

MINUTES OF A MEETING OF THE FIA CONFEDERATION OF AFRICAN COUNTRIES IN MOTORSPORT (CACMS) HELD AT THE HOTEL EQUATORIA, KAMPALA ON MONDAY 6TH SEPTEMBER 1999 AT 8.30AM.

PRESENT: MR. SURINDER THATTHI (CHAIRMAN)	- KENYA
MR. DIETHER KOK	- SOUTH AFRICA
MR. JOHN MUTENDA	- UGANDA
MR. SAM COLIN SSALI	- UGANDA
MR. ROGER DUNGU	- UGANDA
MR. EDRISA NSUBUGA	- UGANDA
MR. JACK WAVAMUNNO	- UGANDA
MR. ASHOK BHALLA	- KENYA – Safari Rally
MR. JOGINDER SINGH	- KENYA- E.A. Safari
MR. C. R. PATEL	- KENYA
MR. AUSTIN WHITEHEAD	- ZIMBABWE
MR. NIZAR JIVANI	- TANZANIA
MR. AMYN BAPOO	- TANZANIA
MR. CLAUDE PFUMA	- ZAMBIA
MR. SERGE EVRARD	- RWANDA

1. WELCOME

- The meeting was called to order at 09.05.
- The CACMS chairman welcomed all present and introduced all members to the meeting.
- Mr. John Mutenda – Chairman of the AA Uganda competitions committee gave a welcome address on behalf of the AAU Chairman who was not available due to national commitments.

2. APOLOGIES

- Namibia and Mozambique have sent their apologies.
- Zambia Motor Sport Association sent a delegate (Mr. Claude Pfuma) as Ms. Lee Anne Singh would not be able to attend.

3. CONFIRMATION OF MINUTES AND MATTERS ARISING FROM LAST MEETING MINUTES OF CAPE TOWN 17.10.98.

The minutes of the previous meeting held on 17th October 1998 in Cape Town in South Africa were approved with the following amendments:

- On page 2 paragraph 2 – it was ammended to read that the “AA of Kenya had accepted the chair of CACMS and Mr. Thatthi who was instructed by Mr. R. Njoba – Chairman of the AA Kenya Competitions Committee to offer this to the members present in Cape Town.” and delete the the words “was conditional on he (Mr. Thatthi) assuming responsibility”.
- Subsequently the Director General Mr. D.N. Njoroge of AA of Kenya had written to Ms. Beulah Schoeman of MSA that the AA of Kenya was in the process of moving their HQ to a new premisis and would not be in a position to take over the Secretariat, and requested Ms. Schoeman to continue for one more year. MSA declined this request and

thus all affairs of the CACMS Secretariat during 1999 were handled by Mr. S. Thatthi who was the elected to be a member on the FIA Rally Commission for Africa at the same meeting in Cape Town. **NOTED**

The chairperson asked the members whether they were happy with the way the CACMS secretariat operated at present and if they have any suggestions for a change in the structure or operation of the secretariat. Mr. A. Bhalla proposed the current status of the chairmanship be maintained for the next term.

- Mr. Kok suggested that the CACMS secretariat should stay for at least 3 years running to be able to implement any improvements that have been started and should not be held for a long period as done in the past.
- Mr. Ssali said that this was a good suggestion but the Chair of CACMS must be confirmed every year at the CACMS meetings, and that the tenancy for the chair must be secure to allow the changes to be implemented. **AGREED BY ALL.**

4. THE 2000 FIA AFRICAN '~~CONTINENT~~' RALLY CHAMPIONSHIP.

4.1 CONFIRMATION OF DATES FOR 2000

- The final dates confirmed by the FIA Rally Commission at their meeting on 2-3 September 1999 were presented by the Chairman, who also informed members that the FIA had decided to change the title of this Championship to: FIA AFRICAN RALLY CHAMPIONSHIP. The word CONTITNENT has been removed.
- The Chairman also reported that the Observers report for the candidate event 'Rwanda Fraternity Rally' was discussed by FIA Rally Commission and the rally was approved to join the 2000 ARC.
- Mr. Diether Kok advised that South Africa can not run their event on the date granted by the FIA in May 2000 for there is not enough time from October 1999 to May 2000 for them to organise their event. Secondly he said that they would have to consult with the land owners in the area of the rally to see if will be suitable to run in May. Thirdly he said that the South African National Rally calendar had already been set and it would be difficult for MSA to change this calendar. Mr. Thatthi advised that the FIA Rally Commission did not accept that three ARC rounds be run in October 2000 and since the application form sent by Motorsport South Africa had the date 11-13 May 2000 as an alternative date it was moved to this alternative by the Commission.
- The chairman advised all members that it is a rule of the FIA that the name of the country must be in the event name. **NOTED**

