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 CONSTANT DEVELOPMENT



Ferrari's 2000 season could be divided into three phases. The first part of the championship was a triumphant debut, revealing the excellent form of the Scuderia, the car, and its lead driver, Michael Schumacher. During the middle phase, in the summer, the *Rossa* team suffered a general slump, with the car experiencing a temporary reliability crisis and Schumacher gradually losing confidence: in the five Grand Prix races between France and Belgium, the German only managed two second places, with Häkkinen recovering 22 points and overtaking

Schumacher during a test session at the Mugello circuit, the other track used by Ferrari for testing along with Fiorano.



Luca Badoer (pictured with Schumacher and Rubens Barrichello at the presentation of the F1-2000) made a valuable contribution to the development of the car.



WITH TWO TEST TRACKS AT ITS DISPOSAL, A CLOSE-KNIT TEAM, AND SCHUMACHER TESTING AT RACE PACE, FERRARI RESOLVED THE ISSUES THAT EMERGED DURING THE 2000 SEASON AND ARRIVED AT THE FINAL STRETCH IN PERFECT SHAPE TO WIN THE WORLD CHAMPIONSHIP.

him in the standings. The starts in particular proved to be a real Achilles' heel for Ferrari, with the German, especially when in pole position, forced to take some risky maneuvers to defend his position and drawing criticism from his colleagues.
In the third phase, which coincided with the final part of the World Championship, the F1-2000 fully regained its competitiveness, allowing Schumi to win the Drivers' Championship and the Scuderia to win the Constructors' Championship.

Testing at race pace

The exceptional recovery demonstrated by the Maranello team was mainly due to two factors: the cohesion of the team, made up of people who had known each other for years and were bound by a solid human as well as professional relationship; and Schumacher's skills as a test driver. This was combined with the availability of almost unique resources – a state-of-the-art wind tunnel and two test circuits, Mugello and Fiorano. Added to this was the valuable collaboration of Luca Badoer as official test driver.
But it was Schumacher himself who was the key to everything: tireless, always fast, and consistent in his performance, even when testing lasted a whole day. The results of the tests conducted with him were always comparable to race conditions, allowing the engineers to use the data analysis in the most effective



The Ferrari test team gathered on the Fiorano track with Schumacher, Barrichello, and Badoer for a classic "family photo."

way. Finally, the test team, led by engineer Luigi Mazzola, worked closely and in complete harmony with the team deployed at the Grand Prix races. All this, among other things, made Ferrari the official reference team for Bridgestone, which supplied the tires.

Three main objectives

The development of the Maranello single-seater during 2000 focused on three areas: reliability, which can always be improved; start performance, which needed to be more efficient; and tire wear, which the F1-2000 tended to suffer from more than the McLaren-Mercedes, at least until mid-season. During the summer months, the Prancing Horse team intensified testing to address the few but significant weaknesses of the F1-2000. This allowed Mika Häkkinen to regain his position as McLaren's number one driver ahead of Coulthard (who had outperformed him in the first half of the season) and set his sights on the "Kaiser." However, after intense work, Ferrari arrived at Monza ready for the final assault on the title, which proved successful with Schumacher's four victories in the last four races. ■



UNITED STATES 2000
FERRARI CONQUERS INDIANAPOLIS

Schumacher and Barrichello's Ferraris drive in front of the ecstatic Indianapolis crowd in a sort of "victory parade" after the team's one-two finish.

The relationship between Formula 1 and the United States is a controversial one, alternating between idyllic phases and periods of mutual indifference. In the debut season of the F1 World Championship in 1950, the seven races on the calendar included none other than the Indianapolis 500. The great American "classic" would award championship points until 1960, but with a few exceptions (such as Ferrari's trip in 1952), the participants would always be local drivers and teams.

The first real F1 United States Grand Prix was held in 1959 at Sebring. It was the last race of the World Championship and this time the protagonists of the season were present: Bruce McLaren won in a Cooper, while Jack Brabham, who finished fourth, won his first title. The following year, the race moved to Riverside, then to Watkins Glen in 1961, where it was held continuously until 1980. From 1976, the F1 World Championship also included the US West Grand Prix, held at the Long Beach circuit: the "Monte Carlo of California" remained on the calendar until 1983.

