



One Belt One Road Nations' Cup Hungary

IFJÚSÁGI VILÁGKUPA
2021. AUGUSZTUS 20-21-22.

UCI NATIONS' CUP
JUNIOR



Dear Sporting Friends,

I happily took on the role of being the patron of the Hungarian Junior Cycling World Cup for the second time, since it is a very important sport event series that returns to Hungary.

Hungarian cycling sport has rapidly been developing and climbing to the top in recent years.

Let's just think about the ever-increasing quality of cycling teams that are competing in the Tour de Hongrie year after year, or that if circumstances allow for it, the Giro d'Italia will finally be able to start out from Hungary soon. The race that is among the three most prestigious cycling stage races in the world, moreover, the one in which young talent Attila Valter – with wonderful racing this year – was able to wear the pink jersey for leading the general classification for the first time ever as a Hungarian rider, directing unprecedented attention to fellow Hungarian riders as well.

The world has noticed Hungarian riders and I am sure that young Hungarians have noticed that they may even choose this sport in the future. And what better way to promote the sport than by racing?

It is a great pleasure for East Hungary to host the Junior World Cup and, by this way, greatly contributing to the development of young Hungarian talents in the international sports scene.

Dr. Tünde Szabó
 State Secretary for Sport



Difficulties have made us stronger

Hungarian cycling sport is developing dynamically. This fact is true even in the present situation when, without exemption, all sports have been affected by the pandemic crisis. Our cyclists have fought with the challenges of the year in an exemplary way and have been able to stay in shape thanks to, among others, Kométa ZWIFT Challenge and Renault KOM Strava Challenge. Similarly, the Hungarian Cycling Federation has also strived to keep up the pace with which it finished its most successful season last year. Although the Giro d'Italia is not visiting Hungary this year, we will not be left without a world-level race.

It is a great pleasure for me to welcome the peloton of this year's only Junior Road Cycling World Cup in Hungary. The organisation of the event is not only significant for the sport itself, but it has also been a decade-long dream of Hungarian cycling. Simultaneously, it represents a significant value for our touristic country brand. We hope that after a long break we will be able to bring life again to the national and international junior peloton, and that we can prove that difficulties have made us stronger.

I wish that the eagerness, competitiveness and longing for success of the young would manifest in an exciting and high-standard race without injuries. It means another step of international significance in the catching up of Hungarian cycling sport, which we can be rightly proud of.

dr. Péter Princzinger
 President
 Hungarian Cycling Federation



Dear Riders,
 Dear Sports Fans,

Welcome to the Hungarian leg of the 2021 Junior World Cup - One Belt One Road Nations' Cup Hungary, in Nyíregyháza! In recent years, our city has been home to many prestigious national and international cycling events, during which number of talented and reknowned riders have visited us, and got to know Nyíregyháza. They have experienced that this is a sporty city with an ever-evolving sports infrastructure and a network of cycling paths. The people of Nyíregyháza are open to healthy lifestyle, sports and recreational activities. They love sportings competitions, tournaments, championships. The venue, the environment, the facilities, the professionalism of the organizers and the hospitality of the locals remain unchanged, and successful organizing is guaranteed again this year. I wish the riders success and good results in both the individual time trial race and the road races, while all you attendants and spectators, have fun!

Dr. Ferenc Kovács
 Mayor of the City of Nyíregyháza with County Rights



Dear Riders,
 The Municipality of the town Ibrány is taking an active part in the establishment of the conditions of the competition- and mass sporting and its continuous development. The Municipality is supporting several sport clubs, sport associations and it is a great pleasure to us, that besides this more and more civil organisations, business groups and institutions get involved into the organisation, managing of the town mass sport programmes. A large number of the inhabitants of Ibrány have a continuously increasing demand for physical exercises, as we can see more and more young people cycling, running, rowing or even playing basketball in open air. Thanks to the management of MERSE and NYKSE during the last years it was possible to organise several cycling competitions of high standard in Ibrány and in its region. Our roads are of good quality, our town is well ordered, inhabitants are open and receptive in direction of all new possibilities which provide a possibility to introduce ourselves, make public aquainted with our values, our natural beauties. Over the past few years, we have hosted a number of national and international cycling events, which have helped to spread the reputation and hospitality of our town. The possibility of organising the Junior World Cup is, of course, a new challenge and a great honour for us. In that way I should like to say thank you to all those who provide a possibility with their work, and expertise or financial support, to make again popular the cycling sport in our region. I am thanking for the confidence/trust of the Hungarian Cycling Association, we endeavour this year as well to deserve it.

Dr. Imre Trenčsényi
 Major of Town Ibrány



Dear Riders,
 As the Mayor of the city of Vásárosnamény and the president of the Vásárosnamény Sports Club, I am very pleased and honoured to welcome you to the starting city of the two race days of the Visegrad 4 Juniors cycling World Cup. We are extremely proud to host this outstanding competition, and we hope that by doing so, we can prove that our county is an ideal place for both cycling tourists and racers. Vásárosnamény is a young, emerging and sporty city where kayaking, canoeing, football, table-tennis, swimming and cycling constitute significant part of the everyday life of schoolchildren. We render complex services for tourists who prefer active holidays: almost 200km cycling road on the levee dyke, bikes for rent, city guides which can be mounted on bikes, cycling maps and guides, cycling package offers and service points, fixed-time gastro-cycling tours and the round-the-year-open information office all serve this purpose. It is not a question why Vásárosnamény has been awarded the title of "Cycling-friendly City" several times. We do our best to be the successful starting city of the race on these two days, and we hope that with it, we can create a new tradition in Vásárosnamény, the heart of Bereg.
 I wish a good preparation period and pleasant race for all riders, and we look forward to seeing all the lovers of sport in Vásárosnamény on 26 and 28 August on the starts of the stages of Visegrad 4 Juniors cycling World Cup!

Filep Sándor
 Mayor of Town Vásárosnamény

OUR CHINESE SPONSORS

CITY OF ANSHUN



Anshun is a prefecture-level city located in southwestern Guizhou province, southwest China. It is a place called "the hometown of waterfalls in China" in the midwest of Guizhou Province. Anshun is endowed with cool climate, annual average temperature 14.2°C. It is like a big natural 'air conditioner', so it was awarded as one of "China's Best Summer Tourism City" and "China's Best Livable City". In addition, it was honored as 'One of the Most Beautiful Cities in China' and 'One of China's Top Ten Featured Leisure Cities'.

Anshun is a tourist resort with rich resources and beautiful scenery. The city's scenic area takes up more than 12% of the city; There are two 5A scenic spots (Huangguoshu and Dragon Palace) and more than ten 4A scenic spots. The city is full of intersecting rivers and valleys with hills, forests, lakes, underground rivers and springs. More than 100 waterfalls and 1200 surficial karst caves are densely distributed in Anshun. All of these constitute gorgeous three-dimensional landscape.

Anshun is a place to make tourists nostalgic and relax. There are many national and provincial models of beautiful villages, such as Tangyue, Xiushui, Langtang, Xiaohewan, Gaodang and Shitouzhai. Each of them is with its special scene, unique feature and kind of beauty. These villages constitute lots of beautiful rural pictures in the middle of Guizhou Province.

Anshun is also a land of profound culture and abundant folk customs. Historical and cultural relics enhance each other here, such as Three Kingdoms Culture, Tunpu Culture, Chuangdongzhai Culture, Zangke Culture and Yelang Culture. There is Chuangdongzhai ancient human cultural site in Pudin.

PROVINCE OF GUIZHOU



Guizhou is a landlocked province in the southwest region of the People's Republic of China. Its capital and largest city is Guiyang, in the center of the province. Guizhou borders the autonomous region of Guangxi to the south, Yunnan to the west, Sichuan to the northwest, the municipality of Chongqing to the north, and Hunan to the east. The population of Guizhou stands at 38.5 million, ranking 18th among the provinces in China.

The Dian Kingdom, which inhabited the present-day area of Guizhou, was annexed by the Han dynasty in 106 BC. Guizhou was formally made a province in 1413 during the Ming dynasty. After the overthrow of the Qing in 1911 and following the Chinese Civil War, the Communist Party of China took refuge in Guizhou during the Long March between 1934 and 1935. After the establishment of the People's Republic of China, Mao Zedong promoted the relocation of heavy industry into inland provinces such as Guizhou, to better protect them from potential foreign attacks.

Guizhou is rich in natural, cultural and environmental resources. Its natural industry includes timber and forestry, and the energy and mining industries constitute an important part of its economy. It is also one of China's fastest-growing economies. The Chinese government is looking to develop Guizhou as a data hub.

Guizhou is a mountainous province, with its higher altitudes in the west and centre. It lies at the eastern end of the Yungui Plateau. Demographically, it is one of China's most diverse provinces. Minority groups account for more than 37% of the population, including sizable populations of the Miao, Bouyei, Dong, Tujia and Yi peoples, all of whom speak languages distinct from Chinese. The main language spoken in Guizhou is Southwestern Mandarin, a variety of Mandarin.



Table of content

Welcome speeches.....	2
Our Chinese sponsors - City of Anshun.....	4
Our Chinese sponsors - Province of Guizhou...	5
Nyíregyháza.....	8
Vásárosnamény.....	9
Ibrány.....	10
Medals & jerseys.....	12
Race regulations.....	14
Our Partners.....	21
Prologue.....	25
Maps & profiles.....	25
Itinerary.....	26
Stage Nr. 1/A.....	28
Maps & profiles.....	29
Itinerary.....	30
Stage Nr. 1/B.....	32
Maps & profiles.....	33
Itinerary.....	34
Stage Nr. 2.....	36
Maps & profiles.....	37
Itinerary.....	38





Nyíregyháza (START & FINISH TOWN)



Situated along the main transport routes, Nyíregyháza is a city with the seventh largest population in Hungary with its 120,000 residents. In a circle with a radius of 100 kilometres, it borders three countries: Ukraine (78 km), Romania (100 km), and Slovakia (75 km).

Nyíregyháza is a young and dynamic city. Walking in the historical city centre, one can see that the modern architecture of the 21st century comfortably coexists with impressive historical architectural heritage. The city's main square, surrounded by the city hall, the Roman Catholic church, the prestigious Hotel Korona and the Savings Bank (Takarékpálya) is the site of several events and festivals. The appeal of the city centre is increased by artworks for public display, parks, resting places and cafés. The range of possibilities for education, culture, recreation and entertainment is almost limitless with a never-ending series of major events, festivals and mass sporting events.

Embraced by a 320-hectare oak forest that provides a special microclimate, Sóstógyógyfürdő (Sóstó Spa), which received its name from its salt water lake, is to be found barely 6 kilometres from the city centre. It is Hungary's national health resort, which awaits visitors of all ages with outstanding experiences on offer. All members of a family can have their an unparalleled adventures in Aquarius Spa, too. A particularly wide plethora of



physiotherapy treatments are also offered besides balneotherapeutic ones in the therapeutic section of the spa.

Nyíregyháza Zoo is in possession of an extraordinary collection of animals, which are visited by nearly 500,000 guests every year. The almost 5,000 species are showcased in non-separated sections, each of them dedicated to one continent. The zoo is situated in a 30-hectare oak forest.

More and more locals are becoming aware of healthy lifestyle and environmental protection. All of them are served by the dynamic expansion of a network of cycle paths. Besides the city's cycle path network of more than 70 kilometres, a direct and uninterrupted bike path was built out between Nyíregyháza and Tokaj. Bike lovers can enjoy several major bike events annually.



Vásárosnamény (START & FINISH TOWN)



Vásárosnamény is a hospitable small town at the end of the M3 motorway, in Szabolcs-Szatmár-Bereg county. The town is situated where four rivers meet: the Tisza, the Szamos, the Kraszna and the Túr. The city's logo and slogan - 'Vásárosnamény is the heart of Bereg' faithfully reflects the city's cultural, economic and geographical position in Bereg.

