

MINUTES OF A MEETING OF THE FIA CONFEDERATION OF AFRICAN COUNTRIES IN MOTORSPORT (CACMS) ANNUAL MEETING, HELD IN THE MOTORSPORT SOUTH AFRICA BOARDROOM, KYALAMI, JOHANNESBURG SOUTH AFRICA ON WEDNESDAY 09 APRIL 2003 AT 09H00

PRESENT: Messrs

Surinder Thatthi (Chairman)	(ST)	-	Kenya
Beulah Schoeman (Mrs)	(BS)	-	Managing Director MSA
Roger Pearce	(RP)	-	Chairman, MSA
Richard Leeke	(RL)	-	MSA, South Africa
Peter Hughes	(PH)	-	KMSF - Kenya
Lemma Sebhatu	(LS)	-	Ethiopian Motorsport Association
Hannes Cruger	(HC)	-	Zimbabwe Motorsport Federation
Lorna Cruger (Mrs)	(LC)	-	Zimbabwe Motorsport Federation
Christian Albany	(CA)	-	FFSA - French Federation representing Mr Jacques Regls
Jean-Roland Gaud	(JRG)	-	ASN Reunion
Ettienne Massilon	(EM)	-	Representing Dismas Kayibanda – Rwanda Automobile Club
Roger Jamoul	(RJ)	-	Deputy Clerk of Course – Rally Cote D'Ivoire 2001
Jack Wavamunno	(JW)	-	FMU - Uganda
Oscar Khikha	(OK)	-	FMU - Uganda
David Bitallo	(DB)	-	FMU - Uganda
Arif Ahmed	(AA)	-	AA of Tanzania / Chairman of Rally Commission Tanzania
Meenaz Ahmed (Mrs)	(MA)	-	AA of Tanzania
Frikkie Roelofse	(FR)	-	President Namibian Motor Sport Federation
Willie du Plessis	(WDP)	-	MSA, South Africa (Rally Commission President)
Jerry Bailey	(JB)	-	MSA, South Africa (FIA Technical Delegate in Africa)
Ralph Stead	(RS)	-	CoC Zimbabwe Rally

IN ATTENDANCE: Mrs Priscilla Hallick - Secretary of the Meeting

1. **WELCOME**

1.1 Welcome and introduction by CACMS Chairman

The Chairman welcomed everyone to the annual CACMS meeting that was being held after two years. It was not held last year due to political problems in Zimbabwe and the alternative venue Tanzania cancelling their event at the last minute. S.Thatthi then proceeded to introduce everyone around the table.

A vote of thanks from CACMS and all the members present was given to Mrs Beulah Schoeman and Motorsport South Africa for kindly hosting the conference.

1.2 Address by the Managing Director MSA

B.Schoeman thanked S.Thatthi on behalf of MSA and welcomed everybody. She stated that it was always lovely for South Africa to see people from across the border visiting our Country. She hoped that the delegates going on the Rally of South Africa would have an enjoyable time. She thanked S.Thatthi for everything he did for CACMS.

1.3 Additions to the agenda

- point 6 - FIA Zone Guidelines
- point 6 - Cross Border participation / Licences

Lemma Sebhatu confirmed that the Ethiopian Motor Sports Association Chairman and Executive Body consist of the members that are known and nobody else. He reported that if any correspondence were circulated by anybody other than these members, it would not be official, and cautioned the other Federations in Africa about this.

S.Thatthi reported that he had received a letter on an Ethiopian Motorsport Association letterhead on 18th June 2002 stating that a Mr. Getente Hailey Gorges was the Secretary General and gave contacts for the EMSA whose email came back undelivered.

It was noted that since Mr. Lemma Sebhatu had attended the last two CACMS meetings and also was contactable by email that he should be our contact person in Ethiopia for their Federation. **NOTED**

2. **APOLOGIES**

Mr Dismas Kayibanda – President of Rwanda Automobile Club
 Mr Michael Uru – Ethiopia Motor Sports Association
 Mr Adolf Botes – Namibia – Invited Guest
 Mr Yvon Leon – President of CIK

ST stated that Mr Leon was very keen to attend the CACMS meeting but couldn't make it due to other CIK commitments.

