

2025



Visegrad 4
Bicycle Race



Dear Visitors, Competitors!

One of the important pillars of Central European cooperation is the Visegrad Group, whose civil dimension plays a key role in preserving social cohesion between our countries. The annual Visegrad 4 Bicycle Race has been an opportunity to learn more about each other and to strengthen cooperation between our citizens for more than a decade. The 2025 edition is of particular importance as it is one of the opening events of the Hungarian V4 Presidency.

The Visegrad 4 Bicycle Race is not simply about sports and challenges; it is also an opportunity to discover the cultural heritage and landmarks of our region. Moreover, it promotes an active and healthy lifestyle, setting an example for future generations. The Hungarian stage of the race traditionally starts in Budapest, while the finish is in Pannonhalma, a priceless centre of Hungarian Christianity. We are honoured to offer our contestants and visitors a first-hand experience of Hungary's rich cultural and natural treasures.

I wish all participants a successful competition!

Dániel Gyurta
Olympic Champion
Head of Department of Sports Diplomacy
Ministry of Foreign Affairs and Trade



Ladies and gentlemen, dear cyclists and supporters,

I am very pleased to be the patron of the prestigious Visegrad 4 Bicycle Race Grand Prix Slovakia 2025 again this year.

The centre of action of the Slovak stage will again be the unique environment of Nová Baňa, which enjoys great popularity among cyclists and attracts more and more competitors with its demanding track. I am very glad that the joint race of the Visegrad Four countries has become an important event of international cycling, where traditionally teams start from Slovakia, Czechia, Hungary and Poland, and in addition, foreign riders are also invited. The competition with national stages in each of the V4 countries, is not only a celebration of sport spirit, determination and endurance, but also an opportunity to show the beautiful nature, cultural heritage and tourist attractions of our entire Visegrad region.

I would like to express my gratitude to the organizers of the race, volunteers and partners for their efforts and commitment, because without their dedicated work this cycling event would not have been possible. Our thanks also go to the International Visegrad Fund, which has been supporting this successful sports project for a long time, and it is undoubtedly a key instrument of Visegrad cooperation strengthening the extraordinary people-to-people relations of the Slovak-Czech-Hungarian-Polish partnership. And just in June this year, the Fund, which is based in the Slovak Republic, will celebrate its 25th anniversary.

Finally, let me wish all the competitors a lot of strength, many great performances and a safe finish. I wish the spectators lots of pleasant moments while watching the race and cheering whether they are in Slovakia, Czechia, Hungary or Poland.

Juraj Blanár
Minister of Foreign and European Affairs of Slovakia



Ladies and Gentlemen,
Dear Racers,

I am pleased to extend my warm greetings to all of you gathered for this year's Visegrad 4 Bicycle Race – Grand Prix Poland.

This event is not only a celebration of athletic excellence. It is also a symbol of friendship and cooperation among the people of the Visegrad Group countries. Poland's Presidency of the Visegrad Group is about to end. Our motto 'V4: Back to Basics' refers to the values we have all been united around since the Visegrad Group was established – the values that have created our joint Visegrad identity. In this spirit we have been committed to dialogue and cooperation in areas of common interest, important to people of our countries.

Sports has always been a powerful expression of international cooperation and fair competition. In the spirit of fair play, cyclists from Poland, the Czech Republic, Slovakia, and Hungary come together to demonstrate that shared passion can transcend borders and strengthen ties between nations.

I appreciate the hard work that the organizers have put into making this event happen. To the athletes, I offer my congratulations for your courage, perseverance and commitment to sportsmanship.

I wish all participants a safe race, unforgettable experiences and outstanding achievements. Famous Belgian cyclist Eddy Merckx once said: 'Ride as much or as little, as long or as short as you feel. But ride.' I hope his words will inspire you to do your best on your bikes!

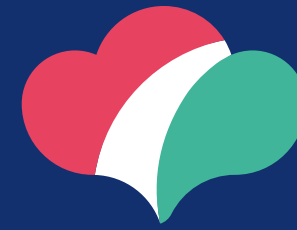
Radosław Sikorski
Minister of Foreign Affairs of the Republic of Poland

- Visegrad Fund

Advancing ideas for sustainable regional cooperation in Central Europe



www.visegrad.fund



WOW
HUNGARY

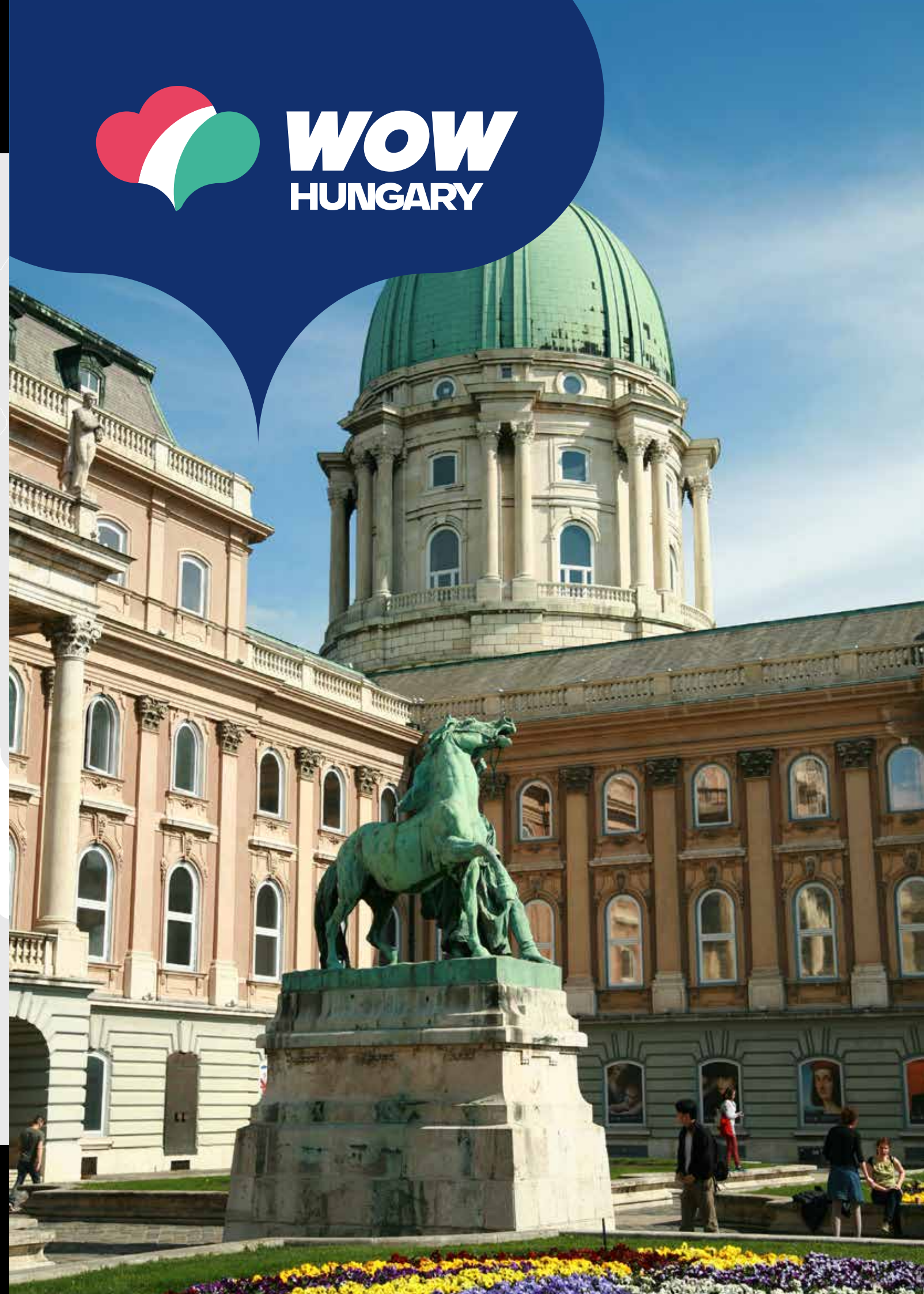


Table of content

Welcome speeches	2
Table of content	6
Visegrad 4 Kerekparverseny (Hungary).....	8
Start & finish	8
Race regulations.....	10
Medals & podium jerseys.....	14
Maps & profiles	16
Itinerary.....	20
Sponsors	28
Visegrad 4 Bicycle Race GP Slovakia.....	30
Start & finish	30
Race regulations.....	31
Podium jerseys.....	33
Maps & profiles	34
Itinerary.....	36
Sponsors	41
Visegrad 4 Bicycle Race GP Poland.....	44
Start & finish	44
Race regulations.....	48
Podium jerseys.....	51
Maps & profiles	52
Itinerary.....	54
Sponsors	55





Budapest (START TOWN)



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

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!



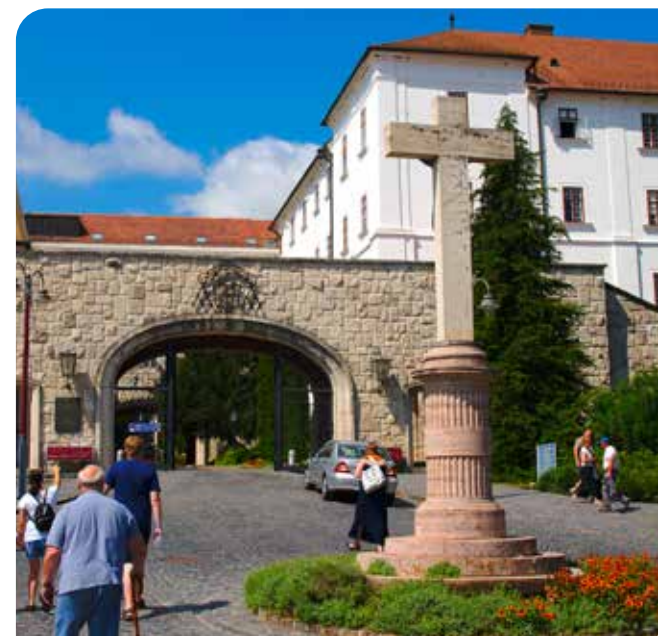
Pannonhalma (FINISH TOWN)



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 – Hefterglass 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 Pannonia (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.





RACE REGULATION 2025

ARTICLE 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 12th of July 2025. The race is moderate hilly. from Budapest to Pannonhalma. Distance: 152,0 km. Race director / safety manager: János SOLYMOSI – tel: +36-30-435-29-92 (e-mail: mozgasegeszsegrekreacio@gmail.com).

ARTICLE 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.

ARTICLE 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.

ARTICLE 4. RACE HEADQUARTERS

The race headquarters shall be open at Friday 11/07/2025 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.

ARTICLE 5. RADIO-TOUR

The Organiser will be provided for teams Radios during the time of the event. Frequency of the radio tour: 166,925MHz and 166,500MHz.

ARTICLE 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.

ARTICLE 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.

