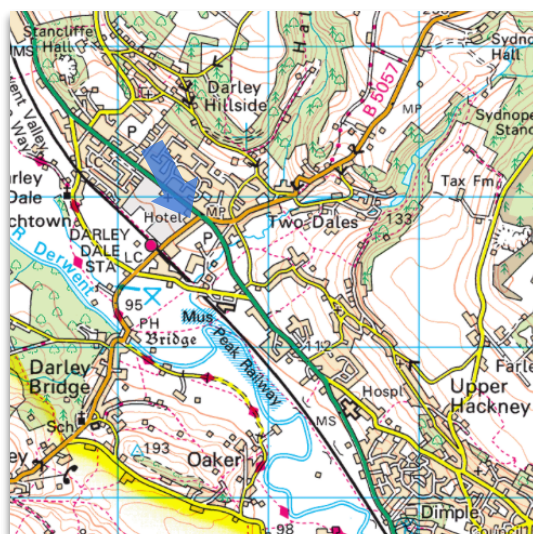


Tackle the famous hill climbs surrounding Matlock. This is an extremely challenging short sportive with plenty of top quality road biking avoiding main road riding wherever possible; it starts and finishes from Darley Dale with ride options of 60km (37 miles) with approx 1750m (5742ft) ascent and 30km (18.5 miles) and 751m (2460ft) of ascent. The riding is based in the Derwent Valley and surrounding countryside – expect some very steep ascents (10 on the long route; 4 on the shorter route) with gradients in excess of 20%. Includes: Sydnop Hill, Bank Road, Riber Road, Wirksworth, Bonsall, Birchover & Rowsley Bar. Make this sportive your final big challenge before Winter sets in!

Key Event Information

📍 Start Location

The Whitworth Centre, Station Road, Darley Dale, Matlock, Derbyshire, DE4 2EQ



🚗 Parking

Parking is **all on-site** – look out for the **black/yellow event signs** on the A6.

☰ Registration

Registration opens at **7:30am**

Start time between **8:00am – 9:30am**

****We strongly advise all riders of the long route to start before 9:00am to ensure they reach the cut off time at the feed-station****

Finish closes at **1:30pm**

Registration process

At **registration** you will have to **sign on** where you will be **provided** with a **SPORTident Si Card timing chip** (a 'dibber') and a detailed **route map**.

The detailed **route map** will include positions of the **feed-station/control-point**, **public toilets** and **route split points**. This is your own personal guide to the route, the route will be clearly marked but if you are ever unsure of where you are please refer to your map. **Please keep your map with you** for the duration of the event.

SPORTident timing

SPORTident timing is ultra **reliable**, **weatherproof** and provides you the rider with an **instant post event time**. This consists of a **SPORTident Si card** or “dibber” which is a small plastic orange tag about 2” long with a timing chip in it which we will **fasten** to your **wrist** at **registration**. Each time you **punch** or “dib” into a **control box** your time is **recorded**.



There are **4 different places** you need to “dib”

- 1. START**
- 2. FEED-STATION**
- 3. FINISH**
- 4. DOWNLOAD BOX**

At the **start dib** into the **START BOX** to begin your ride. **DO NOT START WITHOUT DIBBING** otherwise your time will not be recorded!

At the feed-station there will be a **FEED-STATION BOX**. It is **COMPULSORY** to **STOP** and **dib** even if you don't want any sustenance.

At the **finish dib** in the **FINISH BOX** to stop the clock on your ride.

Finally return to **event HQ** and **return the dibber** and **download your ride** in the **DOWNLOAD BOX**. Instantly you will be printed a ride time for your route.

****The key things to remember is dibbing is compulsory NO EXCUSES****

Course Signage

The **Matlock Top Ten** route will be signed with distinctive **Blue arrows** on a **Yellow background** attached to **lampposts/signposts/telegraph poles**.



The route will be **well signed** however on long sections of unbroken road where the **route** is **obviously straight on** then it **won't be signed just keep going straight!** At difficult junctions where navigation isn't easy we will put out **confirmation arrows** after the junctions.

All route splits will be clearly marked with **distinctive split arrow signs** - these will be followed by **route confirmation signs** designating which route you are now following.