The calendar for the 2000 ARC is as follows:

23 – 25 MARCH 2000	- NAMIBIA INTERNATIONAL TARA RALLY
11 – 13 MAY 2000	- RALLY OF SOUTH AFRICA (CANDIDATE) (subject to 1999 FIA observers report and approval)
30 JUNE – 02 JULY 2000	- CASTROL SPECTRA ZAMBIA INT. RALLY.
04 – 06 AUGUST 2000	- DUNLOP ZIMBABWE CHALLENGE RALLY.

- 01 –03 SEPTEMBER 2000 - TOTAL PEARL OF AFRICA **UGANDA** RALLY.
(subject to 1999 Observers report)
- 06 – 08 OCTOBER 2000 - CALTEX EQUATOR RALLY **KENYA**
(subject to 1999 Observers report)
- 27 – 29 OCTOBER 2000 - **RWANDA** FRATERNITY RALLY
- 23 – 26 NOVEMBER 2000 - RALLY **COTE D'IVOIRE**
(subject to 1999 Observers report)

Mr. John Mutenda of Uganda said that it was a problem for AA Uganda when the Rwanda Fraternity Rally uses their territory in Uganda and then incorporates the event to count for the Ugandan National Rally Championship. Uganda can not logistically run two ARC events. Mr. Mutenda recommended that the Rwandan ASN try to run their rally within their own country. He also stated that this event had brought a lot of problems to the AA Uganda.

Mr. Evrard of Rwanda said that they will consider to run the rally in Rwanda but since there is co-operation between the Uganda Motor Club and Rwanda Automobile Club they will apply to the AA Uganda to use Ugandan territory if necessary and pay the relevant permit fee as Uganda has in their regulations. Secondly Rwanda uses all officials for their event from Uganda and their sponsor is also Celtel from Uganda.

As a solution a proposal was tabled - that an ARC round may count for National Championship of the country in which it is run but cannot count for the National Championship of the neighbouring countries without the express permission of the two countries ASN's, Article 24 of the FIA International Sporting Code does state that one event of a national championship may be run in a country with a common border subject to conditions as laid out in the Code.

Secondly, The ASN's of all neighbouring countries must ensure a reasonable period of time between their national events and the ARC event of a neighbouring country so as to ensure that both events do not lose entries. **AGREED BY ALL COUNTRIES AND TO BE IMPLEMENTED IN 2000.**

4.2. TELEVISION COVERAGE FOR ACRC

- The chairman asked Mr. D. Kok to advise if there were any developments on the proposal by Mr. Arther Abraham tabled at the last meeting. Mr. Kok reported that since the FIA had declined to grant naming rights of the ARC to any sponsor, there was no possibility to get a series sponsor.
- The chairman suggested that all countries need to commercialise their National Rally Championships and cited the examples of the Stannic series in South Africa and the Shell/BP National Rally Championships in Kenya. Both these deals are based on a TV deal. Shell in Kenya pay for TV production for a 26 min program and show it on two Kenyan TV stations ten days after each rally. If we start at the grassroots to commercialise Motor Sport, then we will attract sponsor in the long term which will then eventually help to commercialise the ARC as the premier Rallying in Africa.
- In the short term all ARC organisers should make an effort to get their National TV involved so as to better the returns for their existing sponsors.
- All were reminded that the Filming and Moving Picture rights for ARC events are the events and they may deal with these rights as they see fit but must ensure that:

1. Any broadcast is fair and impartial.
2. A copy of each broadcast is sent to the FIA.

All organisers must respect the provisions of Article 27 of the International Sporting Code.
AGREED.

