FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

16



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Michael Schumacher

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SPAIN 1996 A WATERSHED VICTORY

The 1996 F1 World Championship calendar featured the Spanish Grand Prix as its seventh race. In the previous round, the Monaco Grand Prix, hopes had been high for Michael Schumacher's first victory at the wheel of a Ferrari, thanks to the German's extraordinary pole position. But on race day, due to rain and the F310's setup, Schumi was forced to retire on the first lap. It was a huge disappointment.

Monaco nevertheless confirmed that Ferrari was growing in competitiveness and could aspire to win, even if this was unlikely to materialize in Spain, where the Prancing Horse team could more realistically aim for the podium. The reason was obvious: with its long, fast corners, the Barcelona circuit demanded cars with perfect setup and aerodynamics. The car should not understeer or oversteer, had to preserve the tires as much as possible, and be very fast – it

Schumacher celebrates on the podium in Barcelona. It was his 20th victory in his F1 career and his first with Ferrari.



Ferrari's race strategy for the Spanish Grand Prix involved two pit stops, rather than the one of other teams. It proved to be a winning tactic.

should not require excessive downforce. If the car's aerodynamics were not working well, the angle of the wings had to be increased to increase downforce, with negative effects on top speed. The latter was another essential requirement on the Catalan track, whose 0.6-mile (1-km) long finish straight was one of the few sections where overtaking was possible.

Williams was the car to beat

The Williams FW18 had all the qualities listed above and was therefore the clear favorite for the race. The British team also boasted the most wins in Barcelona, which has hosted the Iberian race since 1991: of the previous five editions, four had been won by Frank Williams's team, a monopoly broken in 1995 by Schumacher, who won with Benetton. Not only that, but Williams arrived in Catalonia on the back of its clear dominance in the provisional World Championship standings. So far, its drivers had won five out of six races: four for Damon Hill, who led the Drivers' Championship with 43 points, and one for Jacques Villeneuve, who followed with 22 points. Ferrari was the third-placed team, thanks mainly to Schumacher's exploits in chasing the Hill-Villeneuve duo, with 16 points from the German's three podiums and two pole positions to that point. The gap between the Prancing Horse team and Williams was even more pronounced in the Constructors' Championship: 25 points for Ferrari compared to Williams's 65. However, cautious optimism prevailed in Maranello: the F310 now had a good development base from which to improve its

performance. In particular, starting with the Canadian Grand Prix in June, Ferrari adopted a new raised nose (like all its rivals), with the aim of increasing the airflow under the car.

Schumi best of the rest

The Spanish Grand Prix qualifying session confirmed the form from the previous day: Williams occupied the front row, with Hill on pole position with a time of 1:20.650 at an average speed of 131 mph (211 km/h), more than four-tenths of a second faster than his teammate Jacques Villeneuve. Schumacher and his F310 was the best of the rest, with the German taking third place on the grid (1:21.587, just under a second behind Hill) ahead of the Benettons of Jean Alesi and Gerhard Berger and Eddie Irvine's Ferrari (sixth, over 1.5 seconds behind the leader). Williams also had its own concerns, particularly with the Renault engine. Hill had already been forced to retire in Monaco due to a broken Renault V10, and in Friday's free practice in Barcelona, another engine went up in smoke, this time Villeneuve's. Rumors were circulating in the paddock about the French company's possible withdrawal from Formula 1, and this was causing Frank Williams some sleepless nights, especially since both the Mercedes engine in the McLaren and the V10 in the Ferrari seemed to have a little more horsepower. In particular, the Maranello engine, which had just been launched, already looked very competitive and promised to become even more so, given that it was only at the beginning of its development.

A wet start, as in Monaco

On Sunday, June 2, the Formula 1 circus woke up to heavy rain, and the leaden sky left little hope that the weather would improve in the afternoon. At 10 am, the warm-up began and there were several spins on the flooded track; in one, Heinz-Harald Frentzen crashed his Sauber into the wall and had to start with the spare car.
The rain fell incessantly, so much so that some suggested delaying the start or shortening the length of the race. However, F1 chief Bernie Ecclestone would not hear of it, especially the first suggestion, which would have caused considerable problems with satellite management and international television rights. So, as scheduled, at 1:30 pm, the cars began to line up on the starting grid. At 2 pm, the lights went out and the race began. This time, Damon Hill was in the most trouble, starting very slowly, but Schumacher also

IN BARCELONA, IN HEAVY RAIN, SCHUMACHER RECORDED HIS FIRST VICTORY IN RED, LEAVING HIS CLOSEST RIVALS FAR BEHIND. THE F310 WAS ALSO IMPROVING, THANKS TO THE CONTINUOUS DEVELOPMENT WORK CARRIED OUT BY THE MARANELLO TEAM.





