

Ford in Formula One

Ford remains, to this day, the 3rd most successful engine manufacturer in F1 history behind Mercedes and Ferrari despite leaving the sport in 2004 with Jaguar Racing and selling the team to Red Bull Racing. The history of Ford in F1 is full of success both as constructor's championships (10) and driver's championships (13). In total, Ford has won a remarkable 174 Grand Prix Victories.

Ford entered Formula One for the first time in 1967 with the now legendary DFV engine. The engine was a partnership with Cosworth Racing and was unveiled in April 1967. Just 2 months later, the engine made its debut in the Dutch Grand Prix and won the race in the back of Jim Clark's Lotus Ford. The DFV went on to be the single most successful F1 race engine of all time, powering its way to 155 wins from 1967 up until its last race in 1983 when Keke Rosberg used the engine to win the Monaco Grand Prix just before the start of the Turbo era.

Even after the DFV was retired, Ford continued to race with both turbo and naturally aspirated engines culminating in the Ford Zetec R V8 which powered Michael Schumacher to his first F1 World Championship in 1994.

Driver championships

- 1968 Graham Hill—Lotus Ford
- 1969 Jackie Stewart—Matra Ford
- 1970 Jochen Rindt—Lotus Ford
- 1971 Jackie Stewart—Lotus Ford
- 1972 Emerson Fittipaldi—Lotus Ford
- 1973 Jackie Stewart—Lotus Ford
- 1974 Emerson Fittipaldi—McLaren Ford
- 1976 James Hunt—McLaren Ford
- 1978 Mario Andretti—Lotus Ford
- 1980 Alan Jones—Williams Ford
- 1981 Nelson Piquet—Brabham Ford
- 1982 Keke Rosberg—Williams Ford
- 1994 Michael Schumacher—Benetton Ford

Constructor championships

- 1968 Gold Leaf Team Lotus — Lotus-Ford Cosworth
- 1969 Matra International — Matra-Ford Cosworth
- 1970 Gold Leaf Team Lotus — Lotus-Ford Cosworth
- 1971 Elf Team Tyrrell — Tyrrell-Ford Cosworth
- 1972 John Player Team Lotus — Lotus-Ford Cosworth
- 1973 John Player Team Lotus — Lotus-Ford Cosworth
- 1974 Marlboro Team Texaco — McLaren-Ford Cosworth
- 1978 John Player Team Lotus — Lotus-Ford Cosworth
- 1980 Albilad Williams Racing Team — Williams-Ford Cosworth
- 1981 Albilad Williams Racing Team — Williams-Ford Cosworth

Timeline:

- April 1967 – Ford DFV Race engine designed and built in partnership with Cosworth Engineering is revealed
- June 1967 – the DFV engine makes its debut at the Dutch Grand Prix in Zandvoort where it powers the Lotus Ford of Graham Hill to pole position and then in the race, powers Jim Clark to victory in his Lotus Ford 49.
- In its debut year, the DFV powered Lotus to 2nd in the Constructors Championship and Jim Clark to 3rd in the Drivers Championship.
- In total, the Ford DFV won 4 races in the 1967 debut season.
- In 1968, Lotus lost exclusive rights to the DFV engine, and Ford supplied engines to Lotus, McLaren and Matra with the legendary Jackie Stewart behind the wheel.
- In what would turn out to, tragically, be Jim Clark's last ever F1 race, the Ford-powered Lotus came first and second in the season opener in South Africa with Jim Clark winning and Graham Hill in second.
- 1968 saw Lotus Ford winning both Driver's championships (Graham Hill) and Manufacturer's Championships (Lotus Ford). In addition, both the Matra powered Ford and the McLaren powered Ford also won races in the hands of Jackie Stewart and Bruce McLaren.

