FERRARI F1-2000

MICHAEL SCHUMACHER

The Formula I world champion in 2000

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FANHOME

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Michael Schumacher

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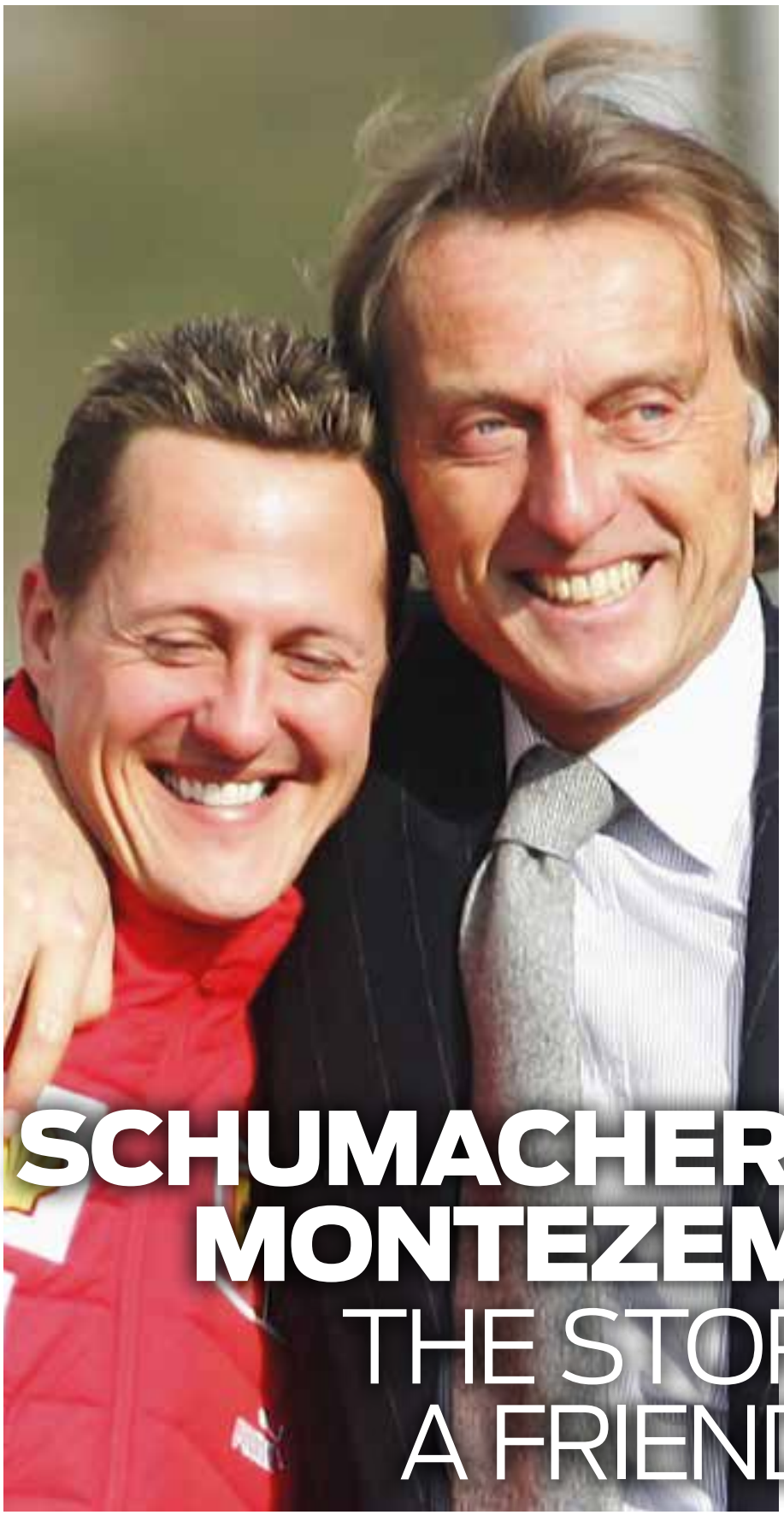
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FANHOME



From the moment he joined Ferrari, Schumacher established a special relationship with Montezemolo, which soon went beyond strictly professional boundaries to become a bond based on a deep understanding on a human level.

SCHUMACHER AND MONTEZEMOLO
THE STORY OF A FRIENDSHIP



Schumacher and Montezemolo immediately after the German's victory at the 2006 Italian Grand Prix. Shortly afterwards, the German announced his retirement from Formula 1.

"A DRIVER OF EXTRAORDINARY STRENGTH, SCHUMACHER IS RICH IN VIRTUES AND HAS SOME WEAKNESSES, LIKE EVERYONE ELSE, BUT HE IS ALWAYS SINCERE AND FULL OF ATTENTION FOR OTHERS."

Sunday, May 11, 1975: at the Monaco Formula 1 Grand Prix, Niki Lauda's 312 T took the checkered flag and Luca Cordero di Montezemolo – at the time the very young Sporting Director of Ferrari – climbed over the pit wall to express his unbridled joy. It was a surprising gesture, considering Montezemolo's status – a law graduate and the protégé of Gianni Agnelli, Enzo Ferrari had entrusted him with a delicate and complex role. But Montezemolo's boundless love for Ferrari justified the expression of emotion. Two decades later, the future president of Ferrari would also recognize a great champion in the character of the driver who had just arrived at Maranello: Michael Schumacher.

