FERRARI F1-2000
MICHAEL SCHUMACHER

The Formula I world champion in 2000

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Michael Schumacher

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ITALY 1996 RED DELIRIUM AT MONZA

Thanks to Michael Schumacher's talent and the constant development work on the F310, the second half of the 1996 season was taking a positive turn. It was confirmed by the German's recent victory in the Belgian Grand Prix, which had rekindled the hopes of the Prancing Horse team. The World Championship calendar consisted of 16 races and, after Schumi's triumph at the Spa-Francorchamps circuit, there were three left to increase the haul in the Drivers' and Constructors' Championships: Italy, Portugal, and Japan. So far, consistency in results had been Ferrari's biggest weakness, and so, partly out of common sense and partly out of superstition, the Scuderia was approaching the Monza race with the right degree of caution. At the end of the previous year, during the presentation of Schumacher and Eddie Irvine, Ferrari chief Luca di Montezemolo had expressed his hope that Ferrari would win at least three Grand Prix races in 199. It was a reasonable expectation, given that in 1995 the *Rossa* had only won the Canadian Grand Prix. Schumacher himself said he was convinced he could achieve this goal. Everyone hoped that this would happen at Monza, even if no one openly said so.

Schumacher celebrates on the podium at Monza, flanked by Benetton's Alesi, who finished second, and third-placed Häkkinen in a McLaren.



Schumacher on the track at Monza, whose characteristics were perfectly suited to the German champion's speed.

Challenging braking

There was no doubt that Schumacher's speed and the power of the Ferrari engines could make the most of the Brianza circuit. The track dated back to the early days of motor racing: built in 1922, it has been modified several times, especially in recent decades, with the aim of lowering average speeds and, consequently, limiting the risks for drivers. These modifications had essentially resulted in the creation of a series of variations (known as "chicanes"), which required increasing effort on the part of the drivers – and considerable effort on the part of the cars – when braking, especially in the case of Formula 1. For aerodynamic reasons, the single-seaters at Monza travel almost completely "unloaded," i.e., with very little downforce from the wings: when the driver approaches the chicane, he has to brake violently from over 186 mph (300 km/h) to 50–62 mph (80–100 km/h) in 328 ft (100 m). The risk of losing control of the car, which was lighter due to its particular setup, was therefore high.

Williams again on the front row

Good weather prevailed at the Monza circuit from Friday onwards, with Schumacher thrilling the fans by setting the fastest time in the free practice session. In qualifying, however, Williams once again laid down the law, with Damon Hill recording the 19th pole position of his career; the Englishman was three-tenths of a second ahead of his teammate Jacques Villeneuve and a good

half-second ahead of Schumacher, who, as often happens, led the chasing pack from the practice sessions; the German was ahead of the McLarens of Mika Häkkinen (fourth) and David Coulthard. The latter was flanked by Jean Alesi in the Benetton, while Irvine in the second F310 had to settle for seventh place; he would start from the fourth row, alongside Gerhard Berger in the other Benetton. The top eight positions on the grid were therefore occupied by the cars that had proved most competitive during the season. Hill's exploit was particularly significant, given that the news from the paddock was decidedly unfavorable for him: it was now certain that his place at Williams would be taken by Heinz-Harald Frentzen next season.

The team's decision to sack the driver who was about to become World Champion remained a mystery to many, but it wass not the only topic of discussion during the weekend at Monza. Another, more closely related to the race itself, was the presence of stacks of tires near the first and second chicanes, placed there to prevent drivers from cutting the track or other foul play. It was a solution that left some drivers perplexed – principally Schumacher and Villeneuve – and which, in practice, would prove to be unfortunate, as it caused several accidents (though fortunately not serious).

Very fast pace

On Sunday, September 8, the race, as per the regulations, started at 2 pm, with the asphalt temperature quite high. Alesi got off to a perfect start: in his Benetton, he shot off like a rocket from the third row and took the lead at the first corner. However, at Lesmo, he was attacked with unusual determination by Hill, who regained the lead with authority. Schumacher was only sixth on the first lap, but by the next lap he had already climbed back up to third position.

