ORACLE Red Bull RACING

RB19

MAX VERSTAPPEN

17



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ORACLE Red Bull RACING



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ORACLE Red Bull RACING

Belgian Grand Prix

Practice and qualifying



The legendary Spa-Francorchamps circuit often provides a thrilling Grand Prix weekend, and it did not disappoint in 2023. With the rain making the track difficult, the drivers had to take maximum risks in the first sessions of the Grand Prix, which already promised to be a weekend of high tension.

The drivers arrived at the circuit eager to get going, although, as the race was in the new Sprint weekend format, Friday July 28, was reduced to a single practice session before qualifying. And, 10 minutes into free practice, the rain made an appearance, complicating the plans of all the teams. When the downpour intensified, all the drivers opted to stay in the pit lane waiting for the conditions to improve. But not everyone had the patience to wait for the rain to stop.

Max Verstappen went into the 2023 Belgian GP with a 110-point lead in the Drivers' Championship.



Sergio Pérez was keen to secure a top place on the grid after several disappointing qualifying sessions earlier in the season.

Carlos Sainz Jr. was the first to get going, which encouraged other drivers to follow suit. And, as a reward, the Ferrari driver set the fastest time, although the surprise came from the McLarens of Oscar Piastri and Lando Norris, who finished second and third respectively. The day did not start as promisingly for Oracle Red Bull Racing. Sergio Pérez took fifth position, behind Leclerc, while the champion, Max Verstappen, did not even set a competitive time, as was the case with Sargeant, Stroll, Gasly, and Ocon. It was too early to draw conclusions, although some optimists rubbed their hands together thinking that maybe it wasn't going to be a great weekend for the Dutchman after all.

Rising to the challenge

But if anything characterizes Oracle Red Bull Racing, it is its ability to resurface when the going gets tough. This is a team that never gives up. And when qualifying began in the afternoon, Max Verstappen appeared in a different mood.

In Q1, with the track still wet from the morning's rain, strategy became crucial. Verstappen set a time that would guarantee him a place in the next round, without taking too many risks, while his teammate Sergio Pérez also made it through with ease.

During the second qualifying session, the tension was mounting. Verstappen was forced to abort his first flying lap after going off



The two Oracle Red Bull Racing drivers pictured during the Belgian Grand Prix weekend in July 2023.

the track, which complicated his situation. The radio discussions with engineer Gianpiero Lambiase about his options became more heated. On his last lap, the champion did not feel completely comfortable on the circuit and was not confident enough to push hard. In the end, he managed to secure 10th place.

"It was pretty tough out there today. The conditions were tricky and there was only one dry line," the champion explained later. Despite the scare, he managed to sneak into the top 10 for the final battle in Q3. However, the uneasiness was reflected in the Oracle Red Bull Racing paddock, where there was a feeling that things were not going too well.

The fight for pole

Q3 was a real spectacle. After a short delay caused by the time it took to clean the track after Magnussen's departure at the end of Q2, the 10 classified drivers set off. In some sections of the track the limits were not clearly visible, and it was relatively easy to make mistakes. But there was no other option but to take risks to try and secure pole position.

Charles Leclerc showed his strength with Ferrari and set the fastest time on his first attempt, while Verstappen was a tenth slower. However, when the checkered flag came out and everyone pushed to the max, the Dutchman worked his magic: he set a devastating time, beating Leclerc



The three fastest qualifiers... Max Verstappen with teammate Checo Pérez and Ferrari's Charles Leclerc.

by more than eight-tenths of a second. "The final lap in Q3 went well. We had to risk it all and taking pole position here feels great," said a satisfied Verstappen after securing first place.

But the joy was short-lived: a penalty for modifying the gearbox meant that the champion had to drop five positions on the grid. This left Leclerc on pole for Sunday's race, with Verstappen starting from sixth place and Sergio Pérez, third in the session, starting from P2.

High hopes for the race

Despite the penalty and the adverse conditions experienced on Friday, the superiority of Oracle Red Bull Racing was evident once again. Max Verstappen, who did not show any concern about the penalty, said that the team's cars were still performing at their best, so he was convinced that they could fight back in Sunday's race. For him, a comeback was more than feasible.

For his part, Sergio Pérez had a great opportunity ahead of him. Starting from the front row was a great advantage for fighting for victory and demonstrating his potential. For the Mexican driver, the time had come to shine again and set out to conquer the podium.

