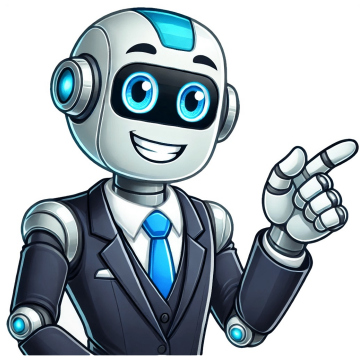


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The Renault F1 Team, formerly known as Renault F1 Team, is a French Formula One team competing in the 2025 Formula 1 World Championship. While the chassis and managerial side of the BWT Alpine F1 Team is based in Enstone, Oxfordshire, England, the engines for Alpine cars are manufactured in Viry-Châtillon, a suburb of Paris, France. Being owned by the French automotive company Groupe Renault, Alpine competes with a French license. The team was also named the Renault F1 team in the past. However, in 2021, it underwent a rebrand to promote Renault's sports car brand - Alpine. The Alpine F1 team has not won the Formula 1 championship since the rebrand in 2021, although the team has won 2 Drivers' and Constructors' titles with Fernando Alonso during seasons 2005 and 2006 racing under the Renault F1 team. Starting its first season as Alpine in 2021, the team signed older, experienced 2-time world champion Fernando Alonso to race alongside Esteban Ocon. Alpine won its first race during the same season during the Hungarian Grand Prix. While the team did not have the fastest car, a series of events led to Esteban Ocon finishing first. He also benefited from great defensive teamwork from Fernando Alonso, who could hold Lewis Hamilton on a much faster Mercedes behind him for long enough, which resulted in the Mercedes driver not catching Ocon in time. This victory was also memorable as Esteban Ocon is the first French driver to win a race in a French car since Alain Prost in 1983. Alpine also got its second podium finish in the Qatar Grand Prix, where Fernando Alonso finished third, starting from the fifth position on the grid. After a not-so-successful 2022 season, Alonso left the team to race for Aston Martin.

Alpine signed Ocon's fellow compatriot Pierre Gasly to complete a French driver duo in the French team. During the 2023 season, a group of investors, including the famous Hollywood actor Ryan Reynolds, made a deal to pay 20 million dollars for a 24% stake in the Alpine F1 team, making them worth more than 800 million dollars. Alpine is currently a former Formula One team competing in the 2025 Formula 1 World Championship. It was founded in 1997 by Jean Todt, who had previously managed the sports car brand Alpine. The team's headquarters are located in Viry-Châtillon, a suburb of Paris, France. Being owned by the French automotive company Groupe Renault, Alpine competes with a French license. The team was also named the Renault F1 team in the past. However, in 2021, it underwent a rebrand to promote Renault's sports car brand - Alpine. The Alpine F1 team has not won the Formula 1 championship since the rebrand in 2021, although the team has won 2 Drivers' and Constructors' titles with Fernando Alonso during seasons 2005 and 2006 racing under the Renault F1 team. Starting its first season as Alpine in 2021, the team signed older, experienced 2-time world champion Fernando Alonso to race alongside Esteban Ocon. Alpine won its first race during the same season during the Hungarian Grand Prix. While the team did not have the fastest car, a series of events led to Esteban Ocon finishing first. He also benefited from great defensive teamwork from Fernando Alonso, who could hold Lewis Hamilton on a much faster Mercedes behind him for long enough, which resulted in the Mercedes driver not catching Ocon in time. This victory was also memorable as Esteban Ocon is the first French driver to win a race in a French car since Alain Prost in 1983. Alpine also got its second podium finish in the Qatar Grand Prix, where Fernando Alonso finished third, starting from the fifth position on the grid. After a not-so-successful 2022 season, Alonso left the team to race for Aston Martin.

Consequently, Alpine signed Ocon's fellow compatriot Pierre Gasly to complete a French driver duo in the French team. During the 2023 season, a group of investors, including the famous Hollywood actor Ryan Reynolds, made a deal to pay 20 million dollars for a 24% stake in the Alpine F1 team, making them worth more than 800 million dollars. BWT Alpine Formula One constructor from 1950 to 1959. They participated in 26 World Championship Grands Prix. They failed to win any of those races. Geoffrey Taylor founded the company in Cambridge. The company's best results were a pair of fourth-place finishes in the 1959 British Grand Prix. The company ceased operations in 1960. Arrowswin 1986, the British F1 engine manufacturer Arrows made its Formula 1 debut. The company was formed after the buyout of the financially struggling Footwork Arrows outfit. They started the 1998 season with high hopes, but unfortunately, they could never translate that into results on the track. In 32 races throughout two seasons, Arrows only managed to score a total of seven points. They also failed to register a single podium finish. In 1999, the team switched to other suppliers for the 2003 season. Aston Martin's Aston Martin, a United Kingdom-based company, started participating in Formula 1 races in 1959. However, the company only competed in five races that year and did not win any of them. In the 1960 season, the company again only participated in some races and failed to win any of them. ATS in 1963, the Italian-based ATS company entered Formula 1 as an engine manufacturer. They supplied engines to 7 different teams over the next three years but failed to win a single race. Their best result was a 4th-place finish at the 1964 German Grand Prix. As a result, the company withdrew from Formula 1 after the 1967 season. BMWBMW has been involved in Formula 1 for over 50 years, supplying engines to teams from 1952 to 1954, 1967 to 1968, 1982 to 1987, and 2000 to 2009. They've entered 270 races and racked up 20 wins in that time. But it's not just about the wins. BMW has also scored good points in many races, helping their teams to secure podium finishes. Even when they're not winning outright, BMW is often near the front of the pack. BorgwardBorgward, a former Formula 1 engine manufacturer based in Germany, entered one race in 1959, 1962, and 1963. They failed to win any races and did not score any points. This company was one of the many companies that withdrew from Formula 1 racing after the 1963 season. BPMAN Italian F1 engine manufacturer entered a race during the 1952 season but failed to win or score any points. The company's only entry was at the 1952 Monaco Grand Prix, where its driver, Giuseppe Farina, retired after just 13 laps. BPMs short journey into Formula 1 racing ultimately proved unsuccessful. BristolBristol was a Formula One constructor from the United Kingdom who entered seventeen races from 1952 to 1957. It achieved no World Championship points, and no wins. The company later entered other motorsport categories, including Formula Three and sports car racing. BRMBritish Racing Motors was a Formula 1 engine manufacturer based in the United Kingdom. The company supplied engines to 12 World Championship teams from 1950 to 1959. However, the company only competed in five races that year and did not win any of them. In the 1960 season, the company again only participated in some races and failed to win any of them. ButterworthIn 1952, the Butterworth company in the UK entered Formula 1 racing. They participated in 2 races but did not win either of them. Despite their lack of success, the company remained in operation until 1953, when it ceased production. BWT MercedesBWT Mercedes, a former Formula One engine manufacturer, appeared in the 2019-2020 season with 38 races and only won one. However, the company scored 268 points overall in the season. The Mercedes team was based in the UK and used its own engine. The teams only win came at the British Grand Prix, with driver Lewis Hamilton. Hamilton also finished second in the drivers standing, behind Red Bulls Max Verstappen. Castellottit was an Italian engine supplier participating in the 1960 Formula One season. The company supplied engines to three teams but failed to win a single race. So, they withdrew from the sport after failing to secure a victory. Their engines were unreliable and often failed to finish races. As a result, the company could not attract customers and ultimately went out of business. ClimaxClimax participated in 96 races from 1957 to 1969, scoring 40 wins and 684 points. In addition, the company supplied engines to several Formula One teams. It was one of the most successful engine suppliers in Formula One history, winning six Constructors Championships titles and four Drivers Championships titles. Climax's success in Formula One ended in the late 1960s as new engine regulations were introduced. As a result, the company withdrew from Formula One at the end of the 1969 season. However, Climax continued supplying engines to other racing series, including Formula 5000 and Formula Two. The company closed its doors for good in 1977. Conerolt was an Italian engineering company that participated in the Formula One season, supplying engines to the ATS team. During its brief time in Formula One, it entered only one race, the 1961 Monaco Grand Prix. Though the team did not win any races, it did score several points. The company's goal was to achieve the same success as it had hoped in Formula One. CosworthCosworth participated in the 2000, 