

V4 CONNECTS
HUNGARIAN PRESIDENCY 2017/2018 OF THE
VISEGRAD GROUP

V4 SPECIAL SERIES DEBRECEN - IBRANY



Dear Sports Friends,

As a member of the Visegrad Group (V4) Hungary is proud to be part of an alliance that works for the future of Europe alongside the principles and values of sovereignty, independence, freedom, God, country, family, work, honesty, security, common sense and good reason. This cooperation that is being based on truly common interests and mutual trust has, in the past years, gradually deepened and broadened hence today it not only encompasses an important element of these four countries' foreign policy but goes far beyond that.

The V4 cooperation has always held a cultural strength, there is an economic strength to it as well and we can dauntlessly say that by today the V4 collaboration holds such political power too, that is capable of influencing Europe's future as a substantive partner to western countries.

Since 2013 we can be proud of our commitment to a health-conscious and sporty lifestyle having become a common value owing to the V4 Bicycle Races having been instigated through Poland's initiative.

The purpose and objective of the international bicycle race is the reinforcement of a common Visegrad identity through the propagation of the Visegrad collaboration. This initiative is made all the more important as social relationships are becoming ever more valuable in foreign policy too and the development of road networks and the interconnection of countries holds extraordinary importance. The interconnection of the four Visegrad countries in the heart of Europe is inevitable, imperative and self-evident. A splendid example of this is the bicycle competition touching on the spectacles of all four countries. In addition to this the V4 Bicycle Races also play a distinguished role in propagating this sport as they also qualify as Olympic and world championship qualification tournaments registered in the tournament schedule of the International Cycling Union (UCI).

I wish all the luck to all contestants and participants of the V4 Special Series Debrecen – Ibrány international competition to be held for the first time this year and I would also like to take this opportunity to congratulate the organizers for arranging this one-of-its-kind event of the region.

Dr. Tünde Szabó
Minister of Foreign Affairs and Trade
Deputy-Secretary of State for Sports



Dr. Péter Princzinger
President

Hungarian Cycling Federation

The cooperation of the Visegrád Group (V4) countries going back to the early 90's has grown to an all new level during the Hungarian presidency in 2017/18. In addition to the further strengthening of the alliance originally forged for the joint representation of our political, diplomatic and economic interests the Hungarian government has decided to place higher-than-before emphasis on sharing with one another our collective and unique central-eastern-european historical and cultural heritage. In an attempt to support this objective those that are interested may choose from a wide array of program offerings during the Hungarian V4 presidency if they have a keen interest in each others' musical culture, dancing art, gastronomy or screen arts. In this 'adventure sharing' sport has its own role to play. We are proud that year-on-year and as part of a joint Hungarian-Czech-Slovakian and Polish endeavor and cooperation we arrange bicycle road races of ever increasing standards and complying with the professional prerequisites of the United Cycling International (UCI) that provide valuable scoring opportunities to our contenders, a spectacular attraction to onlookers, supporters and fans and directly contribute to the achievement of our country branding objectives. It is our objective that through the professional organization of the V4 bicycle race and though its further development in the coming year based on assessment of experiences gathered we demonstrate to the world that whilst we are contenders on the tracks we also are allies to each other.



Dr. László Papp
Major of Town Debrecen
having County Rights

I am proud to the fact, that we can be the host of such a new-born large scale sport event, as the V4 Special Series Debrecen - Ibrány international cycling race! Debrecen is since 1994 entitled to wear the name the sport town of the nation and it wants to be worthy to this rank from several aspects. Mentioning only the most up-to-date events we could bring it into discussion, that our town was the host of the XXI. IHF Junior Women Handball World Championship, but at the end of June was organised in our town the Individual Time Trial Championship as well, in the course of which the competitors of Debrecen amongst others became richer with three champion titles. The cycling infrastructure in Debrecen will in future only develop, as only few days ago could we report, that thanks to the Hungarian Government in Debrecen will be erected the only indoor velodrom of the eastern country part. In the near past such Government decisions were reached, on the basis of which the Government regards Debrecen as a region centre and together with these significant sport institutions could be established in the town - amongst others the new Nagyerdei Stadion, which is the starting point of the V4 Special Series Debrecen - Ibrány as well.

There are few such settlements in Europe where such high level and manifold sport infrastructure should be at disposal as in Debrecen. And in the world there could be few such cyclists as Ferenc Novák aged 87, who has become as multi Guinness-recorder a globe-trotter cyclist.

Presently we are working, that Debrecen should obtain by 2023 the European Cultural Capital title and in this work much strength could give us the sympathy, friendly support of the member states of the Visegrád Group.



