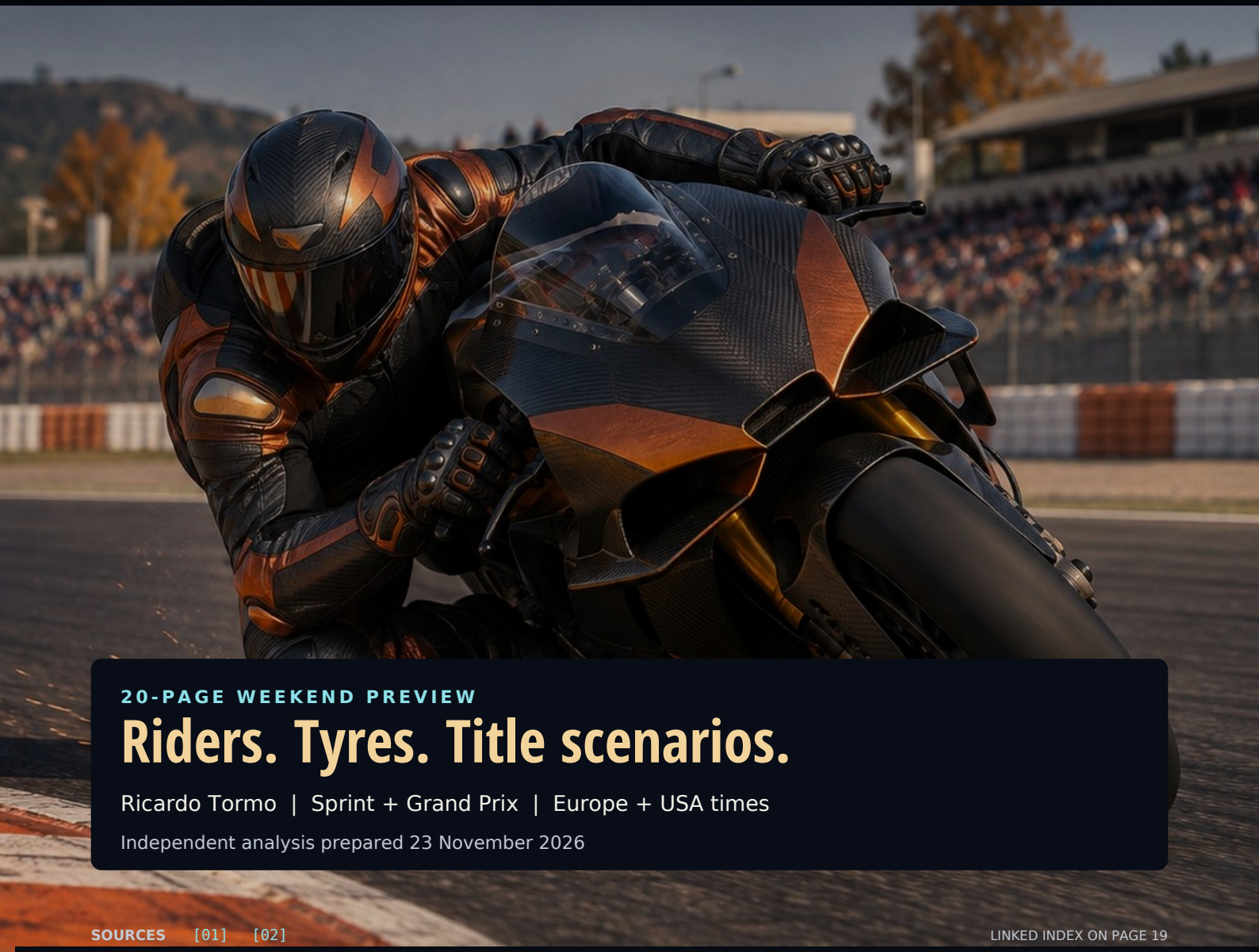
27-29 NOVEMBER 2026

VALENCIA SEASON FINALE

ONE LAST WEEKEND. TWO LIVE BATTLES.



20-PAGE WEEKEND PREVIEW

Riders. Tyres. Title scenarios.

Ricardo Tormo | Sprint + Grand Prix | Europe + USA times

Independent analysis prepared 23 November 2026

SOURCES [01] [02]

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THE READER'S GUIDE

Inside the finale

A new champion, two Aprilia teammates, and a manufacturers' contest with one weekend left.

