

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) MEETING AT THE GRAND PALM HOTEL IN GABORONE, BOTSWANA ON THURSDAY, 29TH AUGUST 2013 FROM 14H15

PRESENT:

Surinder Thatthi (Chairman)
Adam Yachine
Sandy Yannick
Jimmy Rakotofiringa
Alain Ambrosino
Bruno Laborde
Anselme Bigirimana
Roy Mackenzie
Jim Kahumbura
George Kagimu
Katende Mukiibi
Muna Singh Bhandhair
Sam Chingambu
Lynn Szeftel
Nizar Jivani
Satinder Birdi
Ralph Stead
Austin Whitehead
Phil Archenoul
Christian Affoque
Simon Modisaemang
Jacques Regis
Antonio Marques
Charbanu Abdul
Christian Gakwaya
Dismas Kayibanda
Willie du Plessis
Richard Leeke
Steve Harding
Adrian Scholtz

ASN:

CACMS – FIA Vice President Sport for Africa
Federation Du Sport Automobile de Madagascar
Federation Du Sport Automobile de Madagascar
Federation Du Sport Automobile de Madagascar
FISA Ivory Coast
FISA Ivory Coast
Club Automobile du Burundi
Kenya Motorsport Federation (KMSF)
Kenya Motorsport Federation (KMSF)
Fed. Of Motor Sport Clubs of Uganda (FMU)
Fed. Of Motor Sport Clubs of Uganda (FMU)
Zambia Motor Sport Association
Zambia Motor Sport Association
Zambia Motor Sport Association
Automobile Association of Tanzania (AAT)
Automobile Association of Tanzania (AAT)
Zimbabwe Motor Sport Federation (ZMSF)
Zimbabwe Motor Sport Federation (ZMSF)
Zimbabwe Motor Sport Federation (ZMSF)
Mauritius
Botswana
FFSA Reunion
Mozambique
Mozambique
Rwanda Automobile Club
Rwanda Automobile Club
Motorsport South Africa (MSA)
Motorsport South Africa (MSA)
Motorsport South Africa (MSA)
Motorsport South Africa (MSA)

IN ATTENDANCE:

Michele Mouton
Mohammed Ben Sulayem
Ronan Morgan
Sean O'Connor
Stuart Murray
Tanya Kutsenko
Kate Robson
Jean Todt
Gerard Saillant

FIA
ATC UAE
ATC UAE
ATC UAE
ATC UAE
ATC UAE
ATC UAE
FIA Institute
President FIA (joined later)
President FIA Institute (joined later)

APOLOGIES:

Nigeria, Ethiopia and Namibia

14 African FIA Member countries were represented

1. **Welcome by CACMS Chairman**

The CACMS Chairman, Mr. Surinder Thatthi, welcomed all the members present and gave a special welcome to Ms Michele Mouton for joining the meeting to take down the concerns from members to pass back on to the FIA.

The Chairman introduced the delegates from the member countries and the apologies were **NOTED.**

2. **CONFIRMATION OF MINUTES FROM THE PREVIOUS MEETING**

Mr. Whitehead proposed the minutes from the previous meeting held in Mauritius on 04th September 2012, as being **CONFIRMED**, subject to the word “superb” (last paragraph) being removed, as he stated that he had not used the word “superb”.

Mr. du Plessis seconded the notion. **NOTED.**

3. **MATTERS ARISING FROM MINUTES OF THE LAST MEETING HELD ON 4TH SEPTEMBER 2012**

3.1 **Karting in Africa**

Mr. Scholtz gave an overview of the progress in South African karting, with a total of approximately 420 competitors in 2013, and 4 circuits being used for National events, with some other circuits being used for regional events.

Ms Szeftel, from Zambia, reported that they have received a query to start karting in their country, but it was very much in the embryonic stage and would also be dependent on sourcing suitable land and obviously financial assistance being sourced.

Mr. Kagimu reported that Uganda were currently working on regulations to get karting up and running in their country, and that they were currently looking for a facility to start karting there. He added that they had approached the Minister of Sport to try and obtain the property next to a stadium, but were still waiting for a reply.

The Chairman encouraged members to advise the CIK of their intentions, as well as to obtain the technical help and support from the CIK. **NOTED.**

The Chairman stated that he knew that in Kenya karting was run privately by a club, but asked Mr. Mackenzie whether he had any feedback. Mr. Mackenzie reported that there had been talk of karting being brought back within the ASN. He stated that the track had been resurfaced, but that the larger karts seemed to have been a problem, as the traction of these karts was damaging the road surface. He felt that karting was popular in Kenya, but that the growth was very slow, which resulted in some Kenyan competitors participating in Dubai to get experience and results.

