

Riders Briefing Notes 2026

Season essentials / Support Series

Main changes compared to 2025 in blue/italic



Permanent Officials / EURO MOTO Staff



Stefan Beck
Race Direction



Marcel Putsche
Race Direction
PSTK1000



Antonia Mandel
Race Direction
ZX4 / ZX6 / TWIN



Max Kumpf
Chairman Stewards Panel



Joerg Raboldt
Chairman Technical Stewards



Max von Saurma
EURO MOTO Series Director



Anna Temporale
Event Management

Riders Briefing

- short circuit-specific briefing at each event
- Non- and partly participation will be penalized
- Unable to participate (traffic etc.): notification in due time to the series organizer (e.g. Race Office)
- In any case of absence: Briefing must be completed
- Briefing presentation will be published on the Notice Board



Flags & Lights

Practice + Race

- Slow down sufficiently to ensure safety of other riders and intervention personnel on the track
- Overtaking is forbidden
- Light Panels and waved flags are both official flag signals

Yellow Flag(s)



Flags & Lights

Practice + Race

- Crashing in a yellow signal zone is considered dangerous and evidence that the rider did not slow down, so this can result in a penalty
- Crashing in a double yellow signal zone is completely unacceptable
- Circumstances will always be taken into account, such as oil or debris on track

Yellow Flag(s)



Flags & Lights

Race

- If a Rider overtakes another rider under yellow flags, he must return the position immediately!

Yellow Flag(s)

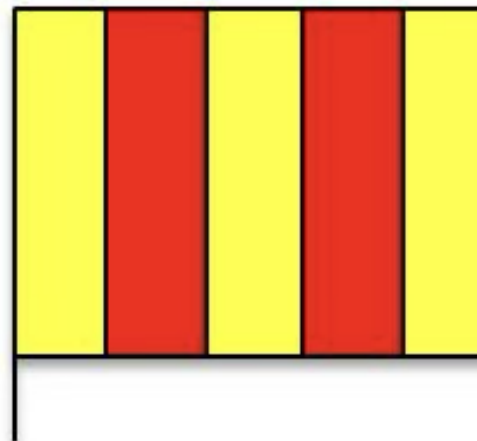


Flags & Lights

Practice + Race

- Suspected oil
- Gravel, gras, small debris
- Isolated damp patches on dry track

Yellow/Red striped Flag



Flags & Lights

Practice + Race

- Drops of rain in following section
- Surface effected by rain

White/Red cross



Flags & Lights

Practice + Race

- Possible blocked Track Sections
- Marshals working
- Cars enter the track (Intervention)
- Go back to pit lane with caution
- No celebrations (Wheelies etc)
- Red light at Pit Exit: STOP!

Red Flag



Marshals

Crash or technical problem

- *Non-running machines immediately behind the 1st line of protection*
- *NO start attempts on the track!*
- *Marshals will NOT help push-starting the bike trackside!*
- *Push-starting with assistance of the Marshals possible behind the 1st line of protection*



Marshals

Crash or technical problem

- follow the instructions
- help is appreciated during recovery (if medically fit)
- Marshals may decide to prohibit rejoining for safety reasons (technical issues)



Crash close to sessions end

FP/QP/SP

- Don't rejoin after crash, if there is not enough time left to go back to pit lane and compete in the same active session
- Avoid extended yellow flag areas



Bike Recovery

Crash or technical problem

- Recovered Motorcycles will be delivered to the Technical Bay by the Track intervention team asap
- Technical Stewards will check the bike and give further instructions



