

# Escola Universitària Politécnica de Mataró

Centre adscrit a:



UNIVERSITAT POLITÈCNICA  
DE CATALUNYA

**Bachelor's degree in Audiovisual Media**

**LIVE YOUR DREAM**

**Annex**

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**TecnoCampus**  
**Mataró-Maresme**



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## **Annex I. Project brief**

### **BRIEF**

Our final project idea consists in making a sports documentary/report of 20 minutes approximately. The documentary topic is about Alex Riberas, a 19 years old pilot who participates in the Porsche Carrera Cup in Germany. The documentary wants to show Alex's life, inside and outside of the races world. In order to show his life the closest as possible, we want to make interviews to his friends, parents, trainers, etc. Our intention is to shot him inside and outside the car. How a training day is, and how a day without cars is.

In this brief I want to make a first compilation and explanation of most of the roles and tasks that will be in the different parts of the project: Preproduction, production and postproduction.

### **PREPRODUCTION**

In the first part of the project we have to make a total planning of the project. This planning has to be the more detailed and precise as possible in order to facilitate the next step of the project, the production. Normally, in all the documentaries the pre-production describes all the production work, so we will try to make the best pre-production as possible.

This part of the project will be one of the most important, because we have to describe all the things we want to do, or we can do throughout the project. As there will be different types of recorded images in the project, we have to make a planning of how will be each type of images.

This is a first list of roles and tasks that we have to do in the pre-production phase:

- **Planning the interviews:** We have to specify every interview. So first of all we will have to speak with each one of the people that we want to talk with. We have to make a selection of the people trying to search the better declarations for the documentary.

- **Prepare the interviews:** Once known the people that we are going to interview, we have to write a list with possible questions for the interview. Every interviewed person is different, and has a different relation with Alex, so we have to make different interviews trying to make the best questions for each one of the persons. This is an important part of the preproduction. We will try to have an excellent preparation of the interviews in order to make good questions in every moment.
- **Search locations:** We have to search different locations for the different shots. We have to search different locations to record the interviews depending of the interviewed person. Also, locations where we can record Alex driving or training. It will be important to find locations where the actors can feel comfortable and where there are good conditions for recording.
- **Search technical material:** Make a list of all the material that we will need to make the project; cameras, tripods, microphones, etc. It's important to think about all the material that we will need in order to make all the recording process without material problems.
- **Make a possible budget** of some production costs like combustible for the car travels, material rent, etc
- **Technical team:** In some of the shoots we will need some help, so we have to think in get some assistants who can help us to make a better work.
- **Legal aspects:** Is probably that in many places where we want to record is prohibited. Because we want to shot in private zones. So we will have to make calls and talk to people for making possible the recording in this place.

Once made this first planning, we will have some information of what we can do and what not. So the next step will be making an approximate and complete script of different parts of the shooting process. We know that it won't be easy to make a script and then make all the production as well as the script, but the fact of have a script is good in the moment of make the shots.

## PRODUCTION

The production phase is totally related with the pre-production. We have first to know what we can record, and then we have to think how we record.

Once we know the persons that we are going to interview, we have to think what we want to show of each one of the interviewed persons. The emotions and sensations aren't showed only with the declarations of the people, the camera moves, illumination and type of shot helps to show the correct sensations and feelings

With the different interviews to different people we want to show different emotions and sensations:

- **Main character, Alex:** we want to show about his sensations and feeling inside and outside the car, which are his influences, and which has been the repercussion of his profession in his life. Trying to create a good atmosphere we will have to make a determinate type of shots. Some shots will be more closed than others, depending of the dramatic charge.
- **Properly familiars:** They will explain sensations and feelings about Alex. We want to show the feelings about the parents, knowing that their son's profession is dangerous and in every moment an accident could happen. In those interviews the type of sots will be closed to trying to explain better the emotions and sensations.
- **Friends:** It will be different that the parents interview, because the relation with friends and parents is different, so the kind of shots will be different to. With those interviews we want to show how the friend's relation has been affected because of Alex's profession. We want to show how Alex's friends see him.
- **Trainers:** we want to know more about this profession, and the persons who can explain us this better are Alex's trainers. We want to know which are the characteristic features in the personality of a person who works in this world. We want the trainers to make us to know other aspects of Alex's character and life.

Another aspect of the production is the different type of shots that we will use. In the interviews our intention is to use different resources for each one of the characters.

But not only in the interviews, will we use different resources. If we can record a test in which Alex's drive, it will be interesting to use different resources to produce an excellent quality of the shots. We can use subjective shots, a steady cam, and different types of lens.

Apart of all these shots we will use a lot of archive images of years ago. So we want our project to be a good and complete audio-visual work.

## POST-PRODUCTION

As the production I related with pre-production, the post-production is related to the previous two. So is difficult to concrete what we are exactly going to do in that step of the production, but we can do a first compilation of works and objectives.

- **Rhythm of editing:** we have to create a rhythm of editing along all the video. It's important to make rhythm changes in different parts of the project, considering the narrative sense of each scene. For example, we know that the introduction with the first interviews will have a slower rhythm than other parts when appear images of Alex while is driving.
- **Constancy:** The project has to have a visual and auditive constancy. The level of the audio, colour and illumination have to be similar in the entire project, creating a constancy which gives personality to the project.
- **Combination of unregistered and archive images:** We want to make a good mix of these kinds of images trying to make a better documental work.
- **Music importance:** Music will be one of the most important aspects in the post-production work. We want that music helps to contextualize all the images of the project and help in the editing rhythm. Music can help to give a dramatic hard to the history. In each moment the music has to help the spectator to understand better the characters of the project.
- **Audio levels:** We want to play with the levels of the sound effects (cars, cheers, hymns, etc) trying to use that effects like transitions between different scenes.



