ORACLE Red Bull RACING

RB19

MAX VERSTAPPEN

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Singapore 2023
Practice and qualifying



The Marina Bay street circuit provided the backdrop for some truly exciting opening sessions, in which Oracle Red Bull Racing lost its dominance and began to experience difficulties that lasted throughout the weekend.

A feeling of humid and oppressive heat greeted the teams in the opening session of the Singapore Grand Prix. The Marina Bay street circuit, with its 23 tight corners, promised a few days of intense excitement. Oracle Red Bull Racing arrived ready to maintain its streak of records and victories. However, from the start, situations began to arise that put the team on notice.

Free practice puts the Bulls to the test

At 17:30 pm on Friday, September 15, the first free practice session got underway and it soon became clear

The free practice sessions for the 2023 Singapore Grand Prix get underway at the Marina Bay circuit on September 15, 2003.



Max Verstappen pictured on Singapore's Marina Bay street circuit, which proved to be challenging for the world champion during free practice and qualifying.

that it was not going to be an easy day for Oracle Red Bull Racing. While the Ferraris of Charles Leclerc and Carlos Sainz Jr. were quick from the start, Max Verstappen and Sergio Pérez saw how the latest updates to the RB19 were not working well on the track.

In the first session, the Dutchman finished third, 0.126 seconds behind Leclerc, who led the timesheets closely followed by Sainz Jr. The champion had warned about the lack of grip on his car, but no one was overly alarmed. Checo, for his part, did not get past seventh place, struggling with stability in tight corners.

The second session took place after night had fallen and confirmed the team's worst fears: the Ferraris were flying over the tarmac in Singapore. In fact, they were once again at the top of the rankings, although on this occasion it was Sainz Jr. who led ahead of Leclerc. The Mercedes were looking strong and the McLarens were also showing signs of being serious contenders. Meanwhile, the Bulls were starting to sink down the table as Pérez finished seventh and Verstappen eighth. The Dutchman was even seen angrily hitting the steering wheel when he realized that once again he was struggling on a track where he had never won.

We had to wait until Saturday afternoon for the third and final free practice session. Sainz Jr. was once again unbeatable, this time followed in the rankings by Russell's Mercedes and Norris's McLaren. Verstappen tried to push the RB19 to the limit, but only managed fourth place, while Pérez was left out of the top five. Things were not going well for Oracle Red Bull Racing.



Qualifying made things worse

With the night lighting up the track, it was time for qualifying. Q1 provided one of the most shocking images of the day, when Lance Stroll suffered an accident that left a large part of his car wrecked. Miraculously, the driver was unhurt. The crash made for a confusing first qualifying session, in which Verstappen and Pérez struggled to make the cut.

But the big surprise came in the second qualifying round. Some called it a real earthquake, and it was no less than that. From the start, Verstappen struggled with a car that was not responding. While Sainz Jr. and Russell stayed in front, the Dutchman could not find the pace needed to get into the fight for pole position.

The minutes passed and the tension grew among the Oracle Red Bull Racing drivers. Verstappen did one last lap at the limit, but it wasn't enough. The two-time world champion was eliminated in Q2! "The car was leaking water massively in the braking zones," the Dutchman explained afterwards. "And every time I wanted to brake deep and hard, my front wheels were unloaded."

Meanwhile, Checo also failed to qualify, rounding off one of the most disastrous qualifying sessions of recent seasons for Oracle Red Bull Racing. For the first time in five years, the team's drivers

Oracle Red Bull Racing team principal Christian Horner had plenty to think about during qualifying for the 2023 Singapore Grand Prix.



Sergio Pérez suffered as much as his teammate in qualifying, only able to secure 13th place on the grid.

were going to miss Q3. "It's been a complete disaster," admitted Sergio Pérez. "I'm very disappointed with the result. It wasn't what we expected and it really hurts. We made a lot of changes to the car this weekend, but nothing really worked."