The Chairman reported that there were two youngsters from Kenya who were obtaining success elsewhere and were showing great promise for the future.

Ms. Abdul from Mozambique reported that they had approximately 40 licenced competitors, but that only approximately 26 were currently competing due to the problems and confusion with the uncertainty of the federations within Mozambique.

Mr. Stead reported that in Zimbabwe, karting was pretty strong with some growth being experience, and on the whole they were happy with the state of affairs.

Mr. Kagimu proposed that for future meetings, that a representative from the CIK be brought to attend the meetings. **AGREED** that Ms. Mouton take the message back to the CIK and look into the possibility.

3.2 **Cross Country Rallies**

Mr. Schilling reported that Cross Country racing in Southern Africa was currently thriving, with over 60 world class vehicles racing at National events in South Africa, with over 100 cars being on events when the regional classes are included. **NOTED.**

He went on to report that the Championship in South Africa has secured some good long term sponsorships, which ensured that the championship could have a solid base of core officials, who have been well trained on the safety and minimum standards of these events, and ensured consistency throughout all the events run.

He felt it was important that the technical rules were harmonised with those of the FIA, apart from a few items that avoid additional costs. He went on to report that South Africa currently had five different vehicle manufacturers who were building and selling off road vehicles around the world.

He stated that fortunately there was still a certain “fun” element involved, whereby the series appealed to ‘gentleman’ drivers who came out to participate and enjoy themselves, and not necessarily to win in this very competitive series.

He outlined the layout of the events and that it appealed to spectators who could at any point see who was leading the events. He further outlined the structure of SANORA, who held the rights from MSA to Cross Country racing, which was being run very successfully as a business and was also contributing and being involved in the grass root levels of motorsport in South Africa.

Mr. Mackenzie reported that in Kenya, Cross Country Racing takes up a different event layout, as cross country racing is more about map reading and GPS reading etc. The events were low speed event, with certain challenges being included like river crossings etc. He added that both 4x4 type vehicles and motorcycles were included in these navigational challenge type events, which attracted approximately 35-40 entries.

The Chairman stated that in the past ASN’s had been encouraged to not have cars and motorcycles participate together. Mr. Schilling stated that one could still have them at the same event, using the same facilities, pits and route to save costs, but that the motorcycles would use one loop on the one day, and the cars would use that loop the next day. He added that this model had been used quite successfully recently.

Mr. Morgan stated that most strands of the World Cup was also now tagging on with the motorcycles, and were also using different loops at different times, but that the vehicles and motorcycles were fitting with a warning device which triggered a warning when another vehicle got into a certain proximity, which seemed to work very well.

It was **AGREED** that members need to talk to other countries to try and encourage the implementation of Cross Country racing, to try and grow it within the region.

Dr. O'Connor welcomed members to talk to the "FIA Development Task Force" to write up a document to try and develop Cross Country racing and karting as well. **NOTED.**

4. **AFRICAN RALLY CHAMPIONSHIP**

The Chairman reported that the ARC Registration had been reintroduced for 2013 and there were currently 10 driver and 8 co-drivers registered. **NOTED.**

The Chairman reported that following last year's concerns, there had been an application for funding from the FIA Institute for Safety Tracking Equipment, which had been put into place.

Following a discussion on the problems that had been experienced on various events, mainly with the supplier of the service who was not delivering a satisfactory service and not providing enough units etc, it was **AGREED** that the Chairman take up the concerns with the Contractor.

Various possibilities were discussed and it was **AGREED** that also GSM signal was probably not the most efficient, it was the most cost effective method, and that it was vital that the Course Cars, "Sweep" vehicle and emergency were included for units.

Mr. Singh proposed that perhaps a scoring element could be added to the tracking element, which would assist tremendously. Mr. Morgan reported that in the Middle East, they had been using the same supplier for several years with great success, and that there were additional modules that could be added on at minimum costs.

AGREED that the Chairman and Mr. Morgan approach this supplier to see what the costs would be.

Mr. Whitehead requested that members have sight of the contract before it is finalised, to see what the expectations and obligations were from both sides, ie the supplier and the organisers etc.

Mr. Stead put forward a proposal that ARC organisers need to have a Radio Network for events, along with the tracking, as it was vital to know where vehicles were. He stated that this was an excellent tool, which could be used when the GSM signal failed due to the terrain. He felt that an application for funding to the Institute be considered to put a Radio network in for ARC events.

5. **2014 ARC REGULATIONS**

Mr. Stead stated that there is a rule that says that if you don't start the stage within 20 seconds that you get excluded, he felt that the 20 seconds should be increased. Given the fact that this was not an ongoing issue, it was **AGREED** to leave it as it was.

