FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

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Michael Schumacher

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The partnership between the German ace and the South African engineer, which began at Benetton, reached its peak during their time together at Scuderia Ferrari, winning an impressive 11 world titles between them in the Drivers' and Constructors' Championships.

SCHUMACHER AND BYRNE A WORLD-BEATING DUO



Schumacher and Byrne celebrate one of their many victories with the Maranello-built car.

SINCE THE BEGINNING OF THEIR PARTNERSHIP IN FORMULA 1, THE SCHUMACHER-BYRNE DUO HAS WON A TOTAL OF SEVEN DRIVERS' WORLD CHAMPIONSHIPS, SEVEN CONSTRUCTORS' WORLD CHAMPIONSHIPS, AND 91 GRAND PRIX VICTORIES.

When Rory Byrne became chief designer at Ferrari in 1997, he already had a brilliant career in motorsport behind him. A South African by birth – like another great designer in F1 history, Gordon Murray – Byrne was born in Pretoria in 1944 and graduated in Applied Science from the University of Johannesburg at the age of just 20. A motorsport enthusiast, he set up a small company importing sports car components in the late 1960s. At the same time, he designed a Formula Ford car that recorded some solid results in a local championship in 1972. In 1973, Byrne moved to Great Britain to pursue a career as a racing car designer. An old Ford he modified was such a success that a small manufacturer decided to hire him as the team's engineer. In just a few years, Byrne made a name for himself in British racing circles, and in 1977 he was contacted by Ted Toleman, owner of a team that was making its way in the ultra-competitive Formula 2 of the time. The Pretoria-born engineer made the decisive switch and Toleman dominated the 1980 European F2 Championship. It resulted in the team being given the opportunity to race in Formula 1.

The years at Toleman-Benetton

Toleman remained in F1 for only five years. During this time, thanks to Byrne's talent, it fielded cars capable of scoring championship points; it also gave Ayrton Senna his debut in the top flight. In 1986, the team was bought by Benetton, its sponsor since the previous year, and Byrne remained with the new outfit. In five years, the team won five Grands Prix but failed to take off. Byrne left for a year, and

when he returned in 1991, he was met by Flavio Briatore and a promising young German driver called Michael Schumacher. The partnership between Schumi and Rory soon proved successful – Benetton became the benchmark team in Formula 1 from both a sporting and technical point of view, winning two Drivers' World Championships with Schumacher (1994 and 1995) and the Constructors' World Championship in 1995.

From Thailand to Maranello

The following year, Schumacher joined Ferrari alongside Ross Brawn, another Benetton alumni. Greeting them was the F310 single-seater designed by John Barnard, who had since left Maranello for the second time. The new Prancing Horse team that was taking shape needed a chief designer, and Brawn's thoughts turned straight to Byrne... who had decided to quit F1 and move to his "retirement home" in Thailand! After much persuasion, Byrne agreed to stay on for part of the year at Maranello to strengthen Ferrari's technical and design department. Thanks to Byrne's contribution, Brawn's supervision, and Schumacher's talent as a test driver, the *Rossa* immediately showed signs of renewed competitiveness: three victories in 1996, fighting for the World Championship until the last race in 1997–98, securing the Constructors' Championship in 1999, and then winning ten Drivers' and Constructors' Championships from 2000 to 2004.

Byrne's long adventure at Ferrari continues to this day. Now in his eighties, the South African engineer is still an important consultant for the Scuderia del Cavallino, having "raised" a school of top-class engineers, including Aldo Costa, his deputy during the Schumacher era. ■



Rory Byrne talks with Hirohide Hamashima, then head of tire development at Bridgestone.



A trio of aces: Byrne, Brawn (center), and Ferrari's engine supremo Paolo Martinelli at the presentation of the F399, the car that brought the Constructors' Championship back to Ferrari in 1999 after 16 years.



Schumacher in action on the Monza circuit. The Italian Grand Prix would be a battle between Ferrari and McLaren.

ITALY 2000
HIGH TENSION FOR SC

The 2000 Formula 1 World Championship calendar featured 17 races, with the Italian Grand Prix, held at Monza on September 10, being the 14th race on the schedule.