ARTICLE 8. INDIVIDUAL PRIZES

The following prizes are awarded in HUF accordance with UCI Regulations for class 1.2 race 679.000, 339.000, 171.000, 85.000, 67.000, 50.000, 50.000, 34.000, 34.000, 17.000-17.000 for the first 20 riders. Total: 1.696.000 HUF (4.235 Euro - calculated on 400 HUF / EUR)

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

ARTICLE 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.

ARTICLE 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).

ARTICLE 11. START & FINISH

Off. Start – Vogue Restaurant 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

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

ARTICLE 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)

ARTICLE 13. PENALTIES

The UCI penalty scale is the only one applicable.

ARTICLE 14. COMMISSAIRES PANEL AND OFFICIALS

Pres. Mr. SEVRUK Valeriy (UCI), C2 TÖRZSÖK Zsolt (UCI), C3 ARATÓ Gábor (ENC) FJ PATAKI Rózsa (NAT), AFJ JUHÁSZ Balázs (NAT) TK TISLÉR Zoltán id. (NAT), RT SKOREK Piotr (NAT), INFO MOTO KEMÉNY Attila (NAT), REG: PÉTI Zoltán (NAT), MC1 VENCZLI Krisztián (NAT), MC2 KÁDÁR Zsolt (NAT), BW VASVÁRI Gyula (NAT) ACS: VALKAY Gábor (NAT), BB: ORBÁN László (ENC)

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

ARTICLE 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 (12.07, 13.07 and 20.07) 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 3 races.

ARTICLE 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.



ARTICLE 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.

ARTICLE 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

ARTICLE 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
Race / COVID doctor&coordinator – Dr. RÓZSA Szilveszter
health services – Váradi Ambulance – VÁRADI Antal
neutral service – Hungarian Neutral Team – KÁLMÁN Zoltán
photo finish and results management – Fair Timing – HAJDU Péter
media coordination – MIHÁLY Norbert
awards ceremony – BORSA Miklós and FAZEKAS Jácint
photo – VÍGH Attila
maps&profiles&3D videos – SIMON Péter
radio technique – VÁGÓ János and JUHÁSZ József
start area – BRAVICS Attila
finish area – FEJÉRVÁRI Csaba, KOVÁCS József

Hungarian Cycling Federation
communication manager – PINTÉR Ádám
press manager – KÁDÁR Kristóf
photo – VÁNIK Zoltán
filming – VÁRNAGY László jr.



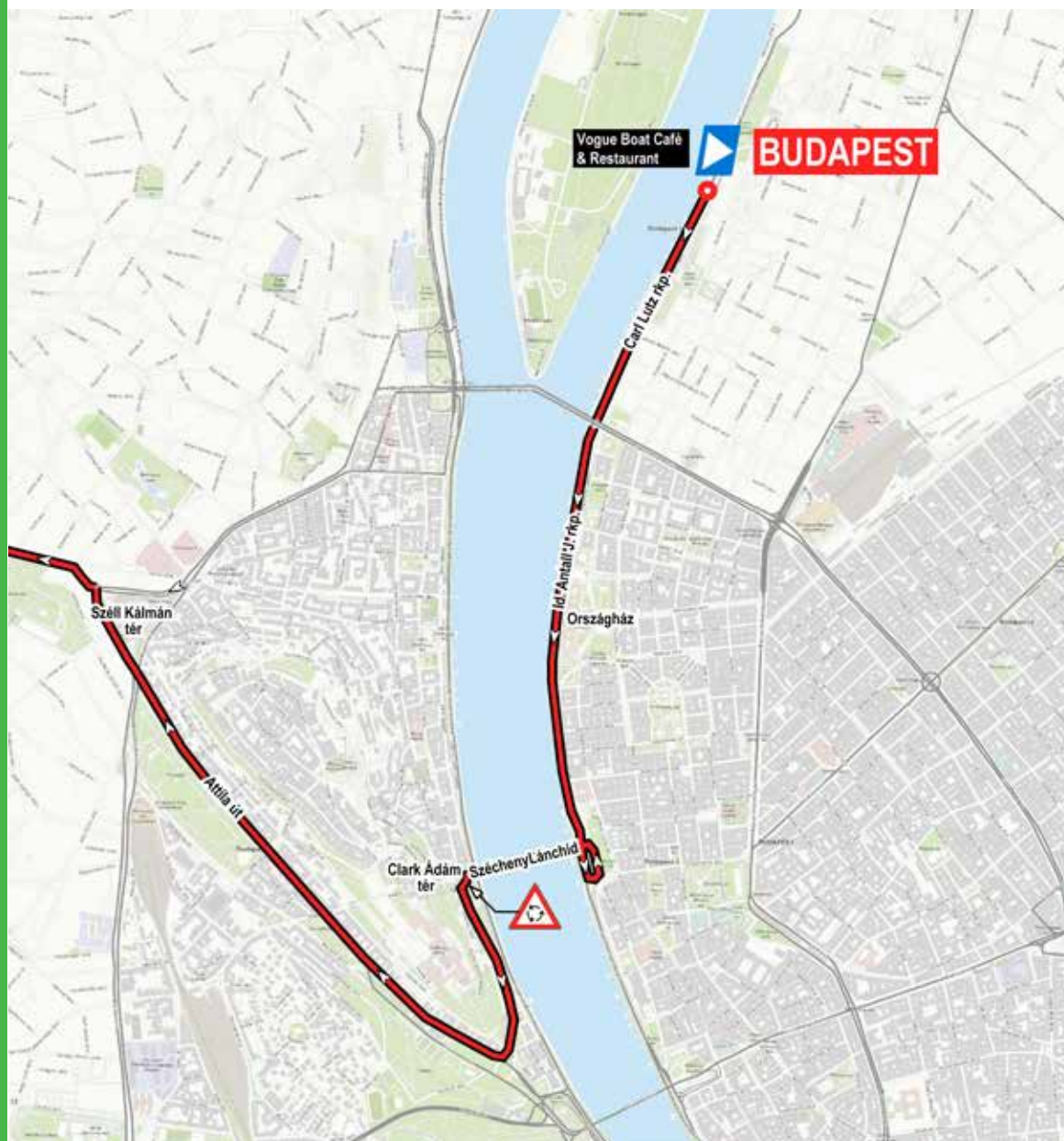
PODIUM JERSEYS



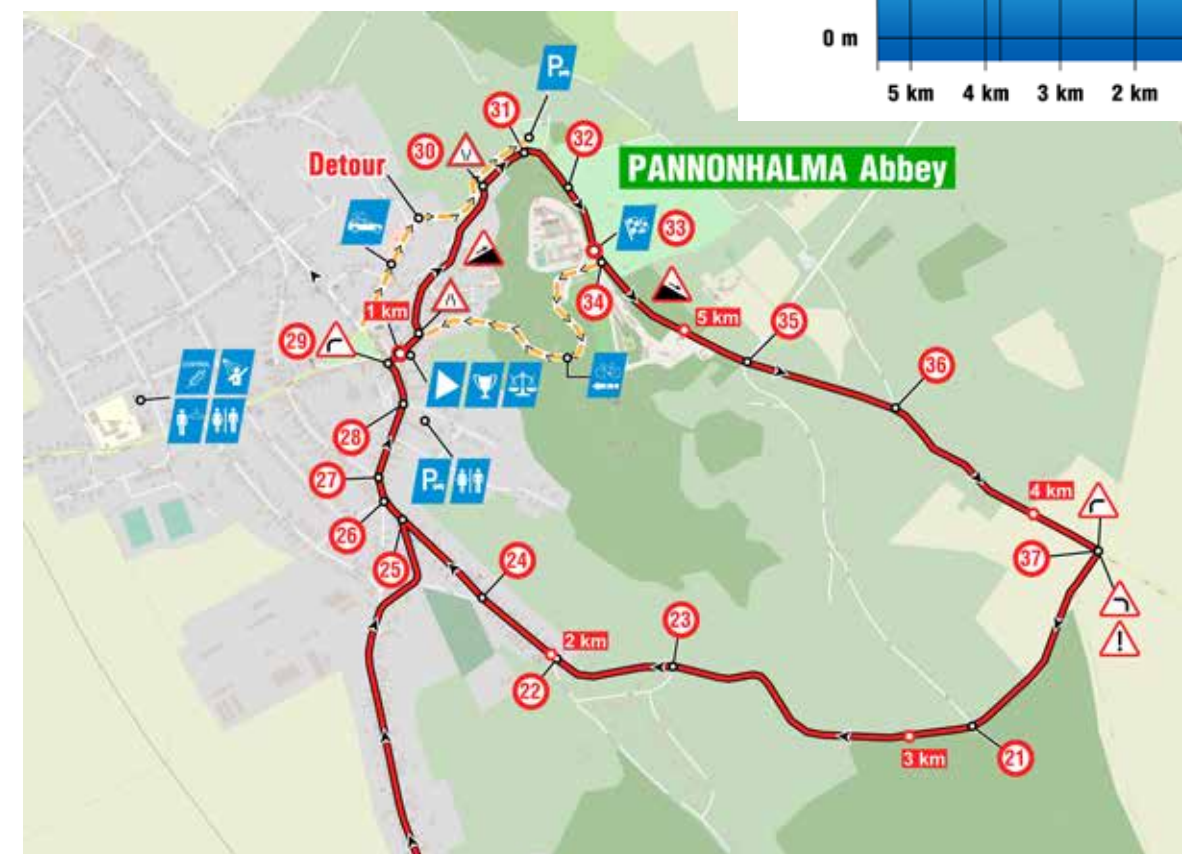
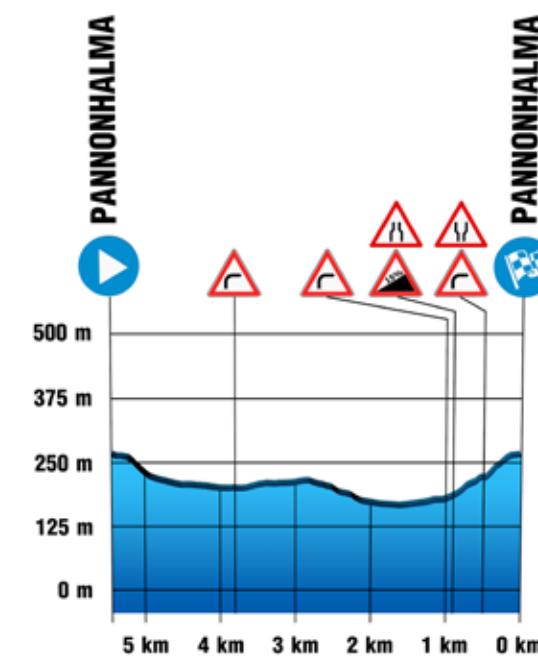
MEDALS

