

FISD 2022

International SpeedDown Federation

Minutes of the FISD Bureau meeting

05.11.2022 Sant Andrea Bagni (Italy)

Participants

President	Violeta RICHARD
Vice President	David TACK
Secretariat	Emanuele LAPINI
Treasurer	Pierre ORTHOLF
Technical Substitutes	Matthias HAUENSTEIN (excused)
Italy	Davide COGNOLATTO, Gino COGNOLATTO

Italic= FISD office comment
= change of regulation

1. Welcome message

The President welcomed all present and submitted the proposed agenda.
The agenda was accepted by the FISD members as it stood.

2. Delegates/ Alternates: Resignations / Elections

a. Czech Republic

- i. Resignation Jiri Janovsky, Petr Musal and Vlastimil Bufak
- ii. Jakub Sejkora, Jan Sejkora → delegate
- iii. Milan Holubec → alternate

b. Belgium

- i. Menchior Jacques → delegate
- ii. Brichet Jean-Christophe → >alternate

c. France

- i. Christophe Sueadeau → delegate
- ii. Micheline Adenet → alternate

3. Office:

The board was elected in 2021 for 3 years, so no election of the board, we have no resignations in the board, so remain in place:

President	Violeta RICHARD
Vice President	David TACK
Secretariat	Emanuele LAPINI
Treasurer	Pierre ORTHOLF
Technical Substitute	Matthias HAUENSTEIN

4. The minutes of the 39th Assembly of Delegates has not been submitted to the members beforehand.

Not performed

5. Debriefing of the 2022 European Championship in Germany

a. Positive points



FISD 2022

- i. Track → Super
- ii. Security → Super
- iii. Camping → Camping ok. No fiesta next to the campsite or limited schedule.

b. Areas for improvement

- i. No drinks/coffee during the technical inspection. Point J 4 specifications not respected: The technical control must take place on site in a place sheltered from the sun and rain. Drinks and food will be provided for delegates who actively participate in the check.
- ii. Water available at start
- iii. In the evenings after 7 pm there was no more food, only drinks. Participants wishing to have dinner later were not allowed to eat after 8 pm

6. Vision 2023-2025

a. Function of the Bureau (+-5 people with different tasks)

- i. Monthly communication to make daily decisions for continuation/evolution
- ii. November: Board meeting with the organiser of the European Championship + delegates from the organising country
 - 1. Track validation and organisation
 - 2. Discussion on the different requests and make all decisions for the sport (not delicate points with specific interest as for example: bob suspension, aluminium carrioli axles)
 - 3. Present minutes at the end of the meeting to delegates for voting by 31/12

b. Assembly function with delegates (2 per country)

- i. December
 - 1. Confirmation of bureau meeting with vote on change package before 31/12
 - 2. The nomination/resignation of delegates from each country is solely the responsibility of the country/federation. FISD does not interfere in the nomination of delegates. The federations shall inform FISD at least 1 month before the European Championship if there are any changes in the representation of the delegates at the GA at the European Championship.
- ii. GA meeting on Thursday before the European Championship:
Thursday 12:00 meal offered by the FISD
Thursday 13:30 meeting
 - 1. Validate the functioning of the bureau + new candidates
 - 2. Voting on sensitive issues (e.g. tile axes)
 - 3. Explanation for the championship operation
 - 4. Sharing support with technical control
- iii. Help with technical control Friday 08:00-13:00

c. Changes for the EC2023

- 1. 5 decents total
 - a. Saturday 1 without crono + 2 race decents
 - b. Sunday 2 race decents
 - c. Ranking on best 2 of the weekend
- 2. Max 160 participants * €50 Pilot/ €50 Copilot

d. Motivation

- i. Financial restructuring of the FISD
- ii. Meeting efficiency
- iii. Less transport for delegates.

7. Requests France

- a. A new study concerning the FISD requests: In front of the recrudescence of the closed boxes on our tracks, some people wonder which would be the accesses of the help in case of unfortunate exits to the pilots in these completely closed boxes. One of our members proposes to change the technical regulations in the following way, see attached diagram

Conclusion Bureau: Application unclear.

