

SKILL TEST Supplementary Regulation 2025

**

Premise – SAFETY FIRST

Please note that “La Brescia-Napoli” is a non-competitive event.

Although a final ranking is provided and some trials are included along the route, the event has a purely historical and cultural character, making it a journey rather than a race.

The primary concern is always the safety of every participant.

In light of this, please note the following:

1. The Test is not mandatory.
Each team is free to decide whether or not to participate in the Test; there will be no penalty for not taking part, but they will simply forfeit any potential Bonus they might have earned.
2. The Test is not timed: no times will be recorded.
3. The Organizers reserve the unconditional right to cancel the Test in the event of unforeseen circumstances that could endanger the safety of the motorcyclists.

**

The Trial will take place on **Wednesday, September 24 in Brescia, at the Parcheggio Italia** on **Viale Italia**, before the opening evening, **approximately between 2:00 PM and 5:00 PM.**

Before the Test, each team must go to their assigned parking bay, where officials will stamp their participation and register the riders and motorcyclists taking part in the Test.

Note: For teams not participating in the Test, the stamping will take place between 5:00 PM and 6:00 PM.

After completing the Test, teams must return their motorcycles to the same assigned parking bay where the stamping took place.

1. SCORING

The first six teams in the special Skill Ranking, who complete the Test with the best results and the fewest errors, will be awarded a set of points to carry with them at the start of “La Brescia-Napoli.”

The points awarded are as follows:

- + 1,500 points to the first-place team
- + 1,250 points to the second-place team
- + 1,000 points to the third-place team
- + 750 points to the fourth-place team
- + 500 points to the fifth-place team
- + 250 points to the sixth-place team

1.1

Each participating team starts the Test with a reserve of “2500 LIRE.”

The ranking is determined solely by penalties incurred during the Test, which subtract from the team's initial amount.

Each team's goal is to **defend their reserve** in order to achieve the best performance and thus the highest placement in the Skill Ranking.

1.2

In the event of a tie — i.e., two or more teams ending the Trial with the same amount of “LIRE” — the following tiebreaker criteria will be applied, in the following order:

- +100 LIRE to the team whose motorcycles have the highest combined engine displacement;
- +100 LIRE to the team whose motorcycles have the highest combined age;
- +100 LIRE to the team whose riders have the lowest combined age.

2. GENERAL RULES

2.1

The order of participation will be determined by a draw, which will take place during the **pre-departure meeting on Friday, September 12**.

This meeting is also the **deadline** to inform the Officials of your team's intention to take part in the Test, so that each team can be assigned the correct time slot and a defined starting order for the Test. Each team will be assigned a number through the draw.

This **number/order** will determine:

- the stamping order,
- the order of participation in the Skill Test,
- and the order of participation in the Parade.

Teams may request to swap their assigned number (and therefore their starting position in both the Skill Trial and the Parade) with another team, subject to mutual agreement.

Such changes must be communicated to the Organization no later than Friday, September 19.

Teams must arrive punctually at their assigned time at the Parcheggio Italia, Viale Italia, to take part in the Skill Test.

Late arrival will result in exclusion from the Test.

2.2

Each team may participate in the Test with 2 riders and 2 motorcycles.

The choice of motorcycles and riders is completely free, and they may be mismatched. Both riders will complete the Test one after the other, and their penalty points will be combined.

It is not permitted to participate with only one rider.

Motorcycles and riders may be used for tiebreaking purposes (see point 1.1).

Their details may be communicated on the day of the Test.

Important: If a team changes the rider and/or motorcycle between the Test and the start of the event (the following morning), they will lose any Bonus earned in the Test with that rider and/or motorcycle.

To ensure safety, all riders must follow the instructions of the staff during each obstacle, and must not enter any area without authorization.

Participation of the eventual uncomplete team:

- **Team of 3:** two riders complete the Test; the third teammate assists both (see section 3 – Games and Specific Rules).
- **Team of 2:** the chosen rider completes the course twice, with the teammate assisting; alternatively, they may alternate.
- **Team of 1:** the rider completes the course twice and must bring an assistant of their choice to help during the Test.

