FERRARI F1-2000
MICHAEL SCHUMACHER

THE FORMULA I WORLD CHAMPION IN 2000

4



FANHOME

FERRARI F1-2000
MICHAEL SCHUMACHER

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Michael Schumacher

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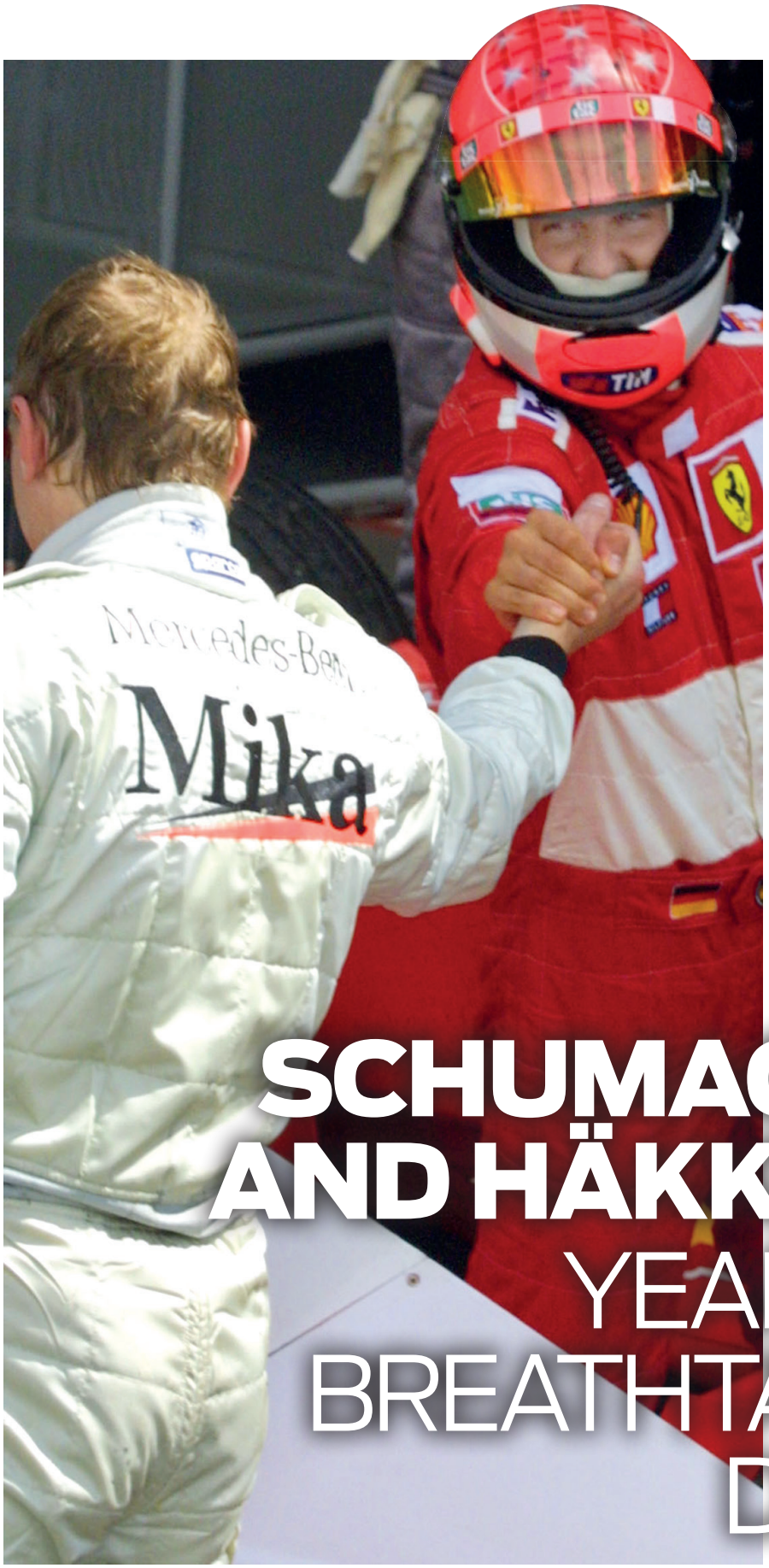
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SCHUMACHER AND HÄKKINEN

YEARS OF BREATHTAKING DUELS

In the seasons straddling the second and third millenniums, the German and the Finn set the Formula 1 World Championship alight with their exceptional speed and ability to impose a very fast pace in the race, leaving the others behind. The rivalry between the two champions was always at the highest level, but their mutual esteem and respect never waned.



Schumacher in the lead during the 2000 Italian GP, followed closely by Häkkinen: the two rivals maintained these positions until the end of the race.

In the magical year 2000, as in the two previous seasons, the rival to beat for Schumacher and Ferrari was the Finn Mika Häkkinen, world champion in 1998 and 1999 driving a McLaren-Mercedes.
Born in Vantaa on September 28, 1968, Häkkinen was a scion of a small but talented Finnish racing dynasty, which included another Formula 1 world champion (Keke Rosberg, world champion in 1982) and numerous drivers in various specialties, from endurance racing to rallying (starting with Leo Kinnunen, protagonist in the sixties and seventies). They were all very fast and, in the case of the rally drivers, extremely skilled on dirt tracks and in the snow.

Parallel lives

In addition to his first name, Schumacher has in common with Häkkinen decidedly above-average driving skills and a formidable competitive spirit. Both also made their Formula 1 debut in 1991, but while the Finn raced the entire season (with Lotus-Judd), the German only appeared in the Belgian GP, driving the Jordan-Ford left vacant by Bertrand Gachot. Their respective paths to Formula 1 were quite different.



After racing in German F3, Schumacher arrived in the top category with the support of Mercedes, with whom he won the World Endurance Championship in 1990, proving to be faster than both his more experienced teammates – Jochen Mass in particular – and his peers, such as the Austrian Karl Wendlinger. Häkkinen, on the other hand, was the European Formula 3 champion when he made the move to F1, and the series was extremely competitive at the time. He made a name for himself in Italy in 1990 when he competed as a wild card in the Imola round of the national F3 Championship, which he won convincingly despite the unknown track and the fierce competition. After his debut in F1, Schumacher had to wait exactly one year to win his first world championship GP: he achieved this in Belgium, on the very same track where he made his debut. Häkkinen, on the other hand, had to wait until 1997, when he crossed the finishing line first in the last race of the season. He moved to McLaren in 1993 to replace Ayrton Senna, but only raced a few times because the Brazilian changed his mind and decided to stay with the British team that same year. In 1995, at the Australian Grand Prix, he was involved in a terrible accident that threatened his life. Then, in 1998 and 1999 he was almost unbeatable: only Schumacher – who, like the Finn, was capable of maintaining a furious pace for the entire race – was able to come close to him.