The real attraction of Vásárosnamény is the waters. The silky sandy beach of Tisza attracts thousands of tourists a year, but is also a popular harbor for water hikers. Located a few hundred meters from the free beach of Tisza, Atlantika Water Amusement Park, the Szilva Thermal and Wellness Spa is located on the bank of the Kraszna River, the spa is open all year.

Vásárosnamény and Bereg have excellent facilities for cycling tourists, as well as the rampart which is also a cycling route of more than 150 km, due to numerous cycling programs.

Vásárosnamény can be a great base for tours to Bereg, Satu Mare, Transcarpathia and Satu Mare County in Romania, from where it is good to start and return. The Tourinform office, which is one of the oldest and most impressive walls in the city, can provide all the information you need (www.facebook.com/TourinformVasarosnameny)





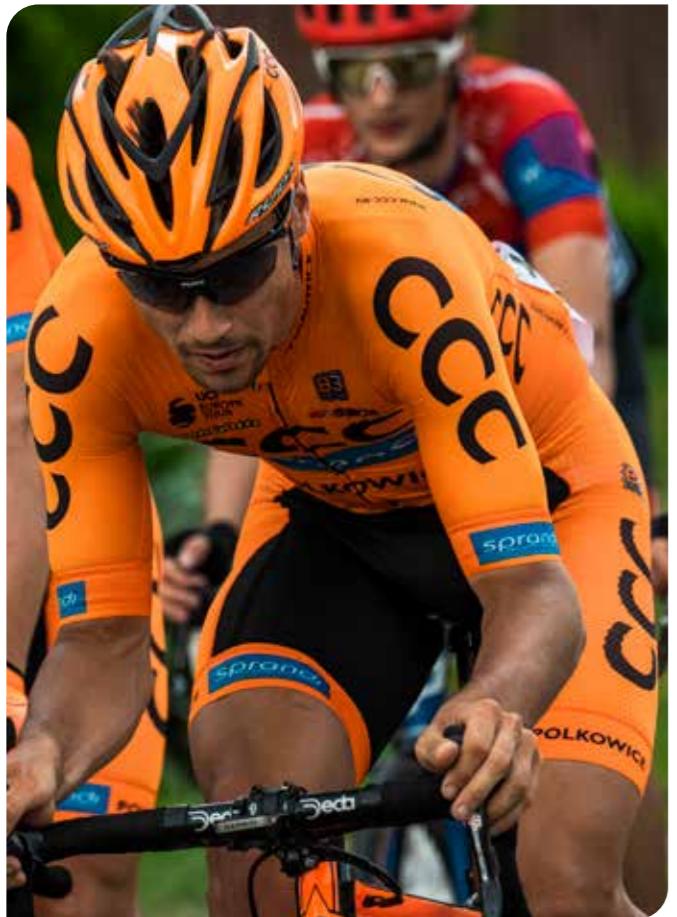
Ibrány

(START & FINISH TOWN)



Ibrány is a settlement in the Szabolcs-Szatmár-Bereg county of/with the 10th largest population. The settlement is for 5 thousand years already continuously occupied, this is proven by the rich archeological fossils discovered at this place. Its written history reaches back right to the early medieval.

The real development of the settlement started in the XXth century. In 1993 Ibrány got the rank of a town and has become one centre of the secondary education of the area. Health care provision and the education is on high level, the infrastructure is favourable. In 2003 Ibrány has become the centre of the 17 settlements incorporating Ibrány-Nagyhalászi Kistérség and after 10 years as from the 1 January, 2013. is the centre of the Ibrány district.



As from amongst the natural fundamentals of the town the unparalleled continuous sandy river bank of several hundred meter length is conspicuous, the free beach of which is functioning in the summer season as a communal area.

The town Ibrány and the inhabitants of Ibrány are famous of their love towards sport. The Municipality of Ibrány is taking an active part in the organisation of the free time programmes, in co-operation with the educational institutions of the town and civil organisations. There are several opportunities for sporting activities in both the town and the banks of the river Tisza.

Over the past few years, we have hosted a number of national and international cycling events, which have helped to spread the reputation and hospitality of our town. The possibility of organising the Junior World Cup is, of course, a new challenge and a great honour for us.



HUNGARY



MEDALS AND JERSEYS

Nyíregyháza



Vásárosnamény



Ibrány



Nyíregyháza



RACE REGULATION AND SPECIFIC REGULATION 2021

ARTICLE 1. ORGANIZATION

The One Belt One Road Nations' Cup Hungary UCI 2. NCup MJ is organized by 'Movement, Health, Recreation Sport Club (2040 Budaörs, Fagyöngy street 1.)" under the regulations of the UCI. It is to be held between 20-22nd of August 2021. The race is moderate flat except for the hilly stage Nr. 1. Race Director: János SOLYOMOSI – tel: +36-30-435-29-92 (e-mail: mozgassegsegerekreacio@gmail.com).

	Date	Distance	Type	Start	Finish	Circuit	Stage
1.	2021. August 20	3,8 km	ITT	Nyíregyháza	Nyíregyháza	-	Prologue
2.	2021. August 21	89,9 km	IRR	Vásárosnamény	Vásárosnamény	-	1/A.
3.	2021. August 21	41,2 km	IRR	Ibrány	Ibrány	2x5,6 km	1/B.
4.	2021. August 22	108,0 km	IRR	Nyíregyháza	Nyíregyháza	2x4,7 km	2.
	Daily average:	119,6 km					
	Total:	242,9 km					

ARTICLE 2. TYPE OF EVENT

The event is in class UCI 2. NCup MJ is open to athletes of the Men Junior categories and is entered on the UCI Nations' Cup calendar.

In accordance with article 2.14.040 and 2.14.041 of the UCI regulations the following points are awarded for the UCI Men Junior Nations' Cup ranking:

-Stages: - 6, 5, 4, 3, 2 and 1 points for first six riders

-General individual classification: - 30, 25, 20, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 points for first twenty riders

ARTICLE 3. PARTICIPATION

As per article 2.1.005 of the UCI regulations, the event is open to the following teams: National teams, Regional and club teams (max 16%) and Mixed Teams.

As per article 2.2.003bis of the UCI regulations, teams must be formed of minimum 4 and maximum 6 riders.

ARTICLE 4. RACE HEADQUARTERS

The race headquarters shall be open at Thursday 19/08/2021 between 16:00 – 19:30 and located at the following address: Uni-Hotel (3515 Miskolc-Egyetemváros, <http://uni-hotel.hu>, GPS: N48.079 E20.771). Team representatives are requested to confirm their starters and collect their race numbers at the race headquarters 16:00 – 18:30.

The team managers' meeting, organized in accordance with article 1.2.087 of the UCI regulations, in the presence of the Members of the Commissaires' Panel, is scheduled Thursday 19/08/2021 for 18:45 – 19:30 at at the following address: Uni-Hotel (3515 Miskolc-Egyetemváros, <http://uni-hotel.hu>, GPS: N48.079 E20.771).

Friday 20/08/2021

The race headquarters near the start&finish of the Prologue shall be open on Friday 20/08/2021 between 10:00 – 16:00 and located at the following address: Continental Arena (4400 Nyíregyháza, Géza street 8, <https://continentalarena.nyireghazisc.hu/>, GPS: N47.957 E21.723).

Saturday 21/08/2021

The race headquarters at the start of the Half-stage Nr 1/A shall be open at Saturday 21/08/2021 between 08:30 – 13:00 and located at the following address: Hotel-Hunor (4800 Vásárosnamény, Szabadság square 25, <http://hunorhotel.hu/>, GPS: N48.131 E22.317).

The race headquarters at the finish of the Half-stage Nr 1/B shall be open on Saturday 21/08/2021 between 16:00 – 19:30 and located at the following address: Ibrányi László Művelődési Központ és Könyvtár (4484 Ibrány, Hősök square 2-4. <http://ibrany.klc-system.hu/> node/75 - GPS: N48.128 E21.713).

Sunday 22/08/2021

The race headquarters at the finish of the Stage Nr 2 shall be open at Sunday 22/08/2021 between 10:00 – 15:30 and located at the following address: Continental Arena (4400 Nyíregyháza, Géza street 8, <https://continentalarena.nyireghazisc.hu/>, GPS: N47.957 E21.723).

ARTICLE 5. START OF THE PROLOGUE

The order of riders & the cars will be as follows in accordance with the UCI regulations 2.6.023. For the prologue the starting order for each team shall be determined by the organiser in agreement with the commissaires panel; each team shall determine the order in which its riders shall start, after they confirmed their riders. During ITT (Prologue) the riders start in every minute.

ARTICLE 6. GEAR RATIO

During event, the maximum gear ratio authorised is that which gives a distance covered per pedal revolution of 7.93 metres based on UCI Regulation 2.2.023.

ARTICLE 7. BIKES ON ITT (PROLOGUE)/7.CIKKELY KERÉKPÁROK AZ IDŐFUTAMVERSENYEN (PROLÓG)

Only normal road bikes are allowed to. No specialized time trial equipment (bikes, handlebars, helmets) can be used!

Csak normál kerékpárok használhatóak. Speciális időfutam kiegészítők (kerékpárok, könyöklők, időfutam sisakok) használata sem megengedett!

ARTICLE 8. RADIO-TOUR

The Organiser will be provided for teams radios during the time of the event for each day in the morning at the starting area. Frequency of the radio tour: 166 MHz. Team managers oblige to give back every day for the technical staff at the finishing area after the IRR stages.

ARTICLE 9. NEUTRAL TECHNICAL SUPPORT

The Race Organisation will arrange for 3 'neutral' service vehicles to travel with the race - these will be marked by yellow and will be available to service all riders during the race. Any equipment accepted by these 'neutral' service vehicles must be returned or refunded at the end of the stage.

ARTICLE 10. TIME LIMITS

If any rider finishing in a time more than 8% greater than of the winner shall not be given a placing on Half-stage Nr 1/A, Half-stage Nr. 1/B and Stage Nr 2. If any rider has more than 8 minutes disadvantage from the main bunch during the race, he could be excluded for safety reasons.

The time limit may, in exceptional circumstances, be increased by the Commissaires' Panel in agreement with the organizer.

There is no time limit on ITT (Prologue).

ARTICLE 11. BONUSES

The bonuses will be awarded for the first three riders on Stage Nr 2: 10, 6 and 4 seconds

The bonuses will be awarded for the first three riders on half-stage Nr 1/A: 6, 4 and 2 seconds

The bonuses will be awarded for the first three riders on half-stage Nr 1/B: 6, 4 and 2 seconds

The bonuses will be awarded for the first three riders on each intermediate sprints: 3, 2 and 1 seconds

No bonuses will be awarded for the individual trial (Prologue.).

ARTICLE 12. CLASSIFICATIONS

The following classification(s) will be issued:

Individual general classification by time	(Yellow jersey)
Points classification	(Green jersey)
Best Young rider	(Blue jersey)
Best Hungarian rider	(jersey decorated with HUN flag)
Best team classification	

Individual general classification by time (Yellow jersey)

The individual general classification is established by adding the times achieved by each rider during Prologue, Half-stage Nr 1/A, Half-stage Nr 1/B and Stage Nr 2 including time bonuses and the possible time penalties, which have been also taken into account. The fractions of a second recording during the ITT (Prologue) are also taken into considerations.

In case of a tie the article 2.6.015 of the UCI regulations is applicable. The leader of individual general classification wears a **yellow jersey**.

Points classification (Green jersey)

The points general classification is determined by the result of the intermediate sprints on stages or half-stages. The first 3 riders of each intermediate sprints earn 3 - 2 - 1 points. In case of a tie the article 2.6.017 of the UCI regulations is applicable:

1. Number of wins in intermediate sprints
2. General individual classification by time

The leader of individual points classification wears a **green jersey**.

Youth classification (Blue jersey)

The youth general classification is established by the riders born in 2004 (first year junior) based on the result of the individual general classification.

