

MINUTES OF A MEETING OF THE FIA CONFEDERATION OF AFRICAN COUNTRIES IN MOTORSPORT (CACMS), HELD IN THE MOUNT KENYA ROOM, SAFARI PARK HOTEL, NAIROBI, KENYA ON MONDAY 15TH OCTOBER 2001 AT 09.30 HOURS

PRESENT:	Messrs	Surinder Thatthi (Chairman)	-	Kenya
		Yvon Leon	-	President, CIK
		Willie du Plessis	-	MSA, South Africa
		Richard Leeke	-	MSA, South Africa
		Isiaih Kiplagat	-	Chairman, AA of Kenya
		David Njoroge	-	Director General, AA of Kenya
		Mac Bailey	-	Zimbabwe Motor Sport Federation
		Ashok Bhalla	-	Safari Rally, Kenya
		Arif Ahmed	-	AA of Tanzania
		John Mutenda	-	AA of Uganda
		Sam Colin Sali	-	Guest
		Lemma Sebhatu	-	Ethiopian Motor Sport Association
		Michele Orru	-	Ethiopian Motor Sport Association
		Serge Evrard	-	Federation Automobile D.R. Congo
		'Joda' Ranarivelo	-	FSAM, Madagascar
		Rado Razakaboana	-	FSAM, Madagascar
		Nick Wood	-	Karting Expert
		Nik Smulian	-	Karting Expert
		Supee Soin	-	AA of Kenya Competitions Committee
		Javaid Alam	-	AA of Kenya Competitions Committee
		Mr. David Wallace	-	Briggs & Stratton
		Mr. Philip Gow	-	Car & General Briggs & Stratton
IN ATTENDANCE:		Mrs. Ingrid Dugand	-	Secretary of the Meeting
APOLOGIES:		Ms Kady Karamoko	-	Cote d'Ivoire Motorsport Federation
		Mrs. Rose Rushforth	-	Zimbabwe Motor Sport Federation
		Mr. Nizar Jivani	-	AA of Tanzania
		Mr. Roger Dungu	-	AA of Uganda
		Mr. Henry Bisshoff	-	Chairman, Namibia Motorsport Federation
		Mr. Richard Himmel	-	Namibia Motorsport Federation

1. WELCOME

1.1 Mr. Thatthi thanked everyone for attending, particularly those who had travelled from far away. He told the delegates that we were particularly honoured to have Mr. Yvon Leon, President of the CIK at the meeting. Mr. Thatthi then proceeded to introduce everyone around the table.

1.2 Mr. Kiplagat welcomed everyone again, and introduced Mr. David Njoroge, the Director General of the AA of Kenya. Mr. Kiplagat then made a special welcome to Mr Leon who has travelled from Paris to present the new FIA Karting formula. He noted that karting is the grass roots of many forms of motorsport such as F1 and Rallying, and that the new formula would make this more affordable. He noted that in Kenya there was a round of the World Rally Championship, the Safari Rally and an African Rally Championship event, the recently concluded Caltex Equator Rally. He noted that the TV coverage of the ARC had boosted motorsport in Africa, and had been viewed by 30 million people throughout Africa. Mr. Kiplagat then concluded by telling the delegates that the Safari Rally was to be restructured over the next 3 months and would be totally separate from the AA of Kenya. Mr. Kiplagat then officially opened the meeting.

Mr. Mutenda asked why the meeting had not started with a prayer. This was answered by Mr. Leon who pointed out that the FIA is made up of members from all over the world and therefore did not bring religion, politics or race into its business, thus allowing all the members to work together for the common good of motorsport.

1.3.1 Additions to the Agenda

Mr. Leeke asked that the Antidoping Code be added under Item 17.1 AOB, and that the recognition of Group N be added as 17.2. Mr. Thatthi noted that he had put the Group N (now called Production Car) discussion under Item 6.9.

Mr. Supee Soin asked for other additions included the selection method for Stewards for ARC rallies under Item 17.3; contractual agreements made by CACMS, and those bound by them as Item 17.4; methods of communication between CACMS and members under Item 17.5; and a final decision on the phasing out of Group S cars and promotion of Grps A & N under Item 5.4.3.

- 1.3.2 Mr. Alam observed that as the AA of Kenya Competitions Committee representative he should have been informed of the invitation extended to the Karting experts to this meeting, and his permission obtained. Noted.

2. APOLOGIES

Mr. Thatthi noted that Ms. Kady Karamoko had had to cancel her trip once again for pressure of work. He also noted that Mr. Arif Ahmed was attending from Tanzania in place of Mr. Nizar Jivani, and Mr. Sam Colin Sali was attending as a guest on behalf of Mr. Roger Dungu from AA of Uganda.

Apologies were also noted for Mrs. Rose Rushforth of the Zimbabwe Motorsport Federation, Mr. Henry Bischoff – Chairman of the Namibia Motorsport Federation and Mr. Richard Himmel, Chairman of the Namibia Rally Organising Committee.

