ORACLE Red Bull RACING

RB19

MAX VERSTAPPEN

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Monaco 2023

Practice and qualifying



With the undoubted glamor of the princedom as a backdrop, the 2023 Monaco Grand Prix provided fans with thrills and surprises right from the first practice sessions.

A difficult practice session

After the results secured at the Miami Grand Prix, the Oracle Red Bull Racing team arrived at the next round of the Formula 1 World Championship with very high expectations. However, the narrow Monegasque streets presented real difficulties for the team's drivers: while Max Verstappen displayed his genius once again, his teammate Sergio Pérez experienced one of the most difficult moments of the season.

Free practice and, above all, qualifying sessions are always crucial at Monaco. Securing pole position is far more important here than at any other circuit. For this reason, the fight between the teams was very intense from the very first moment. At 13:30 pm on Friday, May 26, the first free practice session got underway. Ferrari soon showed its cards with Carlos Sainz Jr. leading the first

The Red Bull Racing crew attend to Max Verstappen's RB19 during qualifying for the 2023 Monaco Grand Prix.



Oracle Red Bull Racing had high hopes for the two RB19s at the 2023 Monaco GP.

session, while Fernando Alonso and Lewis Hamilton accompanied him with the fastest times. The RB19s did not start as well as expected: Pérez took fourth place, while Verstappen had to settle for sixth. But the story had only just begun.

In the second session in the afternoon, the times got even tighter. Verstappen managed an impressive lap of 1:12.462, which put him in first position. But he didn't manage to pull too far away from the Ferraris – Leclerc was 0.065 seconds behind and Sainz 0.107 behind. For his part, Checo Pérez had problems with traffic, encountering slower cars that prevented him from making the most of his fast lap, which relegated him to seventh place. The Mexican was already starting to show signs of not feeling entirely comfortable on the circuit.

The drivers were able to rest until the morning of Saturday 27th, when the third session was held. Max Verstappen made it clear that he had had a good night's sleep. Displaying maximum concentration, he set a time of 1:12.776, which no one could beat. Checo showed a significant improvement after the previous day's problems and secured second place just 0.073 seconds behind his teammate. Aston Martin's Lance Stroll pulled off a surprise by snatching third place from the Ferrari of Carlos Sainz Jr.

Disaster in qualifying

The practice sessions ended up being positive for Oracle Red Bull Racing, so the team approached qualifying with optimism; it was confident that its two drivers would secure the top positions,



Checo Pérez pictured during the third and final practice session, where he recorded the second-fastest time.

which would guarantee them a significant advantage in Sunday's race. However, the unexpected then happened.

In Q1, Max Verstappen started strong, with his time of 1:13.784 placing him in the lead. However, drama was not long in coming. Sergio Pérez lost control of his RB19 at the Sainte Devote corner and crashed into the barriers, causing a red flag and knocking him out of pole contention. "I couldn't cut the corner or get out of it," Checo explained afterwards, visibly shaken by the incident. "Unfortunately, that meant I ended up touching the wall. I can't believe what I've done. This mistake is too hard to digest right now. I feel sorry for my team, they don't deserve this."

The dream of the top two positions in qualifying for the race vanished. Checo would have to start from last place, a real disaster at a circuit where overtaking is almost impossible. With Pérez out of the equation, all the weight of the team fell on Verstappen's shoulders.

In Q2, the champion did not disappoint and set an impressive time of 1:11.908, ahead of Leclerc and Alonso. The battle between the big names on the grid was on, although the Oracle Red Bull Racing driver seemed to have a certain advantage. Verstappen was not affected by Checo's incident, remaining very focused and extracting the maximum performance from the RB19.

A very expensive pole

But nothing was guaranteed. In fact, the third qualifying round proved so close that fans followed every lap with amazement. Alonso, Leclerc, and Sainz Jr. began to



The first two practice sessions at Monaco on Friday, May 26, saw Checo record fourth- and seventh-place finishes respectively.

steadily improve their times. In this all-out battle, pole position was up for grabs. Fernando Alonso surprised everyone with a time of 1:11.706 and declared over the radio that he was "pushing like an animal". However, Verstappen responded with an emphatic 1:11.654, which meant that he was back in pole position.