Elective affinities

Great professionalism, extreme dedication to their work, sensitivity, and empathy: these are the pillars on which the bond between Montezemolo and Schumacher was based. The two immediately hit it off, and over time their relationship transcended the boundaries of Maranello to become a true friendship. The triumphant seasons of Schumacher at Ferrari were also based on this deep human understanding between the champion and the president, which helped the German overcome the difficulties he encountered, especially in his early days with the Scuderia del Cavallino. "Michael immediately brought us many victories," Montezemolo later recalled. "But it took a few years to win

the World Championship." The rivals were very strong, and it took Ferrari three or four seasons to reach a high level of excellence. Schumacher's injury in the 1999 British Grand Prix then deprived the champion "of another title, which would have come a year earlier." At first, Schumacher gave the impression of being rather aloof, but Montezemolo immediately understood that this was shyness concealing "a good dose of emotion," which on some occasions manifested itself in a rather abrupt manner – as with Villeneuve at the end of 1997 and with Coulthard at the 1998 Belgian Grand Prix. However, these episodes do not call Schumacher into question in Montezemolo's eyes: "Behind the driver, who is extraordinarily strong, there is a man rich in virtues and with some weaknesses, like everyone else. But he is always sincere and full of attention for others."

Always very fast

What were the characteristics that enabled Schumacher to make the difference when he was behind the wheel of a single-seater? Without a doubt, his speed: the German was a driver "capable of driving at maximum speed for much longer than the others," recalled Montezemolo, imposing unsustainable pace on his rivals. One example was the 1998 Hungarian Grand Prix, when Ross Brawn essentially asked Schumacher to divide the race as if it were four qualifying sessions, with three tire changes, one more than everyone else. It would be "his absolute masterpiece race," crowned by a stunning victory. This same talent made him a tireless test driver, ideal for all technicians who wanted a driver capable of driving at a constant pace, always at the peak of his abilities. Extremely meticulous on the track, Schumacher paid attention to every detail, even the smallest ones. For example, physical preparation: in Montezemolo's opinion, the German was "the first to bring it [fitness] to the level of a professional athlete," and today in Formula 1, all drivers adopt a similar preparation. ■



The German champion confides in his president during practice for the 2000 Hungarian Grand Prix.



The three protagonists of the Portuguese Grand Prix gathered in the press room at the end of the race. Hill finished behind his teammate Villeneuve, winner of the race, while Schumi took the third step on the podium.

PORTUGAL 1996 CONTINUITY ABOVE ALL

Ferrari arrived at the Portuguese Grand Prix – the penultimate race of the 1996 World Championship – fresh from Michael Schumacher's two consecutive victories in Belgium and Italy. The F310 finally seemed to have achieved the reliability that had been sought throughout the season, and the last two races on the calendar would serve to confirm the progress made by the car, with the Maranello-based manufacturer already looking ahead to 1997. Meanwhile, Eddie Irvine's F310 was also equipped with a seven-speed gearbox, and both Ferrari cars were tested with Carbon Industrie discs, which were expected to improve braking modulation and avoid the risk of sudden lock-ups.

Schumacher third and Irvine in the points

With the Constructors' Championship already in the bag, Williams could also celebrate Damon Hill's triumph in the Drivers' Championship at the Estoril circuit. Although the Englishman had only managed a fifth place in Belgium in the last two races, his lead over his closest rival, teammate Jacques Villeneuve, was 13 points. This was a comfortable lead, even if the Canadian would do everything he could to push as hard as he could: for him, the watchword was victory. Friday's practice sessions were promising for Schumi, who proved to be very



fast, but in qualifying it was Williams who took the upper hand, as predicted. Damon Hill secured his 20th pole position, narrowly beating Jacques Villeneuve by nine-thousandths of a second. More than seven-tenths of a second behind were the Benettons and Ferraris, with Jean Alesi faster than Schumacher, followed by Gerhard Berger and Irvine.

The race was dominated by the duel between the Williams cars, with Schumacher trying to get the most out of his car despite some difficulty in the slow corners of the circuit. At the start, Hill repelled the attack by Villeneuve, who lost his momentum and was overtaken by Alesi and Schumi. The Canadian seemed much faster than the German, but Schumacher defended well until a slight hesitation while lapping Giovanni Lavaggi allowed Villeneuve to perform a maneuver worthy of his father, Gilles: in the final corner, he pulled up alongside the F310 on the outside and forced his way past.

The top positions were decided shortly after the halfway point of the race. On lap 44, both Alesi and Schumacher, third and fourth respectively, stopped for pit stops, but the Prancing Horse team was quicker and the German restarted ahead of the Frenchman, snatching third place from him. A few laps later, Hill also stopped and Villeneuve took a firm hold of first place, maintaining it until the end of the race and crossing the line about 20 seconds ahead of his teammate, who took second place. In the standings, Hill maintained a nine-point lead over Villeneuve; it was a healthy lead, but not enough to breathe a sigh of relief.

