

FISA/FOCA DISPUTE

In February 1980 the FISA Executive Committee announced a decision to ban certain aerodynamic elements for the 1981 season. This immediately brought protest from the FOCA, as it was seen that those particular aerodynamic restrictions took away the only chance that cars using Ford-Cosworth engines had to compensate for the power deficit to teams with turbo units. Their arguments were ignored, and the situation kept escalating. The first casualty was the Spanish Grand Prix that was sanctioned by the Spanish Autoclub without proper FISA authorization. It was boycotted by Alfa Romeo, Ferrari and Renault, and results were afterwards declared illegal by FIA and annulled. The continuing power struggle between Balestre (FISA) and Ecclestone (FOCA) fortunately did not affect any other races in 1980. The new season brought no relief. Continuous fighting over regulations and power had threatened the very existence of the world championship once again. The season was to start as usual with the South American races in January, but the Argentine GP had to be cancelled. Despite several meetings the situation remained deadlocked. Finally, a mid-January meeting at the Ferrari headquarters resulted in a compromise agreement-in-principle, later referred to as Modena Agreement. By this time there was insufficient time to properly execute the South African GP, which was nonetheless run as Formula Libre race by WFMS. Subsequently, the cooler heads prevailed, Brazilian and Argentine races were rescheduled, and modified Modena Agreement was finalized and approved by all parties, creating new document called the Concorde Agreement. The FIA Formula One World Championship was born, replacing the long-standing World Championship of Drivers and International Cup for Constructors.

