

## LIQUI MOLY BERG CUP 2010

### 11° Slováký kopec 2010

23. - 25. 4. 2010

### Absolute Results



| Jury / Competition Management |                  |                          |                                | Hill Data |  |  |  |
|-------------------------------|------------------|--------------------------|--------------------------------|-----------|--|--|--|
| Chief of Competition          | FIRTL Stanislav  | Start Altitude           | 176 m                          |           |  |  |  |
| Race Director                 | FIRTL Stanislav  | Finish Altitude          | 261 m                          |           |  |  |  |
| Vice chairman                 | ČERVENKOVÁ Alice | Vertical Drop            | 85 m                           |           |  |  |  |
| Sport Marshal IHA             | BARTL Miroslav   | Course Length            | 2210 m                         |           |  |  |  |
| Technical Marshal IHA         | BARTL Miroslav   | Min course Width         | 6 m                            |           |  |  |  |
|                               |                  | Count of right-hand bend |                                |           |  |  |  |
|                               |                  | Count of left-hand bend  |                                |           |  |  |  |
|                               |                  | Hill Record              | 2005, Otakar KRÁMSKÝ : 0:58,08 |           |  |  |  |

| Rank | No  | Driver Entrant   | CZ Bird    | Car Class                             | Qualification |        |                  | RACE  |        |                  | Diff. Prev. Diff. | TIME Speed (km/h)               |
|------|-----|--|------------|---------------------------------------|---------------|--------|------------------|-------|--------|------------------|-------------------|---------------------------------|
|      |     |  |            |                                       | IT 1          | IT 2   | Time             | IT 1  | IT 2   | Time             |                   |                                 |
| 1.   | 2   | <b>MLEJNEK Aleš</b><br>SVC Náchod Motorsport               | CZ<br>1967 | Opel Lotus<br>E2/C+1400               | 4.587         | -      | 1:05.409 (2/1.)  | 4.956 | 11.789 | 1:03.015 (3/2.)  | 0,000             | <b>2:05.358 (1.)</b><br>126,932 |
| 2.   | 7   | <b>KOMÁREK David</b><br>Liqui Moly Komvet Racing Team      | CZ<br>1975 | Mitsubishi Colt Evo 550+<br>E1+2000   | 4.506         | 10.525 | - DNF -          | 4.571 | 10.620 | 1:02.600 (2/1.)  | 0,250             | <b>2:05.608 (1.)</b><br>126,680 |
| 3.   | 72  | <b>VITVER Vladimír</b><br>SVC Náchod Motorsport            | CZ<br>1968 | Lotus WR-9/2<br>E1-2000               | 4.876         | 11.540 | 1:04.720 (1/1.)  | 4.905 | 11.622 | 1:03.644 (5/1.)  | 1,563             | <b>2:06.921 (1.)</b><br>125,369 |
| 4.   | 11  | <b>ŠPALEK Jiří</b><br>Liqui Moly Komvet Racing Team        | CZ<br>1972 | Mitsubishi WRC 05<br>E1+2000          | 4.648         | 11.041 | 1:08.844 (6/2.)  | 4.653 | 10.825 | 1:03.465 (4/2.)  | 3,228             | <b>2:08.586 (2.)</b><br>123,746 |
| 5.   | 922 | <b>ZEMAN Martin</b><br>Liqui Moly Komvet Racing Team       | CZ<br>1974 | Mitsubishi Lancer Evo VI<br>E1+2000   | 5.049         | 11.865 | 1:08.052 (3/1.)  | 4.821 | 11.455 | 1:05.631 (6/3.)  | 6,106             | <b>2:11.464 (3.)</b><br>121,037 |
| 6.   | 773 | <b>KRAKOVIČ Radek</b><br>Kovosteel Novitech Sudoměřice     | CZ<br>1986 | FIKS 09 RK<br>E2/C-1400               | 5.746         | 13.389 | 1:11.563 (9/1.)  | 5.507 | 12.785 | 1:06.943 (8/1.)  | 8,686             | <b>2:14.044 (1.)</b><br>118,707 |
| 7.   | 716 | <b>SEDLÁČEK Jiří</b><br>Sedláček Motorsport                | CZ<br>1968 | BMW M3 E36 SŠ 10<br>E1+2000           | 5.208         | 12.265 | 1:12.170 (12/3.) | 5.289 | 12.082 | 1:07.401 (9/4.)  | 9,024             | <b>2:14.382 (4.)</b><br>118,409 |
| 8.   | 65  | <b>ŠUBERT Drahošlav</b><br>MS Racing Náměšť                | CZ<br>1972 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.385         | 12.515 | 1:14.304 (22/7.) | 4.942 | 11.730 | 1:08.264 (11/2.) | 9,741             | <b>2:15.099 (1.)</b><br>117,780 |
| 9.   | 1   | <b>RYBNÍČEK Marek</b><br>Liqui Moly Komvet Racing Team     | CZ<br>1980 | Mitsubishi Lancer Evo X<br>S1+2000    | 5.306         | 12.461 | 1:12.651 (15/4.) | 5.191 | 12.179 | 1:07.805 (10/1.) | 10,319            | <b>2:15.677 (2.)</b><br>117,279 |
| 10.  | 129 | <b>BOHÁČ Milan</b><br>Liqui Moly Komvet Racing Team        | CZ<br>1957 | Renault Clio Sport<br>E1-2000         | 5.545         | 12.898 | 1:11.643 (10/2.) | 5.635 | 12.916 | 1:08.936 (13/2.) | 12,956            | <b>2:18.314 (2.)</b><br>115,043 |
| 11.  | 910 | <b>FUČÍK Aleš</b><br>Klub Racing Team Znojmo IV            | CZ<br>1973 | Mitsubishi Lancer Evo VIII<br>S1+2000 | 5.124         | 12.196 | 1:15.399 (26/8.) | 4.953 | 11.867 | 1:08.751 (12/3.) | 13,141            | <b>2:18.499 (3.)</b><br>114,889 |
| 12.  | 95  | <b>NĚMEC Zdeněk</b><br>NC Power Pro Sport Team             | CZ<br>1972 | VW Golf I<br>E1-1600                  | 5.492         | 13.049 | 1:10.672 (7/1.)  | 5.588 | 13.193 | 1:09.503 (15/1.) | 13,305            | <b>2:18.663 (1.)</b><br>114,753 |
| 13.  | 190 | <b>DOHNÁLEK Josef jr.</b><br>Kovosteel Novitech Sudoměřice | CZ<br>1986 | Citroen Saxo VTS<br>E1-1600           | 6.674         | 14.480 | 1:13.877 (19/4.) | 5.828 | 13.499 | 1:09.954 (16/2.) | 13,856            | <b>2:19.214 (2.)</b><br>114,299 |
| 14.  | 117 | <b>HAVLÍČEK Luboš</b><br>Havlos Racing                     | CZ<br>1978 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.372         | 12.695 | 1:11.767 (11/2.) | 5.163 | 12.426 | 1:10.330 (17/5.) | 15,033            | <b>2:20.391 (4.)</b><br>113,341 |
| 15.  | 21  | <b>HROUZEK Karel</b><br>A.R.T.                             | CZ<br>1984 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.218         | 12.515 | 1:12.355 (13/3.) | 4.955 | 12.016 | 1:10.593 (18/6.) | 15,478            | <b>2:20.836 (5.)</b><br>112,982 |
| 16.  | 888 | <b>VAHANČÍK Peter</b><br>Badabing                          | SK<br>1985 | Mitsubishi Lancer Evo VIII<br>S1+2000 | 5.282         | 12.511 | 1:14.275 (21/6.) | 5.404 | 12.594 | 1:10.752 (19/7.) | 15,560            | <b>2:20.918 (6.)</b><br>112,917 |
| 17.  | 342 | <b>KONEČNÝ Ivan</b><br>Alfa Racing Club                    | CZ<br>1965 | Citroen Saxo VTS<br>E1-1600           | 6.125         | 14.136 | 1:13.651 (18/3.) | 5.817 | 13.864 | 1:11.269 (20/3.) | 16,141            | <b>2:21.499 (3.)</b><br>112,453 |
| 18.  | 305 | <b>TRNKA Jakub</b><br>JMT Racing                           | CZ<br>1982 | Suzuki Swift GTi<br>E1-1400           | 5.856         | 13.466 | 1:14.523 (23/1.) | 7.151 | 14.840 | 1:12.137 (22/1.) | 16,447            | <b>2:21.805 (1.)</b><br>112,210 |
| 19.  | 56  | <b>TOMEČKA Petr</b><br>Valašské Meziříčí                   | CZ<br>1990 | Subaru Impreza WRX STi<br>E1+2000     | 5.385         | 13.196 | 1:13.948 (20/4.) | 5.418 | 13.155 | 1:11.292 (21/5.) | 17,680            | <b>2:23.038 (5.)</b><br>111,243 |
| 20.  | 16  | <b>FIKOTA Jaroslav jr.</b><br>Motor Art Racing             | CZ<br>1982 | Honda CRX<br>E1-1600                  | 6.027         | 14.241 | 1:16.805 (35/6.) | 5.944 | 14.069 | 1:12.620 (27/5.) | 18,796            | <b>2:24.154 (4.)</b><br>110,382 |
| 21.  | 73  | <b>ŠRAHŮLEK Petr</b><br>JP Motorsport                      | CZ<br>1973 | Škoda 130 RS Evo I<br>E1-1400         | 3.902         | 12.013 | 1:15.833 (30/3.) | 5.841 | 13.827 | 1:12.279 (23/2.) | 19,265            | <b>2:24.623 (2.)</b><br>110,024 |


