

11. Motor Sports Activities

11-1 : History of Honda Motor Sports

More than 60 years of racing activities are Honda's history of pursuing people's joy.

Since its foundation, Honda has grown by competing in the world's premier categories to hone its technologies and aim to be No. 1, driven by big dreams and high aspirations. Motorsports activities symbolize Honda's challenging spirit, and the advanced technology gained through winning harsh competition supports the creation of products that are uniquely Honda.

In March 1954, six years after the company was established, Honda declared its intention to participate in the Isle of Man TT races on the Irish Sea in England. As the first Japanese manufacturer to participate in racing, Honda took on the challenge of entering the unknown, despite it being considered a reckless dream. The combined racing spirit of each and every Honda associate led to its first victory, seven years after its declaration. Honda's passion was unwavering, leading to its participation in the Formula One World Championship. For Honda, racing is venue to hone its technological capabilities, and it is also the foundation for the creation of many original mobility products to follow. At the same time, Honda aims to share with as many people as possible the joys and emotions through motorsports activities, such as the joy of winning, achieving goals, participating, and sharing emotions, as well as the joy of customers who are able to own commercial products that reflect the technology cultivated through racing.

The construction of Japan's first road racing circuit, Suzuka Circuit, in 1962 was not only a venue for development as a manufacturer, but also a sincere effort to contribute to the development of motorsports, safety awareness, and ultimately, Japanese motorization. In the 1960s, Honda also established mobility facilities in Tama, Suzuka, Ikoma, and Asaka, based on the Tech Concept, which was designed to promote wide recognition of vehicles and their technology.

Furthermore, in 1997, Twin Ring Motegi, with its 1.5mile long oval course and 4.8km long road course, was completed. Honda believes that its corporate stance and mission for more than 60 years is to reflect the experience and know-how gained through enduring motorsports activities in a wide range of products for motorcycles and automobiles, as well as in various forms as a means to contribute to society.



1962 The first All Japan Championship Road Race Meeting



1963 The First Japanese Grand Prix Car Race

11-2 : Motor Sports Categories

In motorcycle racing, there are two main categories: road racing on circuits and off-road racing on natural terrain. Honda continues to compete in the FIM Road Racing World Championship (MotoGP), the world's premier road racing category, as well as the FIM Motocross World Championship, FIM Trial World Championship and Rally Raid in off-road racing, both in Japan and overseas. In car racing, Honda competes in formula car races such as F1 and the IndyCar Series, as well as sports car and touring car races.



FIM Road Racing World Championship



FIM Motocross World Championship



FIM Trial World Championship



Dakar Rally



FIA Formula One World Championship



IndyCar Series



IMSA WeatherTech SportsCar Championship



FIA World Touring Car Cup

11-3 : Suzuka Circuit and Mobility Resort Motegi

In addition to manufacturing products and developing technologies that bring joy to customers, Honda is also actively involved in activities such as the promotion of safe driving and motorsports, and as part of these efforts, has built and operates racing tracks. Honda has played a major role as a place for motorsports enthusiasts to challenge themselves and chase their dreams, including hosting international races such as the F1 Japanese Grand Prix and the Suzuka 8 Hours Endurance Road Race (Suzuka 8 Hours). In 1997, Twin Ring Motegi (now Mobility Resort Motegi) was established as a place where people can experience the joy of driving in a more enjoyable way, based on the theme of "coexistence between people, nature, and mobility," focused on presenting a new motorsports culture and promoting safe driving.



Suzuka Circuit on completion (1962)



The current Suzuka Circuit (2023)



Twin Ring Motegi on completion (1997)



Honda Collection Hall

11-4 : Motorcycle and Automobile Motor Sports Human Resource Training Program

Honda is committed to developing human resources with the goal of producing riders and drivers from Japan who can compete on the world stage in motorsports.

Motorcycle Rider Training Program

Honda's rider development project aims to discover and nurture Asian riders who can compete at the world's top level, and to foster a motorsports culture in the Asian region.

Car Driver Training Program

Through the Honda Formula Dream Project (HFDP), Honda is preparing seats for drivers in European formula categories and Japanese FIA-F4 and Super Formula Lights, to create an environment for drivers to step up to the next level.

Honda Racing School Suzuka (HRS)

In 1992, Honda opened the Suzuka Circuit Racing School (SRS) as a motorcycle school. Since then, Honda added karting and formula racing schools, and has become a racing school that offers both motorcycle and automobile courses. In 2022, the Suzuka Circuit Racing School was renamed as the Honda Racing School Suzuka.



Instructional Formula Car HRS-F24

11-5 : The Future of Honda Motor Sports and its Initiatives

The mobility industry is currently undergoing a major transition in terms of carbon neutrality and automated driving. The racing industry cannot avoid the trend toward carbon neutrality, and is being urged to change not only hardware such as carbon neutral fuel and electrification, but also the way in which people participate in and watch races. Honda is actively promoting research and development of carbon neutral technology in the field of motorsports, and will strengthen its efforts toward practical application in racing activities in the future. HRC, established in 1982, has been responsible for Honda's motorcycle racing activities. Since 2023, it also handles the company's car racing activities. This has led to the integration of motorcycle and car racing activities, creating synergy through the exchange of both human resources and technologies.

