

EURO MOTO

TYRE PARTNER



Sporting Regulations 2026

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1. Preamble

EURO MOTO is a racing series for Superbike, Supersport and Sportbike motorcycles.

Motor Presse Stuttgart GmbH & Co. KG (hereinafter referred to as "MPS") announces the racing series for the 2026 season. The series consists of 14 races at 7 event dates per class.

From the 2026 season onwards, the DMSB titles "International German Motorcycle Championship" and "International German Manufacturers' Championship" will be held within the framework of EURO MOTO.

In accordance with the DMSB title regulations 2026, the championships comprise all 7 events with a total of 14 races per class. All events actually held will be counted.

At the events, championship races with class-dependent distances will be held on Saturdays and Sundays.

The following titles are announced for the riders and/or manufacturers:

- EURO MOTO SUPERBIKE Champion 2026
- International German Superbike Champion 2026
- EURO MOTO SUPERSPORT Champion 2026
- International German Supersport Champion 2026
- EURO MOTO SPORTBIKE Champion 2026
- International German Sportbike Champion 2026
- International German Manufacturers' Champion Superbike 2026
- International German Manufacturers' Champion Supersport 2026
- International German Manufacturers' Champion Sportbike 2026

The different classifications in EURO MOTO are carried out in accordance with Article 12.

The classifications in the International German Motorcycle Championship and the Manufacturers' Championship are carried out by the DMSB, exclusively based on the overall classification.

Series organizer/organization:
Motor Presse Stuttgart GmbH & Co.KG
Leuschnerstraße 1
70174 Stuttgart

These EURO MOTO Sporting Regulations published by MPS were approved by DMSB with visa number S-450/26 on 24.04.2026.



Status of the series/events: International.

Only the German version of the regulations is binding.

Any references to the male gender in this document are made solely for the purpose of simplicity and refer also to the female gender except when the context requires otherwise.

Chapter I Sporting Regulations

2. EURO MOTO General undertakings and conditions

All riders, team personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the EURO MOTO undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

- German Motorcycle Sporting Code (DMSG) of the DMSB
- DMSB Circuit Racing Regulations with appendices, unless otherwise provided below
- DMSB Technical Regulations for Circuit Racing
- EURO MOTO Technical Regulations of the classes
- The anti-doping regulations of WADA/NADA
- Resolutions and regulations of the DMSB as well as approved amendments to the regulations
- DMSB licence regulations
- DMSB regulations for rescue services in motorcycle sport (BRM)
- DMSB Code of Ethics
- DMSB Disciplinary Code (RuVO)
- DMSB environmental guidelines
- General conditions of registration
- Written information from the Race Director
- These Sporting Regulations with all appendices, bulletins for clarification, amendment or supplement of the regulations, event supplementary regulations and bulletins of the individual championship races.

3. EURO MOTO Events

3.1 EURO MOTO – Events 2026

Round	Date 2026	Circuit
1	08.05. – 10.05.	Sachsenring (GER)
2	29.05. – 31.05.	Brno (CZE)
3	26.06. – 28.06	Most (CZE)
4	31.07. – 02.08.	Oschersleben (GER)
5	14.08. – 16.08.	Assen (NED)
6	04.09. – 06.09.	Nürburgring (GER)
7	25.09. – 27.09	Hockenheimring (GER)

3.2 Official EURO MOTO Test Days 2026 / Testing Restrictions

Round	Date 2026	Circuit
2	28.05.	Brno (CZE)
6	03.09.	Nürburgring (GER)

Except for the official EURO MOTO test days, testing with motorized two-wheeled vehicles of any kind on the respective race circuit is prohibited from Sunday, 23:59, before the EURO MOTO event weekend. Exceptions must be requested in writing from the series organizer and approved by the EURO MOTO Sporting / Technical / Safety Commission. Violations of the test restriction will be reported to the Stewards.

Wildcard starters are exempt from this regulation.

3.3 Registration and Entry

3.3.1 Season Registration

The rider registers with the series organizer (www.euromoto.racing) and thereby submits an entry for all planned events in the classes named by him. Season registrations are only possible until the entry closing date of the penultimate event. Only these riders will receive championship points from the date of season registration. Registrations shall only become legally effective once they have been confirmed by the series organizer. The series organizer may reject registrations stating the reasons. Riders may be replaced on the nominated motorcycle for medical reasons or force majeure up to 60 minutes before the beginning of the first Qualifying / Superpole Pre-Practice upon written request to the Stewards.

3.3.2 Wildcards

The series organizer may admit wildcard starters for individual or several events at its sole discretion. Wildcard starters shall not receive any championship points. Participants eligible for points shall move up accordingly in the allocation of points. A maximum of three (3) wildcard starts per rider is possible per season.

3.3.3 Multiple Entries

A rider is permitted to start in two classes at one event. Any disadvantages resulting from time overlaps or other reasons shall be borne solely by the participant concerned.

3.3.4 Deadlines

The closing date for entries for an event is stated in the supplementary regulations. The entry fee must be paid in accordance with the general conditions of registration. Riders who are entered for an event or registered for the complete season may withdraw their entry free of charge only up to the entry closing date via the entry portal in the event of non-participation at the respective event.

3.3.5 Starting Numbers

Permanent starting numbers shall only be assigned in connection with a season registration. Assignment shall be made largely considering the placing in the previous year. Starting numbers in each class shall only be assigned once per season and rider in the range from 1 to 99 and are therefore clearly assigned to the rider. In the assignment of starting numbers, riders who have submitted a season registration shall have priority over wildcard starters. The final decision of the series organizer on the allocation of starting numbers is not subject to appeal.

3.3.6 General Determinations

Registrations/entries must be signed by the rider and, if applicable, by the entrant or his authorized representative. In the case of registrations/entries of minors, the signature of both legal representatives is additionally required, as well as the presence of one legal representative or one adult authorized representative. The representative's authorization must be formulated in German or English.

4. EURO MOTO Classes

The following classes are announced based on the Technical Series Regulations:

- **EURO MOTO SUPERBIKE**
- **EURO MOTO SUPERSPORT**
- **EURO MOTO SPORTBIKE**

5. Licences and Minimum Age

5.1 Rider Licences

All riders must be in possession of one of the following licences (as well as a corresponding starting permission from the licence-issuing FMN):

- DMSB A Licence for Circuit Racing or equivalent licence (Circuit Racing) from other FMNs affiliated to the FIM/FIME
- FIM National Meeting open to Foreign Participation (NMFP) – Circuit Racing – Licence
- CCR Continental Championships – Licence
- CCR Continental Promotional – Licence

Licences permitted exclusively for wildcard starters:

- DMSB V Licence

The issue of V Licences is at the discretion of the series organizer and only applies to wildcard starters aged 18 or older who are not in possession of a valid annual licence issued by their FMN.

5.2 Competitor Licences

Permitted licences:

- DMSB national Team Competitor Licence for clubs
- DMSB national Team Competitor Licence for companies

Entrants are considered participants of the event and are subject to the provisions of the DMSG.

5.3 Minimum Age

- EURO MOTO SUPERBIKE 17 years
- EURO MOTO SUPERSPORT 16 years
- EURO MOTO SPORTBIKE 15 years

The minimum age limit starts at the rider's birthday.

5.4 Nationality

For publications, it is not the nationality of the issuing licence authority that is decisive, but the nationality of the rider according to passport / identity document. At the prize-giving ceremony, the flag and the anthem shall generally be used in accordance with the nationality of the rider.

6. Schedule

The official schedule of the event will be published before each event weekend. During the event, the Race Director may amend the schedule if this is necessary for the efficient running of the event.