| Rank | №   | Driver Entrant   | CZ Bird    | Car Class                          | Qualification |        |                    | RACE  |        |                    | Diff. Prev. Diff. | TIME Speed (km/h)                |
|------|-----|--|------------|------------------------------------|---------------|--------|--------------------|-------|--------|--------------------|-------------------|----------------------------------|
|      |     |  |            |                                    | IT 1          | IT 2   | Time               | IT 1  | IT 2   | Time               |                   |                                  |
| 22.  | 217 | <b>STANĚK Vojtěch</b><br>Liqui Moly Komvet Racing Team | CZ<br>1974 | Peugeot 106 E1-1600                | 6.027         | 13.804 | 1:18.803 (43./8.)  | 5.925 | 13.610 | 1:12.604 (26./4.)  | 19,328<br>0,063   | <b>2:24.686 (5.)</b><br>109,976  |
| 23.  | 136 | <b>CHALUPA Radim</b><br>MS Racing Náměšť               | CZ<br>1975 | Subaru Impreza STi S1+2000         | 5.737         | 13.731 | 1:13.026 (16./5.)  | 5.550 | 13.562 | 1:12.349 (24./8.)  | 19,491<br>0,163   | <b>2:24.849 (7.)</b><br>109,852  |
| 24.  | 99  | <b>FIRTŁ Stanislav jr.</b><br>Berg-Trophy Team         | CZ<br>1991 | Škoda Octavia TDi E1-2000          | 5.821         | 13.960 | 1:18.685 (41./5.)  | 5.858 | 14.061 | 1:13.009 (31./3.)  | 19,577<br>0,086   | <b>2:24.935 (3.)</b><br>109,787  |
| 25.  | 87  | <b>ŠTILEC Roman</b><br>RRT s.r.o.                      | CZ<br>1978 | Honda Civic VTI E1-1600            | 6.286         | 14.835 | 1:18.243 (38./7.)  | 5.912 | 14.086 | 1:13.170 (33./7.)  | 19,884<br>0,307   | <b>2:25.242 (6.)</b><br>109,555  |
| 26.  | 667 | <b>DUDZIAK Tomasz</b><br>Poznan                        | PL<br>1979 | Caterham Superlight R500 S2        | 5.532         | 13.058 | 1:18.786 (42./1.)  | 5.134 | 11.986 | 1:12.420 (25./1.)  | 20,018<br>0,134   | <b>2:25.376 (1.)</b><br>109,454  |
| 27.  | 28  | <b>STEĆ Robert</b><br>Polonia Racing Team              | PL<br>1973 | Intech RS 010 E2/C-1400            | 5.123         | -      | 1:15.620 (29./3.)  | 5.134 | 12.666 | 1:12.878 (29./2.)  | 20,072<br>0,054   | <b>2:25.430 (2.)</b><br>109,413  |
| 28.  | 55  | <b>NĚMEC Petr</b><br>NC Power Pro Sport Team           | CZ<br>1968 | Lada VFTS E1-1600                  | 5.832         | 13.926 | 1:13.461 (17./2.)  | 5.778 | 13.859 | 1:12.699 (28./6.)  | 20,172<br>0,100   | <b>2:25.530 (7.)</b><br>109,338  |
| 29.  | 468 | <b>STEHLÍK Karel</b><br>Carman Racing Team             | CZ<br>1980 | Mitsubishi Lancer Evo IX S1+2000   | 5.423         | 13.007 | 1:16.632 (34./10.) | 5.385 | 12.786 | 1:12.940 (30./9.)  | 20,253<br>0,081   | <b>2:25.611 (8.)</b><br>109,277  |
| 30.  | 184 | <b>ŽÁK Josef</b><br>AK Konice                          | CZ<br>1953 | Škoda 100 E1-1400                  | 5.932         | 14.401 | 1:14.900 (25./2.)  | 5.941 | 14.329 | 1:13.104 (32./3.)  | 20,444<br>0,191   | <b>2:25.802 (3.)</b><br>109,134  |
| 31.  | 902 | <b>ROJKA Tomáš</b><br>Eurovrak Racing Team             | CZ<br>1972 | Subaru Impreza WRX STi S1+2000     | 5.601         | 12.829 | 1:10.727 (8./1.)   | 5.176 | 12.333 | 1:09.246 (14./4.)  | 20,685<br>0,241   | <b>2:26.043 (9.)</b><br>108,954  |
| 32.  | 309 | <b>FIBICH Václav</b><br>Fibich Přehrava osob           | CZ<br>1983 | Opel Corsa B E1-2000               | 5.835         | 13.697 | 1:16.410 (33./3.)  | 6.015 | 13.976 | 1:14.051 (37./4.)  | 21,514<br>0,829   | <b>2:26.872 (4.)</b><br>108,339  |
| 33.  | 86  | <b>RYŠ Aleš</b><br>ABM Racing Team                     | CZ<br>1962 | Opel Kadett GSi S1-2000            | 6.279         | 14.426 | 1:20.148 (48./2.)  | 6.076 | 14.243 | 1:14.422 (38./1.)  | 22,382<br>0,868   | <b>2:27.740 (1.)</b><br>107,703  |
| 34.  | 315 | <b>DVOŘÁK Vojtěch</b><br>Sobotovice                    | CZ<br>1979 | BMW E36 336i E1+2000               | 6.486         | 14.424 | 1:16.372 (32./5.)  | 6.306 | 14.165 | 1:14.767 (41./6.)  | 22,641<br>0,259   | <b>2:27.999 (6.)</b><br>107,514  |
| 35.  | 81  | <b>MACEK Vojtěch</b><br>Bruntál                        | CZ<br>1946 | Škoda 1500 R Coupé E1-1600         | 5.958         | 14.400 | 1:15.457 (27./5.)  | 5.865 | 14.266 | 1:14.026 (36./8.)  | 22,763<br>0,122   | <b>2:28.121 (8.)</b><br>107,426  |
| 36.  | 18  | <b>SATEK Jakub</b><br>Network24 Racing                 | CZ<br>1984 | Honda Civic Type R S1-2000         | 6.602         | 14.605 | 1:19.920 (47./1.)  | 6.209 | 14.356 | 1:14.590 (40./2.)  | 22,977<br>0,214   | <b>2:28.335 (2.)</b><br>107,271  |
| 37.  | 39  | <b>OSLADIL Jan</b><br>Autosport Osladil                | CZ<br>1944 | Národní formule Delta II E2/C-1400 | 5.615         | 13.845 | 1:15.480 (28./2.)  | 5.569 | 13.791 | 1:13.737 (34./3.)  | 23,204<br>0,227   | <b>2:28.562 (3.)</b><br>107,107  |
| 38.  | 275 | <b>PAZDERA Ladislav</b><br>Bilovec                     | CZ<br>1978 | Renault Megane Sport S1+2000       | 6.001         | 14.008 | 1:15.907 (31./9.)  | 6.049 | 14.022 | 1:14.897 (43./11.) | 24,202<br>0,998   | <b>2:29.560 (10.)</b><br>106,392 |
| 39.  | 422 | <b>DOSEĎĚL Dušan</b><br>DK-Mont                        | CZ<br>1972 | Subaru Impreza STi N14 S1+2000     | 5.556         | 12.857 | 1:51.578 (92./11.) | 5.198 | 12.463 | 1:14.890 (42./10.) | 24,494<br>0,292   | <b>2:29.852 (11.)</b><br>106,185 |
| 40.  | 440 | <b>KORASZEWSKI Jacek</b><br>Koraszewski Auto Sport     | PL<br>1982 | Audi RS4 S+2000                    | 6.016         | 13.629 | 1:17.514 (37./2.)  | 5.621 | 13.176 | 1:15.704 (47./2.)  | 25,439<br>0,945   | <b>2:30.797 (1.)</b><br>105,519  |
| 41.  | 226 | <b>HRŠTKA Zdeněk</b><br>Subaru Motorsport Polička      | CZ<br>1978 | Subaru Impreza S+2000              | 5.895         | 13.615 | 1:16.878 (36./1.)  | 5.865 | 13.565 | 1:15.523 (46./1.)  | 25,489<br>0,050   | <b>2:30.847 (2.)</b><br>105,484  |
| 42.  | 212 | <b>JELÍNEK Libor</b><br>Auto Jelínek                   | CZ<br>1949 | BMW 3.5 CSLi HA1+1300              | 5.987         | 13.979 | 1:22.378 (60./1.)  | 5.701 | 13.211 | 1:15.023 (45./1.)  | 25,521<br>0,032   | <b>2:30.879 (1.)</b><br>105,462  |
| 43.  | 152 | <b>ÁZSÓTH Ladislav</b><br>Car Zone Racing Team         | CZ<br>1959 | Citroen Saxo VTS S1-1600           | 6.719         | 15.753 | 1:19.202 (46./3.)  | 6.430 | 15.318 | 1:15.864 (48./1.)  | 26,546<br>1,025   | <b>2:31.904 (1.)</b><br>104,750  |
| 44.  | 27  | <b>HONCŮ Josef</b><br>Racing ATS Trutnov               | CZ<br>1977 | MG Metro 4R2 E1-1400               | 5.958         | 14.721 | 1:24.755 (66./8.)  | 5.709 | 13.966 | 1:16.880 (51./5.)  | 26,756<br>0,210   | <b>2:32.114 (4.)</b><br>104,606  |
| 45.  | 446 | <b>VAŠÁK Petr</b><br>Subaru Masař                      | CZ<br>1977 | Subaru Impreza WRX STi S+2000      | 6.439         | 16.101 | 1:21.991 (56./3.)  | 6.071 | 14.537 | 1:16.310 (49./3.)  | 28,098<br>1,342   | <b>2:33.456 (3.)</b><br>103,691  |
| 46.  | 13  | <b>HROMÁDKO Jaroslav</b><br>JP Motorsport              | CZ<br>1973 | Suzuki Swift GTi E1-1400           | 6.373         | 14.975 | 1:18.668 (40./4.)  | 6.396 | 15.027 | 1:16.688 (50./4.)  | 28,234<br>0,136   | <b>2:33.592 (5.)</b><br>103,599  |
| 47.  | 85  | <b>LUPAČ Oldřich</b><br>ARC Kyjov                      | CZ<br>1984 | Suzuki Swift GTi E1-1150           | 7.095         | 16.857 | 1:22.067 (57./1.)  | 6.728 | 16.005 | 1:17.676 (56./1.)  | 28,560<br>0,326   | <b>2:33.918 (1.)</b><br>103,380  |
| 48.  | 96  | <b>PLEŠA Petr</b><br>Kovosteel Novitech Sudoměřice     | CZ<br>1979 | Reynard 09 Ninja E2/C-1400         | 6.608         | -      | 1:41.343 (89./5.)  | 5.265 | 12.538 | 1:14.506 (39./4.)  | 29,103<br>0,543   | <b>2:34.461 (4.)</b><br>103,016  |
| 49.  | 188 | <b>ŠEBESTA Přemysl</b><br>AutoRenova                   | CZ<br>1981 | Ford Escort RS 2000 E1-2000        | 6.375         | 15.135 | 1:18.565 (39./4.)  | 6.380 | 15.062 | 1:17.119 (54./5.)  | 29,104<br>0,001   | <b>2:34.462 (5.)</b><br>103,016  |
| 50.  | 49  | <b>PIEKARZ Antonín</b><br>Auto Tony Motorsport         | CZ<br>1957 | Citroen C2 S1-1600                 | 6.458         | 15.526 | 1:18.916 (45./2.)  | 6.494 | 15.401 | 1:17.069 (53./3.)  | 29,526<br>0,422   | <b>2:34.884 (2.)</b><br>102,735  |
| 51.  | 565 | <b>MITÁNEK Petr</b><br>DKP Racing                      | CZ<br>1979 | Opel Astra GSi S1-2000             | 6.513         | 15.222 | 1:23.847 (63./4.)  | 6.362 | 15.065 | 1:18.040 (57./3.)  | 29,781<br>0,255   | <b>2:35.139 (3.)</b><br>102,566  |
| 52.  | 593 | <b>ANČÍK František</b><br>Kunovice                     | CZ<br>1976 | BMW 120d S-2000                    | 7.190         | 16.825 | 1:21.546 (53./1.)  | 6.884 | 16.451 | 1:19.356 (59./1.)  | 32,505<br>2,724   | <b>2:37.863 (1.)</b><br>100,796  |
| 53.  | 42  | <b>SCHWAN Roman</b><br>Rentor Racing                   | CZ<br>1968 | Renault Clio Williams E1-2000      | 6.400         | 15.037 | 1:21.300 (52./7.)  | 6.086 | 14.436 | 1:19.406 (60./6.)  | 32,948<br>0,443   | <b>2:38.306 (6.)</b><br>100,514  |
| 54.  | 64  | <b>LIPÁR Marcel</b><br>Fira Team                       | CZ<br>1965 | Renault Clio Sport S1-2000         | 6.745         | 15.861 | 1:22.365 (59./3.)  | 6.475 | 15.561 | 1:20.204 (63./4.)  | 33,679<br>0,731   | <b>2:39.037 (4.)</b><br>100,052  |
| 55.  | 191 | <b>SYTAŘ Petr</b><br>Strážovice                        | CZ<br>1977 | Opel Corsa 1,6 S1-1600             | 6.733         | 16.341 | 1:23.906 (64./6.)  | 6.538 | 15.893 | 1:19.887 (62./5.)  | 34,491<br>0,872   | <b>2:39.849 (3.)</b><br>99,544   |
| 56.  | 174 | <b>HAZELLE Francois</b><br>Pohořelice                  | FR<br>1973 | Peugeot 205 1,9 GTi E1-2000        | 6.698         | 15.768 | 1:20.450 (49./6.)  | 6.418 | 15.431 | 1:20.958 (70./7.)  | 34,525<br>0,034   | <b>2:39.883 (7.)</b><br>99,523   |
| 57.  | 211 | <b>WINTER Jaroslav</b><br>Hořice                       | CZ<br>1959 | Honda Civic Type R S-2000          | 6.783         | 16.244 | 1:24.872 (67./3.)  | 6.580 | 15.446 | 1:20.602 (65./2.)  | 34,934<br>0,409   | <b>2:40.292 (2.)</b><br>99,269   |
| 58.  | 35  | <b>ZEMÁNEK Jaroslav</b><br>A.R.T.                      | CZ<br>1984 | Fiat Punto S1-2000                 | 6.653         | 15.660 | 1:39.938 (87./8.)  | 6.396 | 15.154 | 1:20.785 (68./6.)  | 34,970<br>0,036   | <b>2:40.328 (5.)</b><br>99,247   |
| 59.  | 107 | <b>MALEŇÁK Dušan</b><br>AMK Masarykův okruh            | CZ<br>1977 | Škoda 136 GL S1-1600               | 6.521         | 16.339 | 1:23.683 (62./5.)  | 6.380 | 15.961 | 1:19.853 (61./4.)  | 35,298<br>0,328   | <b>2:40.656 (4.)</b><br>99,044   |



| Rank | № | Driver<br>Entrant | CZ<br>Bird | Car<br>Class | Qualification |      |      | RACE |      |      | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h) |
|------|---|-------------------|------------|--------------|---------------|------|------|------|------|------|----------------------|----------------------|
|      |   |                   |            |              | IT 1          | IT 2 | Time | IT 1 | IT 2 | Time |                      |                      |

| Competition / Weather Information |               |         |            |      |           |               |         |            |      |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification                     |               |         |            |      | RACE      |               |         |            |      |
|                                   | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|                                   |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round                         | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round                         | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

| Statistics    |           |          |          |          |              |        |         |                       |         |              |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|-----------------------|---------|--------------|
|               |           | Time     |          |          | Speed (km/h) |        |         | Competitors / Nations |         |              |
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list         | started | with results |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4                 | 94/4    | 93/4         |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4                 | 90/4    | 88/4         |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4                 | 92/4    | 90/4         |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4                 | 89/4    | 83/4         |

|                 |                   |  |
|-----------------|-------------------|--|
| Race Director   | Sport Marshal IHA | Main Timekeeper  |
| FIRTL Stanislav | BARTL Miroslav    | <br>ŠABÍK Ľuboš (SVK) |

# LIQUI MOLY BERG CUP 2010

## 11° Slováký kopec 2010

23. - 25. 4. 2010

| Jury / Competition Management |                  |  | Hill Data                |                                   |  |
|-------------------------------|------------------|--|--------------------------|-----------------------------------|--|
| Chief of Competition          | FIRTL Stanislav  |  | Start Altitude           | 176 m                             |  |
| Race Director                 | FIRTL Stanislav  |  | Finish Altitude          | 261 m                             |  |
| Vice chairman                 | ČERVENKOVÁ Alice |  | Vertical Drop            | 85 m                              |  |
| Sport Marshal IHA             | BARTL Miroslav   |  | Course Length            | 2210 m                            |  |
| Technical Marshal IHA         | BARTL Miroslav   |  | Min course Width         | 6 m                               |  |
|                               |                  |  | Count of right-hand bend |                                   |  |
|                               |                  |  | Count of left-hand bend  |                                   |  |
|                               |                  |  | Hill Record              | 2005, Otakar KRÁMSKÝ<br>: 0:58,08 |  |

| Rank                  | №   | Driver<br>Entrant                                  | CZ<br>Bird | Car<br>Class                     | Qualification   |                  |   | RACE           |                  |  | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h)             |
|-----------------------|-----|--|------------|----------------------------------|-----------------|------------------|---|----------------|------------------|--|----------------------|----------------------------------|
|                       |     |  |            |                                  | IT 1            | IT 2             | Time                                    | IT 1           | IT 2             | Time                                   |                      |                                  |
| <b>CLASS Fiat-126</b> |     |  |            |                                  |                 |                  |   |                |                  |  |                      |                                  |
| 1.                    | 109 | <b>MÁDY Tomáš</b><br>Perax Racing                  | SK<br>1986 | Fiat 126p<br>Fiat-126            | 8.470<br>10.873 | 21.369<br>-      | 2:04.099 (96./3.)<br>- DNF -            | 8.036<br>8.057 | 20.439<br>20.477 | 1:38.915 (87./1.)<br>1:39.455 (81./1.) | 0,000                | <b>3:18.370 (79.)</b><br>80,214  |
| 2.                    | 408 | <b>RAJCA Kamil</b><br>Bochnia                      | PL<br>1992 | Fiat 126p<br>Fiat-126            | 8.645<br>8.702  | 21.910<br>21.820 | 1:52.154 (94./2.)<br>1:44.345 (88./1.)  | 8.759<br>8.622 | 22.100<br>21.762 | 1:44.001 (91./2.)<br>1:41.802 (82./2.) | 7,433<br>7,433       | <b>3:25.803 (81.)</b><br>77,317  |
| 3.                    | 387 | <b>SŁOWIK Marcin</b><br>Golasowice                 | PL<br>1984 | Fiat 126<br>Fiat-126             | 9.572<br>9.705  | 23.434<br>23.581 | 1:47.682 (91./1.)<br>1:47.807 (90./2.)  | 9.702<br>9.500 | 23.626<br>23.355 | 1:48.316 (92./3.)<br>1:48.106 (83./3.) | 18,052<br>10,619     | <b>3:36.422 (82.)</b><br>73,523  |
| <b>CLASS S-2000</b>   |     |  |            |                                  |                 |                  |   |                |                  |  |                      |                                  |
| 1.                    | 593 | <b>ANČÍK František</b><br>Kunovice                 | CZ<br>1976 | BMW 120d<br>S-2000               | 7.190<br>6.731  | 16.825<br>16.280 | 1:21.546 (53./1.)<br>1:18.978 (52./1.)  | 6.884<br>6.770 | 16.451<br>16.335 | 1:19.356 (59./1.)<br>1:18.507 (53./1.) | 0,000                | <b>2:37.863 (52.)</b><br>100,796 |
| 2.                    | 211 | <b>WINTER Jaroslav</b><br>Hořice                   | CZ<br>1959 | Honda Civic Type R<br>S-2000     | 6.783<br>6.821  | 16.244<br>15.915 | 1:24.872 (67./3.)<br>1:21.845 (63./3.)  | 6.580<br>6.565 | 15.446<br>15.403 | 1:20.602 (65./2.)<br>1:19.690 (58./2.) | 2,429<br>2,429       | <b>2:40.292 (57.)</b><br>99,269  |
| 3.                    | 150 | <b>ŠMAK Miroslav</b><br>MŠ Motorsport Kyjov        | CZ<br>1960 | VW Golf TDi<br>S-2000            | 6.606<br>6.499  | 15.423<br>15.313 | 1:23.217 (61./2.)<br>1:21.798 (61./2.)  | 6.561<br>7.175 | 15.375<br>16.077 | 1:20.824 (69./3.)<br>1:21.276 (66./3.) | 4,237<br>1,808       | <b>2:42.100 (62.)</b><br>98,162  |
| <b>CLASS S+2000</b>   |     |  |            |                                  |                 |                  |   |                |                  |  |                      |                                  |
| 1.                    | 440 | <b>KORASZEWSKI Jacek</b><br>Koraszewski Auto Sport | PL<br>1982 | Audi RS4<br>S+2000               | 6.016<br>5.601  | 13.629<br>13.200 | 1:17.514 (37./2.)<br>1:16.105 (38./1.)  | 5.621<br>5.526 | 13.176<br>13.092 | 1:15.704 (47./2.)<br>1:15.093 (40./1.) | 0,000                | <b>2:30.797 (40.)</b><br>105,519 |
| 2.                    | 226 | <b>HRSTKA Zdeněk</b><br>Subaru Motorsport Polička  | CZ<br>1978 | Subaru Impreza<br>S+2000         | 5.895<br>6.038  | 13.615<br>13.720 | 1:16.878 (36./1.)<br>1:17.447 (45./3.)  | 5.865<br>5.626 | 13.565<br>13.321 | 1:15.523 (46./1.)<br>1:15.324 (42./2.) | 0,050<br>0,050       | <b>2:30.847 (41.)</b><br>105,484 |
| 3.                    | 446 | <b>VAŠÁK Petr</b><br>Subaru Masař                  | CZ<br>1977 | Subaru Impreza WRX STi<br>S+2000 | 6.439<br>6.160  | 16.101<br>14.321 | 1:21.991 (56./3.)<br>1:16.262 (39./2.)  | 6.071<br>6.256 | 14.537<br>14.913 | 1:16.310 (49./3.)<br>1:17.146 (49./3.) | 2,659<br>2,609       | <b>2:33.456 (45.)</b><br>103,691 |
| 4.                    | 180 | <b>PIPEKOVÁ Věra</b><br>Česká Ves                  | CZ<br>1943 | Mazda 323<br>S+2000              | 6.701<br>-      | 16.896<br>-      | 1:40.924 (88./6.)<br>- DNS -            | 6.524<br>7.006 | 16.604<br>17.040 | 1:39.929 (89./4.)<br>1:37.520 (79./4.) | 46,652<br>43,993     | <b>3:17.449 (77.)</b><br>80,588  |
|                       | 67  | <b>KRČMÁŘ Miroslav</b><br>Racing ATS Trutnov       | CZ<br>1964 | Ford Focus RS<br>S+2000          | 6.585<br>6.544  | 15.494<br>15.278 | 1:25.540 (71./5.)<br>1:22.507 (65./4.)  | 6.553<br>-     | 15.316<br>-      | - DNF -<br>- DNS -                     | -                    | <b>- DNS -</b>                   |
|                       | 79  | <b>KRČMÁŘ Jakub</b><br>Racing ATS Trutnov          | CZ<br>1991 | Ford Focus RS<br>S+2000          | 6.839<br>6.734  | 15.703<br>15.520 | 1:25.185 (69./4.)<br>1:22.834 (67./5.)  | -<br>-         | -<br>-           | - DNS -<br>- DNS -                     | -                    | <b>- DNS -</b>                   |
| <b>CLASS S1-1600</b>  |     |  |            |                                  |                 |                  |   |                |                  |  |                      |                                  |
| 1.                    | 152 | <b>ÁZSÓTH Ladislav</b><br>Car Zone Racing Team     | CZ<br>1959 | Citroen Saxo VTS<br>S1-1600      | 6.719<br>6.403  | 15.753<br>15.325 | 1:19.202 (46./3.)<br>1:16.618 (42./1.)  | 6.430<br>6.415 | 15.318<br>15.314 | 1:15.864 (48./1.)<br>1:16.040 (44./1.) | 0,000                | <b>2:31.904 (43.)</b><br>104,750 |
| 2.                    | 49  | <b>PIEKARZ Antonín</b><br>Auto Tony Motorsport     | CZ<br>1957 | Citroen C2<br>S1-1600            | 6.458<br>-      | 15.526<br>15.356 | 1:18.916 (45./2.)<br>1:17.842 (47./2.)  | 6.494<br>6.471 | 15.401<br>15.380 | 1:17.069 (53./3.)<br>1:17.815 (52./2.) | 2,980<br>2,980       | <b>2:34.884 (50.)</b><br>102,735 |
| 3.                    | 191 | <b>SYTAŘ Petr</b><br>Strážovice                    | CZ<br>1977 | Opel Corsa 1,6<br>S1-1600        | 6.733<br>6.759  | 16.341<br>16.311 | 1:23.906 (64./6.)<br>1:22.715 (66./5.)  | 6.538<br>6.592 | 15.893<br>15.890 | 1:23.334 (77./7.)<br>1:19.962 (60./3.) | 7,945<br>4,965       | <b>2:39.849 (55.)</b><br>99,544  |
| 4.                    | 107 | <b>MALEŇÁK Dušan</b><br>AMK Masarykův okruh        | CZ<br>1977 | Škoda 136 GL<br>S1-1600          | 6.521<br>6.543  | 16.339<br>16.245 | 1:23.683 (62./5.)<br>1:21.284 (59./4.)  | 6.380<br>6.921 | 15.961<br>16.792 | 1:19.853 (61./4.)<br>1:20.803 (62./4.) | 8,752<br>0,807       | <b>2:40.656 (59.)</b><br>99,044  |
| 5.                    | 83  | <b>PERDOCH Stanislav</b><br>Bruntál                | CZ<br>1952 | Honda CRX<br>S1-1600             | 7.420<br>7.068  | 17.066<br>16.621 | 1:26.927 (73./7.)<br>1:24.787 (73./6.)  | 7.141<br>7.041 | 16.811<br>16.431 | 1:22.511 (75./6.)<br>1:21.797 (69./5.) | 12,404<br>3,652      | <b>2:44.308 (66.)</b><br>96,843  |
| 6.                    | 376 | <b>SVOBODA Martin</b><br>Agropa Group Racing Team  | CZ<br>1968 | Suzuki Swift GTi<br>S1-1600      | 6.602<br>6.698  | 15.791<br>16.066 | 1:29.797 (77./9.)<br>1:26.447 (79./8.)  | 6.493<br>6.527 | 15.530<br>15.542 | 1:23.334 (77./7.)<br>1:22.926 (72./6.) | 14,356<br>1,952      | <b>2:46.260 (69.)</b><br>95,706  |
| 7.                    | 375 | <b>POVÝŠIL Roman</b><br>Agropa Group Racing Team   | CZ<br>1976 | Suzuki Swift GTi<br>S1-1600      | 6.814<br>6.509  | 15.962<br>15.513 | 1:29.636 (76./8.)<br>1:25.389 (77./7.)  | 6.469<br>6.534 | 15.417<br>15.425 | 1:24.492 (81./8.)<br>1:24.180 (75./7.) | 16,768<br>2,472      | <b>2:48.672 (73.)</b><br>94,337  |
| 8.                    | 206 | <b>SIKHART Roland</b><br>Car Zone Racing Team      | SK<br>1976 | Suzuki Ignis<br>S1-1600          | 7.117<br>6.992  | 16.978<br>16.722 | 1:35.421 (84./10.)<br>1:30.926 (83./9.) | 6.769<br>6.779 | 16.212<br>16.862 | 1:28.447 (85./9.)<br>1:29.156 (77./8.) | 25,699<br>8,931      | <b>2:57.603 (75.)</b><br>89,593  |