3. **CONFIRMATION OF PREVIOUS MINUTES**

It was decided that due to the gap between the previous meeting and this one, that each item would be perused and discussed simultaneously.

4. **MATTERS ARISING FROM PREVIOUS MINUTES**

Points discussed as per the previous minutes dated 15 October 2001

(4) **Presentation by Mr Yvon Leon – President of CIK on karting in Africa and the New World Formula of the CIK.**

The Chairman reported that they would go around the table to ascertain whether there had been any development regarding karting in Africa. There was a request previously from Mr Leon to all the Federations requesting them to develop some form of Karting and particularly the FIA – CIK World Formula.

South Africa – BS reported that she had been advised by the MSA Karting Commission that SA have decided not to go forward with this formula as they have so many proper karting classes and that they would rather concentrate on these.

R Leeke reported that in two years time this is planned to be **the** class in the Karting world. He further stated that he had on a number of occasions tried to obtain the Chassis design drawings that were promised by Mr Leon but hadn't to date succeeded.

He was looking at it from a production point of view, by doing the chassis in SA on a volume basis, as it would be a lot cheaper than every country trying to do their own chassis.

BS offered to write to Mr Leon to obtain these plans.

ST stated that in 2005 this formula would become a World Championship formula where they will be using the 200cc 4 stroke engine kart.

He suggested that BS write to Mr Vincent Caro at the CIK secretariat. **ACTION BS**

P.Hughes queried whether any of the SA classes would fit the World Formula class. RL replied negatively. He stated that the only class coming close to this formula was the current Rotax Max Challenge, however it was only a challenge and not a World Championship.

Zimbabwe – Hannes Cruger reported that he wasn't aware of any karting World Formula. He stated that they had a problem with more classes than competitors. He queried how many countries in Africa were running karting and advised that 4 countries were running karts.

Tanzania – AA reported that they had already started with their karting plans. The track has been built.

Kenya – ST reported that the Kenya's only Kart track was a private track, which was being extended. The World Formula had been included into the new competition rules and the technical specs to try to encourage only one formula to start.

HC stated that he felt it was fairly important for the countries that were starting their World Formula now, to keep their rules simple and in line with what was available and not try to please everybody.

Namibia - FR replied that the problem was the relationship between Namibia and South Africa was such that if the Namibian rules were outside the rules of South Africa, then they would not be eligible to compete. Only once SA changed would Namibia change to make it worth there while otherwise they would have karts that they couldn't compete with.

RL reported that a fairly large number of karters were made up of juniors and therefore these classes would not change. The CIK minimum age was 15 years so the adult classes certainly needed to be looked at if it was to be a world championship class.

The Chairman congratulated Tanzania for starting their karting program after the previous CACMS meeting.

Reunion – Christian Albany reported that Reunion had 4 karting associations. The difficulty in Reunion is not political but personal as there was constant friction between the competitors and that a change had to come about. They have good participation in the Rotax Max. In January one competitor participated in South Africa.

PH queried whether karting could be developed along the same lines as motocross and suggested that the lead has to be taken by South Africa because they are constantly improving and have participation from everywhere. He suggested that if one could buy the karts in SA it would be better.

ST stated that Mr Leon encouraged all ASN's in Africa to work hard to ensure in the next two years there is both a National and zone championship running. He reported that this hadn't yet been achieved but that we can already see one country has come into karting previously, which wasn't in karting, and we have a new partner now in Reunion.

On behalf of Mr Leon, he requested delegates to try and encourage the CIK World Formula. It is a 4-stroke engine, which is environmentally friendly, and therefore this was the direction that the ASN's needed to go in.

Ethiopia – Lemma Sebatu reported that the development of the sport under CIK in Ethiopia was still on paper as funding was an issue.

When he attended the recent FIA Foundation meeting on road safety he learned that FIA invested USD 300,000,000 and only the proceeds that come out of this investment are distributed which amounts to a very small sum and was currently only being distributed on very highly selected issues. He wasn't sure where or how Ethiopia would be able to claim a portion of these proceeds.

BS reported that she had already written several letters to the Foundation and applied for karting funding but had never received a reply.

