

**RACC**

# Annual Report RACC MotorSport **2019**





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## Our way of understanding motorsport, to face the future

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At the time of writing this editorial, the world is under health alert that affects the lives of the most vulnerable, which keeps a large part of society confined to home and has important economic and social consequences in all sectors and in motorsport.

The necessary prohibition to hold mass events, the pilots' inability to train, the restrictions on travel and economic losses suffered by the organisers, sponsors, federations, teams and brands, etc. have forced the postponement and, in some cases, the cancellation of the races planned for the first part of the year, which endangers the 2020 championships. Thus, both the consequences of the cancellation of competitions due to the pandemic and the effect

of rotations of the World Championships considered in 2019, will mark the immediate future of the sport, which, like all others, must be transformed to adapt to the demands of a changing context.

Given this reality, we will need effort and sacrifice, and be able to draw on our experience to find solutions. In this report, which summarises the activity of the RACC in 2019, beyond reviewing everything we have done, you will find **our way of understanding motorsport, based on innovation, ability to excel and a vocation for service**, values that have been present in our history and I am convinced will help us face the new challenges of this demanding future that lies in wait.

In 2019, the RACC have a year full of sporting successes in which, once again, the entity contributed to protecting our country around the world to the organisation of motor competitions of the highest international standard and through its pilots, who have returned to the podium of the main championships.

**Last year, 53 riders from the RACC school competed in different disciplines of motorcycling and motorsports; some are consecrated, and others young promises** who, with the support and accompaniment of the Club, which trains them in the sporting and also in the human dimension, will soon fight to make a place for themselves among the figures of the higher categories.

Marc Márquez has shone with his own light and in an exceptional season he achieved his eighth World Cup MotoGP championship; and his brother Àlex too, who conquered his second World Cup championship, this time in Moto2. In the Junior World Rally Championship, Jan Solans proclaimed himself champion, and in Formula 1, we saw how Carlos Sainz Jr. struck up his best season with the first podium of a RACC driver since 2006, while his father, Carlos Sainz, in early 2020 in Saudi Arabia became the only driver in the world with three Dakar victories in cars, and was also recognised as the best driver of the World Rally Championship of all time.

We are proud of our school of pilots and the successes our sportspeople reap, and particularly the RACC's ability to organise sports competitions. **Once more this year, we have become the only entity in the world that organises the four most important scoring events for the world championships in the same country: Formula 1, MotoGP, Rallies and Rallycross.**

After 50 years as organisers of the Formula 1 Grand Prix, the RACC has continued to support the Circuit de Barcelona-Catalunya. In this sense, it has asked for public and private involvement to find new and different solutions to allow the top event to remain stably on-site in Montmeló in the coming years. For the RACC, the continuity of the F1, which has a strong economic impact on the service, automotive, tourism, transport and leisure sectors of more than 160 million euro, of which 28 million come to Barcelona, is strategic for the Circuit and the country.

Also, the Club, with its effort and with the support of the country, of the ad-

ministrations and sponsors, and with the help of hundreds of volunteers, held the 55th RACC Catalunya-Costa Daurada Rally, which was one of the most memorable since it joined the World Cup championship in 1991.

Without a doubt, it has been a year of successes, but also one of sad moments. In 2019, Sebastià Salvadó, our President for 30 years, left us and we pay tribute to those with whom he shared a life and career devoted body and soul to the RACC and especially to motorsport.

**We will continue working because we know that this effort contributes to the international projection of our country, because it brings economic resources to the territories that host the competitions,** because it is a test-bed for advanced safety techniques for users' vehicles, and because it thrills a large block faithful to the sport that it appreciates.

These are just some of the many actions that the RACC carried out last year, in which we have given the best of ourselves. We face the future with the commitment we have always shown, innovating, adapting, taking large steps to overcome obstacles and moving forward in an environment in which, today more than ever, we will have to take on new challenges and rethink ways of doing things, also in the world of motorsport.



Josep Mateu  
President of the RACC

## Sports Commission

### President of the RACC

Josep Mateu

### Members of the Board

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Josep Narcís Arderiu  
Aman Barfull  
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Joaquim Folch  
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Jordi Gual  
Josep Maria Mañé  
Joan Ollé  
Xavier Pérez  
Pedro de la Rosa  
Antoni Tachó  
Àngel Viladoms

### Secretary of the Commission

Blanca Ramos



Sebastià Salvadó (1932-2019)

# A key figure in the motorsport of our country



**1. In front of the main straight of the Circuit de Barcelona-Catalunya.** When he became president of the RACC, Salvadó made it a priority to promote the construction of a permanent speed circuit, a project that finally became reality in 1991 in Montmeló. **2. Podium of La Pujada al Montseny 1985.** With two pioneering pilots, Juan Fernández and Fermí Vélez, in one of his first acts as president of the RACC. **3. With Bernie Ecclestone.** Their relationship was one of cordiality and good personal connection.

On 15 April 2019, Sebastià Salvadó, President of the RACC from 1985 to 2015, died leaving behind him a career full of successes and a deep impact on those who knew him. A motor racing and motorcycling pilot in his youth, he promoted the construction of the Circuit de Barcelona-Catalunya to host Formula 1 and MotoGP, he managed to get the RallyRACC to become a rally scoring for the WRC World Cup championship, and created a RACC school of leading pilots, the producer of great world champions.



**4. With RACC pilots Laia Sanz and Marc Márquez** at the RACC Motor Sport 2013 awards, as world champions in Trial and Enduro, and MotoGP, respectively.

**5. With Dani Pedrosa.** Trained at the Club school, in 2005, the RACC pay tribute to him for his 250-cc world title.



**6. With Daniel Sordo** at the delivery of the award to the RACC pilot in recognition of his World Junior Rally Championship in 2005.



**7. With Carlos Sainz and Luis Moya** at the Rally Catalunya 1995. The RACC pilot won the trial, which had scored for the World Championship since 1991.

**8. Posthumous tribute.** Around 150 relatives, collaborators and friends attended the tribute and the opening of the new "Sebastià Salvadó" space at the Club headquarters in the past June.





# Supporting motorsport since 1908



**1908**

The Copa Catalunya, the first of the RACC's competitions.



**1914**

The RACC organises the Copa Tibidabo.



**1929**

Rally of the Universal Exhibition of 1929.



**1954**

The Volta a Catalunya is recovered and the Copa Montjuïc is held for the first time.

**1960**

Rally Dues Catalunyes.

**1964**

First Montseny Hillclimb.

**1966**

Formula 2 GP at Montjuïc.

**1900-1910**

**1910-1920**

**1920-1940**

**1940-1960**

**1960-1970**

**1916**

First Volta a Catalunya. The seed of the present RallyRACC.

**1933**

Rally of the 1,000 km.

**1936**

The Civil War stops all sports activity.

**1957**

The Volta a Catalunya becomes the first Rally Catalunya.



**1969**

The RACC takes the Formula 1 to Montjuïc.



The work of the RACC as a competitions organiser enjoys great prestige around the world as the heir to a long tradition of 111 years of motorsport passion. The support to young pilots has also marked the sports history of the Club, and is summed up below.

**1975**

The Club considers it a priority to have a new permanent circuit.



**1982**

For the first time, the RACC organises the start from Barcelona of the Montecarlo Speed Rally.



**1991**

The Circuit of Barcelona-Catalunya is opened.

First Formula 1 GP on the circuit.

The Catalunya-Costa Brava, a trial scoring for the World Cup championship.



**2005**

The RallyRACC moves to the Costa Daurada.



**2010**

Three RACC Pilots, world motorcycle champions: Lorenzo (MotoGP), Elías (Moto2) and Márquez (125-cc).

**2012**

Start of the RallyRACC from Barcelona.

**1970-1980**

**1980-1990**

**1990-2000**

**2000-2010**

**2010-2020**

**1978**

The RACC creates the FAE Trophy to reward young rally pilots.



**1988**

The Rally Catalunya merges with the Costa Brava.



**1979**

The Volant RACC is created.

**1992**

First World Motorcycle GP on the Circuit.

**1995**

24 Hours of Motorcycling on the Circuit.

**1998**

24 Hours of Cars on the Circuit.



**2008**

First OpenRACC Karting.

**2015**

Rallycross on the Circuit.

**2017**

First Rally Catalunya Històric.

**2018**

The Volant RACC turns 40.

**2019**

50 years since the first of the 33 F1 GP organised by the RACC to date.







## School of champions

The path from the promotion competitions to the World Championships is full of difficulties. The RACC knows this and for the last three decades has helped its school of young pilots, which had 53 in 2019, in their sports progress, based on values such as teamwork, determination and resilience, training them at its school of champions.



# 01

## RACC Pilots. The school of the great champions

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The RACC has been promoting the training of young pilots for more than 30 years, accompanying and guiding them from their beginnings in the competition until they are able to fight to conquer world titles. This is how a school of champions has been forged from the Club from which some of the great names in the history of motorcycling and motor racing in recent decades have emerged.

With the aim that the champions of our country in major motor competitions should not arise in isolation due to the exceptional talent of some pilot, but that it might be the result of rigorous and well planned work, more than 30 years ago **the RACC**, together with the federations, the Circuit de Barcelona-Catalunya and sponsors, **launched an ambitious programme of pilot promotion.**

Three decades later, **some of the RACC pilots who have gone through the programme have written their names in sports history, such as Luis Pérez-Sala, Carles Checa, Carlos Sainz, Pedro de la Rosa and, more recently, Marc and Àlex Márquez, Jorge Lorenzo, Laia Sanz, the Espargaró brothers, Dani Sordo and the Solans brothers.** The future looks promising too, with a school of very young pilots stomping in, winning world titles in the junior car and motorcycling categories.

**The pilots consecrated today among the elite and trained with the help of the Club are the mirror in which the youngest look.** Also, pilots who have left active competition, but still remain linked to the

Club and motor sport, are a reference for those taking their first steps, becoming true ambassadors of the RACC sport promotion.

This promotion of new talents is part of the entity's corporate responsibility and is part of the Club statutes. **The RACC believes in the positive values of sport** - teamwork, determination, spirit of sacrifice, resilience...-, and promotes young pilots with its support and with the rigorous organisation of competitions.

### Selection of pilots

**Every year between 50 and 60 RACC pilots compete in numerous disciplines of motorsport and motorcycling nationally and internationally.** The exact figure varies each season, and it is the Club Sports Commission that draws up the list, following a series of criteria.

The fact of their being pilots from the country, with a promising future, who progress year after year



Marc Márquez's career, an example for young RACC promises.

in their championship are some of the criteria that are taken into account. But, in addition to talent, **being a RACC pilot requires behaviour, on and off the track, consistent with the Club values**, in other words, always acting with firmness, honesty, rigour, ethics, excellence and proximity. The younger pilots in compulsory education are also instilled the importance of not neglecting their schooling for sports competition.

## Encouraging talent

The RACC's work with the youngest pilots is to offer them the most suitable conditions for their growth as sportspeople, and to provide them with roots (human values) and wings (the necessary

means to progress in the competition). **Thanks to the Club, the motorsport promises**, as well as having access to prestigious experts in competition to help them along the way, receive qualified guidance and **are followed up on individually**, while the RACC pilots already established become an example to follow.

**The Club thus provides supervised support for its school of pilots**, whom it accompanies on their path to make it easier for them to achieve their goals, step by step, and evolve adequately in the demanding world of competition. For the pilots, the fact of wearing the RACC logo on their clothing, even from a very early age, gives them benefits of prestige and image that can bring them possible sponsors.

# All the RACC Pilots of 2019

**ALCOBA, Jeremy**  
FIM CEV  
Repsol, Moto3  
Junior World  
Championship



**ARTIGAS, Xavier**  
FIM CEV  
Repsol, Moto3  
Junior World  
Championship



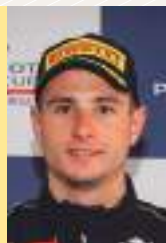
**ESPARGARÓ, Aleix**  
World MotoGP  
Championship



**ALCOBA, Marc**  
Spanish Superbikes  
Championship cat.  
Supersport



**BASSAS, Pep**  
Junior R2  
Scholarship and  
Peugeot Iberian  
Rally Cup



**ESPARGARÓ, Pol**  
World MotoGP  
Championship



**ALSINA, Pau**  
Spanish Moto4  
championship



**COSTA, Albert**  
International  
GT Open



**ESTEVE, Isidre**  
Dakar 2019



**ARENAS, Albert**  
World Moto3  
Championship



**CRUCES, Adrián**  
FIM CEV Repsol,  
European Talent  
Cup



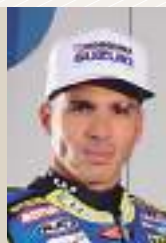
**FOLCH, Joaquim**  
FIA Masters  
Historic F1



**ARQUÉ, Pepe**  
Spanish Car-Cross  
Championship and  
RX Academy



**ELIAS, Toni**  
AMA MotoAmerica  
Superbikes



**FRANCOLÍ, Sergi**  
Junior R2  
Scholarship and  
Peugeot Iberian  
Rally Cup

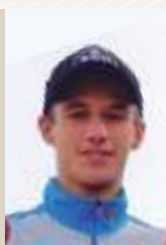




A total of 53 RACC pilots, 32 in different motorcycling disciplines and 21 in motorsports, in 2019 wore the Club's emblem in world and European championships and competitions of all kinds nationwide. The list of the pilots in the Club's school, some established champions and others great promises, presented by alphabetical order of their surnames, is the following:

**GARCÍA DOLS, Sergio**

World Moto3 Championship



**LLARENA, Efrén**

European Rallies Championship, cat. ERC3 Junior



**MÁRQUEZ, Àlex**

World Moto2 Championship



**GARCIA MONTAÑA, Josep**

World Enduro Super Series (WESS) and Spanish Enduro Championship



**LLOVERA, Albert**

World Rallycross Championship, cat. RX2



**MÁRQUEZ, Marc**

World MotoGP Championship



**GIRAL, Julián**

FIM CEV Repsol, World Junior Moto3 Championship



**LÓPEZ, Alonso**

World Moto3 Championship



**HOLGADO, Daniel**

FIM CEV Repsol, World Junior Moto3 Championship



**LÓPEZ, Pepe**

Spanish Rallies Super Championship and Spanish Rally Championship On Road (CERA)