4.3. MANUFACTURES INVOLVMENT IN THE ACRC.

- Mr. Kok informed the members that Toyota - South Africa have homologated their Toyota Corolla RSi model in group A & N. The cars which are already sold by Toyota throughout Africa are homologated to use for Africa Championship as from of 1st October 1999. The FIA homologation papers will be sent to all ASN's as soon as they are received from the FIA. Members were also informed that Volkswagen South Africa was also considering to homologate their new VW Polo Player with a 2.0 litre engine within the Regional homologation rules of the FIA. This was noted with great pleasure and the chairman requested Mr. D. Kok to speak to VW South Africa and encourage them to move forward with this venture before the start of the 2000 ARC championship.
NOTED

4.4. INCREASE IN HOMOLOGATED CARS PARTICIPATION IN THE ACRC.

- Regional homologations are now allowed within Africa and Toyota South Africa must be praised to have taken the first step to homologate their Toyota Corolla RSi As from 1st Oct 1999. The details of how regional homologation works was distributed to all members.
- The chairman suggested to members that drivers in their countries should be encouraged to purchase homologated cars to use in the Africa championship. Mr. Kok said that national championships in each country must make provision for homologated cars to be used within their own championship to make this possible. There will not be any motivation for people to buy these homologated cars if they cannot use them in their own countries. This suggestion was well received and encouraged. **ACTION BY ALL ASN's.**
- Mr. Austin Whitehead suggested that if the FIA wishes the ARC to be successful they have to accommodate the African rallies by possibly giving us a period of time and allow group S vehicles to score points in the ARC. This period should be 2-3 years to gain momentum and to also try and get things done our way because the FIA way is not working for us. The chairman pointed out that the FIA will not change their policy and will only allow their Regional Championships with cars as allowed within the FIA formula. It is up to us to find ways to increase eligible cars participation. **NOTED**
- Mr. Diether Kok suggested that Group N was the cheapest FIA formula and we should look at ways to increase participation in Group N. Mr. CR Patel said that the winner of the ARC for the last two years was in a Group N car. Mr. Thatthi proposed for an inclusion of group N cup in the Africa Championship to encourage more participation in Group N and this was agreed by all. An application should be made to the FIA for inclusion in the 2001 ARC by CACMS as the regulations for 2000 have already been finalised. **AGREED AND ACTION CACMS**
- Mr. Whitehead suggested that since the majority of entrants in the ARC at present were using Group S cars there was no incentive for them to participate in other rounds of the ARC other than their own country or the neighbouring country. It was suggested that we look into giving an award to the best Group S car. **NOTED**
- Mr. Thatthi suggested that organisers of ARC rallies should offer their benefits package to drivers who use homologated cars only to help increase their participation. All agreed

that this was possible except in the case of a 'star' driver that the organiser wish to have running in their event. **NOTED**

4.5. TRAVEL DIFFICULTIES OF ACRC PARTICIPANTS

- The chairman recommended that all organisers of ARC should try to dedicate a certain amount of money in their budgets for foreign participants. Most ARC organisers already provide fuel, accommodation and a free entry to foreign crews but the Chairman urged if some financial support could be given to cover part of the cost of transport of their rally cars. As discussed before he suggested that organisers should try and limit these offers of benefit to drivers with homologated cars. **AGREED.**

4.6. DECISIONS OF THE FIA WORLD COUNCIL REGARDING THE ARC regs.

The following decisions were taken that effect the ARC during 1999 by the Rally Commission and have been approved by the World Council.

- Timing to the tenth of a second is permitted.
- The World Council approved the proposal that as from 1.1.2000, the rules concerning assistance applicable to the World Championship also be applicable to the Middle East and African Continent Championships.
- Re-fuel Zones and Limitation of spare parts are optional.
- The 1999 Great Lakes Rally (Burundi) is withdrawn from the 1999 calendar (14/15 November 1999) **NOTED**

4.7. REGULATIONS FOR THE 2000 FIA ACRC.

- The African Championship regulations as set out on the 1 September 1999 have all been approved by the FIA Rally Commission and have been included in the dossier for the approval of the World Council which will meet on the 6th October 1999 in Geneva. These regulations will be included in the 2000 FIA General Prescriptions when approved.
- The FIA Standard documents samples will also be included as an Appendix in the 2000 FIA General prescriptions so as in the past it will mandatory to comply with these documents in all ARC Rallies in 2000. **NOTED**

5. AFRICA REPRESENTATION AT THE FIA RALLY COMMISSION 1999/2000

- Mr. Thatthi is the current representative of Africa on the FIA Rally Commission and it was voted unanimously by all members present that Mr. Thatthi continues as the Africa representative on the FIA Rally Commission for the 1999/2000 term. **NOTED AND FIA TO BE ADVISED**
- Mr Bhalla suggested that a working group should be set in the same country as the representative to help with the matters pertaining to the ARC. **AGREED**

