ORACLE Red Bull RACING

RB19

MAX VERSTAPPEN

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ORACLE Red Bull RACING



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ORACLE Red Bull RACING

The Oracle Red Bull Racing paddock

A temporary home where crucial decisions are made



The paddock is much more than just a space behind the pits. It is the epicenter of all the action during a Grand Prix weekend, where logistics, engineering, strategy, and even glamor intertwine.

It is often said that a "good" paddock is one that allows a Formula 1 team to operate with as little fuss as possible. This is difficult, given that, during the Grand Prix weekend, this space that houses the teams' motorhomes is an exclusive and vibrant place, where strategies are built and every success is celebrated.

The paddock is generally rectangular in shape. One side is occupied by the pit building, where the garages connect to the pit lane. On this lower level there

The Oracle Red Bull Racing Energy Zone on the waterside in Monaco.

016 Red Bull_UK_v1.indd 1 1/4/25 12:58

may be offices, stands, or spaces for receiving guests. This layout is designed to maximize efficiency and allow teams to operate smoothly.

All the teams make a clear differentiation between European paddocks and those outside the continent, called flyaway, mainly because the former can be reached by road and the latter cannot. In Europe, the teams travel by truck and set up sophisticated structures, as Oracle Red Bull Racing does with its famous Energy Station and Treehouse. On the other hand, at flyaway circuits, the teams have to adapt to the permanent or temporary facilities provided at the host circuit.

Energy Station: the visible face of the Red Bull paddock

The Red Bull Energy Station is much more than just a place to rest.

The paddock essentials



Christian Horner pictured alongside other Oracle Red Bull Racing technicians in the pit wall of the paddock at the 2024 Saudi Arabian GP. During a race, this is the main operations center.

Some of the best professionals in the motor-racing world ply their trade in the paddock. At the top of the structure of each team is the team principal, responsible for coordinating every move and ensuring that everything runs like clockwork. Engineers contribute their expertize in specific areas: performance, control, aerodynamics, engines, and strategy. Meanwhile, the technical director ensures that every part of the car works in perfect harmony, while the chief mechanic leads the team responsible for assembling, adjusting, and repairing the car. At his side, an army of mechanics works under pressure to prepare the car in time, ensuring that the drivers have a flawless vehicle. Finally, data scientists interpret the information transmitted by the car in real time, helping to refine strategies and anticipate incidents. Every role in the paddock is crucial, and each team member is a vital cog in the complex machinery that drives Formula 1.



Max Verstappen and Sergio Pérez cook waffles in the paddock during the weekend of the 2023 Dutch GP.

This impressive space, also known as "Holzhaus", covers 13,143 ft² (1,221 m²) distributed over three levels, most of them built with Styrian wood. Here you can find everything from offices to cafeterias, as well as bars, a large dining room, and even showers for the drivers.

Its design is not only functional but also sustainable, with a responsible use of materials of origin. This space is where the team, sponsors, and VIP guests enjoy haute cuisine and moments of relaxation. In reality, it is a sophisticated evolution of what began as simple motorhomes. In the 1990s, this was a simple space for storing tools and offering food, but it has mutated to become today's multi-level structures that rival small buildings. The Red Bull Energy Station is the perfect example of how a functional idea can become an iconic space.

The Treehouse: where the team's engine is hidden

Although the Energy Station is ideal for relaxing and for receiving guests, the technical work is carried out in a different place, known among those responsible for Oracle Red Bull Racing as the Treehouse. This innovative structure uses the lorries in which the cars are transported as the basis for a workspace. On the lower level are the workshops and storage areas. Upstairs, engineers have offices and meeting rooms where they can concentrate on perfecting strategies without interruptions.

The name Treehouse reflects its elevated location above the bustle of the paddock. Its sustainable design includes wooden walls and ceilings, offering a warm and calm environment in contrast to the hustle and bustle of the circuit.

016 Red Bull_UK_v1.indd 3 1/4/25 12:58



The Oracle Red Bull Racing paddock at the Lusail International circuit in Qatar.

It is a workspace where team members carry out their activities before, during, and after races, completely oblivious to the hustle and bustle that prevails around the circuits.

