



FISD 2023

**International SpeedDown Federation
Minutes of FISD office meeting
04/11/2023 Bellevaux (Belgium)**

Participants	
President	Violeta RICHARD (apologies)
Vice-president	David THANK YOU
Secretariat	Emanuele LAPINI (apologies)
Treasurer	Pierre ORTHOLF
Technical alternates	Matthias HAUENSTEIN
Belgium	Jacques Melchior (14hrs)

Italic= FISD office comment

 = change of regulations

 = changes during the meeting

 = changes After the meeting

Content

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1. FISD management

- a. Welcome message
 - i. No application
- b. Delegates/Substitutes: Resignations/Elections
 - i. Italy
 1. Resignation Davide Cognolato
 2. Gerold Spitaler → delegate
- c. Bureau members:
 - i. The office was elected in 2021 for 3 years so no election of the office, we have no resignation within the office, therefore remain in place:

President	Violeta RICHARD
Vice-president	David TACK
Secretariat	Emanuele LAPINI
Treasurer	Pierre ORTHOLF
Technical substitute	Matthias HAUENSTEIN
- d. The minutes of the 39th assembly of delegates, having been submitted to the members previously, no one asked to read them.
 - i. *Ok to the assembly of Sant Andrea di Bagni 03/08/2023*
- e. Vision 2023-2025 (*Note 04/11/2023: no changes expected*)
 - i. Office function (+-5 people with different tasks)
 1. Monthly communication in order to make daily decisions for continuation/evolution
 2. November: office meeting with the organizer of the European Championship + delegates from the organizing country



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- a. Lead validation and organization
 - b. Discussion on different requests and making all decisions for the sport (not delicate points with specific interest such as: bob suspension, aluminum carrioli axles)
 - c. Present at the end of the meeting minutes for voting to delegates for voting before 12/31
- ii. Function of the assembly with delegates (2 per country)
 1. December
 - a. Confirmation of office meeting with vote on set of modifications before 12/31
 - b. The appointment/resignation of delegates from each country is solely the responsibility of the country/Federation. The FISD no longer interferes in the nomination of delegates. The federations inform at least 1 month before the European Championship if any changes take place in the representation of delegates at the General Meeting of the European Championship.
 2. AG meeting Thursday before the European Championship:
 - a. Thursday 12:00 meal offered by the FISD
 - b. Thursday 1:30 p.m. meeting
 - c. Validate the operation of the office + new candidates
 - d. Vote for delicate points (e.g. square axes)
 - e. Explanation for championship operation
 - f. Share help with technical control
 3. Help with technical inspection Friday 08:00-13:00
 - iii. Changes for CE 2023
 - a. 5 decent total
 - i. Saturday 1 non-chronological + 2 chronological
 - ii. Sunday 2 clock
 - iii. Ranking on best 2 of the weekend
 - b. Max 160 boxes * €50 Pilot/ €50 Copilot
 - iv. Motivation
 1. Financial consolidation of the FISD
 2. Meeting effectiveness
 - v. Less transport for delegates.
- f. Aderation of Austria
 - i. *No more apps. Austria withdrew its candidacy*
 - g. Finances and review of FISD accounts
 - i. Situation at present
 1. Pierre ORTHOLF presents the financial situation to us:



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EXERCICE 2023	COMPTES FISD	Arrêt de l'exercice au 31 10 2023	Pierre ORTHOLF
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ESPECES :

Solde exercice 2022	50,47€		
Recettes		Dépenses	
Carte grise, licence	280,00€	A.G. 2022	506,00€
Vente polo	630,00€	A.G. 2023	650,00€
Espèces transfert compte bancaire	1 900,00€	Frais postaux	6,08€
		Remise des prix CE	613,60€
TOTAL	2 810,00€		1 775,68€
Reste en espèces au 30 10 2023 : 50,47€ + 2 810,00€ - 1 775,68€ = 1 084,79€			

BANQUE

Solde exercice 2022	4 626,73€		
Recettes		Dépenses	
Cotisations Pays	4 555,00€	Contribution Freital	1 000,00€
		Transfert vers espèces	1 900,00€
		Allianz	643,93€
		Frais de Banque	28,42€
		Remboursement double payement Belgique	505,00€
Total	4 555,00€		4 077,35€