The leader of youth classification wears a **blue jersey**.

Youth classification (Blue jersey)

A fiatal versenyzők összetett versenyében azon versenyzők vesznek részt, akik 2004-ben születtek (első éves ifjúsági versenyzők) az egyéni összetett versenyben elérte eredményük alapján.

The best Hungarian riders classification (HUN flagged jersey)

The best placed Hungarian rider based on the individual general classification wears a white jersey decorated with the Hungarian flag.

Jersey's Priority:

1. Yellow jersey
2. Green jersey
3. Blue jersey
4. Best Hungarian rider jersey

Team general classification

For the teams general classification calculated by the daily teams classification (Based on the sum of the 3 best riders from the same team each day. In the event of a tie, the teams are separated by the sum of the places acquired by their three best riders on the dedicated stage.)

In case of a tie in the team general classification, the following criteria will be applied based on the UCI regulation 2.6.016:

- 1.) Number of first places in the daily team classification
- 2.) Number of second places in the daily team classification
- 3.) etc.

In the event that position is still tied, the teams are separated by placing of their best placed rider in the individual general classification.

In case less than three riders from the same team finish the race, the team is not classified.

Összetett csapatverseny**ARTICLE 13. EXPECTED TO FINISH IN BUNCH SPRINTS**

For calculation of time gaps for stages 'expected to finish in bunch sprints" protocol will be applied on Half-stage Nr 1/A, Half-stage Nr 1/B and Stage Nr 2.

ARTICLE 14. INDIVIDUAL PRIZES

The following prizes are awarded in HUF accordance with UCI Regulations. Total of the prizes 995.000 HUF (calculated on 355 HUF/EUR) as follows:

- Stages: 43.000, 25.000, 18.000, 15.000, 12.000, 12.000, 12.000, 12.000, 5.000-5.000 for the first 20 riders.
Total: 223.000 HUF (637 Euro - calculated on 355 HUF/EUR)
- Half-stages: 25.000, 18.000, 12.000, 10.000, 7.000, 7.000, 7.000, 7.000, 5.000-5.000 for the first 20 riders.
Total: 157.000 HUF (452 Euro - calculated on 355 HUF/EUR)
- Individual general classification: 27.000, 17.000, 12.000, 10.000, 8.000, 8.000, 8.000, 8.000, 8.000, 4.000-4.000 for the first 20 riders. Total: 154.000 HUF (435 Euro - calculated on 355 HUF/EUR)
- SPR general classification: 18.000, 16.000, 11.000, 8.000, 8.000, 5.000, 5.000 for the first 6 riders. Total: 71.000 HUF (200 Euro - calculated on 355 HUF/EUR)
- Best young rider in the general classification 5.000 Total: 5.000 HUF (16 Euro - calculated on 355 HUF/EUR)
- Best Hungarian rider in the general classification 5.000 Total: 5.000 HUF (16 Euro - calculated on 355 HUF/EUR)

The prizes money for the race will be given after the publication of the possible anti-doping tests via banking account directly to the account of each team.

ARTICLE 15. ANTIDOPING

The anti-doping tests will take place at Prologue, shall be open on Friday 20/08/2021 between 10:00 – 16:00 and located at the following address: Continental Arena (4400 Nyíregyháza, Géza street 8, <https://continentalarena.nyireghazisc.hu/>, GPS: N47.957 E21.723).

The anti-doping tests will take place at Half-stage Nr 1/A shall be open between Saturday 21/08/2021 between 08:30 – 13:00 and located at the following address: Hotel-Hunor (4800 Vásárosnamény, Szabadság square 25, <http://hunorhotel.hu/>, GPS: N48.131 E22.317).

The anti-doping tests will take place at Half-stage Nr 1/B shall be open on Saturday 21/08/2021 between 16:00 – 19:30 and located at the following address: Ibrányi László Művelődési Központ és Könyvtár (4484 Ibrány, Hősök square 2-4. <http://ibrany.klc-system.hu/node/75> - GPS: N48.128 E21.713).

The anti-doping tests will take place at Stage Nr. 2 shall be open at Sunday 22/08/2021 between 10:00 – 15:30 and located at the following address: Continental Arena (4400 Nyíregyháza, Géza street 8, <https://continentalarena.nyireghazisc.hu/>, GPS: N47.957 E21.723).

If the anti-doping control takes place, organiser will inform the teams by a blackboard at the finish line. In this case the winner of the general classification and two riders selected at random by the anti-doping inspector should go to be tested. The Hungarian antidoping legislation is applicable in addition to the UCI antidoping regulations.

ARTICLE 16. AWARDS CEREMONY

In accordance with article 1.2.112 of the UCI rules, the following riders must attend the official awards ceremony (after the finish): the first three of the stage and in addition the leader of the general classification, the leader of the points classification, the leader of the mountain classification, the leader of the youth classification, the best Hungarian rider, who finished the race in addition the leader team of UCI Men Junior Nations' Cup if they started.

After the stage Nr. 3 the 1-3 rider in the individual general classification, the jersey holders, the winner of the teams general classification, furthermore the leader nation of the UCI MJ Nations Cup if it is attended on the event.

ARTICLE 17. START & FINISH AREAS**Prologue / Prológ**

- Start – Town Hall (4400 Nyíregyháza Kossuth square 1.)
- Start – Town Hall (4400 Nyíregyháza Kossuth square 1.)
- Detour & Parking – (4400 Nyíregyháza, Hunyadi street / Way Adam street)
- Changing rooms and showers - Continental Arena (4400 Nyíregyháza, Géza street 8.)

Half-stage Nr 1/A. / 1/A. fél-szakasz

- Start –(4800 Vásárosnamény, Szabadság square)
- Finish – (4800 Vásárosnamény, Kraszna bridge)
- Detour & Parking – (4800 Vásárosnamény, Kraszna bridge)
- Changing rooms and showers - Hotel Hunor (4800 Vásárosnamény, Szabadság square 25.)

Half-stage Nr 1/B. / 1B fél-szakasz

- Start – Ibrányi László Művelődési Központ (4484 Ibrány, Hősök square 2-4.)
- Finish - Ibrányi László Művelődési Központ (4484 Ibrány, Hősök square 2-4.)
- Detour & Parking - Agora Shop parking entrance (at 300 meters – left side)
- Changing rooms and showers - Móricz Zs. High School (4484 Ibrány, Hősök square 8.)

Stage Nr 2. / 2. szakasz

- Start – Town Hall (4400 Nyíregyháza Kossuth square 1.)
- Finish – (4400 Nyíregyháza, Országzászló square)
- Detour & Parking – (4400 Nyíregyháza, Országzászló square)
- Changing rooms and showers - Continental Arena (4400 Nyíregyháza, Géza street 8.)

ARTICLE 18. PENALTIES

The UCI penalty scale is the only one applicable.

ARTICLE 19. COMMISSIONAIRES PANEL AND OFFICIALS

Pres. Mrs. DAVIDKOVA Simona (UCI) C2 TÖRZSÖK Zsolt (UCI), C3 SEGNAN Rodolfo (UCI) FJ VALCIC Bruno (UCI), AFJ GLASZ Miklós (NAT), C6 FJ PATAKI Rózsa (NAT) RAGÓ Tibor (NAT) C4 KOVÁCS László (NAT) SZABÓ Antal (NAT) C1 VEREBÉLYI Lajos (NAT) INFO MOTO SÁRI Zsófi (NAT), MC1 PÉTI Zoltán (NAT), MC2 ORBÁN László (NAT), BW KESJÁR Attila (NAT) VASVÁRI Gyula (NAT), RT HEGYI Anikó (NAT),

Dr. RÓZSA Szilveszter (Race doctor) Dr. PÁNCZÉL Timea (Ambulance doctor), Dr. GÁSPÁR Attila (Ambulance doctor), As. HORVÁTH Zoltán (Ambulance assistant), TISZEKER Ágnes (HUNADO)

ARTICLE 20. ORGANIZATIONAL ISSUES

The Committee of Organisation has appointed personnel who are qualified and responsible for the organisation of the race (Race Direction). They will take all measures necessary to assure the regularity and security of the race and the discipline and control of all participants.

The Race Organisation will arrange for a medical service which will include two medical teams, fully equipped. Riders must sign on themselves, before every stage start. Participants must comply with all traffic rules and ride for their own responsible. They should follow the instructions of police or the race officials, ride so as to keep the left side of the road clear to allowing the passing of race vehicles. The Race Organisation and Panel of Commissaires reserve the right to change these regulations should special circumstances apply and as they may decide. They will ensure that any such changes are announced in a Bulletin. All persons by taking part in the race, whether as riders, officials or in any other capacity, confirm that they accept and agree to abide by these regulations, especially the rules for safety. Please note that no printed copies of the results will be provided to the teams or press officers. Our target is to reduce the environmental impact of the race.

ARTICLE 21. ENVIRONMENTAL PROTECTION

In conformance with the UCI's ecological campaign to protect the natural environment, we appeal to all participants not to drop any waste along the race route. Please use the dedicated Waste Zones during the stages for this purpose. Waste Zones will be clearly indicated by panels as well as in the race manual.

ARTICLE 22. PROVISIONS

The organizers decline any responsibility for the accidents which could happen to the riders or of which they could be the cause as well as for the possible medical continuations. Neither the organizer nor his insurer covers the damage that the material and equipment of the participants could suffer, in particular in the event of a fall or theft. It is the participant's own responsibility to arrange insurance against these types of risks. The participants acknowledge that the organizer is not responsible financially or legally for cases of theft, loss or damage. We advise you to have insurance with full European coverage.

ARTICLE 23. HOSPITALS

Jósa András Oktatókórház (4400 Nyíregyháza, Szent István u 68.) Tel: +36-42-599-700, Ambulance/mentők: 104

Ibrány Mentőközpont (4484 Ibrány, Lehel u. 47) Tel: +36-42-200-277, Ambulance/mentők: 104

Szabolcs-Szatmár-Bereg Megyei Kórházak – Egyetemi Oktató Kórház (4800 Vásárosnamény, Ady Endre utca 5.) Tel: +36-45-570-770, Ambulance/mentők: 104

ARTICLE 24. COVID-19 tests

Health checks for the riders and all members of the team's staff are obligatory. Negative COVID-19 PCR tests must be presented to be able to enter Hungary. The results of the PCR test should be uploaded to UCI connect to the following link: ownCloud (uci.ch)

Password: PCRtesting

Exclusively use the attached file (individual tests results will not be taken into account). The file must imperatively be named 'Name of the event_Team name (or UCI code)'. The file must be complete (test method, test date and results for all the riders and staff on D-6 and/or D-3 according to the event category) and certified by the person submitting it (when the file is correctly uploaded, its name should appear under the upload field).

ARTICLE 25. ORGANISING COMMITTEE

Movement Health and Recreation Sports Club
 president – TÖRZSÖK Zsolt

Direction of the course

event director / safety manager – SOLYOMOSI János
 technical director – KOVÁCS József
 security manager – FEJÉRVÁRI Csaba
 start&finish supervisor – TISLÉR Zoltán and TISLÉR Zoltán jr.
 international relations & accommodations – KÁRPÁTI Sziszka
 protocol manager – DEMETER Orsolya
 commissaire's coordination – VEREBÉLYI Lajos
 COVID doctor&coordinator – Dr. RÓZSA Szilveszter
 health services – VÁRADI Ambulance – VÁRADI Antal
 neutral service – Hungarian Neutral Team – KÁLMÁN Zoltán
 photo finish and results management – Fair Timing – HAJDU Péter
 media coordination – MIHÁLY Norbert
 awards ceremony – BORSA Miklós
 photo – VÍGH Attila
 maps&profiles&3D videos – SIMON Péter
 radio technique – VÁGÓ János and JUHÁSZ József
 start area – KARSKÓ István
 finish area – BUJTÁS Krisztián
 intermediate sprints & hill climbs – BRAVICS Attila

Hungarian Cycling Federation

communication manager – PINTÉR Ádám
 press manager – KÁDÁR Kristóf
 photo – VANIK Zoltán
 filming – VÁRNAGY László jr.