Rivals, with respect

Although bitter rivals on the track, Schumi and Mika always showed mutual respect and esteem, even when the going got tough, as in the memorable overtaking of the German by the Finn in the 2000 Belgian Grand Prix. At the end of the longest straight of the track, Schumacher – who was leading the race – overtook Ricardo Zonta on the outside and tried to put him between himself and Häkkinen. The Finn followed the Brazilian's slipstream, moved to the inside, squeezed through a gap as wide as his car, and came out in front of the *Rossa*, leaving Schumi and the spectators stunned. ■

COMPARISON OF CHAMPIONS

M. Schumacher	M. Häkkinen
Date of birth 03/01/1969	**Date of birth** 28/09/1968
F1 debut 1991 (Jordan-Ford)	**F1 debut** 1991 (Lotus-Judd)
GPs contested 308	**GPs contested** 165
First GP won GP Belgium 1992 (Benetton-Ford)	**First GP won** GP Europe 1997 (McLaren-Mercedes)
GPs won 91	**GPs won** 20
Podiums 155	**Podiums** 51
Pole positions 68	**Pole positions** 26
Fastest laps 77	**Fastest laps** 25
World Championships won 7 (1994 and 1995 Benetton; 2000, 2001, 2002, 2003, and 2004 Ferrari)	**World Championships won** 2 (1998 and 1999 McLaren)





On the podium at the Imola circuit, Schumacher celebrated his third consecutive victory in the 2000 F1 World Championship, together with Häkkinen (who came second) and Coulthard.

SAN MARINO 2000
THERE'S NO TWO WITHOUT THREE

The *Scuderia* from Maranello were very motivated for the San Marino Grand Prix, after the one-two in Australia and Schumacher's victory in Brazil. The race, scheduled for April 9, would take place as usual at the Enzo and Dino Ferrari racetrack in Imola, and the enthusiasm of the Ferrari fans was sky high. However, both Jean Todt and Ross Brawn urged caution. "The season is long and McLaren is always a serious threat" said Todt; Brawn added: "We need to be faster in practice and increase the efficiency of the car in the race."

The McLaren-Ferrari challenge continues

In fact, the British team occupied the front row of the starting grid in both Australia and Brazil. Ferrari needed to



work on the settings, to make the most of the soft tires used during qualifying, but the success in the previous two GPs boded well: the F1-2000 had proven to be reliable and the drivers had shown they knew how to make the most of the race strategies developed by the "wizard" Ross Brawn. The McLarens, on the other hand, arrived at Imola with 0 points in the standings and a great desire for revenge. In addition to mechanical problems, David Coulthard was disqualified in Brazil, where the Scottish driver, who finished second, was left empty-handed due to an irregularity found on his car.

From a technical point of view, Imola is a track that puts the braking system to the test, because there are many high-speed, close-together braking sections.

The qualifying session offered a thrilling fight for pole between Häkkinen and Schumacher, which ended in favor of the former by a whisker, while the second row was occupied by Coulthard and Barrichello. Once again, it seemed that, barring any surprises, the winner would come from either McLaren or Ferrari

Winning strategy

For some time now, the Imola circuit had been very difficult for overtaking, therefore – with equal performance – the winner would be the one who could implement the most effective race strategy. At the start, Häkkinen got off to a good start from pole and took the lead of the race, while after a hesitant opening Schumacher was immediately on the heels of his opponent. The two sped away, leaving Barrichello behind after he had overtaken Coulthard.

On the 27th of the 62 laps, the leading duo stopped in the pits to refuel and change tires; on returning to the track Häkkinen was still ahead of Schumacher. The second round of pit stops saw the Finn come into the pits on lap 44, while the German did another four laps at a qualifying pace, building up a lead that guaranteed him first place after his pit stop.

And that's how it would turn out, thanks to the perfect work of the Ferrari pit crew: Schumi won his third race in a row, ahead of Häkkinen and Coulthard. Barrichello was fourth, almost a lap behind, demonstrating the extremely high pace set by the leading duo. ■