The challenge of flyaway paddocks

When Oracle Red Bull Racing travels outside of Europe, the rules change. Without the possibility of transporting its advanced structures by road, the team depends on the facilities provided by each circuit. Some, like Suzuka in Japan, have spaces that replicate the European style, while others, such as the Circuit of the Americas (COTA) in Texas, require creative solutions.

In flyaway paddocks, the Energy Station is replaced by hospitality tents or rooms in nearby hotels; although these alternatives do not reach the level of customization of Europe, the team ensures that its work during the races can be carried out without interruption.

Whether in Europe or on other continents, the paddock is not just a technical space; it is also a social and strategic center. It is the place where the drivers prepare before each session and also where the victories are celebrated after the race. But it is also where numerous activities are held for sponsors, the press, and select fans who are lucky enough to have access to this exclusive environment.

At Oracle Red Bull Racing, every corner of the paddock is designed to maximize efficiency and enjoyment. From technical meetings in the Treehouse to marketing events at the Energy Station, every activity reflects the team's philosophy of innovation.

A VIP experience in the Paddock Club



You can often find celebrities and sports personalities mixing with the F1 drivers and teams at the Paddock Club. Pictured is Max Verstappen alongside World Heavyweight Champion boxer Anthony Joshua at the 2023 Dutch GP.

For Formula 1 fans looking for an unforgettable experience, the exclusive Paddock Club is the perfect place to enjoy a race weekend. This space, which is more like a luxury hotel than a work area, offers first-class hospitality in a privileged environment. Inside the private Oracle Red Bull Racing suite, attendees enjoy gourmet menus, an open bar with premium wines and unlimited soft drinks, and the opportunity to take an exclusive tour of the team garage. This visit allows them to discover up close the internal processes, tools, and technical challenges faced by engineers and mechanics during a Grand Prix. In addition, guests have the opportunity to interact with key team members and follow every detail of the race thanks to live links to the garage, interactive stations, and giant screens with live broadcasts. All this for a price that is usually around 9,000 euros for two people – it is a high investment but it guarantees a unique experience.

016 Red Bull_UK_v1.indd 5 1/4/25 12:58

The 2023 Spa Sprint

Not even a flood can stop Max Verstappen



The safety car pictured in front of Max Verstappen during a rain-affected Sprint race at the 2023 Belgian Grand Prix.

The Spa-Francorchamps circuit never disappoints. And if you add a generous dose of rain to its legendary layout, an entertaining show is guaranteed. This was the case in the Sprint race prior to the 2023 Belgian Grand Prix, with Max Verstappen and Oracle Red Bull Racing in the starring role of a day that began under a gray sky and ended with another demonstration of absolute power from the Dutch driver.

Enjoying the rain

Fans in the Ardennes hills enjoyed a unique spectacle, with changes

Sergio Pérez Red Bull-Honda RBPT RET	**Nico Hülkenberg** Haas-Ferrari 17	**Zhou Guanyu** Alfa Romeo-Ferrari 15	**Valtteri Bottas** Alfa Romeo-Ferrari 13	**Lance Stroll** Aston Martin A.M. 11	**Esteban Ocon** Alpine-Renault 9
RET **Fernando Alonso** Aston Martin A.M.	18 **Yuki Tsunoda** AlphaTauri-Honda RBPT	16 **Logan Sargeant** Williams-Mercedes	14 **Kevin Magnussen** Haas-Ferrari	12 **Alexander Albon** Williams-Mercedes	10 **Daniel Ricciardo** AlphaTauri-Honda RBPT



The cars prepare to launch at the start of the 2023 Belgian GP Sprint race.

of leadership, unexpected overtaking maneuvers, and bold strategies keeping everyone on the edge of their seats. Although the name Max Verstappen once again dominated the headlines, the race left many other drivers with memorable moments.

The rain, which had already played a major role throughout the weekend, made an appearance shortly before 17:00 pm on Saturday, July 29, the scheduled start time of the Sprint. For safety reasons, the organizers decided to delay the start. Then, the cars began to race behind the safety car during the first few laps, on asphalt that was drying quickly. And when the time finally came to clear the track, a spectacle of overtaking and strategies as crazy as it was colorful began.