ST suggested that collectively as CACMS they should apply to the Foundation for specific development funding. BS to hand her motivation and budget as submitted to the Foundation, to CACMS in order for them to take it up directly with the Foundation and to copy the correspondence to Mr Mosley in the hope of receiving a return reply at least.
AGREED – ACTION BS

Willie Du Plessis suggested that all countries submit their plans to BS and between these plans, one plan be generated and submitted to the Foundation. - **AGREED**

(4A) CACMS Constitution

FR queried whether the constitution had been finalised.

ST replied that the CACMS Constitution was not approved. ST reported that CACMS was created as a co-ordinating body for the FIA in Africa and that CACMS was an arm of the FIA.

FR replied that this was a problem because if CACMS was a constituted body, they could go to sponsors in Africa and try to move forward.

BS said that if the FIA allowed CACMS more freedom they would automatically become bigger and stronger.

It was decided that a set of internal guidelines be drafted, sent to all parties and then adopted by CACMS members as their constitution document.

It was suggested that the regional sub committees meet in their region, decide what they want and then the heads of the regional committees would attend an annual Zone meeting. – **AGREED ACTION CACMS Secretariat.**

ST requested that MSA, make available to all CACMS members, a copy of the MSA -GCR's.

(5.2) Matters arising from previous minutes and results of the decisions of the last meeting

BS suggested the ARC pay funds towards CACMS instead of to the FIA.

ST responded by stating that one could talk at length regarding the ASN's likes/dislikes of how the FIA operates and if African ASN's have to have some effect then they should have a proposal for the General Assembly in 2005 and ensure it is put onto the dossier of this General Assembly.

PH suggested CACMS keep up the pressure on the FIA to help fund it from the FIA.

BS described how CACMS was formed many years ago (in 1990) without funding. She stated that one of the main reasons she resigned was because she couldn't justify, to local South African licence holders, why MSA had to use their licence and permit fees for her to attend meetings in Paris that deal with ARC and African motor sport matters.

When South Africa had a champion from the 2002 ARC championship and they were not invited to the prize giving in Monte Carlo – this she found this unacceptable.

Her principle objection was that CACMS was supposed to promote the sport on behalf of the FIA, but they do not get any financial support from the FIA.

WDP suggested that 1% of what the ASN's gets in their revenue from Licences goes towards funding CACMS. At least some money will start flowing into some fund that CACMS can run the coordination for Africa.

ST suggested that each ASN consider the internal guidelines, which he will redraft and distribute with the aim of ASN's signing to accept them.

BS stated that she saw no reason why MSA had to remain a full member of FIA and that they may just as well become Associate members without a vote and pay the lower fee.

ST queried which ASN's were full members of the FIA :

- SA – Full member
- Kenya – Full member
- Ethiopia – Full member
- Zimbabwe – Associate member
- Reunion – Full member (via France)

Rwanda – Full member

Tanzania – Full member

Namibia – Had applied for Associate membership, however they were upgraded without any authority. Letters had been written to the FIA accounts department but they are still awaiting feedback. In the meantime Namibia could not pay any fees as the invoice they had was for the incorrect amount.

ST confirmed that he would look into this issue and try to sort it out. **ACTION ST**

(6.1) TV Coverage of the ARC and improvements

ST stated that two years ago CACMS had entered into a contract with TV Africa for which they still hadn't been paid. The contract was \$ 200 per ARC event multiplied by 6 events totalling USD 1200.

RL offered, on behalf of CACMS, to request his lawyer to write a letter to TV Africa and try to recover the money. – **AGREED – ACTION RL**

ST reported that Topcar of South Africa had expressed a desire to enter into a commercial agreement with all the countries that organise an ARC event with the aim of 'commercialising' and televising the African Rally Championship on Super Sport. A formal proposal from Topcar will be forthcoming and ST requested all countries to look into this and give CACMS a prompt feed back on this issue.

(6.3) Planning for long term reduction of Group S cars participation in ARC and National Rallies

ST reported that this system of reduced Championship points for Gp S cars had been implemented in many parts of Africa. This was to discourage the Group S cars in the National Series. It was aimed at discouraging any new investor coming into the sport or an existing invest thinking of buying a new car to buy a vehicle, which was not FIA homologated. If he bought a vehicle, which qualified under Group S, he would get a percentage less in championship points. This had been adopted in Kenya and was very successful. At the present moment there was only 1 Group S car running in the championship for 2003 and everybody was running in the FIA formulas now.