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

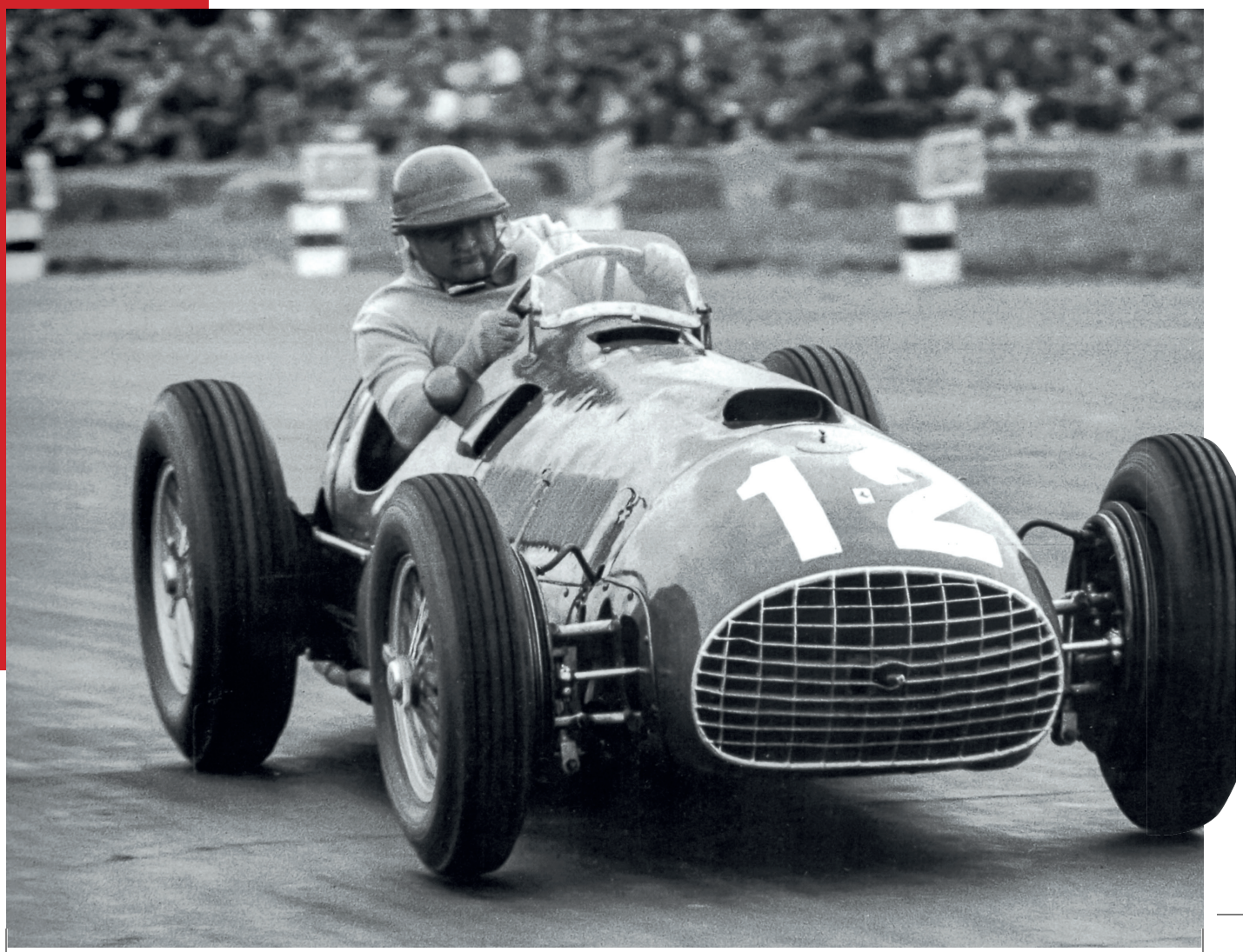
10 - M. Salo
Sauber-Petronas

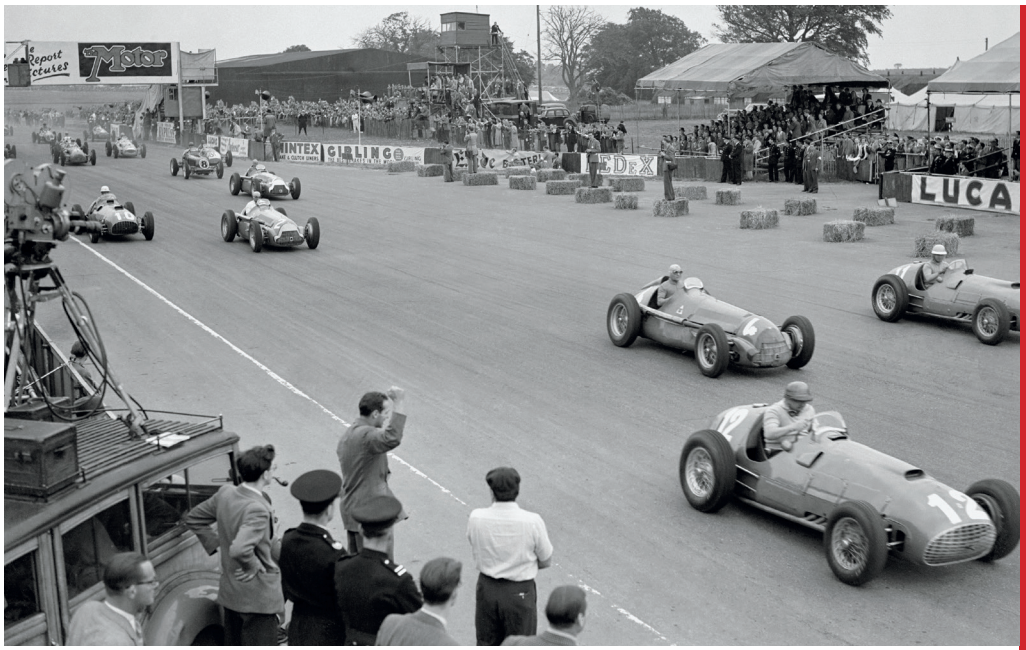


Schumacher's Ferrari in the pits during free practice on Friday, April 7.

1951 F1 WORLD CHAMPIONSHIP FIRST VICTORY IN A GRAND PRIX

On May 13, 1950, the Silverstone circuit, home of the British Grand Prix, had the honor of hosting the inaugural race of the first Formula 1 World Championship. The Prancing Horse team, however, missed the big event: Enzo Ferrari preferred to send his drivers and cars to compete in a Formula 2 race in Mons,





The start of the 1951 British Grand Prix. González's Ferrari takes off from pole position, with Bonetto's Alfa Romeo in the center and Ascari's other Ferrari on the outside. In the second row, Fangio in the Alfa Romeo precedes the third Ferrari of Villoresi and his teammate Sanesi.

Belgium, as the prize money proposed by the English organizers was too low compared to what the Belgians were offering.
The Ferraris would be present in the 1950 F1 World Championship, starting from the second race, the Monaco GP.
Also in 1951, Silverstone, the fifth stage in the 1951 F1 World Championship calendar, would host a memorable race and this time the Ferraris would not only be present, but would play the role of protagonists.

Fighting on equal terms

After a year of apprenticeship, in 1951 Ferrari was finally able to compete with Alfa Romeo for the F1 world championship title. In 1950, Enzo Ferrari was almost certain that his cars would be defeated on a fast track like Silverstone, but now he knew that the new 375 F1 with its 4.5-liter naturally aspirated V12 engine could effectively compete with the Alfettas even on tracks with higher average speeds. And if the "House of the Biscione" (the snake)

AT SILVERSTONE, GONZÁLEZ MADE A PIECE OF FERRARI HISTORY. THE HUGE ARGENTINIAN HAD A STRONG GRIP, BUT WAS ALWAYS ABLE TO MAINTAIN PERFECT CONTROL OF HIS CAR.



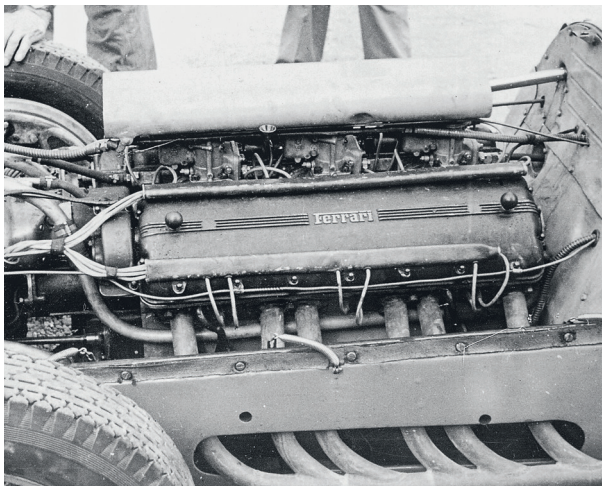


The checkered flag flies in front of González, victorious at the end of the 90th and final lap of the race held on the Silverstone track.

could count on supreme drivers like Nino Farina – reigning world champion – and Juan Manuel Fangio, the "Stable of the Prancing Horse" fielded drivers of similar caliber like Alberto Ascari, Luigi Villoresi, Piero Taruffi and, last but not least, the Argentinian José Froilán González. This man, a great friend of Fangio, enjoyed considerable fame because he was very fast. They called him "El Cabezón" because of the size of his head, but his whole physical structure was impressive; he weighed well over 220 lb (100 kg) and drove with intensity, yet he amazed everyone with how he managed to "slide" the car into the bends, taking them at high speed and always with perfect control. Ferrari hired him for the French Grand Prix (the fourth race of the World Championship), to strengthen the team and increase its chances of victory.

