

2025



Nations' Cup Hungary

 **UCI** **NATIONS' CUP
JUNIOR**



This is one of the best times in Hungarian cyclingsport. Hungary is hosting prestigious international competitions, and our riders are achieving outstanding results in the best teams at the most prestigious venues. As a result, we can say that we are increasingly at the top of the world rankings.

That is why it is important to think about the next generation and to give also young riders the opportunity to show their skills at international level. The Nations' Cup Hungary, the highest internationally ranked youth competition organised at home, offers the best opportunity to do this.

As Secretary of State, one of my most important goals is to become not only a sporting nation, but is being a sportive nation too, and to achieve this, it is essential to educate our children to be sport-loving people. Youth competitions, where Hungarian fans can watch the best young talents from all around the world compete in live, help to achieve this. The stars of the future, the role models of the future, come to visit us. It's a motivation for the local riders and an unforgettable experience for the local spectators.

I was delighted to accept the invitation to be the main patron of the Nations' Cup Hungary. I hope that thanks to this competition, more young people will choose cycling, so that we can create strong basis for Hungarian success in the coming decades!

Dr. Ádám Schmidt
State Secretary for Sport



Dear Sport Friends!

I am pleased to be the patron of the Hungarian leg of the Junior World Cup for the third time, as the competition has brought a prominent junior road cycling series, which we can now say is coming to our country on a regular basis.

It is very important that Eastern Hungary can host a cycling competition of this kind, as the sport of cycling is becoming more and more popular all over the world, including in our country.

And Attila Valter's sensational Giro performance has drawn even more attention of the Hungarian people to this challenging sport.

Year after year, the Hungarian cycling sport is able to increase its strength and prestige, and races such as the 'One Belt One Road' contribute to this, as it is important that young cyclists can compete in high-quality competitions and have the opportunity to show their talent, perseverance and diligence.

I wish all the riders and teams a successful three days of competition. I am sure that the professionalism of the organisers will help them to leave Hungary with good memories at the end of the competition.

Dr. Tünde Szabó
Government Commissioner for the complex economic development
of the North-East Hungary region
Member of Parliament



Dear Colleagues, Teams and Riders !

Welcome back to Hungary. It's good to say it, because it's almost a tradition to be part of the Junior World Cup, now for the 4th time. It's a pride to watch you, the nearly 100 competitors from more than 10 countries and the helpers surrounding you. It's equally rewarding to watch my fellow riders, the organisers, the commissaires, the press and media staff and of course the Hungarian riders. Somewhere from the beginning we felt that this was our original goal. To become an active, stable and productive part of the international cycling bloodstream, to prove our ability both in terms of racing and race organisation. The successful Giro, the Tour de Hongrie, Visegrád 4 and the UCI Junior World Cup should tell us that the Hungarian Cycling Federation now welcomes the international cycling peloton from World Tour level to the youth age group. My wish for all young people is that next time they will be able to compete in an even higher level of competition here with us.

I wish you all the best of luck and accident-free racing!

Dr. Domonkos Schneller
President of the Hungarian Cycling Federation





Vibrant Young Cyclists: Fostering Friendship
along the Silk Road Together
'Belt and Road' Nations' Cup Hungary — Road Cycling Junior
World Cup

Esteemed members of the Government of Ibrány, the event's Organizing Committee, and dear young cyclists,

On the auspicious occasion of the grand opening of the 'Belt and Road' Nations' Cup Hungary — Road Cycling Junior World Cup, I am deeply honored, on behalf of the Anshun Municipal People's Government in Guizhou Province, China, along with the 3 million residents of Anshun, to extend my heartfelt congratulations on the successful commencement of this event. I would like to convey my warmest greetings to the Government of Ibrány, the Organizing Committee, and all the dedicated staff for their meticulous efforts in preparing for this remarkable event. Wishing the very best to all the riders participating in this prestigious championship.

Although Anshun and Ibrány are thousands of miles apart, they are connected through the Belt and Road Initiative (BRI) and their sister city partnership. Last year, following the directives of Chinese President Xi Jinping, we fully implemented the BRI and jointly signed a letter of intent to establish sister city relations, alongside multiple cooperation agreements with Ibrány.

This marked the beginning of extensive collaboration between our two cities across various areas, including economy, trade, culture, tourism, education, and agriculture. Situated in the Danube basin, particularly along the Tisza, the picturesque city of Ibrány boasts abundant tourism resources, strategic geographic advantages, a robust industrial base, a thriving agricultural sector, and exceptional educational standards. These qualities make it a renowned tourist destination at the crossroads of Hungary, Slovakia, Ukraine, and Romania. Riders from around the world gather here to join the event. They embark on a journey through the breathtaking landscapes and historic towns of Hungary. Along the way, they can not only admire the awe-inspiring natural wonders but also immerse themselves in the country's rich history and cultural heritage, harvesting unforgettable memories.

Sports serves as a universal language that transcends borders, and youth represent the future of our world. This cycling event, titled the 'Belt and Road', brings together talented young athletes from various nations, fostering friendship and understanding through speed and passion. It perfectly embodies the Silk Road spirit of 'peace and cooperation, openness and inclusiveness, mutual learning and mutual benefit'. In recent years, Anshun has diligently embraced President Xi Jinping's significant remarks on sports, focusing on the integration of 'sports+tourism'. By capitalizing on its distinctive mountainous resources, the city has actively fostered diverse sports business forms, hosted a wide range of international events, and introduced high-quality products that combine sports with tourism. These initiatives have attracted numerous tourists, offering them an opportunity to experience the captivating blend of sports and local culture. Looking ahead, we aspire to collaborate with Ibrány on youth sports exchange initiatives. These could include athlete training exchanges and co-hosting mountain cycling events, transforming Anshun's breathtaking landscapes and Ibrány's pastoral charm into dynamic venues for youth engagement.

Here, I earnestly wish the 'Belt and Road' Nations' Cup Hungary — Road Cycling Junior World Cup a grand success. May the vibrant events in Ibrány bring the refreshing spirit of a midsummer breeze to every participant. May the friendship between our two regions flourish like a swiftly turning wheel, propelling us forward on the remarkable journey of the Belt and Road.

Finally, we warmly invite the citizens of Ibrány and athletes to visit Anshun, a charming city in China with a pleasant temperature of 21°C. There, you can marvel at breathtaking landscapes, experience unique culture, and embrace a life enriched with peace and prosperity.

Thank you!

Yin Hengbin
Mayor of Anshun



OUR CHINESE PARTNERS

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 °. 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.



OUR CHINESE PARTNERS

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.....6

Our Chinese sponsors - Province of Guizhou...8

Nyíregyháza.....12

Vásárosnamény.....14

Ibrány.....16

Medals.....20

Jerseys.....21

Race regulations.....22

Our Partners.....28

Map-all stages.....30

Stage Nr. 1.....32

Maps & profiles.....32

Itinerary.....34

Stage Nr. 2/A.....38

Maps & profiles.....38

Itinerary.....40

Stage Nr. 2/B.....44

Maps & profiles.....44

Itinerary.....46





Dear Competitors! Dear Sports Friends!

It is with great pleasure that I welcome you to the Hungarian part of the 2025 Junior Nation's Cup series, the One Belt One Road Nations' Cup Hungary, in Nyíregyháza! I am proud to say that this year we are hosting the best young athletes for the sixth time. The organization of the competition has always been extremely successful, and I have no doubt that it will be the same in August 2025. The excellent organizing team, the prepared riders, the appropriate infrastructure, and a sports-loving city where participants from both domestic and international competitions are warmly welcomed serve as a guarantee for this. In Nyíregyháza, cycling engages many people, and it is chosen not only for leisure activities but also as a daily means of transportation. It is no coincidence that we have earned the title of "Bicycle-Friendly Municipality" multiple times. I believe that a competition like the One Belt One Road Nations' Cup Hungary will not only promote tourism but also encourage more people to ride. I wish the competitors successes and good results, and I hope the supporters and the audience have a great time! If they can, after the competition, I encourage them to try out our 80-kilometer interconnected cycling network, utilize our sports infrastructure, and enjoy the unparalleled atmosphere of our downtown, Bujtosi City Park, or Sóstógyógyfürdő.

Dr. Ferenc Kovács
Mayor of Nyíregyháza



Nyíregyháza (START & FINISH TOWN)



Today, Nyíregyháza, with its nearly 120,000 inhabitants, is Hungary's seventh most populous city, located along outstanding transport routes. Within a radius of 100 km, it borders 3 countries: Ukraine 78 km, Romania 100 km, Slovakia 75 km.

Nyíregyháza is a young and dynamic city. Walking through the historic city centre, we can see that 21st century modern architecture and imposing monumental buildings coexist well. The main square of the city, surrounded by the town hall, the co-cathedral of Our Lady of Hungarians, the prestigious Hotel Crown and the Takarékpálota, is the venue of many major events and festivals. The abundance of public works, parks and resting places, cafés makes the city centre attractive and even more cosy. In terms of culture, cultural experience, relaxation and cloudless entertainment, there is a huge range of programs, major events, festivals and mass sports events follow one after another.

Located only six kilometres from the city centre – surrounded by a 320-hectare oak forest named after the saltwater saline lake providing a special microclimate – the Sóstófürdő is Hungary's national health resort, which awaits all ages with experiences. In the Aquarius Experience and Park Bath, every member of the family can have unique adventures. In addition to balneotherapy treatments, the palette of physical therapy is diverse in the spa

medicine department.

The Nyíregyháza Animal Park has a very special animal collection, which was visited by more than 500 thousand people in 2023. In the 30-hectare oak forest, the nearly 5,000 animals living here can be seen in social enclosures, grouped by continent.

More and more people from Nyíregyháza pay attention to a healthy lifestyle and environmental protection. The latter two are also served by the rapid development of the city's cycle path network. In addition to the 80-kilometre-long network of urban cycle paths, a continuous cycle path was built between Nyíregyháza and Tokaj in 2017. Traditionally, cycling events await lovers of exercise every year to the delight of bicycle lovers. At the Bike Picnic between Nyíregyháza and Tokaj or at the Bike City event involving all parts of the city, thousands of people get on their bikes.





Dear Riders!

As the mayor of the city of Vásárosnamény, it is my great pleasure and honor to welcome you to one of the starting points of the Nation's Cup Hungary junior World Cup. I am proud that we can be the starting location for a wonderful competition, and we hope to prove that our county is an ideal place for both cycling tourists and competitors as well. Vásárosnamény is a young, emerging, sporty little town where dragon boat racing, football, table tennis, swimming, and cycling are part of the everyday life of school children. With over 300 kilometres of paved bike paths, rental bikes, cycling service points, biking maps, bike tour guides, cycling package deals, organized gastro-cycling tours with fixed dates, and an information office open all year round – all of these enable the comprehensive service of active tourists. It is no coincidence that Vásárosnamény has already won the title of 'Bicycle-Friendly Municipality' several times, as well as the title of the 'Bike Path of the Year' awarded by the 'Bereg Circuit' in 2024. We will do everything we can to be a successful starting point for the race again on this day, as this has become a tradition here in the Heart of Bereg, in Vásárosnamény! I wish the riders good preparation and a successful race, let's meet in Vásárosnamény at the start of the Nation's Cup Hungary junior World Cup!