In the previous GPs, Michael Schumacher had won five races, compared to four for Mika Häkkinen and three for David Coulthard. However, the German's position in the standings, second behind Häkkinen, had been affected by four retirements, in particular three consecutive non-finishes in France, Austria, and Germany.

The gap between Häkkinen and Schumacher was six points, which was not huge, but the Finn was known to be a tough nut to crack.

Moreover, it was not just a question of numbers – Schumi was feeling the pressure. He arrived at Monza on the back of a decidedly negative wave, having been overtaken in spectacular fashion in the previous Belgian Grand Prix by Häkkinen (who caught Schumacher completely by surprise while the German was lapping Ricardo Zonta).

In his fifth year with Ferrari, Schumi seemed set to lose the World Championship for the fourth time; in fact, a poll by German broadcaster RTL showed that 66 percent of German fans preferred Häkkinen. The German had often been involved in recent race incidents – such as those at the first corner in two GPs in a row – and had been



HUMI

criticized by his colleagues for maneuvers considered unfair or even dangerous. In light of all this, the Monza race seemed like a last chance for Schumacher.

Eve of the race

Fortunately for Schumi, he could always count on Jean Todt and the team, who closed ranks around him and kept him away from the pressures of the press, the public, and the paddock. The German, in turn, adopted his preferred countermeasure: he immersed himself in work. In the days leading up to the race, he was constantly out on the Fiorano track, testing various types of tires and the latest evolution of the engine, designed specifically for the fast Brianza circuit.

Dominance and excitement

On the newly modified Monza track (the first chicane had been simplified, but unsatisfactorily according to several drivers), the qualifying sessions saw Ferrari dominate, with Schumacher in pole position, just a few thousandths ahead of Rubens Barrichello. Häkkinen was third, almost two tenths behind, and a surprising Jacques Villeneuve was fourth, making the most of his BAR's powerful Honda engine to finish ahead of David Coulthard.

The 53-lap race was a triumphant one for Schumi and the Prancing Horse team. The German driver remained in the lead throughout the race, except for three laps when he stopped for refueling and a tire change; Häkkinen was second, while Williams's Ralf Schumacher was third. Barrichello was eliminated after a pile-up on the first lap. At the press conference, when it was pointed out to Michael Schumacher that he had equaled Ayrton Senna's record of 41 victories, he burst into tears; the champion let his emotions get the better of him after months of great tension. The victory at Monza was a liberating triumph, allowing Schumi to reduce Häkkinen's lead in the standings to two points and look forward to the last three races of the season with renewed optimism. ■

FINAL RANKING

1 - **M. Schumacher** Ferrari
2 - **M. Häkkinen** McLaren-Mercedes
3 - **R. Schumacher** Williams-BMW
4 - **J. Verstappen** Arrows-Supertec
5 - **A. Wurz** Benetton-Playlife
6 - **R. Zonta** BAR-Honda
7 - **M. Salo** Sauber-Petronas
8 - **P. Diniz** Sauber-Petronas
9 - **M. Gené** Minardi-Fondmetal
10 - **G. Mazzacane** Minardi-Fondmetal



Schumi explodes with joy at the end of the race. It was his 41st victory in a World Championship Grand Prix.


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The race that inaugurated the 1952 F1 World Championship was the Swiss Grand Prix, scheduled for May 18, 1952, on the Bremgarten circuit. Ferrari entered three official cars: the 500 F2s driven by Nino Farina and Piero Taruffi, as well as a "reserve" car driven by André Simon, a 32-year-old Parisian driver who had been hired at the beginning of the season by the Scuderia del Cavallino to compete in several races in the Sport and Formula 2 categories, as well as various non-championship Formula 1 races. The big name missing was Alberto Ascari, Ferrari's undisputed number-one driver, who was determined to take part in the Indianapolis 500 and found support in Luigi Chinetti, the Maranello-based manufacturer's main dealer in the United States. Initially reluctant, Enzo Ferrari eventually agreed to the launch of the "Indianapolis program" and so,



The 500 F2 driven by Nino Farina, one of Ferrari's official drivers, alongside Ascari and Taruffi. During 1952, the Turin champion finished four times on the second step of the podium (in Belgium, France, Germany, and Holland), always behind Ascari.



