FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

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FANHOME

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FANHOME

JOHN BARNARD THE "FATHER" OF THE F310

The year 1996 was a year of great change for Ferrari. It was marked by sensational arrivals, such as those of Michael Schumacher and Ross Brawn (not to mention Eddie Irvine), and equally major departures, notably that of John Barnard. In the latter case, it was something that had been "in the air" for some time and came as no surprise, as the English engineer had already once left Maranello at the end of 1989, after joining the team in 1987.

His first experience in the 1980s

John Barnard's arrival at Ferrari in the second half of the 1980s was closely linked to the particular context in which the Scuderia del Cavallino found itself at that time.



John Barnard engaged in a "technical" conversation with Gianni Agnelli and Luca Cordero di Montezemolo.

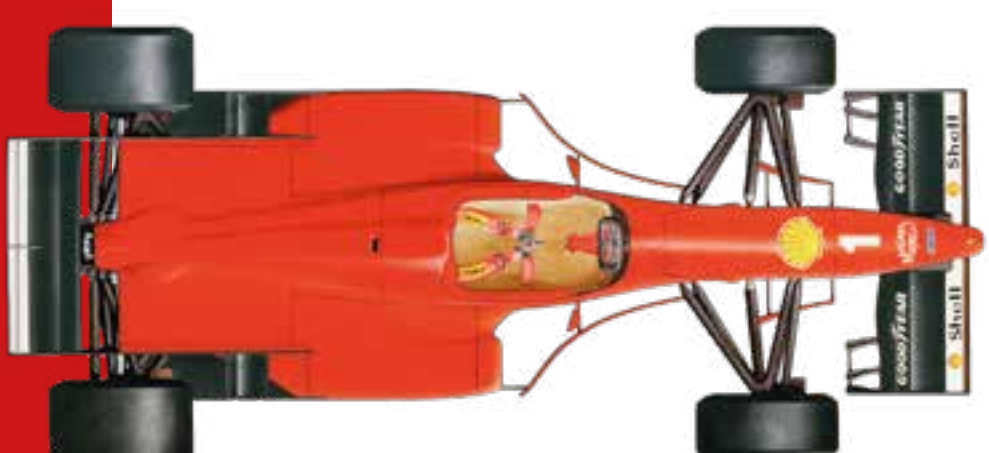


JOHN BARNARD WAS KNOWN FOR HIS METHODICAL APPROACH TO WORK, WHICH ENABLED HIM TO CREATE INNOVATIVE, OFTEN REVOLUTIONARY SINGLE-SEATER CARS.

The year 1986 was difficult for Maranello: the F1-86 cars fielded in the F1 World Championship were unreliable and results were not forthcoming. The problems with the car were partly inherited from the previous year. In 1985, after a promising start, Ferrari reported technical shortcomings mainly due to continuous turbocharger failures. But the real origin of this downturn really dates back to 1984, when engineer Mauro Forghieri – the architect of Ferrari's successes in the 1970s and early 1980s – decided to leave Maranello's Racing Department, leaving Ferrari without one of its most capable men. Enzo Ferrari, who was 88 years old in 1986, once again took the reins and called Barnard, the most prominent F1 engineer, to Maranello. It was Barnard who introduced the revolutionary carbon-fiber chassis and it was with him that McLaren had dominated the previous three World Championship seasons.

A genius engineer and very methodical

Barnard was a brilliant personality and, as such, had his own peculiarities. He insisted on working from England and, to this end, with the help of appropriate technology (which involved considerable investment), he set up a sort of virtual British branch of Ferrari. From his base, the engineer faxed the drawings for the car components and any necessary modifications, trying to limit his presence in Maranello or at Grand Prix races to when absolutely necessary. A methodical man with little inclination to compromise, Barnard excelled in his ability to organize work, an essential skill for the Scuderia.



The F1-89 (above) and the F310 (right) were the two Ferraris designed by John Barnard, both equipped with cutting-edge solutions.



Michael Schumacher speaks during the presentation of the F310 at Fiorano in 1996; in the center is the British engineer who created the car.

Cutting-edge projects

Barnard's presence as Ferrari's technical director had a positive effect as early as the end of 1987, when Gerhard Berger's F1-87 recorded three pole positions and two victories in the final races. Two years later, just as he decided to end his relationship with Ferrari, Barnard left behind a cutting-edge single-seater in the 640 F1 (F1-89). It featured a semiautomatic pneumatic gearbox with steering wheel paddles and seven speeds (a solution already tested by Forghieri in 1978 on the 312 T3); revolutionary aerodynamics throughout the car; and suspension with torsion bar springs and arm mountings to the chassis with plates instead of uniballs.