Filep Sándor
Mayor of Vásárosnamény



Vásárosnamény (START & FINISH TOWN)



Vásárosnamény, the Heart of Bereg

Vásárosnamény is a welcoming small town in the north-eastern part of Hungary, located at the confluence of the Öreg-Túr and Tisza rivers. Its true attraction lies in the waters. The Gergelyugornya beach, with its silky sandy shore reminiscent of the seaside, is a favoured docking site for water tourists. The Bereg Szíve Resort and Camping, located just a stone's throw from the shore, welcomes guests with its 6-bed wooden cabins, spacious dining hall, well-equipped sports facilities, and a huge, shady courtyard. Additionally, a 200-person camping site, a cycling tour centre, and a gazebo suitable for cooking and baking further enhance the comfort of guests. (www.beregszive.hu)

The Szilva Thermal and Wellness Bath, available year-round, features healing waters certified from a depth of 700 meters with a temperature of 45°C, which is suitable for treating various ailments.

From Vásárosnamény, we can start bicycle tours in a star-like manner to Szatmár and Bereg, and we don't even need to bring our bikes, as there is an opportunity to rent new, modern bicycles at the local Tourinform office. The completely flat terrain is easily traversable for families, young people, and the elderly alike. Most of the more than 300 km of

cycling paths in the Upper Tisza region meander along paved embankment crowns, and our journey is enriched by sights such as the Túrístvádi watermill, the Reformed churches in Tâkos and Csaroda, but the region's biggest attraction is the untouched Bereg landscape, which offers calm and nature-close moments to the visitors.



VÁSÁROSNAMÉNY
A B E R E G S Z Í V E





Ibrány, with a population of 7,000, is the 10th most populous settlement in Szabolcs-Szatmár-Bereg county, and the centre of the Ibrány district.

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 acquainted 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.

These competitions are a great opportunity to show the kindness and hospitality of the people who live here. I hope we will arouse your interest in our city and that you will soon be one of our returning guests.

I am thanking for the confidence/trust of the Hungarian Cycling Association, we endeavour this year as well to deserve it.

Trecsényi Imre
Major of Town Ibrány



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.





MEDALS

VÁSÁROSNAMÉNY



IBRÁNY



NYÍREGYHÁZA



JERSEYS



RACE REGULATION 2025

ARTICLE 1. ORGANIZATION

The 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 14–15th of August 2025. The race is consist of flat stages. Race Director / safety manager: János SOLYMOSI – tel: +36-30-435-29-92 (e-mail: mozgasegeszsegrekreacio@gmail.com).

	Date	Distance	Type	Start	Finish	Circuit	Stage
1.	2025. August 14	136,5 km	IRR	Vásárosnamény	Vásárosnamény	-	1.
2.	2025. August 15	86,3 km	IRR	Ibrány	Ibrány	2x5,6 km	2/A
3.	2025. August 15	3,5 km	ITT	Nyíregyháza	Nyíregyháza	-	2/B
	Daily average:	113,2 km					
	Total:	226,3 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 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 2.14.039 of the UCI regulations, teams must be formed of minimum 4 and maximum 6 riders.

ARTICLE 4. RACE HEADQUARTERS

Wednesday 13/08/2025

The race headquarters shall be open at 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 17:30 – 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 18:45 – 19:30 at the following address: Uni-Hotel (3515 Miskolc-Egyetemváros, <http://uni-hotel.hu>, GPS: N48.079 E20.771).

Thursday 14/08/2025

The race headquarters near the start&finish of the Stage Nr. 1 shall be open between 10:00 – 17:00 / signing procedure will start 10:45 and located at the following address: Hotel-Hunor (4800 Vásárosnamény, Szabadság square 25, <http://hunorhotel.hu/>, GPS: N48.131 E22.317). The Drivers Safety Briefing will start at 09:45 – 10:15 am and located at the start area and located at the following address: Hotel-Hunor (4800 Vásárosnamény, Szabadság square 25, <http://hunorhotel.hu/>, GPS: N48.131 E22.317).

Friday 15/08/2025

The race headquarters at the start&finish of the Stage Nr 2/A shall be open between 08:00 – 13:00 / signing procedure will start 08:50 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 race headquarters at the start&finish of the Stage Nr 2/B shall be open between 14:00 – 19:00 and located at the following address: Continental Arena (4400 Nyíregyháza, Géza street 8, <https://continentalarena.nyiregyhazisc.hu/>, GPS: N47.957 E21.723).

ARTICLE 5. START OF ITT

The starting order for each team shall be determined by the organiser in agreement with the commissaires panel enable to be able to follow all of the riders – who will start in every minute.

ARTICLE 6. BIKES ON ITT

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

ARTICLE 7. 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: 166,925MHz and 166,500MHz. Team managers oblige to give back every day for the technical staff at the finishing area after the IRR stages.

ARTICLE 8. 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 9. TIME LIMITS

If any rider finishing in a time more than 8% greater than of the winner shall not be given a placing on Stage Nr 1 and Stage Nr 2/A. If any rider has more that 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 (Stage Nr 2/B.).

ARTICLE 10. BONUSES

The bonuses will be awarded for the first three riders on Stage Nr 1: 10, 6 and 4 seconds
The bonuses will be awarded for the first three riders on Stage Nr 2/A: 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 (Stage Nr 2/B.).

ARTICLE 11. 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 Stage Nr 1, Stage Nr 2/A and Stage Nr 2/B including time bonuses and the possible time penalties, which have been also taken into account. The fractions of a second recording during the ITT (Stage Nr 2/B.) are also take 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 be 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 stages
2. Number of wins in intermediate sprints
3. 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 the riders born in 2008 (first year junior) based on the result of the individual general classification.

The leader of youth classification wears a blue jersey.

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.

ARTICLE 12. EXPECTED TO FINISH IN BUNCH SPRINTS

For calculation of time gaps for stages ‘expected to finish in bunch sprints” protocol will be applied on Stage Nr 1 and Stage Nr 2/A.

ARTICLE 13. INDIVIDUAL PRIZES

The following prizes are awarded in HUF accordance with UCI Regulations. Total of the prizes 858.000 HUF (calculated on 400 HUF/EUR) as follows:

- Stages: 49.000, 28.000, 21.000, 17.000, 14.000, 14.000, 14.000, 14.000, 14.000, 6.000-6.000 for the first 20 riders. Total: 259.000 HUF (648 EUR - calculated on 400 HUF/EUR)
- Half-stages: 28.000, 21.000, 14.000, 11.000, 8.000, 8.000, 8.000, 8.000, 8.000, 6.000-6.000 for the first 20 riders. Total: 182.000 HUF (455 EUR - calculated on 400 HUF/EUR)
- Individual general classification: 21.000, 17.000, 13.000, 10.000, 8.000, 8.000, 8.000, 8.000, 8.000, 4.000-4.000 for the first 20 riders. Total: 149.000 HUF (373 EUR - calculated on 400 HUF/EUR)
- SPR general classification: 18.000, 16.000, 11.000, 8.000, 7.000, 6.000, 5.000 for the first 6 riders. Total: 66.000 HUF (165 EUR - calculated on 400 HUF/EUR)
- Best young rider in the general classification 10.000 Total: 10.000 HUF (25 EUR - calculated on 400 HUF/EUR)
- Best Hungarian rider in the general classification 10.000 Total: 10.000 HUF (25 EUR - calculated on 400 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 14. ANTIDOPING

The anti-doping tests will take place at Steg Nr. 1, shall be open on Thursday 14/08/2025 between 10:00 – 18:00 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 Stage Nr 2/A shall be open on Friday 15/08/2025 between 08:00 – 14:00 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/B shall be open at Friday 15/08/2025 between 15:00 – 20:00 and located at the following address: Continental Arena (4400 Nyíregyháza, Géza street 8, <https://continentalarena.nyiregyhazisc.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 15. 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 youth classification, the best Hungarian rider.

After the stage Nr. 2/B 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 final awards ceremony.

ARTICLE 16. START & FINISH AREAS

Stage Nr 1

- | | |
|---|------------------------|
| - Start – (4800 Vásárosnamény, Szabadság square) | - GPS: N48.128 E22.318 |
| - Finish – (4800 Vásárosnamény, Szabadság square) | - GPS: N48.128 E22.318 |
| - Detour & Parking – Hotel Hunor (4800 Vásárosnamény, Szabadság square) – left side | - GPS: N48.128 E22.318 |
| - Changing rooms and showers – Hotel Hunor (4800 Vásárosnamény, Szabadság square) | - GPS: N48.128 E22.318 |

Half-stage Nr 2/A

- | | |
|--|------------------------|
| - Start – Ibrányi László Művelődési Központ (4484 Ibrány, Hősök square 2-4.) | - GPS: N48.128 E21.713 |
| - Finish – Ibrányi László Művelődési Központ (4484 Ibrány, Hősök square 2-4.) | - GPS: N48.128 E21.713 |
| - Detour & Parking - Agora Shop parking entrance (at 300 meters – left side) | - GPS: N48.126 E21.712 |
| - Changing rooms and showers - Móricz Zs. High School (4484 Ibrány, Hősök square 8.) | - GPS: N48.129 E21.714 |

Stage Nr 2/B

- | | |
|---|------------------------|
| - Start – Town Hall (4400 Nyíregyháza Kossuth square 1.) | - GPS: N47.956 E21.716 |
| - Finish – Town Hall (4400 Nyíregyháza Kossuth square 1.) | - GPS: N47.956 E21.716 |
| - Detour & Parking – (4400 Nyíregyháza, Hunyadi street / Vay Adam boulevard) | - GPS: N47.958 E21.721 |
| - Changing rooms and showers - Continental Arena (4400 Nyíregyháza, Géza street 8.) | - GPS: N47.957 E21.723 |

ARTICLE 17. PENALTIES

The UCI penalty scale is the only one applicable.

ARTICLE 18. COMMISSAIRES PANEL AND OFFICIALS

Pres. Ms. BONFANTI Rosella (UCI) C2 TÖRZSÖK Zsolt (UCI), C3 BARTOL Attila (NAT) FJ TISLÉR Zoltán (NAT), AFJ VALKAY-PATAKI Rózsa (NAT), TK KOVÁCS László (ENC), TK ZSUGYÓ Árpád (NAT),RT SKOREK Pawel (UCI), INFO MOTO KEMÉNY Attila (NAT), REGULATOR MOTO PÉTI Zoltán (NAT), MC1 KÁDÁR Zsolt (NAT), MC2 RÉZ Tibor (NAT), Blackboard ORBÁN László (ENC), BW JUHÁSZ Balázs (NAT),

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

ARTICLE 19. 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 20. 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 21. PERSONAL DATA CONSENT - GDPR

Each registered participant and their escorts belong to their team give consent to the Organisation for free of charge, indefinite and worldwide use, including release to third parties and also for commercial purposes of his data and images taken during the event in accordance with the Privacy Law Art. 28 of EU Regulations 2016/679.