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THE THREE STORIES

Marc Marquez arrives as champion. Jorge Martin and Marco Bezzecchi are two points apart for second. Aprilia leads Ducati by nine in the manufacturers' table.

What this preview can tell you

The schedule, circuit facts, and format come from the championship and circuit. The points snapshot is taken from published post-Portugal standings. The rider order and race scenarios are editorial judgments made before Valencia practice.

Prepared on 23 November 2026. Europe and US start times are included. The images are illustrative AI-generated motorcycle racing scenes, not documentary photographs of the actual event.

SOURCES [03] [04] [05]

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PLAN YOUR WEEKEND

Sprint Saturday. Grand Prix Sunday.

27-29 November at Circuit Ricardo Tormo. A single qualifying order starts two different races.

NOV	MOTOGP	CET	GMT	ET	PT
Fri 27	FP1	10:45	09:45	04:45	01:45
Fri 27	Practice	15:00	14:00	09:00	06:00
Sat 28	FP2	10:10	09:10	04:10	01:10
Sat 28	Q1	10:50	09:50	04:50	01:50
Sat 28	Q2	11:15	10:15	05:15	02:15
Sat 28	Sprint	15:00	14:00	09:00	06:00
Sun 29	Warm Up	09:40	08:40	03:40	00:40
Sun 29	Grand Prix	14:00	13:00	08:00	05:00

Start times. Valencia = CET (UTC+1). All dates stay the same in these zones.

Friday afternoon has a direct consequence

The timed Practice session determines which ten riders go directly to Q2. Morning Free Practice is preparation; the afternoon session is also a grid-position opportunity. A rider outside that top ten must get through Q1 on Saturday.

The two starts worth marking

The Sprint begins on Saturday at 15:00 CET, 14:00 GMT, 09:00 ET, and 06:00 PT. Sunday's 27-lap Grand Prix starts at 14:00 CET, 13:00 GMT, 08:00 ET, and 05:00 PT.

CHECK BEFORE YOU WATCH

The table uses the circuit's published programme. Event instructions or conditions can change session times. Qualifying determines both 2026 grids; the Sprint result does not set Sunday's starting order.

SOURCES [01] [02] [06]

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THE CHAMPIONSHIP SNAPSHOT

A champion crowned. A finale still alive.

The rider title is decided; there are 37 scheduled points left for the remaining battles.

RIDER	MACHINE	POINTS
Marc Marquez	Ducati	439
Jorge Martin	Aprilia	396
Marco Bezzecchi	Aprilia	394
Pedro Acosta	KTM	315
Ai Ogura	Aprilia	309
F. Di Giannantonio	Ducati	298

Published post-Portugal standings. Snapshot checked 23 November 2026.

Put the title story in the right place

Marc Marquez secured the riders' championship with eighth in Portugal. His 439 points leave him 43 clear of Martin, more than the 37 available for a Sprint win and Grand Prix win combined. Aprilia Racing has also secured the teams' title.

The live contests are different

Martin has 396 points and Bezzecchi 394. Aprilia's constructor total is 598 against Ducati's 589. The team title and constructor title are separate competitions: one can be settled while the other remains open.

EDITORIAL FOCUS

Watch race pace, the two-point teammate contest, and the nine-point manufacturer margin. There is no need to invent a riders' title showdown to make this finale significant.

SOURCES [03] [04] [05] [07]

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CIRCUIT INTELLIGENCE

Small track. Large consequences.

Ricardo Tormo is a compact, anti-clockwise stadium circuit with a busy sequence of corners.

4.01	14	876m
KM PER LAP	CORNERS	LONGEST STRAIGHT

9 left turns / 5 right turns / anti-clockwise / official race distance: 108.14 km

Rhythm beats one spectacular entry

A move made at the expense of the next exit can cost more than it gains. Watch whether a rider can repeat the same braking and turning points while staying close to the bike ahead. The race comparison is the whole sequence.

The direction changes matter

With more left turns than right turns, the lap asks for confidence when the rider changes direction and asks a different side of the tyre to work. Use the confirmed tyre selection and actual track conditions rather than assuming every soft option behaves the same.

Track position feeds the next decision

A clean launch can remove the need to pass several closely matched riders. An untidy opening can make a rider spend tyre performance recovering. Compare the pace once that rider has clear space before judging the bike's potential.

