FERRARI F1-2000
MICHAEL SCHUMACHER

THE FORMULA I WORLD CHAMPION IN 2000

12

2223FSC012



FANHOME

2223FSC012_OF_FERRARI_12_ENG.indd 1 26/11/25 13:21

FERRARI F1-2000
MICHAEL SCHUMACHER

ENGLISH LANGUAGE ADAPTATION

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane,
London EC4V 5EQ

USA Published by De Agostini Publishing USA, Inc.
299 Park Avenue, New York,
New York 10171

ISSN 2977-8751

ORIGINAL EDITION
"Ferrari F1-2000 Michael Schumacher"
Text: Francesco Pelizzari, Giuseppe Valerio, Giuseppe Messina
Photos: Ferrari S.p.A., Getty Images
© 2025 Centauria Editore S.r.l.
© 2026 DeAgostini Publishing S.p.A.
All rights reserved.

Printed in Italy

Produced under license of Ferrari S.p.A. The name FERRARI, the PRANCING HORSE device, all associated logos and distinctive designs, including the design of the Ferrari cars, are property of Ferrari S.p.A.

Michael Schumacher
Produced under license to MBA-SPORT

MORE INFORMATION AT
deagostini.com

CUSTOMER SERVICES
UNITED KINGDOM
E-mail: support@uk.fanhome.com
USA
E-mail: support@usa.fanhome.com

The price of this issue includes the magazine and the attached assembly parts.

TO OUR READERS
The Publisher reserves the right to modify the price of the issues in the event of significant increase in sourcing and production costs, transport costs, postage rates and tax inflation increases. The Publisher reserves the right to modify the order of the issues of the collection and/or the enclosed components. Shapes and colours may vary from those depicted. Not suitable for children under the age of 14 (12 for USA). This product is not a toy and is not designed or intended for use in play. The collection is planned for 110 issues.

WARNING
Any reproduction, even partial, of the contents of the magazineis prohibited without permission from the Publisher. The parts and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 - 5 1º of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 - 5 2º of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purpose.

FANHOME



SCHUMI AND FERRARI LOVE AT FIRST SIGHT

Towards the end of 1995, Michael Schumacher got behind the wheel of a Ferrari for the first time during a test session in Portugal: the 412 T2. The German driver revolutionized the car's setup and the Maranello engineers were immediately impressed by his skills.

2223FSC012_OF_FERRARI_12_ENG.indd 3 26/11/25 13:21



Schumacher and Eddie Irvine at Maranello in 1995 with Jean Todt, during the presentation of the two drivers.

In 1995, Schumacher became Formula 1 World Champion for the second time in a row, driving for Benetton.
During the celebrations, the German driver was still wearing the blue suit of Briatore's team, but in Maranello they had already prepared the red one with the Prancing Horse: Schumi had signed with Ferrari for the 1996 season, determined to help return the team to the top. Luca di Montezemolo and Jean Todt wanted to revive the Scuderia's glory days in the top flight and could count on the support of Fiat and Gianni Agnelli in particular. He had always been sensitive to great sporting talent, and Ferrari was particularly dear to him, so he willingly agreed to a generous contract to further entice the German champion. Schumacher, for his part, was so attracted to Ferrari that he had chosen to leave a winning car like Benetton – and not to give in to the advances of Williams, the strongest team at that moment – to embark on an adventure that felt like a gamble, with the inevitable risks that this entailed.
After all, Maranello needed a fixed reference point on which to base its new program, and in this respect Schumi was a guarantee, because he always managed to get the best out of the cars he drove.

What an engine!

Ferrari was coming off a respectable year: a victory for Jean Alesi in Canada and several podium finishes for the Frenchman and Gerhard Berger secured third place for the Scuderia in the Constructors' Championship. The 412 T2 had a great engine – a 3-liter unit with about 700 horsepower – and at the start of the 1995 World

2223FSC012_OF_FERRARI_12_ENG.indd 4 26/11/25 13:21

Championship it seemed to be off to a good start. But after some excellent performances in qualifying, it failed to live up to expectations.

Alesi and Berger complained about the power delivery of the V12 engine, which they said lacked torque at medium-low revs, forcing them to drive in a jerky manner that put the suspension under severe strain.

On November 21, 1995, test drives were scheduled on the Estoril circuit in Portugal: Schumacher was at the wheel of the 412 T2, his first outing in a Ferrari. In the early laps, the German struggled a bit, slower than Alesi and Berger had been in the last Portuguese Grand Prix. Schumi stopped and had the setup changed to his liking: lots of downforce at the front, with stiff suspension and a "light" rear. With these changes, Michael lowered his time by more than three seconds in just a few laps, matching the times of the former Ferrari drivers.

He had already found the key to the puzzle. When he got out of the car, he exclaimed to the Maranello technicians: "How did you not win the World Championship with an engine like this?!"

Like a kart

Meanwhile, Alesi and Berger, both now at Benetton, inherited Schumacher's car settings and found themselves in trouble, crashing three times in a couple of days. They weren't used to such a twitchy rear end that was favored by a former kart driver like the German: he knew that this made the car quicker through corners.

