FERRARI F1-2000
MICHAEL SCHUMACHER

THE FORMULA I WORLD CHAMPION IN 2000

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Michael Schumacher

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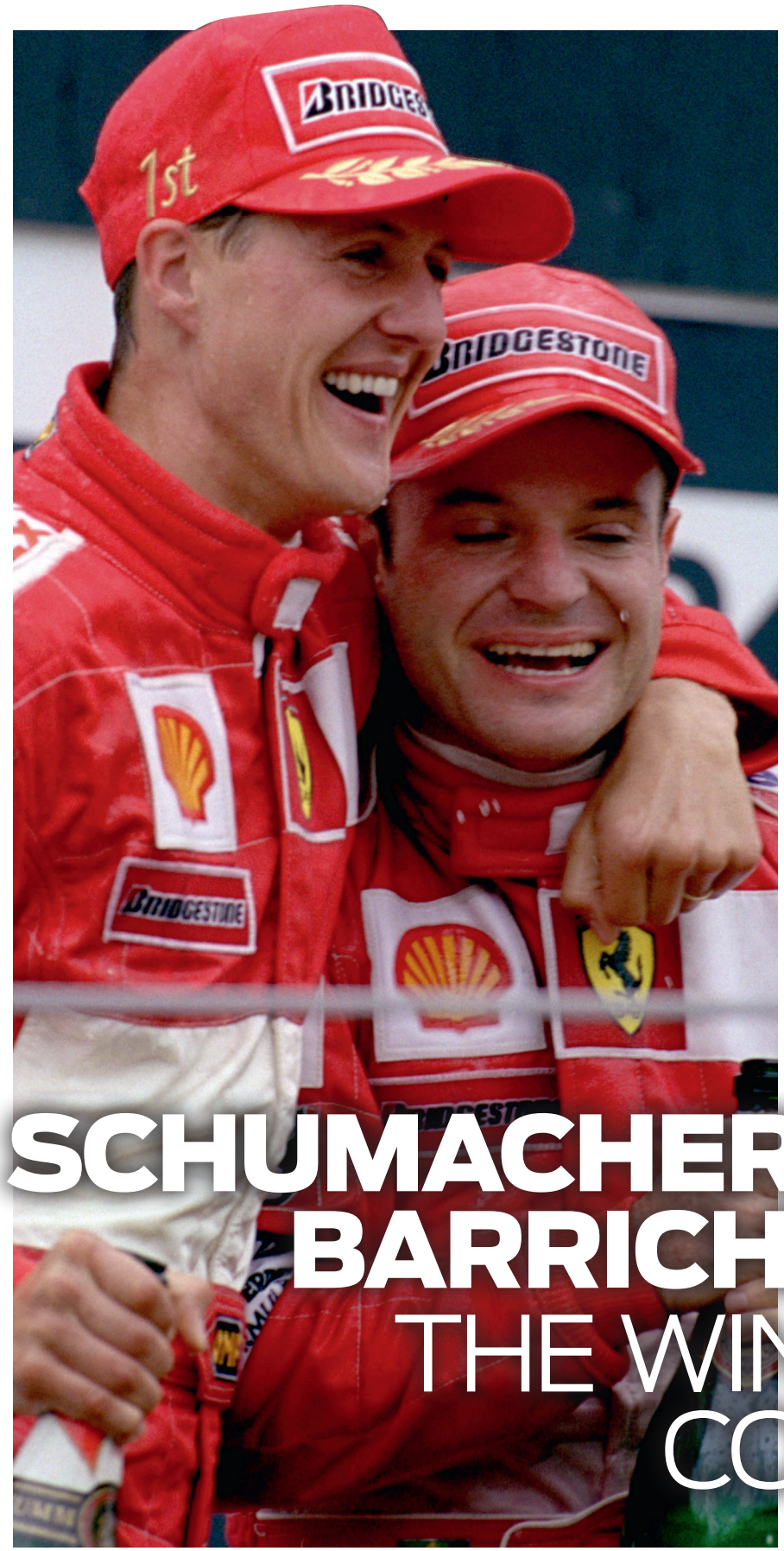
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SCHUMACHER AND BARRICHELLO
THE WINNING COUPLE

Michael Schumacher went into the 2000 F1 World Championship knowing that this was the season when he could win the title with Ferrari. He succeeded thanks in part to his new teammate, Rubens Barrichello, a very fast driver who was able to adapt to the needs of the *Scuderia* and the German champion.



Strength in unity: Schumacher and Barrichello pose with the new Ferrari F1-2000 on the eve of the Australian Grand Prix, the opening race of the 2000 F1 World Championship.

For Michael Schumacher, the 2000 F1 World Championship took on a special significance. This was the fifth year that the German had been driving for Ferrari and, in light of the great expectations that accompanied his arrival in Maranello in 1996, the fact that he had not yet won the world title with the "*Rossa*" was beginning to weigh heavily. There was no doubt that the German had more than proved his worth. He had come close on two occasions, finishing second in the championship in 1997 (although an incident with Villeneuve at Jerez cost him his position in the final standings) and 1998. In 1999, he was in contention for the title before a serious accident at Silverstone ruled him out for much of the season. But it was all not enough.