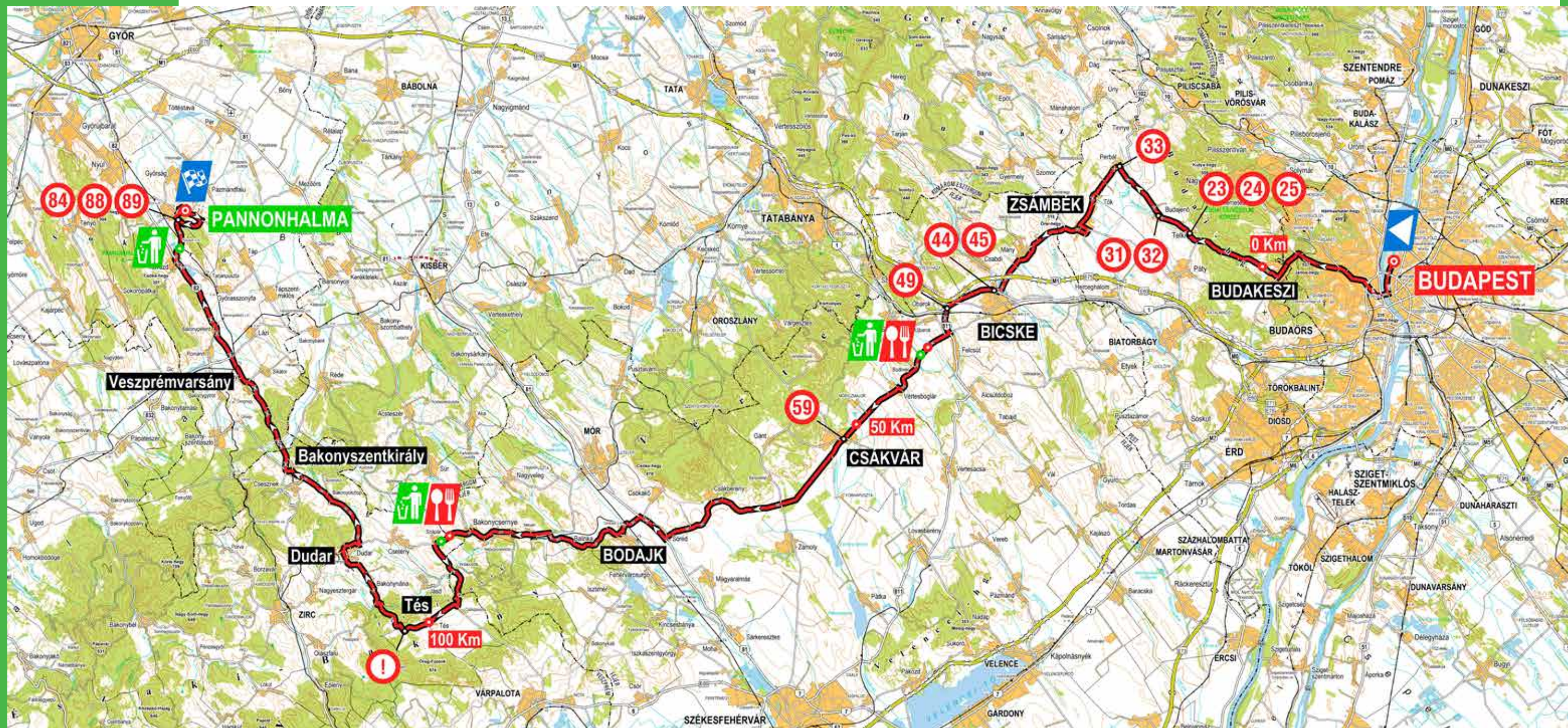


BUDAPEST-PANNONHALMA



Maps & Profiles





Budapest-Pannonhalma 7/12/2025 152,0 km

			KM	km	KM	40 km/h	43 km/h	46 km/h
BUDAPEST	Carl Lutz embankment (Vogue) official start	•	0,0			11:00	11:00	11:00
junction	straight	↑						
traffic island !!!		!						
traffic island !!!		!						
traffic island !!!		!						
junction	straight	↑						
traffic island !!!		!						
Margit bridge	straight	↑						
traffic island !!!		!						
id. Antall József embankment	straight	↑						
traffic island !!!		!						
Parlament	straight	↑						
traffic light		!						
traffic island !!!		!						
junction	straight	↑						
Garibaldi street ramp		↑						
traffic island !!!		!						
traffic island !!!		!						
underpass !!!	(on the right side)	!						
Jane Haining embankment								
Eötvös square ramp	left (!!!)	←						
electric rail !!!		!						
traffic island !!!	(left - in the oncoming lane)	←						
Széchenyi István square	(left - in the oncoming lane)	←						
Széchenyi Chainbridge	(left - in the oncoming lane)	←						
traffic island !!!		!						
Clark Ádám square roundabout	(left - in the oncoming lane)	←						
traffic island !!!		!						
Lánchíd street	(left - in the oncoming lane)	←						
Ybl Miklós square								
Várkert Bazár								
Apród street								
junction with traffic light	right, towards Attila street (!!!)	→						
junction	straight	↑						
junction	straight	↑						
junction	straight	↑						
junction	straight	↑						
junction	straight	↑						
traffic island !!!		!						
junction with traffic light	straight, Attila street	↑						
junction with traffic light	straight, Attila street	↑						
junction with traffic light	straight, Attila street	↑						
traffic island !!!		!						
traffic island !!!		!						
traffic island !!!		!						
junction with traffic light	straight, towards Krisztina boulevard	↑						
junction with traffic light	straight, Krisztina boulevard	↑						
junction with traffic light	straight, Krisztina boulevard	↑						
traffic island !!!		!						
junction with traffic light	straight, Széll Kálmán square	↑						
traffic island !!!		!						
junction with traffic light	straight, towards Szilágyi Erzsébet alley	↑						
junction with traffic light	straight, towards Szilágyi Erzsébet alley	↑						
junction with traffic light	straight	↑						
junction with traffic light	straight	↑						
junction with traffic light	straight, towards Szilágyi Erzsébet alley	↑						
traffic light	straight, towards Szilágyi Erzsébet alley	↑						
junction with traffic light	straight, towards Szilágyi Erzsébet alley	↑						
traffic light	straight, towards Szilágyi Erzsébet alley	↑						
junction with traffic light	straight, towards Szilágyi Erzsébet alley	↑						

junction with traffic light	straight, towards Szilágyi Erzsébet alley	↑						
junction with traffic light	right, towards Szilágyi Erzsébet alley (!!!)	→						
traffic island !!!		!						
junction with traffic light	straight, Szilágyi Erzsébet alley	↑						
junction with traffic light	straight, Szilágyi Erzsébet alley	↑						
junction with traffic light	straight, Szilágyi Erzsébet alley	↑						
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 remise	⊠						
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 + traffic light	straight	↑						
junction + traffic light	straight	↑						
traffic island !!!		!						
junction	straight	↑						
junction + 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	152,0	11:40	11:40	11:40
junction	straight	↑	1,0	1,0	151,0	11:41	11:41	11:41
junction	straight	↑	2,7	1,7	149,3	11:44	11:43	11:43
junction	straight	↑	4,0	1,3	148,0	11:46	11:45	11:45
junction	straight	↑	4,9	0,9	147,1	11:47	11:46	11:46
Telki			5,8	0,9	146,2	11:48	11:48	11:47
traffic island !!!		!	5,9	0,1	146,1	11:48	11:48	11:47
roundabout	straight, towards Perbál	↑	6,2	0,3	145,8	11:49	11:48	11:48
traffic island !!!		!	6,2	0,0	145,8	11:49	11:48	11:48
sharp bend	left	⤵	6,6	0,4	145,4	11:49	11:49	11:48
sharp bend	right	⤴	6,7	0,1	145,3	11:50	11:49	11:48
junction	straight	↑	7,0	0,3	145,0	11:50	11:49	11:49
junction	straight	↑	7,0	0,0	145,0	11:50	11:49	11:49
traffic island !!!		!	7,3	0,3	144,7	11:50	11:50	11:49
roundabout	straight, towards Budajenő	↑	7,3	0,0	144,7	11:50	11:50	11:49
traffic island !!!		!	7,4	0,1	144,6	11:51	11:50	11:49
end of Telki			7,5	0,1	144,5	11:51	11:50	11:49
traffic island !!!		!	8,0	0,5	144,0	11:52	11:51	11:50
junction	straight	↑	8,1	0,1	143,9	11:52	11:51	11:50
Budajenő			8,2	0,1	143,8	11:52	11:51	11:50
sharp bend	right	⤵	8,5	0,3	143,5	11:52	11:51	11:51
junction	straight	↑	8,5	0,0	143,5	11:52	11:51	11:51
traffic island !!!		!	8,7	0,2	143,3	11:53	11:52	11:51
traffic island !!!		!	8,8	0,1	143,2	11:53	11:52	11:51
traffic island !!!		!	9,1	0,3	142,9	11:53	11:52	11:51
junction	straight	↑	9,2	0,1	142,8	11:53	11:52	11:52
traffic island !!!		!	9,5	0,3	142,5	11:54	11:53	11:52
junction	straight	↑	9,5	0,0	142,5	11:54	11:53	11:52
bad road sector !!!		!	9,5	0,0	142,5	11:54	11:53	11:52

