

Note 45



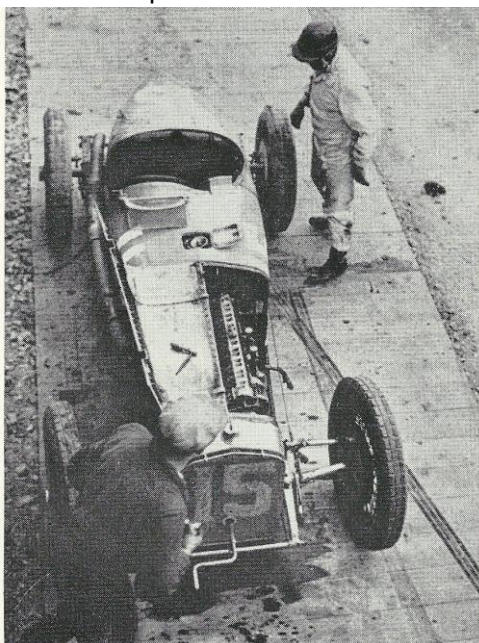
Driver overheating in Mercedes-Benz W154

An interesting - and important - detail of the Mercedes 1938 season was that, 12 years after the 1926 Delage 15-S-8 burned its drivers' feet (see Fig. N45A), the German company had not taken aboard the need for really effective insulation between the engine and driving compartments. This was especially needed with a close-cowled V12 filling most of the former space and an inclined engine axis which then brought the starboard exhaust close to the drivers' right foot.

Seaman's both feet suffered from this defect in winning the German GP (775). In the later Italian GP, in the usual Monza hot weather and when an exhaust gasket leaked as well, Caracciola received a burnt foot. He had to be relieved by Brauchitsch (who had already retired) for several laps (612) (see Fig. N45B). He then continued so as to gain enough points by finishing 3rd to become the Champion of Europe. His injury was sufficient to prevent him competing in the last race at Donington (776). Nuvolari, driving for Auto Union, won both races.

Not surprisingly, Caracciola asked for a better firewall for the 1939 car (468)!

Fig. N45A
1926 Delage
Spanish Grand Prix



DASO 39

Note the exhaust on the driver's side.

Benoist has gone for medical attention and Senéchal has just volunteered to take over. The car was brought home 2nd.



Fig. N45B
Mercedes-Benz
Italian Grand Prix

Carracciola is telling Neubauer (out of picture) and Sailer that he will have to be spelled. Uhlenhaut also on left hand of picture.

The dent in the tail was caused by a spin at the chicane on Lap 2.