ORACLE Red Bull RACING

RB19

MAX VERSTAPPEN

28

2220FSC028



DeAgostini COLLECTIBLES

ORACLE Red Bull RACING

ORACLE Red Bull RACING RB19

MAX VERSTAPPEN

© 2025 Editorial Planeta DeAgostini, S.A.U.
All Rights Reserved.

Red Bull® Marks and the Oracle Red Bull Racing Logos are licensed by Red Bull GmbH/ Austria

Project Editor: Teresa Sánchez

Editorial Development and Design:
Durán Bóo asociados s.l.

Picture Credits:
P. 1–10: Getty Images

UK Published by De Agostini UK Ltd.
c/o Royds Withy King, 69 CarteWr Lane
London EC4V 5EQ

USA Published by De Agostini Publishing USA, Inc.
299 Park Avenue, New York, New York 10171

ES/FR/BEL/PT/MX/AR
Published by Editorial Planeta DeAgostini S.A.U.
Torre Llevant | Passeig de la Zona Franca, 105
08038 Barcelona, Spain

DE/AT/NL/HU/PL/CZ/SK
Published by De Agostini Publishing S.p.A.
Via G. Da Verrazzano 15, 28100 Novara, Italy

ITALY
Pubblicazione periodica edita da De Agostini Publishing S.p.A.

GREECE
Εισαγωγέας: De Agostini Publishing S.p.A.
Via G. Da Verrazzano 15, 28100 Novara, Ιταλία
Συμβουλευτικές Υπηρεσίες και Επίβλεψη της Ελληνικής Έκδοσης: BEST FLOWPACKS INTERNATIONAL LTD.

ISSN 3050-2519
ISBN for EE countries: 979-12-209-1439-0

Printed in Italy

CUSTOMER SERVICES:

United Kingdom
customer.service@deagostini.co.uk
USA
support@usa.deagostini.com
España
atencionclientes@planetadeagostini.es
France
gestionclients@altaya.fr
Belgique
serviceclientele@altaya.be
Germany
support@de.fanhome.com
Greece
customer.service@deagostini.gr
Tel.: +30 211 198 59 55
Netherlands
support@nl.fanhome.com
Poland
bok@deagostini.pl
Czech Republic
zakanicke.centrum@deagostini.cz

The price of this issue includes the magazine and the attached assembly parts.

TO OUR READERS
The Publisher reserves the right to modify the price of the issues in the event of significant increase in sourcing and production costs, transport costs, postage rates and tax inflation increasing.
The Publisher reserves the right to modify the order of the issues of the collection and/or the enclosed components. Shapes and colours may vary from those depicted. Not suitable for children under the age of 14 (12 for USA). This product is not a toy and is not designed or intended for use in play. The model is complete in 119 issues.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. The model and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 – 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 -5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes.

Data di prima pubblicazione: 03/03/2025
Pubblicazione periodica quattordicinale fino al n. 2, poi settimanale
Registrazione presso il Tribunale di Novara n. 777 del 28/03/2025
Direttore Responsabile: Pietro Boroli
De Agostini Publishing S.p.A.
Via G. Da Verrazzano 15 – 28100 Novara
Redazione: via G. Pepe 44 – 20159 Milano

Stampa: Centro Poligrafico Milano S.p.A.
Casarile (MI)
Poste Italiane S.p.A.
Spedizione in abbonamento postale
DL 353/2003 (conv.in L. 27/02/2004 n. 46) art. 1, comma 1, CNS Novara

DeAgostini COLLECTIBLES

ORACLE Red Bull RACING

ORACLE Red Bull RACING

São Paulo 2023
Practice and qualifying



Despite unfavorable weather conditions at the notoriously difficult Interlagos circuit, the Oracle Red Bull Racing team stuck to its game plan and once again demonstrated its dominance with a steady hand.

On Friday, November 3, 2023, the teams gathered at the Autódromo José Carlos Pace to begin the São Paulo Grand Prix weekend. With a busy schedule due to the Sprint format, the drivers had only one free practice session, which took place at 11:30 am.

One shot

With just an hour to work on setup and collect crucial data, the teams took to the track without wasting any time. Any mistake could seriously compromise the rest of the weekend. Despite the threatening skies, the asphalt was dry and all the cars opted for hard tires on their first laps.

Oracle Red Bull Racing focused its program on evaluating the tires and adjusting the aerodynamic load for the Brazilian track, known for its fast corners, aggressive braking,

Max Verstappen pictured during the sole practice session for the 2023 São Paulo Grand Prix.



Max exits his RB19 after winning the Sprint race at São Paulo on November 4, 2023.

and steep inclines. Max Verstappen started from the front row and reported over the radio that he was not entirely comfortable in his RB19, but the technicians did not think it was a major issue.

