



Moto2™ Moto3™

Grand Prix of Catalonia 2025 - Qualifying

September 6, 2025

PRESS RELEASE

Pole and all-time lap record for Holgado in Moto2™, Almansa leads in Moto3™

In Moto2™ the Spanish rider improved the previous track record by more than three tenths using the new Pirelli E0125 specification rear tyre

28° C **37° C**

HOLGADO D.
(KALEX)

POLEMAN

SC1

FRONT

E0125

REAR

28° C **38° C**

ALMANSA D.
(HONDA)

POLEMAN

SC1

FRONT

SC1

REAR

- In **Moto2™** qualifying, with **Daniel Holgado (Kalex)** taking **pole position** and **setting an all-time lap record for the category in 1'41.549** on his sixth attack, all riders used **SC1 soft compound tyres at the front and E0125 specification soft tyres at the rear**. The Spanish rider was also fastest in FP1 and FP2, and with the time set in qualifying, he improved by more than three tenths the previous track record set by Sergio Garcia last year (1'41.894). Behind the CFMOTO Impulse Aspar Team rider were Jake Dixon Boscoscuro and Collin Veijer (Kalex). **All top ten riders rode below the previous all-time lap record of 2024.**
- **David Almansa (Honda)** took pole for the **Moto3™** race with a time of **1'46.877** obtained on his penultimate lap out of a total of seven laps. To get pole, the Leopard Racing team rider used **Pirelli soft SC1 compound tyres on both axles**. Second-placed Joel Kelso (KTM) opted for the same combo, while Ángel Piqueras (KTM), third, went for the medium SC2 at the front. In all the sessions leading up to qualifying, KTM riders were always the fastest, with medium SC2 tyres at the front.
- In terms of **temperature**, qualifying for both classes took place in conditions similar to Friday afternoon Practice's, with **just under 40°C on the asphalt and 27-28°C ambient temperature**, while in the morning sessions (FP1 and FP2) the asphalt temperature recorded was around 25°C.



Different valid compounds options available for tomorrow's races

"The Montmelò circuit has well-defined characteristics, with a rather abrasive asphalt and relatively low grip levels. Therefore, also because of its layout, it is a fairly demanding track on tyres, especially on front ones. This is made even more challenging by a good component of unpredictability, with conditions that can vary a lot, not only year on year, but also based on the racing season and even on the same race weekend. This year is no exception and, at least so far, the picture reflects the one just described: on Friday, with the track in less-than-optimal conditions and still to be rubberised, riders struggled to find good grip and, especially with the soft front compounds, we registered above-average levels of wear. Today, partly thanks to the track's evolution and refined set-up, the situation improved a bit and the riders were faster, as certified also by the new all-time lap record set by Holgado in Moto2™. As for the choice of tyres for tomorrow's races, most Moto2™ riders still seem to be geared towards soft compounds on both axles, specifically the standard SC1 at the front and the E0125 development at the rear which, once again, has proven to be more appreciated than the standard SC0. Some riders could also opt for the medium SC2 at the front, which, from the long runs made to simulate the race distance, has shown a smaller drop than the SC1. In Moto3™, compared to past editions where almost all the riders used the medium SC2 on both axles, tomorrow we could have different riders on the soft SC1 rear, while the medium SC2 seems to be favoured over the soft SC1 at the front, as it ensures a more consistent performance."