

VARIOUS	
GP	NOTES
1990	Claudio Langes, IT failed to pre-qualify in all of his 14 attempts with Euroracing-Brun. It is alleged that at the beginning of the year, Langes took out substantial insurance policy to cover his inability to participate in the World Championship, and was therefore not motivated to perform at his best as a driver. Larrousse F1 were exclusively using Lola chassis, which in itself was not in breach of FIA constructor regulations. However, due to error in its season entry, the team was found to be in violation and had all points earned during the season withdrawn. Curiously, FOM nonetheless provided the team with prize money and other benefits, as if it did finish 6th in the Constructor Championship.
CA90	Gerhard Berger, AT finished 1st in 1:42:11.254 (180.433 km/h) but was assessed 60 seconds penalty for jumped start and classified 4th.
PT90	Scheduled for 71 laps but was stopped & declared after 61 laps (85.916%) due to accident.
JP90	On lap 1 Ayrton Senna, BR intentionally collided with Alain Prost, FR presumably to preserve his points lead. Both cars were eliminated making Senna the World Champion. No penalties were accorded by the FIA.
US91	Scheduled for 82 laps but was stopped & declared after 81 laps (98.780%) due to two-hour limit.
CA91	While leading by 57 seconds Nigel Mansell, GB stopped abruptly at the eastern hairpin. According to some sources it was because he allowed the engine revs to drop below the critical limit as he was waving to the crowds, but the team claimed electrical failure was responsible.
MX91	Olivier Grouillard, FR was in his grid position for the first two aborted starts but was at the back of starting grid for the final re-start.
AU91	Scheduled for 81 laps but was stopped & declared after 14 laps (17.284%) due to inclement weather. Half points were awarded.
FR92	The race was held during a week-long strike by French truck drivers, who were intentionally blocking all major roads and highways around the country. Consequently, team Andrea-Moda-F1 were unable to arrive at the circuit in time to take part in the GP event.
FR92	Stopped after 18 laps due to rain when Riccardo Patrese, IT was leading. Re-started for additional 51 laps. Nigel Mansell, GB led on the road at the conclusion of the second part and was the overall winner on aggregate time. Patrese led laps 19-20 (8.500 km) on aggregate time while Mansell led on the road.
FR92	Scheduled for 72 laps but was stopped & declared after 69 laps (95.833%).
1993	Williams Grand Prix did submit its 1993 Formula 1 entry one day past the stated deadline. The FIA sporting regulations demanded that all other teams must agree to allow Williams to compete. Initially, such unanimity was not forthcoming, with team Benetton leading the opposition. All was satisfactorily resolved after some backroom negotiations and team Williams was added to the 1993 entry list.
EU93	Ayrton Senna, BR is credited with fastest race lap at 1:18.029 (185.608 km/h) while driving through the pitlane. Damon Hill, GB set fastest complete lap at 1:19.379 (182.451 km/h).
