

LIQUI MOLY BERG CUP 2012

Bušín - Hambálky, 8.7.2012

Bušín (CZ), 6. - 8. 7. 2012

Absolute Results



| Jury / Competition Management | | Hill Data | |
|-------------------------------|------------------------|--------------------------|--------|
| Chief of Competition | MATĚJKA Miroslav (CZE) | Start Altitude | m |
| Race Director | BARTL Miroslav (CZE) | Finish Altitude | m |
| Vice chairman | POLČAN Štefan (CZE) | Vertical Drop | m |
| Sport Marshal IHA | KADLEC Jaroslav (CZE) | Course Length | 2600 m |
| Technical Marshal IHA | DANĚK Pavel (CZE) | Min course Width | 6 m |
| | | Count of right-hand bend | |
| | | Count of left-hand bend | |
| | | Hill Record | : |

| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. Speed (km/h) | TIME |
|------|----|----------------|--------------|-----------|---------------|-------|-------|------|------|------|-------|------|--------------------------|------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |

Berg Cup Actual Cars

| | | | | | | | | | | | | | |
|-----|-----|---|------------|---|------|------|---------|-----------------------------|------|------|---------|------------------|---|
| 1. | 1 | KOMÁREK David Liqui Moly Komvet Racing | CZ 1975 | Norma M20F E2/C+2000 | 1.84 | 4.92 | 54.61 | - DNS - 1:21.68 (1./1.) | 1.84 | 4.59 | 54.61 | 1:21.67 (1./1.) | 2:43.47 (1.) 114,516 Δ 0,130 (12.) |
| 2. | 4 | NOVICKÝ Michal REC | CZ 1977 | Reynard 032 F3 E2/C-2000 | 2.27 | 5.54 | 1:00.21 | 1:31.40 (4./1.) - DNS - | 2.05 | 5.11 | 57.35 | 1:26.23 (3./1.) | +8,800 2:52.27 (1.) 108,667 Δ 0,190 (15.) |
| 3. | 9 | TRNKA Jakub Liqui Moly Komvet Racing | CZ 1982 | Norma M20F E2/C-2000 | 1.88 | 4.76 | 57.82 | - DNS - 1:26.43 (2./1.) | 1.92 | 4.78 | 57.57 | 1:26.46 (4./2.) | +9,340 2:52.81 (2.) 108,327 Δ 0,110 (9.) |
| 4. | 133 | ULMAN Pavel Z.R.T. motorsport Ulman | CZ 1968 | BMW M3 E36 E1+2000/2WD | 2.26 | 5.26 | 59.89 | 1:30.44 (2./1.) | 2.15 | 5.05 | 1:00.04 | 1:29.94 (5./1.) | +16,190 2:59.66 (1.) 104,197 Δ 0,220 (18.) |
| 5. | 6 | ŠPALEK Jiří Liqui Moly Komvet Racing | CZ 1972 | Mitsubishi Lancer WRC 05 E1+2000/4WD | 1.86 | 5.25 | 1:00.22 | 1:30.54 (3./1.) | 1.90 | 5.11 | 59.88 | 1:30.17 (6./1.) | +16,510 2:59.98 (1.) 104,012 Δ 0,360 (28.) |
| 6. | 8 | ŠUBERT Drahoslav Liqui Moly Komvet Racing | CZ 1972 | Mitsubishi Lancer Evo IX S1+2000/4WD | 2.67 | 6.33 | 1:02.81 | 1:34.42 (6./1.) | 1.91 | 5.21 | 59.70 | 1:30.51 (7./1.) | +17,290 3:00.76 (1.) 103,563 Δ 0,260 (21.) |
| 7. | 7 | ZEMAN Martin Liqui Moly Komvet Racing | CZ 1974 | Mitsubishi Lancer EVO VI E1+2000/4WD | 1.85 | 4.89 | 1:00.88 | 1:31.94 (5./2.) | 1.98 | 4.93 | 1:00.84 | 1:32.06 (8./2.) | +18,370 3:01.84 (2.) 102,948 Δ 2,280 (61.) |
| 8. | 64 | KRAKOVIČ Radek REC | CZ 1986 | Fiks 09RK E2/C-1600 | 2.19 | 5.63 | 1:03.94 | 1:35.85 (9./1.) | 2.14 | 5.35 | 1:02.10 | 1:33.14 (9./1.) | +22,240 3:05.71 (1.) 100,802 Δ 0,570 (34.) |
| 9. | 321 | HAVLÍČEK Luboš A.M.S.R.T. | CZ 1978 | Mitsubishi Lancer Evo VIII S1+2000/4WD | 2.04 | 5.39 | 1:02.97 | 1:35.04 (8./2.) | 1.97 | 5.14 | 1:01.97 | 1:34.27 (12./2.) | +23,830 3:07.30 (2.) 99,947 Δ 1,240 (47.) |
| 10. | 183 | NEVESELÝ Radek Nevik-racer | CZ 1981 | Škoda Octavia E1-2000 | 2.45 | 6.35 | 1:05.34 | 1:37.28 (11./1.) - DNS - | 2.41 | 5.70 | 1:02.51 | 1:33.97 (10./1.) | +24,360 3:07.83 (1.) 99,665 Δ 0,110 (9.) |
| 11. | 189 | BOHÁČ Milan LRT - Boháč Milan s.r.o. | CZ 1957 | Renault Clio E1-2000 | 2.45 | 5.88 | 1:04.46 | 1:37.48 (12./2.) | 2.36 | 5.64 | 1:02.60 | 1:35.26 (13./2.) | +27,320 3:10.79 (2.) 98,118 Δ 0,270 (22.) |

| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|---|-----------------|---|-----------------|-----------------|--------------------|------------------------------------|---------------|--------------|--------------------|------------------------------------|-------------------|---|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 12. | 10 | STEHLÍK Karel KV Motorsport Team | CZ 1980 | Mitsubishi Lancer Evo IX S1+2000/4WD | 2.33 2.00 | 5.95 5.31 | 1:06.49 1:05.63 | 1:40.09 (19/5.) 1:38.03 (15/5.) | 1.83 1.86 | 5.04 5.05 | 1:03.74 1:03.27 | 1:35.86 (15/4.) 1:35.22 (12/3.) | +27,610 +0,290 | 3:11.08 (3.) 97,969 Δ 0,640 (36.) |
| 13. | 204 | STANĚK Vojtěch Liqui Moly Komvet Racing | CZ 1974 | Peugeot 106 maxi E1-1600 | 2.44 2.53 | 5.81 5.88 | 1:03.77 1:04.08 | 1:36.07 (10/1.) 1:36.24 (12/1.) | 2.40 2.42 | 5.70 5.77 | 1:04.14 1:03.35 | 1:36.15 (16/1.) 1:35.38 (13/1.) | +28,060 +0,450 | 3:11.53 (1.) 97,739 Δ 0,770 (40.) |
| 14. | 330 | HANUŠ Vladimír KV Motorsport Team | SK 1976 | Mitsubishi Lancer EVO IX S1+2000/4WD | 2.22 1.93 | 5.71 5.19 | 1:05.31 1:02.88 | 1:38.44 (15/4.) 1:35.69 (10/3.) | 1.93 2.09 | 5.10 5.23 | 1:03.33 1:03.48 | 1:36.29 (17/5.) 1:36.38 (15/4.) | +29,200 +1,140 | 3:12.67 (4.) 97,161 Δ 0,090 (7.) |
| 15. | 120 | DOSEĎEL Dušan DK Mont | CZ 1972 | Subaru impreza WRX S1 N14 E1+2000/4WD | 2.24 2.33 | 5.67 6.25 | 1:04.51 1:07.18 | 1:40.70 (22/5.) 1:42.18 (30/5.) | 1.98 2.00 | 5.11 5.17 | 1:03.36 1:02.58 | 1:36.38 (18/3.) 1:36.94 (18/4.) | +29,850 +0,650 | 3:13.32 (3.) 96,834 Δ 0,560 (33.) |
| 16. | 111 | ČIKOR Rado Max Motorsport | SK 1971 | Mitsubishi Lancer Evolution E1+2000/4WD | 2.12 2.52 | 5.49 6.06 | 1:05.12 1:04.69 | 1:39.93 (18/3.) 1:38.95 (19/4.) | 1.99 1.98 | 5.43 5.23 | 1:04.08 1:03.29 | 1:37.90 (22/4.) 1:36.90 (17/3.) | +31,330 +1,480 | 3:14.80 (4.) 96,099 Δ 1,000 (45.) |
| 17. | 61 | RÝZEK Milan KV Motorsport Team | SK 1985 | FIKS 01 E2/C-1600 | 2.25 2.34 | 5.80 5.87 | 1:05.97 1:04.66 | 1:38.81 (16/2.) 1:37.11 (13/2.) | 2.30 2.36 | 5.93 5.92 | 1:05.18 1:04.75 | 1:37.79 (21/2.) 1:37.44 (19/2.) | +31,760 +0,430 | 3:15.23 (2.) 95,887 Δ 0,350 (26.) |
| 18. | 137 | KOTEK Pavel DKP Racing | CZ 1974 | BMW M3 E1+2000/2WD | 2.61 2.55 | 6.37 5.90 | 1:09.10 1:06.10 | 1:43.49 (26/3.) 1:38.55 (17/2.) | 2.43 2.58 | 5.80 6.11 | 1:05.33 1:06.04 | 1:37.52 (20/2.) 1:38.37 (21/3.) | +32,420 +0,660 | 3:15.89 (2.) 95,564 Δ 0,850 (42.) |
| 19. | 112 | CICHÁ Veronika KV Motorsport Team | CZ 1987 | Mitsubishi Lancer Evo IV E1+2000/4WD | 1.72 1.80 | 4.99 5.08 | 1:06.33 1:04.55 | 1:40.66 (21/4.) 1:38.07 (16/3.) | 20.60 1.93 | 5.10 5.34 | 1:04.83 1:04.71 | 1:38.68 (23/5.) 1:38.54 (22/5.) | +33,750 +1,330 | 3:17.22 (5.) 94,919 Δ 0,140 (13.) |
| 20. | 131 | JUHAS Martin Galanta | SK 1980 | BMW M3 E1+2000/2WD | 2.42 2.34 | 6.06 6.47 | 1:06.27 1:07.01 | 1:38.90 (17/2.) 1:39.66 (20/3.) | 2.36 2.35 | 5.85 5.87 | 1:06.52 1:05.56 | 1:39.06 (30/3.) 1:38.20 (20/2.) | +33,790 +0,040 | 3:17.26 (3.) 94,900 Δ 0,860 (43.) |
| 21. | 240 | LACKNER Ronald REC | AT 1990 | Suzuki Swift GTI E1-1400 | - DNS - 2.36 | - DNS - 5.81 | - DNS - 1:06.08 | - DNS - 1:38.87 (18/1.) | 2.51 2.44 | 5.98 5.89 | 1:05.82 1:06.07 | 1:38.84 (24/1.) 1:38.90 (24/1.) | +34,270 +0,480 | 3:17.74 (1.) 94,670 Δ 0,060 (4.) |
| 22. | 252 | FÍŠER Dušan Čechy pod Kosířem | CZ 1980 | Škoda 130 E1-1400 | 2.45 2.25 | 6.61 5.68 | 1:13.27 1:06.48 | 1:49.50 (49/4.) 1:39.89 (21/2.) | 2.27 2.21 | 5.74 5.62 | 1:06.24 1:05.92 | 1:39.60 (26/2.) 1:39.45 (25/2.) | +35,580 +1,310 | 3:19.05 (2.) 94,047 Δ 0,150 (14.) |
| 23. | 187 | SATEK Jakub REC | CZ 1984 | Honda Civic Type R E1-2000 | 2.55 2.61 | 6.04 6.25 | 1:05.30 1:06.96 | 1:38.08 (13/3.) 1:40.15 (24/2.) | 2.56 2.48 | 6.05 5.97 | 1:06.93 1:06.11 | 1:40.31 (31/4.) 1:38.86 (23/3.) | +35,700 +0,120 | 3:19.17 (3.) 93,990 Δ 1,450 (52.) |
| 24. | 369 | ŘEHÁK Matěj Rožnov pod Radhoštěm | CZ 1988 | Honda Civic Type-R S1-2000 | 2.53 2.50 | 6.39 6.16 | 1:09.12 1:07.61 | 1:43.78 (27/3.) 1:40.69 (26/2.) | 2.49 2.41 | 6.00 5.88 | 1:06.61 1:06.44 | 1:39.56 (25/1.) 1:39.77 (26/1.) | +35,860 +0,160 | 3:19.33 (1.) 93,915 Δ 0,210 (16.) |
| 25. | 336 | FILLOVÁ Katarína Silárd racing team | SK 1984 | Mitsubishi Lancer EVO VIII S1+2000/4WD | 2.03 1.97 | 5.72 5.55 | 1:07.03 1:06.12 | 1:41.52 (24/6.) 1:39.94 (23/6.) | 1.97 1.96 | 5.55 5.50 | 1:05.78 1:05.92 | 1:39.69 (27/6.) 1:40.04 (28/5.) | +36,260 +0,400 | 3:19.73 (5.) 93,727 Δ 0,350 (26.) |
| 26. | 198 | FIBICH Václav Fibich Václav přeprava osob | CZ 1983 | Opel corsa B E1-2000 | 2.50 | 5.91 | 1:06.56 | 1:41.11 (23/4.) - DNS - | 2.46 2.57 | 5.85 6.01 | 1:06.44 1:06.23 | 1:40.19 (28/3.) 1:39.96 (27/4.) | +36,680 +0,420 | 3:20.15 (4.) 93,530 Δ 0,230 (19.) |
| 27. | 389 | ZIMÁK Martin Holešov | CZ 1989 | Citroën Saxo S1-1600 | - DNS - 2.54 | - DNS - 6.12 | - DNS - 1:07.19 | - DNS - 1:40.76 (27/1.) | 2.55 2.50 | 6.02 5.99 | 1:06.79 1:06.81 | 1:40.21 (29/1.) 1:40.18 (29/1.) | +36,920 +0,240 | 3:20.39 (1.) 93,418 Δ 0,030 (3.) |
| 28. | 373 | LOUBAL Lubomír Kovalovice | CZ 1982 | VW Golf 4 TDi S1-2000 | 2.51 2.50 | 6.38 6.26 | 1:06.73 1:06.63 | 1:40.45 (20/1.) 1:39.90 (22/1.) | 2.49 2.54 | 6.24 6.22 | 1:06.50 1:06.80 | 1:40.31 (31/2.) 1:40.19 (30/2.) | +37,030 +0,110 | 3:20.50 (2.) 93,367 Δ 0,120 (11.) |
| 29. | 65 | OSLADIL Jan Autosport Osladil | CZ 1944 | Delta 2 E2/C-1600 | 2.26 2.24 | 5.83 5.70 | 1:08.83 1:06.97 | 1:44.64 (33/3.) 1:41.65 (29/3.) | 2.10 2.18 | 5.58 5.74 | 1:06.45 1:06.89 | 1:41.33 (35/3.) 1:41.09 (33/3.) | +38,950 +1,920 | 3:22.42 (3.) 92,481 Δ 0,240 (20.) |
| 30. | 245 | ŽÁK Josef DK Mont | CZ 1953 | Škoda 100 E1-1400 | 2.28 2.24 | 5.94 5.78 | 1:09.90 1:07.34 | 1:45.05 (35/2.) 1:51.15 (54/6.) | 2.21 2.16 | 5.78 5.68 | 1:07.29 1:07.37 | 1:41.62 (38/4.) 1:41.28 (34/3.) | +39,430 +0,480 | 3:22.90 (3.) 92,262 Δ 0,340 (25.) |
| 31. | 238 | STUDENÝ Lukáš Alcore motorsport | CZ 1980 | Škoda 110R E1-1400 | 2.51 2.52 | 6.18 6.11 | 1:09.29 1:08.05 | 1:44.02 (31/1.) 1:42.71 (34/3.) | 2.39 2.40 | 5.98 5.94 | 1:07.41 1:07.89 | 1:41.44 (36/3.) 1:41.75 (36/4.) | +39,720 +0,290 | 3:23.19 (4.) 92,131 Δ 0,310 (24.) |
| 32. | 95 | KOLBÁBEK Radek LRT - LPG Nedvědice | CZ 1973 | Ford Sierra 4000 E2SH | 1.83 | 4.99 | 1:02.80 | 1:34.97 (7/1.) - DNS - | 1.85 1.91 | 4.97 5.30 | 1:02.59 1:06.70 | 1:42.79 (43/1.) 1:40.78 (31/1.) | +40,100 +0,380 | 3:23.57 (1.) 91,959 Δ 2,010 (59.) |
| 33. | 367 | DANIEL Antonín AMK Masarykův okruh | CZ 1957 | Honda Civic Type R S1-2000 | - DNS - 2.46 | - DNS - 6.03 | - DNS - 1:08.26 | - DNS - 1:42.41 (32/4.) | 2.47 2.46 | 6.09 5.98 | 1:08.88 1:07.48 | 1:43.30 (45/4.) 1:40.99 (32/3.) | +40,820 +0,720 | 3:24.29 (3.) 91,634 Δ 2,310 (62.) |
| 34. | 250 | PLEVA Martin AMK Vrbno pod Pradědem | CZ 1979 | Škoda 120S 1400 E1-1400 | 2.22 2.22 | 5.81 5.82 | 1:09.55 1:08.18 | 1:45.48 (37/3.) 1:43.51 (40/4.) | 2.12 2.22 | 5.73 5.82 | 1:07.63 1:07.39 | 1:42.69 (41/5.) 1:42.28 (38/5.) | +41,500 +0,680 | 3:24.97 (5.) 91,330 Δ 0,410 (29.) |
| 35. | 324 | MEIXNER Richard Liqui Moly Komvet Racind | CZ 1975 | Mitsubishi Lancer EVO VIII S1+2000/4WD | 2.15 2.19 | 5.71 5.74 | 1:05.26 1:05.03 | 1:38.18 (14/3.) 1:37.31 (14/4.) | 2.07 2.05 | 5.34 5.25 | 1:03.65 1:17.78 | 1:35.61 (14/3.) 1:49.81 (59/6.) | +41,950 +0,450 | 3:25.42 (6.) 91,130 Δ 14,200 (67.) |
| 36. | 360 | SLOVÁČEK Michal LRT - Slomak | CZ 1968 | Honda Civic Type R S1-2000 | 2.59 2.44 | 6.23 6.02 | 1:08.53 1:08.26 | 1:43.09 (25/2.) 1:42.35 (31/3.) | 2.46 2.46 | 6.00 6.00 | 1:08.24 1:08.40 | 1:42.53 (40/3.) 1:43.27 (41/4.) | +42,330 +0,380 | 3:25.80 (4.) 90,962 Δ 0,740 (39.) |
| 37. | 202 | MACEK Vojtěch Motokáry Bruntál | CZ 1946 | Škoda 110R 1500 E1-1600 | 2.28 2.25 | 6.15 6.02 | 1:11.45 1:08.25 | 1:47.33 (44/3.) 1:43.08 (37/2.) | 2.25 2.31 | 5.99 6.07 | 1:08.83 1:08.72 | 1:43.56 (46/2.) 1:43.26 (40/2.) | +43,350 +1,020 | 3:26.82 (2.) 90,513 Δ 0,300 (23.) |

| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|--|-----------------|------------------------------------|---------------|---------------|--------------------|--------------------------------------|--------------|--------------|--------------------|---------------------------------------|-------------------------------|--|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 38. | 130 | GEREŠ Jindřich DK-mont | CZ | Chevrolet Corvette E1+2000/2WD | 2.40 2.09 | 5.91 5.57 | 1:09.75 1:08.10 | 1:45.62 (38./4.) 1:42.55 (33./4.) | 2.36 2.29 | 6.24 5.79 | 1:09.70 1:09.00 | 1:44.47 (51./4.) 1:42.83 (39./4.) | +43,830 +0,480 | 3:27.30 (4.) 90,304 Δ 1,640 (54.) |
| 39. | 299 | PILAŘ Rostislav LRT - Ozzy Motorsport | CZ | Ford Escort RS 2000 NA-2000 | 2.44 2.46 | 6.18 6.12 | 1:09.94 1:08.58 | 1:45.95 (39./1.) 1:43.63 (41./1.) | 2.46 2.50 | 6.04 6.08 | 1:08.52 1:08.53 | 1:43.90 (47./1.) 1:43.80 (45./1.) | +44,230 +0,400 | 3:27.70 (1.) 90,130 Δ 0,100 (8.) |
| 40. | 214 | SEIDL Rostislav Novy Malin | CZ | Toyota Corola 1600 GTI E1-1600 | 2.51 2.48 | 6.25 6.26 | 1:09.18 1:09.15 | 1:43.90 (28./2.) 1:43.88 (43./3.) | 2.48 2.46 | 6.20 6.15 | 1:09.41 1:08.79 | 1:43.97 (48./3.) 1:43.76 (44./3.) | +44,260 +0,030 | 3:27.73 (3.) 90,117 Δ 0,210 (16.) |
| 41. | 180 | MITÁNEK Petr DKP Racing | CZ | Opel Astra GSI E1-2000 | 2.84 2.55 | 11.78 6.43 | - DNF - 1:08.77 | - DNF - 1:42.82 (35./3.) | 2.78 2.55 | 6.52 8.12 | 1:08.61 1:11.95 | 1:42.41 (39./5.) 1:45.65 (49./5.) | +44,590 +0,330 | 3:28.06 (5.) 89,974 Δ 3,240 (64.) |
| 42. | 366 | WINTER Jaroslav DKP Racing | CZ | Honda Civic Type R S1-2000 | 2.56 2.51 | 6.47 6.20 | 1:11.42 1:08.62 | 1:47.62 (45./4.) 1:43.47 (39./5.) | 2.51 2.50 | 6.21 6.16 | 1:09.31 1:09.47 | 1:44.52 (53./5.) 1:44.50 (46./5.) | +45,550 +0,960 | 3:29.02 (5.) 89,561 Δ 0,020 (2.) |
| 43. | 343 | KLUKAN Radek LRT - RR Motorsport | CZ | BMW M3 S1+2000/2WD | 2.71 2.61 | 7.18 6.67 | 1:12.10 1:09.77 | 1:47.29 (43./1.) 1:43.86 (42./1.) | 2.55 2.57 | 6.68 6.47 | 1:09.75 1:10.02 | 1:44.45 (50./1.) 1:45.06 (48./1.) | +46,040 +0,490 | 3:29.51 (1.) 89,351 Δ 0,610 (35.) |
| 44. | 399 | PAŠEK Przemyslaw Akuna Racing Team | PL | Honda Civic S1-1600 | 2.46 2.48 | 6.15 6.16 | 1:10.64 1:09.51 | 1:46.27 (40./1.) 1:44.10 (44./2.) | 2.47 2.53 | 6.16 6.21 | 1:09.45 1:10.09 | 1:44.51 (52./2.) 1:45.86 (50./2.) | +46,900 +0,860 | 3:30.37 (2.) 88,986 Δ 1,350 (49.) |
| 45. | 363 | KŘIVKA Tomáš Křivka Motorsport | CZ | Renault Clio Sport S1-2000 | 2.62 2.47 | 6.40 6.20 | 1:12.83 1:11.18 | 1:49.55 (50./5.) 1:47.37 (48./6.) | 2.48 2.43 | 6.18 6.14 | 1:11.65 1:11.23 | 1:48.15 (57./6.) 1:47.45 (51./6.) | +52,130 +5,230 | 3:35.60 (6.) 86,827 Δ 0,700 (38.) |
| 46. | 249 | STEJSKAL Bronislav Czech-Pro Racing Team | CZ | Škoda Felicia Kit Car E1-1400 | 2.53 | 6.45 | 1:12.14 | - DNS - 1:48.55 (51./5.) | 2.57 2.57 | 6.45 6.47 | 1:11.78 1:12.36 | 1:47.81 (55./6.) 1:48.87 (55./6.) | +53,210 +1,080 | 3:36.68 (6.) 86,395 Δ 1,060 (46.) |
| 47. | 218 | ŠUSTR Miloslav BP Autosport Bruntál | CZ | škoda Favorit E1-1600 | 2.56 2.52 | 6.73 6.50 | 1:15.49 1:11.85 | 1:54.54 (54./4.) 1:48.71 (52./4.) | 2.53 2.53 | 6.54 6.41 | 1:12.45 1:11.73 | 1:50.81 (60./4.) 1:47.55 (52./4.) | +54,890 +1,680 | 3:38.36 (4.) 85,730 Δ 3,260 (65.) |
| 48. | 390 | MÁLEK Dan Málek-motorsport | CZ | Škoda Felicia S1-1600 | 2.62 2.61 | 6.56 6.51 | 1:12.02 1:11.49 | 1:48.11 (47./2.) 1:47.71 (49./3.) | 2.59 2.56 | 6.53 6.50 | 1:12.93 1:12.30 | 1:50.18 (58./3.) 1:48.94 (56./3.) | +55,650 +0,760 | 3:39.12 (3.) 85,433 Δ 1,240 (47.) |
| 49. | 347 | MATĚJKA Jiří MMotorsport | CZ | Lancia Delta HF HPE S1+2000/2WD | 2.93 2.90 | 7.07 6.79 | 1:14.67 1:13.62 | 1:54.43 (53./3.) 1:52.42 (55./2.) | 2.71 2.71 | 6.50 6.41 | 1:14.14 1:13.98 | 1:52.47 (62./2.) 1:52.46 (60./2.) | +61,460 +5,810 | 3:44.93 (2.) 83,226 Δ 0,010 (1.) |
| | 2 | MLEJNEK Aleš REC | CZ | E2/C+2000 | 2.01 1.87 | 4.99 4.72 | 58.05 57.68 | 1:27.16 (1./1.) 1:26.49 (3./2.) | 1.93 1.94 | 4.81 4.83 | 57.00 1:12.80 | 1:25.50 (2./2.) - DNF - - DNF - | - DNF - - DNF - - DNF - | - DNF - - DNF - - DNF - |
| | 353 | KUČERA Zdeněk NOiR racing team | CZ | Renault Laguna S1+2000/2WD | 2.61 | 6.51 | 1:14.94 | 1:53.37 (52./2.) - DNS - | - | - | - | - DNS - - DNS - - DNS - | - DNF - - DNF - - DNF - | |

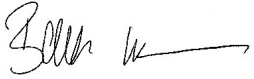


Berg Cup Historic Cars

| | | | | | | | | | | | | | | |
|-----|-----|---|----|------------------------------------|--------------------|--------------|--------------------|--------------------------------------|--------------------------------------|--------------|--------------------|--------------------------------------|---|--|
| 1. | 5 | ZMEŠKAL Miloš LRT - Zmeškal Motorsport | CZ | Ralt RT 32 HA2 | - DNS - - DNS - | 1.81 1.85 | 4.88 5.09 | 1:01.53 1:00.69 | 1:34.06 (11./1.) 1:32.36 (8./1.) | - | - | - DNS - - DNS - | +3,06.42 (1.) 100,418 Δ 1,700 (57.) | |
| 2. | 401 | SURÓWKA Jaroslav JS Racing o.s. | CZ | Formule Mondial MTX 1-06 HA2 | 2.18 2.28 | 5.95 6.13 | 1:10.16 1:07.47 | 1:47.02 (42./1.) 1:41.20 (28./1.) | 2.19 2.12 | 5.86 5.64 | 1:04.56 1:04.23 | 1:37.39 (19./2.) 1:36.70 (16./2.) | +7,670 +7,670 | 3:14.09 (2.) 96,450 Δ 0,690 (37.) |
| 3. | 456 | WODNIAK Artur MAAR Motorsport | PL | BMW E30 318iS HA1-2000 | 2.45 2.55 | 6.39 6.25 | 1:10.85 1:06.94 | 1:45.32 (36./2.) 1:40.24 (25./1.) | 2.47 2.50 | 6.04 6.13 | 1:07.00 1:07.49 | 1:40.80 (34./2.) 1:41.30 (35./1.) | +15,680 +8,010 | 3:22.10 (1.) 92,627 Δ 0,500 (32.) |
| 4. | 450 | STANIAK Marcin KV Motorsport Team | PL | BMW 318is HA1-2000 | 2.47 2.44 | 6.09 6.00 | 1:12.25 1:08.60 | 1:48.98 (48./3.) 1:45.24 (46./3.) | 2.34 2.27 | 5.84 5.77 | 1:06.40 1:07.60 | 1:40.38 (33./1.) 1:41.87 (37./2.) | +15,830 +0,150 | 3:22.25 (2.) 92,559 Δ 1,490 (53.) |
| 5. | 485 | MATUŠEK Lukáš PM autosport | CZ | Škoda 130 RS HA1-1300 | 2.41 2.27 | 6.08 5.87 | 1:09.32 1:09.00 | 1:44.54 (32./1.) 1:44.48 (45./1.) | 2.16 2.16 | 5.77 5.77 | 1:08.18 1:08.53 | 1:43.21 (44./1.) 1:43.29 (42./1.) | +20,080 +4,250 | 3:26.50 (1.) 90,654 Δ 0,080 (6.) |
| 6. | 448 | MIKEŠ Jaroslav Vracov | CZ | Škoda 130 RS HA1-2000 | 2.20 2.12 | 5.87 5.80 | 1:09.00 1:09.14 | 1:43.96 (29./1.) 1:43.27 (38./2.) | 2.08 2.12 | 5.65 5.94 | 1:07.96 1:09.91 | 1:42.74 (42./3.) 1:44.97 (47./3.) | +21,290 +1,210 | 3:27.71 (3.) 90,126 Δ 2,230 (60.) |
| 7. | 410 | OSLADIL Jan Autosport Osladil | CZ | MTX HA2 | - DNS - - DNS - | 2.14 2.16 | 5.75 5.80 | 1:08.65 1:07.92 | 1:44.35 (49./3.) 1:43.43 (43./3.) | 2.16 2.16 | 5.80 1:07.92 | 1:44.35 (49./3.) 1:43.43 (43./3.) | +21,360 +0,070 | 3:27.78 (3.) 90,095 Δ 0,920 (44.) |
| 8. | 466 | KASZYNSKI Jarek Prosound Racing | PL | BMW 318 GTR HA1+2000 | 2.76 2.48 | 6.64 6.13 | 1:10.73 1:08.85 | 1:46.49 (41./3.) 1:43.01 (36./1.) | 3.40 2.75 | 8.00 6.79 | 1:11.65 1:12.13 | 1:46.55 (54./2.) 1:47.93 (53./1.) | +28,060 +6,700 | 3:34.48 (1.) 87,281 Δ 1,380 (50.) |
| 9. | 434 | MACHÁČEK Petr Lancia D-Team | CZ | Lancia Delta Integrale HA1+2000 | 2.13 2.11 | 5.58 6.00 | 1:11.10 1:10.65 | 1:47.82 (46./4.) 1:47.71 (49./2.) | 2.88 2.85 | 6.68 6.62 | 1:11.11 1:11.57 | 1:48.06 (56./3.) 1:48.49 (54./2.) | +30,130 +2,070 | 3:36.55 (2.) 86,447 Δ 0,430 (30.) |
| 10. | 484 | ZELENÝ Milan Historic Racing Club Jihlava | CZ | Škoda 130 LR/A HA1-1300 | 2.47 2.36 | 6.37 6.29 | 1:13.01 1:12.73 | 1:50.10 (51./2.) 1:49.49 (53./2.) | 2.31 2.37 | 6.23 6.43 | 1:11.54 1:12.35 | 1:50.71 (59./2.) 1:49.02 (57./2.) | +33,310 +3,180 | 3:39.73 (2.) 85,195 Δ 1,690 (56.) |
| 11. | 415 | PARČ Milan Praha 4 | CZ | Mtx 1-01 HA2 | - DNS - - DNS - | 2.22 2.19 | 6.34 6.14 | 1:13.22 1:12.36 | 1:51.61 (61./4.) 1:49.09 (58./4.) | 2.22 2.19 | 6.34 6.14 | 1:13.22 1:12.36 | +34,280 +0,970 | 3:40.70 (4.) 84,821 Δ 2,520 (63.) |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. Speed (km/h) | TIME |
|------|-----|--|-----------------|---------------------------------------|---------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--|-----------------------------|--|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 12. | 499 | PLEVA Leopold AMK Vrbno pod Pradědem | CZ 1947 | Škoda 100 HA1-1300 | 2.59 2.47 | 6.78 6.62 | 1:17.25 1:16.52 | 1:55.77 (55./3.) 1:55.07 (56./3.) | 2.38 2.43 | 6.55 6.61 | 1:15.85 1:16.80 | 1:53.56 (63./3.) 1:54.99 (63./3.) | +42,130 +7,850 | 3:48.55 (3.) 81,908 Δ 1,430 (51.) |
| 13. | 435 | MACHÁČKOVÁ Kamila Lancia D-Team | CZ 1988 | Lancia Delta Integrale HA1+2000 | 2.85 3.12 | 7.40 7.92 | 1:19.25 1:18.43 | 1:58.96 (56./5.) 1:57.25 (58./3.) | 3.45 2.89 | 8.11 7.08 | 1:18.64 1:15.16 | 1:57.34 (65./4.) 1:53.63 (61./3.) | +44,550 +2,420 | 3:50.97 (3.) 81,049 Δ 3,710 (66.) |
| 14. | 455 | PERDOCH Stanislav Bruntál | CZ 1952 | Honda CRX 1500i HA1-2000 | 2.81 2.85 | 7.34 7.10 | 1:19.99 1:16.20 | 1:59.70 (58./4.) 1:55.39 (57./4.) | 2.73 2.79 | 6.90 6.87 | 1:16.69 1:16.16 | 1:56.64 (64./4.) 1:54.98 (62./4.) | +45,200 +0,650 | 3:51.62 (4.) 80,822 Δ 1,660 (55.) |
| 15. | 480 | HRADIL Vladimír Bélkovice-Laštany | CZ 1950 | Škoda 110 R HA1-1300 | 2.52 2.75 | 6.89 7.55 | 1:20.53 1:24.97 | 2:00.72 (59./5.) 2:07.74 (62./5.) | 2.49 2.42 | 6.84 6.65 | 1:18.18 1:17.66 | 1:57.63 (66./4.) 1:57.20 (64./4.) | +48,410 +3,210 | 3:54.83 (4.) 79,717 Δ 0,430 (30.) |
| 16. | 402 | HRBÁČEK František Veteran club Česká Ves | CZ 1956 | MTX Škoda Buggy HA2 | 2.31 2.55 | 6.75 7.00 | 1:23.15 1:22.63 | 2:06.63 (60./2.) 2:06.62 (61./4.) | 3.00 2.75 | 7.62 7.07 | 1:23.72 1:22.37 | 2:06.71 (67./5.) 2:05.92 (65./5.) | +66,210 +17,800 | 4:12.63 (5.) 74,100 Δ 0,790 (41.) |
| | 438 | DĚDEK David MMotorsport | CZ 1974 | Lancia Delta HF Integrale HA1+2000 | 2.30 | 5.96 | 1:08.55 | 1:44.71 (34./2.) - DNS - | 2.12 | 5.59 | | - DNF - - DNS - - DNS - | | - DNF - |
| | 488 | KLEVETA Pavel KOVO-KLASIK s.r.o. | CZ 1957 | Renault 8 Gordini HA1-1300 | 2.52 2.50 | 7.01 6.95 | 1:18.77 1:18.76 | 1:59.43 (57./4.) 1:58.60 (59./4.) | | | | - DNS - - DNS - - DNS - | | - DNF - |
| | 437 | MATĚJKA Miroslav MMotorsport | CZ 1971 | Lancia Delta HF integrale HA1+2000 | 2.26 | 5.72 | 1:09.10 | 1:43.99 (30./1.) - DNS - | 2.22 | 5.51 | 1:07.29 | 1:41.48 (37./1.) - DNS - - DNS - | | - DNF - |

| Competition / Weather Information | | | | | | | | | |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification | | | | | RACE | | | | |
| | Time | Weather | Temp. (°C) | | | Time | Weather | Temp. (°C) | |
| | | | Air | Road | | | | Air | Road |
| 1st Round | 8:19: - 9:18: | Sunny | 19 | 12 | 1st Round | 12:05 - 14:06 | Sunny | 27 | 24 |
| 2nd Round | 9:42: - 10:40 | Sunny | 25 | 23 | 2nd Round | 13:54 - 15:25 | | 29 | 37 |
| | | | | | 3rd Round | - | | | |

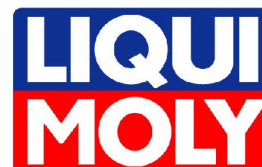
| Statistics | | | | | | | | | | |
|---------------|-----------|----------|----------|----------|--------------|--------|--------|-----------------------|---------|--------------|
| | | Time | | | Speed (km/h) | | | Competitors / Nations | | |
| | | Min | Max | Avg. | Max | Min | Avg. | in start list | started | with results |
| Qualification | 1st Round | 1:27.160 | 2:32.890 | 1:46.128 | 107,389 | 61,220 | 88,195 | 80/4 | 64/4 | 63/3 |
| | 2nd Round | 1:21.680 | 2:31.760 | 1:44.568 | 114,594 | 61,676 | 89,511 | 80/4 | 65/4 | 65/4 |
| RACE | 1st Round | 1:21.670 | 2:35.170 | 1:42.522 | 114,608 | 60,321 | 91,297 | 80/4 | 70/4 | 69/4 |
| | 2nd Round | 1:21.800 | 2:33.170 | 1:42.667 | 114,425 | 61,109 | 91,168 | 80/4 | 68/4 | 67/4 |
| | 3rd Round | | | | | | | 80/4 | 0/4 | 0/0 |

| | | |
|---|--|--|
| Race Director  BARTL Miroslav (CZE) | Sport Marshal IHA  KADLEC Jaroslav (CZE) | Main Timekeeper  ŠABÍK Ľuboš (SVK) |
|---|--|--|

LIQUI MOLY BERG CUP 2012

Bušín - Hambálky, 8.7.2012

Bušín (CZ), 6. - 8. 7. 2012



| Jury / Competition Management | | | | Hill Data | | | |
|-------------------------------|------------------------|--------------------------|--|-----------|--|--|--------|
| Chief of Competition | MATĚJKA Miroslav (CZE) | Start Altitude | | | | | m |
| Race Director | BARTL Miroslav (CZE) | Finish Altitude | | | | | m |
| Vice chairman | POLČAN Štefan (CZE) | Vertical Drop | | | | | m |
| Sport Marshal IHA | KADLEC Jaroslav (CZE) | Course Length | | | | | 2600 m |
| Technical Marshal IHA | DANĚK Pavel (CZE) | Min course Width | | | | | 6 m |
| | | Count of right-hand bend | | | | | |
| | | Count of left-hand bend | | | | | |
| | | Hill Record | | | | | : |

| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|----|----------------|--------------|-----------|---------------|-------|-------|------|------|------|-------|------|-------------|-------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |

Berg Cup Actual Cars

CLASS S1-1600

| | | | | | | | | | | | | | | | | |
|----|-----|---------------------------------------|------------|--------------------------|------|------|---------|------------------|---------|------|------|---------|------------------|---------|---------------|--------|
| 1. | 389 | ZIMÁK Martin Holešov | CZ 1989 | Citroën Saxo S1-1600 | 2.54 | 6.12 | 1:07.19 | 1:40.76 (27./1.) | - DNS - | 2.55 | 6.02 | 1:06.79 | 1:40.21 (29./1.) | | 3:20.39 (27.) | 93,418 |
| 2. | 399 | PAŠEK Przemyslaw Akuna Racing Team | PL 1984 | Honda Civic S1-1600 | 2.46 | 6.15 | 1:10.64 | 1:46.27 (40./1.) | | 2.47 | 6.16 | 1:09.45 | 1:44.51 (52./2.) | +9,980 | 3:30.37 (44.) | 88,986 |
| 3. | 390 | MÁLEK Dan Málek-motorsport | CZ 1976 | Škoda Felicia S1-1600 | 2.62 | 6.56 | 1:12.02 | 1:48.11 (47./2.) | | 2.59 | 6.53 | 1:12.93 | 1:50.18 (58./3.) | +18,730 | 3:39.12 (48.) | 85,433 |
| | | | | | 2.61 | 6.51 | 1:11.49 | 1:47.71 (49./3.) | | 2.56 | 6.50 | 1:12.30 | 1:48.94 (56./3.) | +8,750 | | |