CIRCUIT LENS

The headline figures are rounded circuit statistics. The official Grand Prix distance is 108.14 km. This preview does not derive an exact lap length from a rounded kilometre figure.

SOURCES [01]

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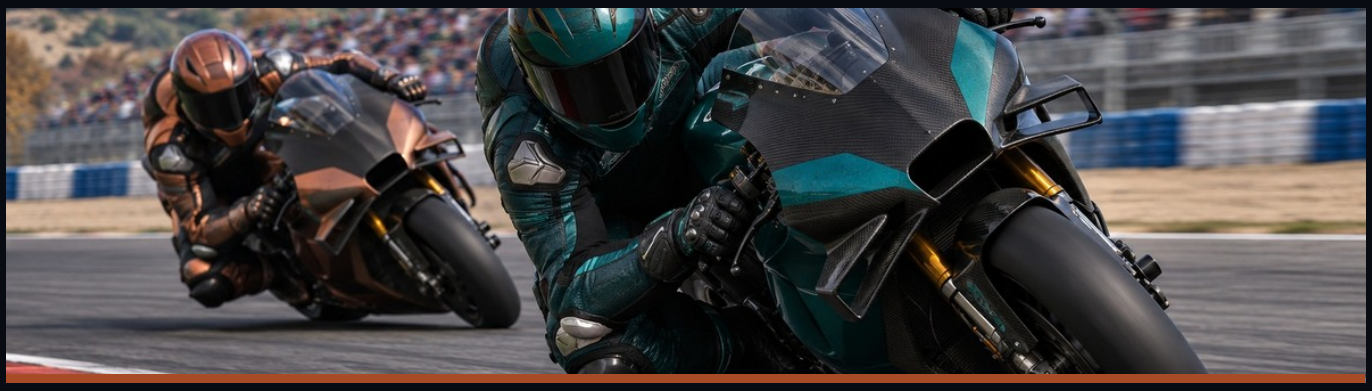
MARC MARQUEZ / THE CHAMPION

The title is won. The weekend is not.

A championship celebration changes the story, but it does not tell us Sunday's pace.



Separate the achievement from the forecast

Marquez finished eighth in Portugal to secure his eighth premier-class championship. That gives him a different finale from the riders still fighting for position. It does not establish how much risk he will take or where he will finish in Valencia.

The useful evidence starts on Friday

Look for a comfortable front-end response, a repeatable longer run, and a direct route into Q2. If those line up, the champion becomes a stronger race case. If the best time stands alone, keep the forecast more open.

Ducati still has a championship target

The constructor contest gives every leading Ducati rider a reason to maximise both races. Marquez can contribute to that target, but Ducati's score is determined by its highest eligible finisher in each event. A teammate or satellite rider can therefore be decisive.

PRE-PRACTICE VIEW

A central rider to watch, with the title already secured. Assess the actual Valencia runs rather than presuming either a cautious celebration lap or an automatic victory.

SOURCES [03] [04]

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MARTIN / BEZZECCHI

Two points. One last weekend.

Aprilia's teammates can change places before Sunday even begins.

396	394	2
MARTIN	BEZZECCHI	POINTS BETWEEN THEM

Martin starts with the narrow edge

Martin arrives on 396 points to Bezzecchi's 394. It is enough to lead the table and too little to treat Saturday as a warm-up. A Sprint win over second place yields a three-point swing.

Bezzecchi has the latest winning result

Bezzecchi won both races in Portugal and beat Martin in Sunday's Grand Prix. That is the strongest recent momentum in their duel. Valencia must still confirm that the same balance and pace transfer to a different circuit.

A worked change of leader

If Bezzecchi wins the Sprint and Martin is second, Bezzecchi turns a two-point deficit into a one-point lead. If Martin then finishes second on Sunday and Bezzecchi third, Martin gains four and finishes the weekend three ahead. The example illustrates the swing, not a predicted order.

WHAT TO FOLLOW

Their relative grid positions, the first few laps, and who keeps the more repeatable pace once the tyre is used. A short qualifying error can influence both scoring opportunities.

SOURCES [03] [04] [07]

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APRILIA / MORE THAN TWO BIKES

The latest race sets the challenge

A podium sweep in Portugal makes Aprilia the natural pre-practice reference.

PORTUGAL GRAND PRIX	POSITION	MACHINE
Marco Bezzecchi	1	Aprilia
Jorge Martin	2	Aprilia
Raul Fernandez	3	Aprilia

Race result, 22 November. This is recent evidence, not a Valencia forecast.

