



ORACLE
Red Bull 
RACING

MONACO

GRAND PRIX 2022

27-29 MAY

RACE GUIDE



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WELCOME

FROM CHRISTIAN HORNER



»» **SINCE RED BULL RACING CAME INTO BEING AT THE TAIL-END OF 2004, ONE MAN HAS BEEN CHARGED WITH DIRECTING ITS EFFORTS – CHRISTIAN HORNER.**

Currently F1's longest-serving team principal, Christian's path to the top rung of the Formula One management ladder began behind the wheel, as a talented young racer. After rising through the ranks to Formula 3000 in the late 1990s, Christian eventually hung up his helmet and moved to a management role. At the age of 25 he founded the Arden International Race Team, and quickly built the squad into a formidable winning machine.

Three consecutive International Formula 3000 team championships as well as drivers' titles in 2003 and 2004 brought the young team owner to the attention of Red Bull co-founder Dietrich Mateschitz and when the company decided to field its own F1 entry for 2005, it turned to Christian to run the operation.

A solid first season in F1 saw Christian guide the new team to seventh in the Constructors' Championship but the real success came at the end of the campaign when he secured the services of legendary designer Adrian Newey as Chief Technical Officer. Over the next few years, considerable investment in the team's infrastructure went hand-in-hand with a growing headcount, as Christian masterminded an aggressive recruitment strategy, leavened by a strong emphasis on internal promotions. Development was swift over the following seasons and, by 2009, Red Bull Racing was in a position to take advantage of major rule changes, and move up to the front of the grid.

After that, everything happened at once. First win, first pole positions and second in both 2009 Championships was a springboard to greater things, with four consecutive double championships following. After that, with hybrid power introduced, leaner times ensued, but Christian steered the team to regular successes, while overseeing the investments – in both infrastructure and personnel – that kept Red Bull Racing at the forefront of the Formula One World Championship. That paid off last year with the team securing 11 victories and Max Verstappen taking the Drivers' title in a dramatic season finale.

Bigger challenges, however, await. With the cost cap beginning to bite hard, and the creation of Red Bull's very own powertrains division stimulating a great deal of attention, the team is busier than ever, and most certainly not resting upon its laurels.

"2021 is done and dusted, and all focus is very much now on 2022," says Christian. "What you saw last year is a fantastic competition from the first race to the last and I think that's been a key part of F1's revival in popularity. Certainly we hope this is going to be an equally exciting year... ideally a bit less exciting at times!"

"I'm sure the intensity of rivalry between the teams and drivers will be as pertinent as ever but with these brand-new cars and a clean-sheet-of-paper design, I think there could be some other competitors joining that battle as well.

"It's always interesting to see the new cars after such a big regulation change. And under what are pretty prescriptive regulations, it's fascinating to see how the different teams are interpreting these rules. Of course, there will be convergence over a period of time – but I'm sure as the cars progress through the season, they'll probably all look very different by the time we get to Abu Dhabi!"

MONACO

WELCOME TO MONACO



Oh, magical Monaco – there's nothing else on the calendar like it! An entire world squeezed into just 200 hectares, the Principality is a glitzy feast for the eyes during the Grand Prix weekend, with super yachts adorning the stunning harbour and a plethora of well-known faces in attendance. A truly intimate Grand Prix – even for those watching from home – it feels more like an immersive race than any other, as the action happens all around you. Fiendishly tight and tricky, the street circuit demands absolute precision and focus, with zero room for error during its 78 laps. The drama at Monaco is the stuff of legend, but for those who claim the podium, the victory will never be forgotten. Although dinner at one of the terrace bars or a sunset harbour walk is enough for many, there's plenty more to be enjoyed when the action calms down. Why not visit one of the region's sunny beaches, or enjoy a boat trip to St Tropez? The medieval old town of Le Rocher, the principality's royal palace and the Cathédrale de Monaco are also must-sees, while sports-lovers can enjoy the chance to hit a few balls or take up water sports in the beautiful blue waves. As for nightlife, there are many restaurants and bars to choose from, plus popular nightclubs and – of course – those glamorous Monaco casinos.