Tanzania had implemented a co-efficient system as well. AAT confirmed that in the two years from making this decision, they had six Mitsubishi Evo 6 and 7's running in Tanzania under the FIA homologated class which would not have happened if they hadn't instituted this so it was successful.

HC confirmed that Zimbabwe had not implemented this yet, however it was planning to start from 2004.

RL confirmed that the South African Group S class got no championship points and therefore they were down in number to one or two.

(6.4) Increase the Length of Competitive distance in ARC Rallies

ST stated that this was implemented in the 2003 regulations but not by an increase in distance but by an increase in the percentage of tolerance. The plus and minus 10% was increased to plus and minus 20% and the FIA agreed to that.

(6.7) Date for the Rallye Internationle du Madagascar 2002 – ARC Candidate for 2003

ST reported that the ARC rally in Madagascar did not run in 2002 due to political problems. They wish to run this year as a candidate. He asked CA whether he had any contact with Madagascar via Reunion. CA replied in the negative. Their candidate event was scheduled for 15-17 August 2003 and an Observer Mr. Jonathan Ashman has been appointed by the FIA.

RL queried whether CACMS were perhaps wasting their time regarding Madagascar as a candidate for they didn't turn up for meetings and when their members are appointed to events they do not turn up.

ST confirmed that they have had severe political problems and therefore forgiveness was necessary. He further stated that they had applied directly to the FIA to be a candidate this year and the FIA has advised CACMS that they have a candidate application and have appointed an Observer.

It was **AGREED** that CACMS would draft a letter to Madagascar stating that they were unhappy with their commitment to African motorsport, copied to the FIA. **ACTION ST**

(6.8) Approved dates for the 2002 FIA African Rally Championship

ST stated that the 1600cc cup had been instituted very successfully and the first winner was declared in 2002 and congratulated Derrick Lane from Zimbabwe who was the first winner of this Cup.

(7) Cross Border participation in Rallies and Off Road

ST confirmed that the request to FIA to waive International event inscription fees within Africa was put forward. This was rejected as the FIA felt if it were done for Africa it would set the wrong precedent for other continents.

(8) ST queried whether there were any developments regarding the standard rally seeding system in Africa. WDP confirmed that he had emailed everybody but had no response. ST extended an invitation to all African countries, that would like to send to MSA – Mr Willie du Plessis, their annual results for their National Rallies, stage by stage, he

would run it through his seeding system to draw a seeding list which would give an indication of whether their own current seeding list was correct.

5. **KARTING – UPDATE ON PROGRESS WITH FIA KART FORMULA**

ST reported again that Mr Yvon Leon had wanted to be present at this meeting but was unable to attend due to other commitments. He was very keen to see the FIA World Formula starting in Africa.

This formula was a common chassis with a standard drawings and the engine is a contract engine obtained by tender from the FIA. The FIA has tendered out the specifications that they wanted and the person who won the contract was Briggs & Stratton. The engine was originally supposed to be a 175cc engine but the formula has been changed to a 200cc 4-stroke engine.

Maximum price of engine is limited to USD 1000.00. Briggs & Stratton confirmed that this could be made for approx USD 750.00. The chassis is an FIA design. Drawings are available. The chassis needs to be made in the Federations' countries or alternatively the chassis could be purchased from companies in Europe that CIK deal with. For approximately USD 1700 one would obtain a World Formula Kart. The engine is not to be modified. It must have a maximum of 15 Hp and the weight limits for every age group. These World Cup formulas are used for children.

WDP queried whether the chassis had been changed, as originally the seat was not able to move forward previously. ST confirmed that this had changed.

ST continued to report that Mr Leon would like to see every country making specific efforts towards a world championship for this formula in 2005. He requested that Africa try, within the next year, to start this formula, as they would then have the opportunity to send their youngsters to a circuit in Europe to race against the worlds best because they will have exactly the same kart and engine.

ST will forward everybody the regulations. **ACTION ST**

RalphStead reported that he had been in contact with Briggs & Stratton and confirmed that they had engines in stock however they were experiencing a problem with contracting a supplier in South Africa in that there were about 4 companies urging them to give them exclusivity on the engines.