Risky decisions

From the very first minute, the Sprint put the teams' plans and the drivers' decisions to the test.

SPRINT CLASSIFICATION

1 **Max Verstappen** Red Bull-Honda RBPT
2 **Oscar Piastri** McLaren-Mercedes
3 **Pierre Gasly** Alpine-Renault
4 **Carlos Sainz Jr.** Ferrari
5 **Charles Leclerc** Ferrari
6 **Lando Norris** McLaren-Mercedes
7 **Lewis Hamilton** Mercedes
8 **George Russell** Mercedes
9 [illegible]

016 Red Bull_UK_v1.indd 7 1/4/25 12:59



Max Verstappen once again displayed his class with a dominating performance at the 2023 Belgian GP Sprint.

While Verstappen led on wet tires, drivers like Oscar Piastri took a risk with intermediates as soon as the pit stop window opened. The Australian's gamble allowed him to momentarily take the lead, while Max returned to the track in second place after his own stop. "We lost a position," Verstappen said afterwards. "But when we put on the intermediates, we were flying."

On the fourth lap, Fernando Alonso lost control of his Aston Martin while trying to attack Hülkenberg and ended up in the gravel, causing a safety car to be deployed almost as Verstappen was preparing to overtake Piastri. The restart could not have been more electrifying. The McLaren driver tried to defend his lead, but when he reached the Kemmel straight he watched the Dutchman pass him like a flash of lightning. Once again it was demonstrated that, with a clear track, the RB19 was practically unbeatable.

Duels and setbacks

While Verstappen was in a hurry to secure another win, behind him there was a succession of duels, such as the one between his teammate Sergio Pérez and Lewis Hamilton, who were fighting to secure fourth position behind Gasly, who remained in third. And it ended badly when both drivers tackled the fearsome Blanchimont section, considered the fastest on the circuit. The cars touched, causing severe damage to the Mexican's car. While he began to lose positions, Hamilton himself and other drivers such as Carlos Sainz Jr. took advantage of the confusion to put their foot down on the accelerator and improve their times.



Max and Sergio were both challenging in the Sprint race before the Mexican was forced to retire after a coming together with Lewis Hamilton.

At the front of the race, things were developing in a much more satisfactory way for Oracle Red Bull Racing. Verstappen completed the 11 laps of the circuit at a prodigious pace, setting a time of 24:58.43, more than six seconds ahead of Piastri. It was an unquestionable triumph, another jewel in a perfect season for the two-time world champion.

At the start of the Sprint, the spectators were not wondering whether Max Verstappen would win the race, but how long it would take him to take the lead.

Distribution of points

Gasly gave the Alpine team great joy: he put in a remarkable performance and secured third place, ahead of the Ferraris of Sainz Jr. and Leclerc, who finished fourth and fifth respectively. Once again, Spa-Francorchamps gave the fans a vibrant race, full of excitement and with that unpredictable touch that only rain can bring. And in the middle of it all, Max Verstappen and his RB19 showed that not even a deluge can slow down his unstoppable race to victory.

The Sprint not only gave Max the maximum possible points, but also extended his lead in the championship to 118 points. Although a penalty for the gearbox change would force him to start the Belgian Grand Prix the following day from sixth position, all spectators who witnessed the Sprint left the circuit with the almost certain conviction that they would see him back on top of the podium the following day.

016 Red Bull_UK_v1.indd 9 1/4/25 12:59

A controversial collision



For Sergio Pérez, the Sprint race that had started out so promisingly ended up with irreparable damage to the sidepod of his RB19 and retirement following a racing incident with Lewis Hamilton.

The Sprint at the Belgian Grand Prix was marked by rain, team strategy, and an unfortunate incident between Sergio Pérez and Lewis Hamilton that took the Mexican out of the race early.

From the first few laps, both drivers were fighting for fourth position in difficult conditions. And the Mercedes driver wanted to overtake his Oracle Red Bull Racing rival right at the fast and challenging Blanchimont corner. At full speed, the calculations didn't go well and their lines ended up converging.

