ORACLE Red Bull RACING

RB19

MAX VERSTAPPEN

25



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United States Grand Prix 2023

Practice and qualifying



Austin experienced a Friday of maximum intensity. With a single free practice session and crucial qualifying, the drivers made it clear that the Grand Prix at the Circuit of the Americas was going to be electric. And, for Oracle Red Bull Racing, a little more complicated than expected.

With a schedule compressed by the Sprint format, the free practice session on the morning of Friday, October 20, 2023, became the only opportunity for teams to adjust their cars before qualifying. With only an hour available, the drivers took to the track immediately, looking for the perfect balance between speed and stability on the undulating Circuit of the Americas. The Bulls took to the track sporting new liveries on the RB19s, with very American motifs.

From the start, Oracle Red Bull Racing focused on gathering key data. Max Verstappen and Sergio Pérez alternated between medium and soft tires, exploring the best setup for the Austin asphalt.

Max Verstappen pictured on the Circuit of the Americas during practice for the 2023 United States GP.



Max experienced mixed fortunes during qualifying, eventually finishing fastest in Q3 but then demoted to P6.

Tire degradation proved to be a determining factor, with several teams dealing with more wear than expected on the rear of their cars.

In the final minutes, most drivers opted for qualifying simulations, setting tight times at the top of the timesheets. Verstappen led the way with a crowd-pleasing lap of 1:35.912. He was followed by Charles Leclerc's Ferrari and Lewis Hamilton's Mercedes, while Checo took fourth place.

Qualifying gets intense

With the only practice session over, the teams focused on qualifying, which took place on Friday afternoon. As is usual at the Circuit of the Americas, the changing asphalt, high temperatures, and crosswinds added an unpredictable element to the battle for pole position.

Q1 got off to a busy start on the track. Traffic became a recurring problem, with several drivers encountering obstacles on their fast laps. Lewis Hamilton got off to a flying start, competing closely with Pierre Gasly, Leclerc, and Carlos Sainz Jr., who pushed hard at the start of the session. Oracle Red Bull Racing didn't want any surprises and sent Verstappen and Pérez out to set competitive times from the start, but both struggled to beat the expected times. However, they made it through to the next round without any problems, unlike rivals such as Fernando Alonso and Nico Hülkenberg, who were eliminated.

In the second session, the battle for survival intensified. Verstappen, with his characteristic precision, got the most out of the soft tires and put his RB19 at the top of the timesheets. However, Leclerc managed to beat him by just 0.004 seconds, leaving the Dutchman with a bitter taste in his mouth. Pérez, meanwhile, had to manage the traffic and finished in tenth position to stay alive for Q3.

An unexpected setback

With the track in top condition, the ten fastest drivers of the day set out to conquer pole position in Q3. No one wanted to save anything for the end and they immediately began to set fast times. Leclerc quickly took the lead, preventing Hamilton from taking the top spot. But Verstappen wanted to show that it wasn't over yet.

Max focused on his final laps to demand extreme performance from the RB19. When he crossed the finish line, the clocks confirmed that he had beaten Leclerc's time. However, his last lap was invalidated when it was noticed



For Sergio Pérez, it was another qualifying session to forget as he fought hard to secure ninth place on the grid.



Oracle Red Bull Racing's Dutch driver was forced to start the United States from sixth place on the grid for exceeding the track limits.

that he had exceeded the track limits, dropping him from first to sixth on the grid. Sergio Pérez was also unable to get the most out of his car and finished in penultimate position, just ahead of Piastri.

Pole position went to Leclerc, who had a memorable Q3, leaving Lando Norris and Hamilton in second and third places respectively, after an exciting hour for thrill seekers.

Friday's qualifying in Austin demonstrated that the battle for victory would be intense. Although Verstappen failed to take pole position, his pace suggested that there was more to come from him. With the RB19 proving to be an impressive machine, Oracle Red Bull Racing was gearing up for another high-octane weekend.

