FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

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Michael Schumacher

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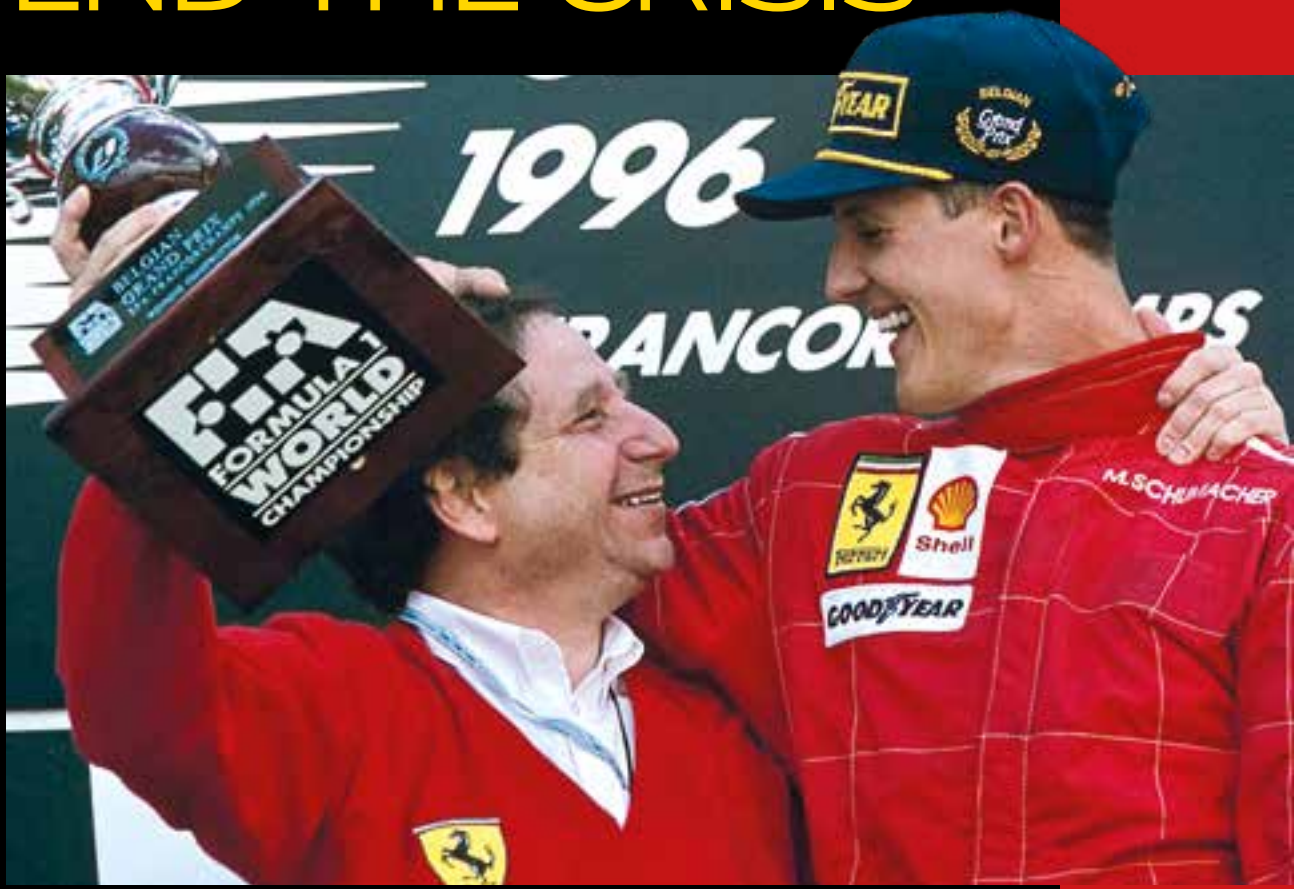
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BELGIUM 1996 A VICTORY TO END THE CRISIS



On the podium at the Belgian circuit, Jean Todt rejoices with Schumacher to celebrate a particularly significant victory for the Maranello team.

Great champions reveal themselves in moments of difficulty, when their talent allows them to overcome all sorts of complications. This is what Michael Schumacher demonstrated at the Belgian Grand Prix, the 13th round of the 1996 F1 World Championship, held on Sunday, August 25, at the historic Spa-Francorchamps circuit.

Black Friday

Ferrari arrived in Belgium with a combination of hope and fear. The F310 was competitive, but not as much as the Williams cars, and now it also had to watch out for McLaren and Benetton. Aside from Schumacher's pole positions in France and Hungary and his fourth place in Germany, the summer races had been disappointing overall





On Friday morning, Schumacher had a bad moment when his F310 crashed: the car was badly damaged and the German had be checked over by the medics.

for the *Rossa*; Jean Alesi and Benetton had overtaken Michael and Ferrari in the Drivers' and Constructors' Championships.

Now more than ever, the Maranello-based team was relying above all on the German champion to extract every last drop of competitiveness from his F310, which since June had also adopted a raised nose, but so far without any noticeable results.