| Rank | №  | Driver<br>Entrant                                  | CZ<br>Bird | Car<br>Class                           | Qualification  |                  |  | RACE           |                  |  | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h)             |
|------|----|--|------------|--|----------------|------------------|--|----------------|------------------|--|----------------------|----------------------------------|
|      |    |  |            |  | IT 1           | IT 2             | Time                                   | IT 1           | IT 2             | Time                                   |                      |                                  |
| 2.   | 28 | <b>STEC Robert</b><br>Polonia Racing Team          | PL<br>1973 | Intech RS 010<br>E2/C-1400             | 5.123<br>5.094 | -<br>12.670      | 1:15.620 (29./3.)<br>1:12.700 (23./2.) | 5.134<br>5.270 | 12.666<br>12.815 | 1:12.878 (29./2.)<br>1:12.552 (27./2.) | 11,386<br>11,386     | <b>2:25.430 (27.)</b><br>109,413 |
| 3.   | 39 | <b>OSLADIL Jan</b><br>Autosport Osladil            | CZ<br>1944 | Národní formule Delta II<br>E2/C-1400  | 5.615<br>-     | 13.845<br>-      | 1:15.480 (28./2.)<br>- DNS -           | 5.569<br>5.609 | 13.791<br>13.870 | 1:13.737 (34./3.)<br>1:14.825 (38./3.) | 14,518<br>3,132      | <b>2:28.562 (37.)</b><br>107,107 |
| 4.   | 96 | <b>PLEŠA Petr</b><br>Kovosteel Novitech Sudoměřice | CZ<br>1979 | Reynard 09 Ninja<br>E2/C-1400          | 6.608<br>6.036 | -<br>25.601      | 1:41.343 (89./5.)<br>- DNF -           | 5.265<br>5.239 | 12.538<br>18.576 | 1:14.506 (39./4.)<br>1:19.955 (59./4.) | 20,417<br>5,899      | <b>2:34.461 (48.)</b><br>103,016 |
|      | 19 | <b>ELIÁŠ Jan</b><br>AV Power Brno                  | CZ<br>1989 | Národní formule Delta III<br>E2/C-1400 | 6.584<br>6.619 | 15.815<br>15.481 | 1:30.818 (78./4.)<br>1:24.831 (74./3.) | 6.284<br>6.264 | 16.283<br>14.619 | 1:20.757 (67./5.)<br>- DNF -           |                      | - DNS -                          |
|      | 25 | <b>ZWINGER Vítězslav</b><br>AV Power Brno          | CZ<br>1961 | Jema 630 GT<br>E2/C-1400               | -<br>-         | -<br>-           | - DNS -<br>- DNS -                     | -<br>-         | -<br>-           | - DNS -<br>- DNS -                     |                      | - DNS -                          |

**CLASS E2/C+1400**


|    |     |  |            |                             |                |             |                                      |                |                  |                                      |       |                                 |
|----|-----|--|------------|-----------------------------|----------------|-------------|--------------------------------------|----------------|------------------|--------------------------------------|-------|---------------------------------|
| 1. | 2   | <b>MLEJNEK Aleš</b><br>SVC Náchod Motorsport           | CZ<br>1967 | Opel Lotus<br>E2/C+1400     | 4.587<br>-     | -<br>-      | 1:05.409 (2./1.)<br>- DNS -          | 4.956<br>4.760 | 11.789<br>11.338 | 1:03.015 (3./2.)<br>1:02.343 (1./1.) | 0,000 | <b>2:05.358 (1.)</b><br>126,932 |
|    | 5   | <b>NOVICKÝ Michal</b><br>Kovosteel Novitech Sudoměřice | CZ<br>1977 | Reynard 032 F3<br>E2/C+1400 | 4.876<br>4.896 | -<br>11.732 | 1:08.347 (4./2.)<br>1:03.697 (1./1.) | 4.826<br>5.372 | 11.818<br>-      | 1:01.796 (1./1.)<br>- DNF -          |       | - DNS -                         |
|    | 172 | <b>MOURAL Karel</b><br>MK Autosport                    | CZ<br>1949 | Ralt 036 F3<br>E2/C+1400    | 4.912<br>4.914 | -<br>11.422 | 1:08.366 (5./3.)<br>1:07.607 (6./2.) | 5.355<br>-     | 12.050<br>-      | 1:06.706 (7./3.)<br>- DNF -          |       | - DNS -                         |

**Competition / Weather Information**

| Qualification |               |         |            |      | RACE      |               |         |            |      |
|---------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
|               | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|               |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round     | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round     | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

**Statistics**

|               |           | Time     |          |          | Speed (km/h) |        |         | Competitors / Nations |         |              |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|-----------------------|---------|--------------|
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list         | started | with results |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4                 | 94/4    | 93/4         |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4                 | 90/4    | 88/4         |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4                 | 92/4    | 90/4         |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4                 | 89/4    | 83/4         |

|                 |                   |  |
|-----------------|-------------------|--|
| Race Director   | Sport Marshal IHA | Main Timekeeper  |
| FIRTL Stanislav | BARTL Miroslav    | <br>ŠABÍK Ľuboš (SVK) |



## LIQUI MOLY BERG CUP 2010

### 11° Slováký kopec 2010

23. - 25. 4. 2010

| Jury / Competition Management |                  |  | Hill Data                |                                   |  |
|-------------------------------|------------------|--|--------------------------|-----------------------------------|--|
| Chief of Competition          | FIRTL Stanislav  |  | Start Altitude           | 176 m                             |  |
| Race Director                 | FIRTL Stanislav  |  | Finish Altitude          | 261 m                             |  |
| Vice chairman                 | ČERVENKOVÁ Alice |  | Vertical Drop            | 85 m                              |  |
| Sport Marshal IHA             | BARTL Miroslav   |  | Course Length            | 2210 m                            |  |
| Technical Marshal IHA         | BARTL Miroslav   |  | Min course Width         | 6 m                               |  |
|                               |                  |  | Count of right-hand bend |                                   |  |
|                               |                  |  | Count of left-hand bend  |                                   |  |
|                               |                  |  | Hill Record              | 2005, Otakar KRÁMSKÝ<br>: 0:58,08 |  |

| Rank | No | Driver<br>Entrant | CZ<br>Bird | Car<br>Class | Qualification |      |      | RACE |      |      | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h) |
|------|----|-------------------|------------|--------------|---------------|------|------|------|------|------|----------------------|----------------------|
|      |    |                   |            |              | IT 1          | IT 2 | Time | IT 1 | IT 2 | Time |                      |                      |

#### GROUP Fiat 126

|    |     |                                    |            |                       |                 |                  |  |                |                  |  |                  |                                 |
|----|-----|------------------------------------|------------|-----------------------|-----------------|------------------|--|----------------|------------------|--|------------------|---------------------------------|
| 1. | 109 | <b>MÁDY Tomáš</b><br>Perax Racing  | SK<br>1986 | Fiat 126p<br>Fiat-126 | 8.470<br>10.873 | 21.369<br>-      | 2:04.099 (96./3.)<br>- DNF -           | 8.036<br>8.057 | 20.439<br>20.477 | 1:38.915 (87./1.)<br>1:39.455 (81./1.) | 0,000            | <b>3:18.370 (79.)</b><br>80,214 |
| 2. | 408 | <b>RAJCA Kamil</b><br>Bochnia      | PL<br>1992 | Fiat 126p<br>Fiat-126 | 8.645<br>8.702  | 21.910<br>21.820 | 1:52.154 (94./2.)<br>1:44.345 (88./1.) | 8.759<br>8.622 | 22.100<br>21.762 | 1:44.001 (91./2.)<br>1:41.802 (82./2.) | 7,433<br>7,433   | <b>3:25.803 (81.)</b><br>77,317 |
| 3. | 387 | <b>SŁOWIK Marcin</b><br>Golasowice | PL<br>1984 | Fiat 126<br>Fiat-126  | 9.572<br>9.705  | 23.434<br>23.581 | 1:47.682 (91./1.)<br>1:47.807 (90./2.) | 9.702<br>9.500 | 23.626<br>23.355 | 1:48.316 (92./3.)<br>1:48.106 (83./3.) | 18,052<br>10,619 | <b>3:36.422 (82.)</b><br>73,523 |

#### GROUP S

|    |     |  |            |                                  |                |                  |  |                |                  |  |                  |                                  |
|----|-----|--|------------|----------------------------------|----------------|------------------|--|----------------|------------------|--|------------------|----------------------------------|
| 1. | 440 | <b>KORASZEWSKI Jacek</b><br>Koraszewski Auto Sport | PL<br>1982 | Audi RS4<br>S+2000               | 6.016<br>5.601 | 13.629<br>13.200 | 1:17.514 (37./2.)<br>1:16.105 (38./1.) | 5.621<br>5.526 | 13.176<br>13.092 | 1:15.704 (47./2.)<br>1:15.093 (40./1.) | 0,000            | <b>2:30.797 (40.)</b><br>105,519 |
| 2. | 226 | <b>HRSTKA Zdeněk</b><br>Subaru Motorsport Polička  | CZ<br>1978 | Subaru Impreza<br>S+2000         | 5.895<br>6.038 | 13.615<br>13.720 | 1:16.878 (36./1.)<br>1:17.447 (45./3.) | 5.865<br>5.626 | 13.565<br>13.321 | 1:15.523 (46./1.)<br>1:15.324 (42./2.) | 0,050<br>0,050   | <b>2:30.847 (41.)</b><br>105,484 |
| 3. | 446 | <b>VAŠÁK Petr</b><br>Subaru Masař                  | CZ<br>1977 | Subaru Impreza WRX STi<br>S+2000 | 6.439<br>6.160 | 16.101<br>14.321 | 1:21.991 (56./3.)<br>1:16.262 (39./2.) | 6.071<br>6.256 | 14.537<br>14.913 | 1:16.310 (49./3.)<br>1:17.146 (49./3.) | 2,659<br>2,609   | <b>2:33.456 (45.)</b><br>103,691 |
| 4. | 593 | <b>ANČÍK František</b><br>Kunovice                 | CZ<br>1976 | BMW 120d<br>S-2000               | 7.190<br>6.731 | 16.825<br>16.280 | 1:21.546 (53./1.)<br>1:18.978 (52./1.) | 6.884<br>6.770 | 16.451<br>16.335 | 1:19.356 (59./1.)<br>1:18.507 (53./1.) | 7,066<br>4,407   | <b>2:37.863 (52.)</b><br>100,796 |
| 5. | 211 | <b>WINTER Jaroslav</b><br>Hořice                   | CZ<br>1959 | Honda Civic Type R<br>S-2000     | 6.783<br>6.821 | 16.244<br>15.915 | 1:24.872 (67./3.)<br>1:21.845 (63./3.) | 6.580<br>6.565 | 15.446<br>15.403 | 1:20.602 (65./2.)<br>1:19.690 (58./2.) | 9,495<br>2,429   | <b>2:40.292 (57.)</b><br>99,269  |
| 6. | 150 | <b>ŠMAK Miroslav</b><br>MŠ Motorsport Kyjov        | CZ<br>1960 | VW Golf TDI<br>S-2000            | 6.606<br>6.499 | 15.423<br>15.313 | 1:23.217 (61./2.)<br>1:21.798 (61./2.) | 6.561<br>7.175 | 15.375<br>16.077 | 1:20.824 (69./3.)<br>1:21.276 (66./3.) | 11,303<br>1,808  | <b>2:42.100 (62.)</b><br>98,162  |
| 7. | 180 | <b>PIPEKOVÁ Věra</b><br>Česká Ves                  | CZ<br>1943 | Mazda 323<br>S+2000              | 6.701<br>-     | 16.896<br>-      | 1:40.924 (88./6.)<br>- DNS -           | 6.524<br>7.006 | 16.604<br>17.040 | 1:39.929 (89./4.)<br>1:37.520 (79./4.) | 46,652<br>35,349 | <b>3:17.449 (77.)</b><br>80,588  |
| 67 |     | <b>KRČMÁŘ Miroslav</b><br>Racing ATS Trutnov       | CZ<br>1964 | Ford Focus RS<br>S+2000          | 6.585<br>6.544 | 15.494<br>15.278 | 1:25.540 (71./5.)<br>1:22.507 (65./4.) | 6.553<br>-     | 15.316<br>-      | - DNF -<br>- DNS -                     |                  | <b>- DNS -</b>                   |
| 79 |     | <b>KRČMÁŘ Jakub</b><br>Racing ATS Trutnov          | CZ<br>1991 | Ford Focus RS<br>S+2000          | 6.839<br>6.734 | 15.703<br>15.520 | 1:25.185 (69./4.)<br>1:22.834 (67./5.) | -<br>-         | -<br>-           | - DNS -<br>- DNS -                     |                  | <b>- DNS -</b>                   |