**JUNCADELLA, Daniel**  
DTM



**LORENZO, Jorge**

World MotoGP Championship



● MOTORCYCLING  
● CARS

# All the RACC Pilots of 2019

**MOGEDA, Daniel**  
FIM CEV Repsol,  
European Talent  
Cup



**PINSACH, Xavier**  
Spanish Superbikes  
Championship



**ROIG, Nil**  
Spanish Inter-  
autonomic Speed  
Championship and  
Spanish Superbikes  
Championship



**MOLINA, Miquel**  
Blancpain  
Endurance Series



**PIQUERAS, Àngel**  
Spanish Moto4  
Championship



**RUEDA, José Antonio**  
FIM CEV Repsol,  
European Talent  
Cup



**NÚÑEZ, Òscar**  
Spanish Promo3  
Championship



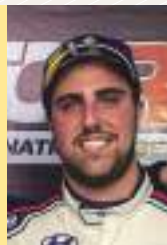
**PONS, Xevi**  
Spanish  
Rallies Super  
Championship  
and Spanish Rally  
Championship Off  
Road (CERA)



**SAINZ, Carlos**  
Dakar 2019



**ORIOLA, Pepe**  
TCR Asia  
Championship



**RIBERAS, Àlex**  
Blancpain  
Endurance Series



**SAINZ JR, Carlos**  
Formula 1 World  
Championship



**PALOU, Àlex**  
SuperFormula  
Japan and SuperGT  
Japan



**RODRÍGUEZ, Oriol**  
Spanish Supermoto  
Championship



**SÁNCHEZ, Max**  
Spanish Moto4  
Championship



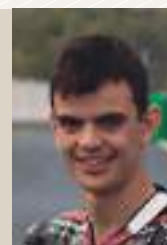
**SANZ, Laia**  
FIM World Rallies  
Cross Country  
Championship and  
Dakar 2019



**SUÁREZ, José Antonio**  
Spanish  
Road Rallies  
Championship



**VIU, Aleix**  
FIM CEV Repsol,  
World Junior  
Moto3 World  
Championship



**SOLÀ, Pol**  
Spanish Moto4  
Championship and  
Copa Catalana  
Supermotard



**TOLEDO, Àlex**  
Spanish Superbikes  
Championship, cat.  
Supersport



**SOLANS, Jan**  
Junior World  
Rallies  
Championship  
(JWRC)



**TRIAS, Blai**  
Spanish Moto4  
Championship



**SOLANS, Nil**  
WRC2 World  
Rallies  
Championship



**URIARTE, Brian**  
Spanish Moto4  
Championship



**SORDO, Daniel**  
World Rallies  
Championship  
(WRC)



**VIERGE, Xavier**  
World Moto2  
Championship



● MOTORCYCLING  
● CARS



# 02

## RACC pilots in the World Motorcycle Championship

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The year 2019 was a historic one for the fourteen RACC riders who have competed in the Motorcycle World Championship, with two world titles for the brothers Marc and Àlex Márquez in MotoGP and Moto2, respectively, and wins and podiums in Grand Prix in all three categories. This brilliant record has been joined by Jeremy Alcoba's victory in the Moto3 Junior World Championship, another example of the talent that comes among the younger RACC riders.

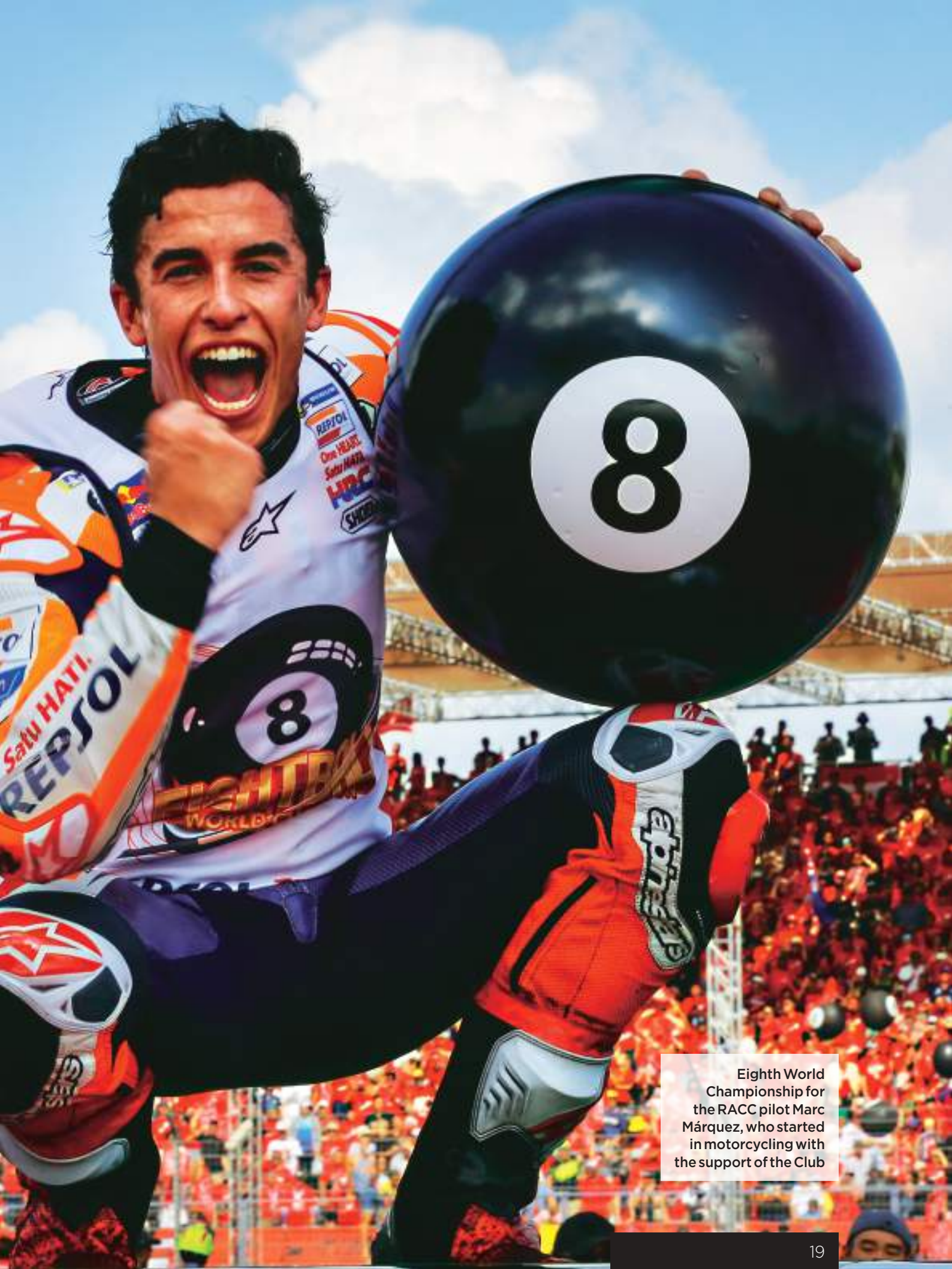
The Motorcycling World Championship is the pinnacle of motor sport on two wheels and, therefore, what the youngest riders fight for when they join the RACC promotion programme.

**In 2019, 14 RACC riders competed in the Motorcycle World Championship** in different categories, **nine in the absolute World Championship and five in the Moto3 Junior World Championship.**

**The balance at the end of the season was very positive, thanks to the world titles of Marc Márquez in MotoGP, his brother Àlex in Moto2 and Jeremy Alcoba in the Moto3 Junior World Championship.** The success was rounded off with victories for the Club pilots in several Grand Prix in all categories of the World Championship.

**Another MotoGP RACC rider, Jorge Lorenzo, stood out in**





Eighth World Championship for the RACC pilot Marc Márquez, who started in motorcycling with the support of the Club



**2019 with the announcement that** he is ending his brilliant career and **leaving active competition.**

## Marc and Àlex Márquez, champions

In MotoGP, **Marc Márquez has perhaps had the best season since his debut in the premier class in 2013.** It is true that the RACC pilot achieved more wins in 2014, thirteen, but his performance in the 2019 season was better for the regularity of his performance and domination on the track. At 26 years old, **Marc won no fewer than 12 of the 19 races contested,** but what is yet more impressive is that in the re-

maining seven he ran up six second places. In other words, **the champion finished first or second in all the races except one,** in Austin (Texas), where he suffered a fall when leading the pack.

The pilot from Cervera sentenced the title with victory in Thailand, when four races remained in the season, and **ended the year with a record number of points in the premier class, 420 out of a total of 475 (88%).** Marc thus beat the previous

record of another RACC pilot, Jorge Lorenzo, who in 2010 won his first MotoGP title with 383 points.

In short, Márquez has had sporadic rivals in the odd races – he was beaten four times on the last lap on the

MARC MÁRQUEZ  
WON THE  
CHAMPIONSHIP  
SHATTERING THE  
RECORD SCORE.



Àlex Márquez achieved his second World Title after a brilliant season.



circuits less favourable to Honda – but nine of his twelve Grand Prix victories were achieved crossing the finish line alone, far ahead of his pursuers. In the championship table, his advantage grew throughout the year, and **in the end the runner-up Andrea Dovizioso (Ducati) finished 151 points off Marc**, double the gap of the previous year. With this victory, the RACC rider runs up eight world titles, six in seven seasons in MotoGP and the last four in a row.

Marc Márquez's success was rounded off by his brother **Àlex Márquez's** title in the middle category. The younger of the two Marquez, also a RACC rider, **won the Moto2 World Championship**, within the Estrella Galicia 0,0 Marc VDS team.

**At 23, in his fifth season in the category, Àlex was the rider most in form in the group, with five victories and ten podiums** throughout the season, allowing him to win the world title in the penultimate round, in Malaysia. His domination would have been even more had it not been for bad luck, since in Jerez he was involved in a multiple fall in the early corners, and in Assen a rival knocked him off in the last laps, when he was on his way to add what would have been his fourth consecutive victory.

**It was the third time that both brothers and RACC riders have achieved two titles in the same year.** The first was in 2012, when Marc was the Moto2 champion and Àlex won the Moto3 CEV, the current Junior World Championship. Two years later, in 2014, the older brother added the second MotoGP title and the younger brother was crowned in Moto3.

In 2020 the Márquez brothers will share a box in the premier class, since Àlex has been chosen to replace Jorge Lorenzo in the Honda HRC team. In this way they will coincide in MotoGP



## Junior World Championship, the school that does not stop

**RACC pilot Jeremy Alcoba** (Laglisse Academy) has **won the Moto3 Junior World Championship**. With three wins and nine podiums in twelve races, Alcoba (pictured) is the first RACC rider to win in this category, the lobby to the absolute World Championship.

In his first year, **the 16-year-old RACC pilot Xavier Artigas** (Leopard Impala Junior Team) finished third in the overall classification and showed his talent by finishing third in the Valencia GP of the Moto3 World Championship, where he participated as a guest.

In his debut year, the Valencian pilot **Daniel Holgado**, from the Junior Team Estrella Galicia 0,0, **finished sixth** with the team managed by Monlau Repsol Technical School. Two other RACC riders, **Aleix Viu** (Angel Nieto Team) and the Aragonese **Julián Giral**, teammate of Daniel Holgado, also participated in the same competition.



Pol Espargaró was at the doors to the top 10 and showed his regularity throughout the season.

with two other brothers and RACC pilots, Aleix and Pol Espargaró, although those from Granollers compete in different teams.

In the 2019 season, **Aleix Espargaró finished 14th overall**, after a year complicated by an unreliable Aprilia, the least competitive of the factory bikes. Even so, in Aragon he showed his talent with a fifth place on the grid and seventh in the race.

By contrast, KTM enjoyed **sustained technical progress, allowing Pol Espargaró to earn 11th place** in the final classification, touching on the top 10 of the MotoGP table. Pol finished a season in which he was very regular and managed to

IN 2020, THE MARQUEZ WILL BE SHARING CATEGORY AND BOX IN THE HONDA TEAM.

finish eight races in the top ten and achieve a sixth place in Le Mans as his best result. What's more, in Misano circuit he boosted the KTM to second place on the starting grid. In Austria, the team's home race, he dropped out due to breakdown for the only time in the year, and in

Aragon he couldn't race because of a wrist broken in training.

## RACC riders in Moto2 and Moto3

**Another RACC rider**, Xavi Vierge, competed in **Moto2**. Àlex Márquez's Estrella Galicia 0,0 Marc VDS teammate, Vierge **had a difficult season**, as





Marc Márquez  
collects titles  
and recognitions  
at 26 years old.



illustrated by his hapless Grand Prix in Argentina, where, after achieving pole position, he was unable to start due to an electrical failure. Throughout the season, Vierge hit the ground seven times and his best result was the fourth position in Sepang. He ended the season in 13th place.

**Three RACC riders participated in Moto3** and two of them stepped on highest step on the podium. **Albert Arenas** (Ángel Nieto Team) **made a great end to the season after a very hard start** physically. A bike fall in training, with a spleen injury that required surgery, prevented him from racing in Argentina and the United States – the also RACC pilot Aleix Viu replaced him. On his return to competition, he suffered six falls in seven races, but made a superb comeback with a victory in Thailand and

two podiums in Japan and Australia, to **end the season in 11th position overall.**

**Another RACC pilot** who tasted victory in a Grand Prix was **Sergio García Dols** (Estrella Galicia 0,0), with a victory in Valencia and a second place in Malaysia. The boy from Castellón **showed his progression in his debut in the World Championship, finishing 15th overall**, after not being able to race in Qatar because he was not yet the minimum 16 years old. His teammate, the **RACC pi-**

**lot Alonso López** in Thailand – in the race won by Arenas – achieved his **first podium in the World Championship** and was very close to pole position in Japan. The boy from Madrid managed to score in 10 out of 18 races and **finished 17th** in a terribly competitive championship.

**BOTH ARENAS  
AND GARCIA  
DOLS HAVE  
SAVOURED  
VICTORY IN A  
GRAND PRIX.**



Alonso López and Sergio García, two RACC pilots in the Moto3 category.



## Jorge Lorenzo, the champion's farewell

One of the most important pieces of news of the season was the announcement of Jorge Lorenzo's retirement, which occurred on the eve of the last race, in Valencia. The Mallorcan, a RACC pilot since he was 11 years old, when the World Championship was still a dream for him, started the year forming a true dream team with Marc Márquez in the Honda HRC team, but injuries and lack of adaptation to the bike truncated his season and ended up causing his farewell.

The year had started for Lorenzo with an injury, a broken scaphoid in his left hand before the first test in Sepang, which had forced him to miss a good part of the pre-season. In the first race of the season, in Qatar, a fall cracked his rib, and in Assen, in a terrible accident in free practice he fractured two vertebrae, forcing him to miss four races. The pilot admitted that after this serious fall

he began to question whether it was worth going on and, although he decided to try, he lacked the motivation and results.