As for Ferrari, the Portuguese weekend confirmed the good health of the F310, which took the third step of the podium with Schumi (also third in the Drivers' Championship); Irvine, after a negative series of nine races (his last finish was fourth place in the San Marino Grand Prix), finally returned to the points, taking fifth place. Thus, in the Constructors' Championship, Ferrari managed to further close the gap on Benetton, which now had only a one-point lead over the Prancing Horse outfit. ■

FINAL RANKING

1 - **J. Villeneuve** Williams-Renault
2 - **D. Hill** Williams-Renault
3 - **M. Schumacher** Ferrari
4 - **J. Alesi** Benetton-Renault
5 - **E. Irvine** Ferrari
6 - **G. Berger** Benetton-Renault
7 - **H-H. Frentzen** Sauber-Ford
8 - **J. Herbert** Sauber-Ford
9 - **M. Brundle** Jordan-Peugeot
10 - **O. Panis** Ligier-Mugen Honda



Alesi (with his back to the camera) and Schumacher at the end of the Portuguese race. The German managed to snatch third place from the Frenchman thanks in part to the speed of the Ferrari team during the pit stop.



1961 F1 WORLD CHAMPIONSHIP
A NEW ERA FOR FERRARI



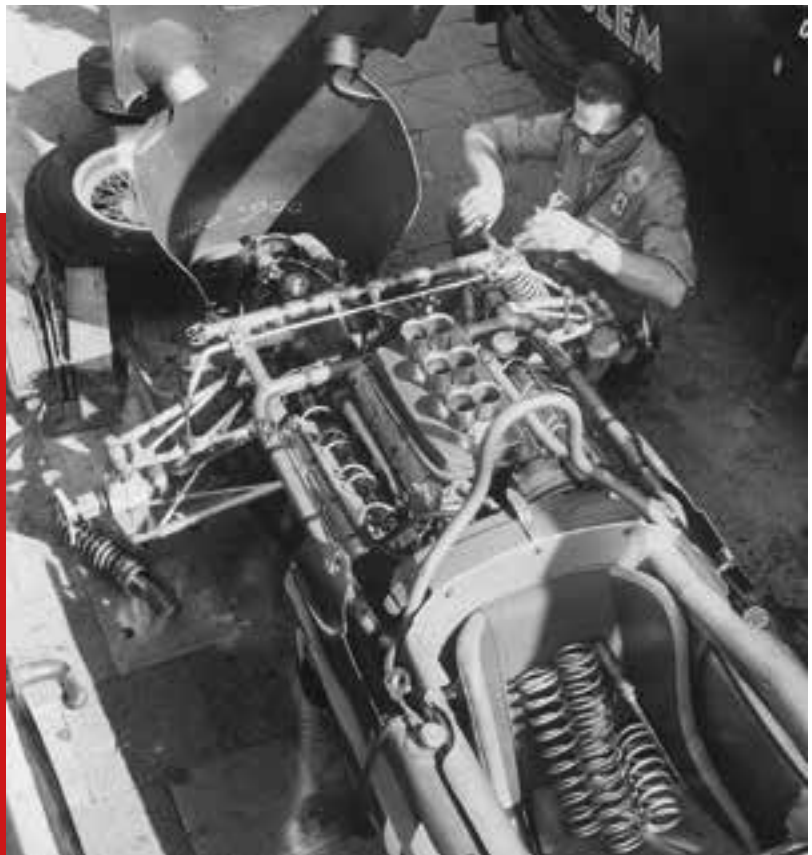
AFTER EXPERIMENTING WITH THE 246 PF1, THE MARANELLO-BASED COMPANY DEFINITIVELY CONVERTED TO THE REAR ENGINE, AND IN 1961 WON BOTH THE DRIVERS' AND CONSTRUCTORS' TITLES.

The "cultural revolution" represented by the adoption of the rear engine by the Maranello-based manufacturer originated in the 1959 Formula 1 World Championship, when Enzo Ferrari – notoriously opposed to this setup – had to acknowledge the supremacy of the extremely agile British Cooper Climax single-seater, with which Jack Brabham won the world title. The Australian driver repeated his triumph in 1960, a year in which British rear-engined cars monopolized the top three places in the final standings, with Bruce McLaren second (also in a Cooper Climax) and Stirling Moss third (at the wheel of a Lotus Climax).

It was in 1960 that Ferrari carried out its first experiments with a rear-engined car, the 246 P F1. This was down to the insistence of engineer Carlo Chiti, head of the company's technical department and a staunch advocate of the new construction philosophy. The 246 P F1, driven by Richie Ginther, took sixth place in the Monaco Grand Prix, after which it was withdrawn from the World Championship to undergo extensive revisions and modifications in preparation for the 1961 World Championship season.



Enzo Ferrari and Carlo Chiti observe the performance of the 246 P F1 during one of the tests conducted on the car ahead of its debut at the 1960 Monaco Grand Prix.





Above left is the 65° V-engine, with two closely spaced rows of trumpet-shaped air intakes. On the right is the 120° V-engine, which is lower in height and wider in width to decrease the car's center of gravity.

History repeats itself

The new Maranello car, called the 156 F1, was a direct descendant of the 156 P F2, designed for the junior championship. It had also appeared at the 1960 Italian Grand Prix, where it was driven by Wolfgang von Trips – despite retiring on the penultimate lap, he finished fifth in the final race standings. This choice by the Modena-based team was essentially due to the new regulations planned for 1961, which echoed what had happened in 1952–53, when Formula 2 single-seaters had become the protagonists of the World Championship in the top category. For the period 1961–65, the International Federation decided to impose the use of engines with a displacement of between 1.3 and 1.5 liters for Formula 1, i.e., the same displacement as the single-seaters racing in the lower championship. Building on the tests carried out with the 156 P F2, the 156 F1 soon proved to be the car best suited to the new regulations. Designed under the supervision of Carlo Chiti by a working group that included Franco Rocchi, Angelo Bellei, Walter Salvarani, and Valerio Colotti (as well as the newly hired Mauro Forghieri), the 156 F1 was based on a steel trellis frame with deformable geometry suspension. Initially, the chosen engine was the 1.5-liter Dino six-cylinder with a 65° V architecture. However, Chiti



requested and obtained permission to build an additional engine unit of the same displacement but with a 120º V architecture, in order to lower the car's center of gravity and, consequently, improve its handling and performance.