Reste en Banque au 31 10 2023 : 4 626,73€ + 4 555,00€ - 4 077,35€ = 5 104,38€

SOLDE au 31 10 2023 : 1 084,79€ + 5 104,38€ = 6 189,17€

2. The accounts were verified by the office and found to be compliant. It is therefore proposed to the assembly to discharge the treasurer, which takes place unanimously.
- ii. Costs to be expected in 2023-2024
 1. Cost of office meeting November 2023 Rooms €350 (estimate)
 2. Cost of meeting delegates €600 (estimate)
 3. Cost Timekeeper meals €100 (estimate)
 4. Prize giving ceremony for the European Cup €600 (estimate)
 5. Contribution for Italian championship €1000
- h. Delegates' liability insurance costs €613.93/year.
 - i. Since responsibility has been transferred to the organizer, insurance is no longer necessary.
 - ii. The insurance was canceled by mutual agreement.
- i. License and registration documents
 1. License renewals as well as license requests must be requested from 01/04/2024 and must be contributed before the appropriate race (European Cup / European Championship.)
 2. The office will ensure to make PDF licenses after payment has been confirmed by the delegate



2. Management Regulations

a. France Queries

- i. Also note to check in the kart regulations skillfully of the driver.....
 1. *Proposed change in the general regulations: "The pilot must remain covered during the entire descent"*
- ii. And then see to be able to for those who want to have the possibility of printing their license or their registration documents
 1. *To be continued, see point 1.i.2*
- iii. Allocate the 10% margin for categories C1, C2 and C3 if the weight exceeds the standard, provided that the box is less than "to be seen according to the categories) kg; rule applicable for 100 kg to C4.
 1. *To be continued, see 2.g.3*
- iv. Following the C3 imbroglio, only publish changes to the regulations when they are validated and final.
 1. *OK*
- v. Clarify regulations C8 and C9 concerning the floor: "The floor of the kart must be made of a metal sheet (steel) with a minimum thickness of 1.5mm only when it serves as a ballast attachment"
 1. *To be continued, see 2.b.vi*
- vi. Modification of the pilot charter point 3, remove the term pilot for the European Cups.
 1. *To be continued*
- vii. It was accepted that a driver could not drive in 2 categories during a CE round. But this season, this rule has been shattered.
 1. The office considers:
 - a. *There is a clear advantage for a driver to race in two categories*
 - b. *What does an organizer think? We don't have many European Cups yet.*
 - c. *Should we not be allowed to ride in multiple categories?*
 - d. *At this time the rules are open to interpretation.*
 2. *The office agrees to put to the vote at the AGM 07/2024 the proposal for a firm ban on driving in two categories.*
- viii. Impose a minimum number of toilets and showers for the European Championships (8 or 10). For example in Italy only 3 toilets.
 1. *OK. See point 5.B.II.1*
- ix. Block a maximum price for registrations for European championships and cups to avoid excesses.
 1. *See point 16 AG 2022*
 2. *Prices are blocked as a result until 2025*
 3. *2023 European Championship*
 - a. *Finance et administration*
 - i. *Registration fees €50.- per participant without meals*
 - ii. *Camping fees €50.- per adult (from 13 years old)*
 1. *€25.- per child aged 7 to 12*
 2. *Free for children under 7 years old*
 - iii. *Parking fees € 10.- per parking space outside the campsite per vehicle (do not provide camping fees for categories C1-C3 and C9)*



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- x. Maintain the organization of the speed night and the national anthems during the inauguration and the awards ceremony.
 - 1. OK
 - xi. Usual: Increase of all weights by 10 kg
 - 1. See point 2.g.iii
 - xii. Redefine track limits, the roles and powers of race commissioners and juries and sanctions in the event of overtaking:
 - 1. Bellevaux this season (and the previous season) use of sidewalks by certain drivers.
 - 2. In a video circulating, we see a pilot deliberately relying on straw bales to save time. Is the straw bale there to establish the track limit (in which case, this pilot was absolutely right to use it) or to protect the public and the pilot from a possible exit from the track?
 - a. *In some races there is a single time that counts and no cumulative time which leads to a "make it or break it" mentality. This mentality does not apply in a race with multiple cumulative times (e.g. European Championship / Speeddownchallenge).*
 - b. *The advice to each organizer is to hold a competition with cumulative times.*
 - 3. In this second case, and the use of sidewalks, there is an inconsiderate risk-taking with regard to the spectators present behind, and the benefit of the round should not be attributed to the driver. We will not be able to avoid "going off track", but when it is done deliberately...
 - a. *Should we force the organizer to block all "special" passages? What about the additional security cost? Seems impossible to impose on organizers.*
 - b. *The advice to each organizer is to mark off the track with tape in order to limit excesses.*
- b. Queries Latvia
- i. About this year's Sant'Andrea Bagni Championship in Italy.
 - ii. It is very unfortunate that just during the championship in this class (C9) the technical rules were changed, where we agreed on a compromise but denied the Latvian C9 pilots the opportunity to fight an equal battle due to insufficient weight.
 - iii. Cannot compare the weight of a 15-year-old with that of a 6, 8 or 10-year-old. The difference could be about 30 kg.
 - iv. In Latvia, the technical regulations allow us to use ballast, but it must not exceed 120 kg in a kart with a pilot. This makes the drivers more equal.
 - v. In my opinion, weight ballast can be used and there is a maximum weight for karting with a pilot. In this case (C9) the maximum weight allowed is 150 kg. Maybe it should even be reduced to 130 kg.
 - vi. *The Bureau takes note of Latvia's remark. We propose to change Regulation C9 to:*
 - 1. *a maximum total weight of 150 kg*
 - 2. *Ballast is permitted provided that the lists are set:*
 - a. *On the chassis*
 - b. *On the bottom plate provided that it is made of steel.*