1994	Beginning with the first race of the season in Brazil, various accusations were made that the Benetton Ford cars (Michael Schumacher, DE & J.J. Lehto, FI & Jos Verstappen, NL) were using illegal electronic systems, in particular a launch control and traction control. At the same time, suspicions involving other teams also were raised. Ferrari (Gerhard Berger, AT & Jean Alesi, FR & Nicola Larini, IT) were cited for running a Variable Rev Limiter (a device that in certain circumstances cut the engine output) during practice for the Pacific GP, and decided to remove it after being advised by the FIA to do so. After the San Marino GP the FIA asked Benetton Formula, Scuderia Ferrari, and McLaren Technology to provide copies of their engine management system source codes for analysis, which all three supplied but McLaren and Benetton missed the FIA's deadline. Later, the governing body announced that no evidence had been found to suggest that Benetton were using illegal electronic aides, although a dormant software was found within the system, while McLaren Peugeot (Mika Häkkinen, FI & Martin Brundle, GB) was found to be in breach of the technical regulations due to fully automated gearbox up-change device in the transmission structure. Neither team was penalized. Allegations that Benetton were using traction control persisted at least until the French GP.
SM94	Stopped after 5 laps due to accident when Ayrton Senna, BR was leading. Re-started for additional 53 laps. Michael Schumacher, DE led on the road at the conclusion of the second part and was the overall winner on aggregate time. Schumacher led laps 6-12 (35.280 km/h) on aggregate time while Gerhard Berger, AT led on the road. Berger led lap 15 (5.040 km) on aggregate time while Mika Häkkinen, FI led on the road. Schumacher led laps 19-23 (25.200 km) on aggregate time while Nicola Larini, IT led on the road.
SM94	Scheduled for 61 laps but was stopped & declared after 58 laps (95.082%).
BE94	Michael Schumacher, DE finished 1st in 1:28:33.508 (208.706 km/h) but was disqualified for excessive plank-bottom wear.
IT94	The race was cancelled after local authorities refused to approve construction plan presented by race organizers in order to expand run-off areas around the circuit. After newly designed proposal was accepted, the race was reinstated to its original date.
PT94 & PT95	In 1989, new race distance definition rule established a standard of least number of complete laps required to exceed 305 kilometers. In 1994, the Estoril track configuration changed, but the race was run to 71 laps as in previous years, eventhough the required distance would have been reached already after 70 laps. This error was repeated in 1995, before being adjusted in 1996.
AR94	The race was scheduled for 16 October in Buenos Aires but race organizers decided to postpone the entry until 1995, due to delays in circuit improvements construction. It was replaced by EU94 race.
JP94	Stopped after 13 laps due to accident when Michael Schumacher, DE was leading. Re-started for additional 37 laps. Damon Hill, GB led on the road at the conclusion of the second part and was the overall winner on aggregate time. Schumacher led laps 36-40 (29.320 km) on aggregate time while Hill led on the road.
JP94	Scheduled for 53 laps but was stopped & declared after 50 laps (94.340%).
AU94	Some allege that on lap 36 Michael Schumacher, DE intentionally collided with Damon Hill, GB presumably to preserve his points lead. Both cars were eliminated making Schumacher the World Champion. No penalties were accorded by the FIA.
BR95	BR 1995 Michael Schumacher, DE and David Coulthard, GB were initially disqualified due to fuel sample irregularities, but reinstated after appeal. However, constructor points were withdrawn from Benetton Formula and Williams Grand Prix by the FIA.

