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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FERRARI F1-2000
THE IMPORTANCE OF TIRES



Schumacher engaged in a test session at the Mugello Autodrome.

In Schumacher-era Formula 1, correct tire use was one of the key factors for victory. It was a golden rule in racing: the technology of the car, the power of the engine, and the skill of the driver all converge on those four black wheels, which have to transfer all the car's potential to the asphalt. Therefore, every solution in terms of mechanics and setup has to be designed to make the tires work at their best.

This became even more important from 1999, when Bridgestone became the sole supplier to Formula 1 following Goodyear's withdrawal. It meant identical tires for everyone and the need to exploit their efficiency down to the last square inch of tread.



A significant part of the tests carried out by Ferrari is dedicated to tire performance. In the photo, the Prancing Horse team are at work on the Fiorano circuit.

Over the years, Schumacher's testing skills and the Scuderia del Cavallino's ability to use its own Mugello track meant that Ferrari became a valuable testing ground for Bridgestone in the development of its tires

Grooved tires

The key factor in getting the most out of tires (and putting as little strain on them as possible) is to lower a car's center of gravity. In Formula 1, this requirement became more pressing from 1998, when grooved dry tires were introduced. The so-called "slicks" were no longer completely smooth but had longitudinal grooves: four on the rear tires and three (four



after 1999) on the front tires. This regulatory move was imposed by the F1 authorities to limit the performance of the cars: in this way, the tire's contact area with the ground was reduced and, consequently, so was roadholding, particularly when cornering.
In addition, there was a drastic reduction in the width of the cars: the maximum width allowed was reduced from 200 to 180 cm (78.7 to 70.9 in); the maximum width of the tires was 355 mm (14.0 in) for the front tires and 380 mm (15.0 in) for the rear tires.

Cutting-edge suspension

The Ferrari F1-2000 met all these requirements to the fullest. The single-seater was very low, thanks to the 90° V-engine and the increasingly lowered and rearward position of the driver, almost in the center of the car; even the details were designed with this in mind, such as the rear brake calipers mounted under the discs.
The use of ultra-light alloys and other high-quality materials kept the car below the 595 kg (1,312 lb) minimum weight imposed by the regulations, allowing ample room for maneuver in the use of ballast, which was positioned at strategic points to fine-tune the car's balance.
Finally, the suspension – a crucial link between the chassis and the wheels – was state-of-the-art: overlapping carbon triangles with titanium attachments to the body, torsion bars with cup springs, and Sachs shock absorbers. The cup spring, which was lighter than classic coil springs, was activated by pushrods via rocker arms. ■

THE VERY LOW CENTER OF GRAVITY OF THE F1-2000 WAS ONE OF THE KEY FACTORS IN MAKING THE MOST OF THE TIRES' GRIP AND LIMITING WEAR.





Barrichello's joy was uncontrollable as he finally stood on the top step of the podium in a World Championship GP. Behind him is Häkkinen, who finished second.

GERMANY 2000 BARRICHELLO'S FIRST TIME

Formula 1 arrived at the German Grand Prix – scheduled for July 30 at the Hockenheim circuit – with Michael Schumacher still leading the championship standings. However, his lead over his rivals had narrowed considerably: the German Ferrari driver had 56 points, compared to 50 for David Coulthard and 48 for Mika Häkkinen. July had been disappointing so far for Schumi, who was forced to retire in both France and Austria. In both cases, McLaren-Mercedes took a one-two finish, with the drivers swapping places: Coulthard won in France and Häkkinen in Austria.

Coulthard on pole and... rain

The climate in Germany was not the best for Schumacher, and not just in terms of the weather. The German had yet to win the German Grand Prix with Ferrari, and some of his colleagues claimed that on several occasions in previous races he had been a little too aggressive, especially at the start. The qualifying sessions were affected by bad weather: the rain started to fall immediately after Coulthard managed to set his best time in the dry. The other drivers had no chance of beating him, but Schumi still secured the front row with the second-fastest time, albeit more than

a second behind the Scot. The second row was taken by Giancarlo Fisichella in the Benetton and Häkkinen, while Rubens Barrichello, struggling with hydraulic problems in his Ferrari, was well behind: he would start from the ninth row with the 18th-fastest time.

