



Angeles Crest

100 MILE ENDURANCE RUN

2025 RACE GUIDE

High Country Edition

WELCOME, RUNNER

The Angeles Crest 100 Mile Endurance Run has been run 34 times, and every iteration of the course has pushed competitors to their limits. From the fastest runners to the slowest, no runner has arrived at the finish without a challenge. Used only once in 2022, the “High Country Edition” is a true test of body and spirit - following an out-and-back course that keeps the runner mostly above 5,000' and going over the high point, Mt. Baden-Powell, twice. While the destruction from the Bobcat and Eaton fires has kept us from our historic point-to-point course, we are fortunate to be able to travel through the Bridge Fire burn scar and watch our beloved mountains begin to recover. Finishing this year's race will be an incredible accomplishment, if not an emotional one for all of us who love the San Gabriels.

The aim of this book is to help racers achieve their best performance on the course, and we've tried to provide all the information to plan a successful race. We've added sections with recommended pacing and race management to help share lessons learned for new runners, as well as some estimates and advice for running the 50 miles back to Wrightwood. This is new territory for most, so it bears repeating that the most valuable information for runners is always found in training, where lessons in ultrarunning are empirically proven to oneself. Good old-fashioned hard work is ultimately the greatest source of information and development for race day.

The race is much more than just 36 hours of running, and we implore all runners to enjoy the journey in training and preparation for race day. The trail work days provide a hands on opportunity for runners to improve the environment that they will be tested to their limits in. The training runs offer supported point-to-point time trials to test race plans and build camaraderie with fellow competitors. Make the most of your time before the race to prepare and develop yourself. Enjoy the process, and find a way to thrive on the high alpine ridges of Baden-Powell and the rocky trails of high country... twice.

There are golden moments wrapped inside the exhaustion; savor them.



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WHAT'S NEW IN 2025

Now in it's 35th year, the AC 100 is one of the original five 100-milers in the country. While the challenge of the race is all yours, the challenge to race management is preserving the "old school" nature of the event, while also making necessary adaptations to our changing landscape: both of the land and the sport of ultrarunning. Each year, we work to provide the best experience possible without sacrificing the race's soul.



Out-and-Back Course

Last September, the Bridge Fire ripped through the High Country, burning much of the first 13 miles of the course and the edges of Wrightwood. Then in January, the Eaton Fire hit the Front Range, burning sections of the end of the course and severely devastating Altadena. While the Altadena area trails remain severely damaged and closed, we are able to travel through the Bridge Fire burn scar and use the Out-and-Back course we traveled in 2022. Again, the cutoff will be extended from 33 to 36 hours to allow runners additional time to complete the more challenging course. The plan is to return to the 2024 course (bypassing Chantry and utilizing Mt. Wilson) when the

Changed landscape

The recent fires have touched many areas of the race course: leaving Wrightwood up the Acorn Trail, runners immediately enter the Bridge Fire burn scar, which severely devastated the Blue Ridge area. The trail looks very different in areas, so pay attention to markers. Things get green again after Inspiration Point all the way to Windy Gap (mi 23) where runners then go in and out of areas burned in the 2020 Bobcat Fire for the remainder of the distance to Shortcut Saddle and back. Please be advised that the Purple Poodle is still in bloom through the Bobcat scar and has started blooming in the Bridge scar (namely top of Acorn, Blue Ridge CG, and the approach to Grassy Hollow). Particularly sensitive runners might consider protective clothing and a face covering. More about this nasty plant is included later in this Guide.

**THE COURSE MAY HAVE CHANGED, BUT
THE CHALLENGE CERTAINLY HASN'T.**

What's Coming in 2025...

Next year's race is already set. The 36th Annual running of the AC100 will be August 1-2, 2026.



RACE WEEKEND SCHEDULE

WEATHER

It's August in Southern California. The combination of dry heat and altitude can be a real dream killer for the unprepared. Expect the heat. Train for it. Embrace it! Conversely, the ridges can be quite windy and chilly at night - feeling even colder to the battered body. An extra layer and ample fueling are your friends.



	HIGH	LOW	AVERAGE
START / Wrightwood	81	56	66

The higher aspects of the course (above 7,500') can be up to ten degrees cooler than Wrightwood. Yes, that means it could be 45 degrees going over the high point, Mt. Baden-Powell, at night. Pack and dress accordingly!

SCHEDULE OF EVENTS

Friday, Aug 1 / WRIGHTWOOD

8:00AM - 12:00PM @ Wrightwood Community Building
[1275 Park Dr. Wrightwood, CA 92397]

- Race check-in
- Canned food drive benefitting Wrightwood Village Foundation - please bring a donation
- Drop bag collection until 10:30am - **BAGS LEAVE AT 11:00 AM SHARP!**

2:00PM - 4:00PM @ Wrightwood Community Building

- MANDATORY Pre-race meeting
- USFS / Rules / Trails briefing
- Medical and Search & Rescue concerns

4:30PM @ Wrightwood Community Building

- Spaghetti Dinner / Tickets sold at the door

Saturday, Aug 2 / WRIGHTWOOD

4:00AM @ Wrightwood Community Building

- Runner check-in (you must check in on race morning!)
- 4:30AM Race day invocation
- 5:00AM Official start of the 2025 AC100

Sunday, Aug 3 / WRIGHTWOOD

Finish line back @ Wrightwood Community Building

- 5:00AM - 24-hour buckle cut-off
- 6:00AM - Second sunrise buckle cut-off
- 5:00PM - Final cutoff / conclusion of the 2025 race
- 5-7PM - Awards Ceremony



RACE RULES + POLICIES

The AC100 Rules and Policies are designed for the safety and well-being of everyone involved in the race; including runners, pacers, crews, volunteers and spectators - as well as the general public who may choose to enjoy the public lands of the Angeles National Forest on race weekend. Failure to comply with these rules may result in disqualification of the runner.

All runners in both the Crewed and Solo divisions must adhere to all of the following rules. An additional set of rules for the Solo runner has been added at the end.

RULES FOR ALL RUNNERS

1) Runner responsibilities

The runner is responsible for knowing and abiding by all the rules.

2) Race packet pick-up

Runners are required to pick up their own race packet on Friday and may not send anyone else to pick it up for them. ID (i.e., drivers' license) will be required.

3) Pack out what you pack in

Please do not use the USFS brown bear-proof trash containers at aid stations. Runners should throw all of their personal trash away at the aid station provided receptacles, and crews should pack their trash out. This is to avoid over-filling the USFS containers, which often can't even contain a day's worth of weekend trash from the public and creates a hazard for wildlife. The future of the race depends on abiding by this rule.

4) Do not litter

On a related note, (and this should be obvious), but don't throw your trash on the ground. It is full-on illegal. This includes discarding aid cups outside of the checkpoints. This includes your fruit peels and rinds, which you may think are biodegradable but actually take forever to break down. This includes your toilet paper and feminine items (tip: pack a ziplock bag inside of a brown paper bag, throw it in there and discard at the next trash receptacle). USFS pit toilet locations are included in the Course Description, for your convenience. Runners are welcome to use the aid station provided trash bags for any wrappers they collect on the course. Accidents do happen, so we encourage everyone to pick up any errant gel tabs or trash you may find along the trail. The seconds you may lose will be made up in extra runner karma.