Medical requirements

Crash

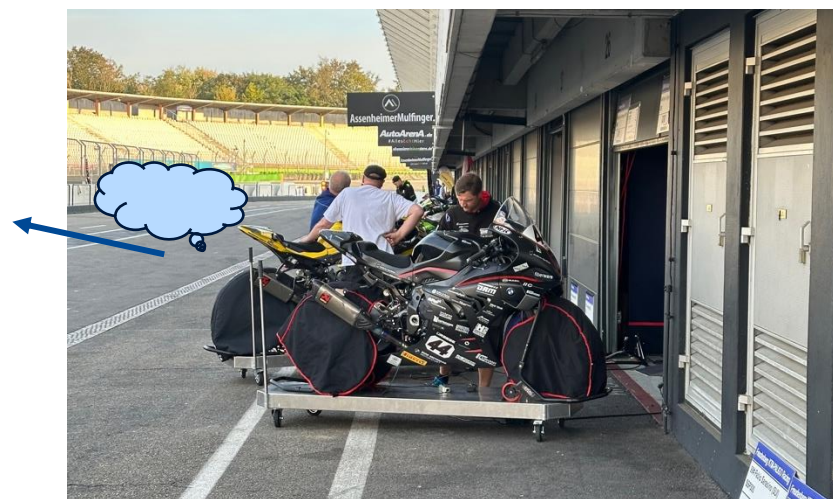
- The Medical Director may request a medical check after a crash
- Always comply with these instructions
- Failing: MD may declare a rider as unfit until the medical check is done



Pit Garages

Safety

- It's not permitted to start und run engines inside pit boxes
- Motorcycle must be in a position completely outside the pit box
- *Exhaust must not facing pit box*



Safety Light

Operation

- Switch on as long as at least 1 Rain Tyre is mounted
- Regardless of the tyre choice in a declared "WET RACE" from the beginning of the warm up lap
- ensure to operate the light button independent from the used mapping



Cameras

Authorization

- optional in all FPs
- forbidden from Qualifying / SP until end of event
- exception: TV
- must be approved by Technical Staff



Practice Start

Operation

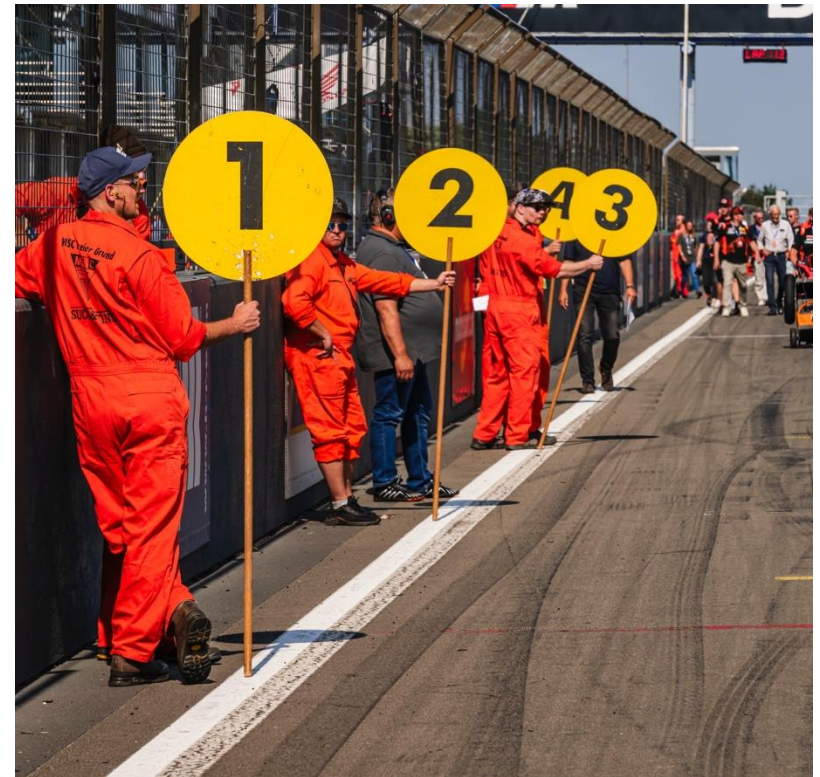
- Only after chequered flag after each practice session
- Only at the designated area (Pre-Event Notes, Supplementary Regulations)
- One after the other
- Never after Red flag