Team principal Christian Horner tried to calm things down by making it clear that all was not lost. "For some reason, the car just didn't respond on this circuit. There is a lot to do, but we will not give up on anything. Starting outside the top 10 on a track where it is so difficult to overtake is going to be complicated, but we are not giving up on the weekend. Points are awarded on Sunday and there is a lot at stake."

Alarm bells ringing

After the fantastic results of the previous few races, the Oracle Red Bull Racing team was not prepared to suffer such a failure. It had gone from glory to despair in the space of a few days. Although the team simulated a certain amount of dry running, the mechanics jumped on the RB19s to introduce all the improvements possible before the main event on Sunday.

Meanwhile, qualifying ended with a brilliant drive by Carlos Sainz Jr., who recorded his second consecutive pole position, finishing ahead of George Russell, Charles Leclerc, and Lando Norris.

The starting grid for Sunday was going to be really unusual, as it would be the first time in a long time that the Red Bulls would not be in the top 10. Max would start from 11th position and Checo from 13th. Nothing was impossible, but with the difficulties of the Marina Bay track, a comeback seemed like a Herculean task.

Qualifying classification

Pos.	Nº	Driver	Constructor	Q1	Q2	Q3	Final grid
1	55	Carlos Sainz Jr.	Ferrari	1:32.339	1:31.439	1:30.984	1
2	63	George Russell	Mercedes	1:32.331	1:31.743	1:31.056	2
3	16	Charles Leclerc	Ferrari	1:32.406	1:32.012	1:31.063	3
4	4	Lando Norris	McLaren-Mercedes	1:32.483	1:31.951	1:31.270	4
5	44	Lewis Hamilton	Mercedes	1:32.651	1:32.019	1:31.485	5
6	20	Kevin Magnussen	Haas-Ferrari	1:32.242	1:31.892	1:31.575	6
7	14	Fernando Alonso	Aston Martin Aramco-Mercedes	1:32.584	1:31.835	1:31.615	7
8	31	Esteban Ocon	Alpine-Renault	1:32.369	1:32.089	1:31.673	8
9	27	Nico Hülkenberg	Haas-Ferrari	1:32.100	1:31.994	1:31.808	9
10	40	Liam Lawson	AlphaTauri-Honda RBPT	1:32.215	1:32.166	1:32.268	10
11	1	Max Verstappen	Red Bull Racing-Honda RBPT	1:32.398	1:32.173	N/A	11*
12	10	Pierre Gasly	Alpine-Renault	1:32.452	1:32.274	N/A	12
13	11	Sergio Pérez	Red Bull Racing-Honda RBPT	1:32.099	1:32.310	N/A	13
14	23	Alexander Albon	Williams-Mercedes	1:32.668	1:33.719	N/A	14
15	22	Yuki Tsunoda	AlphaTauri-Honda RBPT	1:31.991	-	N/A	15
16	77	Valtteri Bottas	Alfa Romeo-Ferrari	1:32.809	N/A	N/A	16
17	81	Oscar Piastri	McLaren-Mercedes	1:32.902	N/A	N/A	17
18	2	Logan Sargeant	Williams-Mercedes	1:33.252	N/A	N/A	18
19	24	Zhou Guanyu	Alfa Romeo-Ferrari	1:33.258	N/A	N/A	PL***
20	18	Lance Stroll	Aston Martin Aramco-Mercedes	1:33.397	N/A	N/A	DNS**

*Max Verstappen was reprimanded twice for blocking the pit lane exit and for impeding Logan Sargeant and Yuki Tsunoda. Red Bull Racing was fined €5,000.
**Lance Stroll qualified in 20th place, but an accident prevented him from taking part in the race.
***Zhou Guanyu started from the pit lane after changing the engine of his car and making unauthorized modifications in *parc fermé*.

2023 Singapore Grand Prix

The curse of Max Verstappen at Marina Bay



With the street circuit bathed in floodlights and skyscrapers towering above, Singapore is one of the most memorable races on the Formula 1 calendar.