2006, 2010, and 2013 seasons. In total, the company entered 199 races and scored 179 points. It was founded in 1958 by Mike Costin and Keith Duckworth. The company has a long history of success in motorsports, supplying engines to several teams. In addition to Formula One, Cosworth has also supplied engines to IndyCar, World Rally Championship, and even Formula E. The company announced its withdrawal from Formula One in 2013 but remains active in other racing series. Cosworth is headquartered in the UK and employs around 300 people. De TomasoDe Tomaso, based in Italy, participated in the 1962 Formula One season as an engine supplier. However, they entered only one race and failed to score any points. The company was founded in 1959 by Argentine-born Alejandro de Tomaso. The company has produced several sports and racing cars over the years but is perhaps best known for its involvement in Formula One. In 1962, De Tomaso supplied engines to the BRM team. Unfortunately, the team only entered one Italian Grand Prix race and failed to score any points. As a result, De Tomaso withdrew from Formula One at the end of the season. EMWThe East German company EMW, an engine supplier for Formula One in the early 1950s, participated in the 1953 season with a single car. The team, based in Berlin, entered one race, the German Grand Prix, and failed to score any points. EMW had supplied engines to several teams during the 1952 season but withdrew from Formula One at the end of the year. However, the company returned for the 1953 season with a new car, the EMW 327, powered by a three-liter in-line six-cylinder engine. The company's only driver was Hans Stuck Jr., who had raced for EMW in 1952. Stuck Jr. qualified 21st and last for the German Grand Prix but retired after four laps due to engine problems. ERAIn the early days of Formula One racing, ERA was a company that supplied engines to several teams. Based in the UK, they supplied engines to teams like Tyrrell, Ligier, and Brabham, and their engines powered four World Drivers Champions. In total, Matra supplied engines to 125 F1 races, winning three times and scoring a total of 173 points. The company's last victory came in 1972 when it supplied the engine for Lotus driver Emerson Fittipaldi. They withdrew from the F1 championship in 1969 and focused on other projects. Though they no longer participate in Formula One, Matra remains well-known in the automotive industry. MecachromeMecachrome was founded in 1937 as a subsidiary of the Matra Automobile company. The company supplied engines for Formula One teams from 1977 to 1996. In addition to Formula One, Mecachrome supplied engines for the 24 Hours of Le Mans and other endurance races. Mecachrome's most successful season was in 1990, when the company supplied engines for 16 Formula One races. The company's engines scored 38 points, and three podium finishes. Mecachrome's success in 1990 helped establish the company as a leading supplier of racing engines. MegatronIn 1987 and 1988, Megatron was one of the engine suppliers for the Formula One racing circuit. In those two years, the company supplied engines for 32 races. Unfortunately, they did not win any of them but scored 35 points. Motori ModerniMotori Moderni was a Formula One engine supplier from 1950 to 1957. The company was founded by Carlo Chiti and Girotto Bizzarini, two former Ferrari engineers. Motori Moderni supplied engines to the Minardi, Osella, and Ligier teams. The company's best finish came at the 1956 British Grand Prix, where Michele Alboreto drove an Osella to sixth place. At the end of 1957, the company ceased operations. Mugen-HondaMugen-Honda decided to focus on other projects and withdrew from supplying engines to Formula One teams. However, they left a lasting impression on the sport and are remembered fondly by many fans. OSCAOSCA was an Italian engine manufacturer participating in eight Formula One races between 1951 and 1962. The company supplied engines to several teams but never won a race. In 1958 and 1959, OSCA provided engines to the works Maserati team, which scored several podium finishes. However, the company's best results came in 1961 and 1962, when it supplied engines to the privateer Rob Walker Racing Team. The team scored four podium finishes but never won a race during those two seasons. Osellain 1974, Osella was founded by Vincenzo Osella as a manufacturer of race cars. The company participated in 16 Formula One Grands Prix between 1983 and 1986, winning 0 races. In 1990, the company moved to Touring car racing and won the Italian Superturismo Championship in 1992. In recent years, Osella has focused on building customized race cars for private customers. Though they no longer compete at the highest level of motorsport, their cars are still highly regarded and sought after by racing teams and drivers. PetronasIn 1997, the Malaysian oil company Petronas made its Formula One debut as an engine supplier. They supplied engines to several teams for the next eight years and participated in 153 races. Although the company never won a race, it did achieve four podium finishes and scored 142 points. In 2005, Petronas ended its involvement in Formula One. PeugeotIn 1994, French car manufacturer Peugeot became an engine supplier for the Formula One racing circuit. For the next six years, Peugeot participated in 115 races and won 14 podium finishes. However, in 2005, the company's F1 participation ended as it failed to score a single victory. Despite its lack of success on the track, Peugeot's F1 engines were reliable and robust. In total, the company scored 128 points over six years. RepcoReproRepro is an Australian engineering company formerly the exclusive engine supplier for the Formula One racing team. The company has a long history of success in the automotive industry, and its engines have powered some of the most iconic cars in motorsport history. Repco was founded in 1922 by four engineers who left their jobs at the Austin Motor Company to start their own business. The company quickly established itself as an engineering design and development leader and soon began supplying engines to several racing teams. In 1966, Repco became the exclusive engine supplier for the Formula One team. This partnership proved highly successful, with Repco-powered cars winning 8 World Championships between 1950 and 1959. SauberSauber entered Formula One as an engine supplier, providing engines to the newly formed Jordan Grand Prix team. The following year, Sauber switched to supplying engines to the Benetton team. Sauber continued to supply engines to Benetton until 2001 when the team switched to using Ferrari engines. In 2002, Sauber switched engine suppliers again, using customer engines from Petronas. Sauber scored 12 points in 16 races in 1993 and 1994 combined. The team's best result was a fourth-place finish at the 1994 Monaco Grand Prix. ScarabScarab was a former Formula One engine supplier based in the United States. The company supplied engines for the 1960 season. Scarab was founded in 1975 by Larry Smith. The company built race cars and engines for various motorsports, including Formula One. The company supplied engines for the 1960 Formula One season but ceased operations after that year. However, Scarab's legacy continues in modern motorsports; their cars and engines have been used as the basis for many modern-day race cars. SerenissimaIn 1966, Serenissima was an engine supplier for the Formula One World Championship. The company was based in Italy and supplied engines to several teams, including Cooper, Brabham, and Eagle. Serenissima was founded by Count Giovanni Volpi di Misurata, who also owned the Scuderia Serenissima racing team. The team competed in several races in the early

to the financially struggling Footwork Arrows outfit. They started the 1998 season with high hopes, but unfortunately, they could never translate that into results on the track. In 32 races throughout two seasons, Arrows only managed to score a total of seven points. They also failed to register a single podium finish. AsiatechAsiatech was a French Formula One engine manufacturer that competed in the World Championship from 2001 to 2002. The company started 34 races but failed to win a single race. Asiatechs best result was a fourth-place finish at the 2002 Austrian Grand Prix. The Minardi teams used Asiatechs engines in 2001 and 2002, then switched to other suppliers for the 2003 season.Aston MartinAston Martin, a United Kingdom-based company, started participating in Formula 1 races in 1959. However, the company only competed in five races that year and did not win any of them. In the 1960 season, the company again only participated in some races and failed to win any of them.ATSIn 1963, the Italian-based ATS company entered Formula 1 as an engine manufacturer. They supplied engines to 7 different teams over the next three years but failed to win a single race. Their best result was a 4th-place finish at the 1964 German Grand Prix. As a result, the company withdrew from Formula 1 after the 1967 season.BMWBMW has been involved in Formula 1 for over 50 years, supplying engines to teams from 1952 to 1954, 1967 to 1968, 1982 to 1987, and 2000 to 2009. They've entered 270 races and racked up 20 wins in that time.But its not just about the wins. BMW has also scored good points in many