FERRARI F1-2000
MICHAEL SCHUMACHER

THE FORMULA I WORLD CHAMPION IN 2000

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FANHOME

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Michael Schumacher

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FANHOME



MICHAEL SCHUMACHER
A DREAM COME TRUE

At the 2000 Japanese Grand Prix, Michael Schumacher climbed to the top of the podium and celebrated his first World Championship with the Maranello-based Ferrari team, after the two titles he secured with Benetton. At the wheel of the reliable and powerful Ferrari F1-2000, the German driver began a long period of success with the Italian team.



At the start of the new millennium, Michael Schumacher was about to start his fifth consecutive season with Ferrari. Everything indicated that he could be the next winner of the F1 Drivers' World Championship: Ferrari had won the Constructors' Championship the previous year, and for the year 2000 the team introduced an improved car in the F1-2000.

Road to glory

Schumacher dominated the first three races on the calendar: Australia (securing a one-two with Rubens Barrichello, who had substituted for Eddie Irvine), Brazil, and San Marino. Although the McLaren-Mercedes proved faster in absolute terms, with Mika Häkkinen achieving three pole positions, the Ferrari F1-2000 stood out for its reliability and the perfect synchronization of the team. Ross Brawn's strategic work allowed Schumacher – known as the "Red Baron" – to turn bold decisions into resounding victories.

In the following races in Great Britain and Spain, Schumacher did well in qualifying but in the



At the San Marino Grand Prix, Schumacher took the third of his nine victories, enabling him to win the 2000 Drivers' Title.

IN HIS FIFTH SEASON WITH FERRARI, MICHAEL SCHUMACHER WON THE WORLD DRIVERS' CHAMPIONSHIP FOR THE PRANCING HORSE TEAM AFTER 21 YEARS OF WAITING.

races he had to settle for third and fifth places respectively. Even so, he arrived at the European Grand Prix, held at his home circuit of the Nürburgring, leading the championship with a considerable advantage. In the rain in Germany, Schumi recorded another victory that strengthened his lead in the standings.

Obstacles and a comeback

In Monaco, Schumacher qualified on pole, but had to retire from the race. However, he returned to form in Canada, where he won with Barrichello at his side on the podium. With half the season completed, the world title seemed within reach, but fate played a cruel joke on him: three consecutive retirements in France, Austria, and Germany complicated the situation. At Magny-Cours his engine failed, while at Zeltweg and Hockenheim he was forced to retire after accidents at the start. It meant that Mika Häkkinen and his McLaren-Mercedes had reduced the gap to Schumacher to just two points and, after scoring points in Hungary and Belgium, the Finn took a six-point lead in the Drivers' Championship. There were four races left: Italy, the United States, Japan, and Malaysia. Ferrari responded with an improved F1-2000 and Schumacher shone in both qualifying and the races to win all four Grands Prix. Victory in Japan secured the German his first Drivers' Title with Ferrari, while his win in Malaysia sealed the Constructors' Championship for the Scuderia. ■

FINAL RANKING F1 DRIVERS 2000

1 - M. Schumacher
Ferrari
108 points

2 - M. Häkkinen
McLaren-Mercedes
89 points

3 - D. Coulthard
McLaren-Mercedes
73 points

4 - R. Barrichello
Ferrari
62 points

5 - R. Schumacher
Williams-BMW
24 points

6 - G. Fisichella
Benetton-Playlife
18 points

7 - J. Villeneuve
BAR-Honda
17 points

8 - J. Button
Williams-BMW
12 points

9 - H-H. Frentzen
Jordan-Mugen Honda
11 points

10 - J. Trulli
Jordan-Mugen Honda
6 points

FERRARI F1-2000
THE RED WONDER O
THE THIRD MILLENN



Michael Schumacher in action with his Ferrari F1-2000 during the victorious Canadian Grand Prix.