The result behind the headline

Bezzecchi, Martin, and Raul Fernandez filled the Portuguese Grand Prix podium. The result gives Aprilia multiple credible routes to a front-running Valencia weekend. It is evidence of recent performance, not proof of the final round's order.

Understand the manufacturer score

For the constructor standings, only the highest eligible finisher on each manufacturer's machinery supplies its points in that event. The same make filling several podium places does not add all those scores together.

Why the third contender matters anyway

Fernandez or another Aprilia rider can be the leading scorer if the factory pair are delayed. Several fast bikes can also occupy positions that change a rival's available points. That makes the wider group relevant even when the scoring rule selects one result.

> **THE LIVE TARGET**
> Aprilia's published lead is nine points. Track its best result in the Sprint and its best result in the Grand Prix separately, then compare those totals with Ducati's.

SOURCES [03] [04] [09] [12]

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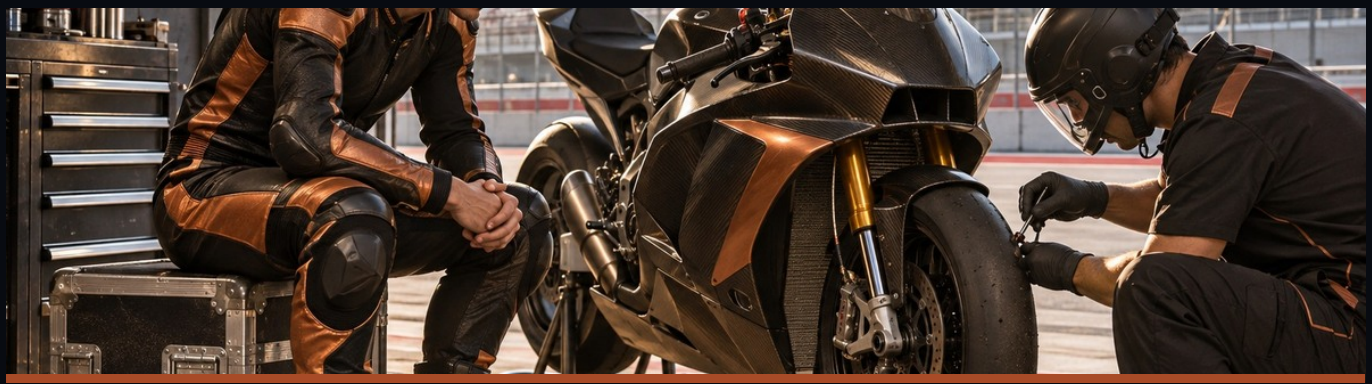
DUCATI / THE RESPONSE

The fastest Ducati has the key role

A manufacturer comeback can come from the champion, a teammate, or a satellite rider.



Keep the entry question separate

Ducati's 16 November update named Valencia as Bagnaia's return target after he missed Portugal. That is a target, not medical clearance. This guide does not count him as a confirmed race starter or build a prediction around an unverified return.

The wider route

Marquez remains a central contender. Di Giannantonio finished fourth in Portugal, while Aldeguer was sixth. They are part of the practical manufacturer discussion: the most useful Ducati for the standings is the one that gets the best eligible result in each race.

What a convincing response looks like

Several bikes close to the front in qualifying would create more opportunities than one isolated fast lap. Then watch who can hold the pace in a longer run. Those are stronger signals than assuming the badge alone guarantees an advantage.

> **BEFORE RANKING A RETURNING RIDER**
> Check the final entry list, medical decision, and completed practice runs. Update the rider-specific outlook when those facts are available.

SOURCES [03] [04] [10] [12]

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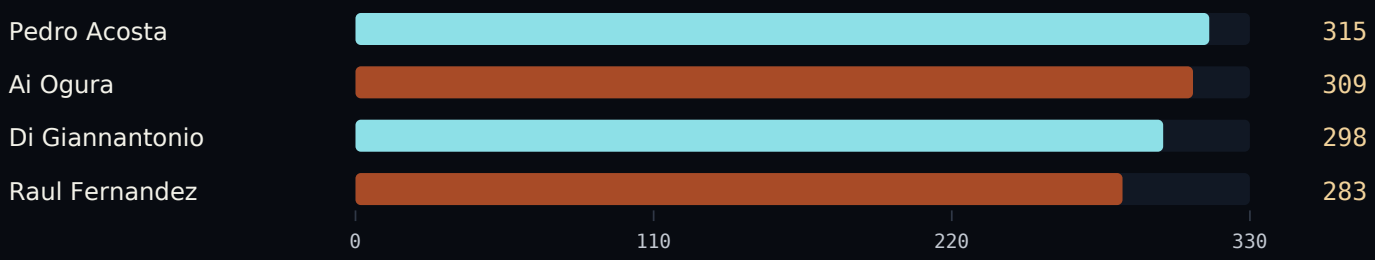
THE NEXT POSITIONS

