



1/8th I.C. Off Road Buggy:  
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## EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

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### 1/8 IC Off Road Buggy 2008 report

The Season 2008 has passed, many correspondence going in and out, not too many related to technical issues with the exception of consults regarding the use of mufflers.

As you may recall the EFRA 2008 Season consists on 3 EFRA GP, France, Greece and Spain and the 2 European Championships, A & B, plus 2 international races, Czeck Republic and Austria..

The feedback received out of those races has been very poor, absolutely poor. The only races reporting had been those I have been present at, this is a very bad point and I am very disappointed.

The EFRA Referee report is not a joke, we need it to get an impression out of the race, officially stated, hopefully this problem will be solved in the future.

I am sorry to say this report will not be a satisfactory one.

Lets go step by step:

January 2008 I received a communication form ELME Federation of Greece in regards of severe doubts in regards of financial and organizational capabilities of the predicted organizer of the Euros 2008 at Heraklion. Immediately I reacted and published an official warning to all EFRA members in regards of the travel booking for this event.

The Greek Federation held a meeting with the organizer to clarify this subject (perfect and following EFRA rules) and before the advised date, 31 January, EFRA received an official communication from ELME and so that EFRA gave a green light.

The first event was the EFRA French GP at the CAMSE Club, facilities nearby the 2008 EFRA AGM hotel, race was satisfactory as per the few unofficial reports, 75 drivers were present, unfortunately not a single report has been received, I don't know who has been the EFRA referee at that event, I have never received the official results out of that event not the mention of how many racers were present and nevertheless the EFRA Referee Report.

To use the brain is advisable, and so that at the club website I have found some information <http://www.camse.net>

Next on the EFRA season was the EFRA GP of Greece, the warm-up event for the European Championships A, the first problem we must notice was the inscription list and the betraying to other drivers and the organizer, the enlistment was allowed to be extended up to 140 drivers, although the race was to be in the figure of 120 drivers, unfortunately the organized was forced to reject many applications to attend the race after that 140 allowance figure.

Finally when race came, sunny May, only 90 drivers showed up at the track. This is an absolutely disappointing scene.

The non-show are a big financial problem for an organizer, you are working over certain figures and suddenly the people appearing is much more lower and that even causing a bigger problem to the drivers not able to enlist themselves.

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Race was celebrated with some incidents, power cuts, microphones & loudspeaker problems etc, after it an special letter of improvements required was sent to the organizer and the Greek federation; the reaction from the Greek Federation was positive, they decide to take prime responsibility over certain areas of the race that can be coordinated/contracted from the continent. Lapcounting, UPS, photocopies, monitors, sound systems, toilets etc etc

It was nearly their best out of their possibilities as they were in the main land and the race on an island.

The organizer efforts were not so big, he did some improvements but unfortunately the event was kept on to be a one-man show. This would become later the worse aspect of the race.

Next in show was the European Championship B at Bergerac, France, Second weekend of June, the USBC club and the French Federation did a good job, prepared even against the bad weather, the event was a real successful one with some small glitches, not really nothing too much remarkable on the bad side and many things to be remarked on the good side.

July brought us back to Crete island for the European Championship A; race was problematic, the lack of human power of the organizing club carried us to struggling situations, Race Director, referees and even me had to work hard over the track to make possible to have some fair racing.

Lapcounting, toilets, loudspeakers, monitors, ups, those things worked well, but power went of and Mr. Pineda repaired it by himself to cope with the race program.

168 drivers were present, unfortunately the space and transit became an extra problem, the lack of human power was the biggest problem but fortunately the combined efforts of the EFRA officials and the few members of the local club and Greek federation helped to carry the event to a proper end.

Next on Season were the 2 International Races, unfortunately I have absolutely no information regarding those events, except results. Something to try to improve for the future.

September 2008 was the moment for the Ifmar World Championships at Charlotte, the figures for this event were exceptionally raised to 216 drivers allowing all European drivers and countries willing to attend to be there, that part of the experience has been achieved and it is very unlikely that it will happen in the future again.

The event has been a very disappointing one, EFRA was asked about the refund of the performance bonus of the organizer and I was ready to answer NO, unfortunately while discussing the subject with the EFRA Executive Committee the EFRA vote went out, anyhow we will have to make a vote over this subject.

Last on Season was the EFRA GP of Spain, it came after the Worlds and pretty close to final dates of several European spare dates for national championships, 58 drivers were present and the organizing club, OriRC did a tremendous job coping with the severe rain affecting the area, many thanks for such big effort and congratulations, to cope with more than 200 litres per sq meter of rain in just few hours was outstanding and track, after such, was perfect..

Joined you will find the results from Euro A, Euro B and all EFRA GPs of the year, together with the Worlds results of European Drivers as well as the International races inside the EFRA Calendar.

You can find as well an unofficial ranking list for the 2008 Season and the list of the drivers not eligible for the European championship B 2009.

This is in regards of the racing Season.

Now the Deposits.



As per the EFRA rules this matter is the Section Chairman decision "9.- He decides if the deposits paid for GP and EC events maybe refunded and requests the Treasurer to refund any monies due" but I want to consult you, the member countries to make my decision.

The deposits we have to consider are the following ones:

EFRA GP of France (600 Euros minus 75 x 5; 375) =	225 Euros
EFRA GP of Greece (600 Euros minus 90 x 5; 450) =	150 Euros
EFRA GP of Spain (600 Euros minus 58 x 5; 290) =	290 Euros
EFRA European Championships B at Bergerac, France =	600 Euros
EFRA European Championships A at Heraklion, Greece =	600 Euros
IFMAR Worlds deposits =	2.000 USD
	1.000 USD

My comments are joined in a separate document.

As a conclusion I have to say that we still need to improve, all the reports must be received, on time, all the offers made by organizers must be accomplished, the enlistment for open races must be properly done and most probably with payment involved in advance, to show a real will of attendance.

In regards of rules, a common feeling regarding a world standardisation of constructional rules is needed, some minor improvements need to be done to achieve that target