

Press Kit

25th May 2017

Contents

01	Renault in Formula 1 from 1977 to today	03
02	RS01 / Jean-Pierre Jabouille	06
03	RE 40 / Alain Prost	08
04	New Mégane R.S / Nico Hülkenberg	10
05	R.S.17	11
06	R.S. 2027 Vision	14
07	Technology Transfer from F1 to the road	15
08	Annexe 1: Bell & Ross BR 126 40 th Anniversary	17
09	Annexe 2: Statistics	18

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Renault in Formula 1 from 1977 to today

The option to run a turbocharged engine in Formula 1 had been in the rules for many years, but nobody had dared to pursue it until Renault.

Track testing began quietly with a 1.5-litre version of the turbo engine in 1976, and a short programme of races was scheduled for the following year.

The V6 turbocharged RS01 made its debut in the 1977 British GP in the hands of Jean-Pierre Jabouille. Nicknamed the 'Yellow Teapot,' the car retired from its first race, but not before it had made a big impression. Four further outings at the end of the year provided more valuable experience.

The education process continued through 1978 until Jabouille earned the first points for Renault – and for any turbo engine – with fourth place in the US GP. A move to a twin-turbo set-up for the 1979 Monaco GP was one of the big breakthroughs. The team had finally begun to conquer the critical problem of turbo lag, and Jabouille duly scored the marque's historical first win on home ground in Dijon at the French Grand Prix, having started from pole.



Renault's F1 involvement really began to pay dividends when it finished second in the 1983 World Championship with Alain Prost. The Frenchman had taken four wins to champion Nelson Piquet's three, but missed the title by just two points. The same year Renault became an engine supplier for the first time, joining forces with Lotus. Supply deals were also extended to the Ligier and Tyrrell teams in subsequent seasons. In Portugal in 1985, Ayrton Senna scored his first-ever GP victory with Renault power.

The works outfit was closed at the end of 1985 with focus instead directed at supplying engines to other teams. Indeed, in 1986, the Senna/Lotus/Renault combination proved to be the fastest on the grid, as the Brazilian took eight poles.

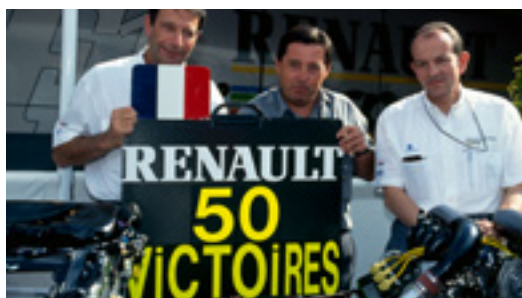
Renault officially returned to Formula 1 in the late eighties, but this time as an engine partner to the Williams team. In its first year of competition, 1989, the new partnership won two Grands Prix, and two further victories followed in 1990. Nigel Mansell – who had used Renault power at Lotus – joined the team.

It was the start of an incredible era. By the end of 1991 the combination was the one to beat, and in 1992 Mansell proved so dominant that he secured Renault's first World Championship by August.



Former works Renault driver Alain Prost joined Williams in 1993, and he too won the title before retiring. Further championships followed for Damon Hill in 1996 and for Jacques Villeneuve in 1997. Williams-Renault also won the Constructors' title in 1992, 1993, 1994, 1996 and 1997.

In 1995, Renault expanded its involvement with a new collaboration with the Benetton team. Michael Schumacher won the Championship in 1995, while Benetton won the Constructors' title – ensuring that with its two partners Renault scored six straight title successes between 1992 and 1997. Between 1995 and 1997 Renault engines won 74% of Grands Prix.



Renault officially departed Formula 1 at the end of 1997. Williams, Benetton and later the new BAR team used Renault-based engines under the Supertec, Mecachrome and Playlife names, and work continued in a small development project at Viry.

Again, Renault's official absence from F1 was to be a short one. In early 2001 it was announced that the company had bought the Benetton team, and was to return in a full works capacity. The Renault name returned as Benetton's engine supplier that season, and then in 2002 the team was reborn as Renault F1 Team, with the chassis department still based at Enstone, UK, while working closely with the engine division in Viry.

In 2003 Fernando Alonso gave the new team its first pole in Malaysia, and then the young Spaniard followed up with his and the team's first win in Hungary. The following year, Jarno Trulli gave Renault victory in the most prestigious race of the year in Monaco.

In 2005 Alonso was the man to beat as he won the Drivers' title and Renault took the Constructors' version with eight wins between Alonso and team-mate Giancarlo Fisichella.