Everyone at Ferrari was impressed by the technical skills and professionalism of the newcomer, who immediately earned the respect of the team of mechanics.

Enthusiastic about the qualities of the V12, Schumi had to make the best of a bad situation, because the car he would race in 1996 would be equipped with a V10. However, it was an excellent engine – in keeping with Maranello tradition – and in some ways even better than the V12 it replaced.

As for the new car, the F310, it proved competitive enough to win three Grand Prix races, all with Schumacher at the wheel. ■

SCHUMACHER'S FIRST EXPERIENCE AT THE WHEEL OF A PRANCING HORSE CAR IMMEDIATELY REVEALED THE GERMAN DRIVER'S EXTREME PROFESSIONALISM AND HIS GREAT SKILLS IN SETTING UP THE CAR.



2223FSC012_OF_FERRARI_12_ENG.indd 5 26/11/25 13:21



Schumacher talks to Jean Todt and the Ferrari technicians before the race.

AUSTRALIA 1996
A HARD START

There was great anticipation in Melbourne and in front of screens around the world on March 10, 1996, for the first Grand Prix of the new Formula 1 World Championship season, which was held on the Australian circuit.

Much of the excitement was due to the fact that Michael Schumacher would be seen driving for Ferrari for the first time. Finally, fans could see with their own eyes that the reigning champion had left the winning Benetton team for a Ferrari team that was determined to return to the top.

Schumacher's debut with Ferrari in the F1 World Championship was not the only reason for the great anticipation, because the team considered by all to be the strongest at that moment, Williams, would feature the debut of its Canadian star of American racing, who bore a renowned surname: Jacques Villeneuve. It all contributed to making the

2223FSC012_OF_FERRARI_12_ENG.indd 6 26/11/25 13:21

Australian Grand Prix an event of global significance.

The F310 was fast

The stands of the Albert Park street circuit – which was also making its F1 debut – were overflowing with crowds, who had arrived with their usual passion but were especially excited by the two big news items. And the surprises were not long in coming, with Villeneuve immediately proving to be very fast and fearless: the son of the unforgettable Gilles took pole position, more than a tenth of a second faster than his teammate Damon Hill. The new Ferrari F310, fresh from a winter testing program plagued by bad weather, proved to be fast enough to monopolize the second row, with another surprise: Eddie Irvine was slightly faster than his teammate Schumacher. The Maranello car still appeared to be the only one capable of worrying the Williams cars.

Reliability issues

The first part of the Australian race confirmed the qualifying results: at the start, Villeneuve took the lead while Schumacher, in third position after overtaking Irvine, seemed to be keeping pace with the Williams cars quite easily. After the first pit stop, however, the German began to experience brake problems that forced him to retire: his disappointment was massive, as was his desire for revenge. Meanwhile, the Canadian authoritatively maintained his lead, although Hill broke the deadlock and increased his pace. However, Villeneuve also ran into trouble: his engine lost oil and, in order to reach the finish line, he had to give up first place to Hill, who held on to it until the end.

Ferrari consoled itself with third place on the podium with Irvine; of course, with Schumacher on the track, they could have hoped for at least second place. At the end of the first race of the season, the Scuderia was aware that it still had a lot of work to do, but also that it had a better technical base than perhaps expected. ■

FINAL RANKING

1 - **D. Hill**
Williams-Renault

2 - **J. Villeneuve**
Williams-Renault

3 - **E. Irvine**
Ferrari

4 - **G. Berger**
Benetton-Renault

5 - **M. Häkkinen**
McLaren-Mercedes

6 - **M. Salo**
Tyrrel-Yamaha

7 - **O. Panis**
Ligier-Mugen Honda

8 - **H-H. Frentzen**
Sauber-Ford

9 - **R. Rosset**
Footwork-Hart

10 - **P. Diniz**
Ligier-Mugen Honda



Schumacher's withdrawal in Australia was offset by a great performance from Irvine, who finished the race in third place.

2223FSC012_OF_FERRARI_12_ENG.indd 7 26/11/25 13:22



Mike Hawthorn driving the 553 F1 during the 1954 Spanish Grand Prix, which saw him victorious at the finish line.

1954 F1 WORLD CHAMPIONSHIP

ONE SEASON, TWO CARS



The 553 F1s of González and Hawthorn in the pits at Reims, just before the race. On the right is the Argentinian driver (wearing a yellow helmet), talking to Aurelio Lampredi, the car's designer.

After reserving the F1 World Championship for F2 single-seaters for two years, the FIA decided to allow cars powered by naturally aspirated engines with a maximum displacement of 2,500 cc to compete in the top flight for the 1954 season. Ferrari, fresh from its dominance in 1952–53 with Alberto Ascari's 500 F2, knew it was facing a particularly challenging year. Ascari, together with his friend Luigi Villoresi, had left Maranello for Lancia. The competition looked fierce: Mercedes announced its return in style with a cutting-edge single-seater (the W196, with a streamlined body and in-line 6-cylinder engine), and Maserati (with the 250 F powered by an in-line 6-cylinder engine)

THE 1954 FORMULA 1 REGULATIONS REQUIRED THE USE OF CARS WITH 2.5-LITER ENGINES. FERRARI FIELDED TWO SINGLE-SEATERS, THE 553 F1 AND THE 625 F1, WHICH SECURED A ONE-TWO.

