ORACLE Red Bull RACING

RB19

MAX VERSTAPPEN

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Netherlands 2023

Practice and qualifying



After a three-week break, Formula 1's return from the summer break was full of excitement. Thousands of fans flocked to the Zandvoort circuit to see if their local hero had recharged his batteries. And Verstappen, as always, did not disappoint.

On Friday, August 25, 2023, the drivers were greeted by clear skies, warm temperatures, and stands packed with passionate fans. When free practice began mid-morning, the cheers from the crowd immediately showed who the fans were rooting for. Every step Verstappen took was celebrated with a big roar. The Dutchman pleased his fans and led the first practice with a time of 1:11.852, 0.27 seconds ahead of Fernando Alonso's Aston Martin and 0.37 seconds ahead of Lewis Hamilton's Mercedes.

Max Verstappen arrived at his home GP on the back of eight consecutive wins.



Max Verstappen pictured driving past his adoring fans during qualifying for the 2023 Dutch Grand Prix.

Nothing is a given

Afternoon practice started with a shock when Oscar Piastri's McLaren went off the track and caused a crash with Daniel Ricciardo's AlphaTauri. Bad omens. The rest of the drivers tried to forget about the incident and concentrated on their times. But Max did not feel comfortable and radioed that the RB19 was behaving strangely in the corners. Without a doubt, those ununusal sensations prevented him from moving forward with his usual authority, and a fired-up Lando Norris beat the champion by 0.023 seconds. Sergio Pérez, for his part, had to settle for seventh place.

The Oracle Red Bull Racing drivers went to sleep knowing that on the winding Zandvoort circuit no one was going to give them anything for free. If they wanted to be leading the race in the Netherlands they had to perform at their best.

Summer storm

Saturday, August 26, dawned with overcast skies, and a heavy storm broke just before the start of the third free practice session. Although the sun soon came out, the damp track caused some unwanted sliding, as Verstappen and Checo suffered at the start of the session. But it was just a scare. Both cars were able to rejoin the race as normal and set a pace that displayed the superiority of the RB19.

To the delight of the spectators, Verstappen once again came out on top with a time of 1:21.631. Just 0.37 seconds behind was George Russell, followed by Sergio Pérez, who was one second behind his teammate.

A stellar race

The excitement grew when, on Saturday afternoon, the qualifying sessions began. With the track still



wet, intermediate tires became the choice of most drivers. Yet that didn't stop some of them from going off track. Once again, Verstappen went into the gravel at the start of Q1, which led him to call his race engineer Gianpiero Lambiase over the radio to find out what was happening to the car, as he couldn't control it properly in some corners.

The Dutchman regained his confidence and began to roll with his usual power, but Albon surprised everyone with an excellent performance that enabled him to finish fastest ahead of Verstappen, Piastri, and Norris.

Clouds and clear spells followed one another over the circuit, creating uncertainty among the drivers, as no one dared to predict whether or not rain would make an appearance again. Relying once again on intermediate tires, Verstappen and Norris engaged in a fine duel to see who could achieve the fastest time, while Sergio Pérez struggled to get out of the drop zones. Albon made a brilliant attempt to surprise again, but this time the Oracle Red Bull Racing champion got the better of him and managed to beat his time in a Q2 that was surprising due to the early departure of Lewis Hamilton.

Along with most of the other drivers, Sergio Pérez found the wet track challenging and qualified in eighth position.

He's champion for a reason

Once again, the decision on which tires to use had most of the teams scratching their heads before the start of Q3. The blankets over the



Max Verstappen on the way to securing his eighth pole position of the 2023 season at Zandvoort.

wheels kept things under wraps until the start of the session, where it was revealed that everyone had gone for intermediates except for Russell, Sainz Jr., Albon, and Sargeant, who all started on softs. Perhaps it wasn't the best decision, or at least that's what many thought when Sargeant lost control of his car on lap 2. But the tires weren't behind all the incidents, as was demonstrated by Leclerc on lap 9 when he caused another red flag.