When Barnard returned to Ferrari in 1993, he brought another innovation: the carbon gearbox for the 1994 412 T1, a single-seater that was competitive, although not enough to fight for the World Championship.

Once again, Barnard asked for time for a methodical design. The fruit of his efforts would be the F310, Schumacher's first Ferrari. The car was further developed but proved successful in 1996 and, in its modified F310B version, was able to challenge for the title in 1997.

In the meantime, Barnard left Ferrari and shortly afterwards left F1 for good. ■



Eddie Irvine had a good race at the San Marino Grand Prix, crossing the finish line in fourth place.

SAN MARINO 1996
SCHUMI'S FIRST "RED" POLE

The 1996 F1 World Championship got off to a more than respectable start for Ferrari, although the F310 – a car as sophisticated as it was immature – suffered from several "teething problems" due to the limited number of miles covered in testing during the winter.

Schumacher's Ferrari managed to secure two podium finishes in the first four races: third place in Brazil and second place in the European Grand Prix at the Nürburgring. In addition, in Argentina, the "Kaiser" – who was then forced to retire, as in Australia – set an excellent second-fastest time in qualifying; this was certainly due to the German's skill, but it also demonstrated that the F310 was almost as fast as the seemingly unbeatable Williams cars. In short, despite the difficulties, confidence prevailed in Maranello; everyone was aware that a driver of Schumacher's exceptional talent always managed to get

the best out of his car, which was also a fundamental factor in the development of the F310. After second place in the European Grand Prix, the feeling was that, with a little luck, the long-awaited victory could finally arrive. To ensure greater reliability of the F310, it was decided to replace the miniaturized gearbox originally designed by Barnard with the transmission from the 412 T2, used the previous year. The strategy worked and allowed the team to continue working on the setup of the new car. Schumi's determination would take care of the rest.

Home turf

Less than a week after the European Grand Prix, the Formula 1 circus arrived in Imola, where the San Marino Grand Prix was scheduled for May 5. Schumacher and Ferrari were back on home turf and the results were not long in coming: in practice, the German ace set a blistering pace and took pole position with a time of 1:26.890.

He was the only driver to break the 1:27 barrier, finishing more than two-tenths of a second ahead of Damon Hill, who set the second-fastest time in his Williams. Behind them, Jacques Villeneuve in the other Williams and Coulthard in the McLaren were the only other drivers to get under 1:27.

On race day, the enthusiasm of the fans crowding the hills of Imola was sky high as they hoped for a Ferrari triumph. At the start, however, Schumacher's clutch failed and the German, finding himself in third position behind the fast Coulthard and Hill, had to set about chasing down the leaders. During the race, Schumacher was nearly always in second place. In terms of pure speed, he was almost on par with Damon Hill, the GP winner, but overall, the F310 still struggled to keep up with the Williams cars. There was even a final thrill: during the final lap, the front right wheel of Michael's car locked up. Fortunately, thanks to his substantial lead over Berger in third place, Schumi still managed to finish the race in second place before his tire went flat. Victory was postponed, but not for long. ■



Schumacher in the Ferrari pits during a break at Imola. In qualifying, the German was the only driver to break the 1 minute 27 second barrier, taking pole position.

