



myHill
CYCLING

SPRING
CLASSIC
SPORTIVE
16.03.25

ROAD BOOK

myhillcycling.co.uk/spring-classic

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Welcome to the fourth edition of the myHill Cycling Spring Classic sportive.

Whether you are participating in this event for the challenge or to simply enjoy a few hours on the bike, I hope that you have a great day and, in particular I hope you enjoy the climbs—I've picked out some real gems for you!

Sante!
Chris Myhill

Supported by:



KEY INFO:

HQ Postcode: DE4 2EE

Sign on from 8.00am

Start from 8.30am

Finish by 4.00pm



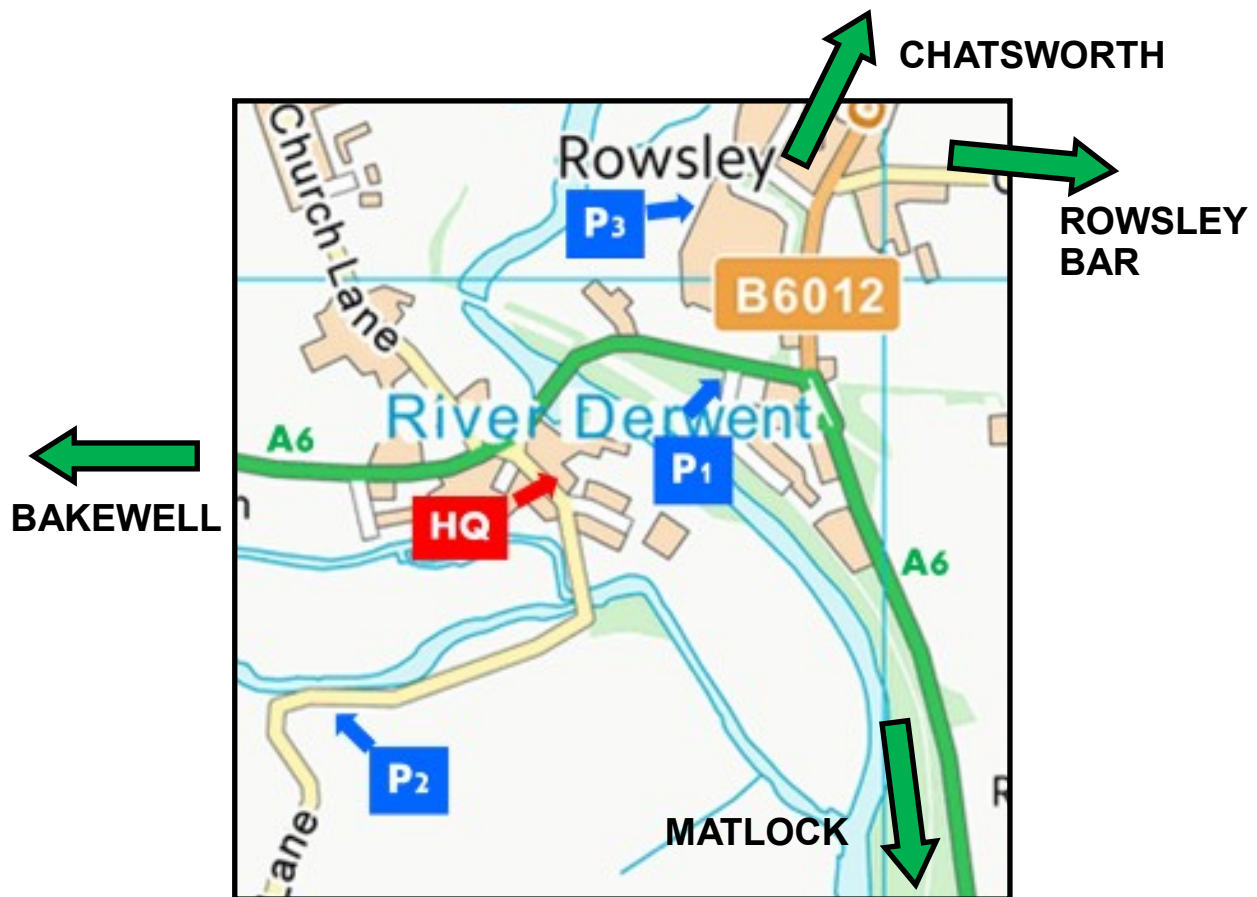
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GETTING TO THE EVENT AND EVENT HQ