Shortly afterwards, the first twist: on lap 6, Hill made a mistake when braking at the end of the finish straight, was forced to lengthen his trajectory, and hit a pile of tires with his rear right wheel. His Williams spun on the track

ON THE BRIANZA CIRCUIT, MICHAEL SCHUMACHER UNLEASHED THE JOY OF THE FERRARI FANS BY RECORDING HIS THIRD VICTORY OF THE SEASON WITH THE F310 AND PROVING ONCE AGAIN THAT, BEHIND THE UNBEATABLE WILLIAMS, IT WAS ALWAYS HIM AND FERRARI.



The major news in the Monza paddock was the move by Frentzen (pictured) to Williams in 1997, where he would replace Damon Hill.



and the engine stalled – the Englishman had no choice but to get out of the car and walk back to the pits. Alesi was now back in the lead, followed closely by Schumacher's F310. For about 20 laps, the German stayed close behind the former Ferrari driver, until the latter stopped in the pits for the only tire change of the race. At that point, Schumi performed one of his favorite tricks: a series of fast laps. He managed to build up a 25-second lead, and when he returned to the track after his pit stop – scheduled for lap 33 – he maintained the lead. At that point, the two-time World Champion continued to push, taking advantage of his new tires and lapping up to a second faster than Alesi, wearing down his rival's resistance. Schumi also found time to set the fastest lap of the race: he did so on lap 50 of the 53 scheduled, stopping the clock at 1:26.110 (at an average speed of 149.89 mph/241.22 km/h), more than half a second faster than everyone else. When the checkered flag came down on the nose of the F310 driven by the "Kaiser," the Monza racetrack was filled with waving flags bearing the Prancing Horse logo. The fans were ecstatic – they had been waiting for this moment for eight years, since Gerhard

In the photo above, Jean Alesi is in the lead immediately after the start of the race. In the photo below, the Ferrari fans are jubilant after Schumacher's victory.



FINAL RANKING

1 - M. Schumacher
Ferrari

2 - J. Alesi
Benetton-Renault

3 - M. Hakkinen
McLaren-Mercedes

4 - M. Brundle
Jordan-Peugeot

5 - R. Barrichello
Jordan-Peugeot

6 - P. Diniz
Ligier-Mugen Honda

7 - J. Villeneuve
Williams-Renault

8 - J. Verstappen
Footwork-Hart

9 - J. Herbert
Sauber-Ford

10 - U. Katayama
Tyrrell-Yamaha

Berger's Ferrari was the first to cross the finish line on this circuit in 1988. It was a significant victory because it was a sort of tribute to Enzo Ferrari, who had passed away in August of that year. Schumacher thus won the third race of the season and soaked up the enthusiasm of the Ferrari fans crowded under the podium; next to him were Jean Alesi and Mika Häkkinen. For Williams, with Hill retired and Jacques Villeneuve only seventh, it was a weekend to forget. With two races remaining in the World Championship, Schumi was third in the Drivers' Championship with 49 points, behind Hill (81) and Villeneuve (68). In the Constructors' Championship, Ferrari, with 58 points, had closed the gap on Benetton, second in the standings with 61 points behind Williams. ■



A FERRARI AS A GIFT

The victory in the Italian Grand Prix gave Schumacher not only enormous – and well-deserved – satisfaction, but also... a brand-new Ferrari.
It was the 550 Maranello, the latest road-going gem from the Modena-based manufacturer, unveiled at the Nürburgring in July (above).
This extremely elegant car marked the return of the Prancing Horse marque to the production of the most traditional type of sports car: the two-seater berlinetta with front engine, in this case a 5,473.91 cc V12 capable of delivering 485 hp at 7,000 rpm.
This tradition dates back to cars such as the 250 GT Berlinetta and SWB, which created the legend of the Maranello-based manufacturer, also winning numerous victories in prestigious races such as the Tour de France. Schumacher immediately fell in love with the 550 Maranello, so much so that he asked for one as a gift. Montezemolo, after thinking about it for a while, replied to the German that he would receive it in exchange for his third victory of the season with the F310. And a promise is a promise!