Gerhard Berger in his Benetton leads Schumacher's F310 in the early stages of the race, but by the fifth lap the positions between the two drivers had been reversed.

lost four positions right away. At the end of the first lap, Villeneuve was in the lead, followed by Alesi, Hill, Berger, Irvine, and Schumi, who had already made up one position despite the poor visibility. On the fourth lap, the German Ferrari driver overtook Hill and was now fourth, and on the next lap he also passed Berger and moved into third position. Schumacher's pace was impressive – he seemed to be driving on dry ground, such was the difference between him and the other drivers. Three laps later, Alesi was overtaken by Michael, and on lap 12, Schumi passed Villeneuve with a decisive braking maneuver that sent shivers down the spines of the fans crowded along the track (and on their sofas at home). He was now in the lead and immediately pulled away. Meanwhile, Hill, after dropping to eighth position due to aquaplaning, ended his race against the pit wall.

Schumi aims for two stops

The rain showed no sign of letting up and, just like in Monaco, the Grand Prix turned into a race of elimination; by lap 20, only half of the cars that had started were still in the running. The only driver who seemed to have no problems was Schumacher, thanks in part to Ferrari's strategy of opting for two pit stops instead of just one like the other teams. This allowed the German to count on excellent tire performance throughout the race, an essential advantage given the setup, which had to be improvised during the morning due to the bad weather. Schumacher took advantage of this to deliver a lesson in wet-weather driving, with times that were light years ahead of his rivals. The German set the fastest lap of

the race on lap 14, while putting distance between himself and Villeneuve: the clock stopped at 1:45.517. The second-fastest time was set by the Jordan of Rubens Barrichello with 1:47.735, over two seconds behind Schumi. Yet the Brazilian – considered to be a very fast driver in the wet – took 40 laps to achieve that level of performance. It was therefore no surprise that Michael Schumacher's victory was dominant: after 65 laps, the German crossed the finish line 45 seconds ahead of Alesi and 48 ahead of Villeneuve. It could have been much more if Schumi hadn't had to slow down towards the end of the race due to an exhaust problem.

The shadow of the "Kaiser"

In the Ferrari pits, there was pure joy after a victory that was as unexpected as it was deserved. Happiest of all was Schumacher, who saw the dedication and professionalism he had shown since he first walked through the gates of Maranello finally rewarded. On the podium, the rain turned into a champagne shower, with Schumacher and Jean Todt finally able to celebrate in style. For his part, rival Damon Hill declared in a TV interview that "the World Championship is wide open, we'll have to fight with Ferrari."
Williams enjoyed a technical advantage that would be difficult to overcome in the short term, so Hill's words made it all the more clear how much pressure the talented "Kaiser" was capable of exerting on his rivals. The World Championship departed the Circuit de Catalunya with Hill leading the Drivers' Championship with 43 points, followed by Villeneuve and Schumacher on 26; in the Constructors' Championship, the situation was almost unchanged, with Williams on 69 points and Ferrari on 35. ■

