



Grand Prix of Hungary 2025 - Races

August 24, 2025

PRESS RELEASE

Alonso and Quiles win the first Moto2™ and Moto3™ races in the history of Balaton Park

In Moto2™ the new Pirelli E0125 soft rear tyre was the undisputed star of the weekend, while in Moto3™ all options were equally competitive

20° C 40° C

ALONSO D.
(KALEX)

SC1
FRONT

E0125
REAR

18° C 36° C

QUILES M.
(KTM)

SC2
FRONT

SC1
REAR

- Moto3™ World Champion **David Alonso (Kalex)** won the first **Moto2™** race in history at the **Balaton Park**, during the **Grand Prix of Hungary 2025**. On the last lap, he managed to overtake both poleman Diogo Moreira (Kalex) and race leader Manuel Gonzalez (Kalex), who finished the race in second and third place respectively. **All riders in the race used the softest tyres of the allocation: standard soft SC1 at the front and the soft E0125 development for the rear.**
- Polesitter **Máximo Quiles (KTM)** won the **Moto3™** race after getting the better of second-placed Valentin Perrone on the last bend before the finishing line. Third place for David Muñoz for an all-KTM podium. The tyre choice was quite varied, with the **medium SC2 slightly favoured for the front, with 15 out of 26 riders choosing it, and the soft SC1 used by 18 riders at the rear.** Among the riders on the podium, Quiles and Muñoz used medium SC2 front and soft SC1 rear, while Perrone opted for medium SC2 for both axles.
- **David Alonso (Kalex)** set the **best race lap in Moto2™** in **1'40.964** on lap sixteen, while in **Moto3™** the **fastest race time** was set on lap nine by **third-placed David Muñoz**, who lapped in **1'45.700**, beating also the all-time lap record previously set yesterday in qualifying by Quiles (1'46.060).



The new soft rear for Moto2™ was one of the favourites also at Balaton Park

"For Pirelli, this first experience at Balaton Park was very positive and we are satisfied with the tyre performance in both classes, especially when it comes to the new E0125 rear solution used in Moto2™. This soft development is built with the same compound as the standard soft SC0, but with a different structure designed to offer more consistency and stability, and this translates into greater perceived grip for the riders. This option debuted in May at Silverstone and since then it has been available in Aragon, Assen, Brno and Spielberg, so we have already gathered a lot of data and received positive feedback from the riders. When compared to the standard soft, it was always preferred to the latter, and even in Hungary it was the unanimous choice for the race. These results are very important to us, as we will continue to make the E0125 available to some of the next GPs, and at the end of the season we will be able to determine if this option can become the new standard soft from 2026 forward. We have observed this track does not exert too much wear on the tyres, so next year we could consider making an even softer rear like the SCX available to the riders. In Moto3™, the fight for first place on the last lap between Quiles and Perrone shows that both rear compounds, soft and medium, were competitive in the race, with Quiles taking advantage of the extra grip offered by the SC1 until halfway through the race, and then managing it very well in the second part."