



Moto2™ Moto3™

2026 Grand Prix of The Netherlands – Qualifying

27 June 2026

PRESS RELEASE

Alonso and Quiles on pole in record Assen heat

On a track offering very little grip due to the high temperatures, the Colombian rider secures first place in Moto2™ while the Spaniard takes pole in Moto3™ with an unconventional tyre choice

Moto2™

33° C 46° C

ALONSO D.
(KALEX)
POLEMAN **1'35.236**

SC1
FRONT

SC0
REAR

Moto3™

34° C 47° C

QUILES M.
(KTM)
POLEMAN **1'40.130**

SC2
FRONT

SC2
REAR

- **Another Moto2™ pole for Alonso.** The riders made a unanimous tyre choice for Moto2™ qualifying: all of them used **soft compound tyres on both axles, specifically the SC1 front and SC0 rear**. After taking pole last weekend in the Czech Republic, **David Alonso (Kalex)** also secured pole for the **Grand Prix of the Netherlands** with a time of 1'35.236. Behind him came Alberto Ferrandez and Izan Guevara respectively, both on Boscoscuro machines.
- **Quiles goes against the trend.** **Máximo Quiles (KTM)** claimed pole position in Moto3™, his second of the season, thanks to a tyre choice that bucked the trend compared to the rest of the field. The Spaniard was in fact **the only rider to opt for the medium SC2 compound at the rear and one of the few to use it at the front as well**. Completing the front row are Joel Kelso (Honda) and Brian Uriarte (KTM), both on the soft SC1 solution on both axles.
- **Exceptional temperatures and grip at minimum levels.** This edition of the Dutch Grand Prix will be remembered as one of the hottest ever, with air temperatures exceeding 35 degrees and track temperatures above 50 °C. Qualifying, for example, took place with air temperatures of 34 degrees Celsius and track temperatures of 47 degrees. The TT Circuit Assen normally offers limited grip, which decreases further in high temperatures.



Positive performance despite the low-grip asphalt caused by extreme temperatures

"The exceptional heatwave affecting the whole of Europe has not spared Assen, where particularly high air and track temperatures were recorded over the first two days. This is a circuit that generally offers reduced grip levels even in standard conditions. The extreme temperatures recorded, with the surface exceeding 50 °C, further reduced mechanical grip increasing the risk of sliding and spinning.

In this context, the soft compound solutions proved to be the most effective, thanks to their ability to adapt to the micro-irregularities of the surface, ensuring the best level of grip and traction, although Quiles took pole in Moto3™ with medium SC2 compound tyres both at the front and rear, bucking the trend. Looking ahead to the race, we expect the soft compounds to be widely used in Moto2™, with the SC1 at the front and the SC0 at the rear, while in Moto3™ the SC1 should be the benchmark for both axles, although in this category some riders will also opt for the medium SC2, particularly at the front.

Rainfall is forecast overnight, which could reset track evolution, while a significant drop in temperatures is expected tomorrow, potentially creating a very different scenario compared with what we have seen so far".