



Visegrad Bicycle Race

2024



HU

CZ

SLO

PL

ROAD → BOOK

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- Visegrad Fund

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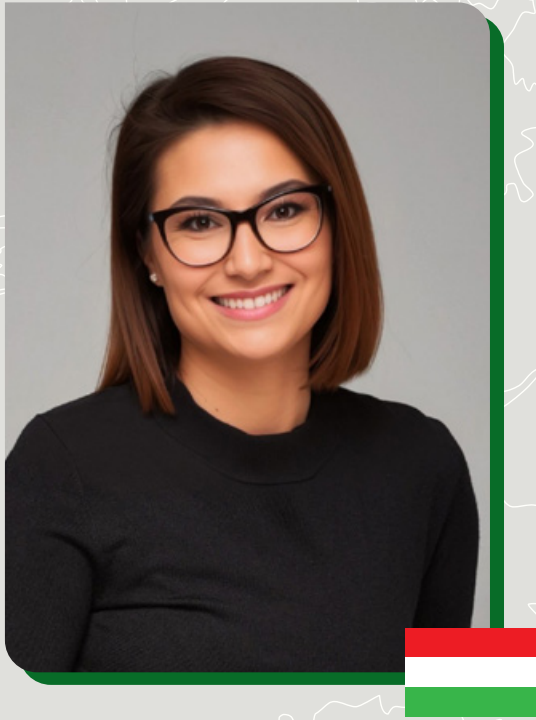
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Boglárka Illés

*State Secretary for Bilateral Relations
Ministry of Foreign Affairs and Trade*

Dear Visitor!

The long-established Visegrad Group is an important pillar of the Central European cooperation, and its civil dimension is of particular importance. Close social ties and regional cohesion are symbolised by the V4 Cycling Race 2024, which will be organised for the eleventh time with the support of the International Visegrad Fund.

Each year, the event offers an opportunity to strengthen cohesion between the Visegrad countries and their citizens, to learn about the cultural heritage and sights of the V4 countries, and to promote healthy lifestyle and competitive sport. In the year of the Olympic Games, it is particularly important that our athletes can compete in prestigious international races.

The Hungarian stage of the cycling race, which is the traditional opening of the V4 Presidency year, will start in Budapest and finish in Pannonhalma, a town that has played an invaluable role in the history of Hungarian Christianity for more than a thousand years. It is a great pleasure for us to have this opportunity to showcase Hungary's cultural and natural treasures to the role model athletes and guests visiting us for the event.

I wish all participants a successful competition and participation!



Ladies and Gentlemen, dear cyclists,

I deeply appreciate to take over the patronage of the flagship sports event the Visegrad 4 Bicycle Race Grand Prix Slovakia this year.

The Slovak edition will once again take place in Nová Baňa, in the unique region surrounded by a ring of volcanic mountains that will test the qualities of cycling teams on challenging routes. Spectators, as well as the cyclists themselves, will also be able to enjoy unforgettable panoramic views of our beautiful landscape.

In recent years, more and more people have taken up cycling, new cycle paths are being added, and I am glad to see that this has been accompanied by an interest in exploring not only the beauties of Slovakia, but also the beauties of our neighbours within the Visegrad Four countries. Like our V4 grouping, these races aim to bring together Slovaks, Czechs, Hungarians and Poles and to mutually support the common values we share. This year the V4 celebrated its 33rd anniversary and it clearly shows that our nations are close to each other. In the spirit of Slovak-Czech-Hungarian-Polish partnership, I therefore fully support the exceptional Visegrad 4 Bicycle Race.

Allow me to thank the International Visegrad Fund and the organisers of the race that work diligently behind the scenes with so much concern and attention to detail.

I would like to wish the competitors of the Slovak edition as well as of the other stages every success and a lot of conquered sports challenges. I hope that together they will enjoy the natural and cultural richness of our countries and make new friendships that will help to bring our nations closer together within the Visegrad Four.

I wish everyone a great cycling experience and a safe journey.



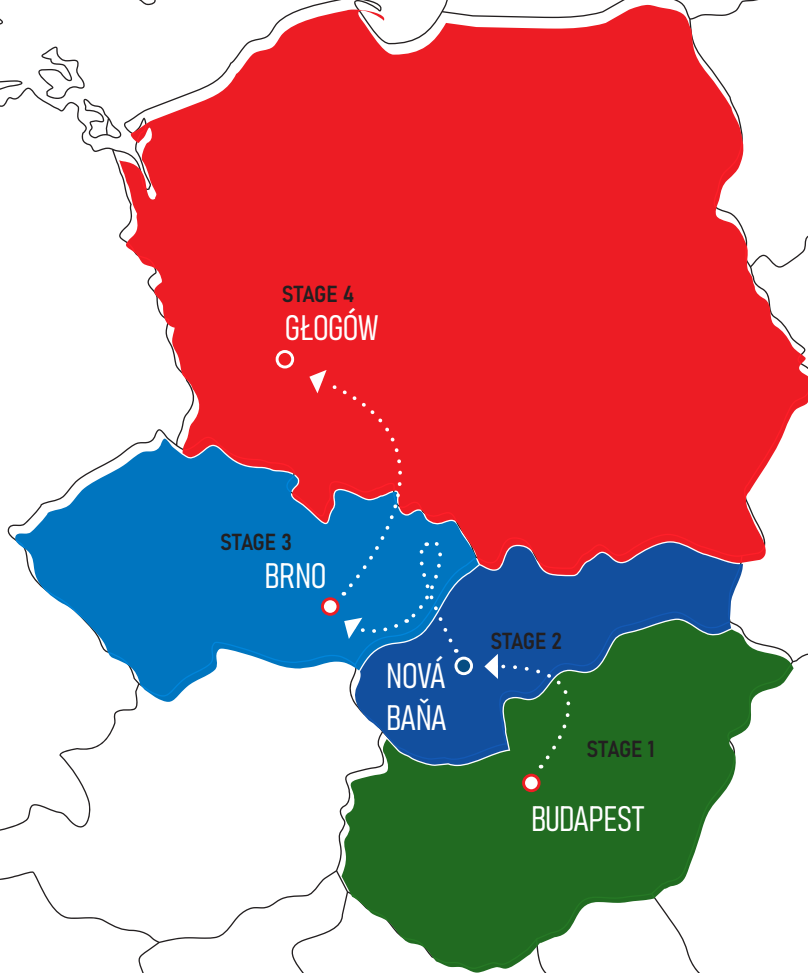
Juraj Blanár

*Minister of Foreign and European Affairs
of Slovakia*



UCI 1.2 ↓

Visegrad 4 Bicycle Race



6

→ PREFACE



Visegrad
Bicycle Race

Ladies and Gentlemen,
Dear Racers,

Eleven years ago, the Polish Presidency of the Visegrad Group launched the Visegrad 4 Bicycle Race. Little did we know that an amateur race would develop into what it is today – Central Europe’s flagship sports event.

I am happy to see that this initiative, in which I was personally involved at the time, now attracts professional racing teams from our four cycling federations. By promoting fair play and friendly sports rivalry, the race helps unite the people of our region. Good sportsmanship also fosters the values of integrity, which is important not only in sports, but also in everyday life.

I encourage you to cheer on the riders and enjoy the atmosphere of the race and attractions around it. I hope that this cycling competition will inspire you to get to know the Visegrad Group better. Since this is Grand Prix Poland, I also invite you all to enjoy the charms that my country has to offer.

On July 1, Poland will once again assume the Presidency of the Visegrad Group. Promoting cycling as a means of environmentally friendly, community-accessible and healthy lifestyle is dear to our agenda. We encourage our Visegrad partners to expand the cycling infrastructure and ensure safety for both cyclists and pedestrians.

I appreciate the hard work that the organizers have put into making this event happen. My special thanks also goes to the International Visegrad Fund for its valuable support.

I wish all the athletes successful performances, and their coaches, family members and all spectators – an exciting experience.



Radosław Sikorski

*Minister of Foreign Affairs
of the Republic of Poland*





KÜLGAZDASÁGI ÉS
KÜLÜGYMINISZTERIUM



HM SPORTÉRT FELELŐS
ÁLLAMTITKÁRSÁG



NATIONAL
SPORTS AGENCY
OF HUNGARY



BRINGASPORT
MAGYAR KERÉKPÁROS SZÖVETSÉG



SKODA
VALENT AUTÓ
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LAND-PLAN
HOTEL & RESTAURANT
★★★



FAMULUS
BUSINESS HOTEL GYŐR
★★★★



DOMUS
PEREGRINI
Apartmanok



Egészséges Életmód
Szabadidős Sportegyesület



HUNGARY
WELLSPRING OF WONDERS



MER SE
MOZGÁS EGÉSZSÉG REKREÁCIÓS
SPORTEGYESÜLET



STAGE #1

Visegrad 4 Kerekparverseny

138,5 km

last year's winner:
Adam Āoupalík /CZ

BUDAPEST → PANNONHALMA



6th July 2024

BUDAPEST →

Budapest, the capital of Hungary, is the largest and most exciting metropolis in Central-Eastern Europe. It receives more than four million visitors a year and is one of the ten most popular destinations on the continent.

Budapest is most famous for its unmatched world heritage panorama, however the Hungarian capital has also been referred to as a city of surprises in the last couple of years. The reason – apart from its historical building and natural heritage – being that Budapest offers exciting, wide-ranging cultural, arts, historical and scientific programs

for its guests throughout the whole year. Cultural programs from traditional theatrical plays, classical concerts, operas to the most modern music events, performances offer amusement to every age and interest. The open-air concerts, multi-cultural and gastronomic festivals make the city's life more vivid. Amongst the capital's most popular attractions are undoubtedly its thermal baths, now renowned throughout the world. Unmatched even on a world scale, Budapest can proudly proclaim itself as capital of healing and thermal waters. **The City of Budapest awaits you with its thousand wonders!**



PANNONHALMA



Pannonhalma is such a lively small town, where the manifold historic, cultural and natural values form an excellent combination. The developments of the past few years on the field of tourism verify that there are many values and tourist attractions in this place, which were forgotten as the time went by, but now after their renewal they can provide several experience for the local residents and the visitors.

Besides the Benedictine Abbey several special sights are waiting for the visitors, such as – Hefteglass gallery, statue park, several monuments, sites and shrine, abbey farm, granary, synagogue, belvedere.

The town gives home to some of the representatives of different artistic branches – such as actors, potters, painters, glass work artists. The hills around Pannonhalma with their magnificent oak wood provide memorable experience for tourists who are in favor of cycle tours or hiking.

The main square of the town, which was inaugurated in the autumn of 2013, the restaurants, the cafes, the wine cellars, the pensions, the guest houses, the camp site, the seasonal

festivals and programs all encourage the visitors to stay for a longer period.

A WORLD HERITAGE SITE

The Archabbey of Pannonhalma was founded by Géza of Hungary on the Sacred Hill of Pannónia (Mons Sacer Pannoniae) in 996 and in 1002, his son, Saint Stephen king strengthened the rights and privileges of the Archabbey to become the witness of Hungarian and European culture and the stand of Christianity, humanity and service.

Its thousand-year-old architectural, cultural and social heritage can still teach, command honor and amaze, while its gates are more wide-flung than ever to share the most of its values with the visitors. Pannonhalma means a time travel for most of its visitors, a place which stands the test of time, however the Archabbey, which was recorded as a world heritage site in December 1996, bears witness of novelty, openness and susceptibility.

The buildings of the monastery present the messages of different eras; however their unity defines a united diversity. The artefacts and the cultural heritage are enriched by special a beauty as a still active community of monks utilize the building according to its original purposes.



REGULATIONS

1. ORGANIZATION

The Visegrad 4 Bicycle Race UCI 1.2 ME is organized by "Movement, Health, Recreation Sport Club (2040 Budaörs, Fagyöngy street 1.)" under the regulations of the UCI. It is to be held the 6th of July 2024.

The race is moderate hilly. from Budapest to Pannonhalma.

Distance: 138,5 km.

Race Director: János SOLYMOSI

tel: +36-30-435-29-92

e-mail: mozgasegeszsegrekreacio@gmail.com.

2. TYPE OF EVENT

The event is in class ME 1.2 and, in accordance with article 2.10.008 of the UCI regulations. Points are awarded as follows for the UCI ranking:

40 - 30 - 25 - 20 - 15 - 10 - 5 - 3 - 3 - 3.

3. PARTICIPATION

As per article 2.1.005 of the UCI regulations, the event is open to the following teams:

UCI ProTeams Hungary and from abroad UCI ProTeams (max 2), UCI Continental teams, UCI cyclo-cross professional teams, National teams, Regional teams and Club Teams. As per article 2.2.003bis of the UCI regulations, teams must be formed of minimum 4 and maximum 6 riders.

4. RACE HEADQUARTERS

The race headquarters shall be open at Friday 05/07/2024 between 17:00 - 19:00 pm and located at the following address: Hotel Famulus (9027 Győr, Budai utca 4-6, GPS: N47.689 E17.647). Team representatives are requested to confirm their starters and collect their race numbers at the race headquarters 17:00 - 18:15 pm. 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 18:15 - 19:00.

5. RADIO-TOUR

The Organiser will be provided for teams Radios during the time of the event. Frequency of the radio tour: 166 MHz.

6. 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.

7. TIME LIMITS

Any rider finishing in a time more than 8% greater than of the winner shall not be given a placing. Any rider has more that 5 minutes disadvantage from the main bunch

during the race, he will be excluded for safety reasons.

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

8. INDIVIDUAL PRIZES

The following prizes are awarded in HUF accordance with UCI Regulations for class 1.2 race 654.000, 326.000, 164.000, 82.000, 65.000, 49.000, 49.000, 32.000, 32.000, 16.000-16.000 for the first 20 riders. Total: 1.629.000 HUF (4.235 Euro - calculated on 385 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.

9. ANTIDOPING

The anti-doping tests will take place at Pannonhalmi Csapdaház- (H-9090 Pannonhalma, Szent Márton street - GPS: N47.550 E17.748). 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 race 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.

10. AWARDS CEREMONY

In accordance with article 1.2.112 of the UCI rules, the following riders must attend the official awards ceremony: the first three of the race and in addition the 1. placed rider of V4 Cup series points classification. the best Czech, the best Hungarian, the best Polish and the best Slovak rider who finished the race. The riders will present themselves at the podium in a time limit of maximum 10 minutes after crossing the finish line at Pannonhalma Center (GPS: N47.550 E17.756).

11. START & FINNISH

Official Start - Vogue Coffe Ship (H-1137 Budapest, Carl Lutz Embankment 1.) - GPS: N47.516 E19.048

Real Start - (end of Budakeszi, Temető street) - GPS: N47.521 E18.908

Finish - Pannonhalma Abbey - GPS: N47.552 E17.762

Award ceremony - Pannonhalma center (1 KM sign) - GPS: N47.550 E17.756

Detour & Parking - Porta parking (H-9090 Pannonhalma, Mátyás király street 3.) - GPS: N47.549 E17.756

12. DRESSING ROOMS

Riders have the possibility for shower and change clothes at Pannonhalmi Csapdaház- (H-9090 Pannonhalma, Szent Márton street - GPS: N47.550 E17.748)

13. PENALTIES





The UCI penalty scale is the only one applicable.

14. COMMISSAIRES PANEL AND OFFICIALS

Pres. Mr. MONGREVILLE Cédric (UCI), C2 TÖRZSÖK Zsolt (UCI), C3 VALKAY-PATAKI Rózsa (NAT) FJ GLASZ Miklós (NAT), AFJ VASVÁRI Gyula (NAT) TK JUHÁSZ Balázs (NAT), C1 VEREBÉLYI Lajos (NAT), RT HEGYI Anikó (NAT), INFO MOTO PÉTI Zoltán (NAT), MC1 SÁRI Zsófia (NAT), MC2 RÉZ Tibor (NAT), BW LIPCSEI Leóna Éva (NAT)

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

15. V4 SERIES GENERAL POINT CLASSIFICATION

The result of the A V4 Cup general classification based on the results reached on the 4 V4 races. All of the V4 races (06.07, 07.07, 20.07 and 21.07) the first 20 riders get 25, 23, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 points. In case of a tie, number of the stage winner position will decide, after that the result of the Visegrad 4 Bicycle Race – GP Poland will decide. Only such kind of riders should take into consideration who have started for all of the 4 races.

16. 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 College 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.

17. 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.

18. HOSPITALS

Petz Aladár Megyei Oktató Kórház (9023 Győr, Vasvári Pál utca 2-4) Tel: + 36-96-507-900, Ambulance/mentők: 104

Országos Baleseti és Sürgősségi Intézet (1081 Budapest, Fiumei utca 17.) Tel: +36-1-299-7700, Ambulance/mentők: 104

19. 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

commissaire's coordination – VEREBÉLYI Lajos

Race / COVID doctor&coordinator – Dr. RÓZSA Szilveszter

health services – Várad 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

start area – KARSKÓ István

finish area – BUJTÁS Krisztián

intermediate sprints & hill climbs – BRAVICS Attila

Hungarian Cycling Federation

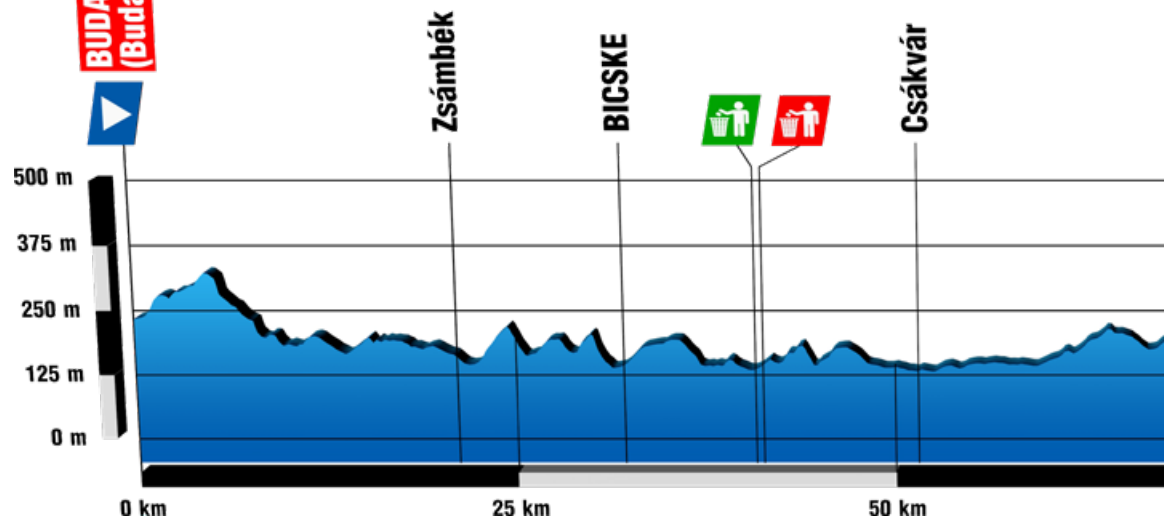
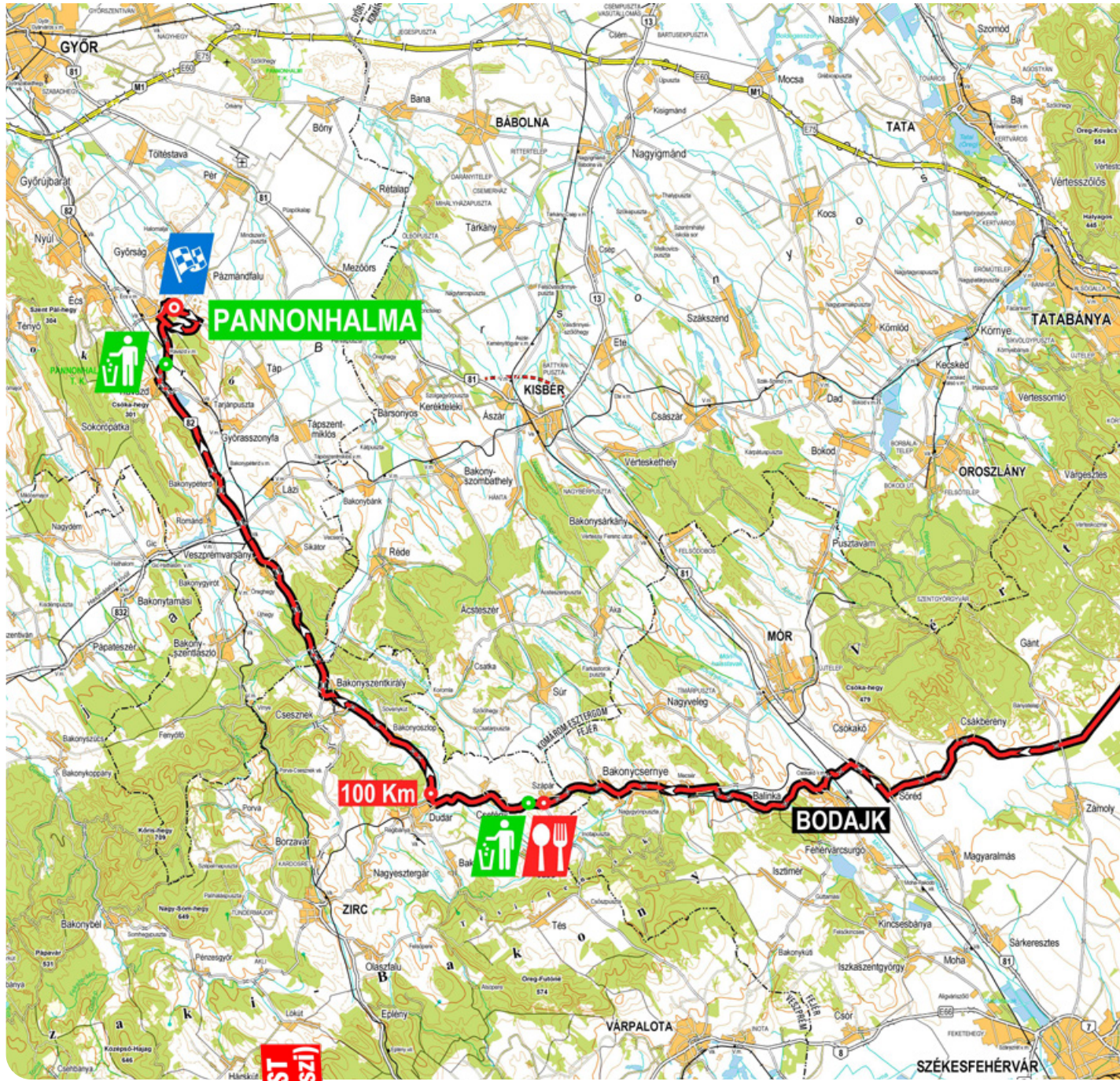
communication manager – PINTÉR Ádám