The Spa-Francorchamps circuit – the most technical and difficult in the World Championship, along with Suzuka – had a special significance for the "Kaiser," who made his debut there in 1991, won his first F1 race there in 1992, and repeated the feat in 1995. Yet this all meant nothing in Friday morning's practice session, when Schumacher had a nasty crash. Fortunately, the accident occurred in one of the slowest sections of the circuit, but the severe impact on the rear of the car left the F310 badly damaged. In addition, Schumacher had to go to hospital for the necessary checks and was cleared to race. Meanwhile, the Ferrari mechanics worked hard to get the car back in shape, completely dismantling and reassembling it during the night. It was an incredible job, which allowed Schumacher – still in pain – to get back behind the wheel of his F310 on Saturday morning.

Schumi in pursuit of the Williams duo

In Saturday's qualifying, Schumacher and Eddie Irvine had to work hard: the F310 seemed unbalanced, switching from understeer to oversteer and lacking traction. This was one of the reasons why a new 7-speed gearbox with an



ultra-thin steel casing made its debut at Spa-Francorchamps. It was an engineering masterpiece, yet another first brought to F1 by Ferrari, which had always been at the forefront of technology.
For the Prancing Horse team, however, there seemed to be little hope of turning the situation around. Nevertheless, Michael performed a minor miracle by taking third place on the grid behind the two Williams cars, though he was more than a second off pole position. This was taken by a rampant Jacques Villeneuve, who, on his debut at the Ardennes circuit, set a new track record with a time of 1:50.574 at an average speed of almost 141 mph (227 km/h). Immediately behind him, his teammate Damon Hill was four-tenths of a second slower; fourth was Coulthard's McLaren, a tenth behind Schumacher and a tenth ahead of Gerhard Berger's Benetton, followed by Mika Häkkinen in the other McLaren. Irvine, in the second Ferrari, was only ninth, two and a half seconds behind Villeneuve.

On Saturday morning, Schumacher was back in the "fighting seat" thanks to the amazing tour de force performed overnight by his mechanics.

Wet asphalt

On Sunday morning, during the traditional half-hour warm-up, Villeneuve was once again fastest, while Hill spun out, fortunately without serious consequences. Around noon, the guest of honor arrived in the Ardennes: rain. The start of the race was set for the usual 2 pm, and by that time it had stopped raining, but the sun did not come out. The track was basically dry, with treacherous puddles scattered here and there. The rain had washed away the rubber residue deposited on the circuit over the previous days, requiring changes to the cars' setup, a task made even more complex by the humidity and the possibility of more rain.



Schumacher was ahead of Coulthard during one phase of the race, but the Scotsman was forced to retire on lap 37.



CONTRASTING MOODS AT WILLIAMS

The Spa-Francorchamps weekend was profoundly different for the two Williams drivers. Jacques Villeneuve, who put in a superb performance in practice (and finished second in the race), proved once again that he had no fear despite being a Formula 1 rookie. How was he able to prepare so well for the Ardennes track? Simple: he studied it with a simulation video game, as he candidly admitted. On the other hand, the Canadian was the CART (American F1) champion, where races are held both on city circuits and on high-speed tracks such as Elkhart Lake in Wisconsin – Jacques' favorite, which in terms of track layout, length, and average speed is very similar to Spa-Francorchamps. In short, Villeneuve junior felt at home in the Ardennes.

Damon Hill's weekend in Belgium, on the other hand, got off to a very bad start, as the driver received the news that he would not be driving for Williams in 1997. Damon was convinced he would win the title and therefore deserved a substantial contract renewal, but team bosses Frank Williams and Patrick Head informed his agent that they were not willing to pay the amount requested. Therefore, the following year, Hill's car would almost certainly be entrusted to German driver Heinz-Harald Frentzen, then with Sauber. This was a heavy blow for the son of the great Graham Hill: his morale would remain low throughout the Belgian Grand Prix weekend.

Forget Belgium, it felt like being in the English countryside in the middle of the fall!

At the start, Villeneuve took the lead, followed by Schumacher, who overtook Hill. The Englishman was also overtaken by David Coulthard, and Hill then had to contend with two tough opponents, in Häkkinen and Berger. On lap 13, the safety car entered the track due to a disastrous crash by Jos Verstappen, a situation that favored Ferrari: Schumacher had, in fact, planned his first pit stop after about a third of the race (the total distance of the race was 44 laps). Williams struggled to communicate with its drivers via radio, which is why Villeneuve and Hill's pit stops were delayed, causing them to lose more time than the Ferrari drivers. When the race resumed, Schumacher was ahead of Villeneuve, while Hill was out of the top 10; Coulthard and Häkkinen's McLarens were in the lead, having planned a one-stop strategy to try to surprise their rivals. But with the improvised setups due to the weather conditions, relying on new tires was more important than staying out on the track for longer: in fact, Schumi and Villeneuve would soon find themselves back at the front.

