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**EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES**

**2011 Off Road European Championship Report.  
Velika Gorica / Zagreb / Croatia**

**July 25th / July 30th**

**Velika Gorica day by day : Sunday, July 24th**

After some problems in the entry to Croatia, with the Customs Officers (thank you to the VESELI Family!), we arrived (from Leipzig) at the track around 6.40 pm, after a long journey, which took place well, in spite of the rain, with only of very brief stops to refuel, and to unwind legs.

The campsite is already very full, number of Drivers obviously arrived, but the track is not at the moment practicable. **Ante DUJIC**, Club's President of Velika Gorica, indicates us that will be still made there works tomorrow on Monday, to try to stabilize the surface at best, in front of this very bad weather, susceptible to compromise a large part of the race. Already, before noon the next day, there will be no free practice, to protect the track.

**On Monday 25th:**

Arrived thus at noon at the track - to have worked at the hotel in the writing of the EC TC Leipzig report - I was expected there, it seems with "*impatience*", for the organisation of the **1st one Team Managers Meeting**, which is held this day at 1 pm.

It indeed fell cloudbursts, during night, and the track is not naturally in better state than the day before. Nobody having used it, it's clean, but diluted and still impracticable.

**Ante DUJIC** shows us the Insurance Policy Certificate.

It's thus confirmed that nobody will drive today, and that the day will be dedicated to a consolidation of the track surface, according to appropriate means, left with the responsibility of the Organisers.

It's however discussed about this with them, who take the decision to make deliver a tractor-trailer of sawdust, to spread it on the completeness of the track, and compact it by means of a roller.

Is also searched the best of the solutions to satisfy the Drivers, by trying to catch up this first unused day for case of absolute necessity.

A compromise is found, accepted by all the presents, some Team Managers not having arrived yet.

It's also asked to the Organisers to invert the direction of driving, to apply the clockwise. Indeed the place of the loop may raise some problems of technical order, even counting.

A compromise is found but only with the majority, because one of the Team Managers is against this decision, the Warm-up having taken place in anti clockwise.

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Chairman indicates that the Warm-up was not probationary in results, because only 14 Drivers were present, and due to the fact all finales have been cancelled, due to the already bad weather, the final classification having been made from the only qualifications.

Whatever it happens, from tomorrow morning, on Tuesday at 9 am, the track must be opened for the free practice rounds, by Groups. The Organiser makes a commitment to respect this justifiable requirement on behalf of Persons who came from a great distance, to compete for an European Championship, and not to attend works. These must be realised before the following morning, in every case.

It's also requested to prepare as soon as possible the schedule of the whole event, and to post it on the main board.

It's asked that the table of engines adjustments is positioned on the left-hand side of the main tent, under a small tent, what is very quickly accepted and realised.

The delivery of sawdust was late, what worried Team Managers and Drivers, but Organisers, **very effective**, realised the manuring and the compaction at almost record time, under the glance of all.

We discovered some mistakes in the Event Timing, also we asked that it's redone, especially by respecting the Large Scale rules.

It allowed to look, *a priori*, more time of driving to the Drivers, this first day of Championship being lost for them.

The afternoon took place without rain, what allowed the Club's Members to work on the track and in the neighborhoods.

Cleaning under the rostrum, the adjustment of tables mechanics under the rostrum also. Installation of 3 speed bumps in the pit lane, to slow down the entry of the Drivers, last week in Leipzig, not having really allowed to determine what is a "reasonable" speed in this part of the track.

Preparation of baskets for Team Managers, in which will be distributed all the results sheets, after each round.

Implementation of **EFRA** banners and flag.  
Preparation of the race stickers car numbers.

With a little of delay, but having been approved, the Timing is finally shown. 6 rounds of free practice are planned for each of coming two days.

On Tuesday evening will be realized a Groups reseeding.

2 rounds of controlled practice in principle on Thursday morning, then 2 qualifications rounds in the afternoon, followed by 4 others on Friday. They are forecasts there, such as defined and approved during the first one Team Managers Meeting, which will be revised only in case of grave bad weather.

### **On Tuesday 26<sup>th</sup>**

Arrived on the spot at 7.15, we met French Drivers arrived during the night. We may suppose they were not alone in this case.

We did a verification all around the track to be sure that all things requested were done. It looks good, everything seems to be ok.