5) No "muling"

Runners must carry all of their own fluids, food, clothing and other supplies needed for use between checkpoints. Pacers are not allowed to carry any of this for the runner.

6) No unauthorized aid, caches or drops

Runners are not allowed aid between checkpoints, plain and simple. No one is allowed to cache, drop or store supplies on the course before or during the run. Crews are forbidden to leave aid along the trail during the run, nor can they utilize highway crossings at Kratka Ridge, Pajarito, or Glenwood Springs to provide aid to runners. "Friends out on their own runs" may not offer special treats. (We've seen it. Don't try it.)

7) Aid stations are for registered runners only

Aid (including water, food, ice, etc.) should only be used by the registered runner. The on-duty pacer may also use aid. Any runner who's crew or friends are caught using the aid station for their own personal use or training run may be disqualified.

8) No course-cutting

Runners must follow the marked course at all times. If he/she inadvertently departs from the marked course, the runner must return to the point of departure under his/her own power (no car rides allowed) and continue on the correct course. Cutting the course is grounds for immediate disqualification.

9) Checking in / checking out

The confirmation that you have completed the course relies almost entirely on hand-recording by aid station volunteers and reporting by HAM radio, therefore it is the runner's responsibility to confirm they have reached each aid station/checkpoint by properly checking in and out. Failure to do so could result in being missed at an aid station and disqualification for cutting the course. Since congestion can be a problem, particularly at the early checkpoints, you can help ensure you are recorded by doing the following:

- Keep your bib number visible.
- Make eye contact with the volunteers as you enter and exit the aid station and announce your arrival / departure with a "Runner [XXX] in!" or "Runner [XXX] out!"



**SEE A VOLUNTEER
THANK A VOLUNTEER**

The race would not be possible without them!

10) Pacers

- Runners in the Crewed Division may be aided by a Pacer beginning at the Chilao 1 Aid Station (mile 44.8) through the Finish. Only one pacer may accompany the runner at a time. The rules for pacing are as follows:
- The pacer may begin running with his/her runner only at the aid station.
- The runner may switch pacers only at the Chilao 2 (mile 57) and Islip Saddle 2 (mile 75.8) Aid Stations.
- No pacers may switch at Shortcut, Three Points 2, Cloudburst 2, Vincent Gap 2, or Inspiration Point 2 crew checkpoints. No pacers may “run-in” to switch at any unofficial point along the course.
- Pacers may not leave their vehicles parked at Chilao, Islip Saddle, or any other aid station on the course. They must accompany a runner’s one crew vehicle or be dropped off. If any pacer is found to have left a vehicle at an aid station, his/her runner will be disqualified.
- Pacers are allowed to accept aid from the aid station, but must do so within the designated checkpoint. If an aid station shortage occurs, please give registered runners priority.

Exceptions:

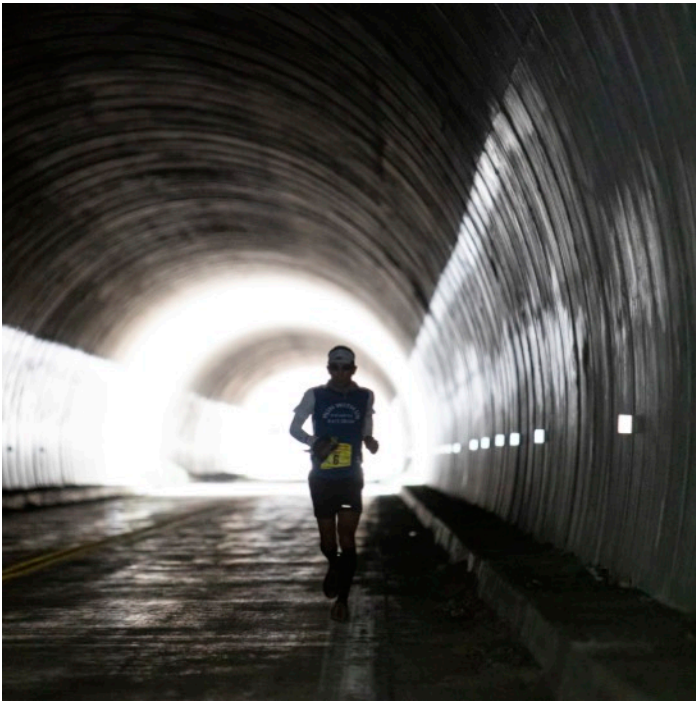
- Any runner 65 and older may have a pacer for the full 100 miles.
- Any male runner 60 and older or female runner 55 and older, with at least 7 finishes, can have a pacer for 100 miles.
- In these special cases, pacers may start with their runner and can switch at any aid station with crew access between the start and Chilao 1. From Chilao 1, pacers must follow the same rules for switching out as the general field.
- Crews and family members may bring their runner into the finish along the main streets of downtown Wrightwood (Apple and Park).

Looking to pace / seeking pacer:

- If anyone attending the race would like to pace a runner, please let the aid station captain know and they will keep a list. (Perhaps your runner has dropped or your crew duties are over and you are looking to get a little run in?) Runners IN THE CREWED DIVISION ONLY may inquire if any extra pacers are available at Chilao and Islip, and if so, pick one up.
- If you are looking to pace or seeking a pacer, you can try to coordinate in advance through the official AC100 Facebook page or by contacting the Chilao or Islip Saddle aid station captain. Priority will be given to out-of-state runners.

11) Cutoff times

For everyone’s safety and well-being, cutoff times will be strictly enforced at each checkpoint by the aid station captain. What this means is that the runner must LEAVE the aid station by the listed cutoff time and must continue forward on the course. They may not return to the aid station, and crew or volunteers may not provide additional aid outside of the aid station. The aid station captain will pull any runner failing to leave the aid station by the cutoff time, and this decision is final. No exceptions. Please familiarize yourself with the cutoff times listed in the AID STATION + CUTOFF CHART in this book to avoid any confusion or surprises on race day.



12) Checkpoint leader authority

Checkpoint leaders (aid station captains) have full authority regarding a runner at their station. Arguing or disobeying their decision will cause disqualification of the runner.

13) Highway crossings

There are a few points where the course crosses the busy, Highway 2. In these areas, the main concern is not how fast you can get across, but rather the safe movement of both pedestrian and vehicle traffic. (This is for everyone's safety, as there are multiple accidents and deaths on Highway 2 every weekend.). A run official (flagger) will be placed at the major highway crossings to assist, and the runner is expected to obey this official's directions and all laws pertaining to highway pedestrian crossings. A runner is considered a pedestrian, and vehicles have the right of way at all times... even during a 100 mile race.