Qualification / starting grid

good to know

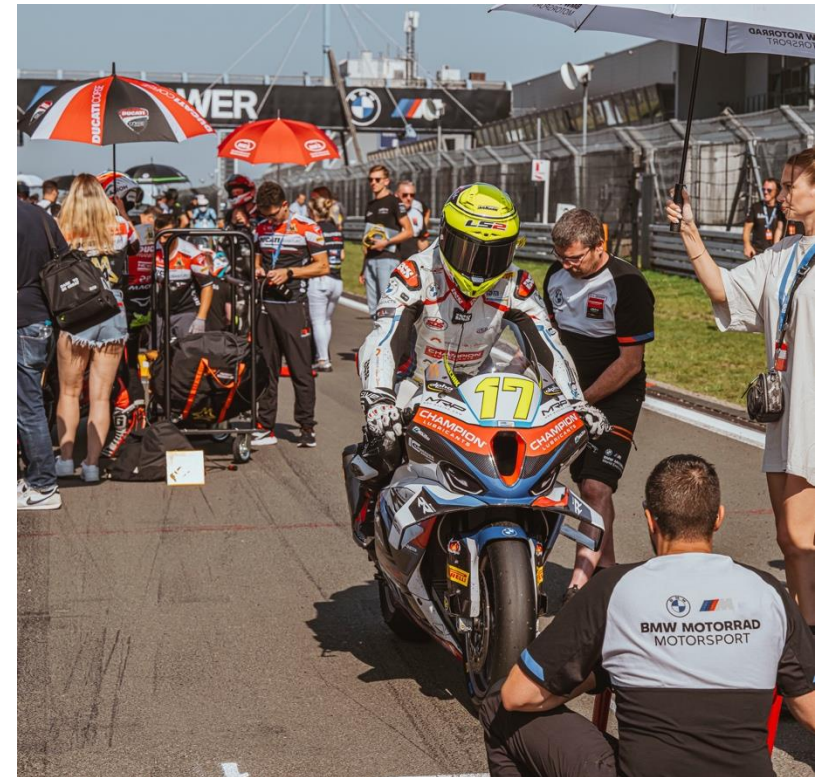
- Not qualified for the race (qualification time not reached, no lap in the QP), but intension to take part at race:
 - make a **WRITTEN** request to the RD not later 90 minutes before the start of the race
- Final grid will be published 60 minutes before the race



Starting procedure

Standard starting procedure

- 7 min before Race start: Pit Lane open for **60 SECONDS only**
- Mandatory sighting lap, no pushing into grid
- Only 1 Mechanic / Rider
- No tyre warmers in the grid



Starting procedure

Standard starting procedure

- Riders arrived at grid - *30 sec* – board (quick)
- Green flag to start the wu-lap



Starting procedure

Standard starting procedure

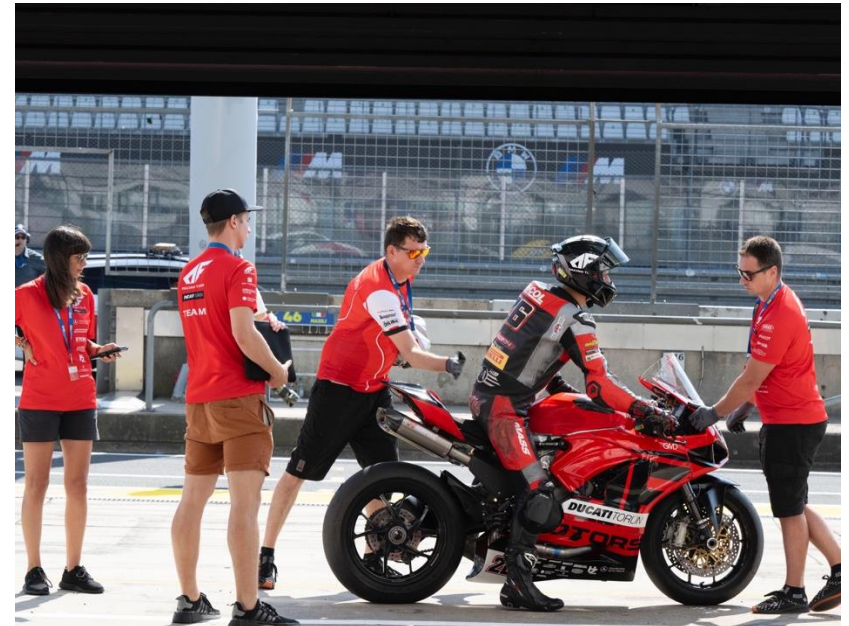
- At the end of the warm up lap
 - Approach grid positions
 - Red flag in front of the grid
 - Red flag removed
 - All red lights on – all red lights out
 - Start