A new teammate

Another unknown factor for Schumacher was that in 2000 his teammate would no longer be Eddie Irvine but Rubens Barrichello, considered by some to be the rising star of Brazilian motorsport. The driver, who was born in Sao Paulo, was 27 years old and already a veteran, having raced in F1 since 1993. He had secured two pole positions and a few podiums, was very fast in the wet, and drove with precision. He had not yet won a Grand Prix (according to some only because he had driven uncompetitive cars) and



seemed to be a great talent waiting for the right opportunity to take off. Could Barrichello prove to be a tough opponent for Schumacher? Many were wondering this and some even hypothesized that Ferrari chose the Brazilian to put pressure on the German. In reality, in Maranello they wanted a second driver who was able to win when Schumacher wasn't in a position to do so. They needed a level-headed character, capable of handling the dual responsibility of driving a Ferrari and supporting a fierce champion, and who gave no quarter on the track to anyone.

The Brazilian's first GP win

In practice, the Schumacher-Barrichello duo proved to be one of the most solid partnerships in the Formula 1 circus over six years. During the 2000 season, the Brazilian was a solid teammate for the German, a loyal companion and a good test driver. His speed was finally rewarded with his first victory in a world championship race – the German Grand Prix – and a series of excellent finishes, including four second places (three times behind Schumacher). Barrichello also made a valuable contribution to the Maranello outfit winning the Constructors' World Championship. ■

BARRICHELLO JOINED FERRARI NOT ONLY TO SUPPORT SCHUMACHER BUT ALSO TO SHOW HIS SKILL AS A COMPETITIVE AND WINNING DRIVER.



At the Canadian Grand Prix, Schumacher and Barrichello recorded their second one-two of the 2000 season, after the one in Australia. The third one-two would be secured in the United States.

FERRARI F1-2000
AN ULTRA-TECHNOL
"HEART"

The highlight of the presentation of the F1-2000.



)LOGICAL

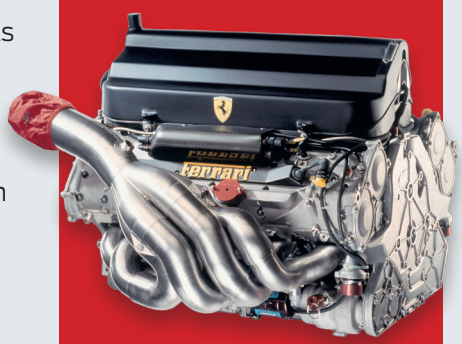


Since July 1, 1993, that is, since he was appointed head of Ferrari's Sports Management, Jean Todt worked hard to create a team made up of exceptional talents that were also able to work together in harmony. The engine department, the pride and joy of the Prancing Horse team, was a typical example of this strategy: the engine for the new F1-2000 was the result of a perfect understanding between the department manager, Paolo Martinelli – born in Modena, and at Ferrari since 1978 – and the chief designer Gilles Simon, a fellow countryman of Todt and an old acquaintance from their years spent together at Peugeot.

The right-angle bank

Identified with the number 049, the new 3-liter naturally aspirated V10 engine mounted

