ORACLE Red Bull RACING

RB19

MAX VERSTAPPEN

26

2220FSC026



DeAgostini COLLECTIBLES

ORACLE Red Bull RACING

ORACLE Red Bull RACING RB19

MAX VERSTAPPEN

© 2025 Editorial Planeta DeAgostini, S.A.U.
All Rights Reserved.

Red Bull® Marks and the Oracle Red Bull Racing Logos are licensed by Red Bull GmbH/ Austria

Project Editor: Teresa Sánchez

Editorial Development and Design:
Durán Bóo asociados s.l.

Picture Credits:
P. 1–10: Getty Images

UK Published by De Agostini UK Ltd.
c/o Royds Withy King, 69 CarteWr Lane
London EC4V 5EQ

USA Published by De Agostini Publishing USA, Inc.
299 Park Avenue, New York, New York 10171

ES/FR/BEL/PT/MX/AR
Published by Editorial Planeta DeAgostini S.A.U.
Torre Llevant | Passeig de la Zona Franca, 105
08038 Barcelona, Spain

DE/AT/NL/HU/PL/CZ/SK
Published by De Agostini Publishing S.p.A.
Via G. Da Verrazzano 15, 28100 Novara, Italy

ITALY
Pubblicazione periodica edita da De Agostini Publishing S.p.A.

GREECE
Εισαγωγέας: De Agostini Publishing S.p.A.
Via G. Da Verrazzano 15, 28100 Novara, Ιταλία
Συμβουλευτικές Υπηρεσίες και Επίβλεψη της Ελληνικής Έκδοσης: BEST FLOWPACKS INTERNATIONAL LTD.

ISSN 3050-2519
ISBN for EE countries: 979-12-209-1439-0

Printed in Italy

CUSTOMER SERVICES:

United Kingdom
customer.service@deagostini.co.uk
USA
support@usa.deagostini.com
España
atencionclientes@planetadeagostini.es
France
gestionclients@altaya.fr
Belgique
serviceclientele@altaya.be
Germany
support@de.fanhome.com
Greece
customer.service@deagostini.gr
Tel.: +30 211 198 59 55
Netherlands
support@nl.fanhome.com
Poland
bok@deagostini.pl
Czech Republic
zakanicke.centrum@deagostini.cz

The price of this issue includes the magazine and the attached assembly parts.

TO OUR READERS
The Publisher reserves the right to modify the price of the issues in the event of significant increase in sourcing and production costs, transport costs, postage rates and tax inflation increasing.
The Publisher reserves the right to modify the order of the issues of the collection and/or the enclosed components. Shapes and colours may vary from those depicted. Not suitable for children under the age of 14 (12 for USA). This product is not a toy and is not designed or intended for use in play. The model is complete in 119 issues.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. The model and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 – 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 -5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes.

Data di prima pubblicazione: 03/03/2025
Pubblicazione periodica quattordicinale fino al n. 2, poi settimanale
Registrazione presso il Tribunale di Novara n. 777 del 28/03/2025
Direttore Responsabile: Pietro Boroli
De Agostini Publishing S.p.A.
Via G. Da Verrazzano 15 – 28100 Novara
Redazione: via G. Pepe 44 – 20159 Milano

Stampa: Centro Poligrafico Milano S.p.A.
Casarile (MI)
Poste Italiane S.p.A.
Spedizione in abbonamento postale
DL 353/2003 (conv.in L. 27/02/2004 n. 46) art. 1, comma 1, CNS Novara

DeAgostini COLLECTIBLES

ORACLE Red Bull RACING

ORACLE Red Bull RACING

Mexico City 2023

Practice and qualifying



Well supported by his fans, Sergio Pérez took to the Hermanos Rodríguez circuit in Mexico City ready to put on a show, just like his teammate Max Verstappen. However, Ferrari ended up springing a surprise at the last moment, snatching pole position from the Bulls team.

There is no event on the Formula 1 calendar like the Mexico City Grand Prix, for the color, the joy, and that thunderous roar that shakes the stands when Checo Pérez appears on the track. The drivers come eager to give their all because of how unpredictable the Autódromo Hermanos Rodríguez can be, with an altitude that challenges the engines and its endless straights.