Piero Taruffi racing toward victory on the Swiss circuit of Bremgarten.

to prepare for the trip to America, Ascari and a number of technicians left well in advance for the US, where they began a long period of training and testing.

Red dawn

In addition to the three official 500 F2s, four other Prancing Horse cars were present in Switzerland, two for each of two private teams: the French Ecurie Rosier (which entrusted a 166 to Maurice Trintignant and a 500 F2 to owner Louis Rosier) and the Swiss Ecurie Espadon (with a 500 F2 for Rudi Fischer and a 212 for Peter Hirt). With the official Maseratis of Juan Manuel Fangio and José Froilán González absent, the Scuderia del Cavallino's formidable opponents in Switzerland were the talented Gordini drivers Jean Behra, Robert Manzon, and the Siamese prince Bira. Yet the technical gap between the small French single-seaters and the Ferraris was a great advantage for the Maranello-based manufacturer, as was the gap with the British HWM cars, although the English team was able to field emerging talents such as Peter Collins and Stirling Moss.
The dominance of the 500 F2s was evident right from the qualifying sessions, with Farina on pole position

WITH ASCARI BUSY IN INDIANAPOLIS, THE FIRST WORLD CHAMPIONSHIP RACE OF 1952 WAS WON BY PIERO TARUFFI AND HIS 500 F2, A SINGLE-SEATER THAT WOULD DOMINATE THE SEASON.



ahead of Taruffi. Manzon, able to make up for the Gordini's shortcomings with his class, set the third-fastest time ahead of the Ferraris of Simon and Fischer. In the race, Farina easily took the lead immediately after the start, but on lap 16 his Ferrari developed an alternator problem that forced the Turin driver to retire; Taruffi then took over the lead. Meanwhile, Simon's Ferrari moved up to second place; at that point, the Frenchman was called into the pits to hand over the wheel of his 500 F2 to Farina, but the former World Champion had no luck in Switzerland and was forced to retire due to a mechanical failure. Behind Taruffi, who went on to win the race, Moss initially took the lead, but was then forced to retire, leaving Behra to battle it out with Fischer's private Ferrari and Ken Wharton's Frazer-Nash. The Swiss driver's red-and-white 500 F2 prevailed, finishing second ahead of Behra in the Gordini. This was the latter's first podium finish in the top flight, followed a few weeks later by Manzon's third place in Belgium.



Another great image of Taruffi, this time taken during the 1952 British Grand Prix, held on July 19 at the Silverstone circuit. The Lazio driver finished second, behind his Scuderia teammate Alberto Ascari.



PIERO TARUFFI

Date of birth
October 12, 1906

Date of death
January 12, 1988

Nationality
Italian

Active in F1
1950

First GP
Italy 1950

Last GP
Italy 1956

GPs contested
18

Wins
1

Podiums
4

Fastest laps
1

DRIVER, ENGINEER, AND SURE-FOOTED TECHNICIAN, PIERO TARUFFI WAS ONE OF THE MOST CHARISMATIC FIGURES IN MOTOR RACING. FASCINATED BY SPEED AND AERODYNAMICS, HE DESIGNED SEVERAL VEHICLES WITH WHICH HE SET NUMEROUS RECORDS.

The start of the 1952 F1 World Championship therefore heralded the supremacy that Ferrari would enjoy throughout the season: Ascari, back from his American trip, won all the remaining World Championship races (Belgium, France, Great Britain, Germany, Holland, and Italy) in his 500 F2, clinching the title well in advance.