A victory of talent and teamwork

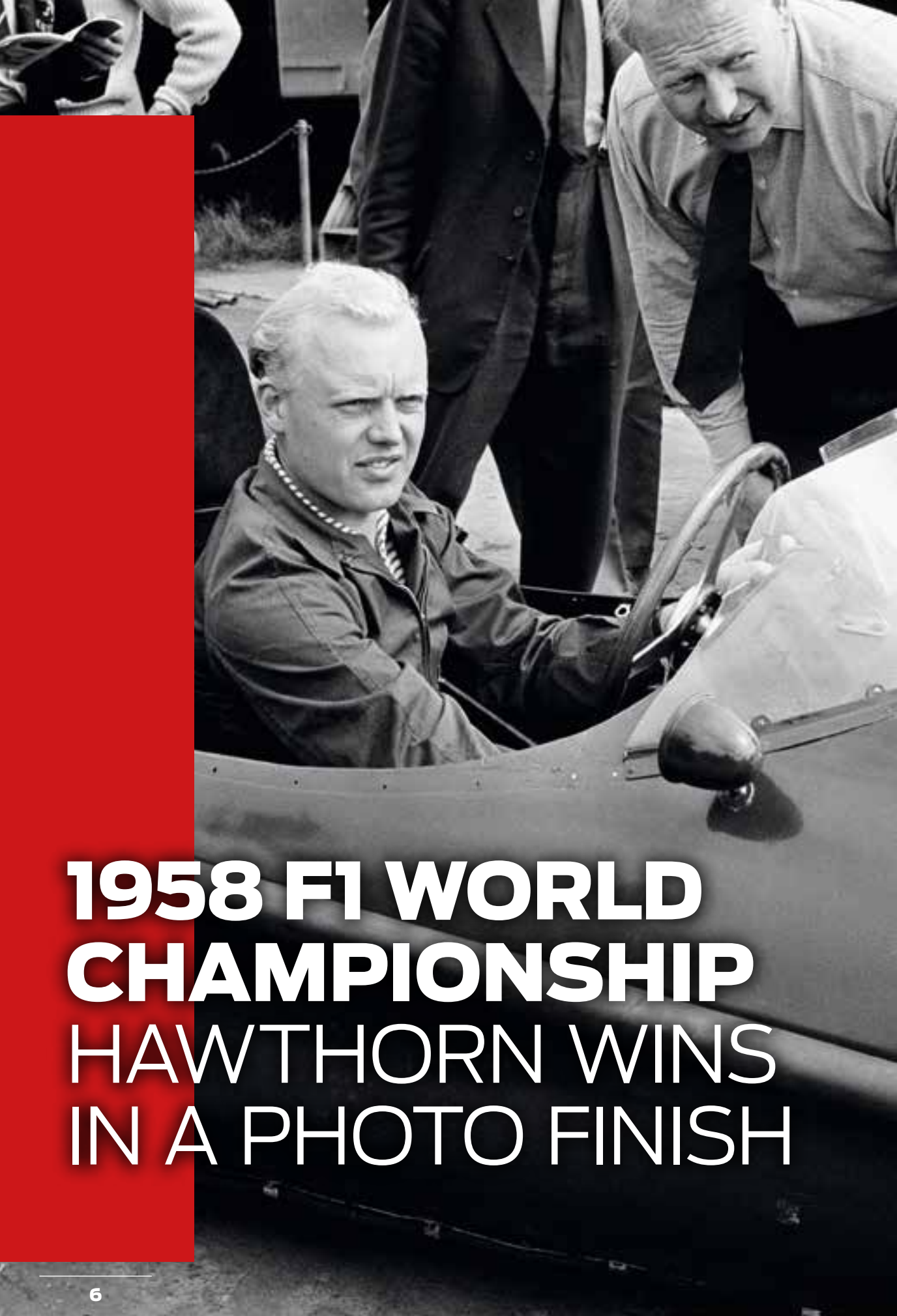
The decisive moment of the race coincided with the second pit stop. Schumacher pushed hard in the two or three laps before his stop on lap 30, gaining precious tenths of a second. Villeneuve stopped two laps later and returned to the lead, but at the same time Schumi was coming out of the first corner at full throttle and overtook his rival, racing towards the finish line. Meanwhile, Irvine was forced to retire due to a broken gearbox: the season was proving to be rather unsatisfactory for the Northern Irishman. In the last 11 laps, Villeneuve repeatedly tried to catch Schumacher, but the latter maintained a furious pace, preventing the Canadian from getting closer than a few seconds behind him. Thus, the German and his F310 crossed the finish line first at the end of a superb race, five seconds ahead of Villeneuve's Williams and 15 ahead of Häkkinen's McLaren; the winner's time of 1 hour 28.15 seconds, at an average speed of 127.035 mph (208.443 km/h), was a new track record. Ferrari headed to the next Italian Grand Prix with enthusiasm after an unexpected victory, which allowed Schumacher to return to third place in the Drivers' Championship and Ferrari to significantly close the gap on Benetton in the Constructors' Championship. The triumph at Spa was undoubtedly due to Schumacher's determination, but it was also down to the team, which worked with great cohesion and skill to provide Schumi with a winning car that was effectively rebuilt in the pits after Friday's accident. It was also a demonstration of strength on a psychological level: Ferrari was capable of challenging at the top, and its rivals had been warned. ■

SCHUMACHER AND FERRARI WON A COMPLEX RACE, WHICH BEGAN WITH A BAD CRASH BY THE GERMAN ON FRIDAY MORNING, AND WAS CONTESTED ON A TRICKY TRACK FOLLOWING RAIN A COUPLE OF HOURS BEFORE THE RACE.