The Bulls remained in the lead for the first few laps until Nico Hülkenberg and Kevin Magnussen took the lead when the Haas cars switched to soft tires. However, with the wind picking up, the Ferraris of Carlos Sainz Jr. and Charles Leclerc ended up setting the fastest times of the session, followed by George Russell's Mercedes.

Stormy skies

Qualifying got underway on Friday afternoon under increasingly dark and threatening skies. All the teams were aware that the first few minutes of Q1 would be crucial. It was necessary to get out there immediately, set a clean lap, and hope that the skies didn't open prematurely. But the pressurized atmosphere caught out some of the drivers: Daniel Ricciardo was eliminated early on, as was his AlphaTauri teammate Yuki Tsunoda.

Oracle Red Bull Racing kept a cool head. Verstappen was one of the first to take to the track and quickly set a competitive time, placing himself among the leaders. Pérez, meanwhile, also managed a solid, error-free lap, which allowed him to progress to the next round without any problems. George Russell set the fastest time of the round in his Mercedes.



Improving the times

Despite repeated warnings of rain at the start of the pit lane, some teams were confident that the storm would not hit Interlagos. The Bulls were wary and preferred to start from the front. Verstappen continued to fine-tune his driving with the RB19, extracting every tenth of a second from the car without taking unnecessary risks. The car's balance was outstanding, and this was reflected in the lap times. However, in the first sector, Checo seemed to be going faster. The two cars were very close, and the Mexican finished the lap just two tenths of a second behind his teammate.

Nevertheless, the best time in Q2 was ultimately set by Lando Norris, who narrowly beat the Bulls in a session that saw both Haas and Alpine cars fail to make the cut.

Two hurricanes on the track

By Q3, the weather had become very unpredictable again. And, sure enough, two hurricanes were about to hit the circuit. The first was Max Verstappen, who set off without hesitation. He knew that his first attempt at a fast time could be his only valid one. In an almost perfect lap, he got the most out of the RB19. Sector after

Pérez could not get near his teammate's time and qualified on the fourth row of the grid in P8.



Max Verstappen has plenty to celebrate after qualifying on pole position for the 2023 São Paulo GP.

sector, his name appeared at the top of the screens. No one could match his time: 1:10.727. It meant pole position for the Dutchman, his 11th of the season and another of his many records in 2023.

Max's performance was so dominant that the other drivers barely had time to respond. Shortly afterward, the rain intensified again and the second hurricane, this time in the form of violent winds, caused the qualifying session to be interrupted prematurely with the appearance of the red flag. Verstappen had struck first, and he had struck hard.

Sergio Pérez, on the other hand, was unable to extract the same performance in such changeable conditions. A slight loss of traction on his first attempt and an incident with Oscar Piastri left him with the ninth-fastest time, which would complicate his strategy for Sunday's race.

Qualifying classification

Pos.	Nº	Driver	Constructor	Q1	Q2	Q3	Final grid
1	1	Max Verstappen	Red Bull Racing-Honda RBPT	1:10.436	1:10.162	1:10.727	1
2	16	Charles Leclerc	Ferrari	1:10.472	1:10.303	1:11.021	2
3	18	Lance Stroll	Aston Martin Aramco-Mercedes	1:10.551	1:10.375	1:11.344	3
4	14	Fernando Alonso	Aston Martin Aramco-Mercedes	1:10.557	1:10.237	1:11.387	4
5	44	Lewis Hamilton	Mercedes	1:10.604	1:10.266	1:11.469	5
6	63	George Russell	Mercedes	1:10.340	1:10.316	1:11.590	8*
7	4	Lando Norris	McLaren-Mercedes	1:10.623	1:10.021	1:11.987	6
8	55	Carlos Sainz Jr.	Ferrari	1:10.624	1:10.254	1:11.989	7
9	11	Sergio Pérez	Red Bull Racing-Honda RBPT	1:10.668	1:10.219	1:12.321	9
10	81	Oscar Piastri	McLaren-Mercedes	1:10.519	1:10.330	DNF	10
11	27	Nico Hülkenberg	Haas-Ferrari	1:10.475	1:10.547	N/A	11
12	31	Esteban Ocon	Alpine-Renault	1:10.763	1:10.562	N/A	14*
13	10	Pierre Gasly	Alpine-Renault	1:10.793	1:10.567	N/A	15*
14	20	Kevin Magnussen	Haas-Ferrari	1:10.602	1:10.723	N/A	12
15	23	Alexander Albon	Williams-Mercedes	1:10.621	1:10.840	N/A	13
16	22	Yuki Tsunoda	AlphaTauri-Honda RBPT	1:10.837	N/A	N/A	16
17	3	Daniel Ricciardo	AlphaTauri-Honda RBPT	1:10.843	N/A	N/A	17
18	77	Valtteri Bottas	Alfa Romeo-Ferrari	1:10.955	N/A	N/A	18
19	2	Logan Sargeant	Williams-Mercedes	1:11.035	N/A	N/A	19
20	24	Zhou Guanyu	Alfa Romeo-Ferrari	1:11.275	N/A	N/A	20

*George Russell, Esteban Ocon, and Pierre Gasly were demoted two places for impeding other drivers during the pit exit.