Taruffi's first and only F1 victory

The Swiss circuit of Bremgarten was the scene of Piero Taruffi's first and only victory in a Formula 1 World Championship race. A driver, engineer, and superb technician, Taruffi – born in 1906 in Albano Laziale – was one of the most charismatic figures in pre- and post-war motor racing. Fascinated by pure speed and aerodynamics, he designed several vehicles – motorcycles, cars, and special vehicles – with which he set numerous speed records. He raced in Formula 1 between 1950 and 1956 with Alfa Romeo, Ferrari, Mercedes, Maserati, and Vanwall. With the Maranello team, he competed in 13 of his 18 World Championship Grand Prix races, winning in Switzerland in 1952 and finishing on the podium three other times (out of a total of four podium finishes). His impressive list of achievements also included overall victories in the 1954 Targa Florio (in a Lancia D24) and the 1957 Mille Miglia (at the wheel of a Ferrari 315 S). He died in Rome in 1988 at the age of 81. ■

DOMINANT **CAR**

The Ferrari 500 F2 made its debut in Modena in a non-World Championship race on September 23, 1951, which was won by Alberto Ascari. In the 1952 preseason, the single-seater, designed for Formula 2 but admitted to Formula 1 races due to a change in regulations, won other events: again with Ascari in Syracuse, Pau, and Marseille, and in Naples with Farina. Other non-World Championship victories were secured by Taruffi at Montlhéry, Fischer at the Eifelrennen and Avus, Farina again at Monza, Villoresi at Les Sables d'Olonne and Modena, Simon at Saint-Gaudens, Ascari at La Baule, Rosier at Cadours, and Salvadori at Castle Combe. Adding Taruffi's World Championship victories in Switzerland and Ascari's in Belgium, France, Great Britain, Germany, Holland, and Italy (with the Milanese driver becoming World Champion), it is easy to understand how the 500 F2 was a dominant car, capable of winning even in the hands of private drivers and teams. Among the latter were Scuderia Espadon, Ecurie Rosier, and Ecurie Francorchamps; a few other examples were sold in Great Britain.





ECURIE FRANCORCHAMPS
A PRIVATE TEAM AT THE COURT OF MARANELLO



In 1952–53, several private teams made a name for themselves in the F1 World Championship using the Ferrari 500 F2. Among them was the Belgian Ecurie Francorchamps, founded by Jacques Swaters, a young entrepreneur with interests in the car trade, alongside his friends Charles de Tornaco, André Pilette, and Roger Laurent. The name initially chosen by the small Brussels-based association was Equipe Belgique, but it was changed to Ecurie Francorchamps at the request of the Royal Automobile Club of Belgium (RACB) to avoid confusion with Equipe Belge, another team founded by driver Johnny Claes with the support of the RACB itself.
Swaters's team made its debut in the world of motor racing in 1948 with an MG, followed by a Veritas and a BMW 328. In 1950, a more competitive Talbot-Lago was purchased, with which the team began to compete in international Grand Prix races. The Belgian team made its World Championship debut in 1951 on its home circuit at Spa-Francorchamps, where André Pilette, at the wheel of the Talbot-Lago, finished the race in a creditable sixth place.

Link with Ferrari

After their experience with Talbot-Lago, Swaters and his friends decided to focus on Ferrari. The relationship between the Brussels entrepreneur and the Commendatore grew increasingly close, so much so that Swaters became the official importer of the Maranello-based

On the left, Charles de Tornaco during the 1952 Belgian Grand Prix, his debut race in F1 at the wheel of a 500 F2 for the Belgian team. Below, the start of the race, in which de Tornaco finished seventh.



TO EACH NATION **ITS COLOR**

The Ecurie Francorchamps single-seaters were distinguished by their bright yellow livery, in accordance with the rule in force at the time, which required cars to be painted in the national color of the holder of the racing license. Yellow was the color of Belgium; blue (Blue France) was that of the French competitors, green (British Racing Green) distinguished the drivers from the United Kingdom, white (but also silver) was the color of Germany, red was that of Italy (with different shades for Alfa Romeo, Ferrari, and Maserati), white and red identified Switzerland, red and yellow Spain, orange was for the Netherlands, yellow and blue for Sweden, and so on for each national federation affiliated with the FIA (Fédération Internationale de l'Automobile).