THE 049 ENGINE IN NUMBERS



V10 90°
REAR LONGITUDINAL

96 X 41.4 MM
BORE-STROKE

2,996.62 CM³
TOTAL DISPLACEMENT

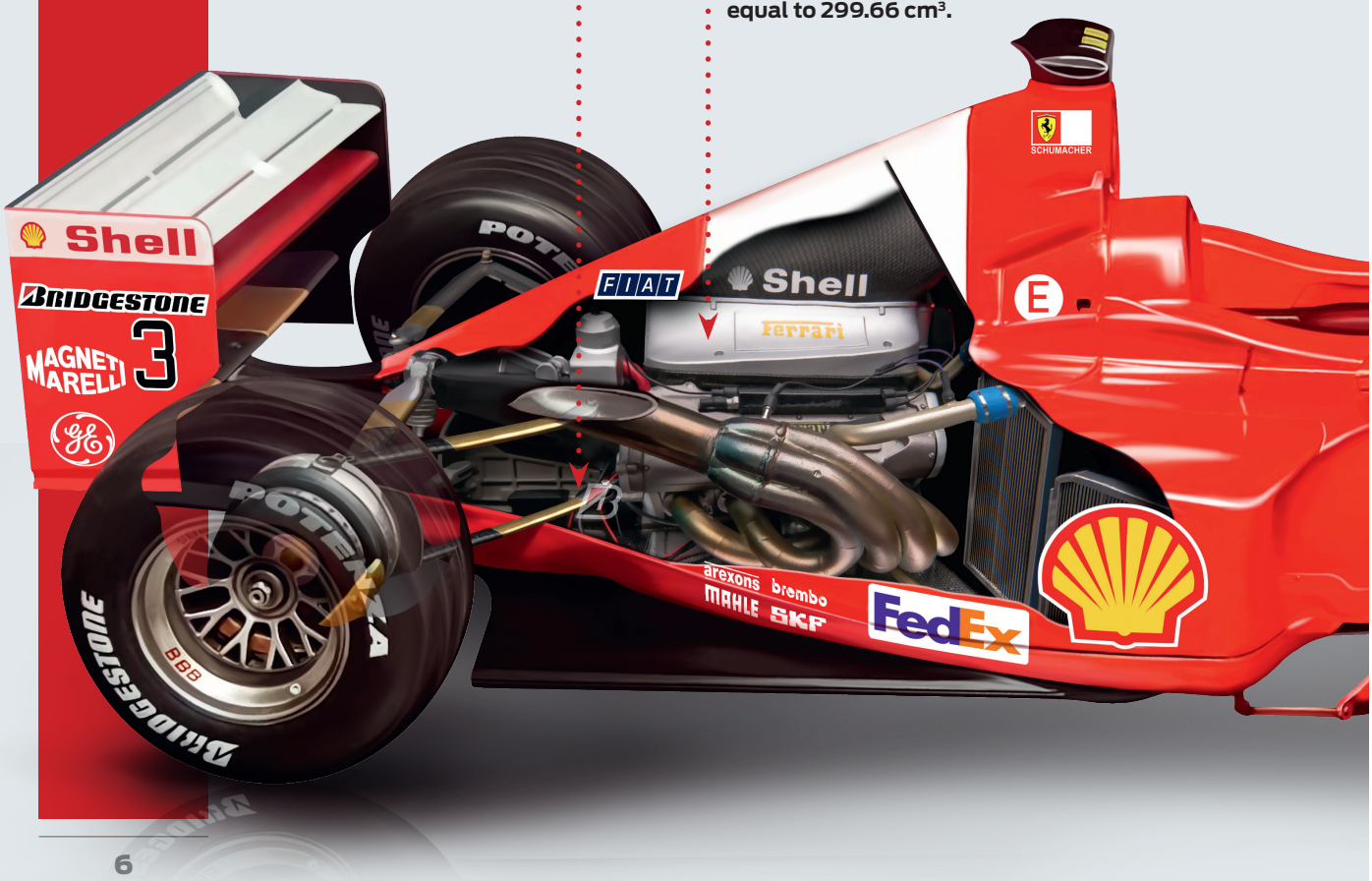
12.3:1
COMPRESSION RATIO

805 HP
AT 17,300 RPM

on the F1-2000 was a true jewel of mechanical engineering: extremely compact at only 23.6 in (60 cm) long, it weighed only 225 lb (102 kg) and was capable of delivering up to 820 hp at 17,900 rpm in qualifying (values that in the race became 805 hp at 17,300 rpm) thanks to the ultra-square bore/stroke ratio of 96 x 41.4 mm. These characteristics were the result of detailed research in at least three areas: the design of the combustion chamber, so that the flame adequately covers the very large surface of the pistons; an injection/ignition system (supplied by Magneti Marelli) able to exploit it to the maximum; and the use of ultra-light materials for pistons and connecting rods. The most obvious difference compared to the V10 mounted on the F399 of the previous season was the angle of the cylinder banks, which in the new engine were arranged

GEARBOX
The F1-2000 gearbox was sequential electro-hydraulic with 7 speeds plus reverse, and was lighter than the unit fitted in the F399.

ENGINE
The V10 049 had a twin-cam timing system with 4 valves per cylinder and the unitary displacement (that is, the displacement of each individual cylinder) was equal to 299.66 cm³.



at 90º instead of 80º. This solution had two main advantages: on the one hand it allowed the car's center of gravity to be lowered, increasing its stability, and on the other hand it allowed the rear end to be lowered, freeing up the airflow toward the rear wing as much as possible. The lowered center of gravity was also aided by the "chimney" exhausts already seen on the F399.

Light alloys and precision casting

To create the monoblock, light alloys were widely used and the precision casting process was adopted, which minimizes (if not eliminates) porosity and impurities in the materials, to the advantage of torsional rigidity; this is a fundamental aspect in a Formula 1 single-seater, where the engine is directly attached to the body and supports the rear suspension. The adoption of all these measures also had a positive effect on the reliability of the 049 engine, whose lubrication system had the oil tank in a front position for the first time. The 7-speed plus reverse sequential semiautomatic gearbox was derived from the unit fitted in the F399, but had been further lightened. ■



Born in Modena in 1952, Paolo Martinelli joined Ferrari immediately after graduating in mechanical engineering from the University of Bologna. In the mid-nineties, he took over the management of the engine department of the *Scuderia* in Maranello.



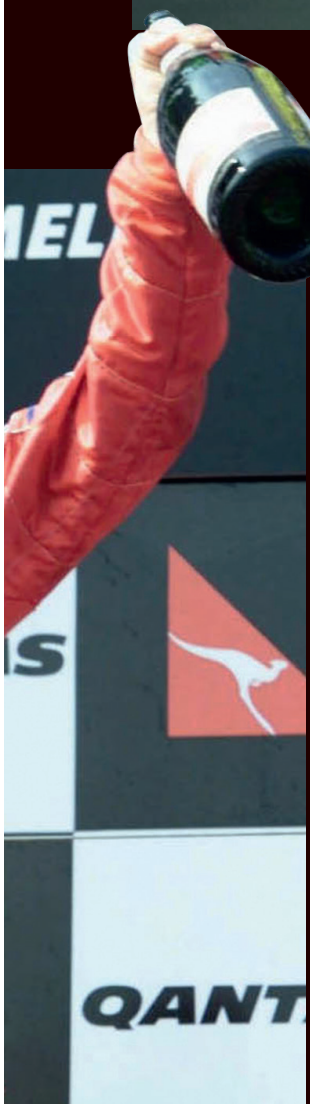
AUSTRALIA 2000

THE *CAVALLINO RAMPANTE* OPENS THE SEASON WITH A ONE-TWO



Schumacher and Barrichello celebrate their one-two finish on the podium of the Australian Grand Prix held at the Melbourne circuit. 2000 had got off to a great start.





As is tradition, in 2000 Australia hosted the inaugural race of the F1 World Championship, held in Melbourne on March 12. Ferrari was ready for the challenge with Schumacher in great form and a car, the F1-2000, with a chassis and mechanics that had been extensively updated compared to the F399 of the previous season. Another big change concerned Schumacher's teammate, with Rubens Barrichello replacing Eddie Irvine.