6. TECHNICAL AND REGIONAL HOMOLOGATION REGULATIONS.

- Manufactures in Africa have been granted a concession by the FIA to homologate cars to use in the FIA African Rally Championship on the following basis.
 - Minimum availability of 500 identical units in 12 consecutive months (instead of 2500)
 - Homologation valid for only the ACRC and not WRC.
 - Homologations should be done in the standard FIA format using the FIA forms.
 - The validity of the homologation will be for seven years after the manufacturer has stopped the production of the model.
 - The fee for this ACRC homologation is FF 20,000 (\$3200) for the base homologation (reduced from FF 30.300)

- Extension to the homologation (three point) will cost FF5000 (reduced from FF15,000)
- The chairman suggested that the ASN's of each country should issue a Press Release about this and the fact that it is possible to do Regional homologation quite easily. The (FIA format) forms are available at the CACMS secretariat. A list of all cars homologated is in the FIA yearbook. **NOTED**

7. EVENTS USING AFRICAN TERRITORIES

- Mr. Austin Whitehead suggested that the fee, which had been imposed in the previous meeting (US\$3,000 and US\$500 for each day within the country) was too high. He suggested that the meeting consider a reduction in this fee to US\$1500 as a more reasonable fee for we might risk losing out if these type of rallies decide to avoid Africa completely in the future.
- Mr. Kok said that the fee that was discussed at the last CACMS conference was not implemented by many ASN's during 1999 for the events like London-Cape Town and the Sheild of Africa and that each country negotiated their own fees. Organisers of such events have the habit of playing one country against the other in an effort to reduce the fee they have to pay.
- It was noted that the last event did pay the sum of US\$3000 to the AA of Uganda and The AA of Kenya was paid US\$ 5000.
- After much discussion it was agreed that the minimum fee all ASN's may charge such events should be standard and remain at the fee of \$3,000 which entitles the applicant to one 24 hour day free and \$500 for each extra day spent in that country. The chairman under took to write a letter from CACMS to all ASN's about this decision and the countries may give a copy of this letter to all inquires. **AGREED ACTION CACMS.**

8. PROMOTION OF KARTING WITHIN AFRICA

- Mr. Kok informed the meeting that this sport is a way of getting young people into Motor Sport. He said that the youngsters especially should be encouraged because this would develop their talent which may be recognised by manufactures. He said that in South Africa they had special programs for Karting
- Mr. Sam Ssali informed members that land had been located in Uganda and inquired whether there is any kind of sponsorship to set it going.
- The Chairman said that he will write to CIK via Mrs. Beulah Schoeman who is in touch with the CIK and will get back to the members with more information. **FOR FURTHER ACTION.**

9. PROMOTION OF CIRCUIT RACING WITHIN AFRICA

The only countries with racing in Africa were South Africa, Zimbabwe, Mozambique, Angola and Namibia. Other countries in North Africa like Morrocco, Tunisia and Egypt also have race tracks but not much is known about racing in the north.

Cross border participation has always been only between neighbouring countries and by mutual agreements. **CACMS TO INVESTIGATE FURTHER**

10. CROSS BORDER PARTICIPATION IN RALLIES AND OFF-ROAD

Off road rallying in South Africa is very popular and drivers from all neighbouring countries do participate in the SA series.

For rallying cross border participation can only take place if the event is inscribed in the FIA International Calendar and the participants have International Competition licences. **NOTED**

11. HARMONISING OF RALLY SEEDING WITHIN AFRICA

- ↪ Mr. Nizar Jivani suggested that the seeding points between countries should be regularised.
- ↪ The chairman requested all ASN's to send to the confederation secretariat all literature on how they seed their drivers. The secretariat can summarise all the seeding methods and the survey be sent to all countries for them to consider to adopt in the long term with the view to harmonise seeding between ASN's throughout Africa. **ACTION CACMS**

12. REVIVAL OF THE EAST AFRICAN SAFARI RALLY

- ↪ Mr. Joginder Singh (3 times winner of the E.A. Safari) had a proposal to the members to revive the East African Safari Rally. The event would be planned as a contest which will count for no championships within the three countries.
- ↪ He informed members that a provisional committee had already been formed in Kenya with the view to bring in Tanzanian and Ugandan members into this team.
 - Letter of this proposal has been sent to AA Uganda and to AA Tanzania of which a reply is awaited for the idea of presenting the concept at this meeting was to request the co-operation of the two ASN's of Uganda and Tanzania. He went on to say that the publicity of this rally will benefit all countries and co-operation with the imminent revival of the EA Community. It is planned that the start will alternate in the member countries every year which Mr. Jivani stated was the biggest problem of the old Safari. Some details are:
 - The event 4000 –5000km will be running during the Easter holidays 20th/25th of April 2000.
 - The route as seen on the map has been discussed, with alternative routes to be given by Tanzania and Uganda
 - All types of cars and bikes will be able to participate.
 - The Regs should be out by the end of the year.