FINAL RANKING

1 - D. Hill
Williams-Renault

2 - M. Schumacher
Ferrari

3 - G. Berger
Benetton-Renault

4 - E. Irvine
Ferrari

5 - R. Barrichello
Jordan-Peugeot

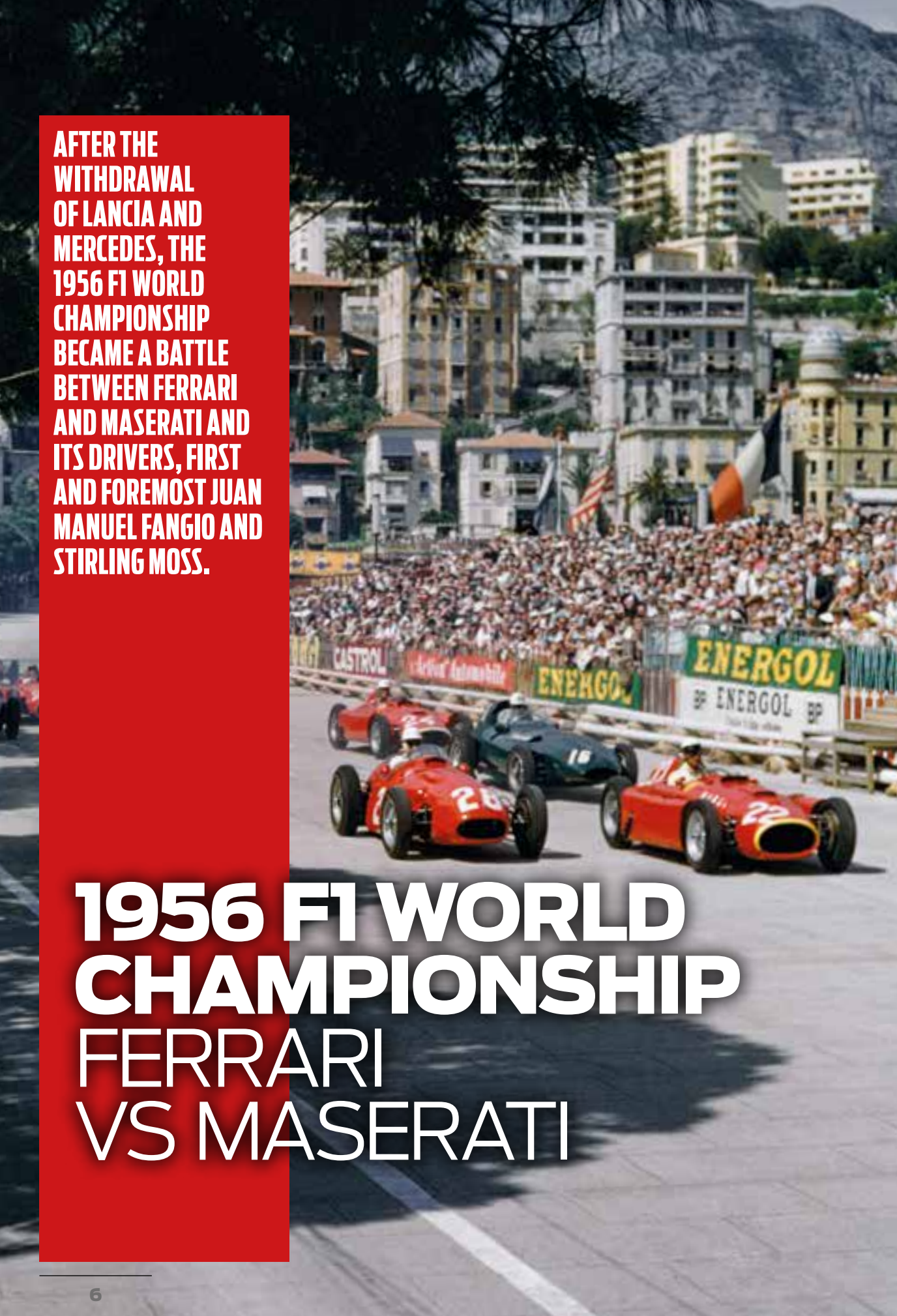
6 - J. Alesi
Benetton-Renault

7 - P. Diniz
Ligier-Mugen Honda

8 - M. Häkkinen
McLaren-Mercedes

9 - P. Lamy
Minardi-Ford

10 - L. Badoer
Forti-Ford



AFTER THE WITHDRAWAL OF LANCIA AND MERCEDES, THE 1956 F1 WORLD CHAMPIONSHIP BECAME A BATTLE BETWEEN FERRARI AND MASERATI AND ITS DRIVERS, FIRST AND FOREMOST JUAN MANUEL FANGIO AND STIRLING MOSS.