To be clarified by applicant for 2024. If it is an open or closed body, it would have to be straightened and the bodywork unscrewed in case of an accident. On the other hand, it could be considered that the regulations should provide for the body to open easily from the outside if the rider is not conscious after an accident.

- b. Again and again, the weights on the vehicles are increased by 5 to 10 kilograms for each category, as well as the limit of "overweight". The bodies are increasingly heavy because of the on-board security, so overweight drivers find themselves "out of category" during European competitions.

Conclusion Bureau: Not admissible

As the weight of the boxes continues to increase, the race organiser must also provide increasingly heavy protection.

As this is a small minority of cases, the request is currently considered inadmissible. A request for a weight increase should be argued specifically by category with technical examples (historical example bob + 10kg for roll bar, C3 + 10kg with taller youngsters...)

- c. Removal of the notion of "normal wear and tear" of tyres, to be replaced by "uniform wear and tear" What is "normal wear and tear"? In view of certain videos on the internet where a competitor is seen sanding his tyres with a J power tool, can we say that this is normal?

Conclusion Office:

OK for regulation change as "normal wear and tear" is not controllable at the technical control. Change planned for the 2023 regulation.

- d. Adding a recommendation in the building regulations, to have the arms IN the bodywork, this recommendation would become a building rule. During a regional competition, a driver in a well known Czech body, but cut up (again because of the problem of overweight) turned over during a run off the track. The result was 6 weeks of plaster casts and rehabilitation on both wrists.

Conclusion Bureau: Not admissible

The old C1-C4 cars, which are still widely used in Belgium and France, are shared by young drivers without large funds. If this rule is imposed, all these young participants are automatically excluded. On the other hand, participants could be advised to use a motorbike jacket etc. as additional protection.

8. Requests Belgium

- a. Increase the weight of the C5 by 10 kg (reason: addition of brake safety)

Conclusion Office: As the maximum weight of the sidecar without crew is 100 kg, and as there is no influence of the weight of the rider, the increase in weight is only considered as a result of an increase in the safety of the vehicle. We will change the regulations for 2023 to 110 kg for the vehicle.

- b. When passing the TC: reintroduce the total weight marking to note the change, at the start of a round

Conclusion Bureau: Not admissible

The application was processed in 2013, 2016 and 2019 and each time refused.

GA 2016

8. Pesée des véhicules Éliminer la tolérance des 2%, étant donné que certains pilotes abusent de cette tolérance et l'utilisent comme élargissement de la limite de poids. Prévoir un système de pesée qui n'affiche plus le poids d'office mais qui annonce par un voyant lumineux vert ou rouge comme pour la pression des pneus. De cette manière la tolérance de la balance serait intégrée dans le système. Motivation : Le poids est affiché numériquement durant le contrôle technique. Lors du contrôle avant le départ il n'y plus que le voyant vert et rouge. Bon nombre des pilotes ne désirent pas que les concurrents voient leur poids.	Messung des Gewichtes der Fahrzeuge Eliminierung der Toleranz von 2%. Die Toleranz entspricht de facto einer Erhöhung des Gewichtslimits und würde von den Piloten ausgereizt. Anwendung einer Waage welche das Gewicht nicht anzeigt (gleiche Funktion wie beim Druckmessgerät). Eine solche Waage könnte eine integrierte Toleranz haben. Motivation: Das Gewicht wird während der technischen Kontrolle numerisch abgestimmt. In der Startaufstelle wird nur noch grün oder rot angezeigt. Abgesehen davon ist es von vielen Piloten nicht erwünscht wenn andere das eigene Renngewicht sehen.	Weight measure No tolerances allowed. They are in a not official document, difficult of application. Tolerances equal to new weight limit. Pilot and constructors will use it like a new higher limit. Proposal to realize a new weight instrument, without weight visualization (same mode of pressure manometer), with internal calculation of tolerance. Motivation: The weight is displayed digitally during the technical inspection. On checking before departure there is more than green and red light. Many drivers do not appreciate that competitors see their weight.
Résumé des commentaires : Pour la phase test l'Italie met un tel système à disposition en 2017. Si les échos sont positifs nous ferons l'acquisition pour 2018.	Zusammenfassung besprochener Punkte: Für eine Testphase wird Italien ein solches System in 2017 zur Verfügung stellen. Wenn die Echos positiv ausfallen werden wir in 2018 ein solches System beschaffen.	Summary of comments: For the test phase Italy is making this system available in 2017. If the echoes are positive we will buy for 2018.
Résultat des votes/Stimmungsergebnis/Result of vote : 13 pour;dafür;agree / 0 contre;dagegen; disagree / 2 abstention;Enthaltung;abstention / Présent;Anwesende;presents: 15		