VARIOUS

GP	NOTES
MX80	Mexican Grand Prix was scheduled for 13 April at Mexico City circuit but was cancelled and eventually replaced by October CART race.
MC80	Riccardo Patrese, IT is credited with fastest race lap at 1:26.058 (138.548 km/h) possibly in error. Carlos Reutemann, AR may have driven real fastest lap at 1:27.418 (136.393 km/h).
ES80	Alan Jones, AU won in 1:43:14.076 (153.995 km/h) but the race was subsequently withdrawn from the World Championship by the FIA.
CA80	Didier Pironi, FR finished 1st in 1:45:19.060 (175.868 km/h) but was assessed 60 seconds penalty for jumped start and classified 3rd.
1981	To circumvent the minimum ride-height regulation, Brabham Racing introduced hydraulic system that lowered the floor clearance once the car passed inspection. Allegedly, this was an open secret, and all teams adopted the same system. Except Alfa Romeo SpA because team manager Carlo Chitti refused to go against the rulebook. After enduring disastrous 1980 season with Scuderia Ferrari, Gilles Villeneuve, CA apparently considered starting his own team. He made preliminary contacts regarding potential sponsorship from an undisclosed tobacco company and asked his recently retired teammate to be team manager. Jody Scheckter, ZA took the offer seriously enough to look into it and make some verifications. It soon became clear that the sponsorship deal was nothing what it promised to be, and the entire project was consequently cancelled.
BR81	Scheduled for 63 laps but was stopped & declared after 62 laps (98.413%) due to two-hour limit.
BE81	Alan Jones, AU qualified on pole position at 1:22.20 (186.657 km/h) but his car was declared illegal due to irregular sidepod. Jones then proceeded to qualify his spare car at 1:23.82 (183.049 km/h) for 6th position on the starting grid.
BE81	Scheduled for 70 laps but was stopped & declared after 54 laps (77.143%) due to rain. The entire weekend was messy with tragic consequences. Although 32 entries were received and only 30 cars were allowed to take part in qualifying, the organizers refused to hold a pre-qualifying session during practice due to protest by Ferrari team manager Marco Piccinini. Consequently, team ATS Wheels agreed to withdraw the entry for Jan Lammers, NL. Theodore Racing were then forced to withdraw Patrick Tambay, FR. In the cramped pitlane conditions, Carlos Reutemann, AR accidentally collided with Squadra Corse mechanic Giovanni Amadeo, who later died at the hospital. On Saturday, Derek Daly, IE unknowingly damaged the FIA measuring device and at the end of qualifying realized that as a result, his times were not recorded at all. During the session, Toleman Motorsport withdrew Derek Warwick, GB due to engine failure, which has allowed Tambay to enter qualifying after all. Due to all these mishaps, on race day several drivers staged a protest on the starting grid and were joined by a number of mechanics protesting dangerous pit conditions. The involved drivers were later assessed \$5000 penalties. After a brief delay, the cars completed two chaotic formation laps, before the starting grid assembled correctly. Nonetheless, red lights were displayed indicating aborted start. At that point, Team Arrows mechanic Dave Luckett stepped in to assist Riccardo Patrese's smoking car on the 2nd row, but at the same point the lights abruptly changed to green and the race was started. Although several managed to avoid the stationary car, the other Team Arrows driver Sigfried Stohr, IT crashed into Patrese, inflicting serious injuries to the mechanic. The race continued with Nelson Piquet, BR leading, but after two laps, Didier Pironi, FR himself stopped the entire field and the race.
ES81	The number of participants was limited to 30. Local organizers decided to cancel the entry of Slim Borgudd, SE in order to allow local driver Emilio de Villota, ES to take part. However, after the FIA threatened to exclude the race from the World Championship, the decision was reversed.
FR81	Stopped after 58 laps due to rain when Nelson Piquet, BR was leading. Re-started for the remaining 22 laps. Alain Prost, FR led on the road at the conclusion of the second part and was the overall winner on aggregate time.
FR81	Nelson Piquet, BR most likely led laps 59-63 (19.000 km) on aggregate time while Alain Prost, FR led on the road.
DE81	At the conclusion of the formation lap, Alain Prost, FR decided to switch the pole position to the other side of row 1. It is not clear whether in the resulting confusion all other cars behind row 1 took their proper starting grid positions.
CA81	Scheduled for 70 laps but was stopped & declared after 63 laps (90.000%) due to two-hour limit.
ZA82	In 1982, maximum of 30 cars were permitted to take part in qualifying, five cars selected before the season were required to complete a pre-qualifying session when more than 30 entries were received, as was the case in ZA82 (31 entries). Due to preceding driver strike, the pre-qualifying could not be held, creating a problem for FIA and FOCA. Morris Nunn eventually withdrew his Team Ensign entry for Roberto Guerrero, CO but probably did not do so voluntarily.
BR82	Nelson Piquet, BR finished 1st in 1:43:56.760 (182.952 km/h) but was disqualified for being underweight. Keke Rosberg, FI was next across the line in 1:44:05.737 (182.690 km/h) but was also disqualified for identical reason.
US82	Stopped after 6 laps due to accident when Alain Prost, FR was leading. Re-started for the remaining 64 laps but was stopped & declared after 62 of the scheduled 70 laps (88.571%) due to two-hour limit. John Watson, GB led on the road at the conclusion of the second part and was the overall winner on aggregate time.