FINAL RANKING

1 - **M. Schumacher** Ferrari
2 - **J. Villeneuve** Williams-Renault
3 - **M. Häkkinen** McLaren-Mercedes
4 - **J. Alesi** Benetton-Renault
5 - **D. Hill** Williams-Renault
6 - **G. Berger** Benetton-Renault
7 - **M. Salo** Tyrrell-Yamaha
8 -**U. Katayama** Tyrrell-Yamaha
9 - **R. Rosset** Footwork-Hart
10 - **P. Lamy** Minardi-Ford





1958 F1 WORLD CHAMPIONSHIP

HAWTHORN WINS IN A PHOTO FINISH



DESPITE THE TRAGIC LOSSES OF MUSSO AND COLLINS, THE MARANELLO TEAM MANAGED TO WIN THE WORLD CHAMPIONSHIP WITH MIKE HAWTHORN, JUST AHEAD OF THE BIG FAVORITE STIRLING MOSS.

The 1958 Formula 1 World Championship consisted of 11 races (including the Indianapolis 500) and the rules allowed each competitor to add up their six best results: 8 points went to the winner, 6 to the runner-up, 4 to third place, 3 to fourth, and 2 to fifth; the driver who set the fastest lap in the race earned an extra point.

The battle between Vanwall and Ferrari

The inaugural race was the Argentine Grand Prix, scheduled for January 19 at the Buenos Aires circuit. It was a race that seemed to encapsulate the main characters and events of the season. Juan Manuel Fangio raced in front of his home crowd in his 50th Grand Prix – and the penultimate race of his career – and provided his enthusiastic fans with yet another outstanding performance in qualifying, taking pole position in a Maserati; Mike Hawthorn, at the wheel of the new Ferrari

THE FERRARI 246 F1'S RECORD (1958)

10 RACES

2 WINS

7 SECOND PLACES

7 THIRD PLACES

4 POLE POSITIONS

6 FASTEST LAPS



Olivier Gendebien's Ferrari 246 F1 (no. 20) battling with Maurice Trintignant's Maserati 250F during the 1958 Belgian Grand Prix. The Belgian and French drivers finished the race in sixth and seventh places respectively.

OLIVIER **GENDEBIEN**

In the 1958 World Championship, in addition to its regular drivers, Ferrari also fielded Belgian Olivier Gendebien, an ace in endurance racing and at Le Mans. Born in 1924, Gendebien was originally from Brussels and belonged to a wealthy family with aristocratic ancestors. After serving in the Belgian resistance during World War II, he moved to the Congo at the end of the war and worked as an agricultural engineer; he also began dabbling in car racing in his spare time. Upon his return to Europe in the 1950s, Gendebien emerged as one of the finest road racers of his generation. The Belgian excelled at driving Gran Turismo and Sport cars; as a privileged Ferrari customer, he soon became an official driver for the Maranello-based manufacturer, achieving one success after another in endurance classics: the Mille Miglia, Targa Florio, 1,000 km of Nürburgring, 12 Hours of Sebring and, above all, the 24 Hours of Le Mans. Like all top drivers, Gendebien also aspired to compete in Formula 1: he made his debut in the top series in 1956, when Ferrari entrusted him with a 555 F1 equipped with a D50 V8 engine at the Argentine Grand Prix at the start of the season. Between 1956 and 1961, Gendebien competed in a total of 14 World Championship GPs: eight with Ferrari, five with Cooper, and one with Lotus. In June 1962, after his fourth victory with Ferrari at Le Mans, he announced his definitive retirement from competition. He died in 1998 at the age of 74.

246 F1, was six-tenths of a second ahead of him. However, the winner in Buenos Aires was Stirling Moss in a Cooper Climax; the season's big favorite took the lead in the race, overtaking Fangio (who also set the fastest lap but finished only fourth under the checkered flag); it was almost a symbolic handover between the two drivers. Luigi Musso and Hawthorn finished behind the Briton. From the next Grand Prix in Monaco until the end of the championship, Moss became the lead driver for Vanwall, but the Monaco race was still dominated by a Cooper Climax, driven to victory by Maurice Trintignant; Musso and Peter Collins, second and third respectively, upheld Ferrari's honor. In Holland, Moss returned to the top step of the podium, which was entirely occupied by British cars (in addition to the winner's Vanwall, Harry Schell's BRM was second and Jean Behra's third). Tony Brooks's victory in Belgium revealed that Vanwall was the car to beat, but Hawthorn, who took pole position and finished second, showed that Ferrari was also in good shape. This was confirmed in the next race, in France, where Hawthorn took the win with his 246 F1, though his was joy overshadowed by the tragic

death of Musso following an accident at the Gueux corner on the transalpine track.