Luckily, no rain during the night in spite of the meteo forecasts. Let's hope it will be the same way than in Leipzig last week, where a lot of rain was scheduled, and almost nothing happened.

The temperature is around 16°, no wind, what is not really a good thing, because the sky is dark and a lot of bad clouds are over the track.

### 8.30: 2nd Team Manager Meeting

The Race Director, **Ante DUJIC** accepts to have not a Transmitter impound, **but** Chairman warns all the Team Managers, that if we have **one** radio problem, the Transmitters will be immediately impounded, with what all People agree. It's a rule.

Team Managers are warned to advise their Drivers they have to put the Group number on their cars, in the right place, and all in the same way : right, left the most vertically possible, and third one on the roof or front window, except for the 2 or 3 BAJA, for wich it's not easy to put on right and left sides.

This will allow the National Referee **Zvonko MATOSIK**, and me if needed, waiting **Carlos GOMEZ** arrival, to help the Drivers, included during free practice, to avoid any crashes, or stupid accidents. **Zvonko** specifies that he will manage the "traffic" for going up and down to the rostrum. The Drivers must wait that all precedent are downstairs, before to go upstairs.

He does 2 reminders : It's strictly forbidden to drive the cars out off the track or the pit lane. The engines can be started in the working areas, but no car driven between those and the track. He will not allow additional laps after the end of each heat. Drivers must go immediately to the pit lane, or in the large space after this one.

The baskets for Team Managers are at disposal in the Technical Control with all Groups, Event schedule published, and sheets results when the race will have begun.

Team Managers are warned to advise their Drivers about the speed in the pit lane, and of the installation of 3 small pieces of wood, at the entry, in the middle, and at the end to reduce the speed when entering. If necessary, the Drivers who will not respect this point will be "free" warned for the moment....

Chairman speaks about the Australian Driver, coming from Netherlands, with a **NOMAC** and an **EFRA** Licence which seems to be ok. **EFRA** board was consulted about this subject by the **NOMAC**, few month ago and the answer was that it was not a problem. But the rule say in appendix 5, especially for Off Road that "*All Drivers entering the European Championship must have a valid EFRA licence. An EFRA Licence must be obtained from the native Country*" (please have a look on point 5.4.11 on page 141 of the 2011 EFRA Handbook). Australia is not an **EFRA** Member. It's asked to all Team Managers, to explain this special case, to their Drivers, for having some serious thoughts this day, and to find the best and fair solution for everybody, **included** this Australian Driver. It will be speak again about the subject – knowing it's *a priori* impossible for him to be European Champion - during the next Team Manager Meeting, at the end of the day dedicated to free practice, after which a Groups reseeding will be done, on basis of best 3 laps for each one of the Drivers.

To finish on a positive note this second Team Managers Meeting, it's reminded that today it's the **Martin LISSAU** birthday (22 years old), and asked to everybody to think "*to kiss*" him, what **Ian ODDIE** refuses categorically, but well it is his "personal" choice. However, he will wish an happy birthday to Martin!

### 9.00:

First free pratice round is starting, without any rain, the track seems to be ok, and we will see if the surface is "*working well*" after some rounds.

At 1 pm were run the 3 first heats of free practice. The temperature is growing, which is nice for the track, but sun is not really there. No rain all along this half day, and the meteo forecasts are optimistic for the afternoon.

Measures of noise were summits all along the day, done by the signatory. Drivers who were over the "acceptable" limit were warned, have worked on their cars, and been controlled again. At the end of the afternoon, let's say everybody was *almost* OK.

The track is ok; after the 3rd heat, during the lunch break, the roller is compacting all the track, mainly the "right lines", trying to save it for next Thursday for which it's scheduled big showers, and maybe storm.

### **2.00 pm:**

We start again for 3 free practice rounds this afternoon. The temperature is now almost hot, with a small sun. The Drivers seem to be happy with the track surface, and the lap time is going down.

The 3 free practice of the afternoon went very well, without any problem, and a good weather. No really sun, but less clouds, except at the end. Nothing disturbed this nice afternoon, and the Drivers drove a lot today.

### **3rd Team Managers Meeting held at 6.30 pm.**

It was decided unanimously, that we have to apply the rule coming from the 1/8 scale, to maintain the track. Please have a look on 2011 **EFRA** Handbook, on page 101, point 3.4. Decision will be taken by the Race Director following this rule.