2023 São Paulo Grand Prix

The fighting spirit of Oracle Red Bull Racing



Oracle Red Bull Racing's Max Verstappen pulls away at the start of the 2023 São Paulo GP.

After two days of intense emotions at Interlagos, on Sunday, November 5, the temperature rose a few degrees before the big race began. Max Verstappen started on pole position as the clear favorite, although all weekend he had been feeling the pressure from Lando Norris, who seemed determined to prove the potential of his McLaren.

Nerves on edge from the start

The start was a real adrenaline rush. The champion shot off like a rocket to avoid any possible attack, but behind him chaos ensued when Alex Albon and Kevin Magnussen collided violently, causing the red flags to come out immediately. The accident took out the Haas and Williams cars and left other cars damaged. One of those affected was Daniel Ricciardo, who saw a tire hit the rear wing of his AlphaTauri.

The restart was practically a second start and, as in the first, Verstappen put his foot down again, resisting Norris's challenge.

"The start was very important today," the Dutchman acknowledged afterwards. "I think we both did very well. After that, the whole race was about managing the tires."

No matter how hard the others pushed, Max always seemed to have half a second per lap up his sleeve. There's no doubt about it: 2023 had been his year, and Brazil only confirmed what all the fans already knew – Oracle Red Bull Racing gave him a rocket, and he drove it like an artist.



Checo Pérez races at Interlagos in the 2023 São Paulo GP, where he just missed out on a podium place.

Show of strength

Verstappen maintained his lead with authority, but it was no walk in the park. Lando Norris was hot on his heels, displaying blistering pace. But Max remained calm, making no mistakes and handling his tires

FINAL CLASSIFICATION

Alexander Albon	Zhou Guanyu	George Russell	Daniel Ricciardo	Logan Sargeant	Yuki Tsunoda	Pierre Gasly	Lance Stroll											Max Verstappen	
Williams-Mercedes	Alfa Romeo-Ferrari	Mercedes	AlphaTauri-Honda RBPT	Williams-Mercedes	AlphaTauri-Honda RBPT	Alpine-Renault	Aston Martin A.M.											Red Bull-Honda RBPT	
RET	RET	RET	13	11	9	7	5											1	
DNS	RET	RET	14	12	10	8	6	4								3	2		
Charles Leclerc	Kevin Magnussen	Valtteri Bottas	Oscar Piastri	Nico Hülkenberg	Esteban Ocon	Lewis Hamilton	Carlos Sainz Jr.	Sergio Pérez								Fernando Alonso	Lando Norris		
Ferrari	Haas-Ferrari	Alfa Romeo-Ferrari	McLaren-Mercedes	Haas-Ferrari	Alpine-Renault	Mercedes	Ferrari	Red Bull-Honda RBPT								Aston Martin A.M.	McLaren-Mercedes		

as if they were whispering secrets to him. With each passing lap, the feeling grew that the three-time World Champion had everything under control.

The race at Interlagos was one of those that thrills fans, with Max Verstappen dominant throughout and Checo Pérez fighting like a tiger for a place on the podium.

But the São Paulo Grand Prix was not just about proving Verstappen's mastery once again... Checo also wanted to make his mark! Sergio Pérez started the race with a knife between his teeth. Various difficulties in qualifying had left him starting from ninth place. It wasn't a great position, but he had pace, strategy, and a desire to redeem himself after a couple of weekends where things hadn't gone his way.

As the race progressed, it became clear that Norris was not going to catch Verstappen unless a miracle happened. Max knew it, and so did Lando, who enjoyed defending his second place under little pressure. That's when the crowd began to enjoy the exciting duel between Fernando Alonso and Sergio Pérez for third place on the podium.

Checo v Alonso

The Aston Martin and Oracle Red Bull Racing drivers treated the fans to a series of thrilling laps, wheel to wheel, without touching each other once. It was a dance between veterans, respectful but uncompromising. It looked like a fencing match at 186 mph (300 km/h). Checo tried on the outside, then on the inside, tirelessly looking for an opening. But the Asturian, with his proven experience, was resolute. He blocked Pérez masterfully every time. And when Checo finally overtook him on the last lap, all the spectators thought that this was it. But it wasn't – Fernando came back on the straight as if he had activated some hidden nitro! Incredible.