Qualifying classification

Pos.	Nº	Driver	Constructor	Q1	Q2	Q3	Final grid
1	16	Charles Leclerc	Ferrari	1:36.061	1:35.004	1:34.723	1
2	4	Lando Norris	McLaren-Mercedes	1:35.110	1:35.441	1:34.853	2
3	44	Lewis Hamilton	Mercedes	1:35.091	1:35.240	1:34.862	3
4	55	Carlos Sainz Jr.	Ferrari	1:35.824	1:35.302	1:34.945	4
5	63	George Russell	Mercedes	1:36.165	1:35.606	1:35.079	5
6	1	Max Verstappen	Red Bull Racing-Honda RBPT	1:35.346	1:35.008	1:35.081	6
7	10	Pierre Gasly	Alpine-Renault	1:36.158	1:35.496	1:35.089	7
8	31	Esteban Ocon	Alpine-Renault	1:36.131	1:35.413	1:35.154	8
9	11	Sergio Pérez	Red Bull Racing-Honda RBPT	1:35.989	1:35.679	1:35.173	9
10	81	Oscar Piastri	McLaren-Mercedes	1:36.064	1:35.576	1:35.467	10
11	22	Yuki Tsunoda	AlphaTauri-Honda RBPT	1:35.913	1:35.697	N/A	11
12	24	Zhou Guanyu	Alfa Romeo-Ferrari	1:36.052	1:35.698	N/A	12
13	77	Valtteri Bottas	Alfa Romeo-Ferrari	1:36.082	1:35.858	N/A	13
14	20	Kevin Magnussen	Haas-Ferrari	1:36.009	1:35.880	N/A	PL*
15	3	Daniel Ricciardo	AlphaTauri-Honda RBPT	1:36.213	1:35.974	N/A	14
16	27	Nico Hülkenberg	Haas-Ferrari	1:36.235	N/A	N/A	PL*
17	14	Fernando Alonso	Aston Martin Aramco-Mercedes	1:36.268	N/A	N/A	PL*
18	23	Alexander Albon	Williams-Mercedes	1:36.315	N/A	N/A	15
19	18	Lance Stroll	Aston Martin Aramco-Mercedes	1:36.589	N/A	N/A	PL*
20	2	Logan Sargeant	Williams-Mercedes	1:36.827	N/A	N/A	16

* Kevin Magnussen, Nico Hülkenberg, Fernando Alonso, and Lance Stroll started from the pit lane after their teams installed new parts on their respective cars.

2023 United States GP

Verstappen shows no mercy and claims his 50th Formula 1 victory



Against the backdrop of the flag of Texas flying above the circuit in Austin, Max Verstappen asserts his dominance during the 2023 US Grand Prix.

The 18,087 ft (5,513 m) length of the COTA (Circuit of the Americas) had been carefully prepared by the organizers to host the 18th round of the 2023 season. Excitement was sky high before the cars took their places on the starting grid on Sunday, October 22. After two action-packed days, which saw Verstappen miss out on pole position before taking revenge in the Sprint race, the Grand Prix promised some thrilling moments.

The Bulls step on the gas

From the moment the lights went out, the action was relentless. Except for Hülkenberg and Lance Stroll, who began on hard tires, the rest of the drivers started on mediums. Norris was ready and managed to pass Leclerc on the first lap, while Sainz Jr. overtook Hamilton to move into third place. Despite starting in sixth position, Max Verstappen came under early attack from Piastri, but the Dutchman made his experience on the track count. The Oracle Red Bull Racing driver knew the circuit perfectly and was determined to take advantage of it. But it wasn't easy.

"We didn't have a big pace advantage today and I was struggling with my brakes," Verstappen later admitted. "I didn't have the same feeling in the car as yesterday, so that made the race a lot tougher than expected."

The early laps were frantic, with daring overtakes and diverse strategies unfolding. Sergio Pérez, looking to maximize points for Oracle Red Bull Racing, was involved in intense battles in the pack, while Verstappen gained confidence and began his usual precision comeback. For both the RB19s and the rest of the cars running in the Grand Prix, the key to success was going to lie in tire degradation, forcing teams to decide between a conservative strategy or taking a risk with an aggressive early pit stop tactic.

At the front of the race, successive overtakes sparked chaos. Hamilton passed Leclerc on lap 12 and set off in pursuit of Norris. However, all three began to feel an increasingly close and unsettling presence: that of Max Verstappen, who was charging toward the front.



Checo pictured on the Circuit of the Americas, where he eventually finished in a commendable fourth place.

FINAL CLASSIFICATION

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



Crowned World Champion at the previous race in Qatar, Verstappen heads McLaren's Oscar Piastri early in the 2023 United States GP.

Defending the throne

Halfway through the race, the tension mounted with a strategic battle in which Verstappen had to manage his medium tires to maintain his pace without compromising his final phase of the race. The champion took the risk of being the first of the front-running cars to pit. McLaren and Mercedes tried to extend their lead, but the extraordinary efficiency of the Oracle Red Bull Racing pit crew made the difference. A flawless execution in fitting a new set of medium tires put Verstappen in a privileged position for the final stretch.