The supporting fight is close enough

Acosta, Ogura, and Di Giannantonio have meaningful season positions still in play.



Acosta and Ogura

Acosta holds fourth on 315 points, six ahead of Ogura. Di Giannantonio follows on 298, eleven behind Ogura. A strong Sprint and a clean Grand Prix can still change the order among them.

Use the latest race with care

Ogura was fifth in Portugal, Di Giannantonio fourth, and Aldeguer sixth. Binder was seventh. Those results put them on the Valencia watchlist, but a different track can change where each bike needs help.

The practical comparison

Watch who qualifies near the leading group and who spends the Sprint passing traffic. Then compare the final laps of a longer run. A rider who reaches the same pace with less recovery work may have more flexibility on Sunday.

> **THE POINTS SCALE**
> A Sunday win against fifth produces a 14-point swing; first against second in the Sprint produces three. A close lower-order fight is worth following across both days, not only at the final flag.

SOURCES [03] [04]

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FRIDAY / THE FIRST CUT

Get the direct route to Q2

The timed afternoon session carries consequences that morning practice does not.

10	+2	12
DIRECT FROM FRIDAY	ADVANCE FROM Q1	Q2 RIDERS

The route through the weekend

Friday Practice sends the fastest ten riders directly into Q2. The others enter Q1 on Saturday, where only the quickest two advance. Q2 sets the leading twelve positions for both the Sprint and the Grand Prix.

Build the lap without losing the setup work

A team needs enough early running to understand the bike, then a clean window for the decisive timed attempt. Watch the release into traffic and whether the rider can repeat the line on a fresh tyre.

A stronger signal than one headline time

A fast lap backed by several controlled laps says more than a single peak with repeated errors around it. Equally, a rider outside the top ten is not automatically slow over race distance. The cost is the extra qualifying hurdle.

> **THE SESSION TO MARK**
> Friday Practice starts at 15:00 CET. A direct Q2 place removes the need to win one of just two qualifying transfer spots on Saturday.

SOURCES [02] [06]

LINKED INDEX ON PAGE 19

SATURDAY / THE SHORT RACE

Thirteen laps. Little room to reset.

The Sprint is a scoring event and a first live test of the weekend's front group.

13	27	37
SPRINT LAPS	GRAND PRIX LAPS	MAXIMUM POINTS

The grid lasts beyond Saturday

The qualifying order is used for both races in 2026. A bad Sprint does not send a rider to the back on Sunday, and a Sprint victory does not move them to pole. Keep performance and starting position as separate facts.

The opening matters

A short distance gives a rider less time to recover from a poor launch or a failed pass. Watch the space into the first corner, the next exit, and whether the leaders can settle into a rhythm before the group spreads.

What the Sprint can reveal

It can show the quality of a start, passing options, and pace in traffic. It cannot fully answer how the same tyre and setup will behave over 27 laps. A rider who fades late in the Sprint has an obvious question to solve; one who finishes strongly still needs a Sunday plan.

POINTS THAT COUNT

The winner earns 12, second nine, and third seven. The first nine score. The title and runner-up calculations must be updated after the actual Saturday classification.