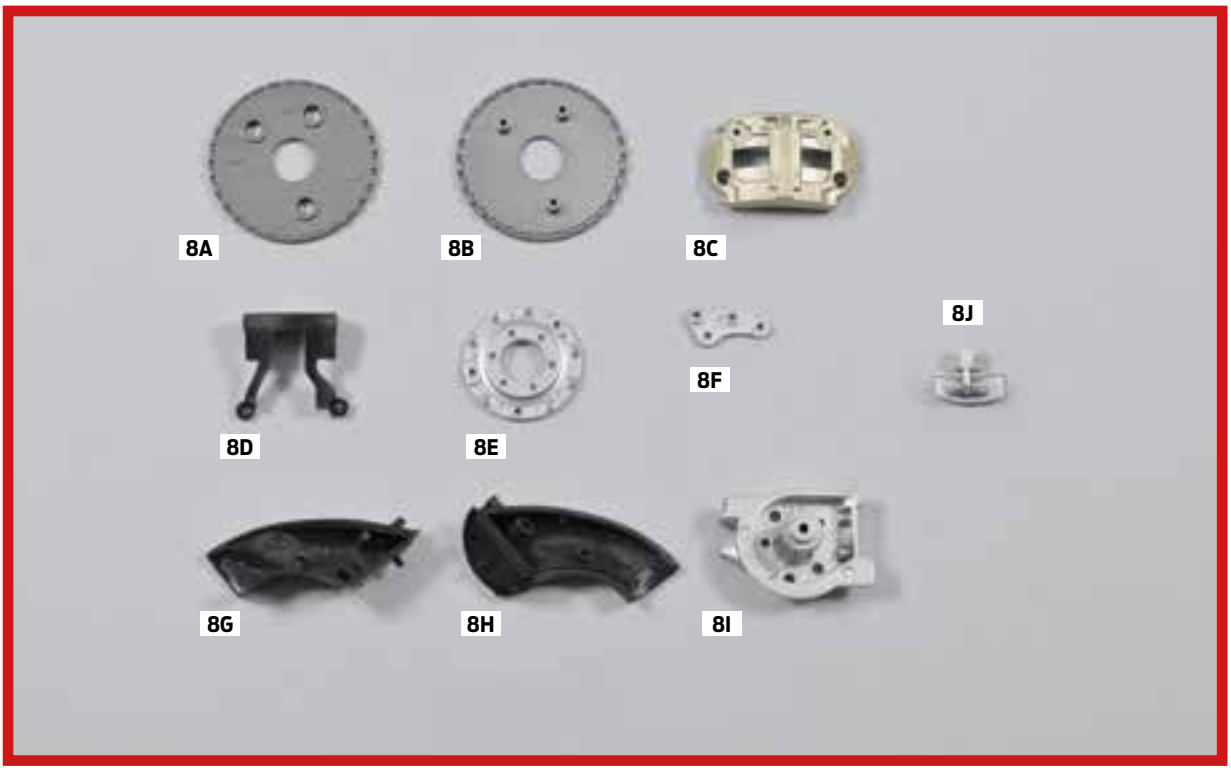
Roger Laurent's Ferrari 500 F2 in the Chimay paddock in 1953, alongside Marcel Masuy's Veritas. The Modena-built single-seater was equipped with "long" exhausts, a technical upgrade that distinguished it from the 1952 model, which featured "short" exhaust pipes.

manufacturer for the entire Benelux region (Belgium, the Netherlands, and Luxembourg).

The first Ferrari of Ecurie Francorchamps was a 166 F2, later replaced by a brand new and much more competitive 500 F2. With this car, the Belgian team's drivers took part in the 1952 World Championship, achieving some great results, including seventh place for Charles de Tornaco in Belgium and sixth place for Roger Laurent in Germany.

Ecurie Francorchamps's F1 activity continued in 1953, again with the Ferrari 500 F2. Swaters finished seventh in the German Grand Prix and won the prestigious non-World Championship Avusrennen race in Berlin. Laurent also distinguished himself in non-World Championship races, finishing seventh in the Grand Prix de Pau and taking a brilliant second place in front of his home crowd in the Grand Prix des Frontières in Chimay. A sad fate befell Charles de Tornaco, a young scion of the Belgian aristocracy – whose father Raymond was also a driver – who died at the age of just 26 on September 18, 1953, while testing for the Modena Grand Prix. Charles lost control of his Ferrari on the track and the car overturned. He sustained a serious head injury and died on the way to the hospital. ■