The strength of the RB19

The big party began shortly after midday on Friday, October 27, 2023, with the first free practice sessions. The teams opted for a mixed strategy of long runs and qualifying simulation laps, knowing that every minute would count. Despite having the title already secured, Oracle Red Bull Racing allowed its drivers to take certain risks to dominate the timesheets from the first practice session.

Sergio Pérez pictured during practice for the 2023 Mexico City Grand Prix, a race where he was keen to impresss in front of his home fans.



A focused Max Verstappen prepares for the first practice session at the Autódromo Hermanos Rodríguez on October 27, 2023.

Max Verstappen, in imperial form, wasted no time in showing that he also wanted to reign in Mexico. Fast in the key sectors and precise in every change of direction, he set the pace from the outset. His teammate Checo Pérez felt the heat from his home crowd and put his foot down, although early on he struggled a little more to find the ideal balance of the RB19. Verstappen led the timesheets in the first practice session, followed by Alex Albon's Williams. Checo managed to record the third-fastest time.

The second free practice session took place in the afternoon, with dark clouds gathering and light rain falling, but this did not deter the drivers. Once again, Verstappen's RB19 dominated with overwhelming authority. It didn't matter whether he used soft, medium, or hard tires, he had the circuit under control. Max was the fastest driver, ahead of Lando Norris and Charles Leclerc, with Sergio back in fifth.

Free practice ended on the morning of Saturday, October 28, with the same tone as in the previous sessions. Verstappen topped the timesheets, beating Albon by just O.O7 seconds, and Sergio Pérez securing a brilliant third place, spurred on by the constant cheering of the crowd.



Checo improved through the qualifying sessions to secure P5 on the grid.