The surprise came when Alpine's Esteban Ocon completed a spectacular lap and managed to momentarily take the lead. For a few seconds, many believed that Q3 was going to close with an totally unexpected result. Yet great champions always prove their class at the decisive moments, and Max Verstappen did so once again. In his last attempt, he risked everything in the third sector, even brushing the barriers, to set a time of 1:11.365, which secured him his first pole position at the legendary Monaco circuit.

Qualifying classification

Pos.	Nº	Driver	Constructor	Q1	Q2	Q 3	Final grid
1	1	Max Verstappen	Red Bull Racing-Honda RBPT	1:12.386	1:11.908	1:11.365	1
2	14	Fernando Alonso	Aston Martin Aramco-Mercedes	1:12.886	1:12.107	1:11.449	2
3	16	Charles Leclerc	Ferrari	1:12.912	1:12.103	1:11.471	6*
4	31	Esteban Ocon	Alpine-Renault	1:12.967	1:12.248	1:11.553	3
5	55	Carlos Sainz Jr.	Ferrari	1:12.717	1:12.210	1:11.630	4
6	44	Lewis Hamilton	Mercedes	1:12.872	1:12.156	1:11.725	5
7	10	Pierre Gasly	Alpine-Renault	1:13.033	1:12.169	1:11.933	7
8	63	George Russell	Mercedes	1:12.769	1:12.151	1:11.964	8
9	22	Yuki Tsunoda	AlphaTauri-Honda RBPT	1:12.642	1:12.249	1:12.082	9
10	4	Lando Norris	McLaren-Mercedes	1:12.877	1:12.377	1:12.254	10
11	81	Oscar Piastri	McLaren-Mercedes	1:13.006	1:12.395	N/A	11
12	21	Nyck de Vries	AlphaTauri-Honda RBPT	1:13.054	1:12.428	N/A	12
13	23	Alexander Albon	Williams-Mercedes	1:12.706	1:12.527	N/A	13
14	18	Lance Stroll	Aston Martin Aramco-Mercedes	1:12.722	1:12.623	N/A	14
15	77	Valtteri Bottas	Alfa Romeo-Ferrari	1:13.038	1:12.625	N/A	15
16	2	Logan Sargeant	Williams-Mercedes	1:13.113	N/A	N/A	16
17	20	Kevin Magnussen	Haas-Ferrari	1:13.270	N/A	N/A	17
18	27	Nico Hülkenberg	Haas-Ferrari	1:13.279	N/A	N/A	18
19	24	Zhou Guanyu	Alfa Romeo-Ferrari	1:13.523	N/A	N/A	19
20	11	Sergio Pérez	Red Bull Racing-Honda RBPT	1:13.850	N/A	N/A	20

*Charles Leclerc received a six-place grid penalty for hindering Lando Norris during the qualifying session.

2023 Monaco Grand Prix
Between dream and nightmare





Max Verstappen makes the most of his Monaco pole to lead at the start of the Grand Prix.

As anticipated in the previous sessions, the 2023 Monaco Grand Prix 2023, held on Sunday, May 28, turned out to be one of the most exciting races of the season. On a circuit characterized by its difficulty and glamor, Max Verstappen once again drove his RB19 with mastery and decisiveness, allowing him to add his name to the legendary list of Grand Prix winners in the principality. And this despite the heavy downpour that marred the end of the race.

A major advantage

Those who know the Monaco circuit well know that whoever gets pole position there is halfway to winning the race. And the Oracle Red Bull Racing champion did not want to waste the advantage he had gained in qualifying. Verstappen got off to a clean start that gave him the chance to hold on to his initial advantage with apparent comfort. Fernando Alonso, in second place, decided to start on hard tires, while Verstappen opted for medium tires. And, right from the first laps, the Oracle Red Bull driver managed to increase his lead little by little. By lap 10, his lead over Alonso was over two seconds. Behind them, Esteban Ocon, Carlos Sainz Jr., Lewis Hamilton, and Charles Leclerc were fighting in a compact pack.

The tension was palpable even at the back of the grid. Checo Pérez, who had started from last place after his qualifying accident, adopted an aggressive strategy and tried to come back with more heart than chance. However,

Verstappen led for most of the race that wound its way through the streets of Monte Carlo.