Mr Thatthi introduced the two new members of CACMS. The Ethiopian delegate, Mr. Lemma Sebhatu introduced himself and his colleague Mr. Michele Orru and thanked all those who had made it possible for them to attend the meeting. Mr. Sebhatu then gave the background of the Ethiopian Motor Sport Association, and ended by stating that they were very keen to run an ARC candidate event, and get rallying in Ethiopia back on its feet. He noted that the Safety checks in Ethiopian motorsport were very strict. He also noted their strong support of CACMS.

Mr. Thatthi introduced Mr. Rado Razakabona, President of the FSAM (Madagascar), and Mr. Joda Ranarivelo. Mr. Razakaboana noted that that FSAM is a member of the FIA, and the first rally in Madagascar had been held in 1951. He went on to give a brief background of motorsport in his country, pointing out that they have 8 motorsport clubs with 300 members, running 5 rallies a year including an ARC candidate event in 2002.

Mr. Thatthi then requested that the members approve a change to the agenda to allow for Item 4 to be moved ahead of Item 3. This was approved.

4. PRESENTATION BY MR. YVON LEON – PRESIDENT OF CIK ON KARTING IN AFRICA AND THE NEW WORLD FORMULA OF THE CIK.

Mr. Leon thanked the members for the opportunity to speak at the meeting to present the New World Formula of Karting to them. He gave the background of the CIK as being part of the FIA, but autonomous within it, and he noted that being a member of the FIA did not automatically make one a member of the CIK.

Mr. Leon gave a background to karting generally noting that this was one of the most basic forms of motorsport and much young talent can be spotted through karting. He pointed out that 90% of F1 drivers had been karters when younger and that most youngsters started driving at age 8, and could obtain their licence at age 13. He noted that karting is also a cheaper sport to take part in and to organise.

Mr. Leon stated that the CIK had seen that there was a need to make karting more affordable and with this in mind they had spent over a year developing the New World Formula, for which a prototype kart was displayed at the meeting and whose drawings of the chassis are available to all countries.

Mr. Leon then told the members that there was a zone policy in the FIA. Some countries were not able to afford the international inscription fees, so the zone concept had been created. This concept is important to the FIA as it allows for international competition across borders without the need to obtain FIA inscription. He noted there were 12 zones worldwide, three of which were in Africa. He agreed that the national championships were very good, but that it was also very important to start zone activity to subject karters to more competition across neighbouring country borders.

The New World Formula kart was then unveiled for the first time in Africa.

Mr. Leon said that the CIK owns the chassis design and drawings of this chassis would be given to all ASNs free of charge. He described the chassis as being very simple, with no homologation and few technical regulations, the main one being on the type of steel used. He pointed out that if the chassis could be made locally, the cost saving would be high. If not, then it could be imported from other countries. He pointed out that the chassis costs would obviously depend on where this was made, but the design was such that this should not cost more than a few hundred dollars.

The engine was made by Briggs & Stratton in China under tender of the CIK. The concept was that of a cheap engine with mid-range power (15hp), to allow for talent-spotting, and a 4-stroke engine had been chosen, to pre-empt any future environmental problems which may be faced by two-stroke engines. The New World Formula engine also has an electric starter and is direct drive with a centrifugal clutch. He told the members that the engines have a ceiling price set by CIK at US\$ 1000, but Briggs & Stratton have already produced engines at approximately US\$700, with the initial selling price being fixed for one year. Mr. Leon pointed out that the engine does have homologation, so no modifications are permitted. To this end, the engines are also sealed to prevent cheating.

Mr. Richard Leeke said that this was a serious issue and asked whether there was any way that the power curves could be checked on laptop computers. The Briggs & Stratton representative Mr. Wallace said this was possible and engine data will be made available.

Mr. Mutenda asked about the safety of the karts and whether it was not dangerous to have the fuel tank where it was. Mr. Leon responded that in the history of karting there had been no incidences of fire injury to driver. He said the CIK is researching the use of plastic nets around the track to 'catch' karts that go 'off'. The CIK is also working on some form of wheel protection. He noted that it was up to the ASN to decide the minimum weight, but in international competition this was 140kg, including driver, helmet etc.

Mr. Alam asked about the track design and Mr. Leon replied that all the details of this were in the CIK Yearbook, which would be distributed among the members. He said that the minimum track length is ideally 1200m, and 8m wide for international competition but pointed out that if it was not possible to build tracks this length, then to build 600m (with reserve for the future) and get the sport going. He noted that all the information needed was in the package to be distributed, and that the CIK would be more than happy to help with track design. Mr. Leon also noted that the Safety Commission at the CIK was new, but that they had engaged a top level EEC expert to work on this, and he is in charge of track approval and inspections, and would be willing to help anyone with the building of new tracks.

Mr. Thatthi noted that this was an exciting development for Africa, and was certainly the direction to move in view of the low cost involved and we should work on an African Championship for this form of Kart.

Mr. Alam said that there were major financial problems in Africa and asked if the CIK or FIA could give any help to start the sport. Mr. Leon replied that as much as the CIK would like to help this was not possible. The CIK had done everything they could to produce a cheap kart, which would be easy to make. He pointed out that, as this was a world concept it should be easier to attract sponsorship.

He then distributed the CIK information pack to all the delegates and reminded them that they were all free to contact the CIK any time for assistance.