The McLaren drivers, Norris and Piastri, seemed to have done enough to secure the top two places, but could do nothing as they watched a superb reaction from Max Verstappen – his spectacular time of 1:18.856 meant that he took pole position, ahead of Norris and Russell. "The pressure is always there when you perform in front of your home crowd," Verstappen acknowledged afterwards. "But when you can pull it off, it feels incredible."

Despite not finding a rhythm with which he felt completely comfortable in his RB19, Sergio Pérez finished the qualifying round in seventh place. For Christian Horner, the result was very positive. "In conditions as demanding as these, there was a lot of debate about when to race, which tires to use, etc., and with the added pressure of a home race for Max, it's hard not to feel the push of the crowd, the noise, and the commotion. But the way he handles it is truly extraordinary. Once again, the whole team did a fantastic job of interpreting the conditions, preparing the car, and doing well on the decisive lap. And that last lap was classic Max: a real whirlwind."

Qualifying classification

Pos.	Nº	Driver	Constructor	Q1	Q2	Q3	Final grid
1	1	Max Verstappen	Red Bull Racing-Honda RBPT	1:20.965	1:18.856	1:10.567	1
2	4	Lando Norris	McLaren-Mercedes	1:21.276	1:19.769	1:11.104	2
3	63	George Russell	Mercedes	1:21.345	1:19.620	1:11.294	3
4	23	Alexander Albon	Williams-Mercedes	1:20.939	1:19.399	1:11.419	4
5	14	Fernando Alonso	Aston Martin Aramco-Mercedes	1:21.840	1:19.429	1:11.506	5
6	55	Carlos Sainz Jr.	Ferrari	1:21.321	1:19.929	1:11.754	6*
7	11	Sergio Pérez	Red Bull Racing-Honda RBPT	1:21.972	1:19.856	1:11.880	7
8	81	Oscar Piastri	McLaren-Mercedes	1:21.231	1:19.392	1:11.938	8
9	16	Charles Leclerc	Ferrari	1:22.019	1:19.600	1:12.665	9
10	2	Logan Sargeant	Williams-Mercedes	1:22.036	1:20.067	1:16.748	10
11	18	Lance Stroll	Aston Martin Aramco-Mercedes	1:21.570	1:20.121	N/A	11
12	10	Pierre Gasly	Alpine-Renault	1:21.735	1:20.128	N/A	12
13	44	Lewis Hamilton	Mercedes	1:21.919	1:20.151	N/A	13
14	22	Yuki Tsunoda	AlphaTauri-Honda RBPT	1:21.781	1:20.230	N/A	17**
15	27	Nico Hülkenberg	Haas-Ferrari	1:21.891	1:20.250	N/A	14
16	24	Zhou Guanyu	Alfa Romeo-Ferrari	1:22.067	N/A	N/A	15
17	31	Esteban Ocon	Alpine-Renault	1:22.110	N/A	N/A	16
18	20	Kevin Magnussen	Haas-Ferrari	1:22.192	N/A	N/A	PL***
19	77	Valtteri Bottas	Alfa Romeo-Ferrari	1:22.260	N/A	N/A	18
20	40	Liam Lawson	AlphaTauri-Honda RBPT	1:23.420	N/A	N/A	19

*Carlos Sainz Jr. was reprimanded for blocking Oscar Piastri on his way out of the pits, and the Ferrari team was fined €5,000.
**Yuki Tsunoda received a three-position penalty for blocking Lewis Hamilton during Q2.
***Kevin Magnussen received a 10-position penalty for replacing the gearbox and started from the pit lane for changing engine components without the approval of the technical team.

2023 Dutch Grand Prix

Verstappen's momentum overcomes the most difficult conditions



Verstappen leads the field at the start of the 2023 Dutch Grand Prix.