HQ: Rowsley Village Hall, School Lane, DE4 2EE

HQ and Registration Open from 8.00am

Start: Between 8.30am and 10.00am. **Finish** closes at 4.00pm



Rowsley is situated on the A6 between Matlock and Bakewell. **From the south and west** just follow the A6.

If you are **coming from Sheffield** the best route is via Baslow and then through Chatsworth park.

From the M1 south come off at junction 28 and follow the signs to Matlock and then to Bakewell. **From the M1 north** come off at junction 29 (the signs will tell you to come off at junction 30—but don't!) and follow the signs to Chesterfield, Baslow and then drive through Chatsworth to get to Rowsley.

Please note: the road down from Beeley Moor is closed, so if you are travelling via the back roads from the east, use the road that descends Rowsley Bar



Please park with consideration and only in the places indicated.
ABSOLUTELY NO PARKING IN FRONT OF THE HQ OR BETWEEN THE HQ AND THE SCHOOL
as this is needed for the organiser and helpers, and **DO NOT** park on the pavement.



The car parks are numbered in the order in which you should try them – so go to P1 first, and if this is full; go to P2 then P3. **But please note that P3 is not open until 9am.**

P1 Public car park on **Old Station Close**. Plenty of space in here, plus there is also some room on Old Station Close itself, but can I ask that you **ONLY** park on the same side of the road as the car park.

P2 Small public car park on **Peaktor Lane**, just a short distance beyond the HQ. There is also some parking outside the playground just before this car park.

P3 Car park for the **Peak Village shopping outlet**. This car park has over 200 places, but it's **not open until 9am**.

Please **DO NOT** park in the car park for Caudwell Mill as this is **NOT** a public car park. Can you also **NOT** park in School Lane as this will be reserved for helpers and officials Thank you.



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EVENT TIMINGS AND SAFETY

Start time: Registration opens at 8.00am and you can start anytime between 8.30am and 10.00am.

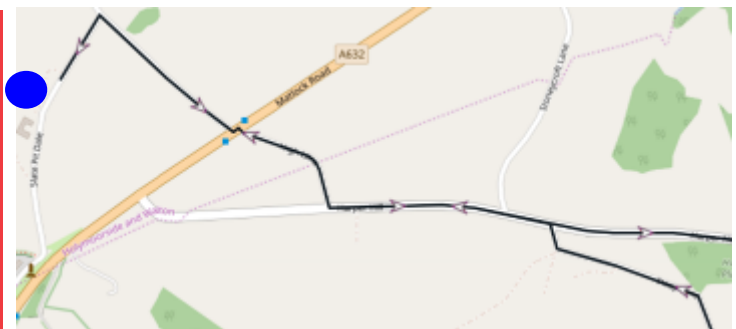
At registration you will have to sign in and you will be provided with your number and 2 cable ties.

Route maps and will be available, plus there will be a laptop for you to download the route files onto a device(although I recommend you do this before the day). Please fix you number to the front of your bike.

Feed Station:

Fox Hole Farm, Slate Pit Dale,
S42 7LJ

Open from 10.00am until 2pm.
Toilets, food and drink will all be available. Please sign in at the feed station.



From the top of Steep Lane you will turn left to cross the A632 to the feed station. After the feed station you will return and cross the A632 at the same point and then descend Harper hill to Wingerworth

Finish: Closes at 4pm. If you get to 'POINT Y' after 3pm please follow the red dots to return straight to the HQ. When you finish please return to the HQ to sign out.