Jack Wavamunno requested a set of CIK regulations to be sent to Uganda by ST as the last copy was collected by the previous ASN and not forwarded to them.

RL suggested that if Uganda were thinking about building a track they would be wise to put thought and planning into it before commencing with the building.

ST reported that Rwanda were interested in karting and that they were in the process of building a kart circuit.

Etienne Massilion reported that it would be a good opportunity to accept a European driver into the championship.

Every ASN can apply to the FIA Foundation for funding and at the present moment they are only approving applications on the development of Motorsport, so if all the Federations submitted their applications copies to CACMS, it will write to the Foundation and put forward the proposals from the ASN's for consideration towards the 2005 karting championship for development. **ACTION ST**

6. **CROSS BORDER PARTICIPATION OFF ROAD, CAR RACING, RALLYING (SA) / LICENCES**

BS reported that at the moment when there was cross border participation, the event needed to be inscribed on the zone calendar. She confirmed that currently South African has competitors participating in off road or oval events in Namibia or Zimbabwe and MSA are unaware of this. This is in breach of the FIA Statutes and the Sporting Code. It also created a major problem for MSA from a Sports Council point of view.

BS reported that it costs CHF 200 to inscribe an event on the calendar. If an organiser had to inscribe an off road event or an oval event, because there were out of country competitors, not all ASN's could afford this, and therefore what was happening was that those competitors were participating even though the event had not been properly inscribed. FR stated that for the development of the sport, the cross border participation was needed.

ST proposed that CACMS write to the FIA to request a reduction of 50% in zonal inscription fees. This would then allow the possibility of cross border participation for a relatively small fee, which most ASN's could afford. BS stated that this was requested a couple of years ago and was declined. **ACTION ST**

Discussions ensued regarding the zone guidelines.

It was **AGREED** that there would be a zonal representative drafted into the internal CACMS rules.

Off Road Racing

ST stated that in recent conversations with the President of the Cross Country Rally Commission, he confirmed that he was very interested to see a round of the World Cross Country Championship in Africa. He requested RL to enlighten the

members on where South Africa was going with this. RL reported that the Master Rally was scheduled for the 01-10 August which was an accepted round of the Cross Country World Championship. It was being run by Mr Rene Metge who seemed to have the authority to run this event where he wanted as a championship event first time round without being a candidate event. Last year he approached South Africa and presumably an event was going to happen this year. The route had been done and permissions were being obtained. They were currently organising money and sponsorships. BS confirmed that they had given themselves until mid April to make a decision. Due to the war in Iraq they were finding it difficult to get funding, and have only raised 50% of the US\$ 3 000 000 required. The funding that they had which they found in SA has been barter deals ie: accommodation, car hire etc, no cash. The downside is that if the event didn't take place, the dispensation that was given for this event to be a World Championship would fall away and it would then need to be reapplied for.

ST stated that any country in Africa who wishes to run a cross-country rally as a candidate rally this year to be in the championship next year should contact CACMS to help them get more info from the FIA.

He reported that Mr Serge Evrard from the Democratic Republic of Congo, stated that the DRC had started motorsport in only that form ie cross country rallying, and that they had a National series of three events this year, and therefore wished to apply for a round in the World Championships in Congo next year.

He queried what plans Tanzania had for many cars used there were 4x4 cars. A Ahmed confirmed that they were still trying to work on the return of the African Rally Championship so far.

ST confirmed that if we wanted the Cross Country World Championship to come to Africa, it was up to the ASN's to make it happen.

Circuit Racing

ST queried whether there was any possibility on cross border participation for circuit racing.

FR confirmed that there was as it was the only way Namibia would be able to get sponsors to fix the track if they knew they were going to have two or three events, which formed part of a national.

HC queried with BS what classes in SA would enable the cross border participation – he suggested historic.

RP confirmed that there was no reason why it couldn't happen.

ST suggested MSA co-ordinate between Namibia and Zimbabwe regarding cross border participation for the historic vehicles.