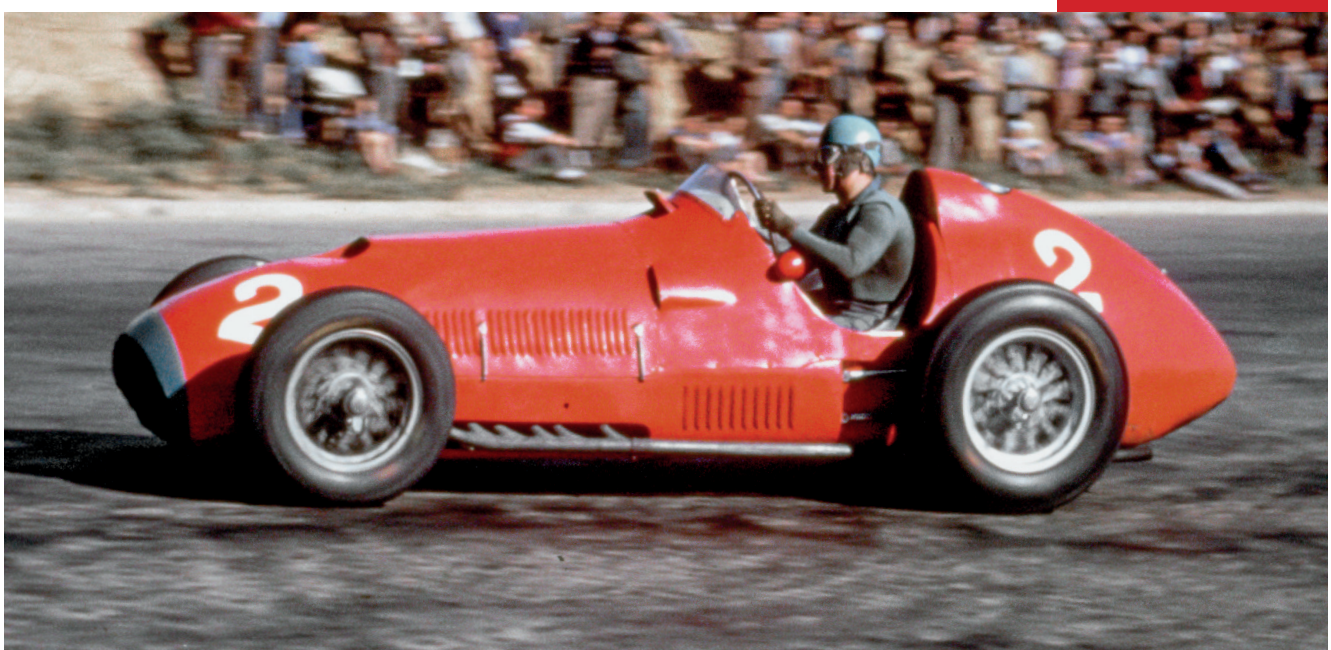
The Prancing Horse in front of the Biscione

If Alfa Romeo was unrivaled throughout 1950, Ferrari began to make its mark in 1951. The Swiss Grand Prix, the season's opening race on the Bremgarten circuit (near Bern), was again won by Alfa Romeo with Fangio, but Taruffi took second place in his 375 F1. The script was repeated in the Belgian Grand Prix, the third race of the World Championship (the second took place in Indianapolis but the main European teams were not present). At Spa-Francorchamps, it was Farina who led Alfa Romeo to victory, while the Prancing Horse team took second place with Ascari and third place with Villoresi. In France, on the Reims track, the battle between the two Italian car manufacturers began to heat up. Alfa Romeo still prevailed with Fangio – who, after retiring, used (as permitted by the rules) the car of his teammate Luigi Fagioli – but only after a close battle with Ascari's Ferrari,

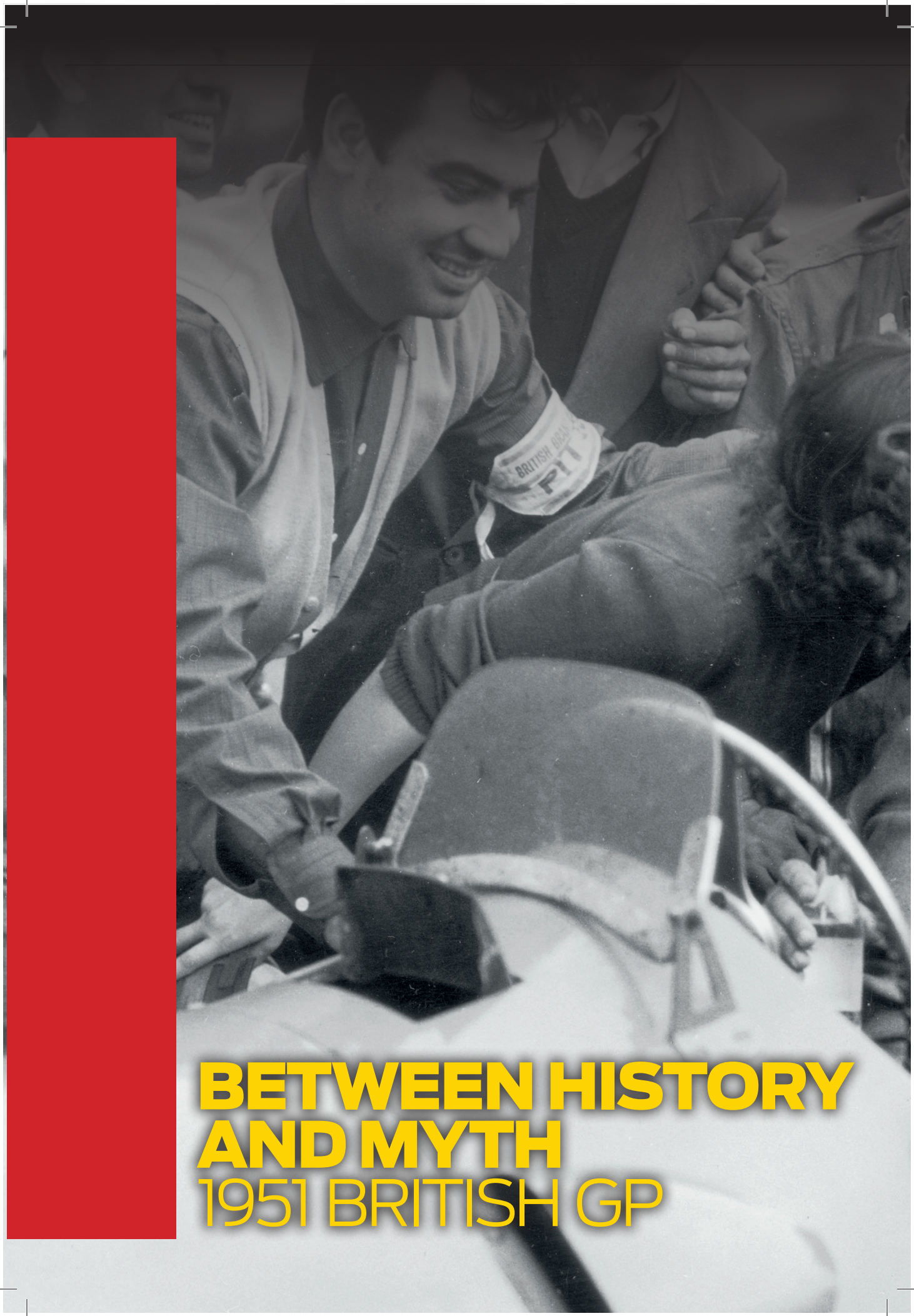


The engine of the 375 F1 was derived from the previous 340 F1. Technical director Aurelio Lampredi increased the stroke by 6.5 mm, while keeping the bore unchanged. In this way the engine, with a displacement of almost 4.5 liters, delivered up to 350 hp.

who was also forced to "steal" the car from González.
It was now clear that Ferrari was almost at the same level as its Milanese rivals. This was confirmed at the British Grand Prix at Silverstone, where González took the first pole position in the history of the Maranello company, and then dominated the race to win ahead of Fangio's Alfa Romeo; the Ferrari triumph on British soil was further boosted by Villoresi's third place.
The World Championship was wide open: Ascari and Ferrari won the next two races, at the Nürburgring in Germany and Monza in Italy, with González finishing third and second respectively.
In the decisive Spanish Grand Prix, with Ascari and González still in contention for the title, the Ferraris had serious tire problems – it meant that Fangio won the race and once again secured victory for Alfa Romeo. On the Pedralbes circuit, González came second and Ascari fourth; between them, Nino Farina and eternal rival Alfa Romeo. But for the Maranello company, victory was getting closer. ■



Alberto Ascari with his 375 F1 during the Spanish GP held on the Pedralbes circuit. The Milanese driver would finish fourth.