## PROJECT OBJECTIVES

- Aspiring to make a good documentary in the different aspects: technically, dramatically. What we want is transmit with the best quality as possible the feelings and sensations of Alex Riberas and his world.
- Make known Alex Riberas. That the documentary serves Alex to be more known in the world.
- Make a documentary which finds a correlation between the narrative part and the visual part.
- Hold the attention of the spectators along the entire documentary.
- Make a good use of the knowledge acquired during the degree.



## Annex II. First structure diagram

### PRESENTATION:

1. Beginning with images of Alex dressing himself (helmet, race clothes..)
2. Introduction character (voice in off) (as a summary)
  - 2.1 Images Alex walking in paddock
  - 2.2 Images training in CAR (sport school)
  - 2.3 Images with Porsche's car
  - 2.4 Images with engineers
  - 2.5 Images training at home with PC simulator
  - 2.6 Archive images (karts, Formula Renault...)

### DEVELOPMENT 1:

1. Statements Alex's parents (childhood, personality at home)
  - 1.1 Photos about Alex's growth (parents voices)
  - 1.2 How and where Alex grows up (teachers, baby sitter)
2. Statements Alex's friends
  - 2.1 Images about meetings
  - 2.2 Archive images (photos about evolution of Alex and friends together)
3. Introduction about motor world
  - 3.1 Statements Alex's parents
  - 3.2 Images FCB (playing football)
  - 3.3 Images in Karting
  - 3.4 First victory (amateur video)
4. Big decision
  - 4.1 Alex's explanation
  - 4.2 Initial feelings (images Fernando Alonso's race) → Voice in off

### 4.3 Evolution as a pilot

#### PRESENTATION:

3. Beginning with images of Alex dressing himself (helmet, race clothes..)
4. Introduction character (voice in off) (as a summary)
  - 2.1 Images Alex walking in paddock
  - 2.2 Images training in CAR (sport school)
  - 2.3 Images with Porsche's car
  - 2.4 Images with engineers
  - 2.5 Images training at home with PC simulator
  - 2.6 Archive images (karts, Formula Renault...)

#### DEVELOPMENT 1:

5. Statements Alex's parents (childhood, personality at home)
  - 5.1 Photos about Alex's growth (parents voices)
  - 5.2 How and where Alex grows up (teachers, baby sitter)
6. Statements Alex's friends
  - 6.1 Images about meetings
  - 6.2 Archive images (photos about evolution of Alex and friends together)
7. Introduction about motor world
  - 7.1 Statements Alex's parents
  - 7.2 Images FCB (playing football)
  - 7.3 Images in Karting
  - 7.4 First victory (amateur video)
8. Big decision
  - 8.1 Alex's explanation
  - 8.2 Initial feelings (images Fernando Alonso's race) → Voice in off
  - 8.3 Evolution as a pilot

DEVELOPMENT 2:

1. Mini-introduction about new life
  - 1.1 Races images / Porsche/ engineers (voice introducing)
  - 1.2 Team manager's statements (how is Alex in this world for him)
  - 1.3 Engineers statements (how Alex is working in this world)
  
2. Explanation about Porsche world
  - 2.1 Day by day → TRAINING
  - 2.2 Physical trainings in CAR
  - 2.3 Porsche's TESTS
  - 2.4 Routines (fphysicals, foodstuff, socials...)
  
3. Race day
  - 3.1 Preparation (images with engineers)
  - 3.2 Race routine (Alex's explanations)
  - 3.3 Race images (camera on board)
  - 3.4 Explanations about former experiences

OUTCOME:

Close future and long future, desires, dreams...

Meaningful sentence (with a meaningful image)



## Annex III. Battery of questions

### ALEX:

- 1- Que vas sentir el primer cop que corries? ( primera cursa a la Formula Renault/ Porsche)?
- 2- Com et prepares el dia d'una cursa? Tens algun ritual especial?
- 3- S'ha de tenir una mentalitat diferent per a ser pilot professional? Quines qualitats creus que et fan diferent de la resta de pilots?
- 4- Quines influències has tingut i t'han ajudat a arribar a formar part d'aquest món? Tens algun pilot com a referència ?
- 5- Has tingut algun cop una mala experiència que t'hagi fet replantejar el fet de ser pilot?
- 6- Creus que t'has perdut moltes coses/persones/vivències pel fet de ser un pilot professional amb tan sols 19 anys? Si és així, com t'has sobreposat?
- 7- Pots explicar el millor i el pitjor moment que has viscut?
- 8-

### ENTRENADORS

- 1- Quina relació té un entrenador amb un pilot? Com es la relació amb l'Alex?
- 2- Quines qualitats ha de tenir un bon pilot?

### AMICS

- 1- Com ha afectat en la relació d'amistat el fet que l'Alex estigui tant de temps a l'estranger treballant en la seva carrera com a pilot?
- 2- Visites l'Alex amb freqüència?
- 3- Com et comuniques amb l'Alex? De que parleu quan contacteu? (temes generals)
- 4- Mires d'alguna manera les seves curses i segueixes la seva evolució durant la temporada?
- 5- Com reacciones tant als èxits com a les decepcions o mals moments de l'Alex?