Häkkinen-McLaren, the team to beat

In 1999, Ferrari won the Constructors' World Championship, while the Drivers' World Championship was narrowly won by Mika Häkkinen, who became champion for the second year running.

So at the first race of 2000, the Finn and his McLaren-Mercedes were the team to beat. Häkkinen was a very fast driver and it was no surprise that he took pole position in qualifying: next to him on

IN QUALIFYING FOR THE AUSTRALIAN GRAND PRIX, THE MCLARENS OF HÄKKINEN AND COULTHARD PRECEDED THE FERRARIS OF SCHUMACHER AND BARRICHELLO, BUT IN THE RACE ITSELF IT WAS THE *CAVALLINO RAMPANTE* DRIVERS WHO CROSSED THE FINISH LINE FIRST.

Schumacher returns to the Australian circuit after the pit stop made on lap 30. In the new season, race strategies would play a decisive role.

FINAL RANKING

1 - **M. Schumacher** Ferrari
2 - **R. Barrichello** Ferrari
3 - **R. Schumacher** Williams-BMW
4 - **J. Villeneuve** BAR-Honda
5 - **G. Fisichella** Benetton-Playlife
6 - **R. Zonta** BAR-Honda
7 - **A. Wurz** Benetton-Playlife
8 - **M. Gené** Minardi-Fondmetal
9 - **N. Heidfeld** Prost-Peugeot



Schumacher speeds past the Ferrari pit wall with his arm raised – his victory was a triumph for the whole team.

the front row was his teammate David Coulthard, emphasizing the superiority of the German single-seater in terms of performance. The Ferrari F1-2000, however, immediately proved to be a formidable rival: Schumacher and Barrichello clocked the third- and fourth-fastest times, half a second behind Häkkinen.

Reliability rewarded

At the start Häkkinen, Coulthard, and Schumacher maintained their grid positions, while Barrichello relinquished fourth place to Frentzen. After the safety car came out between laps 7 and 10, the first surprise happened: Coulthard's McLaren was forced to retire.

In the meantime, Häkkinen and Schumacher pulled away. A few tenths of a second separated the two drivers until, on lap 18, the Finn saw his engine smoking in the rearview mirror. The "Red Baron" took the lead and wisely managed the race, making his only pit stop on lap 30; Barrichello, who was struggling to get the better of Frentzen, changed strategy and made two pit stops, finishing the race in second place.
Schumacher had won his first Australian Grand Prix, Barrichello set his first fastest lap, and Ferrari took the top two steps on the podium with a car that had proven to be reliable as well as fast. ■

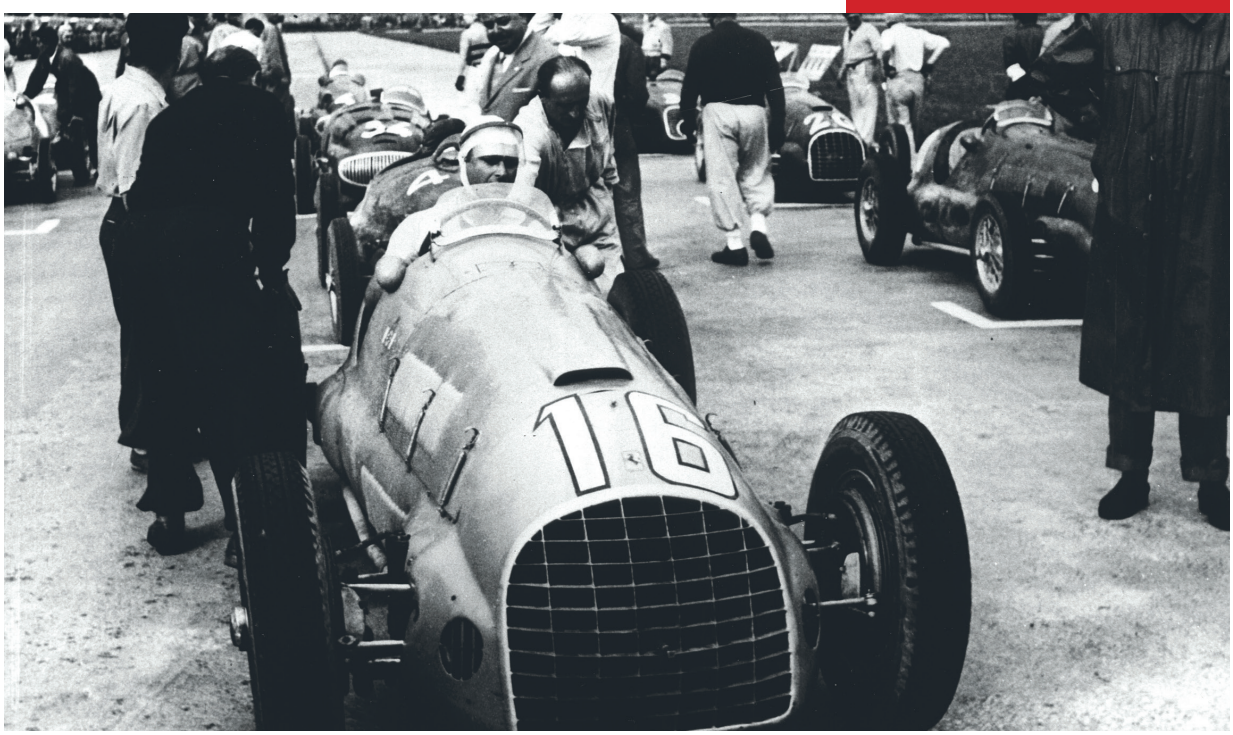
1949-1950 FERRARI IN SOUTH AMERICA

At the end of the 1940s, the Argentinian government allocated funds for the purchase of competitive racing cars and for the foundation of a sports organization that would be able to support the competitive activities of some local drivers at home and in Europe. At that time in Argentina there was still no real industry linked to the manufacture of racing cars; the artisanal transformation of touring cars, often American models, prevailed.