Honda will continue to focus on motorsports activities to deliver dreams and excitement to motorsports fans, Honda enthusiasts, and customers around the world, and to meet their expectations.

11-6 : Challenging the World’s Premier Motorcycle Race: Participation in the Isle of Man TT Races

Declaration of Participation in the Isle of Man TT Races

Honda had been in business for only six years at the time it declared its intention to participate in the world championship motorcycle race.

“Since I was a small child, one of my dreams has been to compete in motor vehicle races all over the world with a vehicle of my own making, and to win. ... It goes without saying that the winner of this race will be known across the globe, but the same is also true for any vehicle that completes the entire race safely. It is said, therefore, that the fame of such an achievement will assure a certain volume of exports, and that is why every major manufacturer in Germany, England, Italy, and France is concentrating on preparations with all its might. ... We must gauge the true worth of the Japanese machine industry, and raise it to a point where we can display it proudly to the entire world. The mission of our Honda Motor Co. is to enlighten Japanese industry. With this, I announce my determination, and pledge with you that I will put my entire heart and soul, and turn all my creativity and skills to the task of entering the TT Races and winning them.” (Soichiro Honda, March 1954)

Historical Background

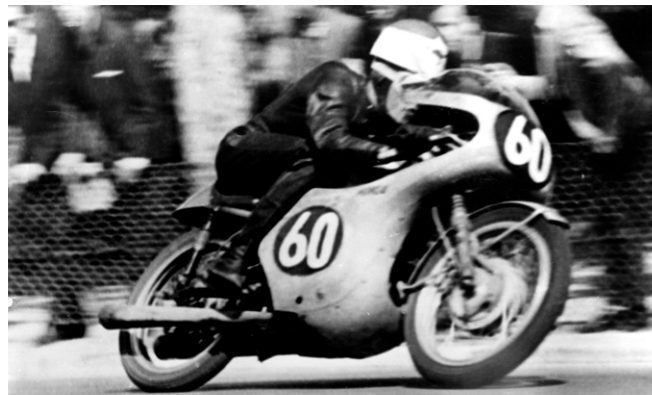
Honda’s business had been growing steadily since its founding in 1948, but in 1954, the economy, which had begun to recede the previous year, worsened and the company entered a period of recession. Furthermore, Honda faced a sudden business crisis due to problems with four of its mainstay models. Through the concerted efforts of all associates and related partners, crisis was averted, but even so, Honda’s efforts to realize its dream proceeded with a global perspective, despite lingering business uncertainties.

Purpose of Entry

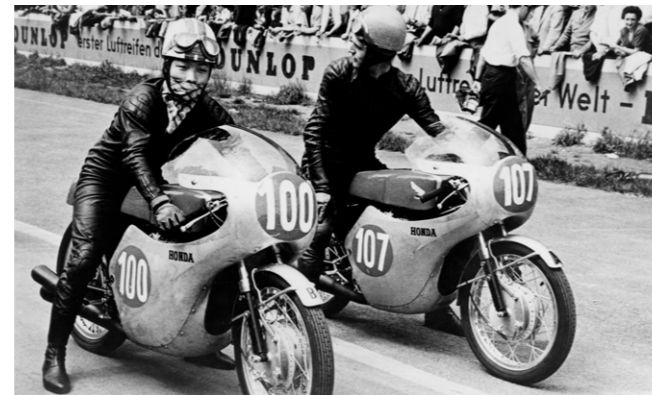
In 1954, Soichiro Honda visited the Isle of Man TT races and stated his purpose for participation: “I would like to participate in the TT races next year and win without fail, and show the world that Japanese industry is not inferior to that of Europe. In order to achieve this, I would like to ask for the cooperation of our associates, customers, distributors, and dealers.” (Honda Monthly Report No.35, July 1954, “Regarding the TT Races”)

Results of Racing

In 1961, in its third year since declaring participation in the Isle of Man TT races, Honda claimed its first 125cc victory in the opening round in Spain, and its first 250cc victory in the second round in West Germany, winning the manufacturers’ titles in both classes. Soichiro Honda said, “We still have to race. Racing will give us a chance to find out where we stand in the world in terms of competence and technology, and it will help us decide where we should base our business operations. The racer is a product’s “sharp-shooter,” so you have to go back-and-forth between the racer and the product.” (Honda Company Newsletter No.102, May 1964, “The President’s Views on Racing”).



1961 Road Racing World Championship: First victory (Round 1, Spain GP) Tom Phillis



1961 Road Racing World Championship: First victory by Japanese rider (Round 2, West Germany GP) Kunimitsu Takahashi #100

11-7 : Participation in the F1 World Championship

Declaration of Entry

In January 1964, Honda declared its entry in the F1 World Championship.