2223FSC012_OF_FERRARI_12_ENG.indd 9 26/11/25 13:22

and Lancia (with the D50 equipped with a V8 engine designed by Vittorio Jano) had also prepared cars that looked very competitive. The Maranello-based manufacturer therefore decided to explore several avenues and developed two single-seaters: the 553 F1, derived from the 553 F2 that had made its debut at Monza the previous year; and the 625 F1. The 553 F1 immediately proved difficult to set up and was not always reliable, unlike the 625 F1, which the drivers considered better balanced and easier to drive.

In pursuit of Mercedes

Given the delay in the development of the new W196, Juan Manuel Fangio, Mercedes's official driver, was allowed by the German manufacturer to choose the Maserati 6-cylinder to compete in the first two races of the championship, in Argentina and Belgium, winning both.

In Buenos Aires, Ferrari brought four 625 F1s – for Guiseppe Farina, José Froilán González, Mike Hawthorn, and Umberto Maglioli – plus two more cars loaned to Ecurie Rosier, driven by the owner himself and Maurice



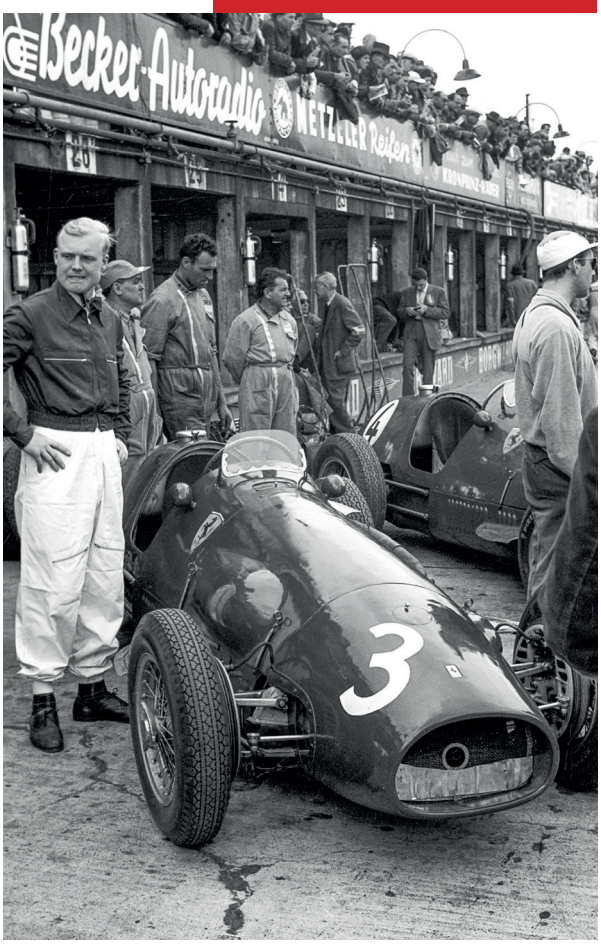
The start of the 1954 British Grand Prix. The single-seaters lined up on the front row are, from left, Fangio's Mercedes (in pole position) and the Ferraris of González (race winner) and Hawthorn.

2223FSC012_OF_FERRARI_12_ENG.indd 10 26/11/25 13:22

Trintignant. The results were encouraging: Farina and González took second and third places on the podium (after leading the race for a long time). In Belgium, Trintignant, this time driving an official 625 F1, drove well for Ferrari, taking second place. Ferrari sent two 625 F1s and two 553 F1s to Spa, and the same approach was taken in the next race, the French Grand Prix. It was in Reims that the Mercedes W196 made its debut, its futuristic aerodynamic bodywork suddenly making the other single-seaters look obsolete.

The Stuttgart-based manufacturer recorded a one-two finish with Juan Manuel Fangio and Karl Kling, while Robert Manzon saved Ferrari's honor by finishing third in the Ecurie Rosier 625 F1. However, the Prancing Horse team immediately took its revenge by triumphing at Silverstone with the 625 F1s of González and Hawthorn, who finished first and second respectively.
The final part of the World Championship, however, belonged to Mercedes and Fangio, who won in Germany, Switzerland, and Italy to take the world title. Although





Mike Hawthorn next to his Ferrari 625 F1 in the pits at the Nürburgring. The British driver was forced to retire from the race but immediately got into his teammate González's car, which he drove to second place behind Fangio's Mercedes.

2223FSC012_OF_FERRARI_12_ENG.indd 11 26/11/25 13:22



The voluminous tail of the 553 F1 (pictured is González's car on the grid at Spa-Francorchamps, Belgium) was due to the presence of an additional fuel tank, which was not included on the original 553 F2 of 1953.

struggling against Mercedes's "Silver Arrows," the 625 F1 secured several podium finishes: second at the Nürburgring (with González and Hawthorn tied) and at Bremgarten (with the Argentinian), second and third at Monza (with Hawthorn followed by Maglioli paired with González). The last race of the year, the Spanish Grand Prix, also brought a moment of glory for the 553 F1, which won with Mike Hawthorn.