OUR PARTNERS



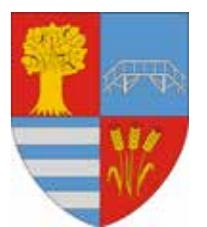
VALENT AUTO
WWW.VALENTAUTO.HU



Nyíregyháza



Ibrány



Vásárosnamény



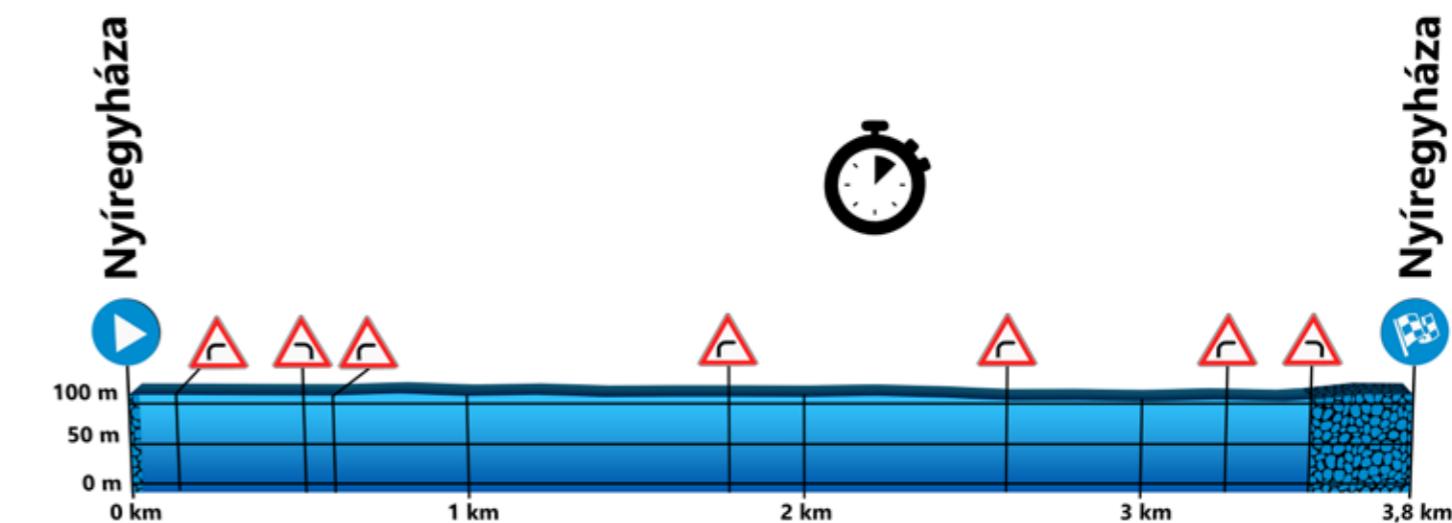


PROLOGUE

ONE BELT ONE ROAD NCUP HUNGARY (2021.08.20)



Maps & Profiles



NYÍREGYHÁZA - NYÍREGYHÁZA

8/20/2021 3,8 km

NYÍREGYHÁZA / ITT

8/20/2021

3,8 km

		KM	km	KM	40 km/h	45 km/h	50 km/h
START	Szabadság square / 1. rider	0,0	0,0	3,8	12:00	12:00	12:00
sharp bend !!!	right, Zrínyi Ilona street	► 0,1	0,1	3,7	12:00	12:00	12:00
junction	straight, Országzászló square	↑ 0,2	0,1	3,6	12:00	12:00	12:00
sharp bend !!!	right, Bercsényi street	► 0,3	0,1	3,5	12:00	12:00	12:00
sharp bend !!!	left, Bethlen Gábor street	◀ 0,4	0,1	3,4	12:00	12:00	12:00
sharp bend !!!	right, Egyház street	► 0,5	0,1	3,3	12:00	12:00	12:00
junction with traffic light	straight, Kossuth Lajos street	↑ 0,7	0,2	3,1	12:01	12:00	12:00
junction with traffic light	right, Ferenc boulevard	► 1,2	0,5	2,6	12:01	12:01	12:01
junction with traffic light	straight	↑ 1,6	0,4	2,2	12:02	12:02	12:01
junction with traffic light	right, Hunyadi street	► 2,3	0,7	1,5	12:03	12:03	12:02
junction	straight	↑ 2,5	0,2	1,3	12:03	12:03	12:03
traffic island !!!	straight	↑ 2,6	0,1	1,2	12:03	12:03	12:03
lámpás kereszteződés	right, Vay Ádám boulevard (opposite)	► 3,0	0,4	0,8	12:04	12:04	12:03
sharp bend !!!	left, stone covered (skater dufart)	◀ 3,2	0,2	0,6	12:04	12:04	12:03
Jókai square (walking street - stone covered)		3,4	0,2	0,4	12:05	12:04	12:04
straight, Dózsa György street (walking str.)	↑ 3,5	0,1	0,3	12:05	12:04	12:04	12:04
straight, Dózsa György street (walking str.)	↑ 3,6	0,1	0,2	12:05	12:04	12:04	12:04
FINISH	Szabadság square / 1. rider	3,8	0,2	0,0	12:05	12:05	12:04

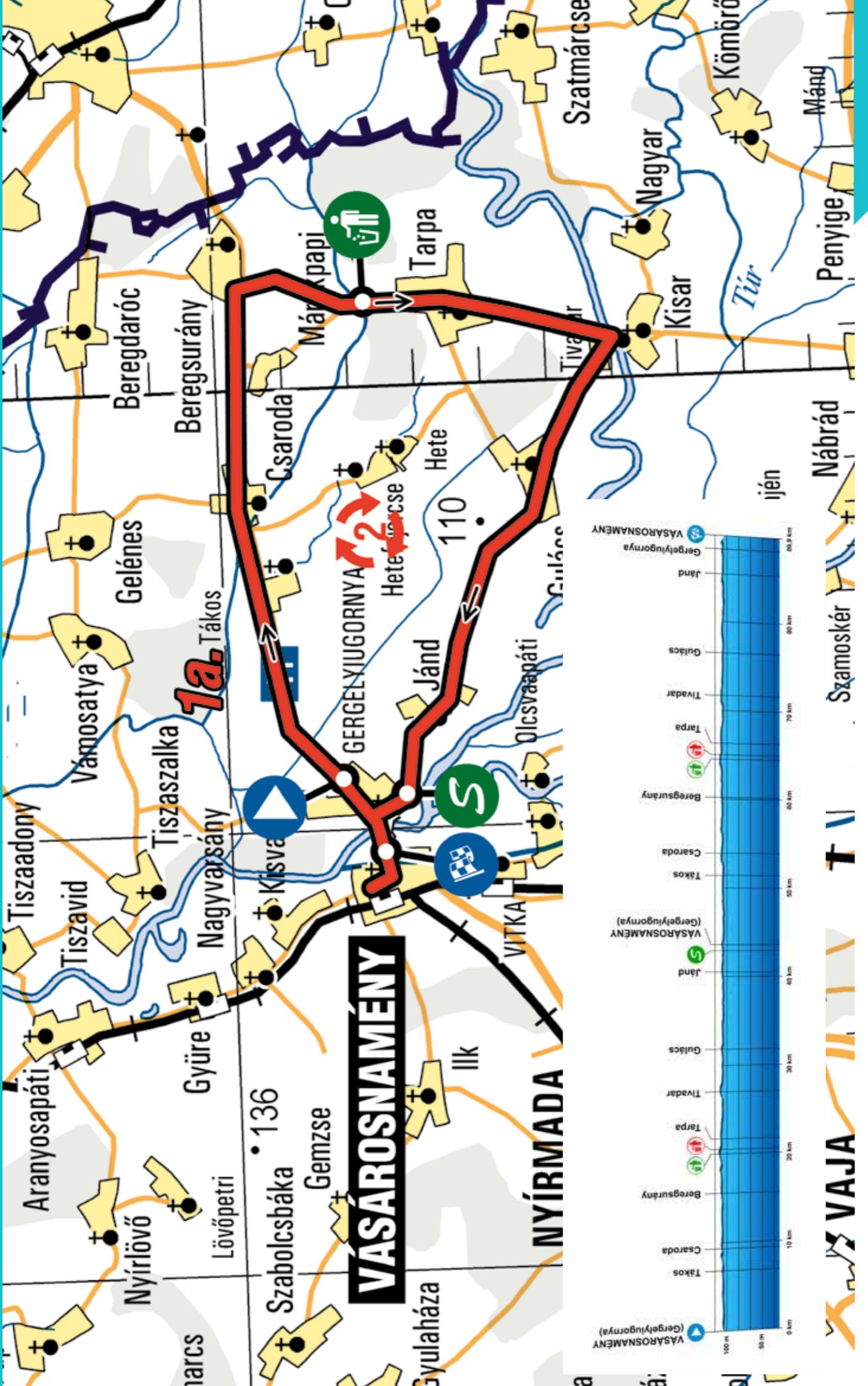
		KM	km	KM	40 km/h	45 km/h	50 km/h
START	Szabadság square / 100. rider	0,0	0,0	3,8	13:39	13:39	13:39
sharp bend !!!	right, Zrínyi Ilona street	► 0,1	0,1	3,7	13:39	13:39	13:39
junction	straight, Országzászló square	↑ 0,2	0,1	3,6	13:39	13:39	13:39
sharp bend !!!	right, Bercsényi street	► 0,3	0,1	3,5	13:39	13:39	13:39
sharp bend !!!	left, Bethlen Gábor street	◀ 0,4	0,1	3,4	13:39	13:39	13:39
sharp bend !!!	right, Egyház street	► 0,5	0,1	3,3	13:39	13:39	13:39
junction with traffic light	straight, Kossuth Lajos street	↑ 0,7	0,2	3,1	13:40	13:39	13:39
junction with traffic light	right, Ferenc boulevard	► 1,2	0,5	2,6	13:40	13:40	13:40
junction with traffic light	straight	↑ 1,6	0,4	2,2	13:41	13:41	13:40
junction with traffic light	right, Hunyadi street	► 2,3	0,7	1,5	13:42	13:42	13:41
junction	straight	↑ 2,5	0,2	1,3	13:42	13:42	13:42
traffic island !!!	straight	↑ 2,6	0,1	1,2	13:42	13:42	13:42
lámpás kereszteződés	right, Vay Ádám boulevard (opposite)	► 3,0	0,4	0,8	13:43	13:43	13:42
sharp bend !!!	left, stone covered (skater dufart)	◀ 3,2	0,2	0,6	13:43	13:43	13:42
Jókai square (walking street - stone covered)		3,4	0,2	0,4	13:44	13:43	13:43
straight, Dózsa György street (walking str.)	↑ 3,5	0,1	0,3	13:44	13:43	13:43	13:43
straight, Dózsa György street (walking str.)	↑ 3,6	0,1	0,2	13:44	13:43	13:43	13:43
FINISH	Szabadság square / 100. rider	3,8	0,2	0,0	13:44	13:44	13:43