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At the end of 1999, the Ferrari team ended a season that allowed it to nurture high hopes for the future. The season ended with the bitter taste of seeing the Formula 1 Drivers' World Championship slip through Eddie Irvine's fingers by a whisker. On the other hand, the F399 won the Constructors' World Championship, a success that had been hoped for since 1983 – the year when the Prancing Horse last won, with the 126 C3 driven by Patrick Tambay and René Arnoux. The minimum objective for the 2000 championship was to repeat that triumph, but in reality the ambitions were much greater: the time had come for the Drivers' World Championship to return to Maranello, something that had not happened since 1979 with the South African Jody Scheckter and his Ferrari 312 T4. The conditions for achieving a clean sweep of victories were in place. Michael Schumacher, fully recovered from the serious accident that caused him to miss six Grands Prix in

THANKS TO A SERIES OF INNOVATIONS AFFECTING ALL ASPECTS OF THE VEHICLE, FROM THE ENGINE TO AERODYNAMICS, THE FERRARI F1-2000 WAS THE STAR OF A SPECTACULAR SEASON THAT CONCLUDED WITH THE CONQUEST OF THE WORLD DRIVERS' AND CONSTRUCTORS' CHAMPIONSHIPS.





1999, was more motivated than ever and could count on the support of an exceptional teammate – the Brazilian Rubens Barrichello, who replaced Irvine. The racing division of the *Cavallino*, a talent factory that included technical director Ross Brawn and design chief Rory Byrne, entrusted the two drivers with the Ferrari F1-2000, which, although reminiscent of the F399 in its general configuration, was a significant evolution over the previous model

New features of the F1-2000

On February 7, 2000, in the presence of Gianni Agnelli, the new F1-2000 single-seater was presented to the public. The technical regulations of Formula 1 stipulated engines with a maximum cylinder capacity of 3,000 cc and 10 V-type cylinders, while the



THE RECORD OF THE FERRARI F1-2000

17 RACES

10 VICTORIES

6 SECOND PLACES

5 THIRD PLACES

10 POLE POSITIONS

5 FASTEST LAPS

minimum weight of the car, including the driver, had to be 600 kg (1,323 lb). The F1-2000 introduced numerous innovations, starting with the engine that was created by a team of technicians coordinated by Paolo Martinelli and Gilles Simon. It was a 10-cylinder V-engine with two camshafts and engine blocks arranged at right angles, instead of at 80 degrees as in the F399. This solution allowed the car's center of gravity to be lowered, which greatly benefitted its stability. The decision to place the rear brake calipers in an almost horizontal position also contributed to maintaining a lower configuration. The use of cutting-edge materials and the adoption of components such as the new ultra-miniaturized Magneti Marelli control unit meant that the weight of the F1-2000 was well below the minimum required by the regulations. This meant that ballast had to be used, and it was placed in such a way as to achieve an optimal weight distribution. From an aerodynamic point of view, the car had a nose that was slightly higher than that of the F399 and a different profile at the rear of the sides, to optimize air flow. Another new feature was the load-bearing half-shafts that supported the axle, while the suspension featured carbon arms. ■

FERRARI F1-2000: TECHNICAL SPECIFICATIONS



ENGINE
type 049, rear-mounted, longitudinal, 10V 90°

Displacement
2996.62 cc

Bore x stroke
96 × 41.4 mm

Valve drive
overhead camshaft

Number of valves
4 per cylinder

Compression ratio
12.3:1

Fuel system
Magneti Marelli indirect electronic injection

Ignition
static electronic

Cooling
water-cooled

Maximum power
805 hp at 17,300 rpm.

MAXIMUM SPEED
over 199 mph (320 km/h)

TRANSMISSION
rear-wheel drive

Gearbox
7 gears + RM, electro-hydraulic, in block with the engine

CHASSIS
monocoque made of composite material: honeycomb with carbon fiber

Suspensions front and rear
independent, transverse quadrilaterals, push-rod, torsion bar springs, third Belville spring, telescopic shock absorbers, stabilizer bar

Brakes
carbon disc brakes

Front and rear tires
Bridgestone, 13-inch wheels

DIMENSIONS

Length
173.1 in (4,397 mm)

Width
70.7 in (1,795 mm)

Height
37.8 in (959 mm)

Wheelbase
118.5 in (3,010 mm)

Front track
Rear track

Rear track
55.3 in (1,405 mm)

WEIGHT
1,323 lb (600 kg), including driver



The irrepressible joy of the *Cavallino Rampante* team at the end of the 2000 Japanese Grand Prix, held at the Suzuka circuit.

JAPAN 2000
THE DRIVERS' WORLD CHAMPIONSHIP RETURNS TO MARANELLO



In the Ferrari pit-box they were frantically preparing for the race that could decide the 2000 F1 World Championship.