In the meantime, F1 races in the United States became less frequent, then came to a halt for a decade until 2000, when Bernie Ecclestone made a splash by managing to organize the US Grand Prix in Indianapolis. With the collaboration of the owners of the facility, the France family, a circuit was created inside



the legendary oval, using one of its corners and the starting straight. The direction of travel was clockwise, the opposite of the Indy 500. Ecclestone's move was a masterstroke for F1, which, with the Indianapolis race, went straight to the heart of American motorsport.

Red one-two

On September 24, in front of 250,000 spectators, 22 cars lined up at the start with Michael Schumacher once again in pole position ahead of one of his eternal rivals, David Coulthard. At the start, the German was caught out by the Scot's McLaren, but the latter's lead lasted only six laps, after which the "Kaiser" took the lead and remained there for the remaining 67 laps, thanks in part to a shrewd race strategy that saw him change from wet tires (it had rained in the morning) to dry tires at the last minute. Behind him, the battle for second place saw his teammate Barrichello prevail, who from lap 50 followed Schumi to the checkered flag. After the domination at Monza, this was another symphony in red, with the Maranello cars seeming to glide over the Indianapolis track. For McLaren-Mercedes, however, the trip to Indiana turned into a disaster, with Coulthard finishing only fifth and Häkkinen forced to retire with a smoking engine while in second place. Ferrari had conquered America and, above all, the top of both standings: Schumacher now had an eight-point lead over Häkkinen and Ferrari had ten points over McLaren. The prospects for the end of the championship were looking bright, or rather, red. ■

FINAL RANKING

1 - **M. Schumacher** Ferrari
2 - **R. Barrichello** Ferrari
3 - **H-H. Frentzen** Jordan-Mugen Honda
4 - **J. Villeneuve** BAR-Honda
5 - **D. Coulthard** McLaren-Mercedes
6 - **R. Zonta** BAR-Honda
7 - **E. Irvine** Jaguar-Ford
8 - **P. Diniz** Sauber-Petronas
9 - **N. Heidfeld** Prost-Peugeot
10 - **A. Wurz** Benetton-Playlife



With his triumph on the legendary Indiana circuit, Schumi returned to the top of the Drivers' Championship standings with only two races remaining in the 2000 season.

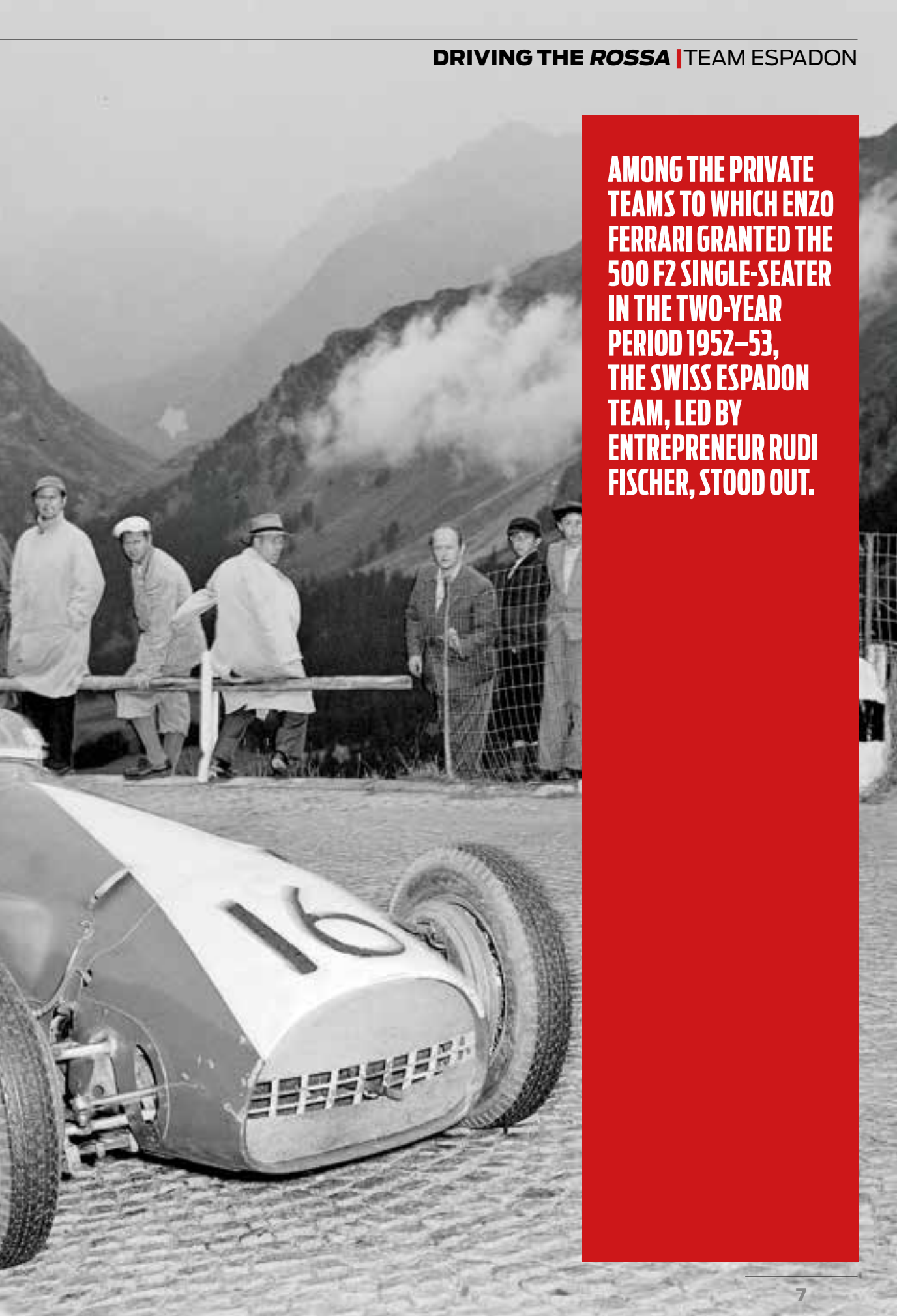
TEAM ESPADON
RUDI FISCHER'S SWISS FERRARI