The result was a collision that significantly damaged the right side of Pérez's RB19, ripping off part of the side pod and seriously affecting its performance.

Although Pérez did his best to stay on track, it didn't take him long to realize that the damage was irreparable. After a trip into the gravel and a drop down the order, the team decided to retire the car. As much as he regretted it, the Mexican knew that the Sprint was over for him.

For his part, Hamilton described the incident as a racing incident. He regretted what had happened but did not attach any great importance to it, even though the race stewards gave him a five-second penalty; they held him responsible for what had happened, which dropped him from fourth to seventh position in the final race classification.

Pérez did not want to fuel the controversy and limited himself to concentrating on the next day's race, sure of his redemption after having achieved second place on the starting grid in qualifying.

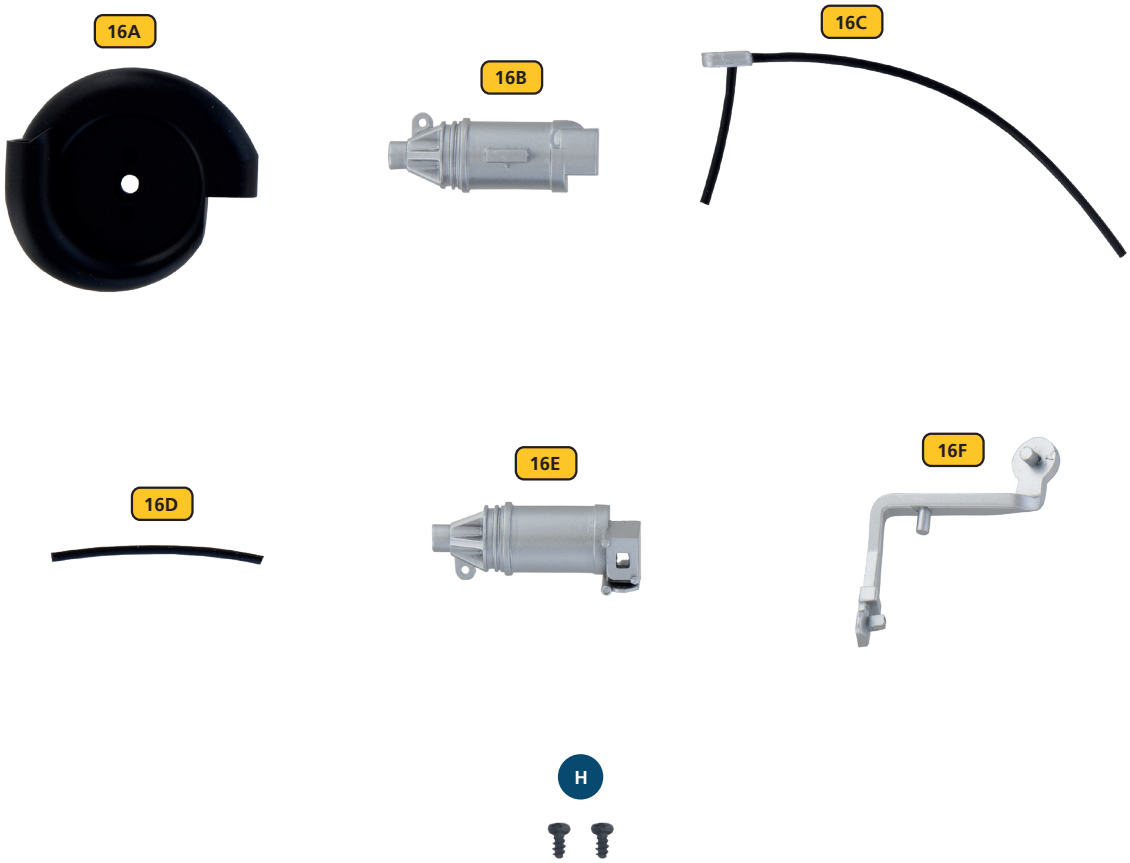
BUILD THE

ORACLE Red Bull RACING RB19
MAX VERSTAPPEN

MGU-K MOTOR

In this issue, we will mount the MGU-K motor and its connector to the lower center block.