FINAL CLASSIFICATION

																		1	Max Verstappen, Red Bull-Honda RBPT
																	2		Fernando Alonso, Aston Martin A.M.
																3			Esteban Ocon, Alpine-Renault
														4	Lewis Hamilton, Mercedes				
													5	6	Charles Leclerc, Ferrari				
												7	8	Carlos Sainz Jr., Ferrari					
											9	10	Oscar Piastri, McLaren-Mercedes						
										11	12	Nyck de Vries, AlphaTauri-Honda RBPT							
									13	14	Alexander Albon, Williams-Mercedes								
								15	16	Sergio Pérez, Red Bull-Honda RBPT									
							17	18	Logan Sargeant, Williams-Mercedes										
						RET	19	Lance Stroll, Aston Martin A.M.											
						Kevin Magnussen, Haas-Ferrari													
					Nico Hülkenberg, Haas-Ferrari														
				Yuki Tsunoda, AlphaTauri-Honda RBPT															
			Zhou Guanyu, Alfa Romeo-Ferrari																
		Valtteri Bottas, Alfa Romeo-Ferrari																	
	Lando Norris, McLaren-Mercedes																		
	Pierre Gasly, Alpine-Renault																		
	George Russell, Mercedes																		



And the rain came down... Max Verstappen negotiates a tricky corner in the later part of the race when the heavens opened.

his hopes of climbing positions vanished in the blink of an eye when, once again, misfortune struck as he collided with Kevin Magnussen. The blow forced him to make a second pit stop to change his front wing. It seemed clear that luck was not on the Mexican's side that day.

The danger of rain

As the race progressed, concerns about traffic and tires began to manifest themselves on the drivers' radios. For Verstappen, everything was going according to plan. His lead over Alonso had increased considerably: by lap 40, he was almost 10 seconds ahead. But the overcast skies raised fears that any advantage could be too small.

The rain, so dreaded in Monaco, began to fall lightly in some sectors of the circuit. The gray skies brought with them a succession of incidents, with several drivers running off the track and brushing the barriers, while engineers and strategists in the pits began to make crucial decisions. Nerves began to fray, sometimes in an extreme way.

Fernando Alonso was one of the first to pit as the rain intensified, but Aston Martin made a major mistake: instead of fitting intermediate rain tires on his car, they fitted a new set of medium tires. A few laps later the rain intensified, forcing Fernando Alonso to pit again, and losing valuable time that almost cost him his second place.

Chaos in the pit lane

The drivers, unable to control their cars in the rain on dry tires, were forced to go in for intermediates. For a few minutes, the situation became chaotic. Verstappen also pitted, but not before a tense moment when he brushed the barrier before completing his pit stop.

"The rain complicated everything quite a bit, especially the first few laps with the intermediates, which were incredibly slippery," explained the champion after the race with his usual cool-headedness. "I touched the walls a couple of times, but that's Monaco. You don't want to risk too much when you have a lead, but you don't want to lose too much time either."

Despite these setbacks, Max retained his lead. On returning to the circuit, he was still a little more than 15 seconds ahead of Alonso, a reasonable lead even for driving on wet asphalt, which required extreme caution. Meanwhile, Ocon was in third place, closely followed by the Mercedes of Hamilton and Russell. If fortune had not smiled on Sergio Pérez, it was not kind to Charles Leclerc either, who, after a rather discreet progression, was running in sixth position ahead of Sainz Jr., who had given himself a scare when he spun at Mirabeau.

A very special victory

The difficult race conditions did not daunt Verstappen, who displayed absolute dominance in his fast RB19. His consistent pace, even in the rain, made it clear why he was the championship leader. After a truly thrilling race, he crossed the finish line with an overwhelming lead of 27.9 seconds over Alonso.
The victory marked a historic milestone in his career: with 39 wins to his credit, Verstappen became the driver with the most victories in the history of Oracle Red Bull Racing. The podium was deservedly completed by Alonso and Ocon, who had found inspiration in the princedom in a brilliant weekend for them.

Verstappen's win was of great significance for the entire Oracle Red Bull Racing team, as it allowed it to remain undefeated in the 2023 season. With four victories in six Grands Prix, the team now led both the Drivers' and Constructors' Championships. Of course, the euphoria was felt by everyone in the team, including its head, Christian Horner. He declared that "winning here is something special, it always means a little bit more. It is our third consecutive victory in Monaco and our seventh overall. This victory reflects the performance and dedication of the whole team."