Scheduled for October 8, 2000, the Japanese Grand Prix at Suzuka could decide the Drivers' World Championship for the 2000 season. The two contenders, Michael Schumacher and Mika Häkkinen, had 88 and 80 points respectively in the classification and approached the race with very different states of mind: the German knew that Maranello had been waiting for more than 20 years to win the world title again, while the Finn had nothing to lose and could take advantage of the psychological benefit that his role as pursuer gave him. From a technical point of view, the two teams were on an equal footing: McLaren-Mercedes had the most powerful engine, while Ferrari was reliable and, thanks to the latest advances, had gained a lot in terms of speed. The ace up the sleeve of the "Prancing Horse" outfit was the team's perfect organization: the harmony between technical director Ross Brawn and Michael Schumacher was total, and the meticulousness of sporting director Jean Todt was proverbial.

Ferrari against McLaren

From the qualifying session, it was clear that the race, barring any unforeseen events, would be a contest between Ferrari and McLaren-Mercedes: the four cars were within half a second of each other, with Schumacher in pole position with a record time of 1:35.825, and Häkkinen alongside him, separated by just 9 thousandths of a second; on the second row

FINAL RANKING

1 - M. Schumacher
Ferrari

2 - M. Häkkinen
McLaren-Mercedes

3 - D. Coulthard
McLaren-Mercedes

4 - R. Barrichello
Ferrari

5 - J. Button
Williams-BMW

6 - J. Villeneuve
BAR-Honda

7 - J. Herbert
Jaguar-Ford

8 - E. Irvine
Jaguar-Ford

9 - R. Zonta
BAR-Honda

10 - M. Salo
Sauber-Petronas





At the start, Häkkinen took the lead, but Schumacher did not give in and in the end it was he who crossed the finish line first.

were Coulthard and Barrichello. At the start, the McLaren driver from Finland was the fastest and took the lead of the race, closely followed by Schumacher. During the first 21 laps, the leading pair opened up a gap behind them: no one could keep up with their devilish pace. On lap 22, Häkkinen stopped in the pits to refuel and change tires: the stopwatch showed an advantage of approximately 2.5 seconds over Schumacher, who in turn pitted two laps later and came back out with the same time difference.

The rainmaker

On lap 30, the situation became complicated when it started to rain. Häkkinen went into the pits a few laps later and at that moment Schumacher performed one of the feats that have made him famous: on the slippery asphalt, with dry tires, he pushed to the maximum, making the most of the remaining fuel and accumulating an advantage that, after his stop, allowed him to return to the track ahead of his rival. At the end of the 53rd and final lap, the checkered flag signaled the triumph of Schumi's Ferrari; he finished the race with a lead of about 2 seconds over Häkkinen's McLaren-Mercedes. After 21 years, the Drivers' World Championship had returned to Maranello and in the Suzuka pits it was celebrated until nightfall with champagne, cigars, and red wigs. ■

1948–1950 AT THE DAWN OF F1

Ferrari's history in the world of competition began in 1947 with the two-seater Sport 125 S, a compact 1.5-liter 12-cylinder engine (designed by Gioachino Colombo) that quickly proved to be a winning car. These were years in which motorsport was beginning to reawaken, despite the hardships of the difficult postwar period. Enzo Ferrari wanted to commit fully to competitions, but times were really tough and there was no room for new advancements: when he decided to participate in the Grand Prix category, he had to use the existing technology.

In 1948, the FIA codified the new technical-sports regulations and the Formula Grand Prix was renamed Formula 1. The regulations stipulated the use of atmospheric engines with a maximum cylinder capacity of 4.5 liters or supercharged engines of 1.5 liters. Enzo Ferrari and Gioachino Colombo decided to use the 125 S engine with a single-stage Roots compressor. Thus was born the 125 GPC (Grand Prix

THE FERRARI TEAM CREATED ITS FIRST GRAND PRIX CAR IN 1948: THE 125 GPC, LATER RENAMED 125 F1, WHICH WOULD TAKE PART IN THE NEW F1 WORLD CHAMPIONSHIP IN 1950.



Alberto Ascari at the wheel of the 125 F1 during the International Trophy Race, held at the Silverstone circuit on August 26, 1950.



Above, the 125 F1 Thin Wall Special at Silverstone in 1950. It belonged to Tony Vandervell's team, but the presence of Ferrari's technician, Pasquale Cassani (in the foreground of the image), and the driving entrusted to Alberto Ascari made it an "almost" official car.

Compressore), which was later renamed the 125 F1. Ferrari's first single-seater made its debut on September 5, 1948, at the Italian Grand Prix in Turin, where driver Raymond Sommer achieved a creditable third place. On October 24, at the Circuito del Garda, the first victory came with Nino Farina at the wheel.