### FAMILIARS

- 1- Explicació de la reacció o sentiments quan l'Alex comença a sentir-se atret pel món del motor.
- 2- Com a pare/mare que vas fer quan l'Alex començava a pilotar? (Motivació/cautela/psicologia, etc)
- 3- Avui dia quin rol o quina postura tens davant l' Alex?

- 4- Quan parleu o us veieu, parleu molt sobre el món del motor, o aprofiteu per parlar de qualsevol altre tema?
- 5- Quina ha estat el millor moment com a pare, veient la carrera del teu fill? I el pitjor? Creus que els grans moments o sensacions es sobreposen davant dels pitjors moments?



## **Annex IV. Report transcription (Catalan version)**

### Intro

**Alex:** Influències en la meua vida en tinc varies... Sempre m'ha agradat veure a les persones, intentar veure quin eren els seus punts forts i veure com podia aprendre d'aquestes persones perquè jo pugui ser un millor pilot o una millor persona...

### Block 1

**Albert:** Quan l'Alex tenia 11 anys recordo que el van seleccionar a l'escola del Barça que és son ell jugava a futbol per anar a Yumio que és una ciutat que està al nord d'Estocolm. Els meus tiets van proposar-me d'acompanyar-lo i de seguida vaig acceptar, va ser una experiència molt guapa. Recordo que jo anava com a tutor de l'Alex tenint 18 anys i l'Alex tenia 11- El meu grup en principi eren els pares però després allà amb la connexió que vaig tenir amb els nens, els managers i el delegat de 'equip van fer que fos l'intermediari entre pares i fills ja que passava gran part del temps amb els nens quan podien, perquè hi havia moments que demanaven concentració màxima abans dels partits i reunió només de l'equip.

**Dolors:** En aquella època ell estava a l'escola del Barça, jugava a futbol, anàvem als seus partits cada cap de setmana. Jo veia que si que jugava a futbol i li agradava, però no li apassionava perquè no el veia mai agafar la pilota i anar a jugar a futbol al parc amb altres amics, ell no..

### Block 2 (Karts)

**Joan:** El vam portar a un karting a Madrid mentre jo tenia que córrer un Rally del campionat d'Espanya de rallies de terra i el vam portar a un karting perquè ell passés una mica el dia i s'entretingués... va voler estar tot el dia donant voltes sense parar.

**Alex:** vaig començar a rodar voltes i voltes, veia que allò m'encantava i quan vaig fer la última tanda va venir el pare d'un altre pilot a dir-me: "Alex has anat molt ràpid no durant aquestes tandes? Per què no corres la cursa que fem demà?".

**Joan:** Em va fer una mica de respecte que es volgués inscriure a una cursa, però com que tampoc teníem gaire coses a fer vam dir que si. En aquesta cursa va anar passant eliminatòries i va arribar a la final... a la final va tenir una petita topada amb un altre i va tenir que mig abandonar i acabar dels últims. El sorprenent va ser que va vindre molt enfadat, enfadat d'una manera que no ho havíem vist mai. Com podia ser que per una cosa que era per entretenir-se ell vingués amb tant mal caràcter, tant disgustat, sense ganes de parlar amb ningú, enfadat amb tots... llavors allà vam veure que allò l'havia captivat una mica.

**Dolors:** vaig pensar, osti! Es que això realment li apassiona, i jo vaig recolzar el fet de que l'any següent el portéssim a una escola per aprendre anar amb kart i comencés a rodar amb kart. Vaig estar contenta perquè el veia més feliç.

**Alex:** és una carrera que sempre ha sigut molt especial per mi, és la carrera que va fer-me debutar en el campionat de Catalunya a l'any 2007 i va ser la primera victòria en el món de l'automobilisme, per tant sempre la tindrè com un dels millors records de la meva vida esportiva. Recordo perfectament de que portava el número 14 amb un Top Kart de la categoria Cadet i sortia en la posició número 15 perquè la posició venia donada de la posició en que acabaves la carrera anterior.

**Albert:** estava plovent durant tot el dia, i just abans de la carrera va parar de ploure.

**Alex:** la pista s'estava secant però tothom va decidir sortir amb pneumàtics d'aigua perquè al principi semblava que la pista encara patinava com per sortir amb pneumàtics de sec.

**Albert:** li va dir el seu mecànic de que et provaré reglatges de sec, ens la juguem, com que no tens molt a perdre ens la juguem.

**Alex:** des del primer moment vaig sortir i ja vaig notar com quan calenta va pneumàtic el cotxe s'agafava molt i tenia molt bon grip i vaig rodar bastant còmode, recordo que no tenia por a res perquè jo no coneixia a ningú, no tenia respecte per ningú perquè jo acabava de aterrar en aquell món. Vaig sortir a per totes, vaig sortir a donar-ho tot.

**Albert:** l'Alex va començar a tirar i tirar, passant un i altre. Recordo a la meva mare al costat flipant dels cotxes que anava passant perquè era un constant. Poc a poc els primers anaven marxant ell els anava atrapant i avançant. PAM! S'hi llençava i els passava.