14) Poles are allowed

Given the difficult nature of the course and precipitous nature of the ridges and narrow single track at night, the use of trekking poles is allowed. Runners may carry them for the duration of the race or pick/up drop them at aid stations as needed. We recommend using them in training if you're planning on using them in the race. Learning how to use them efficiently takes a little practice and ensures they'll be helpful, not a hindrance on race day.

SOLO DIVISION RULES

When accepted into the race in the Solo Division, a runner agrees to follow the above race rules plus an additional set of rules set forth for the separate division. All Solo division runners must sign the Solo Runner Agreement form at race check-in to confirm their knowledge and acceptance of the following rules. Violators will be disqualified from the race and may be banned from future runnings of the AC100. If you have any confusion about which division you are in, please consult the 2025 Entrants List on AC100.com.

1) Drop bags and aid stations only

A solo runner may only receive aid from his/her own drop bags, the official AC100 aid stations and official aid station volunteers. Solo runners may not receive any aid or assistance from other runners' crews or spectators.

2) No crew

A solo runner agrees that they will travel the course alone and will not use a crew. Any attempts to subvert this rule by using another runner's crew or "friends that just happen to show up" will not be tolerated. Solo runners will not be penalized from receiving "emotional encouragement" in the form of hugs, high fives or cheers from other runners' crews or spectators.

3) No pacers

A solo runner also agrees to run without a pacer. Having someone meet you "unofficially" along the course is considered cheating, just as it would be in the crewed division. A solo runner may, however, run with other registered racers in either division, which may also include a crewed runner's pacer.



4) No switching to the crewed race

The solo runner has received special consideration for entry through the lottery, so once a Solo designation is accepted a runner may not switch to being a crewed runner. This includes prior to race day, at race check-in and during the race. To repeat, YOU CANNOT SWITCH FROM SOLO TO CREWED DURING THE RACE.

POLICIES + PROCEDURES

WHAT TO DO IF...

1) You get lost

The course will be clearly marked via surveyor's tape and flour, but if you are unfamiliar with the course, it is always a good idea to carry a copy of the map and written directions or load the GPX files onto your GPS enabled device. Course vandalism is rare, but does occasionally happen.

That said, if you do happen to find yourself lost or injured, never attempt to find your way by traveling cross-country across the forest. **STAY ON THE TRAIL AND WAIT.** If you inadvertently veer off the trail, immediately retrace your steps back rather than continuing forward. Wandering aimlessly, especially at night, will reduce your chances of being found.

2) You decide to drop

We hope this won't be the case, but let's face it - stuff happens out there. If you find yourself unable to continue the race, you absolutely must notify a race official at the next aid station. Your medical band with your name and bib number will be surrendered, at which point the runner is considered officially dropped from the race. You cannot leave the race without surrendering your medical band!

If you check out of an aid station and fail to check into the next within a reasonable time, race officials will assume you are lost and notify Search and Rescue. This could negatively influence the future of the race, so please take this very seriously. This means that if for some reason you decide to drop between aid stations and have the opportunity to hitch a ride at a highway crossing, **YOU MUST GO TO THE NEXT AID STATION AND NOTIFY AN OFFICIAL.** If you realize you did not do this, find a way to make contact with a race official immediately.

3) You drop (or are cut off) at a checkpoint with no crew

There are no remote wilderness checkpoints (behind locked gates) this year. In fact, Mt. Hilyer (1&2) is the only aid station where crew isn't allowed. However, please remember that aid station captains are required to ensure the health and safety of all runners. This includes both you, the dropped, and runners who are still in the race. If you must drop and have no crew or are unable to secure a ride, the aid station volunteers will give you a ride out the aid station, but unless there is a medical emergency, this will likely not be until the aid station closes on Sunday morning. For some runners, this could mean many hours of waiting. Please understand that this is for your safety,

and we will do everything we can to keep you warm, fed and comfortable until a way back to civilization is secured.

4) You have a race dispute

Any concern about another competitor violating race rules (cutting the course, accepting aid, solo runner violations, etc.) must be presented to race management prior to the end of the race (5pm, Sunday). We would suggest doing so by discussing with an official at the Finish Line. Once the race is concluded, the results are considered final.

5) You lose your award

AC100 awards are not for sale. If you lose an award (buckle, plaque or bronze award), please understand that we cannot offer replacements, nor will we sell them. The only way you can get an AC100 award is to run the race and cross the finish line.





SUPPORT CREWS

Any runner not registered as SOLO may use a support crew. While a runner may find this helpful, a crew is not essential to completing the AC100. There is adequate aid station support along the course with water, electrolyte replacement fluids, food and medical aid. In addition, drop bags are allowed at all major checkpoints (see AID STATION + CUTOFF CHART).

If you do choose to have a crew, these individuals are considered an extension of the runner and must adhere to the following rules. Any violations may result in disqualification of the runner.

- Each runner may only have one crew vehicle on the course, including at the start/finish line in Wrightwood. This will be policed via a Vehicle ID Pass, which must be prominently displayed throughout the race for access to the aid stations.
- The Vehicle ID pass does not override the other passes required to park and utilize services within the forest. A **Big Pines Pass** (\$5 day/\$30 annual) is required to use Inspiration Point and Vincent Gap, and a USFS **Adventure Pass** (\$5 day/\$30 annual) is required for all other aid stations. A crew is responsible for purchasing and displaying their own Adventure Pass, which is available at many Wrightwood businesses such as the grocery store, hardware store and gas station. We will also aim to have day passes available for purchase at runner check-in. A National Parks (America the Beautiful) pass may be used in lieu of the Adventure Pass, but not the Big Pines pass.
- Only support crew vehicles are allowed in congested parking areas. Spectators are asked to park in turnouts and walk in to the aid stations.
- Many checkpoints are located directly along busy and dangerous Highway 2. Whether on foot or in vehicles, crews must not impede highway traffic. Crews are encouraged to carpool when possible to prevent traffic problems.



- DO NOT PARK OVER THE WHITE LINE. This is illegal, and violations put the race in jeopardy. Please help us ensure the race's future by following all traffic and parking rules and signs.
- Crews must comply with run officials directing traffic at all times.
- Crews are NOT allowed at checkpoints marked "NO" in the crew column of the AC100 checkpoint table, nor or they allowed at highway crossings or any unofficial spot on the course. We realize that some aid stations are accessible by vehicle, (Mt. Hilyer), but due to parking and noise restrictions, crews are not allowed there. Crews also may not hike in to any aid station marked "NO."
- Crews must not drive alongside their runner while they complete the road sections of Highway 2. This includes slowing to less than 25 MPH or in any way impeding traffic when they are passing their runner. This is incredibly dangerous for everyone involved.
- No dogs are allowed at any aid stations or on the course.

Crew Infraction Penalty:

If a crew is determined to have broken any of the above rules, the runner will be held for one hour at the aid station where the infraction occurs. If the runner has already left, the runner will be notified and held at the next aid station. A second infraction will result in disqualification.