FINAL RANKING

1 - M. Schumacher
Ferrari

2 - J. Alesi
Benetton-Renault

3 - J. Villeneuve
Williams-Renault

4 - H-H. Frentzen
Sauber-Ford

5 - M. Häkkinen
McLaren-Mercedes

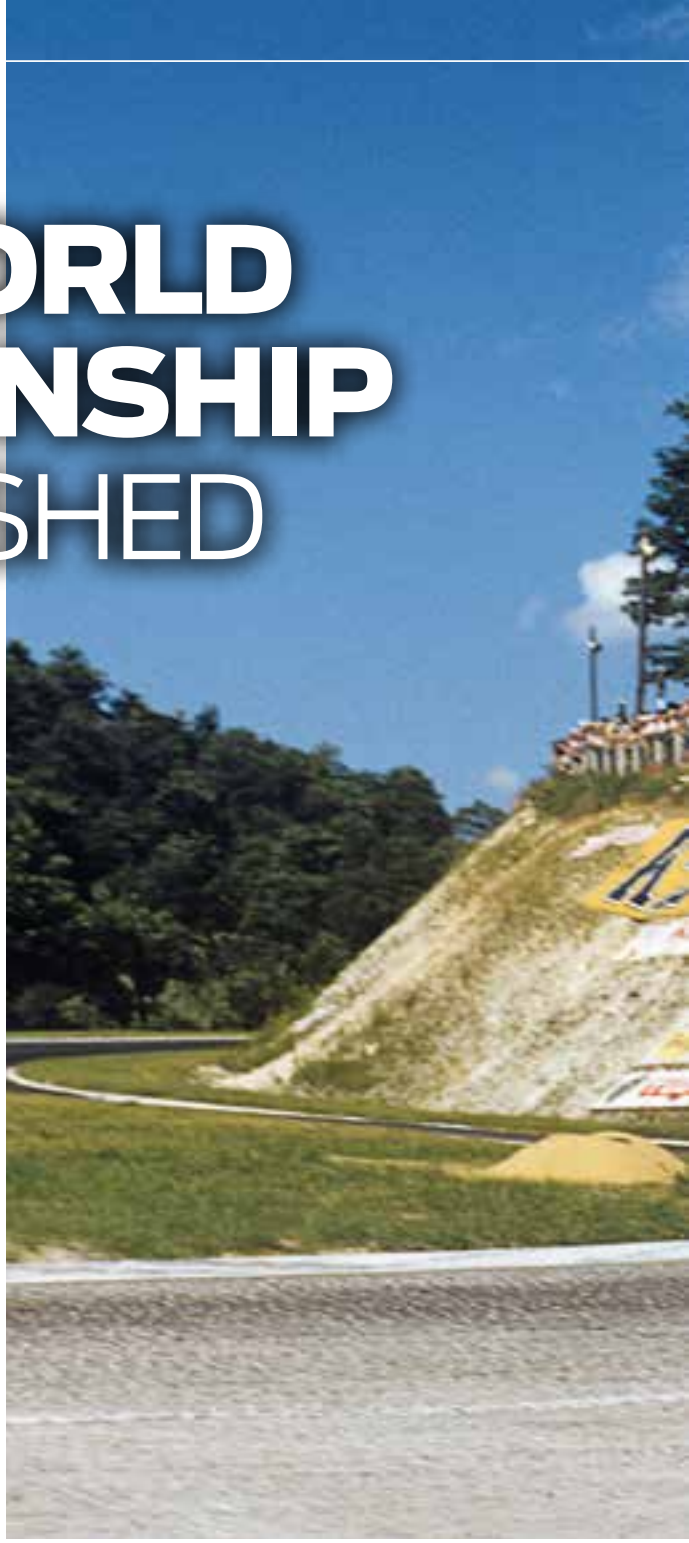
6 - P. Diniz
Ligier-Mugen Honda

Note: *only six drivers completed the race.*



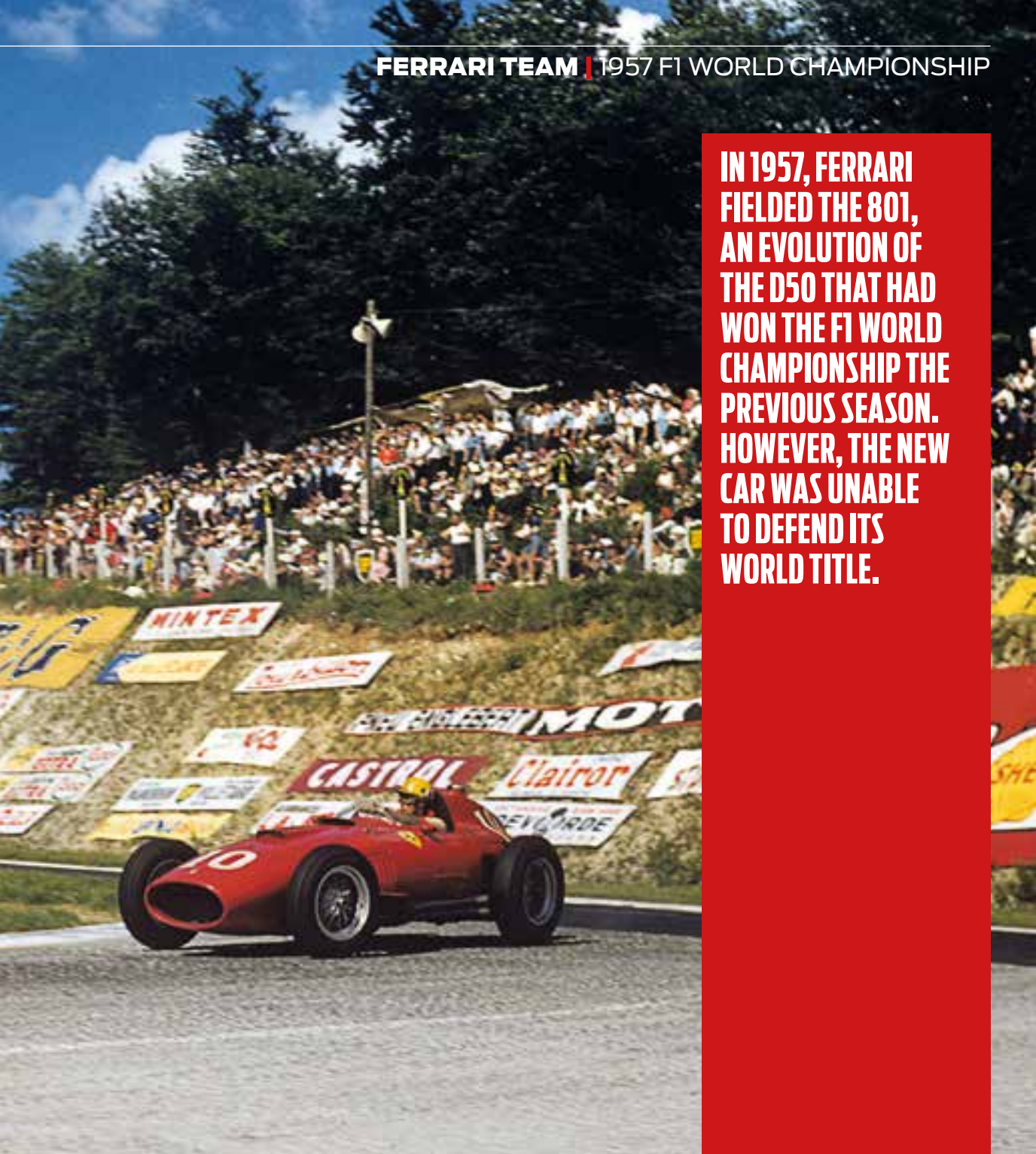
At the end of a masterful performance, Schumacher enjoyed the enthusiasm of the team and the fans.

1957 F1 WORLD CHAMPIONSHIP HOPES DASHED



During the 1956 season, the relationship between Enzo Ferrari and Juan Manuel Fangio proved to be rather complex. Their mutual respect and admiration were beyond doubt, but the clash between two such strong personalities inevitably led to discontent and misunderstandings. Thus, after winning the world title, Fangio decided to leave the Prancing Horse outfit after only one year of collaboration and, moving just a few miles from Maranello, he joined Maserati. The 1957 F1 World Championship promised to be exciting thanks to the presence of some great drivers. Ferrari decided to focus on four top talents: Italians Eugenio Castellotti and Luigi Musso, alongside Britons Peter Collins and Mike Hawthorn. Unfortunately, in mid-March, Castellotti lost his life in an accident during a test in Modena. The unfortunate champion from Lodi was replaced by the experienced French driver Maurice Trintignant and the young German Wolfgang von Trips.