**Alex:** finalment recordo que tenia al Carlos Gil davant, que era el pilot del circuit del Karting Vendrell, amb la qual cosa es coneixia el circuit a la perfecció i sabia que em disputaria la victòria contra ell i seria una lluita molt difícil. El vaig avançar i vaig pensar: "Alex mira cap endavant i la victòria potser és teva". Així és com ho vaig fer, vaig seguir atacant i em vaig crear un bon espai de seguretat i després vaig mantenir el cotxe per guanyar la primera carrera de la meva vida.

Recordo que l'entrega del trofeu va ser molt maca.

Em van entregar la meva primera copa junt amb un rellotge que encara conservo i que espero conservar tota la meva vida. La veritat és que va ser un moment únic.

**Alex:** a Alcañiz les rectes són molt llargues i el que es fa molt amb karting és a les rectes per intentar que l'aerodinàmica sigui més eficient t'amagues una mica sota el volant perquè el vent no et freni i intentar córrer una mica més. I jo estava a la recta i quedaven dos voltes només i en una d'aquestes rectes vaig agafar-me al volant així deixant de mirar cap endavant, probablement un error que no tornaré a cometre, i quan vaig alçar el cap vaig veure que els dos pilots que anaven davant meu s'havien tocat i estaven girats i jo just enganxat a darrera seu. Vaig xocar contra ells no vaig poder evitar-ho perquè no hi havia temps de reacció i al tocar contra ells a una velocitat bastant elevada vaig bolcar el kart cap endavant. Això va fer que jo impactés contra el asfalt i el kart caigués sobre meu i impactés contra la meva esquena. El motor per sort va caure a la part esquerra i no al centre de l'esquena, cosa que hauria estat molt pitjor, i em va trencar el omòplat per tres punts diferents.

**Joan:** saps que és un esport de risc, és un esport que es va al límit i que un dia o altre accidents arriben. Clar el dia que veus el teu fill entrant amb un quiròfan, és impactant per a un pare... penses Ostres! S'ha fet mal de veritat, té uns ossos trencats, té una ferida a la mà, et quedes.... Potser és el que et queda pitjor de tot.

### Block 3 (Formules)

**Gemma:** recordo la primera vegada que l'Alex va córrer a Montmeló. Clar.... era un esdeveniment familiar.

**Albert:** recordo que era la seva segona temporada, havia estat últim amb Epsilon Euskadi i recordo que va fer un molt bon final de temporada.

**Gemma:** ens vam posar al costat de la pirona, on van indicant els dorsals com van a la cursa. Bueno trenta mil fotos quan el nen sortia o el dorsal sortia, no sé què...

**Albert:** la carrera va ser un constant de tres cotxes, l'Alex tota l'estona la primera opció i Carlos Sainz Jr, recordo que estava al Box de la Formula 3.5 veient la carrera per les pantalles i pensant: "Ostia! Van de que són amics i el xaval li intentava posar el morro (del cotxe) i dient deixa'l guanyar a que està a casa i és feliç..."

**Dolors:** els estudis són importantíssims, jo això sempre li he estat molt a sobre i el seu pare també. Primer són els estudis i si pots dedicar-te amb les carreres inclús ja a nivells professionals però pots estudiar, millor que millor perquè no saps mai a la vida el que pot passar i uns estudis després et poden obrir moltes portes.

**Joan:** si som conscients que serà molt difícil que ell podrà guanyar-se la vida conduint un cotxe de carreres en cap moment podem oblidar la seva formació a nivell d'estudis perquè estigui preparat perquè pugui estudiar una carrera o uns estudis que a ell li vinguin de gust. Quan amb un segon curs de batxillerat has de faltar casi la meitat dels dies d'escola perquè no pots estar a l'escola, es fa molt difícil compaginar les dues coses quan arriben els exàmens i arriben les curses.

**Alex:** em va portar moments de tensió molt i molt elevats, recordo escenes de l'any 2011 i l'any 2010 en els quals jo estava començant a despuntar en el món dels monoplaces i a la vegada els estudis eren cada vegada mes difícils. A vegades pensava que no donava l'abast i que no ho aconseguiria.

**Joan:** moltes vegades arribava a les curses que estava mentalment destrossat, moltes vegades arribava als exàmens que estava físicament destrossat i aleshores va ser un any molt difícil i molt dur, que provablement no ho tornàrem a repetir perquè vam estar rosant

els límits. Va ser una aposta molt arriscada que ens hagués pogut sortir malament les dues coses, vam tenir la sort que va aprovar el segon de batxillerat, va poder superar la selectivitat i va fer una temporada discreta, acceptable però que els estudis li van passar factura.

### Quart block (Porsche)

**Alex:** la primera fase seriem nou pilots de tot el món que teníem que anar a Alemanya a fer totes les proves. La primera prova va ser molt dura, vam estar tres dies a Alemanya al costat de Berlin a una ciutat que es diu Potsdam fent tot tipus de proves, proves físiques, proves psicològiques, ens van fer proves de personalitat, proves de coneixement de la marca, coneixement tècnic del cotxe...

Vam quedar sis finalistes de la primera fase i vam anar a Itàlia a un circuit que es diu Vallelunga i allà vam estar durant dos dies amb el Porsche GT3 Cup.

**Alex:** estic tornant del Corte Inglés de comprar quatre tonteries que tenia que comprar aquell dia. I quan estic per la Travessera de les Corts de sobte veig que em truca un número que no sé qui és però veig que comença per +49 i sé que aquest prefix és d'Alemanya i dic: "Vale Alex crec que aquí hauries de parar, et poses en doble fila i poses els "warmings" i agafa aquesta trucada perquè pot ser la trucada més important de la teva vida".