Despite the huge change from V10 to V8 technology for 2006, the Renault F1 Team was able to sustain its momentum. A further eight victories over the season saw Renault fighting with Ferrari for both titles, but Renault's innovation again proved victorious as it repeated its 2005 feat by securing both the Drivers' and Constructors' titles.

Supplying other teams had long been a Renault policy, and in 2007 a new partnership was formed with Red Bull Racing. The dark blue cars soon moved up the grid, and in 2010 Vettel emerged triumphant as the youngest champion in the history of the sport, while Red Bull-Renault earned the Constructors' Championship.

As Renault refocused its activities around engine supply, Vettel proved unstoppable in the World Championship, breaking all the records as he secured consecutive titles in 2011, 2012 and 2013.

Alongside Red Bull Racing, Renault supplied Lotus F1 Team, Caterham F1 Team and Williams F1 Team. Throughout the era, the V8 engine developed by 250 engineers at Viry-Châtillon dominated, taking over 40% of the available wins and a record number of pole positions.

In 2014, Formula 1 welcomed a radical new wave of technology with the introduction of avant-garde powertrain technology. The new Renault F1 power unit revisited a previous engine generation's turbocharged architecture but combined it with powerful electric motors and an array of advanced energy-recovering devices that cut fuel consumption by 40% year on year while delivering comparable levels of performance and acceleration.

Renault continued to supply Red Bull Racing's, sister team Scuderia Toro Rosso as well as Lotus F1 Team, but the era proved hard fought. A rethink of the corporate strategy was required, and at the end of 2015 Renault announced it would return to team ownership.

For 2016, the Renault name once again raced in F1 as a full manufacturer entry, under the Renault Sport Formula One Team banner. The team is running as part of a minimum nine-year commitment to the sport with aspirations to once more return to the top step of the podium and challenge for Championships.



RS 01

Year: 1977

Engine: V6 turbo, 1492cc, 525hp, 10,500 max rpm

Transmission: Rear transaxle, 5-speed gearbox

Brakes: Four pot calipers with ventilated discs

Dimensions: Length: 4.5m, width: 2.0m

Weight: 600 kg

Top speed: c. 300 km/h

The Renault RS01 was the first Formula 1 car to be powered by a turbocharged engine. It was also the first to use radial tyres, which were provided by Michelin. Designed by André de Cortanze and Jean-Pierre Jabouille, it first appeared at the 1977 British Grand Prix. The rules of F1 at the time permitted 3.0 litre engines of natural aspiration, with a clause for a 1.5 litre supercharged or turbocharged engine, which Renault seized upon with its 1.5 litre 90° V6 turbo.

To begin with, the car was unreliable and earned the nickname 'the yellow teapot' from rival teams but Jabouille and the team pressed on throughout the rest of 1977 and 1978 until they brought the car home to its first points, a fourth place at the 1978 United States Grand Prix at Watkins Glen.

The car had been developed so much it barely resembled the machine that it had been when it first appeared, and the team's performance had picked up throughout the season. Reliability had started to be found, and the yawning turbo lag had been overcome by using twin turbochargers.

The RS01 started the 1979 season for the team and Jabouille steered his way to score the first pole position for a turbo car at the South African Grand Prix at Kyalami, a circuit located at high altitude where the thinner air saw the turbos operating at their maximum. The naturally aspirated cars such as the flat 12 Ferrari and Alfa Romeos, and the V8 Cosworth DFV, actually lost approximately 20% of their power compared to what is experienced at sea level.



Jean-Pierre Jabouille

Driver-engineer Jean-Pierre Jabouille was signed up by Renault to develop their new 1.5 litre turbocharged engine for 1977. He debuted the RS01 at the 1977 British Grand Prix, but initially the turbo engine was fragile and suffered from severe turbo lag, making it difficult to drive on tight circuits. However, Jabouille persevered, recording several notable qualifying positions in 1978, and landed the marque's first points with 4th place at the United States Grand Prix East.

1979 saw Renault expand to run a second car for René Arnoux. Jabouille secured Renault's first Formula 1 pole at the South African Grand Prix, and then won their first victory, fittingly at the French Grand Prix, also from pole. This was the first victory for a turbocharged car in Formula 1. He took two more poles, at the German and Italian Grands Prix, but poor reliability meant the win was his only score.



In 1980 Jabouille took two more poles, and another win at the Austrian Grand Prix. However, a suspension failure in the Canadian Grand Prix left him with a broken leg, just after he had signed with Ligier for 1981.