press manager – KÁDÁR Kristóf

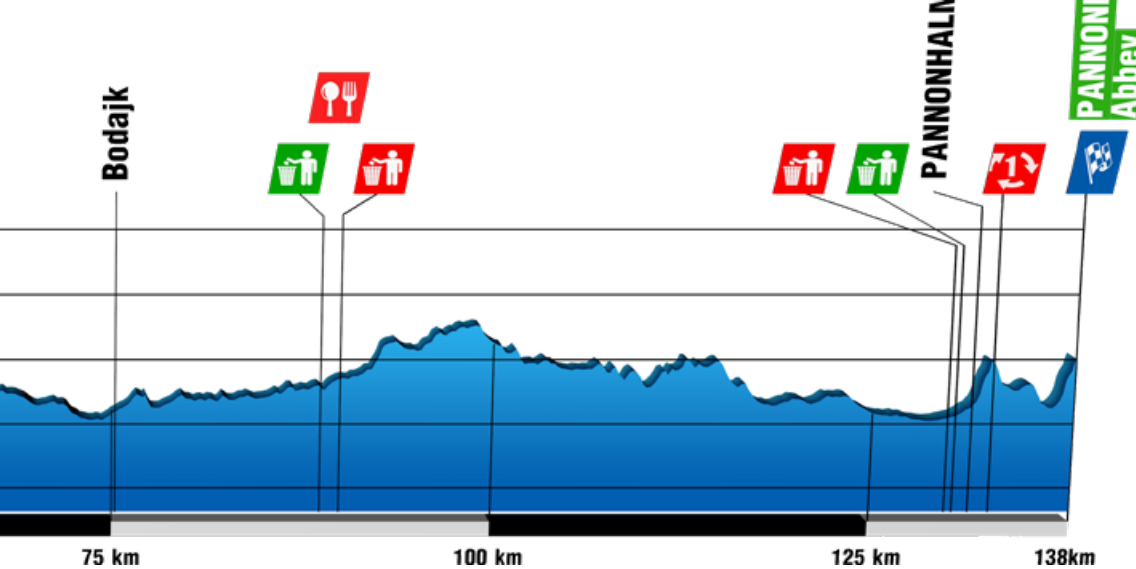
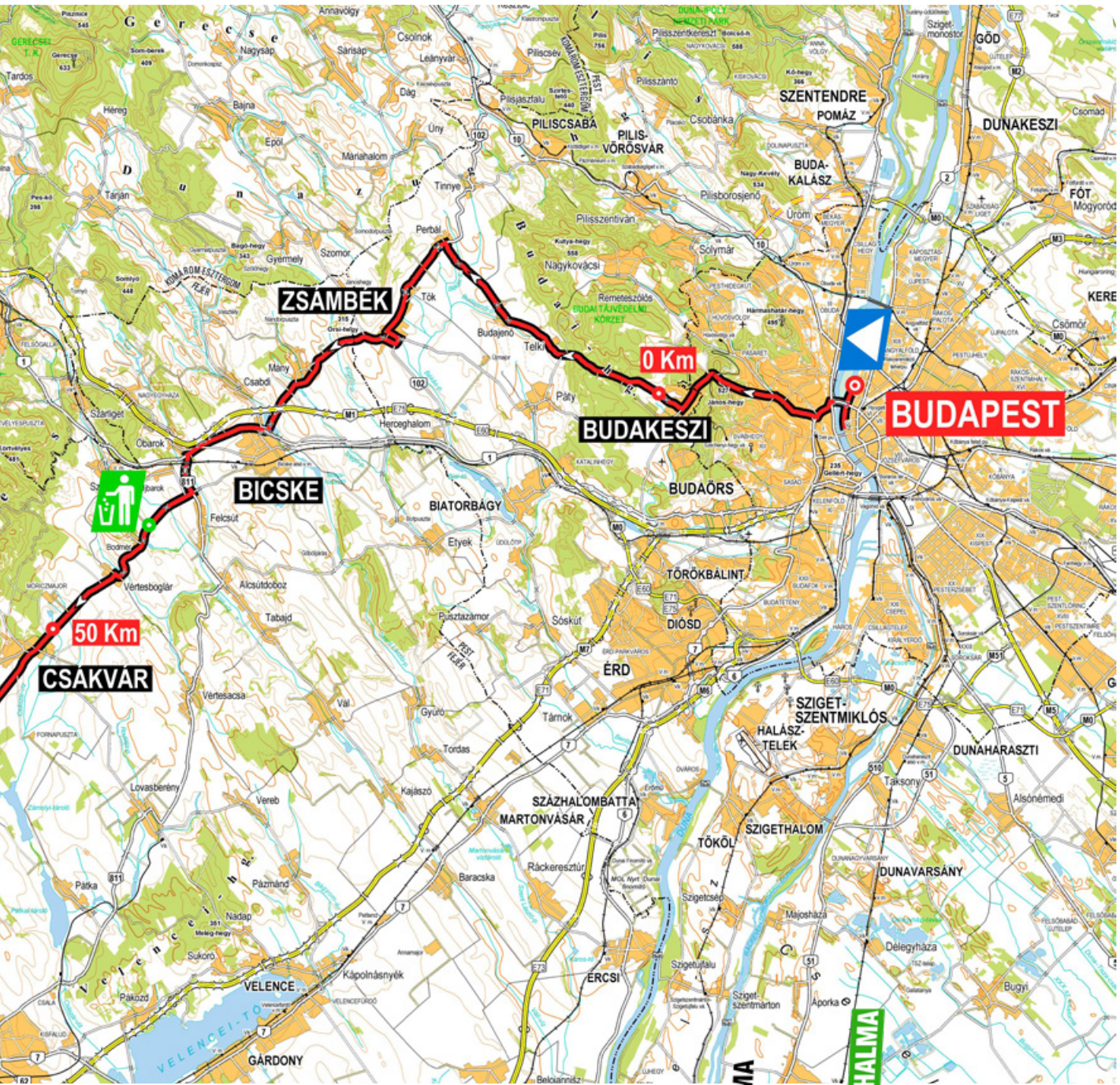
photo – VANIK Zoltán

filming – VÁRNAGY László jr.

MAPS



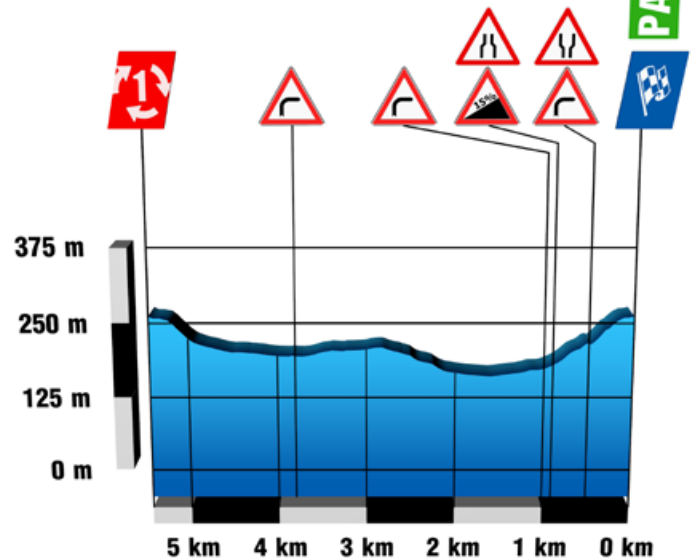
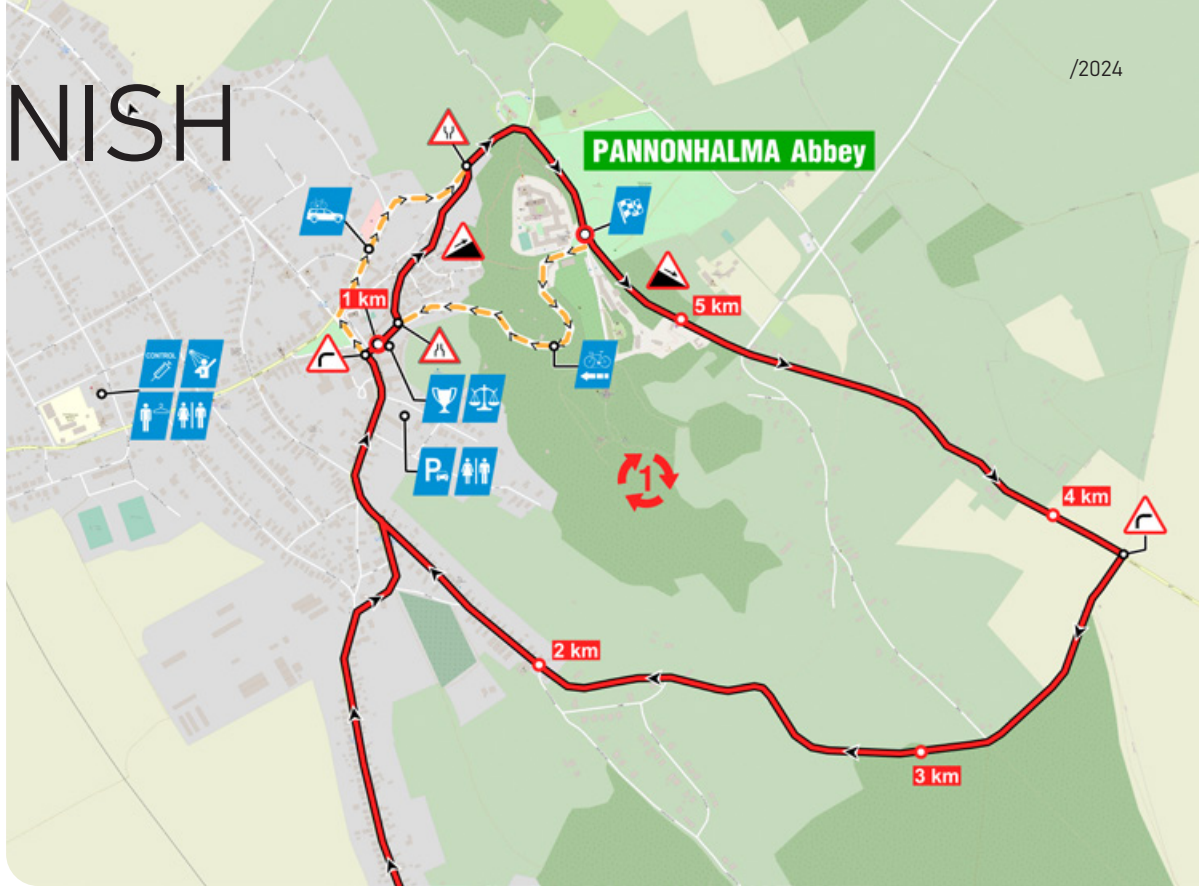
→ & PROFILES



START



→ FINISH



			KM	km	KM	40 km/h	43 km/h	46 km/h
BUDAPEST	Carl Lutz embankment (Vogue) official start	♦	0,0			11:30	11:30	11:30
junction	straight	↑						
traffic island !!!		!						
traffic island !!!		!						
traffic island !!!		!						
junction	straight	↑						
traffic island !!!		!						
Margit bridge	straight	↑						
traffic island !!!		!						
Antall József embankment	straight	↑						
traffic island !!!		!						
Parlament	straight	↑						
traffic light		!						
traffic island !!!		!						
junction	straight	↑						
Garibaldi street	back turn !!!	↪						
Parlament	straight	↑						
traffic light		!						
junction	straight	↑						
traffic island !!!		!						
junction	right, fel (Jászai Mari square up)	→						
traffic island !!!		!						
junction	left (under the Margit bridge)	←						
junction	right, up	→						
junction	right, up to the Margit bridge	→						
junction with traffic light	straight	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	left, Margit boulevard	←						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Margit boulevard	↑						
junction with traffic light	straight, Széll Kálmán square	↑						
junction with traffic light	straight, Széll Kálmán square	↑						
junction with traffic light	straight, Széll Kálmán square	↑						
junction with traffic light	straight, Széll Kálmán square	↑						
junction with traffic light	straight, Széll Kálmán square	↑						
junction with traffic light	right, towards Krisztina boulevard	→						
junction with traffic light	straight, towards Szilágyi Erzsébet fasor	↑						
junction with traffic light	straight	↑						
junction with traffic light	straight	↑						

→ SCHEDULE

			KM	km	KM	40 km/h	43 km/h	46 km/h
junction with traffic light	straight, Szilágyi Erzsébet fasor	↑						
traffic light	straight, Szilágyi Erzsébet fasor	↑						
junction with traffic light	straight, Szilágyi Erzsébet fasor	↑						
traffic light	straight, Szilágyi Erzsébet fasor	↑						
junction with traffic light	straight, Szilágyi Erzsébet fasor	↑						
junction with traffic light	straight, Szilágyi Erzsébet fasor	↑						
junction with traffic light	right, Szilágyi Erzsébet fasor (!!!)	→						
traffic island !!!		!						
junction with traffic light	straight, Szilágyi Erzsébet fasor	↑						
junction with traffic light	straight, Szilágyi Erzsébet fasor	↑						
junction with traffic light	straight, Szilágyi Erzsébet fasor	↑						
traffic light	straight (Shell petrol station)	↑						
traffic light	straight	↑						
junction with traffic light	left, towards Budakeszi (!!!)	←						
traffic island !!!		!						
junction	straight, Budakeszi street	↑						
junction	straight, tram remíse	☒						
junction with traffic light	straight, towards Budakeszi	↑						
traffic island !!!		!						
junction	straight, towards Budakeszi	↑						
junction	straight, towards Budakeszi	↑						
junction	straight, towards Budakeszi	↑						
traffic island !!!		!						
Szépjuhászné		◆						
junction	straight, towards Budakeszi	↑						
traffic island !!!		!						
traffic island !!!		!						
junction	straight, towards Budakeszi	↑						
Budakeszi								
junction	straight	↑						
junction	straight	↑						
junction with traffic light	straight	↑						
junction with traffic light	straight	↑						
traffic island !!!		!						
junction	straight	↑						
junction with traffic light	right, towards Telki (at the church) (!!!)	→						
junction	straight	↑						
junction	straight	↑						
junction	straight	↑						
traffic island !!!		!						
roundabout	straight, towards Telki (MOL petrol station)	↑						
traffic island !!!		!						
end-of Budakeszi								
REAL START (0 km)	Bus stop Budakeszi-szőlőtelep	◆	0,0	0,0	138,5	12:10	12:10	12:10
junction	straight, towards Telki	↑	4,9	4,9	133,6	12:17	12:16	12:16

			KM	km	KM	40 km/h	43 km/h	46 km/h
Telki			5,8	0,9	132,7	12:18	12:18	12:17
traffic island !!!		!	5,9	0,1	132,6	12:18	12:18	12:17
roundabout	straight, towards Perbál	↑	6,2	0,3	132,3	12:19	12:18	12:18
traffic island !!!		!	6,2	0,0	132,3	12:19	12:18	12:18
sharp bend	left	↷	6,7	0,5	131,8	12:20	12:19	12:18
junction	straight	↑	7,0	0,3	131,5	12:20	12:19	12:19
junction	straight	↑	7,1	0,1	131,4	12:20	12:19	12:19
traffic island !!!		!	7,4	0,3	131,1	12:21	12:20	12:19
roundabout	straight, towards Budajenő	↑	7,4	0,0	131,1	12:21	12:20	12:19
traffic island !!!		!	7,4	0,0	131,1	12:21	12:20	12:19
end-of Telki			7,5	0,1	131,0	12:21	12:20	12:19
traffic island !!!		!	8,1	0,6	130,4	12:22	12:21	12:20
junction	straight	↑	8,2	0,1	130,3	12:22	12:21	12:20
Budajenő			8,4	0,2	130,1	12:22	12:21	12:20
sharp bend	right	↶	8,6	0,2	129,9	12:22	12:22	12:21
junction	straight	↑	8,8	0,2	129,7	12:23	12:22	12:21
traffic island !!!		!	8,9	0,1	129,6	12:23	12:22	12:21
traffic island !!!		!	9,3	0,4	129,2	12:23	12:22	12:22
junction	straight	↑	9,5	0,2	129,0	12:24	12:23	12:22
traffic island !!!		!	9,5	0,0	129,0	12:24	12:23	12:22
bad road section !!!		!	9,5	0,0	129,0	12:24	12:23	12:22
traffic island !!!		!	10,0	0,5	128,5	12:25	12:23	12:23
roundabout	straight, towards Perbál (opposite lane)	↑	10,0	0,0	128,5	12:25	12:23	12:23
traffic island !!!		!	10,0	0,0	128,5	12:25	12:23	12:23
Budajenő-vége			10,1	0,1	128,4	12:25	12:24	12:23
end-of bad road section !!!			12,0	1,9	126,5	12:28	12:26	12:25
junction	straight	↑	13,1	1,1	125,4	12:29	12:28	12:27
Perbál			13,4	0,3	125,1	12:30	12:28	12:27
VÉDA speed gate		!	13,5	0,1	125,0	12:30	12:28	12:27
junction	straight	↑	13,6	0,1	124,9	12:30	12:28	12:27
junction	straight	↑	13,8	0,2	124,7	12:30	12:29	12:28
junction (!!!)	left, towards Tök (!!!)	←	14,1	0,3	124,4	12:31	12:29	12:28
traffic island !!!		!	14,1	0,0	124,4	12:31	12:29	12:28
junction	straight	↑	14,7	0,6	123,8	12:32	12:30	12:29
junction	straight	↑	14,8	0,1	123,7	12:32	12:30	12:29
junction	straight	↑	14,9	0,1	123,6	12:32	12:30	12:29
VÉDA speed gate		!	15,1	0,2	123,4	12:32	12:31	12:29
junction	straight	↑	15,1	0,0	123,4	12:32	12:31	12:29
end-of Perbál			15,2	0,1	123,3	12:32	12:31	12:29
junction	straight	↑	15,9	0,7	122,6	12:33	12:32	12:30
Tök			16,7	0,8	121,8	12:35	12:33	12:31
junction	straight	↑	17,1	0,4	121,4	12:35	12:33	12:32
junction	straight	↑	17,4	0,3	121,1	12:36	12:34	12:32
junction	straight	↑	17,5	0,1	121,0	12:36	12:34	12:32
junction	straight	↑	18,1	0,6	120,4	12:37	12:35	12:33



→ SCHEDULE

			KM	km	KM	40 km/h	43 km/h	46 km/h
junction	straight	↑	18,4	0,3	120,1	12:37	12:35	12:34
Zsámbék			18,7	0,3	119,8	12:38	12:36	12:34
junction	straight	↑	18,7	0,0	119,8	12:38	12:36	12:34
junction	straight	↑	19,6	0,9	118,9	12:39	12:37	12:35
junction	straight	↑	19,7	0,1	118,8	12:39	12:37	12:35
sharp bend	left	↷	20,1	0,4	118,4	12:40	12:38	12:36
junction	straight	↑	20,2	0,1	118,3	12:40	12:38	12:36
junction	right, towards M1 highway (!!!) - CBA	→	20,8	0,6	117,7	12:41	12:39	12:37
junction	straight	↑	21,0	0,2	117,5	12:41	12:39	12:37
junction	right, towards Máty	→	21,2	0,2	117,3	12:41	12:39	12:37
junction	straight	↑	21,6	0,4	116,9	12:42	12:40	12:38
junction	left, towards Máty	←	21,7	0,1	116,8	12:42	12:40	12:38
sharp bend	left	↷	21,9	0,2	116,6	12:42	12:40	12:38
junction with traffic light	straight	↑	22,0	0,1	116,5	12:43	12:40	12:38
junction	straight	↑	22,3	0,3	116,2	12:43	12:41	12:39
end-of Zsámbék			22,6	0,3	115,9	12:43	12:41	12:39
junction	straight, towards Máty	↑	23,0	0,4	115,5	12:44	12:42	12:40
Fejér county			23,7	0,7	114,8	12:45	12:43	12:40
sharp bend	right	↶	23,8	0,1	114,7	12:45	12:43	12:41
sharp bend	left	↷	23,9	0,1	114,6	12:45	12:43	12:41
junction	straight	↑	24,3	0,4	114,2	12:46	12:43	12:41
junction	straight	↑	24,6	0,3	113,9	12:46	12:44	12:42
junction	straight	↑	25,5	0,9	113,0	12:48	12:45	12:43
junction	straight	↑	25,8	0,3	112,7	12:48	12:46	12:43
junction	straight	↑	26,5	0,7	112,0	12:49	12:46	12:44
sharp bend	left	↷	26,9	0,4	111,6	12:50	12:47	12:45
sharp bend	right	↶	27,4	0,5	111,1	12:51	12:48	12:45
junction	straight	↑	28,0	0,6	110,5	12:52	12:49	12:46
junction	straight	↑	28,3	0,3	110,2	12:52	12:49	12:46
junction	straight	↑	28,8	0,5	109,7	12:53	12:50	12:47
sharp bend	left	↷	29,3	0,5	109,2	12:53	12:50	12:48
junction	straight	↑	29,4	0,1	109,1	12:54	12:51	12:48
underpass		!	29,4	0,0	109,1	12:54	12:51	12:48
Bicske			30,1	0,7	108,4	12:55	12:52	12:49
junction	straight	↑	30,2	0,1	108,3	12:55	12:52	12:49
bridge		!	30,4	0,2	108,1	12:55	12:52	12:49
traffic island !!!		!	30,7	0,3	107,8	12:56	12:52	12:50
junction	straight	↑	30,7	0,0	107,8	12:56	12:52	12:50
end-of Bicske			30,7	0,0	107,8	12:56	12:52	12:50
junction	straight	↑	30,7	0,0	107,8	12:56	12:52	12:50
junction	straight	↑	31,0	0,3	107,5	12:56	12:53	12:50
traffic island !!!		!	31,0	0,0	107,5	12:56	12:53	12:50
junction	left	←	31,0	0,0	107,5	12:56	12:53	12:50
traffic island !!!		!	31,0	0,0	107,5	12:56	12:53	12:50
roundabout	right, Road Nr 1, towards Győr	→	31,0	0,0	107,5	12:56	12:53	12:50

			KM	km	KM	40 km/h	43 km/h	46 km/h
traffic island !!!		!	31,1	0,1	107,4	12:56	12:53	12:50
junction with traffic light	straight, Road Nr 1	↑	31,4	0,3	107,1	12:57	12:53	12:50
junction	straight	↑	33,1	1,7	105,4	12:59	12:56	12:53
junction	straight	↑	33,5	0,4	105,0	13:00	12:56	12:53
junction	straight	↑	33,8	0,3	104,7	13:00	12:57	12:54
junction	straight, Road Nr 1	↑	34,8	1,0	103,7	13:02	12:58	12:55
junction (!!!)	left, Road Nr 811, towards Székesfehérvár	←	35,5	0,7	103,0	13:03	12:59	12:56
traffic island !!!		!	35,5	0,0	103,0	13:03	12:59	12:56
underpass		!	35,9	0,4	102,6	13:03	13:00	12:56
traffic island !!!		!	37,7	1,8	100,8	13:06	13:02	12:59
roundabout	right, towards Csákvár, Söréd	→	37,7	0,0	100,8	13:06	13:02	12:59
traffic island !!!		!	37,7	0,0	100,8	13:06	13:02	12:59
junction	straight, towards Csákvár	↑	38,0	0,3	100,5	13:07	13:03	12:59
GREEN ZONE (1)		!	38,0	0,0	100,5	13:07	13:03	12:59
END OF GREEN ZONE (1)		!	38,5	0,5	100,0	13:07	13:03	13:00
junction	straight	↑	40,6	2,1	97,9	13:10	13:06	13:02
traffic island !!!		!	41,3	0,7	97,2	13:11	13:07	13:03
junction	straight, towards Csákvár, Söréd	↑	41,5	0,2	97,0	13:12	13:07	13:04
sharp bend	left	⤵	43,2	1,7	95,3	13:14	13:10	13:06
sharp bend	right	⤴	43,6	0,4	94,9	13:15	13:10	13:06
Vértesszőlős			43,9	0,3	94,6	13:15	13:11	13:07
sharp bend	right	⤴	44,1	0,2	94,4	13:16	13:11	13:07
sharp bend	left	⤵	44,4	0,3	94,1	13:16	13:11	13:07
pedestrian crossing		!	44,5	0,1	94,0	13:16	13:12	13:08
traffic island !!!		!	44,8	0,3	93,7	13:17	13:12	13:08
end of Vértesszőlős			44,9	0,1	93,6	13:17	13:12	13:08
junction	straight	↑	47,6	2,7	90,9	13:21	13:16	13:12
bridge		!	48,8	1,2	89,7	13:23	13:18	13:13
traffic island !!!		!	49,5	0,7	89,0	13:24	13:19	13:14
Csákvár			49,5	0,0	89,0	13:24	13:19	13:14
junction	straight	↑	49,9	0,4	88,6	13:24	13:19	13:15
traffic island !!!		!	50,3	0,4	88,2	13:25	13:20	13:15
junction	straight	↑	50,5	0,2	88,0	13:25	13:20	13:15
junction	straight, towards Söréd, Tata	↑	50,7	0,2	87,8	13:26	13:20	13:16
junction	straight	↑	50,8	0,1	87,7	13:26	13:20	13:16
junction	straight	↑	51,1	0,3	87,4	13:26	13:21	13:16
junction	straight	↑	51,6	0,5	86,9	13:27	13:22	13:17
traffic island !!!		!	51,8	0,2	86,7	13:27	13:22	13:17
end of Csákvár			51,9	0,1	86,6	13:27	13:22	13:17
sharp bend	right	⤴	56,7	4,8	81,8	13:35	13:29	13:23
traffic island !!!		!	57,9	1,2	80,6	13:36	13:30	13:25
roundabout	straight, towards Söréd	↑	57,9	0,0	80,6	13:36	13:30	13:25
traffic island !!!		!	57,9	0,0	80,6	13:36	13:30	13:25
sharp bend	right	⤴	61,4	3,5	77,1	13:42	13:35	13:30
sharp bend	left	⤵	62,3	0,9	76,2	13:43	13:36	13:31