Béla Berencsi
Major of Town Ibrány

The Municipality of the town Ibrány is taking an active part in the establishment of the conditions of the competition- and mass sporting and its continuous development. The Municipality is supporting several sport clubs, sport associations and it is a great pleasure to us, that besides this more and more civil organisations, business groups and institutions get involved into the organisation, managing of the town mass sport programmes. A large number of the inhabitants of Ibrány have a continuously increasing demand for physical exercises, as we can see more and more young people cycling, running, rowing or even playing basketball in open air. Thanks to the management of MERSE and NYKSE during the last years it was possible to organise several cycling competitions of high standard in Ibrány and in its region. Our roads are of good quality, our town is well ordered, inhabitants are open and receptive in direction of all new possibilities which provide a possibility to introduce ourselves, make public acquainted with our values, our natural beauties.

In that way I should like to say thank you to all those who provide a possibility with their work, and expertise or financial support, to make again popular the cycling sport in our region.

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

- Visegrad Fund

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cooperation in Central Europe**

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Debrecen

(START TOWN)



Debrecen is Hungary's second largest city with a population of almost 205 000 people. The city offers a rich variety of sights and programmes to its visitors who can feel the bustling life of the early 1900s and the atmosphere of a 21st-century dynamic city at the same time.

Today Debrecen is a steadily developing centre of Eastern Hungary. Its international airport connects the city with several European destinations, and it is only a two-hour drive from the capital, Budapest.

Industries creating high added value have traditionally felt at home in Debrecen. Major multinationals such as National Instruments (U.S.), TEVA Pharmaceuticals, Krones, British Telecom, Continental, FAG, and T-Systems have all transplanted substantial assets into the city. The University of Debrecen is the most significant institution of higher education in the region, one of five research universities in Hungary. Offering the most diverse training scheme, it currently serves 30 000 students in 14 faculties. More than 4,000 students representing some 100 nations from all corners of the globe pursue their studies in Debrecen.

What do you need to enjoy life in a 21st-century city? Attractive sights to see, modern shopping malls and exciting cultural events, for sure. But you also need activities that offer holiday experi-

ences without compromise. Debrecen is by no means lacking in activities of this kind. Trendy cafés and bistros are proliferating, the popularity of street food is on the rise, countless cozy terraces and other special venues are getting ready to take visitors. Your leisurely stroll in downtown Debrecen – dubbed 'promenade' by locals – will be punctuated by shady green piazzas and refreshing fountains. The slightly eclectic arrangement of architectural styles as well as the streets and alleys, each hiding its very own story, will set up an enchanting atmosphere.

The city's cultural life is very diverse, you can't get bored in Debrecen. You can find various forms of entertainment and recreation: classical music concerts, theatre and puppet theatre performances, exhibitions and a whole range of open-air events of gastronomy and sports.

The open-air theatre, the Stadium and the Frog Pond in the Big Forest (Nagyerdő) area are very popular places. In the old water tower turned into an entertainment centre the more daring visitors can try indoor climbing while in addition to the dazzling night-time shows you can also enjoy the spectacle of the nearby mist theatre. We should not forget about MODEM, the internationally known centre of modern art located in the heart of the city. It houses the Antal-Lusztrig Collection—one of the most prestigious private collections in Hungary.







Ibrány (FINISH TOWN)



Ibrány is a settlement in the Szabolcs-Szatmár-Bereg county of/with the 10th largest population. The settlement is for 8 thousand years already continuously occupied, this is proven by the rich archeological fossils dicovered at this place. Its written hystory reaches back right to the early medieval.

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

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

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



• Visegrad Fund

• Visegrad Group



MINISTRY OF
FOREIGN AFFAIRS AND TRADE
OF HUNGARY



MAGYAR
TURISZTIKAI ÜGYNÖKSÉG



MINISTRY OF
HUMAN RESOURCES



Fisher



Bikemag.hu





DEBRECEN
MEGYEI JOGÚ VÁROS



IBRÁNY VÁROSA





RACE REGULATION

ARTICLE 1. ORGANIZATION

The V4 Special Series Debrecen - Ibrany 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 22nd of July 2018. The race is totally flat from Debrecen to Ibrany. Distance: 157,6 km. Race Director: János SOLYOMOSI – tel: +36-30-435-29-92 – (e-mail: mozgasegeszsegerekacio@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 professional continental teams of the country, UCI foreign professional continental teams (max. 2), Continental 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 Saturday 21/07/2018 between 16:00 – 19:00 pm and located at the following address: Uni-Hotel (3515 Miskolc-Egyetemváros, <http://www.uni-hotel.hu/en>, GPS: N48.079'054" E20.770'941"). 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 for 18:30 – 19:00 at Uni-Hotel.

ARTICLE 5. RADIO-TOUR

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

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 race.

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 than 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 2.3.039 of the UCI regulations.)

ARTICLE 8. INDIVIDUAL PRIZES

The following prizes are awarded in HUF accordance with UCI Regulations for class 1.2 race: 300.000, 150.000, 75.000, 40.000, 30.000, 22.000, 22.000, 15.000, 15.000, 8.000-8.000 for the first 20 riders. Total sum: 757.000 HUF (2.419 euro - calculated on basis 315 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 Ibrányi László Művelődési Központ és Könyvtár (4484 Ibrány, Hősök square 2-4.) - GPS: N48.128'052" E21.713'002"). 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 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 Ibrányi László Művelődési Központ és Könyvtár (4484 Ibrány, Hősök square 2-4.) - GPS: N48.128'052" E21.713'002".