“Participation in the 1964 Formula 1 race”
 “Honda has decided to participate in the 1964 Formula 1 race for the first time from Japan.”
 (Honda Company Newsletter No. 99, February 1964)

Significance of First Entry

Honda’s 1964 company newsletter explained the significance of its participation:

“The popularity of this race in other countries, especially in Europe, is so great that it attracts attention from all quarters every year. It is even said that if you do not win this race, you will not be able to conquer the automobile industry. ... Honda has built high-performance motorcycles in a very short period of time and has quickly become the world’s leading manufacturer in the motorcycle industry, partly because it paid attention to the significance of racing from early on and took the sport seriously. The Honda racers, the first Japanese entries in this year’s event, will be the culmination of Honda technology and will make a significant contribution to the advancement of Honda’s, Japan’s, and the world’s automotive technology.” (Honda Company Newsletter No.99, February 1964, “Participation in the 1964 Formula 1 Race”)

First Entry, First Victory

Honda debuted at the German GP in August 1964, and won the Mexican GP in 1965.

Honda’s Gains from its First Phase

“F1 is not a competition, nor is it a publicity stunt. We race as a laboratory on wheels and incorporate the knowledge we gain from these races into our next cars. I believe that F1 is a preparation for creating a car that only Honda, the world’s No. 1 manufacturer, can make.” (Honda Company Newsletter No. 121, October 1967, Soichiro Honda, “Conditions to leap forward”)

Honda’s Second Phase

Honda returned to the F1 World Championship, the world’s pinnacle and most grueling racing series, to respond to the support of motorsports fans around the world and to take on the challenge of new technology. (1983-1992)

Honda’s Third Phase

Honda re-entered the F1 series with the intention of developing young engineers and accumulating cutting-edge technology by taking on the challenge of testing the most demanding limits. (2000-2008)

Honda’s Fourth Phase









As an automobile manufacturer, Honda re-entered F1 to test and hone its technologies on the world stage, in light of the need for further technological evolution in the environmental field and the introduction of environmental technologies into F1, the pinnacle of automobile racing. (2015-) At the request of Red Bull Group, since 2022, HRC has been supporting Red Bull Powertrains, which supplies PUs using Honda technology to Red Bull Group F1 teams Scuderia AlphaTauri and Oracle Red Bull Racing.



1964 First entry into F1 World Championship (Round 6, German GP)




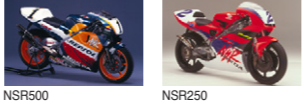
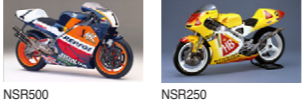

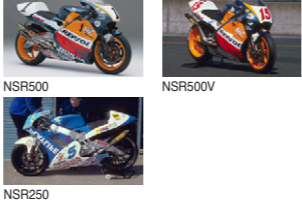



11-8 : Motor Sports Activities Chronology




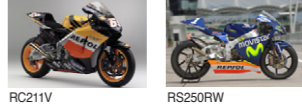



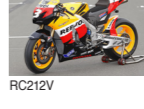
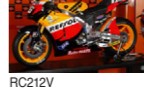
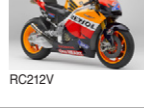
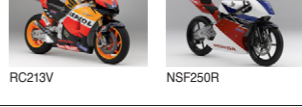
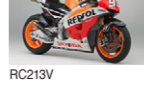
FIM* Road Racing World Championship Grand Prix (WGP) Activities