traffic island !!!		!	9,8	0,3	142,2	11:54	11:53	11:52
roundabout	straight, tow. Perbál (in the oncoming lane !!!)	↑	9,9	0,1	142,1	11:54	11:53	11:52
traffic island !!!		!	10,0	0,1	142,0	11:55	11:53	11:53
end-of-Budajenő			10,1	0,1	141,9	11:55	11:54	11:53
end-of-the-bad-road-sector !!!			11,8	1,7	140,2	11:57	11:56	11:55
junction	straight	↑	13,0	1,2	139,0	11:59	11:58	11:56
Perbál			13,2	0,2	138,8	11:59	11:58	11:57
VÉDA speed control point	(!!!)	!	13,2	0,0	138,8	11:59	11:58	11:57
junction	straight	↑	13,3	0,1	138,7	11:59	11:58	11:57
junction	straight	↑	13,6	0,3	138,4	12:00	11:58	11:57
junction	left, towards Tök (!!!)	←	13,9	0,3	138,1	12:00	11:59	11:58
traffic island !!!		!	13,9	0,0	138,1	12:00	11:59	11:58
junction	straight	↑	14,4	0,5	137,6	12:01	12:00	11:58
junction	straight	↑	14,5	0,1	137,5	12:01	12:00	11:58
junction	straight	↑	14,7	0,2	137,3	12:02	12:00	11:59
end-of-Perbál			14,7	0,0	137,3	12:02	12:00	11:59
VÉDA speed control point		!	14,9	0,2	137,1	12:02	12:00	11:59
junction	straight	↑	15,6	0,7	136,4	12:03	12:01	12:00
Tök			16,4	0,8	135,6	12:04	12:02	12:01
junction	straight	↑	16,9	0,5	135,1	12:05	12:03	12:02
junction	straight	↑	17,3	0,4	134,7	12:05	12:04	12:02
junction	straight	↑	17,4	0,1	134,6	12:06	12:04	12:02
junction	straight	↑	17,7	0,3	134,3	12:06	12:04	12:03
junction	straight	↑	17,8	0,1	134,2	12:06	12:04	12:03
Zsámbék			18,4	0,6	133,6	12:07	12:05	12:04
junction	straight	↑	18,4	0,0	133,6	12:07	12:05	12:04
junction	straight	↑	18,8	0,4	133,2	12:08	12:06	12:04
junction	straight	↑	19,2	0,4	132,8	12:08	12:06	12:05
junction	straight	↑	19,4	0,2	132,6	12:09	12:07	12:05
sharp bend	left	⤵	19,8	0,4	132,2	12:09	12:07	12:05
junction	straight, towards Páty, Mány	↑	19,9	0,1	132,1	12:09	12:07	12:05
junction	straight	↑	20,1	0,2	131,9	12:10	12:08	12:06
junction	straight	↑	20,1	0,0	131,9	12:10	12:08	12:06
junction	right, towards M1 highway (!!!) - CBA	→	20,6	0,5	131,4	12:10	12:08	12:06
junction	straight	↑	20,7	0,1	131,3	12:11	12:08	12:07
junction	right, towards Mány	→	20,8	0,1	131,2	12:11	12:09	12:07
junction	straight	↑	21,0	0,2	131,0	12:11	12:09	12:07
junction	straight	↑	21,2	0,2	130,8	12:11	12:09	12:07
junction	straight	↑	21,3	0,1	130,7	12:11	12:09	12:07
junction	left, towards Mány	←	21,4	0,1	130,6	12:12	12:09	12:07
sharp bend	left	⤵	21,5	0,1	130,5	12:12	12:10	12:08
junction + traffic light	straight	↑	21,6	0,1	130,4	12:12	12:10	12:08
VÉDA speed control point		!	22,0	0,4	130,0	12:13	12:10	12:08
junction	straight	↑	22,2	0,2	129,8	12:13	12:10	12:08
end-of-Zsámbék			22,2	0,0	129,8	12:13	12:10	12:08
junction	straight, towards Bieske (concrete factory)	↑	22,6	0,4	129,4	12:13	12:11	12:09
Fejér county			23,3	0,7	128,7	12:14	12:12	12:10
sharp bend	right	⤵	23,7	0,4	128,3	12:15	12:13	12:10
sharp bend	left	⤵	23,8	0,1	128,2	12:15	12:13	12:11
junction	straight	↑	23,9	0,1	128,1	12:15	12:13	12:11
junction	straight	↑	24,2	0,3	127,8	12:16	12:13	12:11
junction	straight	↑	25,1	0,9	126,9	12:17	12:15	12:12
junction	straight (Mány junction)	↑	25,4	0,3	126,6	12:18	12:15	12:13
junction	straight	↑	27,6	2,2	124,4	12:21	12:18	12:16
sharp bend	left	⤵	27,6	0,0	124,4	12:21	12:18	12:16
junction	straight	↑	28,4	0,8	123,6	12:22	12:19	12:17
sharp bend	left	⤵	28,7	0,3	123,3	12:23	12:20	12:17
sharp bend	left	⤵	28,9	0,2	123,1	12:23	12:20	12:17
junction	straight	↑	28,9	0,0	123,1	12:23	12:20	12:17
underpass !!!		!	29,0	0,1	123,0	12:23	12:20	12:17
Bicske			29,7	0,7	122,3	12:24	12:21	12:18
junction	straight	↑	29,7	0,0	122,3	12:24	12:21	12:18
traffic island !!!		!	30,2	0,5	121,8	12:25	12:22	12:19
junction	straight	↑	30,2	0,0	121,8	12:25	12:22	12:19
end-of-Bieske			30,2	0,0	121,8	12:25	12:22	12:19
traffic island !!!		!	30,4	0,2	121,6	12:25	12:22	12:19
junction	left	←	30,4	0,0	121,6	12:25	12:22	12:19

traffic island !!!		!	30,4	0,0	121,6	12:25	12:22	12:19
roundabout	right, Road Nr 1, towards Győr	→	30,5	0,1	121,5	12:25	12:22	12:19
traffic island !!!		!	30,5	0,0	121,5	12:25	12:22	12:19
junction + traffic light	straight, Road Nr. 1	↑	30,9	0,4	121,1	12:26	12:23	12:20
junction	straight, towards Tatabánya	↑	32,5	1,6	119,5	12:28	12:25	12:22
junction	straight	↑	32,9	0,4	119,1	12:29	12:25	12:22
junction	straight, Road Nr. 1	↑	34,2	1,3	117,8	12:31	12:27	12:24
junction (!!!)	left, Road Nr. 811, towards Székesfehérvár	←	34,9	0,7	117,1	12:32	12:28	12:25
traffic island !!!		!	34,9	0,0	117,1	12:32	12:28	12:25
underpass !!!		!	35,3	0,4	116,7	12:32	12:29	12:26
bad road sector !!!		!	35,8	0,5	116,2	12:33	12:29	12:26
end-of-the-bad-road-sector !!!		!	36,3	0,5	115,7	12:34	12:30	12:27
traffic island !!!		!	37,0	0,7	115,0	12:35	12:31	12:28
roundabout	right, towards Csákvár, Söréd	→	37,0	0,0	115,0	12:35	12:31	12:28
traffic island !!!		!	37,0	0,0	115,0	12:35	12:31	12:28
junction	straight, towards Csákvár	↑	37,4	0,4	114,6	12:36	12:32	12:28
BUFFET / GREEN ZONE (1)		!	37,4	0,0	114,6	12:36	12:32	12:28
end-of-BUFFET / ZÖLD ZÓNA (1)		!	37,9	0,5	114,1	12:36	12:32	12:29
junction	straight	↑	39,9	2,0	112,1	12:39	12:35	12:32
junction	straight	↑	40,0	0,1	112,0	12:40	12:35	12:32
junction	straight	↑	40,5	0,5	111,5	12:40	12:36	12:32
junction	straight	↑	40,6	0,1	111,4	12:40	12:36	12:32
traffic island !!!		!	40,9	0,3	111,1	12:41	12:37	12:33
junction	straight, towards Csákvár, Söréd	↑	40,9	0,0	111,1	12:41	12:37	12:33
sharp bend	right	⤵	41,1	0,2	110,9	12:41	12:37	12:33
sharp bend	left	⤵	42,1	1,0	109,9	12:43	12:38	12:34
sharp bend	left	⤵	42,5	0,4	109,5	12:43	12:39	12:35
sharp bend	right	⤵	42,9	0,4	109,1	12:44	12:39	12:35
Vértesboglár			43,2	0,3	108,8	12:44	12:40	12:36
sharp bend	right	⤵	43,4	0,2	108,6	12:45	12:40	12:36
sharp bend	left	⤵	43,7	0,3	108,3	12:45	12:40	12:37
junction	straight	↑	43,7	0,0	108,3	12:45	12:40	12:37
junction	straight	↑	43,9	0,2	108,1	12:45	12:41	12:37
pedestrian crossing		!	43,9	0,0	108,1	12:45	12:41	12:37
traffic island !!!		!	43,9	0,0	108,1	12:45	12:41	12:37
end-of-Vértesboglár			44,2	0,3	107,8	12:46	12:41	12:37
junction	straight	↑	46,8	2,6	105,2	12:50	12:45	12:41
Csákvár			48,7	1,9	103,3	12:53	12:47	12:43
traffic island !!!		!	48,7	0,0	103,3	12:53	12:47	12:43
junction	straight	↑	49,0	0,3	103,0	12:53	12:48	12:43
junction	straight	↑	49,1	0,1	102,9	12:53	12:48	12:44
junction	straight	↑	49,3	0,2	102,7	12:53	12:48	12:44
traffic island !!!		!	49,5	0,2	102,5	12:54	12:49	12:44
junction	straight, towards Tata, Söréd (traffic light)	↑	49,5	0,0	102,5	12:54	12:49	12:44
junction	straight, towards Söréd	↑	49,8	0,3	102,2	12:54	12:49	12:44
traffic island !!!		!	49,9	0,1	102,1	12:54	12:49	12:45
junction	straight	↑	50,3	0,4	101,7	12:55	12:50	12:45
traffic island !!!		!	51,0	0,7	101,0	12:56	12:51	12:46
end-of-Csákvár			51,0	0,0	101,0	12:56	12:51	12:46
sharp bend	right	⤵	55,7	4,7	96,3	13:03	12:57	12:52
traffic island !!!		!	57,0	1,3	95,0	13:05	12:59	12:54
roundabout	straight, towards Söréd	↑	57,0	0,0	95,0	13:05	12:59	12:54
traffic island !!!		!	57,0	0,0	95,0	13:05	12:59	12:54
junction	straight	↑	59,2	2,2	92,8	13:08	13:02	12:57
sharp bend	right	⤵	60,4	1,2	91,6	13:10	13:04	12:58
sharp bend	left	⤵	61,3	0,9	90,7	13:11	13:05	12:59
sharp bend	left	⤵	62,1	0,8	89,9	13:13	13:06	13:01
junction	straight	↑	62,1	0,0	89,9	13:13	13:06	13:01
sharp bend	right	⤵	62,4	0,3	89,6	13:13	13:07	13:01
bridge		!	62,5	0,1	89,5	13:13	13:07	13:01
Csákberény			62,6	0,1	89,4	13:13	13:07	13:01
sharp bend	right	⤵	62,7	0,1	89,3	13:14	13:07	13:01
junction	straight	↑	62,9	0,2	89,1	13:14	13:07	13:02
end-of-Csákberény			62,9	0,0	89,1	13:14	13:07	13:02
sharp bend	left	⤵	63,5	0,6	88,5	13:15	13:08	13:02
sharp bend	right	⤵	64,0	0,5	88,0	13:16	13:09	13:03
sharp bend	right	⤵	64,8	0,8	87,2	13:17	13:10	13:04