Mr Leon then added that it would be best to drive the karts with the cheapest and hardest tyres, especially the junior drivers. He also clarified that in Europe the 8-year-olds drive with smaller engines, not 15hp.

He encouraged all the ASN's in Africa to work hard to ensure that in the next two years there are both national and zonal championships running. Returning to the chassis, Mr. Leon advised that it would be cheaper to find a manufacturer for this in Africa, and Mr. Smulian said that this would be no problem, once the correct steel had been imported. Mr. Smulian commented that if the frame was bigger it would last longer, and thus be even cheaper, but Mr. Leon said that the experts had advised that there would not be much stress with a 15hp engine, and hard tyres would help to reduce stress further. Mr. Leon then advised that the Scale 1 drawings were available from the CIK on request from ASN's.

Mr. Leeke said he would take this information back to the Karting Commission in South Africa, which already ran several levels of karting. He agreed that it would be good to get the zonal championships going, as there was not much cross-border participation yet except with Zimbabwe. He also felt that it was good to have a standard kart, regulations etc, and then suggested that the CACMS put together a 'kitty' of parts etc to further reduce costs for individuals.

Mr. Razakabona told the members that Madagascar had started this year with 4-stroke Honda 9.5 hp engines, and that two new tracks were being built, one of 600m and one of 900m, both 8m wide. He noted that this was a private investment.

Mr. Evrard said that the political situation in the Congo had adversely affected motorsport in the area for the past few years and he felt this could be a golden opportunity to restart.

Mr. Sebhatu also felt this was a good opportunity to foster zonal competition. He said that karting would be new to Ethiopia, but this would give them the chance to develop the sport under the CIK.

Mr. Mutenda said that karting was popular in Uganda and land had been bought to build a track on. He asked if there was any way that the FIA could assist with a financial programme to foster young talent, as in soccer.

To this Mr. Leon replied that during the June 2001 General Assembly the FIA had sold the TV rights for F1 to a private partner, and the money raised (US\$ 300 million) had been placed in a newly formed FIA Foundation. This was a UK registered charity run under the Charity Laws of the UK, and it had been agreed that the money would be spent not just on motorsport but other interests also. He noted that the foundation is board-run, and is now able to receive applications. The ASN must first join the foundation before putting forward a project. He noted that the joining is free. For those interested in further information, they should contact Mr. David Ward, Secretary-General of the FIA in France, who is in charge of administration of the foundation. He also pointed out that none of the board members of the foundation are members of any ASN or the FIA.

Mr. Leon told the members that the CIK would like to be part of an education programme, and the education and safety programmes have been resurrected. He noted that it was important to teach youngsters about safety in particular. He stated that the CIK was developing an education programme and wanted to enter a partnership with the Ministry of Sport and the Ministry of Education in France. He suggested that the ASNs also implement their own education and safety programmes for youngsters. He then pointed out that the FIA Foundation was not in a position to subsidise events, but could help with education and safety programmes initially.

Mr. Alam said that there was great potential in this zone but that there was a big problem with finance, not only with equipment but also with tracks and buildings. The only karting in Kenya at present was a commercial venture. Mr. Leon suggested that the ASN set up tenders and let their intentions be known. He suggested contacting industries and government and pushing the fact that karting is the basis of many other forms of motorsport. He assured members that the CIK would back the ASNs with this.

Mr. Ahmed said that a small circuit had recently been opened in Tanzania and there were between 50 to 60 people there every night. He said that he would contact the owner on his return and try to get him on board. Mr. Leon pointed out that commercial and leisure tracks were often used for competition, and there was nothing wrong with this.

Mr. Bailey noted that there were seven championships in Zimbabwe at present. His concern was that this would just be one more. He went on to say that 125, electric start, 2-stroke karts had just been introduced but that the New World Formula should be pushed for the future. He told members that there were two tracks, one in Harare and one in Bulawayo, and many drivers visited South Africa. He agreed that this would be a good way to bring Zone 3 together and get better competition. Mr. Leon again noted that the future of karting lay with 4-stroke engines, as they were better for the environment. He noted that the New World Formula was one step ahead of the Environmental Regulations. He pointed out that the future of the sport lay in looking ahead by 20 years. He also pointed out that the 4-stroke allows for the invention of new possibilities such as endurance racing, which was something the CIK was looking at developing.

Mr. Leon noted that the website would be ready next week with all this information on, and that the ASNs would receive written information as soon as possible.

Mr. Thatthi thanked Mr. Leon for taking time to come all the way from Paris to present the CIK's New World Formula, and Mr. Leon responded by thanking all the delegates for this fantastic opportunity to meet everyone, and discuss the development of this programme.

Mr. Wallace of Briggs & Stratton also thanked the delegates for allowing him and Mr. Gow to sit in on the meeting, and reaffirmed that Briggs & Stratton are very interested in this programme. He noted that the local distributors and the regional office in Dubai would make engines available and give full technical support. He said he was looking forward to working with everyone on this project.

A short coffee break was taken at this point, and Mr. Kiplagat and Mr. Njoroge excused themselves from the meeting.

3. CONFIRMATION OF MINUTES OF THE LAST CACMS MEETING.

Mr. John Mutenda proposed and Mr. Surinder Thatthi seconded the confirmation of the minutes of the last meeting, which was held in Johannesburg, South Africa on 22nd September 2000.