The debut in Formula 1

Between 1949 and 1950, the 125 F1 underwent a series of modifications and improvements by the engineer Aurelio Lampredi, but its supercharged engine proved to be less powerful than those of the competition, as well as consuming more fuel than the average atmospheric engine of 4.5 liters.

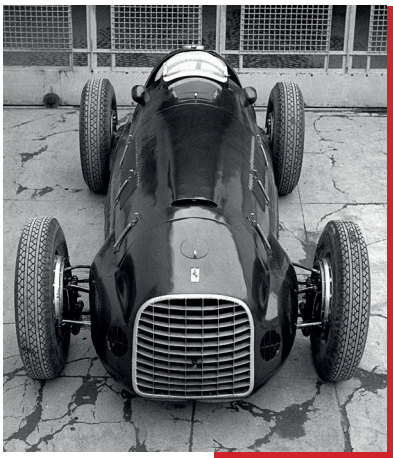
In 1950, the year in which the Formula 1 World Championship was born, the *Scuderia del Cavallino* skipped the first race (the British Grand Prix), scheduled for May 13 at Silverstone. On the same day, an F2 GP (with a bigger prize) was held in Mons, Belgium, and Ferrari opted for this competition, lining up three 166 F2s driven by Alberto Ascari, Luigi Villoresi, and Franco Cortese, who monopolized the podium.

Ferrari's debut in the top category came in the second race on the calendar, the Monaco Grand Prix, in which four 125 F1 cars took part: three for

the official drivers Ascari (second at the finish), Raymond Sommer (fourth) and Villoresi (retired), and one for the English private driver Peter Whitehead (absent at the start due to problems during practice).
In the Swiss Grand Prix (the fourth race), Ascari, Sommer, and Villoresi were forced to retire; at that point, Enzo Ferrari decided to abandon the supercharged engine.
At the Belgian Grand Prix, the naturally aspirated 275 F1 made its debut with Ascari at the wheel, while Villoresi, for the last time at the wheel of the 125 F1, finished in sixth position. A couple of units of the supercharged car would continue to compete with Whitehead (third in Reims in the French GP) and with the team of businessman Tony Vandervell. Painted green, they did not achieve great results, not even when Ascari drove them at Silverstone for the International Trophy.

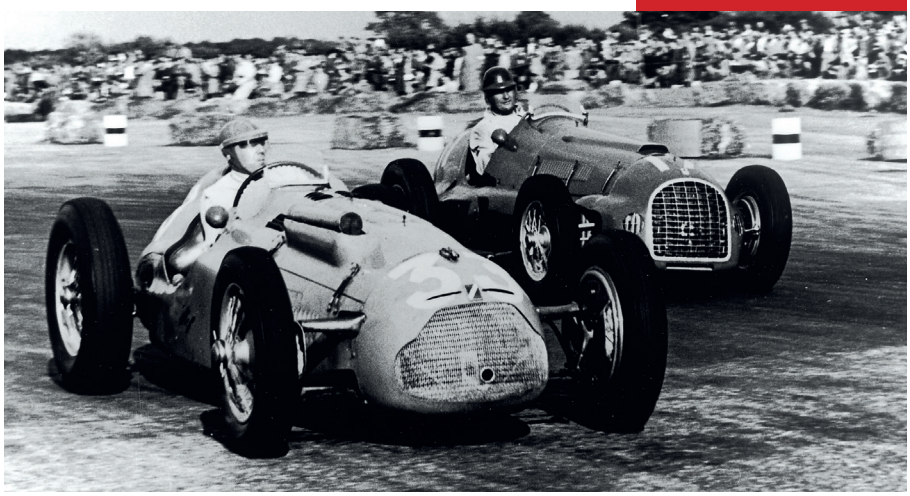
Supercharged engine

The 125 F1 single-seater project was centered on the 1,500 cc 60° V12 engine designed by Gioachino Colombo, which was equipped with a single-stage Roots volumetric compressor. The engine thus developed 230 hp, with a boost pressure of 2.1 bar.
The chassis, a steel structure with side members and cross members manufactured by Gilco, had a wheelbase of 85 in (2,160 mm); the total weight of the car was 1,565 lb (710 kg). The suspension layout featured deformable quadrilaterals and double wishbones at the front, and oscillating half-shafts and longitudinal struts at the rear. Torsion bars and Houdaille shock absorbers were used on both axles.
Throughout 1949, the car underwent a series of modifications to boost its performance. A new two-stage compressor was adopted, with a supercharging of 2.5 bars, which raised the power to 280 hp at 8,000 rpm. A larger fuel tank (37 gallons/140 l) was adopted and the wheelbase was extended to 93.7 in (2,380 mm). The increase in weight, to 1,609 lb (730 kg), did not affect the vehicle's performance. In 1950, a double-crankshaft distribution, De Dion rear suspension, and a new four-speed gearbox were adopted. ■