Maranello's drivers for 1961

For the 1961 season, Ferrari chose to field American driver Phil Hill, who had secured Ferrari's only victory in a World Championship race in 1960 (the Italian Grand Prix); Richie Ginther, Hill's compatriot, who was also entrusted with the role of test driver; and German Wolfgang von Trips, whose relationship with the Maranello-based manufacturer dated back to 1956.

Occasionally, they were joined by Belgians Olivier Gendebien (in his home Grand Prix) and Willy Mairesse (in the German Grand Prix), Mexican Ricardo Rodríguez (in the Italian Grand Prix), and Milanese Giancarlo Baghetti (in the French, British, and Italian Grands Prix). Baghetti, in particular, secured the drive in one of the 156 F1 cars after a ballot with Lorenzo Bandini thanks to the Italian sporting authorities, who assigned the car to a young national driver. From the start of the season, Hill and von Trips engaged in an exciting duel – always with great mutual respect – for the world title, with Stirling Moss playing the role of third wheel in his Lotus Climax. Hill prevailed, aided by the tragic death of von Trips at Monza. ■



Wolfgang von Trips on the Zandvoort track in the Netherlands, racing towards his first victory in a Formula 1 World Championship race.



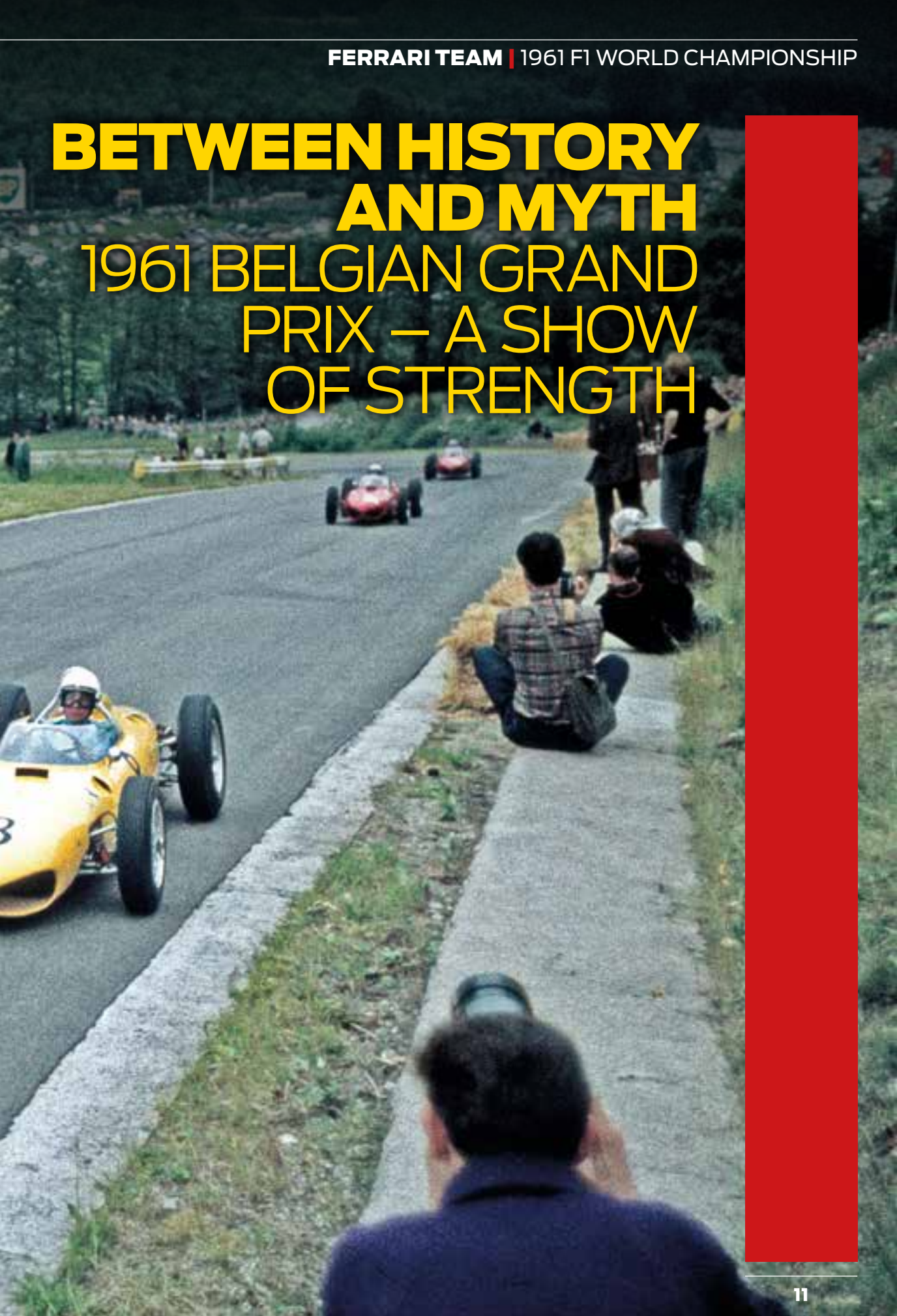
After the first two Grand Prix races of the 1961 season, the Ferrari 156 F1 had already secured one victory (at Zandvoort, with von Trips) and three podium finishes, proving that it had what it took to win its fifth world title in the top category. But it was at the Belgian Grand Prix, held on June 18 at Spa-Francorchamps, that the "all-rear" Ferrari showed off its formidable potential, displaying a superiority on the track.

