



EFRA1/8th IC Off Road
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EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

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1/8 IC Off Road Buggy 2010 report

Another season, the 2010, has passed, and I have to thank again everyone for their collaboration.

The usual correspondence received immediately after the past AGM in regards to entries and allocations with some adjustments and then some over the nitro content limit, compulsory from next January.

As you all know the EFRA 2010 Season consists on 3 EFRA GP, Portugal, France and Germany plus the 2 main events, the European Championships, A & B, plus 3 international races, Great Britain, Spain and Finland.

The feedback received out of our races needs to improve, I have pointed out this the past year at my report and situation has not evolved positively. I know that race officials finish all races very tired, but without feedback the good image of the Section cant be portrayed.

Season started as per oficial racing with the EFRA GP of Portugal, Warm-up of the coming European Championship A, hot and dry, with facilities in course of preparation and quite improvements required for the European Championship.

Again, the problem of the non-shows is there with a list of entrants going over 120 names but finally with only 87 drivers present.

This is unfair for an organizer and for the rest of the drivers willing to attend so, again, I strongly recommend pre-payment as a confirmation system for the place at such events.

French GP at Lyon took place, the info for such event was searched in the net I did receive the Referee Report nearly immediately, but for results it has been nearly a nightmare.

Next came the European Championship B at Valladolid, Spain, organized by the ATVracing Club and the Spanish Federation, my congratulations to them for a very good event. Personally I would like to thank AECAR and the whole crew from the Club for the enormeous effort carried out o make possible the event after the rain fallen the immediate days before the event.

139 drivers were present, again no-shows damaged slightly the event, and the victory went for the young portuguese driver of Team Losi Ricardo Monteiro followed by another portugues Carlos Duraes with Xray and the spanish driver Adrian Perez with Mugen.

After such a sucesfull event we went back to Guarda for the European Championship A.

At the end, due to huge efforts of the Organizer, ACD Os Beiroes the facilities were quite in order and we run the event smoothly.

Please do take notice that drivers presentation cant take so long for the future and that the band of the final party, not pretty much attended, was exceptional, the Pros&Contras is their name. 152 drivers present victory went to the Mugen-Rb driver Monsieur Renaud Savoya followed by Robert Battle with Associated and the portuguese driver Miguel Matias in third position.

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Last of the season was the EFRA GP of Germany which has been cancelled due to poor interest in attendance. The respect of the EFRA GP dates and to use the EFRA ranking to allocate some spots will probably help to gain the presence of the top drivers there, and following those, many other drivers as well.

Joined you will find the results from Euro A, Euro B and of the EFRA GPs of the year. You can find as well the list of the drivers not eligible for the European championship B 2010 .

This is all in regards of the racing Season.

Now the Deposits.

As per the EFRA rules this matter is the Section Chairman decision %- 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 Portugal (600 Euros minus 87x 5; 435) = 165 Euros

EFRA GP of France (600 Euros minus 71 x 5; 355) = 245 Euros

EFRA European Championships B at Valladolid, Spain = 600 Euros

EFRA European Championships A at Guarda, Portugal = 600 Euros.

My recomendation is to return all deposits in full.

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, technically the bumpers and the size of the side-damms must be ruled, we need to support of EFRA GPs and give those more value, some minor improvements need to be done to achieve better and fair racing, tyre adittive situation must evolve. We will vote over some of those later on.

With all my respect

Your Section Chairman

Carlos Gomez