→ SCHEDULE

			KM	km	KM	40 km/h	43 km/h	46 km/h
bridge		!	63,6	1,3	74,9	13:45	13:38	13:32
Csákberény			63,6	0,0	74,9	13:45	13:38	13:32
junction	straight	↑	63,7	0,1	74,8	13:45	13:38	13:33
junction	straight	↑	63,8	0,1	74,7	13:45	13:39	13:33
junction	straight	↑	63,9	0,1	74,6	13:45	13:39	13:33
end-of Csákberény			64,1	0,2	74,4	13:46	13:39	13:33
sharp bend	left	↷	64,5	0,4	74,0	13:46	13:40	13:34
sharp bend	right	↶	65,0	0,5	73,5	13:47	13:40	13:34
sharp bend	right	↶	65,9	0,9	72,6	13:48	13:41	13:35
bridge		!	65,9	0,0	72,6	13:48	13:41	13:35
sharp bend	left	↷	66,4	0,5	72,1	13:49	13:42	13:36
sharp bend	left	↷	66,5	0,1	72,0	13:49	13:42	13:36
bridge		!	67,2	0,7	71,3	13:50	13:43	13:37
Söréd			68,6	1,4	69,9	13:52	13:45	13:39
traffic island !!!		!	68,6	0,0	69,9	13:52	13:45	13:39
junction	straight	↑	68,9	0,3	69,6	13:53	13:46	13:39
junction	straight	↑	69,0	0,1	69,5	13:53	13:46	13:40
end-of Söréd			69,2	0,2	69,3	13:53	13:46	13:40
junction	right, Road Nr. 81, towards Győr	→	69,2	0,0	69,3	13:53	13:46	13:40
junction	straight, towards Győr	↑	71,6	2,4	66,9	13:57	13:49	13:43
junction	left, towards Bodajk, Zirc	←	71,9	0,3	66,6	13:57	13:50	13:43
traffic island !!!		!	71,9	0,0	66,6	13:57	13:50	13:43
sharp bend	right	↶	72,9	1,0	65,6	13:59	13:51	13:45
sharp bend	left	↷	73,2	0,3	65,3	13:59	13:52	13:45
railway crossing !!!		☒	73,2	0,0	65,3	13:59	13:52	13:45
Bodajk			73,6	0,4	64,9	14:00	13:52	13:46
sharp bend	right	↶	73,9	0,3	64,6	14:00	13:53	13:46
junction	straight	↑	73,9	0,0	64,6	14:00	13:53	13:46
junction	straight	↑	74,1	0,2	64,4	14:01	13:53	13:46
sharp bend	right	↶	74,3	0,2	64,2	14:01	13:53	13:46
junction	straight	↑	74,3	0,0	64,2	14:01	13:53	13:46
junction	straight	↑	74,6	0,3	63,9	14:01	13:54	13:47
junction	straight	↑	75,0	0,4	63,5	14:02	13:54	13:47
sharp bend	left	↷	75,2	0,2	63,3	14:02	13:54	13:48
end-of Bodajk		↑	75,2	0,0	63,3	14:02	13:54	13:48
sharp bend	right	↶	76,3	1,1	62,2	14:04	13:56	13:49
sharp bend	left	↷	76,6	0,3	61,9	14:04	13:56	13:49
bridge		!	76,7	0,1	61,8	14:05	13:57	13:50
bridge		!	76,9	0,2	61,6	14:05	13:57	13:50
Balinka			77,5	0,6	61,0	14:06	13:58	13:51
sharp bend	left	↷	77,7	0,2	60,8	14:06	13:58	13:51
junction	straight	↑	78,0	0,3	60,5	14:07	13:58	13:51
end-of Balinka			78,7	0,7	59,8	14:08	13:59	13:52
sharp bend	left	↷	80,0	1,3	58,5	14:10	14:01	13:54
bridge		!	80,3	0,3	58,2	14:10	14:02	13:54

			KM	km	KM	40 km/h	43 km/h	46 km/h
railway crossing !!!	not in use	⊠	81,0	0,7	57,5	14:11	14:03	13:55
bridge		!	81,1	0,1	57,4	14:11	14:03	13:55
junction	left, towards Bakonycsérnye, Zirc	←	81,3	0,2	57,2	14:11	14:03	13:56
Mecsér			82,4	1,1	56,1	14:13	14:04	13:57
bridge		!	82,6	0,2	55,9	14:13	14:05	13:57
junction	straight	↑	82,8	0,2	55,7	14:14	14:05	13:58
end of Mecsér			83,1	0,3	55,4	14:14	14:05	13:58
junction	straight	↑	83,9	0,8	54,6	14:15	14:07	13:59
Bakonycsérnye			84,0	0,1	54,5	14:16	14:07	13:59
junction	straight, towards Zirc	↑	84,3	0,3	54,2	14:16	14:07	13:59
junction	straight	↑	84,5	0,2	54,0	14:16	14:07	14:00
bridge		!	85,2	0,7	53,3	14:17	14:08	14:01
junction	straight	↑	85,9	0,7	52,6	14:18	14:09	14:02
junction	straight	↑	86,8	0,9	51,7	14:20	14:11	14:03
junction	straight	↑	87,0	0,2	51,5	14:20	14:11	14:03
junction	straight	↑	87,6	0,6	50,9	14:21	14:12	14:04
junction	straight, towards Zirc	↑	87,8	0,2	50,7	14:21	14:12	14:04
junction	straight	↑	88,0	0,2	50,5	14:22	14:12	14:04
junction	straight	↑	88,3	0,3	50,2	14:22	14:13	14:05
junction	straight	↑	88,5	0,2	50,0	14:22	14:13	14:05
end of Bakonycsérnye			88,7	0,2	49,8	14:23	14:13	14:05
sharp bend	left	⤵	89,8	1,1	48,7	14:24	14:15	14:07
Veszprém county	BUFFET / GREEN ZONE (2)	!	89,8	0,0	48,7	14:24	14:15	14:07
junction	straight	↑	90,7	0,9	47,8	14:26	14:16	14:08
junction	straight, Zirc felé	↑	91,4	0,7	47,1	14:27	14:17	14:09
	END OF BUFFET / END OF GREEN ZONE (2)	!	92,1	0,7	46,4	14:28	14:18	14:10
Csetény			92,9	0,8	45,6	14:29	14:19	14:11
junction	straight	↑	92,9	0,0	45,6	14:29	14:19	14:11
junction	straight	↑	93,2	0,3	45,3	14:29	14:20	14:11
junction	straight	↑	93,3	0,1	45,2	14:29	14:20	14:11
junction	straight	↑	93,7	0,4	44,8	14:30	14:20	14:12
junction	straight	↑	93,8	0,1	44,7	14:30	14:20	14:12
junction	straight	↑	93,9	0,1	44,6	14:30	14:21	14:12
junction	straight	↑	94,3	0,4	44,2	14:31	14:21	14:13
junction	straight	↑	94,5	0,2	44,0	14:31	14:21	14:13
junction	straight	↑	94,7	0,2	43,8	14:32	14:22	14:13
junction	straight	↑	94,9	0,2	43,6	14:32	14:22	14:13
junction	straight	↑	95,2	0,3	43,3	14:32	14:22	14:14
junction	straight	↑	95,4	0,2	43,1	14:33	14:23	14:14
junction	straight	↑	95,5	0,1	43,0	14:33	14:23	14:14
end of Csetény			95,5	0,0	43,0	14:33	14:23	14:14
sharp bend	left	⤵	96,5	1,0	42,0	14:34	14:24	14:15
sharp bend	left	⤵	96,8	0,3	41,7	14:35	14:25	14:16
sharp bend	right	⤴	97,0	0,2	41,5	14:35	14:25	14:16
sharp bend	left	⤵	97,2	0,2	41,3	14:35	14:25	14:16

→ SCHEDULE

			KM	km	KM	40 km/h	43 km/h	46 km/h
Dudar			98,0	0,8	40,5	14:37	14:26	14:17
junction	right, towards Bakonyszentkirály	→	98,0	0,0	40,5	14:40	14:29	14:20
end of Dudar			98,3	0,3	40,2	14:40	14:29	14:20
junction	straight	↑	98,8	0,5	39,7	14:40	14:29	14:20
sharp bend	right	↷	100,6	1,8	37,9	14:40	14:29	14:20
sharp bend	left	↶	101,7	1,1	36,8	14:40	14:29	14:20
bridge		!	102,1	0,4	36,4	14:40	14:29	14:20
Bakonyszlop bauxit mine	(sign)		102,4	0,3	36,1	14:40	14:29	14:20
Bakonyszlop			102,6	0,2	35,9	14:40	14:29	14:20
junction	straight	↑	102,6	0,0	35,9	14:40	14:29	14:20
junction	straight	↑	102,8	0,2	35,7	14:40	14:29	14:20
junction	straight	↑	102,9	0,1	35,6	14:40	14:29	14:20
bridge		!	103,0	0,1	35,5	14:40	14:29	14:20
junction	straight	↑	103,1	0,1	35,4	14:40	14:29	14:20
junction	straight	↑	103,6	0,5	34,9	14:40	14:29	14:20
junction	straight	↑	103,7	0,1	34,8	14:40	14:29	14:20
junction	straight	↑	103,9	0,2	34,6	14:40	14:29	14:20
junction	straight	↑	104,1	0,2	34,4	14:40	14:29	14:20
end of Bakonyszlop			104,2	0,1	34,3	14:40	14:29	14:20
sharp bend	left	↶	105,3	1,1	33,2	14:40	14:29	14:20
bridge		!	106,4	1,1	32,1	14:40	14:29	14:20
Bakonyszentkirály			106,4	0,0	32,1	14:40	14:29	14:20
junction	straight, towards Road Nr. 82	↑	106,4	0,0	32,1	14:40	14:29	14:20
junction	straight	↑	106,8	0,4	31,7	14:40	14:29	14:20
junction	straight	↑	106,9	0,1	31,6	14:40	14:29	14:20
junction	straight	↑	107,0	0,1	31,5	14:40	14:29	14:20
junction	straight (next to the church, right side)	↑	107,3	0,3	31,2	14:40	14:29	14:20
junction	straight	↑	107,4	0,1	31,1	14:40	14:29	14:20
junction	straight (left)	↑	107,5	0,1	31,0	14:40	14:29	14:20
junction	straight	↑	107,7	0,2	30,8	14:40	14:29	14:20
junction	straight	↑	108,0	0,3	30,5	14:40	14:29	14:20
end of Bakonyszentkirály			108,1	0,1	30,4	14:40	14:29	14:20
junction	right, Road Nr. 82, towards Győr (!!!)	→	108,1	0,0	30,4	14:52	14:40	14:31
Győr-Moson-Sopron county			109,7	1,6	28,8	14:54	14:43	14:33
junction	straight	↑	109,8	0,1	28,7	14:54	14:43	14:33
bridge		!	110,2	0,4	28,3	14:55	14:43	14:33
bridge		!	114,1	3,9	24,4	15:01	14:49	14:38
junction	straight	↑	114,9	0,8	23,6	15:02	14:50	14:39
Veszprémvarsány			116,2	1,3	22,3	15:04	14:52	14:41
junction	straight	↑	116,3	0,1	22,2	15:04	14:52	14:41
junction	straight	↑	116,4	0,1	22,1	15:04	14:52	14:41
junction	straight	↑	116,6	0,2	21,9	15:04	14:52	14:42
junction	straight	↑	116,7	0,1	21,8	15:05	14:52	14:42
junction	straight	↑	116,8	0,1	21,7	15:05	14:52	14:42
railway crossing !!!		⊠	117,9	1,1	20,6	15:06	14:54	14:43

			KM	km	KM	40 km/h	43 km/h	46 km/h
end of Veszprémvarsány			118,6	0,7	19,9	15:07	14:55	14:44
traffic island !!!		!	118,7	0,1	19,8	15:08	14:55	14:44
roundabout	straight, Road Nr. 82, towards Győr (2. exit)	↑	118,7	0,0	19,8	15:08	14:55	14:44
traffic island !!!		!	118,7	0,0	19,8	15:08	14:55	14:44
Bakonypéterd			120,6	1,9	17,9	15:10	14:58	14:47
junction	straight	↑	120,8	0,2	17,7	15:11	14:58	14:47
junction	straight	↑	121,5	0,7	17,0	15:12	14:59	14:48
junction	straight	↑	122,1	0,6	16,4	15:13	15:00	14:49
junction	straight	↑	125,6	3,5	12,9	15:18	15:05	14:53
junction	straight, Road Nr. 82, towards Győr	↑	127,0	1,4	11,5	15:20	15:07	14:55
junction	straight	↑	127,5	0,5	11,0	15:21	15:07	14:56
Ravaszd			127,9	0,4	10,6	15:21	15:08	14:56
junction	right, towards Pannonhalma (PEDRO)	→	127,9	0,0	10,6	15:21	15:08	14:56
bridge		!	128,1	0,2	10,4	15:22	15:08	14:57
junction	straight	↑	128,2	0,1	10,3	15:22	15:08	14:57
end of Ravaszd			128,2	0,0	10,3	15:22	15:08	14:57
GREEN ZONE (3)		!	128,2	0,0	10,3	15:22	15:08	14:57
END-OF GREEN-ZONE (3)		!	129,6	1,4	8,9	15:24	15:10	14:59
railway crossing !!!		⊠	129,6	0,0	8,9	15:24	15:10	14:59
Pannonhalma		→	130,3	0,7	8,2	15:25	15:11	14:59
sharp bend	right	↷	131,3	1,0	7,2	15:26	15:13	15:01
junction	straight	↑	131,3	0,0	7,2	15:26	15:13	15:01
junction	straight	↑	131,4	0,1	7,1	15:27	15:13	15:01
sharp bend	left	↶	131,4	0,0	7,1	15:27	15:13	15:01
junction	left, towards Győr, Écs	←	131,5	0,1	7,0	15:27	15:13	15:01
junction	right, Écs, Gyórság felé	→	131,6	0,1	6,9	15:27	15:13	15:01
junction	straight	↑	131,6	0,0	6,9	15:27	15:13	15:01
junction	straight	↑	131,8	0,2	6,7	15:27	15:13	15:01
Centrum	sharp right !!!	→	132,0	0,2	6,5	15:28	15:14	15:02
junction	left (into oneway, Váralja street)	←	132,1	0,1	6,4	15:28	15:14	15:02
junction	right, left (Váralja street)	↔	132,2	0,1	6,3	15:28	15:14	15:02
junction	left (Váralja street)	←	132,4	0,2	6,1	15:28	15:14	15:02
junction	right (Hunyadi street, towards the Abbey) - kordon	→	132,5	0,1	6,0	15:28	15:14	15:02
junction	straight	↑	132,7	0,2	5,8	15:29	15:15	15:03
sharp bend !!!	right	↷	132,7	0,0	5,8	15:29	15:15	15:03
Finish area	PANNONHALMA ABBEY (1. crossing)		133,0	0,3	5,5	15:29	15:15	15:03
junction	straight	↑	133,5	0,5	5,0	15:30	15:16	15:04
junction	straight	↑	133,9	0,4	4,6	15:30	15:16	15:04
end of Pannonhalma			134,3	0,4	4,2	15:31	15:17	15:05
junction	right, towards Ravaszd	→	134,6	0,3	3,9	15:31	15:17	15:05
junction	straight	↑	135,2	0,6	3,3	15:32	15:18	15:06
sharp bend	left	↶	135,8	0,6	2,7	15:33	15:19	15:07
junction	straight	↑	136,1	0,3	2,4	15:34	15:19	15:07



→ SCHEDULE

			KM	km	KM	40 km/h	43 km/h	46 km/h
sharp bend	right	↷	136,3	0,2	2,2	15:34	15:20	15:07
Pannonhalma			136,4	0,1	2,1	15:34	15:20	15:07
junction	straight	↑	136,7	0,3	1,8	15:35	15:20	15:08
junction	straight	↑	137,0	0,3	1,5	15:35	15:21	15:08
junction	right, towards Écs, Győráság	→	137,1	0,1	1,4	15:35	15:21	15:08
junction	straight	↑	137,1	0,0	1,4	15:35	15:21	15:08
junction	straight	↑	137,3	0,2	1,2	15:35	15:21	15:09
Centrum	sharp right !!!	→	137,4	0,1	1,1	15:36	15:21	15:09
junction	left (into oneway, Váralja street)	←	137,5	0,1	1,0	15:36	15:21	15:09
junction	right, left (Váralja street)	↔	137,7	0,2	0,8	15:36	15:22	15:09
junction	left (Váralja street)	←	137,8	0,1	0,7	15:36	15:22	15:09
junction	right (Hunyadi street, towards the Abbey) - kordon	→	138,0	0,2	0,5	15:37	15:22	15:10
junction	straight	↑	138,1	0,1	0,4	15:37	15:22	15:10
sharp bend !!!	right	↷	138,1	0,0	0,4	15:37	15:22	15:10
FINISH	PANNONHALMA ABBEY (2. crossing)		138,5	0,4	0,0	15:37	15:23	15:10



ORGANIZÁTORI

- Visegrad Fund



GOLD PARTNERI



SILVER PARTNERI



BRONZE PARTNERI



S FINANČNOU PODPOROU



STAGE #2 Grand Prix Slovakia

145 km

last year's winner:
Maciej Paterski /PL

→ NOVÁ BAŇA



7th July 2024



Nová Baňa is one of the former free royal and mining towns. Town lies in the basin between the Pohronský Inovec and Štiavnické mountains, which are separated apart by the Hron river. The uniqueness of the hills surroundings of Nová Baňa is terrain diversity. A quiet and peaceful town, its sights, the beauty of the surrounding nature create suitable conditions for active recreation and a visit to our city.

The historical landmark of the town is originally a Gothic, later baroque town hall building with a hall decorated with portraits of Hungarian monarchs and dignitaries. The history of Nová Baňa and its surroundings is documented by the Pohronské Museum, which is currently housed in the building.

There is also a wide range of cultural and social events organized during the year in the form of film, theatre and cultural festivals, shows of folk singing and non-professional music groups, demonstrations of folk crafts and craftsmen at the traditional fair in our town.

The local area offers many opportunities for nature admirers. National nature reserve such as Starohutský waterfall is well-known. Several other nature reserves protect rare plants, animals and geomorphological formations.

The almost 600 year old tradition of gold and silver dates back to 1337. Nová Baňa belonged to the Central Slovak free royal and mining towns. Its history gained a European dimension with the first use of steam power on the continent in 1722.

The fire atmospheric machine of the English designer Isaac Potter installed for the first time in Nová Baňa was used to pump mining groundwater.



→ BAŇA



Dear sport friends, cyclists and visitors,

also in 2024, we have the honour to welcome the Visegrad 4 Bicycle Race 2023 & Respect Ladies Race Slovakia international bicycle race on July 6-7, 2024 in our town Nová Baňa. Our track, proven over previous years, will test the cycling form of individual competitors, as it offers a really hilly terrain and a number of demanding technical sections. Spectators can look forward to sporting experiences and a beautiful panorama of the surrounding nature.

During the Respect Ladies Race Slovakia, a children's bicycle race will take place in the centre of Nová Baňa. We will start the cultural summer of 2024 in our town with a musical concert by a professional reggae band after Saturday's cycle race, and I believe that this event will amuse many visitors.

We wish the cycling representatives a successful race, achieving their goals by gaining points and good positions from the cyclo-race in our region. We wish all cyclists, their teams and sports spectators a successful cycling event. At the same time, we are also looking forward to meet you during the cultural event as part of the accompanying program.

Branislav Jad'ud'
Mayor of Nová Baňa



REGULATIONS

1. ORGANIZATION

The Visegrad 4 Bicycle Race – GP SLOVAKIA is organized by Slovak Cycling Federation, VRCHY SK oz. and city Nová Baňa, under the regulations of the UCI. It is to be held the 7. July 2024. The race start and finish: Námestie Slobody Nová Baňa. Distance 145 km.

Race director: Ing. Ján Žilovec, MOBIL: +421 903 261 061, e-mail: zilovec@respect-slovakia.sk

Safety director: Martin Riška, MOBIL: +421 902 281 915, e-mail: road@cyklistikaszc.sk

Chieff coordinator : Ing. Peter Pšenák

2. TYPE OF EVENT

The event is open to athletes of men elite and U23 categories, and registered on the UCI Europe Tour calendar. The event is in class ME 1.2 and, in accordance with article 2.10.008 of the UCI regulations. Points are awarded as follows for the UCI ranking: 40 – 30 – 25 – 20 – 15 – 10 – 5 – 3 – 3 – 3.

3. PARTICIPATION

As per article 2.1.005 of the UCI regulations, the event is open to the following teams:

UCI professional continental teams of the country, UCI foreign professional continental teams (max. 2), Continental teams, UCI cyclo-cross professional teams, national teams, regional teams, and club teams. As per article 2.2.003 of the UCI regulations, teams must be formed of minimum 4 and maximum 6 riders.

4. RACE HEADQUARTERS

The race headquarters shall be open at Sunday 7/7/2024 at 09:00 AM and located at the following address: Kino Vatra, ul. Osvety 13/9, 968 01 Nová Baňa.

Team representatives are requested to confirm their starters and collect their race numbers at the race headquarters from 09:00 – 10:00 AM.

Safety meeting will be held at 10:15 AM at Kino Vatra, ul. Osvety 13/9, 968 01 Nová Baňa.

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 at 11:00 AM Kino Vatra, ul. Osvety 13/9, 968 01 Nová Baňa.

5. RADIO-TOUR

The Organizer will provide the Radio-Tour equipment to teams for the duration of competition. The radio sets will be issued to the team managers directly after DS' meeting, from 11:30 AM in Kino Vatra, ul. Osvety 13/9, 968 01 Nová Baňa.

6. NEUTRAL TECHNICAL SUPPORT

The Race Organization will provide 3 neutral technical service vehicles; these will be marked and available to all riders during the race. Any equipment rendered by these neutral tech. service vehicles must be returned or refund-

ed upon completion of the race.

7. TIME LIMIT

The time limit is set for 8%. Any rider with time deficit to the main bunch exceeding 5 minutes, will be withdrawn for safety reasons. The time limit may, in exceptional circumstances, be increased by the Commissaires Panel in agreement with the organizer. (Article 2.3.039 of the UCI regulations).

8. CLASSIFICATION(S)

A general classification of the race, established on the finish line, and approved by the Commissaires Panel, will be issued.

9. INDIVIDUAL PRICES

The following prices are awarded accordance with UCI regulations for class 1.2 race:

1. 1.700 €, 2. 850 €, 3. 430 €, 4. 215 €, 5. 170 €, 6. 130 €, 7. 130 €, 8. 85 €, 9. 85 €, from 10. to 20. 42 €
Total: 4257 €

10. ANTIDOPING

The anti-doping tests will take place at Kino Vatra, ul. Osvety 13/9, 968 01 Nová Baňa. If the anti-doping control takes place, organizer will inform the teams. In this case the winner of the race and two riders selected at random by the anti-doping inspector should go to be tested. The Slovak anti-doping legislation is applicable in addition to the UCI antidoping regulations.

11. OFFICIAL CEREMONY

In accordance with the article 1.2.112 of the UCI rules, the following riders must attend the official awards ceremony: the three best ranked of the race and, in addition to that, the leaders by nations concerned of the V4 Cup series general classification, i.e. the best Czech, Hungarian, Polish and Slovak riders who finished the race. The riders will present themselves at the podium within 10 minutes after crossing the finish line.

12. DRESSING ROOMS

Every team will have the possibility for shower and change: Mestský futbalový štadión, Dlhá lúka 711/14, 968 01 Nová Baňa

13. PENALTIES

The UCI penalty scale is the only one applicable.

14. COMMISSAIRES PANEL AND OFFICIALS

President of the Commissaires Panel: Mr. CANTEZ Koray (commissaire UCI, TUR)

Commissaires: J2: Ondrej Biroš, J3: Daniel Fejo, J5: Stanislav Šefčík, J6: Anton Rusnák,

Foto finish: Ľuboš Bodiš, Pavol Miazdra, Janka Naumová
Moto Commissaires: Jozef Chlepko, Juraj Gavenda, Ro-

→ &PROFILE

man Vančík

Radio: Ladislav Čúzy

Race doctor: SČk., ú.s. Topolčany

15. VISEGRAD 4 SERIES GENERAL POINT CLASSIFICATION

The result of the V4 Cup general classification will be based on the results received on the 4 Visegrad 4 races. Upon all of the Visegrad 4 races the best ranked 20 riders get 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 points.

In case of a tie, number of the stage winner position will decide, if still there is a tie the result of the Visegrad 4 Bicycle Race – GP Poland Republic is a tie-breaker. Only riders who took start in all 4V races are taken into consideration.

16. ORGANIZATIONAL ISSUES

The Committee of Organization has appointed personnel which is qualified and responsible for organization 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 Organization will arrange for medical service which will include two medical teams, fully equipped. Participants must comply with all traffic rules and ride for their own responsibility. They should follow the instructions of the police or race officials, and ride so as to keep the left side of the road clear to allow the overtaking of race vehicles.

