

Note 91



BMW fuel from mid-1983

As well as the advantage described in [Note 90](#) for Toluene-base fuels over “Real Petrol”, the BMW fuel supplier according to (928) made use of an imprecision in the *tolerance* permitted in the rules to provide them with fuel which post-race calibration engine analyses showed as between 102.5 and 102.9RON, where the rule was nominally 102. Renault and Ferrari asked for a clarification at the end of the season, although not actually protesting against the results, and eventually (October 1984) the figure of 102RON was specified as “Not-to-be-exceeded”.

That level had been set in the first place as “5 Star pump petrol of the day at 101RON +1 tolerance”. Alain Prost (Renault, who had lost the 1983 Championship by 2 points), had wished his team to protest during the season which could have led to the 1983 Champion, Piquet, being disqualified but Renault did not wish to win by an off-track committee decision (928).

Of course, tolerances are given in any technical specification to allow batch production at a reasonable cost. They are supposed to be Plus or Minus so that the *average is equal to the nominal design value* – **not** at the edge of the tolerance band. Renault pointed this out (928).

However, in a competitive situation the temptation to push to the limit is always present!