The stands were a sea of orange. It is estimated that more than 300,000 fans had passed through the Zandvoort circuit over the weekend. And most of them didn't want to miss the big race that took place on the afternoon of Sunday, August 27. Verstappen was under pressure to maintain his winning streak at Zandvoort, which, while intimidating him, also gave him a boost from the thousands of spectators who supported him unconditionally.

Staying calm

The drivers kept looking at the black clouds that were beginning to form above their heads. When the lights went out, light rain started to fall, raising fears of the worst. Max, completely focused, made a clean start and took the lead of the race, opening the way for Norris, Albon, Russell, and Alonso. Before the cars had even had time to get into a rhythm, the skies opened and the light rain turned into a deluge that began to leave the track very wet. Horror was etched on the faces of many drivers, who rushed to the pits to change from soft to medium tires. Verstappen hesitated and the radio advised him to hold on.

"There were a lot of tricky moments with the rain," admitted Verstappen. "It was all about keeping calm and making the right decisions at the right time, and we did just that."

The confusion continued during the early stages of the race, mainly due to the chaos of the pit stops and teams trying to ensure that their drivers had the right tires at all times. No matter how hard he tried to stay calm, Max ended up being relegated to fourth position, while his teammate Checo Pérez took advantage of his initial reaction to call for a quick tire change and managed to move into first position, followed by Zhou and Gasly.



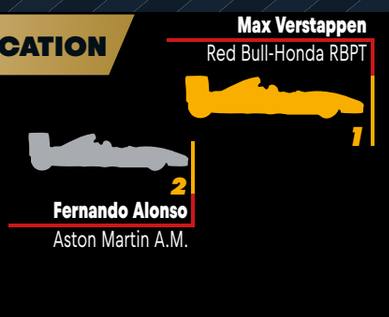
Max held his nerve in the rain to secure a momentous victory on his home circuit.

Single-seaters or submarines?

The rain continued to fall on the circuit with varying intensity, leaving the drivers with no choice

FINAL CLASSIFICATION

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



Max Verstappen
Red Bull-Honda RBPT
1

2
Fernando Alonso
Aston Martin A.M.



Max Verstappen pictured behind the safety car after a 40-minute break following Guanyu's incident on lap 64.

but to adapt to the difficult track conditions. It didn't take Verstappen long to make up positions until he was behind his teammate; he overtook the Mexican on lap 12, which didn't seem to please Checo too much.

The rain really began to take effect and caused Sargeant to lose control of his Williams, which brought out a virtual safety car. Once the track was clear, Verstappen put his foot down on the accelerator until he found that intense pace at which the RB19 performed at its best. In this way, he began to open up a gap to his direct pursuers, while Pérez bravely defended his second position against the attacks from Alonso and Gasly.

Halfway through the race, Verstappen managed to open up a seven-second lead over Pérez. But the sky began to darken more and more, and torrential rain fell on all the participants and most of the spectators. The cars advanced almost like submarines, but some drivers did not handle it very well and dropped down through the field.

The highest risk laps

The intensity of the rain only increased as the race progressed. On lap 64, a red flag appeared as a result of Guanyu going off the track. The drivers were then forced to wait more than 40 minutes for the race to restart, which cooled some of them down. But nothing affected the champion's concentration, and he rejoined the race as if nothing had happened. "We knew that heavy rain was approaching towards the end, and when you're in first place you have everything to lose. But Max had a great restart and secured first place with an excellent attitude," said Christian Horner.

While Verstappen was on his way to yet another victory, the afternoon was becoming progressively more complicated for Sergio Pérez. Just before Zhou's incident, the Mexican was still defending his second position tooth and nail. However, his car went into the gravel and skimmed the wall on lap 63, no doubt due to the accumulation of water. He was in the pit lane recovering when the red flag appeared. The timing screens placed him in sixth position for a moment, but a subsequent message from race control clarified that he would rejoin the race in third position, as Alonso had been the only one who had actually overtaken him before the appearance of the safety car.