Qualifying classification

Pos.	Nº	Driver	Constructor	Q1	Q2	Q3	Final grid
1	1	Max Verstappen	Red Bull Racing-Honda RBPT	1:58.515	1:52.784	1:46.168	6*
2	16	Charles Leclerc	Ferrari	1:58.300	1:52.017	1:46.988	1
3	11	Sergio Pérez	Red Bull Racing-Honda RBPT	1:58.899	1:52.353	1:47.045	2
4	44	Lewis Hamilton	Mercedes	1:58.563	1:52.345	1:47.087	3
5	55	Carlos Sainz Jr.	Ferrari	1:58.688	1:51.711	1:47.152	4
6	81	Oscar Piastri	McLaren-Mercedes	1:58.872	1:51.534	1:47.365	5
7	4	Lando Norris	McLaren-Mercedes	1:59.981	1:52.252	1:47.669	7
8	63	George Russell	Mercedes	1:59.035	1:52.605	1:47.805	8
9	14	Fernando Alonso	Aston Martin Aramco-Mercedes	1:58.834	1:52.751	1:47.843	9
10	18	Lance Stroll	Aston Martin Aramco-Mercedes	1:59.663	1:52.193	1:48.841	10
11	22	Yuki Tsunoda	AlphaTauri-Honda RBPT	1:59.044	1:53.148	N/A	11
12	10	Pierre Gasly	Alpine-Renault	1:59.511	1:53.671	N/A	12
13	20	Kevin Magnussen	Haas-Ferrari	2:00.020	1:54.160	N/A	13
14	77	Valtteri Bottas	Alfa Romeo-Ferrari	1:59.484	1:54.694	N/A	14
15	31	Esteban Ocon	Alpine-Renault	1:59.634	1:56.372	N/A	15
16	23	Alexander Albon	Williams-Mercedes	2:00.314	N/A	N/A	16
17	24	Zhou Guanyu	Alfa Romeo-Ferrari	2:00.832	N/A	N/A	17
18	2	Logan Sargeant	Williams-Mercedes	2:01.535	N/A	N/A	18
19	3	Daniel Ricciardo	AlphaTauri-Honda RBPT	2:02.159	N/A	N/A	19
20	27	Nico Hülkenberg	Haas-Ferrari	2:03.166	N/A	N/A	20

* Max Verstappen received a five-position grid penalty for changing the gearbox in his car.

2023 Belgian Grand Prix

The return of the Dutch rocket



Sergio Pérez was starting a GP from the front row for the first time since his pole in Miami in round 5 of the F1 championship.

If the qualifiers raised any doubts about Max Verstappen's form, the Oracle Red Bull Racing driver himself dispelled them in Saturday's Sprint. And, as if that were not enough, he gave another demonstration of his skills in Sunday's race, confirming that when he gets behind the wheel of his RB19 he has only one frame of mind: that of a winner.

The Dutchman won the 2023 Belgian Grand Prix with overwhelming superiority, taking his eighth consecutive victory and further extending his lead in the championship. He started sixth on the grid, but nobody doubted his chances of finishing on top of the podium. He did it in just 17 laps, with an impeccable maneuver over his teammate Sergio Pérez. From then on, all he had to do was manage his pace and enjoy another Sunday of glory with his team.

Max steps on the gas

On Sunday July 30, the Spa circuit had the atmosphere typical of a great occasion. Among some of

Carlos Sainz Jr. Ferrari RET	**Logan Sargeant** Williams-Mercedes 17	**Kevin Magnussen** Haas-Ferrari 15	**Zhou Guanyu** Alfa Romeo-Ferrari 13	**Pierre Gasly** Alpine-Renault 11	**Lance Stroll** Aston Martin A.M. 9
RET **Oscar Piastri** McLaren-Mercedes	18 **Nico Hülkenberg** Haas-Ferrari	16 **Daniel Ricciardo** AlphaTauri-Honda RBPT	14 **Alexander Albon** Williams-Mercedes	12 **Valtteri Bottas** Alfa Romeo-Ferrari	10 **Yuki Tsunoda** AlphaTauri-Honda RBPT



Pérez started well, taking the lead from Leclerc on lap 1 before the Mexican was overtaken by his teammate on lap 17.

the attendees, there was a special feeling of excitement. Perhaps because of the fact that Charles Leclerc was in pole position, due to the penalty suffered by Verstappen. Ferrari fans were no doubt dreaming that this could change things. But the dream turned out be short-lived.