		KM	km	KM	40 km/h	45 km/h	50 km/h
START	Szabadság square / 50. rider	0,0	0,0	3,8	12:49	12:49	12:49
sharp bend !!!	right, Zrínyi Ilona street	► 0,1	0,1	3,7	12:49	12:49	12:49
junction	straight, Országzászló square	↑ 0,2	0,1	3,6	12:49	12:49	12:49
sharp bend !!!	right, Bercsényi street	► 0,3	0,1	3,5	12:49	12:49	12:49
sharp bend !!!	left, Bethlen Gábor street	◀ 0,4	0,1	3,4	12:49	12:49	12:49
sharp bend !!!	right, Egyház street	► 0,5	0,1	3,3	12:49	12:49	12:49
junction with traffic light	straight, Kossuth Lajos street	↑ 0,7	0,2	3,1	12:50	12:49	12:49
junction with traffic light	right, Ferenc boulevard	► 1,2	0,5	2,6	12:50	12:50	12:50
junction with traffic light	straight	↑ 1,6	0,4	2,2	12:51	12:51	12:50
junction with traffic light	right, Hunyadi street	► 2,3	0,7	1,5	12:52	12:52	12:51
junction	straight	↑ 2,5	0,2	1,3	12:52	12:52	12:52
traffic island !!!	straight	↑ 2,6	0,1	1,2	12:52	12:52	12:52
lámpás kereszteződés	right, Vay Ádám boulevard (opposite)	► 3,0	0,4	0,8	12:53	12:53	12:52
sharp bend !!!	left, stone covered (skater dufart)	◀ 3,2	0,2	0,6	12:53	12:53	12:52
Jókai square (walking street - stone covered)		3,4	0,2	0,4	12:54	12:53	12:53
straight, Dózsa György street (walking str.)	↑ 3,5	0,1	0,3	12:54	12:53	12:53	12:53
straight, Dózsa György street (walking str.)	↑ 3,6	0,1	0,2	12:54	12:53	12:53	12:53
FINISH	Szabadság square / 50. rider	3,8	0,2	0,0	12:54	12:54	12:53

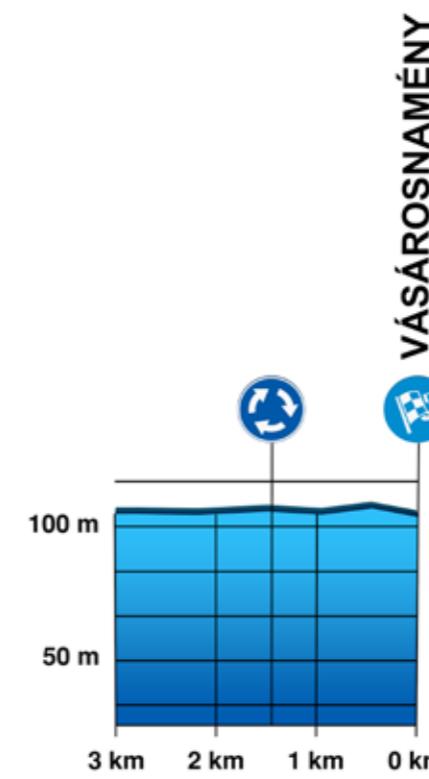
		KM	km	KM	40 km/h	45 km/h	50 km/h
START	Szabadság square / 150. rider	0,0	0,0	3,8	14:29	14:29	14:29
sharp bend !!!	right, Zrínyi Ilona street	► 0,1	0,1	3,7	14:29	14:29	14:29
junction	straight, Országzászló square	↑ 0,2	0,1	3,6	14:29	14:29	14:29
sharp bend !!!	right, Bercsényi street	► 0,3	0,1	3,5	14:29	14:29	14:29
sharp bend !!!	left, Bethlen Gábor street	◀ 0,4	0,1	3,4	14:29	14:29	14:29
sharp bend !!!	right, Egyház street	► 0,5	0,1	3,3	14:29	14:29	14:29
junction with traffic light	straight, Kossuth Lajos street	↑ 0,7	0,2	3,1	14:30	14:29	14:29
junction with traffic light	right, Ferenc boulevard	► 1,2	0,5	2,6	14:30	14:30	14:30
junction with traffic light	straight	↑ 1,6	0,4	2,2	14:31	14:31	14:30
junction with traffic light	right, Hunyadi street	► 2,3	0,7	1,5	14:32	14:32	14:31
junction	straight	↑ 2,5	0,2	1,3	14:32	14:32	14:32
traffic island !!!	straight	↑ 2,6	0,1	1,2	14:32	14:32	14:32
lámpás kereszteződés	right, Vay Ádám boulevard (opposite)	► 3,0	0,4	0,8	14:33	14:33	14:32
sharp bend !!!	left, stone covered (skater dufart)	◀ 3,2	0,2	0,6	14:33	14:33	14:32
Jókai square (walking street - stone covered)		3,4	0,2	0,4	14:34	14:33	14:33
straight, Dózsa György street (walking str.)	↑ 3,5	0,1	0,3	14:34	14:33	14:33	14:33
straight, Dózsa György street (walking str.)	↑ 3,6	0,1	0,2	14:34	14:33	14:33	14:33
FINISH	Szabadság square / 150. rider	3,8	0,2	0,0	14:34	14:34	

STAGE NR. 1/A

ONE BELT ONE ROAD NCUP HUNGARY (2021.08.21)



Maps & Profiles



VÁSÁROSNAMÉNY - VÁSÁROSNAMÉNY 8/21/2021 89,9 km

VÁSÁROSNAMÉNY - VÁSÁROSNAMÉNY

8/21/2021

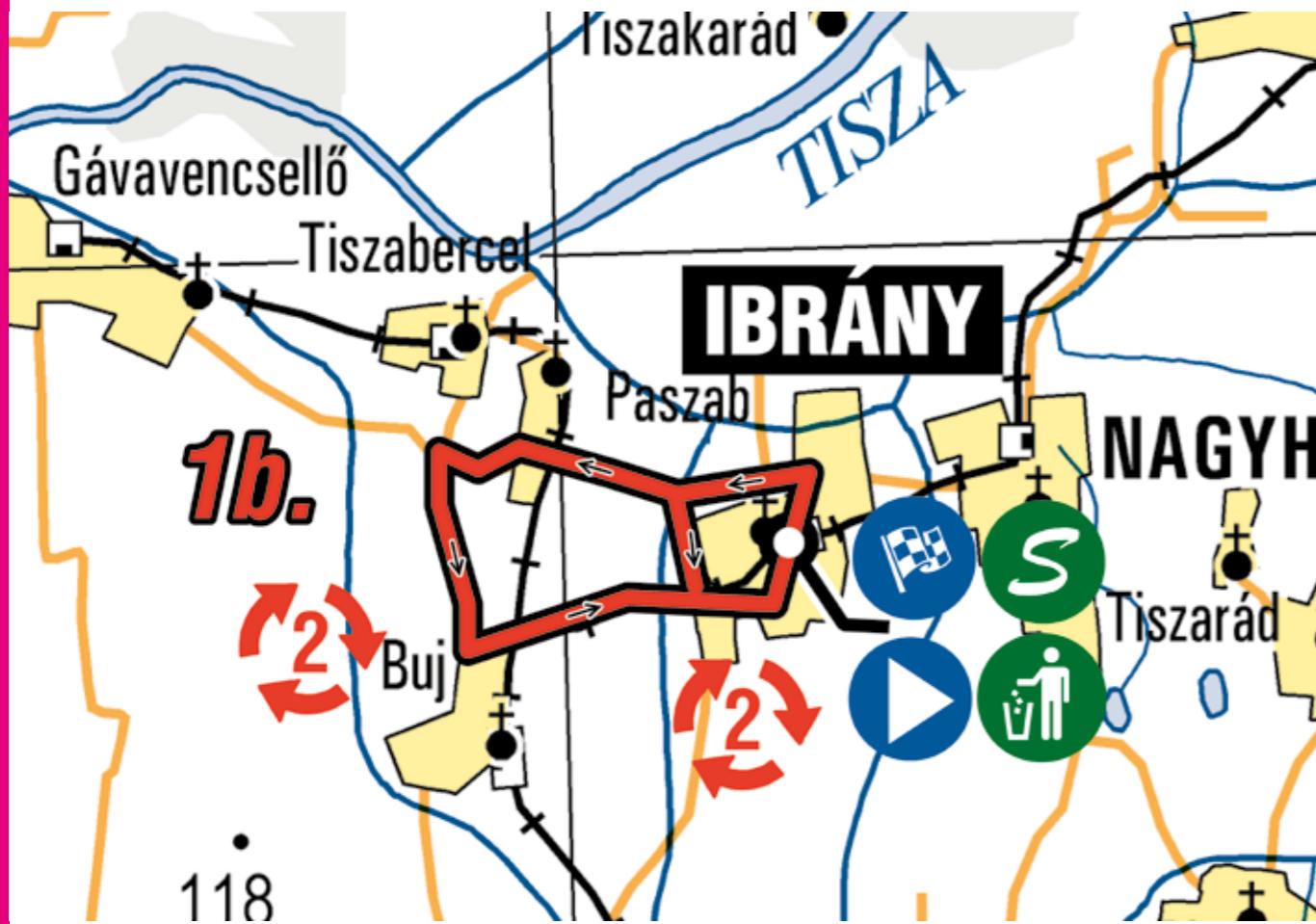
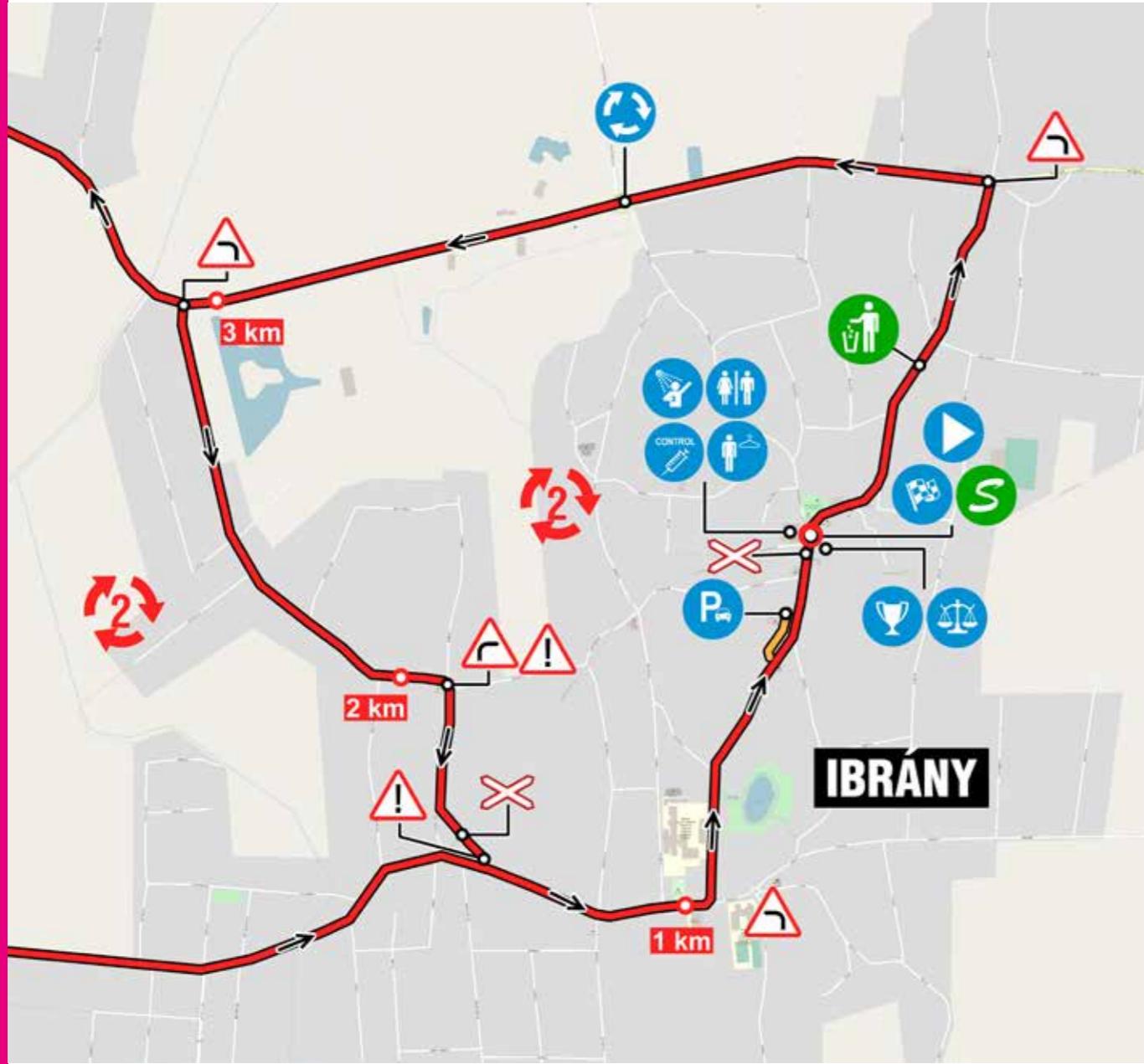
89,9 km