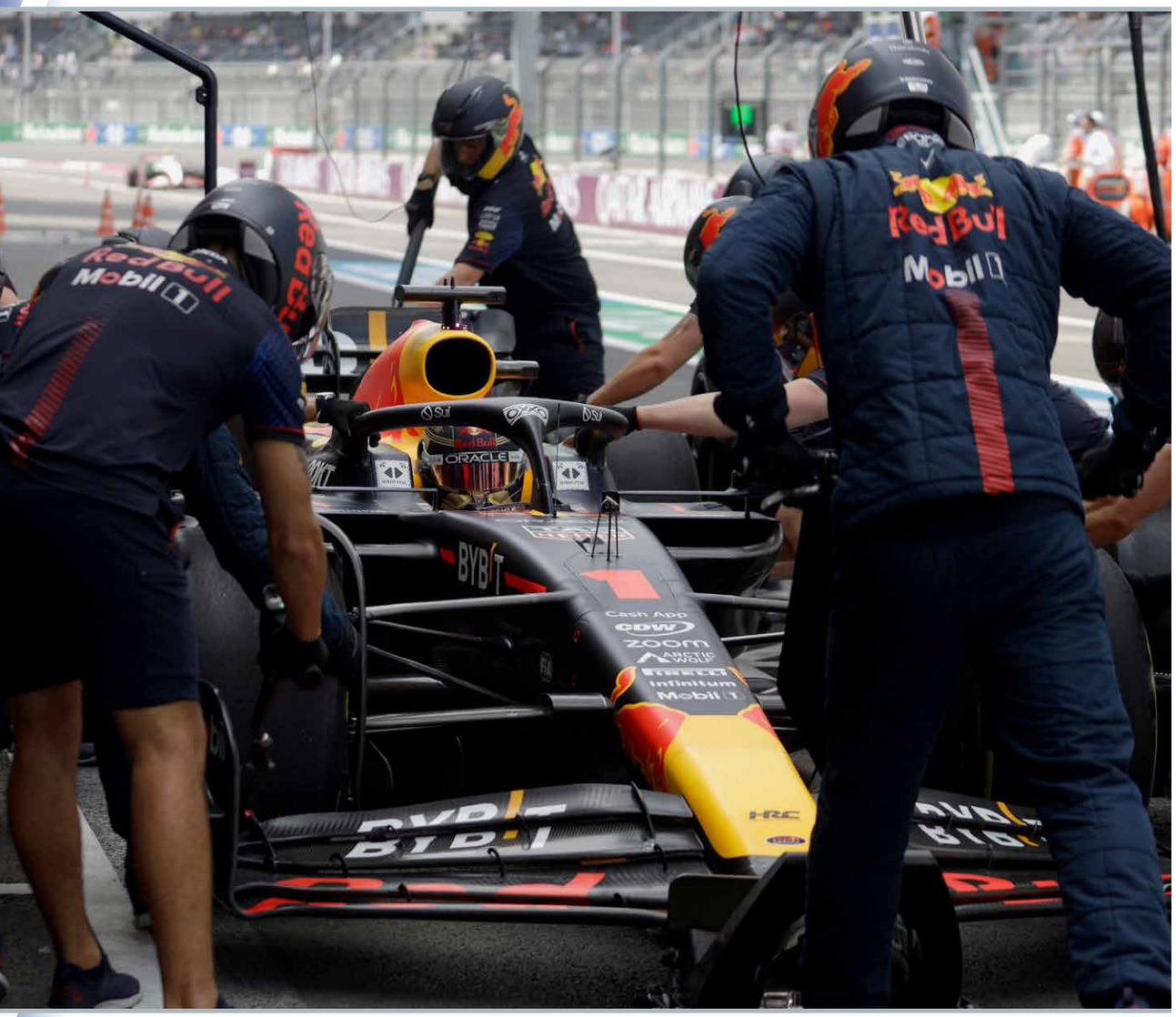
The Ferrari attack

Qualifying took place at 3:OO pm on the same Saturday. In view of what had happened in practice, the Oracle Red Bull Racing team approached the session with absolute calm. Perhaps too calm. In Q1, the Bulls saw no cause for alarm – both drivers qualified without any problems, although the increasingly tight times suggested that they needed to remain alert. At Hermanos Rodríguez, any miscalculation is costly, as Lando Norris found out when he saw his McLaren drop out of the race early on.

In Q2, the temperature rose. Checo set a good time on his first flying lap, while Verstappen made it clear that he was not willing to share the limelight with anyone. The Bulls' joy was not shared by those who were eliminated from qualifying early, such as Pierre Gasly, Nico Hulkenberg, and Fernando Alonso.

But the big surprise came in Q3. Everything pointed to Verstappen having a clear path to pole position. However, a small mistake in the middle sector, which caused him to hit the curb on lap 8, allowed the Ferraris of Charles Leclerc and Carlos Sainz Jr. to surprise with a very fast pace on the straights, taking advantage of a car that seemed more comfortable than ever at altitude.

In a tight qualifying session, with the top three separated by just O.O97 seconds, Leclerc took pole position, followed by Sainz Jr. and Verstappen. Checo Pérez, meanwhile, finished fifth,



Despite a rare mistake in Q3, Verstappen qualified in third position and was confident that he could make a move on the front-row Ferraris at the start.

just behind Daniel Ricciardo, who caused a stir with his AlphaTauri in a lap of pure talent. The Mexican was not downhearted. He knew that at home, with the unique support of his fans, anything was possible on Sunday.

Everything under control

Although Oracle Red Bull Racing fans were a little disappointed by the surprising qualifying result, the mood in the paddock remained one of absolute confidence. The team knew that its car had better pace over long runs and that in the Mexican heat, the tires would be decisive. What's more, Max was starting right behind the Ferraris and on a track with clear areas to attack in the first few corners.

Team principal Christian Horner calmed everyone down, assuring them that all they needed to do was execute the strategy well to secure a good result in the 19th round of the season. Oracle Red Bull Racing was certainly going all out to win.