His injuries saw him sit out the first two races of the 1981 season, but it soon became clear he wasn't fully fit, failing to qualify for two of his four attempts, at which point he decided to retire from Formula 1, and he then became manager of the Ligier/Talbot team in 1982.



RE 40

Year: 1983

Engine: V6 turbo, 1492cc, 750hp

Transmission: Rear transaxle, 5-speed gearbox

Brakes: Four pot calipers with ventilated discs

Dimensions: Length: 4.40m, width: 2.14m

Weight: 595 kg

Top speed: >300 km/h

The Renault RE40 was Renault's first Formula 1 car with an all carbon fibre chassis. It was designed by Michel Tétu — under the direction of Bernard Dudot, and with aerodynamics by Jean-Claude Migeot — as Renault's car for the 1983 Formula 1 season.

With the RE40, Renault came closer to winning the F1 World Championship than ever before, and 1983 was its best-ever season of the first turbo years. It featured a water injection engine, and was both beautiful and efficient. Alain Prost drove it to four victories and three podium finishes. He was in the running for the world title, but lost by a whisker as Nelson Piquet stole the glory by a mere two points.



Alain Prost

Four-time Formula 1 Drivers' Champion Alain Prost has driven for Renault in various guises during its Formula 1 history.

After making his debut for McLaren in 1980, Alain joined Renault for 1981, partnering fellow Frenchman, René Arnoux. Prost proved immediately quicker than his more experienced teammate, but he did not finish the first two Grands Prix, due to collisions with Andrea de Cesaris in Long Beach and Didier Pironi at Jacarepaguá, however he scored his first podium finish at Buenos Aires. He did not finish in the next four races, but rectified that by winning his first Formula 1 race at his home Grand Prix in France at the fast Dijon circuit, finishing two seconds ahead of his previous McLaren team-mate, John Watson.

For Prost, his debut victory was memorable mostly for the change it made in his mindset. "Before, you thought you could do it," he said, "now you know you can."

Prost led from the start of the next five races, and won two more races during the season, taking his first pole position in Germany and finishing on the podium every time he completed a race distance. He won again in The Netherlands and Italy, and finished fifth in the Drivers' Championship, seven points behind champion Nelson Piquet.

Prost won the first two Grands Prix of the 1982 season in South Africa, where he recovered from losing a wheel, and Brazil, where he finished third but was awarded the win after Piquet (1st) and Keke Rosberg (2nd) were disqualified. He finished in the points on four other occasions, but did not win again that season. Despite retiring from seven races, Prost improved on his Drivers' Championship position, finishing in fourth, but with nine fewer points than the previous year.



American Eddie Cheever became Prost's teammate for the 1983 season and Prost earned further four victories for Renault during the year. He finished second in the Drivers' Championship, two points behind Piquet.

After a successful return to McLaren, a less successful foray with Ferrari and a sabbatical, Prost returned to the Renault fold in 1993 by joining the all-conquering Renault-powered Williams F1 squad where he won his fourth and final Drivers' title. Following this, he retired with the then most Grand Prix victories of any driver with a tally of 51.

Prost became Renault Sport Racing Special Advisor at the start of 2017.

New Mégane R.S.

The eagerly-awaited presentation of New Mégane R.S. is to take place on May 26 at Formula 1's Monaco Grand Prix under the command of current driver Nico Hülkenberg. Due to be released at the 2017 Frankfurt Motor Show, it will make its first public appearance in a special yellow and black livery. The new car is the latest illustration of how the unique expertise Renault has gained in the course of its 40 years in Formula 1 is being channelled into the development of its road models.



Nico Hülkenberg

Race Driver #27

Nico Hülkenberg joined Renault Sport Formula One Team with an impressive racing career ahead of his eye-opening Formula 1 debut in 2010, with championship titles secured in Formula BMW, A1GP and the GP2 Series. Nico also achieved a pole position in his rookie F1 season and won at Le Mans on his debut, with Porsche in 2015.

Since joining the team this season, Nico has finished in the points in Bahrain, Russia and Spain.