Starting procedure

Standard starting procedure

- Failing to exit Pit Lane within the 1 min opening time:
 - start wu-lap from Pit Exit
 - *Take the published grid position*
 - *LLPx2 in the race when notified*
 - *Applicable for all situations, starting wu-lap from Pit Exit!*
- Failing also to take part at the wu-lap:
 - Start race from Pit Exit



Starting procedure

Standard starting procedure

- Safety Car overtakes slow riders in the wu-lap
- Riders arriving grid at the end of the wu-lap behind Safety Car must enter pit lane and start race from pit exit
- Riders may overtake the Safety Car in case of fallen behind – but only up to the level of pit lane entry



Starting procedure

Wet conditions

- WET RACE – will be announced in adequate time before opening of the pit lane
- Race will not be interrupted in case of changing weather conditions
- Decision will be made only in case of clear wet track conditions and continuous rain
- Don't forget the Safety Light!



Starting procedure

different weather practice / race

- In case of significant different weather conditions between all practice sessions and race:
 - 2 wu-laps may be decided by the RD
 - Board "2 warm up laps" may be displayed
 - Race distance will be reduced by 1 lap in this case



Starting procedure

Start interruption

- Red flag at starter rostrum
- Yellow flags at pit wall
- Red lights stays on
- Display of board "START DELAYED"
- *Riders causing the start delay have to leave the grid and start wu-lap from Pit Exit*



Starting procedure

Start interruption

- “Start Delayed”:
 - Problem is removed immediately
 - *30 sec* board (short)
 - New wu-lap
 - Race distance reduced by 1 lap



Jump Start

procedure

- The Bike must be stationary at the time the red lights are turned off
- Moving forward at the time the red lights are turned off = JUMP START
- Standard penalty: LLPx2



Long Lap Penalty (LLP)

procedure

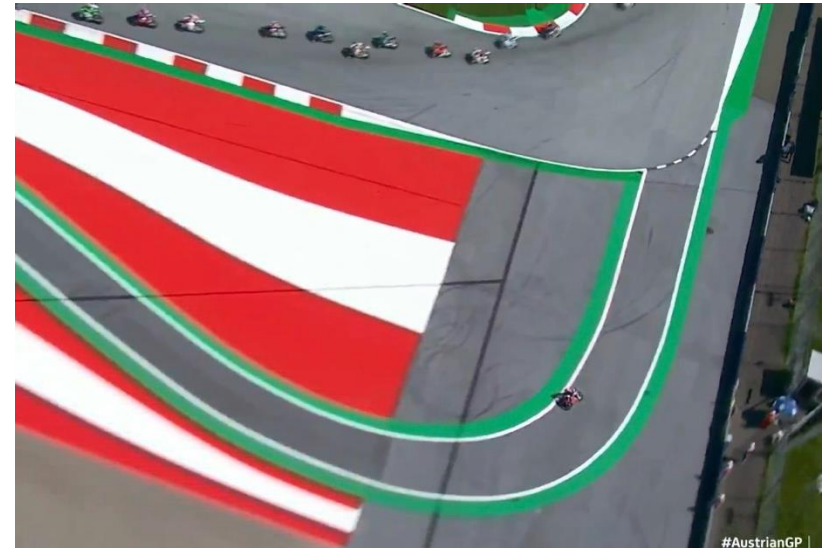
- Board "LLP" displayed 3 times
- Board "LLPx2" displayed 5 times
- Stay between white lines
- Enter and leave safe, don't endanger other riders on track
- In case of yellow flags in LLP-section: use of LLP is not allowed. Number of laps will be added