008 | FRONT RIGHT BRAKE



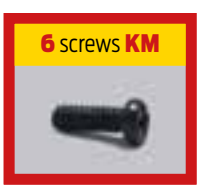
PARTS LIST

- **8A** Front right brake disc outer
- **8B** Front right brake disc inner
- **8C** Front right brake caliper
- **8D** Front right brake caliper support
- **8E** Front right brake bell
- **8F** Support bracket
- **8G** Brake cooling duct 1
- **8H** Brake cooling duct 2
- **8I** Right front wheel hub
- **8J** Brake and sensor lines connector

SCREWS*

- 6 **KM** screws 1.4 x 4 mm (+ 1 spare)
- 2 **CP** screws 2 x 4 mm (+ 1 spare)
- 3 **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.*

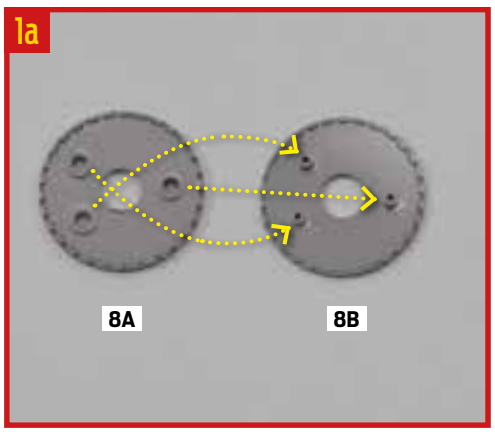




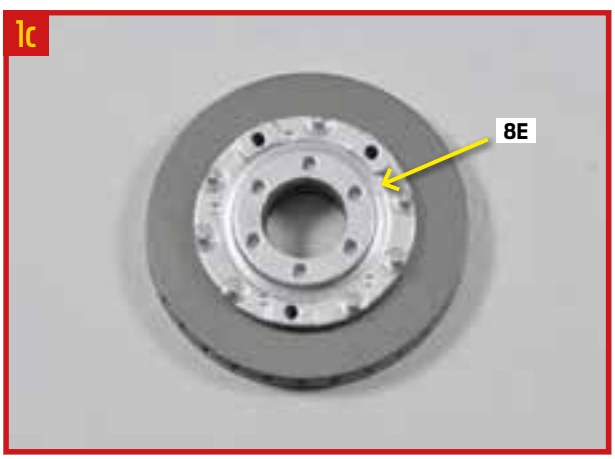


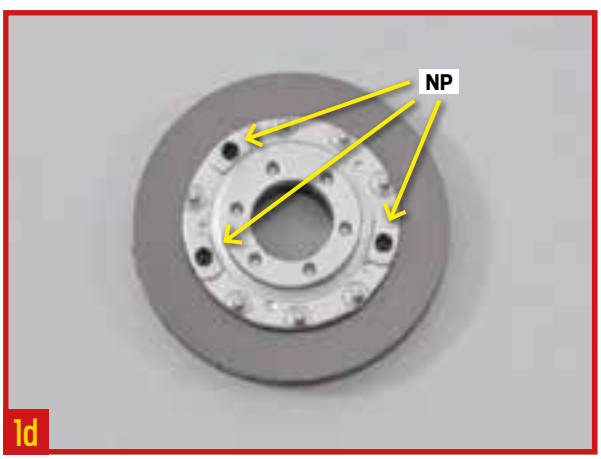


1 Take the two brake disc parts **8A** and **8B** (photo **1a**) and connect them together (photo **1b**). Then place the brake bell **8E** on the newly assembled disc, aligning the holes of the two components (photo **1c**). Secure the assembly with three **NP** screws (photo **1d**).