CA82	It appears that for some unknown reason lap 1 was timed at 4.210 km distance, laps 2-69 at 4.410 km, and lap 70 at 4.610 km.
CH82	The race was scheduled for 80 laps and that is when the timing was stopped, however, no checkered flag was displayed and the drivers continued until the conclusion of lap 81 (307.800 km) when it was finally waved. Results were declared valid as of lap 80.
BR83	Keke Rosberg, FI (Williams Ford) finished 2nd but was disqualified for push start after brief fire in his pitbox. Nonetheless, the drivers finishing behind him were not upgraded and the six points for second place were not awarded to anyone. Alain Prost, FR (Renault) finished 7th.
CH83	The race was scheduled for 10 July at Dijon-Prenois circuit but was cancelled because the Swiss TV refused to broadcast it outside of Switzerland and French TV refused to cover the remaining markets..
GB83	Jean Pierre Jarier, FR posted 22nd fastest qualifying time at 1:15.383 (225.342 km/h) but his 1st qualifying session times were cancelled due to pitlane entry violation. He then qualified 25th based on his best 2nd session time.
USe83	The race was scheduled for 25 September to be held in Queens borough of New York City, but was postponed to 1984 due to opposition from local residents and replaced by the EU83 race. Despite plans to hold the race in 1984 or 1985, it never materialized.
USc83	The race was scheduled for 9 October at Caesars Palace circuit but cancelled after race organizers failed to secure sufficient funds.
ZA83	It is alleged by some sources that Brabham BMW cars (Nelson Piquet, BR & Riccardo Patrese, IT) were using illegal fuel in this race and perhaps at other races during 1983.
MC84	Red, black and checkered flags were displayed as Alain Prost, FR was coming to complete 32nd lap, indicating that the race was stopped. As Prost pulled to the side of the track to stop, Ayrton Senna, BR passed him and crossed the finish line first, however, the timing was already discontinued at the conclusion of lap 31. Apparently, Jacky Ickx, serving as the Clerk of the Course, decided to stop the race without first consulting with other race stewards, and the inclusion of the checkered flag was in breach of regulations, as it precluded any possibility for the race to be re-started. These breaches of F1 Sporting Code and Standard Regulations resulted in several protests being lodged against the Automobile Club de Monaco by Jean Marie Ballestre, the Brazilian Automobile Confederation, and the International Stewards Association. In the end, the results as declared after 31 laps (40.260%) were confirmed, and half points were awarded. Jacky Ickx was fined \$6000 and had his FISA Clerk of the Course Superlicense suspended.
USe84	After the race, large quantity of lead pellets were discovered inside a water tank on Martin Brundle's car. The water was used to cool the fuel injection system and was refilled during the race. Both Tyrrell cars were disqualified, and the water itself was sent for analysis to two different laboratories in France and Texas, where it was found to contain hydrocarbons. On 18 July, the FISA Executive Committee ruled that Team Tyrrell has been using illegal power-boost additives in its fuel system, of which the fuel injection was an integral part. In addition, the lead pellets were considered an illegal ballast, because no official seals could be affixed to it, and the possibility that they could have been added during the pitstop was also noted...the implication being that the car was possibly running underweight prior to the pitstop. The FIA took an unprecedented action and cancelled the team's 1984 entry, deleting the 13 points scored to date, and banning its cars from further participation. Ken Tyrrell was granted permission from London High Court to enter the British Grand Prix, and after obtaining a petition from other team owners, continued to attend the following races, although the Executive Committee decision was presumed to be final. At the British GP, Tyrrell was also warned that two small holes in its car's flat-bottom underbody were infraction to the rules. Consequently, the team sealed the holes. At the end of August, the FIA International Court of Appeal rejected Team Tyrrell appeal. Despite evidence that the hydrocarbon content in the water was much smaller than first reported, the court confirmed all three charges (including the flat-bottom infraction) and excluded the team from the season.
USc84	Originally scheduled for 78 laps then shortened to 68 laps but was stopped & declared after 67 laps (98.529%) due to two-hour limit.
GB84	Stopped after 11 laps due to accident when Nelson Piquet, BR was leading. Re-started for the remaining 60 laps. Niki Lauda, AT led on the road at the conclusion of the second part and was the overall winner on aggregate time.
PT85	Scheduled for 69 laps but was stopped & declared after 67 laps (97.101%) due to two-hour limit.
SM85	Alain Prost, FR finished 1st in 1:33:57.118 (193.120 km/h) but was disqualified for being underweight. He retains credit for laps in lead.
GB85	Scheduled for 66 laps (311.427 km) but stopped early after the checkered flag was erroneously shown to winner Alain Prost, FR at the end of lap 65 (98.485%) instead of lap 66.
DE85	Due to Ken Tyrrell's decision to provide Stefan Bellof with the newer Renault powered model 014 for his home Grand Prix, the drivers swapped the cars and Bellof drove car No.3 and Martin Brundle car No.4...in opposition to their regular entry numbers. This was required by race stewards due to some obscure rule, and the rule was also enforced at the next race in Austria. After that, the numbers were reversed again.
BE85	The practice and qualifying were held on 30 and 31 May, but due to disintegrating track surface, the event was postponed from June 2 to mid-September and the May qualifying results were rescinded. Michele Alboreto, IT set fastest qualifying time at 1:56.046 (215.294 km/h). Alain Prost, FR set the fastest time in the 14 September qualifying at 1:55.306 (216.676 km/h).
EU85	The race was scheduled for 13 October to be held in E.U.R. district of Rome but was cancelled due to opposition from local residents. The GP was held in Brands Hatch on 6 October instead.
ZA85	Alain Prost, FR finished 3rd completing all 75 scheduled laps, but his last lap was disallowed due to being timed at more than twice the time of the race winner's fastest lap. He remained classified 3rd.
1985-1986	Due to anticipated marketing benefits, Team Haas designated Lola Racing Cars as constructor of its F1 cars. However, the cars were designed and manufactured by FORCE Engineering owned by team principal Carl Haas and Lola were not involved at all.
1986	A proposal was made by FISA to replace traditional qualifying with a short race, covering 25% (50 miles) of regular GP distance, to determine the starting grid. The reasoning was to cut the cost for special qualifying engines and tyres, and to also reduce the high safety risk these high-tuned qualifying cars posed on the race track. The idea was not popular with teams nor drivers, and the application was rejected.
CA86	Team Arrows principal Jackie Oliver reached a deal with Christian Danner, DE to replace injured Marc Surer, CH. Although the German was already entered by Squadra Corse, he preferred Arrows and was having seat fitting with the team for the Friday practice. Enzo Osella protested, the FISA supported his position, and Danner was ordered not to leave the garage driving an Arrows car. He did make it onto the pitlane, but no farther.