4A. RESULTS OF THE NOMINATIONS FOR CACMS CHAIRMAN FOR NEXT TERM

Mr. Thatthi told the delegates that the nomination forms had been distributed on 31st July, and to date eleven replies had been received. Mr. Mutenda noted that the nomination forms from Uganda had been sent, but apparently had not been received by Mr. Thatthi. However, Mr. Mutenda noted for the record that the Ugandan nomination was in favour of Mr. Thatthi to continue as Chairman.

Mr. Mutenda then went on to say that there should be regulations and guidelines for CACMS chair. Mr. Thatthi responded that the guidelines had been drafted by Zimbabwe and had only arrived last Wednesday. These guidelines are now included in the delegate's dossiers with a few changes, like the term of office of the chair was discussed at the Kampala CACMS meeting in 1999 and then minuted to be 3 years. Mr. Thatthi suggested that all the ASNs read through, and ask their lawyers to check them and send in their comments. Mr. Leeke suggested that there be a time limit for this and was agreed that this should be 31th January 2002. All comments must be received preferably before that date so that they can be circulated amongst the members for counter-comments. The second draft of the constitution should then be ready by the end of February 2002.

Mr. Alam was surprised to note that there was no constitution and asked why this was so.

Mr. Thatthi responded that the CACMS was set up in 1991. A rough constitution was written but was never approved by the FIA. South Africa ran the CACMS until 1999, when Uganda put forward the question of a constitution at the last meeting in South Africa the task was undertaken by Rose Rushforth of Zimbabwe. He noted however, that CACMS was an extension of the FIA thus it has been running under the FIA statutes this far.

Mr. Thatthi added that the approval of the FIA was most important and pointed out that if the FIA rejected this draft constitution then they would be back to where we started. Mr. Sebhatu suggested that since the CACMS was already running under the FIA, why not continue as we are, and simply make the necessary changes as the necessary approvals come.

Since there were no other nominations, Mr. Surinder Thatthi was reconfirmed as Chairman.

5. MATTERS ARISING FROM PREVIOUS MINUTES AND RESULTS OF THE DECISIONS OF THE LAST MEETING

- 5.1 With reference to 4A above, it was agreed that the draft constitution could not be approved now, as it must first go to the ASNs and their comments be discussed. Mr. Bhalla agreed that the deadline for comments from ASNs should be set as 31 Jan 2002. Mr. Soin and Mr. Alam felt that it would be better to send the draft to the FIA for their comments first, but it was generally agreed that this would slow the process. Comments from ASNs and the FIA should all received as soon as possible, and then circulated to all members for further comments.

Mr. Leeke proposed that Article 6, Section 1, items d & e of the constitution be followed for now and members agree to a tenure of three years.

Mr. Soin disagreed with the tenure of three years, but Mr. Thatthi pointed out that this had debated and agreed upon before, in Kampala at CACMS 1999.

Mr. Sali seconded Mr. Leeke's proposal and agreed that we should run under these guidelines for the time being, instead of postponing the problems. He also agreed with Mr, Leeke that some points must be decided today, to avoid conflicts later.

- 5.2 Mr. Thatthi told the delegates that the secretariat is running at a financial loss. He noted that CACMS needs to find funding of its own. At present, if an ASN is a member of the FIA , then they are also members of CACMS.

Mr. Bailey agreed that there should be some sort of fee paid to CACMS by the ASNs, as well as some sort of funding from the FIA.

Mr. Sebhatu felt that there were already too many fees, and the cost of these would become too high for Ethiopia. He felt it would also be hard to justify paying a fee to both the FIA and CACMS, and agreed with Mr Bailey that there should be some funding from the FIA. Mr. Du Plessis felt that there should be some sort of fee, and members should explore other avenues such as a fee on entry fees. This would also help CACMS to promote events. Mr. Alam said these were all duplicate payments to FIA, CIK, CACMS etc and suggested the ARC events pay the licensing fee to CACMS instead of the FIA.

It was agreed that these comments should be sent to the FIA along with the draft constitution comments.

Mr. Thatthi then noted that TVAfrica had given CACMS US\$200 per ARC this year, so there was some funding in the name of CACMS but TV Africa has not paid this amount as yet. He noted that money that belongs to CACMS cannot be used without the approval of the CACMS members.

There was mixed feelings regarding the payment of fees to CACMS as fees are already paid to the FIA and many ASN's cannot afford to pay a CACMS fee as well. **NOTED**

6. **FIA AFRICAN CONTINENT RALLY CHAMPIONSHIP**

6.1 TV Coverage of the ARC and improvements

Mr. Thatthi noted that CACMS had been trying to get full TV coverage of the ARC for the past 2½ years and finally in October 2000 TVAfrica came on board and agreed to pay for the production of a 26 minute programme to be aired on TVAfrica and SuperSport. This gave a total viewership of 22 million. Until the Caltex Equator Rally, the coverage had been very good and many countries had responded positively. Mr. Thatthi noted that the contract with TVAfrica had had to be decided in only three weeks and there had not been time to allow members to get involved in the contract production and input from all the ASNs. He pointed out though that there had been no costs to the ASNs, other than adding the TVAfrica logo to be added as other sponsors.