PIECES IN THIS ISSUE

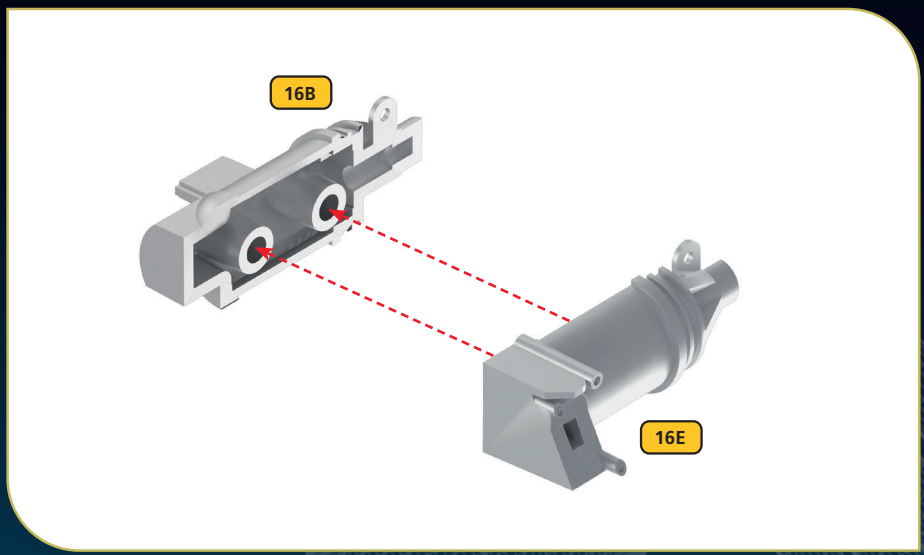


16A Turbo housing 2
16B MGU-K motor 1
16C Pipe A
16D Pipe B
16E MGU-K motor 2
16F MGU-K motor connector
H Screws 2 × 4 mm (1 + 1*)