A point that makes the difference

The British Grand Prix, held at Silverstone on July 19, marked the start of the second half of what was proving to be a very competitive season. Collins and Hawthorn, first and second at the finish line with Ferrari, achieved a superb one-two finish on their home circuit, but for Collins the joy lasted only two weeks: in the next race, at the Nürburgring, the Englishman lost his life. While Brooks raced on to secure victory in his Vanwall, Hawthorn, deeply shaken by the death of his friend, abandoned the race. The end of the season was a monologue by the Vanwalls of Moss (winner in Portugal and Morocco) and Brooks (first in the Italian Grand Prix). However, Hawthorn took second place on the podium in all three final races and, thanks to this consistency, managed to snatch the World Championship crown from his compatriot and great rival Stirling Moss by one point – 42 to 41.



Hawthorn (24) leads Moss (2) on the Boavista street circuit, the venue for the Portuguese Grand Prix. The Vanwall driver won and Hawthorn was runner-up.



Peter Collins drove his 246 F1 to victory in the British Grand Prix. Two weeks later, the Englishman was killed during the German Grand Prix.

BETWEEN HISTORY AND MYTH
1958 MOROCCAN GRAND PRIX





The days following the 1958 German Grand Prix were not easy for Mike Hawthorn. Having lost his friend Peter Collins, who was killed in a fatal crash at the Nürburgring, the driver from Mexborough also found himself being hunted down by Stirling Moss, who was second in the standings, just six points behind: the Ferrari driver had 30 points, while the Vanwall star had 24, with three races still to go. Mike gathered all his physical and psychological strength and acted accordingly to complete his mission with tenacity and intelligence.

Second in Portugal behind Moss, Hawthorn also finished second in Italy, behind Tony Brooks, Stirling's teammate, who was forced to retire. He was thus able to face the final Grand Prix in Morocco with 40 "net" points to his credit – out of a total of 43 – and an eight-point lead over Moss, who had 32.

It was a precious advantage: his British rival had to win, collect the point awarded for the fastest lap, and hope that Mike finished lower than second place. Moss did indeed cross the finish line in Casablanca in first place and set the fastest lap, reaching 41 points, all valid; but Hawthorn benefited from the courtesy of his teammate Phil Hill, who gave him the second place Mike needed to total 42 valid points.



The exhaust terminals of the Ferrari 246 F1 were of the "three-in-one" type and ran along both sides of the car to the rear.

A car "descended" from the F2

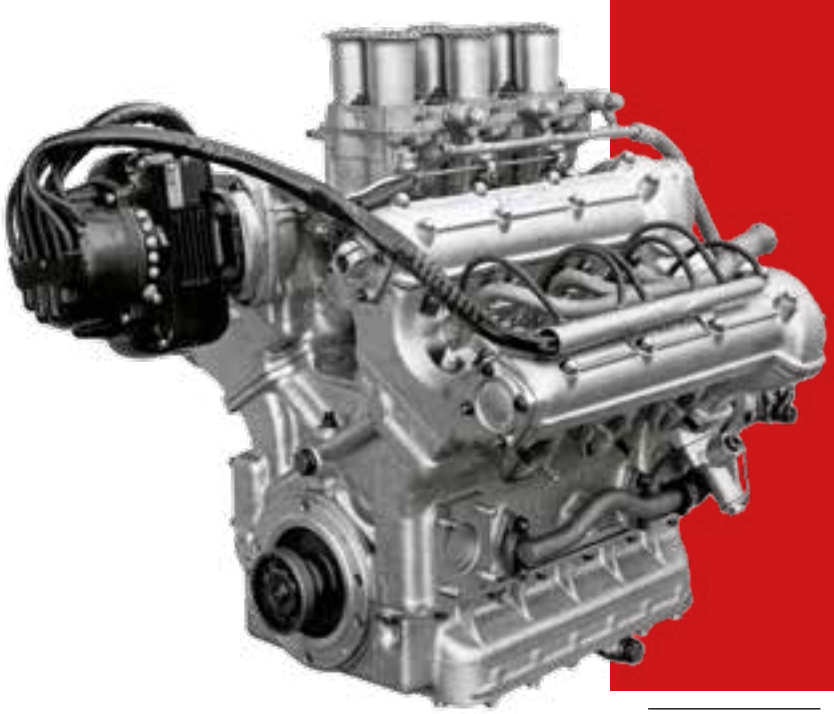
In Naples on April 29, 1957, Luigi Musso raced the Dino 156 F2. It was visually similar to the 801 and built around the 1.5-liter, 65° V6 engine designed by Alfredo "Dino" Ferrari, the beloved eldest son of the Commendatore, who had died in the summer of 1956 at the age of 24. It was, in fact, Alfredo who designed the 1,500 cc engine that was intended for a future Formula 2 single-seater.