HU86	Scheduled for 77 laps but was stopped & declared after 76 laps (98.701%) due to two-hour limit.
BR87	Because its car was not ready, March Engineering entered a transitional car for this race, designated March 87P. The car was based on March 87B Formula 3000 chassis modified with elements from the anticipated March 871 and equipped with 3½ liter Ford-Cosworth atmospheric engine.
CA87	The race was scheduled for 14 June in Montréal but had to be cancelled due to unresolved dispute between Molson and Labatt breweries over the race sponsorship.
MX87	Stopped after 30 laps due to accident when Nigel Mansell, GB was leading. Re-started for the remaining 33 laps. Nelson Piquet, BR led on the road at the conclusion of the second part and crossed the line 1st in 1:26:50.383 (192.439 km/h) but Mansell was the overall winner on aggregate time.
MX87	Nigel Mansell, GB led laps 31-63 (145.893 km) on aggregate time while Nelson Piquet, BR led on the road.
BR88	Because its car was not ready, Scuderia Italia entered Dallara 3087. This was Formula 3000 car (including engine) slightly modified to pass technical inspection.
MC88	In 1988, maximum of 30 cars were permitted to take part in qualifying, five cars selected before the season were required to complete a pre-qualifying session when more than 30 entries were received, as was the case in MC 88 (31 entries). Pre-qualifying was run concurrently with first free practice and the five drivers taking part were Gabriele Tarquini, IT Andrea de Cesaris, IT Alex Caffi, IT Oscar Larrauri, AR and Stefano Modena, IT. During the session, Modena missed a weight-check after 20 minutes of running and was excluded from further participation. At that point, pre-qualifying became irrelevant and the session was concluded as regular practice and no pre-qualifying results were issued.
MX88	In 1988, maximum of 30 cars were permitted to take part in qualifying, five cars selected before the season were required to complete a pre-qualifying session when more than 30 entries were received, as was the case in MX88 (31 entries). Pre-qualifying was run concurrently with first free practice and the five drivers taking part were Gabriele Tarquini, IT Andrea de Cesaris, IT Alex Caffi, IT Oscar Larrauri, AR and Stefano Modena, IT. During the session, Modena's car was found to have an illegal rear wing and was excluded from further participation. At that point, pre-qualifying became irrelevant and the session was concluded as regular practice and no pre-qualifying results were issued.
1988	Brabham Racing was purchased by Euroracing-Brun co-owner Walter Brun. Instead of merging the entities, Brun sold Brabham Racing on to new management, who re-entered the World Championship in 1989.
SM89	Stopped after 3 laps due to accident when Ayrton Senna, BR was leading. Re-started for the remaining 55 laps. Senna led on the road at the conclusion of the second part and was the overall winner on aggregate time.
US89	Scheduled for 81 laps but was stopped & declared after 75 laps (92.593%) due to two-hour limit.
CA89	Nigel Mansell, GB and Alessandro Nannini, IT started from the pitlane and were released before the race start in error. Consequently, Mansell led laps 1-2 (8.780 km) on the road, however, both drivers were later disqualified for illegal start, despite the fact that the error was caused by race organizers. Credit for leading laps 1 and 2 is given to Alain Prost, FR and Ayrton Senna, BR.
JP89	Ayrton Senna, BR finished 1st in 1:35:03.980 (195.985 km/h) and drove fastest race lap at 1:43.025 (204.731 km/h) but was running illegally for using an escape route to rejoin the race after receiving push-start on lap 47. He retains credit for laps in lead. McLaren Technology appealed the decision, effectively making a move against their other driver Alain Prost, FR, nonetheless the protest was unsuccessful, and the initial ruling was upheld by the FIA, and additional consequences were imposed at Senna. Outraged at what he perceived as unfair treatment, Senna announced his immediate retirement from the sport, but later changed his mind.
AU89	Scheduled for 81 laps but was stopped & declared after 70 laps (86.420%) due to two-hour limit.