When the engines roared into life, the crowd held its breath to see if there would be any significant movement at the front of the field. Sergio Pérez, who started in second place, overtook the Monegasque driver with a clean move on the first corner, taking the lead on the starting straight. The Mexican driver from Oracle Red Bull Racing had made a clear statement of intent. Behind him, Verstappen had already overtaken Hamilton and set off in pursuit of the leaders. In just a few minutes, Max was already in third place and on the sixth lap he overtook Leclerc with ease. From that moment on, the script was written: the two-time champion was going for the win.

Meanwhile, Checo tried to take advantage of his lead, but his teammate followed in his wake like a relentless predator. On lap 17, Max used DRS on the Kemmel straight and, unopposed, he left the Mexican behind. It was a clean but forceful overtaking maneuver that demonstrated the total dominance of the Dutchman. From there on, Verstappen flew towards his eighth consecutive win with no one able to stop him.

FINAL CLASSIFICATION

1 **Max Verstappen** Red Bull-Honda RBPT

2 **Sergio Pérez** Red Bull-Honda RBPT

3 **Charles Leclerc** Ferrari

4 **Lewis Hamilton** Mercedes

5 **Fernando Alonso** Aston Martin A.M.

6 **George Russell** Mercedes

7 **Lando Norris** McLaren-Mercedes

8 **Esteban Ocon** Alpine-Renault



Max Verstappen receives the plaudits on the podium after winning the 2023 Belgian GP.

A small scare

Oracle Red Bull Racing were guaranteed victory again from the moment Verstappen took the lead, but the team didn't want to leave anything to chance. The pit stops were executed to perfection and the pace of the leading RB19 was unattainable for any other car. As the positions were set, there was only one factor that could spoil the party for the champion: the ever-unpredictable Belgian weather.

Halfway through the race, the rain threatened to change the script, and it was then that Max experienced his only scare of the day. On the legendary Eau Rouge climb, the Dutchman lost control slightly and was forced to make a correction. In the Oracle Red Bull Racing paddock, some hearts sank. It was just a scare and nothing that would jeopardize the race, but it was also a reminder that, even for the greatest, Spa is still a demanding circuit. Some of those who aspired to the podium found this out first-hand, as was the case with Sainz Jr., who had to retire after being hit by Piastri.

With 12 laps to go, the team began to ask Max over the radio to "use his head", fearing for the degradation of his tires. Any overconfidence could have cost him dearly. But Verstappen, with his usual aggressiveness, only slowed down slightly and finished the race 22 seconds ahead of Pérez.

The law of the fastest

The victory at Spa meant another record for the Milton Keynes team: Oracle Red Bull Racing had won every race of the season so far, accumulating 12 consecutive victories, thus surpassing the historic record that McLaren had set in 1988. It was a milestone only possible thanks to the perfect connection between Max Verstappen and his RB19, a car that continued to make history in Formula 1.

Sergio Pérez completed the one-two for Oracle Red Bull Racing with a solid performance, although he was unable to keep up with his teammate.



Christian Horner and the Oracle Red Bull Racing drivers and staff enjoy a victory celebration after the team secured a one-two in Belgium.

The Mexican scored important points and showed good pace compared to the Ferraris and Mercedes, but he was far from climbing the step that separated him from the champion.

Once again, the usual trend of the season was repeated: Verstappen takes the lead while the others compete against each other behind him.

Behind them, there were mixed feelings. Charles Leclerc saved Ferrari's honor with third place, a result which, given the circumstances, was seen as positive by his team after Sainz Jr.'s unexpected retirement. Lewis Hamilton finished fourth and picked up the extra point for the fastest lap, after pitting on the last lap for new tires. And Fernando Alonso maximized the potential of his Aston Martin to secure fifth place.

The records keep falling

With his eighth consecutive victory, Verstappen began to get dangerously close to the record of nine wins in a row set by Sebastian Vettel in 2013. Looking at his form and the performance of the RB19, it seemed more than reasonable to think that Max could smash that record in the next few races, because the champion's dominance on the track was still overwhelming. Before leaving for his holidays, the Dutchman had shown that his confidence was sky high and that he was not willing to give up a single point in his race to victory.

Verstappen's excellent performance and Sergio Pérez's second place allowed Oracle Red Bull Racing to continue writing its own success story. Triumph after triumph, it stood out as the strongest team in the championship and it didn't seem like anything could threaten its superiority.

The champion's humor



It was yet another dominant performance from Max Verstappen at the 2023 Belgian Grand Prix. The world champion displayed the patience, confidence, and technical mastery that had marked his season so far to record his eighth consecutive win.