The final third of the race was a nerve-wracking duel. With rivals such as Norris and Hamilton pushing as hard as they could, Verstappen proved once again why he is the champion. Fans couldn't help but let out howls of amazement to celebrate the Oracle Red Bull Racing driver's maneuvers. The same was true for Sergio Pérez, who had managed to climb from ninth to fifth place with exceptional control of his RB19.

The final laps were a real spectacle. Both Norris's McLaren and Hamilton's Mercedes raced to the limit with the aim of neutralizing Max Verstappen. But they were unable to match the incredible pace of the Oracle Red Bull Racing driver, who, with brilliant tire management and a strong defense at key moments, crossed the finish line in first place – it was his third consecutive victory at COTA and his 50th in a Formula 1 race. Hamilton took second place, leaving Norris to complete the podium. Behind them, Sainz Jr. took fourth place for Ferrari and Pérez consolidated a more than respectable fifth place. The final result underwent a significant change after Hamilton was disqualified for a technical infringement, promoting Norris to second place, Sainz Jr. to third, and Pérez to fourth.



Another day to remember

For Oracle Red Bull Racing, the victory in Austin reaffirmed its absolute dominance in Formula 1. Meanwhile, rival teams displayed significant progress, promising that the competition would become increasingly fierce. The thrilling United States Grand Prix made it clear that excitement in the premier class was alive and well, although as Christian Horner, the Oracle Red Bull Racing Team Principal and CEO, pointed out, they had an ace up their sleeve: an outstanding driver.

The harsh Texas wind made the race difficult at times, but that didn't stop the Oracle Red Bull Racing drivers from putting on another great show.

"Max was dealing with a brake issue throughout the race," said the Oracle Red Bull Racing Team Principal and CEO. "It must have been difficult for him, and I think his focus was largely on that, although he was able to overcome any problems and bring home the victory. His half-century. Another phenomenal achievement for Max."

Max celebrates on the podium after winning the 2023 US Grand Prix. It was his 50th GP win and, having also won the Sprint race, it made for a special weekend for the Dutchman.

Drew Barrymore, "Bull" for a day



Actress Drew Barrymore pictured in a set of Oracle Red Bull Racing overalls. The Hollywood star threw herself into her temporary role as one of the Formula 1 team's pit crew.

The 2023 United States Grand Prix attracted many familiar faces to the Austin circuit. The Oracle Red Bull Racing paddock was visited by popular actors such as Adam Driver and members of royalty such as Prince Harry. But without a doubt, the presence that caused the most excitement during the weekend was that of the well-known actress Drew Barrymore. Hers was not just a visit – she really wanted to be part of the team for a day.

To offer fans of her television show *The Drew Barrymore Show* the experience of living a Grand Prix from the front row, the star of legendary films such as *E.T., the Extra-Terrestrial* (1982), *Charlie's Angels* (2000), and *50 First Dates* (2004) donned an Oracle Red Bull Racing jumpsuit, looking like just another member of the team's mechanics. Although, without a doubt, with a touch more glamor! With her characteristic good humor and without wanting to interfere with the team's work, Drew tried to help with a tire change, although it was clear that this was not going to be the best role of her life.

Displaying her charm and warmth, the star took the opportunity to interview driver Sergio Pérez and team principal Christian Horner. Of course, she also followed the progress of the RB19s on the track, cheering them on like everyone else. In doing so, she captivated the entire team, who regretted that she did not decide to give up her career in front of the cameras to devote herself entirely to the fascinating world of Formula 1.

BUILD THE

ORACLE Red Bull RACING RB19

MAX VERSTAPPEN

FRONT RIGHT SUSPENSION (4)

This issue continues with the assembly of the front right suspension and mounting it on the right side of the survival cell.

PIECES IN THIS ISSUE



25A Fairing air intake
25B Brake disc fairing
25C Outer part of the hub
25D Steering rack

A Screws 2.3 × 4 mm (3 + 1*)
C Screws 2.3 × 4 mm (1 + 1*)
E Screws 1.7 × 3 mm (2 + 1*)
N Screws 2 × 6 mm (2 + 1*)

* Spare screw

STEP 25-1

Retrieve the front right suspension assembly from issue 24. Insert the fairing air intake **25A** into the highlighted hole in the steering knuckle **22D**.



STEP 25-2

Place the brake disc fairing **25B** on the inside of the steering knuckle **22D** and secure it with two **A** screws.



STEP 25-3

Retrieve the brake disc parts from issue 23. Place the front right brake plate **23F** on the front right hub support **23E**.



STEP 25-4

Place the inner brake disc **23B** and the brake disc ventilation grille **23D** on the front right brake plate **23F**.