Mr. Singh stated that he felt it was pointless to do the ARC regulations and then the FIA Regional regulations would be done afterwards and change what the ARC had implemented. He stated that suddenly R4 came into the rules for this year, without ARC being consulted.

Mr. du Plessis agreed with this, as he felt that when the variations for Africa were being done, it would be nice to know beforehand what had been included in the Regional regulations to have no surprises.

Following a discussion on the viability of R4 and R5, it was the general feeling that this would not work for the ARC Championship and requested that Ms Mouton request a deferment of the implementation of R5 into ARC until January 2015. **NOTED.**

Mr. Leeke encouraged members to consider S1600, as it was a far more affordable formula and would encourage youngsters to get involved again, and grow the fields.

NOTED.

Messrs Stead and Singh stated that some of the rallies had been too fast and too rough, which was a concern for safety, not only for the competitors, but for the spectators as well and requested that speed reduction on the open routed events to be reduced and governed.

It was further suggested that organiser perhaps include artificial chicanes on high speed sections to reduce the speeds.

Mr. Mukiibi stated that in Uganda the manage the problems by trying to educate their spectators and had the means to do so with weekly radio and television segments, as well as social networks etc, which also aided in attracting and looking after sponsors.

NOTED.

Various recommendations were put forward on how to bring Open road distance down, but it was stated that this would not be possible in certain countries.

Ms. Mouton asked whether members felt that reducing speeds would actually make the rally safer, to which it was the general feeling that this would not solve the issue. She recommended that it seemed more of an issue to ensure that the Spectators were well educated and made aware of the potential dangers of motorsport.

Following a vote on the matter, it was **AGREED** not to reduce the speed but that organisers are make an effort to get slower roads and further educate and emphasis spectator safety. **AGREED** that this be written into the regulations for Organisers to take note of.

Mr. Leeke stated due to the “open road” rallying, that less competitors from the South would travel to the North to participate, as he felt that it was unsafe and unsuitable for the Southern competitors. This led him to question what the ARC Championship was leading to, and recommended that consideration be given for a North and South Championship.

6. 2014 AFRICAN RALLY CHAMPIONSHIP CALENDAR

Following a discussion on the dates, with some changes having been requested, the 2014 calendar was **CONFIRMED** as follows:

28 Feb/02 March	Ivory Coast
11/12 April	Sasol Rally
16/18 May	Zambia
20/22 June	Tanzania
18/20 July	Rwanda
15/17 August	Uganda
12/14 September	Kenya
07/09 November	Madagascar

It was **AGREED** that the Chairman check the actual dates against the 2014 calendar to ensure the correct days were being used, and he would then re-submit to the FIA for ratification.

It was **FURTHER AGREED** to have a rotation of events over 5 years.

Mr. Leeke stated that there would now be clashes with the South African calendar, which had been based on the ARC calendar, but would revisit the calendar to see if moves were possible, but doubted that all the clashes could be resolved. **NOTED.**

7. RECCE'S

Mr. Singh felt very strongly about instituting recce to be in convoy, as it would control the crews and not have crews recce the incorrect route, which was very dangerous.

AGREED to leave the recce as it currently is, but to look at the tracking system to perhaps have a passive unit in the vehicles to control the speed. Mr. Morgan outlined the use of the passive units that they use, and the result of having been really strict with fines etc, that as a result, they don't have the problem anymore.

AGREED that the Chairman and Mr. Morgan add this into the quotation they will be obtaining.

The Chairman queried whether members were happy with the distance on rallies. All **AGREED** that they were happy and there were no objections

Mr. Leeke queried whether it was necessary to have two full days for a recce. **AGREED** to add into the rules to recommend to reduce the recce to 1 – 1.5 days to save costs and time.

AGREED to add "optional" to point 18.2 – Door panels.

A discussion ensued on whether to include Rally 2 (Super Rally) into ARC, and following a vote, it was **AGREED** that there would be no Rally 2 for 2014.

AGREED that 5.1.2, which talks about championship points is now not applicable. The Chairman to amend.

8. STANDARD TIME CARDS FOR ARC

AGREED to run Standard Time Cards, with a sample of the card being included into the regulations for 2014.

9. Points Scoring in ARC, Scoring as per event position not ARC position

Zimbabwe put forward a recommendation to score in the event position and not the ARC position, as potentially a competitor could limp along in the events, but still win the championship.

AGREED not to change the current scoring, as it at least encouraged competitors to travel to other countries.

10. New Format for ARC

Ms Yannick put forward a recommendation to boost the ARC to perhaps have two super events, whereby countries could send five of their top driver's to compete the "finale" events for the championship.