Track invasion

July 2000 proved to be a cursed month for Schumi: in Germany (as in Austria), he was rear-ended at the start and was unable to get past the first corner, while the two McLarens flew into the lead. Almost all the drivers started with enough fuel for one refueling stop, but Barrichello opted for two stops to make up positions in the first part of the race thanks to his lighter car.

It was a tactic that immediately paid off – at the end of the first of the 45 laps, the Brazilian had gained eight positions and was third on lap 15. Two laps later, he stopped to refuel and returned to the track in sixth place.

On lap 24, the unexpected happened: a former Mercedes employee invaded the track to protest against his dismissal! The safety car came out, nullifying the advantage of the leading duo of Häkkinen and Coulthard. Everyone took advantage of the opportunity to refuel, including Barrichello, who gained valuable time and, in the general confusion, moved further up the standings.

When the race restarted, it began to rain intermittently, heavily in the finish area, lightly on the rest of the track. Most of the drivers, including those from McLaren, decide to change tires, while Barrichello trusted his driving instincts and stayed on the track with dry tires.

It was a winning move – the Brazilian finally won his first World Championship Grand Prix, ahead of Häkkinen and Coulthard, and fully deserved it. They were now only two points behind Schumacher in the standings, but Barrichello and Ferrari's victory was a show of strength that boded well for the future. ■

FINAL RANKING

1 - **R. Barrichello** Ferrari
2 - **M. Häkkinen** McLaren-Mercedes
3 - **D. Coulthard** McLaren-Mercedes
4 - **J. Button** Williams-BMW
5 - **M. Salo** Sauber-Petronas
6 - **P. de la Rosa** Arrows-Supertec
7 - **R. Schumacher** Williams-BMW
8 - **J. Villeneuve** BAR-Honda
9 - **J. Trulli** Jordan-Mugen Honda
10 - **E. Irvine** Jaguar-Cosworth



The Brazilian Ferrari driver's victory was the result of a skilful race and a strategy that favored his driving sensitivity.

1952 F1 WORLD CHAMPIONSHIP
FERRARI AT INDIAN



APOLIS



In the 1950s, the Indianapolis 500 was one of the most prestigious and coveted car races in the world. With a large prize fund, it attracted the interest of European manufacturers and drivers, whose participation was, however, limited by technical and logistical problems and the prohibitive cost of travel. Although the Indianapolis 500 had been part of the Formula 1 World Championship calendar since 1950, its technical regulations had never been brought into line with those of the World Championship, meaning that it was necessary to have an American-built single-seater available or to build one specifically for the race.

Enzo Ferrari, although aware of the problems associated with participating in the event, was very interested in taking part in the race. He had already won a major event in America in 1936, when Tazio Nuvolari, at the wheel of an Alfa Romeo

SPURRED ON BY LUIGI CHINETTI, IMPORTER OF THE MARANELLO COMPANY IN THE UNITED STATES, ENZO FERRARI WAS SEDUCED BY THE "AMERICAN DREAM" AND SENT FOUR 375 INDIANAPOLIS SINGLE-SEATERS, SPECIALLY BUILT TO TAKE PART IN THE 500-MILE RACE, ACROSS THE ATLANTIC.





The single-seater that raced in Indianapolis made its debut at the 1952 Valentino Grand Prix in Turin. On that occasion, three modified versions of the 375 F1 (pictured, Ascari and Farina) were brought to the race for final testing before leaving for the United States.

managed by his team, won the Vanderbilt Cup.

Preparations for the trip

In 1952, Ferrari decided to build a car for the Indianapolis 500 and Alberto Ascari, the Prancing Horse's top driver, enthusiastically embraced the project. Ferrari was mainly spurred on by Luigi Chinetti, a friend and trusted advisor – as well as the Maranello-based company's representative for the American market – who believed that a Ferrari winning at Indianapolis would be extremely positive for the marque.

However, the obstacle of the extremely high costs of the operation, which were beyond Ferrari's means, had to be overcome. Aldo Daccò, director of Champion Italia (the Scuderia's technical partner), was the first to make financing available, while in the United States Chinetti managed to involve industrialist Jerry Grant, owner of Grant Piston Ring (a company specializing in the production of piston rings) and Mobil Oil. With financial backing secured, in early 1952, work began in Maranello on five single-seaters for Indianapolis, derived from the 375 F1: two were for Alberto Ascari and Nino Farina, the Scuderia's official drivers, while the others, again through Chinetti's intercession, went to American sports customers. On April 6, three of these cars took part in the Valentino Grand Prix – a Formula Libera

FERRARI'S PARTICIPATION IN THE INDIANAPOLIS EVENT, WHICH WAS PROHIBITIVELY EXPENSIVE, WAS ALSO POSSIBLE THANKS TO THE GENEROUS FINANCIAL CONTRIBUTION OF SEVERAL US INDUSTRIALISTS.