Not even the heavy rain that fell in the final part of the race was able to prevent the advance of Verstappen, who was determined to win.

Victory was especially sweet for Verstappen, as it earned him the title of the most successful Red Bull driver of all time.

A weekend to forget



Sergio Pérez pictured in the rain at the 2023 Monaco Grand Prix. His mishap in Q1 meant that he started the GP from last place, and was always fighting an uphill battle to gain places on the tight street circuit.

While Verstappen celebrated his well-deserved victory in the streets of Monaco, his teammate, Checo Pérez, preferred to isolate himself to forget the Grand Prix. Despite having shown some excellent form since the beginning of the season, the Mexican saw his weekend ruined after an unfortunate accident on Saturday in Q1. That mistake condemned him to start from last position on a track where overtaking is very difficult. Checo showed his character on the track but struggled throughout the race, trying to make up ground in constant traffic and with no real options to make progress. The complicated track conditions, as well as the appearance of rain, did not play in his favor either. Finally, Pérez crossed the finish line in 16th position, far from his expectations, accustomed as he was in previous races to getting close to the podium.

"It was the worst weekend I can remember in a long time. Everything went wrong and today we paid the price for a mistake of mine in qualifying," admitted a disappointed Pérez at the end of the race. "The conditions were tricky out there and there was some hope that when it started to rain we could get things right, but it didn't happen. I just want to turn the page on this race because it was a terrible weekend." The Monaco incident also caused the Mexican to lose positions in the fight for the championship, which he was not willing to give up. He would continue to challenge for the title until the end of the season.

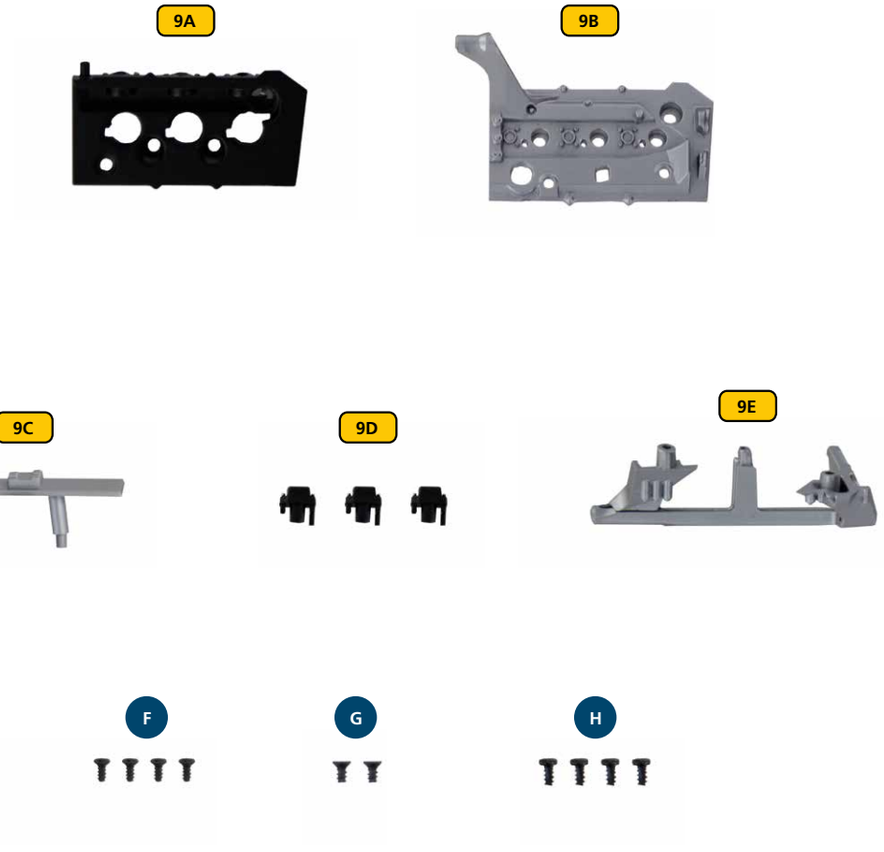
BUILD THE

ORACLE Red Bull RACING RB19
MAX VERSTAPPEN

RIGHT-HAND ENGINE BLOCK

In this issue, we will start assembling the right side of the engine block.