ACTION BS

7. FOREIGN TOURING AND CLASSIC EVENTS

FR reported that five or six years ago a decision was taken to charge US\$ 500 to any organiser using an African country to run a stage of their event. He felt this fee needed to be increased for if one looked at the entry fees the competitors were paying to participate in the event, US\$ 500 was exceptionally little. It has been found that the organisers go directly to the Government, bypassing the ASN's, this needs to be stopped and controlled as it created a huge problem.

ST stated that three years ago CACMS decided that the ASN's would charge foreign events a US\$ 1500 base fee for one day participation and US\$ 500 per day from the second day onwards for the number of days they are in the country. This has not been implemented for various reasons.

FR stated that as soon as an ASN has been approached by a foreign organiser, they must immediately copy all other ASN's (preferably by email) in order to ensure that all ASN's are aware that an event will be passing through their Country and to make sure the fee is charged. This will also stop the organiser going directly to the Government.

It was **AGREED** that the ASNs must work together and give the information to each other. **ACTION ALL**

Discussions ensued.

Roger Pearce stated that another problem surrounding the foreign competitors was that they could upset the local rally fraternity and land owners which would jeopardise any future events the local organisers wished to organise, however the fee must be for "out of Africa organisers" only.

RL stated that if the ASN's were going to charge these fees, they must be prepared to work with the foreign organisers ie: border post documentation, medical facilities, police escort etc.

It was **UNANIMOUSLY AGREED** that a minimum base fee of USD 1500.00 for the first day and USD 500.00 per day from second day would be charged to any organised group wishing to pass through an African country. As this was a minimum fee, depending on what services were offered by the ASN, this fee could be increased accordingly. It was suggested that this money be utilised for further development of the sport within the ASN. FR to draft a proposal and forward to CACMS for inclusion into the minutes. – **AGREED. ACTION FR**

RL proposed that 10% of these fees be given to CACMS- NOTED but not agreed.

8. DEVELOPMENT AFRICA / FIA

FR confirmed that this had already been covered under the zonal paragraph.

LS reported that Africa had the biggest problem to run motorsport as it was a rich mans sport, was very expensive and because of all the problems that the African countries experience, excluding South Africa, it was a big problem for them to get into motorsport. They are faced with the problem of how to encourage the sport as it is very financially dependent and these countries don't have the financial means to support such an expensive sport.

FIA needs to look at the African countries separately and realise that they have a different socio-economic situation and therefore is a special case. African countries cannot compete against France, England, and Germany etc. Even organising an event is a daunting task for African countries. It is a very serious issue when for instance the Ethiopians can barely afford to do their hobby in their own country so to travel into the rest of Africa is almost impossible.

RP reported on the Development programme that South Africa have, and stated that they had already ironed out most of the problems associated with a development programme, MSA has spent an enormous amount of money doing this, but it now has a direction.

Karting was one facet that the development programme was being utilised in from a four-wheel perspective and the other was motocross from a two-wheel perspective.

SA have finally, after a lot of experimentation, identified those two areas as the most cost effective means of getting communities involved in Motorsport.

Mrs Schoeman has an entire dossier on the SA development programme. Perhaps this is an indication that other African countries can look at the SA model and adapt it to suit their countries.

One had to realise that you cannot go straight into an ARC, you must start at the bottom. From karting will come your ARC. Because of the strength of the SA grass roots level motorsport, we are able to have these high profile events.

ST stated that if the FIA was going to give any funding it would only be on the development basis.

LS stated that he understood the route that needed to be followed, however noted that the attitude of the FIA towards motorsport in Africa needed to be changed. They cannot have hard and fast rules when it comes to Africa.

JW reported that with due respect to the FIA, this issue was purely an African one and therefore the FIA will not be interested. It is not their problem; it is our problem to sort out.

Various discussions ensued.

It was proposed and agreed that CACMS would write to the FIA, attaching a development proposal and explaining the African situation and requesting that they relax their regulations for the African countries. Request them to award concessions to Africa in order to allow the sport to be built up within the counties. ST also stated that a good way to get the FIA to take cognisance of the problem would be for each ASN to stand up at an FIA conference and telling them the situation Africa is facing. Therefore whenever there was an opportunity to attend FIA meetings, an ASN should ensure that competent people were sent to express our sentiments. **ACTION ST**

RS suggested that the other ASN's look at the development programme from South Africa as it had already been tested and all possible avenues explored.