CLASS S1-2000

| | | | | | | | | | | | | | | | | |
|----|-----|---------------------------------------|------------|-------------------------------|------|------|---------|------------------|---------|------|------|---------|------------------|---------|---------------|--------|
| 1. | 369 | ŘEHÁK Matěj Rožnov pod Radhoštěm | CZ 1988 | Honda Civic Type-R S1-2000 | 2.53 | 6.39 | 1:09.12 | 1:43.78 (27./3.) | | 2.49 | 6.00 | 1:06.61 | 1:39.56 (25./1.) | | 3:19.33 (24.) | 93,915 |
| 2. | 373 | LOUBAL Lubomír Kovalovice | CZ 1982 | VW Golf 4 TDi S1-2000 | 2.51 | 6.38 | 1:06.73 | 1:40.45 (20./1.) | | 2.49 | 6.24 | 1:06.50 | 1:40.31 (31./2.) | +1,170 | 3:20.50 (28.) | 93,367 |
| 3. | 367 | DANIEL Antonín AMK Masarykův okruh | CZ 1957 | Honda Civic Type R S1-2000 | 2.46 | 6.03 | 1:08.26 | 1:42.41 (32./4.) | - DNS - | 2.47 | 6.09 | 1:08.88 | 1:43.30 (45./4.) | +4,960 | 3:24.29 (33.) | 91,634 |
| 4. | 360 | SLOVÁČEK Michal LRT - Slomak | CZ 1968 | Honda Civic Type R S1-2000 | 2.59 | 6.23 | 1:08.53 | 1:43.09 (25./2.) | | 2.46 | 6.00 | 1:08.24 | 1:42.53 (40./3.) | +6,470 | 3:25.80 (36.) | 90,962 |
| 5. | 366 | WINTER Jaroslav DKP Racing | CZ 1959 | Honda Civic Type R S1-2000 | 2.56 | 6.47 | 1:11.42 | 1:47.62 (45./4.) | | 2.51 | 6.21 | 1:09.31 | 1:44.52 (53./5.) | +9,690 | 3:29.02 (42.) | 89,561 |
| 6. | 363 | KŘÍVKA Tomáš Křivka Motorsport | CZ 1992 | Renault Clio Sport S1-2000 | 2.62 | 6.40 | 1:12.83 | 1:49.55 (50./5.) | | 2.48 | 6.18 | 1:11.65 | 1:48.15 (57./6.) | +16,270 | 3:35.60 (45.) | 86,827 |
| | | | | | 2.47 | 6.20 | 1:11.18 | 1:47.37 (48./6.) | | 2.43 | 6.14 | 1:11.23 | 1:47.45 (51./6.) | +6,580 | | |

CLASS S1+2000/2WD

| | | | | | | | | | | | | | | | | |
|----|-----|-------------------------------------|------------|-----------------------|------|------|---------|------------------|--|------|------|---------|------------------|--|---------------|--------|
| 1. | 343 | KLUKAN Radek LRT - RR Motorsport | CZ 1973 | BMW M3 S1+2000/2WD | 2.71 | 7.18 | 1:12.10 | 1:47.29 (43./1.) | | 2.55 | 6.68 | 1:09.75 | 1:44.45 (50./1.) | | 3:29.51 (43.) | 89,351 |
| | | | | | 2.61 | 6.67 | 1:09.77 | 1:43.86 (42./1.) | | 2.57 | 6.47 | 1:10.02 | 1:45.06 (48./1.) | | | |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|--------------------------|-----|---|-----------------|---|-----------------|---------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--------------------------------------|--------------------|--------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 2. | 347 | MATĚJKA Jiří MMotorsport | CZ 1980 | Lancia Delta HF HPE S1+2000/2WD | 2.93 2.90 | 7.07 6.79 | 1:14.67 1:13.62 | 1:54.43 (53./3.) 1:52.42 (55./2.) | 2.71 2.71 | 6.50 6.41 | 1:14.14 1:13.98 | 1:52.47 (62./2.) 1:52.46 (60./2.) | +15,420 +15,420 | 3:44.93 (49.) 83,226 |
| | 353 | KUČERA Zdeněk NOiR racing team | CZ 1985 | Renault Laguna S1+2000/2WD | 2.61 | 6.51 | 1:14.94 | 1:53.37 (52./2.) - DNS - | | | | - DNS - - DNS - - DNS - | | - DNF - |
| CLASS S1+2000/4WD | | | | | | | | | | | | | | |
| 1. | 8 | ŠUBERT Drahošlav Liqui Moly Komvet Racing | CZ 1972 | Mitsubishi Lancer Evo IX S1+2000/4WD | 2.67 2.17 | 6.33 5.49 | 1:02.81 1:01.57 | 1:34.42 (6./1.) 1:32.56 (7./1.) | 1.91 1.84 | 5.21 4.97 | 59.70 59.63 | 1:30.51 (7./1.) 1:30.25 (7./1.) | | 3:00.76 (6.) 103,563 |
| 2. | 321 | HAVLÍČEK Luboš A.M.S.R.T. | CZ 1978 | Mitsubishi Lancer Evo VIII S1+2000/4WD | 2.04 1.96 | 5.39 5.16 | 1:02.97 1:01.74 | 1:35.04 (8./2.) 1:34.80 (8./2.) | 1.97 1.89 | 5.14 4.99 | 1:01.97 1:01.39 | 1:34.27 (12./2.) 1:33.03 (10./2.) | +6,540 +6,540 | 3:07.30 (9.) 99,947 |
| 3. | 10 | STEHLÍK Karel KV Motorsport Team | CZ 1980 | Mitsubishi Lancer Evo IX S1+2000/4WD | 2.33 2.00 | 5.95 5.31 | 1:06.49 1:05.63 | 1:40.09 (19./5.) 1:38.03 (15./5.) | 1.83 1.86 | 5.04 5.05 | 1:03.74 1:03.27 | 1:35.86 (15./4.) 1:35.22 (12./3.) | +10,320 +3,780 | 3:11.08 (12.) 97,969 |
| 4. | 330 | HANUŠ Vladimír KV Motorsport Team | SK 1976 | Mitsubishi Lancer EVO IX S1+2000/4WD | 2.22 1.93 | 5.71 5.19 | 1:05.31 1:02.88 | 1:38.44 (15./4.) 1:35.69 (10./3.) | 1.93 2.09 | 5.10 5.23 | 1:03.33 1:03.48 | 1:36.29 (17./5.) 1:36.38 (15./4.) | +11,910 +1,590 | 3:12.67 (14.) 97,161 |
| 5. | 336 | FILLOVÁ Katarína Silárd racing team | SK 1984 | Mitsubishi Lancer EVO VIII S1+2000/4WD | 2.03 1.97 | 5.72 5.55 | 1:07.03 1:06.12 | 1:41.52 (24./6.) 1:39.94 (23./6.) | 1.97 1.96 | 5.55 5.50 | 1:05.78 1:05.92 | 1:39.69 (27./6.) 1:40.04 (28./5.) | +18,970 +7,060 | 3:19.73 (25.) 93,727 |
| 6. | 324 | MEIXNER Richard Liqui Moly Komvet Racind | CZ 1975 | Mitsubishi Lancer EVO VIII S1+2000/4WD | 2.15 2.19 | 5.71 5.74 | 1:05.26 1:05.03 | 1:38.18 (14./3.) 1:37.31 (14./4.) | 2.07 2.05 | 5.34 5.25 | 1:03.65 1:17.78 | 1:35.61 (14./3.) 1:49.81 (59./6.) | +24,660 +5,690 | 3:25.42 (35.) 91,130 |
| CLASS NA-2000 | | | | | | | | | | | | | | |
| 1. | 299 | PILAŘ Rostislav LRT - Ozzy Motorsport | CZ 1960 | Ford Escort RS 2000 NA-2000 | 2.44 2.46 | 6.18 6.12 | 1:09.94 1:08.58 | 1:45.95 (39./1.) 1:43.63 (41./1.) | 2.46 2.50 | 6.04 6.08 | 1:08.52 1:08.53 | 1:43.90 (47./1.) 1:43.80 (45./1.) | | 3:27.70 (39.) 90,130 |
| CLASS E1-1400 | | | | | | | | | | | | | | |
| 1. | 240 | LACKNER Ronald REC | AT 1990 | Suzuki Swift GTI E1-1400 | 2.36 | 5.81 | 1:06.08 | - DNS - 1:38.87 (18./1.) | 2.51 2.44 | 5.98 5.89 | 1:05.82 1:06.07 | 1:38.84 (24./1.) 1:38.90 (24./1.) | | 3:17.74 (21.) 94,670 |
| 2. | 252 | FÍŠER Dušan Čechy pod Kosířem | CZ 1980 | Škoda 130 E1-1400 | 2.45 2.25 | 6.61 5.68 | 1:13.27 1:06.48 | 1:49.50 (49./4.) 1:39.89 (21./2.) | 2.27 2.21 | 5.74 5.62 | 1:06.24 1:05.92 | 1:39.60 (26./2.) 1:39.45 (25./2.) | +1,310 +1,310 | 3:19.05 (22.) 94,047 |
| 3. | 245 | ŽÁK Josef DK Mont | CZ 1953 | Škoda 100 E1-1400 | 2.28 2.24 | 5.94 5.78 | 1:09.90 1:07.34 | 1:45.05 (35./2.) 1:51.15 (54./6.) | 2.21 2.16 | 5.78 5.68 | 1:07.29 1:07.37 | 1:41.62 (38./4.) 1:41.28 (34./3.) | +5,160 +3,850 | 3:22.90 (30.) 92,262 |
| 4. | 238 | STUDENÝ Lukáš Alcore motorsport | CZ 1980 | Škoda 110R E1-1400 | 2.51 2.52 | 6.18 6.11 | 1:09.29 1:08.05 | 1:44.02 (31./1.) 1:42.71 (34./3.) | 2.39 2.40 | 5.98 5.94 | 1:07.41 1:07.89 | 1:41.44 (36./3.) 1:41.75 (36./4.) | +5,450 +0,290 | 3:23.19 (31.) 92,131 |
| 5. | 250 | PLEVA Martin AMK Vrbo pod Pradědem | CZ 1979 | Škoda 120S 1400 E1-1400 | 2.22 2.22 | 5.81 5.82 | 1:09.55 1:08.18 | 1:45.48 (37./3.) 1:43.51 (40./4.) | 2.12 2.22 | 5.73 5.82 | 1:07.63 1:07.39 | 1:42.69 (41./5.) 1:42.28 (38./5.) | +7,230 +1,780 | 3:24.97 (34.) 91,330 |
| 6. | 249 | STEJSKAL Bronislav Czech-Pro Racing Team | CZ 1977 | Škoda Felicia Kit Car E1-1400 | 2.53 | 6.45 | 1:12.14 | - DNS - 1:48.55 (51./5.) | 2.57 2.57 | 6.45 6.47 | 1:11.78 1:12.36 | 1:47.81 (55./6.) 1:48.87 (55./6.) | +18,940 +11,710 | 3:36.68 (46.) 86,395 |
| CLASS E1-1600 | | | | | | | | | | | | | | |
| 1. | 204 | STANĚK Vojtěch Liqui Moly Komvet Racing | CZ 1974 | Peugeot 106 maxi E1-1600 | 2.44 2.53 | 5.81 5.88 | 1:03.77 1:04.08 | 1:36.07 (10./1.) 1:36.24 (12./1.) | 2.40 2.42 | 5.70 5.77 | 1:04.14 1:03.35 | 1:36.15 (16./1.) 1:35.38 (13./1.) | | 3:11.53 (13.) 97,739 |
| 2. | 202 | MACEK Vojtěch Motokáry Bruntál | CZ 1946 | Škoda 110R 1500 E1-1600 | 2.28 2.25 | 6.15 6.02 | 1:11.45 1:08.25 | 1:47.33 (44./3.) 1:43.08 (37./2.) | 2.25 2.31 | 5.99 6.07 | 1:08.83 1:08.72 | 1:43.56 (46./2.) 1:43.26 (40./2.) | +15,290 +15,290 | 3:26.82 (37.) 90,513 |
| 3. | 214 | SEIDL Rostislav Novy Malín | CZ 1983 | Toyota Corola 1600 GTI E1-1600 | 2.51 2.48 | 6.25 6.26 | 1:09.18 1:09.15 | 1:43.90 (28./2.) 1:43.88 (43./3.) | 2.48 2.46 | 6.20 6.15 | 1:09.41 1:08.79 | 1:43.97 (48./3.) 1:43.76 (44./3.) | +16,200 +0,910 | 3:27.73 (40.) 90,117 |
| 4. | 218 | ŠUSTR Miloslav BP Autosport Bruntál | CZ 1952 | škoda Favorit E1-1600 | 2.56 2.52 | 6.73 6.50 | 1:15.49 1:11.85 | 1:54.54 (54./4.) 1:48.71 (52./4.) | 2.53 2.53 | 6.54 6.41 | 1:12.45 1:11.73 | 1:50.81 (60./4.) 1:47.55 (52./4.) | +26,830 +10,630 | 3:38.36 (47.) 85,730 |
| CLASS E1-2000 | | | | | | | | | | | | | | |
| 1. | 183 | NEVESELÝ Radek Nevik-racer | CZ 1981 | Škoda Octavia E1-2000 | 2.45 - DNS - | 6.35 | 1:05.34 | 1:37.28 (11./1.) - DNS - | 2.41 2.41 | 5.70 5.67 | 1:02.51 1:02.26 | 1:33.97 (10./1.) 1:33.86 (11./1.) | | 3:07.83 (10.) 99,665 |
| 2. | 189 | BOHÁČ Milan LRT - Boháč Milan s.r.o. | CZ 1957 | Renault Clio E1-2000 | 2.45 2.34 | 5.88 5.73 | 1:04.46 1:03.00 | 1:37.48 (12./2.) 1:35.81 (11./1.) | 2.36 2.43 | 5.64 5.77 | 1:02.60 1:03.27 | 1:35.26 (13./2.) 1:35.53 (14./2.) | +2,960 +2,960 | 3:10.79 (11.) 98,118 |
| 3. | 187 | SATEK Jakub REC | CZ 1984 | Honda Civic Type R E1-2000 | 2.55 2.61 | 6.04 6.25 | 1:05.30 1:06.96 | 1:38.08 (13./3.) 1:40.15 (24./2.) | 2.56 2.48 | 6.05 5.97 | 1:06.93 1:06.11 | 1:40.31 (31./4.) 1:38.86 (23./3.) | +11,340 +8,380 | 3:19.17 (23.) 93,990 |
| 4. | 198 | FIBICH Václav Fibich Václav přeprava osob | CZ 1983 | Opel corsa B E1-2000 | 2.50 | 5.91 | 1:06.56 | 1:41.11 (23./4.) - DNS - | 2.46 2.57 | 5.85 6.01 | 1:06.44 1:06.23 | 1:40.19 (28./3.) 1:39.96 (27./4.) | +12,320 +0,980 | 3:20.15 (26.) 93,530 |
| 5. | 180 | MITÁNEK Petr DKP Racing | CZ 1979 | Opel Astra GSI E1-2000 | 2.84 2.55 | 11.78 6.43 | 1:08.77 | - DNF - 1:42.82 (35./3.) | 2.78 2.55 | 6.52 8.12 | 1:08.61 1:11.95 | 1:42.41 (39./5.) 1:45.65 (49./5.) | +20,230 +7,910 | 3:28.06 (41.) 89,974 |

| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|-------------------------------|-----|---|-----------------|--|---------------|--------------|--------------------|--------------------------------------|---------------|--------------|--------------------|--------------------------------------|--------------------|--------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| CLASS E1+2000/2WD | | | | | | | | | | | | | | |
| 1. | 133 | ULMAN Pavel Z.R.T. motorsport Ulman | CZ 1968 | BMW M3 E36 E1+2000/2WD | 2.26 2.20 | 5.26 5.13 | 59.89 59.82 | 1:30.44 (2./1.) 1:29.96 (5./1.) | 2.15 2.23 | 5.05 5.11 | 1:00.04 59.71 | 1:29.94 (5./1.) 1:29.72 (4./1.) | -DNS- | 2:59.66 (4.) 104,197 |
| 2. | 137 | KOTEK Pavel DKP Racing | CZ 1974 | BMW M3 E1+2000/2WD | 2.61 2.55 | 6.37 5.90 | 1:09.10 1:06.10 | 1:43.49 (26./3.) 1:38.55 (17./2.) | 2.43 2.58 | 5.80 6.11 | 1:05.33 1:06.04 | 1:37.52 (20./2.) 1:38.37 (21./3.) | +16,230 +16,230 | 3:15.89 (18.) 95,564 |
| 3. | 131 | JUHAS Martin Galanta | SK 1980 | BMW M3 E1+2000/2WD | 2.42 2.34 | 6.06 6.47 | 1:06.27 1:07.01 | 1:38.90 (17./2.) 1:39.66 (20./3.) | 2.36 2.35 | 5.85 5.87 | 1:06.52 1:05.56 | 1:39.06 (30./3.) 1:38.20 (20./2.) | +17,600 +1,370 | 3:17.26 (20.) 94,900 |
| 4. | 130 | GEREŠ Jindřich DK-mont | CZ 1963 | Chevrolet Corvette E1+2000/2WD | 2.40 2.09 | 5.91 5.57 | 1:09.75 1:08.10 | 1:45.62 (38./4.) 1:42.55 (33./4.) | 2.36 2.29 | 6.24 5.79 | 1:09.70 1:09.00 | 1:44.47 (51./4.) 1:42.83 (39./4.) | +27,640 +10,040 | 3:27.30 (38.) 90,304 |
| CLASS E1+2000/4WD | | | | | | | | | | | | | | |
| 1. | 6 | ŠPALEK Jiří Liqui Moly Komvet Racing | CZ 1972 | Mitsubishi Lancer WRC 05 E1+2000/4WD | 1.86 2.06 | 5.25 5.21 | 1:00.22 59.57 | 1:30.54 (3./1.) 1:29.44 (4./1.) | 1.90 1.93 | 5.11 5.14 | 59.88 59.41 | 1:30.17 (6./1.) 1:29.81 (6./2.) | -DNS- | 2:59.98 (5.) 104,012 |
| 2. | 7 | ZEMAN Martin Liqui Moly Komvet Racing | CZ 1974 | Mitsubishi Lancer EVO VI E1+2000/4WD | 1.85 1.88 | 4.89 4.86 | 1:00.88 59.44 | 1:31.94 (5./2.) 1:30.19 (6./2.) | 1.98 1.98 | 4.93 4.95 | 1:00.84 59.25 | 1:32.06 (8./2.) 1:29.78 (5./1.) | +1,860 +1,860 | 3:01.84 (7.) 102,948 |
| 3. | 120 | DOSEDL Dušan DK Mont | CZ 1972 | Subaru impreza WRC STI N14 E1+2000/4WD | 2.24 2.33 | 5.67 6.25 | 1:04.51 1:07.18 | 1:40.70 (22./5.) 1:42.18 (30./5.) | 1.98 2.00 | 5.11 5.17 | 1:03.36 1:02.58 | 1:36.38 (18./3.) 1:36.94 (18./4.) | +13,340 +11,480 | 3:13.32 (15.) 96,834 |
| 4. | 111 | CIKOR Rado Max Motorsport | SK 1971 | Mitsubishi Lancer Evolution E1+2000/4WD | 2.12 2.52 | 5.49 6.06 | 1:05.12 1:04.69 | 1:39.93 (18./3.) 1:38.95 (19./4.) | 1.99 1.98 | 5.43 5.23 | 1:04.08 1:03.29 | 1:37.90 (22./4.) 1:36.90 (17./3.) | +14,820 +1,480 | 3:14.80 (16.) 96,099 |
| 5. | 112 | CICHÁ Veronika KV Motorsport Team | CZ 1987 | Mitsubishi Lancer Evo IV E1+2000/4WD | 1.72 1.80 | 4.99 5.08 | 1:06.33 1:04.55 | 1:40.66 (21./4.) 1:38.07 (16./3.) | 20.60 1.93 | 5.10 5.34 | 1:04.83 1:04.71 | 1:38.68 (23./5.) 1:38.54 (22./5.) | +17,240 +2,420 | 3:17.22 (19.) 94,919 |
| CLASS E2SH | | | | | | | | | | | | | | |
| 1. | 95 | KOLBÁBEK Radek LRT - LPG Nedvědice | CZ 1973 | Ford Sierra 4000 E2SH | 1.83 | 4.99 | 1:02.80 | 1:34.97 (7./1.) - DNS - | 1.85 1.91 | 4.97 5.30 | 1:02.59 1:06.70 | 1:42.79 (43./1.) 1:40.78 (31./1.) | -DNS- | 3:23.57 (32.) 91,959 |
| CLASS E2/C-1600 | | | | | | | | | | | | | | |
| 1. | 64 | KRAKOVIČ Radek REC | CZ 1986 | Fiks 09RK E2/C-1600 | 2.19 2.24 | 5.63 5.76 | 1:03.94 1:03.72 | 1:35.85 (9./1.) 1:35.49 (9./1.) | 2.14 2.12 | 5.35 5.36 | 1:02.10 1:01.99 | 1:33.14 (9./1.) 1:32.57 (9./1.) | -DNS- | 3:05.71 (8.) 100,802 |
| 2. | 61 | RÝZEK Milan KV Motorsport Team | SK 1985 | FIKS 01 E2/C-1600 | 2.25 2.34 | 5.80 5.87 | 1:05.97 1:04.66 | 1:38.81 (16./2.) 1:37.11 (13./2.) | 2.30 2.36 | 5.93 5.92 | 1:05.18 1:04.75 | 1:37.79 (21./2.) 1:37.44 (19./2.) | +9,520 +9,520 | 3:15.23 (17.) 95,887 |
| 3. | 65 | OSLADIL Jan Autosport Osladil | CZ 1944 | Delta 2 E2/C-1600 | 2.26 2.24 | 5.83 5.70 | 1:08.83 1:06.97 | 1:44.64 (33./3.) 1:41.65 (29./3.) | 2.10 2.18 | 5.58 5.74 | 1:06.45 1:06.89 | 1:41.33 (35./3.) 1:41.09 (33./3.) | +16,710 +7,190 | 3:22.42 (29.) 92,481 |
| CLASS E2/C-2000 | | | | | | | | | | | | | | |
| 1. | 4 | NOVICKÝ Michal REC | CZ 1977 | Reynard 032 F3 E2/C-2000 | 2.27 | 5.54 | 1:00.21 | 1:31.40 (4./1.) - DNS - | 2.05 1.99 | 5.11 4.98 | 57.35 56.93 | 1:26.23 (3./1.) 1:26.04 (2./1.) | -DNS- | 2:52.27 (2.) 108,667 |
| 2. | 9 | TRNKA Jakub Liqui Moly Komvet Racing | CZ 1982 | Norma M20F E2/C-2000 | 1.88 | 4.76 | 57.82 | - DNS - 1:26.43 (2./1.) | 1.92 1.96 | 4.78 4.75 | 57.57 57.61 | 1:26.46 (4./2.) 1:26.35 (3./2.) | +0,540 +0,540 | 2:52.81 (3.) 108,327 |
| CLASS E2/C+2000 | | | | | | | | | | | | | | |
| 1. | 1 | KOMÁREK David Liqui Moly Komvet Racing | CZ 1975 | Norma M20F E2/C+2000 | 1.84 | 4.92 | 54.61 | - DNS - 1:21.68 (1./1.) | 1.84 1.91 | 4.59 4.67 | 54.61 54.60 | 1:21.67 (1./1.) 1:21.80 (1./1.) | -DNS- | 2:43.47 (1.) 114,516 |
| 2. | 2 | MLEJNEK Aleš REC | CZ 1967 | E2/C+2000 | 2.01 1.87 | 4.99 4.72 | 58.05 57.68 | 1:27.16 (1./1.) 1:26.49 (3./2.) | 1.93 1.94 | 4.81 4.83 | 57.00 1:12.80 | 1:25.50 (2./2.) - DNF - | -DNF- | - DNF - |
| Berg Cup Historic Cars | | | | | | | | | | | | | | |
| CLASS HA1-1300 | | | | | | | | | | | | | | |
| 1. | 485 | MATUŠEK Lukáš PM autosport | CZ 1986 | Škoda 130 RS HA1-1300 | 2.41 2.27 | 6.08 5.87 | 1:09.32 1:09.00 | 1:44.54 (32./1.) 1:44.48 (45./1.) | 2.16 2.16 | 5.77 5.77 | 1:08.18 1:08.53 | 1:43.21 (44./1.) 1:43.29 (42./1.) | -DNS- | 3:26.50 (5.) 90,654 |
| 2. | 484 | ZELENÝ Milan Historic Racing Club Jihlava | CZ 1984 | Škoda 130 LR/A HA1-1300 | 2.47 2.36 | 6.37 6.29 | 1:13.01 1:12.73 | 1:50.10 (51./2.) 1:49.49 (53./2.) | 2.31 2.37 | 6.23 6.43 | 1:11.54 1:12.35 | 1:50.71 (59./2.) 1:49.02 (57./2.) | +13,230 +13,230 | 3:39.73 (10.) 85,195 |
| 3. | 499 | PLEVA Leopold AMK Vrbo pod Pradědem | CZ 1947 | Škoda 100 HA1-1300 | 2.59 2.47 | 6.78 6.62 | 1:17.25 1:16.52 | 1:55.77 (55./3.) 1:55.07 (56./3.) | 2.38 2.43 | 6.55 6.61 | 1:15.85 1:16.80 | 1:53.56 (63./3.) 1:54.99 (63./3.) | +22,050 +8,820 | 3:48.55 (12.) 81,908 |
| 4. | 480 | HRADIL Vladimír Bělkovice-Lašťany | CZ 1950 | Škoda 110 R HA1-1300 | 2.52 2.75 | 6.89 7.55 | 1:20.53 1:24.97 | 2:00.72 (59./5.) 2:07.74 (62./5.) | 2.49 2.42 | 6.84 6.65 | 1:18.18 1:17.66 | 1:57.63 (66./4.) 1:57.20 (64./4.) | +28,330 +6,280 | 3:54.83 (15.) 79,717 |
| 488 | | KLEVETA Pavel KOVO-KLASIK s.r.o. | CZ 1957 | Renault 8 Gordini HA1-1300 | 2.52 2.50 | 7.01 6.95 | 1:18.77 1:18.76 | 1:59.43 (57./4.) 1:58.60 (59./4.) | | | | - DNS - - DNS - - DNS - | -DNF- | - DNF - |




| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|-----------------------|-----|---|-----------------|-----------------------------|---------------|-------|---------|------------------|------|------|---------|------------------|----------------|--------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| CLASS HA1-2000 | | | | | | | | | | | | | | |
| 1. | 456 | WODNIAK Artur MAAR Motorsport | PL 1972 | BMW E30 318iS HA1-2000 | 2.45 | 6.39 | 1:10.85 | 1:45.32 (36./2.) | 2.47 | 6.04 | 1:07.00 | 1:40.80 (34./2.) | | 3:22.10 (3.) 92,627 |
| | | | | | 2.55 | 6.25 | 1:06.94 | 1:40.24 (25./1.) | 2.50 | 6.13 | 1:07.49 | 1:41.30 (35./1.) | | |
| | | | | | | | | | | | | -DNS- | | |
| 2. | 450 | STANIAK Marcin KV Motorsport Team | PL 1978 | BMW 318is HA1-2000 | 2.47 | 6.09 | 1:12.25 | 1:48.98 (48./3.) | 2.34 | 5.84 | 1:06.40 | 1:40.38 (33./1.) | +0,150 | 3:22.25 (4.) 92,559 |
| | | | | | 2.44 | 6.00 | 1:08.60 | 1:45.24 (46./3.) | 2.27 | 5.77 | 1:07.60 | 1:41.87 (37./2.) | +0,150 | |
| | | | | | | | | | | | | -DNS- | | |
| 3. | 448 | MIKEŠ Jaroslav Vracov | CZ 1979 | Škoda 130 RS HA1-2000 | 2.20 | 5.87 | 1:09.00 | 1:43.96 (29./1.) | 2.08 | 5.65 | 1:07.96 | 1:42.74 (42./3.) | +5,610 | 3:27.71 (6.) 90,126 |
| | | | | | 2.12 | 5.80 | 1:09.14 | 1:43.27 (38./2.) | 2.12 | 5.94 | 1:09.91 | 1:44.97 (47./3.) | +5,460 | |
| | | | | | | | | | | | | -DNS- | | |
| 4. | 455 | PERDOCH Stanislav Bruntál | CZ 1952 | Honda CRX 1500i HA1-2000 | 2.81 | 7.34 | 1:19.99 | 1:59.70 (58./4.) | 2.73 | 6.90 | 1:16.69 | 1:56.64 (64./4.) | +29,520 | 3:51.62 (14.) 80,822 |
| | | | | | 2.85 | 7.10 | 1:16.20 | 1:55.39 (57./4.) | 2.79 | 6.87 | 1:16.16 | 1:54.98 (62./4.) | +23,910 | |
| | | | | | | | | | | | | -DNS- | | |

| | | | | | | | | | | | | | | |
|-----------------------|-----|---|------------|---------------------------------------|------|------|---------|------------------|------|------|---------|------------------|---------|--------------------------------|
| CLASS HA1+2000 | | | | | | | | | | | | | | |
| 1. | 466 | KASZYNSKI Jarek Prosound Racing | PL 1972 | BMW 318 GTR HA1+2000 | 2.76 | 6.64 | 1:10.73 | 1:46.49 (41./3.) | 3.40 | 8.00 | 1:11.65 | 1:46.55 (54./2.) | | 3:34.48 (8.) 87,281 |
| | | | | | 2.48 | 6.13 | 1:08.85 | 1:43.01 (36./1.) | 2.75 | 6.79 | 1:12.13 | 1:47.93 (53./1.) | | |
| | | | | | | | | | | | | -DNS- | | |
| 2. | 434 | MACHÁČEK Petr Lancia D-Team | CZ 1962 | Lancia Delta Integrale HA1+2000 | 2.13 | 5.58 | 1:11.10 | 1:47.82 (46./4.) | 2.88 | 6.68 | 1:11.11 | 1:48.06 (56./3.) | +2,070 | 3:36.55 (9.) 86,447 |
| | | | | | 2.11 | 6.00 | 1:10.65 | 1:47.71 (49./2.) | 2.85 | 6.62 | 1:11.57 | 1:48.49 (54./2.) | +2,070 | |
| | | | | | | | | | | | | -DNS- | | |
| 3. | 435 | MACHÁČKOVÁ Kamila Lancia D-Team | CZ 1988 | Lancia Delta Integrale HA1+2000 | 2.85 | 7.40 | 1:19.25 | 1:58.96 (56./5.) | 3.45 | 8.11 | 1:18.64 | 1:57.34 (65./4.) | +16,490 | 3:50.97 (13.) 81,049 |
| | | | | | 3.12 | 7.92 | 1:18.43 | 1:57.25 (58./3.) | 2.89 | 7.08 | 1:15.16 | 1:53.63 (61./3.) | +14,420 | |
| | | | | | | | | | | | | -DNS- | | |
| | 438 | DĚDEK David MMotorsport | CZ 1974 | Lancia Delta HF Integrale HA1+2000 | 2.30 | 5.96 | 1:08.55 | 1:44.71 (34./2.) | 2.12 | 5.59 | | - DNF - | | - DNF - |
| | | | | | | | | - DNS - | | | | - DNS - | | |
| | | | | | | | | | | | | -DNS- | | |
| | 437 | MATĚJKA Miroslav MMotorsport | CZ 1971 | Lancia Delta HF integrale HA1+2000 | 2.26 | 5.72 | 1:09.10 | 1:43.99 (30./1.) | 2.22 | 5.51 | 1:07.29 | 1:41.48 (37./1.) | | - DNF - |
| | | | | | | | | - DNS - | | | | - DNS - | | |
| | | | | | | | | | | | | -DNS- | | |

| | | | | | | | | | | | | | | |
|------------------|-----|--|------------|---------------------------------|------|------|---------|------------------|------|------|---------|------------------|---------|--------------------------------|
| CLASS HA2 | | | | | | | | | | | | | | |
| 1. | 5 | ZMEŠKAL Miloš LRT - Zmeškal Motorsport | CZ 1957 | Ralt RT 32 HA2 | | | | - DNS - | 1.81 | 4.88 | 1:01.53 | 1:34.06 (11./1.) | | 3:06.42 (1.) 100,418 |
| | | | | | | | | - DNS - | 1.85 | 5.09 | 1:00.69 | 1:32.36 (8./1.) | | |
| | | | | | | | | | | | | -DNS- | | |
| 2. | 401 | SURÓWKA Jaroslav JS Racing o.s. | CZ 1987 | Formule Mondial MTX 1-06 HA2 | 2.18 | 5.95 | 1:10.16 | 1:47.02 (42./1.) | 2.19 | 5.86 | 1:04.56 | 1:37.39 (19./2.) | +7,670 | 3:14.09 (2.) 96,450 |
| | | | | | 2.28 | 6.13 | 1:07.47 | 1:41.20 (28./1.) | 2.12 | 5.64 | 1:04.23 | 1:36.70 (16./2.) | +7,670 | |
| | | | | | | | | - DNS - | | | | -DNS- | | |
| 3. | 410 | OSLADIL Jan Autosport Osladil | CZ 1968 | MTX HA2 | | | | - DNS - | 2.14 | 5.75 | 1:08.65 | 1:44.35 (49./3.) | +21,360 | 3:27.78 (7.) 90,095 |
| | | | | | 2.24 | 6.00 | 1:10.41 | 1:46.88 (47./2.) | 2.16 | 5.80 | 1:07.92 | 1:43.43 (43./3.) | +13,690 | |
| | | | | | | | | - DNS - | | | | -DNS- | | |
| 4. | 415 | PARČ Milan Praha 4 | CZ 1942 | Mtx 1-01 HA2 | 2.58 | 7.51 | 1:19.95 | 2:00.88 (60./3.) | 2.22 | 6.34 | 1:13.22 | 1:51.61 (61./4.) | +34,280 | 3:40.70 (11.) 84,821 |
| | | | | | 2.19 | 6.14 | 1:12.36 | 2:00.88 (60./3.) | 2.19 | 6.14 | 1:12.36 | 1:49.09 (58./4.) | +12,920 | |
| | | | | | | | | - DNS - | | | | -DNS- | | |
| 5. | 402 | HRBÁČEK František Veteran club Česká Ves | CZ 1956 | MTX Škoda Buggy HA2 | 2.31 | 6.75 | 1:23.15 | 2:06.63 (60./2.) | 3.00 | 7.62 | 1:23.72 | 2:06.71 (67./5.) | +66,210 | 4:12.63 (16.) 74,100 |
| | | | | | 2.55 | 7.00 | 1:22.63 | 2:06.62 (61./4.) | 2.75 | 7.07 | 1:22.37 | 2:05.92 (65./5.) | +31,930 | |
| | | | | | | | | - DNS - | | | | -DNS- | | |

| Competition / Weather Information | | | | | | | | | |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification | | | | | RACE | | | | |
| | Time | Weather | Temp. (°C) | | | Time | Weather | Temp. (°C) | |
| | | | Air | Road | | | | Air | Road |
| 1st Round | 8:19: - 9:18: | Sunny | 19 | 12 | 1st Round | 12:05 - 14:06 | Sunny | 27 | 24 |
| 2nd Round | 9:42: - 10:40 | Sunny | 25 | 23 | 2nd Round | 13:54 - 15:25 | | 29 | 37 |
| | | | | | 3rd Round | - | | | |

| Statistics | | | | | | | | | | |
|---------------|-----------|----------|----------|----------|--------------|--------|--------|-----------------------|---------|--------------|
| | | Time | | | Speed (km/h) | | | Competitors / Nations | | |
| | | Min | Max | Avg. | Max | Min | Avg. | in start list | started | with results |
| Qualification | 1st Round | 1:27.160 | 2:32.890 | 1:46.128 | 107,389 | 61,220 | 88,195 | 80/4 | 64/4 | 63/3 |
| | 2nd Round | 1:21.680 | 2:31.760 | 1:44.568 | 114,594 | 61,676 | 89,511 | 80/4 | 65/4 | 65/4 |
| RACE | 1st Round | 1:21.670 | 2:35.170 | 1:42.522 | 114,608 | 60,321 | 91,297 | 80/4 | 70/4 | 69/4 |
| | 2nd Round | 1:21.800 | 2:33.170 | 1:42.667 | 114,425 | 61,109 | 91,168 | 80/4 | 68/4 | 67/4 |
| | 3rd Round | | | | | | | 80/4 | 0/4 | 0/0 |

| | | |
|--|---|--|
| Race Director  BARTL Miroslav (CZE) | Sport Marshal IHA  KADLEC Jaroslav (CZE) | Main Timekeeper  ŠABÍK L'uboš (SVK) |
|--|---|--|

LIQUI MOLY BERG CUP 2012

Bušín - Hambálky, 8.7.2012

Bušín (CZ), 6. - 8. 7. 2012



| Jury / Competition Management | | Hill Data | |
|-------------------------------|------------------------|--------------------------|--------|
| Chief of Competition | MATĚJKA Miroslav (CZE) | Start Altitude | m |
| Race Director | BARTL Miroslav (CZE) | Finish Altitude | m |
| Vice chairman | POLČAN Štefan (CZE) | Vertical Drop | m |
| Sport Marshal IHA | KADLEC Jaroslav (CZE) | Course Length | 2600 m |
| Technical Marshal IHA | DANĚK Pavel (CZE) | Min course Width | 6 m |
| | | Count of right-hand bend | |
| | | Count of left-hand bend | |
| | | Hill Record | : |

| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|-----------------------------|-----|--|--------------|---|---------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--------------------------------------|-------------------|--------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| Berg Cup Actual Cars | | | | | | | | | | | | | | |
| GROUP S1 | | | | | | | | | | | | | | |
| 1. | 8 | ŠUBERT Drahošlav Liqui Moly Komvet Racing | CZ 1972 | Mitsubishi Lancer Evo IX S1+2000/4WD | 2.67 2.17 | 5.72 5.49 | 1:02.81 1:01.57 | 1:34.42 (6./1.) 1:32.56 (7./1.) | 1.91 1.84 | 5.21 4.97 | 59.70 59.63 | 1:30.51 (7./1.) 1:30.25 (7./1.) | | 3:00.76 (6.) 103,563 |
| 2. | 321 | HAVLÍČEK Luboš A.M.S.R.T. | CZ 1978 | Mitsubishi Lancer Evo VIII S1+2000/4WD | 2.04 1.96 | 5.72 5.16 | 1:02.97 1:01.74 | 1:35.04 (8./2.) 1:34.80 (8./2.) | 1.97 1.89 | 5.14 4.99 | 1:01.97 1:01.39 | 1:34.27 (12./2.) 1:33.03 (10./2.) | +6,540 +6,540 | 3:07.30 (9.) 99,947 |
| 3. | 10 | STEHLÍK Karel KV Motorsport Team | CZ 1980 | Mitsubishi Lancer Evo IX S1+2000/4WD | 2.33 2.00 | 5.72 5.31 | 1:06.49 1:05.63 | 1:40.09 (19./5.) 1:38.03 (15./5.) | 1.83 1.86 | 5.04 5.05 | 1:03.74 1:03.27 | 1:35.86 (15./4.) 1:35.22 (12./3.) | +10,320 +3,780 | 3:11.08 (12.) 97,969 |
| 4. | 330 | HANUŠ Vladimír KV Motorsport Team | SK 1976 | Mitsubishi Lancer EVO IX S1+2000/4WD | 2.22 1.93 | 5.72 5.19 | 1:05.31 1:02.88 | 1:38.44 (15./4.) 1:35.69 (10./3.) | 1.93 2.09 | 5.10 5.23 | 1:03.33 1:03.48 | 1:36.29 (17./5.) 1:36.38 (15./4.) | +11,910 +1,590 | 3:12.67 (14.) 97,161 |
| 5. | 369 | ŘEHÁK Matěj Rožnov pod Radhoštěm | CZ 1988 | Honda Civic Type-R S1-2000 | 2.53 2.50 | 5.72 6.16 | 1:09.12 1:07.61 | 1:43.78 (27./3.) 1:40.69 (26./2.) | 2.49 2.41 | 6.00 5.88 | 1:06.61 1:06.44 | 1:39.56 (25./1.) 1:39.77 (26./1.) | +18,570 +6,660 | 3:19.33 (24.) 93,915 |
| 6. | 336 | FILLOVÁ Katarína Silárd racing team | SK 1984 | Mitsubishi Lancer EVO VIII S1+2000/4WD | 2.03 1.97 | 5.72 5.55 | 1:07.03 1:06.12 | 1:41.52 (24./6.) 1:39.94 (23./6.) | 1.97 1.96 | 5.55 5.50 | 1:05.78 1:05.92 | 1:39.69 (27./6.) 1:40.04 (28./5.) | +18,970 +0,400 | 3:19.73 (25.) 93,727 |
| 7. | 389 | ZIMÁK Martin Holešov | CZ 1989 | Citroën Saxo S1-1600 | | 5.72 6.12 | | - DNS - 1:40.76 (27./1.) | 2.55 2.50 | 6.02 5.99 | 1:06.79 1:06.81 | 1:40.21 (29./1.) 1:40.18 (29./1.) | +19,630 +0,660 | 3:20.39 (27.) 93,418 |
| 8. | 373 | LOUBAL Lubomír Kovalovice | CZ 1982 | VW Golf 4 TDi S1-2000 | 2.51 2.50 | 5.72 6.26 | 1:06.73 1:06.63 | 1:40.45 (20./1.) 1:39.90 (22./1.) | 2.49 2.54 | 6.24 6.22 | 1:06.50 1:06.80 | 1:40.31 (31./2.) 1:40.19 (30./2.) | +19,740 +0,110 | 3:20.50 (28.) 93,367 |
| 9. | 367 | DANIEL Antonín AMK Masarykův okruh | CZ 1957 | Honda Civic Type R S1-2000 | | 5.72 6.03 | | - DNS - 1:42.41 (32./4.) | 2.47 2.46 | 6.09 5.98 | 1:08.88 1:07.48 | 1:43.30 (45./4.) 1:40.99 (32./3.) | +23,530 +3,790 | 3:24.29 (33.) 91,634 |
| 10. | 324 | MEIXNER Richard Liqui Moly Komvet Racind | CZ 1975 | Mitsubishi Lancer EVO VIII S1+2000/4WD | 2.15 2.19 | 5.72 5.74 | 1:05.26 1:05.03 | 1:38.18 (14./3.) 1:37.31 (14./4.) | 2.07 2.05 | 5.34 5.25 | 1:03.65 1:17.78 | 1:35.61 (14./3.) 1:49.81 (59./6.) | +24,660 +1,130 | 3:25.42 (35.) 91,130 |
| 11. | 360 | SLOVÁČEK Michal LRT - Slomak | CZ 1968 | Honda Civic Type R S1-2000 | 2.59 2.44 | 5.72 6.02 | 1:08.53 1:08.26 | 1:43.09 (25./2.) 1:42.35 (31./3.) | 2.46 2.46 | 6.00 6.00 | 1:08.24 1:08.40 | 1:42.53 (40./3.) 1:43.27 (41./4.) | +25,040 +0,380 | 3:25.80 (36.) 90,962 |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|--|-----------------|------------------------------------|---------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--------------------------------------|-------------------|--------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 12. | 366 | WINTER Jaroslav DKP Racing | CZ 1959 | Honda Civic Type R S1-2000 | 2.56 2.51 | 5.72 6.20 | 1:11.42 1:08.62 | 1:47.62 (45./4.) 1:43.47 (39./5.) | 2.51 2.50 | 6.21 6.16 | 1:09.31 1:09.47 | 1:44.52 (53./5.) 1:44.50 (46./5.) | +28,260 +3,220 | 3:29.02 (42.) 89,561 |
| 13. | 343 | KLUKAN Radek LRT - RR Motorsport | CZ 1973 | BMW M3 S1+2000/2WD | 2.71 2.61 | 5.72 6.67 | 1:12.10 1:09.77 | 1:47.29 (43./1.) 1:43.86 (42./1.) | 2.55 2.57 | 6.68 6.47 | 1:09.75 1:10.02 | 1:44.45 (50./1.) 1:45.06 (48./1.) | +28,750 +0,490 | 3:29.51 (43.) 89,351 |
| 14. | 399 | PAŠEK Przemyslaw Akuna Racing Team | PL 1984 | Honda Civic S1-1600 | 2.46 2.48 | 5.72 6.16 | 1:10.64 1:09.51 | 1:46.27 (40./1.) 1:44.10 (44./2.) | 2.47 2.53 | 6.16 6.21 | 1:09.45 1:10.09 | 1:44.51 (52./2.) 1:45.86 (50./2.) | +29,610 +0,860 | 3:30.37 (44.) 88,986 |
| 15. | 363 | KŘIVKA Tomáš Křivka Motorsport | CZ 1992 | Renault Clio Sport S1-2000 | 2.62 2.47 | 5.72 6.20 | 1:12.83 1:11.18 | 1:49.55 (50./5.) 1:47.37 (48./6.) | 2.48 2.43 | 6.18 6.14 | 1:11.65 1:11.23 | 1:48.15 (57./6.) 1:47.45 (51./6.) | +34,840 +5,230 | 3:35.60 (45.) 86,827 |
| 16. | 390 | MÁLEK Dan Málek-motorsport | CZ 1976 | Škoda Felicia S1-1600 | 2.62 2.61 | 5.72 6.51 | 1:12.02 1:11.49 | 1:48.11 (47./2.) 1:47.71 (49./3.) | 2.59 2.56 | 6.53 6.50 | 1:12.93 1:12.30 | 1:50.18 (58./3.) 1:48.94 (56./3.) | +38,360 +3,520 | 3:39.12 (48.) 85,433 |
| 17. | 347 | MATĚJKA Jiří MMotorsport | CZ 1980 | Lancia Delta HF HPE S1+2000/2WD | 2.93 2.90 | 5.72 6.79 | 1:14.67 1:13.62 | 1:54.43 (53./3.) 1:52.42 (55./2.) | 2.71 2.71 | 6.50 6.41 | 1:14.14 1:13.98 | 1:52.47 (62./2.) 1:52.46 (60./2.) | +44,170 +5,810 | 3:44.93 (49.) 83,226 |
| | 353 | KUČERA Zdeněk NOiR racing team | CZ 1985 | Renault Laguna S1+2000/2WD | 2.61 | 5.72 | 1:14.94 | 1:53.37 (52./2.) - DNS - | | | | - DNS - - DNS - - DNS - | | - DNF - |