AGREED that Ms. Yannick formalise the proposal on paper and circulate to the members for discussion.

Ms. Mouton stated that from the outside the number of events on the ARC Championship was crucial and she seconded Madagascar's proposal to have a change in the format of the championship, and encouraged members to look at this.

Mr. Whitehead requested that this proposal must be follow up constantly and not just left for a year. **NOTED** and **AGREED**.

11. PROTECTION OF THE ASN'S IN THE HOME COUNTRY

Mr. Marques thanked everybody for their attendance and organisation of the conference, but asked for support to clarify who the recognised ASN was within his country, as there was a legal battle between two entities, which included the Government's acknowledgement of who the recognised federation was within Mozambique. He outlined the activities of the ATCM within Mozambique and their history.

Mr. Mohammed Ben Sulayem stated that he felt that having rival groups in competition with ASN was nothing new in the world, but felt that members should support Mozambique until something solid was received from the government stating a change. **NOTED**.

12. INFORMATION EXCHANGE BETWEEN ASN'S

Mr. Gakwaya requested that other ASN's please share competitor licence issues with one another to avoid issues at events etc. Mr. Morgan stated that this would be discussed the following day at the "How to run your ASN" seminar. **NOTED**.

13. ENCOURAGE YOUNG LEADERSHIP IN AFRICA

Mr. Gakwaya stated that members must be encouraged to think about the future and the future involvement and leadership of the federations, as the current average age of representatives and senior officials was between 50 and 60 years of age. **NOTED**.

Dr. O'Connor stated that this was not unique to Africa, but was a global issue of the FIA and motorsport in general. He stated that this was an item where motorsport could learn from the FIA's Mobility department, as they had an emerging leadership programme. **AGREED** that he and the Chairman look at perhaps joint proposal to raise the issue for sport in the upcoming meetings in Croatia.

14. OTHER BUSINESS

14.1 Regional representatives

Mr. Kagimu stated that it had previously been discussed to have representatives from different regions to form a type of Working Group to aid the Chairman in his duties, and could also speed up decisions in between the annual meeting.

AGREED that the following representatives make up the Working Group who would generally meet at events, if they are officiating, or communicate electronically:

Alain Abrosino
Willie du Plessis
Muna Singh
George Kagimu

14.2 Technical – S1600's

Mr. Leeke expressed concern that members were not taking his recommendation to incorporate S1600 into the championship seriously. He stated that members had to think about the future, as the Mitsubishis and Subaru's participating in the championship were really old, and only a few elite competitors would be able to afford the R5's.

He went on to state that very soon there would be S2000 available from South Africa to go into Africa, and that the R5 would eventually get to South Africa,

making more vehicles available. He reported that South Africa had introduced a S1600 VW Cup car at a cost of approximately US \$ 24,000, which had standard, freely available parts. He went on to say that South Africa had several R2 vehicles that had been built, being the Ford Fiesta, Volkswagen Polo and Toyota Etios which were running very successfully.

AGREED that the working group appointed look into the eligibility of vehicles for the future, as well as event/championship formats.

Mr. Singh stressed the importance of marketing the concept well, which could also encourage interested parties and get some young drivers participating.

NOTED.

15. CHAIRMAN FOR CACMS NEXT TERM

The Chairman reported that as per the Statutes nomination requests had been sent out timeously on 19th June 2013. He reported that no nominations had been received formally, but that Kenya has requested the current Chairman to continue for a further term. **AGREED** and **ACCEPTED.**

16. DATE OF NEXT CACMS MEETING

AGREED that the end of August /Beginning of September works for the members.

Invitations for hosting the Conference in 2014 were received from Mozambique, Rwanda and Zambia, with each country requesting due consideration to hold it in their respective country.

AGREED not to decide immediately, but to get the Working Group to provide a recommendation on the venue by early 2014, also having taken into account the FIA President's travels and commitments.

17. IN CLOSING

The Chairman thanked everybody for the attendance and thanked Ms. Mouton for attending the meeting and for her valuable input.

Ms. Mouton stated that she appreciated listening to the concerns and had noted the queries and concerns and would take it all back to the FIA. She also encouraged members, as the President of the FIA Women's Commission, to encourage women to get involved with all facets of motorsport.

Mr. Mohammed Ben Sulayem thanked members for having spoken so openly about their challenges and concerns and welcomed members to be in touch with the FIA Development Task Force to assist with their queries.

The Chairman expressed his sincere thanks to Prof. Saillant and to Ms. Robson for attending and having made everything possible, and thanked President Todt for his attendance and continued involvement.

There being nothing further to discuss, the meeting closed at 18h32.

SIGNED: _____ DATE: _____