Race Organization and College 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.

17. HOSPITALS

Nemocnica Svet Zdravia, a.s., Sládkovičová 11. Žiar and Hronom. +421 45 6709 122

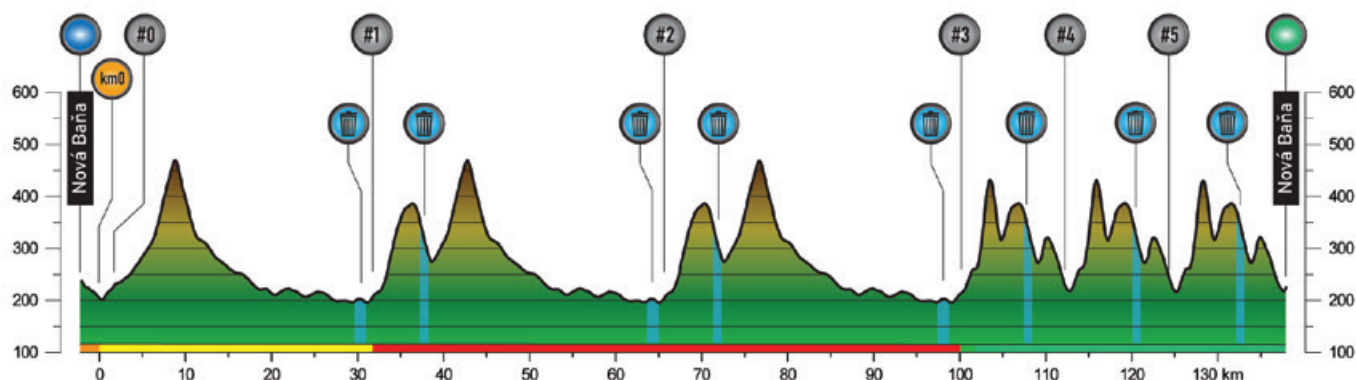
18. COVID 19

During the COVID19 pandemic, all participants are obliged to follow the regulations of the Slovak government, the UCI and generally binding measures.

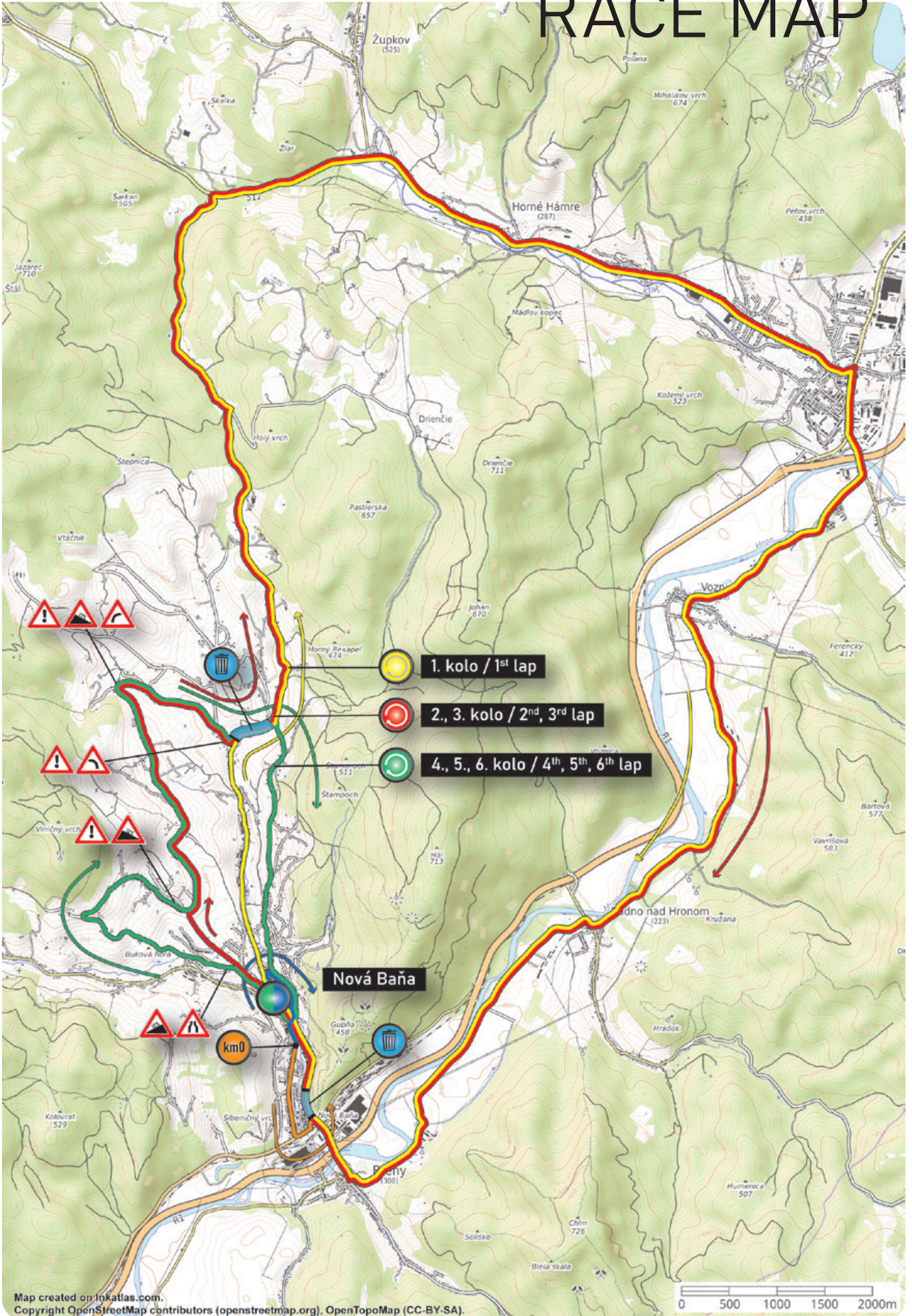
19. SCHEDULE

Sunday 7. 7. 2024.

09:00 – 10:00	Team's reception at Headquarters Kino Vatra, ul. Osvety 13/9, 968 01
Nová Baňa 10:15	Safety meeting Kino Vatra, ul. Osvety 13/9, 968 01
Nová Baňa 11:00	Team managers meeting Kino Vatra, ul. Osvety 13/9, 968 01
Nová Baňa 11:50 – 12:50	Signature of the Start sheet Námestie slobody Nová Baňa
13:00	Start of the Race Námestie slobody Nová Baňa
16:15 – 16:35	Finish of the Race Námestie slobody Nová Baňa
16:45 – 17:00	Official awards Ceremony Námestie slobody Nová Baňa



RACE MAP



1. kolo / 1st lap



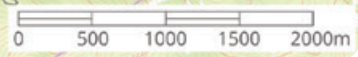
2., 3. kolo / 2nd, 3rd lap



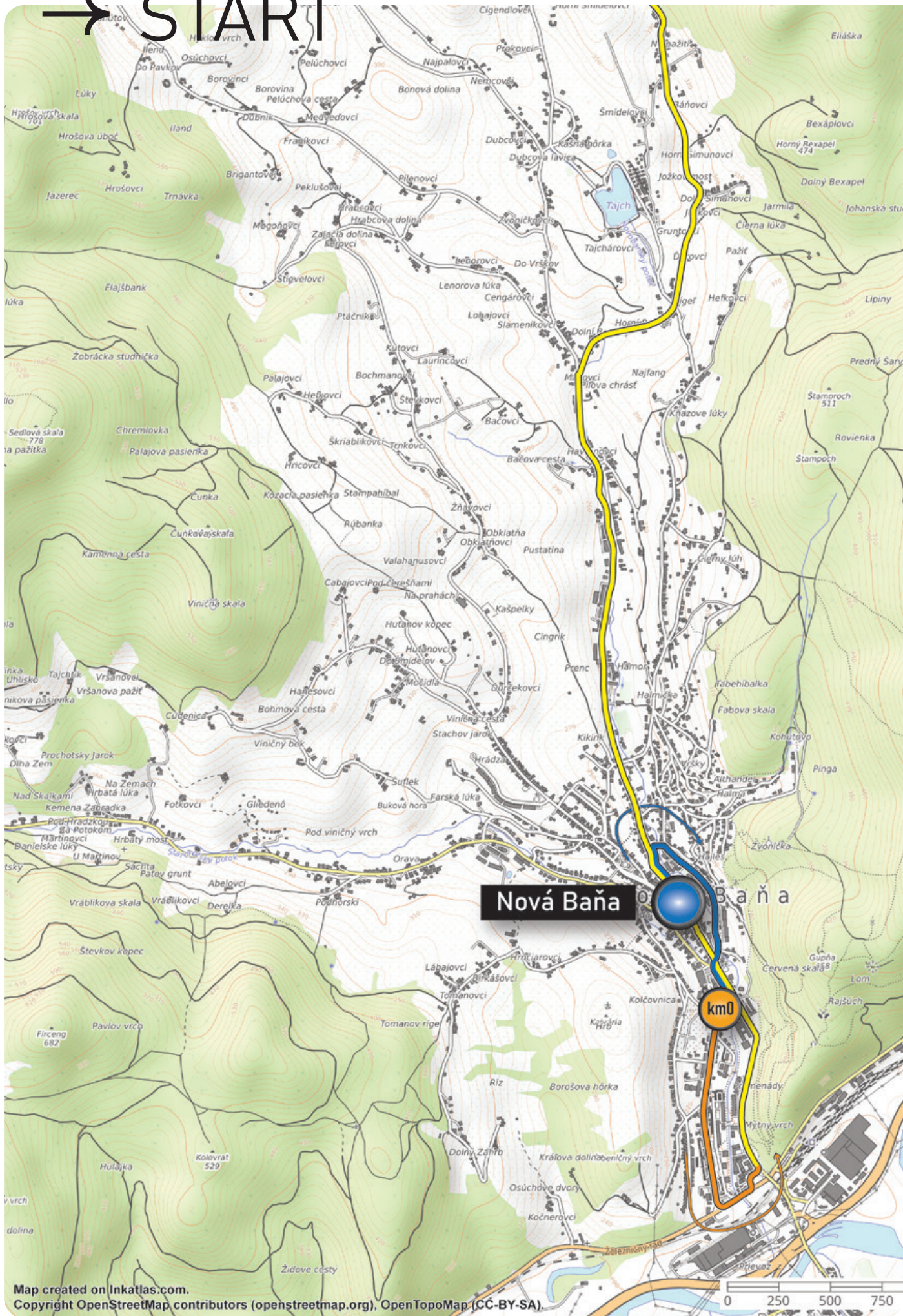
4., 5., 6. kolo / 4th, 5th, 6th lap



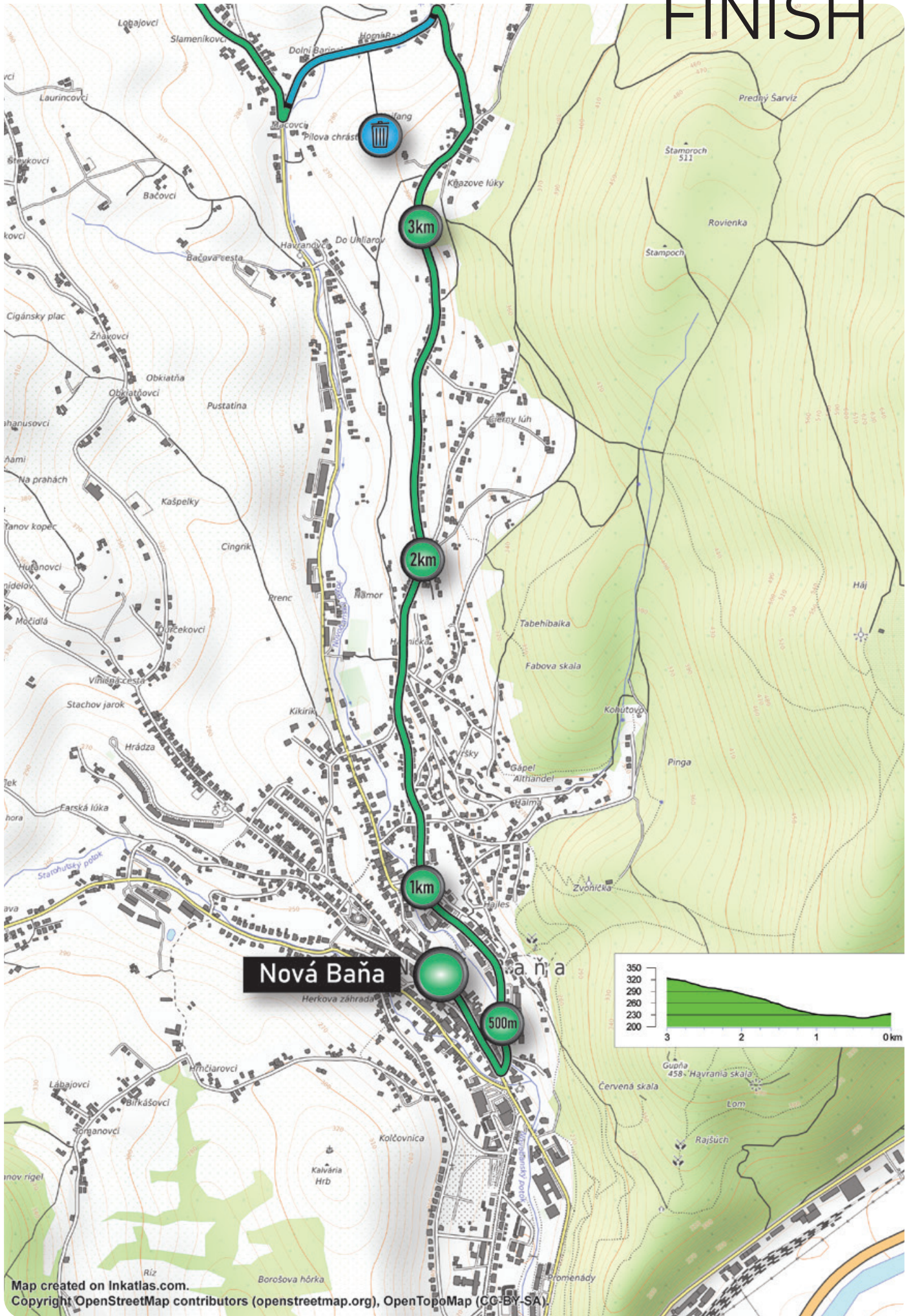
Nová Baňa



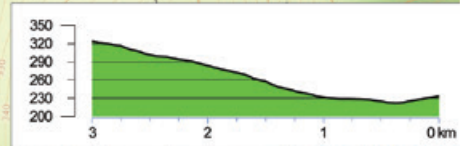
→ START



FINISH



Nová Baňa



→ TIME SCHEDULE

Vzdialenosť [km] Distance [km]		n. m. v altitude [m]		Smerovanie, doplnkové info Directions, Additional Info	42 km/h	44 km/h	46 km/h
od štartu From Start	do cieľa To Go						
-1.4		229		Slávnostný štart	13:00	13:00	13:00
-1.2				na ulicu M. R. Štefánika			
-0.9				na ulicu Štúrova			
-0.2				na ulicu Školská			
-0.2				po ulici Školská			
-0.1				na ulicu Cintorínska			
0.0	138.8	221	↑	po ulici Cintorínska, Ostrý štart	13:03	13:03	13:03
0.3	138.6	217	↑	po ulici Cintorínska	13:03	13:03	13:03
0.5	138.3	213	↑	po ulici Cintorínska	13:03	13:03	13:03
1.0	137.8	204	←	na ulicu Železničný rad, cesta číslo 65	13:04	13:04	13:04
1.2	137.7	203	←	z cesty č. 65	13:04	13:04	13:04
1.3	137.5	206	←	na ulicu Školská	13:04	13:04	13:04
2.3	136.5	226	↑	po ulici Školská	13:06	13:06	13:06
2.4	136.5	227	↑	po ulici Školská	13:06	13:06	13:06
2.4	136.4	229	↑	po ulici Bernolákova	13:06	13:06	13:06
2.5	136.3	231	↑	po ulici Bernolákova, prejazd cieľom	13:06	13:06	13:06
2.7	136.2	234	→	na ulicu M. R. Štefánika	13:07	13:06	13:06
2.9	135.9	237	↑	po ulici M. R. Štefánika	13:07	13:07	13:07
3.4	135.5	239	↑	po ulici M. R. Štefánika	13:08	13:07	13:07
4.8	134.0	263	↑	po ulici M. R. Štefánika	13:10	13:10	13:09
5.3	133.6	274	↑	na ulicu Dlhá Lúka	13:11	13:10	13:10
5.9	132.9	289	↑	na ulicu Rekreačná cesta, cesta číslo 2513, KO Nová Baňa	13:12	13:11	13:11
6.5	132.4	303	↑	po ulici Rekreačná cesta	13:13	13:12	13:12
7.9	130.9	369	↑	po ulici Rekreačná cesta	13:16	13:15	13:15
8.4	130.5	402	↑	po ulici Rekreačná cesta	13:17	13:16	13:16
9.4	129.4	466	←	po ulici Rekreačná cesta	13:19	13:18	13:18
12.2	126.7	324	→	na cestu číslo 512	13:22	13:21	13:20
13.7	125.2	301		ZO Horné Hámre	13:23	13:22	13:22
13.9	125.0	296	↑	po ceste číslo 512	13:24	13:23	13:22
15.7	123.2	268	↑	po ceste číslo 512	13:26	13:25	13:24
16.3	122.6	260		KO Horné Hámre	13:27	13:25	13:24
16.6	122.3	257		ZO Žarnovica, časť Žarnovická Huta	13:27	13:26	13:25
16.6	122.2	257	↑	po ceste číslo 512	13:27	13:26	13:25
17.3	121.6	254		KO Žarnovica, časť Žarnovická Huta	13:28	13:27	13:26
17.6	121.3	252		ZO Žarnovica	13:28	13:27	13:26
19.2	119.6	226	↑	po ulici Partizánska	13:30	13:29	13:28
19.3	119.5	225	↑	na ulicu Námestie SNP	13:30	13:29	13:28
19.6	119.3	223	→	na ulicu Bystrická	13:31	13:29	13:28
20.0	118.9	225	↑	po ulici Bystrická	13:31	13:30	13:29
20.3	118.6	225	←	na ulicu Sándrická	13:32	13:30	13:29
20.7	118.1	218	→	po ulici Sándrická, cesta číslo 2511	13:32	13:31	13:30
20.9	117.9	215		KO Žarnovica	13:32	13:31	13:30
22.9	116.0	225		ZO Voznica	13:35	13:34	13:32
23.1	115.8	224	↑	po ceste číslo 2511	13:35	13:34	13:33
23.3	115.5	222	↑	po ceste číslo 2511	13:36	13:34	13:33
23.6	115.3	221	↑	po ceste číslo 2511	13:36	13:35	13:33
23.8	115.1	219		KO Voznica	13:36	13:35	13:33
27.3	111.6	213		ZO Rudno nad Hronom	13:41	13:39	13:38
27.5	111.4	211	→	po ceste číslo 2511	13:41	13:40	13:38
27.6	111.3	210	←	po ceste číslo 2511	13:41	13:40	13:38
30.6	108.3	202		ZO Brehy	13:45	13:44	13:42
31.6	107.2	201	→	na cestu číslo 2515	13:47	13:45	13:43
31.9	107.0	199		KO Brehy	13:47	13:45	13:43
31.9	106.9	199	↑	po ceste číslo 2515	13:47	13:45	13:43
32.0	106.9	199	↑	po ceste číslo 2515	13:47	13:45	13:43
32.1	106.8	199	🗑️	ZO Nová Baňa	13:47	13:45	13:44
32.4	106.5	204	↑	na ulicu Školská	13:48	13:46	13:44
33.4	105.5	220	↑	po ulici Školská	13:50	13:47	13:46
33.4	105.4	221	↑	po ulici Školská	13:50	13:48	13:46
33.5	105.4	221	↑	na ulicu Bernolákova	13:50	13:48	13:46
33.7	105.2	226	↑	po ulici Bernolákova	13:50	13:48	13:46

Vzdialenosť [km] Distance [km]		n. m. v altitude [m]		Smerovanie, doplnkové info Directions, Additional Info	42 km/h	44 km/h	46 km/h
od štartu From Start	do cieľa To Go						
33.8	105.1	230	↑	po ulici Bernolákova, prejazd cieľom	13:50	13:48	13:46
33.9	104.9	236	↑	na ulicu Andreja Kmeťa	13:51	13:48	13:46
34.0	104.8	241	↑	po ulici Andreja Kmeťa	13:51	13:49	13:47
34.2	104.7	247	↑	po ulici Andreja Kmeťa	13:51	13:49	13:47
34.3	104.5	259	↑	na ulicu Hrádza	13:51	13:49	13:47
35.2	103.7	323	↑	na ulicu Nad Hrádzou	13:53	13:51	13:49
36.3	102.6	377	←	na ulicu Kútovská cesta	13:56	13:53	13:51
36.5	102.3	381	↑	po ulici Kútovská cesta	13:56	13:54	13:51
37.0	101.9	387	↑	po ulici Kútovská cesta	13:57	13:54	13:52
37.3	101.6	389	↑	po ulici Kútovská cesta	13:57	13:55	13:52
38.0	100.9	363	→	na ulicu Prírodná !!!	13:58	13:55	13:53
38.3	100.6	342	↑	po ulici Prírodná	13:58	13:56	13:53
39.2	99.6	282	↑	na ulicu Slameníkova cesta	13:59	13:56	13:54
39.5	99.4	278	←	na ulicu Dlhá Lúka !!!	13:59	13:57	13:54
39.9	98.9	286	↑	na ulicu Rekreačná cesta, cesta číslo 2513, KO Nová Baňa	14:00	13:57	13:55
40.5	98.4	304	↑	po ulici Rekreačná cesta	14:01	13:58	13:56
41.9	96.9	372	↑	po ulici Rekreačná cesta	14:04	14:01	13:59
42.4	96.5	405	↑	po ulici Rekreačná cesta	14:05	14:02	14:00
43.4	95.4	468	←	po ulici Rekreačná cesta	14:07	14:04	14:02
46.2	92.7	323	→	na cestu číslo 512	14:10	14:07	14:04
47.7	91.2	300		ZO Horné Hámre	14:12	14:08	14:06
47.9	91.0	295	↑	po ceste číslo 512	14:12	14:09	14:06
49.7	89.2	268	↑	po ceste číslo 512	14:14	14:11	14:08
50.3	88.6	259		KO Horné Hámre	14:15	14:11	14:08
50.6	88.3	257		ZO Žarnovica, časť Žarnovická Huta	14:15	14:12	14:09
50.6	88.2	257	↑	po ceste číslo 512	14:15	14:12	14:09
51.3	87.6	254		KO Žarnovica, časť Žarnovická Huta	14:16	14:13	14:10
51.6	87.3	251		ZO Žarnovica	14:16	14:13	14:10
53.2	85.6	226	↑	po ulici Partizánska	14:18	14:15	14:12
53.3	85.5	225	↑	na ulicu Námestie SNP	14:18	14:15	14:12
53.6	85.3	224	→	na ulicu Bystrická	14:19	14:15	14:12
54.0	84.9	224	↑	po ulici Bystrická	14:19	14:16	14:13
54.3	84.6	223	←	na ulicu Sándrická	14:20	14:16	14:13
54.7	84.1	217	→	po ulici Sándrická, cesta číslo 2511	14:20	14:17	14:14
54.9	83.9	215		KO Žarnovica	14:21	14:17	14:14
56.9	82.0	225		ZO Voznica	14:23	14:20	14:16
57.1	81.8	223	↑	po ceste číslo 2511	14:24	14:20	14:17
57.3	81.5	222	↑	po ceste číslo 2511	14:24	14:20	14:17
57.6	81.3	221	↑	po ceste číslo 2511	14:24	14:21	14:17
57.8	81.1	219		KO Voznica	14:25	14:21	14:17
61.3	77.6	213		ZO Rudno nad Hronom	14:29	14:25	14:22
61.5	77.4	211	→	po ceste číslo 2511	14:30	14:26	14:22
61.6	77.3	209	←	po ceste číslo 2511	14:30	14:26	14:22
64.6	74.3	202		ZO Brehy	14:34	14:30	14:26
65.6	73.2	200	→	na cestu číslo 2515	14:35	14:31	14:27
65.9	73.0	199		KO Brehy	14:35	14:31	14:27
65.9	72.9	199	↑	po ceste číslo 2515	14:35	14:31	14:27
66.0	72.9	199	↑	po ceste číslo 2515	14:36	14:31	14:27
66.1	72.8	200	↑	ZO Nová Baňa	14:36	14:31	14:28
66.4	72.5	205	↑	na ulicu Školská	14:36	14:32	14:28
67.4	71.5	220	↑	po ulici Školská	14:38	14:33	14:30
67.4	71.4	221	↑	po ulici Školská	14:38	14:34	14:30
67.5	71.4	222	↑	na ulicu Bernolákova	14:38	14:34	14:30
67.7	71.2	228	↑	po ulici Bernolákova	14:38	14:34	14:30
67.8	71.1	231	↑	po ulici Bernolákova, prejazd cieľom	14:38	14:34	14:30
67.9	70.9	238	↑	na ulicu Andreja Kmeťa	14:39	14:34	14:30
68.0	70.8	243	↑	po ulici Andreja Kmeťa	14:39	14:35	14:31
68.2	70.7	252	↑	po ulici Andreja Kmeťa	14:39	14:35	14:31
68.3	70.5	262	↑	na ulicu Hrádza	14:40	14:35	14:31
69.2	69.7	325	↑	na ulicu Nad Hrádzou	14:41	14:37	14:33
70.3	68.6	377	←	na ulicu Kútovská cesta	14:44	14:39	14:35