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. ORGANISING COMMITTEE

Movement Health and Recreation Sports Club
president – TÖRZSÖK Zsolt

Direction of the course

event director / safety manager – SOLYMOSI János
technical director – FEJÉRVÁRI Csaba
security manager (start&finish supervisor) – KOVÁCS József
international relations – TÖRZSÖK Tünde
Race / 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 and FAZEKAS Jácint
photo – VÍGH Attila
maps&profiles&3D videos – SIMON Péter
radio technique – VÁGÓ János and JUHÁSZ József
SPR areas – BRAVICS Attila
start & finish areas – KARSKÓ István

Hungarian Cycling Federation

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



OUR PARTNERS



Nyíregyháza



Ibrány



Vásárosnamény



SKODA

AZ ÚJ ELROQ. ÁLLATI GYORSAN TÖLT.



Az értékek nem egyes gépjárművekre vonatkoznak, nem részei az ajánlatnak, hanem a különböző járműtípusok összehasonlítására szolgálnak. Egy gépjármű üzemanyag-fogyasztását és a CO₂-kibocsátását a vezetői szokások és egyéb, nem technikai jellegű tényezők (pl. környezeti feltételek) is befolyásolják. Különösen az extrafelszereltségek és a tartozékok (pl. szélesebb gumibroncsok, klímaberendezés, tetőcsomagtartó) megváltoztatják a gépjármű releváns jellemzőit, mint amilyen például a tömeg, a gördülési ellenállás valamint az aerodinamika, és ezáltal eltérést eredményeznek a konfigurált modell adataiban. Az üzemanyag-fogyasztásra és a CO₂-kibocsátásra vonatkozó adatok a kiválasztott gumibroncs formától és az optimális extrafelszereltségektől függő tartomány adatai mellett érvényesek. Az új személygépkocsi fajlagos üzemanyag-fogyasztási és széndioxid-kibocsátási adatai megtalálhatóak az üzemanyag-gazdaságossági ismertetőben, amely ingyenesen hozzáférhető minden értékesítési helyen és a fogyasztóvédelmi hatóságnál. A kép csak illusztráció.

WLTP szerinti CO₂ kibocsátás: vegyes sebességnél 0 g/km

Valent Auto Nyíregyháza

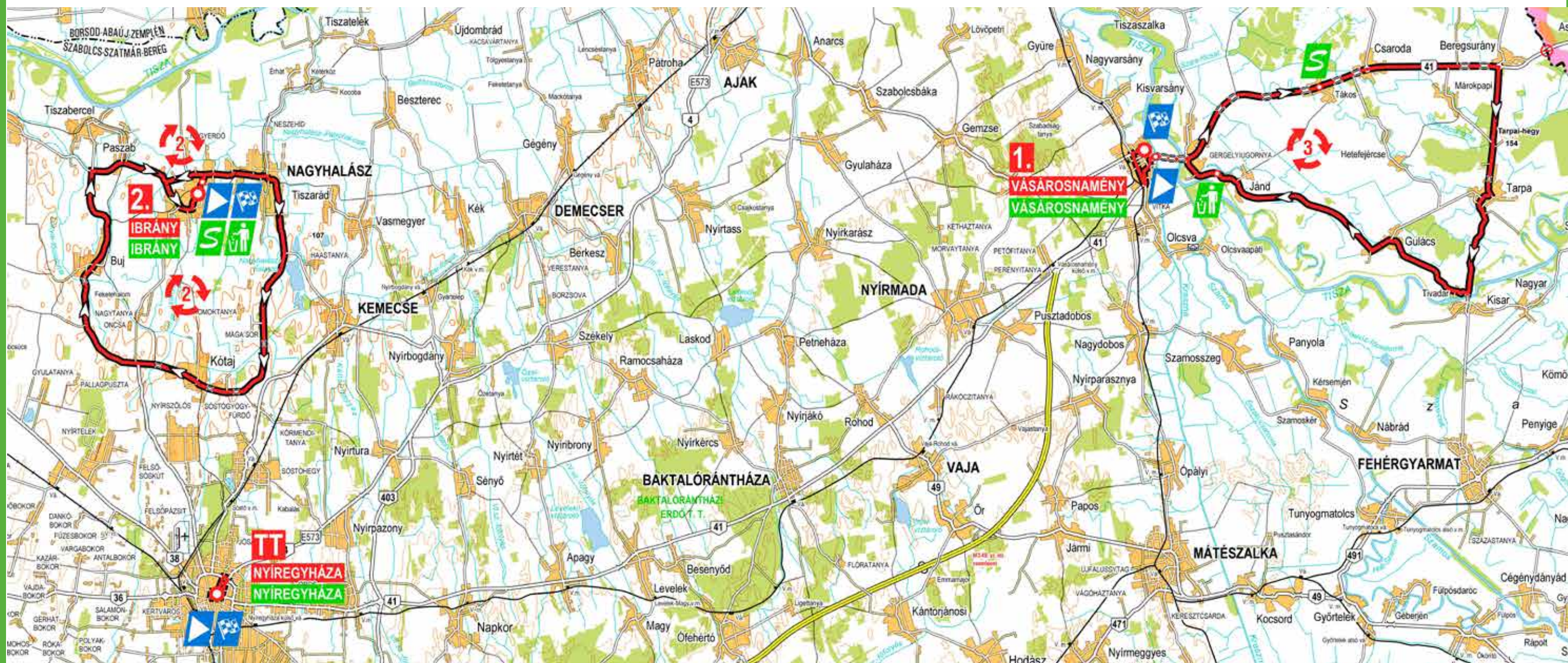
4400 Nyíregyháza, Tiszavasvári út 54.

+36 20 745-2000

facebook.com/valentautokft



Nations' Cup Hungary

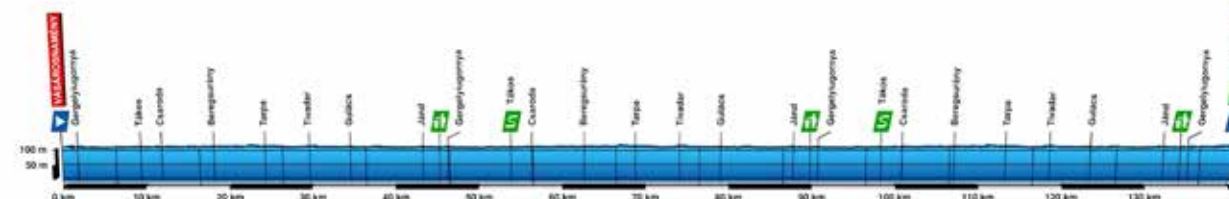
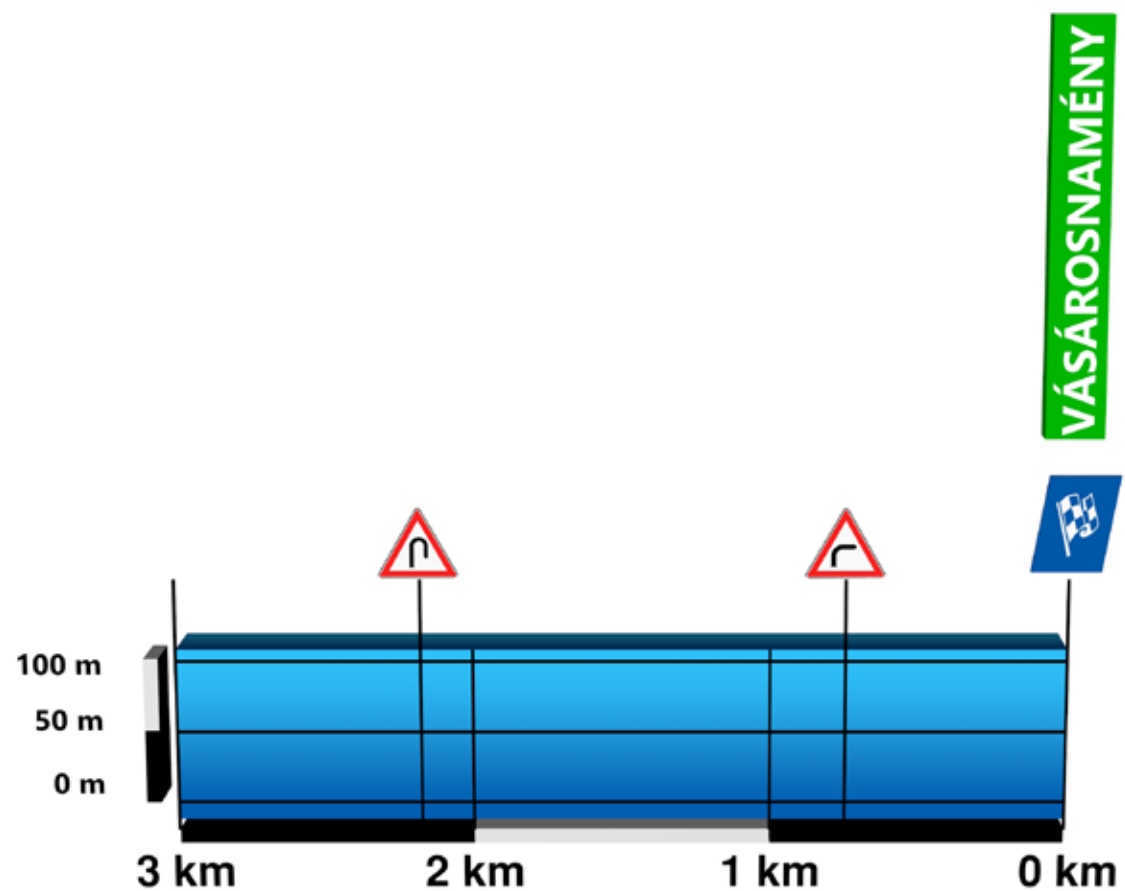
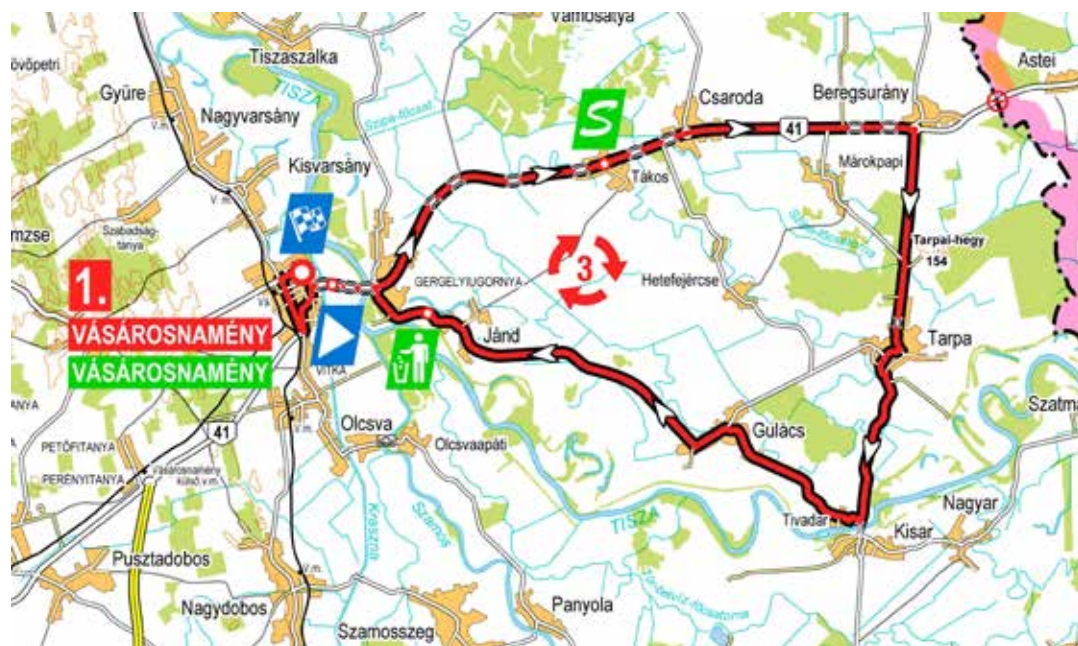




Nations' Cup Hungary



Maps & Profiles



VÁSÁROSNAMÉNY-VÁSÁROSNAMÉNY

2025.08.14.