Luigi Musso with his Ferrari 801 in action at the 1957 French Grand Prix.



IN 1957, FERRARI FIELDED THE 801, AN EVOLUTION OF THE D50 THAT HAD WON THE F1 WORLD CHAMPIONSHIP THE PREVIOUS SEASON. HOWEVER, THE NEW CAR WAS UNABLE TO DEFEND ITS WORLD TITLE.

In addition to Fangio, Maserati had the French driver Jean Behra, a true racing driver, at its disposal. Finally, Vanwall could count on the best British drivers of the time: Tony Brooks, Stuart Lewis-Evans, and Stirling Moss. From a technical point of view, the Maranello-based manufacturer chose to continue developing the D50 single-seater, which resulted in the new 801, a car designed with a more conventional structure that removed the few flaws found on the D50 and improved its performance.



Wolfgang von Trips at the wheel of his 801 during qualifying for the Monaco Grand Prix.

However, the 801 was unable to keep up with its great rival of the season, Maserati, which, under the technical direction of engineer Giulio Alfieri, was developing its formidable 250F to its full potential. The all-Modena duel between Ferrari and Maserati was therefore won by the latter, thanks in part to the extraordinary skill of Fangio who, despite his advancing age (the Argentinian champion was already 46 in 1957), confirmed his status as an unrivalled master of sports driving.