races, helping their teams to secure podium finishes. Even when they're not winning outright, BMW is often near the front of the pack.BorgwardBorgward, a former Formula 1 engine manufacturer based in Germany, entered one race in 1959, 1962, and 1963. They failed to win any races and did not score any points. This company was one of the many companies that withdrew from Formula 1 racing after the 1963 season.BPMAn Italian F1 engine manufacturer entered a race during the 1952 season but failed to win or score any points. The company's only entry was at the 1952 Monaco Grand Prix, where its driver, Giuseppe Farina, retired after just 13 laps. BPMs short journey into Formula 1 racing ultimately proved unsuccessful.BristolBristol was a Formula One constructor from the United Kingdom who entered seventeen races from 1952 to 1957. It achieved no World Championship points, and no wins. The company later entered other motorsport categories, including Formula Three and sports car racing.BRMBritish Racing Motors was a Formula 1 engine manufacturer based in the UK. They entered 189 races and scored 499 points. Their best season was in 1960, when they won the Constructors Championship. BRM last competed in 1977.Bugattin 1956, Bugatti participated in 1 Formula 1 race and did not win. The French company based in France had been a successful engine manufacturer before entering into Formula 1, but its engines were not up to the competitions standards.ButterworthIn 1952, the Butterworth company in the UK entered Formula 1 racing. They participated in 2 races but did not win either of them. Despite their lack of success, the company remained in operation until 1953, when it ceased production.BWT MercedesBWT Mercedes, a former Formula One engine manufacturer, appeared in the 2019-2020 season with 38 races and only won one. However, The company scored 268 points overall in the season.The Mercedes team was based in the UK and used its own engines. The teams only win came at the British Grand Prix, with driver Lewis Hamilton. Hamilton also finished second in the drivers standing, behind Red Bulls Max Verstappen.Castellottit was an Italian engine supplier participating in the 1960 Formula One season. The company supplied engines to three teams but failed to win a single race. So, they withdrew from the sport after failing to secure a victory. Their engines were unreliable and often failed to finish races. As a result, the company could not attract customers and ultimately went out of business.ClimaxClimax participated in 96 races from 1957 to 1969, scoring 40 wins and 684 points. In addition, the company supplied engines to several Formula One teams. It was one of the most successful engine suppliers in Formula One history, winning six Constructors Championship titles and four Drivers Championships. Climax's success was largely due to its close relationship with Ferrari, which provided them with technical support and access to the team's resources. However, Climax's success was also due to its own engineering prowess, as it was able to develop engines that were reliable and powerful enough to compete with the best in the world.ConeroConero was based on Ferrari designs, and the company had hoped to supply engines to Ferrari itself. However, Enzo Ferrari continued using his own companys engines, and Conero was left without a significant client.The company continued to produce engines for other racing series but was never able to achieve the same success as it had hoped in Formula One.CosworthCosworth participated in the 2000, 2006, 2010, and 2013 seasons. In total, the company entered 199 races and scored 179 points.It was founded in 1958 by Mike Costin and Keith Duckworth. The company has a long history of success in motorsports, supplying engines to several teams. In addition to Formula One, Cosworth has also supplied engines to IndyCar, World Rally Championship, and even Formula E.The company announced its withdrawal from Formula One in 2013 but remains active in other racing series. Cosworth is headquartered in the UK and employs around 300 people.De TomasoDe Tomaso, based in Italy, participated in the 1962 Formula One season as an engine supplier. However, they entered only one race and failed to score any points. The company was founded in 1959 by Argentine-born Alejandro de Tomaso.The company has produced several sports and racing cars over the years but is perhaps best known for its involvement in Formula One. In 1962, De Tomaso supplied engines to the BRM team. Unfortunately, the team only entered one Italian Grand Prix race and failed to score any points. As a result, de Tomaso withdrew from Formula One at the end of the season.EMWThe East German company EMW, an engine supplier for Formula One in the early 1950s, participated in the 1953 season with a single car. The team, based in Berlin, entered one race, the German Grand Prix, and failed to score any points.EMW had supplied engines to several teams during the 1952 season but withdrew from Formula One at the end of the year. However, the company returned for the 1953 season with a new car, the EMW 327, powered by a three-liter in-line six-cylinder engine.The companys only driver was Hans Stuck Jr, who had raced for EMW in 1952. Stuck Jr. qualified 21st and last for the German Grand Prix but retired after four laps due to engine problems.ERAIN the early days of Formula One racing, ERA was a company that supplied engines to several teams. Based in the UK, they participated in the 1950-1951 season, entering four races. Unfortunately, they failed to score any points and withdrew from the sport at the end of the 1951 season. However, the company continued to supply engines to several teams during the 1952 season but withdrew from Formula One at the end of the year. EuropeanIn 2001, European was a UK-based company that supplied engines to Formula 1 teams. They participated in 17 races that season but failed to score any points. It was the first and only season they competed, and the company ceased operations after the 2001 season due to financial difficulties.FiatFiat, a former engine supplier in Formula One teams, was founded in Italy in 1950. It participated in only one race that year and failed to score any points. As a result, the company withdrew from Formula One at the end of the season.FondmetalFondmetal was a British Formula One engine supplier that competed in 17 races between the 2000 and 2001 seasons. However, the company failed to score any points and withdrew from the sport at the end of the 2001 season.Fordin 1972 by Gabriele Rumi, Fondmetal supplied engines to Tyrrell Racing in 1992 and 1993. The team used a modified version of Ferraris 3.5-liter V12 engine, which was badged as a Fondmetal unit. In 1994, the company supplied its own 3.5-liter V10 engine to Larrousse.Fondmetal returned to Formula One in 2000, supplying engines to the Minardi team. The company used a customer version of Ferraris 3.0-liter V10 engine, again badged as a Fondmetal unit.Fordin 1903, Henry Ford founded the Ford Motor Company in the United Kingdom. The company quickly became a leading manufacturer of automobiles and trucks in the United Kingdom and the United States. In 1951, the company began participating in the Formula One World Championship, scoring its first win in 1963. The company supplied engines to several teams over the years and scored 176 wins before withdrawing from the sport in 2004. In 1999, Ford supplied engines to Jaguar Cars, and in 2003 it supplied engines to Land Rover. The two British brands were later sold to Tata Motors in 2008.GordiniGordini was a former engine supplier for the F1 race circuit. The company was based in France and participated in 40 races between 1950 and 1956. Although they did not win any races during that time, they did manage to place 2nd or 3rd in several races.Despite their lack of success on the track, Gordons engines were highly regarded for their power and reliability. Amde Gordini founded the team in 1956.HartHart Racing Engines was a British Formula One engine supplier participating in 144 races between 1981 and 1997. The company scored 163 points overall in the season.The Mercedes team was based in the UK and used its own engines. The teams only win came at the British Grand Prix, with driver Lewis Hamilton. Hamilton also finished second in the drivers standing, behind Red Bulls Max Verstappen.Castellottit was an Italian engine supplier participating in the 1960 Formula One season. The company supplied engines to three teams but failed to win a single race. So, they withdrew from the sport after failing to secure a victory. Their engines were unreliable and often failed to finish races. As a result, the company could not attract customers and ultimately went out of business.HondaHonda, a Japanese company, entered the Formula One racing season in 1964, 1968, 1983, and 1992. They were a former engine supplier and participated in 481 races. They won 89 of those races and earned 3409 points.Honda first entered Formula One in 1964 as an engine supplier to Cooper. They supplied engines to Lotus in 1965 and Brabham in 1966. In 1967, they supplied engines to all three teams: Eagle-Weslake, Cooper, and Brabham. Honda first raced as a constructor in 1968 with driver Jo Schlesler.In 1983, Honda switched to supplying engines to McLaren. They provided them with engines from 1984 