Made in Italy triumphs

Although the wounds of the recently ended world war were still open, Italy was producing the best racing cars. So Alfa Romeo, Maserati, and the newly-

BETWEEN 1949 AND 1950, FERRARI PARTICIPATED IN THE TEMPORADA RACES IN ARGENTINA WITH THE 166 FL, WHICH WAS ALSO DRIVEN BY JUAN MANUEL FANGIO.

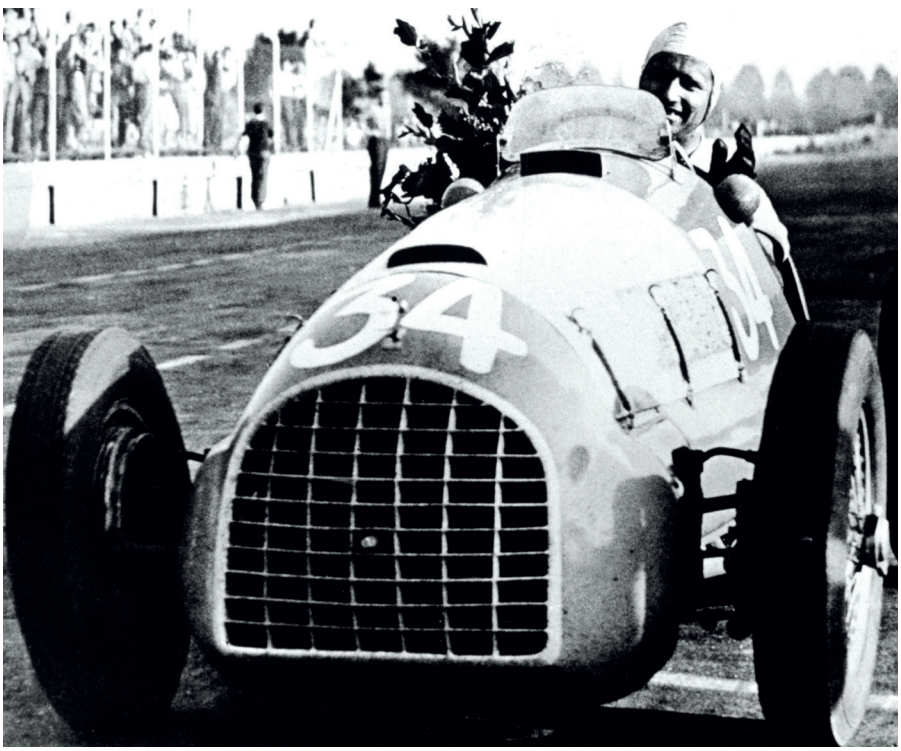




Alberto Ascari, driving an official 166 FL, won the first and third races of the 1949–1950 Argentinian Temporada.

formed Ferrari began to fill the starting grids of the Argentinian national races dedicated to Free Formula. These were events open to different types of single-seaters, developed and prepared without the constraints of the technical-sporting regulations that characterized European competitive activity. Meanwhile, Francisco "Pancho" Borgonovo, the influential president of the ACA (Automobile Club Argentino), invented and organized – with the support of Argentinian president Juan Perón – the Temporada, a racing season to be held on tracks in Argentina, Brazil, Chile and Uruguay. The best European teams and the greatest racing aces were encouraged to participate by the generous prize money and the lavish prize pools made available by the organizers.

The brothers Óscar and Juan Gálvez, José Froilán González, Benedicto Campos, Roberto Mieres, and Juan Manuel Fangio were some of the Argentinian drivers selected by the ACA to compete in the Italian cars purchased specifically for the Temporada races. This last factor, among others, represented a tempting opportunity for the Italian car manufacturers – above all Alfa Romeo, Ferrari, and Maserati – to sell cars that had been decommissioned to wealthy South American

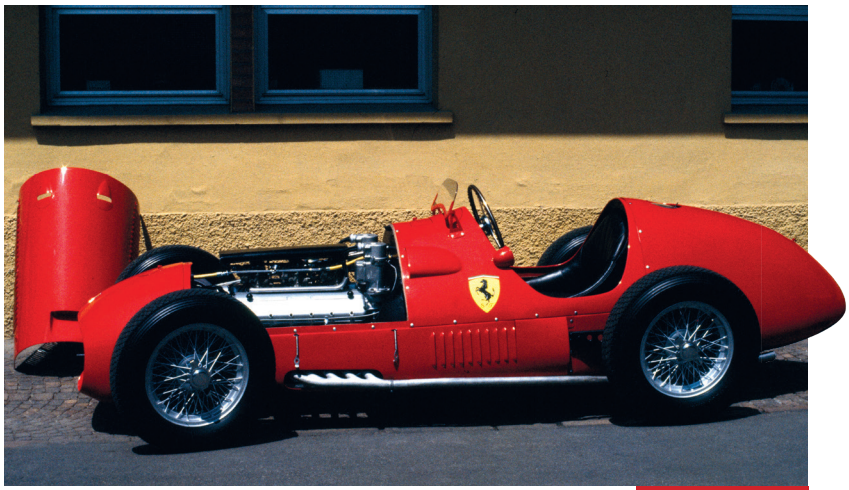


Fangio's debut in a Ferrari took place on June 26, 1949, in the Monza Autodrome Grand Prix, which he won. The Argentinian was driving a 166 F2 purchased by ACA.