* Spare screw

016 Red Bull_UK_v1.indd 11 1/4/25 12:59

MGU-K motor

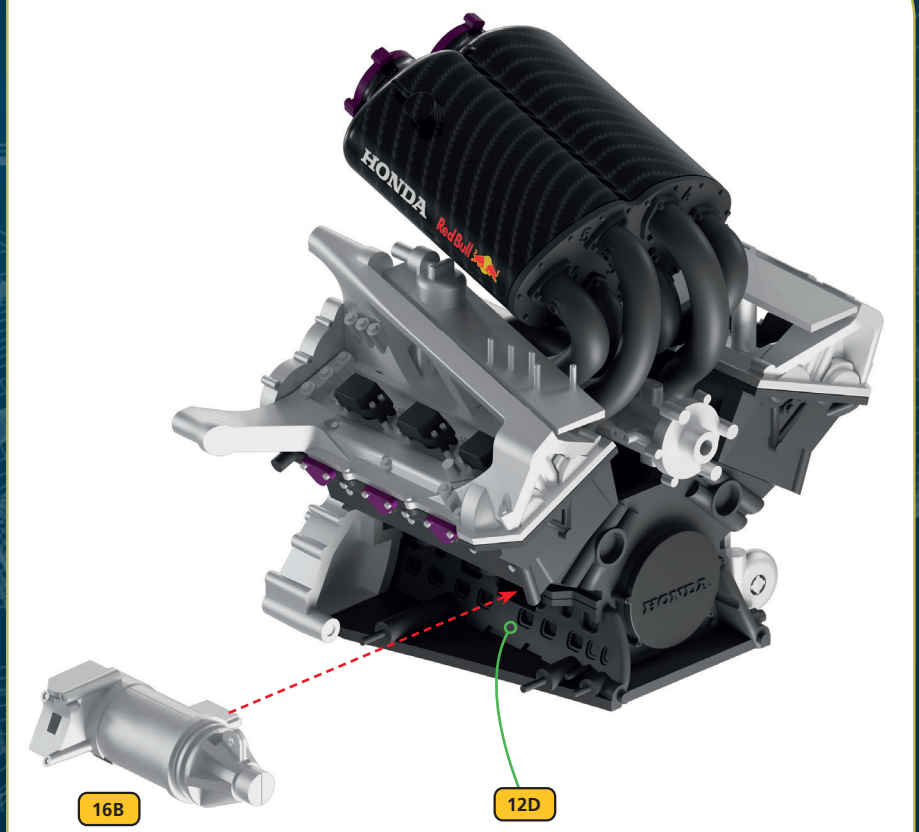


STEP **16–1**

Connect the MGU-K motor 1 **16B** and the MGU-K motor 2 **16E**.

STEP **16–2**

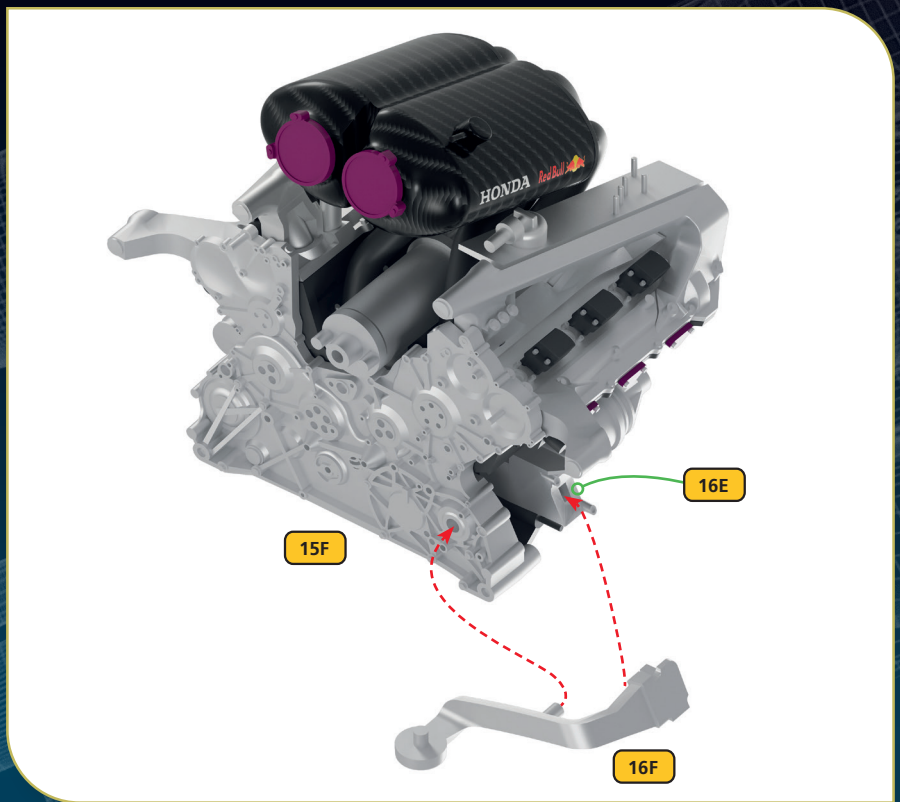
Insert the tab on MGU-K motor 1 **16B** into the rectangular opening highlighted on the side of the lower center block **12D**.