1956 F1 WORLD CHAMPIONSHIP

FERRARI VS MASERATI

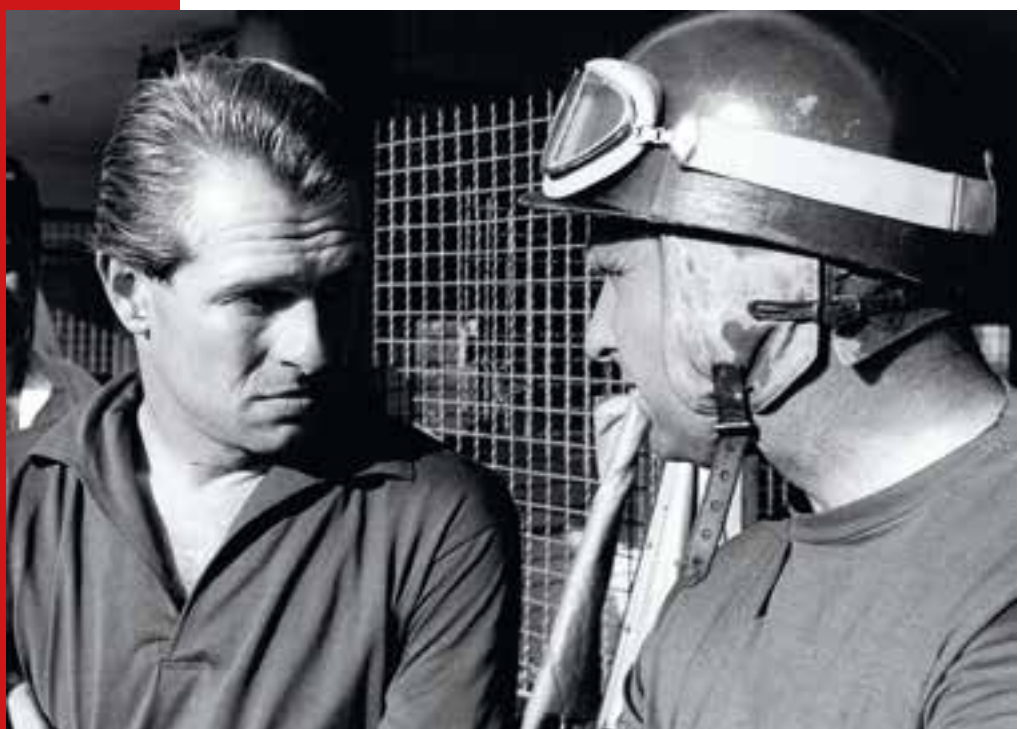


Eugenio Castellotti (with no. 24) and Luigi Musso on the starting grid of the Monza Grand Prix, held on September 2, 1956.

For the 1956 season, the Formula 1 World Championship had to do without two great teams: Lancia, which had ceased operations in the middle of the previous year following the death of Alberto Ascari, and Mercedes – World Champion with Juan Manual Fangio – which decided to withdraw from competition following a tragic accident in June 1955 during the 24 Hours of Le Mans, which claimed the lives of French driver Pierre Levegh and over 80 spectators.
The Maranello-based manufacturer, which inherited all of Lancia's technical equipment, seemed the favorite to win the 1956 title. The only real competition for the formidable D50s, designed by Vittorio Jano (who also moved to Ferrari to manage and develop its cars), was Maserati, which fielded the 250F; this excellent car was the brainchild of technical director Giulio Alferi.

A technical and human challenge

The challenge between Ferrari and Maserati promised to be exciting also in terms of the drivers fielded by the two teams. Ferrari signed three-time World Champion Fangio and 25-year-old Englishman Peter Collins (20 years younger than Fangio), who arrived in Maranello on the back of some extraordinary performances. Under the orders of Ferrari's sporting director Eraldo Sculati were Eugenio Castellotti (fresh from Lancia and already having performed well the previous season in the 555 F1), Luigi Musso (from Maserati), and Alfonso de



Peter Collins (left) and Fangio talking during a race weekend. The Englishman would prove to be a worthy rival to his older and more experienced teammate.

Portago. For its part, Maserati, led by Guerino Bertocchi, could count on the talented Stirling Moss, Fangio's teammate at Mercedes in 1955, and the French ace Jean Behra, a genius with a wild streak; support was provided by Cesare Perdisa and Francisco Godia.

Fluid hierarchies

The internal hierarchies at Ferrari and Maserati were not clearly defined. The Trident marque had two "equal" lead drivers, as neither Moss nor Behra had the slightest intention of playing second fiddle. At Maranello, on the other hand, Fangio considered himself the captain, given his age and track record. But the Argentinian soon realized that Peter Collins, with the approval of Ferrari and Sculati, was given free rein to express himself to the fullest, without any inferiority complex towards the Argentinian ace. According to Fangio, who complained openly about this, Enzo Ferrari would have preferred Collins to win the World Championship to prove that his cars were the best, regardless of who drove them.

WITH THE D50, FERRARI RETURNED TO THE TOP OF THE PREMIER CATEGORY: THE CAR, THE HEIR TO THE LANCIA CREATED BY THE BRILLIANT DESIGNER VITTORIO JANO, WON FIVE RACES AND FINISHED SECOND IN FIVE OTHERS, AS WELL AS TAKING SIX POLE POSITIONS IN A TOTAL OF NINE RACES.

The first 8-cylinder F1 Ferrari

The first Ferrari Formula 1 single-seater equipped with an 8-cylinder engine, the D50 had a career as short as it was fruitful. After undergoing a series of modifications that gave it its definitive look, the car was fielded by the Maranello team in only nine World Championship races, namely seven rounds of the 1956 Formula 1 World Championship – the eighth on the calendar, the Indianapolis 500, was regularly deserted by European drivers and manufacturers – plus the first two races of the 1957 season (the Argentine and Monaco GPs; in the Principality race, it was entrusted solely to Hawthorn). The haul amounted to five wins, five second places, and six pole positions. Also in 1956, the D50 competed in four non-championship races, namely the Buenos Aires and Syracuse Grands Prix, the International Trophy, and the Naples Grand Prix. In Argentina and Sicily, the Italian car excelled with Juan Manuel Fangio, while in the next two races, both cars failed to finish: at Silverstone, Fangio and Peter Collins had to retire due to clutch problems, while in the Campania capital, the 8-cylinder cars driven by Luigi Villoresi – who started from pole position – and Luigi Musso retired due to oil pump and engine problems respectively. ■



The location of the main fuel tank at the rear of the car was one of the most significant modifications made to the D50 by Ferrari's technical department.