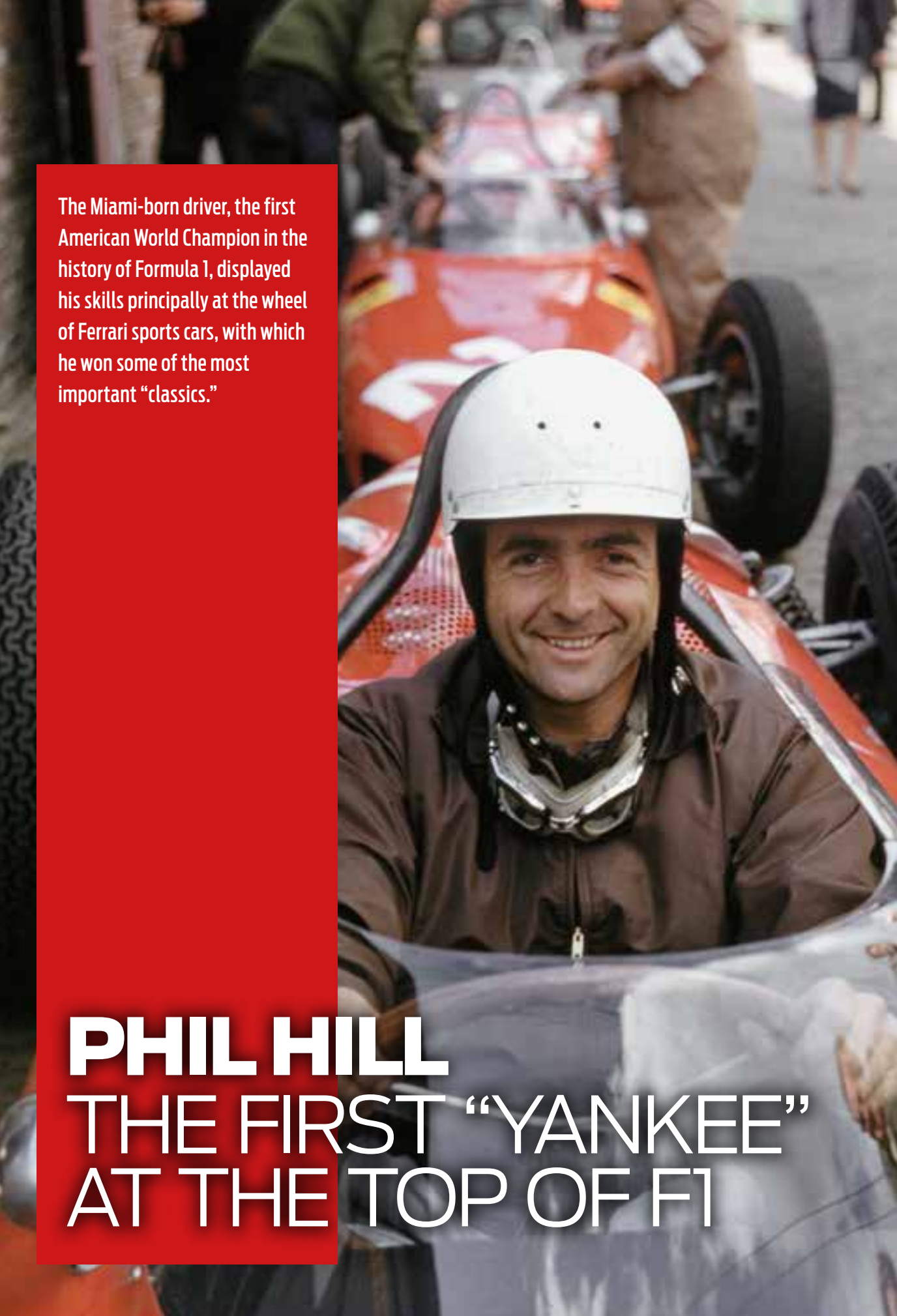
On the grueling Belgian road circuit – 8.7 miles (14 km) covered at full throttle for most of the time – the Maranello team put on a performance for the history books, occupying the top four places in the standings.