sharp bend	left	↶	65,4	0,6	86,6	13:18	13:11	13:05
sharp bend	left	↶	65,5	0,1	86,5	13:18	13:11	13:05
bridge		!	66,1	0,6	85,9	13:19	13:12	13:06
Söréd			67,5	1,4	84,5	13:21	13:14	13:08
traffic island !!!		!	67,5	0,0	84,5	13:21	13:14	13:08
junction	straight	↑	67,9	0,4	84,1	13:21	13:14	13:08
junction	straight	↑	68,0	0,1	84,0	13:22	13:14	13:08
end-of Söréd			68,1	0,1	83,9	13:22	13:15	13:08
junction	right, Road Nr. 81, towards Győr	→	68,1	0,0	83,9	13:22	13:15	13:08
junction	straight, towards Győr	↑	70,4	2,3	81,6	13:25	13:18	13:11
junction	left, towards Bodajk, Zirc	←	70,7	0,3	81,3	13:26	13:18	13:12
traffic island !!!		!	70,7	0,0	81,3	13:26	13:18	13:12
sharp bend	right	↷	71,7	1,0	80,3	13:27	13:20	13:13
sharp bend	left	↶	72,0	0,3	80,0	13:28	13:20	13:13
railway crossing !!!		⊠	72,1	0,1	79,9	13:28	13:20	13:14
Bodajk			72,5	0,4	79,5	13:28	13:21	13:14
sharp bend	right	↷	72,7	0,2	79,3	13:29	13:21	13:14
junction	straight	↑	72,9	0,2	79,1	13:29	13:21	13:15
junction	straight	↑	73,1	0,2	78,9	13:29	13:22	13:15
sharp bend	right	↷	73,1	0,0	78,9	13:29	13:22	13:15
junction	straight	↑	73,4	0,3	78,6	13:30	13:22	13:15
junction	straight	↑	73,5	0,1	78,5	13:30	13:22	13:15
junction	straight	↑	73,9	0,4	78,1	13:30	13:23	13:16
sharp bend	left	↶	74,0	0,1	78,0	13:31	13:23	13:16
end-of Bodajk		↑	74,0	0,0	78,0	13:31	13:23	13:16
sharp bend	right	↷	75,1	1,1	76,9	13:32	13:24	13:17
sharp bend	left	↶	75,4	0,3	76,6	13:33	13:25	13:18
bridge		!	75,7	0,3	76,3	13:33	13:25	13:18
junction	straight	↑	76,0	0,3	76,0	13:34	13:26	13:19
Balinka			76,3	0,3	75,7	13:34	13:26	13:19
sharp bend	left	↶	76,5	0,2	75,5	13:34	13:26	13:19
junction	straight	↑	77,2	0,7	74,8	13:35	13:27	13:20
end-of Balinka			77,5	0,3	74,5	13:36	13:28	13:21
sharp bend	left	↶	77,9	0,4	74,1	13:36	13:28	13:21
sharp bend	left	↶	78,3	0,4	73,7	13:37	13:29	13:22
sharp bend	left	↶	78,8	0,5	73,2	13:38	13:29	13:22
hid		!	79,0	0,2	73,0	13:38	13:30	13:23
railway crossing !!!	not in use	⊠	79,7	0,7	72,3	13:39	13:31	13:23
bridge		!	79,8	0,1	72,2	13:39	13:31	13:24
junction	left, towards Bakonycsérnye, Zirc !!!	←	80,0	0,2	72,0	13:40	13:31	13:24
Mecsér			81,1	1,1	70,9	13:41	13:33	13:25
junction	straight	↑	81,5	0,4	70,5	13:42	13:33	13:26
Meesér-vége			81,8	0,3	70,2	13:42	13:34	13:26
junction	straight	↑	82,5	0,7	69,5	13:43	13:35	13:27
bad road sector !!!		!	82,7	0,2	69,3	13:44	13:35	13:27
Bakonycsérnye			82,7	0,0	69,3	13:44	13:35	13:27
junction	straight	↑	83,0	0,3	69,0	13:44	13:35	13:28
junction	straight	↑	84,6	1,6	67,4	13:46	13:38	13:30
junction	straight	↑	84,9	0,3	67,1	13:47	13:38	13:30
junction	straight	↑	85,5	0,6	66,5	13:48	13:39	13:31
junction	straight	↑	85,6	0,1	66,4	13:48	13:39	13:31
junction	straight	↑	86,0	0,4	66,0	13:49	13:40	13:32
junction	straight	↑	86,1	0,1	65,9	13:49	13:40	13:32
junction	straight, towards Zirc	↑	86,5	0,4	65,5	13:49	13:40	13:32
junction	straight	↑	86,6	0,1	65,4	13:49	13:40	13:32
bridge		!	86,8	0,2	65,2	13:50	13:41	13:33
junction	straight	↑	87,1	0,3	64,9	13:50	13:41	13:33
end-of Bakonycsérnye			87,3	0,2	64,7	13:50	13:41	13:33
end-of the bad road sector !!!		!	87,3	0,0	64,7	13:50	13:41	13:33
sharp bend	left	↶	88,3	1,0	63,7	13:52	13:43	13:35
BUFFET / GREEN ZONE (2)	Veszprém county	!	88,4	0,1	63,6	13:52	13:43	13:35
junction	straight	↑	88,8	0,4	63,2	13:53	13:43	13:35
end-of BUFFET / GREEN ZONE (2)		!	89,1	0,3	62,9	13:53	13:44	13:36
junction	left, towards Várpalota !!!	←	89,9	0,8	62,1	13:54	13:45	13:37
sharp bend	right	↷	91,8	1,9	60,2	13:57	13:48	13:39
sharp bend	left	↶	92,1	0,3	59,9	13:58	13:48	13:40
junction	straight	↑	92,5	0,4	59,5	13:58	13:49	13:40

bridge		!	92,5	0,0	59,5	13:58	13:49	13:40
sharp bend	right	↷	93,3	0,8	58,7	13:59	13:50	13:41
sharp bend	right	↷	94,0	0,7	58,0	14:01	13:51	13:42
sharp bend	left	↶	95,0	1,0	57,0	14:02	13:52	13:43
sharp bend	right	↷	95,1	0,1	56,9	14:02	13:52	13:44
sharp bend	left	↶	95,2	0,1	56,8	14:02	13:52	13:44
sharp bend	right	↷	95,4	0,2	56,6	14:03	13:53	13:44
Csőszpuszta			95,8	0,4	56,2	14:03	13:53	13:44
junction	right, towards Tés	→	96,0	0,2	56,0	14:04	13:53	13:45
end-of Csőszpuszta-vége			96,2	0,2	55,8	14:04	13:54	13:45
sharp bend	left	↶	96,2	0,0	55,8	14:04	13:54	13:45
Tés			96,8	0,6	55,2	14:05	13:55	13:46
junction	straight	↑	96,8	0,0	55,2	14:05	13:55	13:46
bad road sector !!!		!	96,8	0,0	55,2	14:05	13:55	13:46
sharp bend	right	↷	98,4	1,6	53,6	14:07	13:57	13:48
junction	straight	↑	98,4	0,0	53,6	14:07	13:57	13:48
sharp bend	left	↶	98,5	0,1	53,5	14:07	13:57	13:48
junction	straight	↑	98,5	0,0	53,5	14:07	13:57	13:48
junction	straight	↑	98,8	0,3	53,2	14:08	13:57	13:48
sharp bend	right	↷	98,9	0,1	53,1	14:08	13:58	13:49
junction	straight (next to the cemetery on the left !!!)	↑	98,9	0,0	53,1	14:08	13:58	13:49
end-of Tés			99,3	0,4	52,7	14:08	13:58	13:49
narrow road !!!	(1 lane wide)	!	99,3	0,0	52,7	14:08	13:58	13:49
sharp bend	right	↷	100,0	0,7	52,0	14:10	13:59	13:50
sharp bend	left	↶	100,5	0,5	51,5	14:10	14:00	13:51
sharp bend	right	↷	100,9	0,4	51,1	14:11	14:00	13:51
bridge		!	100,9	0,0	51,1	14:11	14:00	13:51
sharp bend	right	↷	101,0	0,1	51,0	14:11	14:00	13:51
sharp bend	left	↶	101,6	0,6	50,4	14:12	14:01	13:52
sharp bend	right	↷	101,9	0,3	50,1	14:12	14:02	13:52
sharp bend	left	↶	102,8	0,9	49,2	14:14	14:03	13:54
sharp bend	right	↷	104,0	1,2	48,0	14:16	14:05	13:55
sharp bend	left (!!!)	↶	104,3	0,3	47,7	14:16	14:05	13:56
sharp bend	right (!!!)	↷	104,4	0,1	47,6	14:16	14:05	13:56
dangerous bend	(the asphalt is rolling)		104,4	0,0	47,6	14:16	14:05	13:56
sharp bend	left	↶	104,6	0,2	47,4	14:16	14:05	13:56
sharp bend	left	↶	104,7	0,1	47,3	14:17	14:06	13:56
sharp bend	right	↷	104,8	0,1	47,2	14:17	14:06	13:56
bridge		!	105,0	0,2	47,0	14:17	14:06	13:56
Bakonynána			105,1	0,1	46,9	14:17	14:06	13:57
junction	straight	↑	105,6	0,5	46,4	14:18	14:07	13:57
sharp bend	right	↷	106,0	0,4	46,0	14:19	14:07	13:58
hid		!	106,0	0,0	46,0	14:19	14:07	13:58
junction	straight	↑	106,2	0,2	45,8	14:19	14:08	13:58
junction	straight	↑	106,8	0,6	45,2	14:20	14:09	13:59
end-of Bakonynána			107,4	0,6	44,6	14:21	14:09	14:00
junction	straight, towards Dudar	↑	107,8	0,4	44,2	14:21	14:10	14:00
Dudar			108,5	0,7	43,5	14:22	14:11	14:01
junction	straight	↑	108,6	0,1	43,4	14:22	14:11	14:01
junction	straight	↑	108,9	0,3	43,1	14:23	14:11	14:02
junction	straight	↑	109,0	0,1	43,0	14:23	14:12	14:02
sharp bend	right	↷	109,5	0,5	42,5	14:24	14:12	14:02
sharp bend	left	↶	109,6	0,1	42,4	14:24	14:12	14:02
junction	right, towards Csetény	→	109,8	0,2	42,2	14:24	14:13	14:03
junction	straight	↑	109,9	0,1	42,1	14:24	14:13	14:03
junction	straight	↑	110,0	0,1	42,0	14:25	14:13	14:03
junction	straight	↑	110,6	0,6	41,4	14:25	14:14	14:04
end-of the bad road sector !!!		!	111,2	0,6	40,8	14:26	14:15	14:05
junction	straight	↑	111,4	0,2	40,6	14:27	14:15	14:05
junction	right, towards Bakonyzentkirály	→	111,6	0,2	40,4	14:27	14:15	14:05
end-of Dudar			111,9	0,3	40,1	14:27	14:16	14:05
junction	straight	↑	112,4	0,5	39,6	14:28	14:16	14:06
sharp bend	right	↷	114,2	1,8	37,8	14:31	14:19	14:08
sharp bend	left	↶	115,3	1,1	36,7	14:32	14:20	14:10
bridge		!	115,7	0,4	36,3	14:33	14:21	14:10
Bakonyoszlop bauxit mine	(mine sign)		116,0	0,3	36,0	14:34	14:21	14:11
Bakonyoszlop			116,2	0,2	35,8	14:34	14:22	14:11

