



Alex Rins

Alex Rins was born on December 8th, 1995 in Barcelona, Spain to Rafael and Victoria. His first contact with the world of motorsport occurred very early in his life, as is so often the case with riders in World Championship racing. The first time he had a go on a motorised machine, he was just three. It was in 1998, when he was able to ride a quad that he had been given as a present. It was only his first try, but it would leave a significant and permanent mark on him.

Three years later, in 2001, a couple of friends of his father, Rafa, encouraged him to put Alex on a motorcycle just as a test. Rafa put his son on a Lem when he was four, and that experience changed the rest of his life. It was enough to make him finally park the quad and start to dream of owning his own bike. Because of his insistence, Rins fulfilled his dream two years later and his parents ended up buying him a 50cc KTM motocross bike.

On the Constantí circuit, he nurtured his passion and began to train with his motorcycle. The following year, in 2003, thanks in great part to Montse Costa, he was able to participate in the Catalan and Aragonese Championships, obtaining a victory in the latter.

His true love for circuit racing began in 2005, when he debuted in this discipline competing in the last three events of the Promo 50cc calendar. Two years later, Alex rounded off a masterful season by winning the Catalan 80cc Championship, the 70cc Promo, the Mediterranean 80cc Championship, and the 12 hours of Vic Endurance.

Fast forward to 2008; a year of discovery for Rins. After an excellent season in the Championship of Cataluña and in the Mediterranean in Pre125GP, someone important became aware of his talent -

Emilio Alzamora, former 125cc World Champion, met Alex at the Almería circuit and offered him his first ever contract, to enroll in the structure of the Monlau School.

At the age of 14, he entered the Spanish Speed Championship (CEV) and during his first race he impressed everyone. In 2010 he defeated more mature riders like Maverick Viñales and Miguel Oliveira, and achieved his first victory, closing the season with an impressive third place. Rins developed a reputation for being able to fight for victory in every race and his talent secured sponsorship from a real giant; Repsol, who chose to gamble on him for even greater challenges.

Expectations grew and the pressure to win increased considerably during the Spanish Championship (CEV) of 2011. Nevertheless, Alex knew how to control it, he rose to the occasion, and was crowned Champion with two victories and three podiums places in seven races. In addition, he completed an incredible season by becoming European runner-up, surpassed only by Italy's Romano Fenati.

When he was just 16 years old, he already held the Spanish title and was a European runner-up, and in 2012 an opportunity in the Moto3 World Championship became available to him. With the support of Repsol and Estrella Galicia, Alex made the leap to Moto3 riding a Honda bike. Two races were enough to get his first Pole Position in Jerez, and only four to get his first win at Le Mans, where he proved that people who had bet on him had not been wrong. With a slightly inferior motorcycle and on circuits that he did not know, he demonstrated his greatness in races. All the effort and hard work from the team led him to get 141 points in the World Championship. He earned the well-deserved 2012 Rookie of the Year title in Moto3 and finished fifth in the final standings.

A few months later, in 2013, the Barcelona rider began to truly dedicate himself to the sport. With a more competitive bike and the experience of a year in the World

Championships behind him, he only had to concentrate on the task at hand; fighting for the title until the very last race in the tightest finish in the history of the championship. Rins visited the podium in almost all the races, obtained six victories and eight pole positions. Everything was at stake with Luis Salom and Maverick Viñales and it was the latter who finally tasted glory in Valencia. But seldom has a young man achieved what Alex Rins had in just his second year within the World Championship. He had six victories and got pole position eight times.

In 2014 he left his KTM and opted for the brand new Honda, a big question mark. At the conclusion of the season he secured third position in the final standings. Shortly afterwards, it became public that during the 2015 season he would make the jump to Moto 2 with the Páginas Amarillas HP40 Team, managed by former 250cc World Champion Sito Pons. The year ended with the balance sheet at two wins and six podiums.

In Moto2 he didn't let anyone down. In his first year, Alex was more than successful, closing the season with the runner-up title and again receiving the Rookie of the Year title. His performances improved race by race and he finished the year with a total of 10 podiums, five second places, and two victories in Australia and Indianapolis, plus three poles in his first season in Moto2.