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 and sign out—we don't want to have to come searching for you! Don't worry—you'll still get your beer and food!

You will be provided with a mobile number on the day for you to call incase of any difficulties



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LOOKING AFTER YOU AND YOUR BIKE



At the start: There will be plenty of tea, coffee, water, and pastries to give you a great start. Toilets are available, and you will be able to leave any spare kit

Feed station: Water, hot drinks, bananas, snack bars and the legendary bread pudding! There is a loo available.

The toughest part of the route is the 10 miles after the feed station so fuel up!

At the finish: Tea, coffee, water and hot soup and rolls will all be available. Any surplus food from the feed station will also be brought to the HQ. When you sign out you will get a goodie bag containing your bottle of **myHill Cycling Ale** - which will be a light pale ale.



Your bike:

Please ensure that your bike is road worthy before you start, but in case you have a mechanical en-route, a track pump, tools and inner tubes will be available at the feed station.

Inner tubes will be charged at £3 each and you will need to carry out any mechanical work yourself.

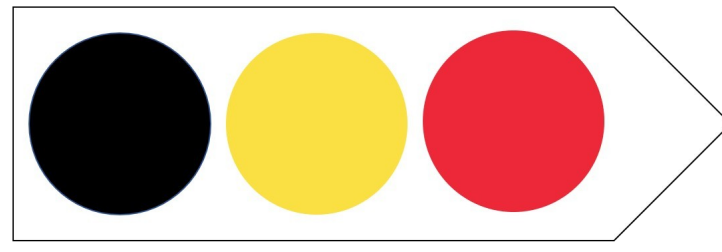
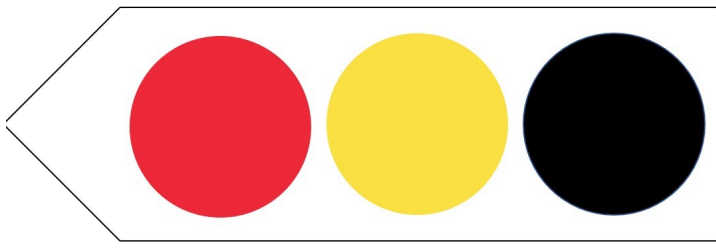


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THE ROUTES

“FOLLOW THE DOTS”

The direction signs are white with dots to indicate the route—so to complete the course you just join up the dots! Note that the order of the dots does change depending on whether you are going left or right, but this does mean that the direction of turn will always be indicated by one colour (red—in the example below):



For each route there is a route map, a gpx/fit file and there will be signage—so you shouldn't get lost. One of the features of the myHill Cycling Spring Classic is that you don't have to stick to one route—you can mix and match depending upon how you feel.

This is how it works:

1. Between point X and Y (see map) all three routes are the same
2. The '60' and '70' both follow the same route to point X
3. The '87' course follows a longer route to point X
4. The '70' and '87' follow the same route from point Y to the finish
5. The '60' course follows a shorter route from point Y to the finish

So you could start the '70' route, but by the time you get to point Y you could decide to take the short (red dot) route back to the HQ. Alternatively you could start the '60' route, get to point Y and feel that you could actually manage 2 more climbs. So you could then take the longer (black and yellow dot) route back to the finish.



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ROUTE SIGNAGE

(SEE MAPS FOR MORE DETAILS)

IF YOU HAVE A GPS DEVICE, PLEASE DOWNLOAD THE ROUTES FROM THE WEBSITE BEFORE YOU ARRIVE

Spring Classic 60

From the start to point X follow:



From point X to point Y follow:



From point Y to the finish follow:



**Follow
red
dots**

Spring Classic 70

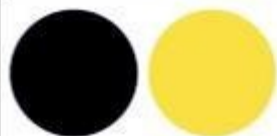
From the start to point X follow:



From point X to point Y follow:



From point Y to the finish follow:



**Follow
yellow
dots**

Spring Classic 87

From the start to point X follow:



From point X to point Y follow:



From point Y to the finish follow:



**Follow
black
dots**



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DON'T GET LOST!