			KM	km	KM	42 km/h	44 km/h	46 km/h
OFFICIAL START			0,0			9:52	9:52	9:52
Start area	Szabadság square		0,0					
junction with traffic light	straight, towards Nyíregyháza	↑	0,0					
junction with traffic light	left, towards Beregsurány	←	0,1					
junction with traffic light	straight	↑	0,2					
bridge		!	0,3					
bridge		!	0,8					
bridge		!	1,2					
Tisza bridge		!	1,5					
roundabout	straight, towards Beregsurány (2. exit)	↑	1,8					
end of Vásárosnamény			2,6					
traffic island !!!		!	2,6					
Start area			3,2					
REAL START			0,0	0,0	89,9	10:00	10:00	10:00
Tákos			5,7	5,7	84,2	10:08	10:07	10:07
traffic island !!!		!	5,7	0,0	84,2	10:08	10:07	10:07
end of Tákos			7,0	1,3	82,9	10:10	10:09	10:09
traffic island !!!		!	7,0	0,0	82,9	10:10	10:09	10:09
Csaroda			8,2	1,2	81,7	10:11	10:11	10:10
traffic island !!!		!	8,2	0,0	81,7	10:11	10:11	10:10
roundabout	straight, towards Beregsurány, Road Nr 41	↑	9,1	0,9	80,8	10:13	10:12	10:11
traffic island !!!		!	10,0	0,9	79,9	10:14	10:13	10:13
end of Csaroda			10,0	0,0	79,9	10:14	10:13	10:13
roundabout	right, towards Fehérgyarmat (1. exit)	→	18,3	8,3	71,6	10:26	10:24	10:23
junction	straight	↑	19,8	1,5	70,1	10:28	10:27	10:25
Tarpa			20,0	0,2	69,9	10:28	10:27	10:26
GREEN ZONE (1)		!	20,0	0,0	69,9	10:28	10:27	10:26
End of the GREEN ZONE (1)		!	20,5	0,5	69,4	10:29	10:27	10:26
sharp bend !!!	left	◡	21,0	0,5	68,9	10:30	10:28	10:27
sharp bend !!!	right	◡	21,1	0,1	68,8	10:30	10:28	10:27
sharp bend !!!	left	◡	21,3	0,2	68,6	10:30	10:29	10:27
sharp bend !!!	left	◡	21,5	0,2	68,4	10:30	10:29	10:28
sharp bend !!!	right	◡	21,6	0,1	68,3	10:30	10:29	10:28
sharp bend !!!	right	◡	21,7	0,1	68,2	10:31	10:29	10:28
junction	left, towards Tivadar	←	22,0	0,3	67,9	10:31	10:30	10:28
sharp bend !!!	right	◡	23,2	1,2	66,7	10:33	10:31	10:30
end of Tarpa			23,2	0,0	66,7	10:33	10:31	10:30
sharp bend !!!	left	◡	23,7	0,5	66,2	10:33	10:32	10:30
Tivadar			26,3	2,6	63,6	10:37	10:35	10:34
junction	right, towards Vásárosnamény	→	27,0	0,7	62,9	10:38	10:36	10:35
sharp bend!!!	left	◡	27,2	0,2	62,7	10:38	10:37	10:35
sharp bend!!!	right	◡	27,3	0,1	62,6	10:39	10:37	10:35
sharp bend!!!	left	◡	27,5	0,2	62,4	10:39	10:37	10:35
end of Tivadar			27,8	0,3	62,1	10:39	10:37	10:36
Gulács			30,5	2,7	59,4	10:43	10:41	10:39
bad section!!!		!	30,5	0,0	59,4	10:43	10:41	10:39
junction	left, towards Vásárosnamény	←	31,9	1,4	58,0	10:45	10:43	10:41
end of bad section			31,9	0,0	58,0	10:45	10:43	10:41
sharp bend!!!		◡	32,9	1,0	57,0	10:47	10:44	10:42
end of Gulács			33,1	0,2	56,8	10:47	10:45	10:43

Jánd			39,5	6,4	50,4	10:56	10:53	10:51
end of Jánd			41,6	2,1	48,3	10:59	10:56	10:54
Vásárosnamény			42,5	0,9	47,4	11:00	10:57	10:55
SPRI			42,9	0,4	47,0	11:01	10:58	10:55
traffic island !!!			!	43,7	0,8	46,2	11:02	10:59
roundabout	right, towards Beregsurány, Road Nr 41	→	43,7	0,0	46,2	11:02	10:59	10:57
end of Vásárosnamény			44,5	0,8	45,4	11:03	11:00	10:58
traffic island !!!			!	44,5	0,0	45,4	11:03	11:00
Tákos			50,2	5,7	39,7	11:11	11:08	11:05
traffic island !!!			!	50,2	0,0	39,7	11:11	11:08
end of Tákos			51,5	1,3	38,4	11:13	11:10	11:07
traffic island !!!			!	51,5	0,0	38,4	11:13	11:07
Csaroda			52,7	1,2	37,2	11:15	11:11	11:08
traffic island !!!			!	52,7	0,0	37,2	11:15	11:08
roundabout	straight, towards Beregsurány, Road Nr 41	↑	53,6	0,9	36,3	11:16	11:13	11:09
traffic island !!!			!	54,5	0,9	35,4	11:17	11:14
end of Csaroda			54,5	0,0	35,4	11:17	11:14	11:11
roundabout	right, towards Fehérgyarmat (1. exit)	→	62,8	8,3	27,1	11:29	11:25	11:21
junction	straight	↑	64,3	1,5	25,6	11:31	11:27	11:23
Tarpa			64,5	0,2	25,4	11:32	11:27	11:24
GREEN ZONE (2)			!	64,5	0,0	25,4	11:32	11:27
End of the GREEN ZONE (2)			!	65,0	0,5	24,9	11:32	11:28
sharp bend !!!	left	◡	65,5	0,5	24,4	11:33	11:29	11:25
sharp bend !!!	right	◡	65,6	0,1	24,3	11:33	11:29	11:25
sharp bend !!!	left	◡	65,8	0,2	24,1	11:34	11:29	11:25
sharp bend !!!	left	◡	66,0	0,2	23,9	11:34	11:30	11:26
sharp bend !!!	right	◡	66,1	0,1	23,8	11:34	11:30	11:26
sharp bend !!!	right	◡	66,2	0,1	23,7	11:34	11:30	11:26
junction	left, towards Tivadar	←	66,5	0,3	23,4	11:35	11:30	11:26
sharp bend !!!	right	◡	67,7	1,2	22,2	11:36	11:32	11:28
end of Tarpa			67,7	0,0	22,2	11:36	11:32	11:28
sharp bend !!!	left	◡	68,2	0,5	21,7	11:37	11:33	11:28
Tivadar			70,8	2,6	19,1	11:41	11:36	11:32
junction	right, towards Vásárosnamény	→	71,5	0,7	18,4	11:42	11:37	11:33
sharp bend!!!	left	◡	71,7	0,2	18,2	11:		

STAGE NR. 1/B

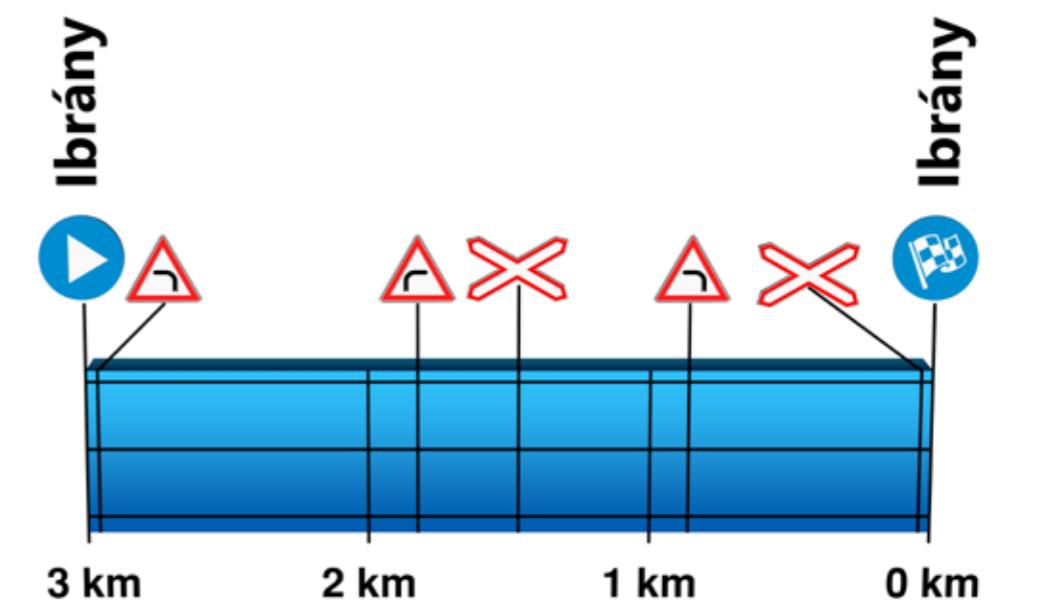
ONE BELT ONE ROAD NCUP HUNGARY (2021.08.21)



Maps & Profiles



One Belt One Road
Nations' Cup Hungary
IFJÜSÁGI VILÁGKUPA
2021. AUGUSZTUS 20-21-22
UCI NATIONS' CUP JUNIOR



