtees recorded other top results in the years that followed: above all, his second victory at the Nürburgring, with Scarfiotti and the 330 P2, and victory in the 1966 1,000 Kilometers of Monza, paired with Mike Parkes in a 330 P3. As for his Formula 1 career, Surtees soon developed a successful harmony with the 156 F1-63, and on his sixth outing with the Maranello single-seater, he secured the first victory of his career in the top series at

Date of birth
February 11, 1934

Date of death
March 10, 2017

Nationality
English

Active in F1
1960–72

First GP
Monaco 1960

Last GP
Italy 1972

GPs contested
111

Victories
6

Podiums
24

Pole positions
8

Fastest laps
10

World Championship points
180

World titles
1 (1964)



Surtees prepares to enter the cockpit of the Ferrari 330 P3 with which he would win the 1966 1,000 Kilometers of Monza with Mike Parkes. At his side is engineer Mauro Forghieri.



John Surtees with Enzo Ferrari. The founder of the Maranello-based manufacturer always held the British driver in high esteem, despite their split in 1966.

the 1963 German Grand Prix, beating Jim Clark and his Lotus.

Triumph in F1 and farewell to Ferrari

Also in 1963, John's success at the Pergusa circuit in the non-championship Mediterranean Grand Prix (where he finished ahead of Arundell in a Lotus and Bandini at the wheel of a BRM) reinforced the positive feeling that the technical crisis in which Scuderia Ferrari found itself in 1962 was coming to an end. Confirmation came right on time in the 1964 season. After a slow start and the inevitable teething problems of the high-performance 158 F1, Surtees began to display impressive consistency, allowing him to close the initial gap – 15 and 14 points behind Clark and Graham Hill after the fourth of 10 races – and write his name in the F1 hall of fame. He was the first and only motorcycle World Champion to do so. Unfortunately, the expected repeat performance in the 1965 season did not materialize, thanks to the clear superiority of the Clark-Lotus duo. What's more, at the end of the season, Surtees was the victim of a disastrous accident during the Canadian Grand Prix in the Can-Am series, while driving a Lola T70. Upon his return to the top category, John won the 1966 Belgian Grand Prix in a 312 F1-66. It would be his last victory with Ferrari: on the eve of the 24 Hours of Le Mans, irreconcilable differences between the Englishman and Ferrari's sporting director, Eugenio Dragoni, led to a parting of ways. However, it was a farewell without bitterness: four years later, in 1970, Surtees returned to drive a Ferrari with covered wheels – the 512 – to compete in the 1,000 Kilometers of Monza, Spa-Francorchamps, and the Nürburgring. ■

023 | THE ENGINE (13)



PARTS LIST

23A Part 1 of manifold R1

23B Part 2 of manifold R1

23C 5-in-1 of manifold R

SCREWS*

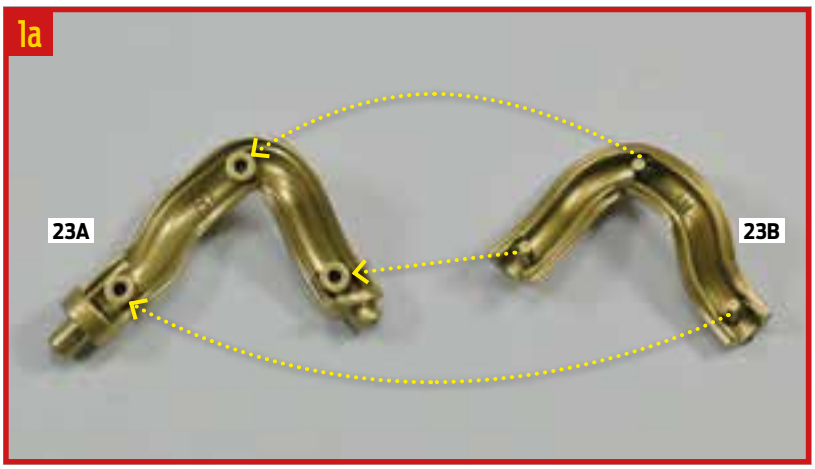
1 **AP** screw 1.7 × 4 mm (+ spare)

1 screw **AP**

** 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 Take parts **23A** and **23B**, which form the R1 manifold, and place them upside down on your work surface (photo **1a**). As with the other manifolds you have already assembled, these feature three pins and three corresponding holes that allow you to join the two components together by applying firm pressure (photo **1b**). The detail in photo **1c** shows the notch that is used to fit manifold R1 into the right engine block.







