

Note 33**The banning of Continuously-Variable-Transmission (CVT)**

With the final agreement in August 1993 of the changes to the technical rules for 1994, which *inter alia* banned automatic gear-changing, Williams were forced to abandon a CVT which they had planned for that season and had tested in an FW15C. Many years of research had been invested in it, in conjunction (it is believed) with the Dutch firm of Van Doorne Transmissie (VDT). This firm had been founded in 1972 after the original Van Doorne Automobiel Fabriek (DAF) which had pioneered a rubber-belt-linked double-opposed-expanding-cone approach to CVT for a small road car in the late '50s, had sold its car division to Volvo. DAF had actually raced an F3 car with the system in 1967 and won 2 races. The Van Doorne CVT later used a multi-segmented metal belt to replace the rubber part.

Had this Williams CVT been a success, i.e. the benefit overcoming the power-loss and reliability problems associated with previous step-less drive-ratio systems, there would have been an associated and significant effect on engine design since it could then have been optimised for maximum power at constant RPM. It has to be said that the steady engine noise would have been less thrilling!