GA 2019

10. Indiquer le poids mesuré au contrôle technique sur la caisse. Si changement en course, il est impossible de vérifier les attaches (voir accident Potschulat 2018). Commentaire Bureau : Le Bureau rappelle que l'ors de l'AG 2013 à Kdnye il a été décidé de ne plus mentionner le poids sur le no de dossier. Ceci à l'unanimité. Ceci car les pilotes ne désirent pas que les concurrents connaissent le poids de leur véhicule.	Gewichtsangabe auf der Kiste die an der Technischen Kontrolle gemessen wurde. Wenn während des Rennens Änderungen vorgenommen werden, ist es unmöglich die Fixierungen zu überprüfen. (siehe Unfall Potschulat 2018). Kommentar Vorstand : Der Vorstand erinnert daran, dass bei der Versammlung der Delegierten der GA 2013 in Kdnye beschlossen wurde, das Gewicht auf die Startnummer nicht mehr zu erwähnen. Diese Entscheidung war einstimmig. Denn die Fahrer wollen nicht, dass die Konkurrenten das Gewicht ihres Fahrzeuges kennen.	Indicate the weight measured at the technical inspection of the vehicle. If changes are made during the race, it is impossible to check the fixations (see accident Potschulat 2018). The Board reminds that the during the assembly of the delegates of the GA 2013 in Kdnye it was decided not to mention the weight on the start number anymore. This decision was unanimous. This is because the drivers do not want the competitors to know the weight of their vehicle.
Résumé des commentaires : -	Zusammenfassung besprochener Punkte: -	Summary of comments: -
Résultat des votes/Stimmungsergebnis/Result of vote : pour;dafür;agree / 0 contre;dagegen; disagree / 0 abstention;Enthaltung;abstention / Présent;Anwesende;presents: 00		

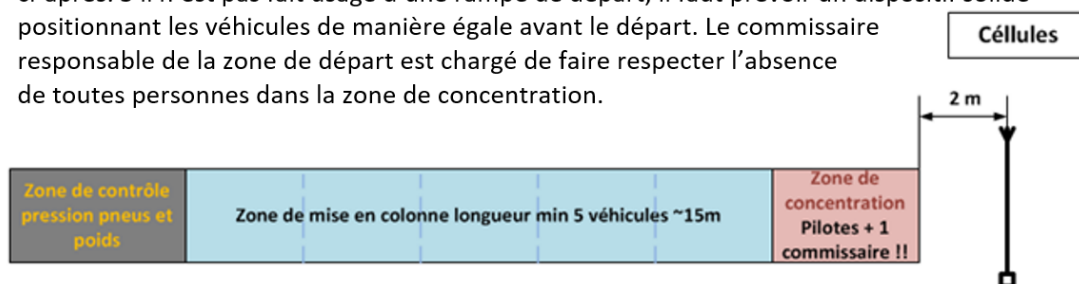
- c. At the start: avoid stress for the rider at the pressure control in the closed area, do before or as before at the finish.

Conclusion Bureau: Acceptable.