A year later, all eyes were focused on Rins and Johann Zarco, the reigning World Champion. Until the middle of the season, he was fighting for the title with the French rider, but several inopportune falls and a shoulder injury drastically reduced his chances to fight for the crown. He concluded the season with third position and a total of seven podiums, with two victories and one pole position.

2017 marked his debut in the MotoGP class, joining as a Factory Rider with Team SUZUKI

ECSTAR. It turned out to be a baptism of fire for the Spaniard, who was hit by injuries in the pre-season test, in winter training, and - most costly of all - in Friday Free Practice in Texas, where he broke his right wrist. His recovery took five races, and when he finally got back on his GSX-RR in Assen he had to re-start his whole approach to MotoGP. But his growth since that moment was consistent and fast, allowing him to be fully prepared for a much happier 2018 season.

The 2018 season, Alex's second in MotoGP, was much smoother sailing with fewer injuries and a much more competitive GSX-RR. Rins started with a bang in Argentina, taking his first MotoGP podium (3rd place). This led him to an outstanding second half of the season with three 2nd places (Netherlands, Malaysia and Valencia) and one 3rd place in Japan - an especially-important podium in front of Suzuki Motor Corporation's President Mr. Toshihiro Suzuki. He closed the year in a great fifth place in the standings.

Last season Rins was finally able to confirm his place among the true front runners in the Championship, even leading the way early in the year. After scoring fourth and fifth in the first two races of the season, Alex took a superb victory at the Circuit of the Americas, backing it up with a second place in Spain three weeks later. His own confidence, coupled with the increased competitiveness of the 2019 GSX-RR, allowed him to achieve a strong season - marred only by a couple of crashes mid-way through the Championship. Alex scored 11 Top 5 finishes, and a second stunning win in Great Britain cemented his and Suzuki's status as true contenders. His consistent year saw him end 2019 with a very respectable fourth place in the rankings. Rins enters 2020, his fourth season with Suzuki, with more determination and self-belief than ever, ready to fight for the top positions at every race.

“Rins enters 2020, his fourth season with Suzuki, with more determination and self-belief than ever, ready to fight for the top positions at every race.”



BIOGRAPHY

Birthdate	08/12/1995
Age	24
Place of birth	Barcelona (Spain)
Weight	68 kg
Height	176 cm

SOCIAL PROFILES

Website	www.Alexrins.com
Facebook	www.facebook.com/AlexRins
Instagram	www.instagram.com/Alexrins
Twitter	twitter.com/Rins42
You Tube	www.youtube.com/channel/Uckp-hJR363bMPrVUhCaamAg

SUMMARY

	MotoGP	Moto2	Moto3	All
First Grand Prix	2017 - QAT	2015 - QAT	2012 - QAT	
First pole position	-	2015 - FRA	2012 - SPA	
First race fastest lap	2018 - MAL	2015 - SPA	2012 - RSM	
First podium	2018 - ARG	2015 - AME	2012 - FRA	
First Grand Prix victory	-	2015 - INP	2013 - AME	
Grand Prix victories	2	4	8	12
2nd Positions	4	8	7	18
3rd Positions	2	5	8	15
Podiums	8	17	23	45
Poles	0	4	13	17
Race fastest lap	2	7	5	13
World Championship wins	0	0	0	0

STATISTICS

Season	Category	Starts	1st	2nd	3rd	Tot.	Poles	Bike	Points	Pos.
2019	MotoGP	19	2	1	0	3	0	Suzuki	205	4
2018	MotoGP	18	0	3	2	5	0	Suzuki	169	5
2017	MotoGP	13	0	0	0	0	0	Suzuki	59	16
2016	Moto2	18	2	3	2	7	1	Kalex	214	3
2015	Moto2	18	2	5	3	10	3	Kalex	234	2
2014	Moto3	18	2	2	4	8	4	Honda	237	3
2013	Moto3	17	6	5	3	14	8	KTM	311	2
2012	Moto3	17	0	0	1	1	1	Suter Honda	141	5
2014	Moto3	18	2	2	4	8	4	Honda	237	3
2013	Moto3	17	6	5	3	14	8	KTM	311	2
2012	Moto3	17	0	0	1	1	1	Suter Honda	141	5