Pc95	The race was originally scheduled for 16 April but was postponed to October because of earthquake damage suffered around the nearby city of Kobe.
CA95	Official race result document produced by the FIA, contains race classifications at the end of all scheduled 69 laps or 305.670 km distance in 1:46:31.333 (172.173 km/h). However, due to track invasion by the crowd on the final lap, a black flag was displayed after Jean Alesi, FR crossed the finish line. It appears that the Stewards of the Meeting later discussed retracting the classification back to the end of lap 68. This was partly due to the fact that Mika Salo, FI was overtaken for 7th place by Luca Badoer, IT on their final lap, as Salo slowed down significantly due to the track invasion (his final lap was over 20 seconds slower than his previous lap), whereas Badoer, together with all the others, continued at only slightly reduced speed. Since both cars were outside the points scoring positions, this proposition has not been addressed in any FIA official documents. In statistical texts and reference the result was initially presented in different ways, but it appears that the 1995-96 Autocourse version that reflected the race classification at the end of lap 68 (301.240 km in 1:44:54.171 = 172.297 km/h) became almost universally accepted as the preferred result.
MC96	Scheduled for 78 laps but was stopped & declared after 75 laps (96.154%) due to two-hour limit.
MC97	Scheduled for 78 laps but was stopped & declared after 62 laps (79.487%) due to two-hour limit.
ES97	Damon Hill, GB retired after 17 laps on the front straight with oil pressure/engine problems and walked away from the car. His time for the 17 laps was 24:24.130 (197.326 km/h). Approximately half-hour later, the stewards and team personnel pushed the car away and over the line, triggering the timing system with a lap of 30:38.166. The FIA official timesheet shows his race result as 18 laps at 55:02.296 (92.620 km/h).
CA97	Scheduled for 69 laps but was stopped & declared after 54 laps (78.261%) due to accident.
JP97	Jacques Villeneuve, CA was initially excluded from the event due to ignoring yellow flags during qualifying. Was then permitted to start the race as the team (Williams Grand Prix) appealed the ruling and finished 5th. Nonetheless, the team then decided not to pursue the appeal and Villeneuve was disqualified.
EU97	On lap 48 Michael Schumacher, DE intentionally collided with Jacques Villeneuve, CA presumably to preserve his points lead. While Schumacher was eliminated Villeneuve continued and scored enough points to become World Champion. Subsequently, the FIA excluded Schumacher from the 1997 World Championship but allowed him to retain his individual race results and points.
AU98	Olivier Panis, FR qualified 16th at 1:33.851 (203.416 km/h) but this time was withdrawn because he did not leave the car in neutral after the session. His next best time 1:35.215 (200.502 km/h) put him on 21st position on the grid.
GB98	Michael Schumacher, DE won the race in controversial circumstances. On lap 58 of 60, Schumacher was given a stop & go penalty for passing Giancarlo Fisichella, IT under the safety car on lap 43. He needed to serve the penalty within three laps, and entered the pit lane on the final lap of the race, crossing the finish line (which extends across the pit lane) before reaching his pit box. The debate ensued whether he did or did not serve the penalty. Ferrari argued that the hand-written notification was unclear as to which penalty was actually being issued: a simple stop & go or one including a ten seconds stationary requirement. The stewards finally decided to apply the 10-second addition to Schumacher's race time, which did not change the result, as Mika Häkkinen in 2nd place was some 22 seconds behind. Nonetheless, McLaren Technology logged a protest arguing that Scuderia Ferrari have circumvented the rules by not having Schumacher serve the penalty during the race. Ferrari countered that the penalty should have been issued within 25 minutes of the incident, but they were only informed after 31 minutes. They also pointed out that added time penalty can only be used for infractions that occurred in the last 12 laps of a race. In the end, the McLaren protest was rejected by the FIA and the penalty was rescinded altogether.
BE98	Michael Schumacher, DE qualified 4th at 1:49.797 (228.465 km/h) but this time was withdrawn due to yellow flag infraction during the session. His next best time 1:50.027 (227.988 km/h) still put him 4th on the starting grid.
CN99	The race was scheduled for 21 March but had to be cancelled when the Zhuhai International Circuit failed the final FIA inspection.
GB99	The cars of Jacques Villeneuve, CA and Alessandro Zanardi, IT stalled on the starting grid, but some drivers apparently were not aware of the start being aborted and took off in spite of the red flags. When Michael Schumacher, DE crashed when already at half-lap distance and broke his leg, the false race was finally stopped and re-started for original distance.

