

**FIA CONFEDERATION OF AFRICAN COUNTRIES IN
MOTORSPORT (C.A.C.M.S)**
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MINUTES OF THE MEETING OF THE FIA CONFERENCE OF AFRICAN
COUNTRIES IN MOTORSPORT (CACMS) HELD AT CROWNE PLAZA,
NAIROBI, KENYA, ON SATURDAY 4TH SEPTEMBER 2010 AT 0900HRS.

Present

Surinder Thatthi (Chairman)
Nizar Jivani
Satinder Singh Birdi
George Kagimu
Kisitu Mayanja
Willie Du Plessis
Francois Pretorius
Richard Leeke
Jan de Jager
Dippies Dippenaar
Dismas Kayibanda
Giancarlo Davite
Yves Kagina
Muna Singh
Philip Archenoul
Adam Yachine
Antonio Marques
Kady Angelbert
Viren Goricha
Jim Kahumbura
Ashok Bhalla
Raju Chana
Mwaura Njuguna
Robert Dewar
Rushmi Bowry

ASN

CACMS
Automobile Association of Tanzania (AAT)
Automobile Association of Tanzania (AAT)
Fed. Of Motor Sport Clubs of Uganda (FMU)
Fed. Of Motor Sport Clubs of Uganda (FMU)
Motor Sport South Africa (MSA)
Motor Sport South Africa (MSA)
CACMS FIA Observer
Namibia Motor Sport Federation
Namibia Motor Sport Federation
Rwanda Automobile Club
Rwanda Automobile Club
Rwanda Automobile Club
Zambia Motor Sport Association
Zimbabwe Motor Sport Federation (ZMSF)
Federation Du Sport Automobile De Madagascar
ATCL Mozambique
FISAM Ivory Coast
CACMS Technical Delegate
Kenya Motor Sport Federation (KMSF)
Kenya Motor Sport Federation (KMSF)
Kenya Motor Sport Federation (KMSF)
Kenya Motor sport Federation (KMSF)
Alfa Romeo Owners Club Kenya
CACMS - Secretary

11 African FIA Member countries in all represented

Also in Attendance

Jan Regner
Peter Silberberg

Barum Rally Czech Republic
Rally Management Service

1. WELCOME

- 1.1** The CACMS Chairman, Mr. Surinder Thatthi welcomed all members Present and the Chairman introduced all. The Chairman presented

the apology letter from Mr. Jean Todt, the FIA President and Mr. Ralph Stead from Zimbabwe Motor Sport Federation

1.2 The Chairman of Kenya Motor Sport Federation Mr. Jim Kahumbura welcomed all members to Kenya and declared the meeting open at 09.05a.m.

1.3 Additions to the Agenda:
Co-efficient for FIA African Rally Championship
Pirelli Star Driver 2010
Budget Price class of Rally Car

2. APOLOGIES

Mr. Jean Todt	FIA President
Mr. Ralph Stead	Zimbabwe Motor Sport Federation (ZMSF)

3. CONFIRMATION OF PREVIOUS MEETING

Minutes of the previous meeting were perused and confirmed.

4. PRESENTATION BY MR. JAN REGNER ON SAFETY

A very intensive 3 hours presentation was made to all the members on safety in Rally, racing and extraction from cars. The Chairman stressed to all members to note and to put into action as much as possible from the presentation on Safety in Motor Sport especially on the issues of:

- a) Marshals and officials Training
- b) Extrication Training during accidents
- c) First Aid Training for Drivers and co-drivers. It was advised to carry out First Aid Training during Drivers Briefing for the next car is always the first at the scene of any accident in rallies.

The Chairman informed all Members to apply to The Safety Motor Sport Development Fund for funds required in setting up training of officials. The applications are made online via the www.fiainstitute.com website and clubs should visit the site to see how to do this.

The Chairman thanked Mr. Jan Regner for the presentation on Safety and stressed that every effort must be made to implement safety during the events in the African Rally Championship and also in the National Championships.

5. KARTING IN AFRICA

5.1 Mr. Francois Pretorius presented and circulated a report on Karting in South Africa to all the delegates present.

Mr. Richard Leeke reported that Endurance Karting in South Africa is picking up. The racing takes between 3-6 hours and there are at an average of 30-34 entries per race. The cost is kept minimal. The event takes place outside the motor sport calendar.