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RACE 07

THE CIRCUIT

CIRCUIT DE MONACO



**BEHIND THE
CHARGE:
A MONACO
GRAND PRIX TO
REMEMBER FOR
MAX VERSTAPPEN**



CLICK HERE

BAHRAIN GRAND PRIX
Sakhir 18 - 20 Mar

SAUDI ARABIA GRAND PRIX
Jeddah 25 - 27 Mar

AUSTRALIAN GRAND PRIX
Melbourne 08 - 10 Apr

EMILIA ROMAGNA GRAND PRIX
Imola 22 - 24 Apr

MIAMI GRAND PRIX
Miami 06 - 08 May

SPANISH GRAND PRIX
Barcelona 20 - 22 May

MONACO GRAND PRIX
Monaco 27 - 29 May

AZERBAIJAN GRAND PRIX
Baku 10 - 12 Jun

CANADIAN GRAND PRIX
Montreal 17 - 19 Jun

BRITISH GRAND PRIX
Silverstone 01 - 03 Jul

AUSTRIAN GRAND PRIX
Spielberg 08 - 10 Jul

FRENCH GRAND PRIX
Le Castellet 22 - 24 Jul

HUNGARIAN GRAND PRIX
Mogyorod 29 - 31 Jul

BELGIAN GRAND PRIX
Francorchamps 26 - 28 Aug

DUTCH GRAND PRIX
Zandvoort 02 - 04 Sep

ITALIAN GRAND PRIX
Monza 09 - 11 Sep

SINGAPORE GRAND PRIX
Singapore 30 Sep - 02 Oct

JAPANESE GRAND PRIX
Suzuka 07 - 09 Oct

UNITED STATES GRAND PRIX
Austin 21 - 23 Oct

MEXICAN GRAND PRIX
Mexico 28 - 30 Oct

BRAZILIAN GRAND PRIX
Sao Paulo 11 - 13 Nov

ABU DHABI GRAND PRIX
Abu Dhabi 18 - 20 Nov

THE CALENDAR

SCHEDULE

MONACO GRAND PRIX

FRIDAY 27 MAY

06:30	TRACK	CLOSED TO LOCAL TRAFFIC
14:00 - 15:00	FORMULA 1	FIRST PRACTICE SESSION
17:00 - 18:00	FORMULA 1	SECOND PRACTICE SESSION
19:30	TRACK	OPEN TO LOCAL TRAFFIC

SATURDAY 28 MAY

07:00	TRACK	CLOSED TO LOCAL TRAFFIC
10:10 - 10:40	FORMULA 1	PIT STOP PRACTICE
13:00 - 14:00	FORMULA 1	THIRD PRACTICE SESSION
16:00 - 17:00	FORMULA 1	QUALIFYING SESSION
20:00	TRACK	OPEN TO LOCAL TRAFFIC

SUNDAY 29 MAY

06:00	TRACK	GATES OPEN
13:00 - 13:30	FORMULA 1	DRIVERS PARADE
14:44 - 14:46	FORMULA 1	NATIONAL ANTHEM
15:00 - 17:00	FORMULA 1	GRAND PRIX
20:30	TRACK	OPEN TO LOCAL TRAFFIC

* THESE TIMES REFER TO THE START OF THE FORMATION LAP
1 FIXED END SESSION

* THESE TIMES REFER TO THE START OF THE FORMATION LAP
1 FIXED END SESSION
2 APPROXIMATE FINISHING TIME

* THESE TIMES REFER TO THE START OF THE FORMATION LAP
1 FIXED END SESSION
2 APPROXIMATE FINISHING TIME

THE CHAMP

MAX VERSTAPPEN

» **MAX VERSTAPPEN IS THE DEFENDING FORMULA ONE WORLD CHAMPION, RACING WITH THE NO.1 ON THE NOSE OF HIS ORACLE-RED BULL RACING RB18 DURING THE 2022 SEASON.**

Max won the title on a dramatic final lap of the 2021 World Championship in the closest championship for a decade. He was very much the standout driver of the season, taking ten victories, ten pole positions and six fastest laps. Supreme consistent all year, he only ever finished outside of the top two when suffering crash damage. At 24 years of age, he is one of the youngest World Champions in F1's 72 years of competition – but also one of the more experienced drivers on the grid this year.

That apparent contradiction is explained by the age at which Max began his F1 journey. Marked for greatness during his karting years, Verstappen joined the Red Bull Junior Team in the summer of 2014. Rather than continue his apprenticeship in junior formulae, in quick succession Max was announced as a Toro Rosso driver for 2015, spending the rest of 2014 acquiring his F1 super-licence, testing for Toro at the Japanese, US and Brazilian Grands Prix, and calmly batting away questions about his age. He duly became F1's youngest starter, youngest points scorer and, when promoted to Red Bull Racing part-way through the 2016 season, F1's youngest winner.

The big one that eluded Max was the title of 'youngest World Champion', he's fourth on that particular list, and the reality of it taking seven seasons and 141 races to grasp the ultimate prize will have surprised many of those who saw him on debut – but if it surprises Max, he isn't letting on.