1959–60 F CHAMPION A PERIOD O

Enzo Ferrari's aversion to the rear-engine solution – increasingly popular among British single-seaters competing in the Formula 1 World Championship – was based on a solid technical conviction gained from the Commendatore's own experiences years earlier, when Ferdinand Porsche's Auto Union and later Wifredo Ricart's Alfa Romeo 512 had experimented with this configuration with mixed results.

The German single-seaters, although often fast and successful, put a strain on the durability of the tires and exhibited serious stability problems. In turn, the Milanese single-seater had experienced such difficulties in tuning that it was quickly shelved.

However, in the second half of the 1950s, significant advances in the manufacture of racing tires and the greater rigidity achieved by new chassis construction techniques led to these difficulties being overcome.

Richie Ginther at the 1960 Monaco Grand Prix with the 246 P F1.



F1 WORLD NSHIPS OF TRANSITION

THE MARANELLO TEAM ENDED THE FIRST DECADE OF THE TOP CATEGORY BY ONCE AGAIN FIELDING A FRONT-ENGINED CAR, BUT FOR THE 1960S IT WAS PREPARING FOR A TECHNICAL REVOLUTION.



Ginther's Ferrari 246 P F1 leads Innes Ireland's Lotus during the early stages of the Monaco race. In the background are Bruce McLaren's Cooper and Dan Gurney's BRM.

British single-seaters, especially Cooper and Lotus – which were very light and well balanced – soon took center stage, proving to be much more maneuverable, faster, and more competitive than front-engined cars.

The success of the Cooper Climax

The developments and conclusion of the 1959 Formula 1 World Championship marked the definitive success of the rear-engine layout. Jack Brabham won his first Drivers' Championship at the wheel of the compact, maneuverable, and well-balanced Cooper T51, which won five of the nine races on the calendar (and the Constructors' Championship): the Australian driver triumphed in Monaco and Great Britain, Stirling Moss won in Portugal and Italy, and Bruce McLaren was victorious in the final race of the season, the United States Grand Prix held at the Sebring circuit. In that same season, Scuderia Ferrari continued to field a front-engined car, the 256 F1, essentially an optimized 246 F1 equipped with a larger-displacement V6 engine. With this car, Tony Brooks won the French and German Grands Prix, and with podium finishes in Monaco (second place) and the United States (third place), he managed to finish behind Jack Brabham in the final standings.

Future rear

Despite the impressive results achieved by Brooks and his 256 F1 during the 1959 World