Year	Topics	Racing bike(s)	Class	Riders' title	Manufacturers' title (Races won/entered)
1954	<ul style="list-style-type: none"> Mikio Omura finishes 13th in the São Paulo City Fourth Centennial Celebration International Motor Race (Honda's first overseas motorsports event*). Declared intention to participate in the Isle of Man TT Races. 	R125 (125cc 1-cylinder)  R125			
around 1956	<ul style="list-style-type: none"> Honda Speed Club (HSC) established. 				
1959	<ul style="list-style-type: none"> Raced in the Isle of Man TT Races (Honda's first WGP entry), finished 6th, 7th, and 11th in 125cc class and won the manufacturers' team prize (Awarded only for the Isle of Man TT Races) Raced in the 3rd the Asama Volcano Race. Dominates 1st through 3rd places in 250cc class. 	RC142 (125cc 2-cylinders)  RC142			
		RC160 (250cc 4-cylinders)  RC160			
1960	<ul style="list-style-type: none"> Raced in the Isle of Man TT races 125cc and 250cc classes, and a total of seven WGP races. 	RC161 (250cc 4-cylinders)  RC161			
		RC143 (125cc 2-cylinders)  RC143			
1961	<ul style="list-style-type: none"> Participated in full WGP season. First win in Round 1, Spain (125cc Tom Phillis) First Japanese rider to win in West Germany GP (250cc Kunimitsu Takahashi) 	RC162 (250cc 4-cylinders)  RC162	250cc	Mike Hailwood	10/11
		RC144 (125cc 2-cylinders)  RC144	125cc	Tom Phillis	8/11
		2RC143 (125cc 2-cylinders)  2RC143			
1962	<ul style="list-style-type: none"> Won three classes in the Dutch GP Won the Italian GP 250cc class for 19 consecutive years from 1961. Completed construction of Suzuka Circuit Won first 50cc race at the Finnish GP. First All Japan Road Race Championship race held at Suzuka Circuit. 	RC170 (350cc 4-cylinders)  RC170	350cc	Jim Redman	5/6
		RC171 (350cc 4-cylinders)  RC171			
		RC163 (250cc 4-cylinders)  RC163	250cc	Jim Redman	9/9
		RC145 (125cc 2-cylinders)  RC145	125cc	Luigi Taveri	10/10
		RC110 (50cc 1-cylinder)  RC110			
		RC111 (50cc 1-cylinder)  RC111			
1963	<ul style="list-style-type: none"> Raced the 50cc 2-cylinder RC113 and 125cc 4-cylinder RC146 at the Japanese GP. 	RC172 (350cc 4-cylinders)  RC172	350cc	Jim Redman	5/7
		RC164 (250cc 4-cylinders)  RC164	250cc	Jim Redman	4/10
		RC145 (125cc 2-cylinders)  RC145			
		RC146 (125cc 4-cylinders)  RC146			
		RC113 (50cc 2-cylinders)  RC113			
1964	<ul style="list-style-type: none"> Won all four classes for the first time, at the Dutch GP. Raced the 6-cylinder 3RC164 in the 250cc class at the Italian GP. 	RC172 (350cc 4-cylinders)  RC172	350cc	Jim Redman	8/8
		2RC164 (250cc 4-cylinders)  2RC164			
		3RC164 (250cc 6-cylinders)  3RC164			
		RC165 (250cc 6-cylinders)  RC165			
		2RC146 (125cc 4-cylinders)  2RC146	125cc	Luigi Taveri	7/11
		RC114 50cc 2-cylinders  RC114			
		2RC114 (50cc 2-cylinders)  2RC114			
1965	<ul style="list-style-type: none"> Raced the 5-cylinder RC148 in the 125cc class at the Japanese GP. 	2RC172 (350cc 4-cylinders)  2RC172	350cc	Jim Redman	4/9
		RC165 (250cc 6-cylinders)  RC165			
		RC148 (125cc 5-cylinders)  RC148			
		4RC146 (125cc 4-cylinders)  4RC146			
		RC115 (50cc 2-cylinders)  RC115	50cc	Ralph Bryans	5/7
1966	<ul style="list-style-type: none"> Won first 500cc class race at the West German GP Won manufacturers' titles in all five classes for the first time in WGP history. 	RC181 (500cc 4-cylinders)  RC181	500cc	Mike Hailwood	5/9
		RC173 (350cc 4-cylinders)  RC173	350cc	Mike Hailwood	6/7
		RC166 (250cc 6-cylinders)  RC166	250cc	Mike Hailwood	10/11
		RC149 (125cc 5-cylinders)  RC149	125cc	Luigi Taveri	5/9
		RC116 (50cc 2-cylinders)  RC116	50cc		3/5
1967	<ul style="list-style-type: none"> Announced temporary withdrawal from WGP. 	RC181 (500cc 4-cylinders)  RC181	350cc	Mike Hailwood	7/8
		RC174 (350cc 6-cylinders)  RC174	250cc	Mike Hailwood	7/13
		RC166 (250cc 6-cylinders)  RC166			

Year	Topics	Racing bike(s)	Class	Riders' title	Manufacturers' title (Races won/entered)
1977	<ul style="list-style-type: none"> Announced return to WGP. 				
1978	<ul style="list-style-type: none"> NR block established in Asaka R&D Center. 				
1979	<ul style="list-style-type: none"> Announced NR500 (500cc 4-stroke V4). Raced in the British GP (returned to the WGP). 	NR500  NR500	NR500		
1980	<ul style="list-style-type: none"> Raced 3 rounds and completed 2 in WGP. 	 NR500	NR500		
1981	<ul style="list-style-type: none"> Raced 6 rounds and completed 1 in WGP. NR500 won the Suzuka 200km. 	 NR500	NR500		
1982	<ul style="list-style-type: none"> 2-stroke 3-cylinder NS500 raced in addition to the NR500. Won first WGP race since 1967, at the Belgian GP. HRC established. 	 NS500	NR500 NS500		
1983	<ul style="list-style-type: none"> Won first riders' title in the WGP 500cc class. Won first manufacturers' title since 1966. 	 NS500	500cc	Freddie Spencer	6/12
1984	<ul style="list-style-type: none"> Raced 2-stroke V-4 NSR500. 	 NSR500	NSR500 NS500		8/12
1985	<ul style="list-style-type: none"> Newly raced in the 250cc class, won the championship with the RS250RW. Freddie Spencer becomes the first rider in WGP history to win the 500cc and 250cc titles in the same year. 	 RS250RW	500cc 250cc	Freddie Spencer Freddie Spencer	8/12 9/12
1986	<ul style="list-style-type: none"> Six NSR250s raced in the 250cc class. 	 NSR250	250cc		4/11
1987	<ul style="list-style-type: none"> NSR500 powered by new engine with 112° V-bank angle. Newly raced in the 125cc class with the RS125R. 	 NSR500	500cc 250cc	Wayne Gardner Anton Mang	12/15
1988	<ul style="list-style-type: none"> Won the riders' and manufacturers' titles in the 250cc class. 	 NSR250	250cc	Sito Pons	10/15
1989	<ul style="list-style-type: none"> NSR500 equipped with curved swingarm Won riders' and manufacturers' titles in 500, 250 and 125cc classes. 	 NSR500	500cc 250cc 125cc	Eddie Lawson Sito Pons	6/15 11/15 6/12
1990	<ul style="list-style-type: none"> NSR500 powered by 180-degree "Screamer" engine. Won riders' and manufacturers' titles with 2-stroke for the first time in the 125cc class. 	 NSR500	125cc	Loris Capirossi	11/14
1991	<ul style="list-style-type: none"> Honda won tenth 250cc riders' title. 	 NSR250	250cc 125cc	Luca Cadalora Loris Capirossi	13/15 11/13