Nothing and no-one could stop Max Verstappen in the Belgian Grand Prix. Not the rain, not a grid penalty, not his rivals on the track. Starting from sixth position, the Dutchman wasted no time in showing who was the boss in Formula 1. With an unbeatable RB19 and flawless driving, he advanced with surgical precision to take the lead on lap 17, overtaking his teammate, Sergio Pérez, with a textbook overtaking maneuver on the Kemmel straight.

The start of the race was marred by an accident between Oscar Piastri and Carlos Sainz Jr. in the first corner, which left the Australian out of the race and condemned the Spaniard to a race full of problems until his retirement. Meanwhile, Pérez took advantage of the initial chaos to take the lead from Charles Leclerc and maintained it until Verstappen appeared in his rearview mirror.

Despite the fact that he was in control of the race, the champion refused to give an inch and continued to step on the accelerator, lowering his personal best times with each lap, reaching a time of 1:48.922 on lap 32. There was some nervousness among the team when it saw that Max was clearly looking to set the fastest lap, and Oracle Red Bull Racing engineer Gianpiero Lambiase asked the driver over the radio to be aware of what was at stake. Max, demonstrating his usual self-confidence, even allowed himself to joke about the possibility of an extra pit stop. In spite of everything, he ended up listening to Lambiase and slowed down. Finally, he crossed the finish line with an overwhelming advantage, sealing his eighth consecutive victory and bringing home another Oracle Red Bull Racing one-two with Pérez in second place. Hamilton set the fastest lap with a time of 1:47.305.

MONACO GRAND PRIX 2012

Mark Webber's big day



The sixth round of the 2012 season offered a magnificent spectacle for motorsport fans. In an exciting day under a threatening sky, the Australian Red Bull Racing driver gave a real lesson in temperance to secure a well-deserved victory.

On May 27, 2012, the principality of Monaco became a battlefield where strategy, precision, and composure made all the difference. Mark Webber clinched a flawless victory for Red Bull Racing, becoming the sixth different winner to top the podium in the 63rd Formula 1 World Championship. With masterful handling of both pressure and his tires, the Australian dominated the streets of Monte Carlo and put in a superb performance.

A very valuable pole position

It all began with Saturday's qualifying. Veteran Michael Schumacher set the fastest time for Mercedes, but a penalty carried over from the Spanish Grand Prix prevented him from taking pole position. That honor went to Mark Webber, who inherited the top spot on the grid at a narrow circuit where starting at the front is usually almost synonymous with victory. Nico Rosberg and his Mercedes lined up next to him, while Lewis Hamilton's McLaren and Romain Grosjean's Lotus occupied the second row. Sebastian Vettel, Webber's Red Bull Racing teammate, opted for a different strategy and qualified in ninth place with an unused set of soft tires.

When the cars started to move, Webber took a deep breath, aware that he had a long race ahead of him if he wanted to savor the sweet taste of victory again. The first corner at Sainte-Dévote always stands out as a critical point on the circuit,

Mark Webber leads the 2012 Monaco Grand Prix, which the Australian Red Bull Racing driver won with a near-flawless drive.

The "Kaiser" secures pole... briefly



Seven-time world champion Michael Schumacher rolled back the years to put in a qualifying performance for the ages as the 43-year-old set the fastest time in qualifying for the 2012 Monaco GP.

In addition to Mark Webber's victory and the resurgence of Red Bull Racing, the 2012 Monaco Grand Prix provided some extraordinary moments, such as the legendary Michael Schumacher's memorable performance during qualifying. At 43 years of age, the seven-time world champion stopped the clock with the best time on the legendary Monte Carlo circuit, sparking surprise and admiration in the paddock. It was a flash of the old "Kaiser", a display of his remarkable talent despite the passage of time.

However, the joy could not translate into first position on the grid. Schumacher was carrying a five-place grid penalty for his incident with Bruno Senna in the Spanish Grand Prix, which relegated him to sixth place on the starting grid. It was a penalty that benefited Webber and opened the door to his magnificent triumph. Nevertheless, Schumacher's perfect lap was a moral victory and also a true masterclass in the eyes of the younger drivers who had grown up admiring the German's prowess.

