



Grand Prix of Hungary 2025 - Preview

18 August 2025

PRESS RELEASE

Pirelli focuses on soft rear compounds for the first GP in history at Balaton Park

Moto2™ riders will be able to count on standard SC0 and the already well-known E0125 development soft, which can be combined with SC1 and SC2 front. Standard allocation for Moto3™

TYRE ALLOCATION PER RIDER

Moto2™				Moto3™			
	FRONT		REAR		FRONT		REAR
8		8		8		8	
6		6		8		8	
5		6		5		6	

- The **Balaton Park** circuit, which will host the **Hungarian Grand Prix** next weekend, is the new addition to the 2025 MotoGP™ calendar. Riders in both the Moto2™ and Moto3™ classes will race on this track for the very first time but Pirelli can rely on the experience already gained a few weeks ago during the World Superbike round. The layout is a typical stop-and-go configuration, featuring numerous braking and acceleration zones that put both tyres to the test: the front, which must provide solid carcass support, and the rear, which is required to deliver grip during acceleration phases out of corners.
- For the **Moto2™** class, both **rear** options are **soft** compounds: the **standard SC0** and the **development specification E0125**. The latter is now making its sixth appearance this season and has consistently been the preferred choice in both practice and race sessions in most of the appointments where it was available. It was also the most used tyre by WorldSBK riders, who appreciated its enhanced stability and consistent performance. These two soft rear options can be paired with the standard **front** choices: the **soft SC1** and the **medium SC2**, both standard.
- In **Moto3™**, the standard allocation set for the season is also confirmed for the Hungarian GP: **soft SC1** and **medium SC2** for both front and rear, with eight tyres per compound available to each rider.



Well-known and proven solutions for a track the riders have yet to discover

“After watching the World Superbike riders in action, it will now be interesting to compare those results with those of the Moto2™ riders, who will be using the same soft rear solutions. Both options available to the Moto2™ class performed very well during the WorldSBK weekend, showing consistent and limited wear while offering excellent grip levels. We have already seen that the new asphalt at Balaton Park is not yet fully rubbered in and still lacks optimal grip, which is why we expect riders to rely heavily on the tyres to find the traction that the surface does not yet provide. As is often the case on new circuits, the first race weekend will be mostly dedicated to finding the best bike setup and ideal lines on track. For this reason, we considered it important to supply teams and riders with two rear compounds they are already very familiar with: the standard SC0, which they know well, and the development E0125, which has already proven extremely effective in the rounds where it has been used so far. Both compounds also offer excellent performance across a wide temperature range — an important characteristic considering that Balaton Park’s asphalt is highly sensitive to weather changes and can heat up or cool down very quickly. This will allow riders to focus on finalising bike setup, while also giving us an additional opportunity to directly compare the two solutions on a new track.”