Team Espadon was founded by Rudolf Fischer, an entrepreneur born in Germany but a Swiss citizen, who owned a restaurant and a business selling electrical equipment. After the end of World War II, Fischer bought a Simca Gordini, with which he made his debut in 1948 in the Geneva Grand Prix. Previously, his name had only appeared in the lists of participants in a few minor hill-climbs in Switzerland, France, and Italy.

In short, thanks to his modest talent as a driver and his positive results, Fischer became one of the driving forces behind the Swiss motor-racing scene and decided to set up a racing team involving some of his Swiss entrepreneur friends, none of whom



Fischer, the undisputed top driver for Scuderia Espadon in 1952, also used his 500 F2 single-seater in the major European hill-climbs. The relatively short wheelbase and power delivered by an optimal torque curve made the 500 F2 brilliant even in the mountains.



AMONG THE PRIVATE TEAMS TO WHICH ENZO FERRARI GRANTED THE 500 F2 SINGLE-SEATER IN THE TWO-YEAR PERIOD 1952–53, THE SWISS ESPADON TEAM, LED BY ENTREPRENEUR RUDI FISCHER, STOOD OUT.

were professional drivers: Max de Terra, Paul Glauser, Peter Hirt, Rudolf Schoeller, and Pierre Staechelin. The only professional driver to compete in a single race with the Swiss team was Hans Stuck, the German ace of the pre-war era. The name “Espadon” chosen for the team seems to derive from Fischer’s restaurant business, as the term refers to swordfish, which was a very popular dish in trendy restaurants at the time. Initially, the partnership decided to add the French term “Ecurie,” but then, when the team began to use Italian cars – mainly Ferraris – the Italianized name “Scuderia Espadon” became the norm.



A bird’s eye view of the starting grid at the 1952 German Grand Prix. Rudi Fischer’s 500 F2 – number 117, in the center of the grid – is recognizable by the white triangular decoration that runs from the grille to the cockpit.