Jo estava molt nerviós, estava molt neguitós perquè eren els dies on es decidia el meu futur, i quan el meu manager em va preguntar: "Alex estàs fent classes d'Alemanya?". Jo li vaig contestar: "Doncs mira començo les classes d'Alemanya la pròxima setmana". Llavors ell va acabar dient: "Doncs mira això seria una molt bona idea perquè et puc dir que estàs dins de la família, dins de Porsche i que formes part del programa de joves pilots de la marca".

**Alex:** per mi córrer aquí a Montmeló és molt especial, sense dubte jo crec que és la cursa més important per mi en tot l'any i és on em trobo més a gust perquè està a prop de casa meva i tinc a la gent que sempre està aquí per donar-me suport i la veritat que el circuit també se'm dóna bastant bé.

**(CAR)**

**Marcel·lí:** l'entrenament de l'Alex és un compendi de diferents manifestacions que ell necessita, de diferents capacitats que ell fa servir a l'hora de conduir.

**Marcel·lí:** l'Alex té moltes condicions, tant coordinativament és molt bo, cognitivament és bo i evidentment condicionalment per ser un pilot li sobren condicions per tot arreu.

**Nacho:** amb l'Alex portem treballant junts a prop de dos anys i és un dels companys més professionals que he tingut en tots els aspectes. Es cuida, el seu dia a dia es centrat en la preparació per les seves curses, des de el psicòleg i els metges. Cuida l'entrenament i cuida la salut, és impressionant i és un exemple a seguir per tots.

**Alex:** sempre hi ha aquesta mica de tensió i aquest nerviosisme abans de les curses, sobretot mitja hora abans de la cursa és normal. Jo crec que tots els pilots sentim aquestes pessigolles al estómac, és una tensió sana diguem-ne, no és una tensió que et limiti.

**Alex:** és una conducció al límit, és una conducció on busques la perfecció i on busques els límits de la física.

Desenllaç

**Joan:** m'atreuria a destacar que ha estat capaç de ser molt sincer amb ell mateix i reconèixer quins són els seus punts dèbils que són aquells que ha hagut de treballar i reforçar al màxim.

**Alex:** el meu futur ara mateix, està una mica al aire... és una mica incert, la vida del pilot també sempre és una mica incerta. Tens el present, saps que faràs coses durant els pròxims mesos però és difícil preveure que farà en els pròxims anys. Jo si que tinc una idea del que m'agradaria que passés però evidentment no és el que estigui assegurat que passi. Intentaré amb totes les meves forces de que ho pugui aconseguir però serà difícil. A mi el que m'agradaria és ser un pilot oficial de la marca, de Porsche, i córrer en el mundial de resistència i intentar ser el campió del món de resistència. Això seria el meu objectiu número que voldria aconseguir en els pròxims anys i per això estic treballant, per ser campió del món amb Porsche...



## **Annex V. Report subtitles**

00:00:07,614 --> 00:00:10,512

There are many influences in my life.

00:00:10,700 --> 00:00:15,571

I have always liked  
looking at people.

00:00:15,991 --> 00:00:20,637

I try to perceive their strengths  
to see how I could learn from them,

00:00:21,380 --> 00:00:24,263

in order to become a better pilot  
or a better person.

00:01:03,210 --> 00:01:04,434

When Alex was 11

00:01:05,351 --> 00:01:10,251

he was selected by Barça school,  
where he played football,

00:01:11,931 --> 00:01:14,939

to go to Yumio,  
a city near Stockholm.

00:01:15,725 --> 00:01:18,881

My uncle asked me to go with him

00:01:19,470 --> 00:01:20,951  
and I accepted immediately.

00:01:21,221 --> 00:01:24,319  
It was a great experience.

00:01:25,191 --> 00:01:31,186  
I was Alex's tutor  
and I was only 18 when he was 11.

00:01:32,957 --> 00:01:36,020  
I was in the group of the parents,

00:01:36,865 --> 00:01:42,865  
but soon I connected with the kids,  
managers and the team delegate.

00:01:43,360 --> 00:01:46,511  
I became the link between kids and parents

00:01:47,276 --> 00:01:50,249  
because I was with the kids a lot.

00:01:51,023 --> 00:01:54,567  
But sometimes they had to be alone,  
mostly before the games.

00:01:55,095 --> 00:01:57,863  
Then the parents stayed outside.

00:01:58,071 --> 00:02:00,852  
At that time he was in Barça school.

00:02:01,163 --> 00:02:04,532

He played football

And we went to his matches weekly.

00:02:05,927 --> 00:02:09,177

I could tell he liked it,

but he wasn't passionate about it.

00:02:10,558 --> 00:02:14,895

He never grabbed the ball himself

and took it to the park to play.

00:02:15,170 --> 00:02:17,062

He didn't do as the other children.

00:02:18,122 --> 00:02:20,892

We took him go-karting in Madrid.

00:02:21,629 --> 00:02:26,235

That day I competed

in the Spanish rally championship.

00:02:26,926 --> 00:02:30,430

We did it just to entertain him,

00:02:31,210 --> 00:02:34,371

but he didn't want to stop.

00:02:34,717 --> 00:02:37,595

I kept going around the circuit

00:02:38,214 --> 00:02:39,792

and I really enjoyed it.