BETWEEN HISTORY AND MYTH

1956 MONACO GRAND PRIX: A YEAR WITHOUT "CICCIO"





On May 13, 1956, the Monaco Grand Prix was held, destined to become one of the most prestigious events in the F1 World Championship.

It was a positive race overall for Ferrari, with Fangio taking pole position and finishing second in the final standings (together with Collins) behind Stirling Moss's Maserati.

The Argentinian also set the fastest lap.

Just under a year earlier, Alberto Ascari (pictured in the large photo, at the Vecchia Stazione corner) had made his final appearance on the undulating Monegasque circuit, putting in a superb performance in his Lancia, first chasing Fangio and then Moss. Having taken the lead, the Milanese ace known as "Ciccio" ended up in the sea due to an accident, fortunately without consequences.

But just four days later, on May 26, he died at Monza during a Ferrari test in which he was participating almost by chance, as a "guest" called by Eugenio Castellotti. Ascari's story ended, and his legend began.

The withdrawal of Mercedes at the end of 1955 led to Juan Manuel Fangio being hired by Ferrari for the 1956 F1 World Championship. The Argentinian won his fourth world title in the top series and contributed to Ferrari's victory in the World Sportscar Championship, but his less than idyllic relationship with Enzo Ferrari ended the marriage between "El Maestro" and the Prancing Horse team after just one year.



JUAN MANUEL FANGIO
FOUR WORLD CHAMPIONSHIPS WITH FERRARI



Until the arrival of Michael Schumacher, Juan Manuel Fangio was the champion par excellence of Formula 1, with five world titles between 1951 and 1957. It was a record surpassed half a century later by the German ace, winner of two World Championships with Benetton and five consecutive titles with Ferrari. Fangio was born on June 24, 1911, in Balcarce, a town in the province of Buenos Aires not far from the Pacific coast; his family had origins in Abruzzo. From adolescence, Juan Manuel was fascinated by the world of motorsports, to the point that, at the age of 16, he decided to leave school to find employment at a workshop specializing in tuning racing cars. During the 1930s, he began his racing career, participating in numerous car races in vehicles that did not, however, do justice to his talent. His big break came in the late 1940s, when the Argentinian government decided to support local drivers, including Fangio, financially. It was a short step from Argentina to Europe and, in the early 1950s, the 40-year-old Juan Manuel won his first world title, triumphing in the 1951 F1 World Championship in an Alfa Romeo 158.



Fangio at the wheel of the Ferrari D50 during the victorious Syracuse Grand Prix, a non-World Championship race held on April 15, 1956.

The peak of his career Europe

The technical supremacy demonstrated by Mercedes on its debut in Formula 1 in the mid-1950s was imperiously channelled by the class of Juan Manuel Fangio.
After winning the Argentine and Belgian Grands Prix in the 1954 season at the wheel of a Maserati, while awaiting the debut of the silver W196, the driver from Balcarce won four of the remaining six races, winning the title by a wide margin over his pursuers.
From the early stages of the 1955 championship, a similarly dominant theme developed, in light of the Argentinian's two victories in the first three races. Fangio triumphed again, ending the World Championship with four wins in six races.
After Mercedes withdrew from F1, the three-time World Champion decided to accept the offer made by Ferrari. It was a marriage of sporting

Date of birth
June 24, 1911

Date of death
July 17, 1995

Nationality
Argentinian

Active in F1
1950–51; 1953–58

First GP
Great Britain 1950

Ultimo GP
France 1958

GPs contested
51

Wins
24

Pole positions
29

Fastest laps
23

World Championship points
277.64 (245 actual)

World titles
5 (1951, 1954, 1955, 1956, 1957)

royalty, the union between the star of international motor racing and the illustrious Modena-based team, now established by its successes in both F1 and sportscar competitions.

The beginning of the partnership was explosive. Despite a failure on his D50, Fangio immediately stood out in his home Grand Prix, which inaugurated the 1956 F1 World Championship, leading Luigi Musso's twin car to victory.

In the spring, the South American champion repeated his feat in the non-championship Syracuse Grand Prix, ahead of Musso and his other teammate, Peter Collins. Meanwhile, proving his versatility, he triumphed in the 12 Hours of Sebring in an 860 Monza shared with Eugenio Castellotti, with whom he would later take a flattering second place in the 1,000 Km of Nürburgring in the same car, contributing significantly to Ferrari's success in the 1956 World Sportscar Championship.