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Cat	Description	Age Pilote/Copilote	Poids maxi	Avec / sans Pilote
C1	Speed-car	6 - 9 ans	140 Kg	avec pilote
C2	Speed-car	10 - 13 ans	170 Kg	avec pilote
C3	Speed-car	14 - 17 ans	190 Kg	avec pilote
C4	Speed-car	18 – 99 ans	210 Kg	avec pilote
C5	Side-Car	16 – 99 ans	110 Kg	véhicule vide
C6	Bob-Car	Pilote : 16 – 99 ans Copilote : 14 – 99 ans	330 Kg	avec équipage
C7	Carrioli	16 – 99 ans	80 Kg	véhicule vide
C8	Karts	16 – 99 ans	175 Kg	avec pilote
C9	Kart Junior	6 – 15 ans	150 Kg	avec pilote
C10	Skeleton	6 – 99 ans	35 Kg	véhicule vide

c. Belgium

- d. The FISD gathering on Thursday is a good financial solution
- i. OK
- e. The technical control must be maintained on Friday to relieve the controls during the 4 rounds. The only fault was the plaintiff (CZ) ??
- i. *The office advises to maintain the technical inspection on Friday as this guarantees safety and avoids major design/construction errors. In addition, there is no standardized technical control in the countries. We must not forget that this is the only time of the year when the driver and his body are called into question. It is important for fair play to maintain this control.*
- f. A person at fault at the start (pressure-weight) lowers their sleeve with reduced pressure (1 kg) at the end of their sleeve.
- i. *The rules are clear. If excess pressure is noted at the start the round is canceled (see situation 437 with Kathrin Kitsch at the start round 4 CE)*

g. Italy Queries

- i. *Increase the maximum weight for category C2 from 160 to 170 kg.*
- ii. *Reason:*
 1. *Kids are getting bigger and weighing more. Furthermore, a current C1-C4 vehicle built in a solid and safe way has a weight between 100 and 110kg.*
 2. *There are boys and girls aged 12 and 13, a little older but of normal height who in Sant' Andrea Bagni had difficulty getting within the weight limit.*
 3. *In categories C3 and C4 the maximum weight has already been adjusted to this situation, it would be a good idea to do so in C2 too. It's not right to make kids run*
 4. *in higher categories only for a few kg of weight.*
- iii. *The office advises to increase the weights for the C2 and C3 with 10kg without tolerance in order to allow heavier boxes.*

Cat	Description	Age Pilote/Copilote	Poids maxi	Avec / sans Pilote
C1	Speed-car	6 - 9 ans	140 Kg	avec pilote
C2	Speed-car	10 - 13 ans	170 Kg	avec pilote
C3	Speed-car	14 - 17 ans	190 Kg	avec pilote
C4	Speed-car	18 – 99 ans	210 Kg	avec pilote
C5	Side-Car	16 – 99 ans	110 Kg	véhicule vide
C6	Bob-Car	Pilote : 16 – 99 ans Copilote : 14 – 99 ans	330 Kg	avec équipage
C7	Carrioli	16 – 99 ans	80 Kg	véhicule vide
C8	Karts	16 – 99 ans	175 Kg	avec pilote
C9	Kart Junior	6 – 15 ans	150 Kg	avec pilote
C10	Skeleton	6 – 99 ans	35 Kg	véhicule vide