Qualifying classification

Pos.	Nº	Driver	Constructor	Q1	Q2	Q3	Final grid
1	16	Charles Leclerc	Ferrari	1:18.401	1:17.901	1:17.166	1
2	55	Carlos Sainz Jr.	Ferrari	1:18.755	1:18.382	1:17.233	2
3	1	Max Verstappen	Red Bull Racing-Honda RBPT	1:18.099	1:17.625	1:17.263	3
4	3	Daniel Ricciardo	AlphaTauri-Honda RBPT	1:18.341	1:17.706	1:17.382	4
5	11	Sergio Pérez	Red Bull Racing-Honda RBPT	1:18.553	1:18.124	1:17.423	5
6	44	Lewis Hamilton	Mercedes	1:18.677	1:17.571	1:17.454	6
7	81	Oscar Piastri	McLaren-Mercedes	1:18.241	1:17.874	1:17.623	7
8	63	George Russell	Mercedes	1:18.893	1:17.673	1:17.674	8
9	77	Valtteri Bottas	Alfa Romeo-Ferrari	1:18.429	1:18.016	1:18.032	9
10	24	Zhou Guanyu	Alfa Romeo-Ferrari	1:19.016	1:18.440	1:18.050	10
11	10	Pierre Gasly	Alpine-Renault	1:18.945	1:18.521	N/A	11
12	27	Nico Hülkenberg	Haas-Ferrari	1:18.969	1:18.524	N/A	12
13	14	Fernando Alonso	Aston Martin Aramco-Mercedes	1:18.848	1:18.738	N/A	13
14	23	Alexander Albon	Williams-Mercedes	1:18.828	1:19.147	N/A	14
15	22	Yuki Tsunoda	AlphaTauri-Honda RBPT	1:18.890	DNF	N/A	18*
16	31	Esteban Ocon	Alpine-Renault	1:19.080	N/A	N/A	15
17	20	Kevin Magnussen	Haas-Ferrari	1:19.163	N/A	N/A	16
18	18	Lance Stroll	Aston Martin Aramco-Mercedes	1:19.227	N/A	N/A	PL**
19	4	Lando Norris	McLaren-Mercedes	1:21.554	N/A	N/A	17
NC	2	Logan Sargeant	Williams-Mercedes	DNF	N/A	N/A	19***

* Yuki Tsunoda had to start from the back of the grid after changing the engine in his car.
** Lance Stroll started from the pit lane after his team carried out work on his car in *park fermé*.
*** Logan Sargeant was demoted ten positions on the starting grid for overtaking another driver under yellow flag conditions during the first qualifying session. This penalty was not enforced as he started from the back of the grid.

2023 Mexico City GP

The two sides of the same desire to win



For Sergio Pérez, nothing could compare to race day in front of his home fans in Mexico City.

A few minutes before 2:00 pm on Sunday, October 29, 2023, the Autódromo Hermanos Rodríguez was packed to the rafters. The crowd chanted "Checo, Checo, Checo" as the cars took their places on the starting grid, with Ferrari on the front row after a surprising qualifying session. Max Verstappen would start from third position and Sergio Pérez, the local hero, from fifth.

The Bulls go all out

Max Verstappen took off like a rocket. He took advantage of the slipstream from the Ferraris and passed them with ease. Before reaching the first corner, the Dutchman had already corrected Sunday's mistake. Once in the lead, he began to control the race masterfully. That insatiable hunger for victory caused joy to erupt in the Oracle Red Bull Racing paddock. But, just as quickly, the team felt despair.

Checo, encouraged by the crowd and pumped up by the adrenaline of racing at home, took the outside line into the first corner at full speed, looking to gain several positions in one fell swoop... but the attempt proved costly. He touched wheels with Leclerc, went flying, and landed without a front wing.



For a moment, the Autodromo held its breath until it was clear that the Mexican had not been injured. But the initial relief was followed by the drama of seeing Pérez rushing back to the pits in the hope of being able to rejoin the race. The mechanics' diagnosis was swift: Checo's race was over on the first lap. It was a huge blow for him and his thousands of fans.

At the first corner, Sergio makes contact with Charles Leclerc, an incident that will lead to his disappointing retirement on lap 1.