#### GROUP S1

|    |     |  |            |                                       |                |                  |   |                |                  |   |                 |                                  |
|----|-----|--|------------|---------------------------------------|----------------|------------------|---|----------------|------------------|---|-----------------|----------------------------------|
| 1. | 65  | <b>ŠUBERT Drahoslav</b><br>MS Racing Náměšť            | CZ<br>1972 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.385<br>-     | 12.515<br>12.038 | 1:14.304 (22./7.)<br>1:11.399 (16./6.)  | 4.942<br>5.107 | 11.730<br>12.002 | 1:08.264 (11./2.)<br>1:06.835 (6./1.)   | 0,000           | <b>2:15.099 (8.)</b><br>117,780  |
| 2. | 1   | <b>RYBNÍČEK Marek</b><br>Liqui Moly Komvet Racing Team | CZ<br>1980 | Mitsubishi Lancer Evo X<br>S1+2000    | 5.306<br>-     | 12.461<br>12.156 | 1:12.651 (15./4.)<br>1:08.490 (7./1.)   | 5.191<br>5.037 | 12.179<br>11.968 | 1:07.805 (10./1.)<br>1:07.872 (9./2.)   | 0,578<br>0,578  | <b>2:15.677 (9.)</b><br>117,279  |
| 3. | 910 | <b>FUČÍK Aleš</b><br>Klub Racing Team Znojmo IV        | CZ<br>1973 | Mitsubishi Lancer Evo VIII<br>S1+2000 | 5.124<br>-     | 12.196<br>11.970 | 1:15.399 (26./8.)<br>1:11.290 (15./5.)  | 4.953<br>5.051 | 11.867<br>12.032 | 1:08.751 (12./3.)<br>1:09.748 (14./3.)  | 3,400<br>2,822  | <b>2:18.499 (11.)</b><br>114,889 |
| 4. | 117 | <b>HAVLÍČEK Luboš</b><br>Havlos Racing                 | CZ<br>1978 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.372<br>-     | 12.695<br>12.567 | 1:11.767 (11./2.)<br>1:10.675 (11./3.)  | 5.163<br>5.649 | 12.426<br>13.519 | 1:10.330 (17./5.)<br>1:10.061 (15./4.)  | 5,292<br>1,892  | <b>2:20.391 (14.)</b><br>113,341 |
| 5. | 21  | <b>HROUZEK Karel</b><br>A.R.T.                         | CZ<br>1984 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.218<br>5.130 | 12.515<br>12.314 | 1:12.355 (13./3.)<br>1:12.064 (19./7.)  | 4.955<br>5.029 | 12.016<br>12.132 | 1:10.593 (18./6.)<br>1:10.243 (18./6.)  | 5,737<br>0,445  | <b>2:20.836 (15.)</b><br>112,982 |
| 6. | 888 | <b>VAHANČÍK Peter</b><br>Badabing                      | SK<br>1985 | Mitsubishi Lancer Evo VIII<br>S1+2000 | 5.282<br>-     | 12.511<br>12.373 | 1:14.275 (21./6.)<br>1:11.229 (14./4.)  | 5.404<br>5.161 | 12.594<br>12.268 | 1:10.752 (19./7.)<br>1:10.166 (16./5.)  | 5,819<br>0,082  | <b>2:20.918 (16.)</b><br>112,917 |
| 7. | 136 | <b>CHALUPA Radim</b><br>MS Racing Náměšť               | CZ<br>1975 | Subaru Impreza STi<br>S1+2000         | 5.737<br>-     | 13.731<br>13.345 | 1:13.026 (16./5.)<br>1:12.611 (22./8.)  | 5.550<br>5.373 | 13.562<br>13.374 | 1:12.349 (24./8.)<br>1:12.500 (26./7.)  | 9,750<br>3,931  | <b>2:24.849 (23.)</b><br>109,852 |
| 8. | 468 | <b>STEHLÍK Karel</b><br>Carman Racing Team             | CZ<br>1980 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.423<br>-     | 13.007<br>12.794 | 1:16.632 (34./10.)<br>1:13.780 (28./9.) | 5.385<br>5.497 | 12.786<br>13.217 | 1:12.940 (30./9.)<br>1:12.671 (28./8.)  | 10,512<br>0,762 | <b>2:25.611 (29.)</b><br>109,277 |
| 9. | 902 | <b>ROJKA Tomáš</b><br>Eurovrak Racing Team             | CZ<br>1972 | Subaru Impreza WRX STi<br>S1+2000     | 5.601<br>-     | 12.829<br>12.225 | 1:10.727 (8./1.)<br>1:09.574 (9./2.)    | 5.176<br>5.248 | 12.333<br>12.391 | 1:09.246 (14./4.)<br>1:16.797 (46./11.) | 10,944<br>0,432 | <b>2:26.043 (31.)</b><br>108,954 |





| Rank | №   | Driver<br>Entrant                         | CZ<br>Bird | Car<br>Class             | Qualification |        |                  | RACE  |        |                  | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h) |
|------|-----|---|------------|--------------------------|---------------|--------|------------------|-------|--------|------------------|----------------------|----------------------|
|      |     |   |            |                          | IT 1          | IT 2   | Time             | IT 1  | IT 2   | Time             |                      |                      |
|      | 172 | <b>MOURAL Karel</b><br>MK Autosport       | CZ<br>1949 | Ralt 036 F3<br>E2/C+1400 | 4.912         | -      | 1:08.366 (5./3.) | 5.355 | 12.050 | 1:06.706 (7./3.) |                      | - DNS -              |
|      | 25  | <b>ZWINGER Vítězslav</b><br>AV Power Brno | CZ<br>1961 | Jema 630 GT<br>E2/C-1400 | 4.914         | 11.422 | 1:07.607 (6./2.) | -     | -      | - DNF -          |                      | - DNS -              |
|      |     |   |            |                          | -             | -      | - DNS -          | -     | -      | - DNS -          |                      | - DNS -              |

### Competition / Weather Information

| Qualification |               |         |            |      | RACE      |               |         |            |      |
|---------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
|               | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|               |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round     | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round     | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

### Statistics

|               |           | Time     |          |          | Speed (km/h) |        |         | Competitors / Nations |         |              |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|-----------------------|---------|--------------|
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list         | started | with results |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4                 | 94/4    | 93/4         |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4                 | 90/4    | 88/4         |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4                 | 92/4    | 90/4         |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4                 | 89/4    | 83/4         |

|                 |                   |  |
|-----------------|-------------------|--|
| Race Director   | Sport Marshal IHA | Main Timekeeper  |
| FIRTL Stanislav | BARTL Miroslav    | <br>ŠABÍK Ľuboš (SVK) |

## LIQUI MOLY BERG CUP 2010

### 11° Slováký kopec 2010

23. - 25. 4. 2010



### Junior Trophy

| Jury / Competition Management |                  | Hill Data                |                                |
|-------------------------------|------------------|--------------------------|--------------------------------|
| Chief of Competition          | FIRTL Stanislav  | Start Altitude           | 176 m                          |
| Race Director                 | FIRTL Stanislav  | Finish Altitude          | 261 m                          |
| Vice chairman                 | ČERVENKOVÁ Alice | Vertical Drop            | 85 m                           |
| Sport Marshal IHA             | BARTL Miroslav   | Course Length            | 2210 m                         |
| Technical Marshal IHA         | BARTL Miroslav   | Min course Width         | 6 m                            |
|                               |                  | Count of right-hand bend |                                |
|                               |                  | Count of left-hand bend  |                                |
|                               |                  | Hill Record              | 2005, Otakar KRÁMSKÝ : 0:58,08 |

| Rank | №   | Driver Entrant               | CZ Bird    | Car Class                     | Qualification  |                  |  | RACE           |                  |  | Diff. Prev. Diff. | TIME Speed (km/h)              |
|------|-----|------------------------------|------------|-------------------------------|----------------|------------------|--|----------------|------------------|--|-------------------|--------------------------------|
|      |     |                              |            |                               | IT 1           | IT 2             | Time                                   | IT 1           | IT 2             | Time                                   |                   |                                |
| 1.   | 464 | FIRTL Radim jr.<br>Fira Team | CZ<br>1992 | Renault Clio Sport<br>S1-2000 | 7.250<br>6.997 | 16.698<br>16.551 | 1:26.236 (72./5.)<br>1:23.505 (68./6.) | 6.544<br>6.707 | 15.815<br>16.074 | 1:20.675 (66./5.)<br>1:21.040 (65./6.) | 0,000             | <b>2:41.715 (6.)</b><br>98,395 |
| 2.   | 266 | JANÍK Lukáš<br>Mikulovice    | CZ<br>1992 | Renault Clio Sport<br>S1-2000 | 6.566<br>7.450 | 15.721<br>18.805 | 1:31.136 (79./7.)<br>1:33.850 (84./8.) | 6.316<br>6.220 | 15.075<br>14.895 | 1:22.759 (76./7.)<br>1:21.899 (70./7.) | 2,943<br>2,943    | <b>2:44.658 (7.)</b><br>96,637 |
| 3.   | 408 | RAJCA Kamil<br>Bochnia       | PL<br>1992 | Fiat 126p<br>Fiat-126         | 8.645<br>8.702 | 21.910<br>21.820 | 1:52.154 (94./2.)<br>1:44.345 (88./1.) | 8.759<br>8.622 | 22.100<br>21.762 | 1:44.001 (91./2.)<br>1:41.802 (82./2.) | 44,088<br>41,145  | <b>3:25.803 (2.)</b><br>77,317 |

| Competition / Weather Information |               |         |            |      |           |               |         |            |      |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification                     |               |         |            |      | RACE      |               |         |            |      |
|                                   | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|                                   |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round                         | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round                         | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

| Statistics    |           |          |          |          |              |        |         |                       |         |              |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|-----------------------|---------|--------------|
|               |           | Time     |          |          | Speed (km/h) |        |         | Competitors / Nations |         |              |
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list         | started | with results |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4                 | 94/4    | 93/4         |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4                 | 90/4    | 88/4         |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4                 | 92/4    | 90/4         |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4                 | 89/4    | 83/4         |

|                 |                   |                   |
|-----------------|-------------------|-------------------|
| Race Director   | Sport Marshal IHA | Main Timekeeper   |
| FIRTL Stanislav | BARTL Miroslav    | ŠABÍK Ľuboš (SVK) |

# LIQUI MOLY BERG CUP 2010

## 11° Slováký kopec 2010

23. - 25. 4. 2010



Lady Trophy

| Jury / Competition Management |                  | Hill Data                |                                   |
|-------------------------------|------------------|--------------------------|-----------------------------------|
| Chief of Competition          | FIRTL Stanislav  | Start Altitude           | 176 m                             |
| Race Director                 | FIRTL Stanislav  | Finish Altitude          | 261 m                             |
| Vice chairman                 | ČERVENKOVÁ Alice | Vertical Drop            | 85 m                              |
| Sport Marshal IHA             | BARTL Miroslav   | Course Length            | 2210 m                            |
| Technical Marshal IHA         | BARTL Miroslav   | Min course Width         | 6 m                               |
|                               |                  | Count of right-hand bend |                                   |
|                               |                  | Count of left-hand bend  |                                   |
|                               |                  | Hill Record              | 2005, Otakar KRÁMSKÝ<br>: 0:58,08 |

| Rank | No  | Driver Entrant                 | CZ Bird    | Car Class              | Qualification |        |   | RACE  |        |  | Diff. Prev. Diff. | TIME Speed (km/h)              |
|------|-----|--------------------------------|------------|------------------------|---------------|--------|---|-------|--------|--|-------------------|--------------------------------|
|      |     |                                |            |                        | IT 1          | IT 2   | Time  | IT 1  | IT 2   | Time   |                   |                                |
| 1.   | 180 | PIPEKOVÁ Věra<br>Česká Ves     | CZ<br>1943 | Mazda 323<br>S+2000    | 6.701         | 16.896 | 1:40.924 (88./6.)<br>- DNS -                          | 6.524 | 16.604 | 1:39.929 (89./4.)<br>1:37.520 (79./4.)               | 0,000             | <b>3:17.449 (4.)</b><br>80,588 |
| 2.   | 168 | KULDOVÁ Zdenka<br>HZ Autosport | CZ<br>1960 | Lada Samara<br>S1-1600 | 7.715         | 19.146 | 1:43.854 (90./11.)<br>8.047 19.642 1:43.574 (87./10.) | 7.776 | 19.049 | 1:39.527 (88./10.)<br>7.798 19.075 1:38.174 (80./9.) | 0,252<br>0,252    | <b>3:17.701 (9.)</b><br>80,485 |

| Competition / Weather Information |               |         |            |      |           |               |         |            |      |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification                     |               |         |            |      | RACE      |               |         |            |      |
|                                   | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|                                   |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round                         | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round                         | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

| Statistics    |           |          |          |          |              |        |         |                       |         |              |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|-----------------------|---------|--------------|
|               |           | Time     |          |          | Speed (km/h) |        |         | Competitors / Nations |         |              |
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list         | started | with results |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4                 | 94/4    | 93/4         |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4                 | 90/4    | 88/4         |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4                 | 92/4    | 90/4         |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4                 | 89/4    | 83/4         |

|                 |                   |                       |
|-----------------|-------------------|-----------------------|
| Race Director   | Sport Marshal IHA | Main Timekeeper       |
| FIRTL Stanislav | BARTL Miroslav    | <br>ŠABÍK Ľuboš (SVK) |

## LIQUI MOLY BERG CUP 2010

### 11° Slovácký kopec 2010

23. - 25. 4. 2010



VÝROBCE  
ŠKOLNÍHO A KANCELÁŘSKÉHO NÁBYTKU  
A MANIPULAČNÍ TECHNIKY  
www.tp-jelinek.cz