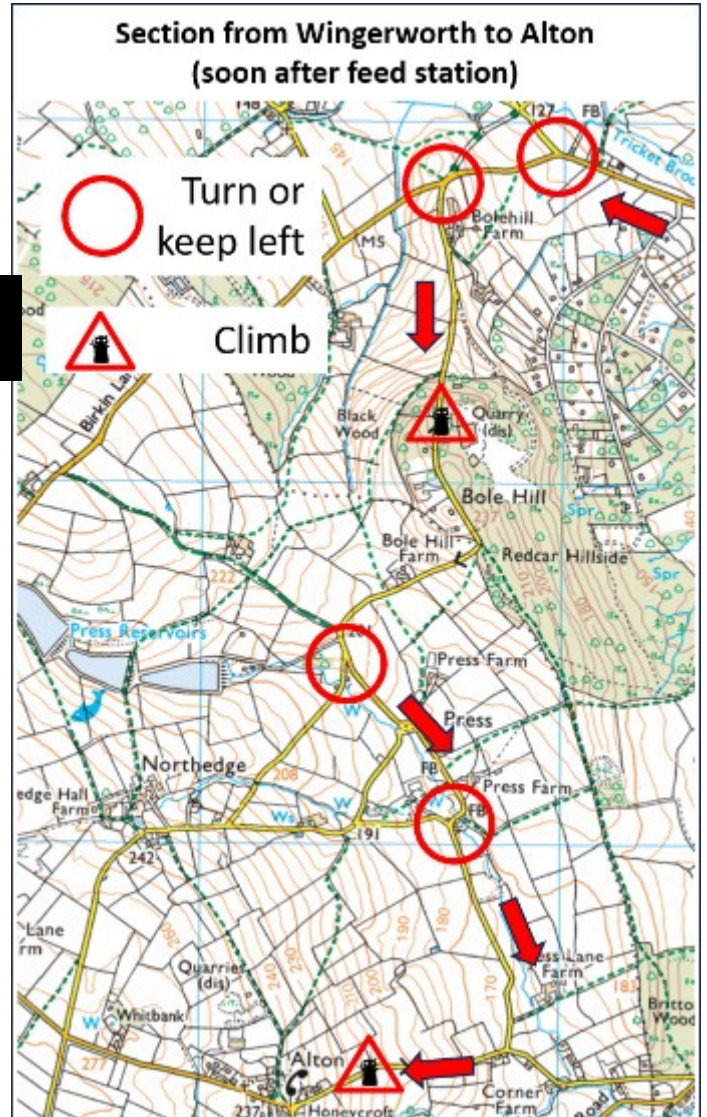
There are a couple points on the course where people have gone wrong, so this information will help you to stay on track!