If at any point you are unsure as to your location or think you may have gone off route please **refer to the map** provided. **Do not** continue on hoping to re-find the route. The Peak District is very easy to get lost in!

Care signs will be placed at the side of the road before **dangerous junctions/descents** please adhere to them, they are there for your safety! Some of the descents are steep please take care and remember it is not a race! **Respect other road users.**

Beat the Bonk Feed-Station

Improved for 2015, our feed-station will keep you topped up with a range of different brands of **sports nutrition products** supplied by Sheffield based independent online retailer **Beat the Bonk**. In addition there will also be **water, biscuits, bananas** and **fruit squash**. **These are not to be relied on** and riders are advised to carry what they require from the beginning.

Event Photos

Chris Meads is in charge of event photography. Photos will be uploaded & available to purchase here a few days after the event.

chrismeadsphotography.zenfolio.com

Event Certificates

Every Matlock Top Ten finisher will receive either a **Gold, Silver** or **Bronze certificate** (see timing award details on Page 4 of this guide).

Abandoning your event

If for any reason you are **unable** to **continue** but still able to ride **please return** to the **HQ** using your map as navigation.

All riders who decide to abandon **MUST return** to **HQ** to return your ‘dibber’ and inform us your abandonment. **We don't** want to be out **searching for anyone** after the **event has finished!**