- In total, Ford -powered cars won every race bar one in 1968 – a total of 11 out of 12 races and Ford-powered cars came 1st, 2nd and 3rd in the Constructor's World Championship
- In 1969, Ford engines powered the Lotus, McLaren, Matra and Brabham teams as well as a number of smaller private teams.
- Ford went one better in 1969 winning every single race in an 11-race season. It powered Jackie Stewart to the World Championship as well as Jacky Ickx to 2nd and Bruce McLaren to 3rd.
- Matra Ford were 1st in the Constructor's Championship with Brabham Ford in 2nd, Lotus Ford in 3rd and McLaren Ford in 4th – a truly dominant season
- In 1970, Ford supplied engines to Tyrrell, McLaren, Team Surtees, Lotus and Brabham of the major team.
- Ford engines went on to win 8 of the 13 races that season, powering Jochen Rindt to the World Championship which tragically he won posthumously having lost his life at the Italian Grand Prix in Monza.
- Once again, Ford won the Constructor's Championship with Lotus and also came 3rd with March. Of the top 5 manufacturers, Ford powered 4 of them.
- 1971 saw Ford powering Lotus, March, Tyrrell, McLaren, Brabham and Surtees. Once again, a Ford powered car won the Driver's Championship for a dominant Jackie Stewart. In total, Ford-powered cars won a remarkable 7 of the 11 races that season to win yet another Constructor's Championship, this time for Tyrrell.
- 1972 Ford powered the Brabham, Lotus, March, McLaren, Tyrrell and Surtees teams going on to win 10 of the 12 races that season and handing the Driver's World Championship to Emerson Fittipaldi and the Constructors Championship to Lotus Ford with Tyrrell Ford in 2nd and McLaren Ford in 3rd. A truly dominant season!
- In 1973, only Ferrari and BRM did not run a Ford engine! Every other team were running the DFV engine by this point. Predictably therefore, Ford-powered cars won every single one of the 15 races that season! The Driver's World Championship went to Jackie Stewart in his Tyrrell Ford and the Constructor's Championship went to Lotus Ford, with Ford-powered cars coming 1st, 2nd, 3rd, 4th and 5th
- Once again in 1974, the majority of the grid were running Ford-powered engines. This time, Ford won 12 of the 15 races that season and gave Emerson Fittipaldi his 2nd World Championship in his McLaren Ford. McLaren also won the Constructor's Championship and 10 of the top 12 teams all ran Ford engines that year
- Ford was once again the dominant engine in 1975 winning 8 of the 14 races that season. However, it was the Ferrari of Nikki Lauda that won the Driver's and Constructor's Championships that year.
- In 1976, Ford-powered cars won 10 of the 16 races for the season giving James Hunt his first and only World Championship in his McLaren Ford. However, Ford were pipped to the Constructor's Championship by Ferrari although Ford engines took 10 of the 13 positions on the Constructor's table.
- In 1977, Ford engines won 12 of the 17 races including wins for the Wolf Ford and Shadow Ford teams as well as for Lotus Ford and McLaren Ford. Nikki Lauda in the Ferrari won the Driver's World Championship while Ferrari won the Constructor's.
- 1978 saw 9 of the 16 races won by a Ford powered engine with Mario Andretti in his Lotus Ford winning the Driver's Championship and Lotus Ford taking the Constructor's Championship.
- 1979 saw 8 out of 15 race wins for Ford powered cars including cars from Ligier and Williams. Jody Scheckter won his first Driver's Championship for Ferrari while Ferrari also won the Constructor's Championship.
- 1980 was another dominant year for Ford powered cars which went on to win 11 of the 14 races that season. Alan Jones won his first World Championship in the Williams Ford while Williams also went on to win the Constructors Championship.
- 1981 saw 8 wins out of 15 for Ford powered cars with either Williams, Brabham or McLaren. Nelson Piquet won his first World Championship in the Brabham Ford while Williams Ford won the Constructors Championship.
- 1982 saw half of the 16 races won by Ford engines including for McLaren, Brabham, Lotus, Williams and Tyrrell. Keke Rosberg in his Williams Ford won the World Championship while Ferrari just pipped the Ford-powered McLaren to win the Constructor's Championship.
- 1983 was a leaner year for Ford, winning just 3 of the 15 rounds that year. Nelson Piquet won another World Championship in his Brabham BMW while Ferrari won the Constructors title.