Key Details

Date of birth: 19 August 1987

Place of birth: Emmerich am Rhein, Germany

Nationality: German

Website: www.nicohulkenberg.net

Twitter: [www.twitter.com/HulkHulkenberg](https://twitter.com/HulkHulkenberg)

Facebook: www.facebook.com/NicoHulkenberg.official

Instagram: www.instagram.com/hulkhulkenberg

Grands Prix started: 120

Pole positions: 1

Podiums: 0

Wins: 0



R.S.17

Powered by Renault Sport Racing's R.E.17 power unit, the R.S.17 has no carry over parts from its predecessor, the R.S.16. Renault Sport Formula One Team worked from a clean sheet of paper to respond to Formula 1's latest regulations. It is the first Formula 1 car designed from the outset by Renault Sport Racing from its two locations in Enstone, England and Viry-Châtillon, France.

R.S.17 Technical Specification

Chassis	Moulded carbon fibre and aluminium honeycomb composite monocoque, manufactured by Renault Sport Formula One Team and designed for maximum strength with minimum weight. Renault Sport power unit installed as a fully-stressed member.
Front Suspension	Carbon fibre top and bottom wishbones operate an inboard rocker via a pushrod system. This is connected to torsion bar and damper units which are mounted inside the front of the monocoque. Aluminium uprights and OZ machined magnesium wheels.
Rear Suspension	Carbon fibre top and bottom wishbones with pull rod operated torsion bars and transverse-mounted damper units mounted inside the gearbox casing. Aluminium uprights and OZ machined magnesium wheels.
Brakes	Four pot calipers with ventilated discs
Transmission	Eight-speed semi-automatic titanium gearbox with reverse gear. "Quickshift" system in operation to maximise speed of gearshifts.
Fuel System	Kevlar-reinforced rubber fuel cell by ATL.
Electrical	MES-Microsoft Standard Electronic Control Unit.
Braking System	Carbon discs and pads. Calipers by Brembo S.p.A. Master cylinders by AP Racing.
Cockpit	Removable driver's seat made of anatomically formed carbon composite, with six-point harness seat belt. Steering wheel integrates gear change paddles, clutch paddles, and rear wing adjuster.

R.S.17 Dimensions and Weight

Front Track	1600mm
Rear Track	1550mm
Overall Height	950mm
Overall Width	2000mm
Overall Weight	722kg, with driver, cameras and ballast



R.E.17 Technical Specification

Engine

Displacement	1.6
Number of cylinders	6
Rev limit	15,000rpm
Pressure charging	Single turbocharger, unlimited boost pressure (typical 5 bar abs)
Fuel flow limit	100kg/h
Permitted Fuel quantity	105kg per race
Configuration	90° V6
Bore	80mm
Stroke	53mm
Crank height	90mm
Number of valves	4 per cylinder, 24
Fuel	Direct fuel injection

Energy Recovery Systems

MGU-K rpm	Max 50,000rpm
MGU-K power	Max 120kW
Energy recovered by MGU-K	Max 2 MJ/lap
Energy released by MGU-K	Max 4 MJ/lap
MGU-H rpm	>100,000rpm
Energy recovered by MGU-H	Unlimited

General

Weight	Min 145kg
Number of Power Units permitted per driver in 2017	4
Total horsepower	More than 900hp



R.S. 2027 Vision

Aided by 40 years of experience in Formula 1, Renault has outlined a vision of what racing's premier series might look like in 2027 with the R.S. 2027 Vision. Unveiled at the Shanghai Motor Show on April 19, the R.S. 2027 includes a number of key features:

- A transparent cockpit and a transparent helmet that allow the drivers to be seen in the heat of the action to enable a more human-centric championship with drivers at the heart of the sport.
- Active LED lighting incorporated into the wheels and moving aerodynamic parts such as the car's active wings to enable a more spectacular show.
- An autonomous mode that can be activated in the case of an accident, along with an ultra-resistant polycarbonate cockpit canopy to protect against impact and therefore enable safer racing.
- Ultra-high-performance from Groupe Renault's expertise in the realms of four-wheel drive, four-wheel steering and very high-energy density batteries.
- An even more environmentally-respectful form of Formula 1, with the fuel tank capacity halved in the space of 10 years, plus a full-electric mode for use in the pit lane.

"One role of Renault Sport Racing is to anticipate the future of Formula 1 so that it draws a maximum number of fans in an environment consistent with Groupe Renault's objectives. The RS 2027 Vision was designed to generate inspired conversations with the racing community, fans and enthusiasts through a concept that highlights our ideas and desires."