ARTICLE 11. START & FINNISH

Start – Debrecen Football stadium / Debrecen Nagyerdei Stadion - GPS: N47.556'040" E21.633'599"

Finish - Ibrányi László Művelődési Központ és Könyvtár (2nd floor) - GPS: N48.128'052" E21.713'002"

Detour & Parking – Agora SHop parking entrance / Agora parkoló bejárat - GPS: N48.126'545" E21.712'706"

ARTICLE 12. DRESSING ROOMS

Every team will have the possibility for shower and change clothes in Drom of Móricz Zsigmond High School (H-4484 Ibrány, Hősök square 8.) after the race - GPS: N48.128'701" E21.714'102"

ARTICLE 13. PENALTIES

The UCI penalty scale is the only one applicable.



V4 SPECIAL SERIES MEDALS

ARTICLE 14. COMMISSAIRES PANEL AND OFFICIALS

Pres. Mr. ROSIEJAK Stefan (UCI), C2 TÖRZSÖK Zsolt (UCI), C3 SKOREK Paweł (UCI), FJ PATAKI Rózsa (NAT), AFJ BANOVIC Dušan (NUCI), TC KOVÁCS László (NAT), C4 BENÁCSI Szandra (NAT), INFO MOTO BISCHOF Ferenc (NAT), REGULATOR MOTO SZABÓ Antal (NAT), MC1 TISLÉR Zoltán (NAT), MC2 ORBÁN László (NAT), RADIO TOUR SKOREK Piotr (NAT), BW JUHÁSZ Balázs (NAT) Dr. PÁNCZÉL Tímea (Race doctor), Dr. GÁSPÁR Attila (Ambulance doctor), As. KRAMARICS Zoltán (Ambulance assistant), TISZEKER Ágnes (Hungarian National Anti-Doping Organization)

ARTICLE 15. 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.

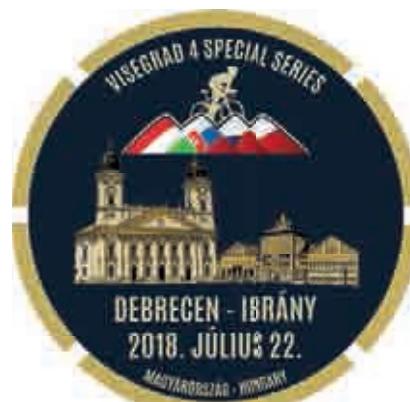
All persons by taking part in the race, whether as riders, officials or in any other capacity, confirm that they accept and agree to abide by these regulations, especially the rules for safety.

ARTICLE 16. HOSPITALS

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

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

Kenézy Gyula Kórház és Rendelőintézet
(4031 Debrecen, Bartók B. u. 2-26.)
Tel: +36-52-511-776,
Ambulance/mentők: 104





