

Cue sheet Scroll down for the cue sheet. If it's too verbose, feel free to make yourself a condensed version. For 2013, the mileages are derived from a Garmin GPS track. You can find the route at <http://www.gmap-pedometer.com/?r=5868478> too (give it time to load the route). Here's a way to clip your cue sheet to your stem, with staples top & bottom to keep it from slipping through the clip:



Whoa! The route is different! Don't worry, only the end has changed, and you'll like the reason 😊 Rather than ending at The Elk, you cross the Spokane River on the foot bridge at the bottom of Riverside, then go east and finish at Central Food, where they will be open especially for Midnight Century riders to hang out. How cool is THAT?! 😊

Bail-out Know your bail-out options, just in case. As long as you're still on the Centennial Trail, you can just turn back. After that, the bail-out points are:

- Barker Road at mile 39
- Highway 27 or Dishman-Mica Road at mile 48-50
- the Palouse Highway at mile 54
- Valley Chapel Road at mile 59
- Highway 195 at mile 66
- Beyond Highway 195, there's not much to gain by bailing out, but you can divert to Cheney at mile 80 to buy stuff.

Tires If you're debating what tires to use, try this loop as a tire test: <http://www.gmap-pedometer.com/?r=3963050> Safety's more important than speed, and you don't want to be delayed by pinch flats on the rocky sections either, so pick tires that work well for you on gravel and rocks. It's a grass-roots fun ride, so be practical and try not to obsess about rolling resistance on pavement.



Headlights Plan for at least 6 hours of runtime. Redundancy is desirable. Super-high light output isn't as important on pitch-dark country roads, since your night vision gets to adapt properly, but as a reality check, try your lights on the tire-test loop: <http://www.gmap-pedometer.com/?r=3963050>

Taillights As of 2013, I like the Cygolite Hotshot. It's bright enough to be daytime-visible at highway range, and part of this ride *is* on a 55mph highway with no shoulder. The ½-watt Planet Bike SuperFlash is a good budget alternative.

Reflectivity I recommend one or two of the [Jog-A-Lite reflective legbands that REI carries](#), and a red rear reflector or red reflective tape so you meet your technical legal requirements.

Helmet lights You can zip-tie a small AAA light to the front of your helmet pointing at your bars to facilitate reading your cue sheet and computer/GPS. The LOW mode on these is just right: <http://www.shiningbeam.com/servlet/the-109/Olight-I3-EOS-XP-dsh-G/Detail> Be aware that using a helmet light to see the road has a disadvantage: unlike a light that's below your eye level, a helmet light won't reveal washboard by casting shadows on the surface.

Other thoughts

- Avoid last-minute changes if possible. Give any new equipment a couple shakedown rides, stick to food and beverages you've used before, etc.
- Lube your chain well, because the dust from the gravel roads depletes chain lube.
- You might want to take some pain-relief tablets along.
- Bring appropriate gear if it might rain, perhaps a light Value Village merino wool sweater and a windbreaker.
- On the fast descents, keep your speed conservative going into the corners, both paved & gravel. There are corners where you can get in over your head if you just let the bike run, and guess how I know THAT ;) Also, be particularly wary on the Bruna Road descent, which may have wicked ruts that can take you down.
- Bring lots of water and/or energy drinks. Personally, I consume about 6 quarts of Gatorade for a night lap, plus some water. The cue sheet mentions water sources where you can top off, but be prepared.
- If you've got a hydration pack, or bottles in your jersey pockets, use them up first, so your bike carries as much of the weight as possible.
- You want your cue sheet to be waterproof (in 2009, mine got hit by a rogue water sprinkler about ten minutes into the ride, and in 2010 we had unexpected rain). Print it on a laser printer, photocopy it, bag it, or laminate it.
- If possible, familiarize yourself with the route in daylight first.
- Eye protection's a good idea, since there are lots of bugs in some places.
- Remember: the porcupine always has the right-of-way ;)