junction	straight	↑	116,2	0,0	35,8	14:34	14:22	14:11
junction	straight	↑	116,4	0,2	35,6	14:34	14:22	14:11
junction	straight	↑	116,5	0,1	35,5	14:34	14:22	14:11
bridge		!	116,6	0,1	35,4	14:34	14:22	14:12
junction	straight	↑	116,7	0,1	35,3	14:35	14:22	14:12
junction	straight	↑	117,2	0,5	34,8	14:35	14:23	14:12
junction	straight	↑	117,3	0,1	34,7	14:35	14:23	14:13
junction	straight	↑	117,5	0,2	34,5	14:36	14:23	14:13
junction	straight	↑	117,7	0,2	34,3	14:36	14:24	14:13
end-of Bakonyeszlep			117,8	0,1	34,2	14:36	14:24	14:13
sharp bend	left	↷	118,9	1,1	33,1	14:38	14:25	14:15
bridge		!	120,0	1,1	32,0	14:40	14:27	14:16
Bakonyszentkirály			120,0	0,0	32,0	14:40	14:27	14:16
junction	straight, towards Road Nr. 82	↑	120,0	0,0	32,0	14:40	14:27	14:16
junction	straight	↑	120,4	0,4	31,6	14:40	14:28	14:17
junction	straight	↑	120,5	0,1	31,5	14:40	14:28	14:17
junction	straight	↑	120,6	0,1	31,4	14:40	14:28	14:17
junction	straight (next to the church on the right)	↑	120,9	0,3	31,1	14:41	14:28	14:17
junction	straight	↑	121,0	0,1	31,0	14:41	14:28	14:17
junction	straight (left)	↑	121,1	0,1	30,9	14:41	14:28	14:17
junction	straight	↑	121,3	0,2	30,7	14:41	14:29	14:18
junction	straight	↑	121,6	0,3	30,4	14:42	14:29	14:18
end-of Bakonyszentkirály			121,7	0,1	30,3	14:42	14:29	14:18
junction	right, Road Nr. 82, towards Győr (!!!)	→	121,7	0,0	30,3	14:42	14:29	14:18
Győr-Moson-Sopron county			123,3	1,6	28,7	14:44	14:32	14:20
junction	straight	↑	123,4	0,1	28,6	14:45	14:32	14:20
bridge		!	123,8	0,4	28,2	14:45	14:32	14:21
bridge		!	127,7	3,9	24,3	14:51	14:38	14:26
junction	straight	↑	128,5	0,8	23,5	14:52	14:39	14:27
Veszprémvarsány			129,8	1,3	22,2	14:54	14:41	14:29
junction	straight	↑	129,9	0,1	22,1	14:54	14:41	14:29
junction	straight	↑	130,0	0,1	22,0	14:55	14:41	14:29
junction	straight	↑	130,2	0,2	21,8	14:55	14:41	14:29
junction	straight	↑	130,3	0,1	21,7	14:55	14:41	14:29
junction	straight	↑	130,4	0,1	21,6	14:55	14:41	14:30
railway crossing !!!		☒	131,5	1,1	20,5	14:57	14:43	14:31
end-of Veszprémvarsány			132,2	0,7	19,8	14:58	14:44	14:32
traffic island !!!		!	132,3	0,1	19,7	14:58	14:44	14:32
roundabout	straight, Road Nr. 82, towards Győr (2. exit)	↑	132,3	0,0	19,7	14:58	14:44	14:32
traffic island !!!		!	132,3	0,0	19,7	14:58	14:44	14:32
Bakonypéterd			134,2	1,9	17,8	15:01	14:47	14:35
junction	straight	↑	134,4	0,2	17,6	15:01	14:47	14:35
junction	straight	↑	135,1	0,7	16,9	15:02	14:48	14:36
junction	straight	↑	135,7	0,6	16,3	15:03	14:49	14:37
junction	straight	↑	139,2	3,5	12,8	15:08	14:54	14:41
junction	straight, Road Nr. 82, towards Győr	↑	140,6	1,4	11,4	15:10	14:56	14:43
junction	straight	↑	141,1	0,5	10,9	15:11	14:56	14:44
Ravaszd			141,5	0,4	10,5	15:12	14:57	14:44
junction	right, towards Pannonhalma (PEDRO)	→	141,5	0,0	10,5	15:12	14:57	14:44
bridge		!	141,7	0,2	10,3	15:12	14:57	14:44
junction	straight	↑	141,8	0,1	10,2	15:12	14:57	14:44
end-of Ravaszd			141,8	0,0	10,2	15:12	14:57	14:44
GREEN ZONE (3)		!	141,8	0,0	10,2	15:12	14:57	14:44
end-of GREEN ZONE (3)		!	143,2	1,4	8,8	15:14	14:59	14:46
railway crossing !!!		☒	143,2	0,0	8,8	15:14	14:59	14:46
Pannonhalma		→	143,9	0,7	8,1	15:15	15:00	14:47
sharp bend	right	↷	144,9	1,0	7,1	15:17	15:02	14:49
junction	straight	↑	144,9	0,0	7,1	15:17	15:02	14:49
junction	straight	↑	145,0	0,1	7,0	15:17	15:02	14:49
sharp bend	left	↶	145,0	0,0	7,0	15:17	15:02	14:49
junction	left, towards Győr, Écs	←	145,1	0,1	6,9	15:17	15:02	14:49
junction	right, towards Écs, Györság	→	145,2	0,1	6,8	15:17	15:02	14:49
junction	straight	↑	145,2	0,0	6,8	15:17	15:02	14:49
junction	straight	↑	145,4	0,2	6,6	15:18	15:02	14:49
Centrum	sharp right !!!	→	145,6	0,2	6,4	15:18	15:03	14:49
junction	left (into oneway, Váralja street)	←	145,7	0,1	6,3	15:18	15:03	14:50
junction	right, left (Váralja street)	→ ←	145,8	0,1	6,2	15:18	15:03	14:50

junction	left (Váralja street)	←	146,0	0,2	6,0	15:19	15:03	14:50
junction	right (Hunyadi street, tow. the Abbey) - cordon	→	146,1	0,1	5,9	15:19	15:03	14:50
junction	straight	↑	146,3	0,2	5,7	15:19	15:04	14:50
sharp bend !!!	right	↷	146,3	0,0	5,7	15:19	15:04	14:50
Célterület	PANNONHALMA ABBEY (1. crossing)		146,6	0,3	5,4	15:19	15:04	14:51
junction	straight	↑	147,1	0,5	4,9	15:20	15:05	14:51
junction	straight	↑	147,5	0,4	4,5	15:21	15:05	14:52
end-of Pannonhalma			147,9	0,4	4,1	15:21	15:06	14:52
junction	right, towards Ravaszd	→	148,2	0,3	3,8	15:22	15:06	14:53
junction	straight	↑	148,8	0,6	3,2	15:23	15:07	14:54
sharp bend	left	↶	149,4	0,6	2,6	15:24	15:08	14:54
junction	straight	↑	149,7	0,3	2,3	15:24	15:08	14:55
sharp bend	right	↷	149,9	0,2	2,1	15:24	15:09	14:55
Pannonhalma			150,0	0,1	2,0	15:25	15:09	14:55
junction	straight	↑	150,3	0,3	1,7	15:25	15:09	14:56
junction	straight (local circiut enter) !!!	↑	150,6	0,3	1,4	15:25	15:10	14:56
junction	right, towards Écs, Györság	→	150,7	0,1	1,3	15:26	15:10	14:56
junction	straight	↑	150,7	0,0	1,3	15:26	15:10	14:56
junction	straight	↑	150,9	0,2	1,1	15:26	15:10	14:56
Centrum	sharp right !!!	→	151,0	0,1	1,0	15:26	15:10	14:56
junction	left (into oneway, Váralja street)	←	151,1	0,1	0,9	15:26	15:10	14:57
junction	right, left (Váralja street)	→ ←	151,3	0,2	0,7	15:26	15:11	14:57
junction	left (Váralja street)	←	151,4	0,1	0,6	15:27	15:11	14:57
junction	right (Hunyadi street, tow. the Abbey) - cordon	→	151,6	0,2	0,4	15:27	15:11	14:57
junction	straight	↑	151,7	0,1	0,3	15:27	15:11	14:57
sharp bend !!!	right	↷	151,7	0,0	0,3	15:27	15:11	14:57
FINISH	PANNONHALMA ABBEY (2. crossing)		152,0	0,3	0,0	15:28	15:12	14:58



OUR SPONSORS

- Visegrad Fund

KÜLGAZDASÁGI ÉS
KÜLÜGYMINISZTERIUMHM SPORTÉRT FELELŐS
ÁLLAMTITKÁRSÁG
SKODA
valentauto.hu
Nemzeti
Sportfejlesztési és
Módszertani IntézetMAGYAR
TURISZTIKAI ÜGYNÖKSÉGLAND-PLAN
HOTEL & RESTAURANT
★★★FAMULUS
BUSINESS HOTEL GYŐR
★★★★

- Visegrad Fund

SKODA

AZ ÚJ ELROQ. ÁLLATI GYORSAN TÖLT.



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

WLTP szerinti CO₂ kibocsátás: vegyes sebességnél 0 g/km 

Valent Auto Nyíregyháza

4400 Nyíregyháza, Tiszavasvári út 54.

+36 20 745-2000

 facebook.com/valentautokft

www.valentauto.hu



Nová Baňa (START AND FINISH TOWN)



Dear cyclists and visitors to our city,

on July 12th and 13th 2025, it is going to be the fifth time that our town will be hosting a start and a finish of the Slovak stage of the international cycling race Visegrad 4 Bicycle Race 2025 & Respect Ladies Race Slovakia. The track, established in previous years, offers racers a truly rolling terrain with a number of demanding technical sections. During the Respect Ladies Race Slovakia, a children's cycling race will take place in the town centre of Nová Baňa. After Saturday's cycling race, we will open the Cultural Summer 2025 in our town with an open-air disco in the square.

We wish all the cyclists a successful cycling race in our hilly region surrounded by beautiful nature. The same goes for all the teams, sports fans and spectators.

Branislav Jad'ud'
Mayor of the town Nová Baňa



RACE REGULATION 2025

ARTICLE 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 13. July 2025. 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

ARTICLE 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.

ARTICLE 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.

ARTICLE 4. RACE HEADQUARTERS

The race headquarters shall be open at Sunday 13/7/2025 at 09:00 and located at the following address: Mestský úrad, Námestie slobody 1, 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. Safety meeting will be held at 10:15 at Mestský úrad, Námestie slobody 1, 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 Mestský úrad, Námestie slobody 1, 968 01 Nová Baňa.

ARTICLE 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 in Mestský úrad, Námestie slobody 1, 968 01 Nová Baňa.

ARTICLE 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 refunded upon completion of the race.

ARTICLE 7.TIME LIMITS

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).

ARTICLE 8. CLASSIFICATION(S)

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

ARTICLE 9. INDIVIDUAL PRIZES

The following prizes 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 €

ARTICLE 10. ANTIDOPING

The anti-doping tests will take place at Mestský úrad, Námestie slobody 1, 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.

ARTICLE 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.

ARTICLE 12. DRESSING ROOMS

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

ARTICLE 13. PENALTIES

The UCI penalty scale is the only one applicable.

ARTICLE 14. COMMISAIRES AND OFFICIALS

President of the Commissaires Panel: Mr. LEPAJÕE Jaan (commissaire UCI, EST)

Commissaires: J2: Ondrej Biroš, J3: Daniel Fejo, J5: Stanislav Šefčík, J6: Ľubomír Jánoš, Foto finish: Ľuboš Bodiš, Pavol Miazdra, Janka Naumová
Moto Commissaires: Jozef Chlepko, Juraj Gavenda, Roman Vančík

Radio: Matúš Radosa

Race doctor: SČk., ú.s. Topolčany

ARTICLE 15. 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.

ARTICLE 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.

ARTICLE 17. HOSPITALS

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

ARTICLE 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.