Reseeding of the Groups done by the local Time-Keeper **Sanjin SVLETICIC** was presented and everybody agrees it, knowing that 9 Drivers did not drove today, so with 0 lap (they were placed together in Group number 1), and if they are coming this night, a new reseeding will be done tomorrow Wednesday, after the 6 free practice heats (exactly the same schedule than today), if needed.

It's reminded to the Team Managers to inform their Drivers not to forgot to put the new numbers of their Cars, and another time it's underlined the right place to do that.

Qualifications order : due to the fact that the **EFRA** Handbook gives us the order for 4 qualifications only, it was decided to do 6 heats, the starting order will be : 1, 2, 4, 6, 8, 1. This is with the supposition that we have only 8 Groups as up to now, and depending of the weather.

Australian Driver : it's accepted unanimously that he will drive the whole event, any decision taken now would be wrong. **EFRA** has delivered his Licence, he has already obtained a **NOMAC** valid Licence, Netherlands has obtained the agreement from **EFRA**, the Entry Sheet was sent in time, with the mention of nationality of this Driver as Australia. Everything was done in the proper way, so we will not go against this Person, what would be totally unfair. Thanks a lot to all Team Managers for this kind decision. It's asked by them to the Chairman to take in charge this problem, for next AGM, or for the next **EFRA** Board meeting in September, and it's underlined that this rule must be mandatory clarified.

**Ante DUJIC** informs us that the opening ceremony will be held on Thursday evening, followed by a party, with tickets (Price : 15 Euros), sold upon Wednesday morning at the Track Bar.

### **On Wednesday 27<sup>th</sup> day:**

Our **EFRA** Referee for the event, **Carlos GOMEZ**, **EFRA's** Board Member, 1/8 IC Buggy Chairman, also **IFMAR's** General Secretary & Treasurer, is arrived late in the even evening.

### **8.30: no Team Manager Meeting planned, except if rain is there, wich is not the case, for the moment...**

Happy surprise when we wake up. Sun is there, and the temperature is very nice. Thus no Team Managers Meeting. One will be held this day, at the end of the 6 free practice rounds, with a new reseeding of the Groups as decided.

The roller was passed yesterday night on only some places of the track, just to maintain it, following the decision taken by the Team managers.

**9.00:** The schedule for today is strictly identical to as yesterday, that current: free practice by new Groups all day long.

Sessions are linked to the “usual” speed of European Championships. The Drivers participating for the first time are impressed, by the environment, the track, the pits, the number of committed and organisation. Everything goes well till the break lunch.

The runs, according to the rules being of 8 minutes, allow the Drivers, after their Mechanics work to test the new adjustments required and done a “short” time later.

**Carlos GOMEZ** takes in charge immediately the refereing, alternatively with **Zvonko MATOSIC** and the orders become a “little bit harder”, what finally Drivers appreciate, and these avoiding useless crashes.

In the middle of the morning, the Technical Control is opened, all cars joining it as ordered by the Referee at the end of each run, just for a pre control at this moment. Our Croatian Friend, well known as one of the Tops European Drivers in Formula 1, **Hrvoje STIGMAYER** (**Stegy** for close friends) takes it in charge, waiting **Tom GRIGIC**'s help.

**1 pm:** Break Lunch. Weather is really splendid, a too hot temperature, but Ok, we are “never” satisfied, and it's better than rain for sure. Speaking about this subject, it seems that the meteo forecasts are going to be better than scheduled at the beginning of the week. **Let's hope!**

**2 pm:** we start again for 3 new rounds of free practice. Same weather, nice temperature, and everything went well, for the Drivers's satisfaction.

In the middle of the afternoon, the cars were called again – for marking chassis before we start for the first controlled practice tomorrow morning at 9, as planned - to the Technical Control, now held by **Tom GRIGIC**, well known as **Marko's** Father (**Marko** is one of the Tops European Drivers in Formula 1 also. It was mandatory for **Stegy** to go to work this afternoon). He came back at 6, and helped immy his Colleague.

New measurements of noise were summits all along the day, done by the signatory. Drivers who were over the “acceptable” limit were warned, have worked on their cars, and been controlled again, with acceptable results.

6 rounds of free practice for all Groups were finally run, as scheduled, before the track closure at 6 pm.