136,5 km

			KM	km	KM	42 km/h	44 km/h	46 km/h
OFFICIAL START			0,0			11:55	11:55	11:55
junction	straight, Kossuth Lajos street	↑						
junction	straight, Kossuth Lajos street	↑						
junction	straight, Kossuth Lajos street	↑						
junction	straight, Kossuth Lajos street	↑						
junction	straight, Kossuth Lajos street	↑						
junction	left, Ady Endre street	←						
junction	straight, Ady Endre street	↑						
junction	straight, Táncsics Mihály street	↑						
junction	straight, Táncsics Mihály street	↑						
junction	straight, Táncsics Mihály street	↑						
junction	straight, Táncsics Mihály street	↑						
junction	straight, Táncsics Mihály street	↑						
sharp bend !!!	left (back) !!! - Road Nr. 41	↷						
junction	straight, Ifjúság street	↑						
junction	straight, Ifjúság street	↑						
sharp bend !!!	right, Ifjúság street	↶						
junction	straight, Ifjúság street	↑						
sharp bend !!!	left, Ifjúság street	↷						
junction	straight, Jókai street	↑						
junction + traffic light	straight, Jókai street, towards Kisvárd	↑						
junction + traffic light	straight, Jókai street, towards Kisvárd	↑						
junction + traffic light	straight, Jókai street, towards Kisvárd	↑						
traffic island !!!		!						
roundabout	straight, towards Kisvárd (1. exit)	↑						
traffic island !!!		!						
junction	straight, Szabadság square	↑						
REAL START (start area)	Szabadság square (1. crossing)	↑						
junction	straight, Kossuth Lajos street	↑						
junction	straight, Kossuth Lajos street	↑						
junction	straight, Kossuth Lajos street	↑						
junction	straight, Kossuth Lajos street	↑						
junction	straight, Kossuth Lajos street	↑						
junction	left, Ady Endre street	←						
junction	straight, Ady Endre street	↑						
junction	straight, Táncsics Mihály street	↑						
junction	straight, Táncsics Mihály street	↑						
junction	straight, Táncsics Mihály street	↑						
junction	straight, Táncsics Mihály street	↑						
junction	straight, Táncsics Mihály street	↑						
sharp bend !!!	left (back) !!! - Road Nr. 41	↷						
junction	straight, Ifjúság street	↑						
junction	straight, Ifjúság street	↑						
sharp bend !!!	right, Ifjúság street	↶						
junction	straight, Ifjúság street	↑						
sharp bend !!!	left, Ifjúság street	↷						
junction	straight, Jókai street	↑						
junction + traffic light	straight, Jókai street, towards Kisvárd	↑						
junction + traffic light	right	→						
bridge		!						
ÉLESRAJT (rajt terület)			0,0	0,0	136,5	12:10	12:10	12:10
hid		!	0,3	0,3	136,2	12:10	12:10	12:10
bridge		!	0,7	0,4	135,8	12:11	12:10	12:10
Tisza bridge		!	1,0	0,3	135,5	12:11	12:11	12:11
roundabout	straight, towrads Beregsurány, Road Nr. 41	↑	1,3	0,3	135,2	12:11	12:11	12:11
end-of Vásárosnamény			2,1	0,8	134,4	12:13	12:12	12:12
traffic island !!!		!	2,1	0,0	134,4	12:13	12:12	12:12
Tákos			5,2	3,1	131,3	12:17	12:17	12:16
traffic island !!!		!	5,2	0,0	131,3	12:17	12:17	12:16
end-of Tákos			6,5	1,3	130,0	12:19	12:18	12:18
traffic island !!!		!	6,5	0,0	130,0	12:19	12:18	12:18
Csaro da			7,7	1,2	128,8	12:21	12:20	12:20
traffic island !!!		!	7,7	0,0	128,8	12:21	12:20	12:20
roundabout	straight, towrads Beregsurány, Road Nr. 41	↑	8,6	0,9	127,9	12:22	12:21	12:21
traffic island !!!		!	9,5	0,9	127,0	12:23	12:22	12:22
end-of Csaro da			9,5	0,0	127,0	12:23	12:22	12:22

roundabout	right, towards Fehérgyarmat (1. exit)	→	17,8	8,3	118,7	12:35	12:34	12:33
junction	straight	↑	19,3	1,5	117,2	12:37	12:36	12:35
Tarpa			19,5	0,2	117,0	12:37	12:36	12:35
sharp bend !!!	left	↷	20,5	1,0	116,0	12:39	12:37	12:36
sharp bend !!!	right	↶	20,6	0,1	115,9	12:39	12:38	12:36
sharp bend !!!	left	↷	20,8	0,2	115,7	12:39	12:38	12:37
sharp bend !!!	left	↷	21,0	0,2	115,5	12:40	12:38	12:37
sharp bend !!!	right	↶	21,1	0,1	115,4	12:40	12:38	12:37
sharp bend !!!	right	↶	21,2	0,1	115,3	12:40	12:38	12:37
junction	left, towards Tivadar	↵	21,5	0,3	115,0	12:40	12:39	12:38
sharp bend !!!	right	↶	22,7	1,2	113,8	12:42	12:40	12:39
end-of Tarpa			22,7	0,0	113,8	12:42	12:40	12:39
sharp bend !!!	left	↷	23,2	0,5	113,3	12:43	12:41	12:40
Tivadar			25,8	2,6	110,7	12:46	12:45	12:43
junction	right, towards Vásárosnamény	→	26,5	0,7	110,0	12:47	12:46	12:44
sharp bend!!!	left	↷	26,7	0,2	109,8	12:48	12:46	12:44
sharp bend!!!	right	↶	26,8	0,1	109,7	12:48	12:46	12:44
sharp bend!!!	left	↷	27,0	0,2	109,5	12:48	12:46	12:45
end-of Tivadar			27,3	0,3	109,2	12:49	12:47	12:45
Gulács			30,0	2,7	106,5	12:52	12:50	12:49
bad road section!!!		!	30,0	0,0	106,5	12:52	12:50	12:49
junction	left, towards Vásárosnamény	↵	31,4	1,4	105,1	12:54	12:52	12:50
end-of bad road section!!!			31,4	0,0	105,1	12:54	12:52	12:50
sharp bend!!!		↷	32,4	1,0	104,1	12:56	12:54	12:52
end-of Gulács		!	32,6	0,2	103,9	12:56	12:54	12:52
Jánd			39,0	6,4	97,5	13:05	13:03	13:00
GREEN ZONE (1)		!	39,0	0,0	97,5	13:05	13:03	13:00
end-of GREEN ZONE (1)		!	39,5	0,5	97,0	13:06	13:03	13:01
end-of Jánd			41,1	1,6	95,4	13:08	13:06	13:03
Vásárosnamény			42,0	0,9	94,5	13:10	13:07	13:04
traffic island !!!		!	43,2	1,2	93,3	13:11	13:08	13:06
roundabout	right, towards Beregsurány, Road Nr. 41	→	43,2	0,0	93,3	13:11	13:08	13:06
end-of Vásárosnamény			44,0	0,8	92,5	13:12	13:10	13:07
traffic island !!!		!	44,0	0,0	92,5	13:12	13:10	13:07
Tákos			49,7	5,7	86,8	13:21	13:17	13:14
traffic island !!!		!	49,7	0,0	86,8	13:21	13:17	13:14
SPR1	Tákos - at the Town Hall		50,6	0,9	85,9	13:22	13:19	13:16
end-of Tákos			51,0	0,4	85,5	13:22	13:19	13:16
traffic island !!!		!	51,0	0,0	85,5	13:22	13:19	13:16
Csaro da			52,2	1,2	84,3	13:24	13:21	13:18
traffic island !!!		!	52,2	0,0	84,3	13:24	13:21	13:18
roundabout	straight, towards Beregsurány, Road Nr. 41	↑	53,1	0,9	83,4	13:25	13:22	13:19
traffic island !!!		!	54,0	0,9	82,5	13:27	13:23	13:20
end-of Csaro da			54,0	0,0	82,5	13:27	13:23	13:20
roundabout	right, towards Fehérgyarmat (1. exit)	→	62,3	8,3	74,2	13:39	13:34	13:31
junction	straight	↑	63,8	1,5	72,7	13:41	13:37	13:33
Tarpa			64,0	0,2	72,5	13:41	13:37	13:33
sharp bend !!!	left	↷	65,0	1,0	71,5	13:42	13:38	13:34
sharp bend !!!	right	↶	65,1	0,1	71,4	13:43	13:38	13:34
sharp bend !!!	left	↷	65,3	0,2	71,2	13:43	13:39	13:35
sharp bend !!!	left	↷	65,5	0,2	71,0	13:43	13:39	13:35
sharp bend !!!	right	↶	65,6	0,1	70,9	13:43	13:39	13:35
sharp bend !!!	right	↶	65,7	0,1	70,8	13:43	13:39	13:35
junction	left, towards Tivadar	↵	66,0	0,3	70,5	13:44	13:40	13:36
sharp bend !!!	right	↶	67,2	1,2	69,3	13:46	13:41	13:37
end-of Tarpa			67,2	0,0	69,3	13:46	13:41	13:37
sharp bend !!!	left	↷	67,7	0,5	68,8	13:46	13:42	13:38
Tivadar			70,3	2,6	66,2	13:50	13:45	13:41
junction	right, towards Vásárosnamény	→	71,0	0,7	65,5	13:51	13:46	13:42
sharp bend!!!	left	↷	71,2	0,2	65,3	13:51	13:47	13:42
sharp bend!!!	right	↶	71,3	0,1	65,2	13:51	13:47	13:43
sharp bend!!!	left	↷	71,5	0,2	65,0	13:52	13:47	13:43
end-of Tivadar			71,8	0,3	64,7	13:52	13:47	13:43
Gulács			74,5	2,7	62,0	13:56	13:51	13:47
bad road section!!!		!	74,5	0,0	62,0	13:56	13:51	13:47
junction	left, towards Vásárosnamény	↵	75,9	1,4	60,6	13:58	13:53	13:49
end-of bad road section!!!			75,9	0,0	60,6	13:58	13:53	13:49
sharp bend!!!		↷	76,9	1,0	59,6	13:59	13:54	13:50
end-of Gulács			77,1	0,2	59,4	14:00	13:55	13:50