In the final stretch, just 53 thousandths separated Alonso from Pérez. Although there was no podium for the Mexican, his efforts earned him an incredible ovation from the crowd.

That fourth place was hugely important for Checo, not just for the points, but for the confidence it gave him. And for the kind of race he drove. Controlling his tires, making no mistakes, attacking with determination... it was Checo in warrior mode, and after a year full of ups and downs, that felt like glory. He came back, he fought, and he shone. He showed that he still had fire in him and that, when his car responds and the strategy is right, he can measure up against anyone.

Max's records

Max Verstappen crossed the finish line first, 8.277 seconds ahead of Lando Norris. This was his 17th victory in a single season and his fifth in a row. It was a record – no driver in history had ever won so many races in a single year.

Max also became the driver with the most points in a season, beating his own record from the previous year. And Oracle Red Bull Racing, led by Christian Horner, once again supported him with a car that proved to have no weak points.

And there is a detail that is not talked about very much but says a lot: when the safety car left and the track was clear, Max didn't even take half a lap to put more than a second between himself and the second-placed driver. A second in half a minute! It was as though he was driving in another league.

As for the atmosphere... well, São Paulo never disappoints. Brazilian fans are crazy about Formula 1, and even though there are no local drivers at the top right now, they still cheer passionately with every overtaking maneuver.

In short, it was a race full of excitement, overtaking, drama, and memorable moments. And even though the championship was already decided, Oracle Red Bull Racing didn't relax for a second. On the contrary, the team came out to show why it was creating its own golden era in Formula 1.

So now you know. If anyone ever asks you what the 2023 São Paulo Grand Prix was like, just say this: it was a party... and the Bulls provided the music.



Max and the Oracle Red Bull Racing team are overjoyed following the Dutchman's win in Brazil.



Verstappen leads Lando Norris and Fernando Alonso in the 2023 São Paulo GP, the order in which the drivers would finish on the podium.

15 unforgettable laps



Fernando Alonso's Aston Martin leads the Red Bull of Sergio Pérez during the closing stages of the 2023 São Paulo Grand Prix. Their epic duel had the crowd on their feet and concluded with the Spaniard beating the Mexican to the checkered flag by just a few thousands of a second.

Max Verstappen's victory at Interlagos was brilliant, but Formula 1 fans will always remember the 20th round of 2023 for the spectacle of courage, cunning, and endurance displayed by Fernando Alonso and Sergio Pérez in their battle for third place. It was 15 unforgettable laps in which no one knew who would emerge victorious.

While both were running on medium tires, the Mexican was unable to put the Aston Martin driver under any real pressure. But when Checo switched to soft tires on lap 47, things changed dramatically. Just one lap later, Fernando also changed his tires and continued to defend his position. From the Oracle Red Bull Racing pit wall, the advice was for Pérez to copy his rival's line, as it was proving to be highly effective.

From lap 60 onwards, Checo's RB19 began to close in, trying to take the lead. The Spanish driver resisted his advances with ice-cold nerves and held on until turn 1 of the last lap when the Mexican overtook him. Victory seemed to be in the bag for Pérez, but Alonso did not give up, continuing to drive almost glued to the Bull and waiting for him to make the slightest mistake. The door opened for a tenth of a second on the last lap, and Fernando put his true predator instinct to the test, crossing the finish line just 53 thousandths of a second ahead of the Mexican. The roar of the circuit was deafening and both drivers were given a standing ovation.

BUILD THE

ORACLE Red Bull RACING RB19

MAX VERSTAPPEN

FRONT RIGHT WHEEL (2)

This issue we will continue assembling the front right wheel.

PIECES IN THIS ISSUE



28A Front right wheel rim

28B Front halo support

STEP 28-1

Retrieve the final assembly from the previous issue and place the assembly consisting of the front right wheel inner rim ring **27C** and the front right wheel rim cover **27A** on the outside of the front right wheel rim **28A**.





STEP 28-2

Retrieve the front right wheel outer rim ring **27B** and insert the two pivots into the two holes in the center of the front right wheel rim **28A**.



Front right wheel (2)

HOW TO FIT THE PIECES TOGETHER CORRECTLY

Before securing snap-fit parts, it is advisable to "pre-fit" them, i.e., bring them close to their final position to check the shape and alignment of the connecting elements. This allows you to verify that the orientation is correct and avoid having to remove them to correct their placement. If the parts are delicate, fit them by applying pressure evenly and gradually to ensure a good final result.

FINAL RESULT





Keep the front halo support **28B** aside for a later stage of assembly.