Fangio lays down the law

The Ferrari 801 made its debut on April 7 at the non-championship Syracuse Grand Prix, where the new single-seater, driven by Peter Collins, secured a brilliant victory that boded well for the World Championship season. However, right from the opening race, the Argentine Grand Prix held on January 13 on the Buenos Aires circuit, Maserati proved to be the car to beat, placing three of its drivers on the podium: in order, Fangio (winner of the race), Behra, and Menditeguy. In fourth place was another Maserati, driven by Harry Schell. Ferrari, which fielded the D50s again, finished fifth with José Froilán González (replaced in the race by Alfonso de Portago).
On May 19, the 801 made its World Championship debut in the Monaco Grand Prix. The expectations after the victorious Syracuse GP were dashed by Maurice Trintignant's modest fifth-place finish, with Fangio once again taking the top step of the podium.
The next race was scheduled for July 7 in France, on the

Mike Hawthorn with the 801 in Rouen. The British driver finished the race in fourth place.



Rouen circuit. Here, the three 801s driven by Musso, Collins, and Hawthorn performed well, finishing second, third, and fourth in the final standings; however, the overwhelming power of Fangio and Maserati was confirmed by their triumph on the transalpine circuit. In Great Britain on July 20, on the Aintree track, the 801 proved competitive with Musso, Hawthorn, and Trintignant (later replaced by Collins) finishing second, third, and fourth, this time behind Brooks's Vanwall (assisted by Moss). Three more 801s – in the order of Hawthorn, Collins, and Musso – finished behind Fangio in Germany on August 4; at the Nürburgring, the Ferrari drivers wasted a golden opportunity, unable to react to the comeback of Fangio, who put in a sensational performance.
In the next GP in Pescara, held on August 18, Ferrari only entered Musso, who was forced to retire due to a lubrication problem; victory went to Moss's Vanwall, ahead of the Maseratis of Fangio and Schell. The final race of the 1957 F1 World Championship was held at Monza on September 8, where the 801 ended its career with third place for von Trips, while Fangio (second) celebrated his fifth world title and Moss his sixth victory in a World Championship Grand Prix. Two weeks before the Monza race, Ferrari's technical director



Shortly after the start of the German Grand Prix (right), the Ferraris of Hawthorn and Collins lead the Maseratis of Fangio and Behra.





BETWEEN HISTORY AND MYTH

1957 GERMAN GRAND PRIX – A MISSED OPPORTUNITY



In the first part of the 1957 F1 World Championship, the Ferrari 801 achieved some good results, but Maserati seemed unbeatable. Finally, at the German Grand Prix, scheduled for August 4, a golden opportunity arose for the Scuderia's first World Championship victory; unfortunately, it had to contend with a sensational Fangio. At the Nürburgring, the Argentinian champion took pole position and decided to use softer tires and fill the fuel tank halfway – this should have given him enough of a lead to return to the pits without any problems. On lap 13, when he was in first place with a 30-second lead over the Ferraris of Hawthorn, Collins, and Musso, Fangio stopped for refueling and a tire change, but the pit stop took much longer than expected and the Argentinian returned to the track in third place, 48 seconds behind Collins (pictured), who was in second place with nine laps to go. Fangio, in the throes of a formidable competitive fury, broke the lap record nine times; at the start of the penultimate lap, he overtook Collins, who was struggling with his tires. He then also left Hawthorn behind and sped towards victory, which he himself described as "my finest ever."



LUIGI MUSSO
BETRAYED BY DESTINY

Born in Rome on July 28, 1924, Luigi Musso began his automotive apprenticeship in the early 1950s with Maserati, both in the Sport category (where he finished third in the 1954 Mille Miglia and second in the Targa Florio) and in Formula 1 (first in the non-championship race in Pescara, also in 1954). Second in the Dutch Grand Prix in 1955 with the Maserati 250F, Musso was noticed by Enzo Ferrari, who recruited him for the following season. In his debut race in Argentina, the Roman driver achieved his first and only victory in a World Championship Grand Prix, sharing the win with Fangio. Considered one of the last exponents of the Italian school, Musso was very fast and technical, but also rather inconsistent. In 1957, driving the 801, thanks to second places at Aintree and Rouen, he was the best of the Ferrari drivers, finishing the season in third place. Among the possible candidates for the title in 1958, Musso found himself battling against his teammates Collins and Hawthorn, but a fatal accident at the Reims circuit brought his life to a premature end.