As for the F1 World Championship, however, the road proved to be anything but smooth, especially in the first part of the season, where initial success in Argentina was followed by some rather lackluster performances. Fangio did not take the setbacks in the race well, and his rather cold relationship with Enzo Ferrari risked increasing the tension that had built up within the team. However, the disagreements were smoothed over by Fangio's brilliant results in the final stages of the championship, which allowed him to win his fourth F1 world title, and the third in a row.

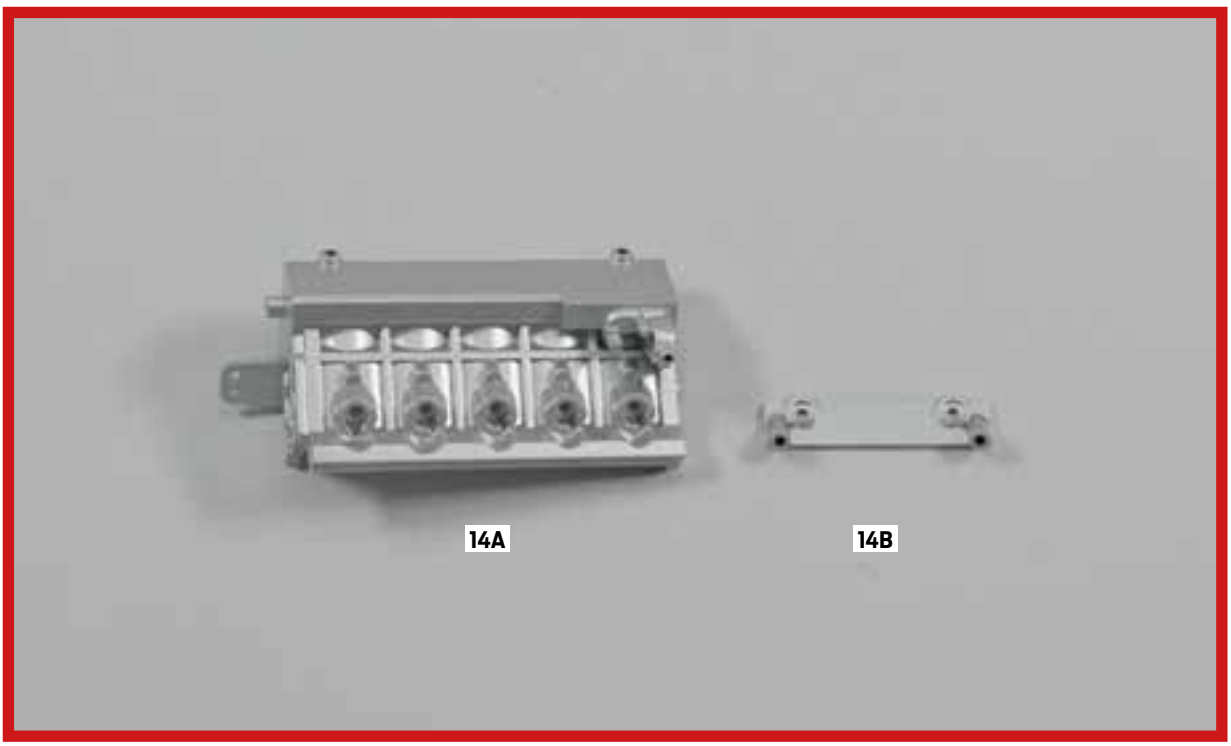


Enzo Ferrari and Fangio appear to be chatting amiably. In reality, the founder of the Maranello-based team and the South American champion were never on the same wavelength, despite their mutual respect.

Twilight of the champion

At the age of 45, with four world titles and a string of victories to his name, Fangio could consider himself fully satisfied. Yet he felt he was still capable of riding the wave of success, and he proved it in the 1957 F1 season, when he returned to one of his first loves, Maserati. It was a triumphant year, in which the Argentinian won his fifth title with four victories and two second places. ■

014 | THE ENGINE (4)



