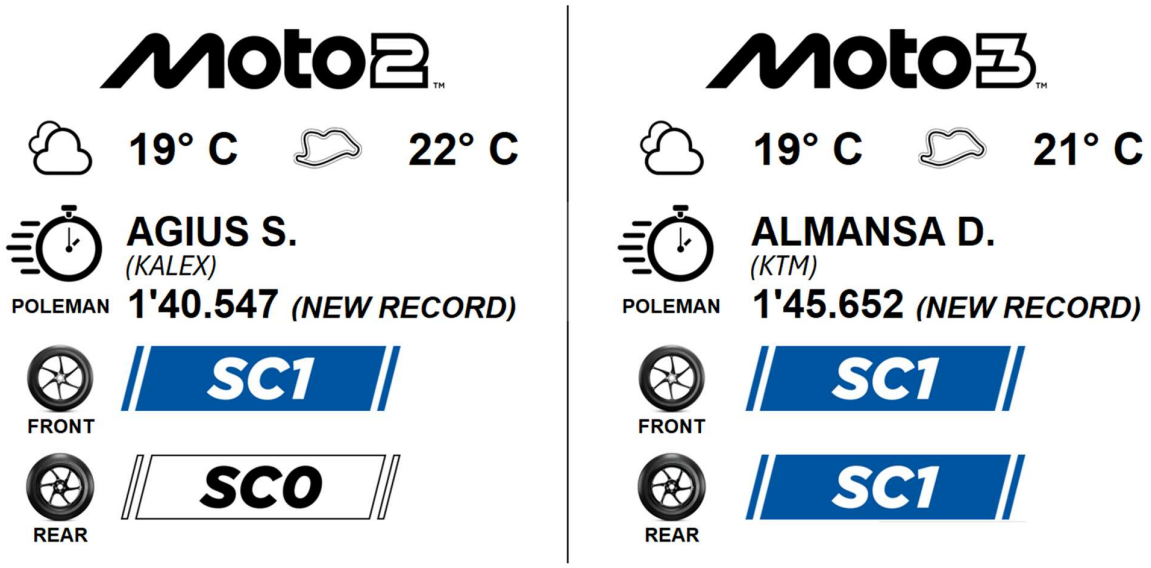
2026 Grand Prix of Portugal – Qualifying 21 November 2026

PRESS RELEASE

Record-breaking pole positions for Agius in Moto2™ and Almansa in Moto3™

The Australian and the Spaniard secure pole position in their respective classes, each setting a new all-time lap record and beating the previous benchmark by more than six tenths of a second



- **Agius takes his third pole.** Australian rider **Senna Agius (Kalex)** secured pole position for the **Moto2™** race at the **2026 Portuguese Grand Prix**, stopping the clock at **1'40.547** on his seventh of eight laps and setting a **new all-time lap record**, **beating Diogo Moreira's previous benchmark of 1'41.168, set in 2025, by more than six tenths of a second**. It was Agius's third pole position of 2026, following those in Thailand and San Marino. **Daniel Holgado (Kalex)** and **Izan Guevara (Boscoscuro)** complete the front row, while championship leader **Manuel Gonzalez (Kalex)** will start tenth. **All three front-row riders opted for soft tyres, using the SC1 at the front and the SC0 at the rear.**

- **Almansa is the pole king.** In Portugal, **David Almansa (KTM)** claimed his eighth pole position of the season, **reinforcing his status as the clear leader in the 2026 pole-position tally**. The Spaniard clocked **1'45.652** on his seventh and final lap, setting a **new all-time Moto3™ lap record and beating José Antonio Rueda's previous benchmark of 1'46.379, set in 2024, by 0.727 seconds**. Behind him, Brian Uriarte and David Muñoz completed an all-KTM front row. **Almansa ran soft SC1 tyres front and rear, while Uriarte and Muñoz opted for the medium SC2 front tyre.**

- **Temperatures drop.** Compared with Friday, when track and air temperatures reached 27 °C and 21 °C, respectively, during Practice, Saturday was cooler, with **track and air temperatures peaking at 21 ºC and 19 ºC, respectively**. **Moto2™ FP2** was also held in **wet conditions**.



All-time lap records lowered by more than six tenths of a second in both classes

"Since Friday, riders in both classes have delivered outstanding performances, as demonstrated by the new all-time lap records, both more than six-tenths of a second faster than the previous benchmarks.
In Moto2™, the soft SC0 has so far been the only rear tyre compound used and is expected to be the preferred choice for the race, given its clear performance advantage over the medium SC1. At the front, feedback on the F0479 development specification has been positive, with some riders appreciating its greater stability and consistency. Other rides, however, prefer the more familiar standard SC1. We are therefore likely to see both front options in the race.
In Moto3™, as expected, riders favoured the soft SC1 rear tyre in qualifying, although tyre choices may be more varied for the race. At the front, the medium SC2 appears to be the preferred option, while both rear options remain viable. At the rear, the soft SC1 is around three to four tenths of a second per lap faster than the medium SC2 over the first ten laps, but its performance tends to drop off thereafter. Riders choosing the soft can therefore take advantage of its superior pace early in the race but will need to manage the subsequent drop-off in the second half. The medium SC2, by contrast, may be less competitive early on but could deliver more consistent performance in the closing stages".