The 553 F1 and the 625 F1

The elegant 553 F2 single-seater, which made its debut at Monza in 1953, underwent numerous important modifications by its designer, Aurelio Lampredi, during the winter break in preparation for the 1954 championship: thus the 553 F1 was born. One of the most significant changes concerned the engine, which underwent a major overhaul due to a change in technical regulations that required the abandonment of 2-liter engines in favor of new, larger 2.5-liter units. The 4-cylinder in-line architecture remained unchanged, but the bore and stroke were increased – the former to 3.93 in (100 mm) and the latter to 3.13 in

2223FSC012_OF_FERRARI_12_ENG.indd 12 26/11/25 13:22

(79.5 mm) – thus accentuating the super-square configuration (with a bore-to-stroke ratio greater than 1); power output reached 260 hp at 7,200 rpm.
More visible was the other innovation compared to the 553 F2, namely the addition of an extra fuel tank located at the rear, which complemented the two tanks positioned along the sides. However, with the rear end once again bulky, the car suffered a loss of aerodynamic efficiency (as well as losing the refined elegance of the 553 F2).
During the 1954 season, despite disappointing performances, few changes were made to the 553 F1, limited to the adoption of front shock absorbers with coil springs and anti-roll bar (replacing the original leaf springs) only in the final Spanish Grand Prix. The 625 F1, also designed by Aurelio Lampredi, was the direct successor to the 500 F2 World Champion in 1952–53.
The 500 F2 was powered by a 2-liter in-line 4-cylinder engine; the 625 F1 retained the same architecture and design of the engine, but displacement was increased to 2.5 liters. The chassis, with its side- and cross-member structure, and the lines of the bodywork were almost identical, except for a few minor changes such as the slightly flatter nose and the rear suspension mountings, which were faired for aerodynamic reasons.
Lampredi had been working on the 2-liter engine and its 2.5-liter derivative since 1951. The FIA had announced well in advance the technical regulations for the 1952–53 period (Formula 2 cars powered by engines with a maximum displacement of 2 liters) and those in force



The engine of the 625 F1 underwent several modifications. In 1954, it adopted some parts from the 553 F1, and was later built on the base of the 735 Sport. Its power, originally 210 hp, reached 235 hp in 1955.

2223FSC012_OF_FERRARI_12_ENG.indd 13 26/11/25 13:22



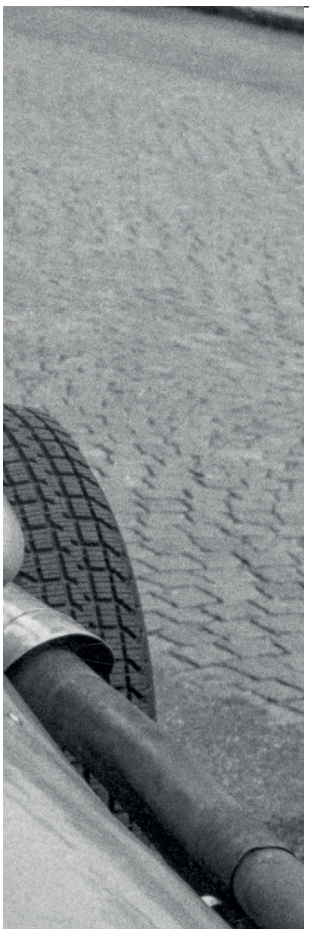
Jacques Swaters (above), together with Louis Rosier and Robert Manzon, used a model built with the chassis and bodywork of the 500 F2 and the engine of the 625 F1 on several occasions. These hybrids were never given an official name and are now remembered as the 500/625 F1.

from 1954 (Formula 1 single-seaters, naturally aspirated 2.5-liter engines or supercharged 750 cc engines), which would remain in force until 1960. Used in 1954 and 1955, the 625 F1 – along with all in-line 4-cylinder engines – would be definitively abandoned after the advent of the V8s derived from the original Lancia units designed by Vittorio Jano.

Private teams

As in the previous two years, in 1954 Ferrari supplied cars to a number of private teams, such as Ambrosiana, Filipinetti, Scuderia Francorchamps, and Ecurie Rosier. As for the Belgian team Francorchamps, owner and lead driver Jacques Swaters had a brand-new 625 engine installed in the 500 F2 single-seater already available to the team. Frenchman Louis Rosier, owner of his eponymous team, did the same on the chassis of a 500 F2 he owned, but at the same time also purchased a new 625 F1, which he made available to his top driver, Robert Manzon. However, in the opening race of the 1954 championship, the Argentine Grand Prix, Rosier's 625 F1 was entrusted to Maurice Trintignant, an official Ferrari driver who was here driving for the French team, who finished the race in fourth place. During the same South American tour, Trintignant, again with the 625 F1 painted in French blue, won the Grand Prix

2223FSC012_OF_FERRARI_12_ENG.indd 14 26/11/25 13:22



Manzon's only appearance as an official Ferrari driver was in the 1954 Swiss Grand Prix. Robert was given a 553 F1, but the Frenchman did not take part in the race due to an accident during practice.