5.2 Mr. Phil Archenoul presented and circulated a report on Karting in Zimbabwe. He reported that Karting in Zimbabwe is stable. They would like the triangular series between Zimbabwe, Mozambique and South Africa and a regional championship to be organised.

5.3 Mr. Antonio Marques requested Mr. Francois Pretorius to approach Motor Sport South Africa for their assistance in organising the triangular series. It was agreed that the Regulations of the Triangular Series should be adopted for the ARC Championships and South Africa should supply the same to CACMS. Mr. Francois Pretorius reported that Rotax Max Regulations are available in South Africa and are applicable to Max Karts.

He reported that they had received funding from Motor Sport Development Fund for training of marshals. The Chairman requested members to apply to FIA for funding before September 10th, 2010. He reported that they have three types of GP Junior Karting. They are Rotax Max, Mini Max and Max Junior

5.4 Mr. George Kagimu reported that Uganda required funds to build the track so at present had no karting in his country.

5.5 Mr. Adam Yachine from Madagascar produced a brochure of the CIK Track in Madagascar. He reported that six events are held in a year. He requested for assistance in training the officials. The Chairman suggested that he should liaise with Motor Sport South Africa for assistance.

5.6 Mme. Kady Angelbert from Cote d' Ivoire reported that they were planning to start Karting again since they have a track.

6. CROSS COUNTRY RALLIES

Mr. Francois Pretorius reported that they have 65 active Off Road competitors in South Africa and the Cross Country Championships are run in two categories: Production and Two Wheel Drive. This has proved to be very successful. He further reported that they have a series sponsor for three years. South Africa also helps to run the three day Desert Safari event held in Botswana.

Mr. Jim Kahumbura from Kenya reported to the members that there are three Cross Country events held during the year with an average of 30 participants in a variety of vehicles including autocross buggy machines. The Cross Country Commission in Kenya is looking at putting together an international event.

7. AFRICAN RALLY CHAMPIONSHIP

7.1 **Seeding System and Starting Order:** It was agreed that a simple system of rotation should be looked into and to be included in the regulations. If this is not possible the regulations will remain unchanged. The Chairman informed all changes to our 2011 ARC regulations must be made before September 7th, 2010 as the Rallies Commission Meeting is being held in Paris on September 8th, 2010 to approve the same.

- 7.2 **Hans Device in the ARC:** It was unanimously agreed to make the Hans Device compulsory for all the ARC entrants and it was highly recommended that the National Championship entrants should be encouraged to wear the same.

It was further agreed that the Hans Device should be made compulsory w.e.f January 2012 in all National Rally Championships in Africa.

Full FIA clothing and equipment is compulsory in all ARC rallies.

Willie Du Plessis suggested that a safety video should be shown to the entrants during Drivers Briefing.

- 7.3 **REVISION OF SUPER RALLY REGULATIONS:** It was agreed to abolish Super Rally in 2011.
- 7.4 **CO-EFFICIENT FOR ARC:** It was agreed unanimously not to have co-efficient for Africa Rally Championships.
- 7.5 **NUMBER OF DAYS FOR AN EVENT:** It was agreed to run an event for 3 days.

It was agreed that a Convoy Recce as used in Zambia and Zimbabwe is a good way to control the recce especially on private land but it was not possible to make this compulsory for all events. Events may use convoy recce and they should have this in the Supplementary Regulations.

TIME CARDS: Standardized Time Cards to be implemented – i.e. one page only. Willie to send a sample of one page time card to Uganda.

- 7.6 **SPECIAL STAGE AND COMPETITIVE STAGE:** ARC members agreed to follow Article 29.3.6 and use the Time Itinerary as used in Special Stage rallies only. All countries were urged to try to use only one system in the whole of Africa which would make it easier for countries to interchange their results computer programmes.
- 7.7 **SAFETY BOARDS-** to be made compulsory. Competitors must carry the safety boards in their cars.
- 7.8 **ENTRANTS / NAVIGATORS NAMES:** It was agreed that the Drivers name should be on top followed by the navigators name on both sides of the car and NO names are required on the front fenders.

8. **SAFETY TRACKING SYSTEM:** It has been proved that Tracking has helped after several tests were carried out in Tanzania, Uganda, Zimbabwe, Zambia and Rwanda. The Chairman requested every ASN to apply electronically for funding for the Tracking System.

He further stated that CACMS will work towards obtaining funding from Motor Sport Development Fund. To make Safety Tracking System compulsory and the following wording should be included in the regulations and every ASN will have to adhere to it.