Reduced signage for this section >

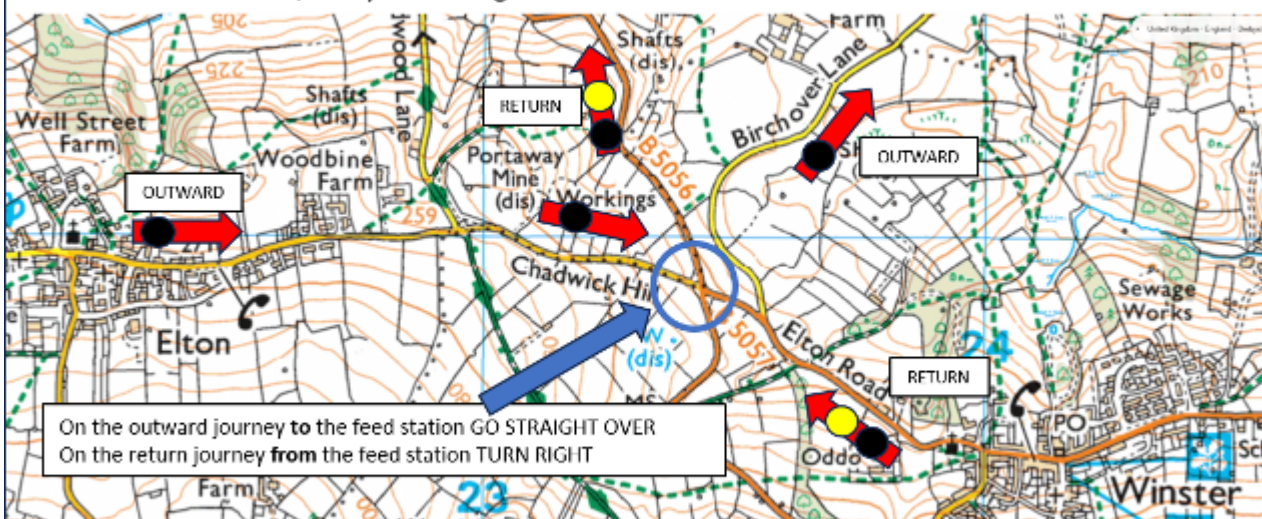
In the past, some of the signage **between Wingerworth and Alton** was removed, so therefore this section is no longer signed.

The map detail to the right should help you navigate this short section of the course. This section is covered on **ALL ROUTES**

If you are following the **BLACK ROUTE**, your GPS may send you the wrong way after 10km as the turn you **DO** want is very close to a turn you **DON'T** want!



IF YOU ARE FOLLOWING THE BLACK (87km) ROUTE: The left turning into Birchover Lane is just after the cross roads with the B5056 (approx. 10km in), and your GPS may tell you to turn left on to the B5056, but you must go **STRAIGHT OVER** and THEN turn left in to Birchover Ln.



On the return journey you will be following the black & yellow dots. From Winster, go past Birchover Lane and turn **RIGHT** at the crossroads (approx. 78km) and **NOT** into Birchover Lane

Don't go wrong here!



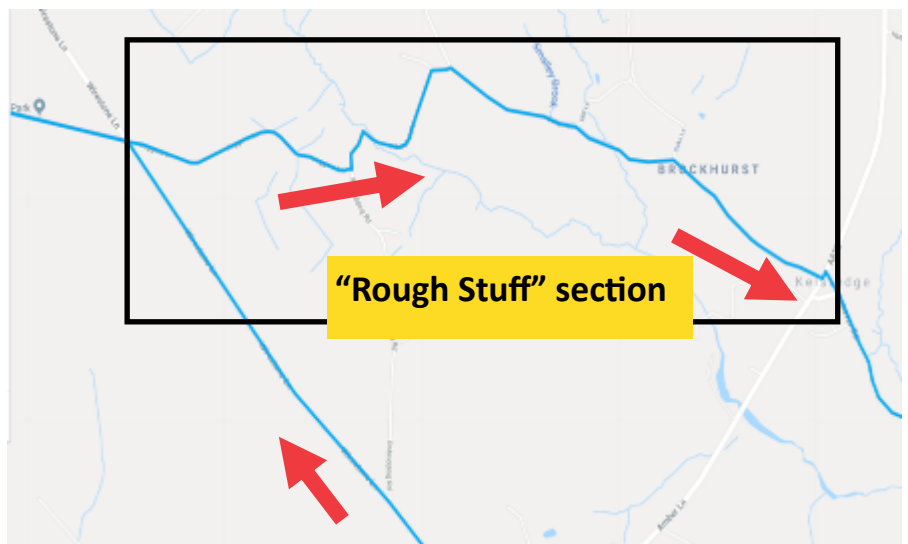
Public Toilets and Pubs:

There is a public toilet just off the route in Ashover. This is shortly before the feed station —so pretty much at the halfway point. There are plenty of pubs along the route in Ashover, Wingerworth and Tansley (just to name 3 locations).