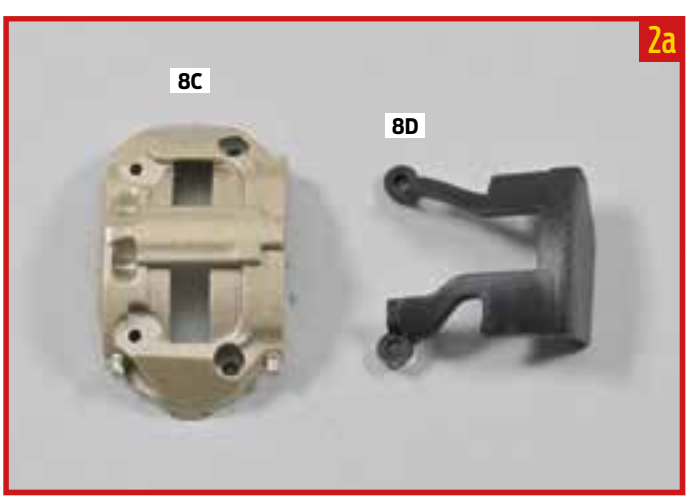




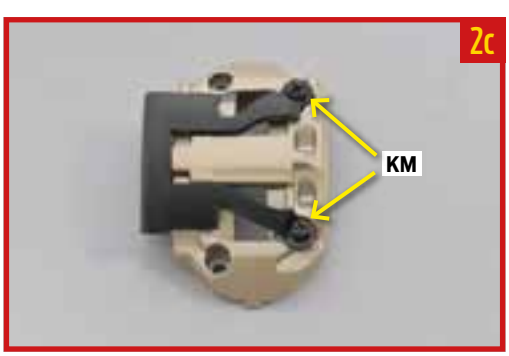




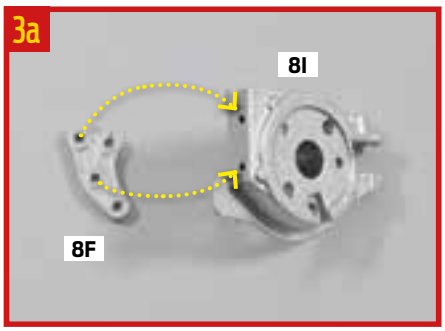
2 Take the brake caliper **8C** and the support **8D** (photo **2a**) and place the support on the caliper (photo **2b**). Secure the two pieces using two **KM** screws (photo **2c**).

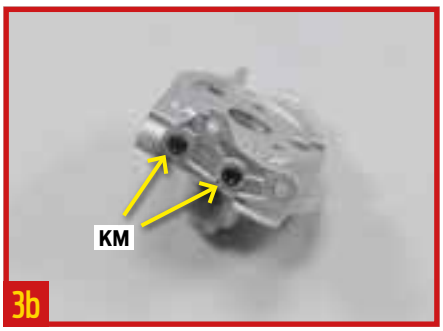




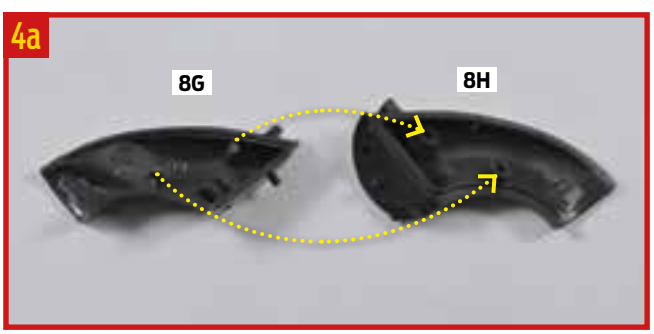


3 Take the wheel hub **8I** and the support bracket **8F** and align the holes of the two pieces (highlighted by the arrows in photo **3a**). Secure the components with two **KM** screws (photo **3b**).



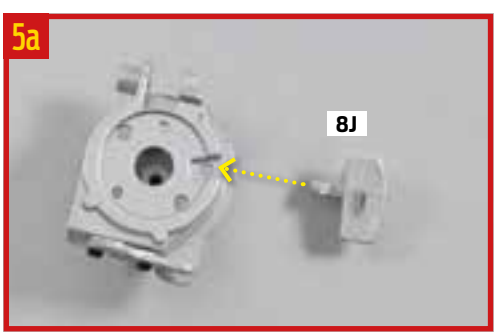


4 Place the two sections of the brake cooling duct **8G** and **8H** on the work surface (photo **4a**) and connect the two parts together (photo **4b**).