until 1992. In that period, McLaren won four Constructors Championships and four Drivers Championships with drivers Alain Prost and Ayrton Senna.Ilmorlmoir, a British engineering firm, participated in 37 Formula One races between 1991 and 1994. The company supplied engines to several teams, including Leyton House, March, and Tyrrell. Ilmors best result was a third-place finish at the 1992 Hungarian Grand Prix.After 1994, Ilmor withdrew from Formula One. In the three years that the company competed, it never won a race but scored 12 points overall. Despite its lack of success on the track, Ilmor is considered one of the essential engine suppliers in Formula One history.JaguarJaguar is a British engineering company that was founded in 1922. The company has a long history of producing engines for a variety of applications. In 1950, Jaguar supplied engines for one race team, but the team did not win any of them.Jaguar does not actively supply engines to F1 teams. The company has not been involved in the sport since 1940 because it is not seen as a competitive engine supplier in the current market. However, the company continues to supply engines to its customers in other series.JAPSince the Formula One world championship began in 1950, several different engine suppliers have existed. One of those suppliers was JAP, a UK-based company. They supplied engines for just one season, 1950, but they did not win any races.JAP had some success in other forms of motorsport, though. They were particularly successful in motorcycle racing, winning multiple Grand Prix races.Despite not winning any Formula One races, JAP scored a podium finish. In the 1950 British Grand Prix, their driver Reg Parnell finished in second place behind Alberto Ascari.JuddIn the 1980s and early 1990s, Judd was a Formula One engine supplier, participating in 76 races but never winning. Nevertheless, the company scored 86 points during its time in the sport.Judd was founded in 1971 by John Judd and Jack Brabham. The company initially supplied engines to various Formula Three teams before moving to Formula One in 1983. Judds first F1 victory came at the 1984 Detroit Grand Prix when Michele Alboreto drove a Tyrrell-Judd to victory. However, despite scoring some podium finishes, Judd was never able to win another race.KchenThe German-based former F1 engine supplier, Kchen, participated in the 1952 season but did not win any races. The company had supplied engines to several teams during the season, but its best result was a fourth-place finish by Hans Herrmann in the Swiss Grand Prix. As a result, the company withdrew from Formula 1 at the end of the season.LamborghiniLamborghini, an Italy-based former F1 engine supplier, participated in seasons 1989 and 1993. They supplied engines to several teams over those two years but never managed a win. They participated in 80 races but were never able to take the top spot.Despite their lack of success, Lamborghini remained a popular choice for teams looking for an engine supplier.LanciaLancia, an Italian-based former F1 engine supplier, participated in seasons 1953 and 1955. The company participated in four races but did not win any of them. However, despite not winning any races, Lancia's participation in the sport helped to increase interest in the company and its products.Lea-FrancisLea-Francis was a UK-based former F1 engine supplier participating in 10 races across the 1952 and 1954 seasons. However, the team never managed to win a race. The best result achieved by the team was the 2nd place finish at the 1953 British Grand Prix.Despite not winning any races, they did manage to score several podium finishes throughout their time in Formula 1. In addition, the company scored 33 points throughout its two seasons in the sport. However, they would ultimately withdraw from Formula 1 at the end of the 1954 season.Lifeln the 1990 Formula One season, life was a former F1 engine supplier. The company supplied engines to 12 World Championship teams but failed to win a race. The companys best result was a second-place finish in the British Grand Prix.MaseratiMaserati, an Italian luxury car manufacturer, was once the engine supplier for Formula One racing teams. Founded in 1914, Maserati has a long history of producing high-performance cars. In the early 1950s, Maserati began supplying engines to Formula One teams.Over the next few decades, Maserati supplied engines to many of the sports most prominent teams, including Ferrari, McLaren, and Benetton. However, the company withdrew from Formula One in 2005 and has since focused on producing road cars.Matraln the 1960s and 1970s, Matra was one of the most successful engine suppliers in Formula One. They supplied engines to teams like Tyrrell, Ligier, and Brabham, and their engines powered four World Drivers Champions.In total, Matra supplied engines to 125 F1 races, winning three times and scoring a total of 173 points. The companys last victory came in 1972 when it supplied the engine for Lotus driver Emerson Fittipaldi. They withdrew from the F1 championship in 1969 and focused on other projects. Though they no longer participate in Formula One, Matra remains well-known in the automotive industry.MecachromeMecachrome was founded in 1937 as a subsidiary of the Matra Automobile company. The company supplied engines for Formula One teams from 1977 to 1996. In addition to Formula One, Mecachrome supplied engines for the 24 Hours of Le Mans and other endurance races.Mecachromes most successful season was in 1990, when the company supplied engines for 16 Formula One races. The companys engines scored 38 points, and three podium finishes. Mecachromes success in 1990 helped establish the company as a leading supplier of racing engines.M

1961 and 1992. The first race was constructed by Cooper and participated in 481 races. One of those races was the 3409 points Honda Formula One Constructors Championship. McLaren entered F1 as a racing team in 1966. In 1967, they achieved victories at all three tests - Eagle-Weslake, Cooper, and Brabham. Honda first raced as a constructor in 1968 with driver Jo Schlesier. In 1983, it switched to supplying engines to McLaren. They provided them with engines from 1984 until 1992. In that period, McLaren won four Constructors Championships and four Drivers Championships with drivers Alain Prost and Ayrton Senna. Ilmorlucio, a British engineering firm, participated in 37 Formula One races between 1991 and 1994. The company supplied engines to several teams, including Leyton House, March, and Tyrrell. Ilmor's best result was a third-place finish at the 1992 Hungarian Grand Prix. After 1994, Ilmor withdrew from Formula One. In the three years that the company competed, it never won a race but scored 12 points overall. Despite its lack of success on the track, Ilmor is considered one of the essential engine suppliers in Formula One history. Jaguar is a British engineering company that was founded in 1922. The company has a long history of producing engines for a variety of applications. In 1950, Jaguar supplied engines for one race team, but the team did not win any races. Jaguar does not actively supply engines to F1 teams. The company has not been involved in the sport since 2004 because it is not seen as a competitive engine supplier in the current market. However, the company continues to supply engines to its customers in other series. JAPNise the Formula One world championship began in 1950, several different engine suppliers have existed. One of those suppliers was JAP, a UK-based company. They supplied engines for just one season, 1950, but they did not win any races. JAP had some success in other forms of motorsport, though. They were particularly successful in motorcycle racing, winning many top-level Grand Prix races. Despite not winning any Formula One races, JAP scored a podium finish. In the 1950 British Grand Prix, their driver Reg Parnell finished in second place behind Alberto Ascari. Juddn the 1980s and early 1990s, Judd was a Formula One engine supplier, participating in 76 races but never winning a race. However, despite scoring no podium finishes, Judd was nevertheless able to win another race. The German-based former F1 engine supplier, who participated in the 1952 season, but did not win any races. The company had supplied engines to several teams during the season, but its best result was a fourth-place finish by Hans Herrmann in the Swiss Grand Prix. As a result, the company withdrew from Formula 1 at the end of the season. LamborghiniLamborghini, an Italian-based former F1 engine supplier, participated in seasons 1989 and 1993. They supplied engines to several teams over those two years but never managed a win. They participated in 80 races but were never able to take the top spot. Despite their lack of success, Lamborghini remained a popular choice for teams looking for an engine supplier. LanciaLancia, an Italian-based former F1 engine supplier, participated in seasons 1953 and 1955. The company participated in four races but did not win any of them. However, despite not winning any races, Lancia's participation in the sport helped to increase interest in the company and its products. Lea-FrancisLea-Francis was a UK-based former F1 engine supplier participating in 10 races across the 1952 and 1954 seasons. However, the team never managed to win a race. The