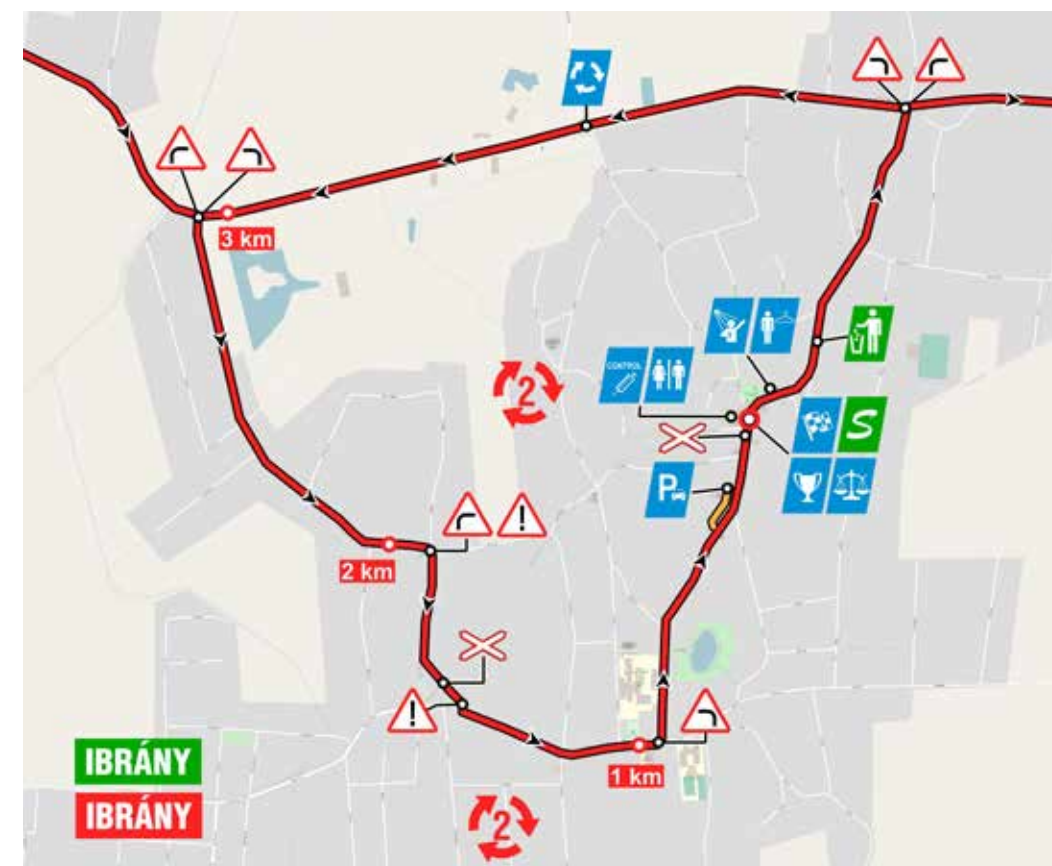
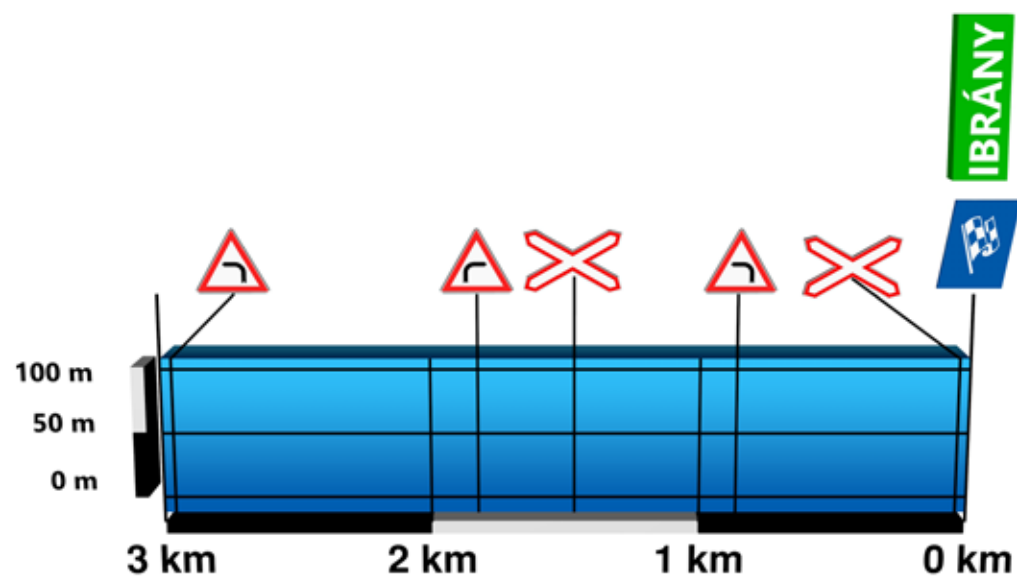
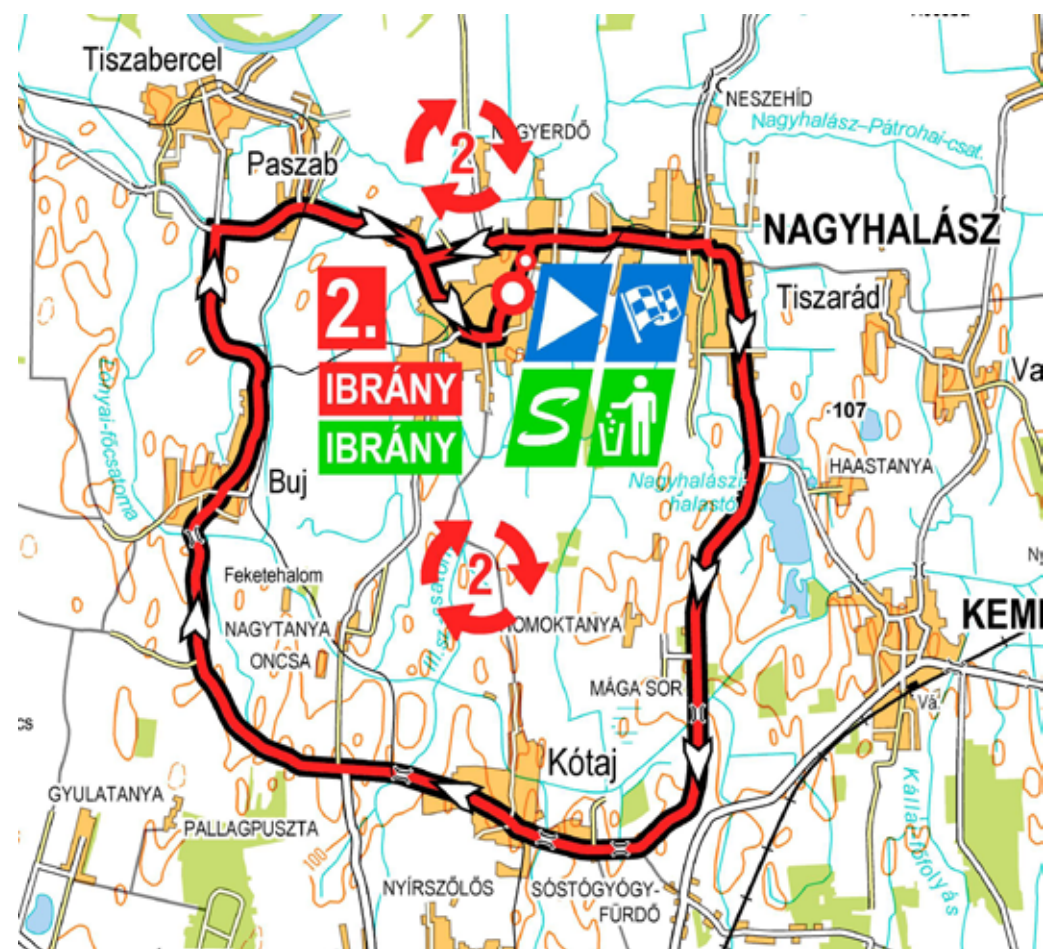
end-of Gulács			77,1	0,2	59,4	14:00	13:55	13:50
Jánd			83,5	6,4	53,0	14:09	14:03	13:58
GREEN ZONE (2)		!	83,5	0,0	53,0	14:09	14:03	13:58
end-of GREEN ZONE (2)		!	84,0	0,5	52,5	14:10	14:04	13:59
end-of Jánd			85,6	1,6	50,9	14:12	14:06	14:01
Vásárosnamény			86,5	0,9	50,0	14:13	14:07	14:02
traffic island !!!		!	87,7	1,2	48,8	14:15	14:09	14:04
roundabout	right, towards Beregsurány, Road Nr. 41	→	87,7	0,0	48,8	14:15	14:09	14:04
end-of Vásárosnamény			88,5	0,8	48,0	14:16	14:10	14:05
traffic island !!!		!	88,5	0,0	48,0	14:16	14:10	14:05
Tákos			94,2	5,7	42,3	14:24	14:18	14:12
traffic island !!!		!	94,2	0,0	42,3	14:24	14:18	14:12
SPR2	Tákos - at the Town Hall		95,1	0,9	41,4	14:25	14:19	14:14
end-of Tákos			95,5	0,4	41,0	14:26	14:20	14:14
traffic island !!!		!	95,5	0,0	41,0	14:26	14:20	14:14
Csaroda			96,7	1,2	39,8	14:28	14:21	14:16
traffic island !!!		!	96,7	0,0	39,8	14:28	14:21	14:16
roundabout	straight, towards Beregsurány, Road Nr. 41	↑	97,6	0,9	38,9	14:29	14:23	14:17
traffic island !!!		!	98,5	0,9	38,0	14:30	14:24	14:18
end-of Csaroda			98,5	0,0	38,0	14:30	14:24	14:18
roundabout	right, towards Fehérgyarmat (1. exit)	→	106,8	8,3	29,7	14:42	14:35	14:29
junction	straight	↑	108,3	1,5	28,2	14:44	14:37	14:31
Tarpa			108,5	0,2	28,0	14:45	14:37	14:31
sharp bend !!!	left	↷	109,5	1,0	27,0	14:46	14:39	14:32
sharp bend !!!	right	↶	109,6	0,1	26,9	14:46	14:39	14:32
sharp bend !!!	left	↷	109,8	0,2	26,7	14:46	14:39	14:33
sharp bend !!!	left	↷	110,0	0,2	26,5	14:47	14:40	14:33
sharp bend !!!	right	↶	110,1	0,1	26,4	14:47	14:40	14:33
sharp bend !!!	right	↶	110,2	0,1	26,3	14:47	14:40	14:33
junction	left, towards Tivadar	↵	110,5	0,3	26,0	14:47	14:40	14:34
sharp bend !!!	right	↶	111,7	1,2	24,8	14:49	14:42	14:35
end-of Tarpa			111,7	0,0	24,8	14:49	14:42	14:35
sharp bend !!!	left	↷	112,2	0,5	24,3	14:50	14:43	14:36
Tivadar			114,8	2,6	21,7	14:54	14:46	14:39
junction	right, towards Vásárosnamény	→	115,5	0,7	21,0	14:55	14:47	14:40
sharp bend!!!	left	↷	115,7	0,2	20,8	14:55	14:47	14:40
sharp bend!!!	right	↶	115,8	0,1	20,7	14:55	14:47	14:41
sharp bend!!!	left	↷	116,0	0,2	20,5	14:55	14:48	14:41
end-of Tivadar			116,3	0,3	20,2	14:56	14:48	14:41
Gulács			119,0	2,7	17,5	15:00	14:52	14:45
bad road section!!!		!	119,0	0,0	17,5	15:00	14:52	14:45
junction	left, towards Vásárosnamény	↵	120,4	1,4	16,1	15:02	14:54	14:47
end-of bad road section!!!			120,4	0,0	16,1	15:02	14:54	14:47
sharp bend!!!		↷	121,4	1,0	15,1	15:03	14:55	14:48
end-of Gulács			121,6	0,2	14,9	15:03	14:55	14:48
Jánd			128,0	6,4	8,5	15:12	15:04	14:56
GREEN ZONE (2)		!	128,0	0,0	8,5	15:12	15:04	14:56
end-of GREEN ZONE (2)		!	128,5	0,5	8,0	15:13	15:05	14:57
end-of Jánd			130,1	1,6	6,4	15:15	15:07	14:59
Vásárosnamény			131,0	0,9	5,5	15:17	15:08	15:00
traffic island !!!		!	132,2	1,2	4,3	15:18	15:10	15:02
roundabout	left, towards Nyíregyháza (3. exit)	↵	132,2	0,0	4,3	15:18	15:10	15:02
Tisza bridge		!	132,4	0,2	4,1	15:19	15:10	15:02
bridge		!	132,8	0,4	3,7	15:19	15:11	15:03
bridge		!	133,1	0,3	3,4	15:20	15:11	15:03
Kraszna bridge		!	133,7	0,6	2,8	15:21	15:12	15:04
junction + traffic light	left	↵	133,9	0,2	2,6	15:21	15:12	15:04
traffic island !!!		!	133,9	0,0	2,6	15:21	15:12	15:04
junction + traffic light	straight, Jókai street	↑	134,1	0,2	2,4	15:21	15:12	15:04
junction	straight, Jókai street	↑	134,2	0,1	2,3	15:21	15:13	15:05
sharp bend !!!	left, Jókai street	↷	134,3	0,1	2,2	15:21	15:13	15:05
junction	straight, Jókai street	↑	134,5	0,2	2,0	15:22	15:13	15:05
junction	straight, Jókai street	↑	134,5	0,0	2,0	15:22	15:13	15:05
junction	straight, Jókai street	↑	134,7	0,2	1,8	15:22	15:13	15:05
sharp bend !!!	right, (before MOL back) Táncsics street	↶	134,9	0,2	1,6	15:22	15:13	15:05
junction	straight, Táncsics Mihály street	↑	135,5	0,6	1,0	15:23	15:14	15:06
junction	straight, Táncsics Mihály street	↑	135,5	0,0	1,0	15:23	15:14	15:06
junction	straight, Táncsics Mihály street	↑	135,5	0,0	1,0	15:23	15:14	15:06
junction	straight, Táncsics Mihály street	↑	135,7	0,2	0,8	15:23	15:15	15:07
junction	straight, Táncsics Mihály street	↑	135,8	0,1	0,7	15:24	15:15	15:07
junction	straight, Táncsics Mihály street	↑	135,8	0,0	0,7	15:24	15:15	15:07
junction	straight, Ady Endre street	↑	135,9	0,1	0,6	15:24	15:15	15:07