2.3

Riders may only take part in the Test **wearing an approved protective helmet**.

2.4

Touching the ground with your feet is not allowed during the Test.

Doing so will result in the **maximum penalty** being applied for the obstacle ("game") where the foot was placed on the ground — even if only one foot.

2.5

The motorcycle must not be turned off during the Trial.

If the motorcycle is switched off, the rider's attempt will immediately end, and **maximum penalties** will be assigned for all remaining, uncompleted obstacles.

2.6

It is allowed to skip one or more obstacles ("games") at the rider's discretion. However, the **maximum penalty for each skipped game** will be applied.

2.7

Each obstacle ("game") may be attempted **only once by each rider**, with **no retries** allowed. Riders **cannot go back** and repeat an obstacle.

3. GAMES AND SPECIFIC RULES

The entire skill course measures 4 meters in width and 90 meters in length.

- PUSH START (BY A TEAMMATE)

The motorcycle is pushed exclusively by a teammate, while the rider is already seated on the bike. There is only one attempt to start the motorcycle within a 20-meter stretch.

If the motorcycle fails to start on the first attempt, a penalty will be applied.

Afterward, the motorcycle may be started normally to continue with the rest of the Test.

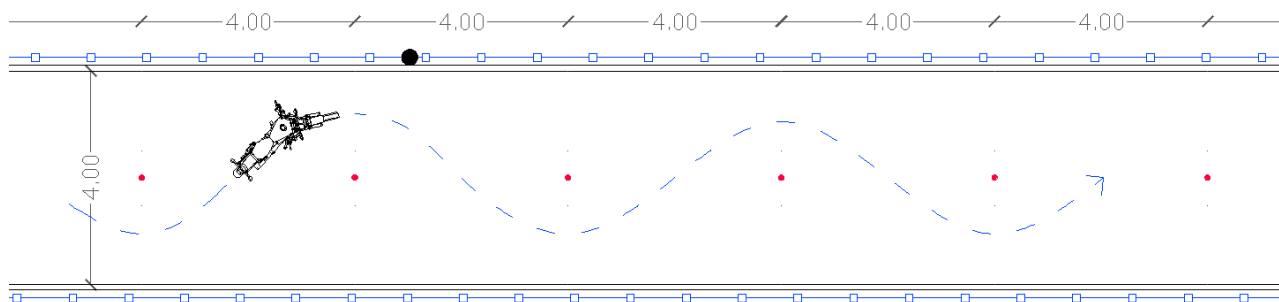
Game penalty: -100 / pilot

- SLALOM

The Slalom consists of a 20-meter stretch with 5 cones placed 4 meters apart.

A penalty is applied for each cone knocked over.

Game penalty: -20 lire / pin / driver



- "UNDERPASS"

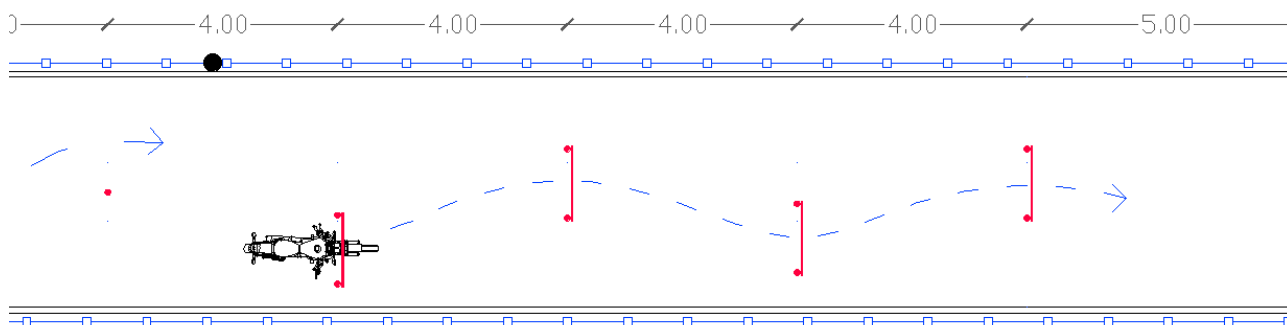
The Underpass is a four-part obstacle located at the end of the Corridor. It consists of 4 staggered gates that each rider must pass under without knocking off the horizontal bar.