#### 4th Team Managers Meeting held at 6.30 pm.

It's presented another reseeding as planned, some of the missing Drivers being arrived. They participated to their free practice rounds, and we have some changes again.

Another one – last one - will be done tomorrow after the second controlled practice heat.

Reminder done by the National Referee regarding the pit lane use. It's not allowed that during a session, the following Group waits in the pit lane, under the rostrum. During a run, only Mechanics involved are accepted over there.

It's reminded also that the cars can't be replace – after a stop - by the Mechanics directly on the track, but only in the pit lane.

3rd reminder : all Engines must be marked latest after the end of the first qualification round, which will take place tomorrow also, at 2 pm.

From tomorrow, Cars will have to start from the pit lane, one by one.

Finally it's underlined by **Carlos GOMEZ**, the Marshalling procedure, and all Team Managers are warned "strongly" about missing Marshalls, and he has spoke about penalties for the Drivers, if the rule is not respected.

### **On Thursday 28<sup>th</sup> day:**

#### **8.30: 5<sup>th</sup> Team Manager Meeting.**

Arrival on the spot of the **EFRA** Official Media Partner represented by **Matt MAC CALLUM**, now well known by almost everybody, and **Nick DAMAN**.

We take the opportunity to report this information to underline this is the first time that we have on a track a very good Internet connexion: very fast and with enough power. When **Matt** says this, he knows perfectly what he is speaking about. Thanks to the Organisers!

It has rained all along the night, and it continues now, very harder. The track is totally full of water.

The Organiser informs us that he has pumps at arrangement and that they tried to make deep holes with one forest on the track, but that does not work, except the fact that they have at once a lot of: *blup, blup*.

It's decided that for this morning, nothing will happen, waiting around 11/12 o'clock, meteo forecasts say **normally** rain will stop. It remains to us to hope that it's really true.

We made the decision to try to do this afternoon:

- 1 controlled practice only,
- 1<sup>st</sup> qualification round...*if possible*.

Regarding the Transmitters during a session, the **EFRA** Referee warns the team Managers, that he will accept that only 1 Driver go downstairs to do what he wants, but if a problem occurs for a 2<sup>nd</sup> one, it will be mandatory for him to stay on the Rostrum till the end of the run. This is to avoid any problem, because the Rostrum is a little bit trembling, that could be an inconvenient for other Drivers.

A new Team Managers Meeting will be held at 12.30. Due to very bad meteo forecasts for today at least, it's sure that we will have to take some decisions to adjust the event schedule. Maybe this will be done at 12.30 during this planned Team Managers Meeting.

At 11 o'clock all cars must being controlled, with chassis, marked before the first controlled practice round, were called to the Technical Control, before the end of the morning.

For the marking of engines, this will be done after the end of first qualification round.

#### **12.30: 6<sup>th</sup> Team Managers Meeting.**

It has rained till 11.30. After no more rain, but only during almost 1 hour. Meantime all Organisation Members are working very hard to remove the water from the track: with pumps and a lot of others "special" tools. Then rain came back, especially during the Team Managers Meeting.

The Race Director explains the situation, and for the moment, it's not necessary to work again on the track, except if rain stops. If that happens, Organisers will start again immediately.

A new Team Managers Meeting is planned for 3 pm, and the appropriate decisions will be taken during this one, regarding a new schedule for the rest of the event, the number of qualifications rounds, knowing we will start come what may, with one controlled practice heat.

OK, at the moment, I make it directly live. It's 1.50 pm, It is not any more raining for the almost 1 hour, and the Organisers are again on the track, with water pumps to evacuate the result of the last shower, the sawdust, etc.

and they work very very hard to try in spite of these execrable conditions, to bring to a successful conclusion to their event. Thanks to them! **To make more seems difficult, even impossible.**

Regrettably the rain makes its return, at about 2.40 pm, less plentiful, but destructive.

### 3.00 pm: 7<sup>th</sup> Team Managers meeting

OK, now the rain stopped again.

Decision is taken very quickly, unanimously, to run if the weather allows it:

- A single controlled practice,
- Followed at once by the first round of qualification, even if it means delaying a little the Opening Ceremony and the dinner.

This will give us a chance, if the weather is more clement tomorrow to maintain 5 rounds of qualifications, by starting very early in the morning, without any break lunch, also by delaying the closing time of the track till 7 pm, even more if need be.