"I'm very happy with the lap I did," said the Mercedes driver. "It's a special circuit and I've always loved driving here." Although the penalty deprived him of a tangible result, his performance in Monaco was a nod to his glorious past and to a mastery that had not yet faded.

and this time was no exception. An incident between Grosjean, Kamui Kobayashi, and Pedro de la Rosa put the Frenchman out of the race and caused a stampede in the group. Pastor Maldonado's Williams was also affected and he had to abandon the race after colliding with another car. Taking advantage of his privileged position, Webber came out clean and maintained the lead without complications, closely followed by Rosberg and Hamilton.

While the Australian driver concentrated on setting his pace, Sebastian Vettel executed his alternative strategy in masterly fashion. The German extended his first stint on the soft tires, leading the race for several laps before making his pit stop. Despite his efforts, he was unable to return to the podium positions, but he did manage a valuable fourth place for Red Bull Racing.



Mark Webber jumps into the pool in front of the Red Bull Racing team after winning the 2012 Monaco GP.

Strategies and tension until the end

The pit stop proved decisive in the race. Fernando Alonso, who was behind Hamilton, took advantage of the undercut to overtake the Briton and move his Ferrari into third position. The Spaniard thus laid the foundations for a podium finish that was crucial for the *Scuderia* and for his own ambitions, as it allowed him to leave Monaco as World Championship leader, three points ahead of Webber and Vettel.

As the laps went by, the tension on the track increased. Despite the difficulties of overtaking on the circuit, the first six cars formed a sort of train that hissed through the streets of Monaco and kept their swords up until the checkered flag dropped. Rosberg relentlessly pressured Webber and tried again and again to find a way to take the lead, but the Australian kept his cool and masterfully clung on to his position.

With just a few laps to go, the threat of rain hung over the track. A few drops fell in certain sectors, which made the drivers take extra precautions. Alonso admitted that, at one point, he wished it would rain to liven up the race, but when the drops began to fall, he quickly retracted his view.

Webber, meanwhile, stuck to his line. With Rosberg in his wake and Alonso on the prowl, the Australian closed every door and completed a perfect race. His victory in the Principality consolidated Red Bull Racing as one of the strongest teams on the grid, despite a fluctuating start to the season.

A special victory

At the end of the race, an elated Mark Webber celebrated his second win in Monaco, after the one he achieved in 2010. "It's an incredible feeling after a very interesting race. At first, it was easy to open a gap to Nico Rosberg, but everything got complicated after the tire change," explained the Red Bull Racing driver. "It was difficult to get the tires up to the right temperature, and that

70 years of magic in Monaco



The 2012 Monaco Grand Prix was the 70th running of arguably the most famous Formula 1 race in the world. The tight street circuit that wraps around the Principality's iconic harbor represents the glamor of F1 like nowhere else.

The Monaco Grand Prix is synonymous with history, glamor, and excitement. Since its first edition in 1929, this race has become one of the jewels in the Formula 1 calendar, a race where each victory becomes a milestone in a driver's career. It is not just another competition, but a spectacle where the world of motor racing merges with an exciting combination of tradition and modernity.

The idea of holding the Grand Prix there came from the mind of Antony Noghès, a descendant of a family originally from Barcelona, who wanted to create an urban race in the heart of the Principality. The vision was clear: a route that would go around the harbor and pass by the iconic Monte Carlo Casino. Over the years, this circuit has become an emblem, unchanged in its essence and considered one of the greatest challenges for any driver.

In 2012, the race celebrated its 70th edition, reaffirming its status as an unmissable event in the history of motorsport. The great motorsport festival was celebrated in style, despite the thick clouds that threatened to bring rain to the circuit at times. For Red Bull Racing it was a real honor to be present at this very special edition, with one of its drivers, Mark Webber, taking the top step of the podium.

allowed Vettel to close the gap. I had to push to stop him getting enough of an advantage to get out in front after his stop."

Sebastian Vettel also highlighted the difficulty of the race. His strategy allowed him to lead the race for quite some time, but in the end he had to settle for fourth place, which kept him in the fight for the championship. With six races completed and six different winners, the 2012 season was turning out to be one of the most open in history. Alonso left Monaco as leader with 76 points, followed by Webber and Vettel with 73. Lewis Hamilton, fourth with 63, and Kimi Räikkönen, in fifth place with 60, were also in contention.

The victory in Monaco was a very important triumph for Red Bull Racing. In a way, it confirmed the team's potential to remain an outfit that could challenge for the title. Although the performance of the RB8 was not comparable to that of its magnificent predecessor, the skill of the drivers and Adrian Newey's ingenuity in improving the car ensured an exciting fight for the championship.