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h. Spain Queries

- i. From Spain we have the following proposals for testing.
 1. European Cup 2024: Valdoviño 9-10-11/08/2024.
 2. European Championships 2026 Valdoviño, the date to be confirmed with the FISD board.
- ii. *The office considers*
 1. *It's time for Spain to get a championship. He is a member and this is their first chance. The friends*
 2. *Great risk that there will be a limited number of pilots.*
 3. *Possibly plan for common transport by truck?*
- iii. *The office confirms that the 2026 championship will go to Spain. Spanish delegates confirm that the race will take place in Valdovino or closer to the French border.*

i. Requests Germany

- i. New FISD air pressure gauge for European Championships
 1. The existing auditor is unreliable. At the last European Championships, the tester from Speeddown Germany was predominantly used. It is handier and easier to use.
 2. Manufacturer: Longacre Measuring range: 0-100 psi / 0-6.8 bar; approx. 80€
 3. Additionally waterproof plastic case approx. €30 and replacement batteries
 4. Disadvantage: The measurement result is not retained on the display
 5. **The office proposes to provide a new type of meter for races. It is agreed that the standard meter is the FLAIG PRO**
<https://www.raceenzo.nl/Flaig-prof-drukmeter>
- ii. Control and updating of technical rules
 1. ~~All rules must be checked in all languages!~~
 2. ~~General technical rules: French and Spanish versions not current → 180kg C3; English, German, Italian → 190kg~~
 3. ~~C5: 110 kg empty weight (decision 2022)~~
 4. ~~C6: only 330kg total weight (only permitted with roll bar)~~
 5. ~~C9: new rule with empty weight (no ballast with steel base plate, 1kg ballast permitted with aluminum base plate)~~
- iii. All technical rules in French, English, Italian and German
 1. *C9: French version missing, Italian version strongly recommended.*
 2. *OK*
- iv. Older FISD meeting minutes online?
 1. *The office considers:*
 - a. *Putting the document online is transparent but the pilots do not understand the interpretation*
 2. *The question is perhaps rather what is the role of the delegates. Isn't it up to the delegate to present the document to the pilots?*
- v. **The office decides:**
 1. **The meeting minutes will be written in full and sent to the delegate by email.**
 2. **A light version without confidential information will be put online**

j. European Championship results website

- i. Is there a PDF file from Sirio Systems? Divided into categories?? Can this be requested when ordering the timing?
- ii. European Cup results website
- iii. Gualdo fehlt, Sirio Systems?
- iv. - A Pontanova was sent upon request
- v. - Overall evaluation cannot be worked out
- vi. *The office asks each timekeeper to transmit the excel files*

k. Future European Cup??



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- i. Most drivers only take part in one race. Very long driving distances. Gualdo is too close to the European Championships. Spain too far away (only Spaniards started).
 - ii. I think the European Cup is very important! What else is left of FISD? Only the European Championships! That's not enough for a future.
 - iii. *The office is aware of the problem. The office wants each country to organize a European Cup to allow drivers to do more races.*
- I. European Championship 2023
- i. Parking fees € 10 per parking space outside the campsite **per vehicle.** However, this was required of every starter who was not at the campsite. Also required by minors - that can't be done. I came with a vehicle (with trailer, 2 drivers) and had to pay €20
 - ii. *Correction in programming to be made*
 - iii. ~~*The route security was sometimes inadequate. Small bales of straw are not sufficient in curves. C3 simply pushed away 3 bales of straw while driving slowly. Too few protections at most corner exits.*~~
 - iv. ~~*Sanitary facilities at camping are not sufficient. Too few showers and toilets*~~
 - v. ~~*No PDF of the final result*~~
 - vi. ~~*Race organization overall very good*~~
 - vii. ~~*Video transmission very good*~~
 - viii. ~~*Online timing: very good*~~