The arrival of Ferrari

Espadon made its first appearance in the Formula 1 World Championship in 1950. Fischer was entered in the Swiss Grand Prix – although he did not take part in the race – with an SVA (Società Valdostana Automobili) with a Fiat engine, a handbuilt single-seater designed by Giovanni Savonuzzi. After racing with Osca and HWM, Fischer purchased a Ferrari 212 F1 in 1951, marking the beginning of the most intriguing chapter in the history of the Swiss outfit. In 1952, the team also had a modern and competitive Ferrari 500 F2 at its disposal, which was driven by Fischer, while Peter Hirt and Rudolf Schoeller took turns at the wheel of the "old" 212 F1. That season, Fischer made a name for himself by finishing on the podium twice – second in Switzerland and third in Germany – and winning two non-championship races, the

DURING THE 1952 F1 WORLD CHAMPIONSHIP, RUDI FISCHER MANAGED TO FINISH ON THE PODIUM TWICE – IN SWITZERLAND AND GERMANY – AND NURTURED THE DREAM OF BECOMING AN OFFICIAL FERRARI DRIVER. IN THE END HE DECIDED TO CONTINUE RUNNING HIS OWN TEAM.

Rudi Fischer with his Ferrari 500 F2 at Silverstone on May 10, 1952, during the International Trophy. The Swiss driver finished fourth.

KURT ADOLFF
A TYPICAL "GENTLEMAN DRIVER"



Kurt Adolff in the pit at the Nürburgring, assisted by Scuderia Espadon mechanics before the start the 1953 Eifelrennen race.

Born in Stuttgart in 1921, Kurt Adolff was a successful entrepreneur with a passion for motor racing, and therefore embodied the typical figure of the "gentleman driver" – a talented non-professional driver who enjoyed success throughout the 1950s. Adolff made a name for himself driving single-seaters, especially in hill-climbs and touring car races. In 1953, before competing in his only World Championship race at the Nürburgring, he put in a very positive performance – again on the Nordschleife – in May, when he finished fourth in the ADAC-Eifelrennen in the Espadon 500 F2. A wealthy textile industrialist, Adolff gradually reduced his competitive activities after 1953 until retiring due to pressing professional commitments. Thanks to his business interests in South America, he also held diplomatic positions. He died in 2012 at the age of 90.

In 1996, when Michael Schumacher moved to Ferrari, the press once again raised the issue of Adolff as the first German driver to have driven a Ferrari in a Formula 1 World Championship Grand Prix. In reality, he was preceded by Hans Stuck at Monza in 1952, but without qualifying; Adolff therefore holds the platonic record of being Schumacher's German "precursor" in the Scuderia del Cavallino.