Each gate is approximately 120 cm wide and 140 cm high, spaced 4 meters apart, and staggered by about 1 meter from the center line.

Distance from the previous game: 4 meters.

If a rider goes around any of the gates instead of passing underneath, it is considered equivalent to knocking off the bar (penalty applied).

Game penalty: -50 lire / auction / driver



- NARROW “S” CORRIDOR

The Narrow “S” Corridor is a winding path marked by 20 cones placed approximately 50 cm apart, with a total length of about 6 meters and a width of 2.5 meters.

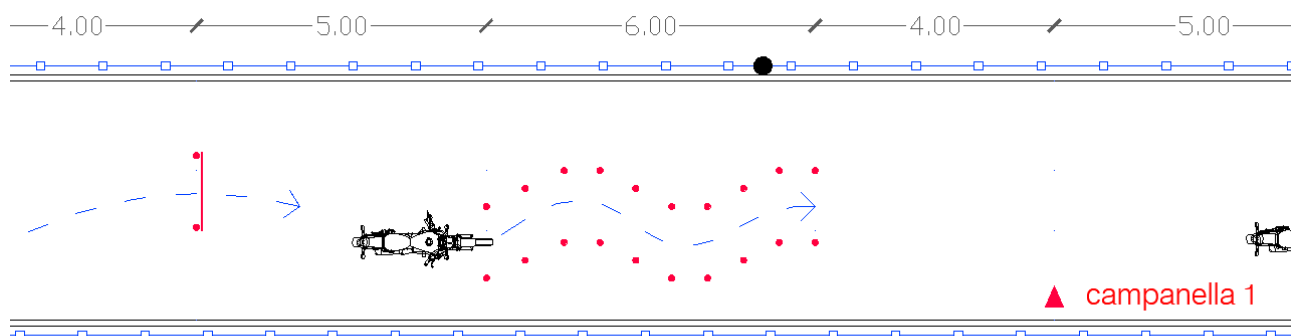
The actual corridor the rider must pass through is about 110 cm wide.

The rider must navigate the corridor at low speed, without knocking over any cones.

Each cone knocked over results in a penalty.

Distance from the previous game: 5 meters.

Game penalty: -20 lire / pin / driver



- FLAG TRANSFER

The Flag is placed in a support at Position A and must be removed and inserted into an identical support at Position B, located 5 meters away.

Distance from the previous game: 5 meters.

Game penalty: -100 lire / driver

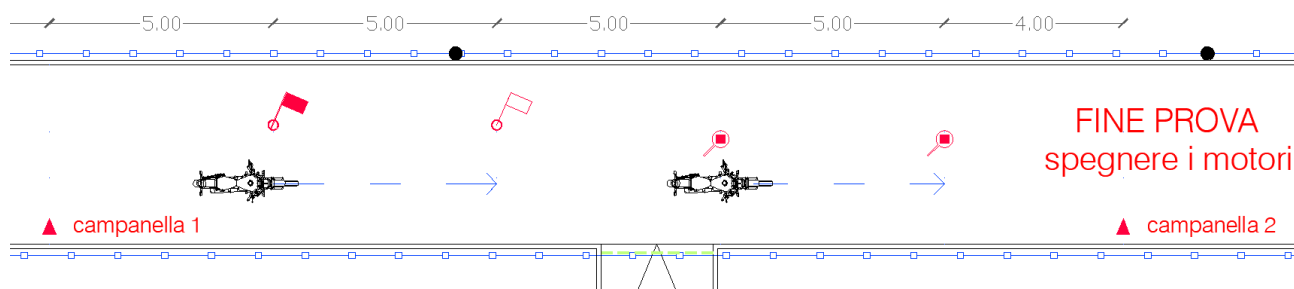
- LADLE TRANSFER ("PADELLINO")

The Ladle is an object the rider must move from a first pedestal to a second one, 5 meters apart. Inside the ladle is a small ball. To avoid a penalty, neither the ball nor the ladle must fall during the transfer.