3. European Championship and European Cup management

- a. Debriefing of the 2023 European Championship in Italy
 - i. Positive annotated
 1. Track → Super
 2. Organization for reassembling the crate etc → very good
 3. Drinks at departure
 4. Camping near the track
 5. Online timing
 - 6.
 - ii. Points to improve
 1. Safety → Not enough marshals / Not enough security along the track
 2. Sanitary → not enough.
 - a. FISD recommendation: 1 toilet and 1 shower / 20 participants.
 3. PDF is missing timings
 4. The little bundles do not fulfill their safety roles
 5. No whistle on arrival (seen = risk of incident between person and bike-speeddown)
 6. No reception at the campsite
 7. Despite the insufficient number of mobile toilets (8), there was good management of them.
 8. the number of showers (6) were insufficient and not intimate
 9. **3 cuts** current !!!!
 10. A Belgian delegate noticed the charging of electric bikes – scooters and even cars in Bellevaux in 2022 (D)
 11. Office Tip: Ask the participant not to load vehicles at the campsite.
- b. Proposal for timekeeper specifications (*Subject 2022 to follow in 2024*)
 - i. T-Base: jozef.hejral@t-base.cz
 - ii. Sirio Systems: info@siriosystems.it
 - iii. The organizer will have the choice between timekeepers who adhere to FISD standards (currently T-Base and Sirio Systems)
 - iv. Emmanuele Lapini is preparing a proposal for timekeeper specifications for the 2023 AGM
 1. The basis is the Italian document + the FISD contract with T-Base
 2. The document will be made available at the 2023 AGM to receive comments before the November 2023 office meeting.
 - v. The specifications will be a minimum SLA (Service Level Agreement) between the timekeeper and the organizer.
 - vi. If the organizer solicits multiple approved timekeepers, they will make the organizer an offer for the services and the organizer will have the final choice.
 - vii. The FISD will ensure the quality of the timekeeper's work after each championship in order to remain members of the FISD at the risk of losing their membership.
 - viii. Minimum service required
 1. Online chrono
 2. Intermediate chrono
 3. Excel file availability
 4. After the race a PDF file
 5. Possibility of electrical independence
- c. Modification of the European Championship specifications (*Subject 2022 to follow in 2024*)
 - i. The technical inspection must be organized on Friday from 8:00 a.m. to 1:00 p.m.
 - ii. The €1,000 rebate by the FISD is not acquired. It will be decided at the bureau meeting in November after the EC and will take the following points into consideration:
 1. Track safety (25/100)
 2. Efficient towing (15/100)



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3. Respected schedule management (15/100)
 4. Facilitated for delegates and respected CT (15/100)
 5. Infrastructure camping (20/100)
 6. Quality of the souvenir prize (10/100)
- iii. Upon acceptance of the organization of a European Championship, the organizer will take the necessary steps to take out all-risk insurance covering its liability, that of the members of the FISD, the delegates and its office.
1. The contract will provide for a waiver of recourse against the FISD as well as each of its members, delegates or its office.
- d. Swiss technical control proposal
- i. We in Switzerland have not received any applications from our members. I would like the thermine reservation board for technical inspection at the European Championships to be better channeled. We in the technical inspection department have 4 tarpaulins where the vehicles are checked for external dimensions.
That means 4 vehicle streets. This also means that we can plan this when reserving an appointment by adding a possible category to the times.
z.B.
C1 to C4 10.00 10.15 10.30 ...
C6 10.00 10.00 10.30 ...
The reason for this was that a lot of C8 and C9 drivers reserved the same times, which created a bottleneck on a control road.
A lunch break for food would be recommended
 - ii. The advisory office:
 1. That the technical inspection starts at 08:00
 2. It is recommended that the 4 verification stations are in parallel
 3. It is proposed to use tickets at one time and per control range:
 - a. C1-C4
 - b. C5-C7
 - c. C8-C9
 - d. Q10
- e. FISD Race Dates
- i. European Championship: Bellevaux (Belgium) 19-21/07/2024
 - ii. European Cup:
 1. ~~27-28/04/2024 Villers sur mer (France) Canceled~~
 2. 01-02/06/2024 Winamplanche (Belgium)
 3. 10-11/08/2024 Valdovino (Spain)
 4. 23-24/08/2024 Live (Italy)
 - 5.
 - iii. Courses non FISD
 1. ...
- f. 2024 European Championship
- i. Costs
 1. Registration fees €50.- per participant without meals
 2. Camping fees €50.- per adult (from 13 years old)
 - a. €25.- per child aged 7 to 12
 - b. Free for children under 7 years old
 3. Parking fees € 10.- per parking space outside the campsite per vehicle (do not provide camping fees for categories C1-C3 and C9)
 - ii. Inscription:
 1. 01/05/2024-15/06/2024 through the FISD website