DEBRECEN - IBRÁNY 2018.07.22 157,6 km

			KM	km	KM	42 km/h	45 km/h	48 km/h
			*	0,0	0	13:40	13:40	13:40
Debrecen Nagyerdei Football Stadium	OFFICIAL START (Pallagi street - Tower)							
junction	left, Nagyerdei avenue	◀	0,1					
junction	straight, Nagyerdei avenue	↑	0,9					
junction	straight, Nagyerdei avenue	↑	1,5					
junction	straight, Nagyerdei avenue	↑	1,9					
junction	right, Hadházi street	→	2,4					
junction	straight	↑	2,5					
junction	left, Zákány street	◀	2,7					
junction (!!!)	right, Kassai street	→, !	3,2					
junction (!!!)	left, Sámoni street (Road Nr. 471)	◀, !	3,4					
junction	straight, Sámoni street (Road Nr. 471)	↑	3,6					
junction	straight, Sámoni street (Road Nr. 471)	↑	3,7					
railway crossing	Road Nr. 471, towards Nyíradony	#	3,9					
junction	straight, Sámoni street (Road Nr. 471)	↑	3,9					
junction	straight, Sámoni street (Road Nr. 471)	↑	4,2					
junction	straight, Sámoni street (Road Nr. 471)	↑	4,4					
junction	straight, Sámoni street (Road Nr. 471)	↑	4,5					
junction (!!!)	straight, Sámoni street (Road Nr. 471) - Penny	↑, !	4,6					
junction	straight, Sámoni street (Road Nr. 471)	↑	4,9					
traffic island			4,9					
junction	straight, Sámoni street (Road Nr. 471)	↑	5,1					
junction	straight, Sámoni street (Road Nr. 471)	↑	5,4					
junction	straight, Sámoni street (Road Nr. 471)	↑	5,7					
end of Debrecen			6,2					
junction	straight, Sámoni street (Road Nr. 471)	↑	6,2					
junction	straight, Sámoni street (Road Nr. 471)	↑	7,1					
junction	straight, Sámoni street (Road Nr. 471)	↑	11,5					
8. km			11,6					
8. km	REAL START		0,0	0,0	157,6	14:00	14:00	14:00
Hajdúsámon			1,5	1,5	156,1	14:02	14:02	14:01
junction	straight, (Road Nr. 471)	↑	1,9	0,4	155,7	14:02	14:02	14:02
junction	straight, Road Nr. 471, towards Nyírbátor	↑	2,8	0,9	154,8	14:04	14:03	14:03
junction	lampa, straight	↑	2,9	0,1	154,7	14:04	14:03	14:03
sharp bend left !!!		∩	3,1	0,2	154,5	14:04	14:04	14:03
junction	straight, (Road Nr. 471)	↑	3,5	0,4	154,1	14:05	14:04	14:04
sharp bend right !!!		∩	4,1	0,6	153,5	14:05	14:05	14:05
sharp bend left !!!		∩	4,1	0,0	153,5	14:05	14:05	14:05
junction	straight, (Road Nr. 471)	↑	4,5	0,4	153,1	14:06	14:06	14:05
end of Hajdúsámon			5,1	0,6	152,5	14:07	14:06	14:06
underpass (under construction)	straight	↑, !	6,0	0,9	151,6	14:08	14:08	14:07
Nyíradony-Tamáspuszta			7,7	1,7	149,9	14:11	14:10	14:09
railway crossing		#	10,9	3,2	146,7	14:15	14:14	14:13
Nyíradony Aradványpuszta			12,0	1,1	145,6	14:17	14:16	14:15
traffic island !!!		!	12,0	0,0	145,6	14:17	14:16	14:15
traffic island !!!		!	13,6	1,6	144,0	14:19	14:18	14:17
end of Nyíradony Aradványpuszta			13,6	0,0	144,0	14:19	14:18	14:17
railway crossing		#	16,7	3,1	140,9	14:23	14:22	14:20
traffic island !!!		!	17,2	0,5	140,4	14:24	14:22	14:21
Nyíradony			17,2	0,0	140,4	14:24	14:22	14:21
junction	straight, (Road Nr. 471) - petrol station	↑	17,8	0,6	139,8	14:25	14:23	14:22
junction	lámpa, straight	↑	19,0	1,2	138,6	14:27	14:25	14:23
roundabout	straight, (Road Nr. 471)	↑	19,4	0,4	138,2	14:27	14:25	14:24
junction	straight, towards Mátészalka (Road Nr. 471)	↑	21,0	1,6	136,6	14:30	14:28	14:26
traffic island !!!		!	21,4	0,4	136,2	14:30	14:28	14:26
end of Nyíradony			21,4	0,0	136,2	14:30	14:28	14:26
Szabolcs-Szatmár-Bereg county			24,1	2,7	133,5	14:34	14:32	14:30
Nyírmiháldi			25,0	0,9	132,6	14:35	14:33	14:31
junction	straight, Road Nr. 471	↑	25,9	0,9	131,7	14:37	14:34	14:32
junction	straight, (Road Nr. 471)	↑	26,1	0,2	131,5	14:37	14:34	14:32
sharp bend left !!!		∩	26,7	0,6	130,9	14:38	14:35	14:33
end of Nyírmiháldi			27,0	0,3	130,6	14:38	14:36	14:33
Nyírgelse			29,0	2,0	128,6	14:41	14:38	14:36
end of Nyírgelse			30,5	1,5	127,1	14:43	14:40	14:38
railway crossing		#	31,3	0,8	126,3	14:44	14:41	14:39
Nyírbogát			35,7	4,4	121,9	14:51	14:47	14:44
roundabout	right, towards Mátészalka (Road Nr. 471)	→	37,4	1,7	120,2	14:53	14:49	14:46
sharp bend left !!!		∩	37,4	0,0	120,2	14:53	14:49	14:46
sharp bend right !!!		∩	37,7	0,3	119,9	14:53	14:50	14:47
end of Nyírbogát			38,9	1,2	118,7	14:55	14:51	14:48
railway crossing		#	40,6	1,7	117,0	14:58	14:54	14:50
Nyírbátor			42,7	2,1	114,9	15:01	14:56	14:53
roundabout	straight, Road Nr. 471	↑	42,8	0,1	114,8	15:01	14:57	14:53
roundabout	left (return), towards Nyíregyháza !!!	◀	44,0	1,2	113,6	15:02	14:58	14:55
railway crossing			45,3	1,3	112,3	15:04	15:00	14:56
end of Nyírbátor			45,6	0,3	112,0	15:05	15:00	14:57
railway crossing		#	46,4	0,8	111,2	15:06	15:01	14:58
sharp bend left !!!		∩	49,2	2,8	108,4	15:10	15:05	15:01
junction	straight, towards Nyíregyháza	↑	51,1	1,9	106,5	15:13	15:08	15:03
junction	straight, towards Nyíregyháza	↑	52,6	1,5	105,0	15:15	15:10	15:05
junction	straight, towards Nyíregyháza	↑	55,2	2,6	102,4	15:18	15:13	15:09
traffic island !!!		!	58,1	2,9	99,5	15:23	15:17	15:12