Things got even more complicated for Pérez when the stewards gave him a five-second penalty for speeding in the pit lane, which Gasly took advantage of to snatch third place from him.

Verstappen secured his 11th win of the season, equaling Sebastian Vettel's record of nine wins in a row.

Another milestone for Verstappen

Max crossed the finish line comfortably in first position, more than three seconds ahead of Fernando Alonso, who took second place. With this win, the Oracle Red Bull Racing champion achieved his ninth consecutive victory, equaling the record previously set by Sebastian Vettel. Verstappen was particularly enthusiastic about being able to celebrate this success at home.

"I feel extremely proud to win the Dutch Grand Prix again and to win nine in a row is a great achievement. I never thought it would be possible," the champion admitted at the end of the race. "It's always amazing to be here, and the national anthem before the Grand Prix really gave me goosebumps."

His teammate was considerably less euphoric. Sergio Pérez described the afternoon as an unfortunate one: "You know much more after the race, but overall it's a good result given the chaos of the afternoon. The team always knows the bigger picture when they are making decisions in the race and I don't have all the information in the car. That's why we have strategists and they all give orders in the interest of the team. We had a good pace and we definitely deserved a podium today, so it's a shame we didn't get it." Horner himself regretted that Checo's good start was not ultimately rewarded. "It's a shame we couldn't have Checo on the podium after his penalty, as he deserved to be there. But such a dramatic and dangerous race always leaves things for us to reflect on."



Verstappen celebrates his ninth consecutive win of the season alongside runner-up Fernando Alonso (left) and third-place Pierre Gasly (right).

Scoring 10 in the "Power rankings"



At the 2023 Dutch Grand Prix, Oracle Red Bull Racing's number one driver delivered what was regarded by the experts as a flawless drive.

Every Grand Prix is the subject of analysis and study by professionals and fans alike. This has led to the emergence of numerous rankings that assess the performance of the drivers during the races. Among the most prestigious are those known as the "Power Rankings". Five selected Formula 1 experts examine the performance of each driver during the race weekend and score them on a scale of 1 to 10. In the ranking for the Dutch Grand Prix, Max Verstappen made history by achieving a 10, the highest possible score. The Oracle Red Bull Racing champion won over all the judges by putting in an absolutely perfect weekend, which allowed him to record his ninth consecutive victory. Behind him, in this ranking of the most "powerful", came Fernando Alonso with an outstanding 9.6, Pierre Gasly with 9.4, Alexander Albon with 8.8, and Carlos Sainz Jr. with 8.4.

BUILD THE

ORACLE Red Bull RACING RB19 MAX VERSTAPPEN

RIGHT EXHAUST MANIFOLD

In this stage the turbo and the right exhaust manifold are mounted on the engine block.

PIECES IN THIS ISSUE

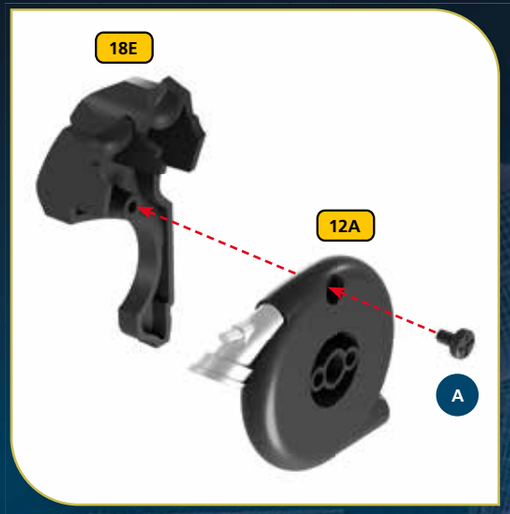


- **18A** Lower turbo connection
- **18B** Intermediate turbo connection
- **18C** Right exhaust manifold
- **18D** Right exhaust sensor
- **18E** Intake casing 1
- **18F** Pipe E
- **18G** Pipe F
- **A** Screws 2.3 mm x 4 mm (2 + 1*)