The winner, Phil Hill, and the runner-up, Wolfgang von Trips, confirmed their grid positions during the race, while Richie Ginther, who started from fifth on the grid, climbed onto the third step of the podium. Olivier Gendebien, who started third in the 156 F1 entrusted to him by Enzo Ferrari, finished fourth. It was just reward for the driver, fresh from his victory in the 24 Hours of Le Mans alongside Hill, but also a tribute to the Belgian importer of the Maranello-based manufacturer, who "dressed" the six-cylinder car in his national racing color of a striking yellow. Gendebien, who led for three of the race's 30 laps, would make his last appearance in Formula 1 at the wheel of a Ferrari. ■

BETWEEN HISTORY AND MYTH

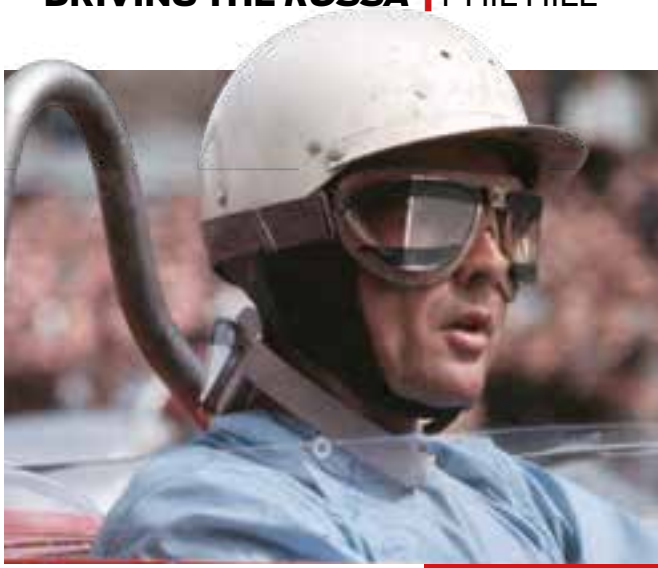
1961 BELGIAN GRAND PRIX – A SHOW OF STRENGTH





The Miami-born driver, the first American World Champion in the history of Formula 1, displayed his skills principally at the wheel of Ferrari sports cars, with which he won some of the most important “classics.”

PHIL HILL
THE FIRST “YANKEE” AT THE TOP OF F1



When Philip Toll Hill Junior – known to everyone as Phil Hill – made his Formula 1 debut in the 1958 French Grand Prix, at the wheel of a Maserati 250F entered by Joakim "Jo" Bonnier, his career as a covered-wheel driver had already seen winning days, and many more were to come.

Born in 1927 in Miami, Florida, but raised in Santa Monica, California, Hill moved to England at the age of 22 in 1949. He accepted an offer from Jaguar and competed in an XK120 in a number of US races for a couple of years. He then began racing Ferrari cars as a private driver.

The turning point in his career came with the 1954 Carrera Panamericana, where he finished second alongside Richie Ginther in a Ferrari 375 MM. The result caught the attention of the Commendatore, who signed him for the Ferrari team in 1955. As mild-mannered in his private life as he was determined in competition, Hill immediately finished second in the 1955 12 Hours of Sebring in a 750 Monza shared with Carroll Shelby, and in 1956 he achieved two more excellent results: second place with Olivier Gendebien in the 1,000 Km of Buenos Aires and third place, together with Gendebien and Alfonso de Portago, in the 1,000 Km of the Nürburgring.

In 1958, Hill was victorious: first with Peter Collins in a 250 TR 58 in both the 1,000 Km of Buenos Aires and the 12 Hours of Sebring, and then in the 24 Hours of Le Mans with Gendebien in the same car. Enzo Ferrari decided to field him in Formula 1, partly as a result of the tragic death of Luigi Musso, who died in the French Grand Prix in which the American made his debut. Phil's first race for Ferrari took place in Germany in a Dino 156 F2, on the same Sunday that the Modena-based team also lost Collins in a fatal crash. This circumstance made it even more necessary for the Prancing Horse team to employ Hill full-time in the top series.

Consistent performance

Hill was therefore divided between two sides of motorsport, performing well

Date of birth
April 20, 1927

Date of death
August 28, 2008

Nationality
American

Active in F1
1958–66

First Grand Prix
France 1958

Last Grand Prix
Belgium 1966

GPs contested
49

Wins
3

Podiums
16

Pole positions
6

Fastest laps
6

World Championship points
94 (98 actual)

World titles
1 (1961)

in both. With Ferrari in F1, he achieved several podium finishes in 1958 and 1959, while in sports competitions over four seasons, he won twice more in the 12 Hours of Sebring (1959 and 1961) and the 24 Hours of Le Mans (1961 and 1962), and again in the 1,000 Km of Buenos Aires (1960) and the 1,000 Km of the Nürburgring (1962); on each occasion he was paired with his trusty Gendebien, except on Argentina, where he was joined by Cliff Allison. Phil's big break in F1 came in 1961, after a less than brilliant 1960 season, which was nevertheless embellished by his first victory in a World Championship race (at Monza).

His consistent performance and harmony with the new rear-engined 156 F1 allowed him to compete on equal terms with his equally effective teammate Wolfgang von Trips, whom he beat in the penultimate race of the season at Monza, but due to tragic circumstances. While Hill was in the lead at the start of the race, behind him Jim Clark's Lotus and the German's Ferrari collided, causing the Modena car to veer off the track, crash into the crowd, and then plunge back onto the track, killing 14 spectators and von Trips himself. However, the Grand Prix continued and Hill crossed the finish line in first place, unaware of the tragedy that had just occurred and of the fact that he was the new World Champion – the first American to win the title.

Hill left Ferrari at the end of the disappointing 1962 season, joining the unsuccessful ATS project, then moved on to Cooper in 1964, but this was another unsatisfactory experience.