*Fédération Internationale de Motocyclisme










Year	Topics	Racing bike(s)	Class	Riders' title	Manufacturers' title (Races won/entered)
1992	<ul style="list-style-type: none"> NSR500 equipped with 68° "Big-Bang" engine, NSR250 with single-sided cantilevered swingarm Honda won its 300th WGP race at the Dutch GP. 	 NSR500 NSR250	500cc 250cc 125cc	Luca Cadalorai	7/13 7/13 10/13
1993	<ul style="list-style-type: none"> NSR500 experimentally equipped with electronically controlled fuel injection (EFI). 	 NSR500 NSR250	250cc 125cc	Dirk Raudies	7/14 13/14
1994	<ul style="list-style-type: none"> NSR500 equipped with exhaust cylinder water injection and electronically controlled variable damping. 	 NSR500 NSR250	500cc 250cc 125cc	Mick Doohan	9/14 8/14 10/14
1995	<ul style="list-style-type: none"> Won riders' and manufacturers' titles in the 500cc and 125cc classes. 	 NSR500 NSR250	500cc 125cc	Mick Doohan Haruchika Aoki	9/13 10/13
1996	<ul style="list-style-type: none"> V-twin NSR500V raced in addition to NSR500. Dominated 1st through 4th places in 500cc class. 	 NSR500 NSR250	500cc 250cc 125cc	Mick Doohan Haruchika Aoki	13/15 5/15
1997	<ul style="list-style-type: none"> Won 15 out of 15 races, dominating 500cc class championship. 	 NSR500 NSR250	500cc 250cc	Mick Doohan Max Biaggi	15/15 12/15
1998	<ul style="list-style-type: none"> Won 22 consecutive 500cc races, at the Dutch GP. Dominated 1st to 5th places in the 500cc class. Mick Doohan won his fifth consecutive championship. 	 NSR500 NSR500V NSR250	500cc 125cc	Mick Doohan	13/14 10/14
1999	<ul style="list-style-type: none"> Won 500cc manufacturers' title for the tenth time. 	 NSR500 NSR500V NSR250	500cc 125cc	Alex Crivillé Emirio Alzamora	9/16 11/16
2000	<ul style="list-style-type: none"> Two GPs held in Japan in single season: Suzuka, Japan (Japan GP) and Motegi (Pacific GP). 	 NSR500	125cc		3/16
2001	<ul style="list-style-type: none"> 500th WGP win at the Japanese GP. 	 NSR500 NSR250 RS125R	500cc 250cc 125cc	Valentino Rossi Daijuro Kato	12/16 11/16 4/16

Year	Topics	Racing bike(s)	Class	Riders' title	Manufacturers' title (Races won/entered)
2002	<ul style="list-style-type: none"> First MotoGP class season, raced the 4-stroke V-5 RC211V(900cc) Won inaugural MotoGP riders' and manufacturers' titles. 	 RC211V NSR500	MotoGP	Valentino Rossi	14/16
2003	<ul style="list-style-type: none"> Dominates 1st through 3rd in MotoGP class. 	 RC211V	MotoGP 125cc	Valentino Rossi Dani Pedrosa	15/16
2004	<ul style="list-style-type: none"> Won third consecutive MotoGP manufacturers' title. 	 RC211V RS125R	MotoGP 250cc 125cc	Dani Pedrosa Andrea Dovizioso	7/16 9/16
2005	<ul style="list-style-type: none"> 600th WGP win at the Australian GP. 	 RC211V RS250RW	250cc 125cc	Dani Pedrosa Thomas Luthi	9/16
2006	<ul style="list-style-type: none"> Won riders' and manufacturers' titles in final 900cc MotoGP season. 200th 250cc class win at the German GP. 	 RC211V	MotoGP	Nicky Hayden	8/17
2007	<ul style="list-style-type: none"> MotoGP engine displacement reduced to 800cc. Raced with V-4 RC212V. 	 RC212V			
2008	<ul style="list-style-type: none"> RC212V engine equipped with pneumatic valves. 	 RC212V			
2009	<ul style="list-style-type: none"> Honda celebrates 50 years of WGP. Won riders' and manufacturers' titles in final year of 250cc class. 	 RC212V	250cc	Hiroshi Aoyama	4/16
2010	<ul style="list-style-type: none"> Moto2 class begins. Honda supplies all teams with CBR600RR engines as the official engine supplier. 	 RC212V			
2011	<ul style="list-style-type: none"> Won riders', constructors' and teams' titles in final year of MotoGP 800cc class. 	 RC212V	MotoGP	Casey Stoner	13/18
2012	<ul style="list-style-type: none"> MotoGP class engine displacement expanded to 1000cc. 125cc class moved to Moto3 class, raced with NSF250R. Won constructors' and teams' titles. 	 RC213V NSF250R	MotoGP		12/18
2013	<ul style="list-style-type: none"> Marc Marquez becomes youngest premier class champion. Won riders', constructors' and teams' titles. 	 RC213V	MotoGP	Marc Marquez	8/18