Road conditions:

Most of the route is on well surfaced back roads, however as they are back roads I wouldn't recommend racing wheels and lightweight tyres. The roughest part of the course is the section between Wirestone lane and Kelstedge, so take care as there will be gravel and hidden pot holes.



Gearing:

I've ridden the route a few times and a bottom gear of 39x23 is the highest I would recommend. 34x25 or 39x29 would be sufficient for strong cyclists and maybe a triple or 34x29 or 32 would be advisable for riders that prefer to spin.

Advice on pacing: Please note that the hardest section of the course is the 10 miles "The Tough 10" immediately after the feed station. In this section there are 2 naughty climbs, a cheeky climb, another naughty climb and then the 'Death climb plus' for those doing the 70 and 87. So just bear this in mind as you hammer away from the start in a fit of unbridled enthusiasm!



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T H E
CLIMBS

"NEVER MIND THE ROUTE—WHAT ABOUT THE CLIMBS?"

"The route for the myHill Cycling Spring Classic was designed around climbs — the route is basically a dot-to-dot of some of the best climbs in NE Derbyshire. I hope you enjoy them as much as I do!"

The climbs have been graded "cheeky", "naughty" and, er, "Death" so that you have an idea of what is to come.....



A climb graded "**Cheeky**" is just about hard enough to make your legs sting. These little beauties are there to get you warmed up for something far more substantial and they'll make sure you don't lose your climbing legs. After all, climbing is all about rhythm and these 'blips' will keep your legs in the game



Some of you will romp up the Cheeky climbs and you'll wonder what the fuss is about—but that won't be the case with the "**Naughty**" climbs. You'll definitely notice these bad boys. Some of the climbs graded naughty are those which just go on too long. You get to the point where you think you've cracked it only to find that there's more. Much more.



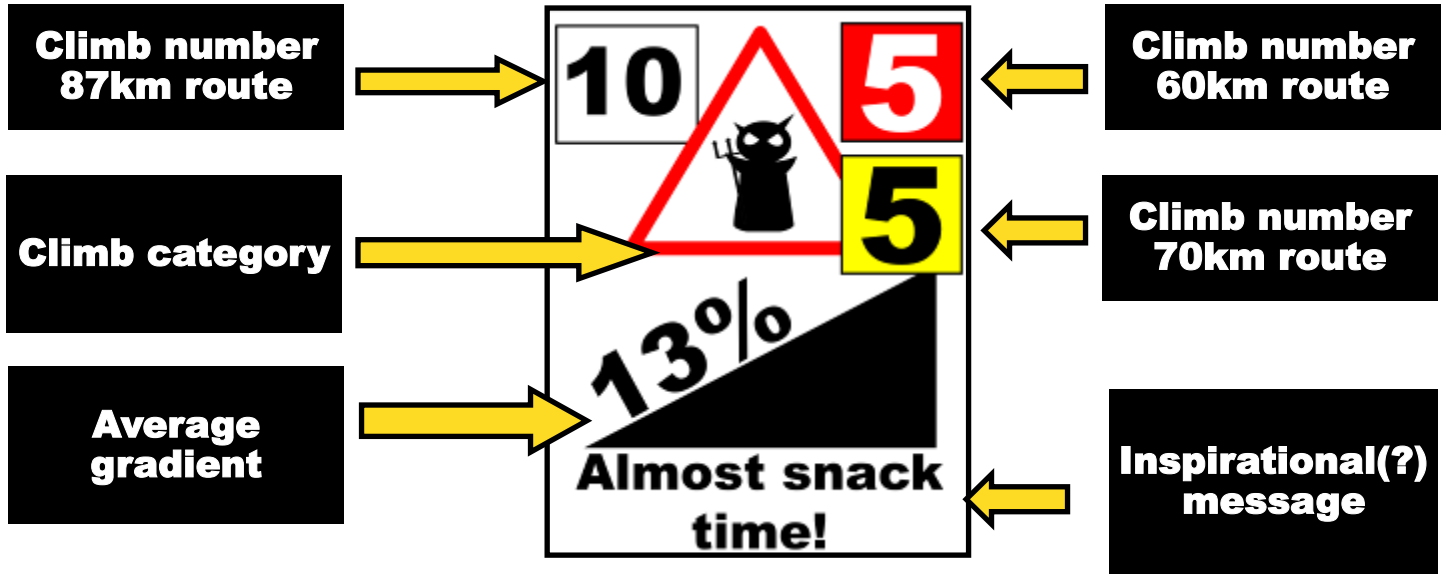
When I designed the route there were some climbs which HAD to be included. I've called these "**Death Climbs**"; not because they will kill you, but because you will feel like death at the summit. In the words of various Eurosport commentators I expect "oaths will be issued" as you clamber up these monsters and I'm equally sure my name will be uttered in unfavourable terms as you drag yourself up them. **One climb is graded 'Death Plus' - but you love a challenge, right?**