What will be taken today will be held, and more to make tomorrow.

Well, plainly the serious things really begin this afternoon.

*Direct live again:* It's 20 to 5pm, end of the first free practice round. No rain, the track seems to be almost ok; a small sun came for a few moments, which is nice, but not sufficient.

After a 5 minutes break, we started immediately for the first qualification heat. No more sun, cloudy sky, let's hope....

*Still direct live:* it's 5 to 8, and the first qualification is finished. Sun came back. Same conditions for everybody. It's incredible. This morning it was totally impossible to think that we would be able to do this. Ok, another time, what is done, is done. Tomorrow will be another day. If the weather allows, 5 more qualifications rounds will be ran.

The organisation remained so sharp, and the "infernal" rhythm continues all along this afternoon, but it works and pleases the Drivers. The Organisers's main objective is reached. **Ante DUJIC**, Club's President is a happy Man (at least this evening). Perfect!!!!

The Chairman stayed all afternoon long in the pit lane, to help in a good circulation between the groups, and authorize the exit of this one, during the departures, one by one as asked by the Referees.

### 20.30: Opening Ceremony:

The Parade of Nations, quickly well organised due to the fact that we have finished later as planned. All the national hymns were played, outside except for the Croatian one..

It was then asked to us to go into the tent, and there, a very beautiful Croatian folk group, in traditional clothes, sang to several voices, the National anthem. Very, very big emotion. A quite particular ovation was reserved by all the Persons there, to the **Croatian** Representation.

We then have had three welcoming speech in Croatia.

The first one by **Ante DUJIC**.

The second of the representative of **Velika Gorica's Mr Mayor**.

Has followed the welcoming Chairman's speech, who was anxious to underline strongly two things:

- Sense of the hospitality, and the very big kindness of our Croatian Friends.
- The quantity and the quality of the work supplied since this morning, by the Club's Members, to allow the Drivers to drive, in spite of a state of the really catastrophic track at arrival on the site in the morning. The whole without ever abandoning a so considerable smile.
- Then he welcomes our **EFRA** Referee on this Championship, **Carlos GOMEZ**, from Spain, and the National Referee **Zvonko MATOSIC**.
- A quite particular tribute to **all** organisation's and Club's Members, really recognized and estimated by all: again **Ante DUJIC**, who takes care of everything, without ever stopping, with a phenomenal working power, who was also Race Director and to our Time-Keeper, **Sanjin SLEVTICIC**. Thanks to our Technical Controllers **Tom GRIGIC**, & "**Steg**" **STIGMAYER**.

A meal was organized for a 15.00 €uros moderate price a person, in the course of which we took advantage of an excellent dinner, with a highly varied choice of delicatessen, of meats, of vegetables and of pastries, the whole being of one very high quality.

A very good band played all evening long, and number of the Participants and Accompagnants has danced, by making a little the "*madmen!*"

A lot of people remained on the spot until in the middle of the night, in a very pleasant atmosphere. Particular thanks to the Spanish Team, which knows perfectly what to party means, which put a thunder atmosphere, and it, in an excellent spirit, and with a big joy of living!.

It seems to become its habit, if we remind ourselves that to Fehring, it had been the same thing.

#### On Friday 29<sup>th</sup> morning:

##### **8.30: 8<sup>th</sup> Team Managers meeting.**

The night has not been rainy as announced. Good thing for the track. Today are not scheduled so bad weather conditions. It's planned to run 5 qualifications rounds, from 9 am, without any break lunch, trying to finish around 7.30 pm.

First of all, Chairman asks to all Team Managers to applaud strongly **Ante DUJIC**, for the work done yesterday by his Team, whether it's on the track, but we have already spoken about this, or for the organisation of the magnificent Opening Ceremony and the very nice party.