The weekend had not started at all well for Oracle Red Bull Racing. And that was evident throughout Sunday. In the team's paddock, the laughter and relaxation of previous races was replaced by seriousness and worried faces. It was difficult to discern whether the team members were more overwhelmed by the humid heat of Singapore or Max and Checo's starting positions, which certainly did not invite optimism. The team's spectacular winning streak was under threat.



Verstappen waves to the crowd from a classic car on a parade lap before the 2023 Singapore GP.

But with drivers of Verstappen's caliber, you can never take anything for granted. Hence, when the engines roared into life, many engineers, technicians, and fans alike held their breath.

The Bulls go hunting

A note of optimism was struck from the start by Sergio Pérez, who wore a special helmet for the race to celebrate his 250th Formula 1 start, joining a select group of 11 drivers who have achieved this milestone throughout history.

From the very first moment it was clear that the race was going to be close and exciting. Sainz Jr. skillfully made the most of his advantage and took the lead of the race with authority. His teammate Leclerc was also attentive and moved into second position when he overtook Russell. Behind, things began to get more disorderly. For example, Tsunoda had to stop because of a puncture which, as it would later turn out, had been caused by a small collision with Pérez.

FINAL CLASSIFICATION

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



Sergio Pérez pictured wearing his special helmet to mark his 250th F1 Grand Prix.

The Mexican started ambitiously, as did Verstappen. Both put their RB19s into attack mode. And they weren't the only ones: Alonso and Ocon had also set out on the hunt. But the pursuers found that Sainz Jr. was setting the fastest times of the night, so there was no way to reduce his lead.

With his innate predatory instinct, Verstappen gained positions on the track. He passed Magnussen, left Gasly behind, and set his sights on Alonso. But Singapore is not just any circuit: here, every overtaking is a miracle. The Dutchman was pushing hard, but on this occasion, the car was not responding.

The strategy didn't work

Once again, the key to the race was going to be the tires. Verstappen, who had started with the harder Pirelli compounds, decided to extend his first stint. But on lap 20, Logan Sargeant's Williams hit the wall and brought out the safety car. It became an extraordinary opportunity for those in the leading positions... but not for the Oracle Red Bull Racing drivers. With worn tires, their chances of a comeback vanished.

In any case, Verstappen had no choice but to draw on his skill and courage. The champion pushed as hard as he could and pitted late, on lap 40 of 62. When he rejoined, he did so on medium tires. Then he continued with more determination than real possibilities. He pushed hard and managed to climb back up to fifth position in the closing laps, but the possibility of securing a place on the podium completely vanished.

Things were not easy for Sergio Pérez either; like his teammate, he had started the race on hard tires. His initial progress did not yield good results, mainly due to the early duel he faced with Oscar Piastri's McLaren. After pitting on lap 39 to switch to medium tires, Checo rejoined in ninth place and continued to battle, having to accept an honorable eighth place as the final result. He was just ahead of Liam Lawson, who recorded the best result for AlphaTauri so far this season as a substitute for Daniel Ricciardo, who was still on leave since breaking his left hand in practice for the Dutch Grand Prix.



Verstappen's fifth-place finish was respectable after starting from 11th, but he was still disappointed not to secure a podium position.

The final siege

Despite having the threat of Verstappen at a distance, Carlos Sainz Jr. could not enjoy a relaxed end to the race. On the contrary, he had to defend his lead tooth and nail, seeing how in the last laps the McLaren of Lando Norris and the Mercedes of Russell and Hamilton – who had made a stop for new tires – were closing in on him.

These were minutes of extraordinary excitement as the drivers took risks, which, in some cases – as happened to Russell on the last lap – ended up causing an accident. Sainz Jr. kept a cool head and managed to cross the finish line first, ending the spectacular string of victories for Oracle Red Bull Racing. He was joined on the podium by Norris and Hamilton, while Leclerc secured fourth place.

The start from behind by the Oracle Red Bull Racing drivers meant that there was a lot of movement in the race by those looking to score points.