Section 58.1 DEVICES TO CONTROL CAR POSITION, MOVEMENT AND STATUS

For all rallies in the Championship, live satellite or GSM tracking, data recording and emergency signalling devices must be used to monitor the position, movement and status of all competing cars at all times during the rally.

Competing cars will be fitted with data logging and tracking devices that will give an accurate trace of the position, movement and status of all competing cars during special stages and road sections of the rally. On special stages there will be a tolerance of ten (10) metres for straying from the centre line of the route as determined by the organisers.

A trace of the movement of all competing cars will be superimposed on the centre line of the special stage route, and any car that deviates from this may be subject to penalty which will be imposed by the Clerk of the Course after examination of the circumstances of the infringement. Recording of the trace of all cars during the rally will be live. In open terrain rallies, the exact route of all special stages must be clearly marked in order to avoid any possibility of straying, accidental or otherwise.

Any attempt to tamper with or to interfere with the live tracking and data recording devices fitted to competing cars, or any device that fails to record a trace due to interference by the crew, will be reported to the stewards, who may impose a penalty that may go as far as exclusion.

The Chairman thanked Peter Silberberg from Rally Management Services for the comprehensive presentation on Tracking System.

9. ROAD RACING, DRAG RACING IN AFRICA: The Chairman thanked Mr. Antonio Marques for the presentation of all the Motor Sport Activities carried out in Mozambique.

10. THE 2011 AFRICAN RALLY CHAMPIONSHIP CALENDAR: Rotation from North to South region starting the ARC was agreed in 2010 and implemented in the provisional 2011ARC Calendar.

The dates proposed for the 2011 ARC are:

11/13 March 2011	-	TOYOTA ZIMBABWE CHALLENGE
15/17 April 2011	-	SASOL RALLY SOUTH AFRICA
20/23 May 2011	-	ZAMBIA INTERNATIONAL RALLY
17/19 June 2011	-	KCB SAFARI RALLY KENYA*
15/17 July 2011	-	KCB PEARL OF AFRICA UGANDA RALLY*
2/4 September 2011	-	KOBIL RALLY OF TANZANIA
30th Sept/2nd Oct 2011	-	KCB RWANDA MOUNTAIN GORILLA*
25/27 November 2011	-	TOTAL RALLY INT. MADAGASCAR*

- **Subject to approval of the FIA Observers Reports**

Mme. Kady Angelbert from FISAM Ivory Coast, requested to be included in the 2011 Calendar for running an ARC rally.

The Chairman requested her to first organise and run a national rally which shall be observed by an expert from around Africa. This can only be done in 2012 as the Calendar for 2011 has already been finalized.

Mme. Kady further requested to be considered for candidate rally in December 2011 for 2012. The Chairman pointed out that it was not possible for the 2012 calendar has to be approved by the September FIA Rally Commission meeting. It was recommended to FISAM to consider running a candidate event before August 2011 to be considered for the 2012 ARC.

The Chairman requested Uganda to look into private roads for running of the Rally. Mr. George Kagimu reported that they are doing their best to control the crowd with constant communication with Managers of Sugar Plantations.

The Chairman suggested that they should start planning for the rally well in advance and request for someone to inspect the stages and safety plan. He suggested that if they need a dispensation to make the event shorter they should apply earlier. Mr. George Kagimu agreed that taping can be used effectively, the plantations can be manicured and distribution of leaflets can be carried out before the rally.

The Chairman highlighted that officials were not co-operative to FIA Officials after the accident in 2010 rally and that the media showed the accident on You Tube.

The Chairman informed the members that **Uganda has a Yellow Card** and in 2011 be very important that the event is improved on safety and organisation and the FIA Observer will determine the fate of Uganda in remaining within the ARC 2012..

The Chairman reported on the poor FIA Observers report of the 2010 KCB Safari Rally. Jim Kahumbura the new Chairman of Kenya Motor Sport Federation reported that the old organisers of the rally have been brought back to enable them to organise the rally better and to run the event smoothly. They are looking into running the rally on closed roads.

The meeting was advised that **Kenya also has a Yellow Card** and in 2011 the event will be monitored very closely by the FIA Observer and Kenya must improve the event organisation levels and safety standards.

