



Grand Prix of San Marino and the Rimini Riviera 2025 - Races

September 14, 2025

PRESS RELEASE

Vietti wins his home race in Moto2™, for Rueda eighth success in Moto3™; on Tuesday first tests on the MotoGP™ tyres of the future

In both classes, races are significantly faster than in 2024 and new best race laps were set; on Tuesday, the manufacturers' Test Teams will be able to test the first prototypes of the Pirelli tyres to be used in MotoGP™ from 2027

26° C 38° C

VIETTI C.
(BOSCOSCURO)

SC1
FRONT

E0126
REAR

24° C 29° C

RUEDA J. A.
(KTM)

SC2
FRONT

SC1
REAR

- **Celestino Vietti (Kalex)** won his home race in **Moto2™** starting from second on the grid. Barry Baltus, second, and Daniel Holgado, third, both on Kalex, complete the podium. **All the riders used Pirelli tyres in the soft SC1 compound at the front and the new supersoft in E0126 specification at the rear. Manuel Gonzalez**, sixth at the finish line, **set the new fastest lap of the race in 1'34.759 on the fourth lap, improving by more than seven tenths of a second** on the one set by Vietti last year (1'35.469). As many as 14 of the 30 riders in the race lapped below the 2024 best race lap.
- **José Antonio Rueda (KTM)** took his eighth win of the season in **Moto3™** after starting from fourth on the grid and battling until the last corner with three other riders: Maximo Quiles (KTM), second at the finish line, Adrian Fernandez (Honda), third, and Australian Joel Kelso (KTM), fourth. Polesitter **Valentin Perrone (KTM)** **set the new fastest lap of the race on lap 11 in 1'40.463**. The first two riders on the podium used **medium SC2 front and soft SC1 rear tyres** while Fernandez made the opposite choice, with SC1 front and SC2 rear. Apart from the latter, only David Almansa (Honda) used a medium rear while all the other riders used the soft SC1.
- **Both races were faster than those of 2024:** in **Moto2™** the overall duration (35.03.863) was **reduced by more than 10 seconds** for an **average lap improvement of almost half a second**, while **Moto3™**, despite being extremely hard-fought until the last corner, closed in 33:48.906 for an **overall improvement of more than 4 seconds**.
- On Tuesday 16 September, the Misano circuit will also be the setting for the **first tests with the first prototypes of Pirelli tyres for MotoGP™**. Pirelli will have the tyres tested by the teams' test riders to get their feedback and continue development.



The races were great, now we take our first steps towards MotoGP™

"Misano was a very positive weekend for us and the tyres performed well in both classes. In Moto2™, the new E0126 supersoft rear was highly appreciated by all the riders, helping to set the all-time lap record and the new fastest race lap and to reduce the overall race time by more than 10 seconds. The Moto3™, very hard-fought until the last corner, was 4 seconds faster than last year and Perrone set the new best race lap. Our commitment does not end with the GP because a very important occasion awaits us on Tuesday, right here in Misano: the first test of the prototype tyres for MotoGP™ to be used starting from the 2027 World Championship. This test represents the first step in obtaining useful information for the development of Pirelli's MotoGP™ tyres, a test we wanted to start working with the teams in the premier class. In this way, when we're able to test with the new bikes in 2026, we will have a product that is already at an advanced stage of development and very similar to the final one. For the test, different front and rear solutions will be made available to the Test Teams and Test Riders of the five manufacturers present in the World Championship in the current sizes used in MotoGP™, 17 inches in diameter for rims with a width of 4 inches at the front and 6.25" at the rear. The new Pirelli tyres, as required by the regulations, will have to be tested with the bikes that are competing in the current season. To make them as similar as possible in terms of characteristics and performance to the configuration of the new 850s that will be used in the new era of the World Championship starting in 2027, the tests will be carried out without ride height devices and with changes to the set-up".