best result achieved by the team was the 2nd place finish at the 1953 British Grand Prix. Despite not winning any races, they did manage to score several podium finishes throughout their time in Formula 1. In addition, the company scored 33 points throughout its two seasons in the sport. However, they would ultimately withdraw from Formula 1 at the end of the 1954 season. Lifeln the 1990 Formula One season, life was a former F1 engine supplier. The company supplied engines to 12 World Championship teams but failed to win a race. The company's best result was a second-place finish in the British Grand Prix. MaseratiMaserati, an Italian luxury car manufacturer, was once the engine supplier for Formula One racing teams. Founded in 1914, Maserati has a long history of providing high-performance cars and engines. In 1989, Maserati supplied engines to several teams, including Williams, but did not win any races. MatraIn the 1960s and 1970s, Matra was one of the most successful engine suppliers in Formula One. They supplied engines to teams like Tyrrell, Ligier, and Brabham, and their engines powered four World Drivers Champions. In total, Matra supplied engines to 125 F1 races, winning three times and scoring a total of 173 points. The company's last victory came in 1972 when it supplied the engine for Lotus driver Emerson Fittipaldi. They withdrew from the F1 championship in 1969 and focused on other projects. Though they no longer participate in Formula One, Matra remains well-known in the automotive industry. MecachromeMecachrome was founded in 1937 as a subsidiary of the Matra Automobile company. The company supplied engines for Formula One teams from 1977 to 1996. In addition to Formula One, Mecachrome supplied engines for the 24 Hours of Le Mans and other endurance races. Mecachrome's most successful season was in 1990, when the company supplied engines for 16 Formula One races. The company's engines scored 38 points, and three podium finishes. Mecachrome's success in 1990 helped establish the company as a leading supplier of racing engines. MegatronIn 1987 and 1988, Megatron was one of the engine suppliers for the Formula One racing circuit. In those two years, the company supplied engines for 32 races. Unfortunately, they did not win any of them but scored 35 points. Motori ModerniMotori Moderni was a Formula One engine supplier from 1985 to 1987. The company was founded by Carlo Chiti and Giotto Bizzarini, two former Ferrari engineers. Motori Moderni supplied engines to the Minardi, Osella, and Ligier teams. The company's best finish came at the 1986 British Grand Prix, where Michele Alboreto drove an Osella to sixth place. At the end of 1987, Motori Moderni withdrew from Formula One due to financial problems. The company failed to secure a significant sponsor and faced mounting debts. Mugen-HondaMugen-Honda was a Japanese company that supplied engines for Formula One between 1992 and 1993. The company was founded by Keiichi Tsuruta and Hiroshi Hoshino. They supplied engines to several teams, including Benetton, but did not win any races. OSCAOSCA was an Italian engine manufacturer participating in eight Formula One races between 1951 and 1962. The company supplied engines to several teams but never won a race. In 1958 and 1959, OSCA provided engines to the works Maserati team, which scored several podium finishes. However, the company's best results came in 1961 and 1962, when it supplied engines to the privateer Rob Walker Racing Team. The team scored four podium finishes but never won a race during those two seasons. Osellaln 1974, Osella was founded by Vincenzo Osella as a manufacturer of race cars. The company participated in 16 Formula One Grands Prix between 1983 and 1986, winning 0 races. In 1990, the company moved to touring car racing and won the Italian Superturismo Championship in 1992. In recent years, Osella has focused on building customized race cars for private customers. Though they no longer compete at the highest level of motorsport, their cars are still highly regarded and sought after by racing teams and drivers. Petronasin 1997, the Malaysian oil company Petronas made its Formula One debut as an engine supplier. They supplied engines to several teams for the next eight years and participated in 153 races. Although the company never won a race, it did achieve four podium finishes and scored 142 points. In 2005, Petronas ended its involvement in Formula One. PeugeotIn 1994, French car manufacturer Peugeot became an engine supplier for the Formula One racing circuit. For the next six years, Peugeot participated in 115 races and won 14 podium finishes. However, in 2000 the company's F1 participation ended as it failed to score a single victory. Despite its lack of success on the track, Peugeot's engines were reliable and fast. RepcoRepco, an Australian engineering company formerly the exclusive engine supplier for the Formula One racing team. The company has a long history of success in the automotive industry, and its engines have powered some of the most iconic cars in motorsport history. Repco was founded in 1922 by four engineers who left their jobs at the Austin Motor Company to start their own business. The company quickly established itself as an engineering design and development leader and soon began supplying engines to several racing teams. In 1966, Repco became the exclusive engine supplier for the Formula One racing team. RenaultRenault is a French multinational automobile manufacturer. It has been a major force in Formula One since 1997, having won the Constructors' Championship in 2005, 2006, and 2008. Renault's success in Formula One can be traced back to 1997 when it entered the sport as a full-time participant. Since then, Renault has continued to supply engines to several teams, including Toro Rosso, Red Bull, and Alpine. The company's engines have been used by Renault's Formula One team since 1997, when it was founded by Renault's Formula One division. SauberSauber is a Swiss motor vehicle manufacturing company. It has been a major force in Formula One since 1993, having won the Constructors' Championship in 1993 and 1994. Sauber's success in Formula One can be traced back to 1993 when it entered the sport as a full-time participant. Since then, Sauber has continued to supply engines to several teams, including BMW, Mercedes-Benz, and Alfa Romeo. The company's engines have been used by Sauber's Formula One team since 1993, when it was founded by Sauber's Formula One division. Scuderia SerenisimaScuderia Serenisima was an Italian racing team that competed in several races in the early 1960s but withdrew from Formula One after the 1966 season. The team's best result was a fourth-place finish at the 1961 Monaco Grand Prix. SubaruSubaru is a Japanese automobile manufacturer. It has been a major force in Formula One since 1989, having won the Constructors' Championship in 1989 and 1990. Subaru's success in Formula One can be traced back to 1989 when it entered the sport as a full-time participant. Since then, Subaru has continued to supply engines to several teams, including Toyota, Honda, and Nissan. The company's engines have been used by Subaru's Formula One team since 1989, when it was founded by Subaru's Formula One division. TagIn 1987, TAG Heuer entered Formula One as an engine supplier. They supplied engines to several teams, including Williams, but did not win any races. TAG Heuer's best result was a fourth-place finish at the 1987 Monaco Grand Prix. TAG Heuer's participation in Formula One was part of a larger strategy to promote the brand and its products. TolemanToleman was a British Formula One racing team that competed in several races in the early 1960s but withdrew from Formula One after the 1966 season. The team's best result was a fourth-place finish at the 1961 Monaco Grand Prix. ToyotaToyota is a Japanese automobile manufacturer. It has been a major force in Formula One since 1997, having won the Constructors' Championship in 1997 and 1998. Toyota's success in Formula One can be traced back to 1997 when it entered the sport as a full-time participant. Since then, Toyota has continued to supply engines to several teams, including Williams, Red Bull, and Alpine. The company's engines have been used by Toyota's Formula One team since 1997, when it was founded by Toyota's Formula One division. VeritasVeritas was a German Formula One racing team that competed in several races in the early 1960s but withdrew from Formula One after the 1966 season. The team's best result was a fourth-place finish at the 1961 Monaco Grand Prix. Viry-ChâtillonViry-Châtillon is a French town located in the Yvelines department. It is home to the Renault Formula One factory. The factory has been a major force in Formula One since 1997, having won the Constructors' Championship in 1997 and 1998. Yamahayamaha is a Japanese multinational corporation. It has been a major force in Formula One since 1997, having won the Constructors' Championship in 1997 and 1998. Yamaha's success in Formula One can be traced back to 1997 when it entered the sport as a full-time participant. Since then, Yamaha has continued to supply engines to several teams, including Yamaha, Honda, and Suzuki. The company's engines have been used by Yamaha's Formula One team since 1997, when it was founded by Yamaha's Formula One division.