DROP BAGS

All runners in both the general (crewed) and Solo divisions are offered drop bag service at major checkpoints. We highly encourage using this service to ensure you have exactly what you need, when you need it, especially for any runners with special dietary restrictions. The use of drop bags instead of a crew also helps the race minimize highway traffic.

*****Please note that you must pack separate drop bags for aid stations you hit twice.** Different crews man these stations and they will transport their groups of drop bags separately. Example, you need to pack one drop bag for ISLIP SADDLE 1 and a separate drop bag for ISLIP SADDLE 2. If you only pack one labeled "Islip Saddle" IT WILL NOT BE THERE WHEN YOU RETURN. There will often be many hours between aid station crew shifts, and we cannot leave piles of drop bags out in the forest unmanned.

How to label them:

To help ensure that your drop bags get to the correct checkpoint, clearly write your name, bib number and checkpoint name on each bag, preferably in black permanent marker. Please designate between 1 and 2 clearly to avoid any mix-ups.

Drop bag deadline:

Drop bags will be collected on Friday morning between 8:00AM - 10:30AM in front of the Wrightwood Community Building. Be sure that all bags are securely tied and labeled. Drop bags will be picked up at **11:00AM SHARP** and transported for distribution. **FINISH LINE drop bags may be dropped off on race morning.**

What to pack:

While the aid stations are well stocked, you should never expect them to have exactly what you like or might be accustomed to. If it's imperative to your race, pack it in a drop bag! Don't forget extra lights or batteries for the night sections, as well as extra layers for the high ridges at night. Do not pack or leave your favorite shirt or expensive piece of gear in a drop bag. While it's rare, the bag could get lost or accidentally opened, and race management will not be responsible for any lost or damaged item.

Drop bag retrieval:

All drop bags will be returned to the finish line area as the aid stations close. All drop bags are expected to have arrived by 7pm.



Finish line drop bag:

Do not place valuables such as wallets, car keys or phones in your finish line drop bag. Solo runners should leave these key items at their accommodations in Wrightwood, carry them with them during the race or make other arrangements. For 2022, the finish line drop bag may be dropped off on race morning.

TRAIL MARKING

Trails are marked with **YELLOW** surveyor ribbon and biodegradable powder. Ribbons will have reflective tape for the night sections, which light up when a headlamp hits them. Glow-sticks may also be used in tricky areas.

Biodegradable powder will be used to mark the trail near campgrounds, since campers have been known to remove ribbons and glowsticks, as well as help add additional marking to intersections and severely burned areas. Please note that there could be areas where surveyors have marked trees with other colored ribbon (pink, orange, blue, fun stripes, etc.). You should always follow yellow.



AID STATIONS

AC100 has 8 major aid stations, 7 of which you'll hit twice. At each, runners can expect to find water, Gatorade, Ice and an assortment of food items. Each aid station is run by volunteers who supply their own mix of food and supplies, but in general, you can expect a mix of sweet and salty snacks, soda, fruit, and hot soup at night. If there is anything specific you must have during the race, please pack a drop bag. Runners with dietary restrictions are especially encouraged to pack their own food.

CELL SERVICE ON THE COURSE

There isn't much. Depending on which service provider you have, there are a few tiny pockets along Blue Ridge and the top of Baden-Powell and extremely intermittent service along Highway 2. You should not rely on your phone having service for safety. Crews will not experience much, if any, service at all along Highway 2 and should not depend on it for driving directions.



MEDICAL

The race is staffed by an all-volunteer medical team, led by the Medical Coordinator. These volunteers are there to provide guidance and help you make good decisions concerning your health and safety. We no longer weigh runners at aid stations and will not pull runners for excessive weight gain or loss, however a medical volunteer may recommend either remaining at an aid station or dropping from the race. In particular, they will be looking for signs of dehydration and hypothermia.

HAM RADIO COMMUNICATION TEAM

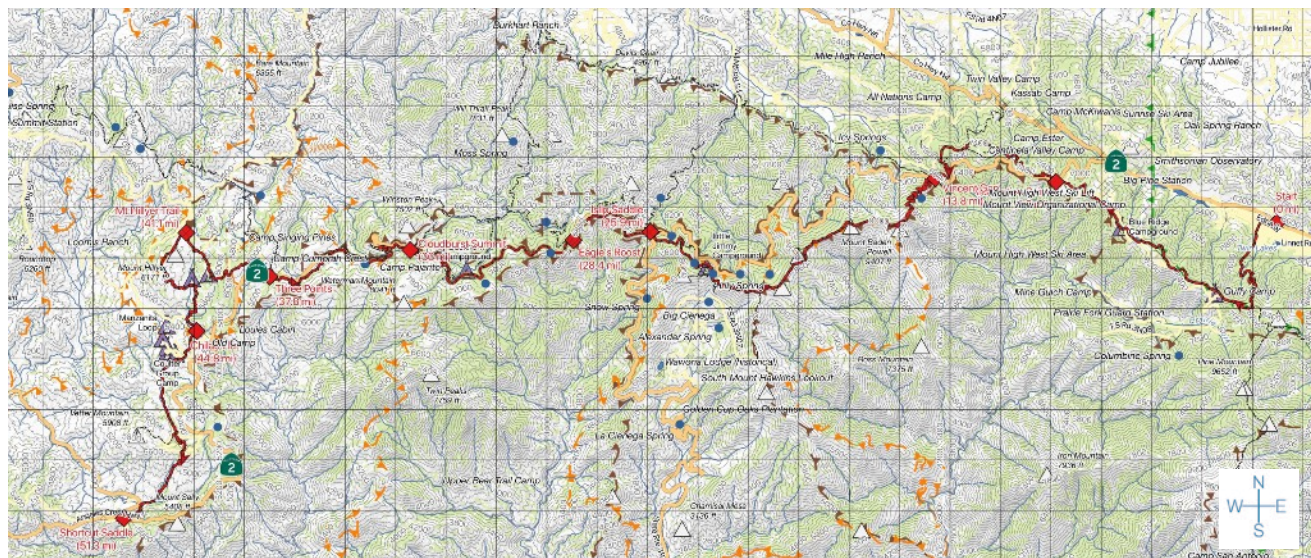
HAM radio operators will be tracking runners' progress at each checkpoint. Arrival, departure, and drop information will be distributed among checkpoints and to a database at the finish area using integrated radio communications and computers. This system not only makes it possible to locate runners' positions throughout the race, it also facilitates emergency response.

We ask that crews and spectators please understand that the HAM operators' first priority is accurately and quickly communicating the whereabouts of each and every runner on the course, not to provide you with race updates. Larger aid stations may display runner check-ins and times, but this is at the discretion of the checkpoint volunteers and not required. If they are not overwhelmed with incoming/outgoing runners, they may be happy to provide you with information - just please use your best judgement and be courteous. At the Finish Line, we encourage crews and spectators to use the Live Runner Tracking on their phones to obtain updates on their runner. The link to Live Runner Tracking will appear on AC100.com closer to race day.