"It's always difficult to put a year on it! I never really thought about it too much," he says. "I mean, you need to get the opportunities, right? To drive for the right team, or get the fastest car, or at least have a car that is capable of winning races. We finally had that last year, and you could see straight away, as a team, we were really in the fight from the first weekend. It took seven years. For some drivers it takes four, or five, or one, or never! You can't know. I'm just very happy we've won it now."

Max tends to be the stoic's stoic, greeting success or setback with equanimity – but even he confesses going into the final weekend of the 2021 season, level on points with seven times World Champion Lewis Hamilton, was 'a bit tense' – but you can learn everything you need to know about Max's character from his approach to the season finale.

"I was just trying to enjoy it! Because how many times do you have the opportunity to fight for a title? Of course, on the Sunday itself, you are a bit more nervous than normal. But leading up to that, I was pretty much doing the same things I always do. At the end of the day, you shouldn't really alter how you behave or how you should perform. You should always be trying to do the very best you can, every single weekend, whatever the circumstances – and that's exactly how I approached Abu Dhabi."

Winning a World Championship is a life-changing experience. For some drivers, it's an emancipating experience, allowing them to relax and tap into superior levels of performance; for others, it places an uncomfortable target on their back. Max insists that, in a racing sense, he's entirely indifferent to his new-found status. "It really doesn't matter," he says. "Every year I go into my season trying to beat everyone else. It's the same this year. You can't really influence these things too much; you're dependent on your car. If your car is slow, you're only going to be racing your team-mate. The rest you cannot really know. Let's hope it's a quick car!"



CHECO

SERGIO PÉREZ

» THE LAST 18 MONTHS HAS BEEN SOMETHING OF A WHIRLWIND FOR SERGIO PÉREZ. HE FOUND HIMSELF IN CLOSE SUCCESSION, OUT-OF-CONTRACT, TAKING HIS DEBUT GRAND PRIX VICTORY, SIGNING FOR RED BULL RACING AND BEING DROPPED INTO A TITLE FIGHT. RIGHT PLACE, RIGHT TIME HAS NEVER BEEN MORE APPROPRIATE.

Known universally as Checo, the driver from Guadalajara made his F1 debut in 2011 with Sauber, where he forged his reputation as a serial poacher of podiums and the undisputed master of Pirelli tyres, taking the Swiss underdogs to top-three finishes in 2012. That prompted a move to McLaren for 2013 but, catching the team on a downslope, it proved to be a short-lived dalliance and he switched to Force India for 2014, spending the next seven years with the Silverstone-based team, delivering a string of improbable trophies. His signature being the ability to set ego aside, look after his rubber and manoeuvre himself into position to take advantage of a chaotic race.

His brilliant maiden F1 victory at the 2020 Sakhir Grand Prix is a prime example. Contact on the first lap dumped him to the back of the field from where a hard-fought recovery drive, an alternative strategy and an opportune Safety Car period propelled him to the head of the field and a first win at the 190th time of asking. It also helped him finish fourth in the Drivers' World Championship, despite missing two races of the truncated 17-race season.

Against that backdrop, however, Checo didn't have a seat for 2021 – but his availability proved too much of a temptation for Red Bull Racing. While the team had not signed a driver from outside the Red Bull family since 2007, having all of that speed and experience available was not an opportunity to pass up.

2021 was a hard year in which to make a debut, but Checo made swift progress, winning his first race for us in Azerbaijan. Very much a learning year, he got stronger through the season, delivering a string of podiums in the latter stages, including a memorable third place at his home grand prix in Mexico City. From a team perspective, perhaps it was the biggest moment that came at the final round in Abu Dhabi, where a brilliant defensive drive on ageing tyres saw him fend-off repeated attacks by reigning World Champion Lewis Hamilton, allowing Max Verstappen to close the gap enough to take advantage of a late race Safety Car, winning the race and take the title. This was exactly the disruptive team player Checo was hired to be.

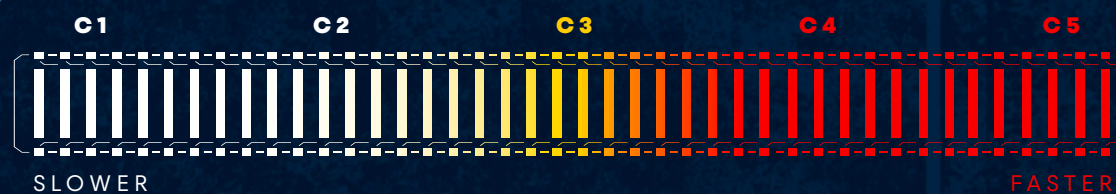
The Mexican has loftier goals for 2022, planning to take advantage of a settled berth and a regulatory reset to raise his level once again. "It's a great prospect," he says. "I know everyone in the team now, and everyone is starting from zero with this new car so there are definite opportunities."