junction (!!!)	right, Kossuth Lajos street	→	136,2	0,3	0,3	15:24	15:15	15:07
junction	straight, Kossuth Lajos street	↑	136,3	0,1	0,2	15:24	15:15	15:07
junction	straight, Kossuth Lajos street	↑	136,3	0,0	0,2	15:24	15:15	15:07
junction	straight, Kossuth Lajos street	↑	136,4	0,1	0,1	15:24	15:16	15:07
junction	straight, Kossuth Lajos street	↑	136,4	0,0	0,1	15:24	15:16	15:07
CÉL	Szabadság square		136,5	0,1	0,0	15:25	15:16	15:08





Maps & Profiles



IBRÁNY-IBRÁNY

2025.08.15.

86,3 km

			KM	km	KM	44 km/h	46 km/h	48 km/h
START	Ibrány - Culture House		0,0	0,0	86,3	10:00	10:00	10:00
sharp bend !!!	right	↷	0,0	0,0	86,3	10:00	10:00	10:00
sharp bend !!!	left	↶	0,1	0,1	86,2	10:00	10:00	10:00
junction	straight	↑	0,3	0,2	86,0	10:00	10:00	10:00
junction	straight	↑	0,5	0,2	85,8	10:00	10:00	10:00
junction	right, towards Nagyhalász	→	0,9	0,4	85,4	10:01	10:01	10:01
junction	straight	↑	1,2	0,3	85,1	10:01	10:01	10:01
end-of Ibrány			1,3	0,1	85,0	10:01	10:01	10:01
Nagyhalász			1,9	0,6	84,4	10:02	10:02	10:02
railway crossing	not in use	#	2,1	0,2	84,2	10:02	10:02	10:02
junction	straight	↑	3,4	1,3	82,9	10:04	10:04	10:04
traffic island !!!		!	3,7	0,3	82,6	10:05	10:04	10:04
roundabout	right, towards Nyíregyháza (1. exit)	→	3,7	0,0	82,6	10:05	10:04	10:04
traffic island !!!		!	3,7	0,0	82,6	10:05	10:04	10:04
sharp bend !!!	left	↶	3,8	0,1	82,5	10:05	10:04	10:04
sharp bend !!!	right	↷	4,0	0,2	82,3	10:05	10:05	10:05
junction	straight	↑	4,4	0,4	81,9	10:06	10:05	10:05
junction	straight	↑	5,6	1,2	80,7	10:07	10:07	10:07
end-of Nagyhalász			6,9	1,3	79,4	10:09	10:09	10:08
junction	straight, towards Nyíregyháza	↑	7,4	0,5	78,9	10:10	10:09	10:09
sharp bend !!!	left	↶	9,0	1,6	77,3	10:12	10:11	10:11
sharp bend !!!	left	↶	10,0	1,0	76,3	10:13	10:13	10:12
junction	straight, towards Nyíregyháza	↑	10,3	0,3	76,0	10:14	10:13	10:12
bridge		!	11,7	1,4	74,6	10:15	10:15	10:14
junction	right, towards Tiszabercel	→	13,3	1,6	73,0	10:18	10:17	10:16
traffic island !!!		!	13,3	0,0	73,0	10:18	10:17	10:16
sharp bend !!!	left	↶	13,7	0,4	72,6	10:18	10:17	10:17
sharp bend !!!	right	↷	14,4	0,7	71,9	10:19	10:18	10:18
Kótaj			15,1	0,7	71,2	10:20	10:19	10:18
junction	straight	↑	15,1	0,0	71,2	10:20	10:19	10:18
junction	straight	↑	15,9	0,8	70,4	10:21	10:20	10:19
bridge		!	15,9	0,0	70,4	10:21	10:20	10:19
junction	straight	↑	16,3	0,4	70,0	10:22	10:21	10:20
junction	straight	↑	16,5	0,2	69,8	10:22	10:21	10:20
junction	straight	↑	17,1	0,6	69,2	10:23	10:22	10:21
junction	straight	↑	17,3	0,2	69,0	10:23	10:22	10:21
junction	straight	↑	17,6	0,3	68,7	10:24	10:22	10:22
end-of Kótaj			18,1	0,5	68,2	10:24	10:23	10:22
bridge		!	18,5	0,4	67,8	10:25	10:24	10:23
railway crossing	not in use	#	18,7	0,2	67,6	10:25	10:24	10:23
junction	straight, towards Tiszabercel	↑	19,4	0,7	66,9	10:26	10:25	10:24
junction	straight	↑	19,9	0,5	66,4	10:27	10:25	10:24
sharp bend	right	↷	22,3	2,4	64	10:30	10:29	10:27
bridge		!	24,6	2,3	61,7	10:33	10:32	10:30
Buj			24,7	0,1	61,6	10:33	10:32	10:30
junction	straight	↑	24,9	0,2	61,4	10:33	10:32	10:31
junction	straight	↑	26,2	1,3	60,1	10:35	10:34	10:32
junction	straight	↑	27,5	1,3	58,8	10:37	10:35	10:34
end-of Buj			27,8	0,3	58,5	10:37	10:36	10:34
sharp bend	left	↶	27,9	0,1	58,4	10:38	10:36	10:34
traffic island !!!		!	30,2	2,3	56,1	10:41	10:39	10:37
junction	right, towards Nagyhalász	→	30,2	0,0	56,1	10:41	10:39	10:37
Paszab			31,4	1,2	54,9	10:42	10:40	10:39
junction	straight, towards Nagyhalász	↑	31,6	0,2	54,7	10:43	10:41	10:39
end-of Paszab			31,7	0,1	54,6	10:43	10:41	10:39
railway crossing	not in use	#	31,7	0,0	54,6	10:43	10:41	10:39
Ibrány			33,3	1,6	53	10:45	10:43	10:41
junction	straight	↑	33,6	0,3	52,7	10:45	10:43	10:42
junction	right, towards Nagyhalász	→	33,9	0,3	52,4	10:46	10:44	10:42
traffic island !!!		!	33,9	0,0	52,4	10:46	10:44	10:42
sharp bend !!!	left	↶	34,8	0,9	51,5	10:47	10:45	10:43
sharp bend !!!	right (sloping outwards !!!)	↷	35,0	0,2	51,3	10:47	10:45	10:43
railway crossing	not in use	#	35,4	0,4	50,9	10:48	10:46	10:44
traffic island !!!		!	35,5	0,1	50,8	10:48	10:46	10:44