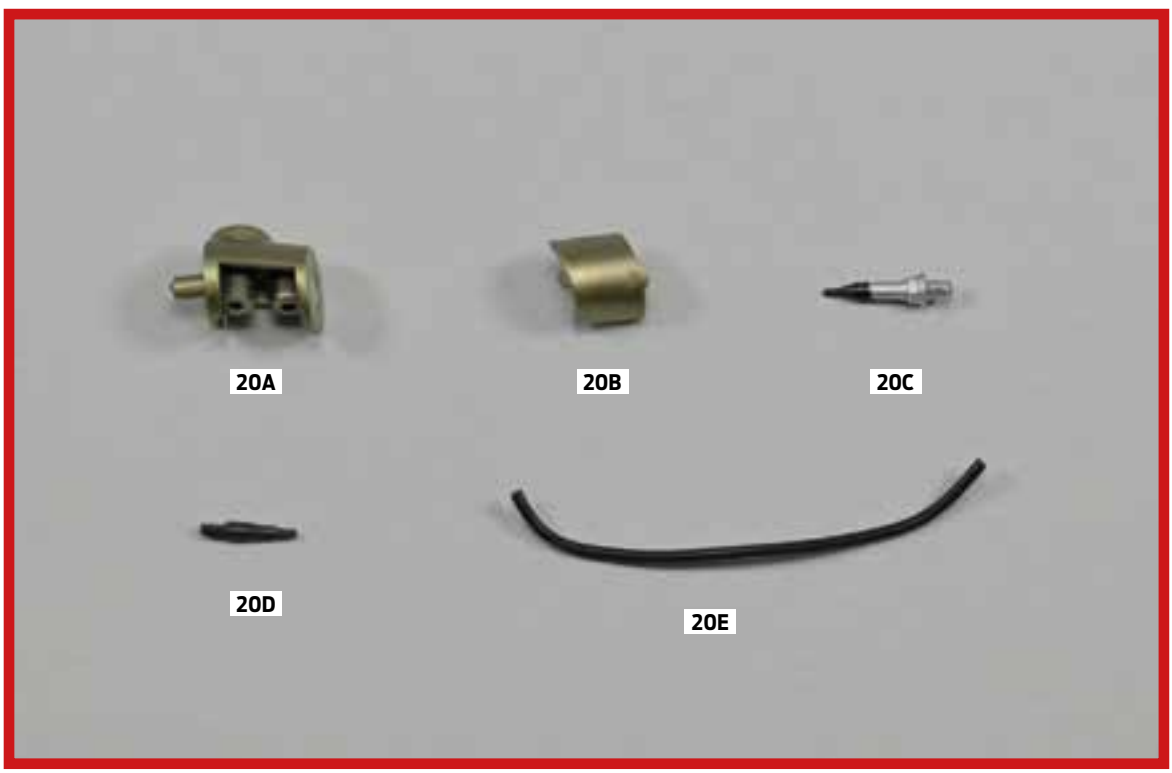
The last World Championship race he took part in, albeit for just a few miles, was the 1966 Belgian Grand Prix: Phil was at the wheel of a McLaren equipped with a camera, as part of the making of the film *Grand Prix*.

A few months later, he attempted to qualify for the Italian Grand Prix in an Eagle, but was unsuccessful. After retiring at the end of the 1960s, he returned to his homeland, where he died in August 2008 at the age of 81. ■



An elegant Olivier Gendebien in "civilian clothes" and Phil Hill celebrate their success in the 1961 24 Hours of Le Mans.

020 | THE ENGINE (10)



PARTS LIST

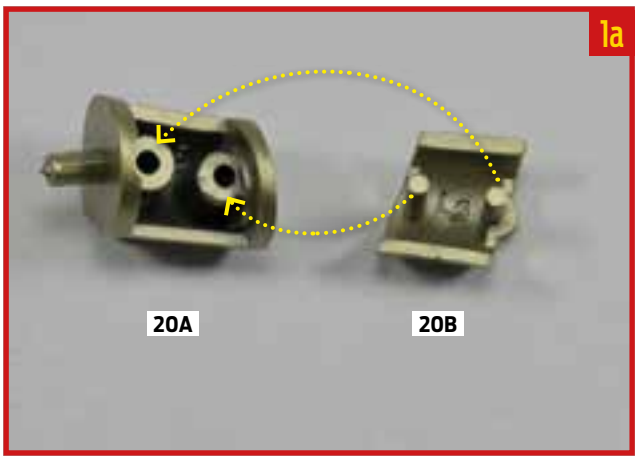
20A Left exhaust end section 1
20B Left exhaust end section 2
20C Lambda sensor
20D Sensor connector
20E Sensor cable