### Czech Trophy

| Jury / Competition Management |                  | Hill Data                |                                   |
|-------------------------------|------------------|--------------------------|-----------------------------------|
| Chief of Competition          | FIRTL Stanislav  | Start Altitude           | 176 m                             |
| Race Director                 | FIRTL Stanislav  | Finish Altitude          | 261 m                             |
| Vice chairman                 | ČERVENKOVÁ Alice | Vertical Drop            | 85 m                              |
| Sport Marshal IHA             | BARTL Miroslav   | Course Length            | 2210 m                            |
| Technical Marshal IHA         | BARTL Miroslav   | Min course Width         | 6 m                               |
|                               |                  | Count of right-hand bend |                                   |
|                               |                  | Count of left-hand bend  |                                   |
|                               |                  | Hill Record              | 2005, Otakar KRÁMSKÝ<br>: 0:58,08 |

| Rank | No  | Driver Entrant   | CZ Bird    | Car Class                             | Qualification  |                  |  | RACE           |                  |  | Diff. Prev. Diff. | TIME Speed (km/h)               |
|------|-----|--|------------|---------------------------------------|----------------|------------------|--|----------------|------------------|--|-------------------|---------------------------------|
|      |     |  |            |                                       | IT 1           | IT 2             | Time                                   | IT 1           | IT 2             | Time                                   |                   |                                 |
| 1.   | 2   | <b>MLEJNEK Aleš</b><br>SVC Náchod Motorsport               | CZ<br>1967 | Opel Lotus<br>E2/C+1400               | 4.587          | -                | 1:05.409 (2./1.)                       | 4.956          | 11.789           | 1:03.015 (3./2.)                       | 0,000             | <b>2:05.358 (1.)</b><br>126,932 |
| 2.   | 7   | <b>KOMÁREK David</b><br>Liqui Moly Komvet Racing Team      | CZ<br>1975 | Mitsubishi Colt Evo 550+<br>E1+2000   | 4.506<br>4.644 | 10.525<br>10.723 | - DNF -<br>1:04.197 (3./1.)            | 4.571<br>4.638 | 10.620<br>10.646 | 1:02.600 (2./1.)<br>1:03.008 (2./1.)   | 0,250<br>0,250    | <b>2:05.608 (1.)</b><br>126,680 |
| 3.   | 72  | <b>VITVER Vladimír</b><br>SVC Náchod Motorsport            | CZ<br>1968 | Lotus WR-9/2<br>E1-2000               | 4.876          | 11.540           | 1:04.720 (1./1.)                       | 4.905          | 11.622           | 1:03.644 (5./1.)                       | 1,563<br>1,313    | <b>2:06.921 (1.)</b><br>125,369 |
| 4.   | 11  | <b>ŠPALEK Jiří</b><br>Liqui Moly Komvet Racing Team        | CZ<br>1972 | Mitsubishi WRC 05<br>E1+2000          | 4.648<br>4.537 | 11.041<br>10.727 | 1:08.844 (6./2.)<br>1:04.836 (4./2.)   | 4.653<br>5.056 | 10.825<br>11.567 | 1:03.465 (4./2.)<br>1:05.121 (4./2.)   | 3,228<br>1,665    | <b>2:08.586 (2.)</b><br>123,746 |
| 5.   | 922 | <b>ZEMAN Martin</b><br>Liqui Moly Komvet Racing Team       | CZ<br>1974 | Mitsubishi Lancer Evo VI<br>E1+2000   | 5.049<br>4.732 | 11.865<br>11.356 | 1:08.052 (3./1.)<br>1:05.756 (5./3.)   | 4.821<br>5.438 | 11.455<br>12.233 | 1:05.631 (6./3.)<br>1:05.833 (5./3.)   | 6,106<br>2,878    | <b>2:11.464 (3.)</b><br>121,037 |
| 6.   | 773 | <b>KRAKOVIČ Radek</b><br>Kovosteel Novitech Sudoměřice     | CZ<br>1986 | FIKS 09 RK<br>E2/C-1400               | 5.746<br>5.519 | 13.389<br>14.056 | 1:11.563 (9./1.)<br>1:11.193 (13./1.)  | 5.507<br>5.428 | 12.785<br>12.558 | 1:06.943 (8./1.)<br>1:07.101 (8./1.)   | 8,686<br>2,580    | <b>2:14.044 (1.)</b><br>118,707 |
| 7.   | 716 | <b>SEDLÁČEK Jiří</b><br>Sedláček Motorsport                | CZ<br>1968 | BMW M3 E36 SŠ 10<br>E1+2000           | 5.208<br>5.207 | 12.265<br>12.147 | 1:12.170 (12./3.)<br>1:09.086 (8./4.)  | 5.289<br>5.279 | 12.082<br>12.004 | 1:07.401 (9./4.)<br>1:06.981 (7./4.)   | 9,024<br>0,338    | <b>2:14.382 (4.)</b><br>118,409 |
| 8.   | 65  | <b>ŠUBERT Drahoslav</b><br>MS Racing Náměšť                | CZ<br>1972 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.385          | 12.515           | 1:14.304 (22./7.)<br>- 12.038          | 4.942<br>5.107 | 11.730<br>12.002 | 1:08.264 (11./2.)<br>1:06.835 (6./1.)  | 9,741<br>0,717    | <b>2:15.099 (1.)</b><br>117,780 |
| 9.   | 1   | <b>RYBNÍČEK Marek</b><br>Liqui Moly Komvet Racing Team     | CZ<br>1980 | Mitsubishi Lancer Evo X<br>S1+2000    | 5.306          | 12.461           | 1:12.651 (15./4.)<br>- 12.156          | 5.191<br>5.037 | 12.179<br>11.968 | 1:07.805 (10./1.)<br>1:07.872 (9./2.)  | 10,319<br>0,578   | <b>2:15.677 (2.)</b><br>117,279 |
| 10.  | 129 | <b>BOHÁČ Milan</b><br>Liqui Moly Komvet Racing Team        | CZ<br>1957 | Renault Clio Sport<br>E1-2000         | 5.545<br>5.557 | 12.898<br>12.791 | 1:11.643 (10./2.)<br>1:10.406 (10./2.) | 5.635<br>5.729 | 12.916<br>12.969 | 1:08.936 (13./2.)<br>1:09.378 (12./2.) | 12,956<br>2,637   | <b>2:18.314 (2.)</b><br>115,043 |
| 11.  | 910 | <b>FUČÍK Aleš</b><br>Klub Racing Team Znojmo IV            | CZ<br>1973 | Mitsubishi Lancer Evo VIII<br>S1+2000 | 5.124          | 12.196           | 1:15.399 (26./8.)<br>- 11.970          | 4.953<br>5.051 | 11.867<br>12.032 | 1:08.751 (12./3.)<br>1:09.748 (14./3.) | 13,141<br>0,185   | <b>2:18.499 (3.)</b><br>114,889 |
| 12.  | 95  | <b>NĚMEC Zdeněk</b><br>NC Power Pro Sport Team             | CZ<br>1972 | VW Golf I<br>E1-1600                  | 5.492<br>5.594 | 13.049<br>13.210 | 1:10.672 (7./1.)<br>1:24.992 (76./8.)  | 5.588<br>5.565 | 13.193<br>13.178 | 1:09.503 (15./1.)<br>1:09.160 (10./1.) | 13,305<br>0,164   | <b>2:18.663 (1.)</b><br>114,753 |
| 13.  | 190 | <b>DOHNÁLEK Josef jr.</b><br>Kovosteel Novitech Sudoměřice | CZ<br>1986 | Citroen Saxo VTS<br>E1-1600           | 6.674          | 14.480           | 1:13.877 (19./4.)<br>- 14.277          | 5.828<br>5.831 | 13.499<br>13.502 | 1:09.954 (16./2.)<br>1:09.260 (11./2.) | 13,856<br>0,551   | <b>2:19.214 (2.)</b><br>114,299 |
| 14.  | 117 | <b>HAVLÍČEK Luboš</b><br>Havlos Racing                     | CZ<br>1978 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.372          | 12.695           | 1:11.767 (11./2.)<br>- 12.567          | 5.163<br>5.649 | 12.426<br>13.519 | 1:10.330 (17./5.)<br>1:10.061 (15./4.) | 15,033<br>1,177   | <b>2:20.391 (4.)</b><br>113,341 |
| 15.  | 21  | <b>HRÓUZEK Karel</b><br>A.R.T.                             | CZ<br>1984 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.218<br>5.130 | 12.515<br>12.314 | 1:12.355 (13./3.)<br>1:12.064 (19./7.) | 4.955<br>5.029 | 12.016<br>12.132 | 1:10.593 (18./6.)<br>1:10.243 (18./6.) | 15,478<br>0,445   | <b>2:20.836 (5.)</b><br>112,982 |
| 16.  | 342 | <b>KONEČNÝ Ivan</b><br>Alfa Racing Club                    | CZ<br>1965 | Citroen Saxo VTS<br>E1-1600           | 6.125<br>5.833 | 14.136<br>13.684 | 1:13.651 (18./3.)<br>1:10.996 (12./1.) | 5.817<br>5.796 | 13.864<br>13.570 | 1:11.269 (20./3.)<br>1:10.230 (17./3.) | 16,141<br>0,663   | <b>2:21.499 (3.)</b><br>112,453 |
| 17.  | 305 | <b>TRNKA Jakub</b><br>JMT Racing                           | CZ<br>1982 | Suzuki Swift GTi<br>E1-1400           | 5.856<br>5.921 | 13.466<br>13.509 | 1:14.523 (23./1.)<br>1:11.852 (17./1.) | 7.151<br>5.853 | 14.840<br>13.353 | 1:12.137 (22./1.)<br>1:09.668 (13./1.) | 16,447<br>0,306   | <b>2:21.805 (1.)</b><br>112,210 |





| Rank | №   | Driver Entrant                                  | CZ Bird    | Car Class                              | Qualification   |                  |  | RACE           |                    |   | Diff. Prev. Diff. | TIME Speed (km/h)              |
|------|-----|---|------------|--|-----------------|------------------|--|----------------|--------------------|---|-------------------|--------------------------------|
|      |     |   |            |  | IT 1            | IT 2             | Time                                     | IT 1           | IT 2               | Time                                    |                   |                                |
| 56.  | 464 | FIRTL Radim jr.<br>Fira Team                    | CZ<br>1992 | Renault Clio Sport<br>S1-2000          | 7.250<br>6.997  | 16.698<br>16.551 | 1:26.236 (72./5.)<br>1:23.505 (68./6.)   | 6.544<br>6.707 | 15.815<br>16.074   | 1:20.675 (66./5.)<br>1:21.040 (65./6.)  | 36,357<br>0,807   | <b>2:41.715 (6.)</b><br>98,395 |
| 57.  | 150 | ŠMAK Miroslav<br>MŠ Motorsport Kyjov            | CZ<br>1960 | VW Golf TDi<br>S-2000                  | 6.606<br>6.499  | 15.423<br>15.313 | 1:23.217 (61./2.)<br>1:21.798 (61./2.)   | 6.561<br>7.175 | 15.375<br>16.077   | 1:20.824 (69./3.)<br>1:21.276 (66./3.)  | 36,742<br>0,385   | <b>2:42.100 (3.)</b><br>98,162 |
| 58.  | 124 | MATUŠEK Lukáš<br>R9 Team                        | CZ<br>1986 | Škoda 120 LS B6<br>HA1-1300            | 6.395<br>6.244  | 15.601<br>15.311 | 1:25.139 (68./1.)<br>1:23.759 (69./1.)   | 5.951<br>6.082 | 14.865<br>15.089   | 1:21.178 (71./1.)<br>1:20.969 (64./2.)  | 36,789<br>0,047   | <b>2:42.147 (1.)</b><br>98,133 |
| 59.  | 119 | DOKOUPIL Roman<br>R9 Team                       | CZ<br>1976 | Škoda 130 RS<br>HA1-1300               | 6.428<br>6.098  | 17.305<br>15.123 | 1:53.134 (95./4.)<br>1:26.575 (80./3.)   | 6.245<br>5.949 | 15.068<br>14.745   | 1:21.644 (73./2.)<br>1:20.895 (63./1.)  | 37,181<br>0,392   | <b>2:42.539 (2.)</b><br>97,897 |
| 60.  | 83  | PERĎOCH Stanislav<br>Bruntál                    | CZ<br>1952 | Honda CRX<br>S1-1600                   | 7.420<br>7.068  | 17.066<br>16.621 | 1:26.927 (73./7.)<br>1:24.787 (73./6.)   | 7.141<br>7.041 | 16.811<br>16.431   | 1:22.511 (75./6.)<br>1:21.797 (69./5.)  | 38,950<br>1,769   | <b>2:44.308 (5.)</b><br>96,843 |
| 61.  | 266 | JANIČ Lukáš<br>Mikulovice                       | CZ<br>1992 | Renault Clio Sport<br>S1-2000          | 6.566<br>7.450  | 15.721<br>18.805 | 1:31.136 (79./7.)<br>1:33.850 (84./8.)   | 6.316<br>6.220 | 15.075<br>14.895   | 1:22.759 (76./7.)<br>1:21.899 (70./7.)  | 39,300<br>0,350   | <b>2:44.658 (7.)</b><br>96,637 |
| 62.  | 40  | OSLADIL Jan jr.<br>Autosport Osladil            | CZ<br>1968 | Formule Škoda MTX 1-01<br>HA2          | 6.411<br>-      | 15.692<br>15.738 | 1:27.329 (75./1.)<br>1:24.414 (72./1.)   | 6.314<br>6.205 | 15.590<br>15.426   | 1:23.712 (79./1.)<br>1:21.289 (67./1.)  | 39,643<br>0,343   | <b>2:45.001 (1.)</b><br>96,436 |
| 63.  | 376 | SVOBODA Martin<br>Agropa Group Racing Team      | CZ<br>1968 | Suzuki Swift GTi<br>S1-1600            | 6.602<br>6.698  | 15.791<br>16.066 | 1:29.797 (77./9.)<br>1:26.447 (79./8.)   | 6.493<br>6.527 | 15.530<br>15.542   | 1:23.334 (77./7.)<br>1:22.926 (72./6.)  | 40,902<br>1,259   | <b>2:46.260 (6.)</b><br>95,706 |
| 64.  | 115 | PLEVA Leopold<br>AMK Vrbno pod Pradědem         | CZ<br>1947 | Škoda 100<br>HA1-1300                  | 7.028<br>-      | 16.839<br>16.529 | 1:25.258 (70./2.)<br>1:24.857 (75./2.)   | 6.820<br>6.892 | 16.669<br>16.798   | 1:24.525 (82./3.)<br>1:23.638 (73./4.)  | 42,805<br>1,903   | <b>2:48.163 (4.)</b><br>94,622 |
| 65.  | 375 | POVÝŠIL Roman<br>Agropa Group Racing Team       | CZ<br>1976 | Suzuki Swift GTi<br>S1-1600            | 6.814<br>6.509  | 15.962<br>15.513 | 1:29.636 (76./8.)<br>1:25.389 (77./7.)   | 6.469<br>6.534 | 15.417<br>15.425   | 1:24.492 (81./8.)<br>1:24.180 (75./7.)  | 43,314<br>0,509   | <b>2:48.672 (7.)</b><br>94,337 |
| 66.  | 177 | TOMŠEJ Jaromír<br>AutoRenova                    | CZ<br>1967 | Formule Easter<br>HA2                  | 6.345<br>6.058  | 18.334<br>15.744 | 1:38.009 (86./2.)<br>1:39.732 (85./2.)   | 6.025<br>6.082 | 15.282<br>15.426   | 1:24.791 (83./2.)<br>1:25.393 (76./2.)  | 44,826<br>1,572   | <b>2:50.184 (2.)</b><br>93,499 |
| 67.  | 180 | PIPEKOVÁ Věra<br>Česká Ves                      | CZ<br>1943 | Mazda 323<br>S+2000                    | 6.701<br>-      | 16.896<br>-      | 1:40.924 (88./6.)<br>- DNS -             | 6.524<br>7.006 | 16.604<br>17.040   | 1:39.929 (89./4.)<br>1:37.520 (79./4.)  | 72,091<br>27,265  | <b>3:17.449 (4.)</b><br>80,588 |
| 68.  | 168 | KULDOVÁ Zdenka<br>HZ Autosport                  | CZ<br>1960 | Lada Samara<br>S1-1600                 | 7.715<br>8.047  | 19.146<br>19.642 | 1:43.854 (90./11.)<br>1:43.574 (87./10.) | 7.776<br>7.798 | 19.049<br>19.075   | 1:39.527 (88./10.)<br>1:38.174 (80./9.) | 72,343<br>0,252   | <b>3:17.701 (9.)</b><br>80,485 |
| 69.  | 102 | HRBÁČEK František<br>Veterán Club Česká Ves     | CZ<br>1956 | Škoda Supersport<br>HA2                | 8.107<br>20.340 | 20.448<br>-      | 1:51.848 (93./3.)<br>1:49.119 (91./3.)   | 8.245<br>8.332 | 20.411<br>20.581   | 1:49.971 (93./3.)<br>1:48.645 (84./3.)  | 93,258<br>20,915  | <b>3:38.616 (3.)</b><br>72,785 |
| 19   |     | ELIÁŠ Jan<br>AV Power Brno                      | CZ<br>1989 | Národní formule Delta III<br>E2/C-1400 | 6.584<br>6.619  | 15.815<br>15.481 | 1:30.818 (78./4.)<br>1:24.831 (74./3.)   | 6.284<br>6.264 | 16,283<br>1,46,193 | 1:20.757 (67./5.)<br>- DNF -            | -                 | - DNS -                        |
| 243  |     | KOTEK Pavel<br>PK Tuning                        | CZ<br>1974 | BMW 325 Coupe<br>E1+2000               | 7.738<br>6.638  | -<br>15.515      | 1:37.047 (85./7.)<br>1:18.865 (51./7.)   | 6.521<br>6.520 | 15,328<br>15,210   | 1:18.198 (58./7.)<br>- DNF -            | -                 | - DNS -                        |
| 5    |     | NOVICKÝ Michal<br>Kovosteel Novitech Sudoměřice | CZ<br>1977 | Reynard 032 F3<br>E2/C+1400            | 4.876<br>4.896  | -<br>11.732      | 1:08.347 (4./2.)<br>1:03.697 (1./1.)     | 4.826<br>5.372 | 11,818<br>-        | 1:01.796 (1./1.)<br>- DNF -             | -                 | - DNS -                        |
| 30   |     | PLEVA Martin<br>AMK Vrbno pod Pradědem          | CZ<br>1979 | Škoda Felicia<br>E1-1400               | 6.315<br>6.380  | 15.193<br>15.428 | 1:18.813 (44./5.)<br>1:17.455 (46./4.)   | 6.717<br>6.321 | 16,444<br>-        | 1:17.438 (55./6.)<br>- DNF -            | -                 | - DNS -                        |
| 67   |     | KRČMÁŘ Miroslav<br>Racing ATS Trutnov           | CZ<br>1964 | Ford Focus RS<br>S+2000                | 6.585<br>6.544  | 15.494<br>15.278 | 1:25.540 (71./5.)<br>1:22.507 (65./4.)   | 6.553<br>-     | 15,316<br>-        | - DNF -<br>- DNS -                      | -                 | - DNS -                        |
| 245  |     | JEMELKA Martin<br>Krčmaň                        | CZ<br>1982 | Honda CRX<br>S1-1600                   | 6.484<br>6.243  | 15.184<br>14.808 | 1:20.565 (50./4.)<br>1:17.866 (48./3.)   | 6.232<br>-     | 14,807<br>-        | 1:17.032 (52./2.)<br>- DNS -            | -                 | - DNS -                        |
| 355  |     | DUCHOŇ Oldřich<br>Subaru Crosssport Jeseník     | CZ<br>1962 | Mazda 323 4WD<br>E1+2000               | 7.275<br>8.779  | 17.471<br>21.584 | 1:34.644 (83./6.)<br>1:42.364 (86./8.)   | 8.892<br>-     | 21,953<br>-        | 1:43.152 (90./8.)<br>- DNS -            | -                 | - DNS -                        |
| 172  |     | MOURAL Karel<br>MK Autosport                    | CZ<br>1949 | Ralt 036 F3<br>E2/C+1400               | 4.912<br>4.914  | -<br>11.422      | 1:08.366 (5./3.)<br>1:07.607 (6./2.)     | 5.355<br>-     | 12,050<br>-        | 1:06.706 (7./3.)<br>- DNF -             | -                 | - DNS -                        |
| 79   |     | KRČMÁŘ Jakub<br>Racing ATS Trutnov              | CZ<br>1991 | Ford Focus RS<br>S+2000                | 6.839<br>6.734  | 15.703<br>15.520 | 1:25.185 (69./4.)<br>1:22.834 (67./5.)   | -<br>-         | -<br>-             | - DNS -<br>- DNS -                      | -                 | - DNS -                        |
| 208  |     | ZIMÁK Martin<br>SVC Náchod Motorsport           | CZ<br>1989 | Citroën Saxo VTS<br>S1-1600            | 6.317<br>-      | 14.475<br>-      | 1:14.671 (24./1.)<br>- DNS -             | -<br>-         | -<br>-             | - DNS -<br>- DNF -                      | -                 | - DNS -                        |
| 25   |     | ZWINGER Vítězslav<br>AV Power Brno              | CZ<br>1961 | Jema 630 GT<br>E2/C-1400               | -<br>-          | -<br>-           | - DNS -<br>- DNS -                       | -<br>-         | -<br>-             | - DNS -<br>- DNS -                      | -                 | - DNS -                        |