6.1 Paddock

The times specified by the series organizer for occupation of the paddock must be strictly observed. The participants are obliged to occupy only the place allocated to them.

6.2 Administrative Checks

The administrative check shall take place at the beginning of each EURO MOTO event. The exact location and time shall be stated in the event supplementary regulations. At the administrative check, participants must present their rider licence and, if applicable, competitor licence, as well as their starting permissions (for licence holders without a DMSB licence, in German or English).

6.3 Technical Inspection

All motorcycles must be checked by the Technical Scrutineers for their safety before taking part in practice, in accordance with the published schedule. At the discretion of the Technical Scrutineers, the machines may be checked earlier than provided for in the schedule if they are ready. The teams may present one (1) motorcycle per rider for Technical Inspection, which shall be marked by the Technical Scrutineers.

6.4 Riders` Briefing

At each event, a mandatory riders' briefing shall take place for all riders. In addition, the Race Director may convene a riders' briefing at any time if he considers this necessary. The times shall be published in the supplementary regulations and in the schedule. A justified inability to attend the riders' briefing must be notified in due time by the rider to the series organizer.

6.5 Track Walk

The Race Director Pre-Event Notes contains the closure times of the circuit. Outside these closure times, riders and teams may carry out inspection laps with non-motorized vehicles or on foot. This must generally be done in the direction of travel of the circuit.

The use of motorized vehicles outside the stated closure times on the circuit during the entire event is prohibited, including the preparation days before the official start of the event. Exceptions apply to employees of the circuit and of the organization who must be on the circuit for the purpose of preparation and maintenance of the facilities.

7. Technical Series Regulations

For the EURO MOTO classes, the respective DMSB Technical Regulations for Circuit Racing in their currently valid version shall apply. Only motorcycles that comply with these regulations and have passed the Technical Inspection shall be admitted to an event. In addition, the following provisions must be observed.

7.1 General Undertakings

Each participant may present and use only one (1) motorcycle during an event for Technical Inspection. Exceptions may be granted by the Chief Technical Scrutineer, for example in the event of frame damage. At any time, only the motorcycle presented and approved at Technical Inspection may be present in the pit box. Exceptions for marketing purposes must be approved by the series organizer. The exchange of motorcycles, including the exchange of motorcycles between riders of a class, is prohibited.

7.2 Motorcycle Manufacturers

Manufacturers/importers are admitted to the series for whom a contractual agreement for participation in the series exists with the series organizer. Manufacturers/importers without a contractual agreement may be admitted for wildcard starts at the sole discretion of the series organizer.

7.3 Tyres

7.3.1 Tyre Partner

For the entire duration of an event, only standard tyres of the brand Pirelli supplied by the EURO MOTO tyre partner may be used. The tyres must be marked with a "EURO MOTO" brand sticker. The brand stickers are provided by the tyre partner upon purchase of the tyres. This regulation applies to all sessions of each seasonal event, to official EURO MOTO test days and to all tyre types used.

7.3.2 Tyre Allocation

The specified maximum tyre allocation applies exclusively to slick tyres and must be respected in the following sessions, even if these are interrupted and restarted:

- Qualifying 1
- Qualifying 2
- Superpole Pre-Practice
- Superpole 1
- Superpole 2
- Race 1
- Race 2

7.3.2.1 EURO MOTO SUPERBIKE

- Front tyres: 4
- Rear tyres: 5

For the riders placed 1-3 in the Superpole 1 session, one (1) additional rear tyre shall be released in addition to the specified maximum allocation.

7.3.2.2 EURO MOTO SUPERSPORT

- Tyres: 8

7.3.2.3 EURO MOTO SPORTBIKE

- Tyres: 6

7.3.2.4 Tyre Allocation Identification

At the administrative check, a corresponding number of tyre allocation stickers shall be provided by the series organizer. The tyre allocation stickers vary in colour and numbering at each event and may only be used in the sessions described under 7.3.2 of the respective events. The tyre allocation stickers must be affixed to the tyres used from the tyre allocation in the sessions described under 7.3.2.

In the event of tyre damage, the Stewards may order a technical inspection of the tyre by the Technical Scrutineers and decide on the allocation of additional tyre stickers.

No marking requirement with tyre allocation stickers is provided for:

- Free practice sessions
- Warm Up
- Tyre types that differ from slick tyres (e.g. wet tyres)

In the sessions not subject to marking requirements, tyres from the allocation of a previous seasonal event may also be used. The tyre allocation stickers do not need to be removed for this purpose.

7.3.3 Tyre Control

In order to ensure smooth and efficient control of the tyre allocation stickers and brand stickers, both stickers must be affixed to the left-hand side of the tyre sidewall in the direction of travel. The adhesion of the stickers is only guaranteed on rubber and must not be applied over existing labels or stickers on the tyre.

The verification of correct application and compliance with the tyre allocation shall take place at the pit lane entry by the Technical Scrutineers. This control must be passed at low speed and in a state of readiness to stop. Instructions of the Technical Scrutineers must be followed in all cases.

7.4 Safety Light

Each motorcycle must be equipped with a safety light at the rear of the motorcycle in accordance with the Technical Series Regulations. This must be switched on whenever at least one (1) wet tyre is fitted and the motorcycle is ridden in the pit lane and on the race track. Regardless of the tyre choice, it must generally be switched on in the event of a declared "WET RACE" from the Warm Up Lap onwards.

7.5 Transponder

A transponder timing system shall be used at each event. The use of a transponder is always mandatory when a rider is on the race track.

7.6 Cameras

The use of cameras on the motorcycle is generally only permitted in free practice sessions. Use outside the free practice sessions shall only be approved by the series organizer in exceptional cases.

The proper installation must comply with the Technical Series Regulations and must be approved by the Technical Scrutineers. The installation of cameras on or in protective helmets is generally prohibited.

7.7 Technical Post-Checks / Parc Fermé

- a) As a general rule, technical checks may be carried out at any time after completion of a session (e.g. noise measurement/weight control). Until the expiry of the protest period applicable to the respective session, motorcycles may only be removed from the Parc Fermé or the paddock with the approval of the Chief Technical Scrutineer. The Chief Technical Scrutineer has the right to subject any motorcycle to a final inspection after the end of the races. In addition, the Stewards may order technical post-checks. Riders who refuse such an inspection or remove their motorcycle from the Parc Fermé or the paddock before expiry of the protest period shall be reported to the Stewards.
- b) In the Parc Fermé area, a maximum of two (2) mechanics per rider are permitted.
- c) The release of the Parc Fermé shall be granted only by the Chief Technical Scrutineer, even if the protest period has already expired. The paddock shall also be considered as Parc Fermé.
- d) All motorcycles that have finished the race in classification must remain in the paddock until the end of the protest period. During this time, no work may be carried out on the motorcycles here either; the provisions of the Parc Fermé shall apply.

7.8 Pit Boxes

The allocation of pit boxes for registered participants shall be carried out exclusively by the series organizer.

For safety reasons, it is not permitted to start the engine of racing motorcycles inside the pit box (permanent or temporary pit) at any time. Engines must be started and warmed up in the pit lane, ensuring that the exhausts are not facing pit box at any time.

8. Practice / Qualifying / Warm Up

8.1 Schedule

8.1.1 EURO MOTO SUPERBIKE

- Free Practice: 3 30 minutes each / 90 minutes total
- Superpole Pre-Practice: 1 30 minutes
- Superpole 1 1 15 minutes
- Superpole 2 1 15 minutes
- Warm Up 1 10 minutes

8.1.2 EURO MOTO SUPERSPORT

- Free Practice: 2 25 minutes each / 50 minutes total
- Qualifying 2 25 minutes each / 50 minutes total
- Warm Up 1 10 minutes

8.1.3 EURO MOTO SPORTBIKE

- Free Practice: 2 20 minutes each / 40 minutes total
- Qualifying 2 25 minutes each / 50 minutes total
- Warm Up 1 10 minutes

8.2 Practice Sessions

The designation "practice" in the following section applies equally to all sessions mentioned in Article 8.1.

