

**SBK™**

2026 WorldSBK Aragón Round – Superpole Race and Race 2

May 31, 2026

PRESS RELEASE**Bulega also conquers Aragón with the standard Pirelli SC0**

At the halfway point of the season, the Ducati rider remains unbeaten and, in addition to claiming his sixth consecutive hat-trick, sets new records with the SCX and SC0 rear compounds. Masia wins WorldSSP Race 2

SUPERPOLE RACE**23° C****38° C**

WINNER

BULEGA N.
(DUCATI)

FRONT

SC1

REAR

SC0**RACE2****30° C****53° C**

WINNER

BULEGA N.
(DUCATI)

FRONT

SC2

REAR

SC0

- **Bulega's triumphant run continues** Another outstanding weekend for **Nicolò Bulega (Ducati)** at **MotorLand Aragón**, where the sixth round of the **FIM WorldSBK Championship** took place, marking the completion of the first half of the season. After winning Race 1 and the Superpole Race, the championship leader also took victory in Race 2. It was Bulega's sixth hat-trick of the season and his 22nd consecutive win. The Italian rider finished ahead of Iker Lecuona (Ducati) and Sam Lowes (Ducati). On the front, all three riders used **Pirelli DIABLO™ Superbike standard medium SC2 tyres**, a choice shared by three other riders on the grid, while the remaining 15 opted for the **soft SC1**. Rear tyre choice was unanimous, with all riders selecting the **standard soft SC0**.
- **Record-setting SC0 also shines in the Superpole Race** Having focused during free practice on working with the standard soft SC0 rear tyre—the same specification with which he won both Sunday races here last year—Bulega went against the trend in the **Superpole Race** that began Sunday's proceedings. Together with **Somkiat Chantra (Honda)**, he was one of only two riders to select the **SC0 rear**, while the rest of the field opted for the **supersoft SCX**. After a defensive opening phase, the Ducati rider closed the gap in the second half of the race, taking victory ahead of Lecuona and Lowes and setting a new race lap record on the tenth and final lap. His time of **1'47.709** was **0.226 seconds quicker** than the previous record of **1'47.935**, set two years ago by Toprak Razgatlıoğlu. As for front tyre choices, all riders selected the **soft SC1** except Remy Gardner (Yamaha), who opted for the **medium SC2**.
- **Masia victorious in Supersport** **Jaume Masia (Ducati)** claimed victory in **WorldSSP Race 2**, beating Albert Arenas (Yamaha) and Matteo Ferrari (Ducati). All riders chose the **soft SC1 front and soft SC0 rear** combination. In **WorldSPB Race 2**, **Xavi Artigas (Kawasaki)** took the win ahead of Carter

Thompson (Yamaha) and Harrison Dessoy (Triumph) in a class that uses **Pirelli DIABLO™ Superbike SC1 tyres on both axles**. The second race of the **Yamaha R3 World Cup**, also run on **SC1 tyres** front and rear, was won by **Xarly Mendez** from the Dominican Republic, ahead of Riichi Takahira from Japan and Aymon Bocanegra from Brazil.



Convincing performances and record pace across the entire range at Aragón

"The FIM WorldSBK Aragón Round proved particularly interesting from a performance perspective, not only in absolute terms but also for the insights gained from the direct comparison between the different specifications included in the allocation. Despite very high temperatures, including track temperatures beyond 50°C today, the continuous evolution of the circuit allowed riders to progressively improve their lap times throughout the weekend.

In terms of outright performance, both softer rear options enabled Bulega to set new benchmarks. After establishing a new outright lap record in Superpole with the supersoft SCX, the Championship leader repeated the feat in the Superpole Race, setting a new race lap record using the standard soft SC0. This was the same standard specification with which he won here last year and one that had already provided him with positive feedback from the opening practice sessions. The result is particularly significant considering that Bulega was one of only two riders to choose this option, while the rest of the grid opted for the supersoft SCX. The extremely narrow margin at the finish compared with Lecuona, who was using the SCX, confirmed that both solutions were fully competitive for fighting for victory.

The front options available to the teams also delivered excellent performance, as demonstrated by the winning use of the soft SC1 in the Superpole Race and the medium SC2 in both Race 1 and Race 2. These results provide further confirmation of the effectiveness of Pirelli's continuous development work over recent years, which has enabled the company to offer riders a reliable and highly competitive range in all conditions. This also extends to everyday motorcyclists who can use, on track and during track days, the very same tyres featured in the FIM Superbike World Championship".