FIRST ACROSS THE FINISH LINE BUT NOT RACE WINNER

GP	DRIVER	NOTES
CA80	Didier Pironi, FR	Assessed 60 seconds penalty for jumped start. Winner Alan Jones, AU.
BR82	Nelson Piquet, BR	Disqualified for being underweight. Winner Alain Prost, FR.
MC84	Ayrton Senna, BR	Crossed finish line first after 32nd lap but the timing was already stopped at the conclusion of lap 31. Winner Alain Prost, FR.
SM85	Alain Prost, FR	Disqualified for being underweight. Winner Elio de Angelis, IT.
MX87	Nelson Piquet, BR.	Was behind on aggregate time. Winner Nigel Mansell, GB.
JP89	Ayrton Senna, BR	Disqualified for using escape route to rejoin the race after collision. Winner Alessandro Nannini, IT.

POSTED FASTEST QUALIFYING TIME BUT DID NOT START FROM POLE POSITION

GP	DRIVER	NOTES
BE81	Alan Jones, AU	Car was declared illegal due to irregular sidepod. Proceeded to qualify spare car for 6th position on the starting grid, while Carlos Reutemann, AR attained pole position.
GB82	Keke Rosberg, FI	Posted fastest qualifying time but started from the back of starting grid. Pole position was left vacant.
DE82	Didier Pironi, FR	Posted fastest qualifying time but did not start the race. Pole position was left vacant.
BE85	Michele Alboreto, IT	Posted fastest qualifying time but the race was postponed by 15 weeks, and new qualifying session was held at that time.
IT86	Teo Fabi, IT	Posted fastest qualifying time but started from the back of starting grid. Alain Prost, FR qualified on P2 but started from pitlane. Front row was left vacant.
BR88	Ayrton Senna, BR	Posted fastest qualifying time but after aborted start took the re-start from pitlane. Pole position was left vacant.