BUILD THE

ORACLE Red Bull RACING RB19
MAX VERSTAPPEN

LEFT EXHAUST MANIFOLD

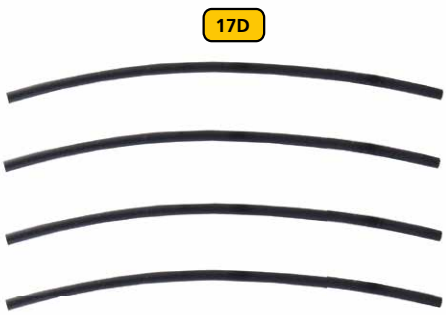
In this issue, we will mount the left exhaust manifold on the engine block.

PIECES IN THIS ISSUE









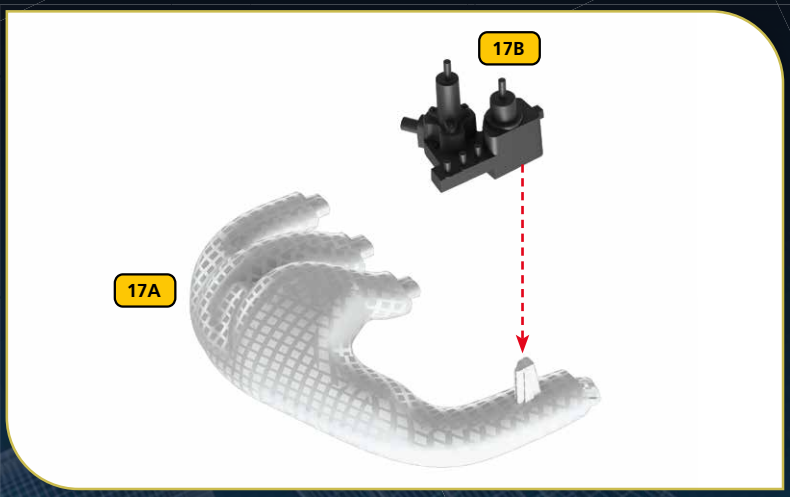


17A Left exhaust manifold
17B Left exhaust sensors
17C Upper turbo connection
17D Pipe C (ø 1.3 mm) (x4)
17E Pipe D (ø 2.3 mm)

Left exhaust manifold

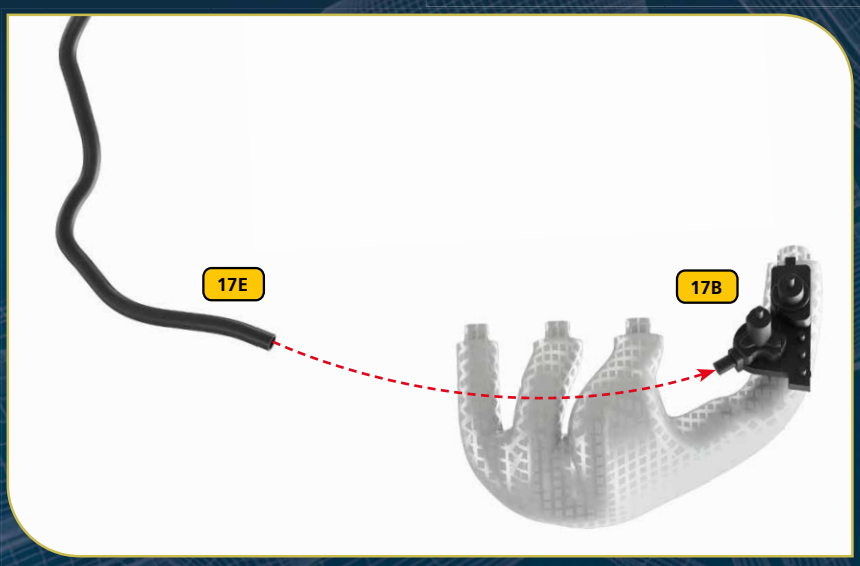
STEP **17-1**

Place the left exhaust sensors **17B** on the left exhaust manifold **17A**.