A note on gradients: The gradient shown on the signage is the AVERAGE, so most of the climbs have sections that are a lot steeper than shown. Having ridden the course a few times I would say that the climb with the greatest amount of sustained steep gradient is **Foxhole Lane**. This climb really will have you chewing your handlebars!

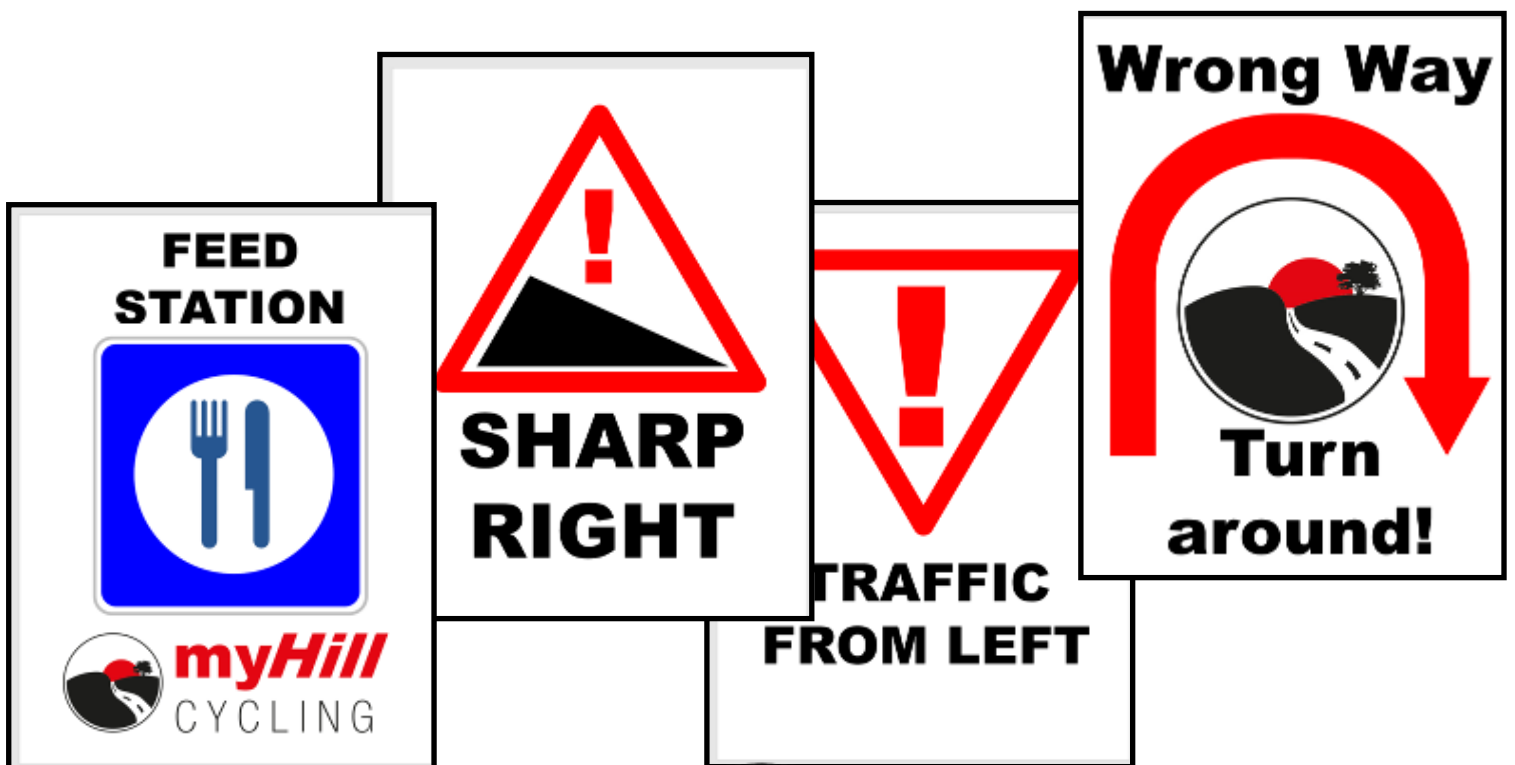
"BACK LANES AND PUNCHY CLIMBS"