Reminders:

- Up today the Technical Control will start with the Fuel Controls. It's asked to take care to have **only** fuel coming from the official station. (Ask for the ticket please, it would be better).
- Verify please that all engines have been marked yesterday after the first round of qualification. One Driver find today with an engine not marked, will be disqualified.
- It's shown, in simple prevention the tool which allows having a look inside the engines.
- For tomorrow Saturday, day of finales, it's asked that the Drivers to wear their National shirts or T shirts. **RC Racing TV** being there, it will be done some videos, pictures, and each one must be proud to represent his Country first, himself after! It's a race of Nations. What with what, our Friend **Michael LISSAU**, Denmark's Team Manager, does not agree! OK, everybody knows very well **Michael**, he knows perfectly the rules, and formulates only constructive criticisms.
- Chairman explains why he has asked the day before in the afternoon to a small girl to go outside the track (only for safety reasons). The parade of Nations allowed him to understand that this nice child was coming from Slovakia. Please take care to this point. It's very important, and we don't really know what could happen.
- Please tell to your Drivers, at the end of each heat, to go out the pit lane fastest as possible, for the following waiting group.
- Chairman will take the same place today as yesterday in the pit lane, with the same objectives.



Direct live: around 2.00 pm:

2 more rounds of qualifications are ran. Weather is stabilised, no rain, a pale sun, but which is active to have the track really dry. For the moment we are lucky, and we offered to us one 10 minutes break, for Referees, Time Keeper, etc... Everything is ok. So we reached the objective to have already 3 runs done in the same conditions for all of the Groups. That's perfect.

We continue with the 4<sup>th</sup> one, followed by the first groups of the 5<sup>th</sup> one.

Everything goes well till around 6.40 pm, unfortunately, the rain came again.

It's decided to stop, and to have an immediate Team Manager Meeting.

#### 18.45: 9<sup>th</sup> and last Team Managers Meeting

The last qualification round was cancelled due to a small rain, not very important, but the track was wet enough to disturb the driving. So we count only 3 results because we have done only 5 qualifications round, as planned. The Ranking List is published, the Saturday schedule too, and the Lists of Drivers who will participate to the lower finals, more qualified direct in quarters and semi-finals.

It's decided that the Drivers for the semi final A will be the Marshalls for the first race (please have a look here under), then the semin final B, etc.

A reminder is done about the starting procedures, especially for the starting boxes. Today is another day, and the Drivers's level will increase all along the day. It's necessary for them to show the good example in any youngest, but to respect the rules also!

The starting grid is organized, on decision of the Referee and the Race Director, according to the principle of the F1 starting grid, in agreement with the rules. The starting boxes will be drawn with white paint spray, and the Referee warns Team Managers of the penalties which will be applied in case of jump start.

**Tom GRIGIC** attends to this meeting to explain what kind of problems that he has met with the fuel analysis during the day. Several Drivers were warned by him, and did the necessary to buy (finally!!!), their fuel to the Official station, and not in one near by. They were controlled again, and the results were ok. Some others have had still problems, due to foam inside the tank of their cars, and the necessary was done to solve the situation, by doing one analysis of the pure fuel (which was ok), by doing mixture with their own oil at the Technical Control; a new analysis was done with good results.

So the bad results may come from the foam which contains "old" mixture, or some other parts introduced in the tank to obtain the correct volume. It's asked to clean in the best way the tanks, and decided to analyse their mixture before and at the end of their race(s). If something remains wrong they will be disqualified. This decision was taken by the Race Director, the **EFRA** Referee, and the Chairman.

A problematic situation was detected in regards of Mass Production 2 strokes Oils, and we need to be solved at next **EFRA** AGM.

**On Saturday 30<sup>th</sup> day:** This day is thus the last day, dedicated to the finales.

From 8.30 to 12.20 are planned the 1/32<sup>nd</sup> up to the 1/4<sup>th</sup> (B & A each time)  
1 hour break lunch.

In the afternoon we have both semi-finals and the main at 3.10.

Because of the rhythm of sequence of movements, it will not be possible as the previous days to make the writing of this report in almost direct. I thus make the decision to finish it at home when I will be back, and to publish it on the **EFRA** website as soon as possible.

Except this one direct Live: it's 5 to 11, up to now; a cloudy sky, a hot temperature, and the races are fine, under the supervision of both Referees. Everything goes well. We had some pass thru in the pit lane, and that's normal. Today we are racing, and the mistakes are not "really" allowed; the Referees show that they are there "to do their job!"

End of this morning racing. Meteo forecasts verified by the Race Director don't schedule anything bad. Temperature is growing up, almost too hot.

In the afternoon remaining both semi-finals are run, we may follow two fine races too.