→ SCHEDULE

Vzdialenosť [km] Distance [km]		n. m. v altitude [m]		Smerovanie, doplnkové info Directions, Additional Info	42 km/h	44 km/h	46 km/h
od štartu From Start	do cieľa To Go						
70.5	68.3	381	↑	po ulici Kútovská cesta	14:44	14:40	14:35
71.0	67.9	388	↑	po ulici Kútovská cesta	14:45	14:40	14:36
71.3	67.6	388	↑	po ulici Kútovská cesta	14:45	14:41	14:36
72.0	66.9	360	→	na ulicu Prírodná !!!	14:46	14:41	14:37
72.3	66.6	340	↑	po ulici Prírodná	14:46	14:42	14:37
73.2	65.6	281	↑	na ulicu Slameníkova cesta	14:47	14:42	14:38
73.5	65.4	278	←	na ulicu Dlhá Lúka !!!	14:47	14:43	14:38
73.9	64.9	288	↑	na ulicu Rekreačná cesta, cesta číslo 2513, KO Nová Baňa	14:48	14:43	14:39
74.5	64.4	304	↑	po ulici Rekreačná cesta	14:49	14:44	14:40
75.9	62.9	376	↑	po ulici Rekreačná cesta	14:52	14:47	14:43
76.4	62.5	409	↑	po ulici Rekreačná cesta	14:53	14:48	14:44
77.4	61.4	470	←	po ulici Rekreačná cesta	14:55	14:50	14:46
80.2	58.7	322	→	na cestu číslo 512	14:58	14:53	14:48
81.7	57.2	299		ZO Horné Hámre	15:00	14:54	14:50
81.9	57.0	293	↑	po ceste číslo 512	15:00	14:55	14:50
83.7	55.2	267	↑	po ceste číslo 512	15:02	14:57	14:52
84.3	54.6	259		KO Horné Hámre	15:03	14:57	14:52
84.6	54.3	257		ZO Žarnovica, časť Žarnovická Huta	15:03	14:58	14:53
84.6	54.2	257	↑	po ceste číslo 512	15:03	14:58	14:53
85.3	53.6	253		KO Žarnovica, časť Žarnovická Huta	15:04	14:59	14:54
85.6	53.3	251		ZO Žarnovica	15:05	14:59	14:54
87.2	51.6	225	↑	po ulici Partizánska	15:07	15:01	14:56
87.3	51.5	224	↑	na ulicu Námestie SNP	15:07	15:01	14:56
87.6	51.3	224	→	na ulicu Bystrická	15:07	15:01	14:56
88.0	50.9	224	↑	po ulici Bystrická	15:08	15:02	14:57
88.3	50.6	223	←	na ulicu Sándrická	15:08	15:02	14:57
88.7	50.1	216	→	po ulici Sándrická, cesta číslo 2511	15:09	15:03	14:58
88.9	49.9	214		KO Žarnovica	15:09	15:03	14:58
90.9	48.0	225		ZO Voznica	15:12	15:06	15:00
91.1	47.8	223	↑	po ceste číslo 2511	15:12	15:06	15:01
91.3	47.5	222	↑	po ceste číslo 2511	15:12	15:06	15:01
91.6	47.3	220	↑	po ceste číslo 2511	15:13	15:07	15:01
91.8	47.1	219		KO Voznica	15:13	15:07	15:01
95.3	43.6	213		ZO Rudno nad Hronom	15:17	15:11	15:06
95.5	43.4	210	→	po ceste číslo 2511	15:18	15:12	15:06
95.6	43.3	208	←	po ceste číslo 2511	15:18	15:12	15:06
98.6	40.3	203		ZO Brehy	15:22	15:16	15:10
99.6	39.2	200	→	na cestu číslo 2515	15:23	15:17	15:11
99.9	39.0	199		KO Brehy	15:24	15:17	15:11
99.9	38.9	199	↑	po ceste číslo 2515	15:24	15:17	15:11
100.0	38.9	199	↑	po ceste číslo 2515	15:24	15:17	15:12
100.1	38.8	200	↑	ZO Nová Baňa	15:24	15:18	15:12
100.4	38.5	205	↑	na ulicu Školská	15:24	15:18	15:12
101.4	37.5	223	↑	po ulici Školská	15:26	15:20	15:14
101.4	37.4	224	↑	po ulici Školská	15:26	15:20	15:14
101.5	37.4	226	↑	na ulicu Bernolákova	15:26	15:20	15:14
101.7	37.2	235	↑	po ulici Bernolákova	15:27	15:20	15:14
101.8	37.1	239	↑	po ulici Bernolákova, prejazd cieľom	15:27	15:20	15:14
101.9	36.9	246	↑	na ulicu Andreja Kmeťa	15:27	15:21	15:15
102.0	36.8	250	↑	po ulici Andreja Kmeťa	15:27	15:21	15:15
102.2	36.7	257	↑	po ulici Andreja Kmeťa	15:28	15:21	15:15
102.3	36.5	262	↑	na ulicu Legionárska	15:28	15:21	15:15
102.4	36.4	263	↑	po ulici Legionárska	15:28	15:21	15:15
102.9	36.0	268	↑	na ulicu Borina !!!	15:29	15:22	15:16
104.1	34.8	419	→	na ulicu Viničná cesta	15:31	15:25	15:19
104.7	34.2	418	↑	po ulici Viničná cesta	15:32	15:25	15:19
105.0	33.8	376	↑	po ulici Viničná cesta	15:33	15:26	15:20
105.5	33.4	326	←	na ulicu Nad Hrádzou	15:33	15:26	15:20
106.6	32.3	370	←	na ulicu Kútovská cesta	15:35	15:28	15:22
106.8	32.0	380	↑	po ulici Kútovská cesta	15:36	15:29	15:22
107.2	31.7	385	↑	po ulici Kútovská cesta	15:36	15:29	15:23

Vzdialenosť [km] Distance [km]		n. m. v altitude [m]		Smerovanie, doplnkové info Directions, Additional Info	42 km/h	44 km/h	46 km/h
od štartu From Start	do cieľa To Go						
107.3	31.6	386	↑	po ulici Kútovská cesta	15:36	15:29	15:23
107.6	31.3	389	↑	po ulici Kútovská cesta	15:37	15:30	15:23
108.3	30.6	374	→	na ulicu Prírodná !!!	15:38	15:31	15:24
108.6	30.3	354	↑	po ulici Prírodná	15:38	15:31	15:24
109.5	29.3	290	↑	na ulicu Slameníkova cesta	15:39	15:32	15:25
109.8	29.1	277	←	na ulicu Dlhá Lúka !!!	15:39	15:32	15:25
110.4	28.4	291	→	na ulicu Kamenárska	15:40	15:33	15:26
110.8	28.0	321	→	po ulici Kamenárska	15:41	15:34	15:27
111.0	27.9	324	↑	po ulici Kamenárska	15:41	15:34	15:27
111.6	27.3	308	↑	po ulici Kamenárska	15:42	15:35	15:28
112.2	26.7	282	↑	po ulici Kamenárska	15:42	15:35	15:29
112.5	26.4	265	↑	na ulicu Moyzesova	15:43	15:35	15:29
112.7	26.2	252	↑	po ulici Moyzesova	15:43	15:36	15:29
113.0	25.9	236	↑	po ulici Moyzesova	15:43	15:36	15:29
113.2	25.7	228	↑	na ulicu Štúrova	15:43	15:36	15:29
113.8	25.0	224	←	na ulicu Bernolákova	15:44	15:37	15:30
114.1	24.7	235	↑	po ulici Bernolákova, prejazd cieľom	15:45	15:37	15:31
114.3	24.6	242	↑	na ulicu Andreja Kmeťa	15:45	15:38	15:31
114.4	24.5	247	↑	po ulici Andreja Kmeťa	15:45	15:38	15:31
114.5	24.3	254	↑	po ulici Andreja Kmeťa	15:46	15:38	15:31
114.7	24.2	260	↑	na ulicu Legionárska	15:46	15:39	15:32
114.8	24.1	263	↑	po ulici Legionárska	15:46	15:39	15:32
115.2	23.6	269	↑	na ulicu Borina !!!	15:47	15:39	15:33
116.4	22.4	418	→	na ulicu Viničná cesta	15:50	15:42	15:35
117.0	21.8	420	↑	po ulici Viničná cesta	15:50	15:43	15:36
117.4	21.5	380	↑	po ulici Viničná cesta	15:51	15:43	15:36
117.8	21.0	326	←	na ulicu Nad Hrádzou	15:51	15:43	15:36
118.9	19.9	368	←	na ulicu Kútovská cesta	15:53	15:45	15:38
119.2	19.7	378	↑	po ulici Kútovská cesta	15:54	15:46	15:39
119.5	19.3	384	↑	po ulici Kútovská cesta	15:54	15:46	15:39
119.6	19.2	386	↑	po ulici Kútovská cesta	15:54	15:47	15:40
119.9	18.9	389	↑	po ulici Kútovská cesta	15:55	15:47	15:40
120.6	18.2	376	→	na ulicu Prírodná !!!	15:56	15:48	15:41
120.9	17.9	355	↑	po ulici Prírodná	15:56	15:48	15:41
121.9	17.0	292	↑	na ulicu Slameníkova cesta	15:57	15:49	15:42
122.1	16.7	278	←	na ulicu Dlhá Lúka !!!	15:57	15:49	15:42
122.8	16.1	290	→	na ulicu Kamenárska	15:58	15:50	15:43
123.2	15.7	319	→	po ulici Kamenárska	15:59	15:51	15:44
123.3	15.5	323	↑	po ulici Kamenárska	15:59	15:51	15:44
123.9	14.9	310	↑	po ulici Kamenárska	16:00	15:52	15:45
124.5	14.3	283	↑	po ulici Kamenárska	16:01	15:53	15:45
124.8	14.0	266	↑	na ulicu Moyzesova	16:01	15:53	15:45
125.0	13.8	254	↑	po ulici Moyzesova	16:01	15:53	15:46
125.3	13.5	239	↑	po ulici Moyzesova	16:01	15:53	15:46
125.5	13.3	230	↑	na ulicu Štúrova	16:02	15:53	15:46
126.2	12.7	221	←	na ulicu Bernolákova	16:02	15:54	15:47
126.5	12.4	236	↑	po ulici Bernolákova, prejazd cieľom	16:03	15:55	15:47
126.6	12.2	243	↑	na ulicu Andreja Kmeťa	16:03	15:55	15:48
126.7	12.1	248	↑	po ulici Andreja Kmeťa	16:03	15:55	15:48
126.9	12.0	253	↑	po ulici Andreja Kmeťa	16:04	15:56	15:48
127.0	11.8	260	↑	na ulicu Legionárska	16:04	15:56	15:48
127.1	11.7	263	↑	po ulici Legionárska	16:04	15:56	15:48
127.6	11.3	265	↑	na ulicu Borina !!!	16:05	15:57	15:49
128.8	10.1	414	→	na ulicu Viničná cesta	16:08	15:59	15:52
129.4	9.5	423	↑	po ulici Viničná cesta	16:09	16:00	15:52
129.7	9.1	383	↑	po ulici Viničná cesta	16:09	16:00	15:53
130.2	8.7	330	←	na ulicu Nad Hrádzou	16:09	16:01	15:53
131.3	7.6	366	←	na ulicu Kútovská cesta	16:11	16:03	15:55
131.5	7.3	377	↑	po ulici Kútovská cesta	16:12	16:03	15:55
131.9	7.0	383	↑	po ulici Kútovská cesta	16:12	16:04	15:56
132.0	6.9	385	↑	po ulici Kútovská cesta	16:13	16:04	15:56

→ SCHEDULE

Vzdialenosť [km] Distance [km]		n.m.v altitude [m]		Smerovanie, doplnkové info Directions, Additional Info	42 km/h	44 km/h	46 km/h
od štartu From Start	do cieľa To Go						
132.3	6.6	389	↑	po ulici Kútovská cesta	16:13	16:04	15:56
133.0	5.9	376	→	na ulicu Prírodná !!!	16:14	16:05	15:57
133.3	5.6	359	↑	po ulici Prírodná	16:14	16:05	15:57
134.2	4.6	293	↑	na ulicu Slameníkova cesta	16:15	16:06	15:58
134.5	4.4	279	←	na ulicu Dlhá Lúka !!!	16:15	16:06	15:59
135.1	3.7	290	→	na ulicu Kamenárska	16:16	16:07	15:59
135.5	3.3	318	→	po ulici Kamenárska	16:17	16:08	16:00
135.7	3.2	324	↑	po ulici Kamenárska	16:17	16:09	16:01
136.3	2.6	309	↑	po ulici Kamenárska	16:18	16:09	16:01
136.9	2.0	286	↑	po ulici Kamenárska	16:19	16:10	16:02
137.2	1.7	269	↑	na ulicu Moyzesova	16:19	16:10	16:02
137.4	1.5	257	↑	po ulici Moyzesova	16:19	16:10	16:02
137.7	1.2	242	↑	po ulici Moyzesova	16:19	16:11	16:02
137.9	1.0	234	↑	na ulicu Štúrova	16:20	16:11	16:03
138.5	0.3	221	←	na ulicu Bernolákova	16:20	16:11	16:03
138.8	0.0	230	↑	po ulici Bernolákova, cieľ	16:21	16:12	16:04





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jihomoravský kraj



Generální partner ČSC



Exklusivní partner ČSC



Partner ČSC



STAGE #3

Grand Prix Czech Republic

190,5 km

last year's winner:
Adam Ťoupalík /CZ

BRNO → MIKULOV → BRNO

43

→ CZECHIA



20th July 2024



Markéta Vaňková
Mayor of Brno

Ladies and gentlemen,

Moravia is a promised land for cycling. From spring to autumn our roads, forest paths and bike paths are full of enthusiasts who try to grab as many kilometres as possible every afternoon or at least at the weekends. Racing cycling in all its forms is also thriving here. Brno has enriched this sport with many famous names.

It is not a surprise that it is in our region where one of the most prestigious European races Brno-Mikulov-Brno takes place and you are about to witness the fourth year of it. Every year we succeed in attracting more and more well-known names and the prestige of this event is growing. I believe that the tradition associated with this race will continue to grow and that we will meet here for many years to come.

It will be one of the highlights of the season for many racers. So I wish them to keep the strength in their legs, to be proud of their performance and to come back here again next year. And not only with the ambition to win medals, but also to see our city, taste the excellent local cuisine or get to know the culture of Brno.

Ladies and gentlemen, I wish you all a pleasant experience.



Jan Grolich
Governor of the South Moravian Region

The attractive, tried-and-tested Brno—Mikulov—Brno route and 176 top competitors from throughout Europe on the starting line. I am happy to see that, one year after the last event, South Moravia is once again hosting the most important domestic one-day race, which has already won some die-hard fans among professional peloton riders. The 190-km-long hilly course, starting at the Brno Velodrome and ending with a climb up Špilberk Hill, will provide a dramatic spectacle. I trust that cycling fans will have a great day out. I would like to thank the organisers of this unique sporting event, which enhances South Moravia's reputation on the map of international cycling events every year.



BRNO →

Brno is the second largest city in the Czech republic. It is an authentic, vibrant, young and dynamic city.

Brno boasts quite a large number of architectural landmarks and enjoys a rich cultural life. Dominating historical features of the city are the fortress of Špilberk castle and the Cathedral of Sts. Peter and Paul. The unique medieval Ossuary under the St. James is the second-largest ossuary in Europe. More than 20 festivals of culture and theatre take place in the city each year.

Brno is remarkable for its unique functionalist architecture includ-

ing an icon of functionalism - Villa Tugendhat (inscribed on the UNESCO World Heritage List).

Brno is also an important centre for team sports, there is a wide range of cycling trails, sports and fitness centres, indoor and outdoor swimming pools, multipurpose halls and playgrounds, gym halls, ice rinks and the Brno lake.

www.gotobrna.cz



REGULATIONS

1. ORGANIZATION

The Visegrad 4 Bicycle Race – GP Czech republic: Brno - Mikulov - Brno is organized by TJ Favorit Brno under the UCI regulations. It is held on the 20th of July 2024 with start at 10:30 am. The race from Brno to Mikulov and back. The finish is located at the Spilberk castle on the hilltop. The race distance will be 190,5 km. Race Director: Zdenek VALENTA, Krizkovskeho 416/22, 603 67 Brno, GSM: +420 731 617 155, e-mail: favorit.brno@cbox.cz

2. TYPE OF EVENT

The event is a Men Elite one-day road race in class UCI 1.2 in Europe Tour Calendar, in accordance with article 2.10.008 of the UCI regulations, points are awarded as follows for the UCI ranking: 40 – 30 – 25 – 20 – 15 – 10 – 5 – 3 – 3 – 3

3. PARTICIPATION

As per article 2.1.005 of the UCI regulations, the event is open to the following teams: UCI ProTeams of the country, foreign UCI ProTeams (max. 2), UCI continental teams, UCI cyclo-cross professional teams, National teams, Regional teams and Club Teams. As per article 2.2.003 of the UCI regulations, teams must be formed of minimum 4 and maximum 6 riders.

4. RACE HEADQUARTERS

At the start, the race headquarters shall be open on Friday 19/07/2024 at 4:00 - 7:00 PM and located at the following address: Quality Hotel Exhibition Centre, Krizkovskeho 496/20, 603 00 Brno (GPS 49.1843681N, 16.5805244E). Team representatives are requested to confirm their starters and collect their race numbers at the race headquarters from 4:30 to 6:00 PM on the 19/07/2024. 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 for 6:30 PM at Quality Hotel Exhibition Centre.

5. RADIO-TOUR

The radio sets will be issued in to the team managers meeting, 6:30 PM at Quality Hotel Exhibition Centre. Radio Tour will be broadcasted on frequency: 448,490 MHz.

6. NEUTRAL TECHNICAL SUPPORT

The Race Organizer will provide 3 „neutral“ service vehicles. Any equipment accepted by these „neutral“ service vehicles must be returned or refunded at the end of the stage.

7. TIME LIMITS

Any rider finishing in a time more than 8% of winner's time shall not be given a placing. The time limit may, in exceptional circumstances, be increased by the Commissaires' Panel in agreement with the organizer (Article 2.3.039 of the UCI rules). Rider with more than 3 minutes

behind the bunch during the race, can be excluded for safety reasons. Besides there will be 3 checkpoint limits (Km 60,6 Pavlov summit, Km 135,1 Hlína summit, Km 184 Brno – Kohoutovice summit) rider with more than 5 minutes behind the bunch will be excluded for safety reasons.

8. INDIVIDUAL PRIZES

a) The following prizes are awarded in accordance with UCI Regulation for class 1.2 race:

1. 1 700 €, 2. 850 €, 3. 430 €, 4. 215 €, 5. 170 €, 6. 130 €, 7. 130 €, 8. 85 €, 9. 85 €, 10. 45 € to 20. 45 € Total: 4 290 €

The prizes will be paid by TJ Favorit Brno and transferred on bank account.

9. ANTIDOPING

The anti-doping tests will take place at Hrad Spilberk, Brno about 200 m from finish line. If the anti-doping control takes place, organiser will inform the teams by a blackboard at the finish line. The Czech antidoping legislation is applicable in addition to the UCI antidoping regulations.

10. AWARDS CEREMONY

In accordance with article 1.2.112 of the UCI rules, the following riders must attend the official awards ceremony: the first three of the race and in addition the first three riders of V4 Cup series general classification. The best Czech, the best Hungarian, the best Polish and the best Slovak rider who finished the race. The riders will present themselves at the podium in a time limit of maximum 15 minutes after crossing the finish line.

11. START AND FINISH AREAS

Start: Velodrom TJ Favorit Brno, Krizkovskeho 416/22, Brno; GPS: 49.1847000N, 16.5798283E

Finish: Spilberk Castle, Spilberk 210/1, Brno; GPS: 49.1940278N, 16.5990103E

12. PENALTIES

The UCI penalty scale is the only one applicable.

13. COMMISSAIRES PANEL AND OTHER OFFICIALS

President of the Commissaires Panel: Valery SEVRUK (UCI - UKR),

Commissaires: Zdeněk SENDLER, Richard KRATOCH-VÍL, Tomáš KUCHAR, Alžběta ŠPIČKOVÁ, Dagmar HEJHALOVÁ,

Moto Commissaires: Ondřej VAČKÁŘ, Jakub KRATOCH-VÍLA,

Moto Blackboard: Denis PROCHÁZKA,

Radio Tour: Markéta JANDOVÁ,

Safety manager: David VICHŘ,

Race Doctor: Petr OTIEPKA,

Ambulance 1: Ondřej KARPÍŠEK,





Ambulance 2: Jiří SMETÁNKA

14. V4 CUP SERIES CLASSIFICATION

The result of the V4 Cup general classification based on the results reached on the 4 V4 races. All of the V4 races (09.07, 10.07, 23.07 and 24.07) the first 20 riders get 25, 23, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 points. In case of a tie, number of the stage winner position will decide, after that the result of the Visegrad 4 Bicycle Race – GP Poland will decide. Only such kind of riders should take into consideration who have started for all of the 4 races.

15. ORGANIZATIONAL ISSUES

The Race Organisation will arrange for a medical service which will include two medical teams, fully equipped. Riders must sign before race. 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 Organizer and the Commissaires Panel reserve the right to change these regulations in case of unpredictable circumstances. Such changes would be announced.

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.