sports car enthusiasts who, for their part, were irresistibly seduced by the prestige that they could acquire even just by owning one of these "exotic" racing cars

Ferrari season

Always ready to seize favorable opportunities, at the end of 1949 Enzo Ferrari sent a complete team of men and vehicles to South America, on the basis of an agreement to transfer the technical material to ACA at the end of the season. For the occasion, the 166 FL single-seater was created – it was basically a 166 F2 with a modified and more powerful engine thanks to the adoption of a Roots single-stage volumetric compressor.
On December 18, 1949, on the track of the Palermo Park in Buenos Aires, Juan Manuel Fangio made his debut at the wheel of the Ferrari 166 FL, painted for the occasion in the Argentinian national colors: electric blue bodywork and yellow bonnet. The race had the grand-sounding name of IV Gran Premio del General Juan Perón y de la Ciudad de Buenos Aires. The Maranello 166 FLs dominated the race: Alberto Ascari, in an official car, won ahead of Fangio (who set the fastest lap) and his teammate Luigi Villoresi. Three weeks later, on January 8, 1950, the same track hosted the 4th Extraordinary Grand Prix of Eva Duarte Perón. Local hero Fangio took pole position, but only managed to finish fourth. The race was won by another official 166 FL, driven by Villoresi. Fangio took part in two more races of the Temporada with the Modenese single-seater, but without luck: in the III Gran Premio Internacional del General San Martín in Mar del Plata he was forced to retire after a collision with Villoresi, fortunately without consequences; in the IV Copa Acción de San Lorenzo – held on the track inside the Parque de la Independencia in the city of Rosario – the Balcarce ace secured pole position and set the fastest lap but then had to abandon the race due to going off the road. On both occasions the winner was again an official Ferrari 166 FL, driven by Ascari and Villoresi respectively.



The engine of the 166 FL was almost identical to that of the 166 F2, but the adoption of a single-stage Roots compressor increased its power to 260 hp.

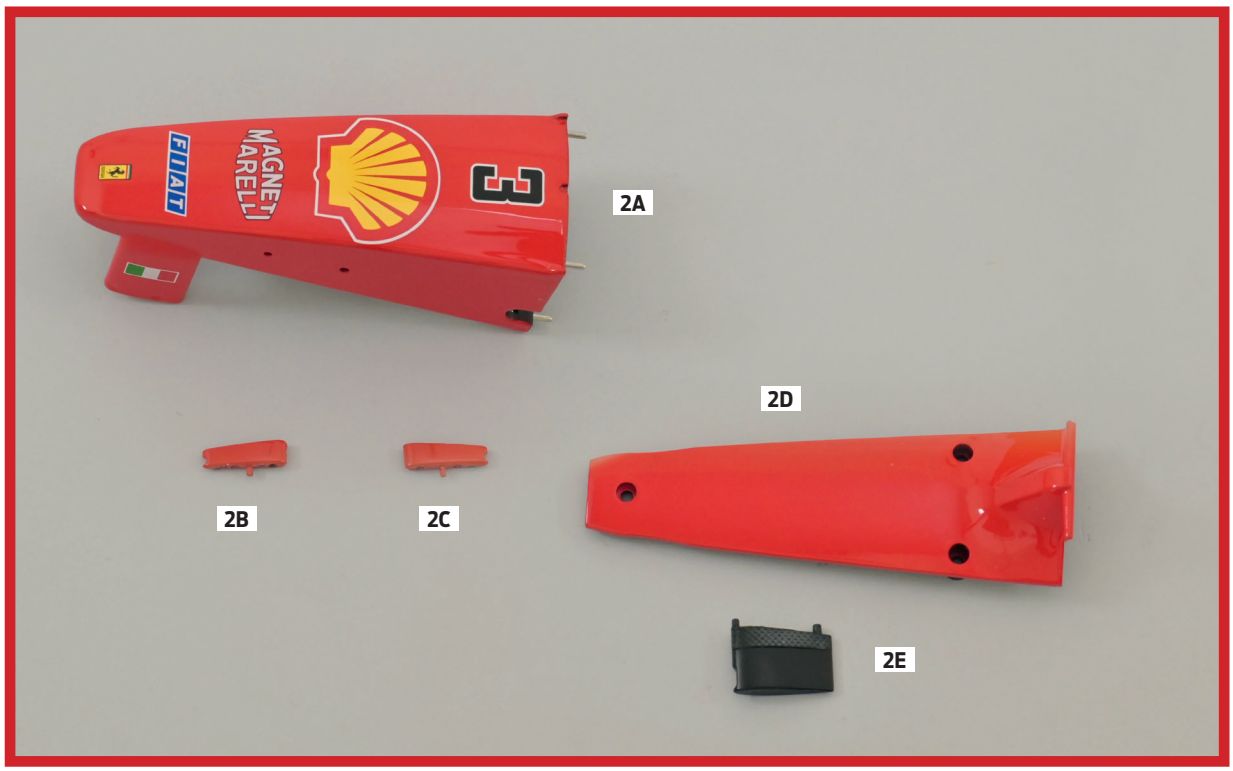
Derived from the Formula 2 car

In 1948 , Enzo Ferrari decided to also participate in Formula 2 races, whose regulations required the use of single-seaters with open wheels powered by 2-liter engines. For these competitions, the Maranello company entered the 166 F2, designed by Aurelio Lampredi with a view to maximum construction simplicity and optimization of existing resources, as required by the difficult period immediately after the war. The engineer from Livorno combined the 166 Sport engine, a 12-cylinder 60° V-1995 cc, with the steel tube trellis frame of the 125 F1. The main difference was the adoption of a fuel system with three Weber 32 carburetors, instead of the single carburetor of the two-seater version of the 166; this allowed it to develop a power output of 155 hp (5 hp more than the Sport). Lampredi also opted for linear solutions for the suspension: independent front wheels, with an upper wishbone and lower trailing arms, and a rigid axle at the rear, integrated by a transverse leaf spring. In 1950, the wheelbase was modified, lengthened from 85.0 to 91.3 in (2,160 to 2,320 mm), while the engine power increased further to 160 hp. ■