BS stated that until Africa had representation on the World Council body's, the FIA would be very happy to keep Africa divided with no representation. For all of this to really happen properly, we need to have representation at the very highest level.

She queried why not all the continents in the World were represented when the FIA World Motor Sports Council?

PH replied that he wasn't sure Kenya ever had a seat on the World Council, and he thought they had been given a seat on the Rally Commission to keep them off the World Council.

ST stated that the World Council was the supreme body of Motorsport.

Reunion had now joined Africa in the Championship. Reunion is a province of France. France is a very strong member of the World Council and Mr Jacques Regis is a member of the World Council.

Maybe we have an avenue for the short term before 2005 to voice our opinions by convincing the French Federation to put it forward.

PH replied that he felt CACMS needed to find their own solutions and plans.

BS pointed out that although the FIA Statutes clearly stated that there must be a representative from one of the six geographical regions on the World Motorsport Council, there was not a member from Africa. She stated that while MSA was still part of AASA, she had on three occasions submitted applications for Mr Peter Elliott to represent Africa on the WMC, yet on every occasion, "something went wrong", with his documentation.

She stated that perhaps the time was right for MSA to nominate a delegate – and to await the response from the FIA.

Following brief discussion, the Chairman requested all CACMS member countries to support a nomination from South Africa to join the FIA World Council in 2005 if they do put forward their candidature. **AGREED**

It as agreed that a development proposal would be sent from each ASN to CACMS, not specific to karting only, then a combined application would be made to the foundation.

A working group for the application of development was set up which included Oscar Khika (Uganda), Willie Du Plessis (ZA), Lemma Sebatu (Ethiopia) and Surinder Thatthi (Kenya).

9. **PRE DRAFT CALENDAR FOR THE 2004 AFRICAN RALLY CHAMPIONSHIP**

Rally of South Africa	06-08 May
Zimbabwe	03-05 June
Zambia	01-03 July
Rwanda	29-31 July
Uganda	02-05 September
Kenya	07-09 October
Reunion	11-13 November (Provisional)

AGREED that this calendar would be taken back to the ASN's for them to draft their National calendar around it. Every ASN is expected to electronically apply to the FIA to be on the calendar.

ST stated that ASN's needed to write to Marcello de Jong – Secretary of the calendar commission at the FIA, and obtain a password to inscribe the international events for 2004. He then described the process of inscribing an event on the calendar is now only done electronically via the FIA web site.

The finalisation of dates is the 30 October every year. After the 30 October, any dates changes will incur a penalty. He urged ASN's to liaise with CACMS if they wished to change their ARC date in the future so that they could inform all parties of the change and that a date change is not possible unless the other member countries are in total agreement with the change.

ST reminded members of a previous minute that an ASN should not have a National Championship Rally event within 2 weeks either side of a neighbouring country ARC event and preferably even not neighbouring countries.

FR confirmed that Namibia did not wish to be part of the ARC as they couldn't justify the costs for this event. It cost Namibia approx R 15 000 to run a National event and the costs of an international event would be equal to the budget for the entire Namibian National series. The cars that are eligible to score cannot afford to do the African Championship events. **NOTED**

AA discussed the reasons why Tanzania had lost the ARC event, was due to loss of sponsorship and requested if they could run a candidate event to be observed for 2003 and then be able to run an ARC event in 2004. He confirmed that all penalties owing to the FIA that arose from the cancelled event had been paid.

ST suggested that Tanzania write to the FIA, copying CACMS, requesting them to consider the loss of a sponsorship as a force majeure. These letters should go to the FIA before the end of April. **ACTION AA**

RL stated that there was still the possibility of Tanzania having a 2004 event if they had a suitable event this year, which could be used as an observed event.

10. **FIA AFRICAN RALLY CHAMPIONSHIP**

10.1 An ARC draft set of regulations was circulated, which included all the recommendations as sent in by Ralph Stead from Zimbabwe. Hannes Cruger distributed proposed 2004 African Championship Regulations.

HC stated the only concern he had with the 2003 regulations was that they were totally different to what was intended regarding eligible cars. Various amendments were discussed and it was **AGREED** that the corrected version would be emailed to all members.