Cyril Abiteboul, Managing Director, Renault Sport Racing

Renault's technological excellence in F1 for the benefit of all motorists

Technology Transfer

Over recent years strengthened ties have been forged between Viry-Châtillon, where Renault's F1 powerplants are designed and developed, and the Technocentre in Guyancourt, the company's nerve-centre of road car engineering development. In addition, even closer ties will now be forged between Les Ulis, home to Renault Sport Cars. The close collaboration that exists between the race engine specialists and their production engine colleagues, as well as the one-off projects that involve both parties, allow breakthroughs in F1 to benefit road going engines, and vice-versa.

The speed at which developments occur in F1 and the analytical skills of Renault's race engine specialists enable the company to explore new technical solutions in extreme conditions. Competing with specialist makes on the racetrack also provides Renault, as a volume manufacturer, with a unique grasp of cutting-edge engine architectures.

This approach enables Renault to constantly improve the energy efficiency of both its race and road going engines in many different ways, including:

- **Turbocharging and downsizing**
- **Direct fuel injection**
- **Friction reduction**
- **Shared practices**

As such, Renault's customers benefit from a level of powertrain excellence that has been honed in the exacting world of motorsport.

Electric technologies

Renault is making a direct contribution to the emergence of electric technologies via a dual sporting and technical commitment. F1 power units now incorporate powerful electrical motors that are capable of harnessing energy lost under braking and in the exhaust. The recovered energy is stored in a battery and released on demand to boost power. In parallel, Renault's commitment to the new Formula E Championship demonstrates Renault's environmental strategy and commitment to "zero-emission" vehicles.

The two-pronged commitment showcases Renault's determination to step up technological progress in electric vehicles. The technologies developed as part of our commitments will contribute to improving the performance of electric motors and the battery range.

Turbocharging

Turbocharging enables smaller cubic capacity engines to produce greater power despite lower maximum rev limits. Energy that would otherwise be wasted as heat in the exhaust gases is recovered to drive the turbo. This energy is then used to compress the intake air (compressor) and increase the pressure inside the cylinders.

Renault stood out as the pioneer in turbocharging and downsizing in Formula 1 when it debuted the R.S.01 turbo engine in 1977. It gradually made this technology widely available in emblematic high-performance production cars in the 1980s, including the R5 Turbo, R18 Turbo, R11 Turbo and R21 2 L Turbo.

Today, all the power plants that form Renault's Energy range are turbocharged with a view to reconciling the performance and fuel efficiency of its current smaller and lighter engines. Similarly, the R.E.17 is a V6 turbo, capable of producing more bang for buck than its engine displacement would normally allow.

Direct injection

Direct fuel injection permits accurate control of the form and rate of the fuel spray inside the cylinders and not inside the intake manifolds, as is the case with indirect injection.

Direct fuel injection in the Renault production cars also stems from the two-way dialogue between Viry and Guyancourt in their respective bids to optimise energy efficiency while minimising fuel consumption. The latter has been cut by 40 percent with the latest generation Formula 1 engine and is down 25 percent in the case of Renault's Energy production engines.

Friction reduction

The Energy engine range benefits from Renault Sport Formula One Team's expertise in friction-reducing technologies, including:

- **DLC (Diamond Like Carbon) coating of cam followers**
- **Pressure Vapour Deposit (PVD) treatment of piston rings**
- **UFLEX oil control ring technology, which has been used in F1 for more than a decade. The form of the 'U' permits the piston ring to adapt to the exact profile of the cylinder wall to obtain the best compromise between efficiency (oil scraped off the lining to minimise consumption) and friction.**

Fuel consumption

In F1, weight is public enemy number one. Low fuel consumption is clearly an advantage since it means you can carry less fuel, and that makes the car lighter and therefore faster.

Electronic control systems

When it comes to improving powertrain performance in road car technology, electronic control systems play an increasingly important role. High-performance control units, algorithms that incorporate more and more physical models, virtual sensors and so on are critical in reducing energy consumption.

F1 engines are fitted with sophisticated electronic control units that are capable of processing 5GB of data per hour to control fuel consumption, engine modes and hydraulic systems.

Compound engines

The principle of recovering energy by placing a turbine in the exhaust line of a reciprocating engine and transmitting this energy to the crankshaft is not new. It was even used prior to World War 2 on certain airplane engines and a mechanical form was developed for trucks. The process is known as a 'compound' engine.

The advantage of an electric turbo-compound solution is that it enables the released energy to be controlled in real time in order to use it when and where it is really necessary. Depending on the need of the moment, it can be transmitted to the crankshaft, employed to maintain the speed of the turbine (and thereby reduce inertia during the transient phase), or quite simply stored in the battery until required.

Again, this technology mirrors that of F1's highly advanced power units.