THE COURSE

DESCRIPTION + MAPS

DRIVING DIRECTIONS



TOTAL RACE DISTANCE:	101.4 miles	ELEVATION GAIN:	23,228'
ALTITUDE RANGE:	4,281' - 9,252'	ELEVATION LOSS:	23,228'



This section was created to give runners a general overview of the course, a detailed written description and AC100 Veteran tips for reaching the Finish, as well as driving directions and details for both you and your crew. You can also find a GPX file, AllTrails map, and detailed elevation profile of the 2025 out-and-back course to download in the “Course” tab on [AC100.com](https://www.ac100.com).

The 2025 out-and-back course will be new territory for most everyone, but we’ve provided a little insight on what you might expect (based on years of experience running the course forwards and backwards too many times to count.) As 2022 proved, this course is significantly more difficult due to the additional climbing and the race being at higher elevation for the duration.

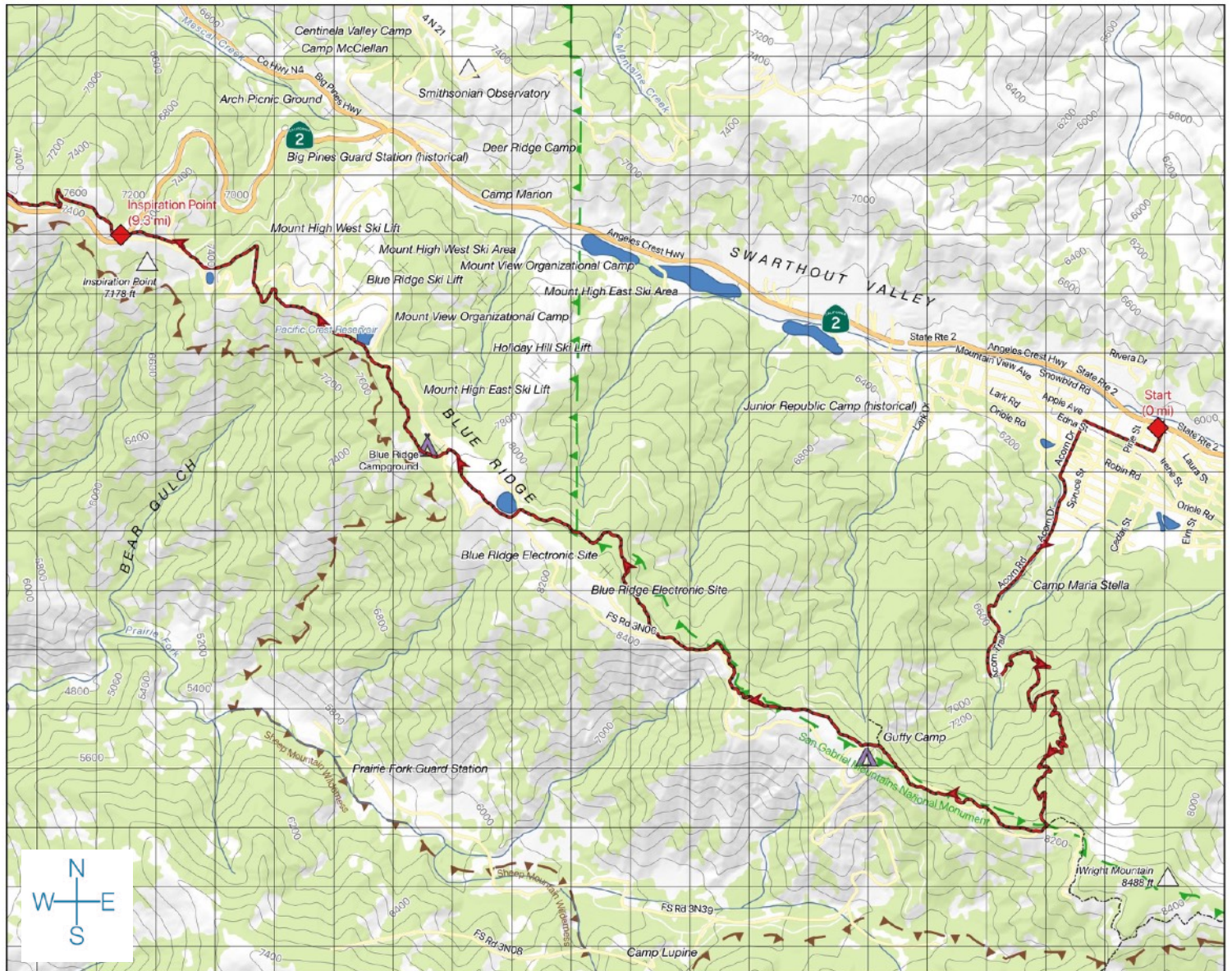
WRIGHTWOOD to *INSPIRATION POINT* / miles 0 - 9.3 out / 92.1 - 101.4 return

Section Length: 9.3 miles

Drop Bags: 1 - NO / 2 - YES

Driving Distance: 5.5 miles / 10 minutes

Crew: YES



Elevation:

GAIN: 3,230'

HIGH POINT: 8,480'

LOSS: 1,770'

LOW POINT: 5,945'



COURSE DESCRIPTION:

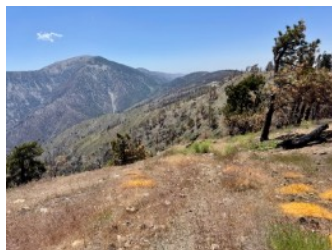
The race begins at 5,945' at the Wrightwood Community Center Parking lot. Runners gaze South at Wright Mountain (the landslide), and turn their focus West along 8,400 foot Blue Ridge, which they'll soon climb and traverse to Inspiration Point. From the start, runners turn right on Park Dr. and head uphill two blocks, turn right on to Apple Ave. for 0.3 miles, and then turn left onto Acorn Dr., following the road uphill past the private road signs* until it the pavement ends 1.4 miles from the start. The paved road transitions to a dirt fire road climbing for 0.3 miles to a signpost denoting the Acorn Trail where runners turn left onto single track climb. The Bridge Fire burned patchy on the first half of the climb, but severely on the top half. We have filled in/built

around most of the root ball holes on the trail but do watch your step, especially coming downhill (potentially in the dark). 3.4 miles and 2,200' of climbing from the start, runners turn right on the Pacific Crest Trail, which they will follow towards Canada for the next 22.5 miles. The trail at the top burned to a moonscape, making the trail difficult to follow in places - pay attention to markers! Purple poodle is also beginning to grow at the top of Acorn, though we will do everything possible to obliterate it while its young. (Personal mission of your Wrightwood Assistant RDs!)



Blue Ridge CG

Runners roll and climb past Guffy Campground** until reaching the high point for the section of 8,480 feet at 5.7 miles. Winding through the recovering forest, runners are treated to a golden sunrise with views of the Los Angeles Basin and the Mojave Desert. The peaks visible from Blue Ridge are Pine Mountain and Mt. San Antonio to the South, the antenna-clad Mt. Wilson to the far West, and Mt. Baden Powell to the Northwest (mile 17). Please be extra careful in this sensitive area to stay on trail, pack out your trash (including TP), and clean up after each other. Continuing West past Mountain High Ski Resort, runners approach Blue Ridge Campground** which is virtually unrecognizable. The rebuilt trail skirts around the large piles of burned logs and stays to the left of the paved campground road. Runners then roll downhill to Highway 2 and cross the road to the Inspiration Point Aid Station at Mile 9.3, elevation 7,400'.