Big picture The MC is meant to be a fun ride, so don't turn it into a time trial unless you really want to. A couple ideas:

- Figure out how to take night shots with your camera, take along a mini-tripod, and watch for cool scenes to photograph so you can post them for us to check out later. Maybe you can get the streaky-taillight effect of moving riders against a still background, or a cool water-reflection scene at Liberty Lake.
- Stop and leave pinecone smiley-faces to encourage the following riders
- Wear a costume?
- Keep a count of wildlife/phenomena you spot. Owls, deer, rabbits, cats, porcupines, coyotes... bonus points for meteors!

OK, but I do want to set a new personal-best time too. Suggestions?

1. Train for a couple months, and make sure to include some medium-sized hills, e.g. Greenwood and Houston, and hit them with intensity. Keeping your speed up on the slowest parts, and getting them over with quickly, really helps your average speed.
2. Stop only when necessary, and make your stops quick. Think about how long it takes to catch up with someone after just a one-minute stop. Half my time improvement from 2011 to 2012 was just from not stopping so much.
3. Corrolary to #2: if you add any new equipment, make sure you've given your bike a couple shakedown rides to work out any bugs, so you don't have to stop for equipment troubleshooting. This includes lights!
4. Have your calorie intake figured out. You'll make it to Idaho on adrenaline and glycogen, but then what? And don't experiment with weird new foods on the night of the ride; stick to what you know. Personally, I go with some 5-ounce gel flasks and lots of energy drink, and guzzle lots of energy gel after each major climb.
5. If you ride a flat-bar bike, you can save some energy at medium-to-high speeds by resting your palms on top of your handlebar as close to the stem as practical. This channels air around your body, instead of funneling it in. When I begin to hear wind noise in my ears, that's my cue to switch to [supercruise](#).
6. Obviously, if you're with other riders and they're stable and predictable, you can save a lot of energy by drafting.
7. Instead of hauling all your water/drinks the whole way, you could stash some on the route and make a 20-second stop to swap out your empty bottles.

0.0	From <i>The Elk</i> , go east on Pacific, then left onto Maple, which curls onto 1st Avenue. Follow 1st Ave. one mile to Bernard.
1.2	L onto Bernard, get onto the Centennial Trail at the Opera House breezeway, and head east.
3.2	The Centennial Trail joins Upriver Drive. Follow Upriver Drive about 6 miles east to Farr Road, beyond the Argonne stoplight.
9.4	Turn R onto Farr Road, turn L onto Maringo after 0.4 mi, and get back onto the Centennial Trail at the trailhead, crossing the bridge to the south side of the river after about a mile.
23.0	WATER is available at the Spokane River Rest Area on your right, just before you turn onto Spokane Bridge Road.
23.2	Leave the Centennial Trail and turn R onto Spokane Bridge Rd, follow it under the freeway and continue straight on.
23.8	Branch R at the Y of Riverview Drive, descending slightly.
24.5	L onto Holland, then R onto State Line after 0.3mi. After this, you'll pass by the intersections of Hardison and State Line on your left, and the road will change to gravel.
25.7	L onto Idaho Rd (gravel & downhill) as Mission angles right (paved & uphill).
26.6	Stay right at the weird blue house at Sprague & Idaho.
27.5	You reach the top of the Idaho Road climb and begin a fast descent. Partway down the descent, you'll pass by the intersection of Green Ridge Rd (stay left and keep descending).
29.2	L onto Neyland, which takes you downhill into Liberty Lake.
29.9	Neyland curls left and becomes Sprague.
30.6	L onto Molter. <i>If you need more water, go ninja and sneak through the hole in the fence to the nearby golf-course building, which has a water fountain. The next known 24-hour water stop is at mile 79.</i>
31.1	L onto Liberty Lake Rd. After 0.2 mi, you'll come to a Y.
31.3	At the Y, take the right fork (straight ahead) to stay on Liberty Lake Rd , which climbs up the valley. It undergoes several name changes along the way, from Garry to Molter to Quinimose, so don't worry if you see these names.
33.0	Stay on Quinimose (straight ahead, still climbing) as you pass by the Molter intersection on the right. You're nearly to the top.
33.5	You reach the top of the Quinimose climb and start descending. Be ready for the sudden right turn onto Henry in 1.4 miles.
35.2	R onto Henry, then hard L onto Saltese Lake Rd after another 0.5mi of fast descent. Saltese Lake Rd eventually becomes 32nd Ave.
39.5	L onto Linke (look at the road signs, as the road takes a left-hand curl just before the intersection and basically morphs into Linke, then 32nd peels off to the right).
41.4	Stay on Linke as it turns 90° right at Saddle Ridge Rd.
41.8	Stay on Linke as it turns 90° left at Chapman Rd.
45.0	R onto Belmont. Watch out for deer along here.
45.8	Curl R onto Jackson, then curl L onto Belmont again after 0.2mi
46.9	R onto Highway 27, then L onto Dishman-Mica Rd. after 1.2mi.