16. HOSPITALS

Fakultní nemocnice Brno, Jihlavská 20, Brno,
tel.: +420 532 231 111

Fakultní nemocnice u sv. Anny, Pekařská 53, Brno,

tel.: +420 543 181 111

Úrazová nemocnice v Brně, Ponávka 6, Brno,

tel.: +420 545 538 111

Nemocnice Ivančice, Široká 390/16, Ivančice,

tel.: +420 546 439 411

Nemocnice Hustopeče, Brněnská 716/41, Hustopeče,

tel.: +420 519 407 311

Nemocnice Břeclav, U Nemocnice 3066/1, Břeclav,

tel.: +420 519 315 111

17. OFFICIAL RACE SCHEDULE

Friday 19th of July:

4:00 pm to 7:00 pm

Team's reception at Headquarters

Quality Hotel, Krizkovského 496/20

6:30 pm

Team manager's meeting

Quality Hotel, Krizkovského 496/20

Saturday 20th of July:

9:00 am

Safety meeting with Police, drivers, photographers and press, Quality Hotel, Krizkovského 416/22

9:00 am Meeting place, Velodrome, Krizkovského 416/22

9:30 am to 10:15 am

Sign-on

10:25 am

Alignment

10:30 am

Neutral Start

10:45 am

Official Depart (Km 0)

Ostopovice, road no. 15270

5:00 pm to 5:30 pm

Finish of the race

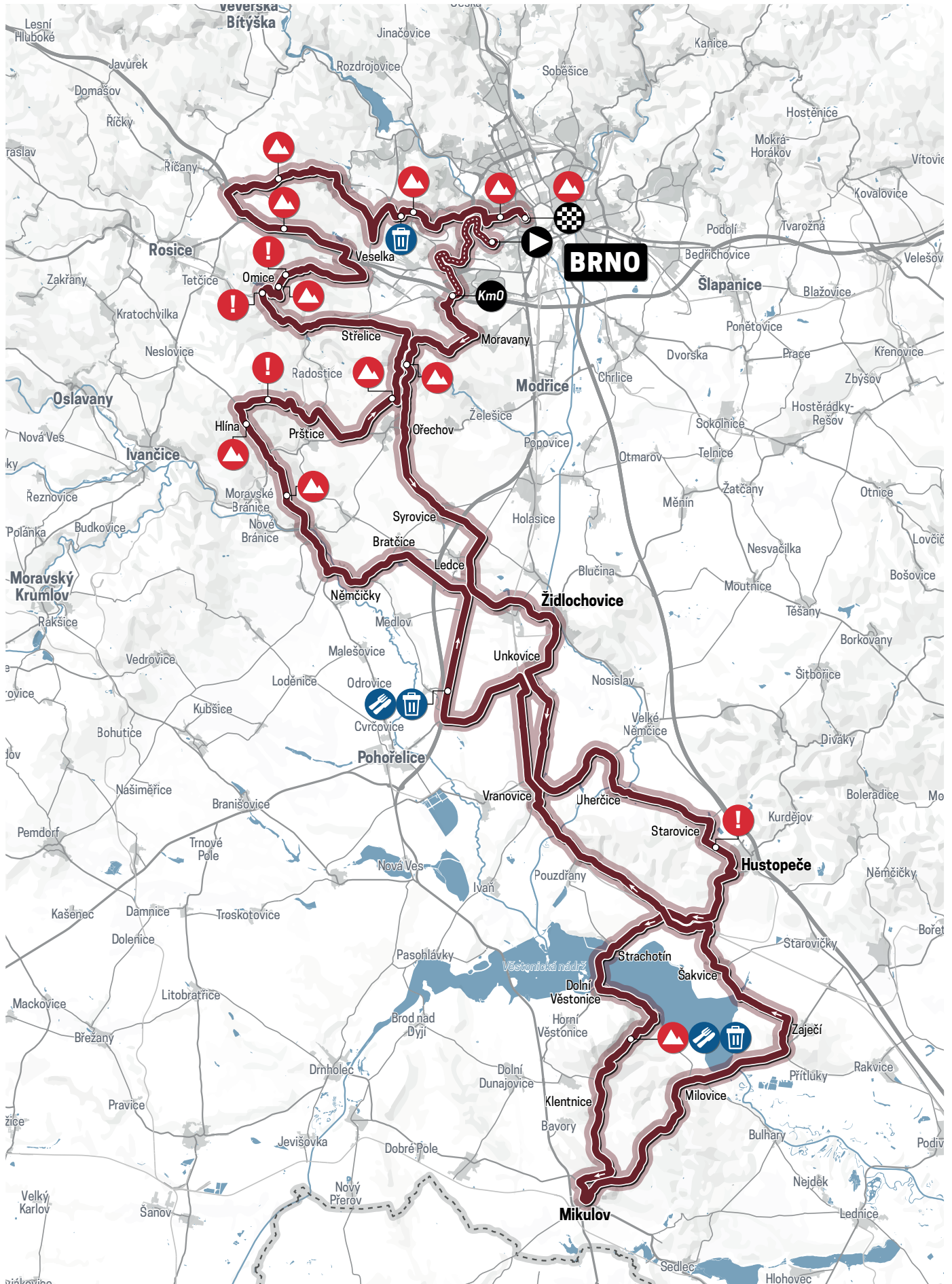
Spilberk Castle

Official awards ceremony

Spilberk Castle



RACE MAP



Start



Finish



Climb



Feed Zone



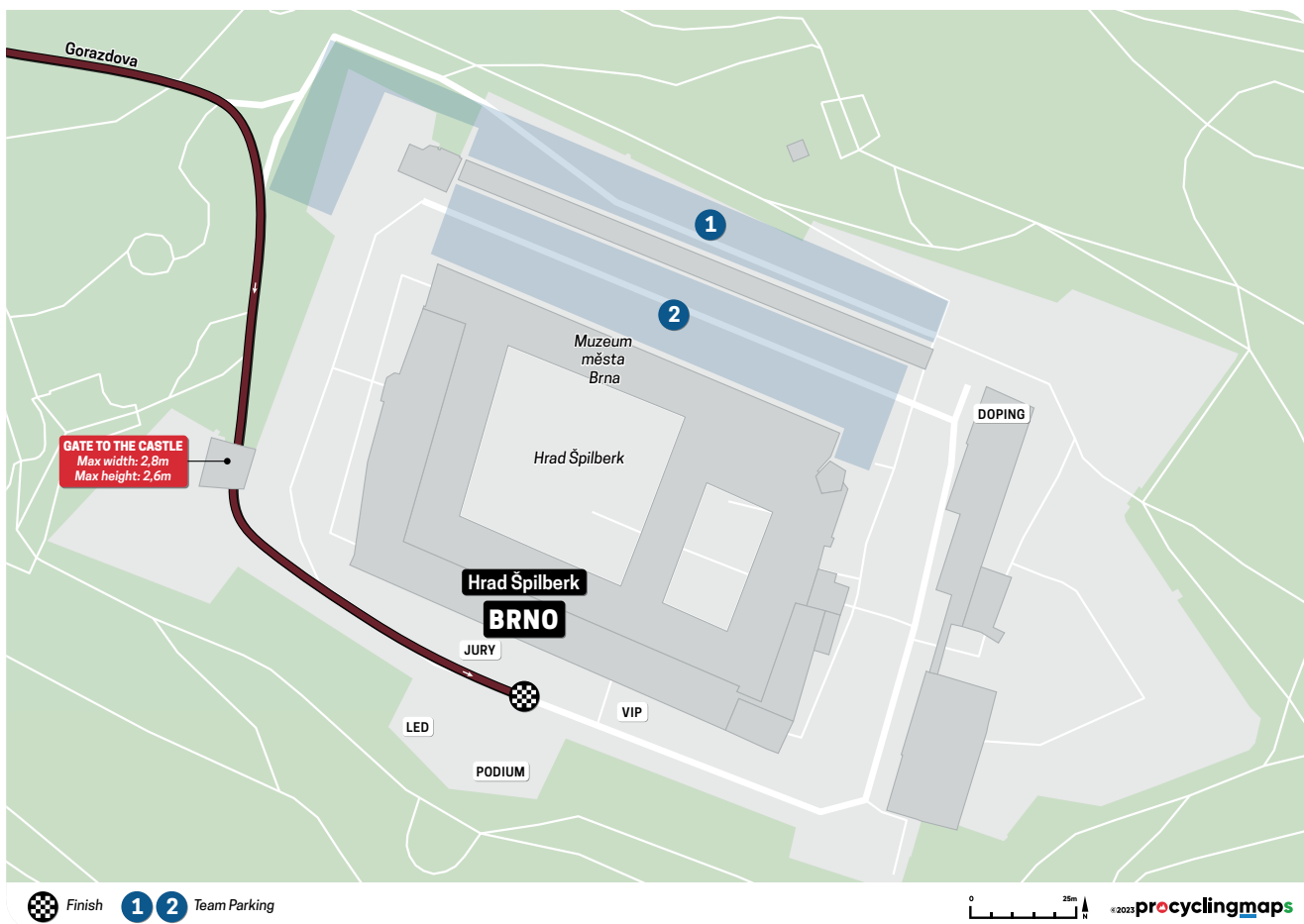
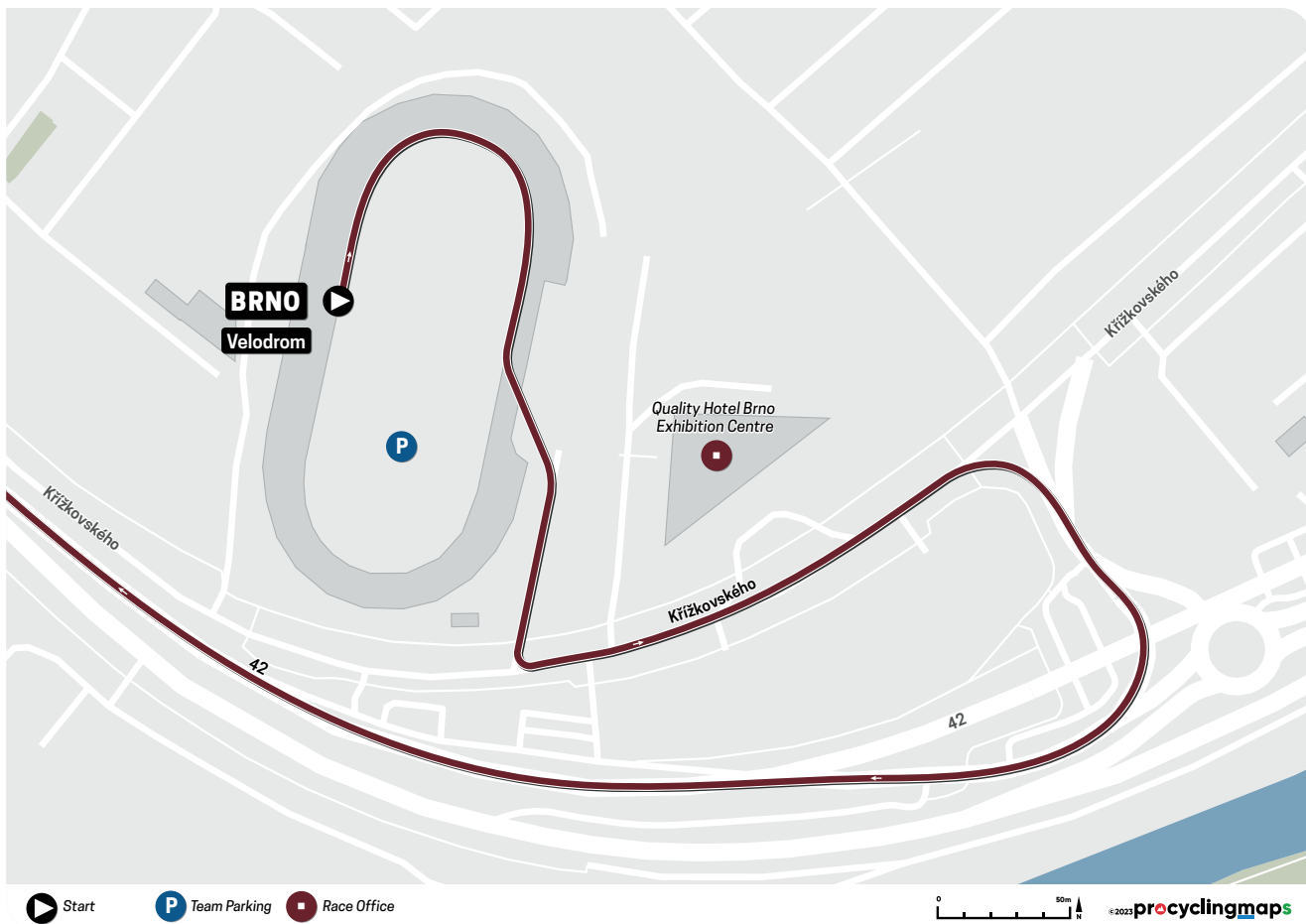
Litter Zone



Dangerous Section



→ START & FINISH

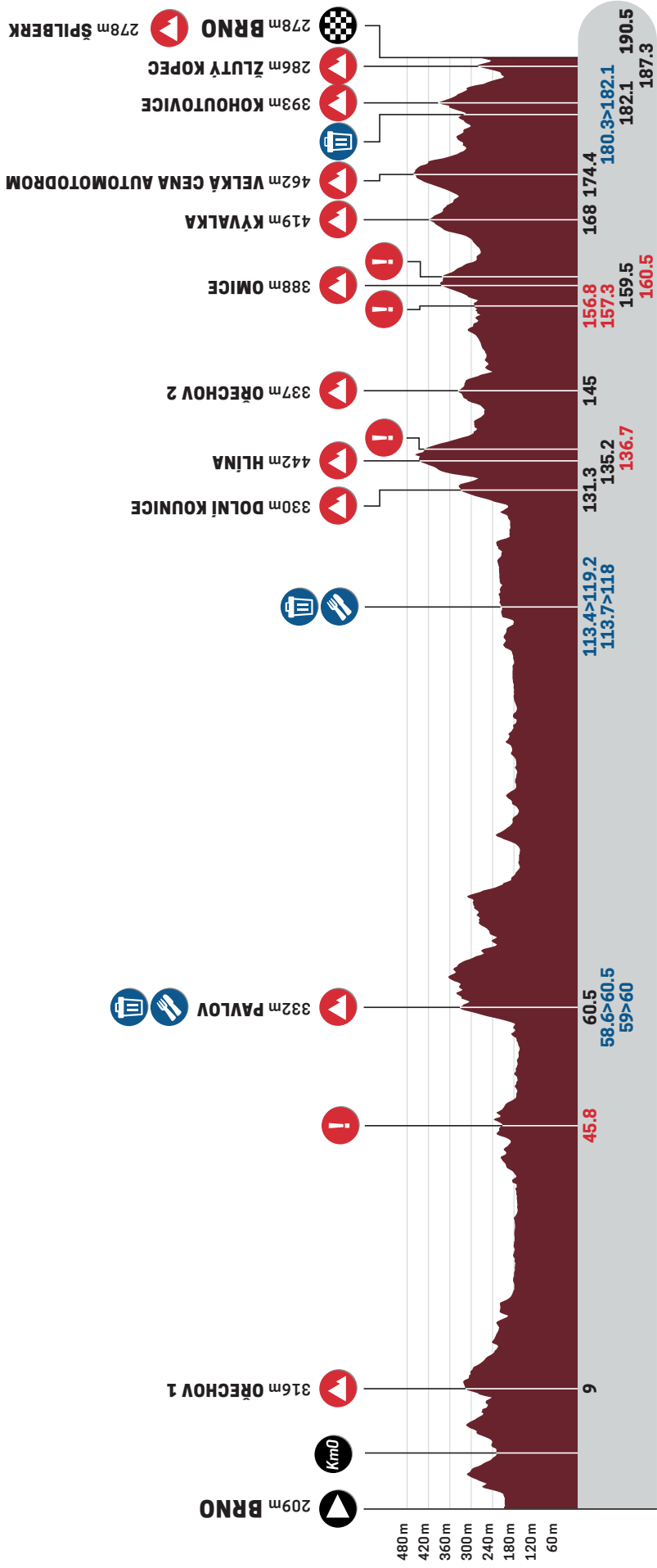




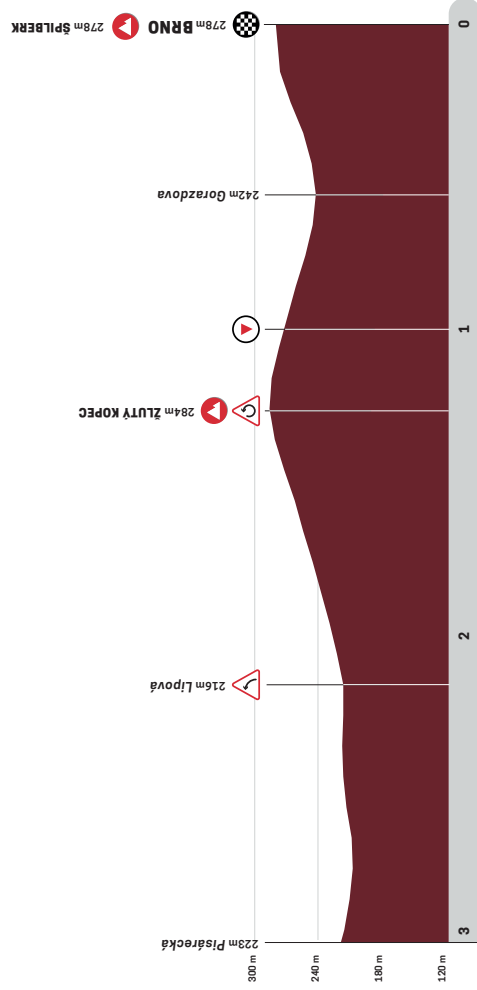
→ CZECHIA

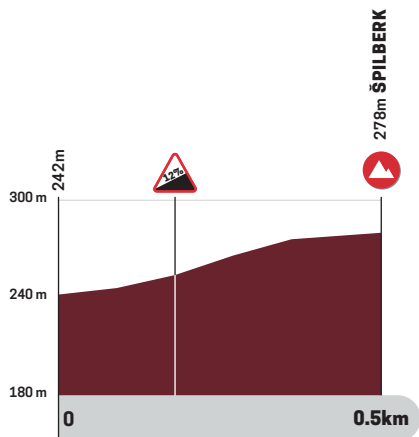
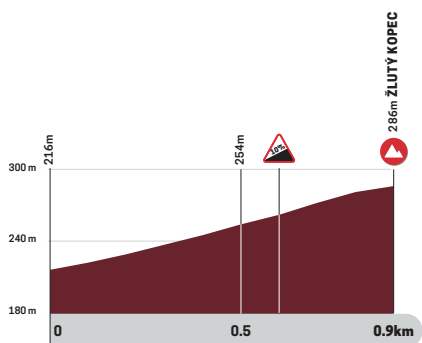
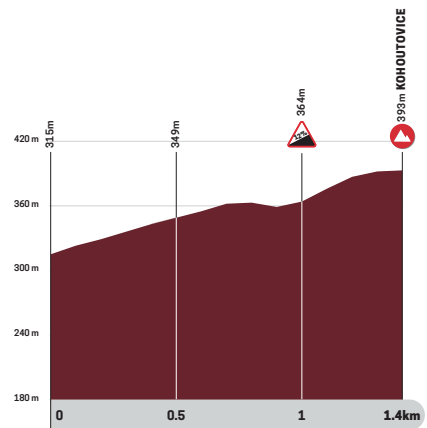
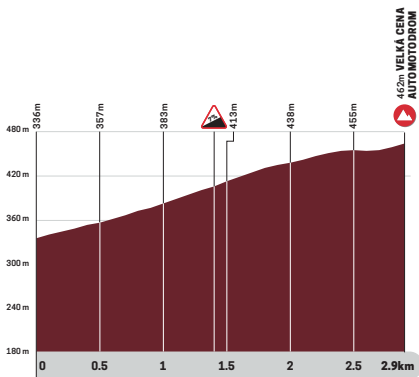
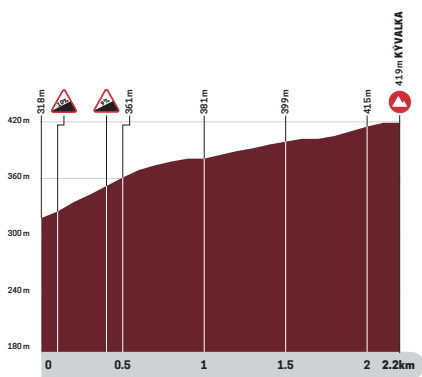
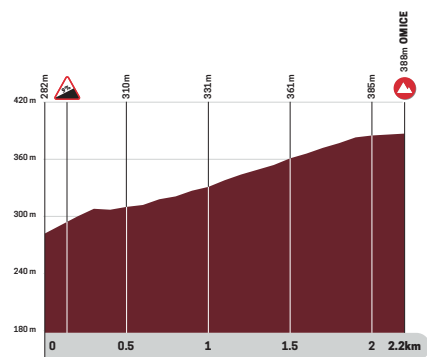
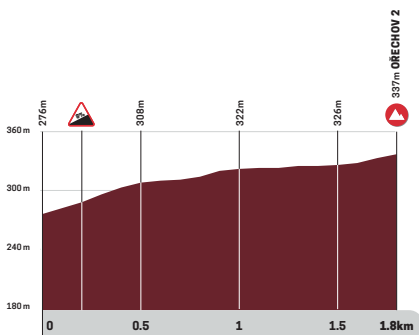
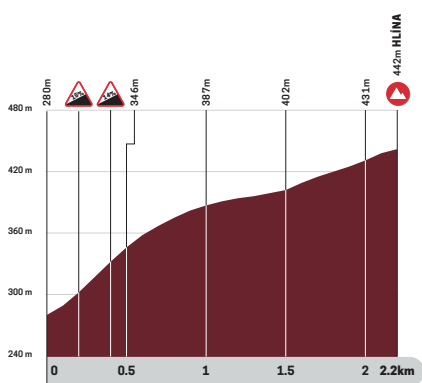
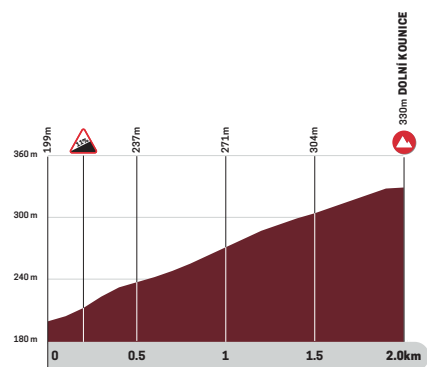
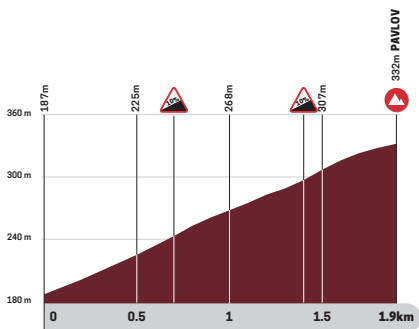
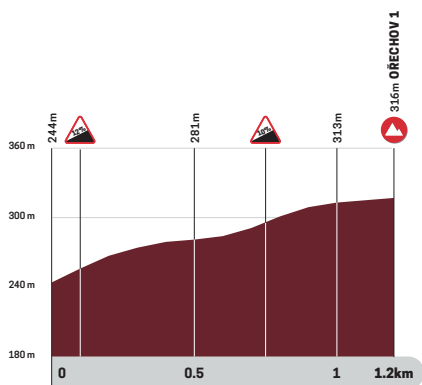
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Visegrad 4 Bicycle Race



PROFILES





	KM	KM		39 km/h	41 km/h	43 km/h
Velodrom TJ Favorit Brno, Křížkovského 22	0		←	10:30	10:30	10:30
crossroads 1	0,2		→			
crossroads 2 roundabout	0,3		→			
crossroads 3	0,4		↑			
						ul. Bauerova - I/42
crossroads 4 + traffic light	1,5		↑			
crossroads 5	1,6		→			direction Žebětín
crossroads 6	1,8		→			direction Žebětín
crossroads 7 + traffic light	2,1		←			ul. Pisárecká
crossroads 8 + traffic light	2,4		↑			ul. Pisárecká
crossroads 9 + traffic light	2,5		←			ul. Pisárecká
crossroads 10 + traffic light	4,3		→			ul. Petra Křivky
crossroads 11	5,4		←			ul. Chironova
crossroads 12	6,5		←			ul. Jemelkova
crossroads 13	7,7		→			15270
KM 0	8,3					15270
Brno - START	0	190,5		10:45	10:45	10:45
Ostopovice	0,7	189,8	←	15273	10:46	10:46
Moravany	2,7	187,8	→	15275	10:49	10:48
Nebovidy	3,8	186,7		15275	10:50	10:50
crossroads	6	184,5	←	15267	10:54	10:53
Ořechov crossroads	9,5	181	←	15267	10:59	10:58
Ořechov crossroads 2	10,3	180,2	↑	15266	11:00	11:00
Syrovce	14,4	176,1	↑	15266	11:07	11:06
roundabout	15,3	175,2	↑	15266	11:08	11:07
roundabout	16,8	173,7	→	42510	11:10	11:09
Ledce	18,7	171,8		42510	11:13	11:12
crossroads	19,3	171,2	←	41619	11:14	11:13
traffic island	21,5	169	!!!	41619	11:18	11:16
traffic island	22,6	167,9	!!!	41619	11:19	11:17
Židlochovice	23,6	166,9	→	416	11:21	11:19
Žabčice	26,7	163,8	←	41621	11:25	11:23
Přísnovice	28,3	162,2		41621	11:28	11:26
Vranovice	32,1	158,4	←	381	11:34	11:31
crossroads	36,5	154	→	00220	11:41	11:38
Uherčice	38	152,5		00220	11:43	11:40
traffic island	42	148,5	!!!	00220	11:49	11:46
Starovice	42,5	148	→		11:50	11:47
Hustopeče	44,9	145,6	↑	ul. Starovická	11:53	11:50
downhill	45,8	144,7	!!!		11:55	11:51
crossroads	46	144,5	→	420	11:55	11:52
roundabout	48,4	142,1	→	420	11:59	11:55
crossroads	50,6	139,9	←	420	12:02	11:58
Strachotín	53,5	137	←	420	12:07	12:03
Dolní Věstonice	55,9	134,6	←	42117	12:10	12:06
Pavlov	58,6	131,9	→	42120	12:14	12:10