BETWEEN HISTORY AND MYTH
1951 BRITISH GP

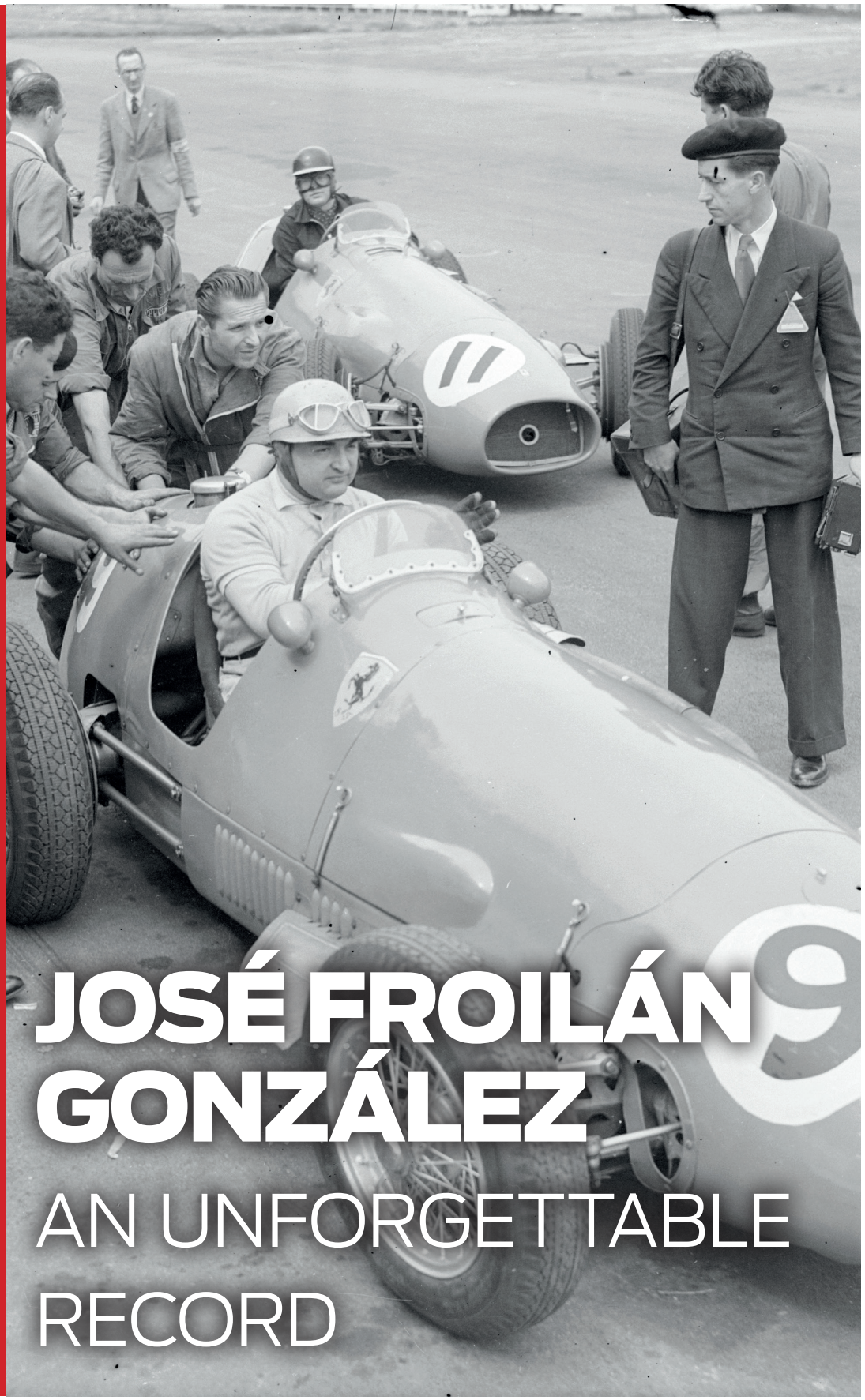


From the inaugural race in 1950 up to and including the French GP in 1951, all the races valid for the newborn Formula 1 World Championship (with the exception of the two Indianapolis 500 Miles) were won by Alfa Romeo. But Ferrari, with a high-performance car like the 375 F1, was now able to worry the drivers of the Lombardy-based company, and at Silverstone, finally, the long-awaited victory was secured.

At the start, José Froilán González failed to capitalize on his pole position (the first for himself and for the Maranello company), and was overtaken by the Ferrari driver Felice Bonetto. Soon the Argentinian regained the lead, threatened by his fellow countryman Fangio. The British Grand Prix was all about the two drivers, who took turns in the lead for long periods, until "El Cabezón" made the decisive break, significantly pulling away from Fangio, who was then distanced by a good 51 seconds when the checkered flag came out.

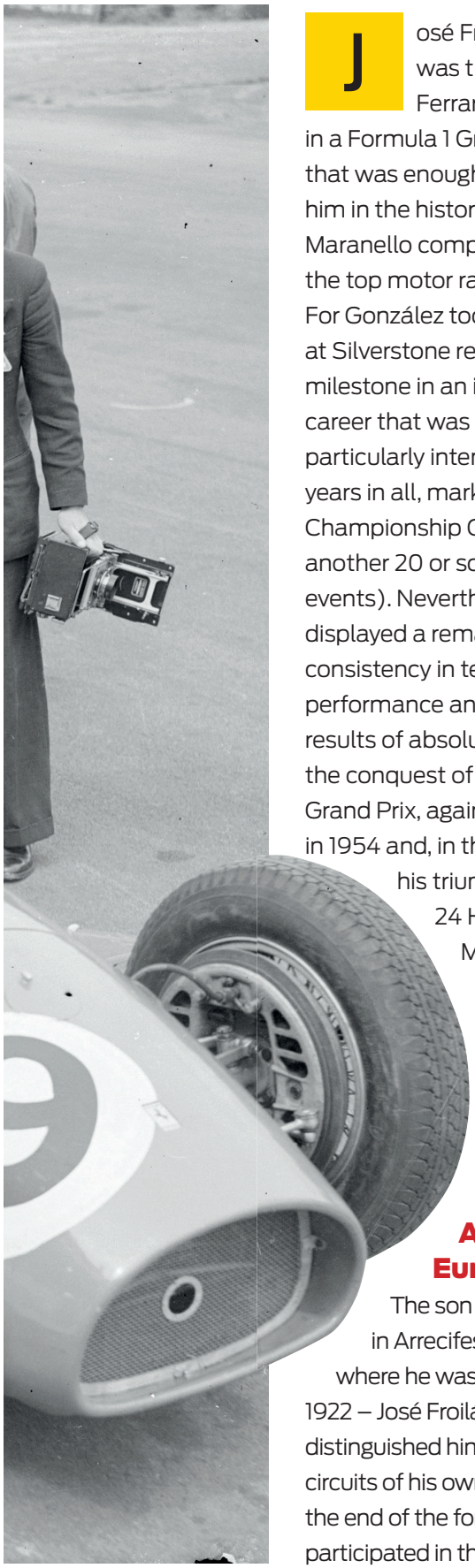
Years later, Enzo Ferrari, referring to his past as Alfa Romeo's sports director, recalled that memorable day: "I cried with joy, but I mixed tears of enthusiasm with tears of pain, because that day I thought: I killed my mother."