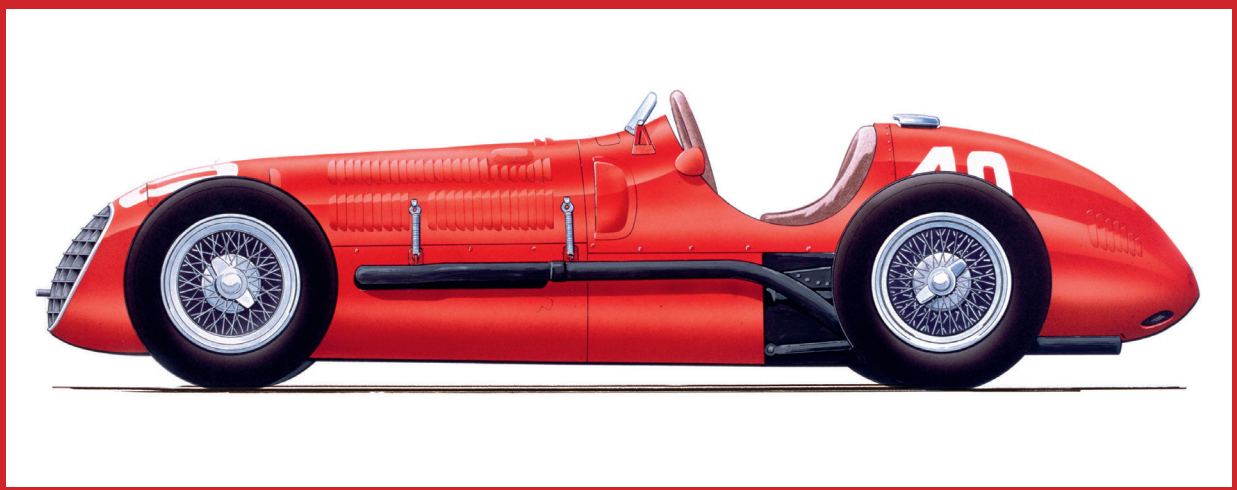


Above, the Ferrari 125 F1 was "built" around the 1.5-liter, 12-cylinder, 60° V-engine designed by Gioachino Colombo and inherited from the Sport 125 S.

Below, Pierre Levegh's Talbot Lago (left) takes on Peter Whitehead's Ferrari 125 F1 at Silverstone during the 1950 International Trophy.