**When training on the course, do not park anywhere past the private road signs- an upset home owner could have your car towed for \$800+.*

*** USFS pit toilets are available at Guffy campground, but will likely not be stocked with TP. The toilets at Blue Ridge CG and Inspiration Point burned down.*

VET'S ADVICE:

24-hr Runner / OUT: Runners seeking the elusive Sterling Silver Buckle should focus on hiking anything on the Acorn climb that strains their breathing or burns their calves. Though taking 50-55 minutes to climb 3.4 miles might seem slow, the initial climb is one of the steepest on the course, and the downhill running that comes next is good terrain that should allow some quick and easy miles to get a runner to Inspiration Point just before 7:00 AM. The average to run 100.3 miles in 24 hours is 14:22/mi, but for this section, 24-hour runners usually average 12:22/mi to reach Inspiration Point by 6:55 AM.

RETURN: The last section is a net downhill, but it sure doesn't feel like it! The climb back to the Acorn Trail is rolling and never consistent, requiring quick shifts between hiking and running as it comes. Eventually you're finally through the last climb when you see the bench at the top of the Acorn Trail for the final 3.5 mile decent down 2100' to the finish. The riches of Wrightwood await you if you can navigate the technical downhill and make it down in one piece.



36-hr Runner / OUT: For those looking to finish, this section's cutoff of 8:15 AM requires runners to average a pace of 20:58/mi, which is slower than the average of 19:45/mi for 33 hours over 100.3 miles. Runners arriving after 7:40 AM are less likely to make following cutoffs, so a pace closer to 17:12/mi is recommended.

RETURN: The rolling climb out of Inspiration Point seems to go on forever as Wrightwood gets closer but is just out of reach. There are downhills on the way to Acorn and you've got to keep running them to beat the clock to have enough time to navigate the technical downhill down Acorn. It's 3.5 miles and 2100' down to the finish, so don't let up and make that finish count!

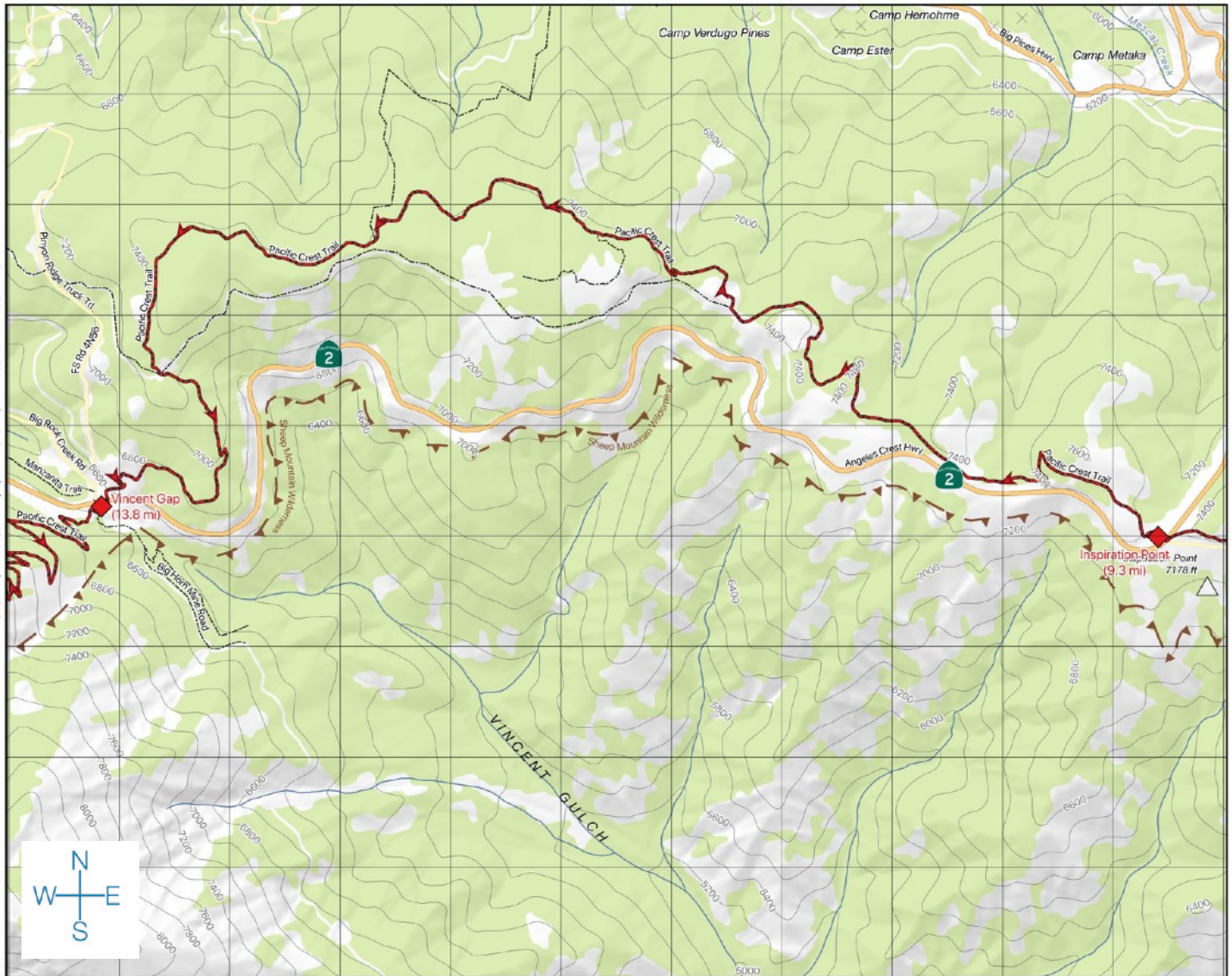
DRIVING DIRECTIONS + PARKING INFO:

Leaving Park or Pine St., turn left on Highway 2 (completed in 1956), drive 3.5 miles to Big Pines Junction. Follow signs to the left for La Canada-Flintridge/Glendale, and continue 2 miles to the Inspiration Point Aid Station. This is a mountain route, so watch for fallen rocks on the roadway, as well as speeding motorcycles and cars.

Being the first, this aid station will be crowded! There are large parking areas on both sides of the highway at the aid station. There isn't enough room in these lots for everyone, so crews may need to utilize turnouts before or after the aid station. Runners will be crossing the road at the aid station, so please take extra caution when approaching and leaving the aid station. USFS pit toilets are available for use at the aid station.