The Ferrari 375 Indianapolis entrusted to Johnnie Parsons, with its white livery enlivened by red trim and the name of the team, Grant Piston Ring.

race held on the track of the park of the same name in Turin – driven by Alberto Ascari, Nino Farina, and Gigi Villoresi. Villoresi won the race, Ascari was forced to retire a few laps from the end, and Farina was involved in a serious accident from which he emerged almost unscathed, though the car suffered considerable damage.

Ferrari decided not to replace the car damaged by Farina and sent only four cars to the United States (with a large supply of spare parts). Ascari's car, painted in "Rosso Corsa" and bearing the race number 12, left the factory with the name "375 Indianapolis" but was later renamed "Ferrari Special." The other cars were prepared according to the wishes of the American teams. Thus, the number 6 car, belonging to Grant Piston Ring and intended for driver Johnnie Parsons, was painted white with red trim and featured a wraparound Plexiglas windshield. The Kennedy Tank Special team car, entrusted to driver Johnny Mauro with race number 35, was painted ivory white with red trim and blue numbers. Finally, the single-seater purchased by magnate



Ascari's Ferrari 375 Indianapolis lined up on the starting grid of the 500-mile race. Behind the single-seater are journalist Giovanni Canestrini (in the hat) and Luigi Chinetti.

Howard Keck, registered with the number 38 and intended for Bobby Ball, featured a light blue livery with red trim.

A daunting task

Ferrari sent a small team from Italy, including Alberto Ascari, sporting director Nello Ugolini, technical director Aurelio Lampredi, Luigi Bazzi (the Commendatore's right-hand man), chief mechanic Stefano Mazza, and technicians Meazza and Reggiani. The expedition was also accompanied by journalist Giovanni Canestrini. Chinetti was responsible for organizing and managing the rest of the logistics and personnel.

ON THE FAMOUS INDIANA DOWNPITCH, FERRARI'S DREAM WAS SHATTERED BOTH FOR TECHNICAL REASONS AND DUE TO LACK OF EXPERIENCE IN THE RACE.

The Ferrari team arrived in Indianapolis almost a month early and immediately began an intense series of tests. Ascari immediately realized that he was at a disadvantage: the Prancing Horse's single-seater had an unbridgeable power gap with the American cars, which translated into insufficient top speed. But what worried the Milanese ace most of all was the four-speed gearbox, which did not provide the necessary traction when exiting corners; it was no coincidence that the best American cars were fitted with a two-speed transmission.

Forced to downshift at every corner entry to maintain the necessary grip, Ascari also realized that the transmission and suspension were inadequate. In other words, all the experience gained during European races proved to be of little value on the 500-mile circuit.
Ascari still managed to qualify in 19th place, while Parsons, Ball, and Mauro – the local drivers entrusted with the other Ferraris – failed to qualify with the 375 Indianapolis.
Ball and Parsons, however, abandoned the Maranello car almost immediately and managed to secure a place on the grid driving a Stevens and a Kurtis Kraft, American cars more suited to them.
At the start, Ascari showed unusual caution but soon began to make up several positions, moving up to eighth

After giving up on the Ferrari 375 Indianapolis, Johnnie Parsons took part in the 500-mile race driving a Kurtis Kraft Offy (pictured below). The Californian driver, winner in 1950, started from the back of the grid after a difficult qualifying session but managed to fight his way back up to tenth place.



JOHNNIE **PARSONS**



In Formula 1 statistics, Johnnie Parsons has nine appearances, one victory, and one fastest lap. A star of the American AAA series (American Automobile Association, better known since 1956 as USAC, United States Auto Club), the American driver raced at Indianapolis between 1950 and 1958, in nine of the 11 editions of the race included in the F1 World Championship.
Born in Los Angeles in 1918, Parsons began his racing career in 1940 with Midget cars. He made his debut in single-seaters in 1947 and, in 1950, on his second attempt, the Los Angeles driver took victory at the Indianapolis circuit at the wheel of a Kurtis Kraft, with which he also set the fastest lap. He died in 1984 at the age of 66.