→ SCHEDULE

	KM	KM		39 km/h	41 km/h	43 km/h
Litter Zone start	58,6	131,9	42120	12:14	12:10	12:06
Feed Zone start	59	131,5	42120	12:15	12:11	12:07
Feed Zone finish	60	130,5	42120	12:17	12:12	12:08
Litter Zone finish	60,5	130		12:17	12:13	12:09
Pavlov crossroads 2	59,3	131,2	↑	12:16	12:11	12:07
Pavlov crossroads 3	59,8	130,7	←	12:16	12:12	12:08
Pavlov top of the climb - LIMIT I	60,6	129,9		12:18	12:13	12:09
crossroads	63,2	127,3	←	12:22	12:17	12:12
Klentnice	64	126,5		12:23	12:18	12:14
crossroads	66,5	124	↑	12:27	12:22	12:17
Mikulov	68,1	122,4	→ 421	12:29	12:24	12:19
Mikulov crossroads 2	69,4	121,1	← 525	12:31	12:26	12:21
Mikulov crossroads 3	69,8	120,7	→ 525	12:32	12:26	12:22
Mikulov crossroads 4	70,5	120	← ul. Alfonse Muchy	12:33	12:27	12:23
Mikulov	70,8	119,7	Náměstí	12:33	12:28	12:23
Mikulov crossroads 5	71	119,5	↑ ul. Pavlovská	12:33	12:28	12:23
Mikulov crossroads 6	71,8	118,7	→ 421	12:35	12:29	12:24
Milovice	79,1	111,4	→ 421	12:46	12:40	12:35
crossroads	79,5	111	← 421	12:46	12:41	12:35
crossroads	83,3	107,2	↑ 421	12:52	12:46	12:40
crossroads	83,4	107,1	← 421	12:52	12:46	12:40
Vinařství U Kapličky, Zaječí	84,2	106,3		12:54	12:47	12:42
crossroads	84,3	106,2	← ul. U Vily	12:54	12:48	12:42
crossroads	84,9	105,6	←	12:55	12:48	12:43
crossroads	87,3	103,2	→	12:58	12:52	12:46
Šakvice crossroads	88,4	102,1	↑ ul. Kopeček	13:00	12:53	12:47
Šakvice crossroads 2	88,7	101,8	← 4203	13:01	12:54	12:48
Šakvice - railway station	91,2	99,3	4203	13:04	12:58	12:51
roundabout	91,8	98,7	← 420	13:05	12:58	12:52
crossroads	94	96,5	↑	13:09	13:02	12:55
Popice	95,5	95	→ ul. U Kapličky	13:11	13:04	12:57
Pouzďřany	98,6	91,9	↑ 4205	13:16	13:08	13:02
Vranovice	101,8	88,7	→ 41621	13:21	13:13	13:06
Vranovice crossroads 2	103	87,5	← 381	13:23	13:15	13:08
Vranovice crossroads 3	103,4	87,1	→	13:23	13:15	13:08
crossroads	105,8	84,7	↑	13:27	13:19	13:12
Žabčice crossroads 1	108	82,5	←	13:30	13:22	13:15
Žabčice crossroads 2	108,7	81,8	← 416	13:31	13:23	13:16
crossroads	113,4	77,1	→ 42510	13:38	13:30	13:22
Litter Zone start	113,4	77,1	42510	13:38	13:30	13:22
Feed Zone start	113,7	76,8	42510	13:39	13:30	13:23
Feed Zone finish	118	72,5	42510	13:46	13:37	13:29
Litter Zone finish	119,2	71,3	42510	13:47	13:38	13:30
crossroads	119,3	71,2	← 39528	13:47	13:39	13:30
crossroads	120,7	69,8	↑ 39528	13:50	13:41	13:32

	KM	KM			39 km/h	41 km/h	43 km/h
crossroads	121,1	69,4	↑	39528	13:50	13:41	13:33
crossroads	123,3	67,2	←	39520	13:54	13:44	13:36
Němčičky	125	65,5	↑	39520	13:56	13:47	13:38
Němčičky crossroads 2	125,1	65,4	→	39520	13:56	13:47	13:38
Pravlov	126,9	63,6	→	395	13:59	13:50	13:41
Dolní Kounice crossroads	128,5	62	↑	395	14:02	13:52	13:43
Dolní Kounice - Masar. nám. crossroads 2	129,2	61,3	→	395	14:03	13:53	13:44
Dolní Kounice crossroads 3	129,3	61,2	↑	15258	14:03	13:53	13:44
crossroads	133,2	57,3	↑	395	14:09	13:59	13:50
Hlína	135,2	55,3	↑	395	14:12	14:02	13:53
Hlína top of the climb - LIMIT II	135,5	55			14:12	14:02	13:53
crossroads	135,9	54,6	→	39512	14:13	14:03	13:53
downhill	136,7	53,8	!!!		14:14	14:04	13:55
Prštice crossroads	139,8	50,7	←	15260	14:19	14:08	13:59
Prštice crossroads 2	140,5	50	→	15260	14:20	14:09	14:00
crossroads	142	48,5	←	152	14:22	14:12	14:02
crossroads	143,1	47,4	←		14:24	14:13	14:03
Ořechov	145,9	44,6	←	15267	14:28	14:17	14:07
crossroads	149,2	41,3	←	15267	14:33	14:22	14:12
Střelice	151,5	39	←	ul. Ant.Smutného	14:37	14:26	14:15
crossroads	154,6	35,9	→	3945	14:42	14:30	14:20
crossroads	157,2	33,3	→	3946	14:46	14:34	14:23
rail crossing	157,3	33,2		3946	14:46	14:34	14:23
Omice	159,2	31,3		3946	14:49	14:37	14:26
downhill	160,5	30	!!!		14:51	14:39	14:28
Troubsko	163,6	26,9	←	3947	14:55	14:43	14:32
Popůvky crossroads	164,6	25,9	↑	3947	14:57	14:45	14:33
Popůvky crossroads 2	165,4	25,1	←	602	14:58	14:46	14:35
crossroads	167,2	23,3	↑	602	15:01	14:48	14:37
Kývalka	168,7	21,8	→		15:03	14:51	14:39
crossroads	171	19,5	→	602	15:07	14:54	14:42
Ostrovačice	171,7	18,8	→		15:08	14:55	14:43
crossroads	172,2	18,3	→	3842	15:09	14:56	14:44
crossroads	173,5	17	↑	3842	15:11	14:58	14:46
Brno - Žebětín crossroads	177,9	12,6	←	ul. Ríšova	15:17	15:04	14:52
Brno - Žebětín crossroads 2	178,1	12,4	→	ul. Dlážďená	15:18	15:04	14:52
crossroads	181,1	9,4	←	3844	15:22	15:09	14:56
crossroads	182,6	7,9	→	3842	15:25	15:11	14:58
Litter Zone start	183	7,5		3842	15:25	15:11	14:59
Litter Zone finish	184	6,5		ul. Žebětínská	15:27	15:13	15:00
Brno - Kohoutovice roundabout - LIMIT III	184,3	6,2	↑	ul. Žebětínská	15:27	15:13	15:01
crossroads	185,7	4,8	↑	ul. Šárka	15:29	15:15	15:03
crossroads	186,8	3,7	→	ul. Ant. Procházky	15:31	15:17	15:04
Brno - Pisárky crossroads + traffic light	187,4	3,1	←	ul. Pisárecká	15:32	15:18	15:05
Brno - Pisárky crossroads 2 + traffic light	187,6	2,9	↑	ul. Pisárecká	15:32	15:18	15:05



→ SCHEDULE

	KM	KM			39 km/h	41 km/h	43 km/h
Brno - Pisárky crossroads 3 + traffic light	187,8	2,7	↑	ul. Hlinky	15:33	15:18	15:06
Brno - Pisárky crossroads 4	188,4	2,1	←	ul. Lipová	15:33	15:19	15:06
Brno - Žlutý kopec roundabout	189,3	1,2	↑	ul. Tvrdeho	15:35	15:21	15:08
crossroads + traffic light	189,9	0,6	↑	ul. Gorazdova	15:36	15:21	15:09
Špilberk	190,5	0			15:37	15:22	15:09





**DOLNY
ŚLĄSK**

SKODA **GALL-ICM**
WROCLAW

syncros

Brandovo*



ŚLĄSKA SOBÓTKA
BIKE ACADEMY



STAGE #4 Grand Prix Poland

172,5 km

last year's winner:
Itamar Einhorn /ISR

GŁOGÓW → GRĘBOCICE



21st July 2024

GŁOGÓW

Located on the Oder River, Głogów is over a thousand years old and is one of the oldest cities in Poland.

On the pages of history, the town is known, among others, for the „Defence of Głogów” in 1109 described in the chronicle of Gallus Anonymous and for the fact that in 1945 during the battles for „Festung Glogau” („Głogów Fortress”) it was almost completely destroyed. Today’s Głogów has over 60,000 inhabitants. Its dynamic development took place with the emergence of the Polish copper industry. The post-war ruins ceased to dominate the landscape of Głogów at the end of the 1960s, giving way to housing estates for the employees of the copper works and the surrounding copper ore mines. The nearby Huta Miedzi „Głogów”, a branch of KGHM Polska Miedź S.A., is one of the largest copper smelters in Europe.

At the end of the 20th century, in the centre of Głogów, destroyed in 1945, the construction of a new „Old Town” began - a modern residential district,

where new buildings in the form of stylized tenement houses were constructed on a network of medieval streets, surround the preserved and rebuilt historical buildings. The central place of the new „Old Town” is occupied by the town hall rebuilt from the ruins with the highest town hall tower in Lower Silesia. Since 2002 it has been the seat of the municipal authorities and a symbol of changes in the city. The new „Old Town”, connecting the present of Głogów with its centuries-old history, is a unique architectural project due to its scale and has become an attraction for architects, urban planners and tourists, who are coming to Głogów in increasing numbers. It is not only a place of residence, trade and services, but also a place of integration for the inhabitants of Głogów, thanks to the artistic, social, cultural and sports events organized in its area. The biggest event in the Old Town is the „Głogów Days” (usually at the beginning of June). Apart from that, throughout the year there are numerous concerts of popular and classical music, historical reenactments, fairs, theatre performances, open-air cine-

ma screenings and running or cycling events (e.g. stage starts of the „Szlakiem Grodów Piastowskich” race).

The inhabitants of Głogów live an active life, also valuing active recreation. The best place for recreation and sport in Głogów are the grounds and sports facilities of Chrobry Głogów S.A. It is an impressive complex with a sports and entertainment hall, a stadium, training fields, tennis courts, basketball, volleyball and beach sports courts, an indoor and outdoor swimming pool with a playground for children. Chrobry Głogów S.A. also has a first-league football team, and the tradition of this club is also associated with the handball team of the Chrobry Głogów Handball Association, playing in the „Orlen Men’s Superleague”. For over 20 years, the Głogów Cyclist Society „Chrobry” has been present in the sports life of our city. Currently it is a road cycling team „TC Chrobry Scott Głogów” in the U-23 category, consisting of young riders, aspiring to turn professional and competing in professional races in Poland and abroad.





fol. STUDIO SIWEK

Położony nad Odrą Głogów ma ponad tysiąc lat i jest jednym z najstarszych miast w Polsce.

Na kartach historii miasto znane jest między innymi z opisanej w kronice Galla Anonima „Obrony Głogowa” w 1109r. oraz z tego, że w 1945r. podczas walk o „Festung Glogau” („Twierdzę Głogów”) zostało niemal całkowicie zniszczone. Dzisiejszy Głogów liczy ponad 60 tysięcy mieszkańców. Jego dynamiczny rozwój nastąpił wraz z powstawaniem polskiego przemysłu miedziowego. Powojenne ruiny przestały dominować w krajobrazie Głogowa pod koniec lat 60-tych XX w., ustępując miejsca osiedlom mieszkaniowym dla pracowników huty i okolicznych kopalń rudy miedzi. Pobliska Huta Miedzi „Głogów”, oddział KGHM Polska Miedź S.A., to jedna z największych hut miedzi w Europie.

Pod koniec XXw. na obszarze zniszczonego w 1945r. śródmieścia Głogowa ruszyła budowa nowego „Starego Miasta” - nowoczesnej dzielnicy mieszkaniowej, gdzie współczesna zabudowa w postaci

stylizowanych kamienic, osadzonych w sieci średniowiecznych ulic, otacza zachowane i odbudowane obiekty historyczne. Centralne miejsce nowego „Starego Miasta” zajmuje odbudowany z ruin ratusz z najwyższą wieżą ratuszową na Dolnym Śląsku. Od 2002r. jest on ponownie siedzibą władz miejskich i symbolem przemian w mieście. Nowe „Stare Miasto”, łączące teraźniejszość Głogowa z jego wielowiekową historią, jest ze względu na swą skalę unikalnym zamierzeniem architektonicznym i stało się atrakcją dla architektów, urbanistów oraz turystów, coraz liczniej przybywających do Głogowa. To nie tylko miejsce zamieszkania, handlu i usług, ale też miejsce integracji głogowian, dzięki organizowanym na jego obszarze wydarzeniom artystycznym, społecznym, kulturalnym i sportowym. Największą imprezą na Starym Mieście są „Dni Głogowa” (zwyczajowo początek czerwca). Poza nią przez cały rok odbywają się tu liczne koncerty muzyki popularnej i klasycznej, rekonstrukcje historyczne, jarmarki, spektakle teatralne, projekcje kinowe „pod chmurką”, imprezy biegowe, czy kolarskie (m.in. etapowe

starty wyścigu „Szlakiem Grodów Piastowskich”).

Głogowianie żyją aktywnie, ceniąc sobie także aktywny wypoczynek. Najlepszym miejscem do rekreacji i sportu w Głogowie są tereny i obiekty sportowe spółki Chrobry Głogów S.A. To imponujący kompleks z halą widowiskowo-sportową, stadionem, boiskami treningowymi, kortami tenisowymi, boiskami do koszykówki, siatkówki i sportów plażowych, basenem krytym i otwartym wraz placem zabaw dla dzieci. Chrobry Głogów S.A. prowadzi również pierwszoligową drużynę piłki nożnej, a z tradycją tego klubu związana jest też drużyna piłki ręcznej ze Stowarzyszenia Piłki Ręcznej Chrobry Głogów, grająca w „Orlen Superlidze Mężczyzn”. W sportowym życiu naszego miasta od ponad 20 lat obecne jest Głogowskie Towarzystwo Cyklistów „Chrobry”. Obecnie to szosowa drużyna kolarska „TC Chrobry Scott Głogów” w kategorii U-23, składająca się z młodych zawodników, aspirujących do zawodowstwa, rywalizujących w profesjonalnych wyścigach w kraju i za granicą.



GRĘBOCICE



Nestled in the northern part of Lower Silesia, the Grębobocice Commune is one of the most dynamically developing municipalities in Poland. Located within the Legnica-Głogów subregion, characterized by a high level of economic development, the commune places a strong emphasis on investments that enhance the quality of life for its local residents. Healthcare, social care, education, culture, and sports are all at a very high standard here.

The commune also boasts an excellent network of roads, distinguishing it from other local governments. Road investment development goes hand in hand with the commune's overall growth. It's no wonder that many cyclists choose to train their skills within its borders.

There's a good reason why Grębobocice Commune is called the cycling capital of the Copper Basin. For over a decade, the commune's efforts and initiatives have made cycling and running a tradition and one of its defining brands, setting it apart for its sporting activities. Thanks to investments in sports and recreation infrastructure, residents have constant and free access to active sports and recreation. Cycling and cycling are areas where

the Grębobocice Commune spares no expense, recognizing their multifaceted benefits. These include the benefits and satisfaction they bring not only to young people but to everyone, regardless of age or gender.

In cooperation with the Głogów Forest District, the commune has created a year-round Bike Park trail in the village of Obiszów, which is used by runners, MTB enthusiasts, and Nordic walking fans from the entire region and Poland. Speaking of Obiszów, it's worth mentioning that for over a decade this village has been recognized as the region's sporting gem, where amidst nature, among forests, on a vast clearing, you can spend time actively. A playground, Pump Truck, cycling paths, single track, zip line, obstacle course - all this is available for free. On the Obiszów clearing, there is also a beautiful corner with the Botanical Horoscope, a medieval castle, a trail describing the past, and a viewing terrace offering a panorama of the commune.

Promoting cycling, the commune encourages recreational and tourist trips around the area. Cycling enthusiasts can choose from marked trails that run through the most interesting landscape corners of the Dalkowice Hills and the Głogów Pradolina. They also do not bypass monuments and natural attractions. You can choose a thematic

cycling trip along the Trail of Historic Churches in the Grębobocice Commune. It will allow you to discover and admire the beauty of old architecture and sacral art. Among the most beautiful, most recognizable, distinguished by its rank and picturesque location is the Sanctuary of Our Lady of the Dawn of Hope in Grodowiec.

We encourage you to visit the Grębobocice Commune.





Gmina Grębocice położona jest w północnej części Dolnego Śląska w powiecie polkowickim i jest jedną z najprężniej rozwijających się gmin w Polsce. Znajduje się w subregionie le-gnicko - głogowskim, charakteryzującym się wysokim poziomem rozwoju gospo-darczego. Priorytetem dla władz samorządowych są inwestycje służące podnoszeniu standardów życia społeczności lokalnej. Opieka zdrowotna, so-cjalna, szkolnictwo, kultura i sport są w gminie na bardzo wysokim poziomie.

Gmina pochwalić może się również doskonałą siecią dróg, która wyróżnia ją na tle innych samorządów. Rozwój inwestycji drogowych idzie w parze z rozwojem gminy. Dlatego nie ma się co dziwić, że wielu kolarzy trenuje swoje umiejętności właśnie na terenie tej gminy.

Nie bez powodu Gmina Grębocice nazywana jest kolarską stolicą Za-głębia Miedziowego.

Podejmowane od kilkunastu lat starania i działania sprawiły, że sport rowerowy i bieganie stają się tra-dycją i jedną z marek Gminy Grębocice, która wyróżnia się aktywnością sporto-wą. Dzięki-inwestycjom w infrastrukturę sporto-wo-rekreacyjną mieszkańcy mają stały i bezpłatny dostęp do uprawiania czyn-nego sportu i rekreacji. Kolarstwo i rekreacja rowerowa są dzie-dziną, na której w Gminie Grę-bocice nie szczędzi się energii, a władze dostrzegają jej wszechstronne walory. Zwłaszcza korzy-ści i satysfak-

cję, jaką przynosi nie tylko młodzieży, ale wszystkim nie zależnie od wieku i płci. Wspólnie z Nadleśnictwem Głogów gmina stworzyła całoroczną trasę Bike Park w miejscowości Obiszów, z której korzystają biegacze, miłośnicy kolarstwa MTB oraz fani nordic walking z całego regionu, a także Polski.

Mówiąc o Obiszowie, warto wspomnieć, że od kilkunastu lat ta miejscowość uznawana jest za sportową perłę regionu, gdzie na łonie natury, wśród lasów, na ogromnej polanie, można spędzić miło czas w aktywny sposób. Plac zabaw, Pump Truck, ścieżki rowerowe, single track, tyrolka, tor przeszkód, to wszystko jest dyspozycji i to za darmo. Na obiszowskiej polanie znajduje się także przepiękny zakątek z Horoskopem Botanicznym, średnio-wieczny gród, szlak opisujący dawne dzieje oraz taras widokowy, z którego rozpościera się panorama gminy. Promując kolarstwo gmina zachęca do rekreacyjnych i turystycznych wędrówek po okolicach. Amatorzy wypraw ro-werowych mają do wyboru oznakowane tra-sy, przemierzające najciekawsze krajobra-zowo zakątki Wzgórz Dalkowskich i Prado-liny Głogowskiej. Nie omijają one też zabyt-ków i osobliwości przyrody. Możemy wybrać rowerową wycieczkę tematyczną Szlakiem zabytkowych kościo-tów w gminie Grębocice. Pozwoli nam ona odkryć i podziwiać piękno dawnej architek-tury i sztuki sakralnej. Wśród najpiękniejszych, naj-bardziej rozpoznawalnych wyróżnia-jącym się rangą i malowniczością położenia jest Sanktuarium Matki

Bożej Jutrzenki Nadziei w Grodowcu. Zachęcamy zatem do odwiedzenia Gminy Grębocice.



JERZMANOWA



The Jerzmanowa commune is located in the northern part of the Lower Silesian Voivodeship, in the Głogów powiat, between Głogów and Polkowice. It covers an area of 63.44 km². It consists of 13 towns (Bądzów, Gaiki, Jaczów, Jerzmanowa, Kurowice, Kurów Mały, Łagoszów Mały, Maniów, Modła, Potoczek, Smardzów, Zofiówka and Golowice).

The Jerzmanowa commune is the beauty of nature and monuments woven into the present. This area is a scenic pearl of the industrialized copper region. It owes its diversity and picturesque to the Dalkowskie Hills, the Lubin Upland and the Szprotawska Plain. Post-glacial remains that give character to the terrain have created various forms here: from a range of hills and undulating hills to flat plains and valleys.

The Jerzmanowa commune is the warmest area in Lower Silesia, characterized by the longest vegetation period and high average annual temperature. Tourists will be surprised by the attractiveness of the area and the variety of ways to spend time. In addition to monuments, the Jerzmanowa commune offers natural and landscape attractions. Anglers will find places to pursue their hobby in commercial and municipal ponds, rich in various species of fish. Mushroom pickers are invited by the forests surrounding the villages of Gaiki, Kurów Mały and Golowice. Lovers of monuments will be enchanted by the architecturally unique palace in Bądzów, serving dishes from its own products in its restaurant, the penitential chapel in Smardzów or the Gothic church in Jaczów with a beautiful rectory and the granary of St. Hildegard. And in Jerzmanowa, among others a palace and park complex, which includes a

beautiful, well-kept park, ponds, and the „Stodoła Kultury” with a bowling alley created from an old barn and a cowshed. At the end of the historic Linden Avenue there is an observation deck from which you can admire the Odra Pradolina and the panorama of neighboring towns, as well as the monument „To the People of the Earth” by Zbigniew Frączkowski.

The favorable location of Kurów Mały and its landscape and natural values make it a great place for active recreation and Sunday walks. In the forest complex surrounding the town you can find peace and quiet as well as stunning valleys and gorges. Just like in Golowice and Gaiki, which are rich in forest areas. Zofiówka, Potoczek, Maniów, Łagoszów Mały and Modła are also worth visiting.





Gmina Jerzmanowa leży w północnej części województwa dolnośląskiego, w powiecie głogowskim, między Głogowem a Polkowicami. Obejmuje powierzchnię 63,44 km². W jej skład wchodzi 13 miejscowości (Bądzów, Gaiki, Jaczów, Jerzmanowa, Kurowice, Kurów Mały, Łagoszów Mały, Maniów, Modła, Potoczek, Smardzów, Zofiówka oraz Golowice). Gmina Jerzmanowa to piękno natury oraz zabytków wplecionych w teraźniejszość. Obszar ten stanowi perłę krajobrazową przemysłowego regionu miedziowego. Swoją różnorodność i malowniczość zawdzięcza Wzgórzom Dalkowskim, Wysoczyźnie Lubińskiej i Równinie Szprotawskiej. Pozostałości polodowcowe nadające charakter rzeźbie terenu utworzyły tu różnorodne formy: od pasma wzniesień i pofałdowanych pagórków do płaskich równin i dolin.