FINAL CLASSIFICATION

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

Making the most of even the red flag

Meanwhile, Max pulled away at the front, oblivious to his teammate's dramatic exit from the race. Behind him, Charles Leclerc struggled to keep up with the champion – the Monegasque driver was unable to match the RB19's relentless pace. Sainz Jr., Hamilton, and Russell began their own battle for a place on the podium, but they were driving at a different level to the otherworldly Verstappen.

The race was progressing at a good pace until a heavy crash involving Kevin Magnussen on lap 34 turned things upside down. The Dane's car crashed violently into the barriers at turn 9 and ended up with its rear end engulfed in flames, forcing the safety car to come out and, shortly after, a red flag that neutralized the race completely.

For 20 minutes, the race was stopped, allowing some teams to change from hard tires to mediums. When the race restarted, Verstappen did not falter. He retained his hard tires with every intention of going all the way to the end. No one was able to keep up with him, and with every turn, the Dutchman opened up more of a gap.

It was a race of stark contrasts: while Verstappen sealed his fifth victory at the Autódromo Hermanos Rodríguez, Sergio Pérez was forced to retire on the first lap after an accident.

Attacks and spectacle

In the second half of the race, Lewis Hamilton attempted to challenge for the top positions and, with his Mercedes, attacked the Ferraris. He overtook Sainz Jr., then got rid of Leclerc and moved into second place. But by this time Max was already more than ten seconds ahead. The champion had no rival.



Verstappen raises his hands in victory after winning the 2023 Mexico City GP.



Max dons a sombrero on the podium following his dominating win at the Autódromo Hermanos Rodríguez on October 29, 2023.

The same could not be said for the middle of the field, where the action was nonstop. The drivers treated Mexican fans to a first-class spectacle. Russell and Norris never tired of battling it out, Albon produced some magical moments in his Williams, and Australian Daniel Ricciardo – after missing five races with a broken hand – had an excellent race in his AlphaTauri. His teammate, Yuki Tsunoda, provided a moment of enormous suspense when his car spun out on lap 49 after getting tangled up in a battle with Oscar Piastri. Fortunately, he managed to recover and continue without further consequences.

On to another record

In the final laps, it almost seemed as if Max Verstappen was putting on an exhibition race. With the stands still reeling from Checo's retirement, the crowd couldn't help but praise his teammate's outstanding performance. Because when someone drives like that, all you can do is stand and applaud

Verstappen crossed the finish line with authority and broke his own record for wins in a single season, recording his 16th victory. Hamilton was second, more than 13.87 seconds behind. Leclerc completed the podium and Sainz Jr. had to settle for fourth place, followed by Lando Norris.

"Winning 16 races in a season is something I never thought possible," admitted the champion after the race, who also had words of consolation for his teammate. "I understand why Checo tried at the beginning because it would have been incredible for him to be on the podium here in Mexico. Fortunately, the crowd stayed and it's been wonderful all weekend. I've felt as welcome here as ever."

Although Sergio was unable to shine in front of his home crowd, the Mexican fans' affection for him remained undimmed throughout. They cheered him as he got out of the car and they applauded him during the lap of honor. Because fans know that in the world of motorsports, these things happen, and even though he couldn't succeed this time, Checo would continue to fight.

No risk, no fun



Checo Pérez gets airborne after colliding with Charles Leclerc at the start of the 2023 Mexico City Grand Prix. Despite the efforts of the Oracle Red Bull Racing mechanics, he was unable to continue in his hometown race.

It was one of Red Bull founder Dietrich Mateschitz's mottos for Formula 1: "No risk, no fun." Sergio Pérez wanted to put it into practice to please his fans at the Autódromo Hermanos Rodríguez. "In your Grand Prix, after being on the podium twice, you want to give it your all," the Mexican explained after the race. "And I went for it. I really wanted to win today." When Checo saw his teammate go on the attack, he also wanted to take advantage of the long straight to the first corner to gain positions. "He took off like a rocket and gained a lot of momentum going into that first corner," acknowledged team principal Christian Horner. "But you can't blame him for trying to take the lead in his home race." As a result of ambition and tremendous momentum, there was a miscalculation and Pérez's RB19 collided with Charles Leclerc's car. Checo's car was thrown into the air, with the right side of the bodywork destroyed.