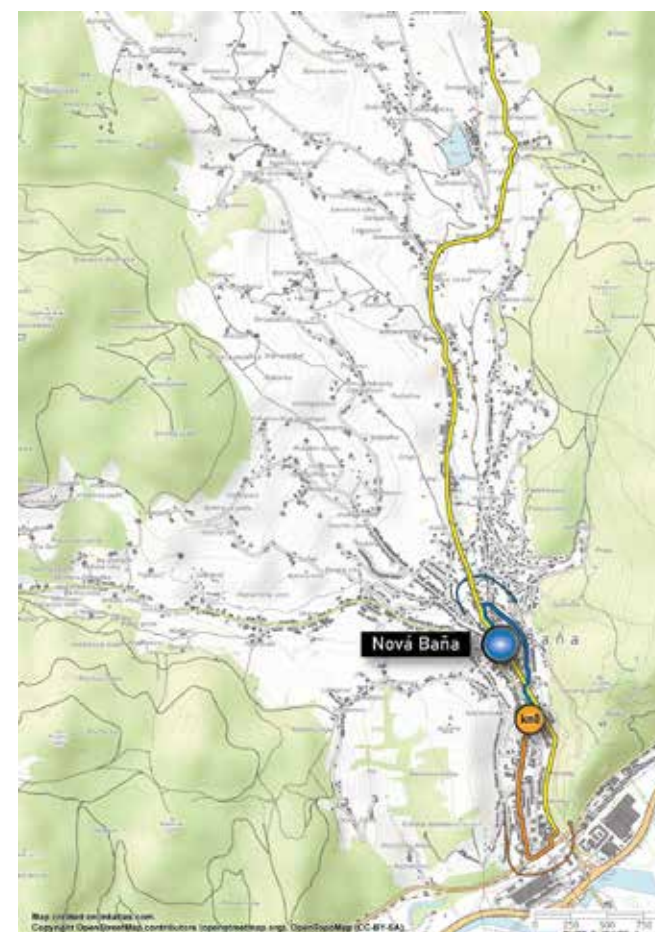
ARTICLE 19. SCHEDULE

SUNDAY 13. 7. 2025.

09:00 – 10:00	Team’s reception at Headquarters Mestský úrad, Námestie slobody 1, 968 01 Nová Baňa
10:15	Safety meeting Mestský úrad, Námestie slobody 1, 968 01 Nová Baňa
11:00	Team managers meeting Mestský úrad, Námestie slobody 1, 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

PODIUM JERSEYS





Nová Baňa - Nová Baňa 7/13/2025 138,8 km

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

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						
33.4	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
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, Litter zone / Feeding zone - START	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, Litter zone / Feeding zone - END	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, Litter zone / Feeding zone - START	14:39	14:35	14:31
68.2	70.7	252	↑	po ulici Andreja Kmeťa	14:39	14:35	14:31

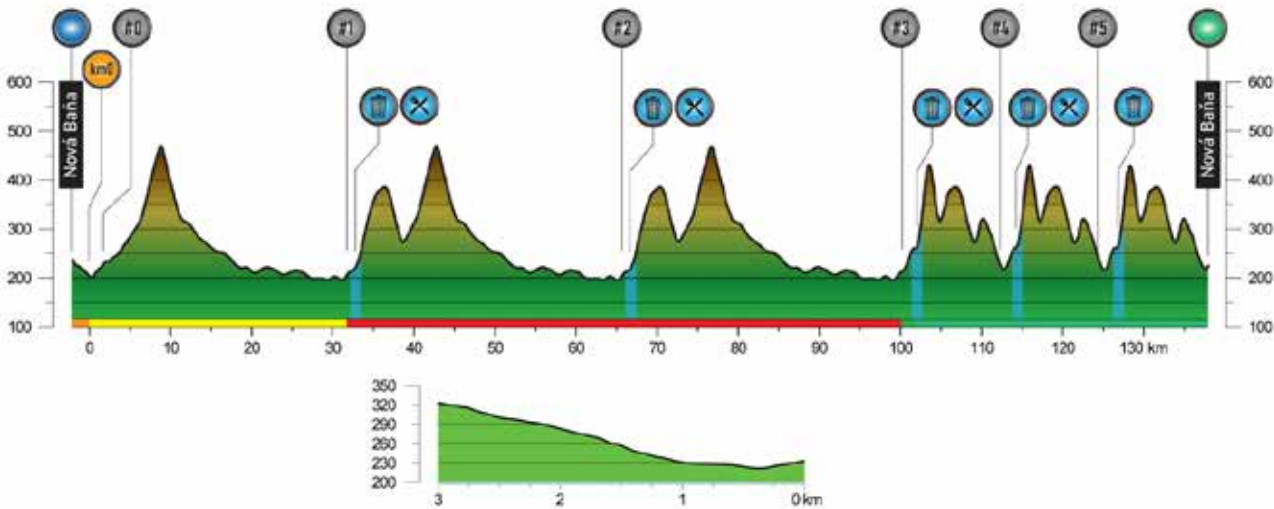


VISEGRAD 4 BICYCLE RACE - GP SLOVAKIA

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						
68.3	70.5	262	↑	na ulicu Hrádza	14:40	14:35	14:31
69.2	69.7	325	↑	na ulicu Nad Hrádzou, Litter zone / Feeding zone - END	14:41	14:37	14:33
70.3	68.6	377	←	na ulicu Kútovská cesta	14:44	14:39	14:35
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, Litter zone / Feeding zone - START	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, Litter zone / Feeding zone - END	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

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						
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
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, Litter zone / Feeding zone - START	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, Litter zone / Feeding zone - END	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, Litter zone - START	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, Litter zone - END	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

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						
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
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



- Visegrad Fund

OUR SPONSORS



ORGANISERS



GOLD PARTNERS



SILVER PARTNERS



BRONZE PARTNERS



SUPPORTED USING PUBLIC
FUNDING BY SPORTS SUPPORT FUND

WITH FINANCIAL SUPPORT

THANK YOU FOR SAFETY







VISEGRAD 4 BICYCLE RACE GRAND PRIX POLAND



Głogów (START TOWN)



Soon, the streets of Głogów will once again welcome the participants of the Visegrad 4 Bicycle Race.

This historic city, with over a thousand years of history, will serve as the starting point of the Polish stage of this year's cycling competition. We are delighted to welcome cyclists and cycling enthusiasts to Głogów, and invite them to discover one of the oldest cities in Poland – a place etched in history, among others, through the 'Defense of Głogów' in 1109, described in the Chronicle of Gallus Anonymus. Even then, Głogów was one of the key towns in the region, and for centuries to come, it continued to develop as generations added their contributions to the city's historical and cultural heritage.

Much of that heritage was tragically lost in 1945, when Głogów was nearly completely destroyed during the fierce battles over 'Festung Glogau.' Since then, the city has been rising from the ashes – like a mythical Phoenix. Today, Głogów is home to nearly 60,000 people, and its post-war development was significantly influenced by the emergence of Poland's copper industry in the region – including the construction of one of the largest copper smelters in Europe: the 'Głogów' Copper Smelter. Now, only a few sites – including intentionally preserved so-called 'permanent ruins' – remind us of the devastation Głogów suffered in the final months of the war. Thanks to the titanic efforts of Polish settlers and subsequent generations, we can now proudly showcase Głogów by hosting prestigious events such as the Visegrad 4 Bicycle Race stage.

Głogów's Old Town, where the start of this year's race is held, is both a historic site and one of the youngest old towns in Poland.

Its reconstruction only began in the late 20th century, and the town hall was reopened just 23 years ago. That's why the 'new' Old Town, linking Głogów's present with its centuries-old past, is a uniquely scaled architectural undertaking. It has become a point of interest for architects, urban planners, and tourists, who are increasingly visiting Głogów. It serves not only as a place of residence, commerce, and services, but also as a hub for the local community, thanks to numerous artistic, social, cultural, and sporting events held there.

The residents of Głogów value an active lifestyle, which is why an important part of our city is the sports complex managed by Chrobry Głogów S.A. – home to a multifunctional arena, a

stadium, training fields, tennis courts, volleyball, basketball and beach sports courts, an indoor swimming pool, and an outdoor pool complex. These facilities are used by the city's first-league football team and the handball team playing in the Superliga. Głogów has also had a cycling team for many years, currently competing under the name 'TC Chrobry Scott Głogów.' The team races in the U-23 category and is made up of young athletes aspiring to turn professional, competing in races both in Poland and internationally.

It will be a great pleasure to welcome you to Głogów – a jewel of northern Lower Silesia, rebuilt from ruins.

Rafael Rokaszewicz
Mayor of Głogów



Grębocice (FINISH TOWN)



The Municipality of Grębocice

The Municipality of Grębocice is located in the northern part of Lower Silesia, in Polkowice County, and is one of the fastest-growing municipalities in Poland. The top priority for the local authorities is investing in initiatives that improve the quality of life for the local community.

The municipality also boasts an excellent road network, which sets it apart from other local governments. The development of road infrastructure goes hand in hand with the growth of the region. It's no surprise, then, that many cyclists choose to train here, and the municipality is often referred to as the cycling capital of the Copper Basin.

Years of effort and action have turned cycling and running into a tradition and a recognizable brand of Grębocice – a municipality known for its commitment to physical activity. Thanks to investments in sports and recreational infrastructure, residents have free and constant access to active leisure and fitness facilities.

In cooperation with the Głogów Forest District, the municipality has created a year-round Bike Park trail in the village of Obiszów, which attracts runners, MTB enthusiasts, and Nordic walking fans from the entire region – and from across Poland.



When talking about Obiszów, it's worth noting that for over a decade this village has been regarded as the sporting gem of the region. Surrounded by nature and forests, a vast clearing offers a perfect place for active recreation. There's a playground, pump track, cycling paths, singletrack trails, a zipline, and an obstacle course – all free of charge.

The Obiszów clearing also features a beautiful corner with a Botanical Horoscope, a medieval settlement reconstruction, a trail showcasing local history, and a viewing platform offering a panoramic view of the municipality.

By promoting cycling, the municipality also encourages recreational and tourist trips around the area. Bike touring enthusiasts can choose from marked routes that run through the most scenic spots of the Dalkowskie Hills and the Głogów Ice-Marginal Valley. These trails also highlight historical landmarks and natural curiosities. One example is the Themed Cycling Route of Historic Churches in Grębocice Municipality.