* Spare screw

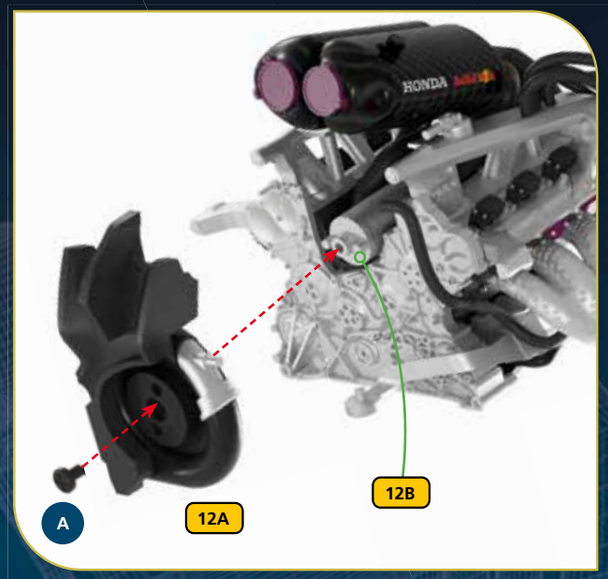
STEP 18–1

Retrieve the turbocharger housing **12A** from the previous issue. Insert the pivot on the intake casing 1 **18E** into the highlighted hole in the turbo casing **12A**. Secure the assembly with an **A** screw.



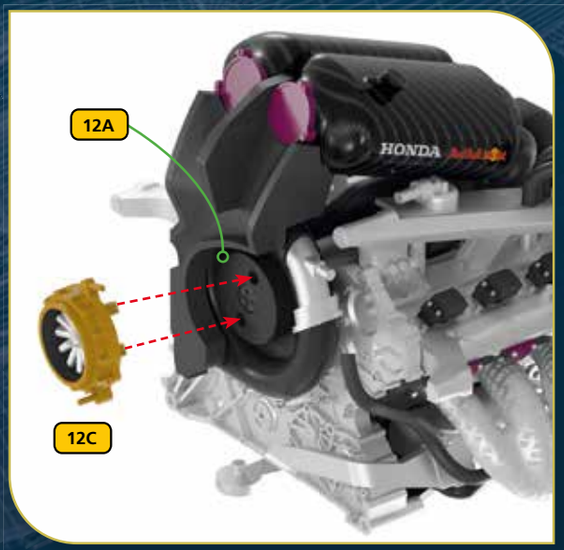
STEP 18–2

Retrieve the engine assembly. Place the turbocharger housing **12A** on the turbo shaft 1 **12B** and secure it with an **A** screw.



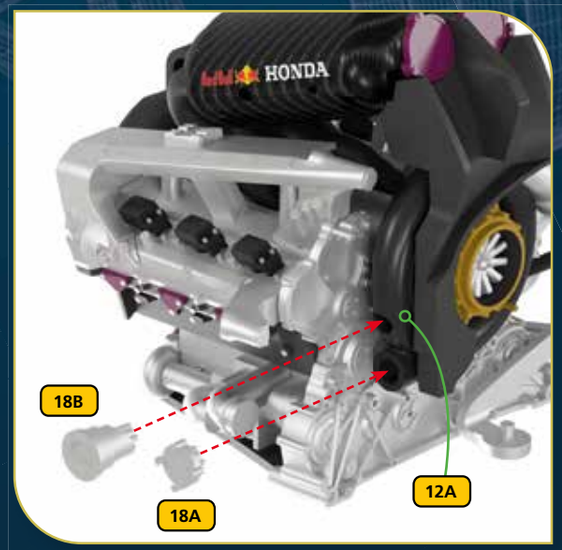
STEP 18–3

Retrieve the turbo wheel **12C**. Insert the pins on the turbo wheel **12C** into the highlighted holes on the turbo casing **12A**.