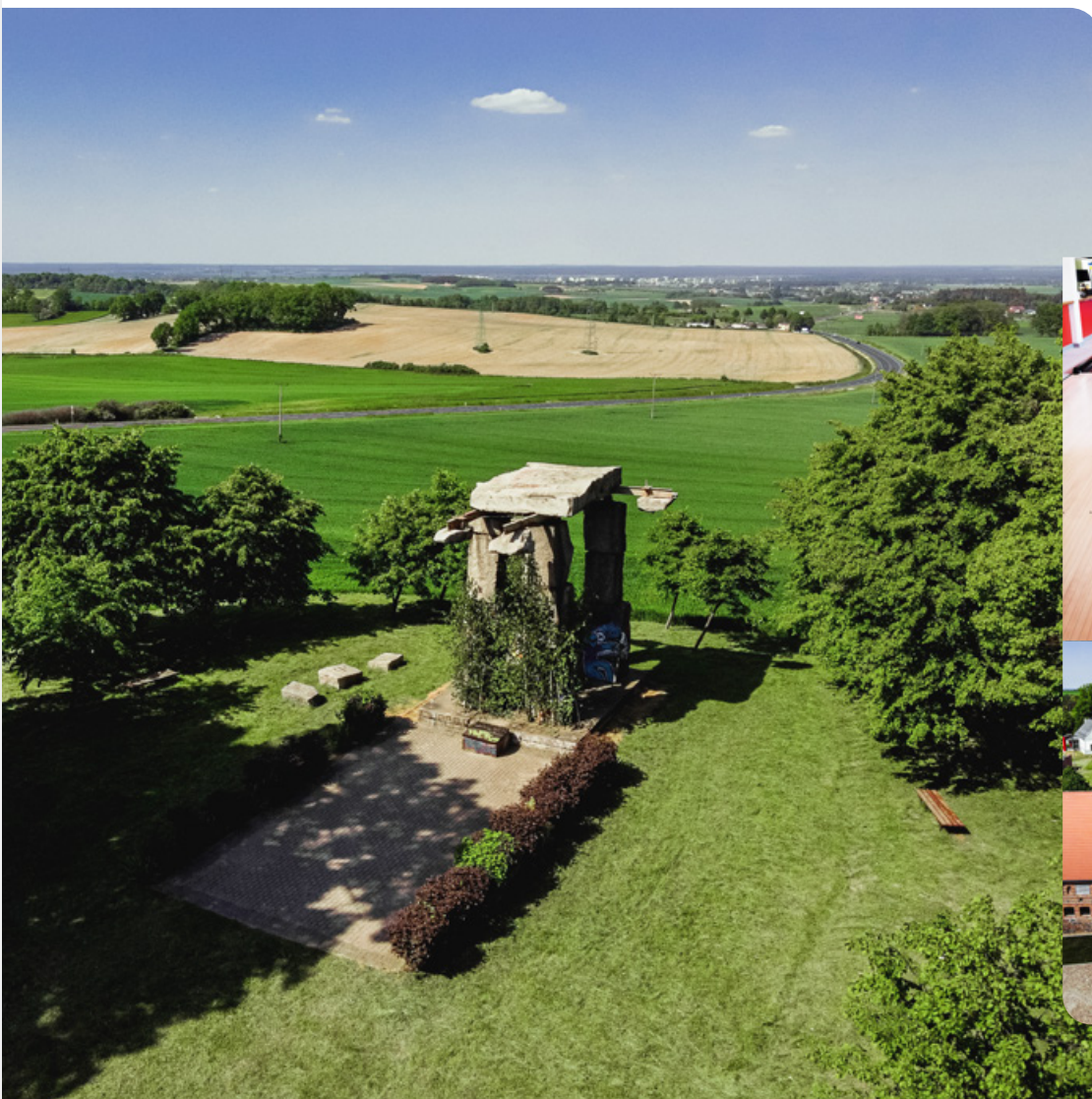
Gmina Jerzmanowa to najcieplejszy obszar na Dolnym Śląsku, charakteryzujący się najdłuższym okresem wegetacji i wysoką średnioroczną temperaturą. Turystów zaskoczy atrakcyjność terenu i różnorodność form spędzania czasu. Oprócz zabytków, Gmina Jerzmanowa oferuje ciekawostki przyrodnicze i krajobrazowe. Wędkarze znajdą miejsca do realizacji swojego hobby w komercyjnych i gminnych stawach, obfitujących w różne gatunki ryb. Grzybiarzy zapraszają lasy otaczające wieś Gaiki, Kurów Mały i Golowice. Miłośników zabytków urzeknie niebanalny architektonicznie pałac w Bądzowie, serwujący w swojej restauracji dania z własnych wyrobów, pokutna kapliczka w Smardzowie czy gotycki kościół w Jaczowie z przepiękną plebanią i spichlerzem św. Hildegardy. A w Jerzmanowej m.in. zespół pałacowo-parkowy, w skład którego wchodzi piękny, zadbane park, stawy, a także „Stodoła Kultury” z kręgielnią

powstałe ze starej stodoły i obory. Na końcu zabytkowej Alei Lipowej znajduje się taras widokowy, z którego można podziwiać Pradolinę Odry oraz panoramę sąsiednich miejscowości, a także znajdujący się tam pomnik „Ludziom Ziemi” autorstwa Zbigniewa Frączkowskiego.

Korzystne położenie Kurowa Małego oraz walory krajobrazowo-przyrodnicze sprawiają, że jest to wspaniała miejscowość do aktywnego wypoczynku i niedzielnych spacerów. W kompleksie leśnym otaczającym miejscowość można odnaleźć ciszę i spokój oraz zachwycające doliny i wąwozy. Podobnie jak w obfitujących w tereny leśne Golowicach czy Gaikach. Warte odwiedzenia są także Zofiówka, Potoczek, Maniów, Łagoszów Mały czy Modła.



Gmina
Jerzmanowa
Gościnnie dla rozwoju



REGULATIONS

1. Organization

Visegrad 4 Bicycle Grand Prix Poland is registered in the UCI Europe Tour calendar as class 1.2 race. The race will be conducted under the regulations of the International Cycling Union (hereinafter called 'UCI'), on the 21th July 2024.

Distance: 172,6 km

2,5 km - honorary start

7,0 km - access to the round

6 x 27.0 km - round

4,0 km - access to the finish

Organizer: Dolnośląski Związek Kolarski

ul. Borowska 1-3, 50-529 Wrocław

www.dzkol.pl

dzkol@dzkol.eu

Race Director: Rafał Jurkowlaniec

Secretary: Małgorzata Pawlaczek

tel. +48 513 315 328

2. Participation

As per article 2.1.005 of the UCI regulations, the event is open to athletes of elite men category of the following teams: UCI Polish pro continental teams, max. 2 foreign UCI pro continental teams, UCI continental teams, national teams, regional and club teams. The number of riders per team is set for 4-6. As per art. 2.2.003bis no team may start with less than 4 riders.

3. UCI Rankings

In conformity with article 2.10.008 of the UCI rules, points toward the UCI Europe Tour individual ranking will be awarded as follows:

40 - 30 - 25 - 20 - 15 - 10 - 5 - 3 - 3 - 3

for first 10 riders in the event classification.

4. Race headquarters

The race headquarters shall be open on July 21th, 2024, in: Urząd Miasta w Głogowie, ul. Rynek.

Team representatives are requested to confirm their starters and collect their race numbers at the race headquarters from 8:30 to 10:00 a.m., on the 21.07.2024.

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 for 10:30 at RACE HEADQUARTERS LOCATION. The order of team cars shall be determined by drawing lots during the team managers' meeting.

5. Radio Tour

The Organizer will provide all teams with Radio Tour receivers for the purpose of the event. Radio Tour frequency will be announced during the team managers' meeting. Team managers are kindly requested to return the radio equipment promptly after the arrival on the finish, on the parking.

6. Neutral technical support

The neutral technical support service is handled by means of 3 cars.

7. Time Limit

According to art. 2.3.039 time limit is set for 8%.

During the race, held on a 27-km-long circuit, any rider(s) with a time deficit of 15 min. or more shall be withdrawn, for safety reasons.

8. The classifications

a) Individual race classification by time.

Ten top ranked riders on the finish line will score points toward the UCI individual ranking, as stated in point 3 of the present Regulation.

b) General individual classification of the V4 Cup series.

The Visegrad 4 Bicycles Race GP Poland is the fourth race of the series of V4 Cup in 2024. For the purposes of the above mentioned classification, the points are allocated to 20 best ranked riders on the finish of each series as follows:

25, 23, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1.

The winner of the general classification of the V4 Cup will be the rider who completes all four races and scores most points.

In case of a tie, the following criteria will be taken into consideration until it breaks:

- 1) number of wins in Visegrad 4 Bicycles races in 2024,
- 2) better placing in the last race ridden.

The winner of the General individual classification of the Visegrad 4 Bicycles Series will get a yellow jersey provided by the Organizer.

9. Prizes

The following money prizes are awarded:

1 - 2425€

2 - 1210€

3 - 610€

4 - 305€

5 - 240€

6 - 180€

7 - 180€

8 - 120€

9 - 120€

10 - 60€

11 to 20 - 60€

TOTAL: 6050€

All prize money will be paid by transfer up to 90 days after the finish of the race at current exchange rate of the day.

10. Anti-doping tests

The anti-doping tests will take place in conformity with the UCI regulations and Polish Anti-Doping Agency (PO-





LADA). The anti-doping local will be situated in the Urząd Gminy Grebocice.

11. Official ceremony

In accordance with art. 1.2.112 of the UCI rules, the following riders must attend the official awards ceremony:

- the first 3 competitors in the open classification
- the first 3 players in the U23 classification
- overall winner of four V4 2024 races

The above mentioned riders must present themselves at the podium for the official awards ceremony within 15 minutes after crossing the finish line.

12. Penalties

The UCI penalty rules will only apply.

13. Detailed organizational issues

The Organizational Committee has appointed personnel who are qualified and responsible for the organization of the race in question (Race Direction). They will take all measures necessary to assure the regularity and security of the race and of all participants.

The race will be conducted under sporting supervision executed by the Commissaires' Panel, led by the President of the Commissaires' Panel, appointed by the UCI.

All persons playing different roles within the race such as: members of the organizational staff, members of the Commissaires Panel as well as guests and volunteers, are considered to be officials during the period of the race.

The Organizer will provide a medical service including the Race doctor and two, fully equipped medical teams in ambulances. 2 neutral technical vehicles will also be available to service the riders during the race. Any equipment or tools taken from the neutral service vehicles must be returned or refunded shortly after the finish of the race.

The Organizer will also provide a "broom wagon" to take on board the abandoned athletes or withdrawn by Commissaires (for example due to excessive time deficit). All drivers of vehicles in the race convoy must be licence holders and comply with the UCI regulations. All official vehicles in the race convoy will be marked with sponsor signs provided by the Organizer.

The race will be held in conditions of limited traffic. This means that the traffic will be withheld for the period of the passage of the leading group and the peloton with convoy. Traffic will be reopened after the technical cars' passage. Dropped riders, who find themselves in regular traffic, must follow the Polish Highway Code.

All in the race convoy must follow the instructions of the Police or the race officials, and especially athletes should

ride so as to allow the marshals to overtake from the left hand side.

14. Teams & equipments

Riders must wear rigid safety headgear (as per article 1.3.031 of the UCI regulations) at all times when racing.

15. Miscellaneous

The Race Organization and Panel of Commissaires reserve the right to change these Race Regulations should exceptional circumstances arise, and as they may decide. Any changes to this will be announced in a Bulletin and during team managers' meeting. All persons taking part in the race, either as a competitor or service member or any other person, shall confirm their knowledge and shall observe them.

16. Hospital

Powiat Hospital Complex in Głogów
ul. Kościuszki 15
67-200 Głogów
tel. 76/ 8373361

17. Schedule

Sunday, 21.07.2024

- 8.30 - 10.00 teams' reception at Headquarters - Urząd Miasta Głogów; ul. Rynek;
- 10.30 Team managers' meeting;
- 11.15 signature of the start sheet;
- 12.00 Start of the race - Głogów ul. Rynek;
- approx. 15.30 Finish of the race Grebocice;
- 15.40 Official awards ceremony.



RACE MAP

Visegrad 4 Bicycle Race

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66

→ POLAND

Głogów

Ruszowice

Szczyglice

Przedmoście

Czerńczyce

Turów

Smardzów

Ogorzelec

Grębocice

Jerzmanowa

Kurów Mały

Kwielice

Retków

Obiszówek

x6

Obiszów

Wilczyn

Bądzów

Świnino

Duża Wólka

Stara Rzeka

Żuków

Grodowiec



Gmina
Jerzmanowa
Gościwna dla rozwoju



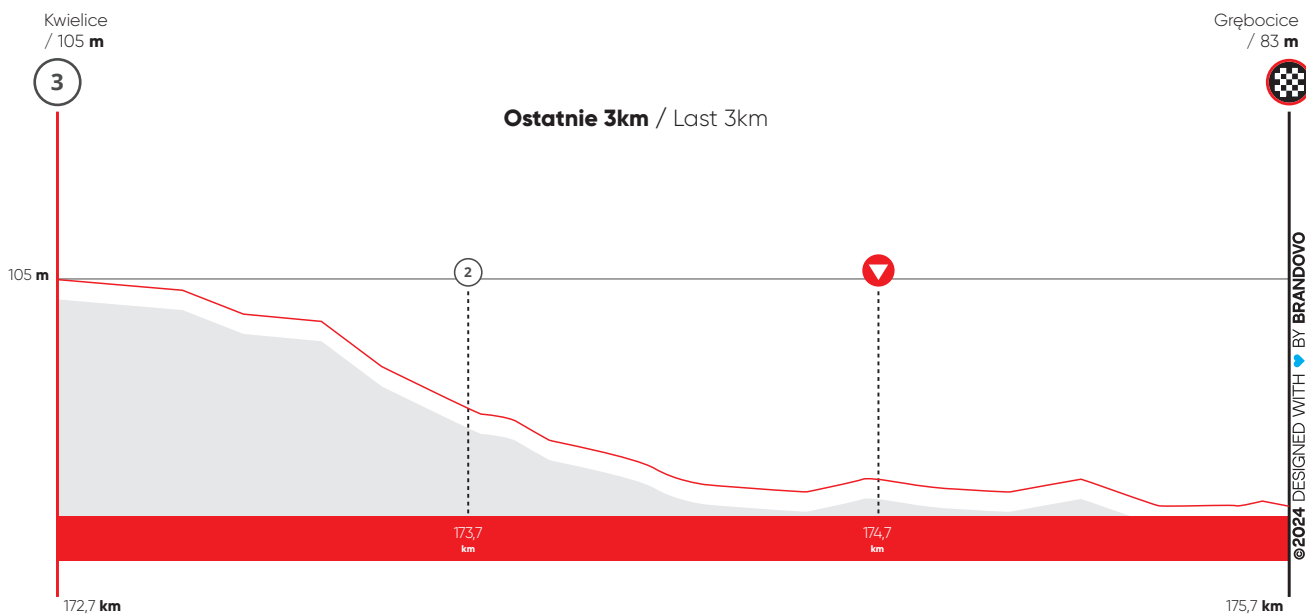
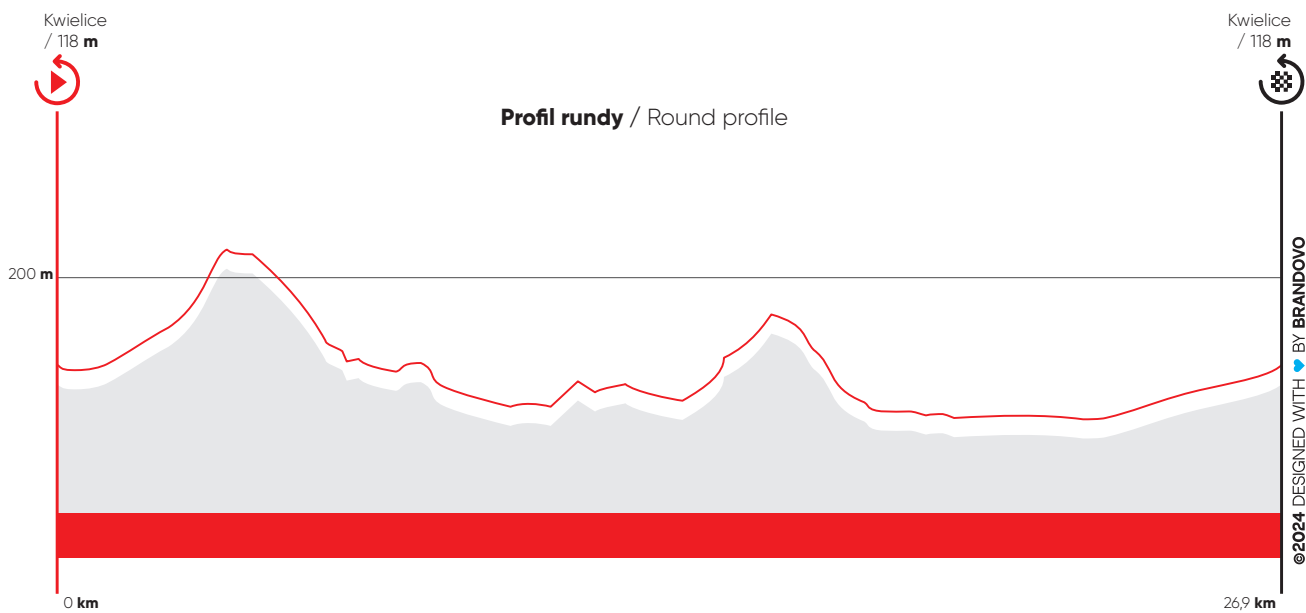
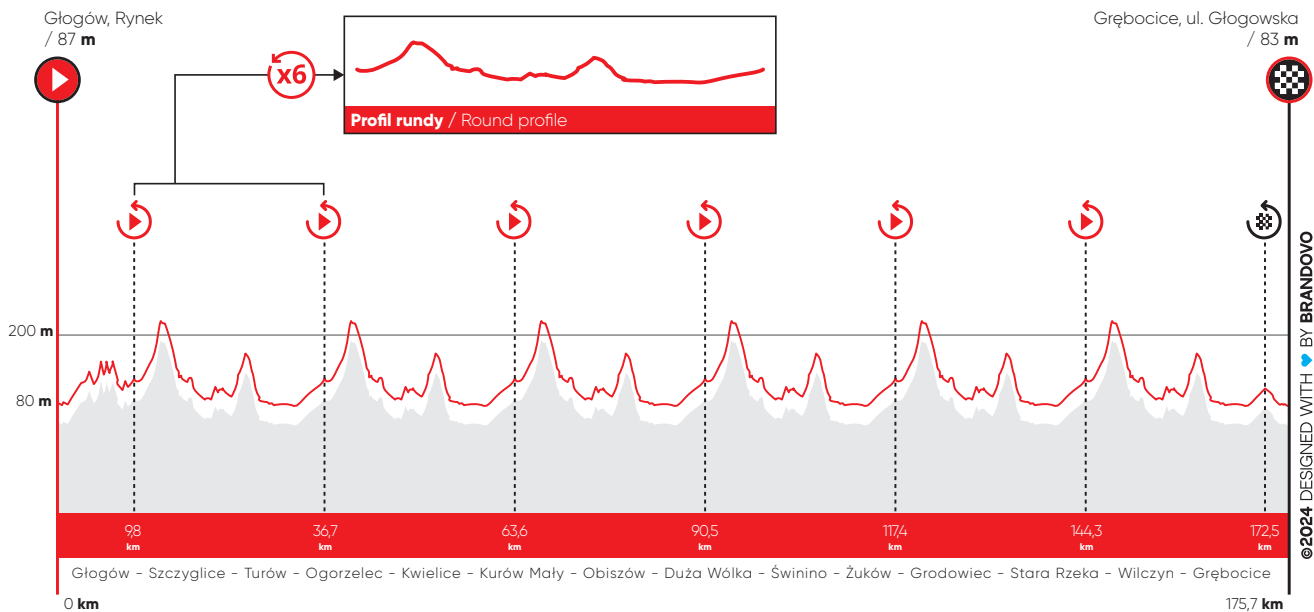
Grębocice
Przyjazna Gmina

Tarnówek

ŻELAZNY MOST



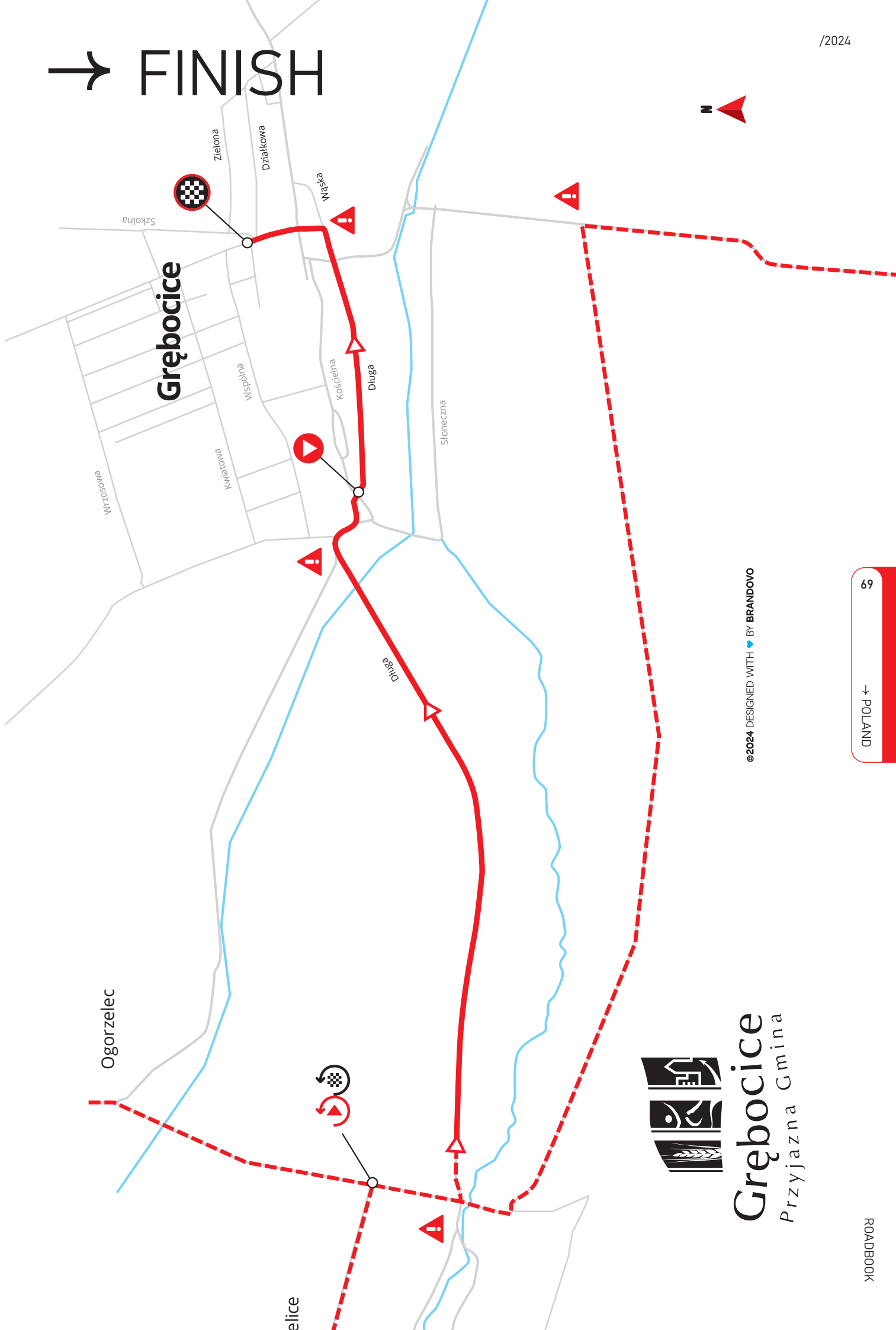
→ & PROFILES



START



↑ FINISH



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→ POLAND



Grębcice

Przyjazna Gmina

TIME SCHEDULE ←

	KM	KM		39 km/h	41 km/h	43 km/h
START - Głogów, ul. Zielona	0,0	172,1		12:00	12:00	12:00
Szczyglice	2,2	169,9		12:03	12:03	12:03
Turów	4,1	168,0		12:06	12:06	12:06
Ogorzelec	5,7	166,4		12:08	12:08	12:08
Kwielice, 1st round	6,9	165,2	→ right turn	12:10	12:10	12:09
Kurów Mały	10,1	162,0		12:14	12:14	12:13
Obiszów	13,9	158,2		12:20	12:19	12:19
Duża Wólka	16,4	155,7		12:23	12:23	12:22
Świnino	17,6	154,5		12:25	12:25	12:24
Bieńków	18,7	153,4		12:27	12:26	12:25
Żuków	20,6	151,5		12:29	12:29	12:28
Grodowiec	22,0	150,1		12:31	12:30	12:30
Stara Rzeka	26,5	145,6		12:38	12:37	12:36
Grębocice	28,7	143,4		12:41	12:40	12:39
Wilczyn	29,0	143,1		12:41	12:40	12:40
Kwielice, end of 1st round	33,9	138,2	← left turn	12:48	12:47	12:46
Kwielice, end of 2nd round	60,9	111,2	← left turn	13:27	13:24	13:23
Kwielice, end of 3rd round	87,9	84,2	← left turn	14:05	14:03	14:00
Kwielice, end of 4th round	114,9	57,2	← left turn	14:42	14:40	14:36
Kwielice, end of 5th round	141,9	30,2	← left turn	15:22	15:18	15:14
Kwielice, end of 6th round	168,9	3,2	→ right turn	16:01	15:55	15:50
FINISH - Grębocice, ul. Głogowska 3	172,1	0,0		16:06	16:00	15:54



→ NOTES

A large, light gray rounded rectangle containing 25 horizontal dotted lines for writing notes.



2024

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- - Visegrad Fund
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2024