Mr. Alam asked how this deal had been lost before the Caltex Equator. Mr. Thatthi responded that there seems to have been a disagreement between TVAfrica and the Production Company Videosport over the expenses for Rwanda and Uganda. These expenses had not yet been paid, and so the Production Company informed TV Africa they will not film the Caltex Equator Rally. Mr. Alam noted that he wished to express his disappointment regarding this especially as the TVAfrica logos had been used extensively during the rally. He also noted that the sponsors of the Caltex Rally were also very unhappy.

Mr. Leeke noted that this was a serious situation and would be taken up by himself and Mr. Du Plessis when they returned to South Africa. Mr. Soin pointed out that hotel rooms and cars etc had been booked by the Caltex organisers on behalf of the production team, and the cancellations had been less than 24 hours before the event. This meant that the organisers had to pay cancellation fees and Mr. Soin asked whom this should be claimed from. It was agreed that TV coverage of the ARC was very important and that this situation should be sorted out diplomatically to try to get coverage for 2002.

Mr. Leeke noted that coverage should preferably stay with TVAfrica, as they have the best audience figures.

6.2 Manufactures involvement in the ARC

Mr. Thatthi told the delegates that in South Africa they had been in talks for the last 3 to 4 months with VW Motorsport in Germany.

The African homologation for the Polo Player was being processed when the idea was shelved due to a marketing decision to stop the production of the current model. However, a new model was being made for 2002, which is ideal as this means that a 1600cc kit car version could also be produced in Germany and South Africa. This would hopefully be homologated for the world and not just South Africa, by July 2002. The car would also be valid for Group A and N.

Mr. Alam asked how to persuade manufacturers to sponsor and get more involved and Mr. Thatthi replied that this was up to the individual ASNs to deal with locally and to give information to the dealers so they are informed on how Rallying can help their marketing and also try to convince their principal in South Africa, Germany, Japan etc to get involved.

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

Homologated cars being run without restrictors in Group S.

Mr. Thatthi referred to the minutes of the last CACMS meeting in South Africa, Page 7, Item 5.4.2, para. 3 which states:

"After a debate it was decided to defer implementation of this rule to the next meeting and all ASNs were asked by the Chairman to discuss this matter within their ASN and CACMS will co-ordinate this and come up with a proposal for the next meeting."

Mr. Thatthi proposed that CACMS now implement a regulation stating that any car with a current and Valid homologation with the FIA can only be run as a homologated car and the drivers not be allowed to remove the restrictors from the turbo to obtain more power.

Mr. Soin noted that the ARC event is only one round of 9 in the Kenya National Rally Championship (KNRC), which is what most of the Kenya competitors are looking at. They prefer to run under Grp. S for the KNRC, and will usually only run under FIA homologation for the Safari Rally.

Mr. Evrard strongly suggested that a co-efficient system be implemented as explained in the dossier where a Group S car will get 5% less National championship points than a homologated car in 2002, and then 10% less championship points in 2003 etc. There should be a definite disadvantage to drive a non-homologated car for the driver and the result will be that any driver thinking of buying a new rally car, will buy a homologated car and also any manufacturer like Toyota SA and VW South Africa will regionally homologate their cars so as to gain maximum National Championship points in the South African Rally Championship, resulting in many more homologated cars in Africa.

All members agreed that there was a need to increase homologated cars at the national levels to make the international championship increase their entries. Mr. Du Plessis noted that it was a sad reflection of the situation that three cars in the Caltex rally had changed from homologated classes to Group S by removing the restrictor on the turbo.

He noted that to raise the standards of the events, there must be more FIA type cars run in view of long-term promotion all rallies must run homologated cars.

Mr. Sali said he felt that the co-efficient idea was a good one. Mr. Soin added this could work such that the homologated cars gained more points than cars running under Grp. S. This way there was no imposing of rules stopping competitors using Group S cars, but that it would work out in the best interest of the driver to run as a homologated car for he would gain more points towards the national rally championship.

Mr. Thatthi said that the FIA had allowed Africa to run Grp. S as there were more financial constraints here than in Europe but this dispensation will come to an end sooner than later. But he noted that even in the Middle East and Asia-Pacific Championships all the cars were now homologated. He felt that competitors changing from Grps. A & N, to S was taking advantage of the rules should definitely be stopped and it was our responsibility to make this happen.

Mr. Du Plessis agreed that competitors will be encouraged to run homologated cars by giving less points for Grp. S cars. Mr. Sali asked why off-road super trucks were refused in Grp S. This was answered by Mr. Thatthi who referred the members to Page 24 of the dossier – 2002 Sporting Regulations for the FIA African Rally Championship, Art 3.2.2, para. 2, which states:

"Special vehicles, such as off-road cars, are not allowed in the Championship." Thus the only ban is on off-road specials and any pick-up that is a modified production pick-up is still allowed to participate in Group S.

Mr. Leeke noted that there must be a clear distinction between Grp S cars which were once homologated cars, and specially built Grp S cars. This enables cars at the end of their homologation to be sold.