The Ferrari 166 FL used by Fangio in Argentina, here at a car rally in Great Britain. Note the special blue-and-yellow livery, inspired by the colors of the South American nation.

002 | NOSE



PARTS LIST

- **2A** Upper nose cone
- **2B** Left front wing support
- **2C** Right front wing support
- **2D** Lower nose cone
- **2E** Front camera

SCREWS*

- 4 **AJM** 2 × 10 mm screws (+ 1 spare)
- 3 **CM** 2 × 4 mm screws (+ 1 spare)

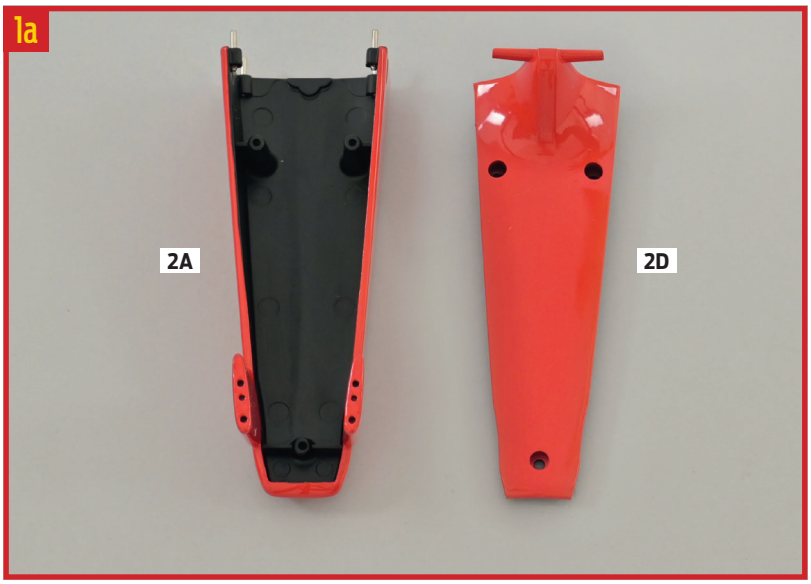


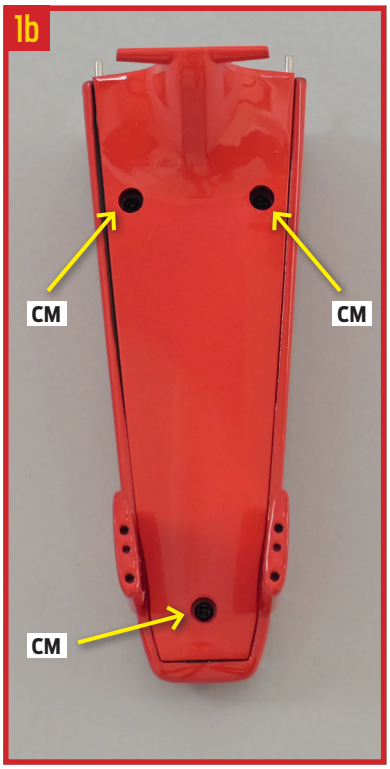


** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing them back in one or two turns at a time.*



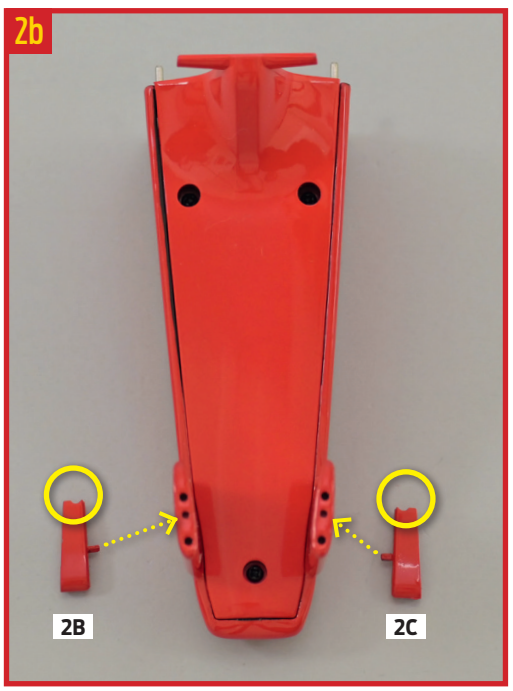
1 Take the upper nose cone **2A** and the lower nose cone **2D**. Place them on a work surface, as shown in image **1a**, turning the upper nose cone **2A** component upside down. Then position the lower nose cone **2D** on top of the upper nose cone **2A**, so that the respective screw holes align perfectly. Connect the two components by inserting three **CM** screws in their housings (image **1b**).