Annexe 1



BR 126 40th Anniversary Watch

To celebrate the 40th anniversary of Renault's first entry in Formula 1, Renault Sport Formula One Team partner, Bell & Ross have designed and produced a unique new timepiece, the *BR 126 40th Anniversary*.

The 41mm watch features a satin steel case and a mechanical automatic movement. It is being produced as a limited edition of 170 units, in honour of the 170 victories Renault has achieved as a constructor and supplier to teams in Formula 1.

In Monaco, Jean-Pierre Jabouille will be presented with watch number 001 / 170 in recognition of taking Renault's first Formula 1 Grand Prix win in the at French Grand Prix at Dijon in 1979.



Annexe 2: Statistics

**170 wins from 24 drivers, 481 podiums, 7,633.5 points,
11 Drivers' Championships, 12 Constructors' Championships**

Renault

Equipe Renault Elf (1977-1985) RE01-RE60

Debut	1977 British Grand Prix
Final race	1985 Australian Grand Prix
Race weekends	130
Wins	15; Alain Prost 9, Rene Arnoux 4, Jean-Pierre Jabouille 2
Pole positions	28
Fastest laps	11
Podiums	41
Front row	62
Points	312
Drivers' champ.	0
Constructors' champ.	0
Race drivers	8; Jean-Pierre Jabouille, Rene Arnoux, Alain Prost, Eddie Cheever, Patrick Tambay, Derek Warwick, Philippe Streiff, Francois Hesnault

Renault F1 Team (2002-2010)

Debut	2002 Australian Grand Prix
Final race	2010 Abu Dhabi Grand Prix
Race weekends	159
Wins	20; Fernando Alonso 17, Giancarlo Fisichella 2, Jarno Trulli 1
Pole positions	20
Fastest laps	13
Podiums	57
Front row	34
Points	933
Drivers' champ.	2; 2005, 2006 (Fernando Alonso)
Constructors' champ.	2; 2005, 2006
Race drivers	10; Jenson Button, Jarno Trulli, Fernando Alonso, Jacques Villeneuve, Giancarlo Fisichella, Heikki Kovalainen, Nelson Piquet Jr, Romain Grosjean, Robert Kubica, Vitaly Petrov

Renault, cont'd

Renault Sport Formula One Team (2016-Present)

Debut	2016 Australian Grand Prix
Race weekends	26
Wins	0
Best Finish	6 th , Nico Hülkenberg (2017 Spanish Grand Prix)
Pole positions	0
Fastest laps	0
Podiums	0
Front row	0
Points	22
Drivers' champ.	0
Constructors' champ.	0
Race drivers	3; Jolyon Palmer, Kevin Magnussen, Nico Hülkenberg

Renault Powered

John Player Special Team Lotus (1983-1986)

Debut	1983 Brazilian Grand Prix
Final race	1986 Australian Grand Prix
Race weekends	63
Wins	5; Ayrton Senna 4, Elio de Angelis 1
Pole positions	18
Fastest laps	3
Podiums	24
Front row	26
Points	188
Drivers' champ.	0
Constructors' champ.	0
Race drivers	4; Elio de Angelis, Nigel Mansell, Ayrton Senna, Johnny Dumfries

Renault Powered, contd.

Ligier (1984-1986; 1992-1994)

Debut	1984 Brazilian Grand Prix
Final race	1994 Australian Grand Prix
Race weekends	96
Wins	0
Best finish	2 nd ; Jacques Laffite (1985 Portuguese Grand Prix), Olivier Panis (1994 German Grand Prix)
Pole positions	0
Fastest laps	0
Podiums	10
Front row	0
Points	97
Drivers' champ.	0
Constructors' champ.	0
Race drivers	14; Francois Hesnault, Andrea de Cesaris, Philippe Streiff, Jacques Laffite, Rene Arnoux, Philippe Alliot, Thierry Boutsen, Erik Comas, Martin Brundle, Mark Blundell, Eric Bernard, Johnny Herbert, Franck Lagorce, Olivier Panis

Tyrrell (1985-1986)

Debut	1985 Brazilian Grand Prix
Final race	1986 Australian Grand Prix
Race weekends	32
Wins	0
Best finish	4 th ; Martin Brundle (1986 Australian Grand Prix)
Pole positions	0
Fastest laps	0
Podiums	0
Front row	0
Points	14
Drivers' champ.	0
Constructors' champ.	0
Race drivers	4; Martin Brundle, Stefan Bellof, Ivan Capelli, Philippe Streiff

Renault Powered, contd.