All interested parties were asked to get back to Mr. Singh with details and/or questions.

Mr. Sam Ssali asked if the other countries would have a stake in the East African Safari Rally to which Mr. Singh said that whoever was interested would be able to have a stake.

Mr. John Mutenda asked what was in for the rally drivers and if this rally would not be incorporated in the championships? Mr. Singh answered that it was important to get the rally off the ground first then see the future of the event.

Mr. Jivani also stated that when the start of the event will be in the cities of Kampala and Dar-es-salaam then those countries will have a larger portion of the event passing through.

Mr. Ssali pointed out that Rwanda was now an East African country and we should consider to pass through Kigali in the future.

AGREED/FURTHER ACTION AA UGANDA & AA TANZANIA

13. INCLUSION OF TANZANIA IN THE ARC

- ↪ Mr. Nizar Jivani wanted to know what it takes to join the ARC as he had identified a club and an event in Tanzania who would be able to run such a rally but also need the support of the CACMS and neighbouring countries for guidance.
- ↪ The Chairman informed Mr. Nizar that he had to submit the application to the FIA to become a candidate for the ARC after which the FIA will appoint an Observer who will make report on the compliance of the event to FIA standards. When an event has candidate status the expenses of the Observer are borne by the organising club or ASN's.

The Chairman advised Mr. Jivani that upon a formal request CACMS would gladly assist the organisers with the details concerning the FIA standards for a Regional Championship event.

- Mr. Kok informed the meeting that at the moment the calendar was currently fairly full with eight events and wondered if it would be possible to include another ARC event. He encouraged Tanzania them to apply in case one of the other countries dropped out.
- Mr. Edirisa Nsubuga suggested for a minimum round of races to be set in the ARC. The Chairman reminded all that the FIA General Prescriptions had a rule on the minimum events to count for the championship.
- Mr. Wavamunno suggested that maybe the Cote D'ivoire rally should be excluded from the ARC to give space to the Tanzanian Rally because their drivers never attended the ARC Rallies nor did any body from this side attend theirs. And that they were members of CACMS on paper only and never participated in our meetings. He said this is an obstacle to another country from entering the ARC.
- The Chairman reminded all that this is a Championship for the whole of Africa and all events that fulfil the FIA rules and regulations had every right to be in the championship. But having said this, the status of an event must be on merit and it is the sign of a healthy championship when we have competition from one or several 'Candidate' events who are ready to snap up the status should any one rally fail to run or is organised below the FIA standards.

NOTED – ACTION AA TANZANIA

14. YEAR 2000 ACRC BROCHURE

- In 1999 the ARC Brochure was distributed late (March 1999). The reasons were that the information from all the organisers was received late.
- The chairman will write to the FIA and request if they will kindly undertake to pay for the printing once again. **ACTION CACMS**
- Meanwhile, the chairman appealed to all ARC organisers to send in all the information including 5 (five) clear in-focus pictures from their 1999 event if it has already run by latest 30th October 1999 to the CACMS Secretariat. Then the brochure design and printing could be ready before 1.1.2000 and distributed to give us maximum exposure. **AGREED ACTION ALL ORGANISERS OF ARC EVENTS.**

15. PROPOSAL FOR ARC CALENDER FOR THE YEAR 2001

- Mr. Thatthi tabled a proposal for a re-shuffle of the dates for the 2001 ARC. The reasons for this was that at present the first four rounds of the Championship run in the first eight months of the year and the next four are congested into the remaining three months with December being the month when the FIA prize giving takes place.
- Mr. Austin Whitehead said that Zimbabwe had no problem in moving to the month of May in 2001 for Zimbabwe originally ran in May but changed for this was the traditional date for the Castrol Rally in South Africa.
- Mr. D. Kok said that the MSA Rally Commission in South Africa have made a commitment to move the Rally of South Africa to April in 2001 and requested a date in the last week of April. Mr. Kok said that March would be more suitable for the Rally of South Africa and the Chairman stated that within the Southern or Northern region events may swap dates prior to the FIA calendar being finalised with a mutual agreement between themselves. **NOTED**
- The chairman stated that he had left this item as the last on the agenda for he expected considerable discussion on this subject and was surprised that all members are in agreement.