PIECES IN THIS ISSUE

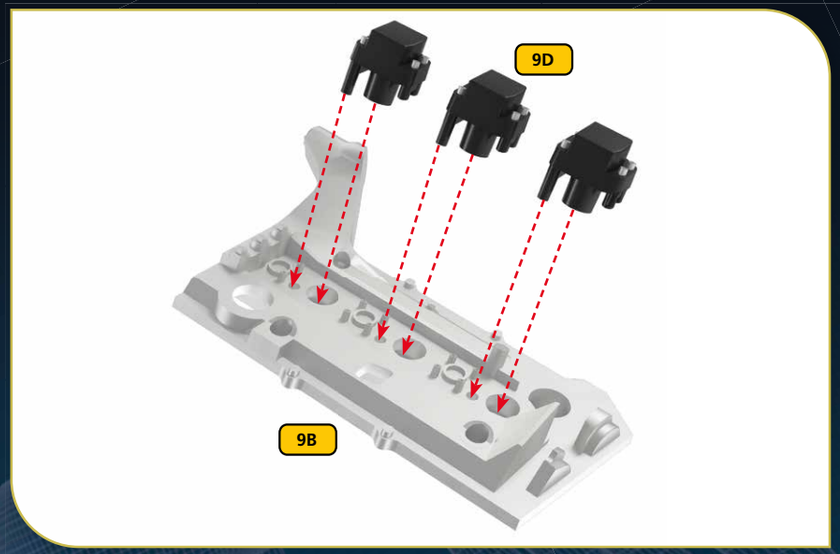


- **9A** Right-hand engine block
- **9B** Right cylinder head 1
- **9C** Right cylinder head 2
- **9D** Right ignition coils (x 3)
- **9E** Right cylinder head 3
- **F** Screws 1.7 mm x 4 mm (3 + 1*)
- **G** Screws 2 mm x 4 mm (1 + 1*)
- **H** Screws 2 mm x 4 mm (3 + 1*)

* Spare screw

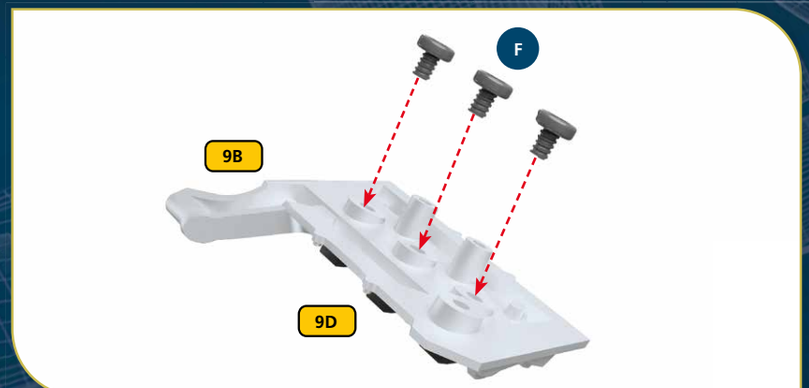
STEP 9–1

Insert the pins on the three right ignition coils **9D** into the highlighted holes in the right cylinder head 1 **9B**.



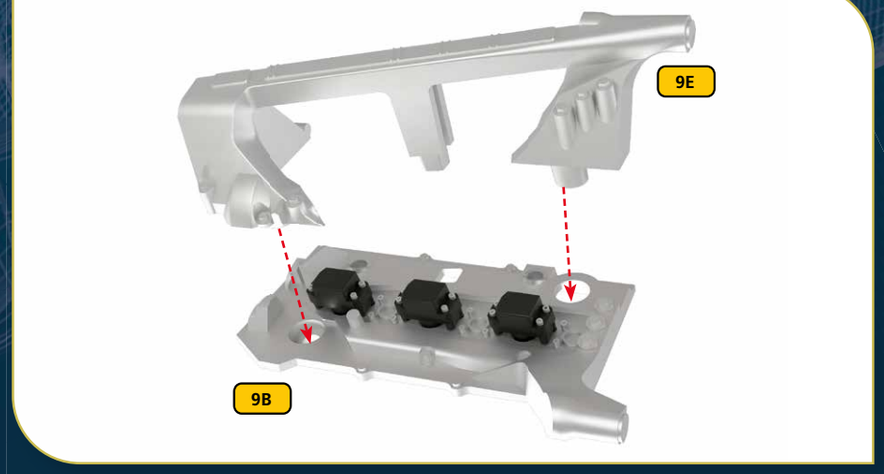
STEP 9–2

From the inside of the right cylinder head 1 **9B**, secure the right ignition coils **9D** with three **F** screws.