INSPIRATION POINT to *VINCENT GAP* / miles 9.3 - 13.8 out / 87.6 - 92.1 return

Section Length:	4.5 miles	Drop Bags:	YES
Driving Distance:	3.3 miles / 8 minutes	Crew:	YES



Elevation:

GAIN: 700' HIGH POINT: 7,492'

LOSS: 1,460' LOW POINT: 6,590'



COURSE DESCRIPTION:

Leaving an exciting early morning aid station, runners head up the PCT out of the aid station. 1 mile later, the trail passes Grassy Hollow Visitor Center - pit toilets are available off the trail to the left. 3.5 miles past the Inspiration Point aid station (PAS)*, a picturesque view of the next challenge comes into view - 9,406' Mt. Baden-Powell. Runners then dive downhill another mile to 6,600' Vincent Gap, where they cross Hwy 2 and prepare for the longest climb of the race.

VET'S ADVICE:

24-hr Runner / OUT: Sterling Silver Buckle hopefuls can improve their chances of a successful Baden-Powell climb by taking time to eat and drink on the way to Vincent Gap. If a runner hikes the short uphill on this section, and runs the rest of the terrain, 50 minutes for 4.5 miles should accommodate an arrival at Vincent before 8:00AM.

RETURN: Congrats on finishing that last huge section, but don't stay in the aid for too long! Take your food to go and hike up the trail for the steep climb out of the aid. Once you get about a mile out of the aid you'll have some mostly runnable terrain before a few short climbs as you get closer to Inspiration Point. This isn't a long section, but if you walk too much of it you might think it's taking forever since it is a net uphill.

36-hr Runner / OUT: For those looking to finish, this section's cutoff of 9:20 AM only allows 65 minutes or 14:26/ mi from the last aid station. This is definitely a section where all flat or downhill terrain must be jogged to lower the average pace after the last net uphill section. Eating and drinking before Vincent Gap is also advised in case of altitude sickness that upsets runners' stomachs. Historically, the last finisher gets to Vincent Gap by 8:40 AM, which is necessary to bank time for the cutoff at Islip, which is one of the tougher splits to make.

RETURN: This is the start of a long rolling climb back to the Acorn Trail above Wrightwood. Focus on hiking strong and eating on the first mile out of the aid station and then transitioning to a shuffle as you get to the downhill and flat miles heading back to Grassy Hollow. It's very important to keep energy up and keep pushing yourself along the flat miles. No one wants to be cutoff this late in the race!

DRIVING DIRECTIONS + PARKING INFO:

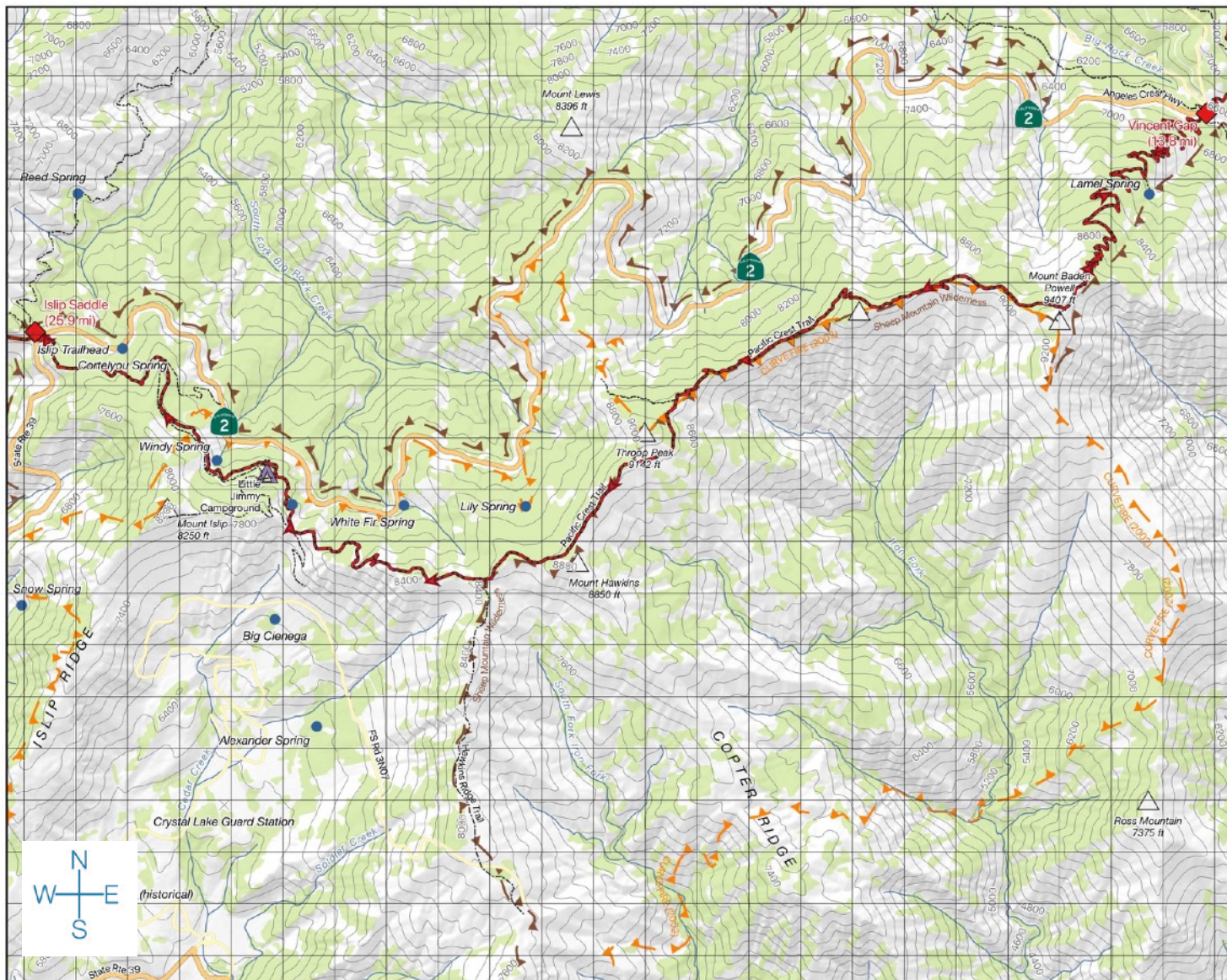
Leaving Inspiration Point, continue heading west towards Mt. Baden-Powell for 3.3 miles to Vincent Gap Aid Station.

Vincent Gap will also be crowded with crews, as the field is not yet spread out. There is a large parking lot at the aid station, however many crews will need to utilize the large turnout to the right of the road or turnouts before and after. Again, runners cross the highway at the aid station, so take caution. USFS pit toilets are available for use.