DOMINANT VICTORIES			
GP	CIRCUIT	DRIVER	CAR
FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-ALL LAPS LED			
USw80	Long Beach	Nelson Piquet, BR	Brabham Ford
AR81	Jarama	Nelson Piquet, BR	Brabham Ford
CA84	Montréal	Nelson Piquet, BR	Brabham BMW
PT85	Estoril	Ayrton Senna, BR	Lotus Renault
AU87	Adelaide	Gerhard Berger, AT	Ferrari
ES89	Jerez	Ayrton Senna, BR	McLaren Honda
FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-MOST LAPS LED			
AR80	Buenos Aires	Alan Jones, AU	Williams Ford
BE81*	Zolder	Carlos Reutemann, AR	Williams Ford
FR83	Paul Ricard	Alain Prost, FR	Renault
DE84	Hockenheimring	Alain Prost, FR	McLaren TAG
AT85	Österreichring	Alain Prost, FR	McLaren TAG
MC86	Monte Carlo	Alain Prost, FR	McLaren TAG
CA88	Montréal	Ayrton Senna, BR	McLaren Honda
FR88	Paul Ricard	Alain Prost, FR	McLaren Honda
* Alan Jones, AU (Williams Ford) posted fastest qualifying time but his car failed technical inspection and the time was withdrawn.			
FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-LAPS LED			
JP88	Suzuka	Ayrton Senna, BR	McLaren Honda
DE89	Hockenheimring	Ayrton Senna, BR	McLaren Honda
FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-NO LAPS LED			
BR82*	Jacarepaguá	Alain Prost, FR	Renault
* Nelson Piquet, BR (Brabham Ford) finished 1st drove fastest race lap and led most laps in BR82 but his car failed technical inspection and was disqualified.			
FASTEST QUALIFYING LAP-POLE POSITION-ALL LAPS LED			
BE84	Zolder	Michele Alboreto, IT	Ferrari
USe84	Detroit	Nelson Piquet, BR	Brabham BMW
ES87	Jerez	Nigel Mansell, GB	Williams Honda
SM88	Imola	Ayrton Senna, BR	McLaren Honda
US88	Detroit	Ayrton Senna, BR	McLaren Honda
DE88	Hockenheimring	Ayrton Senna, BR	McLaren Honda
HU88	Hungaroring	Ayrton Senna, BR	McLaren Honda
BE88	Spa-Francorchamps	Ayrton Senna, BR	McLaren Honda
SM89	Imola	Ayrton Senna, BR	McLaren Honda
MC89	Monte Carlo	Ayrton Senna, BR	McLaren Honda
MX89	Mexico City	Ayrton Senna, BR	McLaren Honda
FR89	Paul Ricard	Alain Prost, FR	McLaren Honda
BE89	Spa-Francorchamps	Ayrton Senna, BR	McLaren Honda
FASTEST RACE LAP-ALL LAPS LED			
IT82	Monza	René Arnoux, FR	Renault
PT86	Estoril	Nigel Mansell, GB	Williams Honda
MX88	Mexico City	Alain Prost, FR	McLaren Honda
ES88	Jerez	Alain Prost, FR	McLaren Honda
ALL LAPS LED			
BE80	Zolder	Didier Pironi, FR	Ligier Ford
BR81	Jacarepaguá	Carlos Reutemann, AR	Williams Ford
IT81	Monza	Alain Prost, FR	Renault
USc81	Caesars Palace	Alan Jones, AU	Williams Ford
MC83	Monte Carlo	Keke Rosberg, FI	Williams Ford
EU84	Nürburgring	Alain Prost, FR	McLaren TAG
ES87	Jerez	Nigel Mansell, GB	Williams Honda
BR88	Jacarepaguá	Alain Prost, FR	McLaren Honda

ONE LAP+ WINNING MARGIN			
MC82 (fastest race lap 1:26.354)	Monte Carlo	Riccardo Patrese, IT	Brabham Ford
*SM85 (fastest race lap 1:30.961)	Imola	Elio de Angelis, IT	Lotus Renault
AT86 (fastest race lap 1:29.444)	Österreichring	Alain Prost, FR	McLaren TAG

*Winner Alain Prost, FR disqualified.

NO POINTS AWARDED FOR RACE RESULT			
GP	DRIVER	FINISHED	REASON
IT84	Jo Gartner, AT	5th	Single car entered by the team.
IT84	Gerhard Berger, AT	6th	Single car entered by the team.
AU87	Yannick Dalmas, FR	5th	Single car entered by the team.