SOURCES [01] [02] [06] [07]

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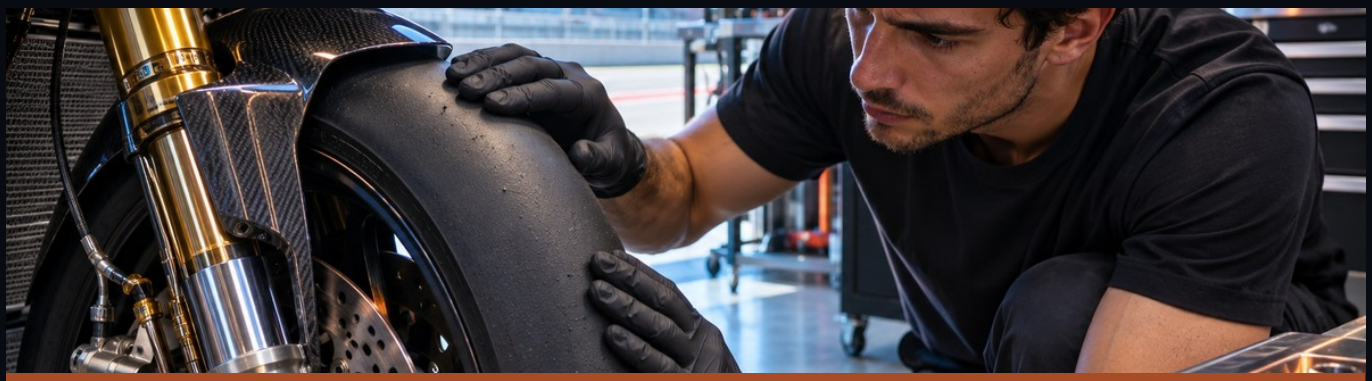
MICHELIN / THE FRONT-END QUESTION

Three front specs. One Valencia choice.

Cheste is an exception in Michelin's 2026 front-tyre allocation programme.



What is different at this round

Michelin's 2026 policy reduces the front allocation to two specifications at most rounds. Valencia is among the named exceptions: three front specifications remain available, with five tyres per specification. That gives a real reason to verify the event's choices.

Separate allocation from selection

The number of specifications does not tell us which compound will be fastest in Sunday's actual conditions. Use Michelin's race-week information and the riders' running before assigning a soft, medium, or hard solution.

The question to ask during a run

Does the rider keep confidence on entry and through direction changes as the laps build? If the pace needs repeated corrections to survive, the final qualifying time may disguise a more difficult race.

WEATHER IS AN INPUT, NOT A STORYLINE

Temperature, wind, and track condition can alter the useful choice. This pre-event guide makes no precise weather forecast and treats the confirmed allocation as a starting point.

SOURCES [08] LINKED INDEX ON PAGE 19

SUNDAY / LONG-RUN EVIDENCE

Find the pace that can last

Twenty-seven laps ask a different question from a late qualifying attack.

01 CHECK TYRE + TRAFFIC

02 COMPARE CLEAN LAPS

03 WATCH THE LATE RUN

Make the comparison fair

Check the tyre, session time, approximate tyre age, and traffic before comparing runs. Fuel and setup details are not fully public, so avoid turning a short sequence into a precise prediction of the entire field.

Read the shape of the run

A stable middle section, a gradual fade, and a sequence interrupted by traffic mean different things. Mark the clear laps rather than averaging every number together. Then compare whether the same rider can reproduce the pattern.

Two useful questions

For the front group: can the rider hold a comfortable line while following? For a rider recovering from a poor grid position: how much tyre performance is spent getting through the first group? The second question can decide what is left for the last laps.

> **A WORKED VIEWING TEST**
> Compare three clean laps early and three late in a run, noting tyre age and interruptions. If the late group is slower, investigate why before calling it degradation. The method is a viewing aid, not private telemetry.

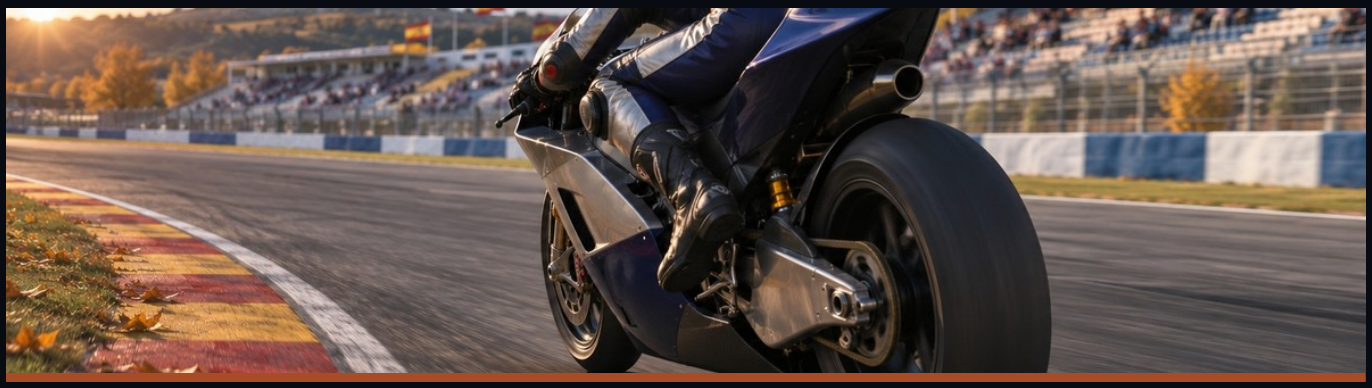
SOURCES [01] [08]