Hired by Enzo Ferrari in 1951, once the season had already started, the Argentinian driver immediately repaid the Commendatore's trust with a victory at Silverstone. He repeated the success in 1954, again on the British track, the same year in which González excelled in the 24 Hours of Le Mans.



JOSÉ FROILÁN GONZÁLEZ

AN UNFORGETTABLE RECORD



José Froilán González was the man behind Ferrari's first victory in a Formula 1 Grand Prix, and that was enough to enshrine him in the history of the Maranello company and the top motor racing series. For González too, the triumph at Silverstone represented a milestone in an international career that was neither long nor particularly intense (about ten years in all, marked by 26 World Championship Grands Prix plus another 20 or so non-titular events). Nevertheless, he displayed a remarkable consistency in terms of performance and two other results of absolute importance: the conquest of the British F1 Grand Prix, again with Ferrari, in 1954 and, in the same year, his triumph in the 24 Hours of Le Mans, together with Maurice Trintignant at the wheel of a Ferrari 375 Plus.

From South America to Europe

The son of a car dealer in Arrecifes – the city where he was born in October 1922 – José Froilán González distinguished himself on the circuits of his own country at the end of the forties. He participated in the Fuerza Limitada and Turismo Carretera competitions, in which he invested the profits of a small transport company started by his family. His dream of competing in European motorsport and its protagonists came true a few years later, with the birth of the Formula 1 World Championship. After having competed in a couple of races (in Monaco and in France) with the Maserati of Achille Varzi's team in 1950 and the Swiss Grand Prix – the first stage of the 1951 World Championship – with the Talbot-Lago without ever reaching the finish line, González was hired for the rest of the season by Enzo Ferrari. He was increasingly keen to counter the hegemony of Alfa Romeo, who had dominated the top-flight championship since its inception.



González celebrates his victory in the 1954 24 Hours of Le Mans with Trintignant on his left. Fast and reliable in Formula 1, the Argentinian was also a skilled sports car driver.

Date of birth
October 5, 1922

Date of death
June 15, 2013

Nationality
Argentinian

Active in F1
1950–60

First GP
Monaco 1950

Last GP
Argentina 1960

GPs contested
26

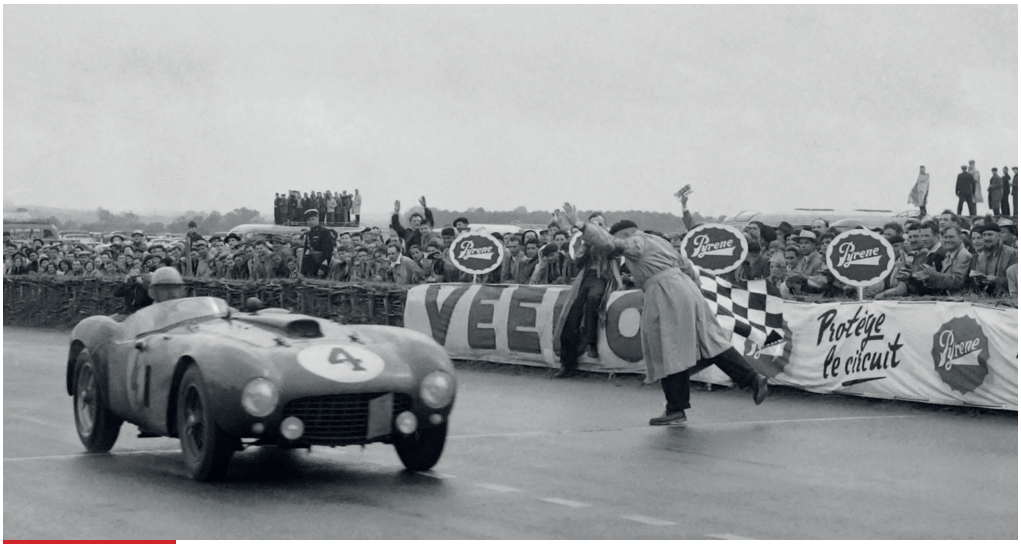
Wins
2

Podiums
15

Pole positions
3

Fastest laps
6

World Championship points
72.14 (77.64 effective)



In the 1954 24 Hours of Le Mans, González and Trintignant drove a Ferrari 375 Plus to victory.

1951 and 1954 – the golden years

José was corpulent and gritty, traits that earned him the nickname "Bull of the Pampas"; it was given to him by the Argentinian press as an alternative to "El Cabezón," coined because of the size of his head. He made his debut at the wheel of a Ferrari 375 F1 in the French Grand Prix in Reims, securing a flattering second place shared with Alberto Ascari, to whom he handed over the wheel after 35 laps, just under half the race. In the next World Championship event at Silverstone, González achieved his first F1 victory, after having secured pole position – the first of three achieved during his career – and having defeated the future World Champion Juan Manuel Fangio. González's season continued brilliantly: in the three remaining races, the German, Italian and Spanish GPs, he came third and twice second. He finished the season in third place, just one point behind runner-up Ascari (24 to 25). Also in 1951, he won the Coppa Acerbo, a non-championship race held on August 15 in Pescara.

TOGETHER WITH JUAN MANUEL FANGIO, GONZÁLEZ RECEIVED THE SUPPORT OF THE ARGENTINIAN GOVERNMENT TO RACE IN EUROPE, BY VIRTUE OF HIS TALENT.