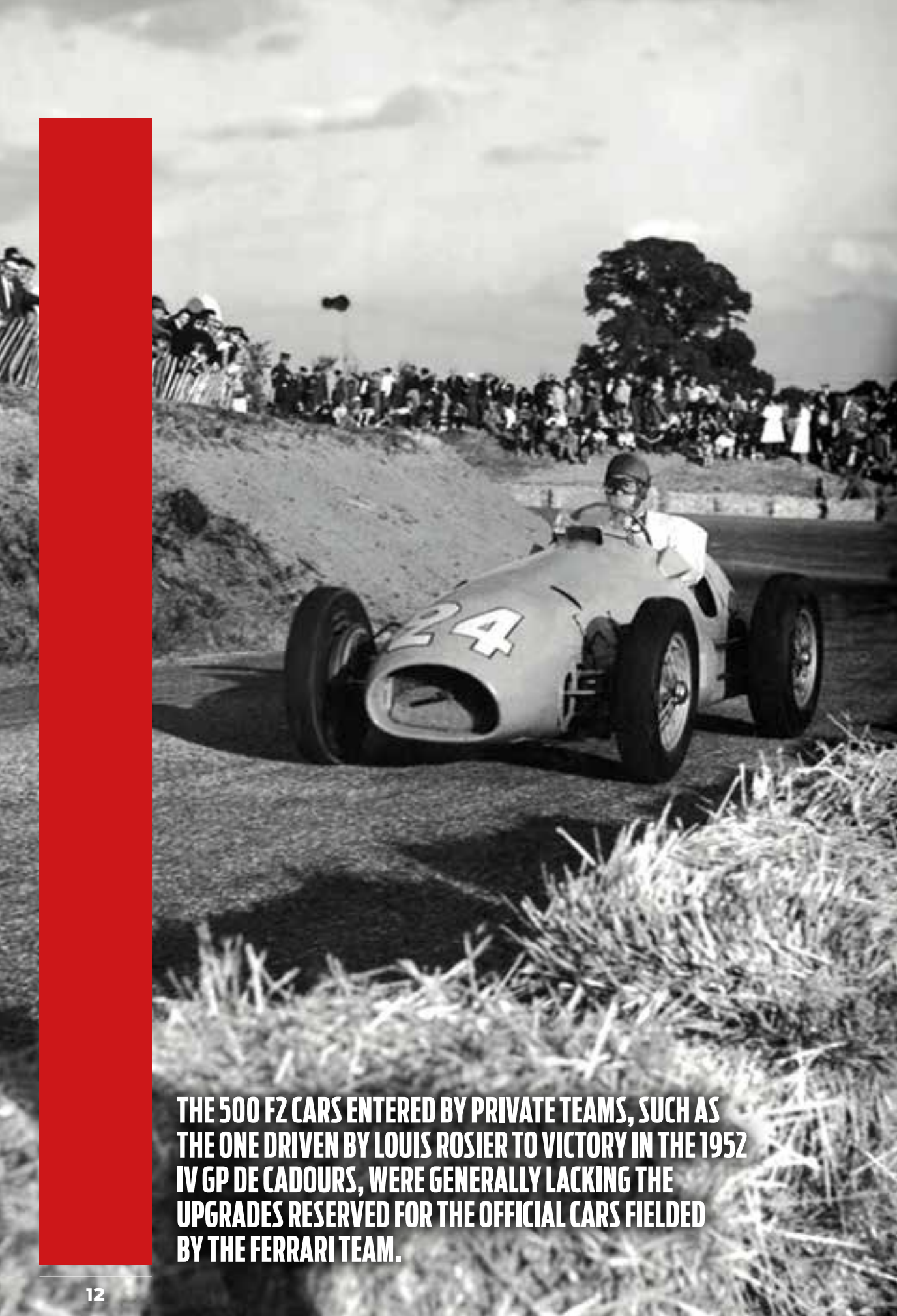
ADAC-Eifelrennen and the Avusrennen.
On the back of these encouraging results, Fischer began to entertain the dream of becoming an official Ferrari driver, but then – perhaps affected by the frequency of fatal accidents – he decided to retire from competitive racing, while continuing to manage the team.
In the 1953 F1 World Championship the red-and-white Ferraris were driven by Hirt, in the Swiss Grand Prix (driving the 500 F2 "inherited" from Fischer), Max de Terra, again at Bremgarten (with the 212 F1 fitted with a 166 engine), and the German Kurt Adolff in the German Grand Prix (again with the modified 212).

The private 500 F2s

In addition to Rudi Fischer and his Espadon, the most important privateers who purchased Ferrari's 500 F2s starting in 1952 were Frenchman Louis Rosier, owner of the eponymous team, and Belgian Jacques Swaters, founder of Ecurie Francorchamps. British drivers Roy Salvadori and Reg Parnell also used a 500 F2: the former in the 1952 British Grand Prix under the name of his Italian mechanic Jimmy Caprara for tax reasons; the latter also in Britain in 1955,

Fischer's 500 F2, but with Peter Hirt at the wheel, in the Silverstone paddock for the 1952 International Trophy. The car already featured the long exhaust pipes that would also appear on the official cars from 1953.





THE 500 F2 CARS ENTERED BY PRIVATE TEAMS, SUCH AS THE ONE DRIVEN BY LOUIS ROSIER TO VICTORY IN THE 1952 IV GP DE CADOURS, WERE GENERALLY LACKING THE UPGRADES RESERVED FOR THE OFFICIAL CARS FIELDED BY THE FERRARI TEAM.



On the left, Englebert tires instead of Pirelli for the Scuderia Espadon 500 F2 at the Eifel in 1952. Note the "four-in-one" exhaust pipe, different from the "four-in-two" adopted on the official team's 500 F2s in 1953.