The decision of the number 99, who will work as a test driver at Yamaha, has caused a stir. Lorenzo, that kid who dreamed of the World Championship, has made his dream come true and has triumphed, always hand in hand with the RACC, with five world championships. After winning two 250-cc titles (2006 and 2007), in 2008 he made the jump to MotoGP, where he won his first title in the premier class in 2010, partnering Valentino Rossi on Yamaha, and repeating the world title in 2012 and 2015.

Lorenzo, 32, remains the only rider who has been able to win a championship from Marc Márquez in MotoGP. In fact, the two RACC pilots have won nine out of the last ten titles in the large cylinder capacity, which is a true boost to the Club's pilot promotion policy.



# 03

## RACC motorcycle pilots in national and international competitions

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The Club's support for pilots of two-wheels goes far beyond the MotoGP World Championship, and covers specialities like Superbikes, Raids and Enduro, in addition to national and international promotional competitions where the youngest consolidate their training and progress day by day.

The balance for the RACC pilots in motorcycling competitions outside the World Championship was very positive, with victories, titles and brilliant results both by consecrated pilots and young promises.

### RACC pilots in the Dakar, Enduro and Superbikes

Far from the asphalt, **Laia Sanz** starred a 12th-place finish in the **Dakar Rally 2019**, held entirely in Peru, since the RACC KTM pilot

faced the trial without proper preparation due to health complications that almost forced her to give up.

**The 18 times world champion** (13 trial and 5 in Enduro), **she thus equalled the 12th place achieved in 2018**, her second-best result in the toughest race in the world after her historic ninth of 2015. She also managed to finish her ninth consecutive Dakar, a record among active pilots. **Her great season continued** with a magnificent seventh place in the Silk







Laia Sanz shone again in the Dakar and also won Cross Country Rallies World Cup.





Josep Garcia revalidated his title as Spanish Enduro Champion.

Way Rally (between Russia and China) and an 18th place in the Rally of Morocco, results that they earned her 10th place overall and **first place in the women's category of the Cross-Country Rallies World Cup**.

**In Enduro, Josep Garcia** (KTM Factory Racing) also had a great campaign and **defended his absolute Spanish Championship and in the category E1**, a programme that has been combined with the World Enduro Super Series (WESS). Unfortunately, the coincidence of dates of the last meeting of both championships prevented Garcia from completing the WESS race and defend his third position in the general table, so

he finished sixth, with two victories –France and Solsona– in eight races. The **golden brooch** to the season **was his first place in the Six International Enduro Days (ISDE), in Portugal**, where he won in the individual E1 category, a title he already achieved in 2017, and was second in the overall classification. He also formed part of the Spanish team, fourth classified in the World Team Trophy.

JOSEP GARCIA  
WINS IN  
PORTUGAL  
AND TONI ELIAS  
SHINES  
IN AMERICA.

In America, 2019 was the fourth season –third complete– of **Toni Elias**, who **finished runner-up in AMA Moto-America Superbikes**, in the U.S. The RACC pilot, AMA champion in 2017, led almost the entire season with the Yoshimura Suzuki team, but his bike's per-

formance was insufficient in the demanding final stretch of the championship and, as in the 2018 season, he finished second, only five points behind Cameron Beaubier (Yamaha).

Still, for the second year in a row, the man from Manresa won the most races: seven. Elias **runs up 32 wins in the United States** and is the fifth pilot with most wins in the 43 years of AMA Superbike championship history.

## RACC pilots in the European Talent Cup

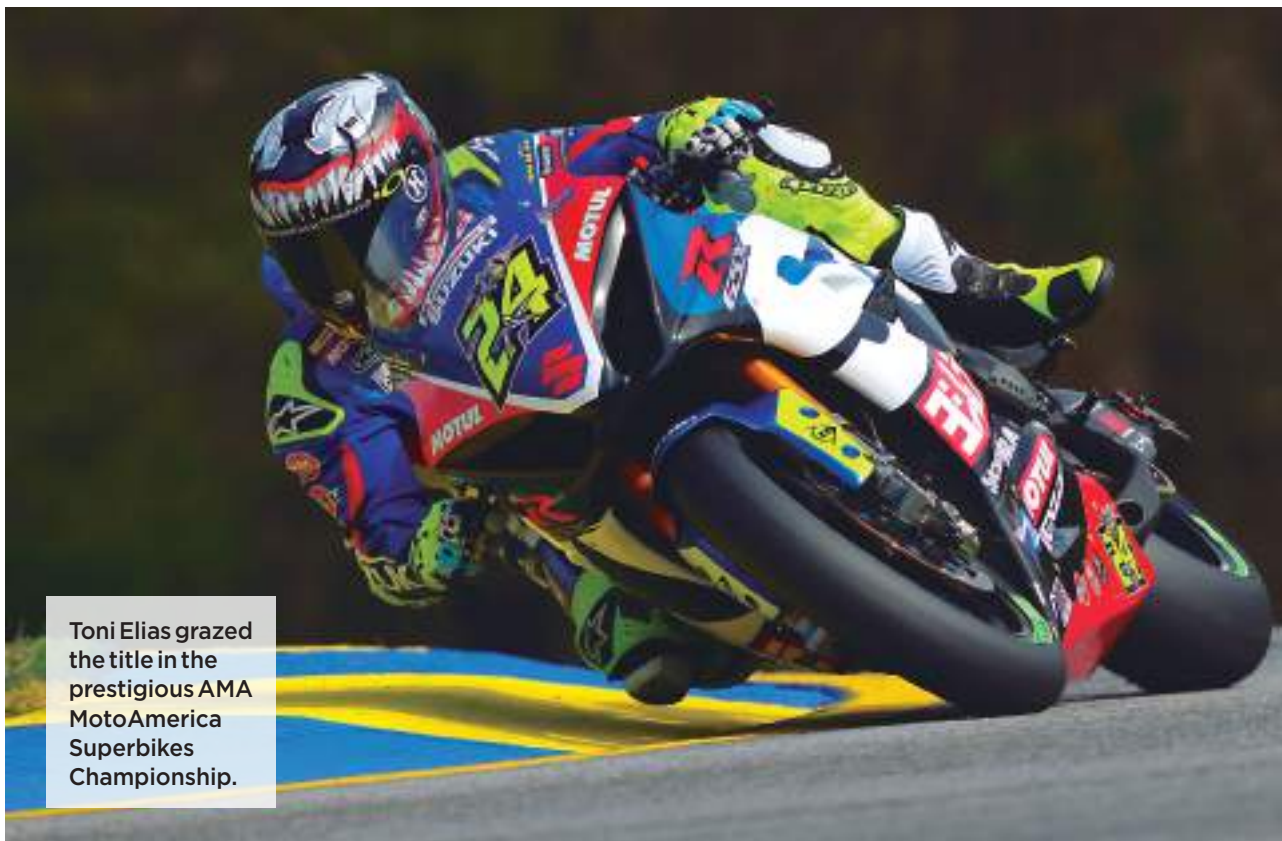
The pilots of the Talent Team Estrella Galicia 0.0 were the spearhead of the Club in the

THREE RACC  
PILOTS COMPETED  
IN THE EUROPEAN  
TALENT CUP IN  
2019.

**European Talent Cup (ETC)**, which takes place alongside the Junior World Moto3 Championship. ETC is one of the best platforms to take the international jump, as is well illustrated by the RACC pilot Xavi Artigas's career, ETC champion in 2018 and third in the Junior World Championship in 2019.

In 2019, the **best RACC pilot in the ETC** was the Andalusian **José Antonio Rueda**, who repeated the fourth place he already achieved in 2018,

with one victory, one second place and a pole position as best results, and only six points behind the runner-up. The best race for the RACC pilots of the Talent Team was **Albacete**, where Rueda won and the RACC pilot Adrián Cruces



Toni Elias grazed the title in the prestigious AMA MotoAmerica Superbikes Championship.



Angel Piqueras  
proclaimed  
Spanish Moto4  
champion.



**was third.** This young 13-year-old Valencian pilot completed a great end to the championship, with two consecutive podiums, lifting him to eighth position overall in his first year in ETC.

**The RACC pilot Daniel Mogeda** (Fundación Andreas Pérez 77-Larresport Bradol) **has also debuted in the category.** The boy from Castelldefels

underpinned his learning by coming second and fourth in two of the Series 2 races. The ETC, the European Talent Cup, held its third edition in 2019. It functions as a “small category” of the FIM CEV Repsol and was created with the purpose of promoting young talents who might make the jump to the Moto3 Junior World Championship. In 2019, the ETC premiered Series 2 races, in which

TWELVE  
CLUB PILOTS  
PARTICIPATED  
IN THE SPANISH  
MOTORCYCLING  
CHAMPIONSHIP.



pilots who have failed to qualify for the main race participate to continue gaining experience in the competition.

## RACC pilots in Spanish Championships

The youngest pilots in the Club's youth team once again dominated the Spanish Moto4 Championship, a veritable melting pot of future promises. **The RACC pilot Ángel Piqueras** (School Team

Monlau Repsol), 12, **was Spanish Moto4 Champion**, with three victories and another five podiums, succeeding Adrián Cruces. **His partner**, the Cantabrian **Brian Uriarte**, 11, **was runner-up**, with five victories and a podium, and **Max Sánchez** (Team Scuderia Motors) also climbed once to the top of the podium and **finished seventh overall**. So **RACC pilots won all nine races of the season in this competition**.

**The also RACC pilot** of the School Team of Monlau Repsol **Pol Solà finished sixth**, with one podium, after missing the last race due to injury, which prevented him from fighting for the third place overall. **Two other RACC pilots competed in Moto4: Blai Trias** (Formula GT Racing) and **Pau Alsina** (Promoto Sport Team). For his part, **the RACC pilot Òscar Núñez** (Cuna de Campeones), 13, **once more gave signs of his admirable determination** - he is deaf from birth - and was second in a race in the Spanish Championship **in the Promo3 category**.

On larger bikes, **Xavier Pinsach** (ETG Racing) **finished seventh in the Spanish Superbikes Championship**, after a season plagued by falls. **In Supersport, Marc Alcoba** (AIT SP57 Racing Team), champion in 2018, **finished fifth**, highlighting his comeback at the Circuit de Barcelona-Catalunya, where he went from 19th place to second. **Alex Toledo** (BCD MS Racing) finished ninth in his first year of contact with the category.

**In SBK Junior, Nil Roig** (Kawasaki PL Racing Junior Team and ETG Racing) **was seventh**, with one podium, and **won the Inter-regional Speed Championship (CIV)** in the SSP300 category, with five straight victories and one second place.

Finally, **in the Spanish Supermoto Championship, RACC pilot Oriol Rodríguez was runner-up** in the SM-250 Road category, after ending the year with one victory and four podiums.

# 04

## RACC motor-racing pilots on circuit

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Carlos Sainz jr's podium at the Brazilian Formula 1 Grand Prix illustrated the great season of the RACC motor-racing pilots on track. A result complemented by Albert Costa's title in the GT Open and the campaigns of Miquel Molina in the Blancpain GT and Àlex Palou in Japan.

The presence of RACC pilots encompassed the entire automotive landscape on circuit, from Formula 1 to passenger cars, passing through the most prestigious international championships: GT, the German DTM or demanding Japanese competition.

### More RACC pilots in Formula 1

Carlos Sainz jr. had his best season in his fifth year in Formula 1.

The RACC pilot **passed the barrier of 100 Grand Prix disputed and added his first podium** in the first year with McLaren, a result that the team from Woking had not achieved for almost six years. The feat came in the GP of Brazil, in which Sainz started last on the grid, after a breakdown in training, but fought back to pass chequered flag fourth. The penalty of one of the pilots in front of him left him on the podium.

**It was the first podium for a RACC pilot in Formula 1 since**







Carlos Sainz is consecrated as a F1 sure value and has boosted McLaren.



**2006**, when Pedro de la Rosa achieved it at the Hungarian GP, also with McLaren. **Sainz was sixth in the drivers' championship** and came in thirteen times amidst the top ten, with three fifth positions as best result, apart from the mentioned podium. Sainz's points took McLaren to fourth place in the constructors' championship.

## RACC pilots in international motor-racing competitions

In GT competitions, **Albert Costa was crowned champion at the International GT Open**, with Giacomo Altoè in the Emil Frey Racing team (Lamborghini). The RACC pilot achieved his first title since he was champion of the Eurocup Mégane Trophy, in 2012. Costa also disputed the last meeting of the Blancpain GT Series Endurance Cup at

the Circuit de Barcelona-Catalunya, which he won after a masterful performance, with pole position included.

This race in Montmeló was been fatal for another RACC pilot, **Miquel Molina**. He came to the home circuit as leader with the Ferrari 488 GT3 he shared with Mikhail Aleshin and Davide Rigon, but after a puncture for the Russian pilot, **he lost the title by a single point**. Likewise, the RACC pilot **achieved second place** in the GTLM category **at the famous 24 Hours of Daytona**.

**The third Club driver in the GT competitions was Àlex Riberas**. He took the podium in the Blancpain GT Series at Silverstone, but different incidents removed him from the podium in the remaining trials. With an Audi R8 LMS GT3, he also competed in some IMSA races in the USA.



On the other side of the globe, **Àlex Palou demonstrated his enormous talent in Japan.** The RACC pilot of 22, debuted in the Japanese Super Formula and finished third overall after fighting for the title until the last of the seven races. He combined this championship with the Japanese Super GT, where he was second in the GT300 category in Autopolis, with a McLaren.

Back in Europe, **Daniel Juncadella focused his season on the German DTM,** where he competed with the new Aston Martin team. In various races he was the fastest driver for the make and got his best results in Norisring, where he was sixth, and in Assen, where he was seventh.

PALOU AND  
ORIOLA  
COMPETED  
IN ASIA AND  
JUNCADELLA  
IN THE GERMAN  
DTM.

In the touring car competitions, **Pepe Oriola debuted in the TCR Asia championship,** disputed in Malaysia, China and Thailand and **finished third** with a Hyundai thanks to his regularity, running up six second positions and a third place in the ten championship events. He also **won the first edition of the 24 Hours TCR**

**500, in Spa-Francorchamps,** with a Cupra TCR of the Red Camel-Jordans.nl team, together with Tom Coronel and the Dutch couple formed by father and son, Ivo and Rik Breukers.

Finally, veteran Joaquim Folch competed with his Brabham BT49C (the Formula 1 world champion car in 1981) **in the FIA Masters Historic F1,** achieving sixth place in his category.



Àlex Palou's great role in Japan has led him to the American Indycar in 2020.