Enzo Ferrari explained in later years that the choice of displacement and angle between the banks was based on careful assessments of the unit's dimensions and mechanical performance, which Dino expressed with passionate expertize.

Before its displacement was increased to 2,417.33 cc for installation in the 246 F1, the V6 was set up in three other configurations: 1,877.78 cc, 1,983.72 cc, and 2,195.15 cc. A further increase in engine displacement to 2,474.54 cc would form the basis of the 256 F1, used from the 1959 season onwards.

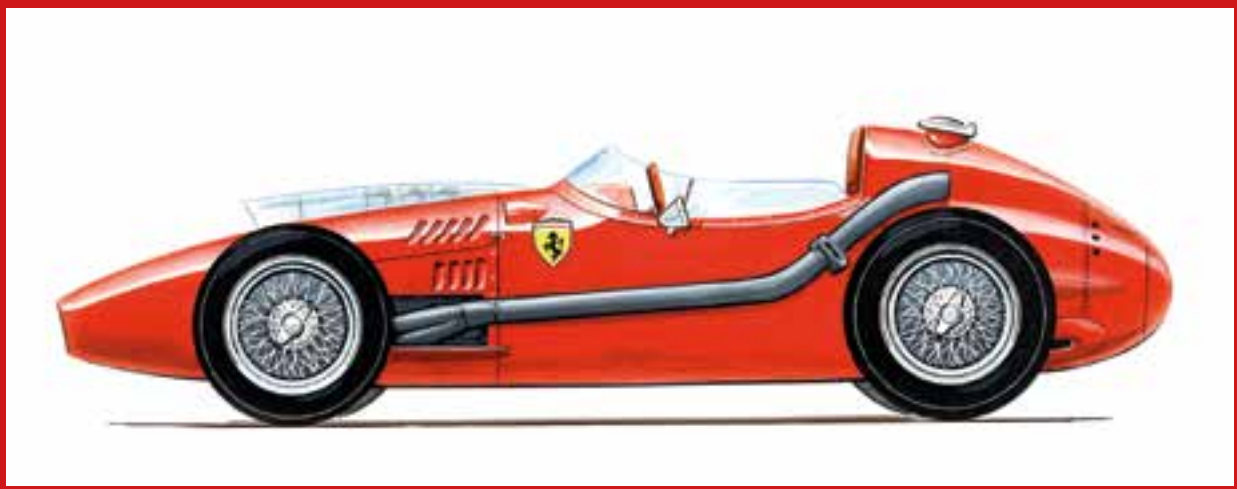
The 246 F1, so named because of its engine characteristics – displacement (2.4 liters) and cylinders (6) – made its first appearance in a race with Peter Collins at the Moroccan

Grand Prix on October 27, 1957, one of the races that did not count towards the World Championship.
Developed by engineers Vittorio Jano and Franco Rocchi, the car had many technical and structural similarities with the Dino 156 F2. It borrowed the latter's tubular trellis frame (although the section of the tubes was revised in order to reduce weight); its wheelbase, measuring 85.0 in (2,160 mm), and the track width, measuring 8.8 in (1,240 mm) on both axles; its drum brakes, which were only replaced by more modern disc brakes at the 1958 Italian Grand Prix; and its general suspension layout, featuring deformable quadrilaterals at the front and a De Dion axle at the rear.
The fuel tank capacity was increased from 39.6 to 42.3 gallons (150 to 160 liters), while the V6, capable of delivering approximately 280 hp at 5,800 rpm, was modified to run on aviation gasoline with an octane rating of 130, the maximum allowed by the regulations.
The front longitudinal engine position made the 246 F1 one of the last single-seaters in the top series with a traditional layout, along with the Maserati 250F and the Vanwall VW5. In the 1958 season, British brands Cooper, BRM, and Lotus fielded cars powered by engines positioned behind the driver for the first time, not without raising the concerns of Enzo Ferrari, who, however, would soon be forced to accept the presence of "oxen behind the cart," to use one of his famous expressions.
The Ferrari 246 F1 was not the best car of the 1958 season. In terms of overall performance, it was surpassed by the Vanwall, which, in addition to Moss's three victories, secured another three with Tony Brooks.
The young British team thus won the Constructors' Cup, the trophy that the FIA established in 1958 to reward the best team of the year.
The Drivers' World Championship, however, was won by Mike Hawthorn in his 246 F1 driven. ■