An installation error occurred at Freital 2022. Pressure and weighing must be done before the closed area.

6- Définition de la zone de départ :

L'organisateur doit identifier physiquement la zone de départ avec les secteurs selon l'illustration ci-après. S'il n'est pas fait usage d'une rampe de départ, il faut prévoir un dispositif solide positionnant les véhicules de manière égale avant le départ. Le commissaire responsable de la zone de départ est chargé de faire respecter l'absence de toutes personnes dans la zone de concentration.



9. Requests Italy

- a. Proposte Italia: Regolamento C9 da confermare dal 2019. (Base document Matthias Hauenstein/Fabio Aries)

Conclusion bureau: Ok to adapt the regulation according to the Matthias Hauenstein/Fabio Aries document for 2023 (EN + IT version).

- b. Eliminare spinte in partenza :

In Italia sono state éliminé le spinte in partenza per i C8 perché a differenza di peso si può notare la differenza, e abbiamo notato che tanti c1/c4 hanno le cinture "larghe" per potersi dare la spinta in partenza e questo non lo rende sicuro in caso di incidente . Chiediamo di eliminare le spinte per tutte le categorie dalla c1 alla c10.

Elimination of start-up surges :

In Italy, push-offs have been eliminated for c8s because the weight difference is visible, and we have noticed that tati c1/c4s have "wide" belts to be able to give themselves a push-off, which is not safe in case of an accident. We ask for the elimination of the push for all categories from c1 to c10.

Conclusion office:

This proposal is almost impossible to enforce. It is impossible to check closed boxes.

Imposing this rule only on categories where the pilot is visible (C7-C9) would be discriminatory.

If the driver takes the risk at the start of not having tightened the belts before the start, he remains responsible for his choice and vehicle.

- c. I called Spartaco who heard mrx. The floors of him are 1.5 mm more color. In your opinion, can a regulation change be made with a minimum size of the platform of 1.5mm and of material that is iron, aluminum, steel?

Conclusion office:

The C8 + C9 regulation will be changed to: "The floor of the kart shall consist of 100% metal sheet with a minimum thickness of 1.5mm (change for safety reasons)".

- d. Proposal for a new category C11: Gravity Bike

Conclusion office:

In the 2023 championship three Italian pilots are invited for a demonstration. The proposed rules will be posted on the FISD website under all reservations. New category unanimously agreed by the delegates at the GA 2023



FISD 2022

10. Requests Germany

- a. I hereby request that the organizer of the European Championship 2022 receive the usual financial support from the FISD for this event. Reason: So far, the FISD has financially supported all organizers of a European championship. Due to a lack of income, the FISD was not in a position to pay this subsidy and informed the organizer accordingly. Now the organizer of the EM 2022 is in big financial difficulties. He had calculated with 200 participants, more visitors, Sponsors cancelled and in the last two years there have generally been considerable price increases. A reduced amount would also help the organizer of the European Championship 2022.

Conclusion office:

At the time of the championship FISD was not able to provide the €1000.

At the moment, the financial situation of the FISD is better.

FISD will pay before the end of November 2022 the balance of €1000 to the organizer of Freital 2022

- b. Attached you will find the application for changes to the C9 regulations. Actually, it should be a joint application with Italy. That's largely agreed, but I haven't got the okay from Italy yet Due to scheduling reasons, I am sending the documents as a German application. Maybe Italy will come along too. Emmanuele are you informed? Fabio Aries wanted to send out the proposals.

Conclusion office: See point 4.a

11. Requests Czech republic

- a. Technical controls on European Championships - if we can do all races under FISD (European cups) without them, we think it's a pity to lose whole day doing them on European Championship. I think everyone (both drivers and delegates) can spend the day in better way. e.g. This year I successfully (NOT intentionally) went through technical control with only one screw in one of my wheels. The wheel was totally loosen. Everyone is responsible for his/her own gravity car, so there is no need to waste the day for TC.

Conclusion office:

For safety reasons, it seems to us that roadworthiness testing should be maintained.