8.2.1 Start of Practice

Practice sessions begin with the illumination of the green light and/or by the waving of the green flag at the end of the pit lane.

8.2.2 Duration of Practice

The duration of the practice sessions is indicated by a display in the pit lane, at the finish line or on the timing monitor.

8.2.3 End of Practice / Practice Starts

Practice sessions end with the waving of the black and white chequered flag. The pit exit is closed. A rider's time is recorded until he crosses the finish line after the expiry of the prescribed time.

After the black and white chequered flag, the riders complete one additional lap in order to enter the pit entry. During this lap, practice starts may take place at a location on the track specified in the Supplementary Regulations. Riders may stop in the area of the "Practice Start" sign off the racing line. The order of practice starts must follow the order of arrival in this area, i.e. the riders positioned at the front start first. It is not permitted to stop again (within or outside the area) and start again.

8.2.4 Interruption of a Practice Session

If a practice session is interrupted due to an incident or for other reasons, this will be indicated by the waving of the red flag along the entire track. All riders must return slowly to the pit lane.

8.2.4.1 Interruption of Free Practice / Warm Up

The decision whether the remaining time is stopped during the interruption lies with the Race Director.

8.2.4.2 Interruption of Qualifying / Superpole Pre-Practice / Superpole

The decision whether the remaining time is stopped during the interruption lies with the Race Director.

If the session has run for at least 50% of the allocated time, the session will be considered to be complete and the results valid. If the session has completed less than 50% of the allocated time, the session will be considered to be cancelled.

8.2.5 Restart of a Practice Session

After an interruption, the session is resumed by means of green light and/or green flag at the pit exit. The decision to reduce the sessions remaining time lies with the Race Director.

8.3 Qualification for the Race

To qualify for the race, a rider must achieve a time in the qualifying sessions or in the Superpole Pre-Practice that is at least 110% of the qualifying time of the average of the three fastest riders of his class.

If several riders have an identical best practice time, the second-best practice time shall be used for further evaluation.

8.3.1 EURO MOTO SUPERBIKE

8.3.1.1 Superpole Pre-Practice

The six (6) fastest riders in the Superpole Pre-Practice qualify directly for Superpole 2 and do not take part in Superpole 1. For all other riders in the results of the Superpole Pre-Practice, the grid positions in Superpole 1 are determined. The three (3) fastest riders from Superpole 1 are additionally allowed to take part in Superpole 2.

If a rider does not fulfil the qualification requirements, he may apply in writing to the Race Director for authorization to start in Superpole 1.

If the Superpole Pre-Practice does not take place or is not classified, the combined results from the free practice sessions (FP1 + FP2) may be used to determine the participants for Superpole 1 and 2 or the starting grid for both races.

8.3.1.2 Superpole 1

All riders in Superpole 1, except for the three (3) fastest, take grid positions from position ten (10) onwards according to their fastest lap in Superpole 1 in both races. Riders without a recorded lap time in Superpole 1 must take the last grid positions on the grid, in the order of the lap times from the Superpole Pre-Practice.

If Superpole 1 does not take place or cannot be classified, positions ten (10) onwards are determined based on the results of the Superpole Pre-Practice and the nine (9) fastest riders from the Superpole Pre-Practice take part in Superpole 2.

8.3.1.3 Superpole 2

The nine (9) riders in Superpole 2 take the first nine (9) grid positions according to their fastest lap in Superpole 2 in both races.

A rider without a recorded lap time in Superpole 2 must take the ninth (9th) grid position in the races. If more than one rider is affected, the order is determined based on the fastest lap time from the Superpole Pre-Practice.

If Superpole 2 does not take place or cannot be classified, positions one to six (1-6) are determined based on the results of the Superpole Pre-Practice and the three (3) fastest riders from Superpole 1 take positions seven to nine (7-9) according to their results in Superpole 1.

If Superpole 1 has also not taken place or has not been classified, the starting grid for both races is determined based on the fastest lap times from the Superpole Pre-Practice.

The results of Superpole 1 and 2 are to be considered as a combined session. The protest period for both Superpoles begins with the publication of the results of Superpole 2.

If riders qualified for Superpole 2 withdraw from the event up to 30 minutes before the start of Superpole 1, the next fastest riders originally qualified for Superpole 1 take the places of the withdrawn riders in Superpole 2.

8.3.2 EURO MOTO SUPERSPORT / SPORTBIKE

The starting grid for both races is based on the fastest times achieved by the riders in all qualifying sessions.

If no qualifying session can be classified, the fastest times from the free practice sessions shall be decisive for determining the starting grid.

If a rider does not fulfil the qualification requirements, he may apply in writing to the Race Director for authorization to start from the end of the starting grid.

8.3.3 Written Requests for Start Authorization

Written requests to the Race Director for authorization to start must be submitted no later than 90 minutes before the start of the respective race (for Superbike: no later than 90 minutes before the start of Superpole 1). The decision taken by the Race Director on the request is final and not subject to appeal.

If more than one rider is affected, the Race Director decides on the starting positions at the end of the grid.

8.3.4 Starting Grid

The results showing the qualification of the riders shall be published after the end of the practice sessions on the official notice board.

The final starting grid for the races shall be published no later than 60 minutes before the start of the respective race.

If a rider must start the race from the pit lane and this is known before publication of the starting grid, the final starting grid shall show the rider in the last starting position on the grid and the following riders shall move up. If this becomes known only after publication of the starting grid, the rider shall take his starting position according to the grid. The rider completes the sighting lap(s) and enters the pit lane at the end of the Warm Up Lap and starts the race from the pit lane.

If a rider cannot take part in the race, he must notify the event secretary. If this occurs before publication of the starting grid, he shall be removed from the grid and the following riders shall move up. If the withdrawal occurs after publication of the starting grid, the starting position shall remain vacant.

8.3.5 Grid Positions

The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

For all classes, the Grid will be arranged in the "in echelon" 3-3-3 configuration. Each line will be offset. The races start from standing position.

8.4 Definition „Lap Time“

For all sessions, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track, within the confines of the circuit first line of protections. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last. In all cases, any infractions including but not limited to track limits and advantage gained will be taken into account when determining the validity of the lap. This includes cases where the machine and rider are separated, in which case both machine and rider will be taken into account in determining infractions.

When a rider crosses the finish line to complete a lap after the red flag has been displayed, the lap time for that lap is invalid. The official time of the red flag is determined by the official timing system, in accordance with the circuit system. Any lap time, sector time, or time recorded at any intermediate timing point after the initial display of the red flag shall be automatically cancelled and shall not be recognised as valid. This provision applies to all sessions.

9. Races

9.1 Distances

- | | | |
|------------------------|------------|------------|
| • EURO MOTO SUPERBIKE | min. 65 km | max. 72 km |
| • EURO MOTO SUPERSPORT | min. 55 km | max. 62 km |
| • EURO MOTO SPORTBIKE | min. 45 km | max. 52 km |

Two (2) races per class are scheduled at each event. The number of laps shall be published in the Supplementary Regulations. The race distances may be reduced by the Race Director. A race begins with the opening of the pit lane for the sighting lap.