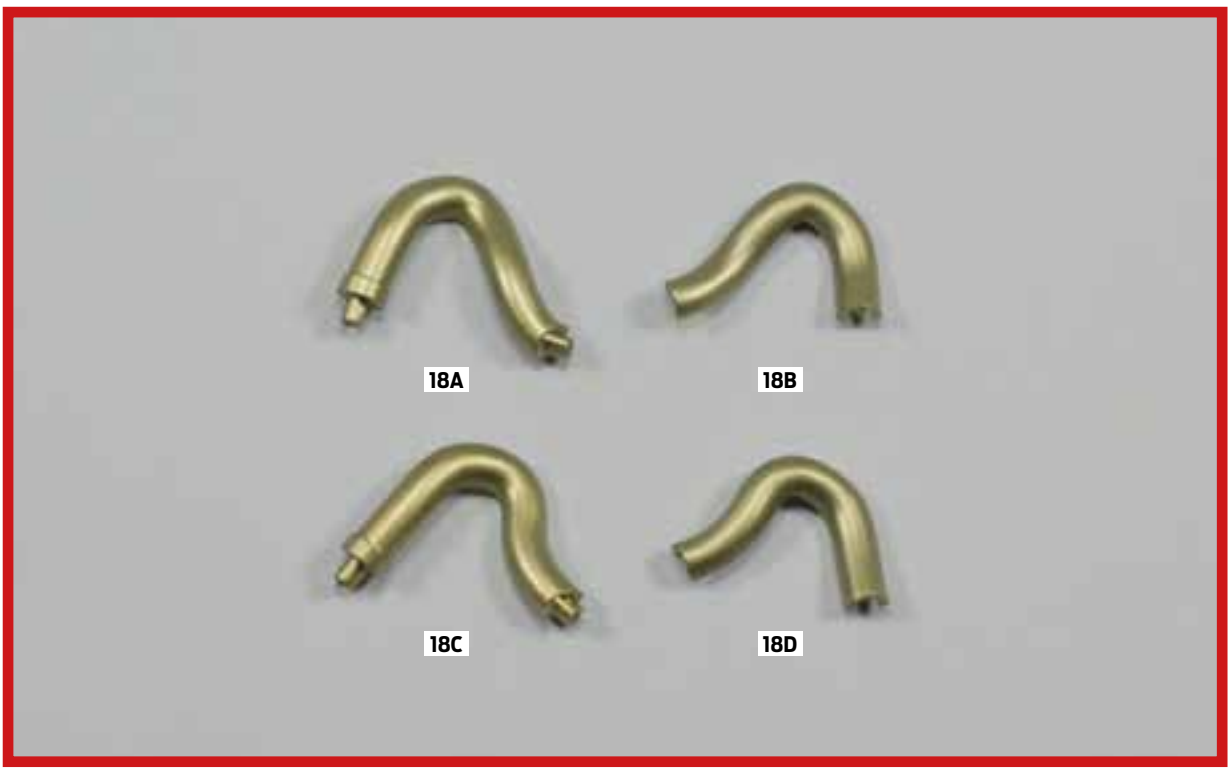
The 1958 F1 technical regulations prohibited the use of special fuels and required all competitors to use 130-octane aviation fuel. The Dino 65° V6 engine, which delivered around 280 hp, was slightly modified to comply with this requirement.

FERRARI 246 F1 IN BRIEF



Engine Dino type, front, longitudinal, 65º V6	**Displacement** 2417.33 cc	**Bore × stroke** 3.35 × 2.80 in (85 × 71 mm)	**Timing** twin overhead camshafts	**Number of valves** 2 per cylinder
Compression ratio 9.8:1	**Fuel** 3 Weber 42DCN carburetors	**Ignition** dual, 1 magneto	**Cooling** water-cooled	**Maximum power** 280 hp at 8,500 rpm
Transmission rear-wheel drive	**Gearbox** 4 speeds + RM, in block with differential	**Chassis** tubular steel	**Front suspension** independent, double wishbones, coil springs, telescopic shock absorbers, stabilizer bar	**Rear suspension** De Dion axle, double struts, upper transverse leaf spring, Houdaille hydraulic shock absorbers
Brakes drum	**Tires** Dunlop, front 5.50 × 16 in rear 6.50 × 16 in Borrani spoked wheels	**Wheelbase** 85.0 in (2,160 mm)	**Front track** 48.8 in (1,240 mm)	**Rear track** 48.8 in (1,240 mm)
Length 158.7 in (4,030 mm)	**Width** 59.1 in (1,500 mm)	**Height** 38.6 in (980 mm)	**Weight** 1,235 lb (560 kg) ready to drive	**Maximum speed** approximately 174 mph (280 km/h)

018 | THE ENGINE (8)



PARTS LIST

18A Part 1 of manifold L3
18B Part 2 of manifold L3
18C Part 1 of manifold L2
18D Part 2 of manifold L2

SCREWS*

2 **AP** screws 1.7 × 4 mm (+ 1 spare)

2 screws **AP**



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



1 Take parts **18A** and **18B**, which form the L3 manifold, and place them on your work surface (photo **1a**). Insert the three pins on **18B** into the three holes in **18A** and press the parts together (photo **1b**). The detail in photo **1c** shows the notch that is used to fit manifold L3 into the left engine block.