LINKED INDEX ON PAGE 19

RACECRAFT / THE LAST OPPORTUNITY

Make the pass survive the exit

A rider can win the braking phase and lose the next part of the lap.



Watch two corners, not one

A late move can force the attacker off the ideal line. The next exit tells you whether it created a durable position or just opened a counterattack. At a compact circuit, those small exchanges can keep a group together.

Choose the moment

A rider who stays close without constant correction can choose an attempt. A rider sliding to maintain the same gap has a less comfortable choice. Look for the shape of the chase before deciding who is about to attack.

Leave room for the final lap

The last corner can make the run to the line meaningful. Rather than assuming a move will happen there, follow who exits it with the bike settled and the gap still small. The visible preparation is better evidence than a predetermined last-lap script.

> **THE CLEAN-RACE VALUE**
>
> For the riders and manufacturer still chasing positions, a lost finish can outweigh a small potential points gain. That does not mean they will avoid a battle; it explains why the decision has weight.

SOURCES [01]

LINKED INDEX ON PAGE 19

THE CONSTRUCTOR CALCULATION

Two Ducati wins might not be enough

Aprilia starts nine points ahead. The highest eligible finisher scores for each manufacturer.

EXAMPLE	DUCATI	APRILIA	FINAL MARGIN
A: Ducati 1st / 1st	37	29	Aprilia +1
B: Ducati 1st / 1st	37	25	Ducati +3

Starting totals: Aprilia 598 / Ducati 589. Examples use full scheduled points.

Scenario A: Aprilia second in both races

Ducati wins the Sprint and Grand Prix: 12 + 25 = 37. Aprilia's best bike is second in each: 9 + 20 = 29. Ducati gains eight, one short of the nine-point gap. Aprilia finishes one point ahead.

Scenario B: Aprilia second, then third

Ducati again scores 37. Aprilia scores 9 + 16 = 25. Ducati gains twelve and ends three ahead. One Sunday position changes the championship result in this illustration.

Keep the tie separate

A nine-point Ducati gain would draw the totals level, leaving countback to settle the title. A gain of ten or more gives Ducati an outright points lead. These examples assume full scheduled points and normal classifications.

> **THE VIEWING RULE**
> Track the leading Aprilia and leading Ducati in each race, regardless of factory or satellite team. Do not add every same-make rider's points into the constructor score.

SOURCES [04] [07] [09] [12]

LINKED INDEX ON PAGE 19

RUNNER-UP / THE TWO-POINT DUEL

Update the margin after the Sprint

Martin leads Bezzecchi by two. The Saturday result changes Sunday's arithmetic.

2	12	25
MARTIN'S LEAD	SPRINT WIN	GRAND PRIX WIN

Why the Sprint is already decisive information

Bezzecchi winning both races with Martin second in both would earn 37 against 29. The eight-point gain would reverse the current deficit and leave Bezzecchi six ahead. It is a calculation, not a forecast.

Martin does not need a perfect weekend

If Martin wins the Sprint and Bezzecchi is second, Martin grows his lead from two to five. Bezzecchi winning the Grand Prix with Martin second would recover five, producing a tie. Countback would then matter, so those positions alone do not settle the final order.

The fourth-place contest

Acosta begins six points ahead of Ogura, with Di Giannantonio eleven behind Ogura. Changes in those positions can affect both the sporting result and the points available in the front-running battles.

USE THE ACTUAL CLASSIFICATION

Penalties, shortened races, and revised results can alter the totals. Recalculate from the official Sprint result before deciding what Sunday's finishing positions would mean.

SOURCES [04] [07]

LINKED INDEX ON PAGE 19

FINAL ANALYSIS

The pre-practice order of questions

A conditional outlook that can change with the first representative Valencia runs.