PARTS LIST

14A Left engine block

14B Component connecting plate

SCREWS*

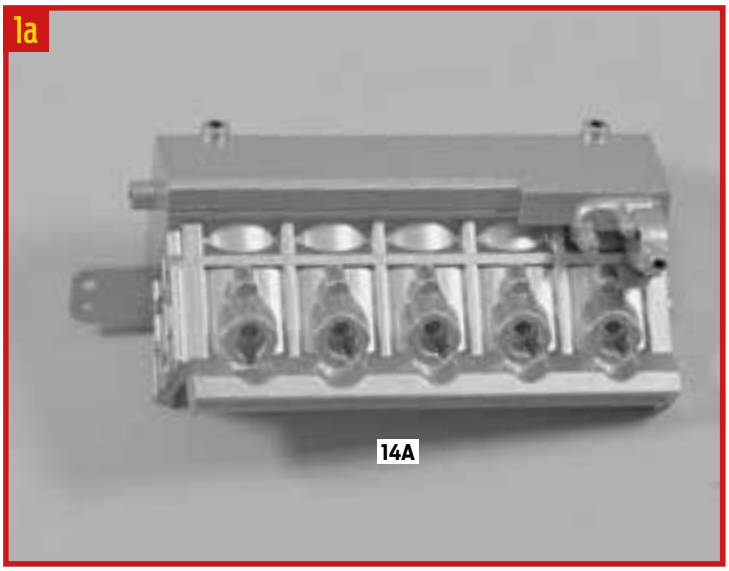
2 **EM** screws 2 x 5 mm (+ 1 spare)

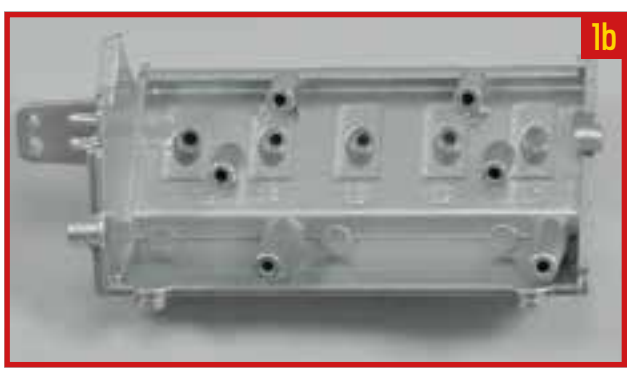


** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing them back in one or two turns at a time.*



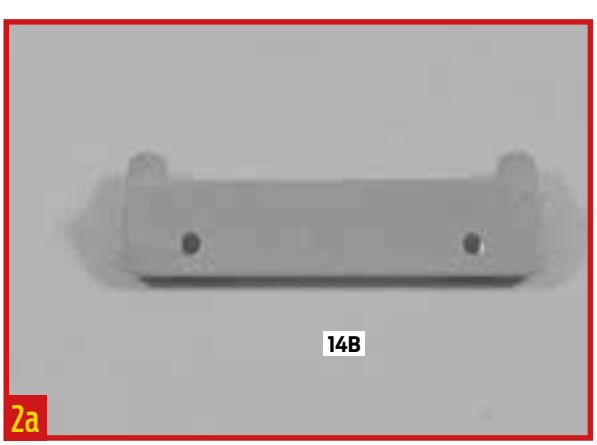
1 The front of the left engine block **14A** has five circular enclosures (photo **1a**), which will house the relevant manifolds. On the back of the engine block **14A** (photo **1b**), each enclosure is marked with its own serial number, preceded by the letter L ("left"), as shown in photo **1c**.