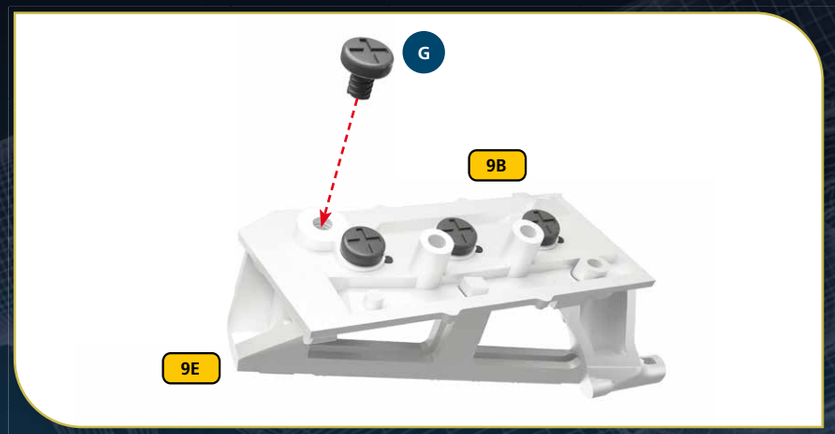
STEP 9–3

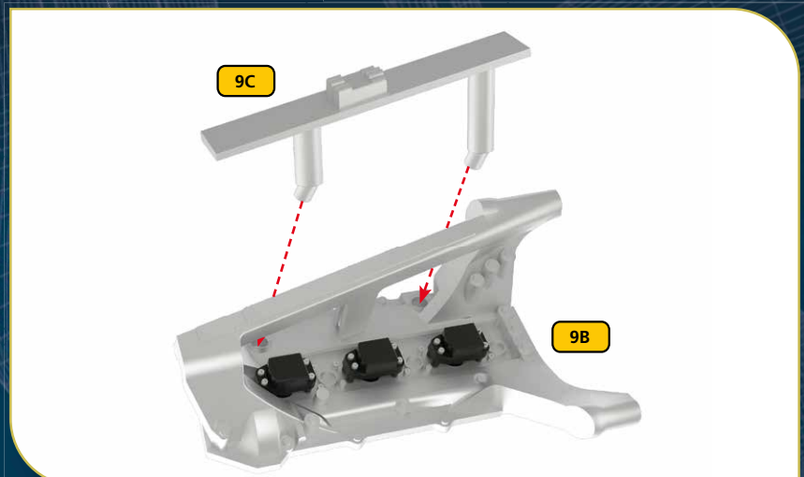
Fit the right cylinder head 3 **9E** onto the right cylinder head 1 **9B**, as shown in the picture.



STEP 9–4

Connect one end of the right cylinder head 3 **9E** to the right cylinder head 1 **9B** with a **G** screw.