GROUP E1

| | | | | | | | | | | | | | | |
|-----|-----|---|------------|--|--------------|--------------|--------------------|--------------------------------------|---------------|--------------|--------------------|--------------------------------------|-------------------|--------------------------------|
| 1. | 133 | ULMAN Pavel Z.R.T. motorsport Ulman | CZ 1968 | BMW M3 E36 E1+2000/2WD | 2.26 2.20 | 5.72 5.13 | 59.89 59.82 | 1:30.44 (2./1.) 1:29.96 (5./1.) | 2.15 2.23 | 5.05 5.11 | 1:00.04 59.71 | 1:29.94 (5./1.) 1:29.72 (4./1.) | | 2:59.66 (4.) 104,197 |
| 2. | 6 | ŠPALEK Jiří Liqui Moly Komvet Racing | CZ 1972 | Mitsubishi Lancer WRC 05 E1+2000/4WD | 1.86 2.06 | 5.72 5.21 | 1:00.22 59.57 | 1:30.54 (3./1.) 1:29.44 (4./1.) | 1.90 1.93 | 5.11 5.14 | 59.88 59.41 | 1:30.17 (6./1.) 1:29.81 (6./2.) | +0,320 +0,320 | 2:59.98 (5.) 104,012 |
| 3. | 7 | ZEMAN Martin Liqui Moly Komvet Racing | CZ 1974 | Mitsubishi Lancer EVO VI E1+2000/4WD | 1.85 1.88 | 5.72 4.86 | 1:00.88 59.44 | 1:31.94 (5./2.) 1:30.19 (6./2.) | 1.98 1.98 | 4.93 4.95 | 1:00.84 59.25 | 1:32.06 (8./2.) 1:29.78 (5./1.) | +2,180 +1,860 | 3:01.84 (7.) 102,948 |
| 4. | 183 | NEVESELÝ Radek Nevik-racer | CZ 1981 | Škoda Octavia E1-2000 | 2.45 | 5.72 | 1:05.34 | 1:37.28 (11./1.) - DNS - | 2.41 2.41 | 5.70 5.67 | 1:02.51 1:02.26 | 1:33.97 (10./1.) 1:33.86 (11./1.) | +8,170 +5,990 | 3:07.83 (10.) 99,665 |
| 5. | 189 | BOHÁČ Milan LRT - Boháč Milan s.r.o. | CZ 1957 | Renault Clio E1-2000 | 2.45 2.34 | 5.72 5.73 | 1:04.46 1:03.00 | 1:37.48 (12./2.) 1:35.81 (11./1.) | 2.36 2.43 | 5.64 5.77 | 1:02.60 1:03.27 | 1:35.26 (13./2.) 1:35.53 (14./2.) | +11,130 +2,960 | 3:10.79 (11.) 98,118 |
| 6. | 204 | STANĚK Vojtěch Liqui Moly Komvet Racing | CZ 1974 | Peugeot 106 maxi E1-1600 | 2.44 2.53 | 5.72 5.88 | 1:03.77 1:04.08 | 1:36.07 (10./1.) 1:36.24 (12./1.) | 2.40 2.42 | 5.70 5.77 | 1:04.14 1:03.35 | 1:36.15 (16./1.) 1:35.38 (13./1.) | +11,870 +0,740 | 3:11.53 (13.) 97,739 |
| 7. | 120 | DOSEDĚL Dušan DK Mont | CZ 1972 | Subaru impreza WRX STI N14 E1+2000/4WD | 2.24 2.33 | 5.72 6.25 | 1:04.51 1:07.18 | 1:40.70 (22./5.) 1:42.18 (30./5.) | 1.98 2.00 | 5.11 5.17 | 1:03.36 1:02.58 | 1:36.38 (18./3.) 1:36.94 (18./4.) | +13,660 +1,790 | 3:13.32 (15.) 96,834 |
| 8. | 111 | CIKOR Rado Max Motorsport | SK 1971 | Mitsubishi Lancer Evolution E1+2000/4WD | 2.12 2.52 | 5.72 6.06 | 1:05.12 1:04.69 | 1:39.93 (18./3.) 1:38.95 (19./4.) | 1.99 1.98 | 5.43 5.23 | 1:04.08 1:03.29 | 1:37.90 (22./4.) 1:36.90 (17./3.) | +15,140 +1,480 | 3:14.80 (16.) 96,099 |
| 9. | 137 | KOTEK Pavel DKP Racing | CZ 1974 | BMW M3 E1+2000/2WD | 2.61 2.55 | 5.72 5.90 | 1:09.10 1:06.10 | 1:43.49 (26./3.) 1:38.55 (17./2.) | 2.43 2.58 | 5.80 6.11 | 1:05.33 1:06.04 | 1:37.52 (20./2.) 1:38.37 (21./3.) | +16,230 +1,090 | 3:15.89 (18.) 95,564 |
| 10. | 112 | CICHÁ Veronika KV Motorsport Team | CZ 1987 | Mitsubishi Lancer Evo IV E1+2000/4WD | 1.72 1.80 | 5.72 5.08 | 1:06.33 1:04.55 | 1:40.66 (21./4.) 1:38.07 (16./3.) | 20.60 1.93 | 5.10 5.34 | 1:04.83 1:04.71 | 1:38.68 (23./5.) 1:38.54 (22./5.) | +17,560 +1,330 | 3:17.22 (19.) 94,919 |
| 11. | 131 | JUHAS Martin Galanta | SK 1980 | BMW M3 E1+2000/2WD | 2.42 2.34 | 5.72 6.47 | 1:06.27 1:07.01 | 1:38.90 (17./2.) 1:39.66 (20./3.) | 2.36 2.35 | 5.85 5.87 | 1:06.52 1:05.56 | 1:39.06 (30./3.) 1:38.20 (20./2.) | +17,600 +0,040 | 3:17.26 (20.) 94,900 |
| 12. | 240 | LACKNER Ronald REC | AT 1990 | Suzuki Swift GTI E1-1400 | | 5.72 | | - DNS - | 2.51 2.44 | 5.98 5.89 | 1:05.82 1:06.07 | 1:38.84 (24./1.) 1:38.90 (24./1.) | +18,080 +0,480 | 3:17.74 (21.) 94,670 |
| 13. | 252 | FÍŠER Dušan Čechy pod Kosířem | CZ 1980 | Škoda 130 E1-1400 | 2.45 2.25 | 5.72 5.68 | 1:13.27 1:06.48 | 1:49.50 (49./4.) 1:39.89 (21./2.) | 2.27 2.21 | 5.74 5.62 | 1:06.24 1:05.92 | 1:39.60 (26./2.) 1:39.45 (25./2.) | +19,390 +1,310 | 3:19.05 (22.) 94,047 |
| 14. | 187 | SATEK Jakub REC | CZ 1984 | Honda Civic Type R E1-2000 | 2.55 2.61 | 5.72 6.25 | 1:05.30 1:06.96 | 1:38.08 (13./3.) 1:40.15 (24./2.) | 2.56 2.48 | 6.05 5.97 | 1:06.93 1:06.11 | 1:40.31 (31./4.) 1:38.86 (23./3.) | +19,510 +0,120 | 3:19.17 (23.) 93,990 |
| 15. | 198 | FIBICH Václav Fibich Václav přeprava osob | CZ 1983 | Opel corsa B E1-2000 | 2.50 | 5.72 | 1:06.56 | 1:41.11 (23./4.) - DNS - | 2.46 2.57 | 5.85 6.01 | 1:06.44 1:06.23 | 1:40.19 (28./3.) 1:39.96 (27./4.) | +20,490 +0,980 | 3:20.15 (26.) 93,530 |
| 16. | 245 | ŽÁK Josef DK Mont | CZ 1953 | Škoda 100 E1-1400 | 2.28 2.24 | 5.72 5.78 | 1:09.90 1:07.34 | 1:45.05 (35./2.) 1:51.15 (54./6.) | 2.21 2.16 | 5.78 5.68 | 1:07.29 1:07.37 | 1:41.62 (38./4.) 1:41.28 (34./3.) | +23,240 +2,750 | 3:22.90 (30.) 92,262 |
| 17. | 238 | STUDENÝ Lukáš Alcore motorsport | CZ 1980 | Škoda 110R E1-1400 | 2.51 2.52 | 5.72 6.11 | 1:09.29 1:08.05 | 1:44.02 (31./1.) 1:42.71 (34./3.) | 2.39 2.40 | 5.98 5.94 | 1:07.41 1:07.89 | 1:41.44 (36./3.) 1:41.75 (36./4.) | +23,530 +0,290 | 3:23.19 (31.) 92,131 |
| 18. | 250 | PLEVA Martin AMK Vrbno pod Pradědem | CZ 1979 | Škoda 120S 1400 E1-1400 | 2.22 2.22 | 5.72 5.82 | 1:09.55 1:08.18 | 1:45.48 (37./3.) 1:43.51 (40./4.) | 2.12 2.22 | 5.73 5.82 | 1:07.63 1:07.39 | 1:42.69 (41./5.) 1:42.28 (38./5.) | +25,310 +1,780 | 3:24.97 (34.) 91,330 |
| 19. | 202 | MACEK Vojtěch Motokáry Bruntál | CZ 1946 | Škoda 110R 1500 E1-1600 | 2.28 2.25 | 5.72 6.02 | 1:11.45 1:08.25 | 1:47.33 (44./3.) 1:43.08 (37./2.) | 2.25 2.31 | 5.99 6.07 | 1:08.83 1:08.72 | 1:43.56 (46./2.) 1:43.26 (40./2.) | +27,160 +1,850 | 3:26.82 (37.) 90,513 |

| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|--|-----------------|-----------------------------------|---------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--------------------------------------|-------------------|--------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 20. | 130 | GEREŠ Jindřich DK-mont | CZ 1963 | Chevrolet Corvette E1+2000/2WD | 2.40 2.09 | 5.72 5.57 | 1:09.75 1:08.10 | 1:45.62 (38./4.) 1:42.55 (33./4.) | 2.36 2.29 | 6.24 5.79 | 1:09.70 1:09.00 | 1:44.47 (51./4.) 1:42.83 (39./4.) | +27,640 +0,480 | 3:27.30 (38.) 90,304 |
| 21. | 214 | SEIDL Rostislav Novy Malin | CZ 1983 | Toyota Corola 1600 GTI E1-1600 | 2.51 2.48 | 5.72 6.26 | 1:09.18 1:09.15 | 1:43.90 (28./2.) 1:43.88 (43./3.) | 2.48 2.46 | 6.20 6.15 | 1:09.41 1:08.79 | 1:43.97 (48./3.) 1:43.76 (44./3.) | +28,070 +0,430 | 3:27.73 (40.) 90,117 |
| 22. | 180 | MITÁNEK Petr DKP Racing | CZ 1979 | Opel Astra GSI E1-2000 | 2.84 2.55 | 5.72 6.43 | 1:08.77 | - DNF - 1:42.82 (35./3.) | 2.78 2.55 | 6.52 8.12 | 1:08.61 1:11.95 | 1:42.41 (39./5.) 1:45.65 (49./5.) | +28,400 +0,330 | 3:28.06 (41.) 89,974 |
| 23. | 249 | STEJSKAL Bronislav Czech-Pro Racing Team | CZ 1977 | Škoda Felicia Kit Car E1-1400 | 2.53 | 5.72 6.45 | 1:12.14 | - DNS - 1:48.55 (51./5.) | 2.57 2.57 | 6.45 6.47 | 1:11.78 1:12.36 | 1:47.81 (55./6.) 1:48.87 (55./6.) | +37,020 +8,620 | 3:36.68 (46.) 86,395 |
| 24. | 218 | ŠUSTR Miloslav BP Autosport Bruntál | CZ 1952 | škoda Favorit E1-1600 | 2.56 2.52 | 5.72 6.50 | 1:15.49 1:11.85 | 1:54.54 (54./4.) 1:48.71 (52./4.) | 2.53 2.53 | 6.54 6.41 | 1:12.45 1:11.73 | 1:50.81 (60./4.) 1:47.55 (52./4.) | +38,700 +1,680 | 3:38.36 (47.) 85,730 |

GROUP E2/C

| | | | | | | | | | | | | | | |
|----|----|--|------------|-----------------------------|--------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|---------------------------------------|--------------------|--------------------------------|
| 1. | 1 | KOMÁREK David Liqui Moly Komvet Racing | CZ 1975 | Norma M20F E2/C+2000 | 1.84 | 5.72 4.92 | 54.61 | - DNS - 1:21.68 (1./1.) | 1.84 1.91 | 4.59 4.67 | 54.61 54.60 | 1:21.67 (1./1.) 1:21.80 (1./1.) | | 2:43.47 (1.) 114,516 |
| 2. | 4 | NOVICKÝ Michal REC | CZ 1977 | Reynard 032 F3 E2/C-2000 | 2.27 | 5.72 | 1:00.21 | 1:31.40 (4./1.) - DNS - | 2.05 1.99 | 5.11 4.98 | 57.35 56.93 | 1:26.23 (3./1.) 1:26.04 (2./1.) | +8,800 +8,800 | 2:52.27 (2.) 108,667 |
| 3. | 9 | TRNKA Jakub Liqui Moly Komvet Racing | CZ 1982 | Norma M20F E2/C-2000 | 1.88 | 5.72 4.76 | 57.82 | - DNS - 1:26.43 (2./1.) | 1.92 1.96 | 4.78 4.75 | 57.57 57.61 | 1:26.46 (4./2.) 1:26.35 (3./2.) | +9,340 +0,540 | 2:52.81 (3.) 108,327 |
| 4. | 64 | KRAKOVIČ Radek REC | CZ 1986 | Fiks 09RK E2/C-1600 | 2.19 2.24 | 5.72 5.76 | 1:03.94 1:03.72 | 1:35.85 (9./1.) 1:35.49 (9./1.) | 2.14 2.12 | 5.35 5.36 | 1:02.10 1:01.99 | 1:33.14 (9./1.) 1:32.57 (9./1.) | +22,240 +12,900 | 3:05.71 (8.) 100,802 |
| 5. | 61 | RÝZEK Milan KV Motorsport Team | SK 1985 | FIKS 01 E2/C-1600 | 2.25 2.34 | 5.72 5.87 | 1:05.97 1:04.66 | 1:38.81 (16./2.) 1:37.11 (13./2.) | 2.30 2.36 | 5.93 5.92 | 1:05.18 1:04.75 | 1:37.79 (21./2.) 1:37.44 (19./2.) | +31,760 +9,520 | 3:15.23 (17.) 95,887 |
| 6. | 65 | OSLADIL Jan Autosport Osladil | CZ 1944 | Delta 2 E2/C-1600 | 2.26 2.24 | 5.72 5.70 | 1:08.83 1:06.97 | 1:44.64 (33./3.) 1:41.65 (29./3.) | 2.10 2.18 | 5.58 5.74 | 1:06.45 1:06.89 | 1:41.33 (35./3.) 1:41.09 (33./3.) | +38,950 +7,190 | 3:22.42 (29.) 92,481 |
| | 2 | MLEJNEK Aleš REC | CZ 1967 | E2/C+2000 | 2.01 1.87 | 5.72 4.72 | 58.05 57.68 | 1:27.16 (1./1.) 1:26.49 (3./2.) | 1.93 1.94 | 4.81 4.83 | 57.00 1:12.80 | 1:25.50 (2./2.) - DNF - - DNF - | | - DNF - |

GROUP N/A

| | | | | | | | | | | | | | | |
|----|-----|---|------------|--------------------------------|--------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--------------------------------------|--|--------------------------------|
| 1. | 299 | PILAŘ Rostislav LRT - Ozzy Motorsport | CZ 1960 | Ford Escort RS 2000 NA-2000 | 2.44 2.46 | 5.72 6.12 | 1:09.94 1:08.58 | 1:45.95 (39./1.) 1:43.63 (41./1.) | 2.46 2.50 | 6.04 6.08 | 1:08.52 1:08.53 | 1:43.90 (47./1.) 1:43.80 (45./1.) | | 3:27.70 (39.) 90,130 |
|----|-----|---|------------|--------------------------------|--------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--------------------------------------|--|--------------------------------|

GROUP E2-SH

| | | | | | | | | | | | | | | |
|----|----|--|------------|--------------------------|------|------|---------|----------------------------|--------------|--------------|--------------------|--------------------------------------|--|--------------------------------|
| 1. | 95 | KOLBÁBEK Radek LRT - LPG Nedvědice | CZ 1973 | Ford Sierra 4000 E2SH | 1.83 | 5.72 | 1:02.80 | 1:34.97 (7./1.) - DNS - | 1.85 1.91 | 4.97 5.30 | 1:02.59 1:06.70 | 1:42.79 (43./1.) 1:40.78 (31./1.) | | 3:23.57 (32.) 91,959 |
|----|----|--|------------|--------------------------|------|------|---------|----------------------------|--------------|--------------|--------------------|--------------------------------------|--|--------------------------------|