00:02:40,630 --> 00:02:45,303

After the last lap  
a pilot's father came to me.

00:02:46,238 --> 00:02:52,238

He told me I had driven very fast.

00:02:53,022 --> 00:02:55,088

And asked me to compete  
the following day.

00:02:55,254 --> 00:02:58,991

At first I was a bit scared  
about him wanting to compete.

00:02:59,571 --> 00:03:03,572

But we didn't have much to do,  
so eventually we agreed.

00:03:04,167 --> 00:03:08,080

After a succeeding in a few rounds  
he made it to the final.

00:03:09,001 --> 00:03:12,183

Then he had a slight crash  
with another car

00:03:12,592 --> 00:03:16,345

so he had to abandon  
and came up almost last.

00:03:17,237 --> 00:03:20,004

We were surprised  
he was so angry about losing.

00:03:20,289 --> 00:03:22,930

We had never seen him like that.

00:03:23,116 --> 00:03:25,750

It was just entertainment,

00:03:26,304 --> 00:03:30,405

so why was he so upset about it?

00:03:30,612 --> 00:03:33,825

He didn't even want to talk.

00:03:34,260 --> 00:03:37,529

Then we understood  
it had captivated him.

00:03:37,938 --> 00:03:41,075

I thought  
he was really passionate about it.

00:03:41,690 --> 00:03:44,204

Well, I supported the decision

00:03:44,629 --> 00:03:49,390

to sign him up the year after  
for a specialised karting school.

00:03:50,270 --> 00:03:51,987

So he started competing.

00:03:53,408 --> 00:03:57,017

I was pleased  
because he looked happier.

00:04:02,111 --> 00:04:05,156

I remember the Vendrell race  
as if it was today.

00:04:06,254 --> 00:04:09,220

It's very special for me

00:04:11,494 --> 00:04:17,450

because it was my first race  
in the Catalan championship in 2007

00:04:17,985 --> 00:04:21,203

and it was my first victory  
in motor racing.

00:04:22,565 --> 00:04:26,402

So it's one of the best memories  
of my sports career.

00:04:27,004 --> 00:04:30,373

I remember perfectly I was number 14,

00:04:31,956 --> 00:04:35,309

driving a Top Kart  
in the Cadet category.

00:04:35,807 --> 00:04:37,393

I started from position 15,

00:04:37,522 --> 00:04:43,495

because that was my rank  
in the previous race.

00:04:43,776 --> 00:04:47,149

It had been raining all day

00:04:48,950 --> 00:04:51,558

and it stopped just before the race.

00:04:52,247 --> 00:04:56,728

The track was drying  
but everyone chose to use rain tires,

00:04:57,018 --> 00:05:01,945

because the track seemed to slippery  
to use regular tires.

00:05:02,262 --> 00:05:06,039

He told his mechanic  
he wanted regular tires.

00:05:06,394 --> 00:05:09,335

He didn't have anything to lose.

00:05:19,477 --> 00:05:24,586

When I started,  
as the tires were heating up

00:05:25,017 --> 00:05:27,442

I could tell the grip was very good.

00:05:28,005 --> 00:05:29,458

I felt quite comfortable.

00:05:30,457 --> 00:05:35,460

I was fearless,

I knew nobody

00:05:36,011 --> 00:05:37,801

and I respected nobody.

00:05:38,477 --> 00:05:40,050

I had just landed in that world.

00:05:41,401 --> 00:05:45,269

I was out there

just to do my best.

00:05:54,211 --> 00:05:57,180

He started to go very fast.

00:05:57,336 --> 00:06:00,668

I was with my mother

and we were shocked.

00:06:00,886 --> 00:06:03,830

He was passing them all.

00:06:04,584 --> 00:06:10,584

Eventually he reached

the first group of drivers.



00:06:11,347 --> 00:06:17,276

Finally I just had Carlos Gil ahead,  
the driver of the Vendrell circuit.

00:06:17,667 --> 00:06:19,114

He knew the circuit very well.

00:06:19,335 --> 00:06:23,856

It was going to be him or me.

It would be a difficult victory.

00:06:27,047 --> 00:06:32,117

I passed him and I didn't look back,

I tried to escape.

00:06:32,747 --> 00:06:34,268

I thought I could win.

00:06:34,463 --> 00:06:36,329

That's how I did it.

00:06:36,464 --> 00:06:41,112

I kept attacking,

I created a security distance,

00:06:41,747 --> 00:06:46,154

I tried to maintain the speed.

00:06:46,842 --> 00:06:48,879

And I won the first race of my life.

00:06:52,801 --> 00:06:56,745

The awards ceremony  
was very emotional.

00:06:56,977 --> 00:07:02,834

On top of the podium, here he is:  
Alex Riberas.

00:07:05,576 --> 00:07:08,142

They give me my first cup.

00:07:08,792 --> 00:07:13,662

It came with a watch,  
which I hope to keep forever.

00:07:14,260 --> 00:07:16,269

It was a unique moment.

00:07:19,658 --> 00:07:25,499

There are always hard times  
in the racing world.

00:07:26,190 --> 00:07:27,813

And you have to be ready.

00:07:28,486 --> 00:07:30,354

In Alcañiz  
there are very long straight roads.

00:07:31,285 --> 00:07:35,548

In karting,  
to take advantage of aerodynamics,

00:07:36,312 --> 00:07:38,325

drivers hide behind the wheel

00:07:39,097 --> 00:07:41,866

to avoid the wind

and try to speed a bit more.