Kállósemjén			58,1	0,0	99,5	15:23	15:17	15:12
junction	straight, towards Nyíregyháza	↑	58,8	0,7	98,8	15:24	15:18	15:13
junction	straight, towards Nyíregyháza	↑	59,7	0,9	97,9	15:25	15:19	15:14
traffic island !!!		!	61,1	1,4	96,5	15:27	15:21	15:16
end of Kállósemjén			61,1	0,0	96,5	15:27	15:21	15:16
Nagykálló			63,9	2,8	93,7	15:31	15:25	15:19
sharp bend left		↖	64,7	0,8	92,9	15:32	15:26	15:20
traffic island !!!			66,1	1,4	91,5	15:34	15:28	15:22
sharp bend left !!!			66,2	0,1	91,4	15:34	15:28	15:22
junction	straight, towards Nyíregyháza	↑	66,4	0,2	91,2	15:34	15:28	15:23
sharp bend right !!!		↖	66,6	0,2	91,0	15:35	15:28	15:23
sharp bend left !!!		↖	66,7	0,1	90,9	15:35	15:28	15:23
junction	straight, towards Nyíregyháza	↑	67,0	0,3	90,6	15:35	15:29	15:23
roundabout	right, towards Nyíregyháza	→	67,6	0,6	90,0	15:36	15:30	15:24
end of Nagykálló			68,5	0,9	89,1	15:37	15:31	15:25
traffic island !!!		!	69,4	0,9	88,2	15:39	15:32	15:26
overpass		!	69,9	0,5	87,7	15:39	15:33	15:27
junction	straight, towards Nyíregyháza	↑	70,2	0,3	87,4	15:40	15:33	15:27
junction	straight, towards Nyíregyháza	↑	72,4	2,2	85,2	15:43	15:36	15:30
junction	straight, towards Nyíregyháza	↑	73,7	1,3	83,9	15:45	15:38	15:32
Nyíregyháza			75,4	1,7	82,2	15:47	15:40	15:34
junction	straight	↑	76,2	0,8	81,4	15:48	15:41	15:35
junction	straight	↑	76,8	0,6	80,8	15:49	15:42	15:36
junction	straight	↑	76,9	0,1	80,7	15:49	15:42	15:36
junction	straight	↑	77,3	0,4	80,3	15:50	15:43	15:36
junction	straight	↑	77,6	0,3	80,0	15:50	15:43	15:37
railway crossing	!!!	#, !	78,0	0,4	79,6	15:51	15:44	15:37
roundabout	straight, towards centrum (4. exit) !!!	↑	78,1	0,1	79,5	15:51	15:44	15:37
junction	right, towards Nagyvárad street	→	78,7	0,6	78,9	15:52	15:44	15:38
junction	straight	↑	78,7	0,0	78,9	15:52	15:44	15:38
junction (lamp)	right (Road Nr41), towards Záhony, Polgár	→	79,3	0,6	78,3	15:53	15:45	15:39
junction (lamp)	straight	↑	80,0	0,7	77,6	15:54	15:46	15:40
junction (lamp)	straight	↑	80,1	0,1	77,5	15:54	15:46	15:40
junction (lamp)	straight	↑	80,6	0,5	77,0	15:55	15:47	15:40
junction (lamp)	straight	↑	80,9	0,3	76,7	15:55	15:47	15:41
junction (lamp)	straight	↑	81,2	0,3	76,4	15:56	15:48	15:41
junction (lamp)	straight	↑	81,7	0,5	75,9	15:56	15:48	15:42
junction (lamp)	straight	↑	82,2	0,5	75,4	15:57	15:49	15:42
junction (lamp)	straight	↑	82,7	0,5	74,9	15:58	15:50	15:43
roundabout	straight, towards Vásárosnamény (2. exit)	↑	83,3	0,6	74,3	15:59	15:51	15:44
end of Nyíregyháza	right side (2 lanes) !!!	!	83,5	0,1	74,1	15:59	15:51	15:44
junction	straight	↑	84,2	0,7	73,4	16:00	15:52	15:45