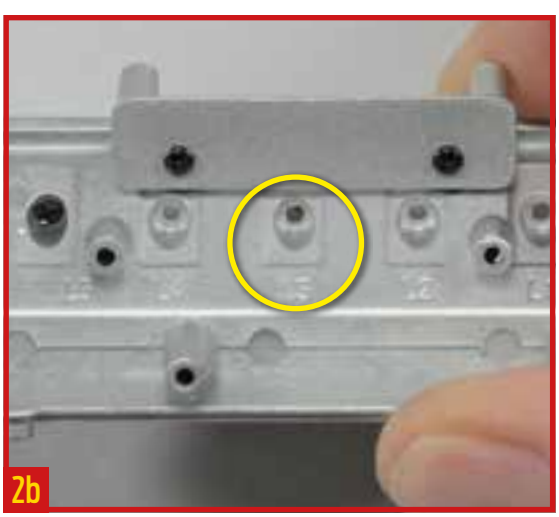






2 Retrieve the left engine block **14A**, on which you have already mounted two manifolds (photo **2a**). Underneath the block, the screw hole for the L3 manifold is marked (photo **2b**), while on top of the block the manifold hole includes a slot designed to accommodate the notch in the L3 manifold (photo **2c**).

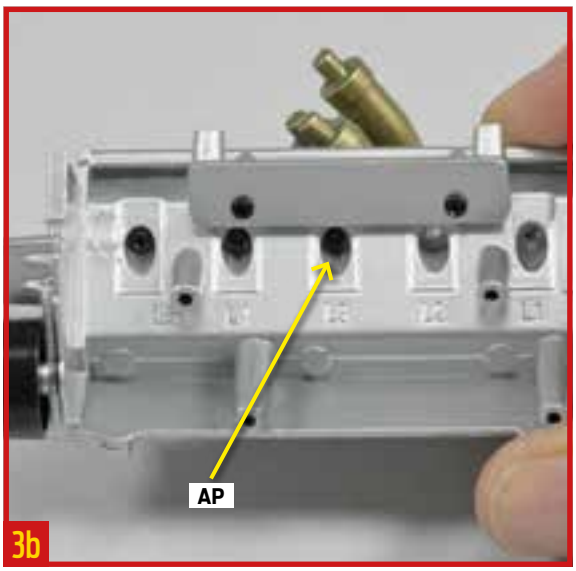




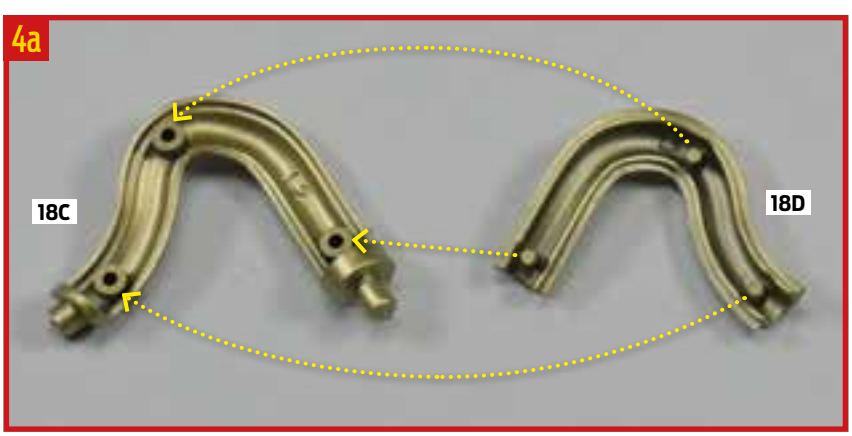


3 Insert the L3 manifold into the hole in the left engine block, as shown in photo **3a**. Then secure the L3 manifold from underneath with an **AP** screw (photo **3b**).





4 Retrieve parts **18C** and **18D**, which form the L2 manifold (photo **4a**), and connect them together (photo **4b**). The detail in photo **4c** shows the notch that is used to fit manifold L2 into the left engine block.

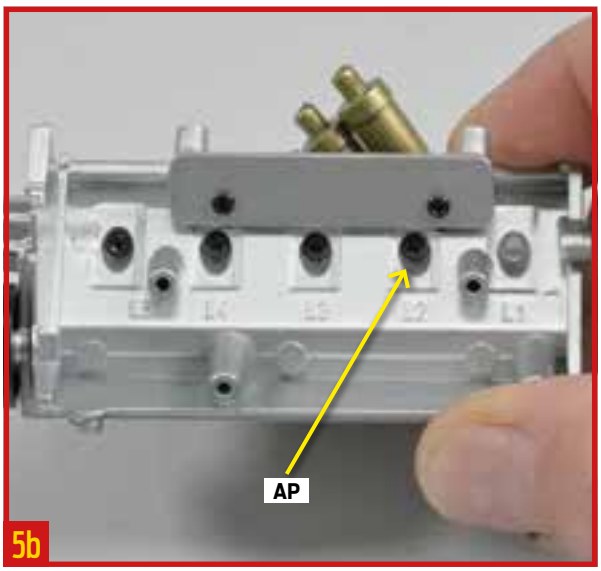






5 Insert the L2 manifold into the hole in the left engine block (identified underneath with an L2 marking), as shown in photo **5a**. Then secure the L2 manifold from underneath with an **AP** screw (photo **5b**).


5a



5b

FINAL RESULT