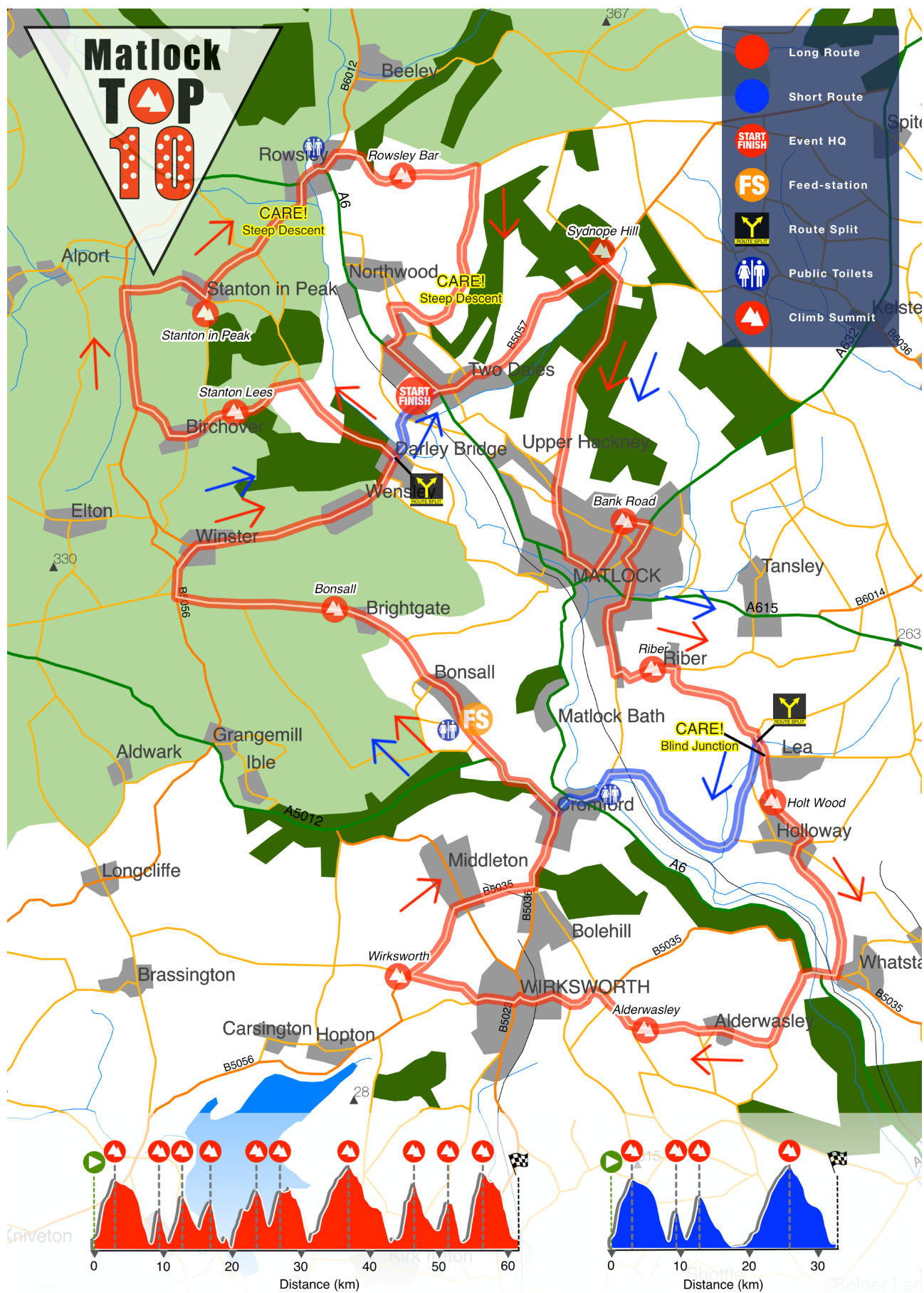
At the finish

At the **finish** make sure you ‘**dib**’ in the **last checkpoint** to **stop** the **clock** on your ride. Then make your way back to registration to return and download your time from the ‘dibber’ and receive your finishing certificate.

Post ride refreshments

Hot drinks, cake and **savoury snacks** will be made available to all riders at the **finish**.

Route Map & Profiles



Timing Awards

Matlock Top Ten Long 61km / 38miles

Award	Gold	Silver	Bronze
Men	Sub 3hrs 05	Sub 3hr 30	3hr 30+
Women	Sub 3hr 40	Sub 4hr 05	4hr 05+

Matlock Top Ten Short 33km / 20.5miles

Award	Gold	Silver	Bronze
Men	Sub 1hr 45	Sub 2hr 00	2hr 00+
Women	Sub 2hr 00	Sub 2hr 15	2hr 15+

2014 Rider Times

Cut off Time

Route	Feed station
	Bonsall
Long	11:00am
Short	11:00am

All riders **must** reach the **cut off times** at each feed-station.

If you **fail** to **reach** the **control/feed-station** by the prescribed **time** you will need to head directly back to HQ using the event map as supplied.

****Finish closes at 1:30pm prompt****

Essential Kit

No Helmet No Ride!

It's that simple any rider who doesn't have a cycling helmet at the start will **not** be **allowed** to **start**. **No excuses!** Only **ANSI** or **BSI** helmets – **not** climbing, caving or canoeing types



Mobile Phone, ID, Money..

All riders are **required** to carry a **form of ID** (in case of emergencies), **mobile phone**, **watch** and **emergency money**

Bike

Ensure your bike is **roadworthy** and in **good working order** approximately 1-2 weeks before the event in order to give yourself plenty of time to bed in new brake blocks, chains and cassettes, seat, new tyres etc. This way potential problems arise in advance of the event rather than on the day.



Essential spare kit

There is a broom wagon however all riders must be **self sufficient** so bring all the tools, pumps and tubes you would on a normal ride.

- ✓ **Road Pump** (able to inflate to at least 85 psi)
- ✓ **2 inner tubes** (minimum)
- ✓ **Multi Tool** (incl. chain tool)
- ✓ **Power Link**
- ✓ **2 Tyre Levers** (they like to break when you most need them!)
- ✓ **CO2 Canister** (to re-inflate tyres back to over 100psi).



Essential clothes kit

Clothing Kit - keep your eye on the weather forecast and dress accordingly. Unless we are in the middle of a heatwave these are two extra things we definitely think you should carry:

- ✓ **Arm-warmers**
- ✓ **Packable Water Proof**



Broomwagon

There will be an emergency support vehicle, this is there to **help** anyone with any **major mechanicals**.

You are meant to be **self sufficient** so please ensure you have the **tools** and **spares** to cope with punctures and minor mechanicals etc.

If you do however have any major problems please **contact HQ** (see emergency numbers on reverse of map) and we will arrange the **broomwagon** to come to your aid although be warned it may take some time.

****Show some camaraderie and help out fellow riders in need!****

Litter

Any riders found **littering** will be **excluded**. Litter bags are provided at all feed-stations so there is **no excuse!!** Keep litter/wrappers/cartons etc in your pockets until you reach the feed-station.