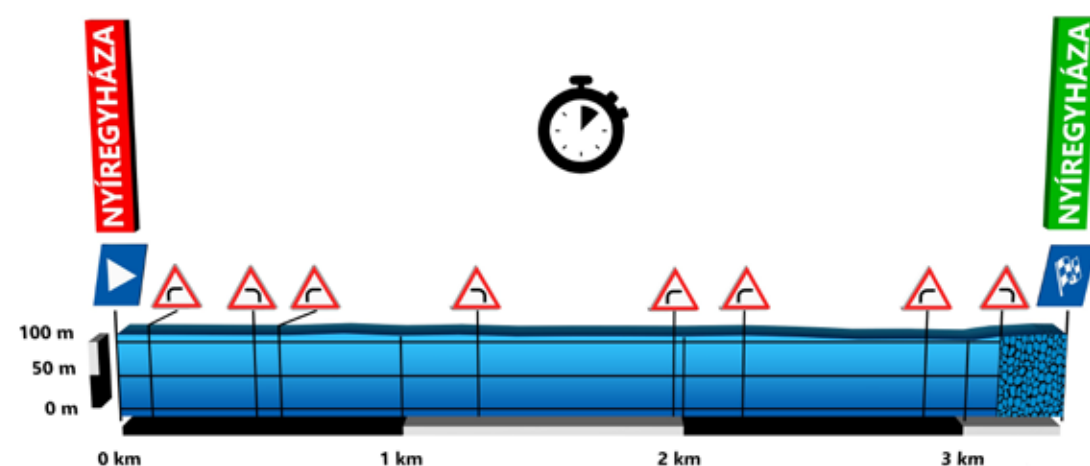
junction	left	←	35,5	0,0	50,8	10:48	10:46	10:44
junction	straight (slightly left)	↑	35,7	0,2	50,6	10:48	10:46	10:44
junction	straight (slightly left)	↑	35,8	0,1	50,5	10:48	10:46	10:44
sharp bend !!!	left	↶	35,9	0,1	50,4	10:48	10:46	10:44
junction	straight	↑	36,2	0,3	50,1	10:49	10:47	10:45
sharp bend !!!	left	↶	36,2	0,0	50,1	10:49	10:47	10:45
junction	straight	↑	36,5	0,3	49,8	10:49	10:47	10:45
railway crossing	not in use	#	36,8	0,3	49,5	10:50	10:48	10:46
SPR 1 / Finish area	Culture House (1. crossing)		36,8	0,0	49,5	10:50	10:48	10:46
sharp bend !!!	right	↷	36,8	0,0	49,5	10:50	10:48	10:46
sharp bend !!!	left	↶	36,9	0,1	49,4	10:50	10:48	10:46
GREEN ZONE (1)		!	36,9	0,0	49,4	10:50	10:48	10:46
junction	straight	↑	37,1	0,2	49,2	10:50	10:48	10:46
end-of GREEN ZONE (1)		!	37,2	0,1	49,1	10:50	10:48	10:46
junction	straight	↑	37,3	0,1	49	10:50	10:48	10:46
junction	right, towards Nagyhalász	→	37,7	0,4	48,6	10:51	10:49	10:47
junction	straight	↑	38,0	0,3	48,3	10:51	10:49	10:47
end-of Ibrány			38,1	0,1	48,2	10:51	10:49	10:47
Nagyhalász			38,7	0,6	47,6	10:52	10:50	10:48
railway crossing	not in use	#	38,9	0,2	47,4	10:53	10:50	10:48
junction	straight	↑	40,2	1,3	46,1	10:54	10:52	10:50
traffic island !!!		!	40,5	0,3	45,8	10:55	10:52	10:50
roundabout	right, towards Nyíregyháza (1. exit)	→	40,5	0,0	45,8	10:55	10:52	10:50
traffic island !!!		!	40,5	0,0	45,8	10:55	10:52	10:50
sharp bend !!!	left	↶	40,6	0,1	45,7	10:55	10:52	10:50
sharp bend !!!	right	↷	40,8	0,2	45,5	10:55	10:53	10:51
junction	straight	↑	41,2	0,4	45,1	10:56	10:53	10:51
junction	straight	↑	42,4	1,2	43,9	10:57	10:55	10:53
end-of Nagyhalász			43,7	1,3	42,6	10:59	10:57	10:54
junction	straight, towards Nyíregyháza	↑	44,2	0,5	42,1	11:00	10:57	10:55
sharp bend !!!	left	↶	45,8	1,6	40,5	11:02	10:59	10:57
sharp bend !!!	left	↶	46,8	1,0	39,5	11:03	11:01	10:58
junction	straight, towards Nyíregyháza	↑	47,1	0,3	39,2	11:04	11:01	10:58
bridge		!	48,5	1,4	37,8	11:06	11:03	11:00
junction	right, towards Tiszabercel	→	50,1	1,6	36,2	11:08	11:05	11:02
traffic island !!!		!	50,1	0,0	36,2	11:08	11:05	11:02
sharp bend !!!	left	↶	50,5	0,4	35,8	11:08	11:05	11:03
sharp bend !!!	right	↷	51,2	0,7	35,1	11:09	11:06	11:04
Kótaj			51,9	0,7	34,4	11:10	11:07	11:04
junction	straight	↑	51,9	0,0	34,4	11:10	11:07	11:04
junction	straight	↑	52,7	0,8	33,6	11:11	11:08	11:05
bridge		!	52,7	0,0	33,6	11:11	11:08	11:05
junction	straight	↑	53,1	0,4	33,2	11:12	11:09	11:06
junction	straight	↑	53,3	0,2	33	11:12	11:09	11:06
junction	straight	↑	53,9	0,6	32,4	11:13	11:10	11:07
junction	straight	↑	54,1	0,2	32,2	11:13	11:10	11:07
junction	straight	↑	54,4	0,3	31,9	11:14	11:10	11:08
end-of Kótaj			54,9	0,5	31,4	11:14	11:11	11:08
bridge		!	55,3	0,4	31	11:15	11:12	11:09
railway crossing	not in use	#	55,5	0,2	30,8	11:15	11:12	11:09
junction	straight, towards Tiszabercel	↑	56,2	0,7	30,1	11:16	11:13	11:10
junction	straight	↑	56,7	0,5	29,6	11:17	11:13	11:10
sharp bend	right	↷	59,1	2,4	27,2	11:20	11:17	11:13
bridge		!	61,4	2,3	24,9	11:23	11:20	11:16
Buj			61,5	0,1	24,8	11:23	11:20	11:16
junction	straight	↑	61,7	0,2	24,6	11:24	11:20	11:17
junction	straight	↑	63,0	1,3	23,3	11:25	11:22	11:18
junction	straight	↑	64,3	1,3	22	11:27	11:23	11:20
end-of Buj			64,6	0,3	21,7	11:28	11:24	11:20
sharp bend	left	↶	64,7	0,1	21,6	11:28	11:24	11:20
traffic island !!!		!	67,0	2,3	19,3	11:31	11:27	11:23
junction	right, towards Nagyhalász	→	67,0	0,0	19,3	11:31	11:27	11:23
Paszab			68,2	1,2	18,1	11:33	11:28	11:25
junction	straight, towards Nagyhalász	↑	68,4	0,2	17,9	11:33	11:29	11:25
end-of Paszab			68,5	0,1	17,8	11:33	11:29	11:25

railway crossing	not in use	#	68,5	0,0	17,8	11:33	11:29	11:25
Ibrány			70,1	1,6	16,2	11:35	11:31	11:27
junction	straight	↑	70,4	0,3	15,9	11:36	11:31	11:28
junction	right, towards Nagyhalász	→	70,7	0,3	15,6	11:36	11:32	11:28
traffic island !!!		!	70,7	0,0	15,6	11:36	11:32	11:28
sharp bend !!!	left	↶	71,6	0,9	14,7	11:37	11:33	11:29
sharp bend !!!	right (sloping outwards !!!)	↷	71,8	0,2	14,5	11:37	11:33	11:29
railway crossing	not in use	#	72,2	0,4	14,1	11:38	11:34	11:30
traffic island !!!		!	72,3	0,1	14	11:38	11:34	11:30
junction	straight	↑	73,3	0,3	13	11:39	11:35	11:31
railway crossing	not in use	#	73,6	0,3	12,7	11:40	11:36	11:32
Finish area	Culture House (2. crossing)		73,6	0,0	12,7	11:40	11:36	11:32
sharp bend !!!	right	↷	73,6	0,0	12,7	11:40	11:36	11:32
sharp bend !!!	left	↶	73,7	0,1	12,6	11:40	11:36	11:32
GREEN ZONE (2)		!	73,7	0,0	12,6	11:40	11:36	11:32
junction	straight	↑	73,9	0,2	12,4	11:40	11:36	11:32
end-of GREEN-ZONE (2)		!	74,0	0,1	12,3	11:40	11:36	11:32
junction	straight	↑	74,1	0,1	12,2	11:41	11:36	11:32
junction	left, towards Rakamaz	←	75,0	0,9	11,3	11:42	11:37	11:33
end-of Ibrány			75,6	0,6	10,7	11:43	11:38	11:34
junction	straight, towards Rakamaz	↑	75,8	0,2	10,5	11:43	11:38	11:34
roundabout	straight, towards Rakamaz (2. exit)	↑	75,9	0,1	10,4	11:43	11:39	11:34
traffic island !!!		!	76,8	0,9	9,5	11:44	11:40	11:36
junction	left, towards Centrum	←	76,8	0,0	9,5	11:44	11:40	11:36
Ibrány			76,8	0,0	9,5	11:44	11:40	11:36
sharp bend !!!	left	↶	77,8	1,0	8,5	11:46	11:41	11:37
sharp bend !!!	right (sloping outwards !!!)	↷	77,9	0,1	8,4	11:46	11:41	11:37
railway crossing	not in use	#	78,3	0,4	8	11:46	11:42	11:37
traffic island !!!		!	78,4	0,1	7,9	11:46	11:42	11:38
junction	left	←	78,4	0,0	7,9	11:46	11:42	11:38
junction	straight (slightly left)	↑	78,8	0,4	7,5	11:47	11:42	11:38
sharp bend !!!	left	↶	78,9	0,1	7,4	11:47	11:42	11:38
junction	straight	↑	79,2	0,3	7,1	11:48	11:43	11:39
railway crossing	not in use	#	79,7	0,5	6,6	11:48	11:43	11:39
Finish area	Culture House (3. crossing)		79,7	0,0	6,6	11:48	11:43	11:39
sharp bend !!!	right	↷	79,7	0,0	6,6	11:48	11:43	11:39
sharp bend !!!	left	↶	79,8	0,1	6,5	11:48	11:44	11:39
junction	left, towards Rakamaz	←	80,7	0,9	5,6	11:50	11:45	11:40
end-of Ibrány			81,6	0,9	4,7	11:51	11:46	11:42
junction	straight, towards Rakamaz	↑	82,2	0,6	4,1	11:52	11:47	11:42
roundabout	straight, towards Rakamaz (2. exit)	↑	82,4	0,2	3,9	11:52	11:47	11:43
traffic island !!!		!	82,5	0,1	3,8	11:52	11:47	11:43
junction	left, towards Centrum	←	83,4	0,9	2,9	11:53	11:48	11:44
Ibrány			83,4	0,0	2,9	11:53	11:48	11:44
sharp bend !!!	left	↶	83,4	0,0	2,9	11:53	11:48	11:44
sharp bend !!!	right (sloping outwards !!!)	↷	84,4	1,0	1,9	11:55	11:50	11:45
railway crossing	not in use	#	84,5	0,1	1,8	11:55	11:50	11:45
traffic island !!!		!	84,9	0,4	1,4	11:55	11:50	11:46
junction	left	←	85,0	0,1	1,3	11:55	11:50	11:46
junction	straight (slightly left)	↑	85,0	0,0	1,3	11:55	11:50	11:46
sharp bend !!!	left	↶	85,4	0,4	0,9	11:56	11:51	11:46
junction	straight	↑	85,5	0,1	0,8	11:56	11:51	11:46
railway crossing	not in use	#	85,8	0,3	0,5	11:57	11:51	11:47
FINISH	Culture House (4. crossing)		86,3	0,5	0,0	11:57	11:52	11:47





Maps & Profiles



Nyíregyháza-Nyíregyháza

2025.08.15.