A 1953 version of the Ferrari 500 F2, with long exhaust pipes, being assembled at the Maranello factory. The bodywork, not yet painted, was made of aluminum sheets hand-shaped by expert Modena panel beaters.

when the car had already been upgraded with a 625 engine and entered, for the same reasons of convenience, by the Scuderia Ambrosiana of Milan. Those belonging to private teams were "standard" examples of the 500 F2, almost always lacking the latest updates. In fact, it was on the car sold to Espadon in 1952 that the long exhaust pipes appeared, well before the official examples that were only adopted definitively in 1953. The engines were overhauled in Maranello on request, but for logistical and cost reasons, the owners of private teams almost always turned to trusted specialists. ■

LOUIS ROSIER AND THE PRINCIPE

Born in 1905 in Chapdes-Beaufort, a small town in the Puy de Dôme department of France, Louis Rosier began his racing career before the outbreak of World War II. In 1950, he made headlines with his victory in the 24 Hours of Le Mans: at the wheel of a Talbot Lago and paired with his son Jean-Louis, he drove for about 23 hours, leaving the cockpit only for two short stints. Founder of Ecurie Rosier, he was a pioneer among private drivers. In Formula 1, he competed in 38 World Championship races between 1950 and 1956, driving for Talbot, Ferrari, and Maserati. In 1952, despite modest results in the F1 World Championship, Rosier managed to win the Albi Grand Prix (in a 375 F1) and the Circuit de Cadours (in a 500 F2) in his blue-liveried Ferraris. The scenario was repeated in 1953, with Rosier failing to score any World Championship points but triumphing at Albi (again with a 375 F1) and at the Grand Prix des Sables d'Olonne (with the 500 F2). Rosier lost his life in 1956 while competing in the Coupe du Salon at the Montlhéry circuit in Paris.



Louis Rosier celebrates at the end of the 1952 Albi Grand Prix, which the French driver won driving a 375 F1.

009 | REAR LEFT BRAKE



PARTS LIST

- **9A** Brake disc cooling plate
- **9B** Rear left brake caliper support
- **9C** Brake disc cooling counterplate
- **9D** Rear left wheel hub
- **9E** Wheel hub support bracket
- **9F** Rear left brake caliper
- **9G** Wheel hub flange
- **9H** Rear left brake disc outer
- **9I** Rear left brake disc inner
- **9J** Rear left brake bell

SCREWS*

- 5 **KM** screws 1.4 x 4 mm (+ 1 spare)
- 3 **KP** screws 1.4 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.*