POSTED TIME SUFFICIENT TO QUALIFY BUT DID NOT START THE RACE		
GP	DRIVER	NOTES
ZA80	Alain Prost, FR	Was injured in qualifying crash.
USe80	Alain Prost, FR	Was injured in qualifying crash.
FR81	Chico Serra, BR	Car was damaged beyond repair in pre-race warm-up crash.
GB81	Nigel Mansell, GB	Set time good for 19th starting grid position in Lotus 88B but the car was later declared illegal by FIA.
NL81	Andrea de Cesaris, IT	Car was damaged beyond repair in qualifying crash.
SM82	Derek Warwick, GB	Car broke down on formation lap.
BE82	Gilles Villeneuve, CA	Suffered fatal injuries in qualifying crash.
BE82	Didier Pironi, FR	Withdrawn by team in respect to Villeneuve.
USe82	Riccardo Paletti, IT	Per team order surrendered his car to teammate Jean Pierre Jarier, FR.
DE82	Didier Pironi, FR	Was injured in qualifying crash.
DE82	Niki Lauda, AT	Was injured in qualifying crash.
CH82	Patrick Tambay, FR	Aggravated old injury in practice and withdrew due to pain.
USc82	Patrick Tambay, FR	Aggravated old injury in practice and withdrew due to pain.
USc82	Jean Pierre Jarier, FR	Withdrew due to car safety concerns.
USc82	Roberto Guerrero, CO	Car broke down beyond repair in pre-race warm-up.
BR83	Elio de Angelis, IT	Car broke down beyond repair in pre-race warm-up (was then disqualified for attempted start in spare car).
BR84	Manfred Winkelhock, DE	Was excluded due to rule infringement in qualifying.
ZA84	Piercarlo Ghinzani, IT	Was injured in pre-race warm-up crash.
FR84	François Hesnault, FR	Per team order surrendered his starting grid position to teammate Andrea de Cesaris, IT.
USc84	Philippe Alliot, FR	Car was damaged beyond repair in qualifying crash.
AT84	Manfred Winkelhock, DE	Car broke down beyond repair in pre-race warm-up.
IT84	Manfred Winkelhock, DE	Car broke down beyond repair on formation lap.
SM85	Jonathan Palmer, GB	Car broke down beyond repair on formation lap.
BE85	Niki Lauda	Qualified in the session that was later rescinded and took no part in the postponed event.
BE85	Andrea de Cesaris, IT	Qualified in the session that was later rescinded and was not entered in the postponed event.
BE85	Jonathan Palmer, GB	Qualified in the session that was later rescinded and was not entered in the postponed event.
BE85	Stefan Bellof, DE	Qualified in the session that was later rescinded and was not entered in the postponed event.
BE85	Manfred Winkelhock, DE	Qualified in the session that was later rescinded and was not entered in the postponed event.
FR85	Nigel Mansell, GB	Was injured in qualifying crash.
ZA85	Alan Jones, AU	Withdrawn due to illness.
ES86	Alessandro Nannini, IT	Car broke down on formation lap.
CA86	Patrick Tambay, FR	Was injured in pre-race warm-up crash.
US86	Huib Rothengatter, NL	Car broke down on formation lap.
AT86	Derek Warwick, GB	Per team order surrendered his car to teammate Riccardo Patrese, IT.
MX86	Huib Rothengatter, NL	Car was damaged beyond repair in qualifying crash.
BR87	Ivan Capelli, IT	Car broke down beyond repair in practice.
SM87	Nelson Piquet, BR	Was injured in qualifying crash.
SM87	René Arnoux, FR	Car broke down beyond repair in pre-race warm-up.
MC87	Adrián Campos, ES	Was injured in qualifying crash.

GB87	Piercarlo Ghinzani, IT	Was excluded due to rule infringement in qualifying.
JP87	Nigel Mansell, GB	Was injured in qualifying crash.
BR88	Oscar Larrauri, AR	Car broke down on formation lap.
MC88	Philippe Streiff, FR	Car broke down on formation lap.
US88	Ivan Capelli, IT	Was injured in pre-race warm-up crash.
SM89	Yannick Dalmas, FR	Car broke down on formation lap.
IT89	Stefano Modena, IT	Forfeited qualifying times when did not submit to required weight inspection.