It is not a race!

Sportives are non-competitive events so please **show respect to all riders and all other road users**. The roads are open and whilst riding on the smaller lanes or where **traffic** is **busy** please ride in **single file**. Please also be particularly careful of **horses & riders** and warn them of your approach and then pass quietly and carefully.

Toilets

Please use the marked **public toilets** on the map and **refrain from urinating in public!**

Route Conditions

All Dark & White Cycling sportives are predominately held on **small country lanes** which are in places a little **broken** and **rough**. Look out for strips of **gravel** down the middle and at edges of chipped and sprayed roads. Watch out for **mud** on the road if the local farmers have been in and out the fields. We will do our best to put "**Care**" **signs** up if there any dangerous sections but **please** just **take care** on descents and don't be surprised to come across a road filled with **tractors, cows, sheep, horses or walkers!**

Local bike shops

For any last minute bike issues/requirements here is a list of bike shops in the area

Stanley Fearn Cycles - Matlock 01629 582089

Zepnat Cycles - Matlock 01629 593 631

Hospitals

Hopefully no one will need one of these but here are local A&E's

Royal Derby Hospital Uttoxeter New Rd, Derby DE22 3NE **01332 340131**

Chesterfield Royal Hospital Calow, Chesterfield, Derbyshire S44 5BL **01246 277 271**

Emergency numbers

These will be **provided** on the **back** of the **Route Map** handed out at registration.

Rules and Regulation

Please make sure you read all the event here: **rules & regulations**



British Cycling Supported

This is a **British Cycling registered** and **supported event** - for more details on becoming a British Cycling member with all the associated benefits [Click here for more information](#)

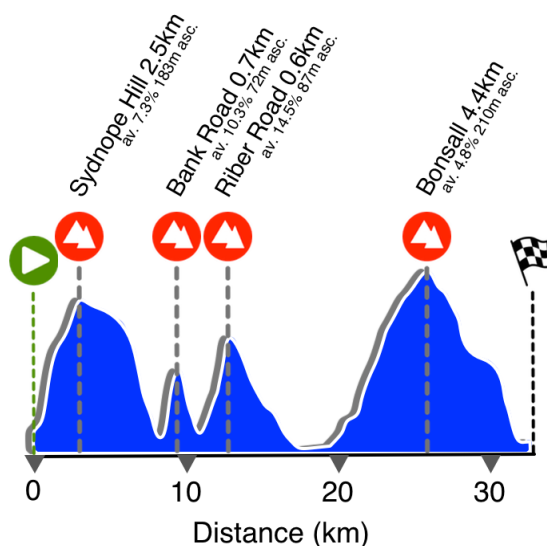


The Climbs of the Matlock Top Ten

Long route 61km including 10 climbs - Total Ascent 1750m (Garmin) 1640m (ridewithgps.com)



Short route 33km including 4 climbs - Total Ascent 890m (Garmin) 750m (ridewithgps.com)



En route you will find signs at the bottom of each climb informing you of the average gradient, metres of ascent & length of climb. See the following pages for detailed climb information & course planners comments.

Sydnope Hill

2.5km | 1.5miles

Ascent 183m

Av. Gradient 7.3%

Max >20%



Long & Short

Straight into the climbing from the off! Sydnope is steep and long, there is a brief rest two thirds up but it will do little to ease the pain. The initial hairpins through Two Dales will instantly warm up any cold legs. Quite possibly the most vicious start to a sportive ever! Then again there isn't anything else quite like the Matlock Top 10!

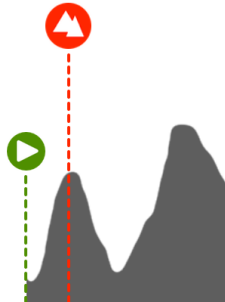
Bank Road

0.7km | 0.4miles

Ascent 72m

Av. Gradient 10.3%

Max >20%



Long & Short

Short but very steep. This climb has a very different feel to the last one. Climbing up through the town of Matlock the road is straight and relentless with only a mini-respite as you cross Smedley Street 2/3 of the way up – it then ramps up again after that. You can just about see the top all the way up but that won't make it arrive any quicker.