# 05

## RACC motor-racing pilots in Rallies and Raids

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2019 was a historic year for RACC Rallies pilots, who achieved significant successes both in the Spanish Championships and in the European and the World Championships. The Club pilots also showed their class in the Dakar, and have started to make their way in a rising discipline like Rallycross.

The harvest of triumphs of the RACC Rally pilots in 2019 was remarkable, with Jan Solans's titles in the World Junior and Efrén Llarena in the European ERC3 as the main features.

### RACC car pilots in the Dakar and Rallycross

**Two-times world rally champion Carlos Sainz disputed the Dakar in 2019** with a new team, X-Raid, behind the wheel of a two-wheel drive Mini. **The RACC**

**pilot** and his co-pilot Lucas Cruz **were the reigning champions** of the toughest race in the world but the eleventh participation of the man from Madrid went off track in the third of the ten stages, all held in Peru, when a suspension breakage sank them in the overall ranking. Even so, **Sainz** displayed great pride and continued to support the team: **he won the last stage and he came 13th.** After confirming his participation in the Dakar 2020, he finished second in the Rally of Morocco.







Carlos Sainz was out of luck in the Dakar 2019, although he did win one stage.

The Dakar also received another RACC pilot, **Isidre Esteve**, who **repeated his 21st place 2018** - sixth in T1.2 category - with his BV6 Sodcars Racing prototype, with the adapted controls on the steering wheel. Along with his co-pilot Txema Villalobos, he was near the top 20 again. Esteve **also contested the Rally of Morocco, in which he finished in 12th place** and was second in the T1.2 category.

In Rallycross, **Albert Llovera finished his third complete season** in the RX2 category of the World Championship, showing progress in a very specialised discipline, despite the burden of the weight (45 kilos) of the adapted controls on the steering wheel, which allow him to make up for his lack of mobility in the legs. He finished 14th overall in the World Championship.

Another RACC pilot started to make his way in Rallycross in 2019. **Pepe Arqué**, 18, disputed the last two trials of the Scandinavian single brand RX Academy championship, created to train future stars in the speciality, in which all pilots compete with an identical Renault Clio RS RX, and which consists of six trials in Sweden, Finland and Latvia. He ended in ninth position overall, as he did in another competition too, the Spanish Car-Cross Championship.

## RACC pilots in the World and European Rally Championship

The pilot representing the Club in **the World Rallies Championship (WRC)** was once more **Dani Sordo**, who **competed with Hyundai in eight of the 13 trials held**. Along with his co-pilot Carlos del Barrio, the Cantabrian was **victorious in Sardinia**, due to the abandonment of Ott Tänak in the last section. It was Sordo's second triumph in a World Championship rally, this time off road, after that achieved six years ago in Germany on road.



The turns changed in the RallyRACC Catalunya-Costa Daurada and it was Tanak who pushed Sordo out of second place in the last section. The points obtained by Sordo -he was eighth overall for pilots despite missing five rallies - were decisive for Hyundai to get its first constructors' title.

The RACC pilot **Jan Solans**, who is advised by Carlos Sainz, was proclaimed **champion of the Junior World Rally Championship in 2019**, a title already conquered by his brother Nil in 2017 and another RACC pilot, Dani Sordo, in 2005. Jan Solans, forming a tandem with the Galician





Jan Solans was never under fourth place in all the races of the Junior World Cup.

co-pilot Mauro Barreiro, ended a remarkable season in the Rally Team Spain. In a very selective schedule of five trials, **he tasted victory in Sardinia and Wales, was second in Finland, third in Sweden** and fourth in Corsica. In the Rally-RACC he debuted at the wheel of a Ford Fiesta R5, like the one he will drive in the WRC2 category of the World Rally Championship in 2020. In this way, the young Solans followed the footsteps of his **brother Nil Solans, who was**

AFTER WINNING THE JUNIOR WORLD CHAMPIONSHIP, JAN SOLANS DEBUTED IN THE WRC2.

**world junior champion in 2017.** Nil, who focused this season basically on coaching his brother in the Junior World Cup, also participated in different trials of the WRC2 World Rally Championship. Among these, he took part in the RallyRACC with a VW Polo R5 in the colours of the Rally Team Spain, getting no fewer

than ten best times in 17 sections, but bad luck played against him and a double puncture deprived him of winning the category at home.



Efrén Llarena and Sara Fernández extended their record with their first European title.

The Club's fourth driver in an international Rallies programme was **Efrén Llarena**. Another member of the Rally Team Spain, the pilot from Burgos and his Cantabrian **co-pilot Sara Fernández won the ERC3 Junior and ERC3 absolute categories of the European Rally Championship**, at the wheel of a Peugeot 208 R2 managed by Mavisa Sport, with which they achieved **victories in the Rallies of the Azores, Barum (Czech Republic) and Cyprus**. Llarena also had the honour of being chosen by Peugeot Sport to debut the new 208 Rally4 R2 in the Rally of Madrid, in which he won in his category.

## RACC pilots in the Spanish Rallies Championships

The successes of the RACC pilots continued in the Spanish Championships. **Pepe López was**

**crowned winner of the first edition of the Spanish Rallies Super Championship**, which combines four trials on road and four off of the respective Spanish Championships On-Road (CERA) and Off-Road (CERT). The man from Madrid and his co-pilot Borja Rozada came first in the Canary Islands and Ourense, and second in Madrid, all on-road, and added three podiums off-road. With the official Citroën C3 R5 they achieved other four victories on road with which they were **proclaimed Spanish Road Rally champions**.

López's main rival in the Spanish Super Championships was another RACC pilot, **Xevi Pons**, who finished second. The Catalan and his co-pilot Rodrigo Sanjuán won the four off-road rallies and achieved two podiums on-road, but their abandoning in Ourense weighed on them overall. With the Skoda Fabia R5 from Calm Competició, **Xevi Pons** won



in the other three off-road trials, and won the Spanish Rallies Championship Off-Road (CERT) for **the second consecutive year, and for the fifth time in his career.**

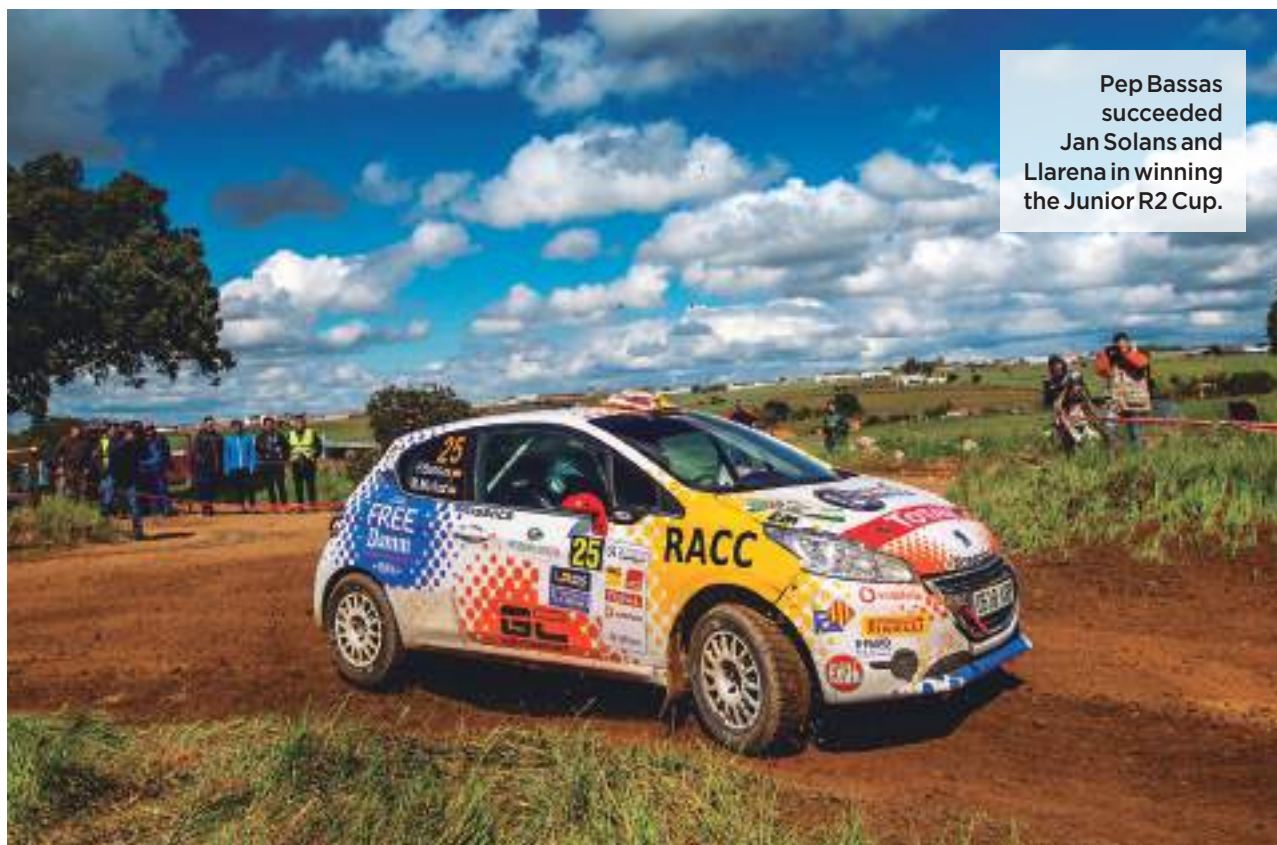
The Junior R2 Cup, the promotional mixed (on and off road) championship created by the Royal Federation of Spanish Motor Racing (RFE-da) as first step of the Rally Team Spain, was again reserved to the RACC pilots. **Pep Bassas won the Junior R2 Scholarship**, succeeding Efrén Llarena (2017) and Jan Solans (2018) in the feat. **Sergi Francolí was runner-up.** Bassas, who alternated several co-pilots, achieved four victories, while Francolí, accompanied by María Salvo, won two trials. As a reward, the two former champions of

**PEPE LÓPEZ  
WAS SPANISH  
ROAD RALLY  
CHAMPION, AND  
XEVI PONS WAS  
OFF-ROAD.**

the Volant RACC will receive a scholarship in 2020, Bassas for the ERC Junior and Francolí for the Spanish Rally Super Championships. Both also contested the Peugeot Rally Cup Ibérica, in which Bassas was third and Francolí sixth.

For his part, **José Antonio “Cohete” Suárez started the year in the CERA**, with Hyundai Spain, but left the championship after the third trial. After a few months idle, he re-joined the competition at the **Princess of Asturias Rally**, in which he **gained a great victory** with a Skoda Fabia R5 of Calm Competició, with his co-pilot Alberto Iglesias. With this car he also contested the RallyRACC, where he was seventh overall in the WRC2 category.

**Pep Bassas  
succeeded  
Jan Solans and  
Llarena in winning  
the Junior R2 Cup.**



## 06

## Volant RACC. The Springboard of promises

The Volant RACC - Trofeu Mavisa once again displayed its value as an initiation platform for rallies. With more than four decades of uninterrupted trajectory, the championship premiered a junior section in 2019 to reinforce its promotional vocation. Luka Larrosa (absolute) and Marc Ventura (junior) won this 41st edition.

**Luka Larrosa and his co-pilot Brigitte Saurí were champions** of the 41st edition of the Volant RACC - Mavisa Trophy, **while Marc Ventura and Gerard Alsina** were second overall and **won the new junior section**. Indeed, true to its philosophy of stimulating participation in car competitions, **in 2019 the Volant RACC introduced a special junior classification for pilots under 25 years old**. The initiative was a resounding success, and the juniors got fully into the fight for partial victories and for the absolute championship.

**The 13 teams registered** (seven junior) **tackled a schedule of seven trials, four on road** (Ciutat de Valls, Osona, La Pineda Platja and 2000 Viratges) **and three off road** (Torrefeta, Vidreres and Ciutat de Tàrraga), belonging to the respective championships of Catalonia. **The vehicle of the Volant RACC was once more the Peugeot 208 1.2 PureTech VR**, introduced in 2017 and which is

an excellent school car to start out in rallies for its reliability and low cost and maintenance. The essential sponsors and collaborators of the Volant RACC were Peugeot Mavisa (dealers of vehicles and the preparation and specific security kit), Doga, Total, Pirelli, GT2i, Sport and AutoHebdo Sport.

### The fight for the title

**Larrosa started 2019 flat out, with two victories in a row in Valls and Vic**, always ahead of Ventura, who soon established himself in the junior classification. However, **the juniors' streak began off-road with the brothers Roger and Ferran Aymenrich**, who won the remaining five trials between them. The younger of the two, Ferran, was victorious in Torrefeta and Vidreres, with his co-pilot Isaac Pujol. Then came the turn of Roger Aymerich,





Luka Larrosa y Brigitte Saurí won the Volant RACC with a spectacular start on road.

who won at la Pineda, Tàrrega and at the 2000 Viratges, accompanied by Eric Bellver.

For his part, for the leader Larrosa, after coming second at la Pineda, fifth position was enough in the penultimate round, the Ciutat de Tàrrega (again off-road) to take the title. However, **the fight for the junior classification was not decided until the last meeting**, in Manresa: Roger Aymerich won, but Ventura's second place –which he also achieved in seven trials– allowed him to win the Junior category ahead of the Aymerich brothers and to come second overall.

Another outstanding participant in the Volant RACC was **Ramon Cornet**, who has actually turned out to be **the fastest in several of the rallies** of the competition but, having been

champion in 2015, as provided in the Volant regulations, did not score or block points in 2019.

## From Volant RACC to the R2 Cup

Luka Larrosa and Marc Ventura are the last winners of the **Volant RACC**, the promotional cup which, for four decades, has been a **springboard for many promises in the speciality**. Without

going any further, the last two winners, Pep Bassas (2017) and Sergi Francolí (2018), in 2019 dominated the Junior R2 Cup, a recently created national promotional championship, which repeats the mixed on and off-road formula of the Volant.

IN 2019, THE  
VOLANT RACC  
STARTED UP  
ITS JUNIOR  
CATEGORY.



# 07

## OpenRACC Karting and PromoRACC motorcycles, the first step

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The RACC encourages the positive values of sport in the youngest.