traffic island !!!			84,2	0,0	73,4	16:00	15:52	15:45
roundabout	straight, towards Vásárosnamény (2. exit)	↑	84,8	0,6	72,8	16:01	15:53	15:46
end of Nyíregyháza – Oroszi			84,9	0,1	72,7	16:01	15:53	15:46
roundabout	left, towards Záhony, Kisvárda	←	85,9	1,0	71,7	16:02	15:54	15:47
junction	straight	↑	87,2	1,3	70,4	16:04	15:56	15:49
junction	straight	↑	89,4	2,2	68,2	16:07	15:59	15:51
junction	straight	↑	91,3	1,9	66,3	16:10	16:01	15:54
junction	straight	↑	92,3	1,0	65,3	16:11	16:03	15:55
junction	straight, towards Záhony-Ungvár	↑	93,6	1,3	64,0	16:13	16:04	15:57
junction	straight, towards Záhony	↑	94,6	1,0	63,0	16:15	16:06	15:58
junction	left, towards Nyírbogdány–Demecser	←	97,4	2,8	60,2	16:19	16:09	16:01
junction	straight, towards Demecser	↑	97,4	0,0	60,2	16:19	16:09	16:01
bad road !!!		!	97,9	0,5	59,7	16:19	16:10	16:02
end of bad road			99,7	1,8	57,9	16:22	16:12	16:04
junction	left, towards Tiszabercel, Kemicse	←	99,7	0,0	57,9	16:22	16:12	16:04
traffic island !!!		!	99,7	0,0	57,9	16:22	16:12	16:04
bridge			102,4	2,7	55,2	16:26	16:16	16:08
junction	straight, towards Tiszabercel, Kemicse	↑	102,6	0,2	55,0	16:26	16:16	16:08
railway crossing		#	102,7	0,1	54,9	16:26	16:16	16:08
Kemicse			102,8	0,1	54,8	16:26	16:17	16:08
junction	straight, towards Tiszabercel	↑	104,4	1,6	53,2	16:29	16:19	16:10
junction	straight, towards Tiszabercel	↑	104,7	0,3	52,9	16:29	16:19	16:10
end of Kemicse			105,7	1,0	51,9	16:31	16:20	16:12
sharp bend right !!!		↖	107,7	2,0	49,9	16:33	16:23	16:14
junction !!!	straight, towards Tiszabercel	↑, !	109,1	1,4	48,5	16:35	16:25	16:16
traffic island !!!		!	109,1	0,0	48,5	16:35	16:25	16:16
sharp bend left !!!		↖	109,5	0,4	48,1	16:36	16:26	16:16
sharp bend right !!!		↖	110,3	0,8	47,3	16:37	16:27	16:17
Kótaj			111,1	0,8	46,5	16:38	16:28	16:18
junction	straight	↑	112,3	1,2	45,3	16:40	16:29	16:20
end of Kótaj			114,3	2,0	43,3	16:43	16:32	16:22
railway crossing	not in use	#	114,9	0,6	42,7	16:44	16:33	16:23
BUFFET			115,0	0,1	42,6	16:44	16:33	16:23
junction	straight, towards Tiszabercel	↑	115,7	0,8	41,9	16:45	16:34	16:24
end of BUFFET			116,2	1,2	41,4	16:46	16:34	16:25
junction	straight, towards Tiszabercel	↑	116,2	0,5	41,4	16:46	16:34	16:25
bridge			121,2	5,0	36,4	16:53	16:41	16:31
Buj			121,3	0,1	36,3	16:53	16:41	16:31
junction	straight	↑	123,2	1,9	34,4	16:56	16:44	16:34
end of Buj			124,5	1,3	33,1	16:57	16:46	16:35
traffic island !!!		!	127,2	1,3	30,4	17:01	16:49	16:39
junction	right, towards Ibrány	→	127,2	1,3	30,4	17:01	16:49	16:39
Paszab			128,5	1,3	29,1	17:03	16:51	16:40
railway crossing		#	128,9	0,4	28,7	17:04	16:51	16:41