Berg Cup Historic Cars

GROUP HA1

| | | | | | | | | | | | | | | |
|-----|-----|---|------------|------------------------------------|--------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--------------------------------------|-------------------|--------------------------------|
| 1. | 456 | WODNIAK Artur MAAR Motorsport | PL 1972 | BMW E30 318iS HA1-2000 | 2.45 2.55 | 5.72 6.25 | 1:10.85 1:06.94 | 1:45.32 (36./2.) 1:40.24 (25./1.) | 2.47 2.50 | 6.04 6.13 | 1:07.00 1:07.49 | 1:40.80 (34./2.) 1:41.30 (35./1.) | | 3:22.10 (3.) 92,627 |
| 2. | 450 | STANIAK Marcin KV Motorsport Team | PL 1978 | BMW 318is HA1-2000 | 2.47 2.44 | 5.72 6.00 | 1:12.25 1:08.60 | 1:48.98 (48./3.) 1:45.24 (46./3.) | 2.34 2.27 | 5.84 5.77 | 1:06.40 1:07.60 | 1:40.38 (33./1.) 1:41.87 (37./2.) | +0,150 +0,150 | 3:22.25 (4.) 92,559 |
| 3. | 485 | MATUŠEK Lukáš PM autosport | CZ 1986 | Škoda 130 RS HA1-1300 | 2.41 2.27 | 5.72 5.87 | 1:09.32 1:09.00 | 1:44.54 (32./1.) 1:44.48 (45./1.) | 2.16 2.16 | 5.77 5.77 | 1:08.18 1:08.53 | 1:43.21 (44./1.) 1:43.29 (42./1.) | +4,400 +4,250 | 3:26.50 (5.) 90,654 |
| 4. | 448 | MIKEŠ Jaroslav Vracov | CZ 1979 | Škoda 130 RS HA1-2000 | 2.20 2.12 | 5.72 5.80 | 1:09.00 1:09.14 | 1:43.96 (29./1.) 1:43.27 (38./2.) | 2.08 2.12 | 5.65 5.94 | 1:07.96 1:09.91 | 1:42.74 (42./3.) 1:44.97 (47./3.) | +5,610 +1,210 | 3:27.71 (6.) 90,126 |
| 5. | 466 | KASZYNSKI Jarek Prosound Racing | PL 1972 | BMW 318 GTR HA1+2000 | 2.76 2.48 | 5.72 6.13 | 1:10.73 1:08.85 | 1:46.49 (41./3.) 1:43.01 (36./1.) | 3.40 2.75 | 8.00 6.79 | 1:11.65 1:12.13 | 1:46.55 (54./2.) 1:47.93 (53./1.) | +12,380 +6,770 | 3:34.48 (8.) 87,281 |
| 6. | 434 | MACHÁČEK Petr Lancia D-Team | CZ 1962 | Lancia Delta Integrale HA1+2000 | 2.13 2.11 | 5.72 6.00 | 1:11.10 1:10.65 | 1:47.82 (46./4.) 1:47.71 (49./2.) | 2.88 2.85 | 6.68 6.62 | 1:11.11 1:11.57 | 1:48.06 (56./3.) 1:48.49 (54./2.) | +14,450 +2,070 | 3:36.55 (9.) 86,447 |
| 7. | 484 | ZELENÝ Milan Historic Racing Club Jihlava | CZ 1984 | Škoda 130 LR/A HA1-1300 | 2.47 2.36 | 5.72 6.29 | 1:13.01 1:12.73 | 1:50.10 (51./2.) 1:49.49 (53./2.) | 2.31 2.37 | 6.23 6.43 | 1:11.54 1:12.35 | 1:50.71 (59./2.) 1:49.02 (57./2.) | +17,630 +3,180 | 3:39.73 (10.) 85,195 |
| 8. | 499 | PLEVA Leopold AMK Vrbno pod Pradědem | CZ 1947 | Škoda 100 HA1-1300 | 2.59 2.47 | 5.72 6.62 | 1:17.25 1:16.52 | 1:55.77 (55./3.) 1:55.07 (56./3.) | 2.38 2.43 | 6.55 6.61 | 1:15.85 1:16.80 | 1:53.56 (63./3.) 1:54.99 (63./3.) | +26,450 +8,820 | 3:48.55 (12.) 81,908 |
| 9. | 435 | MACHÁČKOVÁ Kamila Lancia D-Team | CZ 1988 | Lancia Delta Integrale HA1+2000 | 2.85 3.12 | 5.72 7.92 | 1:19.25 1:18.43 | 1:58.96 (56./5.) 1:57.25 (58./3.) | 3.45 2.89 | 8.11 7.08 | 1:18.64 1:15.16 | 1:57.34 (65./4.) 1:53.63 (61./3.) | +28,870 +2,420 | 3:50.97 (13.) 81,049 |
| 10. | 455 | PERDOCH Stanislav Bruntál | CZ 1952 | Honda CRX 1500i HA1-2000 | 2.81 2.85 | 5.72 7.10 | 1:19.99 1:16.20 | 1:59.70 (58./4.) 1:55.39 (57./4.) | 2.73 2.79 | 6.90 6.87 | 1:16.69 1:16.16 | 1:56.64 (64./4.) 1:54.98 (62./4.) | +29,520 +0,650 | 3:51.62 (14.) 80,822 |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|---|-----------------|---------------------------------------|---------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--|-------------------|--------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 11. | 480 | HRADIL Vladimír Bélkovice-Laštany | CZ 1950 | Škoda 110 R HA1-1300 | 2.52 2.75 | 5.72 7.55 | 1:20.53 1:24.97 | 2:00.72 (59./5.) 2:07.74 (62./5.) | 2.49 2.42 | 6.84 6.65 | 1:18.18 1:17.66 | 1:57.63 (66./4.) 1:57.20 (64./4.) | +32,730 +3,210 | 3:54.83 (15.) 79,717 |
| | 438 | DĚDEK David MMotorsport | CZ 1974 | Lancia Delta HF Integrale HA1+2000 | 2.30 | 5.72 | 1:08.55 | 1:44.71 (34./2.) - DNS - | 2.12 | 5.59 | - | - DNF - - DNS - - DNS - | | - DNF - |
| | 488 | KLEVETA Pavel KOVO-KLASIK s.r.o. | CZ 1957 | Renault 8 Gordini HA1-1300 | 2.52 2.50 | 5.72 6.95 | 1:18.77 1:18.76 | 1:59.43 (57./4.) 1:58.60 (59./4.) | | | | - DNS - - DNS - - DNS - | | - DNF - |
| | 437 | MATĚJKA Miroslav MMotorsport | CZ 1971 | Lancia Delta HF integrale HA1+2000 | 2.26 | 5.72 | 1:09.10 | 1:43.99 (30./1.) - DNS - | 2.22 | 5.51 | 1:07.29 | 1:41.48 (37./1.) - DNS - - DNS - | | - DNF - |

GROUP HA2




| | | | | | | | | | | | | | | |
|----|-----|--|------------|---------------------------------|--------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--------------------------------------|--------------------|--------------------------------|
| 1. | 5 | ZMEŠKAL Miloš LRT - Zmeškal Motorsport | CZ 1957 | Ralt RT 32 HA2 | | 5.72 | | - DNS - - DNS - | 1.81 1.85 | 4.88 5.09 | 1:01.53 1:00.69 | 1:34.06 (11./1.) 1:32.36 (8./1.) | | 3:06.42 (1.) 100,418 |
| 2. | 401 | SURÓWKA Jaroslav JS Racing o.s. | CZ 1987 | Formule Mondial MTX 1-06 HA2 | 2.18 2.28 | 5.72 6.13 | 1:10.16 1:07.47 | 1:47.02 (42./1.) 1:41.20 (28./1.) | 2.19 2.12 | 5.86 5.64 | 1:04.56 1:04.23 | 1:37.39 (19./2.) 1:36.70 (16./2.) | +7,670 +7,670 | 3:14.09 (2.) 96,450 |
| 3. | 410 | OSLADIL Jan Autosport Osladil | CZ 1968 | MTX HA2 | | 5.72 | | - DNS - - DNS - | 2.14 2.16 | 5.75 5.80 | 1:08.65 1:07.92 | 1:44.35 (49./3.) 1:43.43 (43./3.) | +21,360 +13,690 | 3:27.78 (7.) 90,095 |
| 4. | 415 | PARČ Milan Praha 4 | CZ 1942 | Mtx 1-01 HA2 | 2.58 | 7.51 | 1:19.95 | 2:00.88 (60./3.) - DNS - | 2.22 2.19 | 6.34 6.14 | 1:13.22 1:12.36 | 1:51.61 (61./4.) 1:49.09 (58./4.) | +34,280 +12,920 | 3:40.70 (11.) 84,821 |
| 5. | 402 | HRBÁČEK František Veteran club Česká Ves | CZ 1956 | MTX Škoda Buggy HA2 | 2.31 2.55 | 5.72 7.00 | 1:23.15 1:22.63 | 2:06.63 (60./2.) 2:06.62 (61./4.) | 3.00 2.75 | 7.62 7.07 | 1:23.72 1:22.37 | 2:06.71 (67./5.) 2:05.92 (65./5.) | +66,210 +31,930 | 4:12.63 (16.) 74,100 |

Competition / Weather Information

| Qualification | | | | | RACE | | | | |
|---------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| | Time | Weather | Temp. (°C) | | | Time | Weather | Temp. (°C) | |
| | | | Air | Road | | | | Air | Road |
| 1st Round | 8:19: - 9:18: | Sunny | 19 | 12 | 1st Round | 12:05 - 14:06 | Sunny | 27 | 24 |
| 2nd Round | 9:42: - 10:40 | Sunny | 25 | 23 | 2nd Round | 13:54 - 15:25 | | 29 | 37 |
| | | | | | 3rd Round | - | | | |

Statistics

| | | Time | | | Speed (km/h) | | | Competitors / Nations | | |
|---------------|-----------|----------|----------|----------|--------------|--------|--------|-----------------------|---------|--------------|
| | | Min | Max | Avg. | Max | Min | Avg. | in start list | started | with results |
| Qualification | 1st Round | 1:27.160 | 2:32.890 | 1:46.128 | 107,389 | 61,220 | 88,195 | 80/4 | 64/4 | 63/3 |
| | 2nd Round | 1:21.680 | 2:31.760 | 1:44.568 | 114,594 | 61,676 | 89,511 | 80/4 | 65/4 | 65/4 |
| RACE | 1st Round | 1:21.670 | 2:35.170 | 1:42.522 | 114,608 | 60,321 | 91,297 | 80/4 | 70/4 | 69/4 |
| | 2nd Round | 1:21.800 | 2:33.170 | 1:42.667 | 114,425 | 61,109 | 91,168 | 80/4 | 68/4 | 67/4 |
| | 3rd Round | | | | | | | 80/4 | 0/4 | 0/0 |

| | | |
|--|---|---|
| Race Director  BARTL Miroslav (CZE) | Sport Marshal IHA  KADLEC Jaroslav (CZE) | Main Timekeeper  ŠABÍK Luboš (SVK) |
|--|---|---|

LIQUI MOLY BERG CUP 2012

Bušín - Hambálky, 8.7.2012

Bušín (CZ), 6. - 8. 7. 2012



Lady Trophy

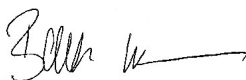




| Jury / Competition Management | | Hill Data | |
|-------------------------------|------------------------|--------------------------|--------|
| Chief of Competition | MATĚJKA Miroslav (CZE) | Start Altitude | m |
| Race Director | BARTL Miroslav (CZE) | Finish Altitude | m |
| Vice chairman | POLČAN Štefan (CZE) | Vertical Drop | m |
| Sport Marshal IHA | KADLEC Jaroslav (CZE) | Course Length | 2600 m |
| Technical Marshal IHA | DANĚK Pavel (CZE) | Min course Width | 6 m |
| | | Count of right-hand bend | |
| | | Count of left-hand bend | |
| | | Hill Record | : |

| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|---|--------------|---|---------------|--------------|--------------------|--------------------------------------|---------------|--------------|--------------------|--------------------------------------|--------------------|-------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 1. | 112 | CICHÁ Veronika KV Motorsport Team | CZ 1987 | Mitsubishi Lancer Evo IV E1+2000/4WD | 1.72 1.80 | 4.99 5.08 | 1:06.33 1:04.55 | 1:40.66 (21./4.) 1:38.07 (16./3.) | 20.60 1.93 | 5.10 5.34 | 1:04.83 1:04.71 | 1:38.68 (23./5.) 1:38.54 (22./5.) | | 3:17.22 (5.) 94,919 |
| 2. | 336 | FILLOVÁ Katarína Silárd racing team | SK 1984 | Mitsubishi Lancer EVO VIII S1+2000/4WD | 2.03 1.97 | 5.72 5.55 | 1:07.03 1:06.12 | 1:41.52 (24./6.) 1:39.94 (23./6.) | 1.97 1.96 | 5.55 5.50 | 1:05.78 1:05.92 | 1:39.69 (27./6.) 1:40.04 (28./5.) | +2,510 +2,510 | 3:19.73 (5.) 93,727 |
| 3. | 435 | MACHÁČKOVÁ Kamila Lancia D-Team | CZ 1988 | Lancia Delta Integrale HA1+2000 | 2.85 3.12 | 7.40 7.92 | 1:19.25 1:18.43 | 1:58.96 (56./5.) 1:57.25 (58./3.) | 3.45 2.89 | 8.11 7.08 | 1:18.64 1:15.16 | 1:57.34 (65./4.) 1:53.63 (61./3.) | +33,750 +31,240 | 3:50.97 (3.) 81,049 |

| Competition / Weather Information | | | | | | | | | |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification | | | | | RACE | | | | |
| | Time | Weather | Temp. (°C) | | | Time | Weather | Temp. (°C) | |
| | | | Air | Road | | | | Air | Road |
| 1st Round | 8:19: - 9:18: | Sunny | 19 | 12 | 1st Round | 12:05 - 14:06 | Sunny | 27 | 24 |
| 2nd Round | 9:42: - 10:40 | Sunny | 25 | 23 | 2nd Round | 13:54 - 15:25 | | 29 | 37 |
| | | | | | 3rd Round | - | | | |

| Statistics | | | | | | | | | | |
|---------------|-----------|----------|----------|----------|--------------|--------|--------|-----------------------|---------|--------------|
| | | Time | | | Speed (km/h) | | | Competitors / Nations | | |
| | | Min | Max | Avg. | Max | Min | Avg. | in start list | started | with results |
| Qualification | 1st Round | 1:27.160 | 2:32.890 | 1:46.128 | 107,389 | 61,220 | 88,195 | 80/4 | 64/4 | 63/3 |
| | 2nd Round | 1:21.680 | 2:31.760 | 1:44.568 | 114,594 | 61,676 | 89,511 | 80/4 | 65/4 | 65/4 |
| RACE | 1st Round | 1:21.670 | 2:35.170 | 1:42.522 | 114,608 | 60,321 | 91,297 | 80/4 | 70/4 | 69/4 |
| | 2nd Round | 1:21.800 | 2:33.170 | 1:42.667 | 114,425 | 61,109 | 91,168 | 80/4 | 68/4 | 67/4 |
| | 3rd Round | | | | | | | 80/4 | 0/4 | 0/0 |

| | | |
|--|---|---|
| Race Director  BARTL Miroslav (CZE) | Sport Marshal IHA  KADLEC Jaroslav (CZE) | Main Timekeeper  ŠABÍK Ľuboš (SVK) |
|--|---|---|

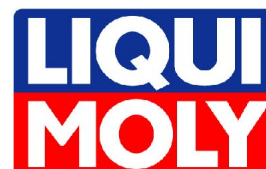
LIQUI MOLY BERG CUP 2012

Bušín - Hambálky, 8.7.2012

Bušín (CZ), 6. - 8. 7. 2012



Junior Trophy

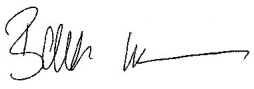




| Jury / Competition Management | | Hill Data | |
|-------------------------------|------------------------|--------------------------|--------|
| Chief of Competition | MATĚJKA Miroslav (CZE) | Start Altitude | m |
| Race Director | BARTL Miroslav (CZE) | Finish Altitude | m |
| Vice chairman | POLČAN Štefan (CZE) | Vertical Drop | m |
| Sport Marshal IHA | KADLEC Jaroslav (CZE) | Course Length | 2600 m |
| Technical Marshal IHA | DANĚK Pavel (CZE) | Min course Width | 6 m |
| | | Count of right-hand bend | |
| | | Count of left-hand bend | |
| | | Hill Record | : |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) | |
|------|-----|--------------------------------|--------------|----------------------------|---------------|-------|---------|------------------|---------|------|-------|---------|------------------|-------------------|------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | | |
| 1. | 240 | LACKNER Ronald REC | AT 1990 | Suzuki Swift GTI E1-1400 | 2.36 | 5.81 | 1:06.08 | 1:38.87 (18./1.) | - DNS - | 2.51 | 5.98 | 1:05.82 | 1:38.84 (24./1.) | | 3:17.74 (1.) 94,670 |
| 2. | 389 | ZIMÁK Martin Holešov | CZ 1989 | Citroën Saxo S1-1600 | 2.54 | 6.12 | 1:07.19 | 1:40.76 (27./1.) | - DNS - | 2.55 | 6.02 | 1:06.79 | 1:40.21 (29./1.) | +2,650 | 3:20.39 (1.) 93,418 |
| 3. | 363 | KŘIVKA Tomáš Křivka Motorsport | CZ 1992 | Renault Clio Sport S1-2000 | 2.62 | 6.40 | 1:12.83 | 1:49.55 (50./5.) | - DNS - | 2.48 | 6.18 | 1:11.65 | 1:48.15 (57./6.) | +17,860 | 3:35.60 (6.) 86,827 |
| | | | | | 2.47 | 6.20 | 1:11.18 | 1:47.37 (48./6.) | | 2.43 | 6.14 | 1:11.23 | 1:47.45 (51./6.) | +15,210 | |

| Competition / Weather Information | | | | | | | | | |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification | | | | | RACE | | | | |
| | Time | Weather | Temp. (°C) | | | Time | Weather | Temp. (°C) | |
| | | | Air | Road | | | | Air | Road |
| 1st Round | 8:19: - 9:18: | Sunny | 19 | 12 | 1st Round | 12:05 - 14:06 | Sunny | 27 | 24 |
| 2nd Round | 9:42: - 10:40 | Sunny | 25 | 23 | 2nd Round | 13:54 - 15:25 | | 29 | 37 |
| | | | | | 3rd Round | - | | | |

| Statistics | | | | | | | | | | | |
|---------------|-----------|----------|----------|----------|--------------|--------|--------|---------------|-----------------------|--------------|--|
| | | Time | | | Speed (km/h) | | | | Competitors / Nations | | |
| | | Min | Max | Avg. | Max | Min | Avg. | in start list | started | with results | |
| Qualification | 1st Round | 1:27.160 | 2:32.890 | 1:46.128 | 107,389 | 61,220 | 88,195 | 80/4 | 64/4 | 63/3 | |
| | 2nd Round | 1:21.680 | 2:31.760 | 1:44.568 | 114,594 | 61,676 | 89,511 | 80/4 | 65/4 | 65/4 | |
| RACE | 1st Round | 1:21.670 | 2:35.170 | 1:42.522 | 114,608 | 60,321 | 91,297 | 80/4 | 70/4 | 69/4 | |
| | 2nd Round | 1:21.800 | 2:33.170 | 1:42.667 | 114,425 | 61,109 | 91,168 | 80/4 | 68/4 | 67/4 | |
| | 3rd Round | | | | | | | 80/4 | 0/4 | 0/0 | |

| | | |
|--|---|---|
| Race Director  BARTL Miroslav (CZE) | Sport Marshal IHA  KADLEC Jaroslav (CZE) | Main Timekeeper  ŠABÍK Ľuboš (SVK) |
|--|---|---|