IBRÁNY - IBRÁNY 8/21/2021 41,2 km

IBRÁNY - IBRÁNY

8/21/2021

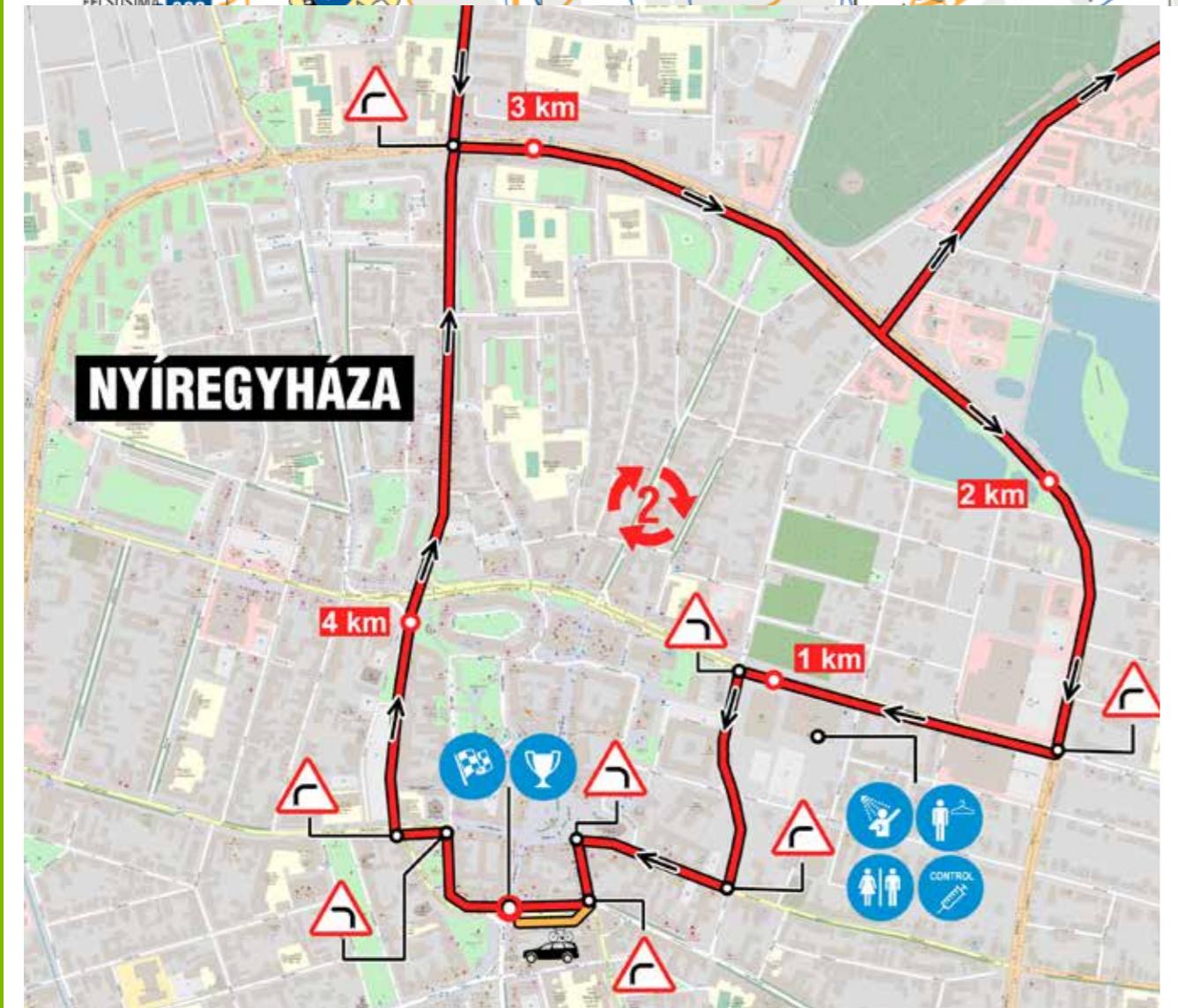
41,2 km

RAJT	Művelődési ház	KM	km	KM	42 km/h	44 km/h	46 km/h
sharp bend !!!	right	0,0	0,0	41,2	17:15	17:15	17:15
sharp bend !!!	left	0,5	0,5	40,7	17:15	17:15	17:15
junction	left, towards Rakamaz	0,7	0,2	40,5	17:16	17:15	17:15
roundabout	straight (2. exit)	0,9	0,2	40,3	17:16	17:16	17:16
junction	straight	1,7	0,8	39,5	17:17	17:17	17:17
end of Ibrány		2,7	1,0	38,5	17:18	17:18	17:18
Paszab		3,0	0,3	38,2	17:19	17:19	17:18
railway crossing	not in used	4,8	1,8	36,4	17:21	17:21	17:21
junction	straight	5,0	0,2	36,2	17:22	17:21	17:21
end of Paszab		5,2	0,2	36,0	17:22	17:22	17:21
traffic island !!!		5,6	0,4	35,6	17:23	17:22	17:22
junction	left, towards Buj	6,6	1,0	34,6	17:24	17:24	17:23
sharp bend !!!	left	9,0	2,4	32,2	17:27	17:27	17:26
sharp bend !!!	right	9,5	0,5	31,7	17:28	17:27	17:27
Buj		9,8	0,3	31,4	17:29	17:28	17:27
junction	left, towards Ibrány	9,9	0,1	31,3	17:29	17:28	17:27
railway crossing	not in used	9,9	0,0	31,3	17:29	17:28	17:27
end of Buj		10,0	0,1	31,2	17:29	17:28	17:28
sharp bend !!!	left	12,0	2,0	29,2	17:32	17:31	17:30
Ibrány		12,7	0,7	28,5	17:33	17:32	17:31
junction	straight	12,8	0,1	28,4	17:33	17:32	17:31
junction	straight	13,4	0,6	27,8	17:34	17:33	17:32
junction	straight	13,8	0,4	27,4	17:34	17:33	17:33
sharp bend !!!	left	13,9	0,1	27,3	17:34	17:33	17:33
junction	straight	14,4	0,5	26,8	17:35	17:34	17:33
railway crossing	not in used	14,8	0,4	26,4	17:36	17:35	17:34
Culture House	finish area (1. crossing)	14,8	0,0	26,4	17:36	17:35	17:34
sharp bend !!!	right	15,3	0,5	25,9	17:36	17:35	17:34
GREEN ZONE (1)		15,3	0,0	25,9	17:36	17:35	17:34
sharp bend !!!	left	15,5	0,2	25,7	17:37	17:36	17:35
End of the GREEN ZONE (1)		15,6	0,1	25,6	17:37	17:36	17:35
junction	left, towards Rakamaz	15,7	0,1	25,5	17:37	17:36	17:35
roundabout	straight (2. exit)	16,5	0,8	24,7	17:38	17:37	17:36
junction	straight	17,5	1,0	23,7	17:40	17:38	17:37
end of Ibrány		17,8	0,3	23,4	17:40	17:39	17:38
Paszab		19,6	1,8	21,6	17:43	17:41	17:40
railway crossing	not in used	19,8	0,2	21,4	17:43	17:42	17:40
junction	straight	20,0	0,2	21,2	17:43	17:42	17:41
end of Paszab		20,4	0,4	20,8	17:44	17:42	17:41
traffic island !!!		21,4	1,0	19,8	17:45	17:44	17:42
junction	left, towards Buj	21,4	0,0	19,8	17:45	17:44	17:42
sharp bend !!!	left	23,8	2,4	17,4	17:49	17:47	17:46
sharp bend !!!	right	24,3	0,5	16,9	17:49	17:48	17:46
Buj		24,6	0,3	16,6	17:50	17:48	17:47
junction	left, towards Ibrány	24,7	0,1	16,5	17:50	17:48	17:47
railway crossing	not in used	24,7	0,0	16,5	17:50	17:48	17:47
end of Buj		24,8	0,1	16,4	17:50	17:48	17:47
sharp bend !!!	left	26,8	2,0	14,4	17:53	17:51	17:49
Ibrány		27,5	0,7	13,7	17:54	17:52	17:50

junction	straight	↑	27,6	0,1	13,6	17:54	17:52	17:51
junction	straight	↑	28,2	0,6	13,0	17:55	17:53	17:51
junction	straight	↑	28,6	0,4	12,6	17:55	17:54	17:52
sharp bend !!!	left	28,7	0,1	12,5	17:56	17:54	17:52	17:52
junction	straight	↑	29,2	0,5	12,0	17:56	17:54	17:53
railway crossing	not in used	#	29,6	0,4	11,6	17:57	17:55	17:53
Culture House	finish area (2. crossing)		29,6	0,0	11,6	17:57	17:55	17:53
sharp bend !!!	right	29,7	0,1	11,5	18:10	18:07	18:05	18:05
sharp bend !!!	left	29,8	0,1	11,4	18:10	18:07	18:05	18:05
junction	left, towards Rakamaz	30,5	0,7	10,7	18:11	18:08	18:06	18:06
end of Ibrány		30,9	0,4	10,3	18:12	18:09	18:07	18:07
traffic island !!!		31,3	0,4	9,9	18:12	18:09	18:07	18:07
roundabout	straight, towards Rakamaz (2. exit)	31,3	0,0	9,9	18:12	18:09	18:07	18:07
Ibrány		32,3	1,0	8,9	18:14	18:11	18:08	18:08
junction	left, towards Ibrány centrum	32,4	0,1	8,8	18:14	18:11	18:09	18:09
roundabout		32,4	0,0	8,8	18:14	18:11	18:09	18:09
sharp bend !!!	left	33,4	1,0	7,8	18:15	18:12	18:10	18:10
sharp bend !!!	right	33,5	0,1	7,7	18:15	18:12	18:10	18:10
railway crossing	not in used	#	33,9	0,4	7,3	18:16	18:13	18:10
traffic island !!!		34,0	0,1	7,2	18:16	18:13	18:11	18:11
junction	left	34,0	0,0	7,2	18:16	18:13	18:11	18:11
junction	straight (slightly left)	34,3	0,3	6,9	18:16	18:14	18:11	18:11
sharp bend !!!	left	34,5	0,2	6,7	18:17	18:14	18:11	18:11
junction	straight	34,8	0,3	6,4	18:17	18:14	18:12	18:12
railway crossing	not in used	#	35,4	0,6	5,8	18:18	18:15	18:12
Culture House	finish area (3. crossing)		35,4	0,0	5,8	18:18	18:15	18:12
sharp bend !!!	right	35,5	0,1	5,7	18:18	18:15	18:13	18:13
sharp bend !!!	left	35,6	0,1	5,6	18:18	18:15	18:13	18:13
junction	left, towards Rakamaz	36,3	0,7	4,9	18:19	18:16	18:14	18:14
end of Ibrány		36,7	0,4	4,5	18:20	18:17	18:14	18:14
traffic island !!!		37,1	0,4	4,1	18:20	18:17	18:15	18:15
roundabout	straight, towards Rakamaz (2. exit)	37,1	0,0	4,1	18:20	18:17	18:15	18:15
Ibrány		38,1	1,0	3,1	18:22	18:19	18:16	18:16
junction	left, towards Ibrány centrum	38,2	0,1	3,0	18:22	18:19	18:16	18:16
roundabout		38,2	0,0	3,0	18:22	18:19	18:16	18:16
sharp bend !!!	left	39,2	1,0	2,0	18:23	18:20	18:17	18:17
sharp bend !!!	right	39,3	0,1	1,9	18:24	18:20	18:18	18:18
railway crossing	not in used	#	39,7	0,4	1,5	18:24	18:21	18:18
traffic island !!!		39,8	0,1	1,4	18:24	18:21	18:18	18:18

STAGE NR. 2

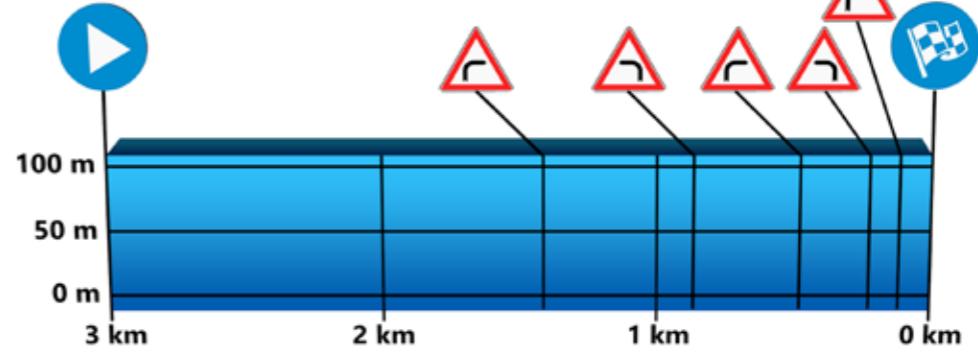
ONE BELT ONE ROAD NCUP HUNGARY (2021.08.22)