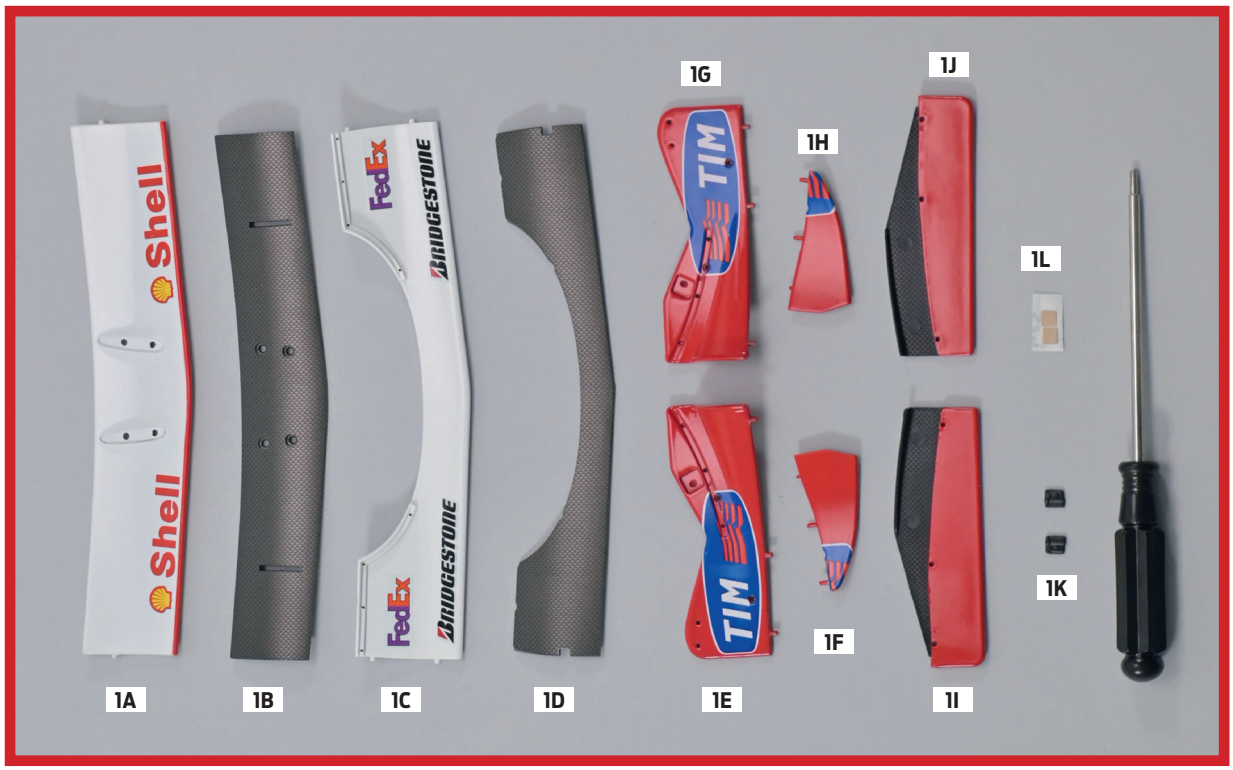


FERRARI 125 F1 IN BRIEF



Engine Colombo-Lampredi, front, lengthwise, 12 cylinders in V at 60º	**Displacement** 1,496.77 cc	**Bore x stroke** 55 mm × 52.5 mm	**Timing** twin overhead camshafts	**Number of valves** 2 per cylinder
Compression ratio 7:1	**Fuel supply** 1 Weber carburetor and Roots 2-stage supercharger, boost pressure 2.5 bar	**Ignition** single, 2 magnetos	**Cooling** water-cooled	**Maximum power** 280 hp at 8,000 rpm
Transmission rear-wheel drive	**Gearbox** 4 gears + RM, in block with the differential	**Chassis** steel, with longitudinal members and cross members	**Front suspension** deformable quadrilaterals and double triangles, Houdaille shock absorbers	**Rear suspension** De Dion axle, Houdaille shock absorbers
Brakes drum	**Tires** Pirelli, Dunlop; front 5.50-16; rear 6.50-16	**Wheelbase** 93.7 in (2,380 mm)	**Front track** 50.3 in (1,278 mm)	**Rear track** 49.2 in (1,250 mm)
Length 145.1 in (3,685 mm)	**Width** 55.1 in (1,400 mm)	**Height** 40.4 in (1,025 mm)	**Weight** 1,609 lb (730 kg)	**Maximum speed** approx. 162 mph (260 km/h)

001 | FRONT SPOILER



PARTS LIST

1A	Upper front spoiler
1B	Lower front spoiler
1C	Upper flap
1D	Lower flap
1E	Left endplate
1F	Left endplate side fin
1G	Right endplate
1H	Right endplate side fin
1I	Left endplate lower edge
1J	Right endplate lower edge
1K	Flap height adjusters
1L	Double-sided adhesive strips
	Screwdriver

SCREWS*

2 **NM** 1.2 × 4 mm screws (+ 1 spare)

2 **NP** 1.2 × 4 mm screws (+ 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 **NM**