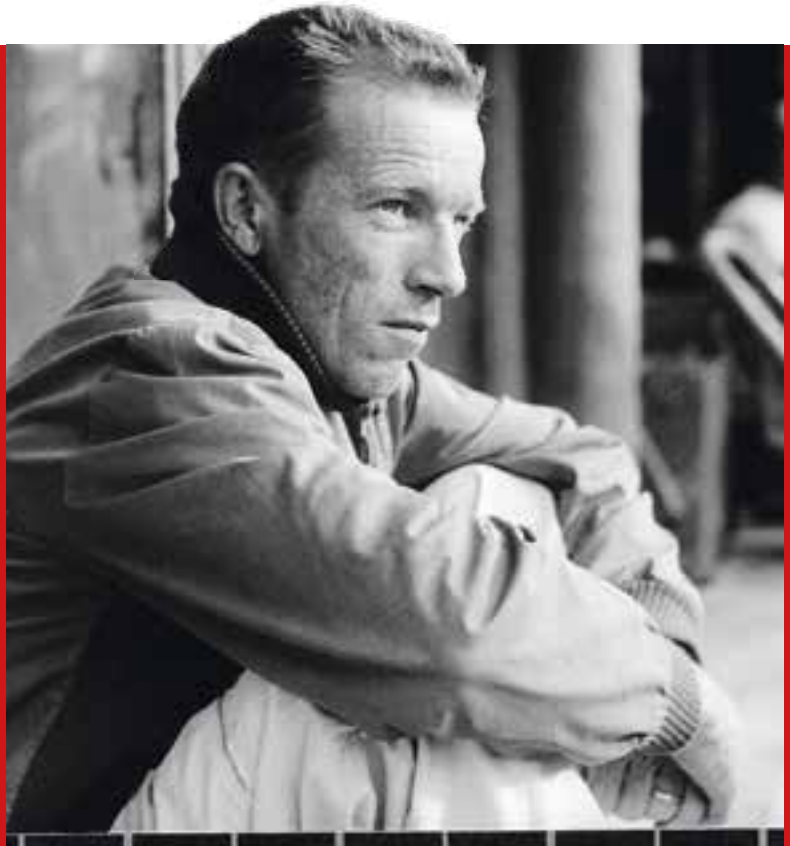


Championship, Enzo Ferrari realized that he had to overcome his deeply held convictions. Looking ahead to the 1960 World Championship, he decided to build a rear-engine single-seater, entrusting its design to technical director Carlo Chiti; he was strongly convinced of the merits of the innovative solution implemented by the English marques. Completed in the spring, the new single-seater – christened 246 P F1, where "P" stood for "posterior" – was tested on several occasions on the Modena Aeroautodromo track in order to verify its general performance. The final test session was held on May 22, one week before the Monaco Grand Prix, which was designated as the car's competitive debut.

The Monegasque circuit hosted the second race of the 1960 season; the inaugural race, the Argentine Grand Prix, saw the triumph of Bruce McLaren's Cooper Climax. Ferrari's new single-seater would be raced along the streets of the Principality by American Richie Ginther, a Formula 1 rookie but chosen by Ferrari because, in addition to his undoubted speed, he demonstrated particular skills as a test driver. In qualifying, Ginther set the ninth-fastest time, more than two seconds behind Stirling Moss, who took pole position in the Lotus 18 – the British manufacturer's first rear-engined single-seater. It was the London ace who won the Monaco race,

After competing in the Monaco Grand Prix, the 246 P F1 made only a fleeting appearance in the Dutch Grand Prix trials.







RICHIE **GINTHER**

Born in California in 1930, Richie Ginther developed a passion for car mechanics at a young age and, at 18, offered to assist Phil Hill, a friend of his older brother. Military service as a helicopter mechanic during the Korean War only temporarily took Ginther away from the racetrack; before donning his uniform, he also made his debut as a driver in an SCCA Championship race at Pebble Beach, in an MG TC. Immediately after returning to California, he was contacted by Hill, who offered him the position of co-driver in the 1953 Carrera Panamericana, to be contested in a Ferrari 340 Mexico. The following year, Hill and Ginther managed to climb onto the second step of the podium in the grueling American race, again with a Ferrari – the 375 MM. Luigi Chinetti, Ferrari importer in North America and then founder of Team NART, noticed Ginther's qualities. In 1957, he entered him in both the 12 Hours of Sebring and the 24 Hours of Le Mans. Between 1958 and 1959, Ginther won several races in the United States and attracted the interest of Enzo Ferrari, who signed him up for 1960.

At Maranello, the Californian had the opportunity to reveal his talent as a test driver, based on his considerable technical knowledge. For this reason, he played a leading role in the development of the rear-engined 246 P F1, which he drove in the 1960 Monaco F1 Grand Prix. The following season, Ginther achieved three podium finishes, again with Ferrari; his only victory in a World Championship race in the top category came at the wheel of a Honda, in the 1965 Mexican Grand Prix. Failing to qualify for the 1967 Monaco Grand Prix in an Eagle marked the end of Ginther's Formula 1 career. He died in 1989 following a heart attack.



giving Lotus its first victory in the top category. Ginther finished in sixth position, earning a championship point, but it was clear that there was still a considerable performance gap between the 246 P F1 and its more competitive rivals.