FINAL RANKING

1 - T. Ruttman
Kuzma-Offenhauser

2 - J. Rathmann
Kurtis Kraft-Offenhauser

3 - S. Hanks
Kurtis Kraft-Offenhauser

4 - D. Carter
Lesovsky-Offenhauser

5 - A. Cross
Kurtis Kraft-Offenhauser

6 - J. Bryan
Kurtis Kraft-Offenhauser

7 - J. Reece
Kurtis Kraft-Offenhauser

8 - G. Connor
Kurtis Kraft-Offenhauser

9 - C. Griffith
Kurtis Kraft-Offenhauser

10 - J. Parsons
Kurtis Kraft-Offenhauser

place. On lap 41, however, at turn 4, his rear right wheel hub failed, sending the car off the track. The race was won by Troy Ruttman, at the wheel of a Kuzma, ahead of the Kurtis Krafts of Jim Rathmann and Sam Hanks.
The Ferrari expedition proved to be an unsuccessful but formative experience – in Indianapolis, you cannot improvise, and experience in the field counts more than technical knowledge.

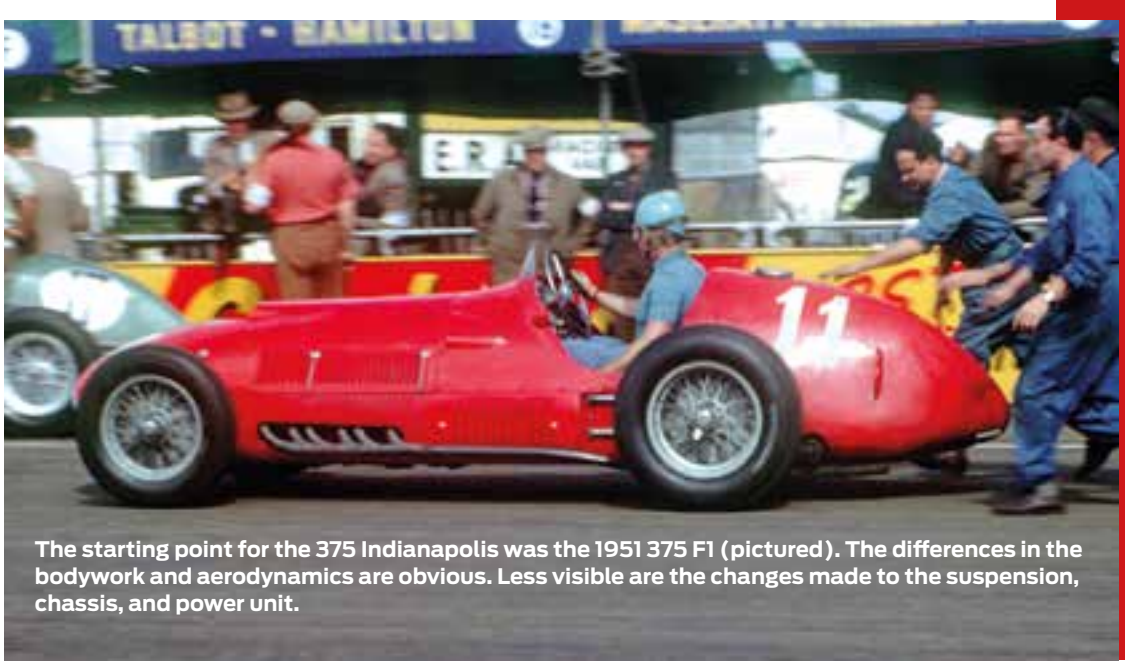
The "American" 375 F1

The model chosen by Ferrari to participate in the 1952 Indianapolis 500 was the 375 F1, whose 4.5-liter 60° V12 engine was considered powerful enough to perform well on the US track. However, the single-seater underwent numerous modifications in preparation for the race, starting with the engine, which, despite a slight reduction in displacement from 4,493.73 cc to 4, 382.09 cc (due to a reduction in bore from 80 to 79 mm, in accordance with Indianapolis regulations), was more powerful – from 350 hp at 7,000 rpm to approximately 400 hp at 7,500 rpm, thanks to