Williams-Renault (1989-1997)

Debut	1989 Brazilian Grand Prix
Final race	1997 European Grand Prix
Race weekends	146
Wins	63; Thierry Boutsen 3, Riccardo Patrese 4, Nigel Mansell 15, Alain Prost 7, Damon Hill 21, David Coulthard 1, Jacques Villeneuve 11, Heinz-Harald Frentzen 1
Pole positions	79
Fastest laps	69
Podiums	139
Front row	147
Points	1,119
Drivers' champ.	4
Constructors' champ.	5
Race drivers	9; Riccardo Patrese, Thierry Boutsen, Nigel Mansell, Alain Prost, Damon Hill, Ayrton Senna, David Coulthard, Jacques Villeneuve, Heinz-Harald Frentzen

Red Bull (2007-2015)

Debut	2007 Australian Grand Prix
Final race	2015 Abu Dhabi Grand Prix (Red Bull rebranded to TAG Heuer)
Race weekends	167
Wins	50; Sebastian Vettel 38, Mark Webber 9, Daniel Ricciardo 3
Pole positions	57
Fastest laps	47
Podiums	118
Front row	103
Points	3002.5
Drivers' champ.	4
Constructors' champ.	4
Race drivers	5; Mark Webber, David Coulthard, Sebastian Vettel, Daniel Ricciardo, Daniil Kvyat

Renault Powered, contd.

Team Lotus (2011)

Debut	2011 Australian Grand Prix
Final race	2011 Brazilian Grand Prix
Race weekends	19
Wins	0
Best finish	13 th ; Jarno Trulli 2, Heikki Kovalainen 1
Pole positions	0
Fastest laps	0
Podiums	0
Front row	0
Points	0
Drivers' champ.	0
Constructors' champ.	0
Race drivers	3; Heikki Kovalainen, Jarno Trulli, Karun Chandhok

Williams-Renault (2012-2013)

Debut	2012 Australian Grand Prix
Final race	2013 Brazilian Grand Prix
Race weekends	39
Wins	1; Pastor Maldonado (2012 Spanish Grand Prix)
Pole positions	1
Fastest laps	0
Podiums	1
Front row	2
Points	81
Drivers' champ.	0
Constructors' champ.	0
Race drivers	3; Pastor Maldonado, Bruno Senna, Valtteri Bottas

Renault Powered, contd.

Caterham-Renault (2012-2014)

Debut	2012 Australian Grand Prix
Final race	2014 Abu Dhabi Grand Prix
Race weekends	58
Wins	0
Best finish	11 th ; Vitaly Petrov, Marcus Ericsson
Pole positions	0
Fastest laps	0
Podiums	0
Front row	0
Points	0
Drivers' champ.	0
Constructors' champ.	0
Race drivers	8; Heikki Kovalainen, Vitaly Petrov, Charles Pic, Guido van der Garde, Marcus Ericsson, Will Stevens, Kamui Kobayashi, Andre Lotterer

Scuderia Toro Rosso (2014-2015)

Debut	2014 Australian Grand Prix
Final race	2015 Abu Dhabi Grand Prix
Race weekends	38
Wins	0
Best finish	4 th ; Max Verstappen 2
Pole positions	0
Fastest laps	0
Podiums	0
Front row	0
Points	97
Drivers' champ.	0
Constructors' champ.	0
Race drivers	4; Jean-Eric Vergne, Daniil Kvyat, Max Verstappen, Carlos Sainz Jr.

Renault influenced and inspired

Supertec (1999-2000) BAR Racing, Winfield Williams, Arrows F1 Team

Debut	1998 Australian Grand Prix
Final race	2000 Malaysian Grand Prix
Race weekends	33
Wins	0
Best finish	2 nd , Ralf Schumacher (1999 Italian Grand Prix)
Pole positions	0
Fastest laps	0
Podiums	3
Front row	0
Points	42 (35 Winfield Williams, 7 Arrows)
Drivers' champ.	0
Constructors' champ.	0
Race drivers	7; BAR Racing (Jacques Villeneuve, Ricardo Zonta, Mika Salo); Winfield Williams (Ralf Schumacher, Alex Zanardi); Arrows F1 Team (Pedro de la Rosa, Jos Verstappen)

Mecachrome (1998) Winfield Williams

Debut	1998 Australian Grand Prix
Final race	1998 Japanese Grand Prix
Race weekends	16
Wins	0
Best finish	3 rd , Jacques Villeneuve 2, Heinz-Harald Frentzen 1
Pole positions	0
Fastest laps	0
Podiums	3
Front row	1
Points	38
Drivers' champ.	0
Constructors' champ.	0
Race drivers	2; Jacques Villeneuve, Heinz-Harald Frentzen

Renault influenced and inspired, contd.