**The OpenRACC Karting offers boys and girls of between 7 and 11 years old an ideal platform for a first contact with motorsport. In 2019 the RACC gave a new impetus to the motorcycling PromoRACC to recover the original spirit of this competition, in which many of today's great stars have taken their first steps.**



Karting is the base of the pyramid of sports car racing on circuits, and to offer a first contact with this competitive sport, in 2008 the RACC sponsored the creation of the Open-RACC Karting, a cup **organised by Genikart** and part of the Catalonia Karting Championship, **under the regulations of the Catalan Federation of Automotive Technology (FCA).**

The OpenRACC is open only to debutant pilots between 7 and 11 years old, who have never been holders of a federative licence. The championship philosophy is that the participants should have the same opportunities, so all compete with identical vehicles, supplied by the organiser, Genikart. The chassis are approved **FA Kart** and the engines, **IAME Parilla Puma Alevín 64 cc**, and are awarded by draw.

In 2019 there were 14 pilots in the OpenRACC. **The champion was Hugo Santamaría**, the winner of three races. Darío Rey won one race in Alcarràs and was second overall, with one point more than Marco Arenas.

As well as being the pilot with most points, Santamaría was also designated the winner of the OpenRACC 2019, as the title is not settled only by the points achieved in the races, but a jury also considers the pilot's attitude with the team and their level of technical knowledge, as well as their progress in their studies.

This jury is headed by **Genís Marcó**, the head of Genikart, whose solvency and experience was decisive for the RACC joining this competition in 2008. Marcó had Fernando Alonso in Genikart, who in 1996 was Junior World Karting Champion with

the team from L'Escala, and other RACC pilots and former pilots such as Jaume Alguersuari, Dani Clos, Albert Costa and Carlos Sainz jr.

## Motorcycle PromoRACC

On the other hand, in 2019 the RACC gave a strong boost to the PromoRACC of speed, a promotion championship for young pilots from 7 to 13 years old, **organised by the Catalan Motorcycling Federation and supported by the ETG (Escola Tècnica Girona) and Ohvale motorcycles.** With this step forward, the Club has wished to

recover the original spirit of this competition, in which some of the most prominent pilots of the sports scene in recent years started out, including the Márquez brothers, the Espargaró brothers, Toni Elias, Pere Tutusaus, Joan Olivé, Xavi Vierge, Albert Arenas, Àlex Rins, Maverick Viñales and Fabio Quartararo, who won both categories of the PromoRACC.

THE MARQUEZS,  
THE ESPARGARÓS,  
RINS, VIÑALES AND  
QUARTARARO  
STARTED IN THE  
PROMORACC.

The Catalan Cup PromorACC is an innovative formula for starting out in speed and a first step for **forging future champions** in the demanding world of motorcycle sports. From seven years old, boys and girls have the chance to practice and

The PromoRACC,  
the first step in  
the formation  
of future  
champions.





get to know a motorcycle with gear change, with **maximum technical equality**, since the model and all of its equipment, including the tyres, are identical for all participants. It is held on karting circuits, with a small layout and equipped with all the measures of safety and comfort required by the competition.

The purpose of the PromoRACC is that from a very young age the riders might train and become familiar with the competition bikes, learn to share the track with other riders and **assume the values of sports competition**. This promotional trial consists of two categories, both with Italian Ohvale motorcycles suitable for initiation races: PromoRACC2 with 110 cc motorcycles and PromoRACC1 with 160 cc motorcycles.

The calendar in 2019 was made up of eight events, held at the Osona, Móra d'Ebre (two events), Juneda, Menàrguens, Alcarràs, Zuera and Calafat circuits, and each race was held with two rounds, using a system of limited time (10 minutes plus two laps on 110-cc, 12 minutes plus two laps on 160-cc). **Official training sessions were also held by the competition's coach, the former RACC pilot Pere Tutusaus**, who also monitors the evolution of all the pilots throughout the season.

In 2019 there were 24 participating pilots. **Marc Vich prevailed in PromoRACC1**, winning 13 of the 16 rounds, while **in PromoRACC2, the winner was Izan Rodríguez**, with 14 victories in the 16 rounds disputed in the championship.

As highlights of the 2019 season, participants dressed in a fully personalised **RACC racing suit** and had the opportunity to meet their MotoGP idols, many RACC pilots, on a visit to the Circuit de Barcelona-Catalunya the day before the MotoGP Catalunya GP.



## Under the gaze of the great figures

The boys and girls of the OpenRACC and those of the PromoRACC had an unforgettable experience in 2019 at the Circuit de Barcelona-Catalunya together with the great figures of Formula 1 and the MotoGP World Championships, respectively.

**OpenRACC** participants held an exhibition at the wheel of their karts on the circuit straight, in the presence of RACC driver Carlos Sainz (pictured) and drivers Lando Norris, Max Verstappen, Pierre Gasly, George Russell and Robert Kubica.

Meanwhile, the **PromoRACC** pilots went to the Circuit de Barcelona-Catalunya on 14 June, as part of the MotoGP Catalunya GP event, and were able to meet RACC pilots Marc and Àlex Márquez, Pol Espargaró, Xavi Vierge and Albert Arenas. Fabio Quartararo, Tito Rabat, Àlex Rins, Miguel Oliveira, Arón Canet, Jaume Masià and Marcos Ramírez also attended.

# RACC MotorSport, tribute to all the pilots and trophies for champions



The pilots who received the trophy with the "R" of the RACC, which distinguishes the champions in their respective competitions: **Nil Roig, Àlex Márquez, Manel Muñoz, Laia Sanz, Pep Bassas, Borja Rozada, Ángel Piqueras, Pepe López, Jeremy Alcoba, Albert Costa, Nil Solans** (representing his brother Jan) and **Josep Garcia**.



On 17 December, as is usual around this time, the RACC gathered its pilots of all ages and categories at the Hilton Diagonal Mar Hotel to pay tribute to their effort throughout the season and to reward the most outstanding with the RACC trophy, the "R" that distinguishes the champions in their respective competitions. It was an exciting and intimate gala, chaired by the RACC President, Josep Mateu, and the Director General, Xavier Pérez.



**1. Àlex Márquez** went up on stage to collect his "R" trophy as Moto2 world champion and that of his brother Marc, convalescing from an operation in the shoulder. In the picture, with Josep Mateu, President of the RACC, and Xavier Pérez, Director General.

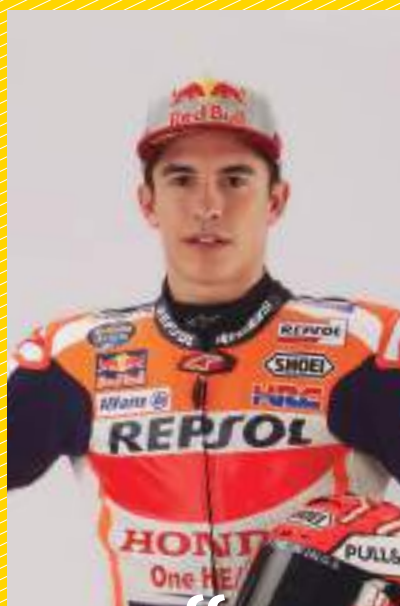
**2. Albert Costa** received his trophy for his final victory at the International GT Open.

**3. Laia Sanz**, winner of the Cross-Country World Cup, who also put up a great performance in the Dakar.

**4. Jeremy Alcoba**, winner of the Moto3 Junior World Cup, a sign of the talent of the youngest.

**5. Brigitte Saurí** (co-pilot) and **Luka Larrosa** (pilot) collected their award as winners of the 41st edition of the Volant RACC - Trofeu Mavis.

# The support of the RACC, as seen by the pilots



“

The RACC has been very important for me, for all the support it gave me when I started in the lower categories, a time when you grow up very fast in terms of sport and character.

I can only say that I am very grateful. I encourage the RACC to continue supporting the base sportspeople. For the future of motorcycling sport, this work is really important and decisive.

*(RACC Magazine,  
December 2019)*

”

**Marc Márquez**  
MotoGP rider



“

I've always said: I am where I am thanks to the RACC. They were the first to help me, with the RACC Junior Team in 2010, and thanks to the RACC I was able to take my first steps in the world of competition. I am very grateful to the Club and very glad to see everything it does for young pilots.

*(RACC MotorSport Awards 2019)*

”

**Xavi Vierge**  
Moto2 rider



“

Having an entity like the RACC beside you is very important and gives you a lot of security. Forming part of the RACC sports family is comforting. The club is with you at all times, you always feel supported. When I had my accident in 2007, the RACC was by my side throughout the process, it was not easy.

*(L'Esportiu de Catalunya)*

”

**Isidre Esteve**  
Dakar and Rallycross driver



Supporting the youngest pilots and accompanying them throughout their careers is part of the RACC's sporting vocation. The aim of the Club is to make the riders progress with all of the technical means and human values to always reach the top. This is how some of them view the support they have received from the Club in their sports career.



“

The support of the RACC is essential, I am very grateful. Every year the competition suit manufacturer calls me and asks me where to put the RACC logo, and I always say: on the chest, and well up. The RACC has helped me since I was little.  
(RACC MotorSport Awards 2019)

”

**Albert Costa**  
International GT Open driver



“

The RACC has always been very important for me. It was one of the first supports I had, they helped me from the beginning. I am very happy to continue to be part of this family. They have helped me in good times and also in the bad, and that's something I will always carry with me.  
(Presentation of her participation at the Dakar Rally 2019)

”

**Laia Sanz**  
Dakar and Rallycross pilot



“

I am grateful for the great support I have had from the RACC since I was a kid, when I was 10 years old and I started in the world of motorcycles. The RACC has always helped me very much. I will always consider Sebastià Salvadó, who unfortunately left us this year, my third grandfather.  
(RACC MotorSport Awards 2019)

”

**Jorge Lorenzo**  
MotoGP Pilot







## Competition organiser

Generating a great economic impact in the country and transmitting a positive image throughout the world are the two most visible consequences of the Grand Prix organised by the RACC. With 111 years' experience as a race organiser and 50 years in the elite of the world championships, the Club has achieved great prestige for its ability to organise sports competitions with the utmost rigour.





# 08

## RallyRACC 2019. A memorable edition

The 55th edition of the RallyRACC Catalunya-Costa Daurada was one of the best since this competition was brought into the World Championship by the RACC, in 1991. With the work of the Club and hundreds of volunteers, and the support of administrations, institutions, sponsors and collaborators, the trial was held perfectly with thrills to the end and crowning a new world champion, Ott Tänak, on the podium in Salou.

**The 55th RallyRACC Catalunya-Costa Daurada was decisive.** The Belgian pilot Thierry Neuville (Hyundai) won, while **Ott Tänak (Toyota) was crowned world champion in Salou**, having come in second. The trial organised by the RACC from 24 to 27 October completed 15 consecutive editions on the Costa Daurada and **had 64 teams registered**, 11 in the highest cate-

gory (WRC) and no fewer than 28 in WRC2/R5, **and with pilots and co-pilots of 24 nationalities.** The RallyRACC scored for the WRC, WRC2 Pro and WRC2 championships, and also for the Peugeot Rally Cup Ibérica and the Junior R2 Cup.

The RallyRACC once again received the collaboration of the Provincial Coun-







Ott Tänak on the Costa Daurada achieved the points that mathematically made him world champion.





cil Tarragona, the Patronat de Turisme de la Costa Daurada, Salou Council, the Patronat de Turisme de Salou, PortAventura World –headquarters of the best service park and village of the World Championship, and of the race management–, the General Secretary for Sport of the Government of Catalonia, the Catalan Tourism Agency and Toyota, official car for the second consecutive year.

## Selective itinerary

The RallyRACC, with 17 sections and 325.56 timed kilometres, had new developments such as the **off-road stage** on Friday 26 - again the longest of the entire Rally-, with a new setup in the Horta-Bot section (19 km), and with changes in the trial's

special, La Fatarella-Vilalba (38.85 km), with several changes on- and off-road.

**Saturday's stage**, on roads, was identical to that of 2018 and, with 121.72 km of stages, almost as long as the one on Friday. After two laps of a three-leg loop, Savallà (14.08 km), Querol (21.26 km) and El Montmell (24.40 km), the day **finished with the spectacular urban section in Salou**. The 2.24 km special on the Paseo de Jaume I offered one of the sports surprises of the trial, with the Nil Solans's absolute second fastest time and José Antonio "Cohete" Suárez's fourth place, the two RACC pilots with cars from the WRC2 category.

As well as the official start and finish podium, **Salou also hosted the shakedown** (trial section) on the eve of the first stage.

THE URBAN  
SECTION  
OF SALOU  
HIGHLIGHTED  
RACC PILOTS OF  
THE WRC2.



## The RallyRACC 2019 en figures

**55**  
EDITIONS

**3**  
STARS FIA ENVIRONMENTAL  
CERTIFICATION IN EXCELLENCE

**17**  
SECTIONS WITH  
325.56 KM TIMED

**29**  
CONSECUTIVE YEARS  
IN THE WORLD CHAMPIONSHIP

**15th**  
CONSECUTIVE EDITION ON  
THE COSTA DAURADA

**171.758**  
SPECTATORS ALONG THE  
SECTIONS (15.7% FOREIGN)

**3**  
TIMES CHOSEN  
BEST WORLD RALLY

**64**  
TEAMS FROM 24 COUNTRIES

**1.925**  
PEOPLE IN THE ORGANISATION

**3**  
FIA ACKNOWLEDGMENTS:  
IN TIMING, TECHNOLOGICAL  
INNOVATIONS, SECURITY

**45.696.511€**  
POSITIVE ECONOMIC IMPACT  
ON THE TERRITORY



**426**  
ACCREDITED  
JOURNALISTS



**4.497**  
NEWS ITEMS GENERATED  
ON PRESS, TV, RADIO  
AND ON-LINE MEDIA



**80 MILLIONS**  
TELEVISION SPECTATORS



**589.432**  
VISITS TO  
RALLYRACC.COM



**128.334**  
IMPACTS  
ON TWITTER



**262.802**  
IMPACTS  
ON FACEBOOK



**3.426.836**  
IMPACTS  
ON INSTAGRAM



**214.702**  
FOLLOWERS IN  
THE SOCIAL MEDIA

The storm that had affected the regions of Tarra-gona and the entire Mediterranean coast on the previous Tuesday forced the organisation to condition the off-road parts of the shakedown and to redo the assembly of the urban section of Salou. As a sign of mourning for the victims of the storm and in support of the residents of the territory hit by the downpours, a minute's silence was held before the starting ceremony, with the presence of the WRC pilots.

**The final stage, on Sunday 27, also had a new section.** The well-known Riudecanyes (16.35 km) - famous for the magnificent natural stands in front of the roundabout at Coll de La Teixeta - was complemented by La Mussara (20.72 km). This section was last disputed in the 2014 edition, and **the second lap was the power stage,**

**which awarded extra points** for the first five and also supposed the end of the rally and was definitive in defining the podium and the world title.