9.2 Starting Procedure

Two different starting procedures may be applied for the start of a race:

- Standard Starting Procedure
- Quick Start Procedure

The respective starting procedure for the races shall be announced by the Race Director. The starting procedure of individual races may be altered by the Race Director if he considers this necessary for the efficient running of the event.

9.2.1 Standard Starting Procedure

- Approximately 15 minutes before the start of the race: Opening of the pit lane by means of green light and/or green flag at the pit exit for the sighting lap(s). More than one (1) sighting lap may be completed by using the pit lane. The pit lane remains open for 5 minutes and countdown boards (5, 4, 3, 2, 1) are displayed at the pit exit.
- Motorcycles may not be pushed from the pit lane onto the grid. Any rider who crashes or has technical problems during the sighting lap(s) may return to the pit lane on the instructions of the marshals and carry out repairs there. Race Direction is not responsible for ensuring that the motorcycle and rider reach the pit lane in time. However, all reasonable efforts will be made to assist the rider. For safety reasons, the motorcycle shall be checked by the Technical Scrutineers in the pit lane.
- Approximately 10 minutes before the start of the race: Closing of the pit lane by means of red light and/or red flag at the pit exit. If the Race Director decides to start the race as a "WET RACE", a corresponding board shall be displayed at the starter's rostrum.

- d) The riders take their starting positions and remove their helmets (except in the case of a declared "WET RACE"). Five (5) accompanying persons per rider (including one (1) umbrella holder) are permitted on the grid. Trolleys, generators, tyre warmers and air blowers are permitted on the grid. Refuelling and replacement of the fuel tank on the grid are prohibited.
- e) Approximately 5 minutes before the start of the Warm Up Lap: Display of the "5 min" board. The Safety Car leaves its position in front of the grid and takes up its position behind the grid using the race track.
- f) Approximately 3 minutes before the start of the Warm Up Lap: Display of the "3 min" board. The generators must be disconnected from the tyre warmers. All work on the motorcycles must be completed immediately. Motorcycles that are not ready to start must be removed from the grid to the pit lane, from where they may join the Warm Up Lap if applicable. Trolleys, air blowers and generators must be removed from the grid as quickly as possible.
Helmets must be put on. All persons, except two (2) mechanics and one (1) umbrella holder per rider, essential officials and authorized TV teams must leave the grid. No one other than essential officials may enter the grid.
- g) Approximately 1 minute before the start of the Warm Up Lap: Display of the "1 min" board. Tyre warmers must be removed immediately from the tyres, as well as the stands of the motorcycles on the grid and in the pit lane. Engines are started.
All team personnel must leave the grid, unless there is a problem with the motorcycle. Any team responsible for a delay in the starting procedure may be subject to additional penalties.
- h) Approximately 30 seconds before the start of the Warm Up Lap: Display of the "30 sec" board. All riders must be ready in their starting positions with engines running. Further assistance from mechanics is not permitted. Any rider who cannot start his motorcycle will be pushed into the pit lane and may start the Warm Up Lap from there if applicable.
- i) Approximately 2 minutes before the start of the race: Start of the Warm Up Lap by waving of the green flag at the starter's rostrum. After the riders have passed the pit exit, the pit exit light will turn green for 30 seconds to allow riders waiting there to start. After that period, the pit exit will be closed again.
- j) Riders starting the Warm Up Lap from the pit lane take their published position at the end of the Warm Up Lap and, after the start of the race, must complete two (2) Long Lap Penalties (LLPx2) when instructed by Race Direction.
- k) For safety reasons, marshals will assist riders whose motorcycle has stalled at the start of the Warm Up Lap during a restart attempt. If the engine does not run after a reasonable time, the motorcycles will be pushed into the pit lane where mechanics may assist.
The Safety Car follows the riders and overtakes slow riders. Riders who have fallen behind may overtake the Safety Car until reaching the pit entry. Any rider who is behind the Safety Car at the end of the Warm Up Lap(s) must enter the pit lane and start the race from the pit lane.
Any rider who crashes or has technical problems during the Warm Up Lap(s) may return to the pit lane on the instructions of the marshals and carry out repairs there.
- l) When the riders return from the Warm Up Lap(s), grid boards are displayed by the marshals. In addition, an Official stands on the starting line in front of the grid holding a motionless red flag. The riders take their starting positions with engines running.
- m) On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to and behind the front line and between the side lines defining the grid position. The front tyre must not be touching the track surface outside of the painted lines.
- n) Any rider who stalls his engine on the grid or has other difficulties must remain seated on the motorcycle and raise one arm. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official, the rider and motorcycle leave the grid to the pit lane where mechanics may assist. The rider may start the race from the pit lane.

- o) When all riders in a starting row have taken their positions, the responsible marshal lowers the grid board. The grid board is not lowered if a rider signals a problem by raising his arm. As soon as the field is stationary and the Safety Car has completed its lap, an Official at the end of the grid waves a green flag.
- p) The Official positioned on the starting line with the red flag then leaves the grid.
- q) A red light is displayed for 2 to 5 seconds. The start is given immediately when the red light is extinguished.
- r) After the riders have passed the pit exit, or after the time delay defined by the Race Director for the circuit has elapsed, it will be opened. Any riders starting from the pit lane will be followed by the Safety Car until it reaches its position.
- s) It is prohibited to deliberately delay or obstruct the start in any way.

9.2.2 Quick Start Prozedere

- a) Approximately 7 minutes before the start of the race: Opening of the pit lane by means of green light and/or green flag at the pit exit for the sighting lap. The pit lane remains open for 60 seconds.
- b) Motorcycles may not be pushed from the pit lane onto the grid. All riders who have not left the pit lane within the 60 seconds must start the Warm Up Lap from the pit lane.
- c) Only one (1) mechanic per rider is permitted on the grid without equipment (tyre warmers, tools, etc.).
- d) At the end of the sighting lap, the riders take their grid positions. No work may be carried out on the motorcycle and the engines are not switched off. Riders who wish to make adjustments must enter the pit lane at the end of the sighting lap.
- e) As soon as all riders have reached their starting positions, the "30 sec" board is displayed at the starter's rostrum and all mechanics must leave the grid.
- f) From this point, the Standard Starting Procedure from Article 9.2.1 i) onwards shall be followed.

9.2.3 Special Starting Procedures

9.2.3.1 Wet Race Start Procedure

In the event of significantly different weather conditions between practice sessions and the respective race, the Race Director may determine one (1) additional Warm Up Lap and reduce the race distance by at least one (1) lap. In this case, the "2 Warm Up Laps" board shall be displayed at the starter's rostrum. The remainder of the starting procedure corresponds to the Standard Starting Procedure.

9.2.3.2 Rain on Grid Procedure

If the pit lane is opened under dry conditions, but the track becomes wet during or after the sighting lap(s), the Rain on Grid procedure may be applied. In this case, the "Start Delayed BOX" board shall be displayed at the starter's rostrum and all motorcycles shall be moved to the pit lane, where adjustments and tyre changes are permitted.

Approximately 10 minutes after the display of the "Start Delayed BOX" board, the race shall be started using the Quick Start Procedure.

The race distance may be reduced by the Race Director.

9.3 Start Delay

If a problem occurs at the start of the race that could affect safety, the starter may initiate the following procedures:

9.3.1 Start Delayed

- a) A red flag shall be waved at the starter's rostrum, and the "Start Delayed" board shall be displayed, while marshals wave a yellow flag in each row of the grid. If the start light has already been switched on, the red light shall not be extinguished.
- b) The riders must remain in their grid positions, the motorcycle must not be switched off and the helmet must not be removed.
- c) Riders who have caused the start delay shall be pushed into the pit lane, from where they may start the Warm Up Lap. They take their published grid position at the end of the Warm Up Lap and must complete two (2) Long Lap Penalties (LLPx2) after the start of the race when instructed by Race Direction.
- d) After the problem has been resolved, the starting procedure shall be resumed with the display of the "30 sec" board, one (1) additional Warm Up Lap shall be completed, and the race distance shall be reduced by at least one (1) lap.
- e) From this point, the Standard Starting Procedure from Article 9.2.1 i) onwards shall be followed.