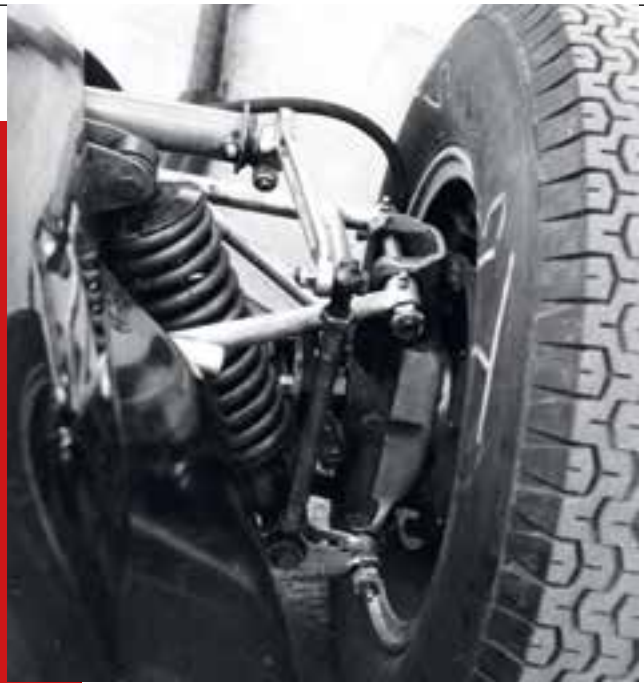
The Monaco Grand Prix was the first and only race contested by the revolutionary Modena car. It subsequently completed only a few laps during practice for the Dutch Grand Prix at Zandvoort before heading for the pits and returning to Maranello, where it would acquire a new identity

A historic Italian Grand Prix for Ferrari

While awaiting future developments of the new single-seater, Scuderia Ferrari continued to field the 256 F1 for the subsequent rounds of the 1960 F1 World Championship. It was driven regularly by Wolfgang von Trips and Phil Hill, who led it to victory in the Italian Grand Prix at Monza. It was a historic day both for the American driver, who claimed his first victory in a World Championship race, and for the Maranello-based team, which secured its 30th victory in the top category and the last for a front-engined single-seater. What's more, the podium at Monza was monopolized by Ferrari drivers, with Ginther in second place and Willy Mairesse in third. However, 1960 was also dominated by Jack Brabham



Phil Hill at Monza in a Ferrari 256 F1 on his way to his first Grand Prix victory on September 4, 1960.



A detail of the front suspension of the 246 P F1, equipped with transverse quadrilateral arms, coil springs, telescopic shock absorbers, and stabilizer bar. This traditional configuration was inherited from the previous single-seaters used by Ferrari at the time.



After its debut in Monte Carlo, chassis no. 0008 was fitted with a new 1.5-liter V6 engine and new sleeker and more streamlined bodywork. This was the 156 P F2, the car that Wolfgang von Trips drove to victory at the Solitude circuit in Germany.

The first "all-rear" Ferrari

The Ferrari 246 P F1 was built as a single model based on a new tubular chassis, no. 0008, coupled with a Dino six-cylinder 65° V engine with a displacement of 2,417.33 cc. The bodywork was tapered at the front, with an oval "mouth," and wider at the rear, marked by a wraparound engine cover sloping down towards the tail. The suspension, of the transverse quadrilateral type with coil springs and telescopic shock absorbers, was borrowed from the immediately preceding Ferrari single-seaters. The wheelbase measured 90.6 in (2,300 mm), compared to 85 in (2,160 mm) for the 246 F1 and 86.6 in (2,200 mm) for the 256 F1. After returning from Zandvoort, the 246 P F1 was converted into a Formula 2 single-seater, replacing the 2.5-liter Dino V6 with a similar 1.5-liter unit, which was the maximum displacement allowed for 1960 in the junior series. The rear of the car also underwent some changes to make it lower and more

and his Cooper Climax: the Australian clinched his second World Championship with five consecutive victories in the Netherlands, Belgium, France, Great Britain, and Portugal. Stirling Moss, repeating his Monaco success with Lotus in the last race of the season in the United States, confirmed the dominance of British cars in the top category.