We warmly invite you to visit the Municipality of Grębocice. For more information, please visit: www.grebocice.com.pl





VISEGRAD 4 BICYCLE RACE GRAND PRIX POLAND



Jerzmanowa



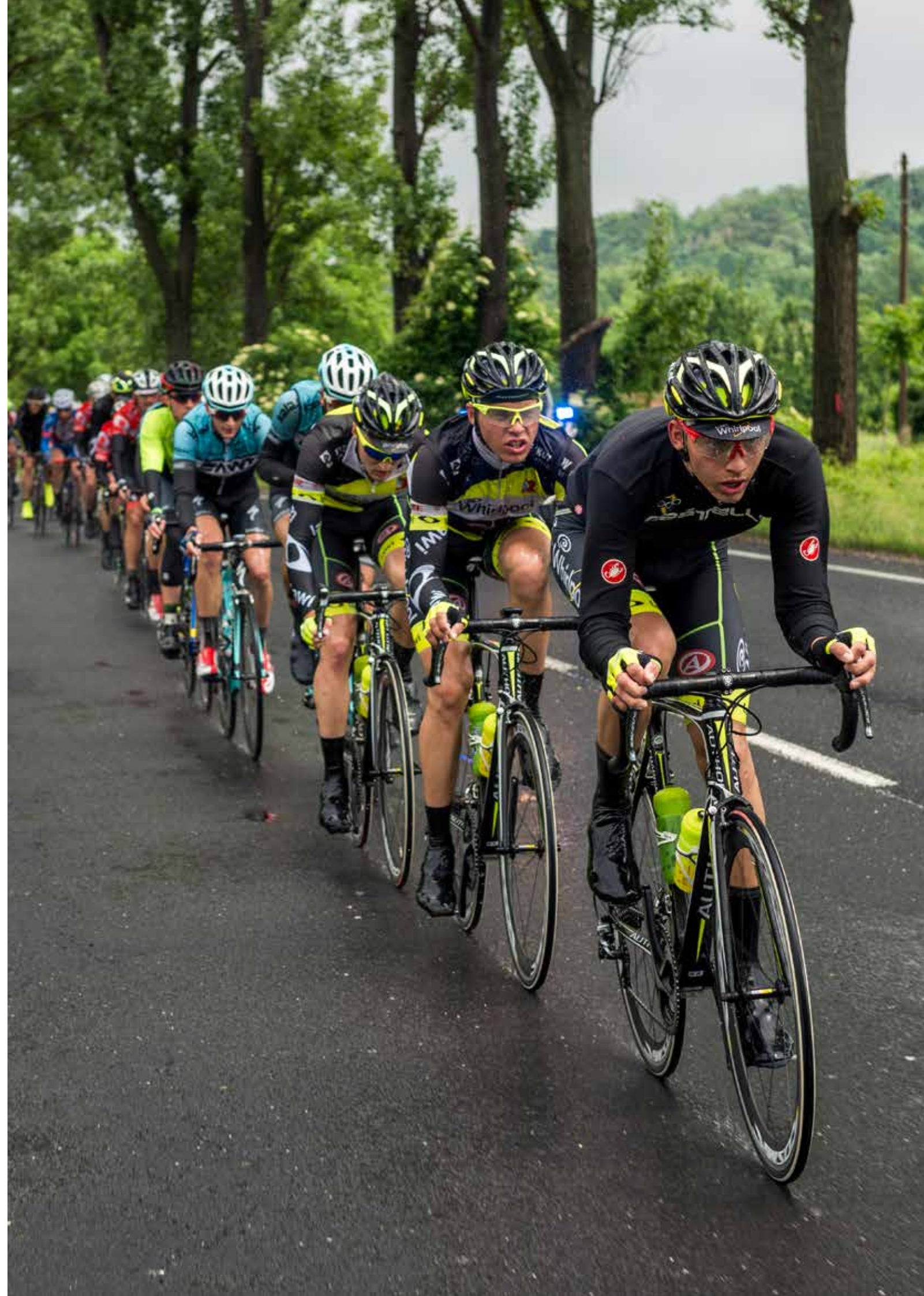
Jerzmanowa – hospitable to development

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 picturesqueness 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.





RACE REGULATION 2025

ARTICLE 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 20th July 2025.

Distance: 172,6 km
2,5 km - official 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
Secretariat: Małgorzata Pawlaczek
tel. +48 513 315 328

ARTICLE 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 Teams, UCI foreign Pro Teams (max 2), UCI Continental Teams, UCI Cyclo-cross professional 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.

ARTICLE 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.

ARTICLE 4. RACE HEADQUARTERS

The race headquarters shall be open on July 20th, 2025, 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 9:30 a.m., on the 20.07.2025. 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 9.50 at RACE HEADQUARTERS LOCATION. The order of team cars shall be determined by drawing lots during the team managers’ meeting. 10:20 the race safety briefing Urząd Miasta w Głogowie, ul. Rynek.

ARTICLE 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.

ARTICLE 6. NEUTRAL TECHNICAL SUPPORT

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

ARTICLE 7.TIME LIMITS

According to art. 2.3.039 time limit is set for 8%.
During the race, held on a 27-long circuit, any rider(s) with a time deficit of 15 min. or more shall be withdrawn, for safety reasons.

ARTICLE 8. CLASSIFICATION

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 2025. 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 2025,
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 by the Hungarian organizer

ARTICLE 9. PRIZES

The following money prizes are awarded:

PLACING	INDIVIDUAL RACE CLASS.
1	2425€
2	1210€
3	610€
4	305€
5	240€
6	180€
7	180€
8	120€
9	120€
10	60€
11th to 20th	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.

ARTICLE 10. ANTIDOPING

The anti-doping tests will take place in conformity with the UCI regulations and Polish Anti-Doping Agency (POLADA). The anti-doping local will be situated in the Urządzie Gminy Grębocice

ARTICLE 11. OFFICIAL CEREMONY – GRĘBOCICE

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 2025 races

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

ARTICLE 12. PENALTIES

The UCI penalty rules will only apply.

ARTICLE 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, leaded 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.
3 neutral technical vehicles by 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 present 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.

ARTICLE 14. TEAMS & EQUIPMENTS

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

ARTICLE 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.

ARTICLE 16. HOSPITAL

Poviat Hospital Complex in Głogów
Ul. Kościuszki 15
67-200 Głogów
Tel. 76/ 8373361

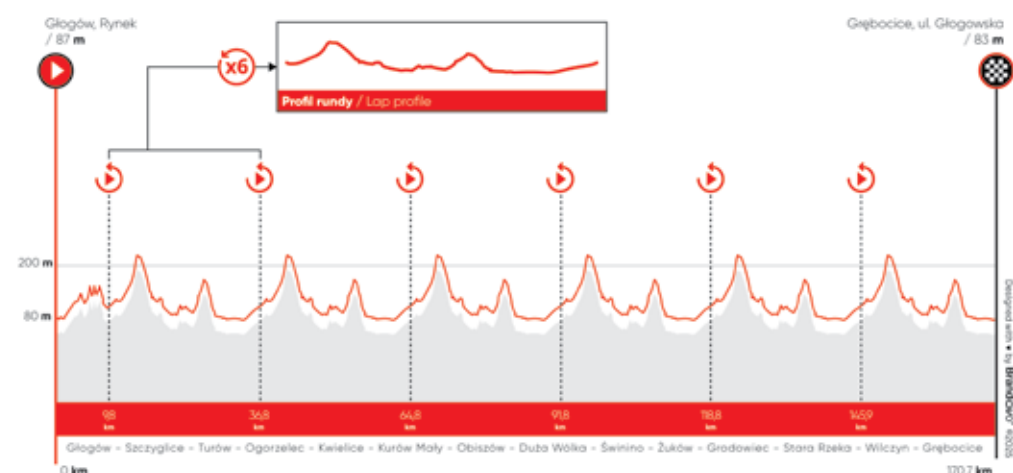
ARTICLE 16. HOSPITAL

Sunday, 20.07.2025	
8.30 – 9.30	teams' reception at Headquarters - Urząd Miasta Głogów ul. Rynek
9.50	Team managers' meeting
10.20	Race safety briefing - Urząd Miasta w Głogowie, ul. Rynek
10.40	Signature of the start sheet
11.50	Official start of the race Głogów Rynek
12.00	Real start Głogów ul. Zielona
approx. 15.30	Finish of the race Grebocice
15.40	Official awards ceremony

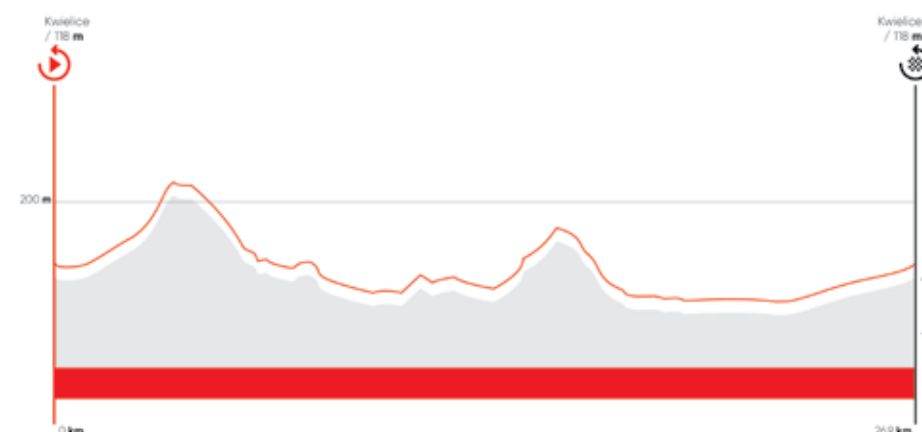


PODIUM JERSEYS





Maps & Profiles



GŁOGÓW - GRĘBOCICE 7/21/2025 168,9 km

DATA 21.07.2025			PLACE	START		META			
Visegrad 4 Bicycle Race Grand Prix Poland				GŁOGÓW		GRĘBOCICE			
				MINUTE TRAVEL TIME					
Lp	Km, from start	Km to go		time of travel					
				v= 40		v= 42		v= 44	
				godz.	min	godz.	min	godz.	min
1.	168,9	0,0	Głogów ul. Zielona START OSTRY	12	00	12	00	12	00
2	166,0	2,2	Szczyglice	12	3	12	3	12	3
3	141,9	4,1	Turów	12	6	12	5	12	5
4	114,9	5,7	Ogorzelec	12	8	12	8	12	7
5	87,9	6,9	Kwielice, 1st round, początek rundy	12	10	12	9	12	9
6	60,9	10,1	Kurów Mały	12	15	12	14	12	13
7	33,9	13,9	Obiszów	12	19	12	19	12	18
8	29,0	16,4	Duża Wólka	12	24	12	23	12	22
9	28,7	17,6	Świnino	12	26	12	25	12	24
10	26,5	18,7	Bieńków	12	28	12	26	12	25
11	22,0	20,6	Żuków	12	30	12	29	12	28
12	20,6	22,0	Grodowiec	12	33	12	31	12	30
13	18,7	26,5	Stara Rzeka	12	39	12	37	12	36
14	17,6	28,7	Wilczyn	12	43	12	41	12	39
15	16,4	29,0	Grębocice	12	43	12	41	12	39
16	13,9	33,9	Kwielice, end of 1st round	12	50	12	48	12	46
17	10,1	60,9	Kwielice, end of 2st round	13	31	13	27	13	23
18	6,9	87,9	Kwielice, end of 3rd round	14	11	14	05	13	59
19	5,7	114,9	Kwielice, end of 4th round	14	52	14	44	14	36
20	4,1	141,9	Kwielice, end of 5th round	15	32	15	22	15	13
21	2,9	166,0	Kwielice – Wilczyn, end of 6th round	16	9	15	57	15	46
22	0,0	168,9	FINISH - Grębocice, ul. Głogowska 3	16	13	16	1	15	50

OUR SPONSORS





WOW
HUNGARY