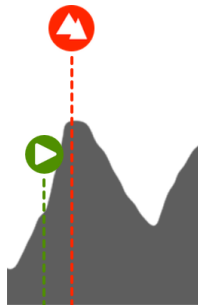
Riber Road

0.6km | 0.37miles

Ascent 87m

Av. Gradient 14.5%

Max >25%



Long & Short

Bank Road tick, next up the infamous Riber Road. Take it easy on the climb from Matlock Green up to Starkholmes as it is just the gentle warm up. Once on Riber Road immediately engage climbing gear and prepare for a short 25% spell in hell!

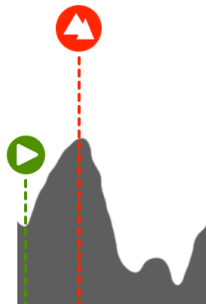
Holt Woods

1.5km | 0.9miles

Ascent 92m

Av. Gradient 6.1%

Max 16%



Long

After the vicious last two ascents the long more gradual gradients of Holt Woods should be well received. Arguably the easiest climb on the route, worth taking your time over and saving your legs for the next six climbs.

Alderwasley

3.5km | 2.2miles

Ascent 188m

Av. Gradient 5.4%

Max 19%



Long

Straight up from Whatstandwell and the A6 this climb could seem very hard as it is pretty long at over 2 miles so you will have to really pace yourself unlike the first three ascents. There are some very steep sections on the lower slopes.

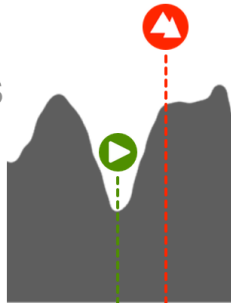
Wirksworth

1.0km | 0.6miles

Ascent 100m

Av. Gradient 10.0%

Max >20%



Long

Back to the short but steep no-nonsense ascents. Most of this climb featured on the original Tommo sportive however this version is slightly shorter overall thus making it a slightly easier ordeal. However the 20%+ initial slopes out of the town centre still require plenty of fire power.

Bonsall

4.4km | 2.7miles

Ascent 210m

Av. Gradient 4.8%

Max 20%



Long & Short

Next up is Bonsall just up the valley from Cromford, the longest in distance of all the climbs. As it winds its way up the narrow road through the houses don't be fooled into thinking that long equals gradual though. This is a tough final climb for the short route, three more to go for those on the long!

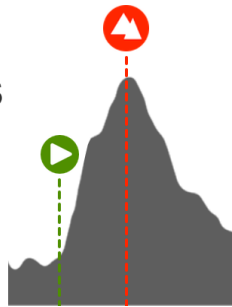
Stanton Lees

1.9km | 1.2miles

Ascent 170m

Av. Gradient 9.0%

Max >20%



Long

Possibly one of the least known of the climbs on the route, arguably one of the toughest. Very steep 20%+ ramps throughout the duration of this ascent makes Stanton Lees a real brute. Pretty countryside in places however it is unlikely by this point you will be interested in such beauty....

Stanton in Peak

1.2km | 0.7miles

Ascent 89m

Av. Gradient 7.4%

Max 15%



Long

Like Wirksworth, Stanton too was used on the original Tommo. Also like Wirksworth this version is a bit shorter; turning off the main Ashbourne-Bakewell road the climb bites hard around the first hairpin, but then it eases up slightly. The toughest section is towards the top; a constant 12-15% gradient through the stunning village of Stanton in Peak.

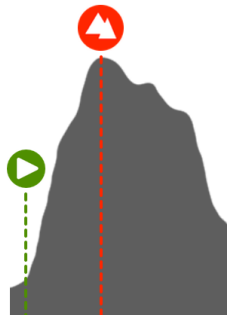
Rowsley Bar

2.0km | 1.2miles

Ascent 203m

Av. Gradient 10.2%

Max >20%



Long

Nine climbs down and just one more stupidly steep ascent to go: Rowsley Bar. Steep from the start the climb never relents in fact it just gets steeper! Switching back and forth through the wooded hairpins this is an absolute classic road biking hill climb test. Eventually you will climb up and out of the trees and crest the top and find yourself up on the moors – if you have time at the crest look back to one of the best views in the Peak District. Then cruise back gently from there to the finish (it's flat or downhill all the way).