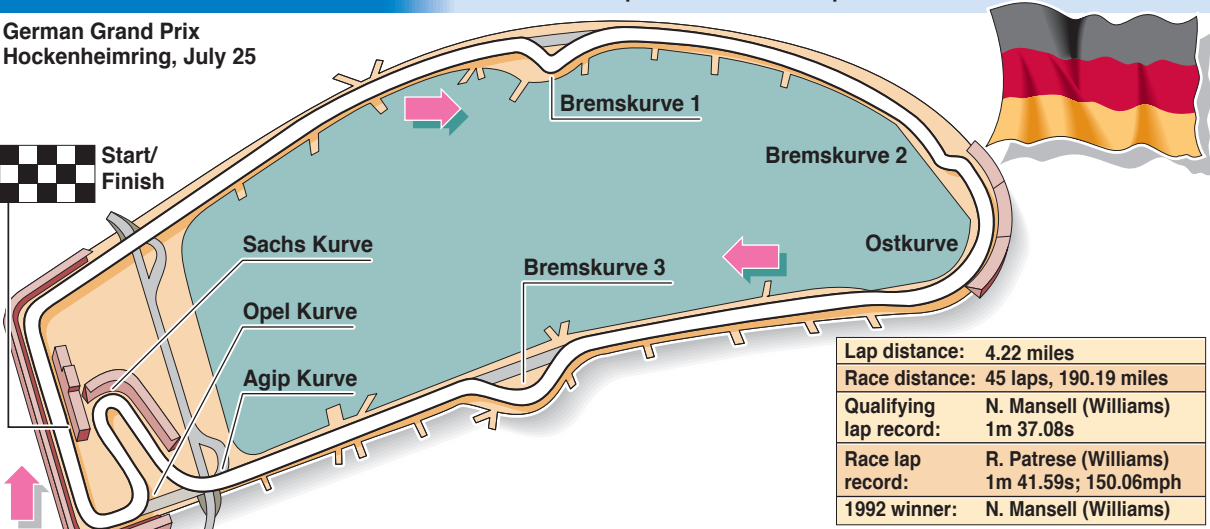


FORMULA ONE – ROUND 10
F1 technology
crisis resolved

The high technology crisis in Formula One motor racing has resolved on the eve of the German Grand Prix. The ruling body FISA has agreed to run the rest of this year's championship to the current rules, allowing the use of computerised active suspension and traction control

German Grand Prix
Hockenheimring, July 25



Lap distance:	4.22 miles
Race distance:	45 laps, 190.19 miles
Qualifying lap record:	N. Mansell (Williams) 1m 37.08s
Race lap record:	R. Patrese (Williams) 1m 41.59s; 150.06mph
1992 winner:	N. Mansell (Williams)

Typical
servo
actuator

Servo valve
controls
hydraulic
pressure

Integral
position
transducer
responds to
computer to
raise or
lower wheel

Active suspension – who is in control?

In the same way that the human brain sends signals which tell muscles how to behave, input sensors on each wheel measuring load, wheel acceleration and position send data to a digital processor where a complex vehicle model calculates required wheel motions and sends commands to servo-actuators. These in turn operate as rams to raise or lower the car as necessary to maximise handling performance and traction