RECENT PACE REFERENCE	APRILIA
MANUFACTURER RESPONSE	DUCATI
FITNESS CHECK REQUIRED	BAGNAIA

Aprilia is the recent-performance reference

A Portugal podium sweep and Bezzecchi's two victories make Aprilia the natural starting point. Martin's two-point advantage adds a teammate contest with immediate consequences. Upgrade the case when both riders reproduce that confidence at Valencia.

Ducati has several routes back

Marquez arrives as champion and Di Giannantonio has the latest strong Sunday result in the supporting group. Confirm the entry and fitness picture before building Bagnaia into any selection. The manufacturer target rewards the best eligible result, whoever provides it.

Do not skip the next group

Acosta and Ogura have a close points contest, while Fernandez is part of Aprilia's recent front-running strength. Their grid places can change which riders each contender needs to pass.

THE THREE DECIDERS

Qualify without needing a recovery race. Choose a tyre that supports repeatable pace. Keep the race clean enough to convert it into points. No win probabilities, betting prices, or guaranteed results are claimed here.

SOURCES [03] [04] [10]

LINKED INDEX ON PAGE 19

SOURCES / EDITORIAL RECORD

The evidence behind the finale

Checked 23 November 2026, before Valencia practice.

The championship and circuit supply the format, timetable, and circuit facts. Michelin supplies the front-allocation policy. Published post-Portugal standings supply the points snapshot; the official classifications remain controlling.

01 MotoGP / Valencia event, circuit, and race distance

02 Circuit Ricardo Tormo / Official 2026 fan timetable

03 MotoGP / Portugal race report, 22 November

04 Grande Premio / Post-Portugal standings, 22 November

05 MotoGP / Portugal Sprint report and teams' title

06 MotoGP / How qualifying sets both 2026 grids

07 MotoGP / Sprint format and points table

08 Michelin / 2026 front allocation and Cheste exception

09 FIM / 2026 sporting rules, September update

10 MotoGP / Bagnaia's Valencia target, 16 November

11 MotoGP / 2027 calendar and technical changes

12 MotoGP / Constructor scoring explained

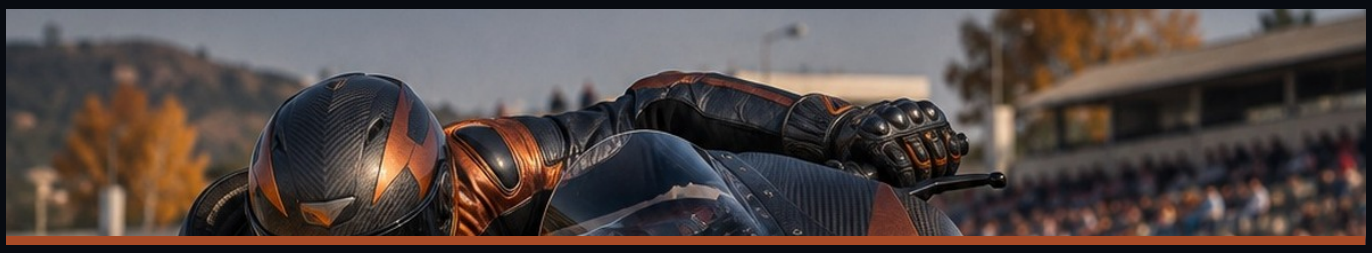
METHOD AND LIMITS

The scenarios are original arithmetic based on scheduled full points. Future pace is editorial analysis, not private timing or telemetry. Bagnaia's return remains conditional on clearance. No weather forecast, bookmaker price, or unverified grid has been invented. The artwork is illustrative and AI-generated.

INDEPENDENT SPORTS COVERAGE

Disclaimer

This is an informed race preview, not a promise about what happens on track.



Editorial purpose

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A changing event

Schedules, entries, fitness clearances, technical instructions, and classifications can change. Check the official race-week documents and final results. Reassess the outlook after practice, qualifying, and the Sprint.

If you use the analysis for betting

No outcome is guaranteed. The guide is not personalised betting or financial advice. Follow applicable laws and age restrictions, set limits, and never risk money you cannot afford to lose.

PUBLICATION NOTE

Prepared 23 November 2026. Sources are linked on page 19. The race scenarios illustrate points arithmetic; the images illustrate the subject and do not depict confirmed event moments. Digital World Pulse is responsible for its editorial judgments.

SOURCES [01] [02]

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