He then moved to Maserati, with whom he participated in the Italian GP in 1952 (finishing second) and competed in five races in 1953 (securing three third places, in Argentina, Holland, and France).
In 1954, he returned to Maranello, winning the British Grand Prix as well as three non-championship races (in Bordeaux, once again in Silverstone, and in Bari).
Between 1955 and 1957, he only competed in a handful of Grands Prix, alternating again between Ferrari and Maserati (plus a sporadic appearance with Vanwall), and then returned to the track in the 1960 Argentinian Grand Prix, where he concluded his competitive career in F1 with a 10th-place finish. ■

004 | REAR SPOILER



PARTS LIST

- **4A** Upper part of bottom wing spoiler
- **4B** Lower part of bottom wing spoiler
- **4C** Upper part of top wing spoiler
- **4D** Lower part of top wing spoiler
- **4E** Left endplate
- **4F** Right endplate

SCREWS*

- 6 **NM** screws 1.2 x 4 mm (+ 1 spare)
- 4 **NP** screws 1.2 x 4 mm (+ 1 spare)

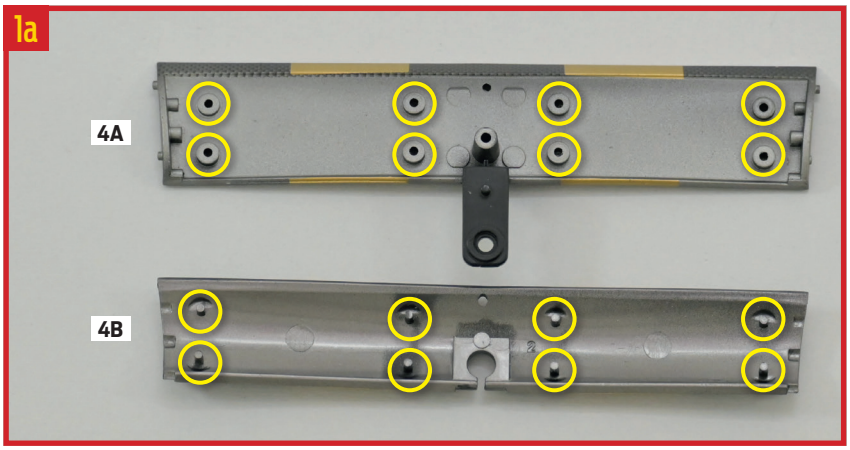


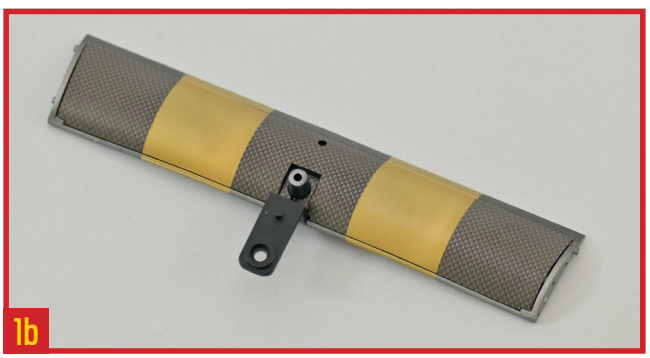


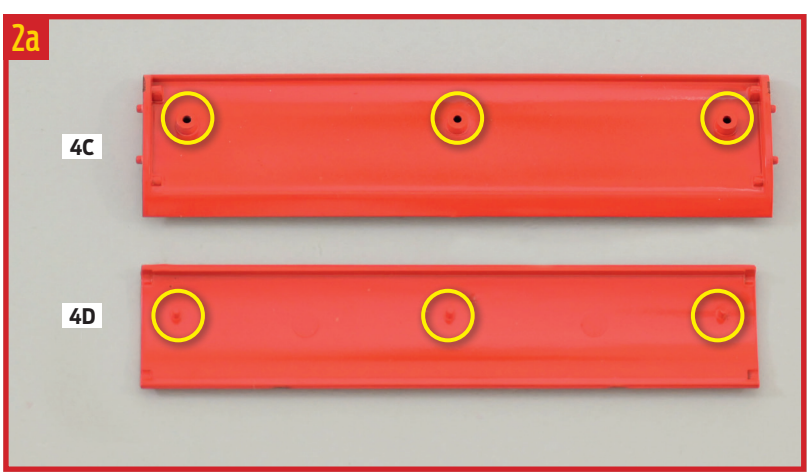
** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing them back in one or two turns at a time.*



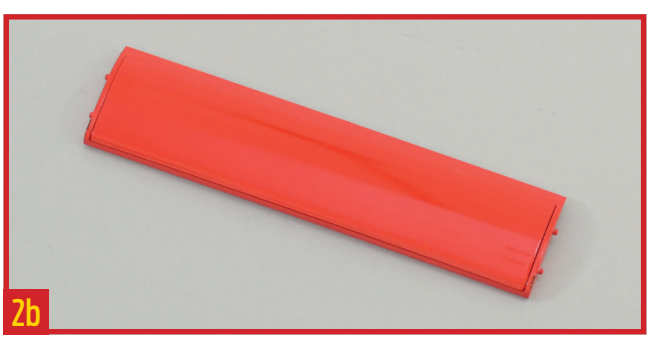
1 Select the upper **4A** and lower **4B** parts of the bottom wing spoiler and place them on the work surface as shown in image **1a**. You will see that the pieces have 8 pins and 8 holes (highlighted with circles) that will be used to connect the parts. Press the parts together to join pieces **4A** and **4B**. Image **1b** shows the two pieces assembled.



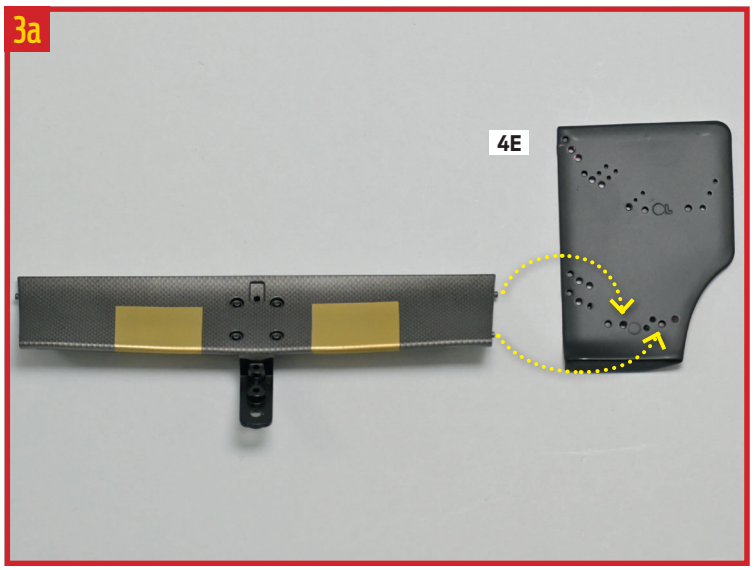


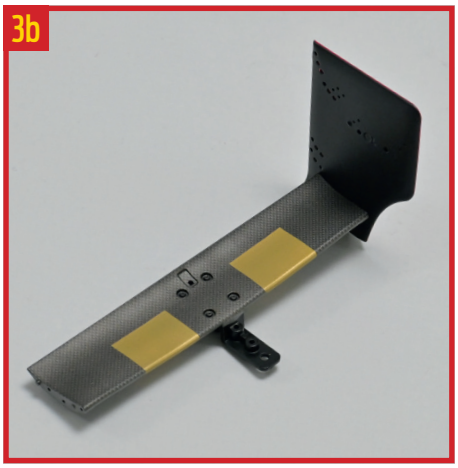


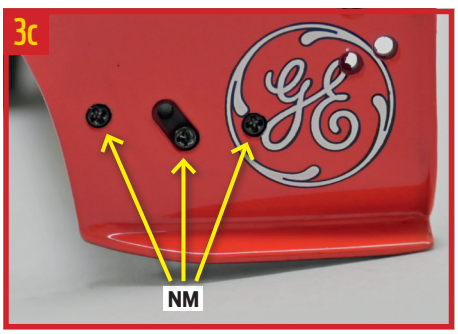
2 Now place the upper **4C** and lower **4D** parts of the top wing spoiler on the work surface as shown in image **2a**. These two pieces also feature pins and holes (highlighted with circles) that will be used to connect the parts. Press the parts together to join pieces **4C** and **4D**. The assembled piece is shown in image **2b**.