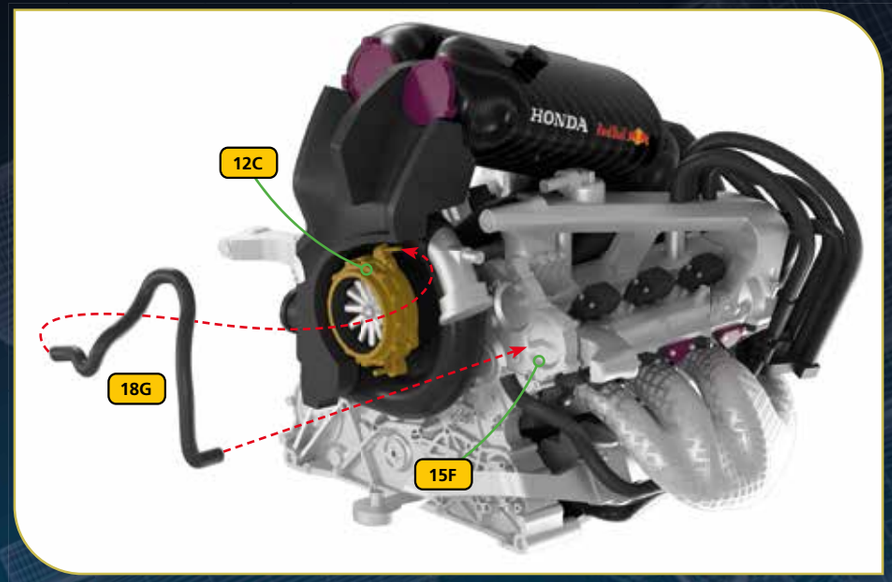
STEP 18–4

Place the lower turbo connection **18A** and the intermediate turbo connection **18B** into the highlighted holes in the turbo casing **12A**.



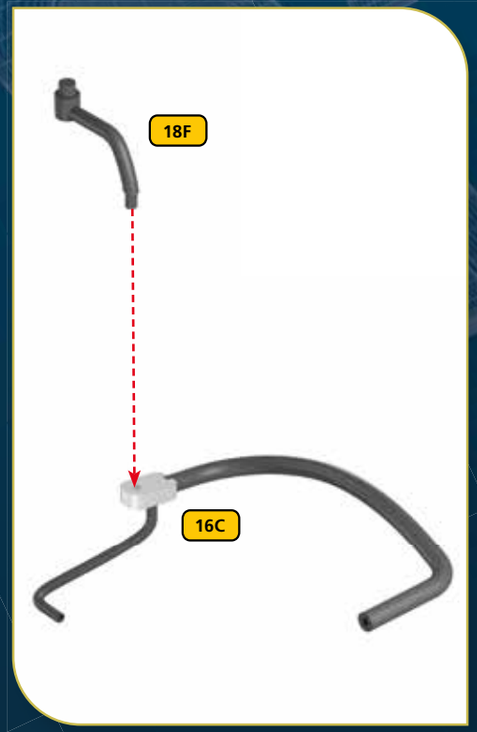
STEP 18–5

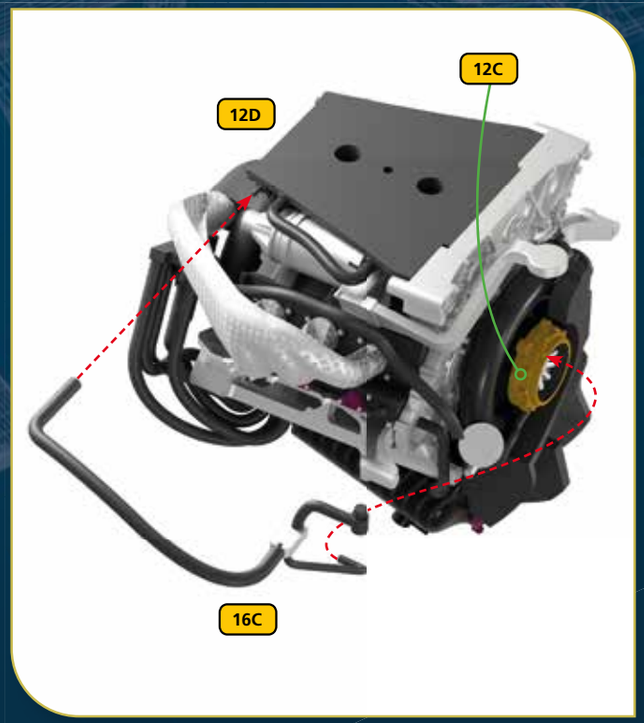
Connect one end of pipe F **18G** to the turbo wheel **12C** and the other end to the front panel of the engine block **15F**.