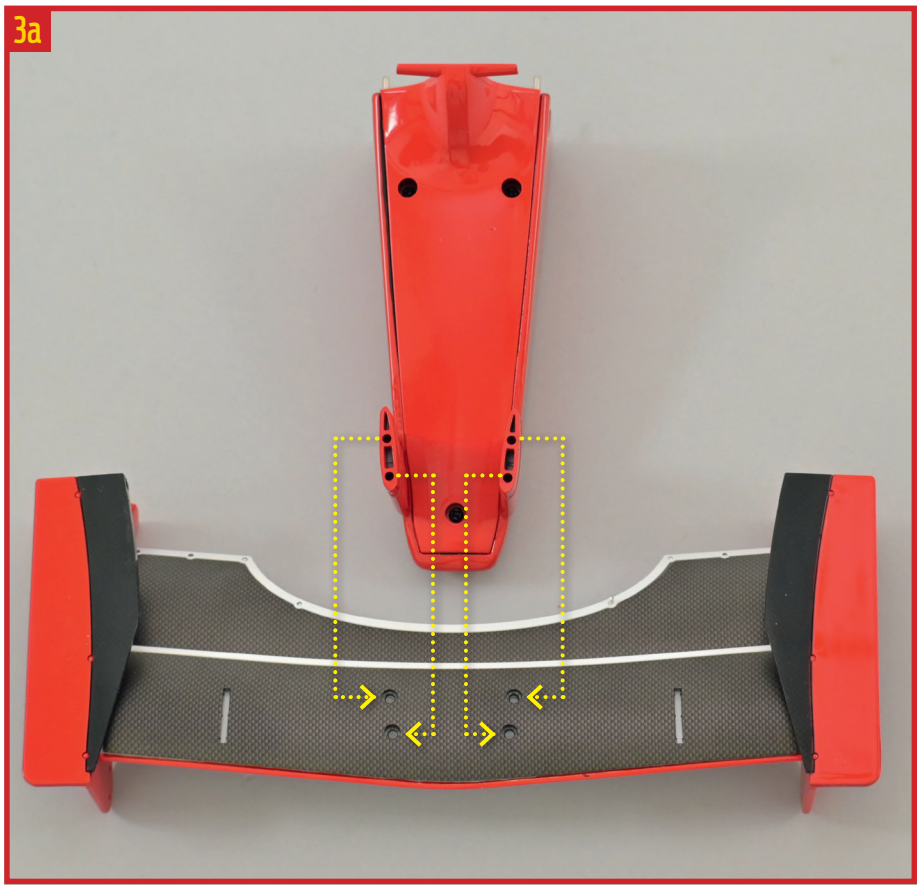
2 Take the left (**2B**) and right (**2C**) front wing supports, marked respectively with the letters L and R inside the pieces (image **2a**). Place them on the work surface next to the nose cone, as shown in image **2b**, with the C-shaped parts (highlighted by the circles) facing backward. The dotted arrows indicate the pin-hole systems that will be used to fix components **2B** and **2C** on the relative nose cone turrets, as shown in image **2c**.

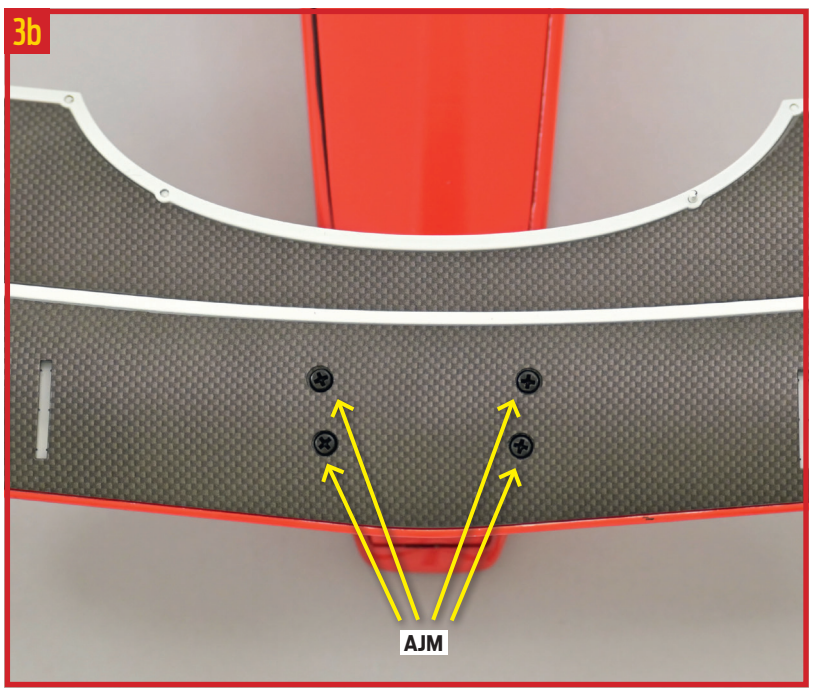






3 Retrieve the front wing you assembled in issue 1 and place it on the work surface together with the nose cone: both pieces should be upside down (image **3a**). Place the front wing on top of supports **2B** and **2C** so that the holes on the pieces (highlighted with dotted arrows in image **3a**) align perfectly. Then fix the front wing to the nose cone using four **AJM** screws (image **3b**). In image **3c** the nose cone turrets are transparent, to show the assembly of the pieces on top.







4 Now take the front camera **2E** (image **4a**): it has two pins that are used to fix it to the left side of the upper nose cone **2A**, which includes the relevant holes (image **4b**). The front camera **2E** should be connected so that the camera lens (highlighted in image **4c**) is positioned at the front.

4a



4b



4c



FINAL RESULT



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