The Chairman reported that the Organisation of the 2010 KCB Rwanda Mountain Gorilla Rally was generally much better than in 2009. The points noted by the Observer were there is need to increase in the number of competent officials. A lot of people were running around with Rally Badges but not doing any work. The rally cannot be run by one person. It was also noted the high speed on stages which is dangerous on open roads. Alternative routes should be looked into which have lower average speeds. Following the accident with the spectators the Observer has also placed **Rwanda on a Yellow Card**. Particular attention should be given to crowd control in Rwanda in 2011.

Ashok Bhalla from Kenya Motor Sport Federation (KMSF) – requested members from Kenya, Tanzania and Uganda to make sure that there is no clash in the National Championships dates. The Chairman requested Ashok Bhalla to email the draft calendar of Kenya to both Tanzania and Uganda.

11. FIA FOUNDATION: George Kagimu Federation Of Motor Sport Clubs of Uganda (FMU), requested the Chairman to look in to assistance from FIA Foundation by the regions and to pay attention to their specific needs. The Chairman requested George to ask FMU to write a letter to him to present to FIA Foundation to consider.

The Chairman asked Willie Du Plessis to report on how South Africa is going to handle tyre and fuel for Africa Rally Championships?

Willie suggested that Regulations for ARC drivers will have to be implemented and the Sasol Rally will allow any tyres for the event for ARC drivers. AVGAS fuel will be allowed for ARC entrants only.

12. ANY OTHER BUSINESS:

The Chairman reported that the **Pirelli Star Driver** had qualification was held in Zimbabwe in August. The driver's age has been lowered from 27 years to 24 years. He further reported that there were three contestants who were judged by six judges. Mohammed Essa (Zambia) and Chase Attwell (Zimbabwe) were chosen by the judges to go to Europe for the finals shootout to represent Africa.

Muna Singh requested the Chairman for any possibility of **encouraging young drivers** by finding a way of identifying them. The Chairman requested Muna to liaise with him to work out the possibilities of finding a way of up and coming youngsters in ARC.

Richard Leeke reported that there was **laxity in promoting the ARC**. Websites should be updated regularly. Peter Silberberg offered to assist and who send a budget for this.

ARC events Rally Guide's should be published on the Website 4 months before the ARC Championship events. The observer should note when that the Rally Guide is on the website and have this in his report.

Problem faced in Rwanda: The law in Rwanda is foreigners anyone who has a traffic accident on the road will be held by police which is why Lee Rose was delayed in Kigali for 3 days. Mr. Kagina from Rwanda Automobile Club reported that Police Permission to waive this rules being applied by RAC.

Mr. Dismas Kayibanda reported that there are many **Motor Sport Federations in Africa which have political differences and troubles**. He requested whether it was possible to form a sub-committee within CACMS to mediate and resolve any problems within the African Federation before it gets to courts.

The Chairman replied that CACMS can be called upon to mediate for any Federation in trouble and find the right person to be nominated by CACMS to help resolve the problem.

He stressed that politics in motor sports will always exist as it is an elitist sport and we should seek dialogue and help to solve issues.

Training of Officials: Mr. Phil Archenoul from Zimbabwe asked the Chairman whether any training programmes have transpired since 2009. The answer was yes. CACMS has had seminars at every CACMS meeting in the last two years. CACMS should look at having an Officials train session in 2011 and the FIA is also looking at how to implement this within the regions.

ELECTION OF CHAIRMAN FOR CACMS:

13 Countries have sent nominations for **Mr. Surinder Thatthi to continue as the Chairman of CACMS**. No other candidates were nominated for the election in 2010. He will continue as the Chairman for the next three years and the next election for the position of President of CACMS will be held in 2013.

Mr. Thatthi thanked all those who nominated him and pledged to continue to serve motor sport in our African continent to the best of his ability.

It was also noted that Mr. Thatthi was elected as one of the seven Vice-Presidents of the FIA in October 2009 and was in a better position now to take the message of Africa to the highest levels of the FIA.

13. DATE AND VENUE OF THE NEXT MEETING OF CACMS: The FIA Foundation is having their next Conference in Maputo, Mozambique in the third week of August, 2011. CACMS will investigate if we can combine the Africa meeting at the same time.

The Chairman presented the letter from Madagascar to host the 2012 Conference.

Mme. Kady Angelbert from Ivory Coast requested the 2013 Conference to be held in Abidjan.

14. VOTE OF THANKS: The Chairman thanked the FIA Foundation and the FIA Institute for the help in hosting the Conference.

All members who attended the meeting were thanked by the Chairman and wished them a safe journey back to their countries.

There being no other business the meeting closed at 18.26 hours.

Signed:

Date:.....