1961 and 1992. The first race was constructed by Cooper and participated in 481 races. One of those races was the 3409 points Honda Formula One Constructors Championship. McLaren entered F1 as a racing team in 1966. In 1967, they achieved victories at all three tests - Eagle-Weslake, Cooper, and Brabham. Honda first raced as a constructor in 1968 with driver Jo Schlesier. In 1983, it switched to supplying engines to McLaren. They provided them with engines from 1984 until 1992. In that period, McLaren won four Constructors Championships and four Drivers Championships with drivers Alain Prost and Ayrton Senna. Ilmorlucio, a British engineering firm, participated in 37 Formula One races between 1991 and 1994. The company supplied engines to several teams, including Leyton House, March, and Tyrrell. Ilmor's best result was a third-place finish at the 1992 Hungarian Grand Prix. After 1994, Ilmor withdrew from Formula One. In the three years that the company competed, it never won a race but scored 12 points overall. Despite its lack of success on the track, Ilmor is considered one of the essential engine suppliers in Formula One history. Jaguar is a British engineering company that was founded in 1922. The company has a long history of producing engines for a variety of applications. In 1950, Jaguar supplied engines for one race team, but the team did not win any races. Jaguar does not actively supply engines to F1 teams. The company has not been involved in the sport since 2004 because it is not seen as a competitive engine supplier in the current market. However, the company continues to supply engines to its customers in other series. JAPNise the Formula One world championship began in 1950, several different engine suppliers have existed. One of those suppliers was JAP, a UK-based company. They supplied engines for just one season, 1950, but they did not win any races. JAP had some success in other forms of motorsport, though. They were particularly successful in motorcycle racing, winning many top-level Grand Prix races. Despite not winning any Formula One races, JAP scored a podium finish. In the 1950 British Grand Prix, their driver Reg Parnell finished in second place behind Alberto Ascari. Juddn the 1980s and early 1990s, Judd was a Formula One engine supplier, participating in 76 races but never winning a race. However, despite scoring no podium finishes, Judd was nevertheless able to win another race. The German-based former F1 engine supplier, who participated in the 1952 season, but did not win any races. The company had supplied engines to several teams during the season, but its best result was a fourth-place finish by Hans Herrmann in the Swiss Grand Prix. As a result, the company withdrew from Formula 1 at the end of the season. LamborghiniLamborghini, an Italian-based former F1 engine supplier, participated in seasons 1989 and 1993. They supplied engines to several teams over those two years but never managed a win. They participated in 80 races but were never able to take the top spot. Despite their lack of success, Lamborghini remained a popular choice for teams looking for an engine supplier. LanciaLancia, an Italian-based former F1 engine supplier, participated in seasons 1953 and 1955. The company participated in four races but did not win any of them. However, despite not winning any races, Lancia's participation in the sport helped to increase interest in the company and its products. Lea-FrancisLea-Francis was a UK-based former F1 engine supplier participating in 10 races across the 1952 and 1954 seasons. However, the team never managed to win a race. The best result achieved by the team was the 2nd place finish at the 1953 British Grand Prix. Despite not winning any races, they did manage to score several podium finishes throughout their time in Formula 1. In addition,

was a company that supplied engines to several teams. Based in the UK, they participated in the 1950-1951 season, entering four races. Unfortunately, they failed to score any points and withdrew from the sport at the end of the season. European 2001, European was a UK-based company that supplied engines to Formula 1 teams. They participated in 17 races that season but failed to score any points. It was the first and only season they competed, and the company ceased operations after the 2001 season due to financial difficulties. FiatFiat, a former engine supplier in Formula One teams, was founded in Italy in 1950. It participated in only one race that year and failed to score any points. As a result, the company withdrew from Formula One at the end of the season.FondmetalFondmetal was a British Formula One engine supplier that competed in 17 races between the 2000 and 2001 seasons. However, the company failed to score any points and withdrew from the sport at the end of the 2001 season.Founded in 1972 by Gabriele Rumi, Fondmetal supplied engines to Tyrrell Racing in 1992 and 1993. The team used a modified version of Ferraris 3.5-liter V12 engine, which was badged as a Fondmetal unit. In 1994, the company supplied its own 3.5-liter V10 engine to Larrousse. Fondmetal returned to Formula One in 2000, supplying engines to the Minardi team. The company used a customer version of Ferraris 3.0-liter V10 engine, again badged as a Fondmetal unit.Fordin 1903, Henry Ford founded the Ford Motor Company in the United Kingdom. The company quickly became a leading manufacturer of automobiles and trucks in the United Kingdom and the United States. In 1951, the company began participating in the Formula One World Championship, scoring its first win in 1963.The company supplied engines to several teams over the years and scored 176 wins before withdrawing from the sport in 2004. In 1999, Ford supplied engines to Jaguar Cars, and in 2003 it supplied engines to Land Rover. The two British brands were later sold to Tata Motors in 2008.GordiniGordini was a former engine supplier for the F1 race circuit. The company was based in France and participated in 40 races between 1950 and 1956. Although they did not win any races during that time, they did manage to place 2nd or 3rd in several races.Despite their lack of success on the track, Gordons engines were highly regarded for their power and reliability. Amde Gordini founded the team in 1956.HartHart Racing Engines was a British Formula One engine supplier participating in 144 races between 1981 and 1997. The company scored 163 points but never won a race. In 1986 and 1993, Hart secured the third position in the Constructors Championship.Despite its lack of success on the track, they were considered one of the best engine suppliers in Formula One. The company's engines were known for their reliability and power, and they helped power some of the sports biggest names to victory.HondaHonda, a Japanese company, entered the Formula One racing season in 1964, 1968, 1983, and 1992. They were a former engine supplier and participated in 481 races. They won 89 of those races and earned 3409 points.Honda first entered Formula One in 1964 as an engine supplier to Cooper. They supplied engines to Lotus in 1965 and Brabham in 1966. In 1967, they supplied engines to all three teams: Eagle-Weslake, Cooper, and Brabham. Honda first raced as a constructor in 1968 with driver Jo Schlesser.In 1983, Honda switched to supplying engines to McLaren. They provided them with engines from 1984 until 1992. In that period, McLaren won four Constructors Championships and four Drivers Championships with drivers Alain Prost and Ayrton Senna.IlmorIlmor, a British engineering firm, participated in 37 Formula One races between 1991 and 1994. The company supplied engines to several teams, including Leyton House, March, and Tyrrell. Ilmors best result was a third-place finish at the 1992 Hungarian Grand Prix.After 1994, Ilmor withdrew from Formula One. In the three years that the company competed, it never won a race but scored 12 points overall. Despite its lack of success on the track, Ilmor is considered one of the essential engine suppliers in Formula One history.JaguarJaguar is a British engineering company that was founded in 1922. The company has a long history of producing engines for a variety of applications. In 1950, Jaguar supplied engines for one race team, but the team did not win any races.Jaguar does not actively supply engines to F1 teams. The company has not been involved in the sport since 2004 because it is not seen as a competitive engine supplier in the current market. However, the company continues to supply engines to its customers in other series.JAPSince the Formula One world championship began in 1950, several different engine suppliers have existed. One of those suppliers was JAP, a UK-based company. They supplied engines for just one season, 1950, but they did not win any races.JAP had some success in other forms of motorsport, though. They were particularly successful in motorcycle racing, winning multiple Grand Prix races.Despite not winning any Formula One races, JAP scored a podium finish. In the 1950 British Grand Prix, their driver Reg Parnell finished in second place behind Alberto Ascari.JuddIn the 1980s and early 1990s, Judd was a Formula One engine supplier, participating in 76 races but never winning. Nevertheless, the company scored 86 points during its time in the sport.Judd was founded in 1971 by John Judd and Jack Brabham. The company initially supplied engines to various Formula Three teams before moving to Formula One in 1983. Judds first F1 victory came at the 1984 Detroit Grand Prix when Michele Alboreto drove a Tyrrell-Judd to victory. However, despite scoring some podium finishes, Judd was never able to win another race.KchenThe German-based former F1 engine supplier, Kchen, participated in the 1952 season but did not win any races. The company had supplied engines to several teams during the season, but its best result was a fourth-place finish by Hans Herrmann in the Swiss Grand Prix. As a result, the company withdrew from Formula 1 at the end of the season.LamborghiniLamborghini, an Italy-based former F1 engine supplier, participated in seasons 1989 and 1993. They supplied engines to several teams over those two years but never managed a win. They participated in 80 races but were never able to take the top spot.Despite their lack of success, Lamborghini remained a popular choice for teams looking for an engine supplier.LanciaLancia, an Italian-based former