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2. Payment of registration and camping fees by country to the organizer before 07/15/2024
- iii. Camping and dates:
 1. Opening of the campsite: **Tuesday 07/16/2024 10:00**. Sanitary facilities: showers, toilets, electricity and water point will be provided.
 2. **1 douche + 1 toilette / 20 participants.**
- iv. Programme
 1. Tuesday
 - a. 10:00 Opening Campsite
 2. THURSDAY
 - a. 12:00 FISSD meeting
 - b. 18:00 Speednight
 3. Friday
 - a. 07:30 assembled delegates for technical inspection
 - b. 08:00-13:00 technical inspection
 - c. 3:00 p.m. track check
 - d. 5:00 p.m. parade start + ceremony
 4. Samedi (1 Warmup + 2 race)
 - a. 07:00 Ascended Group 1
 - b. 07:30 Briefing (at start)
 - c. 8:00 Warm up
 - d. +- 9:00 Ascended Group 2:
 - e. Group 1: C4-C5-C6-C7
 - f. Group 2: C3-C2-C1-C9 (Start order: 901-914)-C8-C10-GB
 5. Sunday (2 race)
 - a. 07:00 Ascended Group 1
 - b. 07:30 Briefing (at start)
 - c. 8:00 Race 3
 - d. +- 9:00 Ascended Group 2:
 - e. Group 1: C4-C5-C6-C7
 - f. Group 2: C3-C2-C1-C9 (Start order: 901-914)-C8-C10-GB
 - g. 1 hour after last arrival, closing ceremony with prize giving
- v. Speednight
In the evening "SPEEDNIGHT Evening" for which all nations will contribute with a cocktail (necessarily alcoholic min. 5l). The assembly decides that the proceeds will be for the benefit of the organizer.
- vi. During the 2023 championship, new carpets were made available for technical inspection by Easy Mark 68. The carpets will also be available for 2024 and will be brought by Pierre Ortholf.
- vii. Visit to the track and final discussion of the CE 2024
The track safety plan is made available by the organizer and approved.
- viii. Visit to the technical control area.
Completed and approved
- ix. CE participation quotas by country: We decide the allocation of quotas by country as follows. Participants from the organizing country are no longer taken into account in the statistics.



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	Nbre véhicules participants par ans / Anz teilnehmende Fahrzeuge pro Jahr											%	Vorschlag Zuteilung für Bellevaux
	2012	2013	2014	2015	2016	2017	2018	2019	2022	2023	Ø		2024
	IT Preda	CH Wittin	CZ Korab	IT Edolo	BE Trois	IT Viu	BE ON	FR Pfaffe	DE Freital	IT Sant			
Allemagne / Deutschland	13	23	24	25	22	22	29	32		27	24.1	19.24%	30.8
Autriche / Austria					2	2	2	2	2		2.0	1.60%	2.6
Belgique / Belgien	15	24	21	19		25		35	16	14	21.1	16.86%	27.0
Espagne / Spanien	1	0	6	10	10	12	4	10	2	4	5.9	4.71%	7.5
France / Frankreich	37	44	31	22	22	27	32		12	16	27.0	21.55%	34.5
Italie / Italien		38	27		41		25	35	26		32.0	25.54%	40.9
Letonia	5	5	7	6	5	8	6	8	9	10	6.9	5.51%	8.8
Rep Tchèque / Tschechische Rep	10	10		8	10	11	9	15	8	7	9.8	7.80%	12.5
Suisse / Schweiz	36		21	28	21	25	19	25	12	19	22.9	18.27%	29.2
Total	117	144	137	118	133	132	126	162	87	97	125.3		160

In the event of too many participating candidates: Priority to children's categories then to drivers who have participated in at least two championships.

- g. Discussion with organizer
 - i. Organizer asks for the price for the timer
 - ii. Belgian delegate plans a balance
 - iii. Technical control management
 - iv. Ticket sheet ok
 - v. €10 for parking space
 - vi. Toilets and Showers / 20 participants.
 - vii. The organizer plans music for the speednight party. Possibly on the terrace
 - viii. FSID meeting in the room Thursday 12 p.m. Meal budget €600-700 for 20-25 people
 - ix. Number of cars/trailers at registration
- h. Allocation of the next EC (subject to all changes)
 - i. 2024 Belgium Bellevaux 18-21/07/2024
 - ii. 2025 Switzerland Plagne → No confirmation so far
 - iii. 2026 Spain Valdovino
 - iv. 2027 Possibility France (Pierre will clarify)?
- i. Next meeting of FISD delegates
 - i. The FISD meeting during the European Championship will take place 07/18/2024 (Delegates + alternates + office)
 - 1. 12-hour meal (offered by FISD)
 - 2. Reunion 13h30 - 17:00
 - 3. Location Belva Room
 - ii. Bureau 08-09/11/2024 (locality: ?)

The vice president
David Tack

Treasurer
Pierre Ortholf

The technical delegate
Matthias Hauenstein