streamlined. This new car, renamed the 156 P F2, was driven to victory by Wolfgang von Trips in the Grand Prix held at the end of July 1960 at the Solitude circuit near Stuttgart. New technical regulations for Formula 1, which from the 1961 season onwards stipulated the use of 1.5-liter engines – the same ones used until then in F2 – led to the subsequent transformation of the 156 P F2 into a 156 F1. The 156 P F2 single-seater made its last official appearance in the Formula 2 Grand Prix in Modena on October 2, 1960, where von Trips finished third behind Ginther's Dino 156 F2 (with a front engine) and the Porsche of winner Jo Bonnier. ■



Martino Severi (in the dark shirt, next to Enzo Ferrari) during a test session with Peter Collins at the wheel of a Ferrari 335 Sport.

MARTINO SEVERI
THE MARANELLO TEST DRIVER

In the middle of the last century, the racing cars prepared by Ferrari were tested and approved by Martino Severi from Modena. Enzo Ferrari appointed him chief test driver at Maranello in the mid-1950s, and he repaid him with first-rate technical and human contributions, which were also evident during the development of the 246 P F1. Wearing a black helmet and driven by great self-sacrifice, Severi became a valuable point of reference for the founder of the Prancing Horse team, as well as a specialist on the Modena Aeroautodromo track (where Ferrari conducted its tests before the Fiorano track was built), sometimes achieving times that were difficult for the official drivers to match. It was no coincidence that the Emilian tester also made his mark in racing. In the compelling setting of the 24 Hours of Le Mans, he finished fifth in the 1957 edition of the French marathon, in which he was entrusted with a Ferrari 315 S alongside Englishman Stuart Lewis-Evans. Severi's relationship with cars was not limited to the track: in Modena, the test driver ran a Peugeot dealership, supplying Ferrari with a couple of models from the French manufacturer, which were well known to be appreciated by the manufacturer. He was also a big fan of Modena football club, of which he became a director.

FERRARI 256 F1 / 246 F1 COMPARISON



256 F1

Engine front, longitudinal, 65º V6 cylinder engine	**Displacement** 2,474.54 cc	**Bore × stroke** 3.39 × 2.80 in (86 × 71 mm)	**Compression ratio** 9.8:1	**Maximum power** 295 hp at 8,600 rpm
Chassis tubular steel	**Front suspension** independent, double wishbones, coil springs, telescopic shock absorbers, stabilizer bar	**Rear suspension** De Dion axle, double wishbones, coaxial coil springs, telescopic shock absorbers	**Gearbox** 5 speeds + RM	**Weight** 1,235 lb (560 kg)



246 F1

Engine rear, longitudinal, 65º V6	**Displacement** 2,417.37 cc	**Bore × stroke** 3.35 × 2.80 in (85 × 71 mm)	**Compression ratio** 10:1	**Maximum power** 263 hp at 8,300 rpm
Chassis tubular steel	**Front suspension** independent, double wishbones, coil springs, telescopic shock absorbers, stabilizer bar	**Rear suspension** independent, double wishbones, coaxial coil springs, telescopic shock absorbers	**Gearbox** 5 speeds + RM	**Weight** 996 lb (452 kg)

019 | THE ENGINE (9)



PARTS LIST

19A Part 1 of manifold L1

19B Part 2 of manifold L1

19C 5-in-1 of manifold L

SCREWS*

1 **AP** screw 1.7 × 4 mm (+ 1 spare)