STEP 25-5

Place the central brake disc **23A** onto the inner brake disc **23B** so that the pivots of the front brake plate **23F** are inserted into the holes in the central brake disc **23A**.



STEP 25-6

Insert the outer part of the hub **25C** into the highlighted holes in the center of central brake disc **23A**.



STEP 25-7

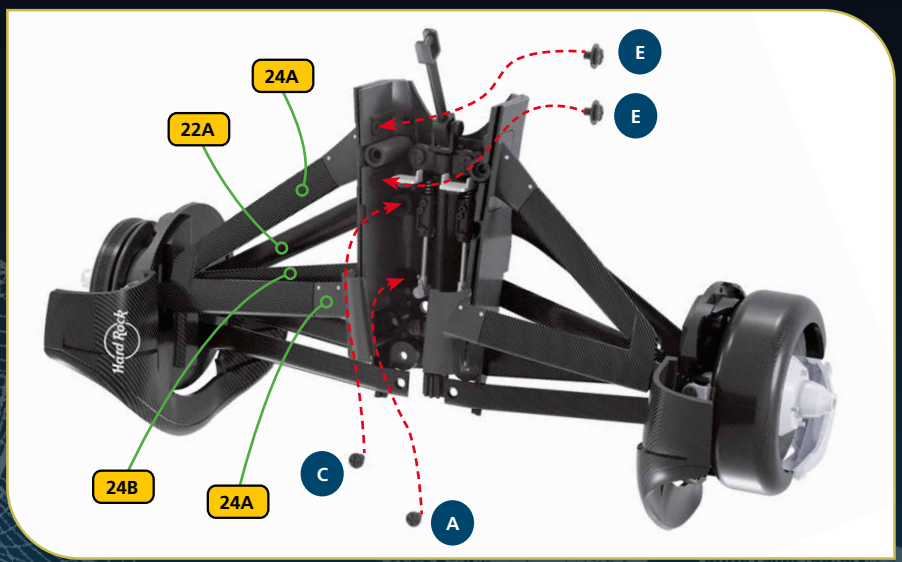
Retrieve the survival cell assembly from issue 21. Insert the front right lower suspension arm **22A**, front right upper suspension arm **24A**, and front right upper reinforcement arm **24B** into the highlighted slots in the survival cell inner front panel **7A** and the front structure of the survival cell **7B**. Note that the other front right lower suspension arm **22A** is positioned at the bottom.

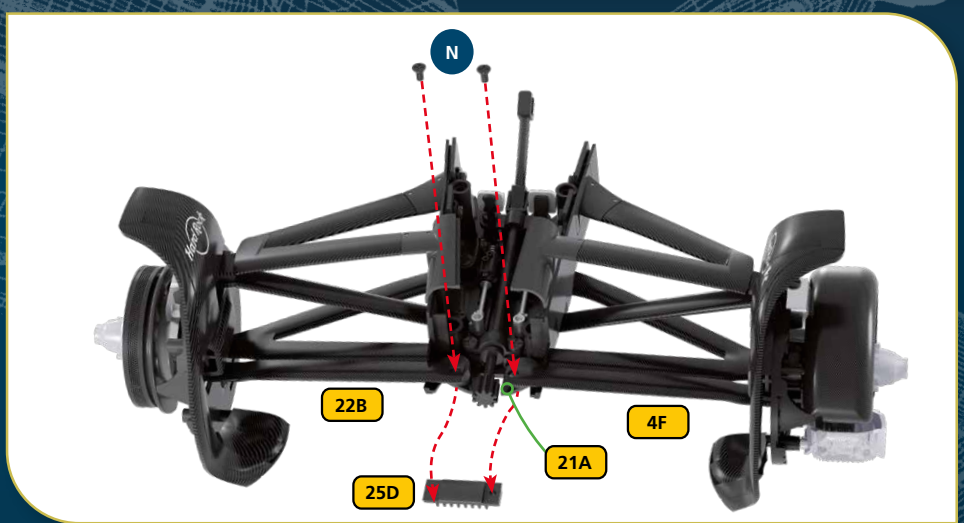


Front right suspension (4)

STEP 25-8

Secure the front right upper reinforcement arm **24B** with an **A** screw, the front right lower suspension arm **22A** with a **C** screw, and the front right upper suspension arm **24A** with two **E** screws.





STEP 25-9

Place the steering rack **25D** under the front right and left reinforcement arms **22B** and **4F**. Secure the rack at the top with two **N** screws.

FINAL RESULT

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