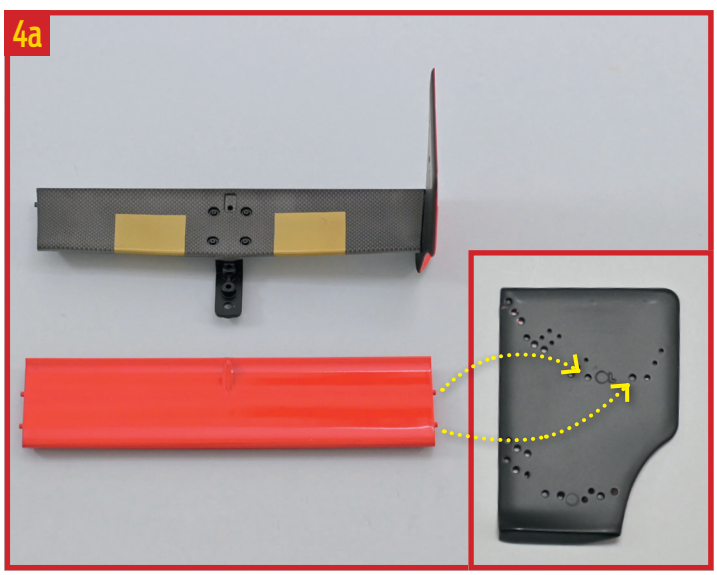
3 Retrieve the bottom wing spoiler assembled in step 1 and the left endplate **4E** (marked with the letter L). Place the pieces on the work surface as in image **3a**: the endplate has two housings for the side pivots of the lower wing (dotted arrows) and three holes in which the screws will be inserted to connect the two pieces. Fit the bottom wing to the endplate **4E** (image **3b**), then secure the parts with three **NM** screws through the outside (indicated by the arrows in image **3c**).

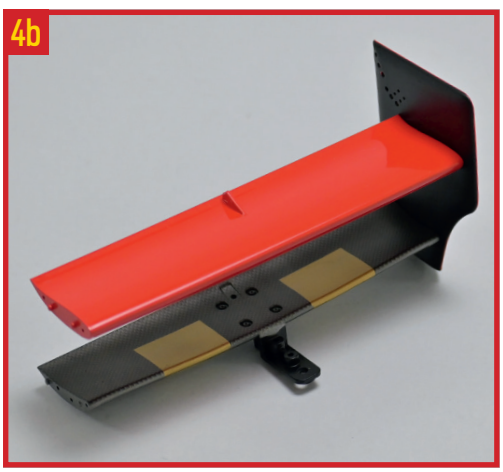






4 Retrieve the top wing spoiler assembled in step 2. Note that it has two pivots that must be inserted into the corresponding holes of the endplate **4E** (image **4a**). Connect the bottom wing to the endplate **4E** (image **4b**). Then secure the parts with two **NP** screws through the outside (indicated by the arrows in image **4c**).

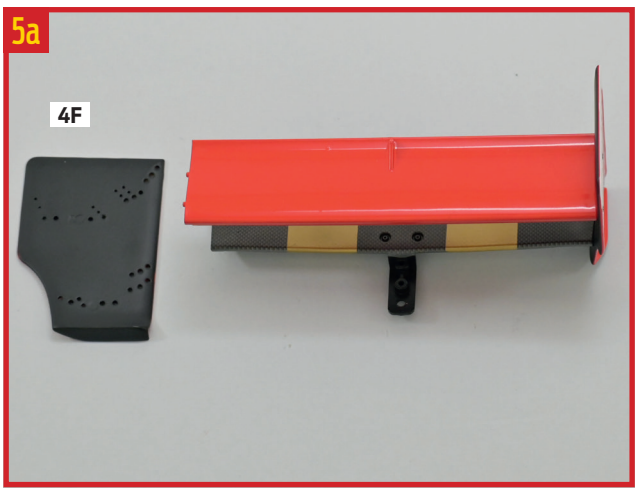






5 Retrieve the right endplate **4F** (image **5a**) and attach it to the bottom spoiler assembly by repeating the processes described in steps 3 and 4. In addition to fitting the pivots into the corresponding holes, the right endplate must be connected with three **NM** screws in the bottom wing spoiler and two **NP** screws in the top wing spoiler (image **5b**).

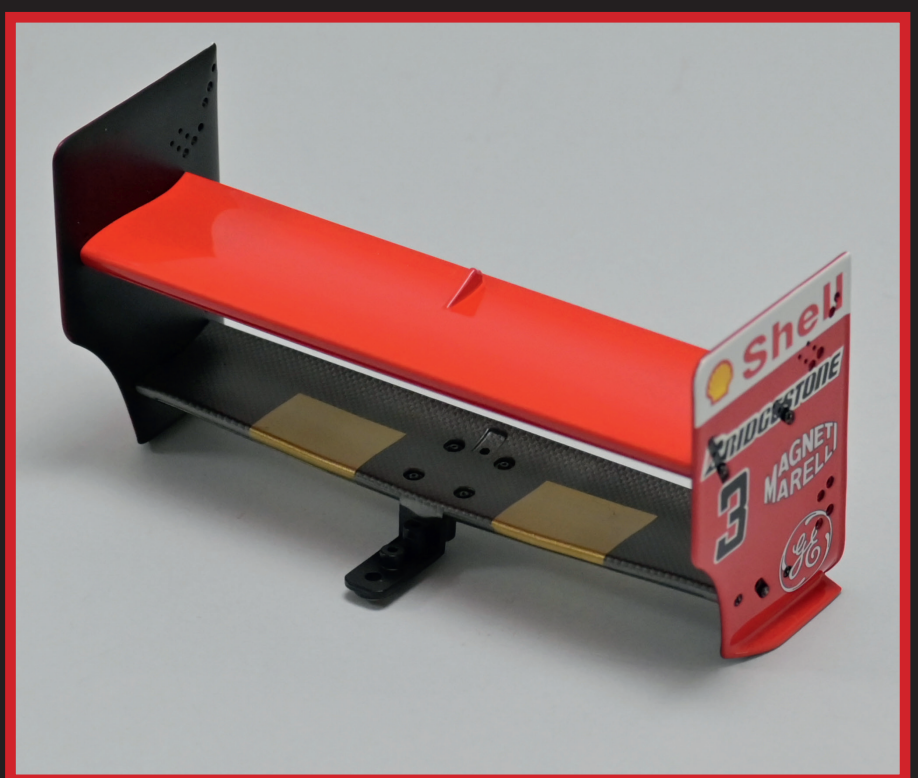
5a



5b



FINAL RESULT



FANHOME