Mr. Thatthi referred to the proposal on page 21, and noted that the percentages could be lower or higher in the difference of the points gained by homologated cars and Group S cars for the National Championship of the country.

Mr. Leeke noted that the South African homologation was only valid in South Africa, and that manufacturers should be encouraged to move these cars to FIA Africa homologation, to allow point scoring in the ARC and also create a market for used cars to be sold in Africa.

Mr. Alam noted that new drivers have been trying to rally pickups, as a cheap option, and as these are not homologated. Mr. Leeke responded by suggesting that manufacturers be encouraged to homologate these as cars are homologated and nobody has tried recently to homologate a pick-up with the FIA. It

was noted that pick-ups can enter in Grp S as long as they follow the T1 and Gp. N modifications. The main criteria are that the car or pick-up uses its production form including engine transmission and chassis and not engines from a Porsche and body of a beetle etc.

It was agreed that the coefficient idea was workable and a good proposal. All members agreed in principle with the proposal.

It was unanimously agreed to implement this coefficient system, and it was left to the ASNs to decide on the percentages and the implementation should be as from January 2002.

6.4 Length of Competitive distance in ARC Rallies.

This was discussed at the Working Group meeting held in Harare, Zimbabwe in May and it was minuted that Competitive section rallying should continue to be 450kms (+/- 10%), and Special Stage rallies to be 250 kms (\pm 10%). This was discussed in Harare and it was felt by all present to be OK.

Mr. Du Plessis said that he had been asked by Mr. Diether Kok to request if the Special Stage rallies could be increased to 350 kms, although Mr. du Plessis said he felt 300 kms was enough, because their National rallies in South Africa are 250 kms. Mr. Razakaboana said they had no problem with this, and Mr. Bailey agreed. Competitive Section rallies to remain at 450 kms.

Mr. Thatthi asked for an assurance from South Africa that they would not call their rallies Competitive Sections rallies and thus raise the distance to 450 kms.

The proposal to raise the ARC Special Stage distance to 300 kms to be put forward at the next Rallies Commission Meeting on 30th January 2002 and so far the regulation remains at 250 km until it is approved by the FIA and published in their official bulletin.

6.5 Pick-ups in the ARC.

Mr. Bailey asked if a pickup class be allowed to score points the ARC events, and the question arose as to whether they could run under the T1 class. Mr. Leeke pointed out that if there were more scoring cars running then this might improve the championship entries. **Mr. Leeke to put forward a proposal for the T1 class to be allowed to run in the ARC, and Mr. Thatthi to take this to the FIA.**

Mr. Thatthi reminded members that there are some T1 cars which are very powerful like the Evolution Pajero and if these cars are allowed to run in the ARC they would be quicker than many rally cars currently used in the championship.

Mr. Bailey noted that there is a fairly successful Group N pick-up class running in Zimbabwe at present, but that in 2 to 3 years time, pickups will probably be gone from rallying in Zimbabwe. This is because drivers are looking more and more at Grp A and N cars. It was noted by Mr. Thatthi that Zimbabwe has made good progress in the encouragement of homologated cars thanks to the efforts of Hannes Cruger.

6.6 Number of events in the ARC

Mr. Thatthi noted that at the last CACMS meeting it was minuted that the number of ARC rallies be limited to 8 after a proposal by Mr. Diether Kok.

A proposal was put forward to increase the number of rallies to 10 as detailed on page 22 of the dossier. A comparison of the number of countries to rally championship events in Europe, Middle-East and Asia Pacific was also made in the dossier and noted that there were very few rallies in the ARC compared to other regional championships. We should not give the impression that the ARC is a 'closed shop' and since more countries were applying to host an ARC event we should give them all a chance to prove that they can run good and well organised events and give them a target to aim for.

The only way to accommodate new events would be to drop old ones, unless the number of rallies is increased. The proposal is to increase the number of events in the ARC to ten events per year and amend Art 6.3 to: "If more than five rallies are run then points for all but two events will count in the Championship."

Mr. Alam pointed out that as the Equator Rally was the last event of the ARC, this put them at a big disadvantage and the Kenyan event always lost out on foreign drivers for the championship has already been decided. He felt all events should count, and Mr. Sali seconded this. Mr. Bhalla asked whether there would be enough competitors to do all 10 rounds. It was then suggested that perhaps competitors could drop one North and one South rally, but they must score in both zones.

It was agreed to increase the number of events in the ARC from 8 to 10, in 2003 and subsequent years and two maybe dropped, one from each region, north and south.

Mr. Leeke suggested implementing dropping one north and one south rally in 2002. Competitors would be free to do 4/4 in either zone, but only the best 3 results would count.

Mr. Thatthi said that to change the regulations for 2002 would be very difficult, but Mr. Leeke felt it was worth trying.

The North/South zones were defined as:

North: Rwanda, Uganda, Kenya, Tanzania and Cote d'Ivoire

South: South Africa, Namibia, Zimbabwe and Zambia

Mr. Sali said that the championship should be impossible to win by not going north/south.

It was proposed that there be 10 events in 2003, and that only one event in the north and one event in the south could be dropped.

Mr. Leeke asked whether it was practical to include Cote d'Ivoire in the ARC, and Mr. Evrard noted that if the Cote d'Ivoire was included it must run earlier in the season than the end of November.