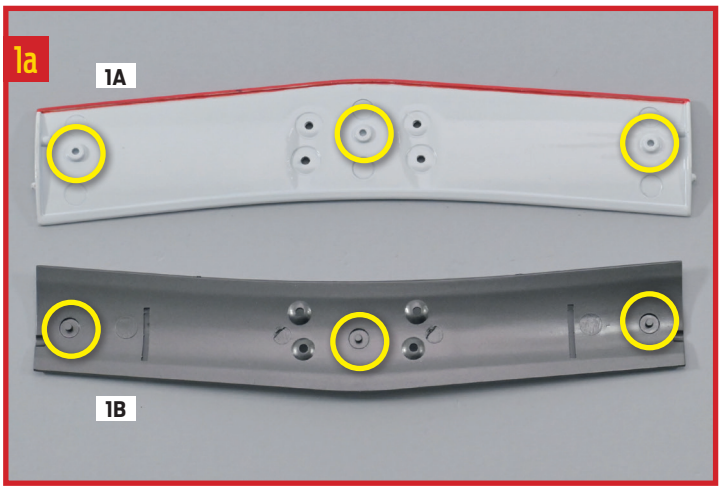
2 screws **NP**





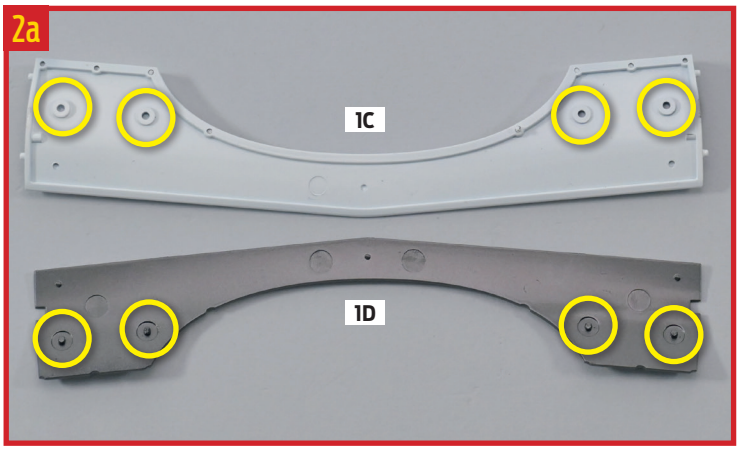
1 Place the upper (**1A**) and lower (**1B**) parts of the front spoiler on a work surface, as shown in image **1a**; you will see three pivots and three holes (highlighted with circles) that will be used to assemble the two pieces. Connect parts **1B** and **1A** (image **1b**), applying some pressure, especially on the junction of the corresponding pivots and holes.


1b

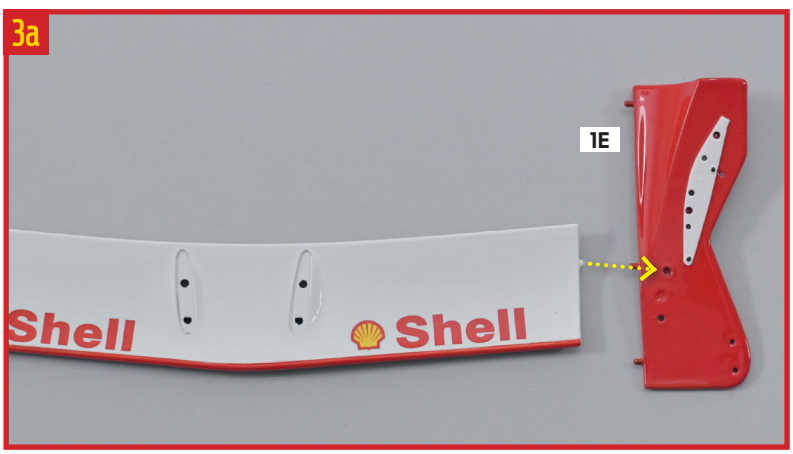


2 Place the upper (**1C**) and lower (**1D**) parts of the flap on the work surface (image **2a**) and fix them together by connecting the pivots and holes (highlighted by the circles); apply pressure, especially at the points where these elements join. Image **2b** shows the two pieces connected.

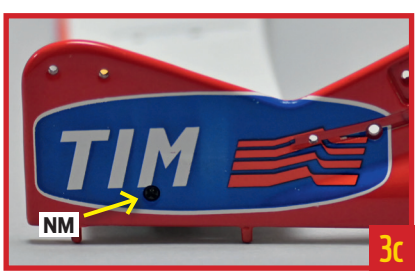

2b



3 Take the front spoiler assembled in step 1 and the left endplate **1E** (image **3a**). The spoiler has a side pivot that must be inserted into the hole indicated on the underside of the endplate (see dotted arrow). After fitting the spoiler pivot into the endplate hole (image **3b**), connect the two parts with an **NM** screw (image **3c**). When screwing it in, make sure that the head of the screw is perfectly aligned with the outer surface of the endplate.



