



Grand Prix of Malaysia 2025 - Qualifying

October 25, 2025

PRESS RELEASE

Record-breaking pole for Holgado in Moto2™ with Pirelli's new supersoft; Almansa is Moto3™ polesitter

The new supersoft E0126 development rear model, on its third appearance this year, improved the all-time lap record by more than 1.5 seconds

33° C **48° C**

HOLGADO D.
(KALEX)

POLEMAN

SC1

FRONT

E0126

REAR

33° C **47° C**

ALMANSA D.
(HONDA)

POLEMAN

SC1

FRONT

SC1

REAR

- To compete in the **Moto2™ qualifying** for the **Grand Prix of Malaysia 2025**, all riders opted for **soft-compound SC1 front tyres and supersoft E0126 development rear tyres**. **Daniel Holgado (Kalex)** grabbed pole in **2'02.858**, setting a **new all-time lap record, 1.5 seconds better than last year's** set by Jorge Navarro (2'04.412). The Spanish rider was followed by Belgian Barry Baltus (Kalex), second, and British Jake Dixon (Boscoscuro), third. Overall, **17 riders lapped below the previous track record in qualifying**.
- Despite the KTM rider dominating all **Moto3™** practice sessions, **Honda – Leopard Racing Team – David Almansa** rushed to pole for tomorrow's race, by riding his sixth lap in **2'09.846**, on **soft-compound SC1 tyres on both axles**. Completing the front row were Taiyo Furusato, also with Honda and the same compound choice as the poleman, and reigning World Champion José Antonio Rueda, who ranked best among KTM riders, opting for the medium SC2 front tyre.
- The qualifying session for both classes recorded the highest air and track temperatures. Indeed, they took place with asphalt temperatures between 45 and 48°C, about 20 degrees above those registered in FP1 and FP2 and 15 above yesterday afternoon practice's.



The new supersoft for Moto2™ breaks records also in Malaysia

"Between yesterday and today, we have seen a good track evolution. On Friday, the rain affected the day, leaving the asphalt often damp and in less-than-optimal conditions, preventing us from seeing a real value on the track. Today, however, the day was completely dry, and the track improved a lot. The new Moto2™ supersoft E0126 development, made with the same compound as the standard supersoft SCX yet with a different structure, confirmed here at Sepang the already excellent performance proven in Spielberg, where it made its debut in August, and then in Misano in September. Since FP1 on Friday morning, all riders immediately went for this tyre, preferring it over the standard SC0 used last year, and this preference was confirmed in all subsequent sessions, including qualifying. As a further demonstration of its good performance, the E0126 was key to improving the all-time lap record by more than 1.5 seconds. This track offers little grip, and the supersoft perfectly compensates for the asphalt's lack of natural grip. With so much grip available at the rear, the unanimous choice for the front fell on the soft SC1 which, compared to the medium SC2, allows a better balance between the axles. Wear is also good and has improved a lot compared to yesterday's track conditions, and it is easy to predict that tomorrow's race grid will be completely steered towards these two solutions. As for Moto3™, the riders have the same options available last year. The soft SC1 will be the main rear tyre option for this year's race, while for the front tyre, we will likely see more medium SC2 than usual, as this compound ensures a more consistent performance over the distance than the soft SC1, which played a bigger role in today's qualifying".