

# 2003 FIA Formula One World Championship



## 2003 German Grand Prix - Overall Race Classification after 67 laps - 306.458 kms

Pos.	No.	Driver	Nat	Entrant	Laps	Time	Gap		Kph	Best	Lap	
1	3	Juan Pablo Montoya	COL	BMW WilliamsF1 Team	67	1:28:48.769			207.036	1:14.917	14	
2	5	David Coulthard	GBR	West McLaren Mercedes	67	1:29:54.228	65.459		204.523	1:16.003	14	
3	7	Jarno Trulli	ITA	Mild Seven Renault F1 Team	67	1:29:57.829	69.060	03.601	204.387	1:15.740	13	
4	8	Fernando Alonso	ESP	Mild Seven Renault F1 Team	67	1:29:58.113	69.344	00.284	204.376	1:16.060	16	
5	20	Olivier Panis	FRA	Panasonic Toyota Racing	66	1:29:03.793	1 LAP	1 LAP	203.372	1:15.883	34	
6	21	Cristiano Da Matta	BRA	Panasonic Toyota Racing	66	1:29:08.431	1 LAP	04.638	203.196	1:16.051	35	
7	1	Michael Schumacher	GER	Scuderia Ferrari Marlboro	66	1:29:27.850	1 LAP	19.419	202.461	1:16.081	36	
8	17	Jenson Button	GBR	Lucky Strike BAR Honda	66	1:30:03.430	1 LAP	35.580	201.128	1:17.430	41	
9	16	Jacques Villeneuve	CAN	Lucky Strike BAR Honda	65	1:29:03.268	2 LAPS	1 LAP	200.311	1:18.235	65	
10	9	Nick Heidfeld	GER	Sauber Petronas	65	1:29:10.277	2 LAPS	7.009	200.048	1:18.036	10	
11	14	Mark Webber	AUS	Jaguar Racing	64	1:27:25.026	DNF		200.923	1:17.754	46	
12	18	Nicolas Kiesa	DEN	European Minardi Cosworth	62	1:29:01.105	5 LAPS	2 LAPS	191.143	1:20.171	26	
13	11	Giancarlo Fisichella	ITA	Jordan Ford	60	1:26:53.856	DNF		189.491	1:18.145	51	
Not Classified												
-	19	Jos Verstappen	NED	European Minardi Cosworth	23	0:33:49.071	DNF		186.650	1:20.399	6	
-	15	Justin Wilson	GBR	Jaguar Racing	6	0:15:38.141	DNF		105.312	1:19.441	3	
-	4	Ralf Schumacher	GER	BMW WilliamsF1 Team	1	0:01:51.691	DNF		147.427			
-	10	Heinz Harald Frentzen	GER	Sauber Petronas	1	0:02:21.895	DNF		116.045			
-	2	Rubens Barrichello	BRA	Scuderia Ferrari Marlboro	0		DNF		205.111			
-	6	Kimi Räikkönen	FIN	West McLaren Mercedes	0		DNF		198.043			
-	12	Ralph Firman	IRL	Jordan Ford	0		DNF		198.765			
Fastest Lap												
	3	Juan Pablo Montoya	COL	BMW WilliamsF1 Team	1:14.917 on lap 14				219.795			

### Steward's Meeting:

The Stewards of the Meeting received a report from the Race Director which stated that the driver of car number 4 (Ralf Schumacher) caused an avoidable collision (contrary to Article 53 of the 2003 FIA Formula One Sporting Regulations\*) and the drivers of car numbers 2, 4 and 6 (Rubens Barrichello, Ralf Schumacher and Kimi Räikkönen) and respective Team Managers were summoned.

Having heard the explanation of each driver and having seen the different camera views of the incident, the Stewards conclude that Ralf Schumacher began to move to his left to obtain a better racing line for the first corner. Ralf Schumacher admitted to paying no attention to the position of the other cars during this manoeuvre. The Stewards note that it is absolutely clear that Ralf Schumacher's car made contact with car number 2 (Rubens Barrichello), which in turn made contact with car number 6 (Kimi Räikkönen). Both drivers of cars number 2 and 6 were caught in a set of circumstances over which they had no control.

The Stewards of the Meeting impose on the driver of car number 4 (Ralf Schumacher) a drop of ten grid positions at the driver's next race, in accordance with Article 55(c) of the 2003 FIA Formula One Sporting Regulations.

The Competitor is reminded of his right to appeal\*\*.

### \*Articles 53-55 of the 2003 FIA Formula One Sporting Regulations:

(relevant details are highlighted in bold)

### INCIDENTS

**53) Incident means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the race director (or noted by the stewards and referred to the race director for investigation) which:**

- necessitated the stopping of a race under Article 153;
- constituted a breach of these Sporting Regulations or the Code;
- caused a false start by one or more cars;
- **caused a collision;**
- **forced a driver off the track;**
- **illegitimately prevented a legitimate overtaking manoeuvre by a driver;**
- **illegitimately impeded another driver during overtaking.**

54(a) It shall be at the discretion of the stewards to decide, upon a report or a request by the race director, if a driver or drivers involved in an incident

shall be penalised.

b) If an incident is under investigation by the stewards, a message informing all Teams of this will be displayed on the timing monitors.

c) If a driver is involved in a collision or Incident (see Article 53), and has been informed of this by the stewards no later than 30 minutes after the race has finished, he must not leave the circuit without their consent.

**55)** The stewards may impose any one of three penalties on any driver involved in an Incident :

a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit ;

b) A ten second time penalty. The driver must enter the pit lane, stop at his pit for at least ten seconds and then re-join the race.

**c) a drop of ten grid positions at the following Event.**

However, should either of the time penalties be imposed during the last five laps, or after the end of a race, Article 56b) below will not apply and 25 seconds will be added to the elapsed race time of the driver concerned.

**\*\* Article 186 of the International Sporting Code:**

**186. Time limit for international appeals**

The FIA is subject to a time limit of 7 days counting from the time it receives notification of the above-mentioned decisions, or receives notification of the appeal or of the grounds of appeal of one or more parties against the same decisions, so that it may prepare its principal or incidental appeal and without having to pay or deposit a fee.

The time limit for forwarding an appeal to the FIA expires seven days after the publication of the decision by the ASN or the stewards of the meeting on condition that the stewards of the meeting are notified in writing, and within one hour of the publication of the decision, of the intention to appeal, and that this notification is accompanied by the necessary fee (see Article 185). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date is required. The fee (see Article 185) will be retained by the FIA if the intention to appeal is not confirmed in accordance with the provisions of this paragraph.