9.3.2 Start Delayed Quick Start

- a) A red flag shall be waved at the starter's rostrum and the "Start Delayed Quick Start" board shall be displayed, while marshals wave a yellow flag in each row of the grid. If the start light has already been switched on, the red light shall not be extinguished.
- b) The riders must remain in their grid positions; the engines shall be switched off.
- c) On the instructions of the officials, up to four (4) persons per rider may enter the grid and assist the rider. Work on the motorcycle is permitted.
- d) After the problem has been resolved, the starting procedure shall be resumed with the display of the "5 min" board, one (1) additional Warm Up Lap shall be completed, and the race distance shall be reduced by at least one (1) lap.
- e) From this point, the Standard Starting Procedure from Article 9.2.1 e) onwards shall be followed.

9.3.3 Start Delayed Box

- a) A red flag shall be waved at the starter's rostrum, and the "Start Delayed BOX" board shall be displayed, while marshals wave a yellow flag in each row of the grid. If the start light has already been switched on, the red light shall not be extinguished.
- b) The riders must switch off their engines.
- c) On the instructions of the officials, up to two (2) persons per rider may enter the grid and assist the rider in moving the motorcycle into the pit lane.
- d) Once all riders have reached the pit lane, the Race Director shall announce an estimated time for the opening of the pit lane, the starting procedure and the number of laps to be completed.

9.4 Wet Race / Dry Race

All races shall be classified as either "WET RACE" or dry race by the Race Director. If no "WET RACE" board is displayed at the starter's rostrum, the race shall automatically be a dry race.

A race classified as a dry race may be interrupted by the Race Director if climatic conditions change in such a way that the track surface is affected and a tyre change becomes likely.

A race classified as a "WET RACE" shall not be interrupted due to climatic reasons. Any tyre changes and adjustments must be carried out during the race in the pit lane (not in the pit box). In all cases where the first race is interrupted due to climatic reasons, the restart shall automatically be classified as a "WET RACE". No additional board is required.

If the Race Director classifies a race as a "WET RACE", the race distance shall be reduced.

9.5 Jump Start

The motorcycle must be stationary at the moment the red lights are extinguished. A jump start has occurred if the motorcycle moves forward at the moment the red lights are extinguished. In the event of a slight movement followed by a stop while the red lights are still on, the Race Director shall decide whether an advantage has been gained.

Taking an incorrect starting position with advantage at the end of the Warm Up Lap shall be penalized by the Race Director taking into account the advantage gained.

Any rider who causes a jump start shall be penalized with two (2) Long Lap Penalties (LLPx2) for the race.

9.6 Pit Stop

All work during a pit stop from the beginning of the first (1st) race lap until the end of the race must be carried out in front of the pit box. If a motorcycle is moved into a pit box or the paddock during a race, the rider concerned may not resume the race. In the event of an interruption of the race, the motorcycles may be moved into the pit box or paddock until the restart. Refuelling during a race is not permitted.

9.7 Finish of a Race and Race Results

- a) The leader and all following riders shall be shown the black and white chequered flag when crossing the finish line after completing the prescribed number of laps. At the same time, the pit lane shall be closed.
- b) The winner of a race is the participant who has covered the race distance with his motorcycle in the shortest time, taking into account all penalties.
- c) All participants who have started shall be classified provided they have completed at least 75% of the distance covered by the winner and cross the finish line within the confines of the circuit first line of protection.
- d) In the case of a photo finish between two or more riders, the result shall be decided in favour of the rider whose front edge of the motorcycle crosses the finish line first. In the event of a tie, the riders concerned shall be classified according to the order of their best lap times achieved during the race.
- e) Riders who have not completed at least 75% of the distance covered by the winner and do not reach the finish line on the track (not in the pit lane) within 5 minutes after the leader has been shown the chequered flag under their own power using the race track shall not be classified.
- f) In case the rider is not in contact with his motorcycle when crossing the finish line, the first part of the rider or motorcycle, whichever crosses the finish line last, shall count as the valid finish.
- g) After the chequered flag, the participants shall ride at reduced speed to the exit of the track and move their motorcycle into Parc Fermé.

9.8 Interruption of a Race

- a) If the Race Director decides to interrupt a race, this shall be indicated by the display of red flags around the entire track. The riders must immediately reduce speed and return to the pit lane.
- b) The result corresponds to the standings at the point at which the leader and all other active riders on the same lap as the leader had completed a full lap before the red flag was displayed.
- c) Riders who do not reach the pit lane under their own power using the race track within five minutes after the red flag is displayed shall not be classified. Exceptions may be granted by the Race Director.

- d) If a race is interrupted after the display of the black and white chequered flag, two partial results shall be created. For all riders who have crossed the finish line before the interruption, the last lap of the race shall be counted; for all riders who have not crossed the finish line, the previous lap shall be counted. The overall result is determined from the combination of the two partial results.

9.9 Re-Start of a Race

The restart of a race shall be carried out as quickly as possible, provided that track conditions permit. Once the riders have returned to the pit lane, the Race Director shall announce a time for the beginning of the starting procedure and the number of race laps to be completed. Three cases are distinguished:

9.9.1 Less than 3 Laps Completed

If a race is interrupted and the race leader has completed less than 3 laps, the race shall be declared null and void and a new race shall be started. If a Re-Start is not possible, no championship points shall be awarded.

- a) The Re-Start shall be carried out using the Quick Start Procedure.
- b) All riders qualified for the original race may start.
- c) The starting grid corresponds to that of the original race.
- d) The number of laps corresponds to $2/3$ of the original race distance. A different number of laps may be determined by the Race Director.
- e) Motorcycles may be repaired, refuelling is permitted.
- f) Any penalties previously imposed in relation to the starting position of a rider shall remain in force.

9.9.2 More than 3, less than $2/3$ Laps completed

If a race is interrupted and the race leader has completed more than three (3) laps but less than $2/3$ (rounded down to the next whole number of laps) of the race distance, the race shall be restarted according to the result of the interrupted race in accordance with Article 9.7. If a Re-Start is not possible, the interrupted race shall be classified with 50% of the championship points.

- a) The Re-Start shall be carried out using the Quick Start Procedure.
- b) All riders classified in the result of the interrupted race in accordance with Article 9.7 and who reach the pit lane under their own power using the race track within 5 minutes after the red flag is displayed may restart.
- c) The starting grid corresponds to the result of the interrupted race. Riders who are one lap behind must start the race from the pit lane.
- d) The race distance corresponds to the number of laps required to reach the remaining race distance minus three (3) laps. The minimum number of laps is five (5). A different number of laps may be determined by the Race Director.
- e) Motorcycles may be repaired, refuelling is permitted.
- f) Any penalties previously imposed in relation to the starting position of a rider shall be considered served with the start of the first part of the race.
- g) If the race is run in several parts, the final classification of the riders shall be based solely on the last part.

9.9.3 More than $2/3$ Laps completed

If a race is interrupted and the race leader has completed more than $2/3$ of the race distance, rounded down to the next whole number of laps, the race shall be classified according to the result of the interrupted race in accordance with Article 9.7. No restart shall take place and full championship points shall be awarded.