Having passed the 200 Grand Prix mark last year, 32 year-old Checo is into the veteran stages of his career but he argues the learning process never ends, saying Red Bull Racing has altered his mindset in subtle ways. "I've definitely learned a lot here, and it's changed my approach and my expectations," he says. "It's an impressive racing culture: all about delivering; all about winning. The amount of analysis you do, the scope of work that goes on in the background, it's another level. Feeding that mentality into your racing, into your decision-making, inevitably that makes you think differently."

As for the prospect of having the reigning World Champion as a team-mate, Checo looks at it as a blessing rather than a curse. "I think right now he's the best driver in F1, so to have him as a team-mate, it's a great benchmark y'know? And of course he can learn a lot from me – I think that's how he became a champion!!!"

TYRE STRATEGY

THE COMPOUNDS



SELECTED COMPOUNDS



WHITE HARD C3



YELLOW MEDIUM C4



RED SOFT C5

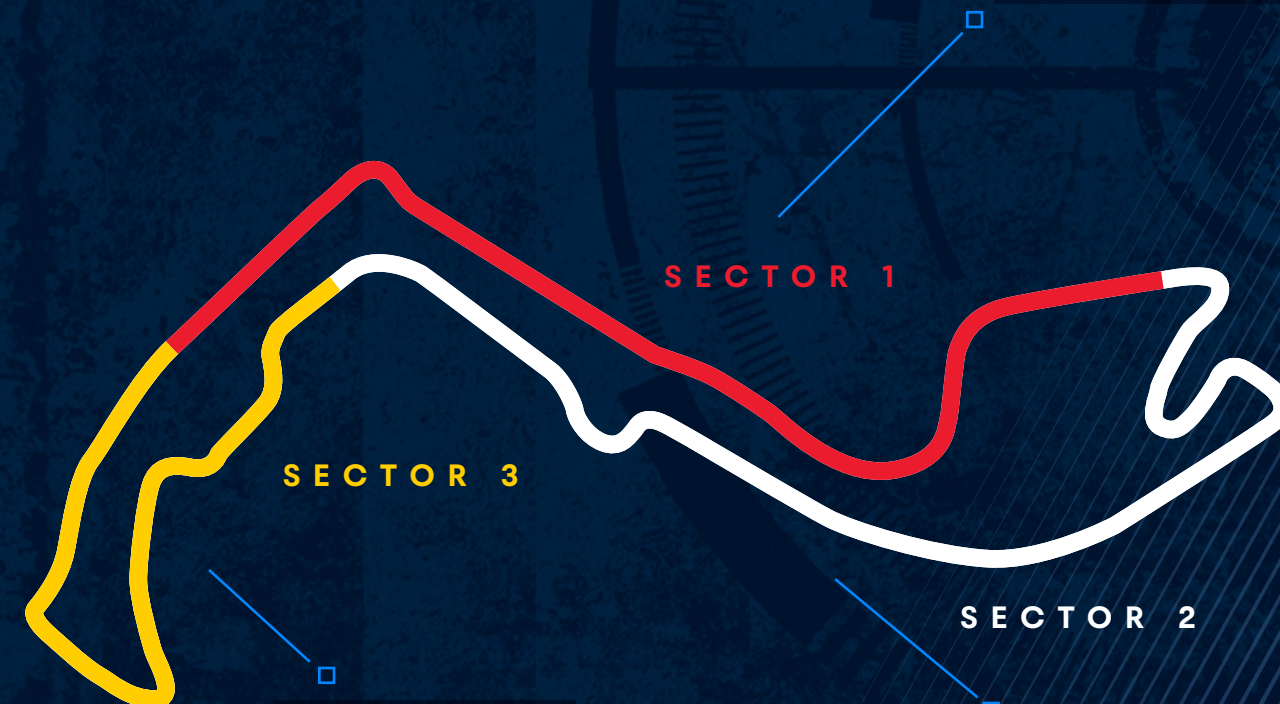


CIRCUIT INFORMATION

CIRCUIT DE MONACO

CIRCUIT LENGTH:

3.337km



SECTOR 3

SECTOR 1

SECTOR 2

LAP RECORD:

1:12.909

RACE DISTANCE:

260.286km

TRACTION: 5

BRAKING: 2

TYRE STRESS: 1

LATERAL: 1

ASPHALT ABRASION: 1

DOWNFORCE: 5

ASPHALT GRIP: 1

LAPS: 78

WINNING WAYS

MAX MAKES IT
THREE IN A ROW
IN BARCELONA



STANDINGS

CONSTRUCTOR STANDINGS

AFTER 6/22 RACES

1	RED BULL RACING	195
2	FERRARI	169
3	MERCEDES	120
4	McLAREN	50
5	ALFA ROMEO	39
6	ALPINE	34
7	ALPHATAURI	17
8	HAAS	15
9	ASTON MARTIN	6
10	WILLIAMS	3

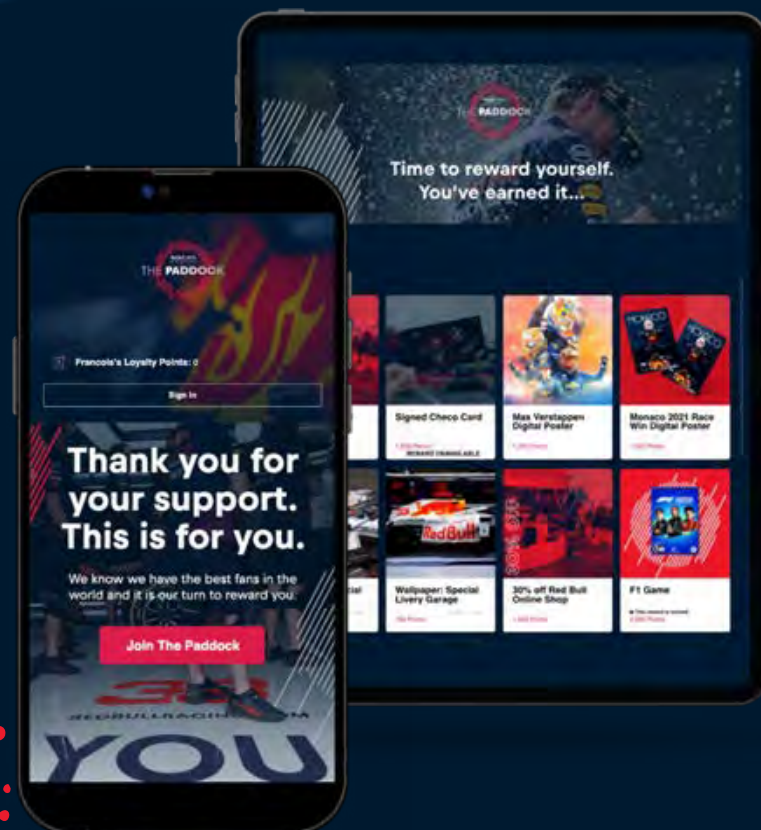
DRIVER STANDINGS

AFTER 6/22 RACES

1	MAX VERSTAPPEN	110
2	CHARLES LECLERC	104
3	SERGIO PÉREZ	85
4	GEORGE RUSSELL	74
5	CARLOS SAINZ	65
6	LEWIS HAMILTON	46
7	LANDO NORRIS	39
8	VALTTERI BOTTAS	38
9	ESTEBAN OCON	30
10	KEVIN MAGNUSSEN	15
11	DANIEL RICCIARDO	11
12	YUKI TSUNODA	11
13	PIERRE GASLY	6
14	SEBASTIAN VETTEL	4
15	FERNANDO ALONSO	4
16	ALEXANDER ALBON	3
17	LANCE STROLL	2
18	ZHOU GUANYU	1
19	MICK SCHUMACHER	0
20	NICO HULKENBERG	0
21	NICHOLAS LATIFI	0

1ST PLACE = 25 POINTS
 2ND = 18
 3RD = 15
 4TH = 12
 5TH = 10
 6TH = 8
 7TH = 6
 8TH = 4
 9TH = 2
 10TH = 1

THE PADDOCK



➤ +50 POINTS

Scan the QR code to join us. Enter code to claim your points.

PDKMON



01

**EARN POINTS
JUST FOR BEING
A FAN**

02

**ACCESS
MONEY-CAN'T-BUY
REWARDS**

03

**BECOME AN ORACLE
RED BULL RACING
VIP**

**EXCLUSIVE CONTENT
COMPETITIONS
VIP EXPERIENCES**



FAN SHOP

ORACLE RED BULL RACING OFFICIAL TEAMLINE



20% OFF RED BULL FAN SHOP MERCHANDISE

Your exclusive 20% discount off team merchandise can be used online with the code **2022MON**

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(Delivery worldwide except Brazil and USA)



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or redbullshop.com.br.

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3. Complete your order. 20% will automatically be discounted

THANKS

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NEXT UP

ROB AZERBAIJAN