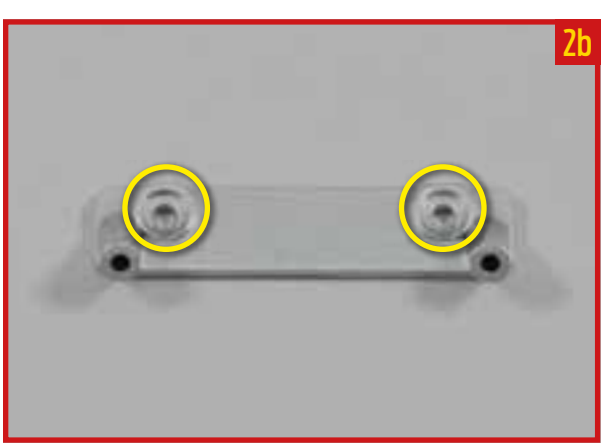




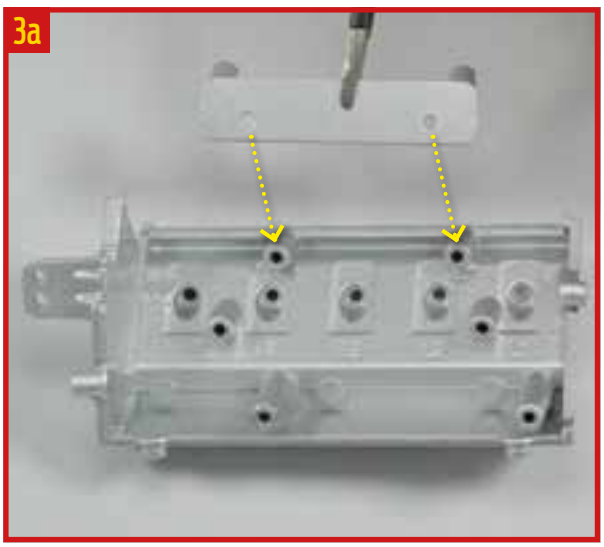


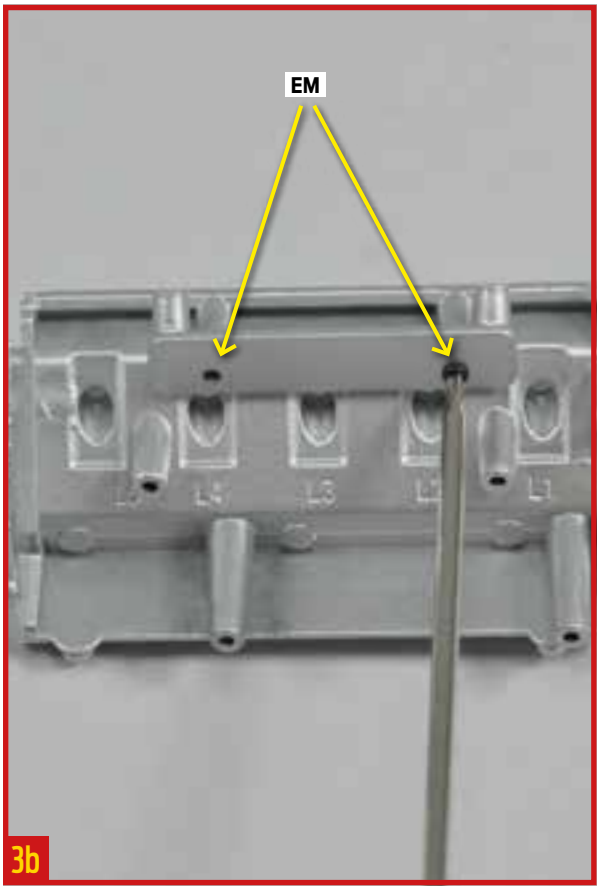
2 The component connecting plate **14B** also has two different surfaces: one completely smooth (photo **2a**) and one with two holes with raised edges (highlighted with yellow circles in photo **2b**): the latter will enable the component to be fitted onto the left engine block **14A**.



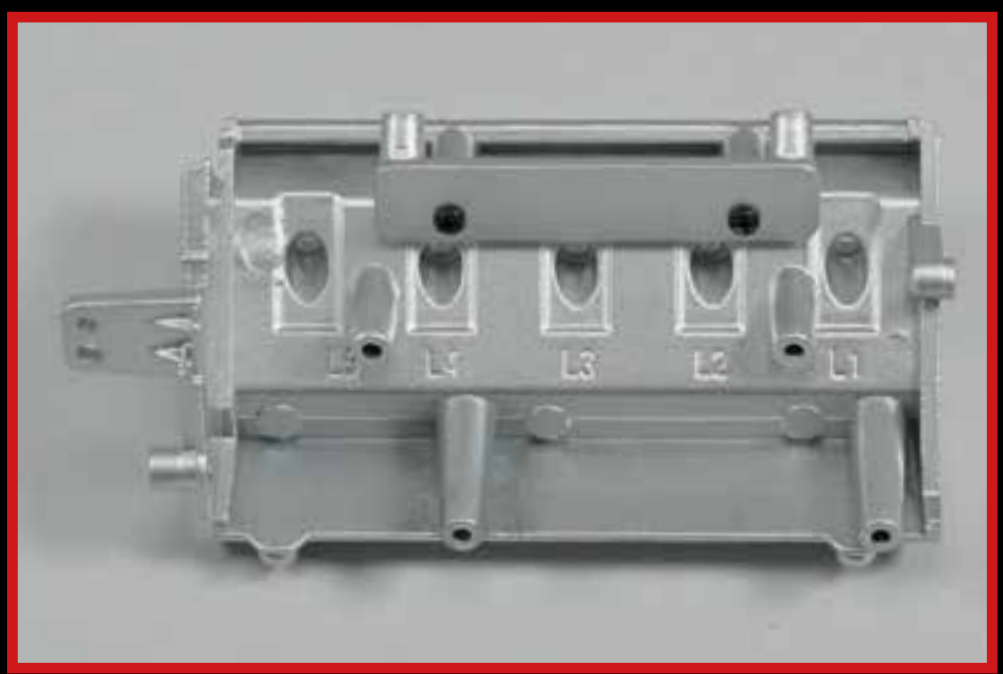


3 Using tweezers, take plate **14B**, orient it as shown in photo **3a**, and position it so that its two holes align with those of the two columns in the base plate of the left engine block **14A** (indicated by the yellow arrows). Then secure the connecting plate **14B** to the engine block **14A** using two **EM** screws (photo **3b**).





FINAL RESULT



TOOLS

PLIERS

When assembling a model, it is advisable to have a pair of pliers handy, 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