PH proposed that the distance for open road rallies be reduced from 450km to 350km with a tolerance of +- 20%. **AGREED** that CACMS would put the proposal forward, along with the altered regulations document to the FIA. **ACTION ST**

It was proposed that pick-ups (Bakkies) be allowed to score points in the ARC so long as the manufacturer makes an African homologation or if it is currently FIA homologated in T1 only. – **AGREED**.

This application will need to go as a separate application to the FIA Rally Commission and thereafter would be forwarded to the Technical Commission for approval.

Jerry Bailey reported that according to the draft, the Super 2000, will be implemented for 2004. He stated that South Africa would not be able to meet this date deadline, as they didn't have any information at present. The Manufacturers from South Africa have come back with a few proposals of their own, due to their marketing and production in the country, certain things would have to be changed for South Africa to be included in this class.

WDP will put forward a proposal to CACMS for forwarding to FIA to ascertain whether they could accommodate them. South Africa was estimating 2005 as the earliest date they would be in a position to be included. ST requested an explanation on what S2000 was.

JB replied that it is a normally aspirated, 2 litre, four wheel drive system with a kit. The transmission is one make, ECU will be one make.

ST reported that the FIA stated Group A and Group N had been a very successful formula, which had run for 22 years. The FIA now wanted something new. Two criteria were that the vehicles needed to bring the noise back and secondly they wanted a formula that was easy to make and achieve. The specification of the Group N car will be run

with a four wheel drive system which FIA will tender and one type of gearbox. The engine must be a 2 litre normally aspirated engine with certain parameters. This formula will be permitted from January 2004, but officially from 2005.

ST queried whether the vehicles that run in Reunion were homologated. CA replied that they were mostly homologated.

10.2 Great progress is being made regarding the long-term reduction of Group S cars.

10.3 The date for the Rally International Madagascar 2003 – ARC 2004 candidate was confirmed as 15-17 August.

11. **DATE AND VENUE OF NEXT CACMS MEETING**

HC proposed that Zimbabwe host the meeting on the day before the Zimbabwe rally - 02 June 2004. This was tentatively agreed subject to an improvement on the political situation there.

12. **ANY OTHER BUSINESS**

RL showed the delegates the MSA regalia. ST suggested that it might be a good idea for all ASN's to have their own merchandise for their Federations, as it was important to represent their Federations.

BS stated that pressure must be put on the FIA and the Federations must stand together as a team in order to get what they want.

PH reported that the key to getting this to work would be the right approach.

LS thanked Motorsport South Africa and stated that she liked the spirit and camaraderie that whole of Africa had.

HC thanked MSA. He reported that the Zimbabwe challenge was 6 weeks away. He requested the members to approach their competitors as a really good package had been put together for this rally.

CA thanked Motorsport and reported that he was happy to be able to represent Jacques Regis.

JRG reported that this was the first time he had attended the CACMS meeting and he saw the same problems as the rest of the world experienced. However, he also saw how everyone tried to arrive at the same decision that was good for rallying.

OK reported that this was a good meeting. He requested that the members put their heads together to come up with a timetable to work with.

JW thanked South Africa for hosting CACMS. He further reported that they had been approached by the local medical school that had set up an injury support centre, as almost 60% of their injuries were fatal. They requested information to develop ideas on how, through Motorsport, these statistics could be reduced. BS replied that MSA currently had a medical resuscitation vehicle on the roads. She confirmed that she would request Dr J. Boden (President of the MSA Medical Panel) to write to Uganda on any ideas he may have regarding this project. **ACTION BS**

LS reported that the FIA would declare April 04 as "road safety day" and all ASN's would be issued with a package to promote road safety.

Arif Ahmed thanked CACMS for their support and also thanked Motorsport SA. He suggested that the members think about giving a once off fee of US\$ 100 to CACMS to assist them.

RS thanked BS and MSA.

FR requested that when, and if possible, Stewards were allocated, that the stewards nearest to the ASN be utilised to save costs.

ST reported that the loss of Namibia from the ARC was a huge loss.

JB thanked CACMS for the invitation.

ST proposed that for the 2005 FIA elections, a representative from all ASN's be sent to represent the whole African continent. BS stated that the members must be aware that the FIA does not cover all costs to attend this meeting.

There being nothing further to discuss, the meeting closed at 15h29.