For Oracle Red Bull Racing, the night ended on a sour note. For the first time in 2023, the team did not win a race, and they were not even present on the podium. The winning machine had shown that it was also vulnerable. But there was no need to get carried away by the



Pérez crossed the finish line in eighth place, almost a full minute behind the winner Carlos Sainz Jr.

drama because the data was still very positive for the Bulls. In the Constructors' Championship, Oracle Red Bull Racing had a total of 597 points, 300 more than Mercedes, its closest competitor. Verstappen, meanwhile, led the Drivers' Championship with 374 points, 151 ahead of his second-place teammate.

At the end of the vibrant race, Max and Sergio left the Marina Bay circuit feeling like they had just woken up after a bad night, although they were aware that this is how Formula 1 is: one day you dominate and the next you suffer. And when you fall... all that remains is to come back stronger.

The world's cleanest race

Shortly before the start of the Singapore Grand Prix, Max Verstappen and Sergio Pérez had the opportunity to have fun in a promotional event organized by Oracle Red Bull Racing in collaboration with Jewel Changi International Airport and the Singapore Tourism Board. Under the slogan "Clean-up Challenge", the two drivers took part in an unusual race in which the cars were replaced by electric cleaning vehicles. Emulating the drivers of the 24 Hours of Le Mans, Max and Checo had to race towards their unusual vehicles, decorated for the occasion with the Red Bull Racing emblems, and start a friendly competition. During the event, they not only had to test the speed of the machines, but also their ability to collect the dry leaves on the road, as well as cleaning any stains on the ground. With the spectacular backdrop of the HSBC Rain Vortex, the world's tallest indoor waterfall, the Bulls put on a fun show for the hundreds of tourists passing by. Verstappen won the race and took the opportunity to talk about the Grand Prix that was to be held just a few hours later: "A street circuit always presents some challenges, but we'll give it a go. We have a good car, but we know there are many other cars that can be fast too, and the gaps will be very narrow. But, of course, we want to win." At that moment, neither of the two drivers could have imagined the complications they would really face at Marina Bay.

BUILD THE

ORACLE Red Bull RACING RB19
MAX VERSTAPPEN

ACCELERATOR AND BRAKE PEDALS

In this issue, the accelerator and brake pedals are mounted on the survival cell assembly.

PIECES IN THIS ISSUE



- **20A** Brake pedal shaft
- **20B** Accelerator pedal shaft
- **20C** Pedal cylinders (x2)
- **20D** Steering shaft lower rear support
- **20E** Accelerator pedal
- **20F** Brake pedal
- **20G** Pedal support
- **20H** Pedal springs (x2)
- **K** Screws 2.3 × 6 mm (1 + 1*)
- **L** Screws 1.7 × 7 mm (2 + 1*)

* Spare screw

STEP 20-1

Retrieve the survival cell assembly from issue 7. Place the axes of the brake pedal shaft **2OA** and the accelerator pedal shaft **2OB** on the highlighted pivots on the survival cell inner front panel **7A**.