of Buenos Aires (a non-World Championship race). Ecurie Rosier did not show up in Belgium, but reappeared in the following French Grand Prix and continued the season with the same lineup: Rosier in the 500/625 and Manzon in the 625 F1. The latter achieved a brilliant podium finish with third place at Reims and was also hired by Scuderia Ferrari to compete as an official driver in the 24 Hours of Le Mans. In the last two races of the season, in Italy and Spain, while Manzon continued with the 625 F1 Blue, Rosier drove a Maserati: these were the first signs of his team's move from the Prancing Horse outfit to Maserati, which happened in 1955. ■

ROBERT MANZON
THE DEAN OF F1



Born in Marseille in 1917, Robert Manzon spent almost his entire sporting career driving for Amedeo Gordini. It was with a single-seater from his French team that Manzon achieved his first World Championship podium in Formula 1, finishing third in the Belgian Grand Prix in 1952.

He moved to Ferrari in 1954, alternating between the Scuderia and Ecurie Rosier, and occasionally also driving for Lancia. As an official Ferrari driver, he was entered in only one Formula 1 race, the 1954 Swiss Grand Prix (but did not manage to take part in the race), while in endurance racing he competed at Le Mans, Imola, Monza, and Reims in 1954 and in the Targa Florio in 1955, where he finished third alongside Eugenio Castellotti. Long-time dean of the association of former Formula 1 drivers, Manzon died in January 2015 at the venerable age of 97.

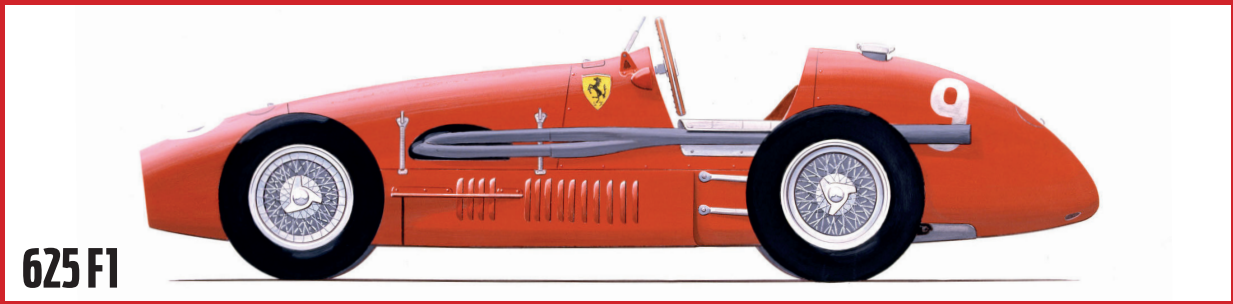
2223FSC012_OF_FERRARI_12_ENG.indd 15 26/11/25 13:22

FERRARI 553 F1 / 625 F1 COMPARISON



553 F1

Engine front, longitudinal, 4 cylinders in-line	**Displacement** 2,497.56 cc	**Bore x stroke** 3.94 × 2.93 in (100 × 74.5 mm)	**Compression ratio** 13:1	**Maximum power** 260 hp at 7,200 rpm
Chassis tubular steel	**Front suspension** independent, transverse quadrilaterals, lower transverse leaf spring, Houdaille hydraulic shock absorbers, stabilizer bar	**Rear suspension** De Dion axle, double wishbones, lower transverse leaf spring, Houdaille hydraulic shock absorbers	**Gearbox** 4 speeds + reverse	**Weight** 1,301 lb (590 kg) (with water and oil)