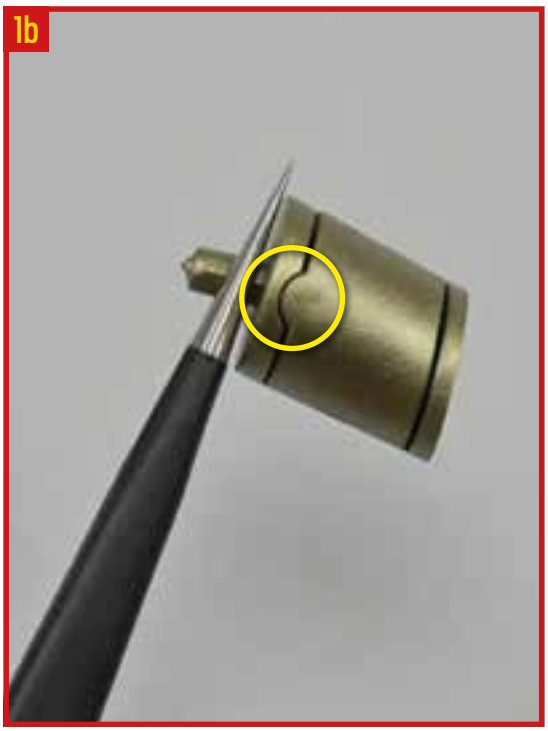
SCREWS*

** 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.*

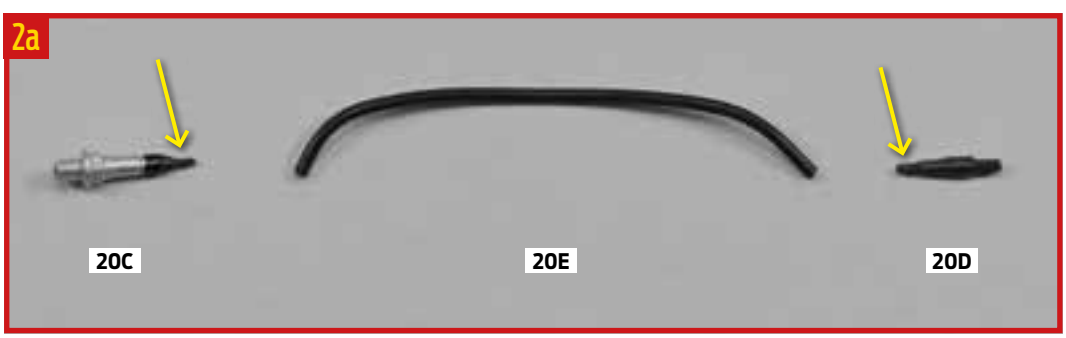


1 Place the two exhaust end sections **20A** and **20B** on your work surface (photo **1a**). These two parts form the first section of the left exhaust end pipe. Section 2 **20B** has two pins that must be inserted into the corresponding holes in section 1 **20A**. It also has a small convex edge that fits into the concave side of part **20A**. Join the two elements together by pressing firmly until you achieve the result shown in photo **1b**.





2 Now take parts **20C**, **20D**, and **20E**, and place them on your work surface as shown in photo **2a**. The lambda sensor **20C** and sensor connector **20D** each have a pointed end, highlighted by the arrows, that should be inserted into the two ends of the sensor cable **20E** (photo **2b**).

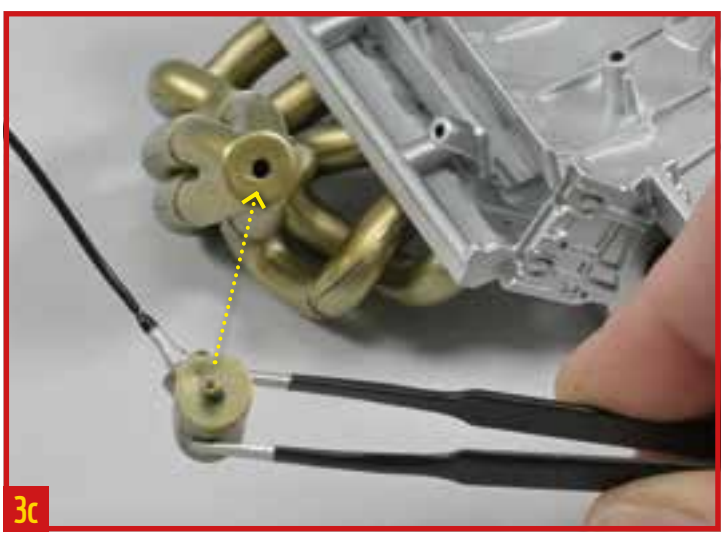




3 Retrieve the left exhaust end section assembled in step 1 and place it next to the lambda sensor assembly (photo **3a**). Insert the end of the lambda sensor **20C** into the side hole of the exhaust section, as shown in photo **3b**. Then retrieve the left engine block and insert the pin on the exhaust end section into the hole of the 5-in-1 of manifold L **19C** (photo **3c**), making sure the lambda sensor is oriented forward and toward the inside of the engine (see the final result photo).







FINAL RESULT



TOOLS

SANDPAPERS

Among the most common tools used in modeling, sandpapers allow you to refine and smooth surfaces with great precision, especially those made with abrasive grit mounted on flexible backings.





A container with five different sandpapers (180–800).

With sandpapers you can remove different types of imperfections such as:

- mold lines – the thin ridges that form where the two halves of the mold meet;
- burrs – excess plastic left from the molding process;
- glue or filler marks that remain after assembly and filling;
- small irregularities or surface imperfections on the parts.

Sandpapers with flexible backings offer several advantages, including:

- excellent adaptability to complex shapes such as curved, irregular, or detailed surfaces, ensuring more uniform and precise sanding while minimizing the risk of dulling or removing fine raised or engraved details;
- greater comfort during use, allowing sanding for longer periods without excessive fatigue;
- the ability to be moistened with water (waterproof sandpapers), which reduces the buildup of dirt on the abrasive surface and limits dust dispersion into the air.

Commercial sandpapers are available in different grit sizes, depending on the type of work required:

- low grit (e.g. 180–400) for removing larger imperfections;
- medium grit (e.g. 600–1000) for initial smoothing after surface preparation;
- high grit (e.g. 1200 and above) for the final finishing process.