5 screws **KM**



3 screws **KP**

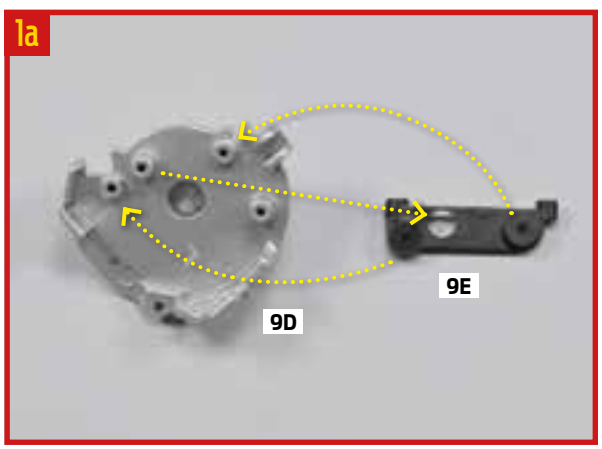


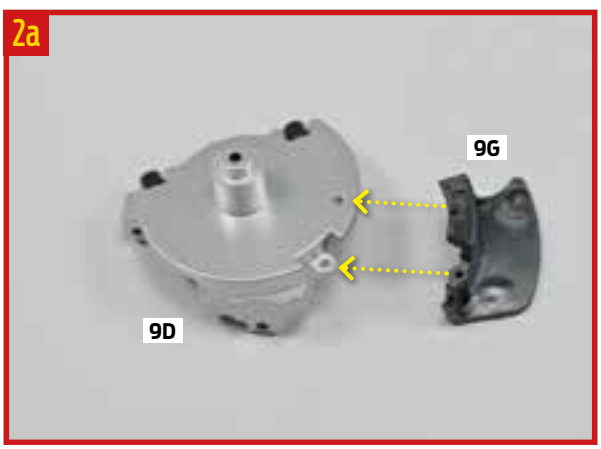
3 screws **NP**

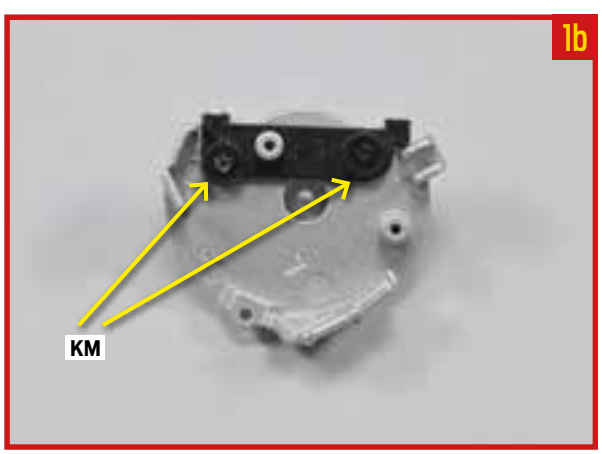


1 Take the hub **9D** and the support bracket **9E** and place them on the work surface as shown in photo **1a**; the arrows indicate the connecting points between the two pieces. Place the bracket over the hub and secure the two parts with two **KM** screws (photo **1b**).

2 Turn the hub **9D** upside down and retrieve the flange **9G**; in photo **2a**, the arrows indicate the connecting points for the pieces and the two holes that will be aligned after inserting the flange onto the hub. Connect the two parts with a **KP** screw (photo **2b**).







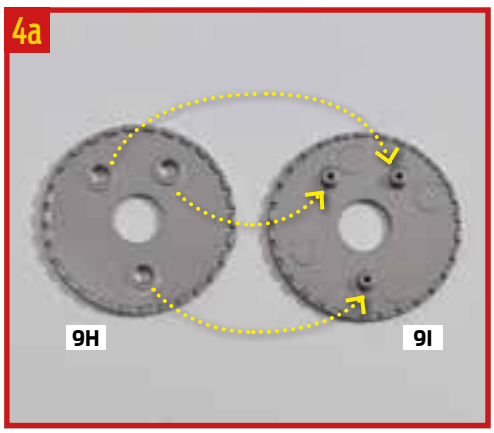


3 Now place the caliper **9F** and its support **9B** on the work surface, positioning the support on the caliper as shown by the arrows in photo **3a**. Then connect the two parts by inserting a **KM** screw into the highlighted hole (photo **3b**).

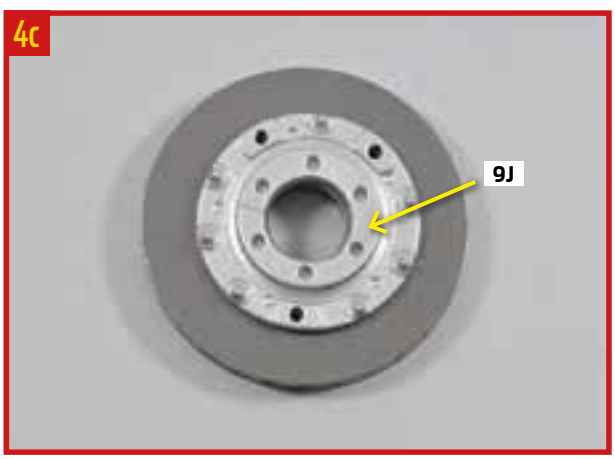


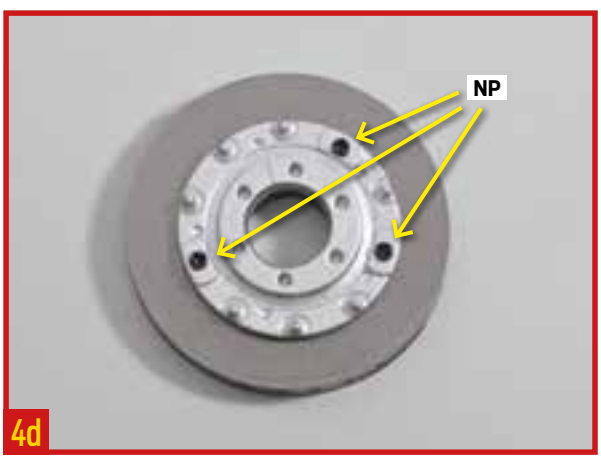


4 Take the two brake disc parts **9H** and **9I** and connect the pivots and holes as shown by the arrows in photo **4a** to create a single disc assembly (photo **4b**). Then place the brake bell **9J** on the assembly, aligning the holes in the two components (photo **4c**), and securing it with three **NP** screws (photo **4d**).







