



WorldSBK Aragón Round – Superpole Race and Race2

28 September 2025

PRESS RELEASE

Bulega doubles up at Aragón with Pirelli development soft

Victory in the Superpole Race and Race2 for the Ducati rider using the E0125 rear soft, paired with SC1 and SC2 fronts respectively. Oncu takes a narrow win in WorldSSP

SUPERPOLE RACE

**24° C****30° C**

**BULEGA N.**
(DUCATI)
WINNER

**SC1**
FRONT

**E0125**
REAR

RACE2

**26° C****34° C**

**BULEGA N.**
(DUCATI)
WINNER

**SC2**
FRONT

**E0125**
REAR

- It was a Sunday double win at the WorldSBK Aragonese Round for **Nicolò Bulega (Ducati)** who, after relinquishing his victory yesterday to **Toprak Razgatlioglu (BMW)**, took revenge today **by winning both the Superpole Race and Race 2**. For him, as it was for the Turkish rider, this is the first victory in his career on the Aragón circuit. In both races, the Ducati rider chose the **development soft rear in E0125 specification**, while he alternated the two options available for the **front: SC1 in the short race and SC2 in the afternoon**. His direct rival **Razgatlioglu** confirmed **the front SC2** on both occasions. Two-time third-placed **Álvaro Bautista (Ducati)** relied on the **SC1** in both cases.
- The **E0125 development soft** was the preferred choice for the **rear** in both races today: used by **everyone in Race 2**, it was also widely accepted in the **Superpole Race**, with only six exceptions in favour of the **E0126 development supersoft**. The best classified with this specification was **Michael Van der Mark (BMW)**, **ninth** at the finish line. The choices on the front were more varied: in **the Superpole Race** the **SC1** was the most used, so much so that only six riders chose the SC2, but the situation became more balanced in **Race2**, with ten riders choosing the SC2 and thirteen preferring the SC1.
- By just 27 thousandths of a second, **Can Oncu (Yamaha)** snatched the **WorldSSP Race2 victory** from **Stefano Manzi (Yamaha)**, who had to settle for **second** place. **Third** at the finish line was yesterday's winner **Valentin Debise (Ducati)**. All the riders replicated the choices of Race1, choosing **SC1 front** and **SC0 rear** with the only exception of Simon Jespersen (Ducati) who preferred the SC2 front. The winner **Oncu** is also the new holder of the **all-time lap record**, thanks to the 1:52.097 set in this morning's warm-up, which revises by a further tenth and a half what Mattia Casadei (MV Agusta) has already achieved in Friday's qualifying.



Spectacular racing in Aragón thanks to the solid performance of the new soft

"It was a Sunday filled with spectacular racing, with thrilling battles lasting until the very last corner. From our perspective, this translates into a very positive performance by the tyres, which were able to cope with the typical challenges of the Aragón circuit while providing competitiveness all the way to the chequered flag. As already observed on Saturday, even this morning, with track temperatures at 19 °C, the surface proved aggressive on the tyres. We recorded marked but consistent wear, with no negative impact on grip. Several riders tested the SC2 front in the warm-up and appreciated its braking stability, so much so that Razgatloğlu chose it again for both races. At the same time, Bulega made the most of the characteristics of both front options, winning with the SC1 in the morning and with the SC2 in the afternoon. This shows that both choices were valid, allowing teams to follow their riders' preferences and strategies. As for the rear, the 30 °C track temperature at the start of the Superpole Race led many riders to set aside the supersoft E0126, which offers more grip than the soft option but works best in higher temperatures, in favour of the E0125. As expected, the latter confirmed its effectiveness even on a demanding circuit like Aragón. We are satisfied with the entire weekend: both development solutions delivered excellent responses not only in terms of outright performance but also in consistency and are increasingly appreciated by the riders thanks to their ability to adapt to a wide range of conditions, offering stability, confidence and contributing to high-level racing."