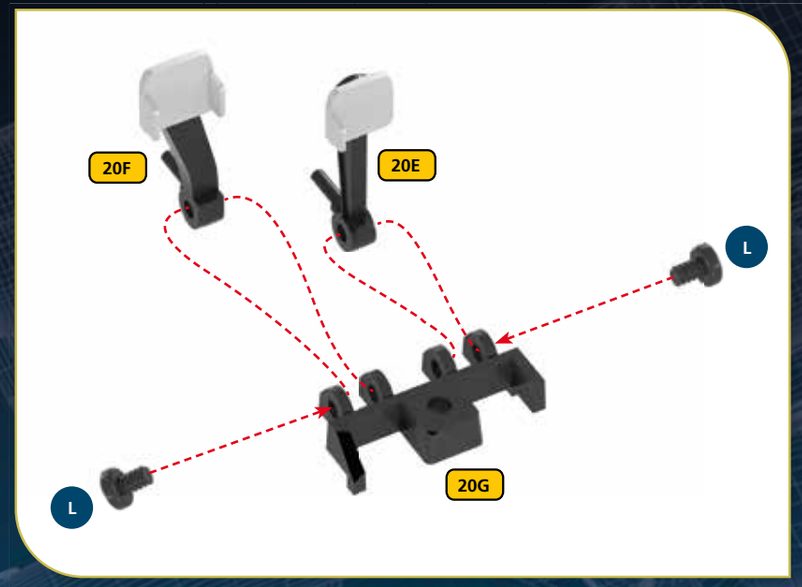
STEP 20-2

Insert the pedal cylinders **2OC** and the pedal springs **2OH** on the brake pedal shaft **2OA** and the accelerator pedal shaft **2OB**, as shown in the picture.



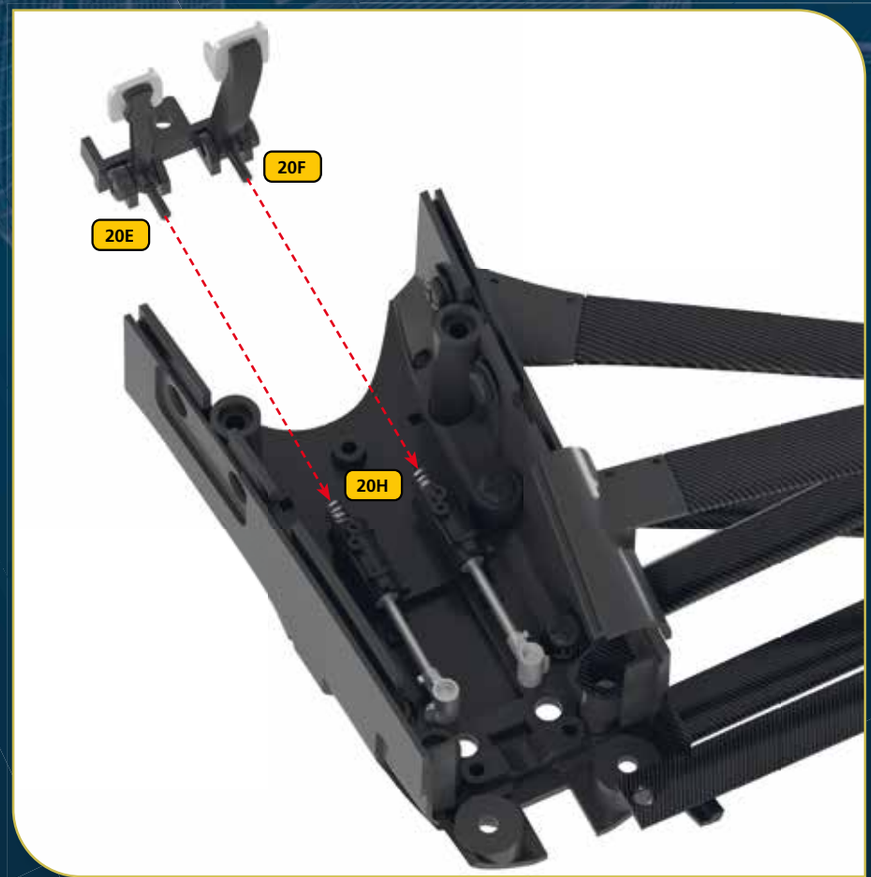
STEP 20-3

Check the orientation of the parts in the picture. Place the accelerator pedal **2OE** and the brake pedal **2OF** between the tabs on the pedal support **2OG**. Connect the pedals with two **L** screws.



STEP 20-4

Insert the pivots on the accelerator pedal **2OE** and the brake pedal **2OF** into the pedal springs **2OH**.



Accelerator and brake pedals

STEP 20-5

Place the steering shaft lower rear support **20D** in the highlighted position on the pedal support **20G** and secure it with a **K** screw.



FINAL RESULT



This is how the pieces look at this stage of the assembly.