



Moto2™ Moto3™

Grand Prix of Italy 2026 – Qualifying

30 May 2026

PRESS RELEASE

Record-breaking Gonzalez in Moto2™ with the new Pirelli SCX 2026, Almansa takes pole in Moto3™

Using the supersoft rear tyre that Pirelli updated for the 2026 season, Gonzalez claimed pole by improving the previous Moto2™ all-time lap record by more than 1.2 seconds

Moto2™

30° C 50° C

GONZALEZ M.
(KALEX)
POLEMAN **1'48.474**

SC1
FRONT

SCX
REAR

Moto3™

30° C 49° C

ALMANSA D.
(KTM)
POLEMAN **1'54.862**

SC1
FRONT

SC1
REAR

- **Manuel Gonzalez (Kalex)** took pole position for the Italian Grand Prix in the Moto2™ class. With a time of **1'48.474** he set the **new all-time lap record for the circuit, improving by more than 1.2 seconds on the one set last year by Diogo Moreira (1'49.745)**. In qualifying, all riders used **SC1 soft front and SCX supersoft rear compound tyres**, the latter in their updated 2026 version. Overall, seventeen riders lapped faster than the previous all-time lap record.
- In **Moto3™**, Spanish rider **David Almansa on the KTM** of the Liqui Moly Dynavolt Intact GP team took pole with a **1'54.862** lap using **SC1 soft compound tyres at both ends**, the same choice made by second-place Hakim Danish (KTM) and third-place Joel Kelso (Honda). All riders in qualifying used the SC1 soft rear, while both front compounds were used. Among those who opted for the SC2 medium, the fastest was Brian Uriarte (KTM), who will start from fourth position on the grid.
- **Temperatures on the rise.** Over these first two days, temperatures have steadily increased, with today's qualifying sessions for both classes taking place with approximately 50 degrees Celsius track temperature and 30 degrees ambient temperature. The coolest session was Friday's FP1, with 20 degrees on the track and 20 degrees ambient.



In three seasons, the Moto2™ lap record was improved by more than 2 seconds

“The new SCX rear solution, introduced last year as development specification E0126, also confirmed at Mugello a high level of performance and remarkable consistency. The track feedback therefore validates the technical decision to promote it to the supersoft compound range for this season.

Over the 2024–2026 period – across three seasons – the Moto2™ lap record at this circuit has improved overall by more than 2 seconds, dropping from the 1'50.514 set in 2023 by Pedro Acosta on tyres from another manufacturer to the 1'48.474 established today by Gonzalez. This is a significant step forward, achieved even with rather high track temperatures such as today's. This is attributable to the combined evolution of motorcycles, set-up and rider performance, supported by the continuous development work carried out by manufacturers and teams, to which we also contribute through increasingly advanced solutions capable of optimising grip and operating stability.

For this Grand Prix, in addition to the SCX range, Moto2™ riders also have access to the F0192 supersoft development specification, introduced this season at Jerez and already used by several riders. Looking ahead to the race, widespread use of the SC1 soft front compound is expected, while at the rear both the range SCX and the F0192 development solution are likely to feature, considering their comparable behaviour and performance levels.

As for Moto3™, the rear choice should lean towards the SC1 soft, the option with the highest level of available grip, while at the front the selection will continue to depend on set-up requirements, riding style and the dynamic characteristics of the KTM and Honda platforms.”