FIRST ACROSS THE FINISH LINE BUT NOT RACE WINNER

GP	DRIVER	NOTES
CA90	Gerhard Berger, AT	Assessed 60 seconds penalty for jumped start. Winner Ayrton Senna, BR.
BE94	Michael Schumacher, DE	Disqualified for excessive plank-bottom wear. Winner Damon Hill, GB.

POSTED FASTEST QUALIFYING TIME BUT DID NOT START FROM POLE POSITION

GP	DRIVER	NOTES
HU93	Alain Prost, FR	Posted fastest qualifying time but started from the back of starting grid. Pole position was left vacant.
PT93	Damon Hill, GB	Posted fastest qualifying time but started from the back of starting grid. Pole position was left vacant.
FR96	Michael Schumacher, DE	Posted fastest qualifying time but did not start the race. Pole position was left vacant.
EU97	Michael Schumacher, DE & Heinz Harald Frentzen, DE	Posted identical time to Jacques Villeneuve, CA who attained pole position. Schumacher started from P2 on row 1. Frentzen started from P3 on row 2.
JP98	Michael Schumacher, DE	Was on pole position for the two aborted starts, however, started the race from the back of starting grid. Pole position was left vacant.

DOMINANT VICTORIES			
GP	CIRCUIT	DRIVER	CAR
FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-ALL LAPS LED			
MC90	Monte Carlo	Ayrton Senna, BR	McLaren Honda
IT90	Monza	Ayrton Senna, BR	McLaren Honda
GB91	Silverstone	Nigel Mansell, GB	Williams Renault
ZA92	Kyalami	Nigel Mansell, GB	Williams Renault
ES92	Montmeló	Nigel Mansell, GB	Williams Renault
GB92	Silverstone	Nigel Mansell, GB	Williams Renault
MC94	Monte Carlo	Michael Schumacher, DE	Benetton Ford
CA94	Montréal	Michael Schumacher, DE	Benetton Ford
HU95	Hungaroring	Damon Hill, GB	Williams Renault
BR98	Interlagos	Mika Häkkinen, FI	McLaren Mercedes-Benz
MC98	Monte Carlo	Mika Häkkinen, FI	McLaren Mercedes-Benz
FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-MOST LAPS LED			
FR92	Magny-Cours	Nigel Mansell, GB	Williams Renault
ZA93	Kyalami	Alain Prost, FR	Williams Renault
SM93	Imola	Alain Prost, FR	Williams Renault
GB94	Silverstone	Damon Hill, GB	Williams Renault
HU94	Hungaroring	Michael Schumacher, DE	Benetton Ford
EU94	Jerez	Michael Schumacher, DE	Benetton Ford
PT95	Estoril	David Coulthard, GB	Williams Renault
JP95	Suzuka	Michael Schumacher, DE	Benetton Renault
AU95	Adelaide	Damon Hill, GB	Williams Renault
BR96	Interlagos	Damon Hill, GB	Williams Renault
BR97	Interlagos	Jacques Villeneuve, CA	Williams Renault
FR97	Magny-Cours	Michael Schumacher, DE	Ferrari
DE97	Hockenheimring	Gerhard Berger, AT	Benetton Renault
AU98	Albert Park	Mika Häkkinen, FI	McLaren Mercedes-Benz
ES98	Montmeló	Mika Häkkinen, FI	McLaren Mercedes-Benz
BR99	Interlagos	Mika Häkkinen, FI	McLaren Mercedes-Benz
FASTEST QUALIFYING LAP-POLE POSITION-FASTEST RACE LAP-LAPS LED			
DE96	Hockenheimring	Damon Hill, GB	Williams Renault
AT97	Spielberg	Jacques Villeneuve, CA	Williams Renault
FASTEST QUALIFYING LAP-POLE POSITION-ALL LAPS LED			
HU90	Hungaroring	Thierry Boutsen, BE	Williams Renault
BE90	Spa-Francorchamps	Ayrton Senna, BR	McLaren Honda
US91	Phoenix	Ayrton Senna, BR	McLaren Honda
BR91	Interlagos	Ayrton Senna, BR	McLaren Honda
MC91	Monte Carlo	Ayrton Senna, BR	McLaren Honda
HU91	Hungaroring	Ayrton Senna, BR	McLaren Honda
AU91	Adelaide	Ayrton Senna, BR	McLaren Honda
MX92	Mexico City	Nigel Mansell, GB	Williams Renault
SM92	Imola	Nigel Mansell, GB	Williams Renault
PT92	Estoril	Nigel Mansell, GB	Williams Renault
DE94	Hockenheimring	Gerhard Berger, AT	Ferrari
ES95	Montmeló	Michael Schumacher, DE	Benetton Renault
AR96	Buenos Aires	Damon Hill, GB	Williams Renault
SM98	Imola	David Coulthard, GB	McLaren Mercedes-Benz
HU99	Hungaroring	Mika Häkkinen, FI	McLaren Mercedes-Benz
FASTEST RACE LAP-ALL LAPS LED			
Pc94	Aida	Michael Schumacher, DE	Benetton Ford
MC97	Monte Carlo	Michael Schumacher, DE	Ferrari

ALL LAPS LED			
HU93	Hungaroring	Damon Hill, GB	Williams Renault
EU96	Nürburgring	Jacques Villeneuve, CA	Williams Renault
JP96	Suzuka	Damon Hill, GB	Williams Renault
JP98	Suzuka	Mika Häkkinen, FI	McLaren Mercedes-Benz
MC99	Monte Carlo	Michael Schumacher, DE	Ferrari
BE99	Spa-Francorchamps	David Coulthard, GB	McLaren Mercedes-Benz
TWO LAPS+ WINNING MARGIN			
AU95 (fastest race lap (1:17.943))	Adelaide	Damon Hill, GB	Williams Renault
ONE LAP+ WINNING MARGIN			
BR94 (fastest race lap 1:18.455)	Interlagos	Michael Schumacher, DE	Benetton Ford

NO POINTS AWARDED FOR RACE RESULT			
GP	TEAM	FINISHED	REASON
BR95	Benetton Formula	1st	Fuel sample irregularities
BR95	Williams Grand Prix	2nd	Fuel sample irregularities