10. Behaviour during Practice and Race

Infringements of the following rules may be penalized in accordance with the applicable provisions.

- a) Riders must comply with flag and light signals as well as the instructions of officials and marshals.
- b) Riders must participate in the event in a responsible manner and must not endanger other participants either on the track or in the pit lane.
- c) Riders may only use the track and the pit lane, which are defined by white lines, as well as the kerbs. If a rider leaves the track unintentionally, he may rejoin at a place that does not give him an advantage and does not endanger other participants.
- d) After a crash or technical problem, non-running machines on track or in run-off areas will immediately be taken by the marshals behind the first line of protection where the marshals may assist the rider by lifting and/or holding the machine whilst repairs and/or adjustments are made. Any repairs or adjustments must be made behind the first line of protection (e.g. in the service road) by the rider working alone with no outside assistance except that given by the marshals. Marshals may assist the rider to push the machine in order for the rider to restart the machine in the service road. No machines may be push-started track side of the first line of protection. No person other than marshals or riders are permitted on the track side of the first line of protection.
- e) Removing the helmet before the safety barriers is prohibited. Exceptions apply in medical emergencies.
- f) If a rider intends to retire from a session and returning to the pit is no longer possible, he must park his motorcycle in a safe area designated by the marshals.
- g) Riders returning slowly to the pit lane must ensure that they ride off the racing line and do not disturb other riders.
- h) Riders must not ride their motorcycles on the track or in the pit lane against the direction of travel, unless under the instruction of an official.
- i) The speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h cancelled is placed.
- j) Stopping on the track during practice sessions and races is prohibited.
- k) After the display of the black and white chequered flag, riders on the track must wear a protective helmet until they come to a stop in the pit lane or in Parc Fermé. After crossing the finish line, it is prohibited to reduce speed abruptly. Stopping on the start-finish straight or in the first turn is prohibited.
- l) The solid line of the extended pit exit when entering the race track must not be crossed. Only after the end of the white line may the rider merge onto the track with due care for the riders already on the track.

11. Flags and Lights

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders. All flags are presented waved. Light panels will be used in addition to, or instead of, flags. Flags and lights on track are both official signals.

11.1 Green Flag

The green flag indicates that the track is clear. The flag is shown at the marshal post immediately after an incident. From this point, overtaking is permitted again.

The green flag is shown in the first lap of each practice session as well as during the Warm Up Lap and sighting lap.

The green flag is shown by the starter to start the Warm Up Lap.

The green flag at the pit exit indicates that it is open.

11.2 Yellow Flag

A single yellow flag indicates a hazard beside the track in the next section.

Two yellow flags together indicate a hazard in the next section that partially or completely blocks the track.

Speed must be reduced to ensure the safety of intervention personnel and other riders. Overtaking is prohibited until the green flag is passed.

11.3 Red Flag

If a race or a practice session is interrupted, the red flag shall be waved at every marshal post. Riders must return slowly to the pit lane.

The red flag at the pit exit indicates that it is closed.

The red flag is shown motionless at the end of the Warm Up Lap in front of the grid.

11.4 Blue Flag

Waved at the flag marshal post, this flag indicates to riders that they are about to be overtaken. During the practice sessions, the riders concerned must avoid disturbing other riders by riding slowly on the racing line and allow the faster rider to pass.

During the race, the riders concerned are about to be lapped. They must allow the rider(s) who are lapping them to pass them at the earliest opportunity. Passing within a group of lapped riders is forbidden under the blue flag.

At the pit exit, a flashing blue light and/or a blue flag indicates to a rider exiting pit lane that riders are approaching on track. The rider exiting pit lane must do so safely and without disturbing riders on track.

11.5 Yellow and Red Striped Flag

The adhesion on this section of the track could be affected by any reason other than rain, giving unexpected surface conditions. This can include isolated damp patches on a dry track, oil, gravel, grass or other debris.

11.6 White Flag with diagonal red cross

Drops of rain on this section of the track including rain affecting the track surface.

11.7 Chequered Black/White Flag

This flag will be waved at the finish line on track level to indicate the finish of a session.

If a rider(s) closely precedes the leader during the final lap before the finish line, the Official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag.

That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

11.8 Black Flag

This flag is used to convey instructions to one rider only and usually is waved at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and wait for further instructions from the Race Director.

A rider cannot restart when this flag results from a penalty.

This flag can also be presented to a rider for a reason other than a penalty e.g. to rectify a non-dangerous technical problem such as a transponder problem.

11.9 Black Flag with orange disc

This flag is used to convey instructions to one rider only and usually is waved at each flag marshal post together with the rider's number. This flag informs the rider that their motorcycle has mechanical problems likely to endanger themselves or others, and that they must immediately leave the track.

11.10 White Flag

This flag is used when rescue or safety vehicles are moving on the track in the next section. It is prohibited for a rider to overtake another rider while the white flag is being shown. Passing the rescue or safety vehicle is permitted. If the vehicle stops, a yellow flag will also be waved in this area.

12. Championship Points and Classification

All races count towards the EURO MOTO overall classification in the classes Superbike, Supersport and Sportbike.

Championship Points are awarded for the results of each race in each EURO MOTO class as follows:

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championships at which the highest place was achieved will be taken into account with precedence going to the latest result.

If a rider competes on different motorcycles during the season, the manufacturer and team name of the motorcycle with which he scored the most championship points shall be indicated in the final classification.

Wildcard starters are not taken into account in the creation of the championship points classification. Subsequent riders move up.

If a rider changes from one class to another, the points already achieved are not transferable.

The champions of each class are obliged to participate in the official EURO MOTO annual prize-giving ceremony.

13. Titel

The rider who has achieved the highest total number of championship points in his class at the end of the EURO MOTO season shall be awarded the title:

- **EURO MOTO Champion SUPERBIKE 2026**
- **EURO MOTO Champion SUPERSPORT 2026**
- **EURO MOTO Champion SPORTBIKE 2026**

Chapter II Disciplinary Code

14. Principles

The obligations incumbent upon the participants, officials and organisers are set out in the Sporting Regulations and the Technical Regulations of the respective classes. Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

The Disciplinary Regulations contain excerpts from the DMSB Legal and Procedural Regulations (RuVO) as well as the German Motorcycle Sporting Code (DMSG) of the DMSB. These regulations are fully valid for the series in their complete version.

15. Penalties

15.1. Principles applicable to the Penalties

The nature and seriousness of the offence, the degree of fault and the conduct of the offender, as well as other relevant circumstances, must be taken into account in order to impose a proportionate sanction.

15.1.1 Plurality of Penalties

Any offender may have several penalties pronounced against them according to the circumstances.

15.1.2 Time Limitation of Penalties

The following penalties, if not served, will lapse after the last race of the current EURO MOTO season. They shall apply from the date they were imposed and will be limited in their application to all races within the EURO MOTO season:

- Long Lap Penalties
- Ride Through Penalties
- Grid Penalties
- Pit Lane Race Start
- (partial) exclusion from sessions

15.2 Types of Penalties

The following penalties may be applied during an event:

- Warnings / Reprimands
- Fines
- Drop of positions
- Long Lap Penalties
- Ride Through Penalties
- Time Penalties
- Grid Penalties
- Exclusion from sessions
- Disqualification from sessions
- Disqualification from an event

15.3 Definition and Application of Penalties

15.3.1 Warnings / Reprimands

Warnings may be issued without a hearing. In addition to a Warning, a Reprimand may be issued. Reprimands shall be accumulated over the entire season.