F1 engine supplier, participated in seasons 1953 and 1955. The company participated in four races but did not win any of them. However, despite not winning any races, Lancias participation in the sport helped to increase interest in the company and its products.Lea-FrancisLea-Francis was a UK-based former F1 engine supplier participating in 10 races across the 1952 and 1954 seasons. However, the team never managed to win a race. The best result achieved by the team was the 2nd place finish at the 1953 British Grand Prix.Despite not winning any races, they did manage to score several podium finishes throughout their time in Formula 1. In addition, the company scored 33 points throughout its two seasons in the sport. However, they would ultimately withdraw from Formula 1 at the end of the 1954 season.Lifeln the 1990 Formula One season, life was a former F1 engine supplier. The company supplied engines to 12 World Championship teams but failed to win a race. The company's best result was a second-place finish in the British Grand Prix.MaseratiMaserati, an Italian luxury car manufacturer, was once the engine supplier for Formula One racing teams. Founded in 1914, Maserati has a long history of producing high-performance cars. In the early 1950s, Maserati began supplying engines to Formula One teams.Over the next few decades, Maserati supplied engines to many of the sports most prominent teams, including Ferrari, McLaren, and Benetton. However, the company withdrew from Formula One in 2005 and has since focused on producing road cars.MatraIn the 1960s and 1970s, Matra was one of the most successful engine suppliers in Formula One. They supplied engines to teams like Tyrrell, Ligier, and Brabham, and their engines powered four World Drivers Champions.In total, Matra supplied engines to 125 F1 races, winning three times and scoring a total of 173 points. The companys last victory came in 1972 when it supplied the engine for Lotus driver Emerson Fittipaldi.They withdrew from the F1 championship in 1969 and focused on other projects. Though they no longer participate in Formula One, Matra remains well-known in the automotive industry.MecachromeMecachrome was founded in 1937 as a subsidiary of the Matra Automobile company. The company supplied engines for Formula One teams from 1977 to 1996. In addition to Formula One, Mecachrome supplied engines for the 24 Hours of Le Mans and other endurance races.Mecachromes most successful season was in 1990, when the company supplied engines for 16 Formula One races. The companys engines scored 38 points, and three podium finishes. Mecachromes success in 1990 helped establish the company as a leading supplier of racing engines.MegatronIn 1987 and 1988, Megatron was one of the engine suppliers for the Formula One racing circuit. In those two years, the company supplied engines for 32 races. Unfortunately, they did not win any of them but scored 35 points.Motori ModerniMotori Moderni was a Formula One engine supplier from 1985 to 1987. The company was founded by Carlo Chiti and Giotto Bizzarini, two former Ferrari engineers. Motori Moderni supplied engines to the Minardi, Osella, and Ligier teams. The companys best finish came at the 1986 British Grand Prix, where Michele Alboreto drove an Osella to sixth place.At the end of 1987, Motori Moderni withdrew from Formula One due to financial problems. The company failed to secure a significant sponsor and faced mounting debts.Mugen-HondaMugen-Honda was a Japanese company that supplied engines for Formula One between 1992 and 2000. In that time, they participated in 144 races and won 4. They also managed to get 16 podium finishes.After their success in Formula One, Mugen-Honda decided to focus on other projects and withdrew from supplying engines to Formula One teams. However, they left a lasting impression on the sport and are remembered fondly by many fans.OSCAOSCA was an Italian engine manufacturer participating in eight Formula One races between 1951 and 1962. The company supplied engines to several teams but never won a race. In 1958 and 1959, OSCA provided engines to the works Maserati team, which scored several podium finishes.However, the companys best results came in 1961 and 1962, when it supplied engines to the privateer Rob Walker Racing Team. The team scored four podium finishes but never won a race during those two seasons.Osellain 1974, Osella was founded by Vincenzo Osella as a manufacturer of race cars. The company participated in 16 Formula One Grands Prix between 1983 and 1986, winning 0 races. In the company moved to Touring car racing and won the Italian Superturismo Championship in 1992.In recent years, Osella has focused on building customized race cars for private customers. Though they no longer compete at the highest level of motorsport, their cars are still highly regarded and sought after by racing teams and drivers.PetronasIn 1997, the Malaysian oil company Petronas made its Formula One debut as an engine supplier. They supplied engines to several teams for the next eight years and participated in 153 races. Although the company never won a race, it did achieve four podium finishes and scored 142 points. In 2005, Petronas ended its involvement in Formula One.PeugeotIn 1994, French car manufacturer Peugeot became an engine supplier for the Formula One racing circuit. For the next six years, Peugeot participated in 115 races and won 14 podium finishes. However, in 2000 the companys F1 participation ended as it failed to score a single victory.Despite its lack of success on the track, Peugeots F1 engines were reliable and robust. In total, the company scored 128 points over six years of participation. So while it may be best remembered for its failure to win a race, Peugeots time in Formula One was significant.PlaylifePlaylife, a former F1 engine supplier, participated in 49 races from 1998 to 2000. It won 0 races and scored 69 points.In 2001, Playlife ceased operation as an F1 engine supplier. The company had been involved in the sport for three years and supplied engines to six teams.Playlifes best results came in 2000 when it scored six podium finishes. After that, the companys best finish was a third-place finish at the Monaco Grand Prix.PorschePorsche is a German automaker with a long and storied history in motorsports. The company was founded in 1931 by Ferdinand Porsche, and it quickly gained a reputation for building high-performance cars. In the 1950s, Porsche began supplying engines to Formula 1 teams, and it would participate in 35 races between 1958 and 1964. Unfortunately, Porsche won 0 races during this period, but it scored 48 points.In 1991, Porsche returned to Formula 1 as an engine supplier. However, the company only participated in five races before withdrawing from the sport again. Despite its limited success, Porsche remains one of the most respected brands in motorsports.Pratt & WhitneyPratt & Whitney, a former F1 engine supplier, based in the US, participated in 5 races during the 1971 season and failed to win any of them. The company supplied engines to the Lotus, March, and Brabham teams, but its best results were a 6th-place finish at the Monaco Grand Prix and a 7th-place finish at the Canadian Grand Prix. Pratt & Whitneys failure to score any points in the Constructors Championship meant it finished the season in last place.RepcoRepco is an Australian engineering company formerly the exclusive engine supplier for the Formula One racing team. The company has a long history of success in the automotive industry, and its engines have powered some of the most iconic cars in motorsport history.Repco was founded in 1922 by four engineers who left their jobs at the Austin Motor Company to start their own business. The company quickly established itself as an engineering design and development leader and soon began supplying engines to several racing teams.In 1966, Repco became the exclusive engine supplier for the Formula One team. This partnership proved highly successful, with Repco-powered cars winning 8 World Championships with 126 scores and 25 podium finishes over the next decade.SauberSauber is a Swiss racing team that competed in Formula One between 1993 and 2005. The team was founded by Peter Sauber, who progressed through motor racing ranks, from karting to the World Sportscar Championship.In 1993, Sauber entered Formula One as an engine supplier, providing engines to the newly formed Jordan Grand Prix team. The following year, Sauber switched to supplying engines to the Benetton team.Sauber continued to supply engines to Benetton until 2001 when the team switched to using Ferrari engines. In 2002, Sauber switched engine suppliers again, using customer engines from Petronas.Sauber scored 12 points in 16 races in 1993 and 1994 combined. The teams best result was a fourth-place finish at the 1994 Monaco Grand Prix.ScarabScarab was a former Formula One engine supplier based in the United States. The company supplied engines for the 1960 season.Scarab was founded in 1975 by Larry Smith. The company built race cars and engines for various motorsports, including Formula One.The company supplied engines for the 1960 Formula One season but ceased operations after that year. However, Scarabs legacy continues in modern motorsports; their cars and engines have been used as the basis for many modern-day race cars.SerenissimaIn 1966, Serenissima was an engine supplier for the Formula One World Championship. The company was based in Italy and supplied engines to several teams, including Cooper, Brabham, and Eagle.Serenissima was founded by Count Giovanni Volpi di Misurata, who also owned the Scuderia Serenissima racing team. The team competed in several races in the early 1960s but withdrew from Formula One after the 1966 season.The Serenissima company continued to produce engines for a variety of racing series until it ceased operations in 1970.SubaruSubarus engine manufacturing journey began in 1989 when the company produced its first Formula 1 engine. The Benetton team used the engine for two seasons. Then, in 1991, Subaru switched to supplying engines to the Jordan team. The company continued to supply engines to Formula 1 teams until 2008 when it withdrew from the sport.After withdrawing from Formula 1, Subaru turned its attention to other motorsport disciplines, such as rallying and sports cars. The company has recently enjoyed success in the World Rally Championship with