## Loeb, first leader; Neuville, winner

The Estonian Tănak started the RallyRACC with the peace of mind - always relative in the WRC - of defending his solid lead overall, while Sébastien Ogier (Citroën) and Neuville's chances of cutting back the distance necessarily meant winning the

Catalan trial and hoping for a bad result from Tănak.

**Ogier started strong, with scratch in the first section,** Gandesà (7 km), but a hydraulic failure relegated him to eighth position at the end of the trial. **The leader at the end of the first day was Sébastien**

ON THE FINAL  
PODIUM,  
NEUVILLE ONLY  
BEAT TĂNAK  
AND SORDO BY  
17 SECONDS.



The Salou section (in the picture, Dani Sordo) is one of the most popular of the RallyRACC.



**Loeb** (Hyundai), who never ceases to amaze the fans, followed by his teammates Neuville and Dani Sordo. The 55 RallyRACC was Loeb's, nine times world champion, sixth participation in the WRC World.

**In the first stretch on road on the Saturday** –Savallà–, the Belgian **Neuville took first place** and kept it until the final podium in Salou. With Neuville as the leader, Tānak had to fight hard to get onto the podium if he wanted to sentence the World Championship. The Estonian thus ran up four best times and finished the Saturday third, with the Belgian and Sordo's Hyundai ahead and Loeb in fourth place.

**The last day, then, was decisive.** Sordo reached the last stage, La Mussara, with a 5.8-second lead over **Tānak**. However, determined to crown himself champion, Toyota's ranking leader prevailed in the power stage and **thus ousted Sordo from the second final position by only four tenths.**

**For yet another year, the RallyRACC provided plenty of excitement.** Just as an example: Neuville and Tānak won five stages each; Sordo and Loeb, three, and Ogier, one. **On the final podium, Neuville was just 17 seconds ahead** of Tānak and Sordo.

## Tānak, champion

Although at that time none of the participants could know it, **the Salou podium marked the end of the season**, since what had to be the last trial, the Rally of Australia, ended up being cancelled due to the fires ravaging New South Wales

In any case, **Tānak's** world title achieved on Catalan lands is historical, since the Estonian **ended fifteen years of French dominance of the World Championship**, first with Loeb, the winner of the Champion-



## The Rally, safest and most sustainable

The RallyRACC organisation's commitment to safety and sustainability was even more decisive in 2019. In the first aspect, with the experience of the RACC, the complicity of the public, the collaboration of Mossos d'Esquadra and the work of a thousand volunteers, **the rally was successful and uneventful.** At the end of the race, **the organisers of the WRC World Championship described the race as "exceptional" and "an example in all aspects".**

This assessment also derives from the Club's commitment to minimise the race's environmental impact.

**The RallyRACC, holder of the environmental excellence certification of the International Automobile Federation (FIA), in the highest category (three stars),** uses a fleet of more sustainable and lower emissions Toyota hybrid vehicles; has a water management and selective waste collection plan, and has taken one more step with the Clean CO2 project to progress in the commitment to offset the CO2 footprint generated by the organisation and the teams.



ship between 2004 and 2012, and then with Ogier, the winner between 2013 and 2018.

Tänak had turned 32 the week before the RallyRACC, and with his second place in Salou he repeated the podium he achieved at the RallyRACC in 2017, when he was third. **This was his seventh participation in the Catalunya-Costa Daurada:**

in 2011 and 2012 when he was a young promise, and from 2015 when he restarted his way to the top of the WRC with M-Sport Ford. A Toyota pilot since 2018, two days after being crowned World Champion in Salou he announced his departure to Hyundai, the 2019 Constructors' World Champion make.

## Effort with return

Once again, **the RACC achieved its objective of organising one of the best World Championship events**, fruit of the great effort of a whole team of professionals. The result is a spectacular trial which is a sporting challenge for the participants, **with a great economic impact in the ter-**

**ritory amounting to 45.7 million euros**, according to an independent study.

To this return we must add the more than noteworthy international projection of the country in general, and very especially of the Costa Daurada.

THE RALLY HAS  
A POSITIVE  
ECONOMIC  
IMPACT OF 45.7  
MILLION EUROS IN  
THE TERRITORY.



## Four world champions decided at the RallyRACC

Ott Tänak is not the first pilot to be mathematically crowned world champion thanks to his performance at the RallyRACC. In fact, **the World Championship 2019 is the fourth** – the third in the last six seasons - **in which the WRC drivers' title has been decided on Catalan soil.**

To find the first precedent, we have to go back to the nineties when the WRC trial organised by the RACC was based in Lloret de Mar. **In the Catalunya-Costa Brava of 1993**, which was the penultimate round of the season, **Juha Kankkunen** (Toyota), facing the French François Delecour (Ford), **had to finish third to secure the world title, and that's what he did**, earning his fourth world championship crown, despite suffering a spectacular puncture and even though the rally was all on road, a terrain that, as a good Nordic pilot, was not his favourite (Kankkunen won 23 WRC rallies in his career, but none on road).

It would take more than two decades for the RallyRACC to crown another world champion, partly because for many years the RACC World Championship event was held at the beginning of the season.

The pilot who broke the ice was **Sébastien Ogier** (VW), who **finished the RallyRACC 2014 in style, with a victory that gave him the World Championship**, although he only had to win one more point than his teammate Jari-Matti Latvala to get the title. **Ogier repeated in 2016 after winning in Salou, conquering the World Championship** and leaving the other candidate, the Belgian Neuville, without a chance.

**In the Junior category**, two RACC pilots have also enjoyed the glory of winning a world title at home. **In 2005 Dani Sordo became world champion with his victory in the RallyRACC, a success that Nil Solans copied in the 2017 Junior World Championship.**

RallyRACC 2014:  
the euphoria of  
Sébastien Ogier  
and Julien Ingrassia  
after knowing that  
they were world  
champions.



# 09

## Spanish Formula 1 GP. The Race of the Champions

The magic of Formula 1 returned one more year to the Circuit de Barcelona-Catalunya with the Emirates Spanish Grand Prix. The sports show culminated in a new victory for Hamilton, already crowned king of the speciality in Montmeló.

The Mercedes team arrived at the Circuit de Barcelona-Catalunya, the fifth world championship meeting of the season and the first in Europe, **after four doublets in a row** with their pilots Lewis Hamilton and Valtteri Bottas. And, as expected, the racing cars of the star make once again led the pack in the race organised by the RACC on 12 May.

**Hamilton won the Grand Prix** and in Montmeló started a four-win streak that lifted him to an unbeatable position in the driv-

ers table, to win his sixth world title at the end of the season.

### Record by Bottas, victory for Hamilton

The sports event was top class. To start with, **Bottas achieved pole position** with an extraordinary time 1:15.406, an absolute track record since the RACC chicane was brought in in the stadium area in 2007. The Fin took six tenths off his teammate Hamilton's time, but on the next day, at







More than 160,000 spectators saw the Formula 1 GP during the weekend.

the start of the race, saw Hamilton snatch a better start. **Bottas** fought and **managed** to keep **second place at the end of the race**, despite the aggressive start from the German Ferrari pilot, Sebastian Vettel.

However, Vettel went wide in the first bend and was overtaken by the Dutch Red Bull pilot **Max Verstappen**, who at the end of the race climbed on the **third step of the podium**. For his part, **RACC pilot Carlos Sainz came back** with his McLaren from 12th on the grid to **finish eighth**.

After the 2019 edition, **Hamilton is still the only pilot who has repeated victory on the Circuit since 2007**, when the new line was used. In fact, he has already accumulated three consecutive victories in Montmeló, which shows the Brit's great talent

THE CIRCUIT HAS BEEN HOSTING THE SPANISH FORMULA 1 GP FOR 29 CONSECUTIVE YEARS.

and that the Montmeló track is very demanding, a true circuit of champions.

## Emotional tribute to Sebastià Salvadó

The fact that F1 teams very much appreciate Montmeló's layout is a reason for pride for

the RACC and was too for Sebastià Salvadó, one of the artificers of the project of the Circuit from his position as President of the entity, which he held for 30 years, between 1985 and 2015. Salvadó, who died just three weeks before the 2019 Spanish Grand Prix, received a well-deserved tribute on the eve of the race.

In the presence of his relatives, institutional representatives and figures of the motor world, a **new**



Tribute at the Circuit de Barcelona-Catalunya to Sebastià Salvadó.





The Spanish GP 1969, the first Formula 1 race organised by the RACC.

## 50 years of Formula 1 Grand Prix organised by the RACC

The 2019 edition of the Spanish Grand Prix was the RACC's 50th anniversary as an organiser of competitions in the top category of motorsports. **In 1969 the RACC recovered Formula 1 for Barcelona**, on the Montjuïc circuit, taking over from the two scoring editions that the Peña Rhin had organised in the 1950s in Pedralbes.

The return of Formula 1 to Barcelona meant the culmination of a RACC goal that started in 1965 with the organisation of an international Formula 3 event on Montjuïc, followed since 1966 by the Formula 2 Grand Prix of Barcelona, held with great success in terms of number of spectators. Thanks to the Club, **fans could see pilots like Jim Clark, Graham Hill, Jackie Stewart and Jack Brabham**, since at that time, with the season much shorter than now, it was common for great motorsport figures to compete in Formula 1 and Formula 2 at the same time.

**In 1969 Stewart, Hill, Brabham** and the rest of the stars of the time – **Jacky Ickx, Bruce McLaren, John Surtees, Denny Hulme...** – came to Montjuïc to dispute the first Formula 1 Grand Prix organised by the RACC. The Club joined the motorsports elite in its own right after the international prestige acquired as organiser of the F2 races. **The 1969 Spanish Grand Prix left for posterity a record that still endures.** The winner, Jackie Stewart, twice lapped to the second classified –Bruce McLaren–, thus achieving **the greatest victory margin (in laps)** that has ever been achieved in the history **of the Formula 1 Grand Prix.**

After Montjuïc was closed as a racing circuit in 1975, **the RACC resumed the organisation of Formula 1 racing in 1991**, when the Circuit de Barcelona-Catalunya, built with the impetus of the Club, was opened. Since then, the Montmeló circuit has hosted 29 consecutive editions of the Formula 1 races. **The RACC is thus, by far, the entity with most Formula 1 Grand Prix (33) organised in Spain.**



Lewis Hamilton, the only pilot who has repeated victory on the Circuit since 2007.

**commemorative plate** was uncovered in front of the La Moreneta building (which houses the complex offices), which **remembers Sebastià Salvadó's strong bond with the Circuit** with the phrase: "It will always be your Circuit". Thirty years before, Salvadó in the same location had attended the laying of the founding stone of the complex, where he liked to go during its construction to see how the work was coming on.

In addition to this emotional act, **the Circuit de Barcelona-Catalunya also commemorated 25 years of the**

**death of Ayrton Senna**, on a date a few days before the Spanish Grand Prix 2019. To evoke the figure of the Brazilian triple Formula 1 champion, the Circuit paid "the tribute that was never made", embodied in a mixed flag of Brazil and Austria that waved all weekend in the Fan Zone, in front of the main grandstand.

A TOTAL OF 160,428 SPECTATORS CAME TO THE FORMULA 1 GRAND PRIX DURING THE WEEKEND.

The intention was to fulfil Ayrton's dream, on the day he died, 1 May, 1994, in Imola, of planning to get on the podium with an Austrian flag to honour Roland Ratzenberger, who had died the day before. Twen-



ty-five years later, the Circuit paid tribute to the memory of both pilots with a gesture of great sentimental value.

## The most active venue

**The 2019 edition had an attendance of 160,428 spectators** during the weekend, 87,511 on the Sunday. The circuit had previously once again been the exclusive centre for the **Formula One Test Days in the preseason**. Held in two sessions, from 18 to 21 February and from 26 February to 1 March, these were **attended by 46,767 spectators** - 40% more than in 2018 - who took the chance to get a first view of the new racing cars in Montmeló. Along with the two days of official tests after the Span-

ish Grand Prix, the Circuit de Barcelona-Catalunya was once more the busiest Formula 1 venue in the world.

## Renewal

On 27 August, the extension of the event was confirmed for one year, so **in 2020 the Spanish Grand Prix will return to Montmeló**. The RACC takes a positive view of the news, since it believes that investing in the Formula 1 is a strategic decision at country level in the business, economic and sports fields, and has advocated the creation of a working group with all the players involved, to allow a stable agreement to be reached to enable the Circuit de Barcelona-Catalunya to host this competition.



The RACC pilot Carlos Sainz finished eighth, coming back from a start in 12th position.

# 10

## GP Catalunya MotoGP 2019. The Marquez brothers' festival

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Marc and Àlex Márquez were the main features of the MotoGP Monster Energy Catalunya Grand Prix. Both RACC pilots raised the public of the Circuit de Barcelona-Catalunya the victories in the MotoGP and Moto2 categories, respectively, thus reinforcing their position in the championship.

The Márquez double at the Catalan Motorcycle Grand Prix was the great header of the 28th edition of world championship event organised by the RACC on 16 June at the Circuit de Barcelona-Catalunya.

**Marc won in MotoGP, while Àlex did the same in Moto2**, thus repeating in Montmeló the double that the two RACC pilots had achieved in 2014, when Àlex was riding on Moto3. Victory on the home circuit helped them,

as it did five years before, to be champions in their respective categories at the end of the season.

The victory of the Márquez brothers at the Catalan Grand Prix, organised by the RACC on 16 June, meant that **pilots from the Club school climbed to the top of the podium in two of the three categories**, a success that endorses the entity's tireless trajectory in promoting young values.







RACC pilots Marc and Àlex Márquez, outstanding champions of the Catalunya MotoGP Grand Prix.





The public also responded to the call of the show of the World Motorcycle Championship. The Grand Prix of Catalunya, called this way since 1996 - in its first four editions, between 1992 and 1995, the race was called the Grand Prix of Europe-, **registered an attendance of 157,827 spectators** during the weekend, with 91,734 on Sunday, figures slightly higher than the previous year.

## Marc Márquez, a solo win

**For Marc Márquez it was the first victory on the Circuit in five years**, since the double with his brother in 2014. In the qualifying rounds, the Honda pilot saw Fabio Quartararo “swipe” pole position from him by just 15 thousandths of a second, but on the Sunday the positions were reversed,

the pilot from Cervera giving no chance to his rival from Yamaha. The duel was given extra interest by the fact that if Quartararo had won, the French pilot would have snatched Marquez’s record as the youngest pilot to win a Grand Prix premier class. In the end, with his second place, **Quartararo achieved his first podium in MotoGP.**

**The race was unexpectedly resolved** in favour of Marc Márquez on the second lap, **due to a multiple fall.** The number 93 had just taken the lead when, just behind, his partner Jorge Lorenzo tried to overtake Andrea Dovizioso’s Ducati in the tight angle leading into the stadium area. Lorenzo’s Honda knocked down Dovizioso’s Ducati, causing a fall which also affected Maverick Viñales and Valentino Rossi, who also finished with their respective Yamahas on the ground, fortunately uninjured.