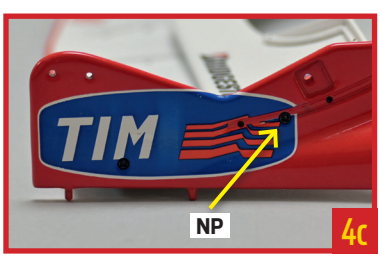






4 Take the flap assembled in step 2. Insert the two pivots highlighted with circles in image **4a** into the larger holes on the inside of the left endplate **1E** (image **4b**). After connecting the flap to the endplate, secure the parts together with an **NP** screw (image **4c**); the head of the screw should fit into the corresponding recess in the endplate.

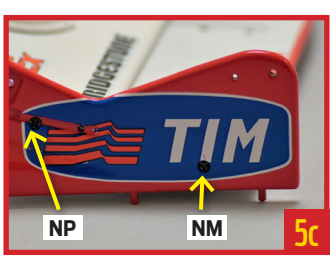






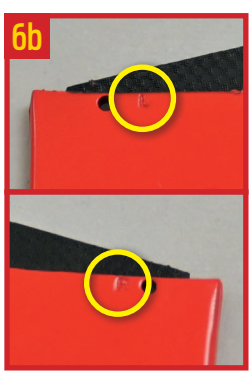
5 Take the right endplate **1G** (image **5a**) and, following the procedures described in steps 3 and 4, attach it to the front spoiler and the flap, first using the pivot and hole fitting system (image **5b**), then inserting an **NM** screw and an **NP** screw into the highlighted holes in the endplate (image **5c**).



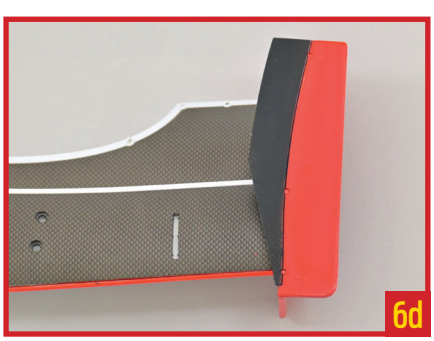


6 Place the lower edges of the left (**1I**) and right (**1J**) endplates on the work surface as in image **6a**. Each piece has the letter L (for Left) or R (for Right) on the front (image **6b**). Using the interlocking system, attach the left endplate lower edge **1I** to the front spoiler, orienting the piece as shown in image **6c** (the surface imitating carbon fiber faces the inside of the spoiler). Repeat the same procedure with the right endplate lower edge **1J** as in image **6d** – in this image the piece is seen from below.



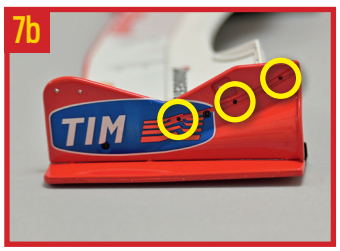






7 Take the left (**1F**) and right (**1H**) endplate side fins, which should be positioned as shown in image **7a** (the blue section of the TIM logo should face the front of the spoiler). Mount the left endplate side fin **1F** by inserting its three pivots into the corresponding holes in the left endplate (highlighted by the small circles in image **7b**), so that the piece is fixed in the curved slot of the endplate (image **7c**). Repeat the same steps to mount the right endplate side fin **1H** (image **7d**).

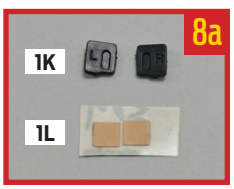


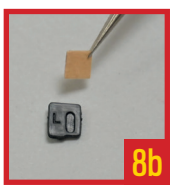


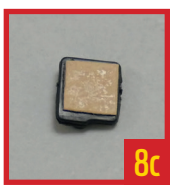


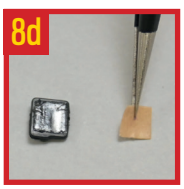


8 Select the flap height adjusters **1K** and the two double-sided adhesive strips **1L** (image **8a**). Using tweezers, separate one of the strips from its backing sheet and place it on the inside of the left adjuster, marked with the letter L (images **8b**-**8c**). Again using the tweezers, remove the protective layer from the adhesive strip (image **8d**) and place the height adjuster in its square housing in the left endplate (image **8e**); the circle-shaped relief on the adjuster should face towards the rear part of the spoiler and the dummy screw towards the front, as shown in image **8f**. Finally, repeat the procedure to place the second flap height adjuster (marked with the letter R) in the corresponding housing in the right endplate.













FINAL RESULT



FANHOME