Andrea Fraschetti lost his life at the age of just 29 while testing a Formula 2 car in Modena. He was replaced by engineer Carlo Chiti who, at the express wish of Enzo Ferrari, chose to temporarily shelve the V8 engine division to propose and develop the Dino V6.

Evolution of the D50

In 1957, Ferrari decided to continue developing the 90° V8 engine designed by Vittorio Jano. The successor to the D50 was the work of young Tuscan engineer Andrea Fraschetti and was christened "801," using a new numerical designation indicating the 8-cylinder configuration and the racing category for which it was intended, namely Formula 1. The 801 represented a radical evolution of Jano's D50. Although the chassis had the





The main fuel tank of the 801 was located behind the driver. Two smaller tanks were located along the sides.



A top view of Peter Collins's Ferrari 801 at Monza. Despite the absence of the characteristic side tanks, the body of the single-seater was still similar to that of the previous D50.



The 90° V8 engine was improved and optimized for the 1957 season to deliver around 20 horsepower more.

same dimensions, it was significantly updated; the suspension was also revised, adopting an independent wheel layout at the front and a De Dion axle at the rear. The engine, which retained its V8 architecture, underwent a number of modifications that increased its power by around 20 hp. A "short-stroke" engine (with a bore and stroke of 3.15 x 2.44 in/80 x 62 mm) was also developed, but it was only used once and then shelved. The most striking changes were to the aerodynamics. The 801 lost the two side tanks that characterized the D50 in favor of a more traditional body shape. The main tank was located at the rear, behind the driver, while two smaller tanks were housed inside the car body, along the sides. As for the tires, Ferrari continued to use the Belgian company Englebert. ■

FERRARI 801 IN BRIEF



Engine front, longitudinal, 8 cylinders in a 90° V configuration	**Displacement** 2,485.98 cc	**Bore x stroke** 2.99 x 2.70 in (76 × 68.5 mm)	**Timing** double overhead camshafts	**Number of valves** 2 per cylinder
Compression ratio 11.5:1	**Fuel** 4 Solex 40 PII carburetors	**Ignition** dual, 2 magnetos	**Cooling** water	**Maximum power** 275 hp at 8,400 rpm
Transmission rear-wheel drive	**Gearbox** 5 speeds + reverse	**Chassis** tubular steel	**Front suspension** independent, transverse quadrilaterals, coil springs, anti-roll bar, telescopic shock absorbers, stabilizer bar	**Rear suspension** De Dion axle, upper transverse leaf spring, Houdaille hydraulic shock absorbers
Brakes drum	**Tires** Englebert Front 5.5-16 Rear 7-16	**Wheelbase** 89.8 in (2,280 mm)	**Front track** 51.4 in (1,305 mm)	**Rear track** 52.5 in (1,334 mm)
Length 151.6 in (3,850 mm)	**Width** 57.0 in (1,448 mm)	**Height** 37.9 in (962 mm)	**Weight** 1,433 lb (650 kg)	**Maximum speed** 174 mph (280 km/h)

016 | THE ENGINE (6)



PARTS LIST

16A Pressurized tank 1
16B Pressurized tank 2
16C Alternator 1
16D Alternator 2

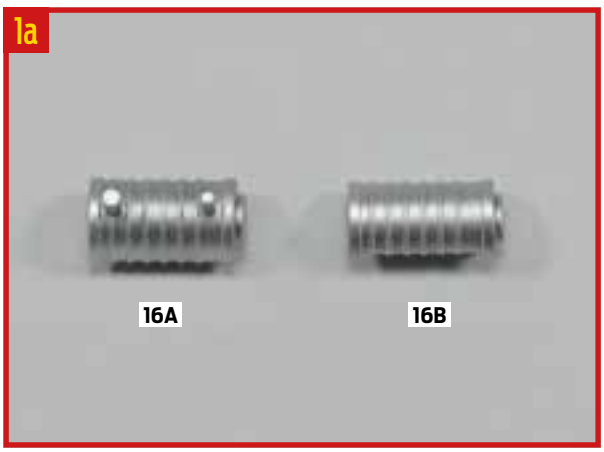
SCREWS*

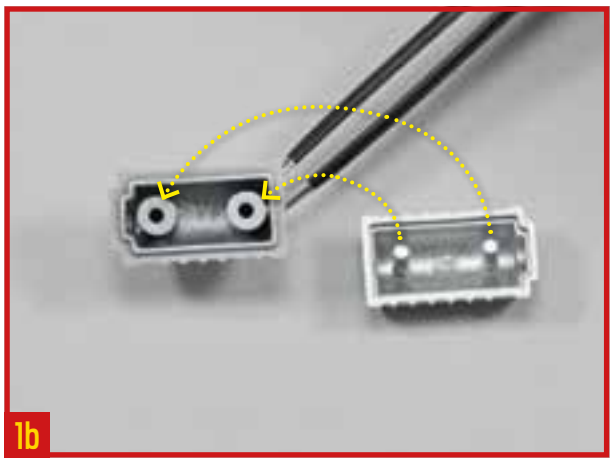
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** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing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