3,6 km

			KM	km	KM	40 km/h	45 km/h	50 km/h
START	Szabadság square / 1. rider		0,0	0,0	3,6	17:15	17:15	17:15
sharp bend !!!	right, Zrínyi Ilona street	→	0,1	0,1	3,5	17:15	17:15	17:15
junction	straight, Országzászló square	↑	0,2	0,1	3,4	17:15	17:15	17:15
sharp bend !!!	right, Bercsényi street	→	0,3	0,1	3,3	17:15	17:15	17:15
sharp bend !!!	left, Bethlen Gábor street	←	0,4	0,1	3,2	17:15	17:15	17:15
sharp bend !!!	right, Egyház street	→	0,5	0,1	3,1	17:15	17:15	17:15
junction with traffic light	right, Vay Ádám boulevard	→	0,9	0,4	2,7	17:16	17:16	17:16
junction with traffic light	straight,Vay Ádám boulevard	↑	1,1	0,2	2,5	17:16	17:16	17:16
junction with traffic light	left, Dózsa György street	←	1,2	0,1	2,4	17:16	17:16	17:16
junction	straight, Dózsa György street	↑	1,3	0,1	2,3	17:16	17:16	17:16
junction	straight, Dózsa György street	↑	1,4	0,1	2,2	17:17	17:16	17:16
junction with traffic light	straight, Dózsa György street	↑	1,6	0,2	2,0	17:17	17:17	17:16
junction with traffic light	right, Ferenc boulevard	→	1,9	0,3	1,7	17:17	17:17	17:17
junction with traffic light	right, Hunyadi street	→	2,3	0,4	1,3	17:18	17:18	17:17
junction	straight	↑	2,5	0,2	1,1	17:18	17:18	17:18
traffic island !!!	straight	↑	2,6	0,1	1,0	17:18	17:18	17:18
junction with traffic light	right, Vay Ádám boulevard (opposite)	→	3,0	0,4	0,6	17:19	17:19	17:18
junction with traffic light	straight, Vay Ádám boulevard	↑	3,1	0,1	0,5	17:19	17:19	17:18
sharp bend !!!	left, stone covered (skater dufart)	←	3,2	0,1	0,4	17:19	17:19	17:18
	Jókai square (walking street - stone covered)	↑	3,3	0,1	0,3	17:19	17:19	17:18
	straight, Dózsa György street (walking str.)	↑	3,4	0,1	0,2	17:20	17:19	17:19
	straight, Dózsa György street (walking str.)	↑	3,5	0,1	0,1	17:20	17:19	17:19
FINISH	Szabadság square / 1. rider		3,6	0,1	0,0	17:20	17:19	17:19

			KM	km	KM	40 km/h	45 km/h	50 km/h
START	Szabadság square / 50. rider		0,0	0,0	3,6	18:05	18:05	18:05
sharp bend !!!	right, Zrínyi Ilona street	→	0,1	0,1	3,5	18:05	18:05	18:05
junction	straight, Országzászló square	↑	0,2	0,1	3,4	18:05	18:05	18:05
sharp bend !!!	right, Bercsényi street	→	0,3	0,1	3,3	18:05	18:05	18:05
sharp bend !!!	left, Bethlen Gábor street	←	0,4	0,1	3,2	18:05	18:05	18:05
sharp bend !!!	right, Egyház street	→	0,5	0,1	3,1	18:05	18:05	18:05
junction with traffic light	right, Vay Ádám boulevard	→	0,9	0,4	2,7	18:06	18:06	18:06
junction with traffic light	straight,Vay Ádám boulevard	↑	1,1	0,2	2,5	18:06	18:06	18:06
junction with traffic light	left, Dózsa György street	←	1,2	0,1	2,4	18:06	18:06	18:06
junction	straight, Dózsa György street	↑	1,3	0,1	2,3	18:06	18:06	18:06
junction	straight, Dózsa György street	↑	1,4	0,1	2,2	18:07	18:06	18:06
junction with traffic light	straight, Dózsa György street	↑	1,6	0,2	2,0	18:07	18:07	18:06
junction with traffic light	right, Ferenc boulevard	→	1,9	0,3	1,7	18:07	18:07	18:07
junction with traffic light	right, Hunyadi street	→	2,3	0,4	1,3	18:08	18:08	18:07
junction	straight	↑	2,5	0,2	1,1	18:08	18:08	18:08
traffic island !!!	straight	↑	2,6	0,1	1,0	18:08	18:08	18:08
junction with traffic light	right, Vay Ádám boulevard (opposite)	→	3,0	0,4	0,6	18:09	18:09	18:08
junction with traffic light	straight, Vay Ádám boulevard	↑	3,1	0,1	0,5	18:09	18:09	18:08
sharp bend !!!	left, stone covered (skater dufart)	←	3,2	0,1	0,4	18:09	18:09	18:08
	Jókai square (walking street - stone covered)	↑	3,3	0,1	0,3	18:09	18:09	18:08
	straight, Dózsa György street (walking str.)	↑	3,4	0,1	0,2	18:10	18:09	18:09
	straight, Dózsa György street (walking str.)	↑	3,5	0,1	0,1	18:10	18:09	18:09
FINISH	Szabadság square / 50. rider		3,6	0,1	0,0	18:10	18:09	18:09

			KM	km	KM	40 km/h	45 km/h	50 km/h
START	Szabadság square / 100. rider		0,0	0,0	3,6	18:55	18:55	18:55
sharp bend !!!	right, Zrínyi Ilona street	→	0,1	0,1	3,5	18:55	18:55	18:55
junction	straight, Országzászló square	↑	0,2	0,1	3,4	18:55	18:55	18:55
sharp bend !!!	right, Bercsényi street	→	0,3	0,1	3,3	18:55	18:55	18:55
sharp bend !!!	left, Bethlen Gábor street	←	0,4	0,1	3,2	18:55	18:55	18:55
sharp bend !!!	right, Egyház street	→	0,5	0,1	3,1	18:55	18:55	18:55
junction with traffic light	right, Vay Ádám boulevard	→	0,9	0,4	2,7	18:56	18:56	18:56
junction with traffic light	straight,Vay Ádám boulevard	↑	1,1	0,2	2,5	18:56	18:56	18:56
junction with traffic light	left, Dózsa György street	←	1,2	0,1	2,4	18:56	18:56	18:56
junction	straight, Dózsa György street	↑	1,3	0,1	2,3	18:56	18:56	18:56
junction	straight, Dózsa György street	↑	1,4	0,1	2,2	18:57	18:56	18:56
junction with traffic light	straight, Dózsa György street	↑	1,6	0,2	2,0	18:57	18:57	18:56
junction with traffic light	right, Ferenc boulevard	→	1,9	0,3	1,7	18:57	18:57	18:57
junction with traffic light	right, Hunyadi street	→	2,3	0,4	1,3	18:58	18:58	18:57
junction	straight	↑	2,5	0,2	1,1	18:58	18:58	18:58
traffic island !!!	straight	↑	2,6	0,1	1,0	18:58	18:58	18:58
junction with traffic light	right, Vay Ádám boulevard (opposite)	→	3,0	0,4	0,6	18:59	18:59	18:58
junction with traffic light	straight, Vay Ádám boulevard	↑	3,1	0,1	0,5	18:59	18:59	18:58
sharp bend !!!	left, stone covered (skater dufart)	←	3,2	0,1	0,4	18:59	18:59	18:58
	Jókai square (walking street - stone covered)	↑	3,3	0,1	0,3	18:59	18:59	18:58
	straight, Dózsa György street (walking str.)	↑	3,4	0,1	0,2	19:00	18:59	18:59
	straight, Dózsa György street (walking str.)	↑	3,5	0,1	0,1	19:00	18:59	18:59
FINISH	Szabadság square / 100. rider		3,6	0,1	0,0	19:00	18:59	18:59

			KM	km	KM	40 km/h	45 km/h	50 km/h
START	Szabadság square / 150. rider		0,0	0,0	3,6	19:45	19:45	19:45
sharp bend !!!	right, Zrínyi Ilona street	→	0,1	0,1	3,5	19:45	19:45	19:45
junction	straight, Országzászló square	↑	0,2	0,1	3,4	19:45	19:45	19:45
sharp bend !!!	right, Bercsényi street	→	0,3	0,1	3,3	19:45	19:45	19:45
sharp bend !!!	left, Bethlen Gábor street	←	0,4	0,1	3,2	19:45	19:45	19:45
sharp bend !!!	right, Egyház street	→	0,5	0,1	3,1	19:45	19:45	19:45
junction with traffic light	right, Vay Ádám boulevard	→	0,9	0,4	2,7	19:46	19:46	19:46
junction with traffic light	straight,Vay Ádám boulevard	↑	1,1	0,2	2,5	19:46	19:46	19:46
junction with traffic light	left, Dózsa György street	←	1,2	0,1	2,4	19:46	19:46	19:46
junction	straight, Dózsa György street	↑	1,3	0,1	2,3	19:46	19:46	19:46
junction	straight, Dózsa György street	↑	1,4	0,1	2,2	19:47	19:46	19:46
junction with traffic light	straight, Dózsa György street	↑	1,6	0,2	2,0	19:47	19:47	19:46
junction with traffic light	right, Ferenc boulevard	→	1,9	0,3	1,7	19:47	19:47	19:47
junction with traffic light	right, Hunyadi street	→	2,3	0,4	1,3	19:48	19:48	19:47
junction	straight	↑	2,5	0,2	1,1	19:48	19:48	19:48
traffic island !!!	straight	↑	2,6	0,1	1,0	19:48	19:48	19:48
junction with traffic light	right, Vay Ádám boulevard (opposite)	→	3,0	0,4	0,6	19:49	19:49	19:48
junction with traffic light	straight, Vay Ádám boulevard	↑	3,1	0,1	0,5	19:49	19:49	19:48
sharp bend !!!	left, stone covered (skater dufart)	←	3,2	0,1	0,4	19:49	19:49	19:48
	Jókai square (walking street - stone covered)	↑	3,3	0,1	0,3	19:49	19:49	19:48
	straight, Dózsa György street (walking str.)	↑	3,4	0,1	0,2	19:50	19:49	19:49
	straight, Dózsa György street (walking str.)	↑	3,5	0,1	0,1	19:50	19:49	19:49
FINISH	Szabadság square / 150. rider		3,6	0,1	0,0	19:50	19:49	19:49



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