Although the FISD does not take any responsibility for the condition of a vehicle, it wishes to maintain an advisory role for roadworthiness testing.

- b. Also as we discussed, we both (Jan and Jakub) agree that you (David) should become a president of our organization. We like your thoughts that we have talked about and think you already do and will do much better job for our sport than anyone else.

Conclusion office:

See vote of the bureau 2021 a Freital.

See also Vision 2023 for ideas.

- c. Money management - use collected money wisely. To develop our sport, not to pay bills for food and hotels.

Conclusion office:

See also point 6: Vision 2023 for ideas on the financial recovery of FISD.

12. Proposal for timekeeper's specifications

- a. The organizer will have the choice between timekeepers that are adhered to the FISD standards (currently T-Base and Sirio Systems)
- b. Emmanuele Lapini is preparing a proposal for a timekeeper's specification for the GA 2023
 - i. The basis is the Italian document + the FISD contract with T-Base
 - ii. The document will be made available at the GA 2023 for comments before the November 2023 Bureau meeting.
- c. The specifications will be a minimum SLA (Service Level Agreement) from the timekeeper to the organiser.
- d. If the organiser solicits multiple approved timekeepers, they shall make the organiser an offer for the services and the organiser shall have the final choice.
- e. FISD will ensure the quality of the timekeeper's work after each championship in order to be able to remain a member of FISD or risk losing their membership.

13. Austria's suitability

- a. Ask Harald Penz if he wants a full mandate.
 - i. If he wants to participate without contributing for Austria, he should participate under the Czech flag without nomination by Austria.
 - ii. If you want Austria to be a member, you have to pay the membership fee (€140/year)
- b. Austria's answer: it agrees to join the FISD with the participation of the country's contribution and will be officially a member and could have the benefits

14. Renewal of carpet equipment for technical control (Pierre is in charge of this for AG 2023)

- a. C1-C4 carpet with measurements + FISD logo
- b. C5-C6 mat with measurements + FISD logo
- c. C7-C9 mat with measurements + FISD logo

15. FISD race dates

- a. European Championship: Sant Andrea Bagni (Parma) 4-6/08/2023
- b. European Cup:
 - i. Bellevau (Belgium): 20-21/05/2023
 - ii. Gualdo (Italy) 15-16/07 or 22-23/07
 - iii. Pontanova (Spain) 15-16/07 or 22-23/07
- c. Non-FISD races
 - i. ...

16. European Championship 2023

- a. All information will be made available on speeddown.eu
- b. Finance and Administration
 - i. Registration fee € 50 per participant without meal
 - ii. Camping fees € 50.00 per adult (from 13 years
 1. 25 per child from 7 to 12 years
 2. Free for children under 7 years old
 - iii. Parking fee € 10.00 per non-camping parking space per vehicle (no camping fee for categories C1-C3 and C9)
 - iv. The increase in registration fees is justified by inflation as well as the fact that fewer participants will be allowed to attend to allow for more decent.
- c. Registration:
 - i. 01/05/2023-30/06/2023 through the FISD site
 - ii. Payment of registration fees and camping fees per country to the organiser before 15/07/2023
- d. Organisation - Camping and dates related to the EC:
 - i. Opening of the campsite : Tuesday 01/08/2023

- e. Sanitary facilities: showers, toilets, electricity and water supply will be provided
- f. EC participation quotas per country: We decide the allocation of quotas per country as follows. Priority will be given to children's categories and then to riders who have participated in at least two championships.