00:07:42,264 --> 00:07:46,060

I was driving straight,

it was one of the last laps,

00:07:46,522 --> 00:07:52,572

I hid behind the wheel

and stopped looking ahead.

00:07:53,739 --> 00:07:56,940

That's a mistake

I'll never make again.

00:07:57,566 --> 00:07:59,928

And when I looked up again

00:08:00,555 --> 00:08:06,555

I saw that the pilots ahead had crashed

and were in the middle of the road.

00:08:07,712 --> 00:08:09,860

I was right behind them.

00:08:10,539 --> 00:08:15,404

I couldn't avoid crashing,

there was no time

00:08:16,543 --> 00:08:22,405

Since I was going fast  
the kart overturned forwards.

00:08:23,019 --> 00:08:28,087

When I hit the pavement  
the kart fell on me,

00:08:28,892 --> 00:08:30,948

and the engine hit my back.

00:08:31,087 --> 00:08:37,087

Luckily it hit the left of my back,  
the centre would have been fatal.

00:08:39,106 --> 00:08:42,710

It broke my scapula  
in three different places.

00:08:43,104 --> 00:08:49,104

It's a dangerous sport  
and these things happen.

00:08:50,230 --> 00:08:54,473

But seeing your kid undergo surgery

00:08:56,743 --> 00:08:58,917

is a hard time for any father.

00:09:00,957 --> 00:09:06,785

Realising that he was truly hurt,  
broken bones, wounds...

00:09:07,092 --> 00:09:13,022

That was the worst time ever.

00:09:21,481 --> 00:09:25,743

The first time Alex raced in Montmeló  
was quite a family event.

00:09:31,834 --> 00:09:37,667

It was his second season,  
he had come last in the previous race.

00:09:38,498 --> 00:09:42,130

It was a great end of season.

00:09:42,762 --> 00:09:48,762

We stood next to the pole  
that shows the drivers' positions.

00:09:51,402 --> 00:09:55,750

We took thousands of pictures  
every time his name came up.

00:10:01,670 --> 00:10:04,112

The race was all about three cars,

00:10:04,862 --> 00:10:06,972

and Alex was always ahead.

00:10:09,008 --> 00:10:15,008

I was in the box,  
watching the race on the screens,

00:10:16,315 --> 00:10:21,933  
and I saw the driver behind him  
trying to pass him all the time.

00:10:22,245 --> 00:10:25,095  
I thought:  
"let him win!"

00:10:45,987 --> 00:10:47,952  
Education is very important.

00:10:48,114 --> 00:10:50,791  
Me and his dad  
have always insisted on that.

00:10:51,637 --> 00:10:54,143  
Education is ahead of everything.

00:10:54,662 --> 00:11:00,662  
If you can combine it  
with racing, that's great.

00:11:01,462 --> 00:11:03,126  
Because you never know  
what's gonna happen

00:11:03,806 --> 00:11:05,847  
and higher education  
is always helpful.

00:11:06,901 --> 00:11:11,734  
We are aware that he might not  
earn a living with racing.

00:11:11,933 --> 00:11:15,273

That's why  
we can't forget about education.

00:11:15,397 --> 00:11:19,352

He needs to be well prepared

00:11:19,806 --> 00:11:23,351

to go to university  
or to study something else.

00:11:24,593 --> 00:11:29,131

Last year of college  
he hardly went to class,

00:11:29,946 --> 00:11:32,418

He missed half of the lessons.

00:11:32,885 --> 00:11:37,210

It was hard to combine both,  
mostly during exams and races.

00:11:38,057 --> 00:11:40,735

Some periods were really stressful.

00:11:41,766 --> 00:11:47,766

I remember the years 2010 and 2011,

00:11:48,926 --> 00:11:52,490

when I started to stand out  
in motor racing

00:11:53,407 --> 00:11:56,772  
and school kept getting harder.

00:11:57,799 --> 00:12:02,286  
I thought I wouldn't make it.

00:12:03,167 --> 00:12:06,548  
He was mentally exhausted  
before the races

00:12:07,426 --> 00:12:10,700  
and physically exhausted  
before the exams.

00:12:11,699 --> 00:12:13,188  
It was a very hard year

00:12:14,839 --> 00:12:19,460  
We wouldn't risk it again,  
we pushed the limits.

00:12:20,298 --> 00:12:24,907  
It was risky.  
Both things could have gone wrong.

00:12:25,581 --> 00:12:30,223  
We were lucky he passed college  
and his final exams.

00:12:31,532 --> 00:12:37,532  
His racing season was acceptable,  
but college had some consequences.



00:12:41,088 --> 00:12:43,301

The first test was very hard.

00:12:43,810 --> 00:12:48,129

We spent 3 days in Germany,  
in Potsdam, near Berlin.

00:12:48,584 --> 00:12:49,733

They ran many tests on us.

00:12:50,138 --> 00:12:55,815

Health, physical, personality tests.

00:12:56,490 --> 00:13:00,743

They tested our knowledge  
of the brand and the car.

00:13:01,246 --> 00:13:06,999

We underwent all types of tests  
possible in a selection process.

00:13:16,993 --> 00:13:22,993

With the rest of the 6 finalists  
we went to Vallelunga circuit in Italy.

00:13:25,297 --> 00:13:30,017

We spent 2 days  
testing a Porsche GT3 Cup.