| Competition / Weather Information |               |         |            |      |           |               |         |            |      |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification                     |               |         |            |      | RACE      |               |         |            |      |
|                                   | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|                                   |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round                         | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round                         | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

| Statistics    |           |          |          |          |              |        |         |               |                       |              |  |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|---------------|-----------------------|--------------|--|
|               |           | Time     |          |          | Speed (km/h) |        |         |               | Competitors / Nations |              |  |
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list | started               | with results |  |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4         | 94/4                  | 93/4         |  |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4         | 90/4                  | 88/4         |  |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4         | 92/4                  | 90/4         |  |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4         | 89/4                  | 83/4         |  |

|                 |                   |                   |
|-----------------|-------------------|-------------------|
| Race Director   | Sport Marshal IHA | Main Timekeeper   |
| FIRTL Stanislav | BARTL Miroslav    | ŠABÍK Luboš (SVK) |

# LIQUI MOLY BERG CUP 2010

## 11° Slováký kopec 2010

23. - 25. 4. 2010

**Carpoint**  
žijeme motoršportom

### Slovak Trophy


| Jury / Competition Management |                  | Hill Data                |                                   |
|-------------------------------|------------------|--------------------------|-----------------------------------|
| Chief of Competition          | FIRTL Stanislav  | Start Altitude           | 176 m                             |
| Race Director                 | FIRTL Stanislav  | Finish Altitude          | 261 m                             |
| Vice chairman                 | ČERVENKOVÁ Alice | Vertical Drop            | 85 m                              |
| Sport Marshal IHA             | BARTL Miroslav   | Course Length            | 2210 m                            |
| Technical Marshal IHA         | BARTL Miroslav   | Min course Width         | 6 m                               |
|                               |                  | Count of right-hand bend |                                   |
|                               |                  | Count of left-hand bend  |                                   |
|                               |                  | Hill Record              | 2005, Otakar KRÁMSKÝ<br>: 0:58,08 |

| Rank | No  | Driver<br>Entrant                                       | CZ<br>Bird | Car<br>Class                          | Qualification   |                  |   | RACE           |                  |  | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h)            |
|------|-----|---|------------|---------------------------------------|-----------------|------------------|---|----------------|------------------|--|----------------------|---------------------------------|
|      |     |   |            |                                       | IT 1            | IT 2             | Time                                    | IT 1           | IT 2             | Time                                   |                      |                                 |
| 1.   | 888 | <b>VAHANČÍK Peter</b><br>Badabing                       | SK<br>1985 | Mitsubishi Lancer Evo VIII<br>S1+2000 | 5.282<br>-      | 12.511<br>12.373 | 1:14.275 (21./6.)<br>1:11.229 (14./4.)  | 5.404<br>5.161 | 12.594<br>12.268 | 1:10.752 (19./7.)<br>1:10.166 (16./5.) | 0,000                | <b>2:20.918 (6.)</b><br>112,917 |
| 2.   | 345 | <b>KACVINSKY Peter</b><br>AK Hobby Racing               | SK<br>1963 | Suzuki Swift GTi 16V<br>E1-1400       | 6.720<br>6.756  | 15.817<br>15.986 | 1:21.735 (54./6.)<br>1:22.043 (64./8.)  | 6.658<br>6.724 | 15.916<br>-      | 1:21.764 (74./8.)<br>1:21.996 (71./7.) | 22,842<br>22,842     | <b>2:43.760 (7.)</b><br>97,167  |
| 3.   | 158 | <b>GALLO Pavol</b><br>Scuderia Gallo                    | SK<br>1946 | Fiat 128 Sport Coupé<br>HA1-1300      | 6.660<br>-      | 16.069<br>15.648 | 1:31.494 (80./3.)<br>1:29.024 (81./4.)  | 6.266<br>6.331 | 15.142<br>15.161 | 1:25.260 (84./4.)<br>1:21.468 (68./3.) | 25,810<br>2,968      | <b>2:46.728 (3.)</b><br>95,437  |
| 4.   | 206 | <b>SIKHART Roland</b><br>Car Zone Racing Team           | SK<br>1976 | Suzuki Ignis<br>S1-1600               | 7.117<br>6.992  | 16.978<br>16.722 | 1:35.421 (84./10.)<br>1:30.926 (83./9.) | 6.769<br>6.779 | 16.212<br>16.862 | 1:28.447 (85./9.)<br>1:29.156 (77./8.) | 36,685<br>10,875     | <b>2:57.603 (8.)</b><br>89,593  |
| 5.   | 62  | <b>NIŽNANSKÝ Miroslav</b><br>NiM Pneuservis Racing Team | SK<br>1962 | Fiat X1/9 Bertone<br>HA1+1300         | 7.026<br>-      | 17.641<br>17.388 | 1:34.591 (82./2.)<br>1:30.706 (82./2.)  | 7.069<br>7.002 | 17.541<br>17.530 | 1:32.861 (86./2.)<br>1:33.593 (78./2.) | 45,536<br>8,851      | <b>3:06.454 (2.)</b><br>85,340  |
| 6.   | 109 | <b>MÁDY Tomáš</b><br>Perax Racing                       | SK<br>1986 | Fiat 126p<br>Fiat-126                 | 8.470<br>10.873 | 21.369<br>-      | 2:04.099 (96./3.)<br>- DNF -            | 8.036<br>8.057 | 20.439<br>20.477 | 1:38.915 (87./1.)<br>1:39.455 (81./1.) | 57,452<br>11,916     | <b>3:18.370 (1.)</b><br>80,214  |
| 7.   | 695 | <b>GRNÁČ Ján</b><br>Hobby                               | SK<br>1955 | Škoda Felicia<br>E1-1150              | 6.530<br>6.750  | 16.382<br>16.254 | 1:24.546 (65./2.)<br>1:25.795 (78./2.)  | 6.366<br>-     | 15.493<br>-      | 1:21.220 (72./2.)<br>1:59.657 (85./2.) | 59,959<br>2,507      | <b>3:20.877 (2.)</b><br>79,213  |

| Rank | № | Driver<br>Entrant | CZ<br>Bird | Car<br>Class | Qualification |      |      | RACE |      |      | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h) |
|------|---|-------------------|------------|--------------|---------------|------|------|------|------|------|----------------------|----------------------|
|      |   |                   |            |              | IT 1          | IT 2 | Time | IT 1 | IT 2 | Time |                      |                      |

| Competition / Weather Information |               |         |            |      |           |               |         |            |      |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification                     |               |         |            |      | RACE      |               |         |            |      |
|                                   | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|                                   |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round                         | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round                         | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

| Statistics    |           |          |          |          |              |        |         |                       |         |              |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|-----------------------|---------|--------------|
|               |           | Time     |          |          | Speed (km/h) |        |         | Competitors / Nations |         |              |
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list         | started | with results |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4                 | 94/4    | 93/4         |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4                 | 90/4    | 88/4         |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4                 | 92/4    | 90/4         |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4                 | 89/4    | 83/4         |

|                 |                   |  |
|-----------------|-------------------|--|
| Race Director   | Sport Marshal IHA | Main Timekeeper  |
| FIRTL Stanislav | BARTL Miroslav    | <br>ŠABÍK Ľuboš (SVK) |

## LIQUI MOLY BERG CUP 2010

### 11° Slováký kopec 2010

### 23. - 25. 4. 2010


### Poland Trophy

| Jury / Competition Management |                  | Hill Data                |                                   |
|-------------------------------|------------------|--------------------------|-----------------------------------|
| Chief of Competition          | FIRTL Stanislav  | Start Altitude           | 176 m                             |
| Race Director                 | FIRTL Stanislav  | Finish Altitude          | 261 m                             |
| Vice chairman                 | ČERVENKOVÁ Alice | Vertical Drop            | 85 m                              |
| Sport Marshal IHA             | BARTL Miroslav   | Course Length            | 2210 m                            |
| Technical Marshal IHA         | BARTL Miroslav   | Min course Width         | 6 m                               |
|                               |                  | Count of right-hand bend |                                   |
|                               |                  | Count of left-hand bend  |                                   |
|                               |                  | Hill Record              | 2005, Otakar KRÁMSKÝ<br>: 0:58,08 |

| Rank | №   | Driver Entrant  | CZ Bird    | Car Class                   | Qualification     |                  |  | RACE           |                  |  | Diff. Prev. Diff. | TIME Speed (km/h)               |
|------|-----|---|------------|-----------------------------|-------------------|------------------|--|----------------|------------------|--|-------------------|---------------------------------|
|      |     |   |            |                             | IT 1              | IT 2             | Time                                   | IT 1           | IT 2             | Time                                   |                   |                                 |
| 1.   | 667 | <b>DUDZIAK Tomasz</b><br>Poznan                             | PL<br>1979 | Caterham Superlight R500 S2 | 5.532<br>- 12.054 | 13.058<br>-      | 1:18.786 (42./1.)<br>1:12.438 (20./1.) | 5.134<br>5.160 | 11.986<br>11.924 | 1:12.420 (25./1.)<br>1:12.956 (32./1.) | 0,000             | <b>2:25.376 (1.)</b><br>109,454 |
| 2.   | 28  | <b>STEĆ Robert</b><br>Polonia Racing Team                   | PL<br>1973 | Intech RS 010 E2/C-1400     | 5.123<br>5.094    | -<br>12.670      | 1:15.620 (29./3.)<br>1:12.700 (23./2.) | 5.134<br>5.270 | 12.666<br>12.815 | 1:12.878 (29./2.)<br>1:12.552 (27./2.) | 0,054<br>0,054    | <b>2:25.430 (2.)</b><br>109,413 |
| 3.   | 440 | <b>KORASZEWSKI Jacek</b><br>Koraszewski Auto Sport          | PL<br>1982 | Audi RS4 S+2000             | 6.016<br>5.601    | 13.629<br>13.200 | 1:17.514 (37./2.)<br>1:16.105 (38./1.) | 5.621<br>5.526 | 13.176<br>13.092 | 1:15.704 (47./2.)<br>1:15.093 (40./1.) | 5,421<br>5,367    | <b>2:30.797 (1.)</b><br>105,519 |
| 4.   | 66  | <b>KASZYNSKI Jaroslav</b><br>Prosound Koraszewski Autosport | PL<br>1972 | BMW M3 S1-2000              | 6.617<br>6.672    | 15.632<br>15.710 | 1:27.143 (74./6.)<br>1:24.027 (71./7.) | 6.218<br>6.273 | 15.141<br>15.224 | 1:23.510 (78./8.)<br>1:23.867 (74./8.) | 22,001<br>16,580  | <b>2:47.377 (8.)</b><br>95,067  |
| 5.   | 408 | <b>RAJCA Kamil</b><br>Bochnia                               | PL<br>1992 | Fiat 126p Fiat-126          | 8.645<br>8.702    | 21.910<br>21.820 | 1:52.154 (94./2.)<br>1:44.345 (88./1.) | 8.759<br>8.622 | 22.100<br>21.762 | 1:44.001 (91./2.)<br>1:41.802 (82./2.) | 60,427<br>38,426  | <b>3:25.803 (2.)</b><br>77,317  |
| 6.   | 387 | <b>SŁOWIK Marcin</b><br>Golasowice                          | PL<br>1984 | Fiat 126 Fiat-126           | 9.572<br>9.705    | 23.434<br>23.581 | 1:47.682 (91./1.)<br>1:47.807 (90./2.) | 9.702<br>9.500 | 23.626<br>23.355 | 1:48.316 (92./3.)<br>1:48.106 (83./3.) | 71,046<br>10,619  | <b>3:36.422 (3.)</b><br>73,523  |
|      | 112 | <b>DUDEK Grzegorz</b><br>Kobylice                           | PL<br>1972 | VW Golf I E1-2000           | 6.809<br>6.348    | 15.684<br>14.980 | 1:21.976 (55./8.)<br>1:19.523 (56./7.) | 6.448<br>-     | 15.239<br>-      | - DNF -<br>- DNS -                     |                   | <b>- DNS -</b>                  |

| Competition / Weather Information |               |         |            |      |           |               |         |            |      |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification                     |               |         |            |      | RACE      |               |         |            |      |
|                                   | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|                                   |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round                         | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round                         | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

| Statistics    |           |          |          |          |              |        |         |                       |         |              |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|-----------------------|---------|--------------|
|               |           | Time     |          |          | Speed (km/h) |        |         | Competitors / Nations |         |              |
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list         | started | with results |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4                 | 94/4    | 93/4         |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4                 | 90/4    | 88/4         |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4                 | 92/4    | 90/4         |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4                 | 89/4    | 83/4         |

|                 |                   |   |
|-----------------|-------------------|---|
| Race Director   | Sport Marshal IHA | Main Timekeeper   |
| FIRTL Stanislav | BARTL Miroslav    | <br>ŠABÍK L'uboš (SVK) |