LIQUI MOLY BERG CUP 2012

Bušín - Hambálky

6. - 8. 7. 2012



Czech Trophy



| Jury / Competition Management | | Hill Data | |
|-------------------------------|------------------------|--------------------------|--------|
| Chief of Competition | MATĚJKA Miroslav (CZE) | Start Altitude | m |
| Race Director | BARTL Miroslav (CZE) | Finish Altitude | m |
| Vice chairman | POLČAN Štefan (CZE) | Vertical Drop | m |
| Sport Marshal IHA | KADLEC Jaroslav (CZE) | Course Length | 2600 m |
| Technical Marshal IHA | DANĚK Pavel (CZE) | Min course Width | 6 m |
| | | Count of right-hand bend | |
| | | Count of left-hand bend | |
| | | Hill Record | : |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|---|-----------------|---|---------------|-------|---------|-----------------------------|------|------|---------|------------------|----------------|--------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 1. | 1 | KOMÁREK David Liqui Moly Komvet Racing | CZ 1975 | Norma M20F E2/C+2000 | 1.84 | 4.92 | 54.61 | - DNS - 1:21.68 (1./1.) | 1.84 | 4.59 | 54.61 | 1:21.67 (1./1.) | | 2:43.47 (1.) 114,516 |
| 2. | 4 | NOVICKÝ Michal REC | CZ 1977 | Reynard 032 F3 E2/C-2000 | 2.27 | 5.54 | 1:00.21 | 1:31.40 (4./1.) - DNS - | 2.05 | 5.11 | 57.35 | 1:26.23 (3./1.) | + | 2:52.27 (1.) 108,667 |
| 3. | 9 | TRNKA Jakub Liqui Moly Komvet Racing | CZ 1982 | Norma M20F E2/C-2000 | 1.88 | 4.76 | 57.82 | - DNS - 1:26.43 (2./1.) | 1.92 | 4.78 | 57.57 | 1:26.46 (4./2.) | + | 2:52.81 (2.) 108,327 |
| 4. | 133 | ULMAN Pavel Z.R.T. motorsport Ulman | CZ 1968 | BMW M3 E36 E1+2000/2WD | 2.26 | 5.26 | 59.89 | 1:30.44 (2./1.) | 2.15 | 5.05 | 1:00.04 | 1:29.94 (5./1.) | + | 2:59.66 (1.) 104,197 |
| 5. | 6 | ŠPALEK Jiří Liqui Moly Komvet Racing | CZ 1972 | Mitsubishi Lancer WRC 05 E1+2000/4WD | 1.86 | 5.25 | 1:00.22 | 1:30.54 (3./1.) | 1.90 | 5.11 | 59.88 | 1:30.17 (6./1.) | + | 2:59.98 (1.) 104,012 |
| 6. | 8 | ŠUBERT Drahoslav Liqui Moly Komvet Racing | CZ 1972 | Mitsubishi Lancer Evo IX S1+2000/4WD | 2.67 | 6.33 | 1:02.81 | 1:34.42 (6./1.) | 1.91 | 5.21 | 59.70 | 1:30.51 (7./1.) | + | 3:00.76 (1.) 103,563 |
| 7. | 7 | ZEMAN Martin Liqui Moly Komvet Racing | CZ 1974 | Mitsubishi Lancer EVO VI E1+2000/4WD | 1.85 | 4.89 | 1:00.88 | 1:31.94 (5./2.) | 1.98 | 4.93 | 1:00.84 | 1:32.06 (8./2.) | + | 3:01.84 (2.) 102,948 |
| 8. | 64 | KRAKOVIČ Radek REC | CZ 1986 | Fiks 09RK E2/C-1600 | 2.19 | 5.63 | 1:03.94 | 1:35.85 (9./1.) | 2.14 | 5.35 | 1:02.10 | 1:33.14 (9./1.) | + | 3:05.71 (1.) 100,802 |
| 9. | 5 | ZMEŠKAL Miloš LRT - Zmeškal Motorsport | CZ 1957 | Ralt RT 32 HA2 | | | | - DNS - - DNS - | 1.81 | 4.88 | 1:01.53 | 1:34.06 (11./1.) | + | 3:06.42 (1.) 100,418 |
| 10. | 321 | HAVLÍČEK Luboš A.M.S.R.T. | CZ 1978 | Mitsubishi Lancer Evo VIII S1+2000/4WD | 2.04 | 5.39 | 1:02.97 | 1:35.04 (8./2.) | 1.97 | 5.14 | 1:01.97 | 1:34.27 (12./2.) | + | 3:07.30 (2.) 99,947 |
| 11. | 183 | NEVESELÝ Radek Nevik-racer | CZ 1981 | Škoda Octavia E1-2000 | 2.45 | 6.35 | 1:05.34 | 1:37.28 (11./1.) - DNS - | 2.41 | 5.70 | 1:02.51 | 1:33.97 (10./1.) | + | 3:07.83 (1.) 99,665 |
| 12. | 189 | BOHÁČ Milan LRT - Boháč Milan s.r.o. | CZ 1957 | Renault Clio E1-2000 | 2.45 | 5.88 | 1:04.46 | 1:37.48 (12./2.) | 2.36 | 5.64 | 1:02.60 | 1:35.26 (13./2.) | + | 3:10.79 (2.) 98,118 |

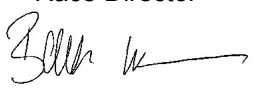


| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|---|-----------------|--|---------------|--------------|--------------------|------------------------------------|---------------|--------------|--------------------|------------------------------------|----------------|-------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 13. | 10 | STEHLÍK Karel KV Motorsport Team | CZ 1980 | Mitsubishi Lancer Evo IX S1+2000/4WD | 2.33 2.00 | 5.95 5.31 | 1:06.49 1:05.63 | 1:40.09 (19/5.) 1:38.03 (15/5.) | 1.83 1.86 | 5.04 5.05 | 1:03.74 1:03.27 | 1:35.86 (15/4.) 1:35.22 (12/3.) | + + | 3:11.08 (3.) 97,969 |
| 14. | 204 | STANĚK Vojtěch Liqui Moly Komvet Racing | CZ 1974 | Peugeot 106 maxi E1-1600 | 2.44 2.53 | 5.81 5.88 | 1:03.77 1:04.08 | 1:36.07 (10/1.) 1:36.24 (12/1.) | 2.40 2.42 | 5.70 5.77 | 1:04.14 1:03.35 | 1:36.15 (16/1.) 1:35.38 (13/1.) | + + | 3:11.53 (1.) 97,739 |
| 15. | 120 | DOSEĎĚL Dušan DK Mont | CZ 1972 | Suzuki Impreza WRX S11 N14 E1+2000/4WD | 2.24 2.33 | 5.67 6.25 | 1:04.51 1:07.18 | 1:40.70 (22/5.) 1:42.18 (30/5.) | 1.98 2.00 | 5.11 5.17 | 1:03.36 1:02.58 | 1:36.38 (18/3.) 1:36.94 (18/4.) | + + | 3:13.32 (3.) 96,834 |
| 16. | 401 | SURÓWKA Jaroslav JS Racing o.s. | CZ 1987 | Formule Mondial MTX 1-06 HA2 | 2.18 2.28 | 5.95 6.13 | 1:10.16 1:07.47 | 1:47.02 (42/1.) 1:41.20 (28/1.) | 2.19 2.12 | 5.86 5.64 | 1:04.56 1:04.23 | 1:37.39 (19/2.) 1:36.70 (16/2.) | + + | 3:14.09 (2.) 96,450 |
| 17. | 137 | KOTEK Pavel DKP Racing | CZ 1974 | BMW M3 E1+2000/2WD | 2.61 2.55 | 6.37 5.90 | 1:09.10 1:06.10 | 1:43.49 (26/3.) 1:38.55 (17/2.) | 2.43 2.58 | 5.80 6.11 | 1:05.33 1:06.04 | 1:37.52 (20/2.) 1:38.37 (21/3.) | + + | 3:15.89 (2.) 95,564 |
| 18. | 112 | CICHÁ Veronika KV Motorsport Team | CZ 1987 | Mitsubishi Lancer Evo IV E1+2000/4WD | 1.72 1.80 | 4.99 5.08 | 1:06.33 1:04.55 | 1:40.66 (21/4.) 1:38.07 (16/3.) | 20.60 1.93 | 5.10 5.34 | 1:04.83 1:04.71 | 1:38.68 (23/5.) 1:38.54 (22/5.) | + + | 3:17.22 (5.) 94,919 |
| 19. | 252 | FIŠER Dušan Čechy pod Kosířem | CZ 1980 | Škoda 130 E1-1400 | 2.45 2.25 | 6.61 5.68 | 1:13.27 1:06.48 | 1:49.50 (49/4.) 1:39.89 (21/2.) | 2.27 2.21 | 5.74 5.62 | 1:06.24 1:05.92 | 1:39.60 (26/2.) 1:39.45 (25/2.) | + +1,830 | 3:19.05 (2.) 94,047 |
| 20. | 187 | SATEK Jakub REC | CZ 1984 | Honda Civic Type R E1-2000 | 2.55 2.61 | 6.04 6.25 | 1:05.30 1:06.96 | 1:38.08 (13/3.) 1:40.15 (24/2.) | 2.56 2.48 | 6.05 5.97 | 1:06.93 1:06.11 | 1:40.31 (31/4.) 1:38.86 (23/3.) | + + | 3:19.17 (3.) 93,990 |
| 21. | 369 | ŘEHÁK Matěj Rožnov pod Radhoštěm | CZ 1988 | Honda Civic Type-R S1-2000 | 2.53 2.50 | 6.39 6.16 | 1:09.12 1:07.61 | 1:43.78 (27/3.) 1:40.69 (26/2.) | 2.49 2.41 | 6.00 5.88 | 1:06.61 1:06.44 | 1:39.56 (25/1.) 1:39.77 (26/1.) | + + | 3:19.33 (1.) 93,915 |
| 22. | 198 | FIBICH Václav Fibich Václav přeprava osob | CZ 1983 | Opel corsa B E1-2000 | 2.50 | 5.91 | 1:06.56 | 1:41.11 (23/4.) - DNS - | 2.46 2.57 | 5.85 6.01 | 1:06.44 1:06.23 | 1:40.19 (28/3.) 1:39.96 (27/4.) | + + | 3:20.15 (4.) 93,530 |
| 23. | 389 | ZIMÁK Martin Holešov | CZ 1989 | Citroën Saxo S1-1600 | 2.54 | 6.12 | 1:07.19 | - DNS - 1:40.76 (27/1.) | 2.55 2.50 | 6.02 5.99 | 1:06.79 1:06.81 | 1:40.21 (29/1.) 1:40.18 (29/1.) | + + | 3:20.39 (1.) 93,418 |
| 24. | 373 | LOUBAL Lubomír Kovalovice | CZ 1982 | VW Golf 4 TDi S1-2000 | 2.51 2.50 | 6.38 6.26 | 1:06.73 1:06.63 | 1:40.45 (20/1.) 1:39.90 (22/1.) | 2.49 2.54 | 6.24 6.22 | 1:06.50 1:06.80 | 1:40.31 (31/2.) 1:40.19 (30/2.) | + + | 3:20.50 (2.) 93,367 |
| 25. | 65 | OSLADIL Jan Autosport Osladil | CZ 1944 | Delta 2 E2/C-1600 | 2.26 2.24 | 5.83 5.70 | 1:08.83 1:06.97 | 1:44.64 (33/3.) 1:41.65 (29/3.) | 2.10 2.18 | 5.58 5.74 | 1:06.45 1:06.89 | 1:41.33 (35/3.) 1:41.09 (33/3.) | + + | 3:22.42 (3.) 92,481 |
| 26. | 245 | ŽÁK Josef DK Mont | CZ 1953 | Škoda 100 E1-1400 | 2.28 2.24 | 5.94 5.78 | 1:09.90 1:07.34 | 1:45.05 (35/2.) 1:51.15 (54/6.) | 2.21 2.16 | 5.78 5.68 | 1:07.29 1:07.37 | 1:41.62 (38/4.) 1:41.28 (34/3.) | + + | 3:22.90 (3.) 92,262 |
| 27. | 238 | STUDENÝ Lukáš Alcore motorsport | CZ 1980 | Škoda 110R E1-1400 | 2.51 2.52 | 6.18 6.11 | 1:09.29 1:08.05 | 1:44.02 (31/1.) 1:42.71 (34/3.) | 2.39 2.40 | 5.98 5.94 | 1:07.41 1:07.89 | 1:41.44 (36/3.) 1:41.75 (36/4.) | + + | 3:23.19 (4.) 92,131 |
| 28. | 95 | KOLBÁBEK Radek LRT - LPG Nedvědice | CZ 1973 | Ford Sierra 4000 E2SH | 1.83 | 4.99 | 1:02.80 | 1:34.97 (7/1.) - DNS - | 1.85 1.91 | 4.97 5.30 | 1:02.59 1:06.70 | 1:42.79 (43/1.) 1:40.78 (31/1.) | + + | 3:23.57 (1.) 91,959 |
| 29. | 367 | DANIEL Antonín AMK Masarykův okruh | CZ 1957 | Honda Civic Type R S1-2000 | 2.46 | 6.03 | 1:08.26 | - DNS - 1:42.41 (32/4.) | 2.47 2.46 | 6.09 5.98 | 1:08.88 1:07.48 | 1:43.30 (45/4.) 1:40.99 (32/3.) | + + | 3:24.29 (3.) 91,634 |
| 30. | 250 | PLEVA Martin AMK Vrbo pod Pradědem | CZ 1979 | Škoda 120S 1400 E1-1400 | 2.22 2.22 | 5.81 5.82 | 1:09.55 1:08.18 | 1:45.48 (37/3.) 1:43.51 (40/4.) | 2.12 2.22 | 5.73 5.82 | 1:07.63 1:07.39 | 1:42.69 (41/5.) 1:42.28 (38/5.) | + + | 3:24.97 (5.) 91,330 |
| 31. | 324 | MEIXNER Richard Liqui Moly Komvet Racind | CZ 1975 | Mitsubishi Lancer EVO VIII S1+2000/4WD | 2.15 2.19 | 5.71 5.74 | 1:05.26 1:05.03 | 1:38.18 (14/3.) 1:37.31 (14/4.) | 2.07 2.05 | 5.34 5.25 | 1:03.65 1:17.78 | 1:35.61 (14/3.) 1:49.81 (59/6.) | + + | 3:25.42 (6.) 91,130 |
| 32. | 360 | SLOVÁČEK Michal LRT - Slomak | CZ 1968 | Honda Civic Type R S1-2000 | 2.59 2.44 | 6.23 6.02 | 1:08.53 1:08.26 | 1:43.09 (25/2.) 1:42.35 (31/3.) | 2.46 2.46 | 6.00 6.00 | 1:08.24 1:08.40 | 1:42.53 (40/3.) 1:43.27 (41/4.) | + + | 3:25.80 (4.) 90,962 |
| 33. | 485 | MATUŠEK Lukáš PM autosport | CZ 1986 | Škoda 130 RS HA1-1300 | 2.41 2.27 | 6.08 5.87 | 1:09.32 1:09.00 | 1:44.54 (32/1.) 1:44.48 (45/1.) | 2.16 2.16 | 5.77 5.77 | 1:08.18 1:08.53 | 1:43.21 (44/1.) 1:43.29 (42/1.) | + + | 3:26.50 (1.) 90,654 |
| 34. | 202 | MACEK Vojtěch Motokáry Bruntál | CZ 1946 | Škoda 110R 1500 E1-1600 | 2.28 2.25 | 6.15 6.02 | 1:11.45 1:08.25 | 1:47.33 (44/3.) 1:43.08 (37/2.) | 2.25 2.31 | 5.99 6.07 | 1:08.83 1:08.72 | 1:43.56 (46/2.) 1:43.26 (40/2.) | + + | 3:26.82 (2.) 90,513 |
| 35. | 130 | GEREŠ Jindřich DK-mont | CZ 1963 | Chevrolet Corvette E1+2000/2WD | 2.40 2.09 | 5.91 5.57 | 1:09.75 1:08.10 | 1:45.62 (38/4.) 1:42.55 (33/4.) | 2.36 2.29 | 6.24 5.79 | 1:09.70 1:09.00 | 1:44.47 (51/4.) 1:42.83 (39/4.) | + + | 3:27.30 (4.) 90,304 |
| 36. | 299 | PILAŘ Rostislav LRT - Ozzy Motorsport | CZ 1960 | Ford Escort RS 2000 NA-2000 | 2.44 2.46 | 6.18 6.12 | 1:09.94 1:08.58 | 1:45.95 (39/1.) 1:43.63 (41/1.) | 2.46 2.50 | 6.04 6.08 | 1:08.52 1:08.53 | 1:43.90 (47/1.) 1:43.80 (45/1.) | + + | 3:27.70 (1.) 90,130 |
| 37. | 448 | MIKEŠ Jaroslav Vracov | CZ 1979 | Škoda 130 RS HA1-2000 | 2.20 2.12 | 5.87 5.80 | 1:09.00 1:09.14 | 1:43.96 (29/1.) 1:43.27 (38/2.) | 2.08 2.12 | 5.65 5.94 | 1:07.96 1:09.91 | 1:42.74 (42/3.) 1:44.97 (47/3.) | + + | 3:27.71 (3.) 90,126 |
| 38. | 214 | SEIDL Rostislav Nový Malín | CZ 1983 | Toyota Corola 1600 GTI E1-1600 | 2.51 2.48 | 6.25 6.26 | 1:09.18 1:09.15 | 1:43.90 (28/2.) 1:43.88 (43/3.) | 2.48 2.46 | 6.20 6.15 | 1:09.41 1:08.79 | 1:43.97 (48/3.) 1:43.76 (44/3.) | + + | 3:27.73 (3.) 90,117 |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|---|-----------------|---------------------------------------|---------------|-------|---------|-----------------------------|------|------|---------|------------------|----------------|-------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 39. | 410 | OSLADIL Jan Autosport Osladil | CZ 1968 | MTX HA2 | 2.24 | 6.00 | 1:10.41 | - DNS - 1:46.88 (47./2.) | 2.14 | 5.75 | 1:08.65 | 1:44.35 (49./3.) | + | 3:27.78 (3.) 90,095 |
| 40. | 180 | MITÁNEK Petr DKP Racing | CZ 1979 | Opel Astra GSI E1-2000 | 2.84 | 11.78 | | - DNF - 1:42.82 (35./3.) | 2.78 | 6.52 | 1:08.61 | 1:42.41 (39./5.) | + | 3:28.06 (5.) 89,974 |
| 41. | 366 | WINTER Jaroslav DKP Racing | CZ 1959 | Honda Civic Type R S1-2000 | 2.56 | 6.47 | 1:11.42 | 1:47.62 (45./4.) | 2.51 | 6.21 | 1:09.31 | 1:44.52 (53./5.) | + | 3:29.02 (5.) 89,561 |
| 42. | 343 | KLUKAN Radek LRT - RR Motorsport | CZ 1973 | BMW M3 S1+2000/2WD | 2.71 | 7.18 | 1:12.10 | 1:47.29 (43./1.) | 2.55 | 6.68 | 1:09.75 | 1:44.45 (50./1.) | + | 3:29.51 (1.) 89,351 |
| 43. | 363 | KŘIVKA Tomáš Křivka Motorsport | CZ 1992 | Renault Clio Sport S1-2000 | 2.62 | 6.40 | 1:12.83 | 1:49.55 (50./5.) | 2.48 | 6.18 | 1:11.65 | 1:48.15 (57./6.) | + | 3:35.60 (6.) 86,827 |
| 44. | 434 | MACHÁČEK Petr Lancia D-Team | CZ 1962 | Lancia Delta Integrale HA1+2000 | 2.13 | 5.58 | 1:11.10 | 1:47.82 (46./4.) | 2.88 | 6.68 | 1:11.11 | 1:48.06 (56./3.) | + | 3:36.55 (2.) 86,447 |
| 45. | 249 | STEJSKAL Bronislav Czech-Pro Racing Team | CZ 1977 | Škoda Felicia Kit Car E1-1400 | 2.53 | 6.45 | 1:12.14 | - DNS - 1:48.55 (51./5.) | 2.57 | 6.45 | 1:11.78 | 1:47.81 (55./6.) | + | 3:36.68 (6.) 86,395 |
| 46. | 218 | ŠUSTR Miloslav BP Autosport Bruntál | CZ 1952 | škoda Favorit E1-1600 | 2.56 | 6.73 | 1:15.49 | 1:54.54 (54./4.) | 2.53 | 6.54 | 1:12.45 | 1:50.81 (60./4.) | + | 3:38.36 (4.) 85,730 |
| 47. | 390 | MÁLEK Dan Málek-motorsport | CZ 1976 | Škoda Felicia S1-1600 | 2.62 | 6.56 | 1:12.02 | 1:48.11 (47./2.) | 2.59 | 6.53 | 1:12.93 | 1:50.18 (58./3.) | + | 3:39.12 (3.) 85,433 |
| 48. | 484 | ZELENÝ Milan Historic Racing Club Jihlava | CZ 1984 | Škoda 130 LR/A HA1-1300 | 2.47 | 6.37 | 1:13.01 | 1:50.10 (51./2.) | 2.31 | 6.23 | 1:11.54 | 1:50.71 (59./2.) | + | 3:39.73 (2.) 85,195 |
| 49. | 415 | PARČ Milan Praha 4 | CZ 1942 | Mtx 1-01 HA2 | 2.58 | 7.51 | 1:19.95 | - DNS - 2:00.88 (60./3.) | 2.22 | 6.34 | 1:13.22 | 1:51.61 (61./4.) | + | 3:40.70 (4.) 84,821 |
| 50. | 347 | MATĚJKA Jiří MMotorsport | CZ 1980 | Lancia Delta HF HPE S1+2000/2WD | 2.93 | 7.07 | 1:14.67 | 1:54.43 (53./3.) | 2.71 | 6.50 | 1:14.14 | 1:52.47 (62./2.) | + | 3:44.93 (2.) 83,226 |
| 51. | 499 | PLEVA Leopold AMK Vrbo pod Pradědem | CZ 1947 | Škoda 100 HA1-1300 | 2.59 | 6.78 | 1:17.25 | 1:55.77 (55./3.) | 2.38 | 6.55 | 1:15.85 | 1:53.56 (63./3.) | + | 3:48.55 (3.) 81,908 |
| 52. | 435 | MACHÁČKOVÁ Kamila Lancia D-Team | CZ 1988 | Lancia Delta Integrale HA1+2000 | 2.85 | 7.40 | 1:19.25 | 1:58.96 (56./5.) | 3.45 | 8.11 | 1:18.64 | 1:57.34 (65./4.) | + | 3:50.97 (3.) 81,049 |
| 53. | 455 | PERDOCH Stanislav Bruntál | CZ 1952 | Honda CRX 1500i HA1-2000 | 2.81 | 7.34 | 1:19.99 | 1:59.70 (58./4.) | 2.73 | 6.90 | 1:16.69 | 1:56.64 (64./4.) | + | 3:51.62 (4.) 80,822 |
| 54. | 480 | HRADIL Vladimír Bélkovice-Laštany | CZ 1950 | Škoda 110 R HA1-1300 | 2.52 | 6.89 | 1:20.53 | 2:00.72 (59./5.) | 2.49 | 6.84 | 1:18.18 | 1:57.63 (66./4.) | + | 3:54.83 (4.) 79,717 |
| 55. | 402 | HRBÁČEK František Veteran club Česká Ves | CZ 1956 | MTX Škoda Buggy HA2 | 2.31 | 6.75 | 1:23.15 | 2:06.63 (60./2.) | 3.00 | 7.62 | 1:23.72 | 2:06.71 (67./5.) | + | 4:12.63 (5.) 74,100 |
| | 2 | MLEJNEK Aleš REC | CZ 1967 | E2/C+2000 | 2.01 | 4.99 | 58.05 | 1:27.16 (1./1.) | 1.93 | 4.81 | 57.00 | 1:25.50 (2./2.) | | - DNF - |
| | 437 | MATĚJKA Miroslav MMotorsport | CZ 1971 | Lancia Delta HF integrale HA1+2000 | 2.26 | 5.72 | 1:09.10 | 1:43.99 (30./1.) | 2.22 | 5.51 | 1:07.29 | 1:41.48 (37./1.) | | - DNF - |
| | 438 | DĚDEK David MMotorsport | CZ 1974 | Lancia Delta HF Integrale HA1+2000 | 2.30 | 5.96 | 1:08.55 | 1:44.71 (34./2.) | 2.12 | 5.59 | | - DNF - | | - DNF - |
| | 488 | KLEVETA Pavel KOVO-KLASIK s.r.o. | CZ 1957 | Renault 8 Gordini HA1-1300 | 2.52 | 7.01 | 1:18.77 | 1:59.43 (57./4.) | | | | - DNS - | | - DNF - |
| | 353 | KUČERA Zdeněk NOIR racing team | CZ 1985 | Renault Laguna S1+2000/2WD | 2.61 | 6.51 | 1:14.94 | 1:53.37 (52./2.) | | | | - DNS - | | - DNF - |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | RACE | | | Diff. Prev. | TIME Speed (km/h) |
|------|---|-------------------|-----------------|--------------|---------------|-------|-------|------|-----|------|----------------|----------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | | |

| Competition / Weather Information | | | | | | | | | |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification | | | | | RACE | | | | |
| | Time | Weather | Temp. (°C) | | | Time | Weather | Temp. (°C) | |
| | | | Air | Road | | | | Air | Road |
| 1st Round | 8:19: - 9:18: | Sunny | 19 | 12 | 1st Round | 12:05 - 14:06 | Sunny | 27 | 24 |
| 2nd Round | 9:42: - 10:40 | Sunny | 25 | 23 | 2nd Round | 13:54 - 15:25 | | 29 | 37 |
| | | | | | 3rd Round | - | | | |

| Statistics | | | | | | | | | | |
|---------------|-----------|----------|----------|----------|--------------|--------|--------|-----------------------|---------|--------------|
| | | Time | | | Speed (km/h) | | | Competitors / Nations | | |
| | | Min | Max | Avg. | Max | Min | Avg. | in start list | started | with results |
| Qualification | 1st Round | 1:27.160 | 2:32.890 | 1:46.128 | 107,389 | 61,220 | 88,195 | 80/4 | 64/4 | 63/3 |
| | 2nd Round | 1:21.680 | 2:31.760 | 1:44.568 | 114,594 | 61,676 | 89,511 | 80/4 | 65/4 | 65/4 |
| RACE | 1st Round | 1:21.670 | 2:35.170 | 1:42.522 | 114,608 | 60,321 | 91,297 | 80/4 | 70/4 | 69/4 |
| | 2nd Round | 1:21.800 | 2:33.170 | 1:42.667 | 114,425 | 61,109 | 91,168 | 80/4 | 68/4 | 67/4 |
| | 3rd Round | | | | | | | 80/4 | 0/4 | 0/0 |

| Race Director | | Sport Marshal IHA | | Main Timekeeper | |
|---|--|---|--|---|--|
|  | |  | |  | |
| BARTL Miroslav (CZE) | | KADLEC Jaroslav (CZE) | | ŠABÍK Ľuboš (SVK) | |

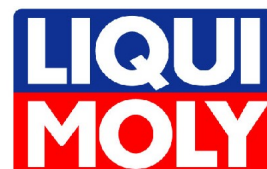
LIQUI MOLY BERG CUP 2012

Bušín - Hambálky

6. - 8. 7. 2012



Slovak Trophy



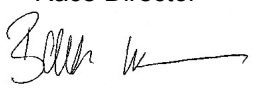


| Jury / Competition Management | | Hill Data | |
|-------------------------------|------------------------|--------------------------|--------|
| Chief of Competition | MATĚJKA Miroslav (CZE) | Start Altitude | m |
| Race Director | BARTL Miroslav (CZE) | Finish Altitude | m |
| Vice chairman | POLČAN Štefan (CZE) | Vertical Drop | m |
| Sport Marshal IHA | KADLEC Jaroslav (CZE) | Course Length | 2600 m |
| Technical Marshal IHA | DANĚK Pavel (CZE) | Min course Width | 6 m |
| | | Count of right-hand bend | |
| | | Count of left-hand bend | |
| | | Hill Record | : |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|--|-----------------|--|---------------|--------------|--------------------|--------------------------------------|--------------|--------------|--------------------|--------------------------------------|------------------|-------------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 1. | 330 | HANUŠ Vladimír KV Motorsport Team | SK 1976 | Mitsubishi Lancer EVO IX S1+2000/4WD | 2.22 1.93 | 5.71 5.19 | 1:05.31 1:02.88 | 1:38.44 (15./4.) 1:35.69 (10./3.) | 1.93 2.09 | 5.10 5.23 | 1:03.33 1:03.48 | 1:36.29 (17./5.) 1:36.38 (15./4.) | | 3:12.67 (4.) 97,161 |
| 2. | 111 | CIKOR Rado Max Motorsport | SK 1971 | Mitsubishi Lancer Evolution E1+2000/4WD | 2.12 2.52 | 5.49 6.06 | 1:05.12 1:04.69 | 1:39.93 (18./3.) 1:38.95 (19./4.) | 1.99 1.98 | 5.43 5.23 | 1:04.08 1:03.29 | 1:37.90 (22./4.) 1:36.90 (17./3.) | +2,130 +2,130 | 3:14.80 (4.) 96,099 |
| 3. | 61 | RÝZEK Milan KV Motorsport Team | SK 1985 | FIKS 01 E2/C-1600 | 2.25 2.34 | 5.80 5.87 | 1:05.97 1:04.66 | 1:38.81 (16./2.) 1:37.11 (13./2.) | 2.30 2.36 | 5.93 5.92 | 1:05.18 1:04.75 | 1:37.79 (21./2.) 1:37.44 (19./2.) | +2,560 +0,430 | 3:15.23 (2.) 95,887 |
| 4. | 131 | JUHAS Martin Galanta | SK 1980 | BMW M3 E1+2000/2WD | 2.42 2.34 | 6.06 6.47 | 1:06.27 1:07.01 | 1:38.90 (17./2.) 1:39.66 (20./3.) | 2.36 2.35 | 5.85 5.87 | 1:06.52 1:05.56 | 1:39.06 (30./3.) 1:38.20 (20./2.) | +4,590 +2,030 | 3:17.26 (3.) 94,900 |
| 5. | 336 | FILLOVÁ Katarína Silárd racing team | SK 1984 | Mitsubishi Lancer EVO VIII S1+2000/4WD | 2.03 1.97 | 5.72 5.55 | 1:07.03 1:06.12 | 1:41.52 (24./6.) 1:39.94 (23./6.) | 1.97 1.96 | 5.55 5.50 | 1:05.78 1:05.92 | 1:39.69 (27./6.) 1:40.04 (28./5.) | +7,060 +2,470 | 3:19.73 (5.) 93,727 |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | RACE | | | Diff. Prev. | TIME Speed (km/h) |
|------|---|-------------------|-----------------|--------------|---------------|-------|-------|------|-----|------|----------------|----------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | | |

| Competition / Weather Information | | | | | | | | | |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification | | | | | RACE | | | | |
| | Time | Weather | Temp. (°C) | | | Time | Weather | Temp. (°C) | |
| | | | Air | Road | | | | Air | Road |
| 1st Round | 8:19: - 9:18: | Sunny | 19 | 12 | 1st Round | 12:05 - 14:06 | Sunny | 27 | 24 |
| 2nd Round | 9:42: - 10:40 | Sunny | 25 | 23 | 2nd Round | 13:54 - 15:25 | | 29 | 37 |
| | | | | | 3rd Round | - | | | |

| Statistics | | | | | | | | | | |
|---------------|-----------|----------|----------|----------|--------------|--------|--------|-----------------------|---------|--------------|
| | | Time | | | Speed (km/h) | | | Competitors / Nations | | |
| | | Min | Max | Avg. | Max | Min | Avg. | in start list | started | with results |
| Qualification | 1st Round | 1:27.160 | 2:32.890 | 1:46.128 | 107,389 | 61,220 | 88,195 | 80/4 | 64/4 | 63/3 |
| | 2nd Round | 1:21.680 | 2:31.760 | 1:44.568 | 114,594 | 61,676 | 89,511 | 80/4 | 65/4 | 65/4 |
| RACE | 1st Round | 1:21.670 | 2:35.170 | 1:42.522 | 114,608 | 60,321 | 91,297 | 80/4 | 70/4 | 69/4 |
| | 2nd Round | 1:21.800 | 2:33.170 | 1:42.667 | 114,425 | 61,109 | 91,168 | 80/4 | 68/4 | 67/4 |
| | 3rd Round | | | | | | | 80/4 | 0/4 | 0/0 |

| Race Director | | Sport Marshal IHA | | Main Timekeeper | |
|---|--|---|--|---|--|
|  | |  | |  | |
| BARTL Miroslav (CZE) | | KADLEC Jaroslav (CZE) | | ŠABÍK Ľuboš (SVK) | |

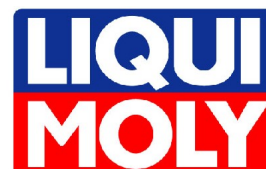
LIQUI MOLY BERG CUP 2012

Bušín - Hambálky

6. - 8. 7. 2012



Poland Trophy



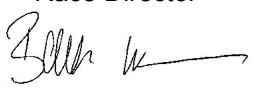


| Jury / Competition Management | | Hill Data | |
|-------------------------------|------------------------|--------------------------|--------|
| Chief of Competition | MATĚJKA Miroslav (CZE) | Start Altitude | m |
| Race Director | BARTL Miroslav (CZE) | Finish Altitude | m |
| Vice chairman | POLČAN Štefan (CZE) | Vertical Drop | m |
| Sport Marshal IHA | KADLEC Jaroslav (CZE) | Course Length | 2600 m |
| Technical Marshal IHA | DANĚK Pavel (CZE) | Min course Width | 6 m |
| | | Count of right-hand bend | |
| | | Count of left-hand bend | |
| | | Hill Record | : |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|---------------------------------------|--------------|---------------------------|---------------|-------|---------|------------------|------|------|---------|------------------|----------------|-------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 1. | 456 | WODNIAK Artur MAAR Motorsport | PL 1972 | BMW E30 318iS HA1-2000 | 2.45 | 6.39 | 1:10.85 | 1:45.32 (36./2.) | 2.47 | 6.04 | 1:07.00 | 1:40.80 (34./2.) | + 3:22.10 (1.) | 92,627 |
| | | | | | 2.55 | 6.25 | 1:06.94 | 1:40.24 (25./1.) | 2.50 | 6.13 | 1:07.49 | 1:41.30 (35./1.) | | |
| 2. | 450 | STANIAK Marcin KV Motorsport Team | PL 1978 | BMW 318is HA1-2000 | 2.47 | 6.09 | 1:12.25 | 1:48.98 (48./3.) | 2.34 | 5.84 | 1:06.40 | 1:40.38 (33./1.) | + 3:22.25 (2.) | 92,559 |
| | | | | | 2.44 | 6.00 | 1:08.60 | 1:45.24 (46./3.) | 2.27 | 5.77 | 1:07.60 | 1:41.87 (37./2.) | | |
| 3. | 399 | PAŠEK Przemyslaw Akuna Racing Team | PL 1984 | Honda Civic S1-1600 | 2.46 | 6.15 | 1:10.64 | 1:46.27 (40./1.) | 2.47 | 6.16 | 1:09.45 | 1:44.51 (52./2.) | + 3:30.37 (2.) | 88,986 |
| | | | | | 2.48 | 6.16 | 1:09.51 | 1:44.10 (44./2.) | 2.53 | 6.21 | 1:10.09 | 1:45.86 (50./2.) | | |
| 4. | 466 | KASZYNSKI Jarek Prosound Racing | PL 1972 | BMW 318 GTR HA1+2000 | 2.76 | 6.64 | 1:10.73 | 1:46.49 (41./3.) | 3.40 | 8.00 | 1:11.65 | 1:46.55 (54./2.) | + 3:34.48 (1.) | 87,281 |
| | | | | | 2.48 | 6.13 | 1:08.85 | 1:43.01 (36./1.) | 2.75 | 6.79 | 1:12.13 | 1:47.93 (53./1.) | | |

| Rank | № | Driver Entrant | Country Bird | Car Class | Qualification | | | RACE | | | Diff. Prev. | TIME Speed (km/h) |
|------|---|-------------------|-----------------|--------------|---------------|-------|-------|------|-----|------|----------------|----------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | | |

| Competition / Weather Information | | | | | | | | | |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification | | | | | RACE | | | | |
| | Time | Weather | Temp. (°C) | | | Time | Weather | Temp. (°C) | |
| | | | Air | Road | | | | Air | Road |
| 1st Round | 8:19: - 9:18: | Sunny | 19 | 12 | 1st Round | 12:05 - 14:06 | Sunny | 27 | 24 |
| 2nd Round | 9:42: - 10:40 | Sunny | 25 | 23 | 2nd Round | 13:54 - 15:25 | | 29 | 37 |
| | | | | | 3rd Round | - | | | |

| Statistics | | | | | | | | | | |
|---------------|-----------|----------|----------|----------|--------------|--------|--------|-----------------------|---------|--------------|
| | | Time | | | Speed (km/h) | | | Competitors / Nations | | |
| | | Min | Max | Avg. | Max | Min | Avg. | in start list | started | with results |
| Qualification | 1st Round | 1:27.160 | 2:32.890 | 1:46.128 | 107,389 | 61,220 | 88,195 | 80/4 | 64/4 | 63/3 |
| | 2nd Round | 1:21.680 | 2:31.760 | 1:44.568 | 114,594 | 61,676 | 89,511 | 80/4 | 65/4 | 65/4 |
| RACE | 1st Round | 1:21.670 | 2:35.170 | 1:42.522 | 114,608 | 60,321 | 91,297 | 80/4 | 70/4 | 69/4 |
| | 2nd Round | 1:21.800 | 2:33.170 | 1:42.667 | 114,425 | 61,109 | 91,168 | 80/4 | 68/4 | 67/4 |
| | 3rd Round | | | | | | | 80/4 | 0/4 | 0/0 |

| Race Director | | Sport Marshal IHA | | Main Timekeeper | |
|---|--|---|--|---|--|
|  | |  | |  | |
| BARTL Miroslav (CZE) | | KADLEC Jaroslav (CZE) | | ŠABÍK Ľuboš (SVK) | |

LIQUI MOLY BERG CUP 2012

Bušín - Hambálky

6. - 8. 7. 2012



Austria Trophy

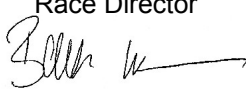




| Jury / Competition Management | | | | Hill Data | | | |
|-------------------------------|------------------------|--|--|--------------------------|--------|--|--|
| Chief of Competition | MATĚJKA Miroslav (CZE) | | | Start Altitude | m | | |
| Race Director | BARTL Miroslav (CZE) | | | Finish Altitude | m | | |
| Vice chairman | POLČAN Štefan (CZE) | | | Vertical Drop | m | | |
| Sport Marshal IHA | KADLEC Jaroslav (CZE) | | | Course Length | 2600 m | | |
| Technical Marshal IHA | DANĚK Pavel (CZE) | | | Min course Width | 6 m | | |
| | | | | Count of right-hand bend | | | |
| | | | | Count of left-hand bend | | | |
| | | | | Hill Record | : | | |

| Rank | No | Driver Entrant | Country Bird | Car Class | Qualification | | | | RACE | | | | Diff. Prev. | TIME Speed (km/h) |
|------|-----|--------------------|--------------|--------------------------|---------------|-------|---------|-----------------------------|--------------|--------------|--------------------|---|-------------|------------------------|
| | | | | | 20 m | 100 m | 1600m | Time | 20m | 100m | 1600m | Time | | |
| 1. | 240 | LACKNER Ronald REC | AT 1990 | Suzuki Swift GTI E1-1400 | 2.36 | 5.81 | 1:06.08 | - DNS - 1:38.87 (18./1.) | 2.51 2.44 | 5.98 5.89 | 1:05.82 1:06.07 | 1:38.84 (24./1.) 1:38.90 (24./1.) - DNS - | 0,000 | 3:17.74 (1.) 94,670 |

| Competition / Weather Information | | | | | | | | | |
|-----------------------------------|---------------|---------|------------|------|-----------|---------------|---------|------------|------|
| Qualification | | | | | RACE | | | | |
| | Time | Weather | Temp. (°C) | | | Time | Weather | Temp. (°C) | |
| | | | Air | Road | | | | Air | Road |
| 1st Round | 8:19: - 9:18: | Sunny | 19 | 12 | 1st Round | 12:05 - 14:06 | Sunny | 27 | 24 |
| 2nd Round | 9:42: - 10:40 | Sunny | 25 | 23 | 2nd Round | 13:54 - 15:25 | | 29 | 37 |
| | | | | | 3rd Round | - | | | |

| Statistics | | | | | | | | | | |
|---------------|-----------|----------|----------|----------|--------------|--------|--------|-----------------------|---------|--------------|
| | | Time | | | Speed (km/h) | | | Competitors / Nations | | |
| | | Min | Max | Avg. | Max | Min | Avg. | in start list | started | with results |
| Qualification | 1st Round | 1:27.160 | 2:32.890 | 1:46.128 | 107,389 | 61,220 | 88,195 | 80/4 | 64/4 | 63/3 |
| | 2nd Round | 1:21.680 | 2:31.760 | 1:44.568 | 114,594 | 61,676 | 89,511 | 80/4 | 65/4 | 65/4 |
| RACE | 1st Round | 1:21.670 | 2:35.170 | 1:42.522 | 114,608 | 60,321 | 91,297 | 80/4 | 70/4 | 69/4 |
| | 2nd Round | 1:21.800 | 2:33.170 | 1:42.667 | 114,425 | 61,109 | 91,168 | 80/4 | 68/4 | 67/4 |
| | 3rd Round | | | | | | | 80/4 | 0/4 | 0/0 |

| | | |
|--|---|---|
| Race Director  BARTL Miroslav (CZE) | Sport Marshal IHA  KADLEC Jaroslav (CZE) | Main Timekeeper  ŠABÍK Ľuboš (SVK) |
|--|---|---|