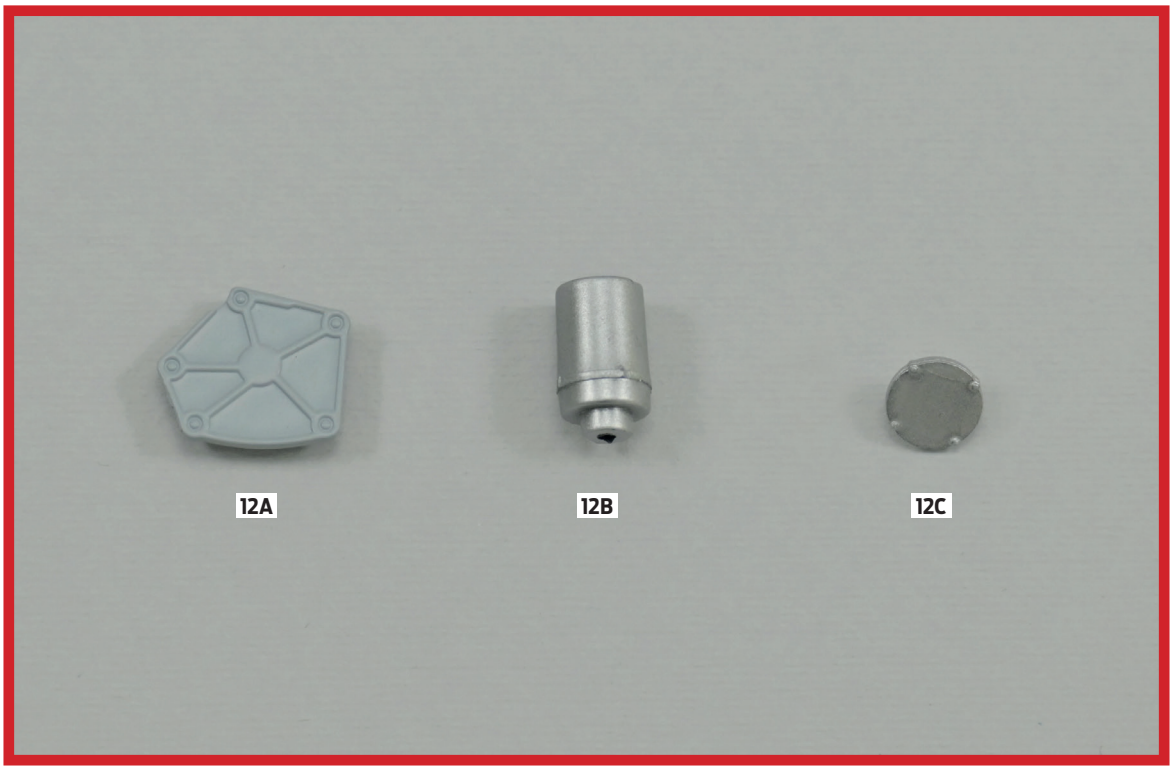


625 F1

Engine front, longitudinal, 4 cylinders in-line	**Displacement** 2,498.32 cc	**Bore x stroke** 3.70 × 3.54 in (94 × 90 mm)	**Compression ratio** 13:1	**Maximum power** 210 hp at 7,000 rpm
Chassis tubular steel	**Front suspension** independent, transverse quadrilaterals, lower transverse leaf spring, Houdaille hydraulic shock absorbers, stabilizer bar	**Rear suspension** De Dion axle, double wishbones, lower transverse leaf spring, Houdaille hydraulic shock absorbers	**Gearbox** 4 speeds + reverse	**Weight** 1,323 lb (600 kg) (with water and oil)

2223FSC012_OF_FERRARI_12_ENG.indd 16 26/11/25 13:22

012 | THE ENGINE (2)



PARTS LIST

12A Distribution cover side plate

12B Hydraulic pump

12C Hydraulic pump cover

SCREWS*

1 **CP** screw 2 × 4 mm (+ 1 spare)

1 screw **CP**

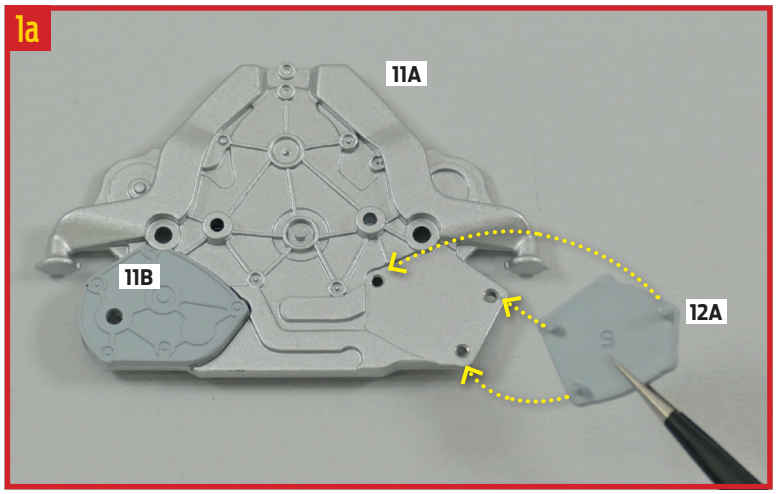


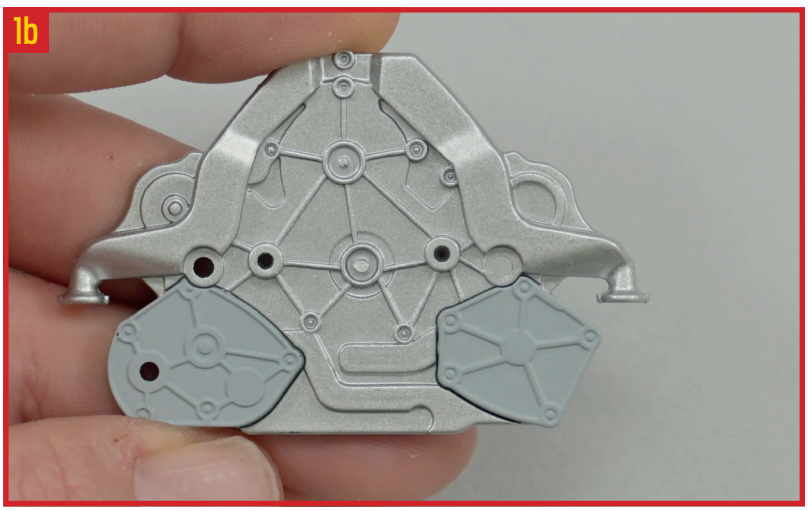
** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing them back in one or two turns at a time.*