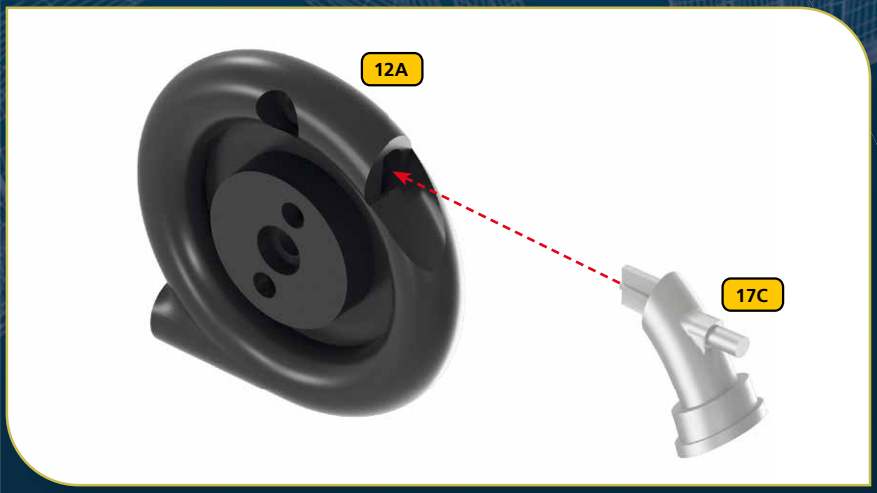
STEP **17-2**

Insert one end of the pipe D **17E** into the pivot in the left exhaust sensors **17B**.