Year	Topics	Racing bike(s)	Class	Riders' title	Manufacturers' title (Races won/entered)
2014	<ul style="list-style-type: none"> Marc Marquez won ten consecutive races from opening round, Honda won riders', constructors' and teams' titles. 	RC213V NSF250RW  RC213V	MotoGP Moto3	Marc Marquez Alex Marquez	14/18
2015	<ul style="list-style-type: none"> 700th WGP victory at Indianapolis GP in the U.S. Won riders' and constructors' titles in Moto3 class. 	RC213V NSF250RW  RC213V	Moto3	Danny Kent	11/18
2016	<ul style="list-style-type: none"> Won riders' and constructors' titles. 	RC213V  RC213V	MotoGP	Marc Marquez	9/18
2017	<ul style="list-style-type: none"> Won riders', constructors' and teams' titles in MotoGP class. Won riders' and constructors' titles in Moto3 class. 	RC213V NSF250RW  RC213V	MotoGP Moto3	Marc Marquez Joan Mir	8/18 17/18
2018	<ul style="list-style-type: none"> Won riders', constructors' and teams' titles in MotoGP class. Won riders' and constructors' titles in Moto3 class. Final season as official engine supplier for Moto2. 	RC213V NSF250RW  RC213V	MotoGP Moto3	Marc Marquez Jorge Martin	10/18 11/18
2019	<ul style="list-style-type: none"> Marc Marquez won sixth MotoGP riders' title, Honda won riders', constructors' and teams' titles. Won riders' and constructors' titles in Moto3 for third consecutive year. 	RC213V NSF250RW  RC213V	MotoGP Moto3	Marc Marquez Lorenzo Dalla Porta	12/19 4/19
2020	<ul style="list-style-type: none"> 800th WGP victory at Teruel GP in Spain. COVID-19 causes rescheduling, season contested over 15 rounds. 	RC213V NSF250RW  RC213V			
2021	World Championship <ul style="list-style-type: none"> Rider: Marc Marquez 7th Constructor: Honda 4th Team: Repsol Honda Team 5th 	RC213V NSF250RW  RC213V	Moto3		6/15
2022	World Championship <ul style="list-style-type: none"> Rider: Marc Marquez 13th Constructor: Honda 6th Team: Repsol Honda Team 9th 	RC213V NSF250RW  RC213V			
2023	<ul style="list-style-type: none"> Honda participation in WGP from 1959-1967, and from 1982 onwards. 	RC213V NSF250RW  RC213V			

FIA* Formula One World Championship (F1™GP) Activities

First phase (1964 - 1968): 2 wins / 35 races Participated as full factory team, including engine and chassis					
Year	Month	Topics	Racing car	Engine/ Power Unit (PU)	
1964	January	• Announced entry into F1 World Championship, in company newsletter. (Honda Company Newsletter No. 99 "Participation in the '64 Formula 1 race")			
	August	• Raced for the first time in F1 with RA271 in Round 6, Germany, finished 13th.	RA271	RA271E	RA271
1965	May	• Raced two RA272s in Round 2, Monaco.	RA272	RA272E	
	June	• First points finish in Round 3, Belgium (Richie Ginther).			RA272
	October	• Won first race in Round 10, Mexico (Richie Ginther). • 1965 season marked the end of the F1 World Championship with 1.5L engines.			
1966	September	• Raced with RA273 equipped with 3L water-cooled longitudinally mounted V12 RA273E engine in Round 7, Italy.(Did not race in Rounds 1 through 6)	RA273	RA273E	
1967	January	• Raced with RA273 in Round 1, South Africa (3rd place).	RA273	RA273E	
	September	• Raced with new lightweight RA300 chassis and wins Round 9, Italy (John Surtees, Honda's second win).	RA300	RA273E	RA300
1968	January	• Raced with RA300 in Round 1, South Africa.	RA300	RA273E	
	May	• Raced with RA301 with newly designed chassis and 3L water-cooled longitudinal V12 RA273E engine in Round 2, Spain.	RA301	RA301E	
	July	• Raced with RA302 with 3L air-cooled V8 longitudinal RA302E engine in Round 6, France (Retired). • Second place in Round 6, France (John Surtees RA301).	RA302	RA302E	RA301 RA302
	September	• Honda's first pole position in Round 9, Italy (John Surtees RA301).			
	October	• 3rd place in Round 11, U.S.A. (John Surtees RA301). • Ended participation at the end of the 1968 season.			
Second phase (1983 - 1992): 69 wins / 151 races Participated as engine supplier					
1983	January	• Announced participation in F1 World Championship	Spirit-Honda 201C	RA163E	
	July	• Raced as Spirit-Honda with RA163E 1.5L V6 turbo engine in Round 9, Britain.			Spirit-Honda 201C
	August	• Teamed up with Williams Grand Prix Engineering.			
	October	• Raced with Williams FW09 in Round 15, South Africa (5th). • Williams-Honda 11th in Constructors' Championship. • Keke Rosberg 5th in Drivers' Championship.	Williams-Honda FW09	RA163E	
1984	April	• Supplied RA164E engine.	Williams-Honda FW09	RA164E	
	July	• First win for Williams-Honda in Round 9, Dallas (Keke Rosberg) First win as engine supplier			Williams-Honda FW09
		• Raced with Williams-Honda FW09B from Round 10, Britain.	Williams-Honda FW09B	RA164E	
	October	• Williams-Honda 6th in Constructors' Championship. • Keke Rosberg 8th in Drivers' Championship.			
1985	April	• Supplied RA165E engine.	Williams-Honda FW10	RA165E	
	November	• Won three consecutive races from Round 14, Europe to the final round in Australia. • Williams-Honda 3rd in the Constructors' Championship. • Keke Rosberg 3rd in the Drivers' championship.			Williams-Honda FW10