- It was passed unanimously that this plan will be adopted for the year 2001 and the dates will be as follows:

Namibia Rally	- March 2001 (last week)
Rally South Africa	- April 2001 (last week)
Zimbabwe Challenge	- May 2001 (last week)
Zambia Rally	- June 2001 (last week)
Mid season break	- July 2001
Rwanda Rally	- August 2001 (first week)
Uganda Pearl Rally	- September 2001 (first week)
Equator Kenya	- October 2001 (first week)
Rally Cote D'Ivoire	- November 2001 (first week)

The Chairman will inform the FIA on this agreement and in the next CACMS meeting (or before) we shall finalise the dates for 2001 and all ASN's are requested to apply to the FIA as per this agreement. **ACTION CACMS**

16. DATE AND VENUE OF THE NEXT CACMS MEETING.

- Rwanda Automobile Club representative stated that Rwanda would like to host the next meeting of CACMS around the date of their rally in October.
- The Chairman stated that October was late for our meeting and the best time is just before the September FIA Rally Commission meeting so that any changes we discuss can be tabled at the Commission for inclusion in the Dossier for the World Council meeting in early October for approval.
- It was proposed that the next meeting be held in Zimbabwe after the Zimbabwe Challenge in August, since most delegates could attend the rally and this would give an opportunity to see the Zimbabwe Challenge. The chairman asked if Mr. Whitehead would inquire with ZMSF and see if they accept to host the meeting and get back to the CACMS secretariat about this. **AGREED ACTION MR. WHITEHEAD**
- Mr. Serge Evrard still insisted that Rwanda would still host the meeting even if it was not on their rally dates and Rwanda will provide the facilities and negotiate good hotel rates for the delegates. **NOTED**
- The CACMS Secretariat will communicate the decision on the venue for the next meeting to all members.

17. ANY OTHER BUSINESS

- Mr. Sam Ssali enquired what had happened to the CACMS's logo, which had been proposed. Mr. Kok said that Mrs Beulah Schoeman had submitted a number of Logo's to the FIA, which had been rejected. Mr. Kok will inquire from Mrs. Schoeman on why they were rejected and how we should proceed. **ACTION MR. D.KOK**
- The chairman asked members whether there was any problem with the Stewards and Observers appointed by the FIA during 1999. No problems were reported.
- He pointed out that though they were not many observers coming from Europe we still needed them and could learn a lot from them. Citing the example of the appointment of Mr. Carlos Remhoi who is the Clerk of Course for Rally Argentina to be observer of the candidate event Rally of South Africa. Mr. Remhoi is a very keen and knowledgeable enthusiast who has developed a timing system using sensors, modems on a VHF system via repeaters which send the FF time within seconds to the Rally HQ and Press office on his rally. This system was also used by the Rally Finland very successfully.

- ⊣ Mr. Whitehead said that the Observers from Europe did not understand of the African problems so they underscored the African Rallies. Mr. D. Kok advised that the new FIA Observers report for Regional Championship rallies did not have a points system and graded the subject scored into four categories. This was a fairer way of marking.
- ⊣ Mr. Ssali asked if more local stewards would be appointed in the African Rallies. The regulation of two international stewards and one local steward was advised.
- ⊣ Mr. Nizar thanked the CACMS members and apologised for not having attended previous meetings but that from now on they are jumping on to the band wagon.
- ⊣ Mr. Aryn Bapoo thanked the AAU for the good hospitality and congratulate MOSAC on a very successful rally.
- ⊣ Mr. Sam Ssali asked the chairman to investigate whether the IOC and the Confederation were connected would be able to work together. Mr. Kok to inquire with Mrs. Schoeman.
- ⊣ The chairman thanked Mr. Kok who through out the year has been very helpful to CACMS who have been tapping on his vast experience in the sport.

In closing the meeting the Chairman thanked all participants who attended this very successful 1999 CACMS meeting and presented attendance certificates very kindly provided for by the hosts AA of Uganda. The Chairman thanked AA Uganda for their kind hospitality and for the lunch provided by AA Uganda and Hotel Equatoria.

There being no other business the meeting was closed at 16.25

CHAIRMAN.....

SECRETARY

DATE.....