In one sweep, the pilots classified from second to fifth position disappeared from Marc Márquez's trail, which gave wings to the pilot from Cervera to get away. Quartararo managed to come back from ninth place after a bad start to climb onto the second step of the podium, while **Danilo Petrucci** (Ducati) **came in third**, ahead of Àlex Rins (Suzuki). With this victory, Marc Márquez broke the tie on 47 MotoGP Grand Prix victories that he shared with his Honda partner and also RACC pilot Jorge Lorenzo.

The other two RACC pilots in the premier class were the local boys Aleix and Pol Espargaró. The brothers from Granollers had the honour of at-

NINE RACC  
PILOTS  
PARTICIPATED  
IN THE THREE  
CATEGORIES OF  
THE MOTOGP  
GRAND PRIX OF  
CATALUNYA.

tending the presentation of the Grand Prix of Catalunya in the Porxada square of their town on the Wednesday before the race, but in the race they had mixed luck.

**Aleix Espargaró had to drop out** after one lap, having been hit on the knee by his Aprilia teammate Bradley Smith's bike. For his part, **Pol** (KTM) **finished seventh**, his

second-best result of the season to date, in a rough race that only 13 pilots finished.

### Àlex Márquez's third

In Moto2, **Àlex Márquez** (Estrella Galicia 0,0 Marc VDS) **achieved his third consecutive victory of the**



Àlex Márquez achieved his third consecutive victory, leaving him as leader in the Moto2 general ranking.



**season**, something he achieved for the first time in his world **championship career**. **With his triumph** on the Montmeló circuit, **Àlex went to the top of the general Moto2 ranking**, also for the first time in his career, a position in which he ended the season.

The pilot from Cervera started sixth on the grid, but went in pursuit of the leaders at an unstoppable pace. Half way through the race, he overtook the first placed Thomas Lüthi (Dynavolt Intact GP) and pulled away in the lead, passing the chequered flag two seconds ahead. The until then World Championship leader, Lorenzo Baldassarri (Flexbox HP 40), went to the ground when riding near the back of the field.

Àlex's teammate, **Xavi Vierge**, another RACC pilot, failed to pass the Q1 cut in the timed training and so **started in 20th place on the grid, from where**

**he managed to get back to a meritorious eighth place** at the finish.

## Disputed Moto3

In Moto3 Marcos Ramírez (Leopard Racing) had his first victory in the World Championship after a tough race, beating Arón Canet (Sterilgarda Max Racing Team), Celestino Vietti (Sky Racing Team VR46) and Madrid's **Alonso López**, a RACC pilot of the team Estrella Galicia 0,0, who **was fourth and grazed his first podium in the World Championship**, on the line.

**Two other RACC pilots** had less luck. **Sergio García Dols**, López's partner, and **Albert Arenas** (Ángel Nieto Team) were **involved in a multiple fall** caused by Can Öncü (Red Bull KTM Ajo).



## World Championship racing double

With the RACC's organisation of the MotoGP Grand Prix of Catalunya and the Formula 1 Spanish GP, **Barcelona was once more the scene of the two top world motorsport disciplines on two and four wheels**, continuing a long tradition that already reflects 28 consecutive doubles since 1992.

The tradition of the double in the motorsports world car and motorcycle world championships in Barcelona dates from afar. **Back in 1951**, when the world championships in both forms had hardly started up, **Barcelona already welcomed the Grand Prix qualifying for the Formula 1 and motorcycling world championships**, although on two different circuits and with two different organisers: the Motorcycle World Championship was held on Montjuïc by the Real Moto Club de Catalunya (RMCC), and the Formula 1 on the Pedralbes circuit, by the Penya Rhin.

**In the late sixties** and during the first half of the seventies, **the Montjuïc circuit hosted both competitions again, although in alternate years:** the Motorcycle World Championship in the even years between 1968 and 1976, run by the RMCC; and the Formula 1 in the odd years, from 1969 to 1975, organised by the RACC. In both cases, these were coordinated with the Jarama complex, which hosted both championships in the years they did not visit Barcelona.

When the Circuit de Barcelona-Catalunya took over from Montjuïc in 1991, the world motor racing and motorcycling championships met again in the same venue in Barcelona. **The RACC's organisational solvency encouraged the return of the top two- and four-wheel categories to Catalonia**, taking up the tradition that had started four years before.

Àlex Crivillé in the Motorcycle GP of Europe of 1992, the first on the Circuit.



# 11

## Rallycross 2019. The “top” show

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Jumps, skids and overtaking, the attractions of this exciting discipline of the Motor World Championship.





For the fifth consecutive year, at the Circuit de Barcelona-Catalunya the RACC organised a trial of the World Rallycross (RX), a vibrant discipline that this time saw Timmy Hansen win in the Supercar premier class and the participation of RACC pilots Albert Llovera and Pepe Arqué.



The RACC, for the fifth consecutive season at the Circuit Barcelona-Catalunya, organised a trial of the World Rallycross (RX), a speciality which is running up followers among fans for its spectacle and excitement. **This edition**, in addition to the great specialists, **allowed the RACC pilots Albert Llovera**, in category RX2, **and Pepe Arqué**, in Car-Cross, to be seen in action.

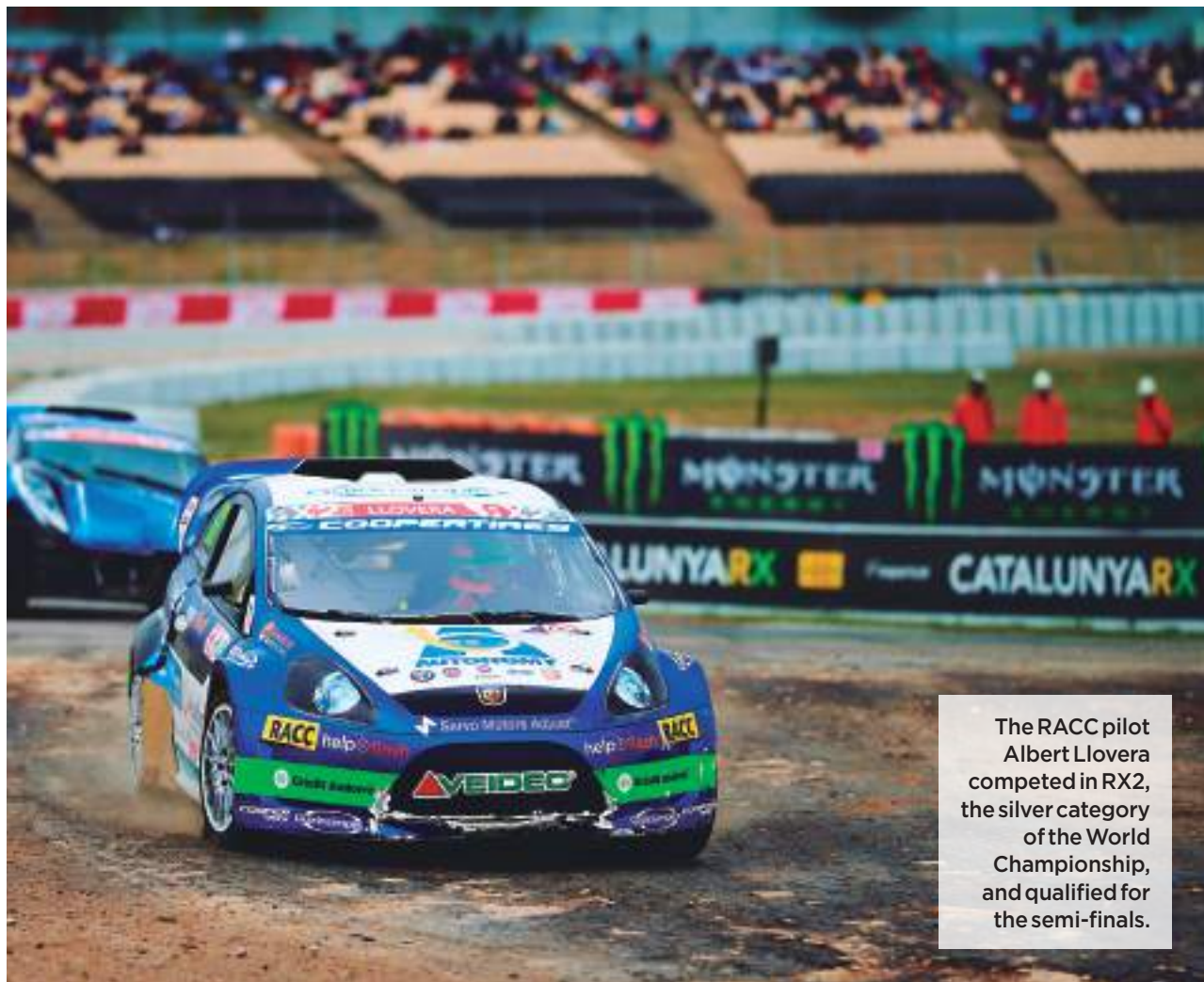
Fully consolidated as a fixed appointment on the Rallycross calendar, **the World RX de Catalunya** is the third trial scoring for a World Championship organised by the Club on the Circuit de Barcelona-Catalunya and the **fourth world championship event organised by the RACC**, together with the F1 and MotoGP Grand Prix and the WRC World Rally Championship.

**The 2019 edition of Rallycross**, held on 27 and 28 April,

**did not dampen the expectations of the 25,000 spectators** who attended the event, which was held in the stadium area of the Montmeló site, adapted specially with sections of land and spectacular jumps. **Victory in the final went to Timmy Hansen**, who beat his brother Kevin.

## Thrills and heats

The recipe for the success of Rallycross is simple. **The Grand Prix includes a succession of short and intense knockout rounds on a mixed track of asphalt (60%) and land (40%)**, little more than a kilometre long, which fans can see in its entirety; a spectacle of jumps and skids offered by spectacular vehicles –the Supercars deliver 600 hp and accelerate faster than a Formula 1 - in the hands of specialist pilots, and a



The RACC pilot Albert Llovera competed in RX2, the silver category of the World Championship, and qualified for the semi-finals.

**wide-open paddock, allowing fans free contact with the drivers.**

After two seasons opening **the World Championship, the World RX of Catalonia in 2019 was the second scoring round of the season** and had the best specialists.

In addition to the Hansen brothers, other outstanding pilots were Andreas Bakkerud and Niclas Grönholm, son of the world rally champion 2000 and 2002 Marcus Grönholm, who directs the team in which his son competes. Bakkerud and Grönholm jr. repeated the third and the fourth places

that they got last year in Montmeló. Although **the great winner was Timmy Hansen**. He dominated the intermediate classification (sum of the four qualifiers), won his semi-final and in the final he beat his brother Kevin, who had won the other semi-final.

## RACC pilots in action

In addition to the premier category –Supercar–, the Catalunya RX had races in various support categories. **RACC pilot Albert Llovera competed in the silver division, RX2,** with a season that started



in Montmeló, as the first meeting (Abu Dhabi) was not held.

With a 310 hp all-wheel drive vehicle and adapted steering wheel controls, the veteran Andorran pilot achieved his goal of sneaking into the semi-finals.

**Another RACC pilot, Pepe Arqué, was third in the Hot Wheels RX Star Race category,** contested with Car-Cross vehicles, behind Óscar Palomo and Dani Clos. The guest RACC MotoGP pilot Pol Espargaró also took part, taking the chance to compete on the Circuit on four wheels, and he showed great expertise and

in his debut he managed to qualify for the grand finale. The Dakar pilots Gerard Farrés and Cristina Gutiérrez also took part.

The excitement of Rallycross will continue to be present on the Montmeló track until 2022, organised by the RACC, the Circuit and the promoters

IMG and Seven Mila Events, after the renewal **agreement signed at the end of 2018. The World Rallycross Championship** in 2019 had **10 Grand Prix** held in Europe, Middle East, North America and South Africa, and, in addition to Barcelona-Catalunya landed on other well-known circuits like Abu Dhabi, Spa Francorchamps and Silverstone.

RALLYCROSS  
TRANSFORMS A  
DEFINED PART  
OF THE CIRCUIT  
INTO A MIXED  
SECTION OF  
EARTH AND  
ASPHALT.