1 Place the two parts of the pressurized tank **16A** and **16B** on the work surface (photo **1a**): you will notice **16A** features two pins of different sizes, so that it can be mounted with the correct orientation on the right side of the engine. Connect the two parts **16A** and **16B** by fitting the pivots into the holes (photo **1b**). Apply some pressure to both sides of the tank to fix them securely together, as shown in photo **1c**.

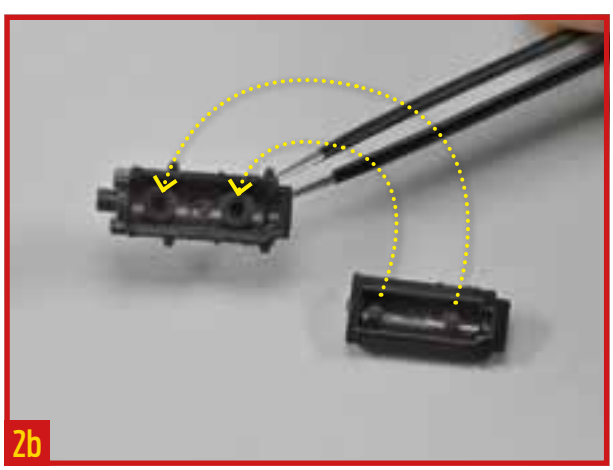






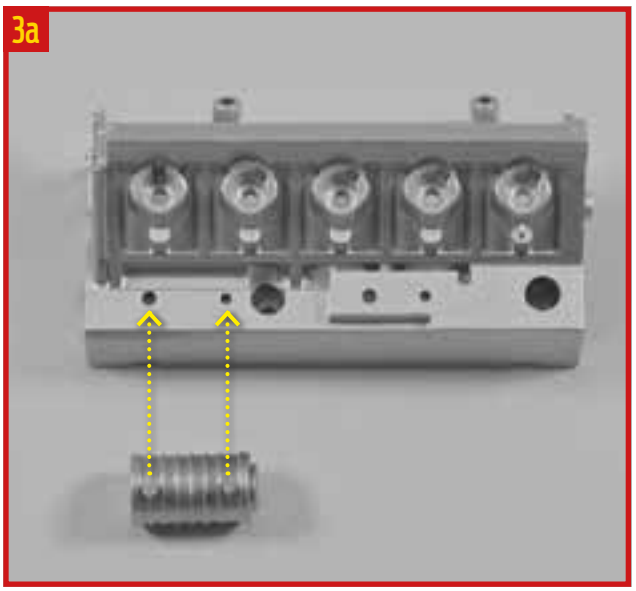
2 In the case of the two parts of the alternator **16C** and **16D**, the former also features slightly different pins (photo **2a**). Connect the two pieces by fitting the pivots into the holes (photo **2b**). As in step 1, apply some pressure to both sides of the alternator to fix them securely together, as shown in photo **1c**.