drivers such as Petter Solberg and Elfyn Evans.SupertecSupertec was a former Formula 1 engine manufacturer that supplied engines to several teams from 1999-2000. Flavio Briatore and Bruno Michel founded the company.In 2000, Supertec merged with Asiatech to form Asiatech International, which continued to supply engines to the Prost team until 2001.Supertecs brief time in Formula One resulted in 36 starts, with three podium finishes. However, the companys best result came at the 1999 Canadian Grand Prix, where Jean Alesi finished 2nd for the Sauber team.TAGIn the early 1980s, TAG Group, a German holding company, acquired a controlling stake in the struggling McLaren Formula One team. At the time, TAG was best known as a manufacturer of specialty automotive and industrial products, including exhaust systems and turbochargers.Under TAGs ownership, McLaren enjoyed its most successful period in Formula One history, winning four Constructors Championships and three Drivers Championships between 1984 and 1991. TAG also supplied engines to several other teams during this period, including Tyrrell Racing (1984-1985) and Benetton Formula (1986-1987).However, TAGs involvement in Formula One ended abruptly in 1987.TAG HeuerIn 2016, TAG Heuer became the exclusive watch sponsor and timing partner of the Renault Sport Formula One Team. The partnership marked TAG Heuers return to Formula 1 after an absence of 30 years.TAG Heuer has a long history with Formula 1, dating back to the 1970s when it first supplied watches to drivers and teams. In 1986, TAG Heuer became the official supplier of timing equipment to Formula 1.The partnership with Renault Sport is part of TAG Heuers strategy to increase its presence in motorsports. In addition to Formula 1, TAG Heuer is also a major sponsor of the FIA World Endurance Championship and the 24 Hours of Le Mans.TalbotTalbot was a French engine manufacturer that competed in Formula One from 1950 to 1951. Their first Formula One campaign came in 1950, supplying engines to the Jordan team and privateer entrants Tony Rolt and Reg Parnell.The following year, Talbot expanded its involvement in the sport, supplying engines to privateer teams Equipe Cordini and Ecurie Rosier. Talbots best result came at the 1951 British Grand Prix, where Maurice Trintignant finished third driving for Ecurie Rosier. After that, however, the company pulled out of Formula One at the end of the season due to financial difficulties.ToyotaIn 2002, Toyota became the first Japanese company to win a Formula One constructors championship. The company supplied engines to five different teams from 2002 to 2009. In 2010, Toyota ended its involvement in Formula One due to the global economic crisis. Despite its short-lived stint in the sport, Toyota is considered one of the most successful engine manufacturers in Formula One history.VanwallIn 1954, the Vanwall F1 team made history by becoming the first British constructor to win a Grand Prix. The team used a 2.5-liter naturally aspirated engine designed by Tony Vandervell, based on a modified version of the Ferrari V12.The engine proved very competitive, and Vanwall won the Constructors Championship in 1958 and 1959. However, the company ceased operations in 1960 after failing to find a suitable replacement for the aging Vandervell engine.VeritasVeritas was a former Formula One engine manufacturer from Germany. The company only participated in six races between 1951 and 1953 but failed to win any of them. Despite this, Veritas remains an integral part of German motorsport history.WeslakeWeslake was a former Formula One engine manufacturer that competed in 18 races between 1966 and 1968. The company achieved two podium finishes during that time. Their only win came at the 1967 Belgian Grand Prix.Several teams used the Weslake engine during its time in Formula One. But the company ceased operations in 1968 after failing to find a suitable replacement for the then-outdated Cosworth DFV engine. In addition, the company had failed to create a turbocharged engine that met Formula Ones regulations.YamahaYamaha is a Japanese manufacturer involved in Formula One racing as an engine supplier for 116 races between 1989 and 1997. The company scored two podium finishes during this time.Yamaha first entered Formula One as an engine supplier in 1989, supplying engines to the Larrousse team. The following year, Yamaha supplied engines to the Jordan and Tyrrell teams. In 1991, Yamaha scored its first podium finish when Andrea de Cesaris secured the third position at the United States Grand Prix.The company continued to supply engines to various teams until 1997 when it withdrew from Formula One after scoring just one point in that years championship.Yamahas best result in Formula One was a second-place finish by Johnny Herbert at the 1995 British Grand Prix.ZakspeedZakspeed, a former German F1 engine manufacturer, started Formula One in 1985. They competed in 51 races over four seasons, scoring zero in podium finishes. Their best season was 1988, when they finished sixth in the constructors championship with two points.The company was founded by Willi Zakowski, who had previously worked as an engineer for Porsche and Ford. Zakowski also raced cars himself, including the 24 Hours of Le Mans. He started Zakspeed in 1968 to build race cars for road and track. A110The lightweight two-seat icon with timeless motorsport DNA Alpine lightness and agility fit perfectly on the F1 gridDiscoverA prime proving ground for advanced design and powertrainsDiscoverLIVEFollow us on social media On May 17, 1922, Jean Rd was born into a family passionate about automobiles. After completing his engineering studies and winning several rallies with Renault cars, at just 24 years old, he took over a Renault dealership in Dieppe, Normandy.His experience with Renault engines pushed Jean to create increasingly extreme and competitive car prototypes-not just for himself, but also for clients commissioning vehicles for racing. The success he achieved allowed him to establish his own company.With an innovative and forward-thinking approach, in 1955, the Socit Anonyme des Automobiles Alpine was born. The first model produced, the Alpine A106, was powered by the Renault 4CV engine and hit the market in 1956. Built with a fiberglass body on a tubular chassis, the A106 racked up numerous victories in the late 1950s. Shortly after, it was joined by an open-top version, also designed by Michelotti, which later evolved into the Alpine A108 - a model that found success both in motorsports and among the public.From a small artisanal workshop, Alpine transformed by the end of the 1950s into a full-fledged factory, divided into two sections: one dedicated to mass production and the other focused on competition. The 1960s and 1970s marked the peak of Alpines success with the Alpine A110. Initially equipped with a 1.0-liter engine, this car underwent continuous improvements until it became a dominant force in international rally racing, securing victories in world championships, including its triumphs at the Monte Carlo Rally in 1971 and 1973, where it defeated manufacturers like Porsche, Lancia, and Ford. Alpines reputation was further solidified through its association with Renault, which provided the technical and logistical support necessary to compete at the highest level.The companys ambitions continued to grow: in the early 1960s, it introduced the M63, a highly aerodynamic race car that achieved significant wins, including victory at the 1000 km of Nrburgring in 1963.Alpine soon expanded into Formula 3 and Formula 2, developing single-seaters powered by 1.0-liter engines derived from the Renault R8similar to what was used in the A110. In 1968, Alpine attempted to enter Formula 1, collaborating with Gordini to develop the Alpine A350, a single-seater powered by a Gordini V8 engine. However, after initial testing, the project was scrapped due to the cars lack of competitiveness. Renault, which was involved in the vehicle's development, ultimately vetoed the project. Following the French Grand Prix, the A350 was destroyed. While 1973 was a year of triumphs, it also marked the onset of the global oil crisis. The austerity measures implemented worldwide led to a significant decline in A110 sales.By the early 1970s, Alpine was already facing the challenge of finding a successor to the A110, which was becoming less competitive. The Alpine A310 was introduced in 1971, but the company was entering a period of decline. While its mechanical components still stemmed from mass production, as had been the case before, competition was growing increasingly fierce. Between 1975 and 1976, Alpine made another attempt at Formula 1 with the construction of the Alpine A500. This single-seater featured the newly developed Renault EF turbo engine by Gordini, making it the first car to adopt a turbocharged engine and radial tires. However, due to reliability issues and various technical challenges, the car never made it to the starting grid.The project was later refined and debuted at the 1977 British Grand Prix as the Renault RS01. Alpine found some success on the track: in 1978, the Alpine-Renault A442 won the 24 Hours of Le Mans. That same year, Alpine officially merged with Renault.In November 2012, the brand was revived through a partnership with the British manufacturer Caterham, forming Socit des Automobiles Alpine Caterham.However, in 2014, the partnership was dissolved, and Renault proceeded with Alpines revival on its own. On February 16, 2016, Carlos Ghosn unveiled a new prototype, the Alpine Vision, which previewed the final version of the next-generation Alpine A110, officially introduced at the 2017 Geneva Motor Show. In 2013 and 2014, Alpine competed in the European Le Mans Series in the LMP2 category in collaboration with Signatech, securing both the drivers' and constructors' championships in both years.On September 6, 2020, Groupe Renault announced that the Renault F1 Team would be renamed Alpine F1 Team.Alpines story still has chapters left to be writtenpages yet to be added to its legacy, filled with the same key elements that have always defined the brand: lightness, agility, and a competitive spirit. Share copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. 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Who is alpine in f1. Who owns alpine f1. Who makes alpine f1 engine. Who owns the alpine f1 team.