With the circuit falling silent, Checo limped back to the pits, but with the mechanics urgently trying everything to get him back into the race. "I really wanted this win and I knew it was risky, but if it had worked, I would have finished at the front." The Oracle Red Bull Racing specialists worked flat out to repair the car in record time. However, they soon realized that the damage would not allow the RB19 to return to the track. Pérez could only bang the steering wheel in clear frustration. "I'm going home very sad about the result, but proud of myself and my team for giving it our all out there. These are just races, and that's how the sport goes sometimes."

BUILD THE

ORACLE Red Bull RACING RB19

MAX VERSTAPPEN

FRONT RIGHT SUSPENSION (5)

In this issue, we will mount the front right brake disc covers and brake caliper to the suspension assembly.

PIECES IN THIS ISSUE

26A



26B



26C



26A Front right brake caliper

26B Inner cover of the front right brake disc

26C Outer cover of the front right brake disc

* Spare screw

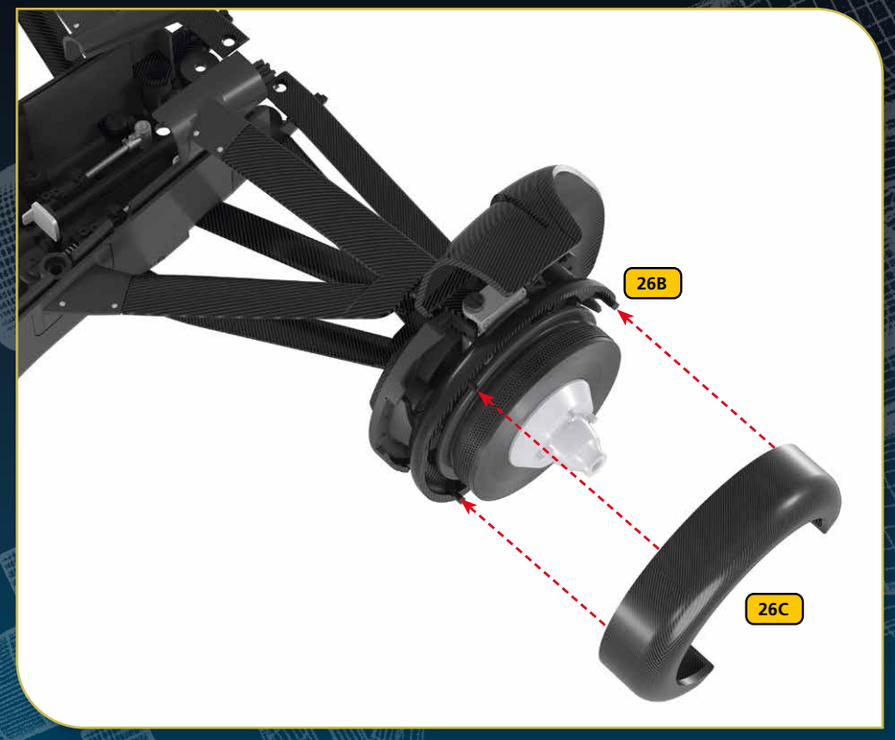
STEP 26-1

Retrieve the suspension assembly from issue 25. Connect the inner cover of the front right brake disc **26B** to the two holed pivots on the steering knuckle **22D**.



STEP 26-2

Place the outer cover of the front right brake disc **26C** on the inner cover **26B**.





STEP 26-3

Finally, turn the assembly over and insert the two pins on the front right brake caliper **26A** into the highlighted holes on the steering knuckle **22D**.

Front right suspension (5)

SYMMETRICAL ASSEMBLIES

When instaling the right suspension, you will see that the steps are almost identical to those for the left suspension. Since you are already familiar with the process, you should be able to do it more easily and quickly. However, carefully check the references and instructions in the images to ensure that you are fitting it correctly.

FINAL RESULT



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