00:13:41,808 --> 00:13:47,323

That day I had gone shopping.

00:13:49,185 --> 00:13:54,346

While driving back home,  
I got a call.

00:13:55,224 --> 00:13:58,603

I didn't know who it was,  
but it started with +49.

00:13:59,096 --> 00:14:00,843

I knew that was the code for Germany.

00:14:02,192 --> 00:14:05,290

I parked the car where I could

00:14:06,209 --> 00:14:09,218

and I picked up the phone.

00:14:10,033 --> 00:14:13,826

That could be  
the most important call of my life.

00:14:14,713 --> 00:14:20,289

I was really nervous  
because my future was uncertain.

00:14:21,049 --> 00:14:25,937

Then my manager asked me  
if I was taking German lessons,

00:14:26,767 --> 00:14:31,115

and I replied  
I would start the week after.

00:14:32,281 --> 00:14:38,281

He said it was a great idea  
and welcomed me to Porsche.

00:14:39,968 --> 00:14:41,927

I was in the young driver program.

00:15:08,034 --> 00:15:11,597

Racing in Montmeló  
is very special for me.

00:15:12,034 --> 00:15:15,699

It's the most important race  
of the season.

00:15:16,561 --> 00:15:20,928

I feel comfortable here  
because it's close to my home,

00:15:21,537 --> 00:15:24,987

and my people  
always come to support me.

00:15:25,761 --> 00:15:27,875

I'm really good at this track as well.

00:16:17,383 --> 00:16:20,668

Alex's training is a mix

00:16:21,259 --> 00:16:27,259

of different skills he needs  
when it comes to driving.

00:16:42,770 --> 00:16:48,244

Alex is very talented  
and coordinated.

00:16:48,573 --> 00:16:53,205

He has more than enough skills  
to be a great driver.

00:17:02,219 --> 00:17:05,269

I have been training with Alex  
for two years.

00:17:07,472 --> 00:17:11,470

He's very professional  
in all ways.

00:17:13,167 --> 00:17:17,697

He works on preparing his races  
every day.

00:17:18,681 --> 00:17:23,320

He visits psychologists and doctors  
and he trains hard.

00:17:24,222 --> 00:17:27,289

He's amazing  
and a great example for everyone.

00:18:11,484 --> 00:18:15,031

I always feel tense before the races,

00:18:16,196 --> 00:18:17,978  
mostly half an hour before.

00:18:18,263 --> 00:18:22,244  
I think every driver does.

00:18:22,379 --> 00:18:26,984  
But it's a harmless tension,  
it doesn't limit you.

00:18:30,632 --> 00:18:32,230  
It's extreme driving.

00:18:32,587 --> 00:18:36,834  
I look for perfection  
and the limits of physics.

00:18:46,050 --> 00:18:50,211  
I'd like to say  
he's always been honest with himself.

00:18:50,918 --> 00:18:55,944  
He knows what his week points are,  
and he's worked to improve them.

00:18:57,866 --> 00:19:03,380  
My future is still up in the air,

00:19:03,716 --> 00:19:07,510  
it's somewhat uncertain.

00:19:08,142 --> 00:19:11,023

Every driver's life is uncertain.

00:19:11,869 --> 00:19:17,233

We know what we'll be doing  
in the next few months,

00:19:17,541 --> 00:19:21,361

but not in the upcoming years.

00:19:22,904 --> 00:19:26,873

I do know what I want for my future

00:19:27,304 --> 00:19:32,097

but it's not sure that it will happen.

00:19:32,920 --> 00:19:37,530

I'll do my best to succeed,  
but it will be hard.

00:19:37,636 --> 00:19:43,589

I'd like to become an official driver  
for Porsche

00:19:44,322 --> 00:19:49,654

and become a world champion  
in resistance racing.

00:19:49,767 --> 00:19:54,981

That's my main goal  
for the upcoming years.

00:19:55,685 --> 00:20:00,285

And I'm working

to be a world champion with Porsche.





## Annex VI. EUPMT Recording Permission

**Escola Universitària  
Politécnica de Mataró**

Centre adscrit a:



TecnoCampus Mataró-Maresme  
(Edifici universitari)  
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Daniel Torras i Segura, secretari acadèmic de l'Escola Universitària Politècnica de Mataró,

### FA CONSTAR:

- 1). Que l'alumne Josep Ferrer Suñer, amb DNI 38864291H, i l'alumne Xavier Hernández Díaz, amb DNI 47881305C, estan matriculats a l'Escola Universitària Politècnica de Mataró, en l'assignatura de 'Treball de Final de Grau' dels estudis de Grau en Mitjans Audiovisuals, en el present quadrimestre del curs 2013/2014.
- 2) Que, dins de l'assignatura 'Treball de Final de Grau' i com a projecte principal, aquests estudiants hi desenvolupen el documental 'Live your dream' que inclou diversos espais del Circuit de Catalunya (Montmeló) i el CAR (Centre d'Alt Rendiment) de Sant Cugat del Vallès.
- 3) Que, per tal de realitzar l'esmentat treball, els alumnes necessiten gravar imatges i sons en aquestes localitzacions, i per tant, estarien agraïts de comptar amb la seva autorització i permís per dur a terme aquesta activitat acadèmica d'enregistrament audiovisual.

I, perquè així consti, signo aquest document a Mataró, el 6 de març de 2014.

El secretari acadèmic,

Daniel Torras i Segura