Tools

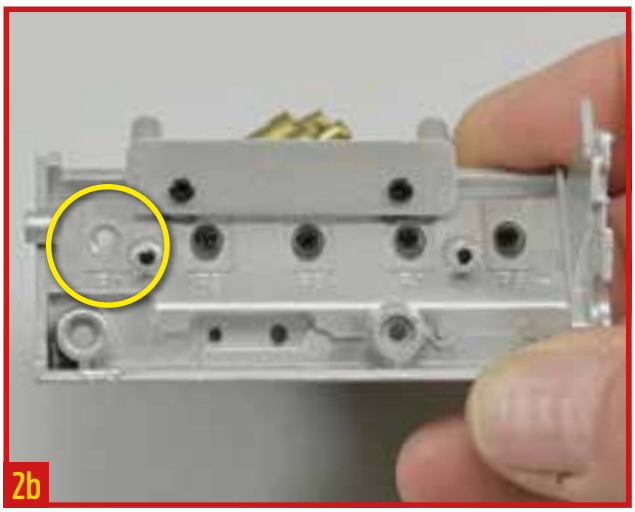
PLIERS

In many model kits, the parts – especially the plastic ones – are often attached to one or more frames called sprues. To separate the part from the sprue without risking damage, it is advisable to use precision model-making pliers, taking care to make the cut at a suitable distance. The component can then be smoothed with various tools (files, sandpaper, etc.).



2 Retrieve the right engine block **15A**, on which you have already mounted four manifolds (photo **2a**). Underneath the block, the screw hole for the R1 manifold is marked (photo **2b**), while on top of the block the manifold hole includes a slot designed to accommodate the notch in the R1 manifold (photo **2c**).

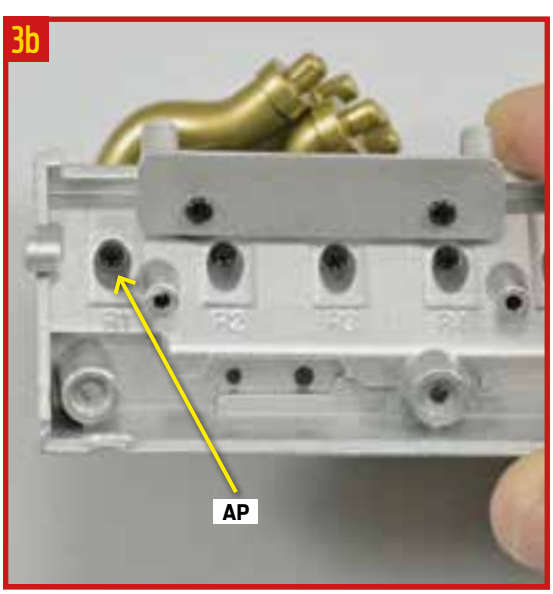

2a


2b


2c

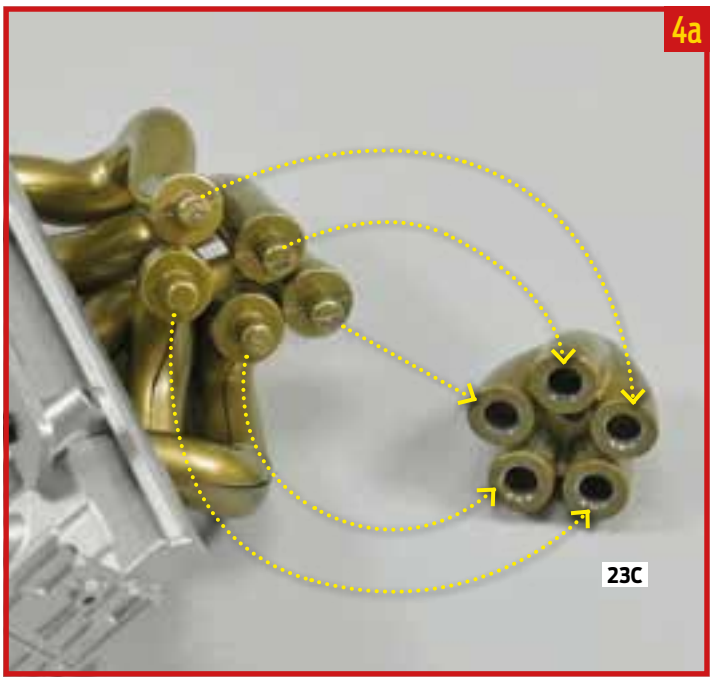

3a

3 Insert the R1 manifold into the hole in the right engine block (photo **3a**), then secure it from underneath with an **AP** screw (photo **3b**).



3b

4 Now take the 5-in-1 of manifold R **23C**, which has five holes (photo **4a**) designed to connect the pins on the ends of the manifolds. Attach part **23C** to the manifolds, applying adequate pressure (photo **4b**).





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