STEP 18–6

Retrieve pipe A **16C** from issue 16. Insert the smaller pivot on pipe E **18F** into the hole in pipe A **16C**.





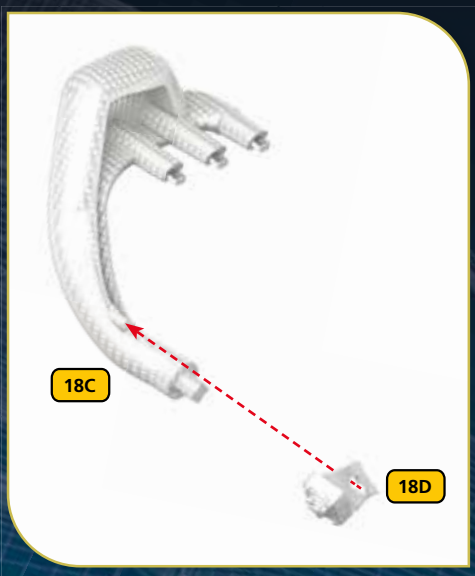
STEP 18–7

Connect the long end of pipe A **16C** to the highlighted pivot on the lower center block **12D** and the short end to the turbo wheel **12C**.

Right exhaust manifold

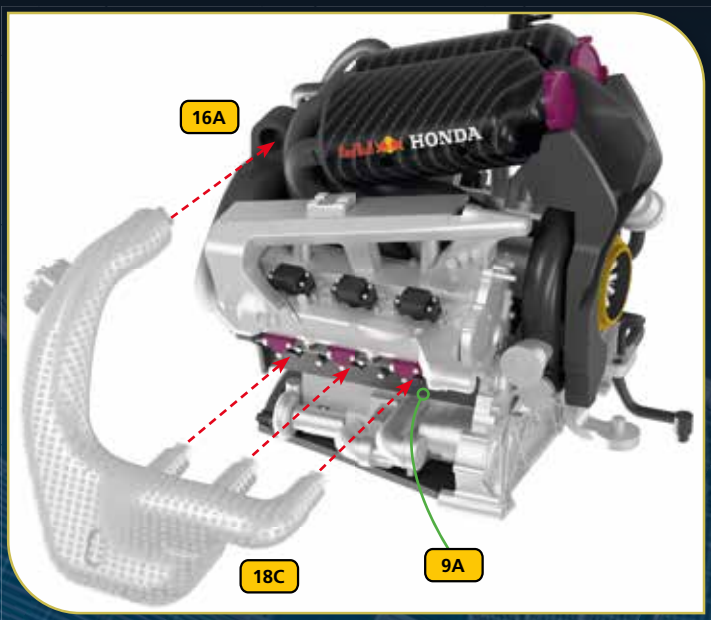
STEP 18–8

Insert the right exhaust sensor **18D** into the highlighted pivot on the right exhaust manifold **18C**.



STEP 18–9

Insert the upper pivot on the right exhaust manifold **18C** into the highlighted hole in the turbo housing 2 **16A** and attach the three lower manifold pipes to the right-hand block **9A**.



STEP 18–10

Finally, connect the end of pipe D **17E** to the upper turbo connection **17C**.



FINAL RESULT



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