The ball may not be touched by hand, and the ladle must be held only by its handle.

Distance from the previous game: 5 meters.

Game penalty: -150 lire / driver



- BELLS

A bell is placed at two points: one at the end of the “S” Corridor and one at the exit point of the course.

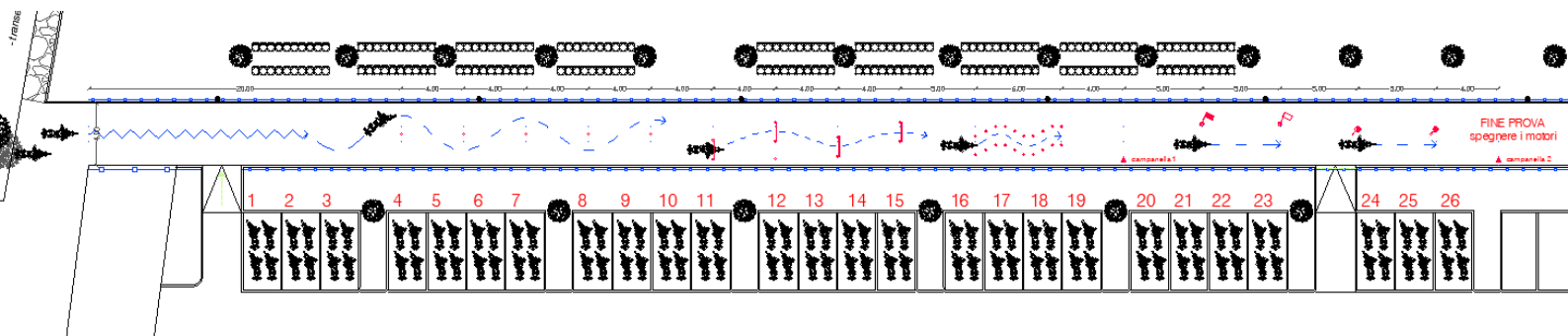
The rider must ring the bell by raising a hand in order to avoid a penalty.

Only one attempt is allowed—the rider may not go back to ring it if missed.

Distance from the previous game: 4 meters.

Game penalty: -100 lire / bell / driver

4. GENERAL LAYOUT OF THE TRIAL COURSE



5. TRIAL SCORING TABLE [PENALTIES]

example of test compilation of a pilot who made the maximum number of errors and of a pilot who made zero mistake

PILOTA 1				
Giochi	penalità ostacolo	ostacoli abbattuti o errori	penalità MAX del gioco	
PARTENZA A SPINTA	-100	1	-100	1 oppure 0
SLALOM	-20	5	-100	max 5
PASSA SOTTO	-50	4	-200	max 4
CORRIDOIO STRETTO "S"	-20	20	-400	max 20
CAMPANELLA INTERMEDIA	-100	1	-100	1 oppure 0
BANDIERINA	-100	1	-100	
PADELLINO	-150	1	-150	
CAMPANELLA FINALE	-100	1	-100	
TOTALE PARZIALE _ PILOTA 1 EVENTUALE PENALITÀ MASSIMA			-1250	
PILOTA 2				
Giochi	penalità ostacolo	ostacoli abbattuti	penalità MAX del gioco	
PARTENZA A SPINTA	-100		-100	1 oppure 0
SLALOM	-20		-100	max 5
PASSA SOTTO	-50		-200	max 4
CORRIDOIO STRETTO "S"	-20		-400	max 20
CAMPANELLA INTERMEDIA	-100		-100	1 oppure 0
BANDIERINA	-100		-100	
PADELLINO	-150		-150	
CAMPANELLA FINALE	-100		-100	
TOTALE PARZIALE _ PILOTA 2 EVENTUALE PENALITÀ MASSIMA			0	