2 **EM** screws 2 × 5 mm (+ 1 spare)

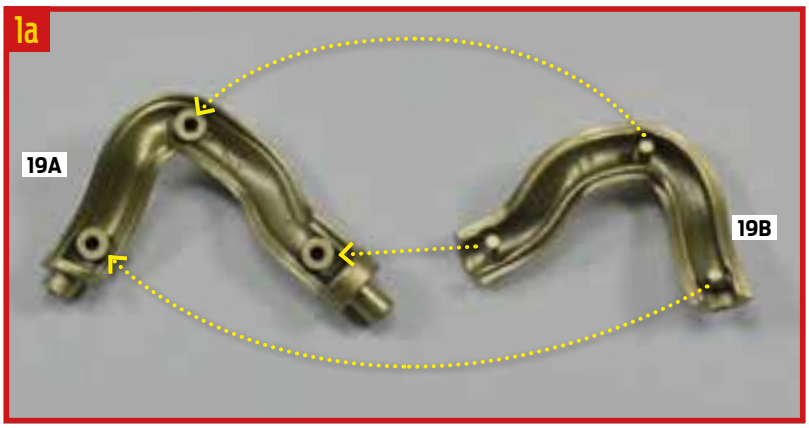




** The screw codes end with the letter **M** or **P**: the former are for metal and the latter are for plastic. It is advisable to use lubricant for type M screws that are difficult to insert and to screw them in progressively, unscrewing and screwing them back in one or two turns at a time.*



1 Take parts **19A** and **19B**, which form the L1 manifold, and place them on your work surface (photo **1a**). As with the other manifolds you have already assembled, they feature three pins and three corresponding holes that allow you to join the two components together by applying firm pressure (photo **1b**). The detail in photo **1c** shows the notch that is used to fit manifold L1 into the left engine block.

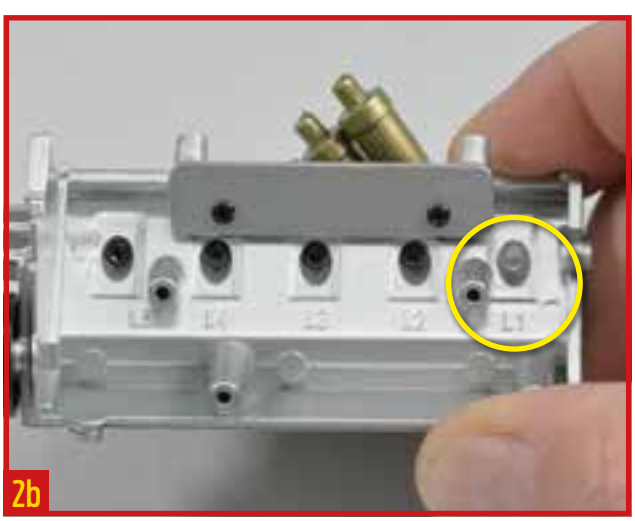






2 Retrieve the left engine block **14A**, on which you have already mounted four manifolds (photo **2a**). Underneath the block, the screw hole for the L1 manifold is marked (photo **2b**), while on top of the block the manifold hole includes a slot designed to accommodate the notch in the L1 (photo **2c**)..