Statistique CE des derniers 10 ans

EM Statistik der letzten 10 Jahre

	Nbre véhicules participants par ans / Anz teilnehmende Fahrzeuge pro Jahr										Vorschlag Zuteilung für Sant Andrea die baggi
	2012	2013	2014	2015	2016	2017	2018	2019	2022	Ø	2023
Allemagne / Deutschland	13	23	24	25	22	22		32	39	25	22
Autriche / Austria					2	2	2	2	2	2	2
Belgique / Belgien	15	24	21	19	40	25		35	16	24,38	22
Espagne / Spanien	1	0	6	10	10	12		10	2	6,375	5
France / Frankreich	37	44	31	22	22	27		60	12	31,88	25
Italie / Italien	80	38	27	67	41	70		35	26	48	54
Letonia	5	5	7	6	5	8		8	9	6,625	8
Rep Tchèque / Tschechische Rep	10	10	11	8	10	11		15	8	10,38	8
Suisse / Schweiz	36	45	21	28	21	25		25	12	26,63	14
Total	197	189	148	185	173	202	2	222	126	181,3	160

17. Visit of the track and final discussion of the EC2023

- i. The safety plan of the track will be made available by the organiser before 01/04/2023.

18. EC2023 Framework Programme

- a. 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 go to the organiser.

19. Modification of the European Championship specifications

- a. The technical inspection must be organised on Friday from 8.30 am to 1 pm
- b. The €1,000 rebate from FISD is not "given" by default. It will be decided at the November Bureau meeting after the EC and will take the next points into consideration:
 - i. Track safety (25/100)
 - ii. Efficient towing (15/100)
 - iii. Schedule management respected (15/100)
 - iv. Delegate and TC facilities respected (15/100)
 - v. Camping infrastructure (20/100)
 - vi. Quality of the souvenir price (10/100)
- c. Upon acceptance of the organisation of a European Championship, the organiser shall arrange for comprehensive insurance to cover his liability, that of the members of FISD, the delegates and his office.
The contract shall provide for a waiver of recourse against the FISD and each of its members, delegates or officers.

20. Finance and Audit FISD

- a. Cost office meeting November 2022 Rooms €424
- b. Delegate meeting cost 03/08/2023 €600 (estimate)
- c. Cost Meals for timekeepers €100
- d. European Cup prize-giving ceremony €600

Pierre ORTHOLF presents the financial situation:

EXERCICE 2022	COMPTES FISD	Arrêt de l'exercice au 31 10 2022	Pierre ORTHOLF
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ESPECES :

Solde exercice 2021	283,07€
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Recettes		Dépenses	
Carte grise	115,00€	Repas Chrono	64,00€
Cotisation	255,00€	Remise des prix CE	506,50€
		Facture Hauerstein	32,10€
TOTAL	370,00€		602,60€

Reste en espèces au 30 10 2022 :	283,07€ + 370,00€ - 602,60€ = 50,47€
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BANQUE :

Solde exercice 2021	1429,70€
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Recettes		Dépenses	
Cotisations Pays	3 840,00€	Allianz	622,40€
		Frais de Banque	20,57€
Total	3 840,00€		642,97€

Reste en Banque au 31 10 2022 :	1429,70€ + 3 840,00€ - 642,97€ = 4 626,73€
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SOLDE au 31 10 2022 :	50,47€ + 4 626,73€ = 4 677,20€
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The accounts were checked by the office and found to be in order. It is therefore proposed to the assembly to discharge the treasurer, which is done unanimously.

21. Licence and registration

Licence renewals and applications for licences must be made from 01/04/2023 onwards and must be paid for before the appropriate course (European Cup / European Championship)

22. Allocation of the next EC (subject to change)

- a. 2023 Italy
- b. 2024 Possibility Switzerland or Belgium
- c. 2025 Possibility Spain
- d. 2026 Possibility Italy

23. Next FISD Delegates' Meeting

- a. The FISD meeting during the European Championship will take place on 03/08/2023 (Delegates + substitutes + bureau)
 - i. Lunch 12 noon (offered by FISD)
 - ii. Meeting 13:30 - 17:00
 - iii. Location Ristorante Andreas's Via Circonvallazione 9/11 43048 Sant'andrea Bagni (PR) (to be booked by Monica)
- b. Office 03-04/11/2023 (location European Championship 2024)

The Secretary

The President

Emanuele LAPINI

Violeta Richard