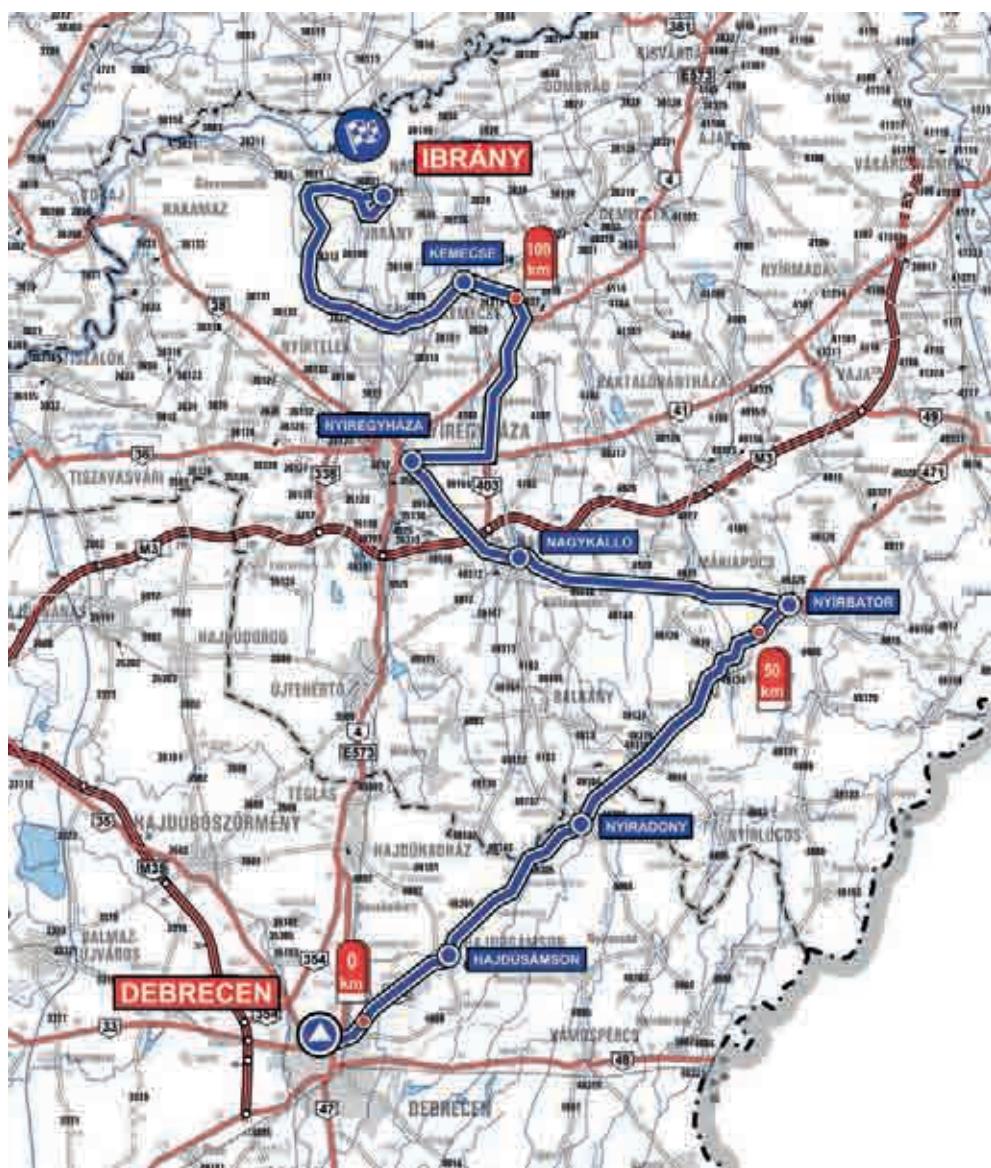


end of Paszab				128,9	0,0	28,7	17:04	16:51	16:41
Ibrány				130,6	1,7	27,0	17:06	16:54	16:43
traffic island !!!			!	131,1	0,5	26,5	17:07	16:54	16:43
junction	right		►	131,1	0,0	26,5	17:07	16:54	16:43
sharp bend left !!!			□	132,2	1,1	25,4	17:08	16:56	16:45
sharp bend right !!!			□	132,3	0,1	25,3	17:09	16:56	16:45
railway crossing	not in use		#	132,7	0,4	24,9	17:09	16:56	16:45
traffic island !!!			!	132,8	0,1	24,8	17:09	16:57	16:46
junction	left		◀	132,8	0,0	24,8	17:09	16:57	16:46
junction	straight (slight left)		↑	133,2	0,4	24,4	17:10	16:57	16:46
sharp bend left !!!			□	133,3	0,1	24,3	17:10	16:57	16:46
junction	straight			133,6	0,3	24,0	17:10	16:58	16:47
railway crossing	not in use		#	135,2	0,5	22,4	17:13	17:00	16:49
House of Culture	FINISH (1. passage)			135,2	0,0	22,4	17:13	17:00	16:49
sharp bend right !!!			□	135,3	0,1	22,3	17:13	17:00	16:49
sharp bend left !!!			□	135,4	0,1	22,2	17:13	17:00	16:49
junction	left, towards Rakamaz		◀	136,1	0,7	21,5	17:14	17:01	16:50
junction	straight, towards Rakamaz		↑	136,9	0,8	20,7	17:15	17:02	16:51
end of Ibrány				137,3	0,4	20,3	17:16	17:03	16:51
traffic island !!!			!	137,9	0,6	19,7	17:17	17:03	16:52
junction	left, towards centrum		◀	137,9	0,0	19,7	17:17	17:03	16:52
Ibrány				137,9	0,0	19,7	17:17	17:03	16:52
sharp bend left !!!			□	138,9	1,0	18,7	17:18	17:05	16:53
sharp bend right !!!			□	139,0	0,1	18,6	17:18	17:05	16:53
railway crossing	not in use		#	139,4	0,4	18,2	17:19	17:05	16:54
traffic island !!!			!	139,5	0,1	18,1	17:19	17:06	16:54
junction	left		◀	139,5	0,0	18,1	17:19	17:06	16:54
junction	straight (slight left)		↑	139,9	0,4	17,7	17:19	17:06	16:54
sharp bend left !!!			□	140,0	0,1	17,6	17:20	17:06	16:55
junction	straight		↑	140,3	0,3	17,3	17:20	17:07	16:55
railway crossing	not in use		#	140,8	0,5	16,8	17:21	17:07	16:56
House of Culture	FINISH (2. passage)			140,8	0,0	16,8	17:21	17:07	16:56
sharp bend right !!!			□	140,9	0,1	16,7	17:21	17:07	16:56
sharp bend left !!!			□	141,0	0,1	16,6	17:21	17:08	16:56
junction	left, towards Rakamaz		◀	141,7	0,7	15,9	17:22	17:08	16:57
junction	straight		↑	142,5	0,8	15,1	17:23	17:10	16:58
end of Ibrány				142,9	0,4	14,7	17:24	17:10	16:58
traffic island !!!			!	143,5	0,6	14,1	17:25	17:11	16:59
junction	left, towards centrum		◀	143,5	0,0	14,1	17:25	17:11	16:59
Ibrány				143,5	0,0	14,1	17:25	17:11	16:59
sharp bend left !!!			□	144,5	1,0	13,1	17:26	17:12	17:00
sharp bend right !!!			□	144,6	0,1	13,0	17:26	17:12	17:00
railway crossing	not in use		#	145,0	0,4	12,6	17:27	17:13	17:01
