



WorldSBK Spanish Round – Superpole Race and Race2

19 October 2025

PRESS RELEASE

Razgatlioglu is the World Champion on BMW, Bulega secures Ducati the Manufacturers' Title

Despite the Ducati rider winning with medium development and hard standard front tyres, Razgatlioglu claims the world title. Herrera takes home the title in WorldWCR and Fernandez in WorldSSP300. Masia wins the last race in WorldSSP.

SUPERPOLE RACE



BULEGA N.
(DUCATI)



E0672



E0126

RACE2



BULEGA N.
(DUCATI)



SC2



E0126

- For the first time since 2014, the **FIM Superbike World Championship** was decided in the final race of the season, with **BMW's Toprak Razgatlioglu clinching the title**. The Turkish rider secured his third world crown in the category, and his second with the Bavarian manufacturer. The title was sealed at the end of Race2, which he finished in third place — enough to secure a 13-point lead over **Nicolò Bulega (Ducati)** in the final standings.
- An all-Ducati podium in the **Superpole Race**, won by **Nicolò Bulega** ahead of **Álvaro Bautista** and **Andrea Iannone**, with different tyre combos: the first two opted for **medium E0672 development front tyres**, paired with a **supersoft E0126 development tyre** for the winner and **extra-soft E0479 development** for the runner-up. While **Iannone** opted for the **standard SC1 front and E0126 rear tyre combo**. Bulega improved both the **race lap record**, shaving almost nine tenths off his own 2024 benchmark, and the overall race time, **lowering it by nearly two seconds**, with an **average lap-time gain of almost two tenths**.
- Bulega** and **Bautista** repeated their results in **Race2**, crossing once again the finish line again **first and second**, ahead of **Razgatlioglu**, who completed the podium. The race winner and third-placed rider used the same tyre combination: **hard standard SC2 front and supersoft E0126 development rear**. Bautista also opted for the E0126 rear tyre, paired with the **medium E0672 development front**.
- The softest options available for **WorldSSP** riders, **SC1 front and SCX rear**, were the unanimous tyre choice for **Race2**, won by **Jaume Masia (Ducati)**, ahead of **Tom Booth-Amos (Triumph)** and **Stefano Manzi (Yamaha)**.

- With a win in Race1 and a sixth place in Race2, Maria Herrera (Yamaha) was crowned **2025 FIM WorldWCR Champion**. The **WorldSSP300** title was also settled today, after **Benat Fernandez (Kove)** won Race 2 and became the **2025 World Champion**. Pirelli equipped all riders in both championships with **standard SC1 compound** front/rear tyres.



Congratulations to World Champions Razgatlioglu, Fernandez, and Herrera

"Congratulations to the newly crowned World Champions, Razgatlioglu, Fernández, and Herrera, who took home the titles in their respective categories. In WorldSBK, we witnessed an incredibly hard-fought season that was settled in the final race. Because of his consistently outstanding season, where he made the most of all the tyre options we provided, and often made different choices compared to the rest of the grid, Razgatlioglu fully deserved the title. His riding style is unique, and we are proud to have successfully supported him with options that met his expectations. The same goes for Bulega, who kept the championship alive until the very last race and finished just 13 points behind, showing remarkable determination and a very high level of competitiveness. From our perspective, we close the 2025 season with truly significant results for our development solutions. The rear tyre options - featuring the new structure applied to the extra-soft SCQ, supersoft SCX, and soft SC0 compounds, and SC0 soft compounds - have consistently delivered excellent performances whenever available, gaining immediate consensus among the riders and becoming the preferred race options in most cases. In most events, these tyres also contributed to improved records, both in terms of fastest laps and race pace. In the final two rounds, we also introduced the new medium E0672 front compound, aware that, as a front solution, it would require more time to be fully understood and exploited. However, its early approval from riders confirms we're heading in the right development direction. Now, we will stay in Jerez for a two-day testing session, and then we'll use the winter break to analyse all the data and draw the relevant conclusions as we look ahead to 2026. On a last note, we would like to wish a special farewell to Jonathan Rea, with whom we've shared an extraordinary WorldSBK career, crowned by as many as six world titles."