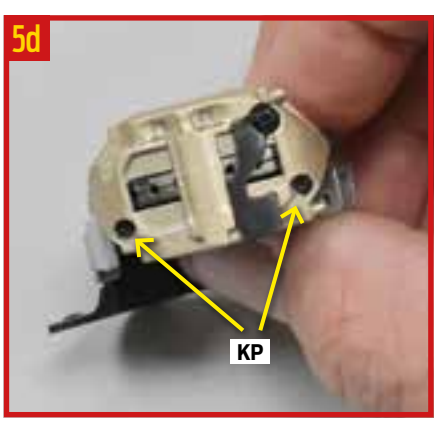


5 Place all the assembled components on the work surface: caliper, disc, and hub (photo **5a**). Place the brake disc on top of the hub (photo **5b**). Then take the caliper, position it as shown in photo **5c** and, holding the parts in place, secure it to the hub using two **KP** screws (photo **5d**).

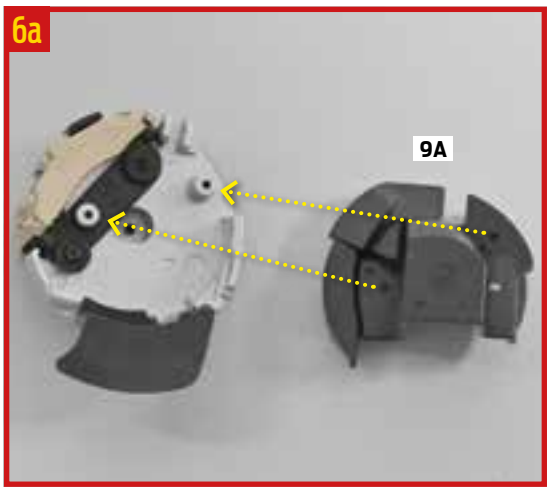


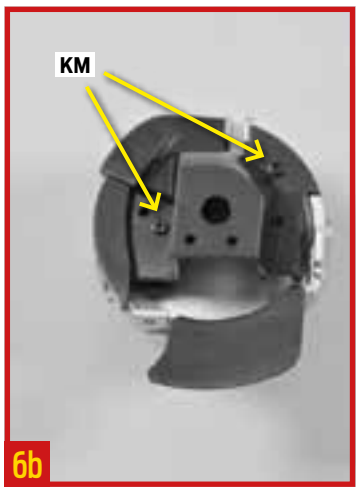




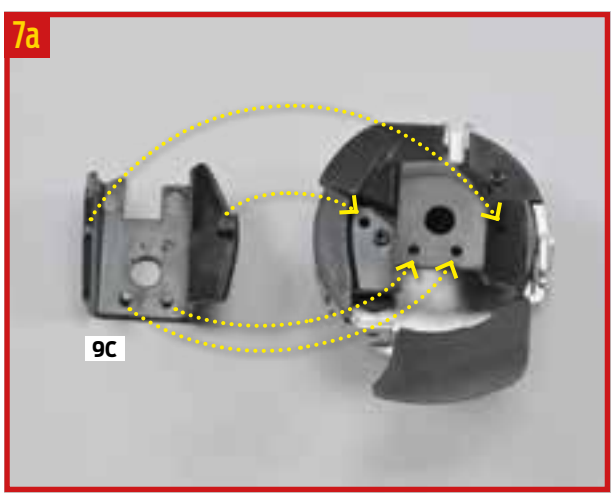


6 Take the cooling plate **9A** and place it next to the piece assembled in step 5. Photo **6a** shows the holes in the plate and hub that you need to align when placing piece **9A** in its seat. Secure the two components by inserting two **KM** screws into the highlighted holes (photo **6b**).





7 Finally, take the cooling counterplate **9C**. Photo **7a** shows the four pivots on part **9C** and the corresponding holes in the cooling plate **9A**, which will be used to connect the two components, as shown in photo **7b**.





FINAL RESULT