The main final is exceptional and the fight is really great. **Kay KOOPS**, from Netherlands starts 1st, never left the leadership and won easily. **Kay** is followed by **Tim VANDERELST**, and of always present in outposts **Ken WALCKIERS**. Netherlands takes the first 3 places easily, 4th place is taken by **Alex BRAVO** from Spain, almost still at the top during this week.

Finally we reached the end of this racing day without any rain, except some small drops during the final, without any disturbance for the finalists.

At the time of the writing of this report, I know pertinently that the results are already known of all, and I still have to publish it.

I thus content with giving here the link, which will allow you to see all the week detailed results of this second Off Road European Championship.

[http://www.myrcm.ch/hr/hams/20110725\\_825683/OR\\_EC\\_1-6/index.html](http://www.myrcm.ch/hr/hams/20110725_825683/OR_EC_1-6/index.html)

The price giving ceremony takes place immediately after the end of the main final, and the protest time.

Are rewarded:

- The holder of the lap record which will be left all along the week to the local Driver **Dario VESELI**, thin consolation for him, by its lack of fuel in the main final, or other technical problems, maybe... I have had no time to speak with **Dario** to know exactly the nature of its stop before the end.
- The Fair Play Price to **Primoz Pivk**, from Slovenia, as best Marshall, on Referees and Race Director's decision.
- The Junior European Champion, **Patrick SCHWEINZER**, from Austria.
- The senior (oldest) Driver **Darko Robic**, from Croatia.
- Finally 10 first ones (main final), received each one a magnificent cup, with medals (coming from the hosting Club) and 3 first ones + the Junior European Champion, having also received **EFRA** medals.
- The medals given to the Drivers were effectively destined to their Mechanics (very good idea), and each Driver had to call his Mechanic to give him his medal, what was greatly appreciated by all.

Quite particular thanks to **Ante DUJIC**, who "played with great panache" the role of an outstanding Conductor! Bravo to him, to his Team, to all **Velika Gorica** Club's Members, and to **Croatia**.

Thanks so particular to our **EFRA** Referee **Carlos GOMEZ**, to the National Referee **Zvonko MATOSIC** (also Croatian Federation's President), to the Technical Controllers **Tomislav GRIGIC**, for his high efficiency, to "**Stegi**" **STIGMAYER** and to the time-keeper **Sanjin SVLETICIC**.

Just for "fun", on Saturdays evenings after the race, at about 10 pm, it fell a raging shower, which if it had occurred in the afternoon would have ruined for ever the end of this Championship.

We were thus fortunate, once again!

**On Sunday, 31<sup>st</sup> day:**

It's time for everybody and the signatory, to go back home. Let me hope that everything perfectly took place for each of you. See you all next year in **Nene Valley**, in England, for the 3<sup>rd</sup> 2012 Off Road EC, or on an Off Road **EFRA** GP, as Referee, and maybe in Brest for some Drivers who will attend to the **IFMAR** 1/5<sup>th</sup> TC World.

Please meanwhile, have a **serious look** on the rules, when 2012 **EFRA** Handbook will be published at the beginning of next year. It's not normal to meet so important lacks of knowledge. Now in Off Road Races, you must reach the same level as in On Road Drivers!

This is mandatory, or next year, if I'm still there, I will be less "*kind*", for sure. You are now, warned...

Cordially in all,  
Sports greetings.

**Large Scale Section Chairman,**

**Francis Billa**

A handwritten signature in black ink, appearing to be 'Francis Billa', is written over a large, light-colored oval shape.

Please have a look on the added pictures of the podium, and some "*anecdotal*" photos, kindly given by **Carlos GOMEZ**, our **EFRA** Referee, and other People, of whom "*Miss*" **Anita "DUJIC"**. Thanks a lot to them for cooperation, and help.



A very nice Gril who was acting for the Track Bar, who took care of us all, throughout the week, with a little common kindness, accompanied with her Sister, of whom I regret having no photo.



Croatian Representation during the Opening Ceremony, listening to the National anthem. **Great moment!**



Croatian Folk Group, in traditional clothes, during the speech of the representative of Velika Gorica's Mr Mayor.



We have had a totally Crazy Lion, driving in this race!!!



10 Finalists Podium, with 3 first ones on the scene.



10 Finalists Podium, with their Mechanics. Distribution of Club's medals.



Please let me know the name of the Crazy Guy who said : there is no sun in Zagreb!!!