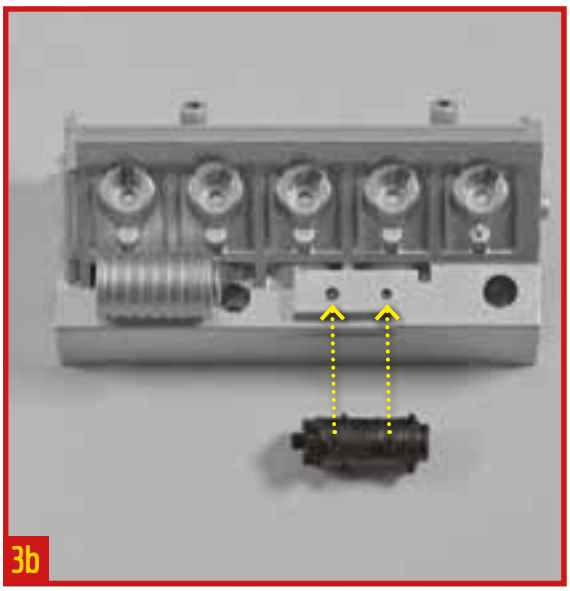




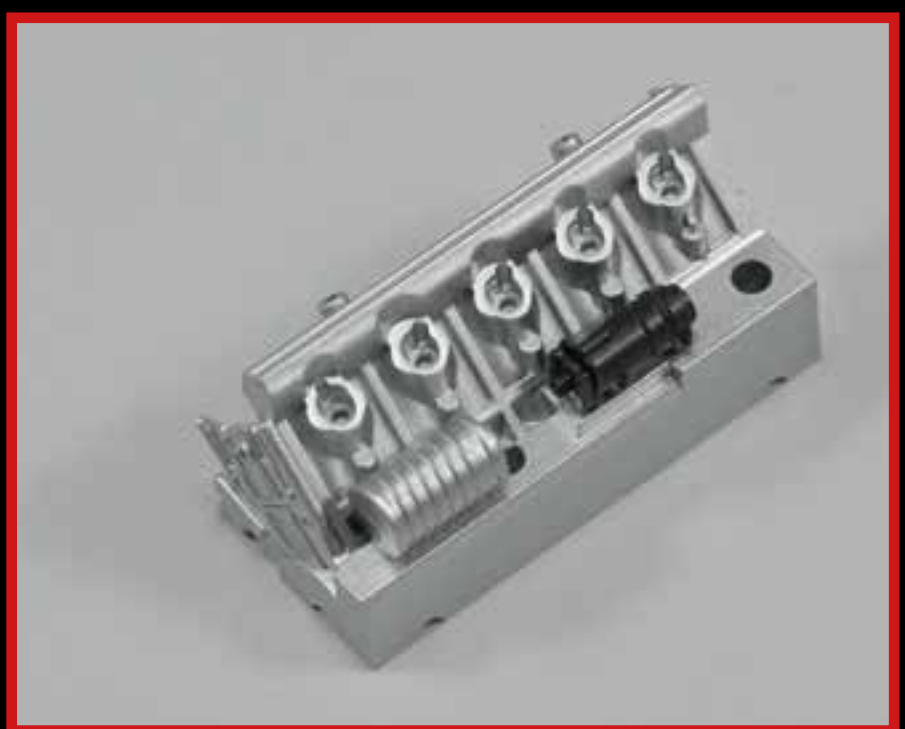


3 Retrieve the right engine block **15A** – to which you attached the connecting plate **15B** in the previous issue – and place it on the work surface, orienting it as shown in photo **3a**. Then insert the assembled **16A** and **16B** into its respective seat in the engine block, as indicated by the yellow dotted arrows. In the same way, connect the assembled **16C** and **16D** to the engine block (photo **3b**).





FINAL RESULT



TOOLS

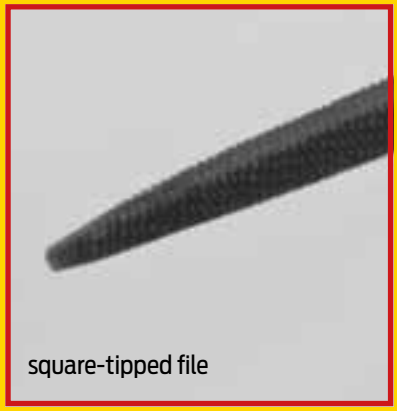
FILES

During the manufacture of a model component, very small residues of excess material may be deposited on it. These burrs can sometimes hinder assembly operations and must therefore be removed by smoothing the piece very gently. For this purpose, it is advisable to use a set of ultra-fine metal files for model-making, whose abrasive surfaces (also called "cutting edges") are specially designed for precision micro-interventions. The different shapes of files (flat, round, semicircular, etc.) allow for "surgical" intervention depending on the shape of the component: a flat file, for example, will be used to level flat and long surfaces; a round file is suitable for smoothing curved surfaces and cleaning holes; and a square file is the best tool for working on surfaces at right angles. To use a file correctly, pay attention to the orientation of its cutting edges: some files are designed to be used by pushing the tool, while others are designed to be pulled towards you. Before working on the model components, it is advisable to try the file on a scrap piece of material. For more experienced users, there are also curved files, with the abrasive part shaped to smooth surfaces from different angles, and diamond files, which allow you to modify the shape of components. A rather useful "emergency" alternative are files made of paper or cardboard, or rubberized files, which are normally used for beauty and manicure.


triangular-tipped file


round-tipped file


flat-tipped file


square-tipped file


semicircular-tipped file


rectangular flat file