6.7 Date for the Rally Internationale du Madagascar 2002 – ARC Candidate for 2003

Mr. Thatthi said that the Rallye Internationale du Madagascar would run as an ARC candidate event in August 2002. He noted that if the rally was not run before September 2002, then the FIA World Motorsport Council could not approve it in time for 2003. It was suggested that the date be changed to mid-August.

6.8 Approved dates for the 2002 FIA African Rally Championship

Mr. Thatthi said told the members that all the highlighted rallies (page 23 of the dossier) were confirmed for 2002, though two events were pending Observers reports Uganda and Kenya. Candidate events for 2002 were still to take place and their reports will be studied by the FIA Rally Commission on 30th January 2002. The calendar for 2002 is:

Championnat d'Afrique des Rallyes de la FIA 2002
2002 FIA African Rally Championship

<i>Date</i> Date	<i>Pays</i> Country	<i>Nom de l'épreuve</i> Name of the event
28-30/03	NAM	TOYOTA TARA RALLY 2002
02-04/05	ZA	RALLY OF SOUTH AFRICA
31/05-02/06	ZW	DUNLOP ZIMBABWE CHALLENGE RALLY
28-30/06	Z	ZAMBIA INTERNATIONAL RALLY
02-04/08	RWA	RWANDA MOUNTAIN GORILLA RALLY 2002
+30/08-01/09	EAU	THE UGANDA PEARL OF AFRICA RALLY
+04-06/10	EAK	EQUATOR RALLY KENYA
+++01-03/11	EAT	KILIMANJARO RALLY OF TANZANIA
+++28-30/11	CI	RALLYE CÔTE D'IVOIRE

+ *Sous réserve du rapport d'observation 2001 /subject to the 2001 observer's report*

+++*Sous réserve du rapport d'observation 2001 /subject to the 2001 observer's report review by Rally Commission*

~~~16-18/08 RM(candidate) RALLYE INT. MADAGASCAR

~~~ *Subject to application by FSAM/Confirmation of date by FSAM*

6.9 AWARD FOR THE GROUP N WINNER IN ARC

Mr. Leeke noted that Group N is no longer known by this name, but is now to be referred to as 'Production Car'. It was pointed out that in most of the ARC events there is no way to distinguish between Group A and Production cars, and it was suggested that there be some easy method of ID, such as different colour stickers with the Group and Class printed on it. It was generally agreed that the Production cars must be given more exposure and organisers were requested to give this class the same champagne, trophies etc as Group A winners. Both Group A and Production cars winners should be on

display at the prizegiving. It was also felt that the ARC will be won by a Grp A car, which will then receive the ARC trophy from the FIA, but that CACMS could give an ARC Production car trophy. Noted.

Mr. Thatthi referred the members to page 25 of the dossier, Art 1.4 which states:

“Within the Championship, the FIA organises a Drivers Cup for Group A and N cars using 2-wheel drive and naturally aspirated engines with a maximum cylinder capacity of 1600cc...”

This has been approved by the world Council and in 2002 and the FIA shall award a cup for the best 1600cc car to encourage this class.

6.10 ROTATION OF ARC RALLIES

With reference to 6.6 and 6.8, it was suggested that the north/south rallies be rotated, so that the same rallies are not always the first or last in the year. Mr. Sali thought that this could present a problem with the sponsors. Mr. Soim suggested that the rallies within the zones could rotate instead. Mr. Evrard suggested that if there is any rotation of events, it should be fixed for two years before rotating.

Mr. Soim to formulate a proposal of how this rotation can work for 2003 calendar, and give it to CACMS for the proposal to be sent to all countries for their thoughts.

7. CROSS BORDER PARTICIPATION IN RALLIES AND OFF-ROAD

Mr. Thatthi referred members to the letter on page 26 of the dossier, from Mrs. Schoeman of the Motorsport Federation in South Africa. He noted that most of the problems with cross border participation would be solved if zones were introduced. FIA inscription fees would only then be payable for cross-zone participation.

It was proposed that Mr. Thatthi ask the FIA to scrap the inscription fees within Africa.

8. USE OF THE SAME RALLY SEEDING WITHIN AFRICA

8.1 Mr. Thatthi pointed out to the members that using the same seeding system within the whole of Africa would make it much easier to correctly place cross border participants. Mr. Du Plessis then explained the what-spot seeding system, which has been in use in South Africa since 1988. The times for the top three are taken stage for stage and the rest are compared to that. If anyone is 10% below normal then this is not taken into consideration, likewise if the individual has a puncture or breakdown in a stage, this stage is not counted. If the driver were to change his car, it would only take 3 or 4 events before he is correctly seeded again. He noted that this system takes both car and driver into consideration. It was also pointed out that the rally Stewards are still free to change any position that they feel is incorrect.

Mr. Thatthi asked whether this would work on a PC and Mr. Du Plessis said it may need rewriting but that he would look into it. Mr. Thatthi said CACMS should pay for this system to be implemented but felt that it was important that there be some consistency across borders.

As a test of how this could work, all the ASNs were asked to give their national rally results for 2001 to Mr. Du Plessis as soon as possible.