- 1984 was a lean year for Ford as it was the only naturally aspirated engine on the grid in what had become the turbo era. Sadly, Ford engines in the Tyrrell did not win a single race that season.
- 1985 was the last season for what was known by then as the DFY Ford engine in the back of the Tyrrell. Once again, there were no race wins for the engine.
- 1986 saw the debut of the Ford Cosworth GBA 1.5 Turbo V6 but the engine was somewhat rushed and under-developed leading to no wins all year in a year dominated by Williams Honda and McLaren TAG.
- 1987 saw a return of naturally aspirated engines and the DFZ 3.5 V8 Ford engine in the back of the Tyrrell Ford and Benetton Ford teams amongst others. Ford engines came 5th and 6th in the Constructors Championships but did not win any races in a season that was dominated by Williams Honda
- Ford-engined cars failed to win any races in 1988 but this year did see the emergence of the Benetton Ford team which finished 3rd in the Constructor's Championship. Meanwhile, McLaren Honda won 15 of the 16 races that season.
- 1989 saw Ford return to the top spot of the podium when Alessandro Nannini won the Japanese Grand Prix in his Benetton Ford. Ford-powered cars ended up 4th and 5th in the Constructors Championship with Benetton and Tyrrell respectively.
- 1990 saw 2 wins for the Benetton Ford team with Nelson Piquet taking both victories and powering him to 3rd in the Driver's World Championship. The team also finished 3rd in the Constructor's Championship
- 1991 saw just 1 win for the Benetton Ford of Nelson Piquet and 4th for Benetton Ford and 5th for Jordan Ford in the Constructor's Championship
- 1992 saw another solitary win for the Benetton Ford as Nigel Mansell took his Williams Renault to his first and only World Championship. Benetton Ford finished 3rd in the Constructor's Championship while Lotus Ford came in 5th.
- 1993 saw Ford supplying engines to McLaren and Benetton as well as Minardi. Ford engines ended up winning 6 of 16 races that season with Ayrton Senna and Michael Schumacher both winning under Ford power. Senna ended up 2nd to Alain Prost that season while Williams Renault beat the McLaren Ford team in to 2nd with Benetton Ford coming in 3rd.
- 1994 saw 8 of 16 races won by the Benetton Ford of Michael Schumacher, powering him to the 1st of his multiple World Championships. However, Benetton Ford were just pipped to the Constructor's World Championship by Williams Renault.
- 1995 saw the decline of the Ford engine, although it did power a certain Jos Verstappen in his Simtek Ford as well as the newly emerged Red Bull Sauber Ford which finished 7th in the Constructor's World Championship
- In 1996, Ford engines powered the Red Bull Sauber team as well as the Minardi and Forti teams but there were no wins and little to cheer about that year
- 1997 saw the emergence of the Stewart Ford F1 team with Rubens Barichello and Jan Magnussen behind the wheel as well as with the Tyrrell team with Jos Verstappen on board. Sadly, there were no wins and little to cheer about this year either.
- 1998 followed a similar pattern to the previous year as Ford engines powered the Stewart, Tyrrell and Minardi teams.
- 1999 saw the debut win for the Stewart Ford team with Jonny Herbert winning the European Grand Prix and powering the team to 4th in the Constructor's Championship overall.
- In 2000, Ford bought the Stewart Grand Prix team and renamed it Jaguar Racing with Eddie Irvine and Jonny Herbert in the drivers seats. There were no wins and the team ended up in 9th in the Constructor's Championship.
- 2001 also saw no wins for the Ford engine Jaguar as they ended up in 8th in the Constructors Championship
- 2002 saw the Jaguar team finish in 7th in the Constructor's Championship with Eddie Irvine and Pedro de la Rosa behind the wheel.
- 2003 saw the last win for a Ford-powered car in F1 when Giancarlo Fisichella won the Brazilian Grand Prix in his Jordan Ford. It was a rare bright spot as Jordan finished in 9th behind Jaguar in 7th in the Constructors Championship
- 2004 was Ford's last season in F1 with Jaguar Racing with Mark Webber and Christian Klein behind the wheel. Again, there was little to cheer about as the team finished in 7th place for the season.
- 2005 saw the sale of the Jaguar team to Red Bull who raced with the Jaguar car that season and finished in 7th place.