49.0	L onto Madison Rd, then R onto Sands Rd just after you go through the little tunnel . You begin an escalating climb.
50.1	R onto Bruna Rd. More climbing!
51.1	Stay on Bruna as it turns 90° left at Houdek. Beware of ruts on the descent; this is a BAD place to get injured at 3AM!
52.6	R onto Excelsior at the bottom of the dip. This turn is easy to miss since you're going fast, so watch for it.
53.1	Excelsior curls L to become Dunn Rd, stay on Dunn as it crosses the Palouse Highway.
54.3	R onto the gated-off section of Dunn Rd . <i>The rocky stuff turns back to normal gravel road after about 1/2 mile; take it slow, or walk it if necessary, but don't quit here!</i>
56.0	R onto Elder Rd. Start saving some energy for the Spangle Creek climb in ~5 miles. Eat, drink, stretch, etc.
59.8	L onto Valley Chapel Road.
60.9	R onto Spangle Creek Rd. <i>This is the last major climb. And yeah, it's major. About 500 vertical feet in about one mile</i>
62.0	L onto Yale.
62.3	Yale curls 90° right , stay on Yale
64.9	R at Cornwall Rd.
65.8	R onto Watt Rd.
66.9	L onto Spangle Rd. After 6AM, you can buy stuff at the gas station.
67.8	R onto 1st Ave in Spangle, cross Highway 195, and immediately turn R onto Jennings. Stay on Jennings all the way to Cheney-Spangle Rd.
70.6	Stay on Jennings as it curls right at Philleo Lake Rd.
71.1	Stay on Jennings as it turns 90° left at Parker Rd.
72.6	Stay on Jennings as it angles right slightly at Rupp Rd.
75.0	R onto Cheney-Spangle Rd. This is a 55mph no-shoulder highway with hills & curves, so make sure your lights are ON.
79.4	R onto Fish Lake Trail and head for Spokane . There's a water fountain on the left after 1/4 mi if you need water.
83.2	At the Fish Lake parking area, turn right and cross the railroad tracks , then take the first left onto the rocky road that roughly parallels the tracks.
83.5	Turn right to cross another set of railroad tracks, then continue parallel to the tracks on the dusty road.
85.8	You reach the gate at the end of this dirt section. Continue on the Fish Lake Trail all the way to Spokane.
93.5	At the end of the Fish Lake Trail, angle L to Government Way and follow Government Way north across Sunset to Riverside.
94.2	Turn right onto Riverside. You'll take a left at the bottom.
94.6	Turn left into the gravel parking area at the bottom of Riverside, then cross the Spokane River on the foot bridge.
95.1	From the top of the north bank, go to Central Food via your choice of routes (check your route the day before, since there might be construction).
96.2	☺!