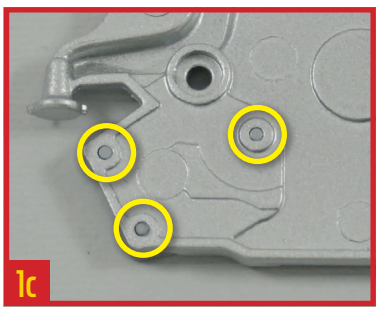


2223FSC012_OF_FERRARI_12_ENG.indd 17 26/11/25 13:22

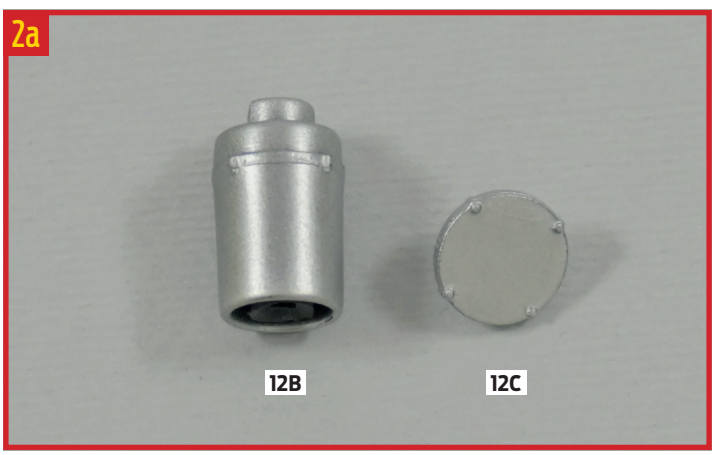
1 Retrieve the distribution cover **11A**, on which you have already mounted the side plate **11B**. Take the side plate **12A**; this also has three pins (photo **1a**), which are used to connect it to piece **11A**. Join the two components together, applying sufficient pressure to obtain the result shown in photo **1b**. Turn piece **11A** upside down and check that the pins on piece **12A** are correctly engaged (photo **1c**).

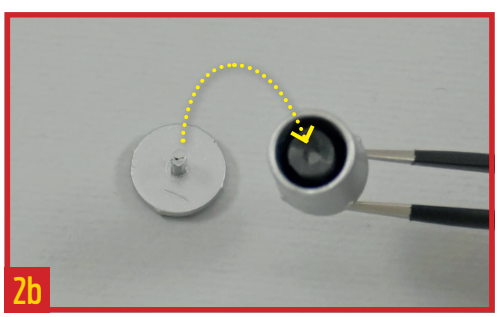


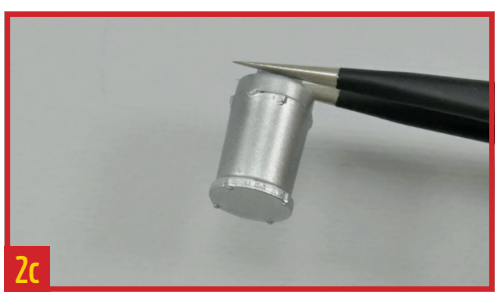




2 Now place the hydraulic pump **12B** and the cover **12C** on the work surface (photo **2a**). Part **12B** has a perforated pin on the bottom, which is designed to accommodate the central pin on the inside of part **12C** (photo **2b**). Assemble the two components, applying sufficient pressure to obtain the result shown in photo **2c**.