traffic island !!!			!	145,1	0,1	12,5	17:27	17:13	17:01
junction	left		◀	145,1	0,0	12,5	17:27	17:13	17:01
junction	straight (slight left)		↑	145,5	0,4	12,1	17:27	17:14	17:01
sharp bend left !!!			□	145,6	0,1	12,0	17:28	17:14	17:02
junction	straight		↑	145,9	0,3	11,7	17:28	17:14	17:02
railway crossing	not in use		#	146,4	0,5	11,2	17:29	17:15	17:03
House of Culture	FINISH (3. passage)			146,4	0,0	11,2	17:29	17:15	17:03
sharp bend right !!!			□	146,5	0,1	11,1	17:29	17:15	17:03
sharp bend left !!!			□	146,6	0,1	11,0	17:29	17:15	17:03
junction	left, towards Rakamaz		◀	147,3	0,7	10,3	17:30	17:16	17:04
junction	straight		↑	148,1	0,8	9,5	17:31	17:17	17:05
end of Ibrány				148,5	0,4	9,1	17:32	17:18	17:05
traffic island !!!			!	149,1	0,6	8,5	17:33	17:18	17:06
junction	left, towards centrum		◀	149,1	0,0	8,5	17:33	17:18	17:06
Ibrány				149,1	0,0	8,5	17:33	17:18	17:06
sharp bend left !!!			□	150,1	1,0	7,5	17:34	17:20	17:07
sharp bend right !!!			□	150,2	0,1	7,4	17:34	17:20	17:07
railway crossing	not in use		#	150,6	0,4	7,0	17:35	17:20	17:08
traffic island !!!			!	150,7	0,1	6,9	17:35	17:20	17:08
junction	left		◀	150,7	0,0	6,9	17:35	17:20	17:08
junction	straight (slight left)		↑	151,1	0,4	6,5	17:35	17:21	17:08
sharp bend left !!!			□	151,2	0,1	6,4	17:36	17:21	17:09
junction	straight		↑	151,5	0,3	6,1	17:36	17:22	17:09
railway crossing	not in use		#	152,0	0,5	5,6	17:37	17:22	17:10
House of Culture	FINISH (4. passage)			152,0	0,0	5,6	17:37	17:22	17:10
sharp bend right !!!			□	152,1	0,1	5,5	17:37	17:22	17:10
sharp bend left !!!			□	152,2	0,1	5,4	17:37	17:22	17:10
junction	left, towards Rakamaz		◀	152,9	0,7	4,7	17:38	17:23	17:11
junction	straight		↑	153,7	0,8	3,9	17:39	17:24	17:12
end of Ibrány				154,1	0,4	3,5	17:40	17:25	17:12
traffic island !!!			!	154,7	0,6	2,9	17:41	17:26	17:13
Ibrány				154,7	0,0	2,9	17:41	17:26	17:13
junction	left, towards centrum		◀	154,7	0,0	2,9	17:41	17:26	17:13
sharp bend left !!!			□	155,7	1,0	1,9	17:42	17:27	17:14
sharp bend right !!!			□	155,8	0,1	1,8	17:42	17:27	17:14
railway crossing	not in use		#	156,2	0,4	1,4	17:43	17:28	17:15
traffic island !!!			!	156,3	0,1	1,3	17:43	17:28	17:15
junction	left		◀	156,3	0,0	1,3	17:43	17:28	17:15
junction	straight (slight left)		↑	156,7	0,4	0,9	17:43	17:28	17:15
sharp bend left !!!			□	156,8	0,1	0,8	17:44	17:29	17:16
junction	straight		↑	157,1	0,3	0,5	17:44	17:29	17:16
railway crossing	not in use		#	157,6	0,5	0,0	17:45	17:30	17:17
FINISH - House of Culture	FINISH (5. passage)		*	157,6	0,0	0,0	17:45	17:30	17:17





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