Year	Month	Topics	Racing car	Engine/ Power Unit (PU)	
1986	March	• Supplied RA166E engine. Introduced telemetry system to transmit engine status to the pits.	Williams-Honda FW11	RA166E	
	October	• Williams-Honda won 9 out of 16 races. • Honda won its first Constructors' Championship. • Nigel Mansell 2nd in Drivers' Championship.			Williams-Honda FW11
1987	April	• Supplied RA167E engine.	Williams-Honda FW11B	RA167E	
	July	• Began RA167E engine supply to Team Lotus Internationala. • Honda's first 1-2-3-4 finish in Round 7, Britain.	Lotus-Honda 99T	RA167E	
	September	• Williams Honda won Round 13, Spain. Honda won second consecutive Constructors' Championship.			Williams-Honda FW11B Lotus-Honda 99T
	November	• Nelson Piquet (Williams-Honda) won the Drivers' Championship in Round 15, Japan, held at Suzuka Circuit, for the first time.			
1988	April	• Began RA168E engine supply to Team Lotus Internationala, compliant with fuel economy regulations. • Began engine supply to McLaren Racing.	Lotus-Honda 100T McLaren-Honda MP4/4	RA168E RA168E	
	August	• McLaren-Honda won Round 11, Belgium. Constructors' Champion			McLaren-Honda MP4/4
	October	• Ayrton Senna won Round 15, Japan. First Drivers' Championship.			
	November	• McLaren-Honda won the Australian Grand Prix, the final race of the season, with 15 wins from 16 races.			
1989	March	• Supplied RA109E 3.5L V10 naturally-aspirated engine.	McLaren-Honda MP4/5	RA109E	
	October	• Alain Prost won the Drivers' Championship in Round 15, Japan.			
	November	• McLaren-Honda won 10 out of 16 races. • Won second consecutive Constructors' Championship.			McLaren-Honda MP4/5
1990	March	• Supplied RA100E engine.	McLaren-Honda MP4/5B	RA100E	
	October	• Ayrton Senna won second Drivers' Championship in Round 15, Japan. Won Drivers' Championship			McLaren-Honda MP4/5B
	November	• McLaren-Honda won 6 out of 16 races. • Won third consecutive Constructors' Championship.			
1991	March	• Supplied 3.5L V12 RA121E engine to McLaren. • Supplied 3.5L V10 RA101E engine to Tyrrell.	McLaren-Honda MP4/6 Tyrrell-Honda 020	RA121E RA101E	
	May	• Won 4 consecutive races from the opening round, U.S.			McLaren-Honda MP4/6
	October	• Ayrton Senna won his third Drivers' Championship in Round 15, Japan. Won the Drivers' Championship			
	November	• McLaren-Honda won the final round in Australia, winning 8 out of 16 races. • McLaren-Honda won fourth consecutive Constructors' Championship.			Tyrrell-Honda 020
1992	March	• Supplied RA122E/B engine.	McLaren-Honda MP4/7	RA122E/B	
	November	• McLaren-Honda won the final round in Australia 5 wins out of 16 races • McLaren-Honda 2nd in Constructors' Championship. • Ayrton Senna 4th in Drivers' Championship. • Honda withdrew from F1 after 1992 season.			McLaren-Honda MP4/7