Red Bull-TAG Heuer (2016-Present) *As of Spain 2017

Debut	2016 Australian Grand Prix
Final race	-
Race weekends	26
Wins	2
Pole positions	1
Fastest laps	5
Podiums	17
Front row	5
Points	532
Drivers' champ.	0
Constructors' champ.	0
Race drivers	3; Daniel Ricciardo, Daniil Kvyat, Max Verstappen

Scuderia Toro Rosso (2017) *As of Spain 2017

Debut	2017 Australian Grand Prix
Final race	-
Race weekends	5
Wins	0
Best finish	7 th ; Carlos Sainz Jr. (2017 Chinese Grand Prix, 2017 Spanish Grand Prix)
Pole positions	0
Fastest laps	0
Podiums	0
Front row	0
Points	21
Drivers' champ.	0
Constructors' champ.	0
Race drivers	2; Daniil Kvyat, Carlos Sainz Jr.

Enstone/Witney based

Toleman (1981-1985)

Debut	1981 San Marino Grand Prix
Final race	1985 Australian Grand Prix
Race weekends	70 (57 starts)
Wins	0
Best finish	3 rd ; Ayrton Senna (1984 British Grand Prix, 1984 Portuguese Grand Prix)
Pole positions	1
Fastest laps	2
Podiums	3
Front row	1
Points	26
Drivers' champ.	0
Constructors' champ.	0
Race drivers	9; Brian Henton, Derek Warwick, Teo Fabi, Bruno Giacomelli, Johnny Cecotto, Stefan Johansson, Pierluigi Martini, Ayrton Senna, Piercarlo Ghinzani

Benetton (1986-2001) - including BMW and Ford

Debut	1986 Brazilian Grand Prix
Final race	2001 Japanese Grand Prix
Race weekends	260
Wins	27 (12 Renault powered); Michael Schumacher 19, Nelson Piquet 3, Gerhard Berger 2, Johnny Herbert 2, Alessandro Nannini 1
Pole positions	15
Fastest laps	36
Podiums	102 (39 Renault powered, 6 Playlife)
Front row	33
Points	861.5 (351 Renault powered)
Drivers' champ.	2; 1994, 1995 (Michael Schumacher)
Constructors' champ.	1; 1995
Race drivers	17; Gerhard Berger, Teo Fabi, Thierry Boutsen, Alessandro Nannini, Johnny Herbert, Emanuele Pirro, Roberto Moreno, Nelson Piquet, Michael Schumacher, Martin Brundle, Riccardo Patrese, JJ Lehto, Jos Verstappen, Jean Alesi, Alexander Wurz, Giancarlo Fisichella, Jenson Button

Enstone/Witney based, contd.

Lotus Renault GP (2011)

Debut	2011 Australian Grand Prix
Final race	2011 Brazilian Grand Prix
Race weekends	19
Wins	0
Best finish	3 rd ; Vitaly Petrov (2011 Australian Grand Prix), Nick Heidfeld (2011 Malaysian Grand Prix)
Pole positions	0
Fastest laps	0
Podiums	2
Front row	0
Points	73
Drivers' champ.	0
Constructors' champ.	0
Race drivers	3; Vitaly Petrov, Nick Heidfeld, Bruno Senna

Lotus F1 Team (2012-2015)

Debut	2012 Australian Grand Prix
Final race	2015 Abu Dhabi Grand Prix
Race weekends	76
Wins	2; Kimi Raikkönen (2012 Abu Dhabi Grand Prix, 2013 Australian Grand Prix)
Pole positions	0
Fastest laps	4
Podiums	25 (1 Mercedes powered)
Front row	2
Points	706 (78 Mercedes powered)
Drivers' champ.	0
Constructors' champ.	0
Race drivers	5; Kimi Raikkönen, Romain Grosjean, Jérôme d'Ambrosio (Italy 2012), Heikki Kovalainen (USA 2013, Brazil 2013), Pastor Maldonado

Enstone/Witney (without Renault Engines)

Toleman (1985)

Wins	0
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Benetton (1986-2001)

Wins	15
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Lotus F1 Team (2015)

Wins	0
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