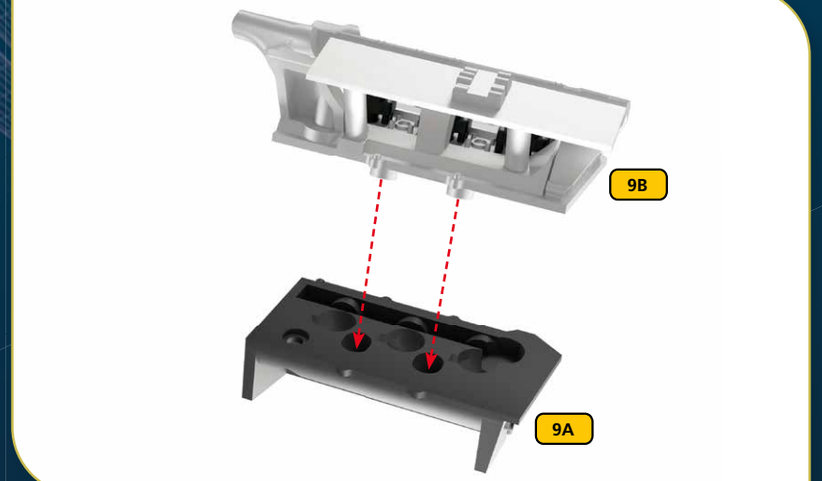


STEP 9–5

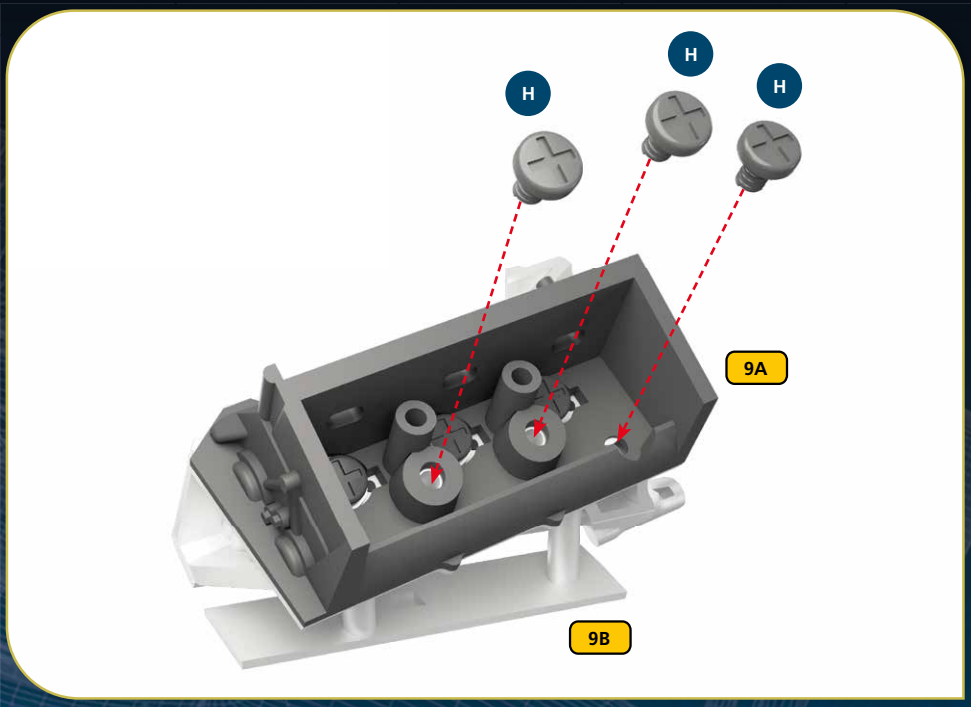
Insert the two pivots on the right cylinder head 2 **9C** into the highlighted holes in the right cylinder head 1 **9B**.

STEP 9–6

Fit the right cylinder head 1 **9B** onto the right-hand engine block **9A**, as shown in the picture.



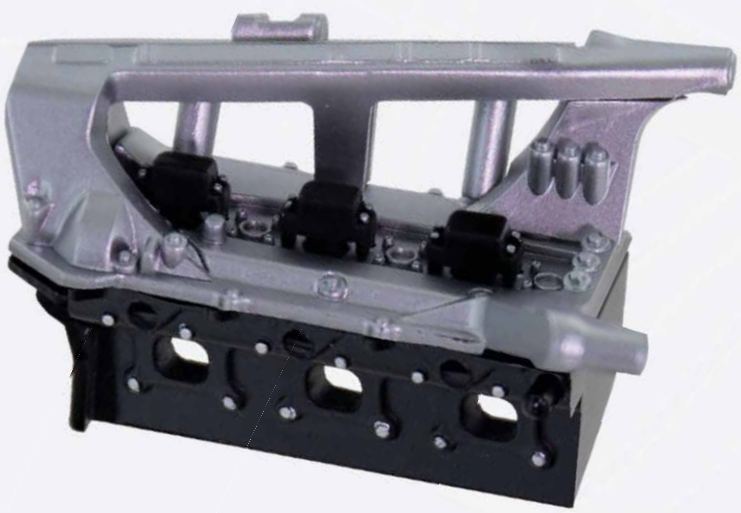
Right-hand engine block



STEP 9–7

Turn the assembly over and secure the right cylinder head 1 **9B** to the right-hand engine block **9A** with three **H** screws in the highlighted holes.

FINAL RESULT



This is what the parts that have been assembled at this stage of the assembly look like.