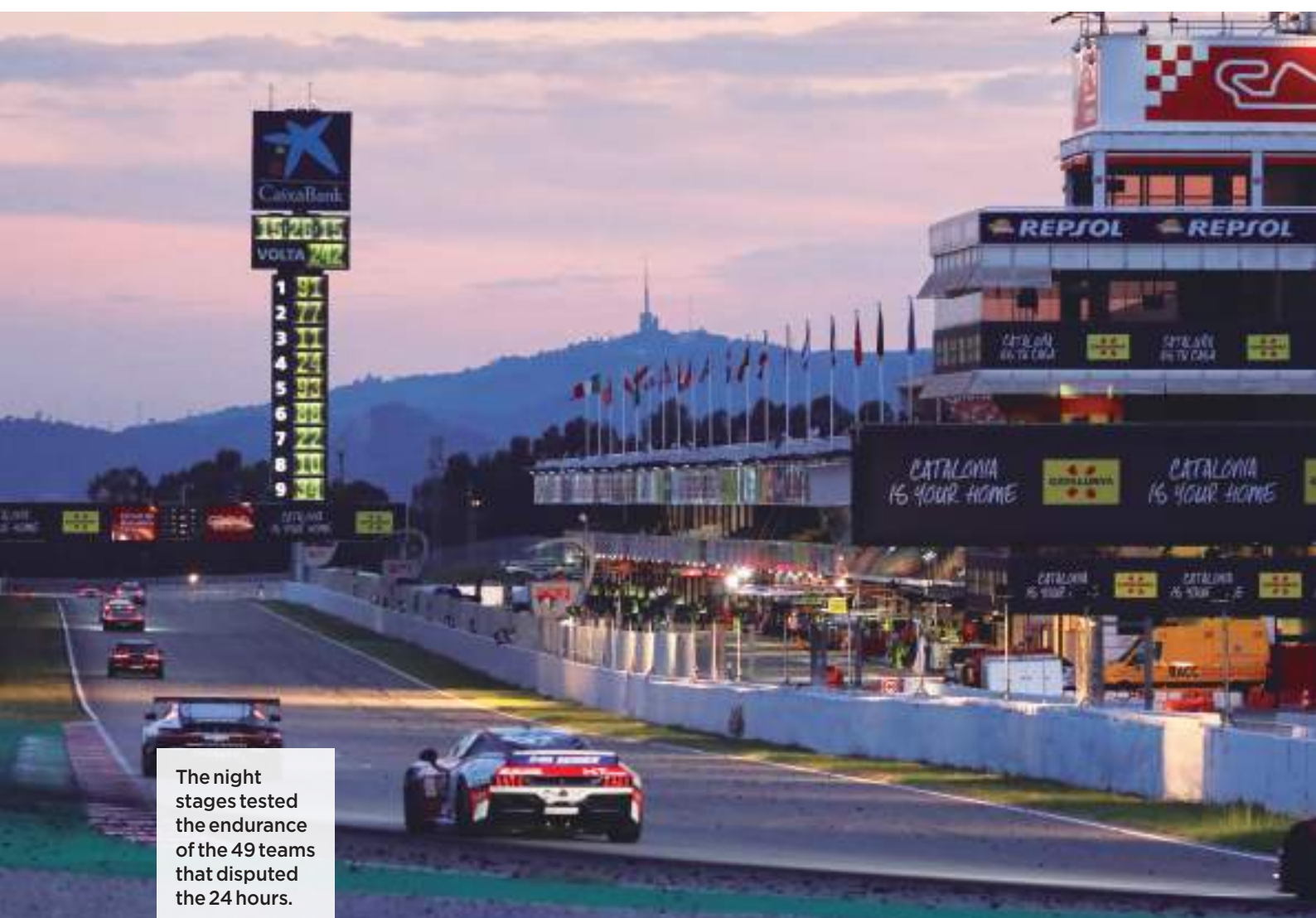


The Hot Wheels RX Stars Race is the category in which 50 local pilots participated, like Dani Clos and Pol Espargaró, in Car-Cross vehicles.

# 12

## 24 Hours of Motor Racing and Motorcycling. Endurance in its purest form

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The 24 Hours of Motor Racing Barcelona - Fermí Véllez Trophy in 2019 had its most exciting edition, with just 10 seconds difference between the winner and the second classified, while the 24 Hours of Motorcycling had an unexpected outcome with the top favourites dropping out.



The English team **Barwell Motor-sport**, formed by Adrian Amstutz, Leonid Machitski, Patrick Kujala and Dennis Lind, **won the 24 Hours of Motor Racing Barcelona -Fermí Véllez Trophy**, leading the German team Herberth Motorsport, formed by Daniel Allemann, Ralf Bohn, Robert Renauer and Sven Müller, over the finishing line **by just 10 seconds**, a difference more typical of a speed race. The sports duel between the GTs this year had its most exciting edition of the 21 years under the RACC's organisation. It was a true 24-hour sprint from 31 August to 1 September, and **included 49 teams of 13 nationalities** and was watched by 10,500 spectators.

Proof of the intensity of the race is that the **first four teams beat the record of 677 laps set in 2018** by Herberth Motorsport, while the fifth and sixth matched it. **The first two placed teams,**

the Lamborghini Huracán GT3 Evo of the winning team - Barwell- and the Porsche 911 GT3 R of the Herberth team, **completed 690 laps of the circuit, equivalent to 3,212 kilometres.**

The Herberth team dominated part of the trial and reached a one-lap advantage, but a problem with a wheel at a pit stop first thing on the Sunday allowed Barwell to make up the difference. **Throughout the race there were up to 38 changes of leader**, the last one an hour and a half before the end, when the Lamborghini passed the Porsche in the final change of pilots.

**Third place went to the Dubai team GPX Racing**, with another Porsche **assisted by mechanics of the Monlau Repsol Technical School.**

Francesc Gutiérrez was there as the only pilot to contest the

21 editions of this race. Registered in the French team Vortex, he finished third in the SPX category after many mechanical problems. In fact, Vortex was the team with the most pit stops, 31 in 24 hours.

**In the 24H TCE Series classification, the winner, the winner was the Swiss team Topcar Sport,** formed by Fabian Danz, Julien Apothéloz, Loris Prattes and Antti Buri, ahead of the Catalan team Baporo Motorsport, of José Manuel Sapag, Marcelo Ciarrocchi, Alexandr Artemyev and Alberto Ves-covi, with both Cupra TCR.

**In this race, which pays tribute to Fermí Vélez, the RACC pilot who achieved unprecedented success in endurance races** through the eighties and nineties and who passed away in 2003, 38 of the 46 teams that took the start managed to finish.

**For the second year a parallel e-sports competi-tion was held, 24h SimRacing,** with 15 teams competing in simulators in the Montjuïc Club space. Marc Pérez, Adrià Pérez and Alejandro Sánchez repeated the triumph of 2018, this time in Teo Martín Motorsport's MSI e-sports team.

## 24 Hours of Motorcycling

**The French team BMD Performance-B Motor-sport was the winner** of the AMV 24 Hours Motor-cycling of Catalonia. The trial, which was held on 7 July, **has now completed 25 editions on the Circuit Barcelona-Catalunya, all organised by the RACC.** The winning drivers, Anthony Dos Santos, Alex Plancassagne, Laurent Coubard and Franck Del-cour, completed 742 laps and ended six laps ahead of the French team OG Motorsport by Sarazin, while the team from Bigues i Riells FR Moto took third place, with Kev Coghlan, Jacopo Cretaro, Pedro Rodríguez and Àlex Rubio.



The result of this edition, which was attended by 20,900 spectators during the weekend, caused a parenthesis in the last 20 years' domination of the **Yamalube team Folch Endurance and Kawasaki Català Aclam. Both teams have 18 victories, but this year they failed to finish.**

The Yamalube Folch Endurance team, based in Reus and with the pilots Pedro Vallcaneras, Arturo Tizón, Iván Silva and David Sanchís, dropped out due to engine breakage after only an hour and a half of racing. The Kawasaki Català Aclam team,





The typical Le Mans start is one of the most spectacular moments of the 24 Hours of Motorcycling.

based in Molins de Rei and with the pilots Kike Ferrer, Julien Pilot, Kevin Denis and Anthony Loiseau, was on its way to repeating the victory achieved in 2018 when an electrical failure caused them to abandon.

The 25th anniversary edition, which in the end **was completed by 36 of the 53 teams that took the start,**

**SURPRISE IN THE MOTORCYCLE 24H, AFTER 18 WINS BY YAMALUBE FOLCH ENDURANCE AND KAWASAKI CATALÀ ACLAM.**

to this so special and popular race.

was overshadowed by the accident of Aureli Martínez, who in the Friday training lost his life after being hit by another motorcycle that had lost its brakes due to mechanical failure. The 56-year old from Alella was one of so many amateur riders that could see their great love for motorcycles fulfilled thanks

# 13

## Catalunya Històric. The classic rally with its own character

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The starting ceremony from the cathedral square in Barcelona always attracts a large audience.





The Rally Catalunya Històric 2019 recalled the legendary Rally de Les Caves, the embryo of the current RallyRACC. This premium regularity trial for classics ended with the victory of Salvador Cañellas, 46 years after his victory in the Rally Catalunya – Rally de Les Caves 1973.

**Salvador Cañellas and Carles Jiménez** (SEAT 124 Special 1800 1977) **won the Rally Catalunya Històric 2019 – Rally de Les Caves**, organised by the RACC on 1 and 2 March.

After two editions remembering the Dues Catalunyes Trophy that connected Barcelona and Perpignan in the seventies, in its third edition the Catalunya Històric **paid tribute to the Rally de Les Caves**, the mythical trial based in Sant Sadurní d'Anoia, also organised by the RACC since 1970, and which in 1973 joined the Rally Catalunya, the embryo of the current RallyRACC.

It so happens that the first winner of the Rally Catalunya-Rally de Les Caves in 1973 was precisely Salvador Cañellas, who remains in top form today at 74.

**Cañellas and his co-pilot Carles Jiménez achieved the second**

**consecutive win for the SEAT Historic Cars team.** Jiménez also achieved his second consecutive victory, since in 2018 he accompanied the winning pilot, Josep Viaplana.

With a linear route of 610 kilometres and 14 regularity sections (152.87 km), all different and on closed roads (six on the Friday and eight on the Saturday), **the Catalunya Històric was run partly on the roads where the Rally de Les Caves passed in the 1970s and partly following the route of the RallyRACC** scoring for the World Championship.

Excitement was the keynote of this edition, with five different leaders and 14 different winners in the sections. **The rally was not decided until the last section**, Talamanca. Josep Pedragosa and Josep Beltri (BMW 318i from 1981) finished with an



advantage of a single tenth over Cañellas and Jiménez, but the SEAT pair managed to hold out. The third step of the podium went to Tere Armadans and Anna Vives (Volkswagen Golf GTI from 1979).

The balance was exceptional, with 39 teams classified of the 41 that took the start. The participants enjoyed the **amenities and premium services** that are **consolidating the Catalonia Històric as a trial with its own character**, which revives the essence of amateur motorsports. **Among**

**the participants was Antonio Zanini**, winner of five editions of the original Rally Catalunya - Rally de Les Caves, with a 1978 Simca 1200 TI, alongside Joan Jordan. Also present were the winners of the first Catalunya Històric, that of 2017, Carles Miró and Ivan Matavacas, with their Porsche 911 SC from 1979.

THE CATALUNYA  
HISTÒRIC REVIVES  
THE ESSENCE  
OF AMATEUR  
MOTORING WITH  
A PREMIUM  
PHILOSOPHY.

## SEAT Historic Cars

The winning team, **SEAT Historic Cars**, competed with four other vehicles: the Ibiza 1.5 GLX of 1984, of Vicenç and Elisabet Aguilera (11th); the 1430-1600 of

The Catalunya Històric combined sections of the old Rally de Les Caves with others on the layout of the RallyRACC Catalunya-Costa Daurada.





Josep Mateu and Kim Vilatarsana, from 1974, which finished 15th; the 124 Sport 1600 of Miguel Ángel Madrazo and Xavier Pérez, from 1972 (17th), and the Fura Crono of Marc Martín and Laura Díaz, from 1982. **The oldest vehicle in the Rally was a 1962 Lotus Elan**, belonging to Sergi and Josep M. Francolí.

The official sponsors of the third Rally Catalunya Històric were Andbank and Hilton Diagonal Mar Barcelona, where the awards ceremony was held; with the Barcelona Provincial Council and El Vendrell Town Council (where the first stage ended) as institutional sponsors, and the support of the El Montmell and Barcelona City Councils, as well as the collaboration of Blunik, the Sport newspaper and the *AutoHebdo Sport* magazine.



## The prestige of the Monte-Carlo Historic Rally

Once more, the **Historic Monte-Carlo Rally** held one of the starts of its concentration route from Barcelona, on 1 February, under the organisation of the RACC. A total of 19 vehicles started the trial, one of the most prestigious in the speciality, with 22 editions behind it. Its starting in Barcelona is a tradition that the **Automobile Club of Monaco** has entrusted to the RACC for 17 years.

In its 2019 edition, the trial had the support of the Catalunya brand, Barcelona City Hall and the Sport and AutoHebdo Sport publications. **Among the pilots** leaving Barcelona was **Salvador Cañellas**, accompanied by Eloi Alsina, behind the wheel of the **SEAT 124 Special 1800**, a replica of the Group 4 car with which he was fourth in the 1977 Monte-Carlo.

# The RACC sports activity in figures

**4**

## **WORLD CHAMPIONSHIP EVENTS ORGANISED IN 2019**

Formula 1, MotoGP, WRC and RallyCross.

**95**

## **WORLD CHAMPIONSHIP TRIALS ORGANISED IN 50 YEARS (1969-2019)**

29 of F1 at the Circuit de Barcelona-Catalunya.

4 of F1 on Montjuïc.

28 of the Motorcycling GP of Europe and the GP of Catalunya.

29 of the RallyRACC, 14 on the Costa Brava and 15 on the Costa Daurada.

5 of Rallycross.

**53**

## **RACC PILOTS**

21 in motor-racing and 32 in motorcycling.

**60**

## **WORLD TITLES ACHIEVED BY 19 RACC PILOTS SINCE 1987**

49 in motorcycling and 11 in motor-racing.

**10**

## **RACC PILOTS IN 2019 WITH WORLD CHAMPIONSHIPS IN THEIR RECORD**

Laia Sanz, Marc Márquez, Jorge Lorenzo, Àlex Márquez, Toni Elias, Pol Espargaró, Dani Sordo, Jan Solans and Jeremy Alcoba.

**55**

## **RALLYRACC EDITIONS**

29 consecutive years as a trial of the World Championship.

15 years based on the Costa Daurada.

3 times chosen best rally of the World Championship.

64 participating teams from 24 countries.

17 sections with 325.56 km timed.

€45,696,511 of positive economic impact in the territory.

1,925 people in the organisation (including volunteers).

171,758 spectators.

426 accredited journalists.

80,000,000 TV viewers around the world.



The promotion of motor sport implies a constant activity that the RACC carries out with the utmost rigour. Here are some of the figures that sum up the work of a whole year in the organisation of competitions and promotion of pilots.

## **29** **EDITIONS OF THE SPANISH F1 GP**

160,428 spectators at the weekend.

87,511 on race day.

180 million euros of positive economic impact.

2,100 direct jobs (2018).

## **24** **EDITIONS OF THE CATALUNYA MOTO GP GP**

157,827 spectators during the weekend.

91,734 on race day.

## **41** **EDITIONS OF THE VOLANT RACC**

7 trials (4 on road 3 off).

13 teams.

## **5** **EDITIONS OF BARCELONA RALLYCROSS**

## **12** **EDITIONS OF OPEN RACC KARTING**

## **3** **EDITIONS OF THE RALLY CATALUNYA HISTÒRIC**

41 participating teams.

14 sections.

610 km of route.

## **17** **EDITIONS OF MONTE-CARLO HISTORIC STARTING IN BARCELONA**

19 teams.

## **CIRCUIT DE BARCELONA-CATALUNYA**

317 days busy per year (87%).

576,891 spectators per year.

19 sports competitions.

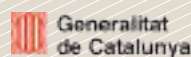
# The Supports

Being a world leader in motor sport is the result of the essential involvement and collaboration of the administrations, federations and sponsoring companies that offer their support and without which it would be impossible to organise the high-level sports competitions we hold year after year in our country.

## International entities



## Institutions





## Sponsors

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## Official collaborators

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## Other collaborators

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