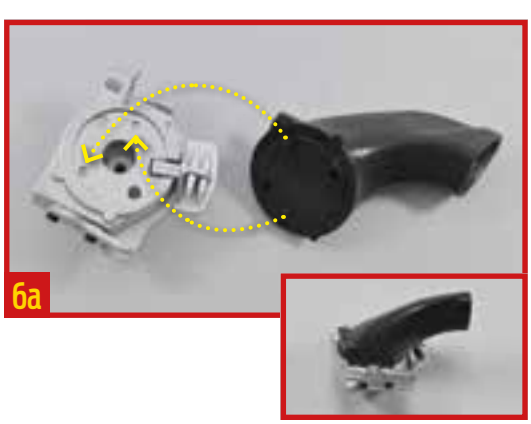


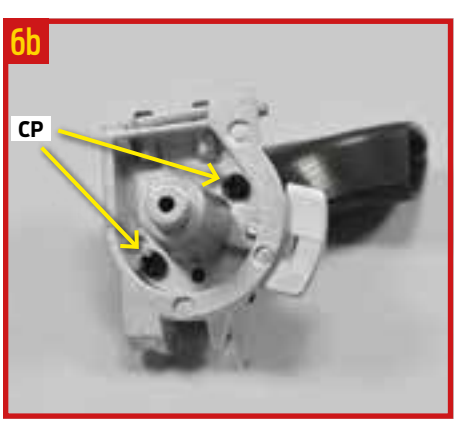
5 Retrieve the wheel hub **8I** (on which you mounted the bracket **8F** in step 3) and the connector **8J**. Photo **5a** shows the pivot and hole through which you will assemble the two pieces, as shown in photo **5b**.



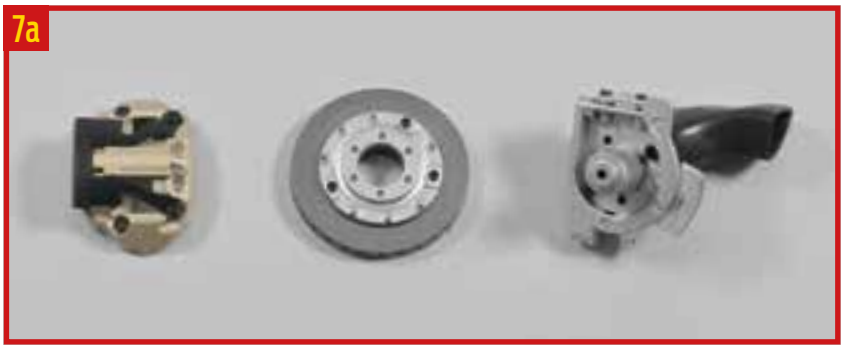


6 Retrieve the duct assembled in step 4. The circular-shaped end has two pivots that must be inserted into the corresponding holes in the hub **8I**, as indicated by the arrows in photo **6a** (also refer to the detail image). Secure the two components by inserting two **CP** screws (photo **6b**) in the hub.



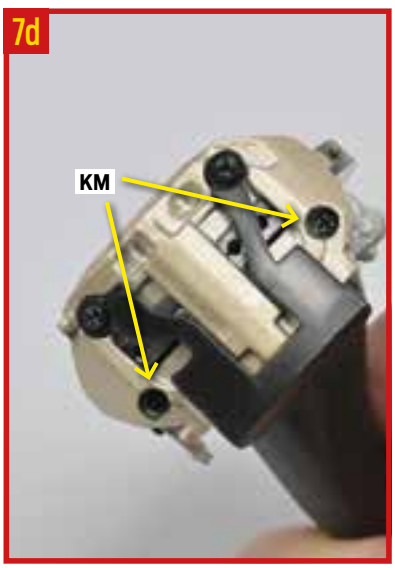


7 Place all the components you have assembled on the work surface: caliper, disc, and hub with duct (photo **7a**). Place the brake disc on top of the hub as shown in photo **7b**. Then take the caliper, position it as shown in photo **7c**, and, holding the pieces in place, secure it to the hub using two **KM** screws (photo **7d**).









FINAL RESULT



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