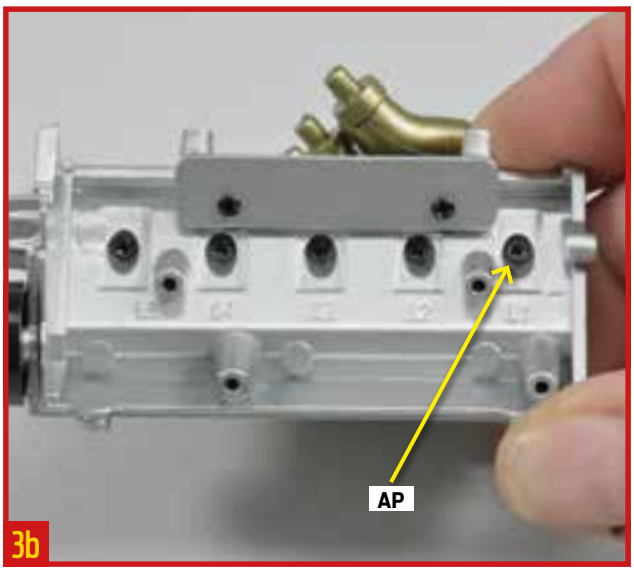






3 Insert the L1 manifold into the hole in the left engine block, as shown in photo **3a**. Then secure the L1 manifold from underneath with an **AP** screw (photo **3b**).



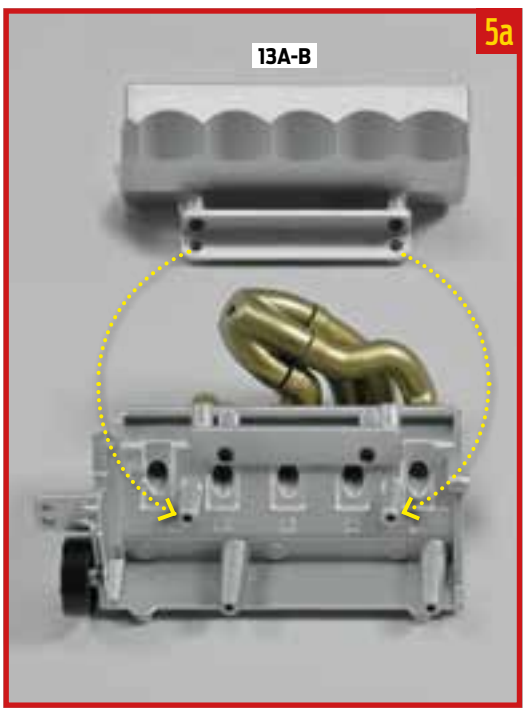


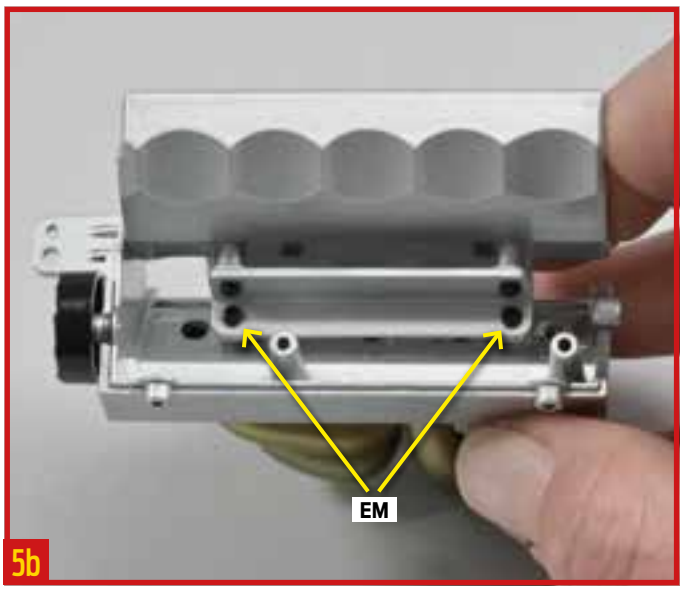
4 Now take the 5-in-1 of manifold L **19C**. It has five holes (photo 4a) designed to fit the corresponding pins on the ends of the manifolds already mounted on the left bank. Connect part **19C** to the five manifolds by applying steady pressure, so that the result matches photo **4b**.





5 Retrieve the upper section of the engine assembled in issue 13 and place it on your work surface next to the left engine block. Align the holes highlighted by the arrows in photo **5a**, then connect the two components together with two EM screws (photo **5b**).





FINAL RESULT