Long Lap Penalty (LLP)

procedure

- if rider crashes or runs wide in attempting the LLP and loses adequate time, the LLP will be considered completed
- In case the organization is unable or decided not to apply the LLP before the end of the race, equivalent time penalty will be imposed



Long Lap Penalty (LLP)

2 starting numbers can be displayed at the same time:

Single LLP – displayed 3 times



Double LLP – displayed 5 times



Long Lap Penalty (LLP)

procedure

LLP not completed after
board is displayed 3 times



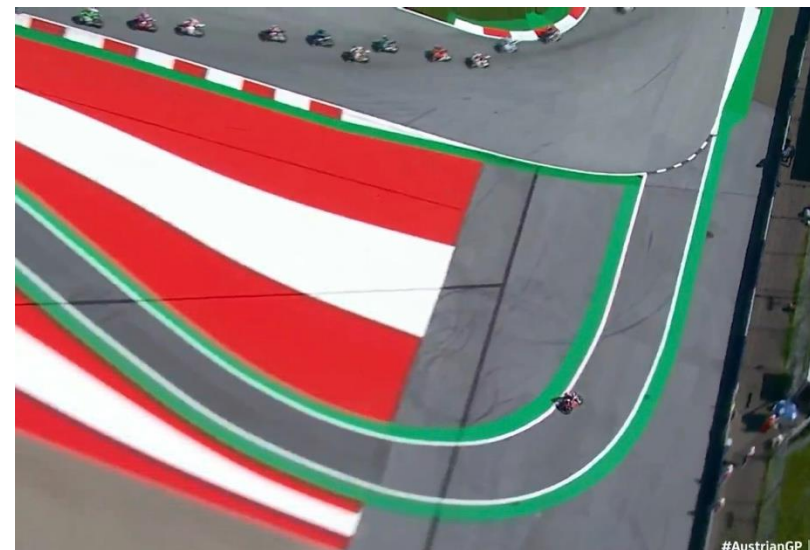
LLPx2



LLPx2 not completed after
board is displayed 5 times



Ride Through Penalty



Ride Through Penalty

procedure

- Board "Ride Through" (yellow board with black numbers) will be displayed 3 times
- Ride through pit lane without stop
- Respect speed limit
- not completing Ride Through



Black flag (DSQ)