Upon reaching:

- a) three (3) Reprimands, the respective rider shall be penalized in the next race in which he participates with two (2) Long Lap Penalties (LLPx2).
- b) six (6) Reprimands, the respective rider shall be penalized in the next race in which he participates with a Ride Through penalty.

If Reprimands are issued during or as a result of the last race of the last event of a season, the corresponding time replacement penalty shall be imposed upon reaching three (3) or six (6) Reprimands.

Warnings for Track Limit infringements shall not be counted for the purposes of this regulation.

15.3.2 Fines

Fines may be imposed up to an amount of €12,000. Fines may be imposed without a hearing if the amount of the respective Fine is specified in a regulation. Fines must be paid on site or, in exceptional cases, within six (6) days to the DMSB.

15.3.3 Drop of Positions

Position penalties affecting the rider's actual result may be imposed without a hearing.

15.3.4 Long Lap Penalties

- a) During a race, a rider may be instructed to complete the Long Lap Penalty procedure. The rider must ride through the pre-defined route.
- b) The Penalty zone is defined in an asphalt run-off area on the track.
- c) The rider shall be shown a board with his starting number at the start/finish line for a maximum of three (3) laps and, in addition, information shall be displayed on the timing monitor. Within these maximum three laps, he has the opportunity to serve the penalty.
- d) If he fails to comply with the penalty, the penalty shall be increased to two (2) Long Lap Penalties (LLPx2).
- e) In the case of two (2) Long Lap Penalties (LLPx2), the board shall be shown for a maximum of five (5) laps. Within these maximum five laps, the rider has the opportunity to serve the penalty.
- f) If he fails to comply with the penalty, a Ride Through penalty shall be imposed.
- g) The rider must remain between the two marked lines on the right and left when passing through the penalty zone. Infringements shall result in a repetition of the Long Lap Penalty (LLP).
- h) The rider carrying out the Long Lap penalty is responsible for leaving and rejoining the track to follow the designated route, in a safe manner without disturbing or endangering other riders.
- i) Overtaking is forbidden within the Long Lap route. Infringements relating to the safe execution of the penalty zone shall be penalized by the Race Director.
- j) The penalty must not be carried out when there are yellow flags covering the penalty area, in this case extra lap(s) will be added to the number of laps allowed to comply if the area is unusable due to yellow flags. and the board shall continue to be displayed for the additional laps.
- k) In the case where the Race Direction has been unable to, or has decided not to signal the Long Lap Penalty before the end of the race, the relevant rider will be inflicted with a replacement penalty by the Race Director.
- l) In the case of a race interrupted prior to a long lap penalty being carried out, the relevant rider will be required to carry out a long lap penalty in the second part of the Race.

- m) The Long Lap route and equivalent time penalty will be notified to the Riders in the Supplementary Regulations.

15.3.5 Ride Through Penalties

- a) During the race, the rider may be instructed to ride through the pit lane, stopping is not permitted. They may then rejoin the race.
- b) The rider shall be shown a board with his starting number at the start/finish line for a maximum of three (3) laps, and in addition, information shall be displayed on the timing monitor.
- c) Within these maximum three (3) laps, the participant has the opportunity to serve the penalty. If he fails to comply with the penalty, disqualification with the black flag shall be imposed.
- d) In the case of an interruption of the race after at least three (3) classified laps prior the penalty being complied with, it shall be carried out in the second part of the race.
- e) In the case where the organisation has been unable to, or has decided not to signal the Ride Through Penalty before the end of the race, the relevant rider will be inflicted with an „Automatic Time Penalty“, calculated from the required pit lane ride-through time + 20%.
- f) Depending on the race track and pit lane, "Stop and Go" penalties may also be imposed instead of Ride Through Penalties.

15.3.6 Time Penalties

Time penalties affecting the rider's actual result may be imposed without a hearing. Times and laps times may be cancelled.

15.3.7 Grid Penalties

A penalty of any number of grid positions or the imposition of starting the race from the Pit Lane exit at the rider's next race or next event. The penalties may be imposed without a prior hearing being required.

15.3.8 Disqualification from sessions

A disqualification entails automatically and independently of any other penalty; the invalidation of the results obtained in a session. An immediate disqualification from a session may also be pronounced by means of a black flag or a black flag with orange disc.

15.3.9 Disqualification from an event

A disqualification from an event is the prohibition of further participation in the affected event.

16. Authorities

16.1 Present at the Event

16.1.1 Panel of Stewards

The Stewards officiate as an independent body under the authority of a chairman. The interpretation of the Supplementary Event Regulations, of these Regulations and of regulation-related bulletins issued for the events shall be reserved to the Stewards.

The Stewards Panel has the authority to penalise riders, competitors, officials, organizers and all the persons involved in any capacity whatsoever in an event or in the Championship, without the necessity of a hearing in the case of minor offences, for:

- Infringements of the Regulations
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting, including all documents, notices and other instructions communicated by Officials in writing or via electronic means.
- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.

The Stewards Panel is competent to adjudicate upon a protest.

All forms of penalties described in Article 15.2 may be imposed by the Stewards. The Stewards may suspend penalties on probation.

Furthermore, the Stewards may refer cases to the DMSB sporting court for further penalty.

16.1.2 Race Director

The Race Director investigates incidents or a series of incidents involving one or more riders. These incidents include, among others:

- Incidents necessitating the interruption of a session
- Infringements of the Sporting Regulations
- Jump Starts
- Starting from an incorrect starting position
- Irresponsible riding
- Leaving the track and gaining an advantage
- Infringements of the Safety Regulations
- Infringements of the Flag Regulations
- Infringements of the Pit Lane Regulations

Provided that a clear infringement committed by a rider during parts of the event against the Rules of Riding and Behaviour is completely clear, the case shall normally be immediately investigated and decided under the authority of the Race Director. Should a more detailed investigation be considered necessary and/or in the case of a serious infringement, the Race Director shall investigate the case after the corresponding part of the event and report to the Stewards along with his findings.

Any participant involved in an incident may not leave the event area without the previous consent of the Stewards or of the Race Director.

The following penalties may be imposed by the Race Director:

- Warnings
- Fines in case they are clearly defined in the regulations or penalty catalogue
- Drop of positions
- Long Lap Penalties
- Ride Through Penalties
- Time Penalties
- Grid Penalties

Should a penalty be imposed by the Race Director, no additional procedures must be respected. They fall under the Race Director's authority and during the sessions, they are communicated by display of the penalty or by time addition before the publication of results or through modification of the results. In exceptional circumstances and after due consideration, the Race Director may inflict a lower penalty than provided for a particular infringement or refrain from inflicting a penalty. This right is irrespective of the Stewards' right to inflict classification and/or other penalties.

16.1.3 Series Organizer

The series organizer is authorized to impose contractual penalties for infringements of the "General Terms and Conditions for EURO MOTO Registration" issued by it. These penalties are not subject to Sporting Codes and are not subject to review by any sporting authority.

16.2 Absent during an Event (Federation Courts)

16.2.1 DMSB Sporting Court

The Sporting Court is responsible for sanctioning infringements of the recognized, written and unwritten principles and rules of the sport.

16.2.2 DMSB Court of Appeal (Motorcycle)

The Court of Appeal is competent as the second instance and, insofar as no further international jurisdiction exists, as the final instance for:

- Appeals against decisions of the Sporting Court
- Appeals against decisions of the Stewards

17. Protest and Appeal

The right to protest and appeal, as well as their inadmissibility, are additionally governed by the German Motorcycle Sporting Code (DMSG, Chapter X "Protests and Appeals") as well as the Legal and Procedural Regulations (RuVO) of the DMSB.