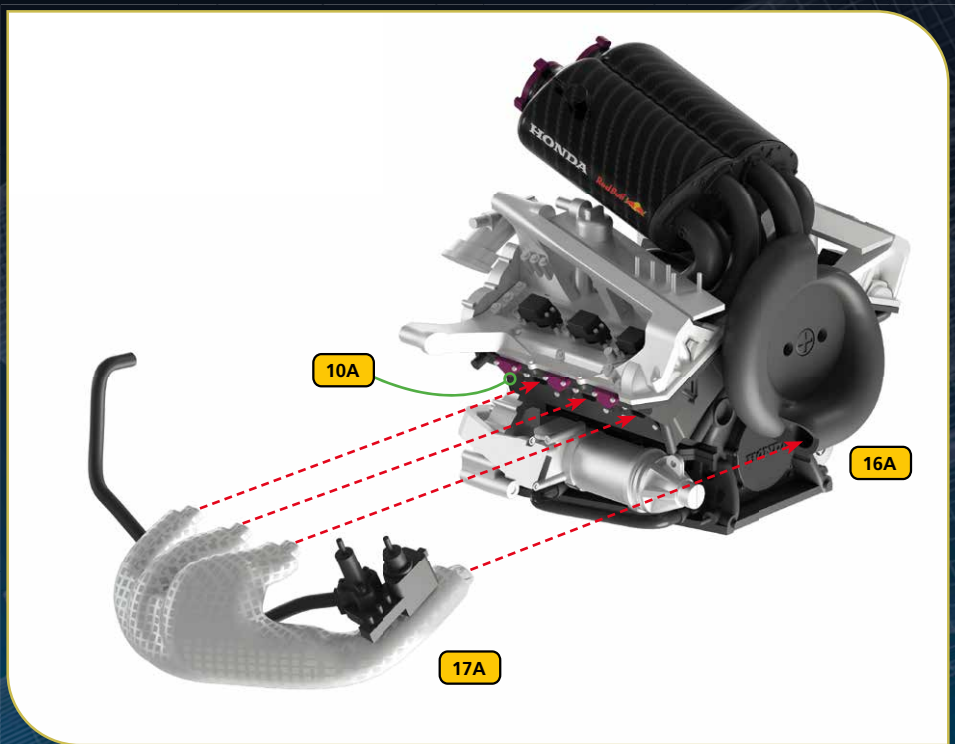
STEP **17-3**

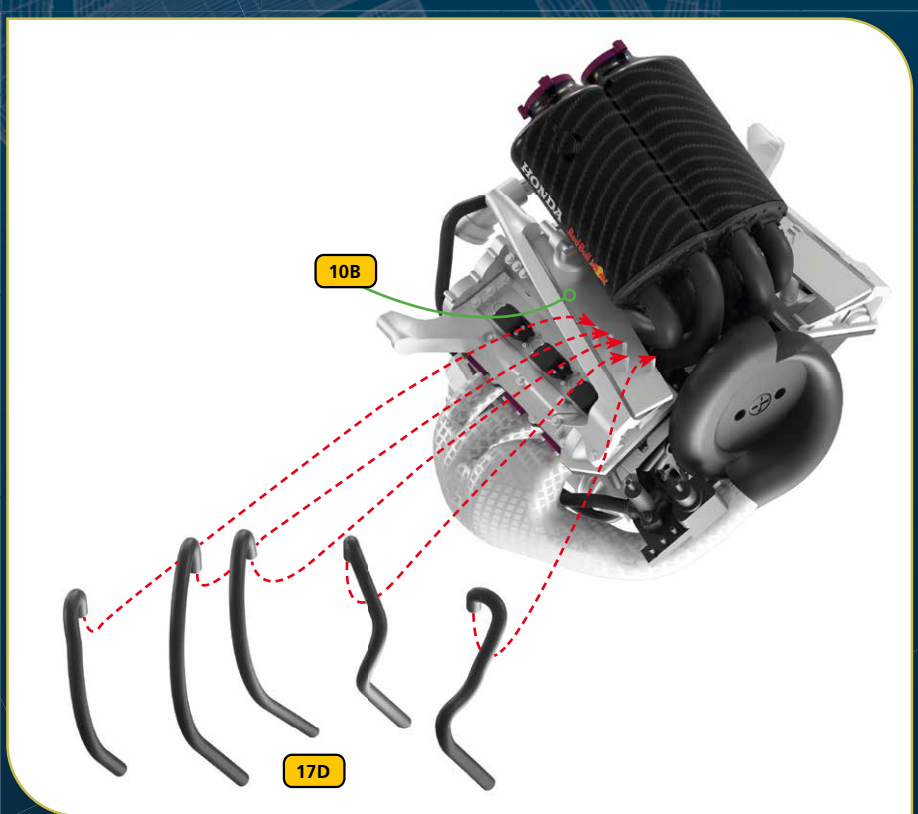
Retrieve the turbocharger housing **12A** from issue 12. Insert the upper turbo connection **17C** into the highlighted hole in the turbocharger housing **12A**. Keep the assembly aside for use in a later stage.



STEP **17–4**

Retrieve the engine assembly. Insert the left exhaust manifold **17A** into the turbo housing 2 **16A** and attach the manifold to the left-hand engine block **10A**.





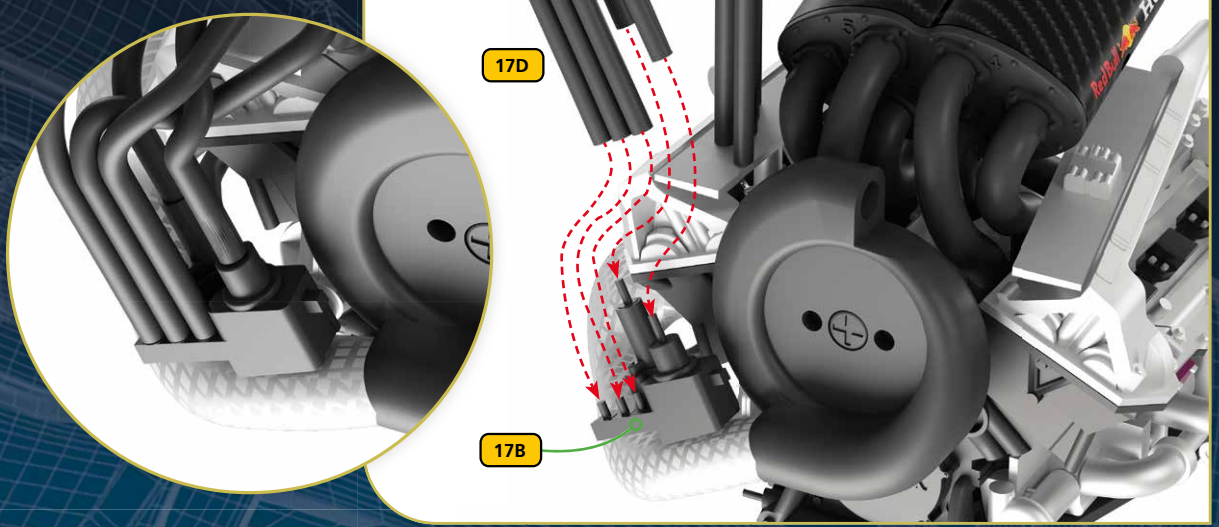
STEP **17–5**

Connect the ends of pipe C **17D** to the pivots on the left cylinder head **10B**.

Left exhaust manifold

STEP **17-6**

Connect the free ends of pipe C **17D** to the pivots on the left exhaust sensors **17B**.



FINAL RESULT



Keep the assembled turbocharger housing **12A** and upper turbo connection **17C** aside for use in a later stage of the assembly.