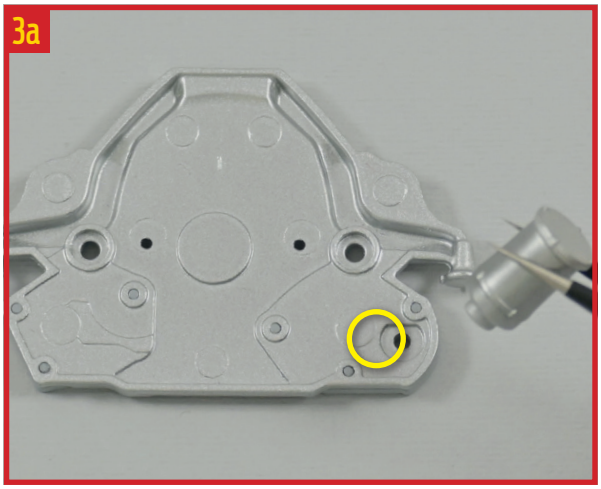


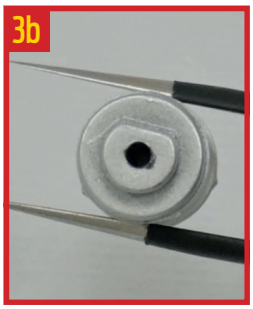


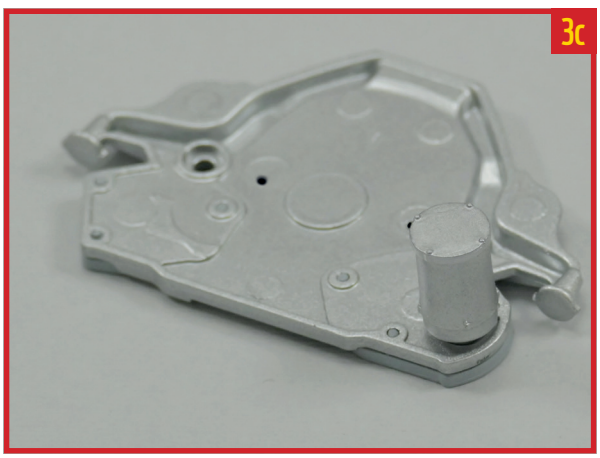


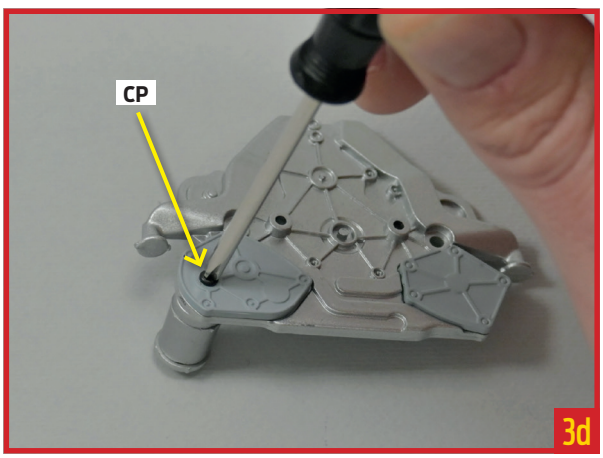
2223FSC012_OF_FERRARI_12_ENG.indd 18 26/11/25 13:22

3 Take the cover **11A** and place it on the work surface with the inner side facing up. The hole shown in photo **3a** is designed to accommodate the end of part **12B** shown in photo **3b**. Place component **12B** in its seat on cover **11A**, as shown in photo **3c**. Finally, turn piece **11A** upside down and secure the hydraulic pump by inserting a **CP** screw into the highlighted hole, as shown in photo **3d**.

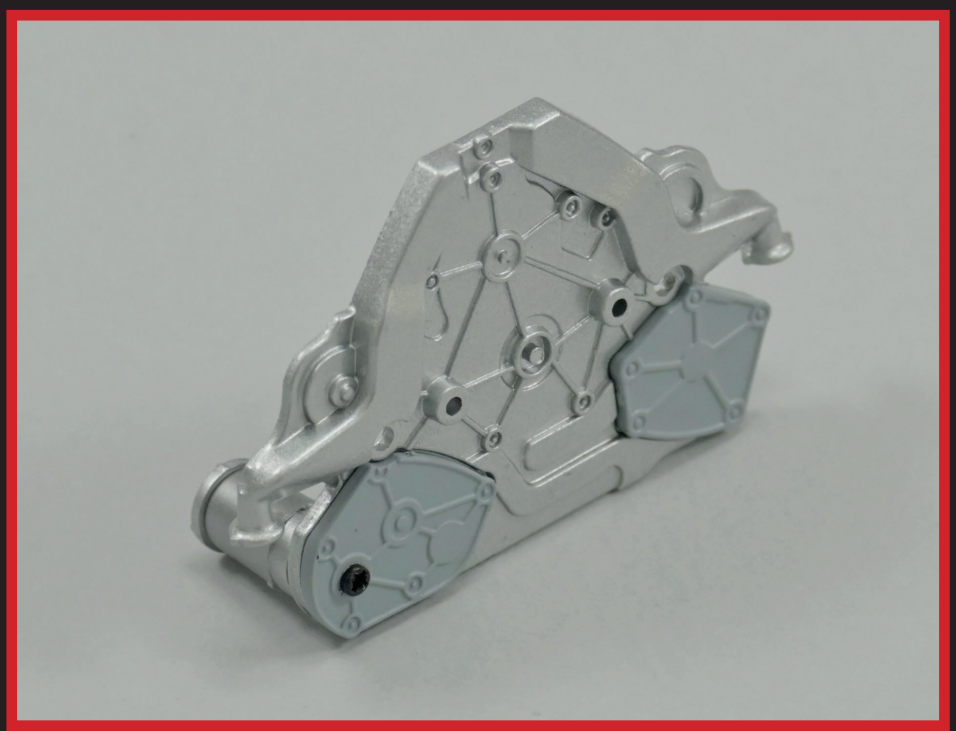








FINAL RESULT



TOOLS PLIERS

When assembling a model, it is advisable to have a pair of pliers close at hand, as they can be useful for gripping parts and performing small tasks such as straightening a pin. In these cases, of course, you must proceed with the utmost care.



TOOLS PRECISION TWEEZERS

Designed specifically for model-making, precision tweezers are extremely useful when it comes to gripping and assembling extremely small components that are very difficult to handle. Precision tweezers come in various shapes – straight, curved, angled, fine-tipped, or flat-tipped – to suit the parts to be assembled, making assembly easier.
For example, for a cylindrical component, it is advisable to use flat-tipped tweezers, which have a larger contact surface, ensuring a firmer grip.


fine-tipped tweezers


flat-tipped tweezers


curved tweezers


angled tweezers

2223FSC012_OF_FERRARI_12_ENG.indd 20 26/11/25 13:23