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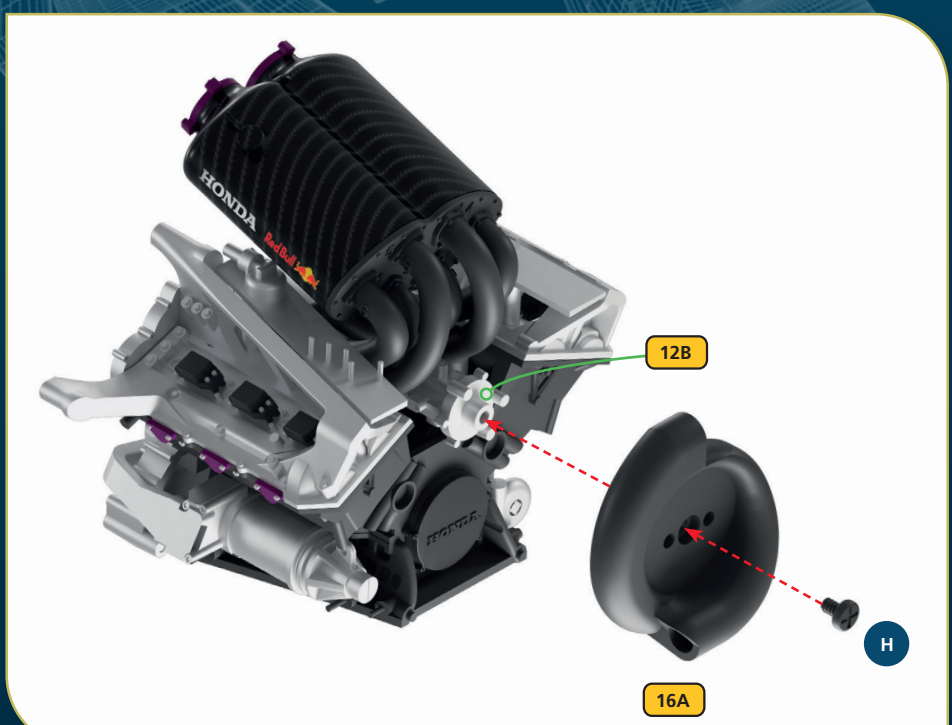
STEP 16–3

Insert the end pivot on the MGU-K motor connecter **16F** into the highlighted hole on the MGU-K motor 2 **16E**; at the same time, insert the central pivot on the MGU-K motor connecter **16F** into the front panel of the engine block **15F**.



STEP 16–4

Place the turbo housing 2 **16A** over the turbo shaft 1 **12B** and secure it with an **H** screw.

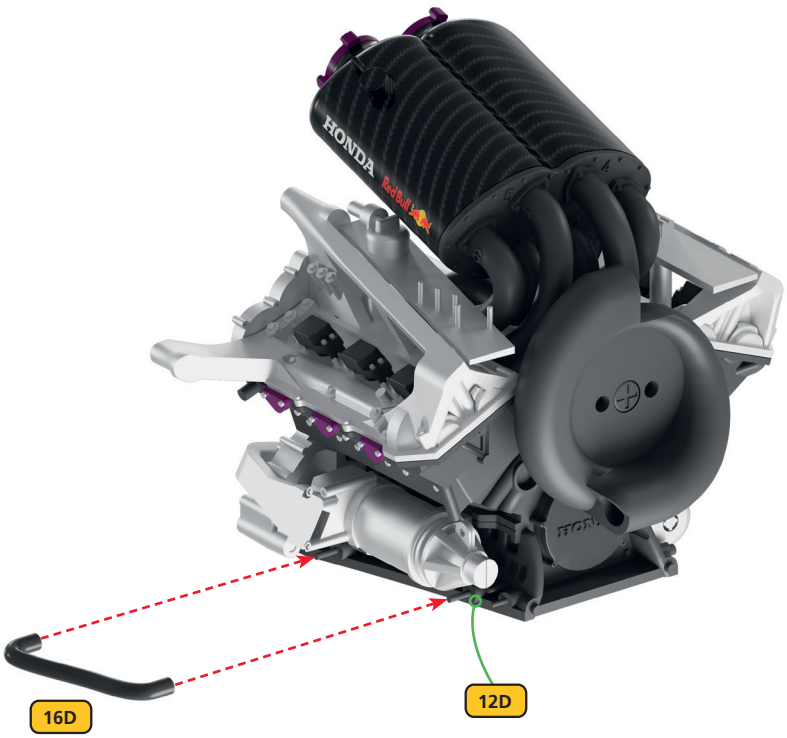


016 Red Bull_UK_v1.indd 13 1/4/25 12:59

MGU-K motor

STEP 16–5

Connect the two ends of pipe B **16D** to the highlighted pins on the lower center block **12D**.



FINAL RESULT





This is what the pieces look like at this stage of the assembly. Keep tube A **16C** aside to use in a later stage of the assembly.