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Third phase (2000 - 2008): 1 win / 153 races		2000 - 2005: Engine supplier, joint chassis development 2006 - 2008: Full factory team, including engine and chassis		
Year	Month	Topics	Racing car	Engine/ Power Unit (PU)
1999	May	Decided to enter 2000 F1 World Championship as BAR Honda through joint project with British American Racing (BAR).		
2000	March	Supplied 3L V10 RA000E engine to BAR. 4th place in Round 1, Australia.	B·A·R Honda 002	RA000E  B·A·R Honda 002
	June	Decided to supply engines to Jordan Grand Prix beginning in 2001.		
2001	March	Supplied RA001E engine. In addition to B-A-R, supplied V10 RA001E engine to Jordan Grand Prix.	B·A·R Honda 003 Jordan Honda EJ11	RA001E RA001E  Jordan Honda EJ11
2002	March	Supplied RA002E engine.	B·A·R Honda 004 Jordan Honda EJ12	RA002E RA002E  Jordan Honda EJ12
2003	March	Supplied RA003E engine.	B·A·R Honda 005	RA003E  B·A·R Honda 005
2004	March	Supplied RA004E engine.	B·A·R Honda 006	RA004E  B·A·R Honda 006
2005	March	Supplied RA005E engine.	B·A·R Honda 007	RA005E  B·A·R Honda 007
	November	Acquired all shares of BAR H Ltd., a joint venture with British American Tobacco Plc (BAT).		
2006	March	Raced with RA106 as Honda Racing F1 Team, a full constructor team for the first time since 1968. Introduced the RA806E 2.4L V8 engine. Supplied RA806E engine to SUPER AGURI F1 TEAM for their SA05, raced in Round 1, Bahrain.	Honda RA106 Super Aguri SA05	RA806E RA806E  Honda RA106
	July	SUPER AGURI F1 TEAM races with SA06, improved version of SA05, in Round 12, Germany.	Super Aguri SA06	RA806E
	August	Jenson Button wins Round 13, Hungary in RA106.		
2007	March	Introduced RA807E engine.	Honda RA107 Super Aguri SA07	RA807E RA807E  Honda RA107  Super Aguri SA07
2008	March	Introduced RA808E engine. Withdrew from F1 at the end of the 2008 season.	Honda RA108 Super Aguri SA08	RA808E RA808E  Honda RA108

Fourth phase (2015 -):		2015 - 2021: Power Unit (PU) supplier 2022 - : Technical support provided by HRC		
Year	Month	Topics	Racing car	Engine/ Power Unit (PU)
2013	May	Announced joint project with McLaren as Power Unit (PU) supplier for the 2015 F1 World Championship.		
2015	March	Supplied RA615H, a hybrid PU combining a 1.6L internal combustion engine (ICE) and energy regeneration system (ERS).	McLaren-Honda MP4-30	RA615H  McLaren-Honda MP4-30
2016	March	Supplied RA616H engine.	McLaren-Honda MP4-31	RA616H  McLaren-Honda MP4-31
2017	March	Supplied RA617H engine.	McLaren-Honda MCL32	RA617H  McLaren-Honda MCL32
	September	Ended partnership with McLaren at the end of the 2017 season. Announced agreement with Scuderia Toro Rosso to supply PUs for the 2018 season and beyond.		
2018	March	Supplied RA616H engine.	Toro Rosso STR13	RA616H  Scuderia Toro Rosso Honda STR13
	June	Agreed to supply PUs to Red Bull Group and Red Bull Racing for two years from the 2019 season.		
2019	March	Supplied RA619H engine.	Red Bull RB15	RA619H  Aston Martin Red Bull Racing RB15
	June	First win for Aston Martin Red Bull Racing in Round 9, Austria. (Max Verstappen)	Toro Rosso STR14	RA619H  Scuderia Toro Rosso Honda STR14
2020	March	Supplied RA620H engine. Scuderia Toro Rosso changes its constructor name to Scuderia AlphaTauri Honda.	Red Bull RB16 AlphaTauri AT01	RA620H RA620H  Aston Martin Red Bull Racing RB16  Scuderia AlphaTauri Honda AT01
	September	Scuderia AlphaTauri won for the first time in Round 8, Italy (Pierre Gasly).		
	October	Honda announced it will no longer participate as PU supplier after 2021 season.		
	December	Aston Martin Red Bull Racing second in the Constructors' Championship, Max Verstappen 3rd in Drivers' Championship.		
2021	March	Supplied RA621H engine.	Red Bull RB16B AlphaTauri AT02	RA621H RA621H  Red Bull Racing RB16B  Scuderia AlphaTauri Honda AT02
	December	Red Bull Racing Honda: 11 wins out of 22 races, 2nd in Constructors' Championship. Max Verstappen (Red Bull Racing Honda) wins his first Drivers' Championship with 10 wins. Honda ends participation as PU supplier.		
2022	March	HRC provided assembly and technical support to Red Bull Powertrains, which supplies PUs to Scuderia AlphaTauri and Red Bull Racing.	Red Bull RB18 AlphaTauri AT03	RBPTH001  Oracle Red Bull Racing RB18  Scuderia AlphaTauri AT03
	November	Oracle Red Bull Racing won Constructors' Championship with 17 wins in 22 races. Max Verstappen (Oracle Red Bull Racing) won Drivers' Championship.		
2023	March	HRC provided PU technical support to Honda Red Bull Powertrains, which supplies Honda RBPTH001, as team partner of Oracle Red Bull Racing and Scuderia AlphaTauri.	Red Bull RB19 AlphaTauri AT04	Honda RBPTH001  Oracle Red Bull Racing RB19  Scuderia AlphaTauri AT04
	May	HRC signed a factory partnership agreement with the Aston Martin Aramco Cognizant Formula One® Team to supply PUs based on the new 2026 regulations starting in 2026.		