DROVE IN CHAMPIONSHIP GRAND PRIX AFTER POSTING INSUFFICIENT QUALIFYING TIME

GP	DRIVER	NOTES
ZA80	Geoff Lees, GB	Was eligible as replacement after Prost withdrawal.
USe80	Jan Lammers, NL	Was eligible as replacement after Prost withdrawal.
NL81	Michele Alboreto, IT	Was eligible as replacement after de Cesaris withdrawal.
BE82	Jochen Mass, DE	Was eligible as replacement after Pironi withdrawal.
BE82	Mauro Baldi, IT	Was eligible as replacement after Villeneuve withdrawal.
DE82	Marc Surer, CH	Was eligible as replacement after Lauda withdrawal.
USc82	Tommy Byrne, IE	Was eligible as replacement after Jarier withdrawal.
BR83	Eliseo Salazar, CL	Was eligible as replacement after de Cesaris exclusion.
BR84	Jonathan Palmer, GB	Was eligible as replacement after Winkelhock exclusion.
ZA84	Thierry Boutsen, BE	Was eligible as replacement after Ghinzani withdrawal.
FR84	Andrea de Cesaris, IT	Had his best qualifying times deleted due to rule infringement but per team order teammate Hesnault surrendered his starting grid position.
IT89	Luis Pérez-Sala, ES	Was eligible as replacement after Modena exclusion.

WAS NOT ON STARTING GRID BUT IS CREDITED WITH WORLD CHAMPIONSHIP GRAND PRIX START

GP	DRIVER	NOTES
CA80	Derek Daly, IE	Took the initial start. Not on the grid for subsequent re-start due to car damage
CA80	Mike Thackwell, NZ	Took the initial start. Not on the grid for subsequent re-start due to surrendering his car to teammate J.P. Jarier
BE81	Riccardo Patrese, IT	Took the initial start. Not on the grid for subsequent re-start due to car damage
BE81	Siegfried Stohr, IT	Took the initial start. Not on the grid for subsequent re-start due to car damage
CA82	Jean Pierre Jarier, FR	Took the initial start. Not on the grid for the subsequent re-start due to team's withdrawal
CA82	Riccardo Paletti, IT	Took the initial start. Not on the grid for subsequent re-start due to injury
CA82	Geoff Lees, GB	Took the initial start. Not on the grid for subsequent re-start due to car damage
ZA84	Alain Prost, FR	Not on the grid for the initial start. Took part in subsequent re-start
USe84	Marc Surer, CH	Took the initial start. Not on the grid for subsequent re-start due to car damage
AT85	Piercarlo Ghinzani, IT	Took the initial start. Not on the grid for subsequent re-start due to car damage
GB86	Jacques Laffite, FR	Took the initial start. Not on the grid for subsequent re-start due to injury
GB86	Christian Danner, DE	Took the initial start. Not on the grid for subsequent re-start due to car damage
GB86	Piercarlo Ghinzani, IT	Took the initial start. Not on the grid for subsequent re-start due to car damage
GB86	Allen Berg, CA	Took the initial start. Not on the grid for subsequent re-start due to car damage
BE87	Jonathan Palmer, GB	Took the initial start. Not on the grid for subsequent re-start due to car damage
BE87	Adrián Campos, ES	Took the initial start. Not on the grid for the subsequent re-start due to car breakdown
AT87	Philippe Streiff, FR	Took the initial start and subsequent re-start. Not on the grid for final re-start due to car damage
PT87	Christan Danner, DE	Took the initial start. Not on the grid for subsequent re-start due to car damage
PT88	Riccardo Patrese, IT	Was on the grid for the aborted start. Not on the grid for subsequent start then took part in final re-start
AU89	Alain Prost, FR	Took the initial start. Not on the grid for subsequent re-start after deciding to withdraw
AU89	Nicola Larini, IT	Took the initial start. Not on the grid for subsequent re-start due to car breakdown on the formation lap