17.1 Right to Protest

Licence holders who consider themselves to be prejudiced by a decision, action or omission on the part of another participant, the organizer or an Official shall have the right to protest. Decisions of the Stewards are excluded from this provision. Their decisions may only be challenged by means of an appeal. The right to protest of the participants begins with their presence at the administrative check and ends (irrespective of any premature withdrawal or disqualification) upon expiry of the respective protest period.

17.2 Lodging a Protest

Every protest must be submitted in writing and must be accompanied by a protest deposit. This deposit shall only be refunded if the protest is upheld. The subject of the protest must be clearly identifiable and the grounds for the protest must be specified in concrete terms.

17.3 Protest Decision / Judgment

The Stewards are responsible for the decision on a protest. All parties involved must submit to the decision of the Stewards. The right to lodge an appeal remains unaffected. The Stewards have the right to publish their decisions during the event, including the names of the persons concerned.

17.4 Protest Deposit

The Protest deposit amounts to: €250.00

17.5 Appeal

Appeals may be lodged against decisions of the Stewards. Appeals must be notified in writing to the Stewards within one (1) hour after the announcement of the decision and must be accompanied by the appeal deposit. The appeal must then be submitted in writing to the DMSB within five (5) days.

17.6 Appeal Deposit

The Appeal deposit amounts to: 500,00 €

17.7 Scope of Protests and Appeals

In addition to the cases specified in the DMSG, protests and appeals are inadmissible against penalties due to:

- Jump Starts or incorrect starting positions
- Track Limit Infringements
- Pit Exit Line violation
- Exceeding the speed limit in the Pit Lane
- Infringements of tyre sticker regulations
- Infringements of onboard camera regulations
- Exceeding the maximum permitted number of engines
- Non-participation or incomplete participation in the Riders' Briefing
- Warnings imposed by the Stewards

Furthermore, protests and appeals are inadmissible against:

- Long Lap Penalties imposed during a race
- Long Lap Penalties which can be served in a race on the same event weekend from the day of imposition
- Ride Through Penalties imposed during a race
- Replacement Time Penalties given instead of any penalty not subject to protest or appeal
- Disqualification from a session by means of a black flag or black flag with orange disc
- Grid Penalties which can be served in a race on the same event weekend from the day of imposition

18. Penalty Guideline

A penalty guideline shall be provided to the EURO MOTO participants.

The penalties indicated represent the normal penalties that have been historically assessed in usual circumstances. It should be mentioned that the Race Director or the Stewards review each incident within its unique circumstances and reserve the right to assess lighter or harsher penalties within the full range of penalties under the regulations/the Code as appropriate.

Chapter III EURO MOTO – Bodies and Officials

19. EURO MOTO Commissions

19.1 EURO MOTO Sporting / Technical / Safety Commission (CSTS)

The CSTS is a body which deals with the affairs of EURO MOTO and addresses the overall direction of the series, general matters for the benefit of the series as well as specific aspects of the sporting and technical regulations (e.g. analysis of Performance Points).

The CSTS will comprise the following persons:

- The series organizer representative
- The Technical representative of the series organizer
- The ADAC representative
- The Chairman of the Stewards
- The Chairman of the Technical Scrutineers
- The Race Director - who will chair the Meetings

The quorum for a meeting of the CSTS is three (3) persons.

The CSTS shall meet as required during the season, either in person or by electronic means. All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the Chairman will exercise a casting vote. The Chairman may also invite the participation of Officials or other persons to assist in the CSTS meetings. However, these invited officials or other persons will have no right of vote.

19.2 EURO MOTO Event Management Committee (EMC)

The EMC is a body which, during the events, is responsible for ensuring a smooth and efficient running of the event and takes decisions serving the interests of the event. The body submits recommendations to the sporting organizer and Race Direction in organizational matters.

The EMC will comprise the following persons:

- The series organizer representative
- The Chairman of the Technical Scrutineers
- The Chairman of the Stewards
- The Medical Director
- The Clerk of the Course
- The Safety Officer
- The Race Director - who will chair the Meetings

The quorum for a meeting of the EMC is three (3) persons.

The EMC shall meet as required during the event, either in person or by electronic means. All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the Chairman will exercise a casting vote. The Chairman may also invite the participation of Officials or other persons to assist in the EMC meetings. However, these invited officials or other persons will have no right of vote.

20. Officials

20.1 Permanent EURO MOTO Officials

20.1.1 Panel of Stewards

The panel is headed by one (1) permanent Chairman of the Stewards and consists of at least two (2) additional Stewards. It is responsible for the enforcement of the regulations during the event. The Stewards have the highest authority over the competition and are responsible for the enforcement of the DMSG as well as the national and supplementary provisions and regulations. They may settle any matter which could arise during the event, subject to the right of appeal provided for in the DMSG.

The Stewards do not have an executive role during an event.

20.1.2 EURO MOTO – Race Director

The Race Director is responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director is also responsible for all communications between the Race Direction, the Event Management Committee and the Stewards Panel.

The Race Director is the first instance for the imposition of sanctions in accordance with the provisions of the respective regulations. The Clerk of the Course shall work in permanent consultation with the Race Director.

The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the modifying of the timetable.
- b) The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- c) The starting procedure.
- d) The use of medical cars / fast interventions vehicles

20.1.3 Technical Scrutineers

The Technical Scrutineers check the Motorcycles and/or parts as well as the personal protective equipment of the participants. The Technical Scrutineers of the event are headed by one (1) permanent Chairman of the Technical Scrutineers.

As a general rule, in addition to the Technical Inspection prescribed by the organizer, motorcycles may also be checked during and after the event. The selection of the Motorcycles shall be made by the Chairman of the Technical Scrutineers in consultation with the Race Director and/or the Stewards. After thorough examination by the Technical Scrutineers, the result shall be communicated to the Stewards of the respective event for decision. Until such decision, the results shall remain provisional.

Riders and their team members must follow the instructions of the Technical Scrutineers regarding the inspection and post-inspection of the motorcycles. All interpretations of the Technical Regulations are the responsibility of the Chairman of the Technical Scrutineers.

The Chairman of the Technical Scrutineers may appoint delegates. These delegates may, on the instructions of the Chairman of the Technical Scrutineers, carry out inspections on motorcycles and report infringements of the Technical Regulations to the Chairman of the Technical Scrutineers.

20.1.4 Medical Director

The Medical Director is responsible for the smooth and efficient cooperation of the medical services at an event and supervises compliance with the DMSB regulations for rescue services. The Medical Director maintains and administers the list of riders temporarily medically unfit under strictly confidential conditions. This list may be made accessible exclusively to the Medical Director and the chief medical officer of the event. It is the responsibility of the rider to inform the Medical Director of all injuries or illnesses which he has suffered between events so that these may be included in the list.

20.2 Individual Event Officials

20.2.1 Clerk of the Course

The Clerk of the Course is responsible for the proper and efficient running of the event. He is responsible for:

- a) Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- b) Ensuring that all officials, services and all track personnel and equipment alongside the Circuit no later than 30 minutes prior to the beginning of all sessions are in place.
- c) Taking decisions to ensure the smooth and efficient running of the event.
- d) Ensuring that the event is run within the Regulations.
- e) Notification of protests to the Stewards Panel.
- f) Approval and signature of provisional results.

20.2.2 Event Secretaries

The Secretary is responsible for:

- a) Carrying out the administrative check
- b) During the event effecting communications between the various officials.
- c) Providing secretarial support for the Race Direction and the Stewards.

20.2.3 Other Officials

For the efficient running of an event, further officials shall be appointed in accordance with the provisions of the DMSG in its currently valid version (Safety Officer, marshals, judges of fact, security personnel, medical personnel, etc.).

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