Maps & Profiles



Nyíregyháza



Nyíregyháza

NYÍREGYHÁZA - NYÍREGYHÁZA 8/22/2021 108,0 km

NYÍREGYHÁZA - NYÍREGYHÁZA

8/22/2021

108,0 km

			KM	km	KM	42 km/h	45 km/h	48 km/h
OFFICIAL START	Kossuth square		0,0		11:00	11:00	10:00	
junction with traffic light	right	→	0,2					
sharp bend !!!	right	↪	0,4					
sharp bend !!!	left	↪	0,5					
junction with traffic light	right	→	0,6					
junction with traffic light	straight	↑	0,9					
junction with traffic light	right	→	1,7					
junction with traffic light	straight	↑	2,3					
junction with traffic light	left, towards Záhony	←	2,5					
traffic island !!!		!	2,9					
junction with traffic light	straight	↑	3,4					
junction with traffic light	straight	↑	3,7					
junction with traffic light	straight	↑	4,0					
Nyíregyháza			4,3					
279 KM			5,4					
REAL START	279 KM		0,0	0,0	108,0	11:15	11:15	11:15
Nyírpazony			1,3	1,3	106,7	11:16	11:16	11:16
junction	straight	↑	1,8	0,5	106,2	11:17	11:17	11:17
traffic island !!!		!	2,3	0,5	105,7	11:18	11:18	11:17
junction	straight	↑	2,3	0,0	105,7	11:18	11:18	11:17
junction	straight	↑	3,8	1,5	104,2	11:20	11:20	11:19
Nyírtúra			6,3	2,5	101,7	11:24	11:23	11:22
traffic island !!!		!	6,4	0,1	101,6	11:24	11:23	11:23
sharp bend !!!	right	↪	7,2	0,8	100,8	11:25	11:24	11:24
junction	straight	↑	7,4	0,2	100,6	11:25	11:24	11:24
end of Nyírtúra			7,8	0,4	100,2	11:26	11:25	11:24
sharp bend !!!		↪	8,4	0,6	99,6	11:27	11:26	11:25
traffic island !!!		!	8,4	0,0	99,6	11:27	11:26	11:25
junction	left, towards Záhony, Ungvár	←	8,4	0,0	99,6	11:27	11:26	11:25
junction	straight, towards Záhony	↑	13,9	5,5	94,1	11:34	11:33	11:32
junction	straight	↑	17,5	3,6	90,5	11:40	11:38	11:36
junction	straight	↑	19,4	1,9	88,6	11:42	11:40	11:39
junction	straight, towards Záhony	↑	21,2	1,8	86,8	11:45	11:43	11:41
junction	straight, towards Záhony	↑	24,8	3,6	83,2	11:50	11:48	11:46
junction	straight	↑	27,3	2,5	80,7	11:54	11:51	11:49
GREEN ZONE (2)		!	27,3	0,0	80,7	11:54	11:51	11:49
End of the GREEN ZONE (1)		!	27,8	0,5	80,2	11:54	11:52	11:49
junction	straight	↑	33,8	6,0	74,2	12:03	12:00	11:57
overpass		!	33,9	0,1	74,1	12:03	12:00	11:57
traffic island !!!		!	37,3	3,4	70,7	12:08	12:04	12:01
roundabout	right, towards Vásárosnamény, Kisvárda (1. exit)	→	37,3	0,0	70,7	12:08	12:04	12:01
traffic island !!!		!	38,6	1,3	69,4	12:10	12:06	12:03
roundabout	left, towards Kisvárda (3. exit)	←	38,6	0,0	69,4	12:10	12:06	12:03
Kisvárda			38,7	0,1	69,3	12:10	12:06	12:03
junction	straight	↑	39,7	1,0	68,3	12:11	12:07	12:04
junction	right	→	40,4	0,7	67,6	12:12	12:08	12:05
junction	straight	↑	40,5	0,1	67,5	12:12	12:09	12:05
junction with traffic light	left, towards Záhony	←	40,7	0,2	67,3	12:13	12:09	12:05
junction	right, towards Záhony	→	40,9	0,2	67,1	12:13	12:09	12:06
sharp bend !!!	right	↪	41,0	0,1	67,0	12:13	12:09	12:06
sharp bend !!!	left	↪	41,3	0,3	66,7	12:14	12:10	12:06
roundabout	left, towards Centrum (4. exit)	←	42,0	0,7	66,0	12:15	12:11	12:07

Zsinagóga	SPR 1		42,4	0,4	65,6	12:15	12:11	12:08
junction	straight	↑	42,5	0,1	65,5	12:15	12:11	12:08
roundabout	straight, towards Road Nr 4 (2. exit)	↑	42,6	0,1	65,4	12:15	12:11	12:08
sharp bend !!!	right	↪	43,0	0,4	65,0	12:16	12:12	12:08
sharp bend !!!	left	↪	43,5	0,5	64,5	12:17	12:13	12:09
junction	straight	↑	43,7	0,2	64,3	12:17	12:13	12:09
roundabout	straight, towards Road Nr 4 (2. exit)	↑	44,0	0,3	64,0	12:17	12:13	12:10
end of Kisvárda			44,1	0,1	63,9	12:18	12:13	12:10
roundabout	left, Road Nr 4 towards Nyíregyháza (3. exit)	←	44,2	0,1	63,8	12:18	12:13	12:10
roundabout	straight, towards Nyíregyháza (1. exit)	↑	47,3	3,1	60,7	12:22	12:18	12:14
overpass		!	49,5	2,2	58,5	12:25	12:21	12:16
junction	straight, Road Nr 4	↑	50,8	1,3	57,2	12:27	12:22	12:18
GREEN ZONE (2)		!	50,8	0,0	57,2	12:27	12:22	12:18
End of the GREEN ZONE (2)		!	51,3	0,5	56,7	12:28	12:23	12:19
junction	straight, Road Nr 4	↑	57,3	6,0	50,7	12:36	12:31	12:26
junction	straight, Road Nr 4 towards Budapest	↑	59,7	2,4	48,3	12:40	12:34	12:29
junction	straight, Road Nr 4, towards Nyíregyháza	↑	70,8	11,1	37,2	12:56	12:49	12:43
junction	right, towards Nyírbogdány-Demecser	→	73,2	2,4	34,8	12:59	12:52	12:46
junction	straight, towards Demecser	↑	73,3	0,1	34,7	12:59	12:52	12:46
bad section !!!		!	73,5	0,2	34,5	13:00	12:53	12:46
end of bad section			75,4	1,9	32,6	13:02	12:55	12:49
junction	left, towards Tiszabercel / Kemecse	←	75,4	0,0	32,6	13:02	12:55	12:49
traffic island !!!		!	75,4	0,0	32,6	13:02	12:55	12:49
bridge		!	79,4	4,0	28,6	13:08	13:00	12:54
junction	straight, towards Tiszabercel / Kemecse	↑	79,4	0,0	28,6	13:08	13:00	12:54
railway crossing		#	79,5	0,1	28,5	13:08	13:01	12:54
Kemecse			79,5	0,0	28,5	13:08	13:01	12:54
junction	straight, towards Tiszabercel	↑	80,1	0,6	27,9	13:09	13:01	12:55
junction	straight, towards Tiszabercel	↑	80,4	0,3	27,6	13:09	13:02	12:55
end of Kemecse			81,4	1,0	26,6	13:11	13:03	12:56
GREEN ZONE (3)		!	81,4	0,0	26,6	13:11	13:03	12:56
End of the GREEN ZONE (3)		!	81,9	0,5	26,1	13:12	13:04	12:57
sharp bend right !!!	right	↪	83,5	1,6	24,5	13:14	13:06	12:59
junction (!!!)	left, towards Nyíregyháza	←	84,8	1,3	23,2	13:16	13:08	13:01
traffic island !!!		!	84,8	0,0	23,2	13:16	13:08	13:01
Nyíregyháza-Sóstóhegy			85,9	1,1	22,1	13:17	13:09	13:02
junction	straight	↑						

NYÍREGYHÁZA - NYÍREGYHÁZA 8/22/2021 108,0 km

junction with traffic light	straight	↑	97,3	0,2	10,7	13:34	13:24	13:16
junction with traffic light	straight	↑	97,5	0,2	10,5	13:34	13:25	13:16
junction with traffic light	left, Hunyadi street	←	97,7	0,2	10,3	13:34	13:25	13:17
junction with traffic light	straight	↑	97,9	0,2	10,1	13:34	13:25	13:17
junction with traffic light !!!	right, Bocskai street	︵	98,0	0,1	10,0	13:35	13:25	13:17
junction with traffic light !!!	left, Luther street	︵	98,3	0,3	9,7	13:35	13:26	13:17
junction with traffic light !!!	right, Zrínyi Ilona street	︵	98,4	0,1	9,6	13:35	13:26	13:18
Finish area (1. crossing)			98,6	0,2	9,4	13:35	13:26	13:18
sharp bend !!!	right, Zrínyi Ilona street, Bercsényi street	︵	98,7	0,1	9,3	13:36	13:26	13:18
sharp bend !!!	left, Bethlen Gábor street	︵	98,8	0,1	9,2	13:36	13:26	13:18
sharp bend !!!	right, Egyház street	︵	98,9	0,1	9,1	13:36	13:26	13:18
junction with traffic light	straight, Kossuth Lajos street	↑	99,4	0,5	8,6	13:37	13:27	13:19
junction with traffic light	right, Ferenc boulevard	→	100,1	0,7	7,9	13:38	13:28	13:20
junction with traffic light	straight	↑	100,7	0,6	7,3	13:38	13:29	13:20
junction with traffic light	straight, László street	↑	100,9	0,2	7,1	13:39	13:29	13:21
junction with traffic light	straight	↑	101,1	0,2	6,9	13:39	13:29	13:21
junction with traffic light	right, Szegfű street	→	101,8	0,7	6,2	13:40	13:30	13:22
junction with traffic light	straight	↑	102,0	0,2	6,0	13:40	13:31	13:22
junction with traffic light	straight	↑	102,2	0,2	5,8	13:41	13:31	13:22
junction with traffic light	left, Hunyadi street	←	102,4	0,2	5,6	13:41	13:31	13:23
junction with traffic light	straight	↑	102,6	0,2	5,4	13:41	13:31	13:23
junction with traffic light !!!	right, Bocskai street.	︵	102,7	0,1	5,3	13:41	13:31	13:23
junction with traffic light !!!	left, Luther street	︵	103,0	0,3	5,0	13:42	13:32	13:23
junction with traffic light !!!	right, Zrínyi Ilona street	︵	103,1	0,1	4,9	13:42	13:32	13:23
Finish area (2. crossing)			103,3	0,2	4,7	13:42	13:32	13:24
sharp bend !!!	right, Zrínyi Ilona street, Bercsényi street	︵	103,4	0,1	4,6	13:42	13:32	13:24
sharp bend !!!	left, Bethlen Gábor street	︵	103,5	0,1	4,5	13:42	13:33	13:24
sharp bend !!!	right, Egyház street	︵	103,6	0,1	4,4	13:43	13:33	13:24
junction with traffic light	straight, Kossuth Lajos street	↑	104,1	0,5	3,9	13:43	13:33	13:25
junction with traffic light	right, Ferenc boulevard	→	104,8	0,7	3,2	13:44	13:34	13:26
junction with traffic light	straight	↑	105,4	0,6	2,6	13:45	13:35	13:26
junction with traffic light	straight, László street	↑	105,6	0,2	2,4	13:45	13:35	13:27
junction with traffic light	straight	↑	105,8	0,2	2,2	13:46	13:36	13:27
junction with traffic light	right, Szegfű street	→	106,5	0,7	1,5	13:47	13:37	13:28
junction with traffic light	straight	↑	106,7	0,2	1,3	13:47	13:37	13:28
junction with traffic light	straight	↑	106,9	0,2	1,1	13:47	13:37	13:28
junction with traffic light	left, Hunyadi street	←	107,1	0,2	0,9	13:48	13:37	13:28
junction with traffic light	straight	↑	107,3	0,2	0,7	13:48	13:38	13:29
junction with traffic light !!!	right, Bocskai street.	︵	107,4	0,1	0,6	13:48	13:38	13:29
junction with traffic light !!!	left, Luther street	︵	107,7	0,3	0,3	13:48	13:38	13:29
junction with traffic light !!!	right, Zrínyi Ilona street	︵	107,8	0,1	0,2	13:49	13:38	13:29
FINISH (3. crossing)			108,0	0,2	0,0	13:49	13:39	13:30

A BICIKLIZÉS SZERETETE HAJTJA.



VALENT AUTÓ KFT.
Nyíregyháza, Tiszavasvári út 54.
www.valentauto.hu

We Love Cycling



HUNGARY