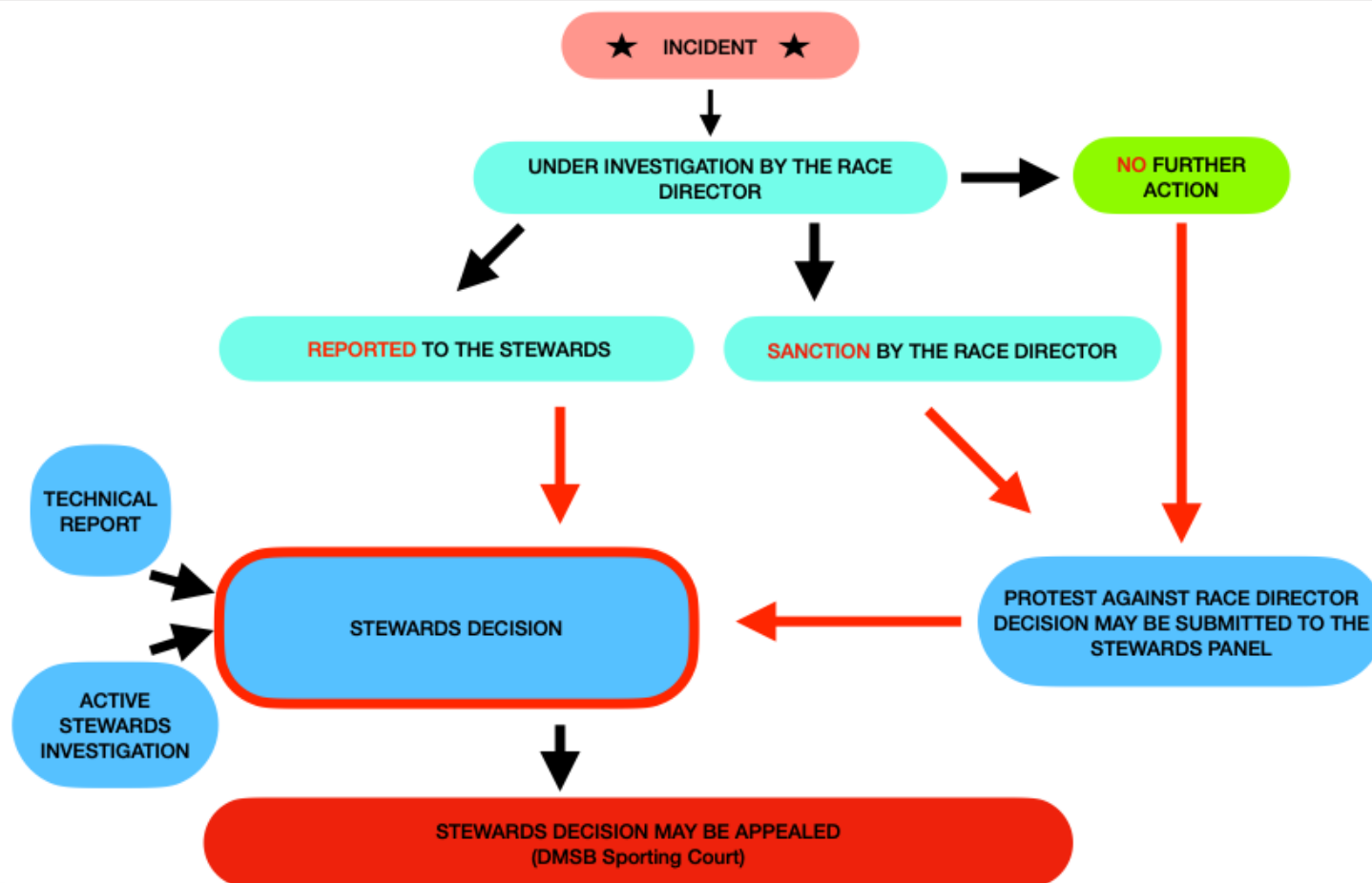
Ride Through Penalty

procedure

- In case the organization is unable or decided not to apply the Ride Through before the end of the race, equivalent time penalty will be imposed



Decision making process



Decision making process

- „no further action“ is also a decision, may be protested
- Decisions made by RD are final and may be overturned by the Stewards in case of protest only
- Steward decisions may be appealed and may be modified by the Court of appeal

Decision making process

- Protests must be submitted in writing
- Must be attached by the protest deposit
- The protest deadline must be respected
- To be delivered to:
 - the Stewards or
 - the Clerk of the Course or
 - Race Office, Secretary of the Meeting (best and fastest option)

Race Control

- Do not show up at Race Control without an appointment, especially during an active session
- First contact person: Secretary of the Meeting (Race Office)
- All decisions of the Race Direction and the Stewards will be communicated in writing to all affected parties
- Such communication (Discord / Timing Screen / Results / Virtual Notice Board) are considered valid notification

Communication

Tools

- Discord: Live Race Control Communication such as
 - Incidents / Investigation
 - Pit Lane opening times in case of delays
 - Sanctions (LLP/Jump Starts etc)
 - Calling Riders /Team Managers
- TW Soft: Official Notice Board
 - Results
 - *Event Manual / RD Pre-Event Notes*
 - Stewards / RD Communication



Thank you for the attention and enjoy the Season!