POSTED TIME SUFFICIENT TO QUALIFY BUT DID NOT START THE RACE		
GP	DRIVER	NOTES
US90	Martin Donnelly, GB	Car broke down beyond repair in pre-race warm-up
SM90	Pierluigi Martini, IT	Was injured in pre-race warm-up crash
MX90	Roberto Moreno, BR	Was excluded due to rule infringement in qualifying
GB90	Maurício Gugelmin, BR	Car broke down beyond repair in pre-race warm-up
PT90	Satoru Nakajima, JP	Was injured in pre-race warm-up crash
ES90	Martin Donnelly, GB	Was injured in practice crash
JP90	Jean Alesi, FR	Was injured in qualifying crash
BR91	Aguri Suzuki, JP	Car broke down beyond repair in pre-race warm-up
SM91	Alain Prost, FR	Formation lap spin
SM94	Roland Ratzenberger, AT	Suffered fatal accident in qualifying
ES94	Olivier Beretta, MC	Car broke down on formation lap
GB94	Eddie Irvine, GB	Car broke down on formation lap
BR95	Pierluigi Martini, IT	Car broke down on formation lap
ES95	Andrea Montermini, IT	Car broke down on formation lap
JP95	Aguri Suzuki, JP	Was injured in qualifying crash
AU95	Luca Badoer, IT	Car broke down beyond repair in pre-race warm-up
MC96	Andrea Montermini, IT	Car was damaged beyond repair in pre-race warm-up crash
FR96	Michael Schumacher, DE	Car broke down on formation lap
AU97	Damon Hill, GB	Car broke down on formation lap
SM97	Jarno Trulli, IT	Car broke down on formation lap
AT97	Tarso Marques, BR	Was excluded due to rule infringement in qualifying
JP97	Gianni Morbidelli, IT	Was injured in pre-race warm-up crash
AU99	Johnny Herbert, GB	Car broke down on formation lap
MY99	Jarno Trulli, IT	Car broke down on formation lap
JP99	Alessandro Zanardi, IT	Car broke down on formation lap

DROVE IN CHAMPIONSHIP GRAND PRIX WITHOUT POSTING QUALIFYING TIME		
GP	DRIVER	NOTES
JP95	Mark Blundell, GB	Exception rule by FIA

DROVE IN CHAMPIONSHIP GRAND PRIX AFTER POSTING INSUFFICIENT QUALIFYING TIME

GP	DRIVER	NOTES
US90	Ivan Capelli, IT	Was eligible as replacement after Donnelly withdrawal.
SM90	Paolo Barilla, IT	Was eligible as replacement after Martini withdrawal.
MX90	J.J. Lehto, FI	Was eligible as replacement after Moreno exclusion.
AU97	Pedro Paulo Diniz, BR	Exception rule by FIA
AU99	Marc Gené, ES	Exception rule by FIA
FR99	Damon Hill, GB	Exception rule by FIA
FR99	Marc Gené, ES	Exception rule by FIA
FR99	Luca Badoer, IT	Exception rule by FIA
FR99	Pedro de la Rosa, ES	Exception rule by FIA
FR99	Tora Takagi, JP	Exception rule by FIA

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

GP	DRIVER	NOTES
MC90	Emanuele Pirro, IT	Took the initial start. Not on the grid for subsequent re-start due to car breakdown
BE90	Aguri Suzuki, JP	Took the initial start. Not on the grid for subsequent nor final re-start due to car damage
BE90	Paolo Barilla, IT	Took the initial start and subsequent re-start. Not on the grid for final re-start due to car damage
BE90	Martin Donnelly, GB	Took the initial start. Not on the grid for subsequent re-start but took part in final re-start
AR95	Luca Badoer, IT	Took the initial start. Not on the grid for subsequent re-start due to car damage
MC95	Domenico Schiatterella, IT	Took the initial start. Not on the grid for subsequent re-start due to car damage
MC95	Jos Verstappen, NL)	Took the initial start. Not on the grid for subsequent re-start due to car damage
IT95	Roberto Moreno, BR	Took the initial start. Not on the grid for subsequent re-start due to car damage
IT95	Andrea Montermini, IT	Took the initial start. Not on the grid for subsequent re-start due to car damage
IT95	David Coulthard, GB	Not on the grid for the initial start. Took part in subsequent re-start
PT95	Ukyo Katayama, JP)	Took the initial start. Not on the grid for subsequent re-start due to injury
PT95	Massimiliano Papis, IT	Took the initial start. Not on the grid for subsequent re-start due to car damage
AU96	Johnny Herbert, GB	Took the initial start. Not on the grid for subsequent re-start due to car damage
AU96	Heinz Harald Frentzen, DE	Not on the grid for the initial start. Took part in subsequent re-start
BR97	Jan Magnussen, DK	Took the initial start. Not on the grid for subsequent re-start due to car damage
BE98	Rubens Barrichello, BR	Took the initial start. Not on the grid for subsequent re-start due to injury
BE98	Olivier Panis, FR	Took the initial start. Not on the grid for subsequent re-start due to car damage
BE98	Mika Salo, FI	Took the initial start. Not on the grid for subsequent re-start due to car damage
BE98	Ricardo Rosset, BR	Took the initial start. Not on the grid for subsequent re-start due to car damage
GB99	Michael Schumacher, DE	Took the initial start. Not on the grid for subsequent re-start due to injury