# LIQUI MOLY BERG CUP 2010

## 11° Slováký kopec 2010

23. - 25. 4. 2010

### 2WD Trophy

| Jury / Competition Management |                  | Hill Data                |                                   |
|-------------------------------|------------------|--------------------------|-----------------------------------|
| Chief of Competition          | FIRTL Stanislav  | Start Altitude           | 176 m                             |
| Race Director                 | FIRTL Stanislav  | Finish Altitude          | 261 m                             |
| Vice chairman                 | ČERVENKOVÁ Alice | Vertical Drop            | 85 m                              |
| Sport Marshal IHA             | BARTL Miroslav   | Course Length            | 2210 m                            |
| Technical Marshal IHA         | BARTL Miroslav   | Min course Width         | 6 m                               |
|                               |                  | Count of right-hand bend |                                   |
|                               |                  | Count of left-hand bend  |                                   |
|                               |                  | Hill Record              | 2005, Otakar KRÁMSKÝ<br>: 0:58,08 |

| Rank | №   | Driver<br>Entrant  | CZ<br>Bird | Car<br>Class                  | Qualification |        |  | RACE  |        |  | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h)            |
|------|-----|--|------------|-------------------------------|---------------|--------|--|-------|--------|--|----------------------|---------------------------------|
|      |     |  |            |                               | IT 1          | IT 2   | Time                                   | IT 1  | IT 2   | Time                                   |                      |                                 |
| 1.   | 2   | <b>MLEJNEK Aleš</b><br>SVC Náchod Motorsport               | CZ<br>1967 | Opel Lotus<br>E2/C+1400       | 4.587         | -      | 1:05.409 (2./1.)<br>- DNS -            | 4.956 | 11.789 | 1:03.015 (3./2.)<br>1:02.343 (1./1.)   | 0,000                | <b>2:05.358 (1.)</b><br>126,932 |
| 2.   | 72  | <b>VITVER Vladimír</b><br>SVC Náchod Motorsport            | CZ<br>1968 | Lotus WR-9/2<br>E1-2000       | 4.876         | 11.540 | 1:04.720 (1./1.)<br>1:03.844 (2./1.)   | 4.905 | 11.622 | 1:03.644 (5./1.)<br>1:03.277 (3./1.)   | 1,563                | <b>2:06.921 (1.)</b><br>125,369 |
| 3.   | 773 | <b>KRAKOVIČ Radek</b><br>Kovosteel Novitech Sudoměřice     | CZ<br>1986 | FIKS 09 RK<br>E2/C-1400       | 5.746         | 13.389 | 1:11.563 (9./1.)<br>1:11.193 (13./1.)  | 5.507 | 12.785 | 1:06.943 (8./1.)<br>1:07.101 (8./1.)   | 8,686                | <b>2:14.044 (1.)</b><br>118,707 |
| 4.   | 716 | <b>SEDLÁČEK Jiří</b><br>Sedláček Motorsport                | CZ<br>1968 | BMW M3 E36 SŠ 10<br>E1+2000   | 5.208         | 12.265 | 1:12.170 (12./3.)<br>1:09.086 (8./4.)  | 5.289 | 12.082 | 1:07.401 (9./4.)<br>1:06.981 (7./4.)   | 9,024                | <b>2:14.382 (4.)</b><br>118,409 |
| 5.   | 129 | <b>BOHÁČ Milan</b><br>Liqui Moly Komvet Racing Team        | CZ<br>1957 | Renault Clio Sport<br>E1-2000 | 5.545         | 12.898 | 1:11.643 (10./2.)<br>1:10.406 (10./2.) | 5.635 | 12.916 | 1:08.936 (13./2.)<br>1:09.378 (12./2.) | 12,956               | <b>2:18.314 (2.)</b><br>115,043 |
| 6.   | 95  | <b>NĚMEC Zdeněk</b><br>NC Power Pro Sport Team             | CZ<br>1972 | VW Golf I<br>E1-1600          | 5.492         | 13.049 | 1:10.672 (7./1.)<br>1:24.992 (76./8.)  | 5.588 | 13.193 | 1:09.503 (15./1.)<br>1:09.160 (10./1.) | 13,305               | <b>2:18.663 (1.)</b><br>114,753 |
| 7.   | 190 | <b>DOHNÁLEK Josef jr.</b><br>Kovosteel Novitech Sudoměřice | CZ<br>1986 | Citroen Saxo VTS<br>E1-1600   | 6.674         | 14.480 | 1:13.877 (19./4.)<br>1:11.861 (18./2.) | 5.828 | 13.499 | 1:09.954 (16./2.)<br>1:09.260 (11./2.) | 13,856               | <b>2:19.214 (2.)</b><br>114,299 |
| 8.   | 342 | <b>KONEČNÝ Ivan</b><br>Alfa Racing Club                    | CZ<br>1965 | Citroen Saxo VTS<br>E1-1600   | 6.125         | 14.136 | 1:13.651 (18./3.)<br>1:10.996 (12./1.) | 5.817 | 13.864 | 1:11.269 (20./3.)<br>1:10.230 (17./3.) | 16,141               | <b>2:21.499 (3.)</b><br>112,453 |
| 9.   | 305 | <b>TRNKA Jakub</b><br>JMT Racing                           | CZ<br>1982 | Suzuki Swift GTi<br>E1-1400   | 5.856         | 13.466 | 1:14.523 (23./1.)<br>1:11.852 (17./1.) | 7.151 | 14.840 | 1:12.137 (22./1.)<br>1:09.668 (13./1.) | 16,447               | <b>2:21.805 (1.)</b><br>112,210 |
| 10.  | 16  | <b>FIKOTA Jaroslav jr.</b><br>Motor Art Racing             | CZ<br>1982 | Honda CRX<br>E1-1600          | 6.027         | 14.241 | 1:16.805 (35./6.)<br>1:14.281 (30./5.) | 5.944 | 14.069 | 1:12.620 (27./5.)<br>1:11.534 (20./4.) | 18,796               | <b>2:24.154 (4.)</b><br>110,382 |
| 11.  | 73  | <b>ŠRAHŮLEK Petr</b><br>JP Motorsport                      | CZ<br>1973 | Škoda 130 RS Evo I<br>E1-1400 | 3.902         | 12.013 | 1:15.833 (30./3.)<br>1:14.323 (31./3.) | 5.841 | 13.827 | 1:12.279 (23./2.)<br>1:12.344 (25./2.) | 19,265               | <b>2:24.623 (2.)</b><br>110,024 |
| 12.  | 217 | <b>STANĚK Vojtěch</b><br>Liqui Moly Komvet Racing Team     | CZ<br>1974 | Peugeot 106<br>E1-1600        | 6.027         | 13.804 | 1:18.803 (43./8.)<br>1:12.439 (21./3.) | 5.925 | 13.610 | 1:12.604 (26./4.)<br>1:12.082 (24./6.) | 19,328               | <b>2:24.686 (5.)</b><br>109,976 |
| 13.  | 99  | <b>FIRTL Stanislav jr.</b><br>Berg-Trophy Team             | CZ<br>1991 | Škoda Octavia TDi<br>E1-2000  | 5.821         | 13.960 | 1:18.685 (41./5.)<br>1:12.820 (25./3.) | 5.858 | 14.061 | 1:13.009 (31./3.)<br>1:11.926 (22./3.) | 19,577               | <b>2:24.935 (3.)</b><br>109,787 |
| 14.  | 87  | <b>ŠTILEC Roman</b><br>RRT s.r.o.                          | CZ<br>1978 | Honda Civic VTI<br>E1-1600    | 6.286         | 14.835 | 1:18.243 (38./7.)<br>1:14.622 (34./7.) | 5.912 | 14.086 | 1:13.170 (33./7.)<br>1:12.072 (23./5.) | 19,884               | <b>2:25.242 (6.)</b><br>109,555 |
| 15.  | 28  | <b>STEČ Robert</b><br>Polonia Racing Team                  | PL<br>1973 | Intech RS 010<br>E2/C-1400    | 5.123         | -      | 1:15.620 (29./3.)<br>1:12.700 (23./2.) | 5.134 | 12.666 | 1:12.878 (29./2.)<br>1:12.552 (27./2.) | 20,072               | <b>2:25.430 (2.)</b><br>109,413 |
| 16.  | 55  | <b>NĚMEC Petr</b><br>NC Power Pro Sport Team               | CZ<br>1968 | Lada VFTS<br>E1-1600          | 5.832         | 13.926 | 1:13.461 (17./2.)<br>1:12.711 (24./4.) | 5.778 | 13.859 | 1:12.699 (28./6.)<br>1:12.831 (31./7.) | 20,172               | <b>2:25.530 (7.)</b><br>109,338 |
| 17.  | 184 | <b>ŽÁK Josef</b><br>AK Konice                              | CZ<br>1953 | Škoda 100<br>E1-1400          | 5.932         | 14.401 | 1:14.900 (25./2.)<br>1:13.287 (26./2.) | 5.941 | 14.329 | 1:13.104 (32./3.)<br>1:12.698 (29./3.) | 20,444               | <b>2:25.802 (3.)</b><br>109,134 |
| 18.  | 309 | <b>FIBICH Václav</b><br>Fibich Přeprava osob               | CZ<br>1983 | Opel Corsa B<br>E1-2000       | 5.835         | 13.697 | 1:16.410 (33./3.)<br>1:14.174 (29./4.) | 6.015 | 13.976 | 1:14.051 (37./4.)<br>1:12.821 (30./4.) | 21,514               | <b>2:26.872 (4.)</b><br>108,339 |
| 19.  | 86  | <b>RYŠ Aleš</b><br>ABM Racing Team                         | CZ<br>1962 | Opel Kadett GSi<br>S1-2000    | 6.279         | 14.426 | 1:20.148 (48./2.)<br>1:15.377 (37./1.) | 6.076 | 14.243 | 1:14.422 (38./1.)<br>1:13.318 (34./1.) | 22,382               | <b>2:27.740 (1.)</b><br>107,703 |
| 20.  | 315 | <b>DVOŘÁK Vojtěch</b><br>Sobotovice                        | CZ<br>1979 | BMW E36 336i<br>E1+2000       | 6.486         | 14.424 | 1:16.372 (32./5.)<br>1:14.683 (35./6.) | 6.306 | 14.165 | 1:14.767 (41./6.)<br>1:13.232 (33./6.) | 22,641               | <b>2:27.999 (6.)</b><br>107,514 |
| 21.  | 81  | <b>MACEK Vojtěch</b><br>Bruntál                            | CZ<br>1946 | Škoda 1500 R Coupé<br>E1-1600 | 5.958         | 14.400 | 1:15.457 (27./5.)<br>1:14.597 (33./6.) | 5.865 | 14.266 | 1:14.026 (36./8.)<br>1:14.095 (36./8.) | 22,763               | <b>2:28.121 (8.)</b><br>107,426 |




| Rank | №   | Driver<br>Entrant                                      | CZ<br>Bird | Car<br>Class                | Qualification   |                  |  | RACE           |                  |  | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h)           |
|------|-----|--|------------|-----------------------------|-----------------|------------------|--|----------------|------------------|--|----------------------|--------------------------------|
|      |     |  |            |                             | IT 1            | IT 2             | Time                                   | IT 1           | IT 2             | Time                                   |                      |                                |
| 60.  | 109 | <b>MÁDY Tomáš</b><br>Perax Racing                      | SK<br>1986 | Fiat 126p<br>Fiat-126       | 8.470<br>10.873 | 21.369<br>-      | 2:04.099 (96./3.)<br>- DNF -           | 8.036<br>8.057 | 20.439<br>20.477 | 1:38.915 (87./1.)<br>1:39.455 (81./1.) | 73,012<br>0,669      | <b>3:18.370 (1.)</b><br>80,214 |
| 61.  | 695 | <b>GRNÁČ Ján</b><br>Hobby                              | SK<br>1955 | Škoda Felicia<br>E1-1150    | 6.530<br>6.750  | 16.382<br>16.254 | 1:24.546 (65./2.)<br>1:25.795 (78./2.) | 6.366<br>-     | 15.493<br>-      | 1:21.220 (72./2.)<br>1:59.657 (85./2.) | 75,519<br>2,507      | <b>3:20.877 (2.)</b><br>79,213 |
| 62.  | 408 | <b>RAJCA Kamil</b><br>Bochnia                          | PL<br>1992 | Fiat 126p<br>Fiat-126       | 8.645<br>8.702  | 21.910<br>21.820 | 1:52.154 (94./2.)<br>1:44.345 (88./1.) | 8.759<br>8.622 | 22.100<br>21.762 | 1:44.001 (91./2.)<br>1:41.802 (82./2.) | 80,445<br>4,926      | <b>3:25.803 (2.)</b><br>77,317 |
| 63.  | 387 | <b>SLOWIK Marcin</b><br>Golasowice                     | PL<br>1984 | Fiat 126<br>Fiat-126        | 9.572<br>9.705  | 23.434<br>23.581 | 1:47.682 (91./1.)<br>1:47.807 (90./2.) | 9.702<br>9.500 | 23.626<br>23.355 | 1:48.316 (92./3.)<br>1:48.106 (83./3.) | 91,064<br>10,619     | <b>3:36.422 (3.)</b><br>73,523 |
|      | 243 | <b>KOTEK Pavel</b><br>PK Tuning                        | CZ<br>1974 | BMW 325 Coupe<br>E1+2000    | 7.738<br>6.638  | -<br>15.515      | 1:37.047 (85./7.)<br>1:18.865 (51./7.) | 6.521<br>6.520 | 15.328<br>15.210 | 1:18.198 (58./7.)<br>- DNF -           |                      | <b>- DNS -</b>                 |
|      | 30  | <b>PLEVA Martin</b><br>AMK Vrbno pod Pradědem          | CZ<br>1979 | Škoda Felicia<br>E1-1400    | 6.315<br>6.380  | 15.193<br>15.428 | 1:18.813 (44./5.)<br>1:17.455 (46./4.) | 6.717<br>6.321 | 16.444<br>-      | 1:17.438 (55./6.)<br>- DNF -           |                      | <b>- DNS -</b>                 |
|      | 5   | <b>NOVICKÝ Michal</b><br>Kovosteel Novítech Sudoměřice | CZ<br>1977 | Reynard 032 F3<br>E2/C+1400 | 4.876<br>4.896  | -<br>11.732      | 1:08.347 (4./2.)<br>1:03.697 (1./1.)   | 4.826<br>5.372 | 11.818<br>-      | 1:01.796 (1./1.)<br>- DNF -            |                      | <b>- DNS -</b>                 |
|      | 112 | <b>DUDEK Grzegorz</b><br>Kobylice                      | PL<br>1972 | VW Golf I<br>E1-2000        | 6.809<br>6.348  | 15.684<br>14.980 | 1:21.976 (55./8.)<br>1:19.523 (56./7.) | 6.448<br>-     | 15.239<br>-      | - DNF -<br>- DNS -                     |                      | <b>- DNS -</b>                 |
|      | 245 | <b>JEMELKA Martin</b><br>Krčmaň                        | CZ<br>1982 | Honda CRX<br>S1-1600        | 6.484<br>6.243  | 15.184<br>14.808 | 1:20.565 (50./4.)<br>1:17.866 (48./3.) | 6.232<br>-     | 14.807<br>-      | 1:17.032 (52./2.)<br>- DNS -           |                      | <b>- DNS -</b>                 |
|      | 208 | <b>ZIMÁK Martin</b><br>SVC Náchod Motorsport           | CZ<br>1989 | Citröen Saxo VTS<br>S1-1600 | 6.317<br>-      | 14.475<br>-      | 1:14.671 (24./1.)<br>- DNS -           | -<br>-         | -<br>-           | - DNS -<br>- DNF -                     |                      | <b>- DNS -</b>                 |
|      | 25  | <b>ZWINGER Vítězslav</b><br>AV Power Brno              | CZ<br>1961 | Jema 630 GT<br>E2/C-1400    | -<br>-          | -<br>-           | - DNS -<br>- DNS -                     | -<br>-         | -<br>-           | - DNS -<br>- DNS -                     |                      | <b>- DNS -</b>                 |