CLIMB SIGNAGE



INFORMATION SIGNAGE





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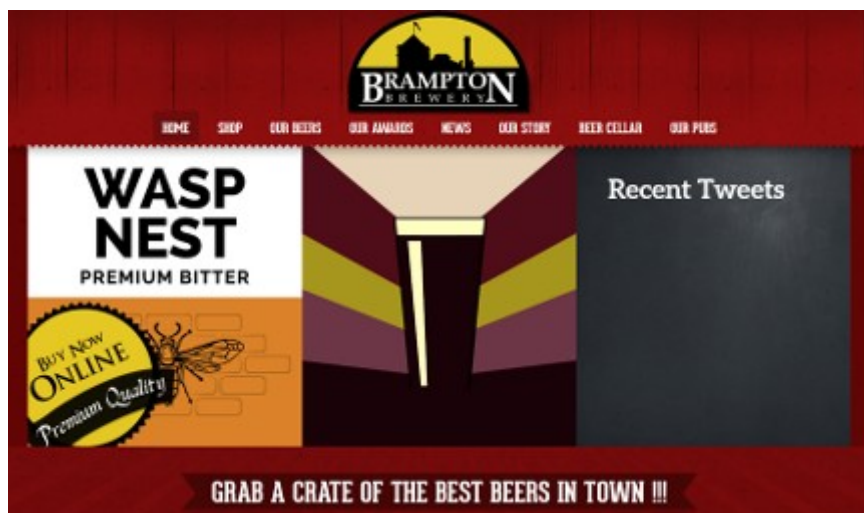
THANK YOU!

Thank you for entering!

If you are a first timer, thank you for your faith and your hard earned cash(!), and if you are returning, I look forward to seeing you again. Please let us know how we did by giving us feedback to help us make improvements to the event

Event Supporter:

Once again **Chris Radford of Brampton Brewery** has offered to support the event by providing beer complete with customised labels—thus giving you a memento for the day. I really can't thank Chris enough, but I will try. **THANK YOU Chris!!**. Check out his brilliant business at: www.bramptonbrewery.co.uk/



Event helpers:

This event simply wouldn't work without the help of volunteers, so a big thank you to my family and friends who will be helping out.

Big shout out to **Kevin Raine** for providing the venue for the feed station. He knows how to look after hungry and thirsty cyclists!