an increase in the compression ratio from 11:1 to 13:1.
The chassis, designed by Gilberto Colombo, was strengthened and lengthened, bringing the wheelbase up from 91.3 in (2,320 mm) to 100 in (2,540 mm). This also significantly increased the overall weight of the car, which weighed up to 1,828 lb (829 kg) when empty (about 220 lb/100 kg more than the 375 intended for Formula 1). The suspension was stiffened and the Pirelli tires were replaced with larger Firestone tires, mounted on 16-inch Borrani wire wheels at the front and 18-inch wheels at the rear. Initially, the engine was fed by three twin-barrel Weber carburetors, but after a significant power gap was detected, new quadruple-barrel carburetors were adopted, the size of which required a modification to the engine hood. The distribution was single-shaft, with two valves per cylinder, magneto ignition, and two spark plugs per cylinder. The 4-speed manual gearbox, integrated with the ZF differential, was considered the best compromise for maintaining high top speeds and the best traction when exiting corners. In hindsight, it was the transmission itself that was the main limitation of the car. ■



The engine used on the 375 Indianapolis was derived from the 4.5-liter 60° V12 developed by Aurelio Lampredi for the 375 F1. Displacement was slightly reduced, but the power was increased to 380 hp.



The starting point for the 375 Indianapolis was the 1951 375 F1 (pictured). The differences in the bodywork and aerodynamics are obvious. Less visible are the changes made to the suspension, chassis, and power unit.

FERRARI 375 INDIANAPOLIS IN BRIEF



Engine front, longitudinal, 12 cylinders in a 60º V configuration.	**Displacement** 4,382.09 cc	**Bore x stroke** 79 mm × 74.5 mm	**Distribution** single overhead camshaft	**Number of valves** 2 per cylinder
Compression ratio 13:1	**Fuel supply** 3 Weber 40 IF4C carburetors	**Ignition** dual, 4 magnetos	**Cooling** water	**Maximum power** 380 hp at 7,500 rpm
Transmission rear-wheel drive	**Gearbox** 4 speeds + RM	**Chassis** tubular	**Front suspension** independent, transverse quadrilaterals, lower transverse leaf spring, Houdaille hydraulic shock absorbers	**Rear suspension** De Dion axle, double longitudinal struts, transverse leaf spring, Houdaille hydraulic shock absorbers
Brakes drum	**Tires** Firestone front 16 rear 18	**Wheelbase** 100 in (2,540 mm)	**Front track** 50.3 in (1,278 mm)	**Rear track** 49.2 in (1,250 mm)
Length 155 in (3,937 mm)	**Width** 56.2 in (1,428 mm)	**Height** 37.8 in (960 mm)	**Weight** 1,874 lb (850 kg) ready to drive	**Maximum speed** approx. 186 mph (300 km/h)

007 | THE FIRST REAR WHEEL



PARTS LIST

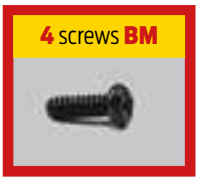
7A Rear tire

7B Outer part of the rear rim

7C Inner part of the rear rim

SCREWS*

4 **BM** screws 1.7 x 5 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 Take the rear tire **7A** and check it carefully. In addition to the Bridgestone and Potenza inscriptions, the outer side features the FIA barcode and the code K18 (highlighted in the two details in photo **1a**); the inner side, on the other hand, only features the Bridgestone and Potenza inscriptions (photo **1b**).



1a



1b

2 Take the outer part of the rear rim **7B** and place it on the work surface next to the rear tire **7A**; both parts should have the outer face upwards, as shown in photo **2a**. Next, place the outer part of the rim **7B** into the tire **7A** and apply slight pressure to insert it correctly into position (photo **2b**).





TIPS

If it is difficult to fit the rim onto the tire, soften the tire by immersing it in hot water for at least 1 minute.
Dry the tire with a cloth and repeat the operation.

3 Now take the inner part of the rear rim **7C**: you will notice that it has four holes (highlighted with circles in photo **3a**). Turn over parts **7A** and **7B** assembled in step 2, fit the inner part of the rim **7C** into the tire, and align the screw holes on both parts of the rim. Secure the tire and rim assembly with four **BM** screws (photo **3b**).





FINAL RESULT