Mr. Bailey noted that a similar system is in use in Zimbabwe, and allows that even if a competitor does not finish an event, the times he set will still be taken into account for his seeding.

9. YEAR 2002 ARC BROCHURE

Mr. Thatthi requested Kenya, Tanzania and Madagascar to send him pictures from 2001 for inclusion in the 2002 brochure. He asked all the ASNs to send as much information as possible on their ARC events, including candidate events, before the 10th November, as per previous brochure.

Mr. Evrard noted that the brochure is very good and important, but often the information is wrong by the time the event is close. He suggested a website be built with regularly updated information on the ARC. **Mr. Du Plessis said he would try to get someone in South Africa to design and maintain a website for free.** He also noted that rally results on SMS were very popular in South Africa and this should be encouraged throughout the ARC.

10. DATE AND VENUE OF THE NEXT MEETING OF CACMS

It was proposed that this be held in Zimbabwe on Monday 3rd June 2002, but was not confirmed at this time as the Zimbabwean elections are due to be held before this. Confirmation of the date and venue is subject to the political stability of the country.

In the event that the next meeting cannot be held in Zimbabwe, Mr. Arif Ahmed of Tanzania offered to hold the meeting in Dar-es-salaam. It was agreed that Tanzania would be the alternative venue, the date for this being in November after the rally.

Mr. Thatthi reminded members that CACMS would like to hold "Working Group" meetings at ARC events whenever convenient.

11. ANY OTHER BUSINESS

11.1 Doping – Mr. Leeke said that the MSA had produced a book, written by the President of the MSA Medical Panel listing all the allowed and prohibited drugs for those taking part in motorsport and he had copies available for those members who were interested. Mr. Leon noted that the FIA were very interested in this issue, and were currently working with the CIK and the International Olympic Committee to put together formal regulations on doping.

11.2 Procedure for the Selection of Stewards in ARC events – Mr. Thatthi reminded everyone that he had been asked by the FIA, to request a list last year to all ASNs asking for candidates for stewardship and had only had replies from South Africa, Zimbabwe, Uganda, Tanzania, Rwanda and Namibia.

Mr. Alam asked that this be sent by formal post instead of email for he never sees any correspondence sent by email.

Mr. Thatthi continued that once the candidates' names were received they were given to the FIA who makes the appointments for each rally.

Mr. Soin questioned why stewards were not selected from Uganda, Tanzania, and Zambia and how experience was to be gained if one was not sent to learn. He proposed that a system of training be implemented, whereby a second Steward from each country could be appointed to attend the rally and meetings to learn.

Mr. Mutenda supported this proposal and suggested that there be a pool of Stewards and Observers who could rotate, and train new officials.

Mr. Thatthi requested that this proposal should be put into writing and forwarded to the FIA by CACMS for approval. Mr. Soin should put his ideas in form of a proposal and forward it to the CACMS Secretariat.

11.3 Contractual agreements made by CACMS and those bound by them – this was covered in Item 6.1.

11.4 Methods of communication between CACMS and Members – Mr. Thatthi stressed that if the ASN's addresses, telephone numbers, fax numbers or email addresses change, that he be informed immediately. Mr. Evrard pointed out that there was a problem with language, specifically English and French. He noted that all communications are done in English and asked whether there could be translations into French. Mr. Thatthi agreed that this was a good idea, and Mr. Evrard agreed to do the translations.

11.5 Mr. Leeke brought up the question of scoring and results in the ARC. He said a common method of timing should be used for competitive section rallying for consistency. Mr. Sali suggested that there be shared equipment, and therefore costs between the ARC organisers. It was noted that five ARCs already use the same type of clocks and it was suggested that those not doing so should write to the MSA, who could contact Dave Howcroft on their behalf. The cost of these clocks is US\$ 120 for the rental of 10 clocks for one week.

11.6 Mr. Mutenda asked whether CACMS really needed a logo, since the last six suggestions had all been rejected by the FIA. It was proposed by Uganda that this was not necessary and seconded by Ethiopia.

11.7 Mr. Arif Ahmed said it was important that Uganda, Tanzania and Kenya keep to the same seeding system and Mr. Thatthi suggested that all the stage times for rallies held in the three countries during 2001 be sent to Mr. Du Plessis for the 'what-spot' system.

11.8 Mr. Thatthi told the members that he had met with the President of the Reunion Motorsport association. He noted that the Reunion rally was a good asphalt event, which attracted 110 entries, with 40 in Group A and N and this year also was a round of the Division One French Rally Championship. He told the members that Reunion was interested in joining the ARC, and Mr. Thatthi had suggested to them that

they visit several other ARC events first. He noted that if Reunion were to join the ARC, this rally could be held close to the Madagascar event and the costs of shipping cars would be reduced.

11.9 Mr. Du Plessis, on behalf of the committee, thanked Mr. Thatthi for all his hard work and time he had put into CACMS.

11.10 Mr. Thatthi responded by thanking everyone for attending the meeting, and gave special thanks to Mr. Leon for travelling from Europe and introducing the New World Formula kart.

There being no further business, the meeting closed at 17.03 hours.

CHAIRMAN.....

SECRETARY.....

DATE