### Competition / Weather Information

| Qualification |               |         |            |      | RACE      |               |         |            |      |
|---------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
|               | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|               |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round     | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round     | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

### Statistics

|               |           | Time     |          |          | Speed (km/h) |        |         | Competitors / Nations |         |              |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|-----------------------|---------|--------------|
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list         | started | with results |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4                 | 94/4    | 93/4         |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4                 | 90/4    | 88/4         |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4                 | 92/4    | 90/4         |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4                 | 89/4    | 83/4         |

|                 |                   |   |
|-----------------|-------------------|---|
| Race Director   | Sport Marshal IHA | Main Timekeeper   |
| FIRTL Stanislav | BARTL Miroslav    | <br>ŠABÍK L'uboš (SVK) |

# LIQUI MOLY BERG CUP 2010

## 11° Slovácký kopec 2010

23. - 25. 4. 2010

### 4WD Trophy

| Jury / Competition Management |                  | Hill Data                       |                                   |
|-------------------------------|------------------|---------------------------------|-----------------------------------|
| <b>Chief of Competition</b>   | FIRTL Stanislav  | <b>Start Altitude</b>           | 176 m                             |
| <b>Race Director</b>          | FIRTL Stanislav  | <b>Finish Altitude</b>          | 261 m                             |
| <b>Vice chairman</b>          | ČERVENKOVÁ Alice | <b>Vertical Drop</b>            | 85 m                              |
| <b>Sport Marshal IHA</b>      | BARTL Miroslav   | <b>Course Length</b>            | 2210 m                            |
| <b>Technical Marshal IHA</b>  | BARTL Miroslav   | <b>Min course Width</b>         | 6 m                               |
|                               |                  | <b>Count of right-hand bend</b> |                                   |
|                               |                  | <b>Count of left-hand bend</b>  |                                   |
|                               |                  | <b>Hill Record</b>              | 2005, Otakar KRÁMSKÝ<br>: 0:58,08 |


| Rank | №   | Driver<br>Entrant                                      | CZ<br>Bird | Car<br>Class                          | Qualification  |                  |  | RACE           |                  |  | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h)             |
|------|-----|--|------------|---------------------------------------|----------------|------------------|--|----------------|------------------|--|----------------------|----------------------------------|
|      |     |  |            |                                       | IT 1           | IT 2             | Time                                     | IT 1           | IT 2             | Time                                     |                      |                                  |
| 1.   | 7   | <b>KOMÁREK David</b><br>Liqui Moly Komvet Racing Team  | CZ<br>1975 | Mitsubishi Colt Evo 550+<br>E1+2000   | 4.506<br>4.644 | 10.525<br>10.723 | - DNF -<br>1:04.197 (3./1.)              | 4.571<br>4.638 | 10.620<br>10.646 | 1:02.600 (2./1.)<br>1:03.008 (2./1.)     | 0,000                | <b>2:05.608 (1.)</b><br>126,680  |
| 2.   | 11  | <b>ŠPALEK Jiří</b><br>Liqui Moly Komvet Racing Team    | CZ<br>1972 | Mitsubishi WRC 05<br>E1+2000          | 4.648<br>4.537 | 11.041<br>10.727 | 1:08.844 (6./2.)<br>1:04.836 (4./2.)     | 4.653<br>5.056 | 10.825<br>11.567 | 1:03.465 (4./2.)<br>1:05.121 (4./2.)     | 2,978<br>2,978       | <b>2:08.586 (2.)</b><br>123,746  |
| 3.   | 922 | <b>ZEMAN Martin</b><br>Liqui Moly Komvet Racing Team   | CZ<br>1974 | Mitsubishi Lancer Evo VI<br>E1+2000   | 5.049<br>4.732 | 11.865<br>11.356 | 1:08.052 (3./1.)<br>1:05.756 (5./3.)     | 4.821<br>5.438 | 11.455<br>12.233 | 1:05.631 (6./3.)<br>1:05.833 (5./3.)     | 5,856<br>2,878       | <b>2:11.464 (3.)</b><br>121,037  |
| 4.   | 65  | <b>ŠUBERT Drahošlav</b><br>MS Racing Náměšť            | CZ<br>1972 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.385<br>-     | 12.515<br>12.038 | 1:14.304 (22./7.)<br>1:11.399 (16./6.)   | 4.942<br>5.107 | 11.730<br>12.002 | 1:08.264 (11./2.)<br>1:06.835 (6./1.)    | 9,491<br>3,635       | <b>2:15.099 (1.)</b><br>117,780  |
| 5.   | 1   | <b>RYBNÍČEK Marek</b><br>Liqui Moly Komvet Racing Team | CZ<br>1980 | Mitsubishi Lancer Evo X<br>S1+2000    | 5.306<br>-     | 12.461<br>12.156 | 1:12.651 (15./4.)<br>1:08.490 (7./1.)    | 5.191<br>5.037 | 12.179<br>11.968 | 1:07.805 (10./1.)<br>1:07.872 (9./2.)    | 10,069<br>0,578      | <b>2:15.677 (2.)</b><br>117,279  |
| 6.   | 910 | <b>FUČÍK Aleš</b><br>Klub Racing Team Znojmo IV        | CZ<br>1973 | Mitsubishi Lancer Evo VIII<br>S1+2000 | 5.124<br>-     | 12.196<br>11.970 | 1:15.399 (26./8.)<br>1:11.290 (15./5.)   | 4.953<br>5.051 | 11.867<br>12.032 | 1:08.751 (12./3.)<br>1:09.748 (14./3.)   | 12,891<br>2,822      | <b>2:18.499 (3.)</b><br>114,889  |
| 7.   | 117 | <b>HAVLÍČEK Luboš</b><br>Havlos Racing                 | CZ<br>1978 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.372<br>-     | 12.695<br>12.567 | 1:11.767 (11./2.)<br>1:10.675 (11./3.)   | 5.163<br>5.649 | 12.426<br>13.519 | 1:10.330 (17./5.)<br>1:11.746 (21./5.)   | 14,783<br>1,892      | <b>2:20.391 (4.)</b><br>113,341  |
| 8.   | 21  | <b>HROUZEK Karel</b><br>A.R.T.                         | CZ<br>1984 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.218<br>5.130 | 12.515<br>12.314 | 1:12.355 (13./3.)<br>1:12.064 (19./7.)   | 4.955<br>5.029 | 12.016<br>12.132 | 1:10.593 (18./6.)<br>1:10.243 (18./6.)   | 15,228<br>0,445      | <b>2:20.836 (5.)</b><br>112,982  |
| 9.   | 888 | <b>VAHANČÍK Peter</b><br>Badabing                      | SK<br>1985 | Mitsubishi Lancer Evo VIII<br>S1+2000 | 5.282<br>-     | 12.511<br>12.373 | 1:14.275 (21./6.)<br>1:11.229 (14./4.)   | 5.404<br>5.161 | 12.594<br>12.268 | 1:10.752 (19./7.)<br>1:10.166 (16./5.)   | 15,310<br>0,082      | <b>2:20.918 (6.)</b><br>112,917  |
| 10.  | 56  | <b>TOMEČKA Petr</b><br>Valašské Meziříčí               | CZ<br>1990 | Subaru Impreza WRX STi<br>E1+2000     | 5.385<br>5.259 | 13.196<br>13.073 | 1:13.948 (20./4.)<br>1:13.600 (27./5.)   | 5.418<br>5.646 | 13.155<br>13.364 | 1:11.292 (21./5.)<br>1:11.746 (21./5.)   | 17,430<br>2,120      | <b>2:23.038 (5.)</b><br>111,243  |
| 11.  | 136 | <b>CHALUPA Radim</b><br>MS Racing Náměšť               | CZ<br>1975 | Subaru Impreza STi<br>S1+2000         | 5.737<br>-     | 13.731<br>13.345 | 1:13.026 (16./5.)<br>1:12.611 (22./8.)   | 5.550<br>5.373 | 13.562<br>13.374 | 1:12.349 (24./8.)<br>1:12.500 (26./7.)   | 19,241<br>1,811      | <b>2:24.849 (7.)</b><br>109,852  |
| 12.  | 468 | <b>STEHLÍK Karel</b><br>Carman Racing Team             | CZ<br>1980 | Mitsubishi Lancer Evo IX<br>S1+2000   | 5.423<br>-     | 13.007<br>12.794 | 1:16.632 (34./10.)<br>1:13.780 (28./9.)  | 5.385<br>5.497 | 12.786<br>13.217 | 1:12.940 (30./9.)<br>1:12.671 (28./8.)   | 20,003<br>0,762      | <b>2:25.611 (8.)</b><br>109,277  |
| 13.  | 902 | <b>ROJKA Tomáš</b><br>Eurovrak Racing Team             | CZ<br>1972 | Subaru Impreza WRX STi<br>S1+2000     | 5.601<br>-     | 12.829<br>12.225 | 1:10.727 (8./1.)<br>1:09.574 (9./2.)     | 5.176<br>5.248 | 12.333<br>12.391 | 1:09.246 (14./4.)<br>1:16.797 (46./11.)  | 20,435<br>0,432      | <b>2:26.043 (9.)</b><br>108,954  |
| 14.  | 422 | <b>DOSEĐEL Dušan</b><br>DK-Mont                        | CZ<br>1972 | Subaru Impreza STi N14<br>S1+2000     | 5.556<br>-     | 12.857<br>13.485 | 1:51.578 (92./11.)<br>1:19.069 (53./11.) | 5.198<br>5.187 | 12.463<br>12.433 | 1:14.890 (42./10.)<br>1:14.962 (39./10.) | 24,244<br>3,809      | <b>2:29.852 (11.)</b><br>106,185 |
| 15.  | 440 | <b>KORASZEWSKI Jacek</b><br>Koraszewski Auto Sport     | PL<br>1982 | Audi RS4<br>S+2000                    | 6.016<br>5.601 | 13.629<br>13.200 | 1:17.514 (37./2.)<br>1:16.105 (38./1.)   | 5.621<br>5.526 | 13.176<br>13.092 | 1:15.704 (47./2.)<br>1:15.093 (40./1.)   | 25,189<br>0,945      | <b>2:30.797 (1.)</b><br>105,519  |
| 16.  | 226 | <b>HRSTKA Zdeněk</b><br>Subaru Motorsport Polička      | CZ<br>1978 | Subaru Impreza<br>S+2000              | 5.895<br>6.038 | 13.615<br>13.720 | 1:16.878 (36./1.)<br>1:17.447 (45./3.)   | 5.865<br>5.626 | 13.565<br>13.321 | 1:15.523 (46./1.)<br>1:15.324 (42./2.)   | 25,239<br>0,050      | <b>2:30.847 (2.)</b><br>105,484  |
| 17.  | 446 | <b>VAŠÁK Petr</b><br>Subaru Masař                      | CZ<br>1977 | Subaru Impreza WRX STi<br>S+2000      | 6.439<br>6.160 | 16.101<br>14.321 | 1:21.991 (56./3.)<br>1:16.262 (39./2.)   | 6.071<br>6.256 | 14.537<br>14.913 | 1:16.310 (49./3.)<br>1:17.146 (49./3.)   | 27,848<br>2,609      | <b>2:33.456 (3.)</b><br>103,691  |
| 18.  | 180 | <b>PIPEKOVÁ Věra</b><br>Česká Ves                      | CZ<br>1943 | Mazda 323<br>S+2000                   | 6.701<br>-     | 16.896<br>-      | 1:40.924 (88./6.)<br>- DNS -             | 6.524<br>7.006 | 16.604<br>17.040 | 1:39.929 (89./4.)<br>1:37.520 (79./4.)   | 71,841<br>43,993     | <b>3:17.449 (4.)</b><br>80,588   |
|      | 67  | <b>KRČMÁŘ Miroslav</b><br>Racing ATS Trutnov           | CZ<br>1964 | Ford Focus RS<br>S+2000               | 6.585<br>6.544 | 15.494<br>15.278 | 1:25.540 (71./5.)<br>1:22.507 (65./4.)   | 6.553<br>-     | 15.316<br>-      | - DNF -<br>- DNS -                       |                      | - DNS -                          |
|      | 355 | <b>DUCHOŇ Oldřich</b><br>Subaru Crossport Jeseník      | CZ<br>1962 | Mazda 323 4WD<br>E1+2000              | 7.275<br>8.779 | 17.471<br>21.584 | 1:34.644 (83./6.)<br>1:42.364 (86./8.)   | 8.892<br>-     | 21.953<br>-      | 1:43.152 (90./8.)<br>- DNS -             |                      | - DNS -                          |
|      | 79  | <b>KRČMÁŘ Jakub</b><br>Racing ATS Trutnov              | CZ<br>1991 | Ford Focus RS<br>S+2000               | 6.839<br>6.734 | 15.703<br>15.520 | 1:25.185 (69./4.)<br>1:22.834 (67./5.)   | -<br>-         | -<br>-           | - DNS -<br>- DNS -                       |                      | - DNS -                          |



| Rank | № | Driver<br>Entrant | CZ<br>Bird | Car<br>Class | Qualification |      |      | RACE |      |      | Diff.<br>Prev. Diff. | TIME<br>Speed (km/h) |
|------|---|-------------------|------------|--------------|---------------|------|------|------|------|------|----------------------|----------------------|
|      |   |                   |            |              | IT 1          | IT 2 | Time | IT 1 | IT 2 | Time |                      |                      |

| Competition / Weather Information |               |         |            |      |           |               |         |            |      |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification                     |               |         |            |      | RACE      |               |         |            |      |
|                                   | Time          | Weather | Temp. (°C) |      |           | Time          | Weather | Temp. (°C) |      |
|                                   |               |         | Air        | Road |           |               |         | Air        | Road |
| 1st Round                         | 08:16 - 10:31 | Sunny   | 13         | 11   | 1st Round | 13:21 - 14:54 | Sunny   | 19         | 25   |
| 2nd Round                         | 10:56 - 12:29 | Sunny   | 17         | 13   | 2nd Round | 15:35 - 17:24 | Sunny   | 19         | 22   |

| Statistics    |           |          |          |          |              |        |         |                       |         |              |
|---------------|-----------|----------|----------|----------|--------------|--------|---------|-----------------------|---------|--------------|
|               |           | Time     |          |          | Speed (km/h) |        |         | Competitors / Nations |         |              |
|               |           | Min      | Max      | Avg.     | Max          | Min    | Avg.    | in start list         | started | with results |
| Qualification | 1st Round | 1:04.720 | 2:04.099 | 1:22.755 | 122,930      | 64,110 | 96,139  | 112/4                 | 94/4    | 93/4         |
|               | 2nd Round | 1:03.697 | 1:49.119 | 1:19.350 | 124,904      | 72,911 | 100,265 | 112/4                 | 90/4    | 88/4         |
| RACE          | 1st Round | 1:01.796 | 1:49.971 | 1:17.601 | 128,746      | 72,346 | 102,524 | 112/4                 | 92/4    | 90/4         |
|               | 2nd Round | 1:02.343 | 1:59.657 | 1:17.796 | 127,617      | 66,490 | 102,267 | 112/4                 | 89/4    | 83/4         |

|                 |                   |  |
|-----------------|-------------------|--|
| Race Director   | Sport Marshal IHA | Main Timekeeper  |
| FIRTL Stanislav | BARTL Miroslav    | <br>ŠABÍK Ľuboš (SVK) |