**PAS = distance past previous aid station*

VINCENT GAP to *ISLIP SADDLE* / miles 13.8 - 25.6 out / 75.8 - 87.6 return

Section Length:	12.1 miles	Drop Bags:	YES	[PACER MAY SWITCH
Driving Distance:	10.6 miles / 20 minutes	Crew:	YES	AT IS2 ON RETURN]



Elevation:

GAIN: 3,610'

HIGH POINT: 9,300'

LOSS: 3,520'

LOW POINT: 6,590'

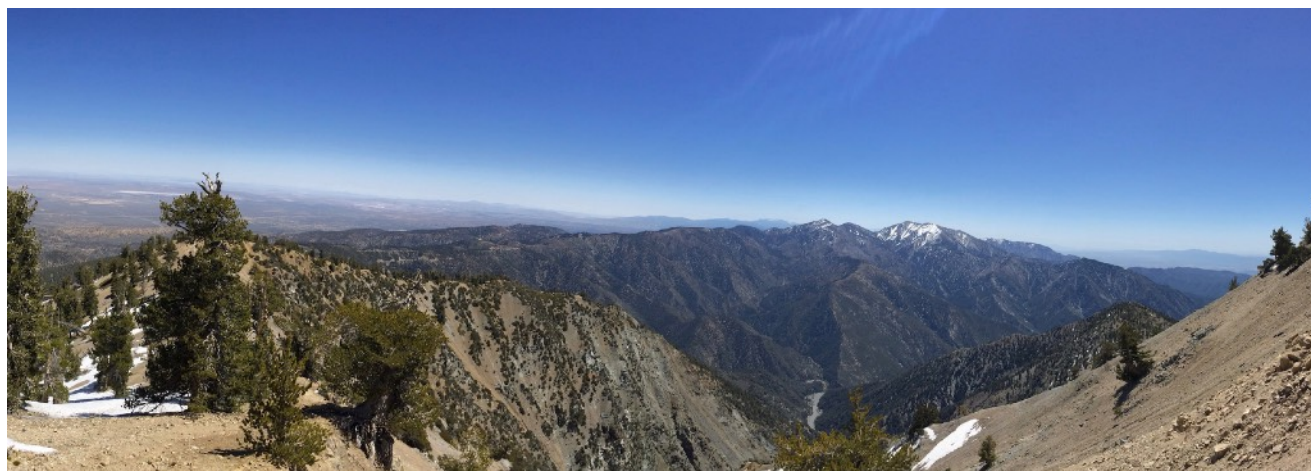


COURSE DESCRIPTION:

Leaving Vincent Gap, runners are advised to carry 80-120 oz of water and 2-4 hours of calories to make the long, high altitude 12.1 mile push to Islip Saddle. (Many runners have found success using liquid calories here, as the combination of heat and altitude can be troublesome on the stomach.) From the parking lot, a venerable 3.6 Mile, 2,650' climb to 9,300' awaits. All runners, from the front to the back of the pack, will feel temperatures rise as the sun begins to seep through the pines. After more than four dozen switchbacks, runners reach a spine at 9300' that affords views of Mt. San Antonio to the Southeast and the East Fork of the San Gabriel river 4,000' below. The PCT nears the summit but veers to the right at the Wally Waldron Tree - an ancient 2,000+ year old limber pine, 150' below the summit. (Runners do not summit Baden-Powell during the race). As the runner passes the peak, Mt. Wilson (mile 79 of the course) appears off in the distance to the Southwest. The trail begins to drop, but runners will face a small climb around Mt. Burnham, and then a 300-foot climb up to the Dawson Saddle Trail Junction, 5.2 PAS. Following signs towards Little Jimmy/Islip Saddle, head left to continue on the PCT (NOT down the Dawson Saddle Trail to the right). The trail traverses on the South face of Throop Peak for a half mile and then finally begins a long, sustained downhill to Windy Gap. It is here where the runner will first enter the burn scar from the 2020 Bobcat Fire. The PCT heads right at Windy Gap (do NOT follow sign to Crystal Lake to the left) and in a quarter mile offers a junction to Little Jimmy Spring to the right or a direct path to the left. If you do not need water for the last 2 miles to Islip, continue left, but if necessary, the path to the right offers mountain spring water for the price of a small 50' climb out to the North to rejoin the trail. Crossing a fire road 1 mile later, the trail dives a final time to Islip Saddle, mile 25.9, elevation 6,590'. Be advised there is a significant amount of purple poodle lining the trail on the last descent into Islip. It has been cut back, but consider covering your face/mouth if you are sensitive.



Little Jimmy Spring.



The high point of the course - the Mt. Baden-Powell spine - also affords one of the most spectacular views. 26

VET'S ADVICE:

24-hr Runner / OUT: The longest and toughest section in the course's alpine forces runners to maintain a 15:00/mi pace over the rugged 11.6 mile section to reach Islip Saddle by 11:00 AM. Experience and patience will help runners focus on maintaining caloric intake as the body struggles to make forward progress for several miles above 8,000'. Eating gels or taking down several ounces of sports drink might be the best chance at keeping energy levels up while the digestive system is compromised by altitude and heat. A common sign that nutrition is off is if one feels extremely weak on the 300' climb up to the Dawson Saddle Junction. The body will respond well to oxygen on the decent towards Windy Gap, with most sub-24 runners taking 50-65 minutes to get from the Dawson Saddle Junction to Islip Saddle. However, it is important to not get carried away here with unnecessary exertion and quad-thrashing. Success in the road section to come depends on the runner's ability to eat and run downhill - losing time on the "easy" miles of the course to recover from the fun on Baden-Powell has been the demise of many silver dreams.

RETURN: This section is always tougher to run well eastbound than westbound, and with 75 miles on you legs it will be a doozy. Do not underestimate the altitude and make sure you've packed plenty to eat and drink as you will have to be self-supported for 3+ hours. Poles do work well on this section. The trail never is consistent forcing runners to shift gears often between hiking and running. Eventually you will switch over to the south side of the mountain and have more runnable terrain to Dawson Saddle Trail. The last 2 pushes up to the high point of the course may be exhausting and depleting, but keep eating so you're ready for the 3.6 mile descent down to Vincent Gap. This is definitely the toughest section on the course, but it is doable if you can keep eating and drinking.

36-hr Runner / OUT: For those looking to finish, if one left Vincent Gap without a time buffer, this section's cutoff of 1:05 PM means that 12.1 miles must be covered in 3:45, requiring a 19:23/mi pace. Historically, the last finisher arrives at Islip by 12:45 PM. As mentioned in the above 24-hour pace recommendations, liquid calories can be helpful at high altitudes. However, runners should also try to consume proteins, fats, and even some fiber near meal times to help the stomach absorb acids from sugars. Runners arriving at Little Jimmy Spring might consider consuming a sandwich or a wrap to ensure an efficient pass through the Islip aid station. In general, runners should never run hungry, and should try to eat whenever/ wherever they feel ready to consume calories.

RETURN: Day 2 is here and you're about to go into the mouth of the whale, so make sure you've got your poles out if you're using them. You'll likely be on this section for 4+ hours and will have to make sure you have plenty of food and water to self-sustain. This means leaving Islip with a full stomach and not feeling thirsty. Stick with the climb and keep pushing along the ridges and running the traverses and descents. Don't give up, keep solving problems, eating, and drinking and be ready to run the 3.6 mi downhill into Vincent Gap.



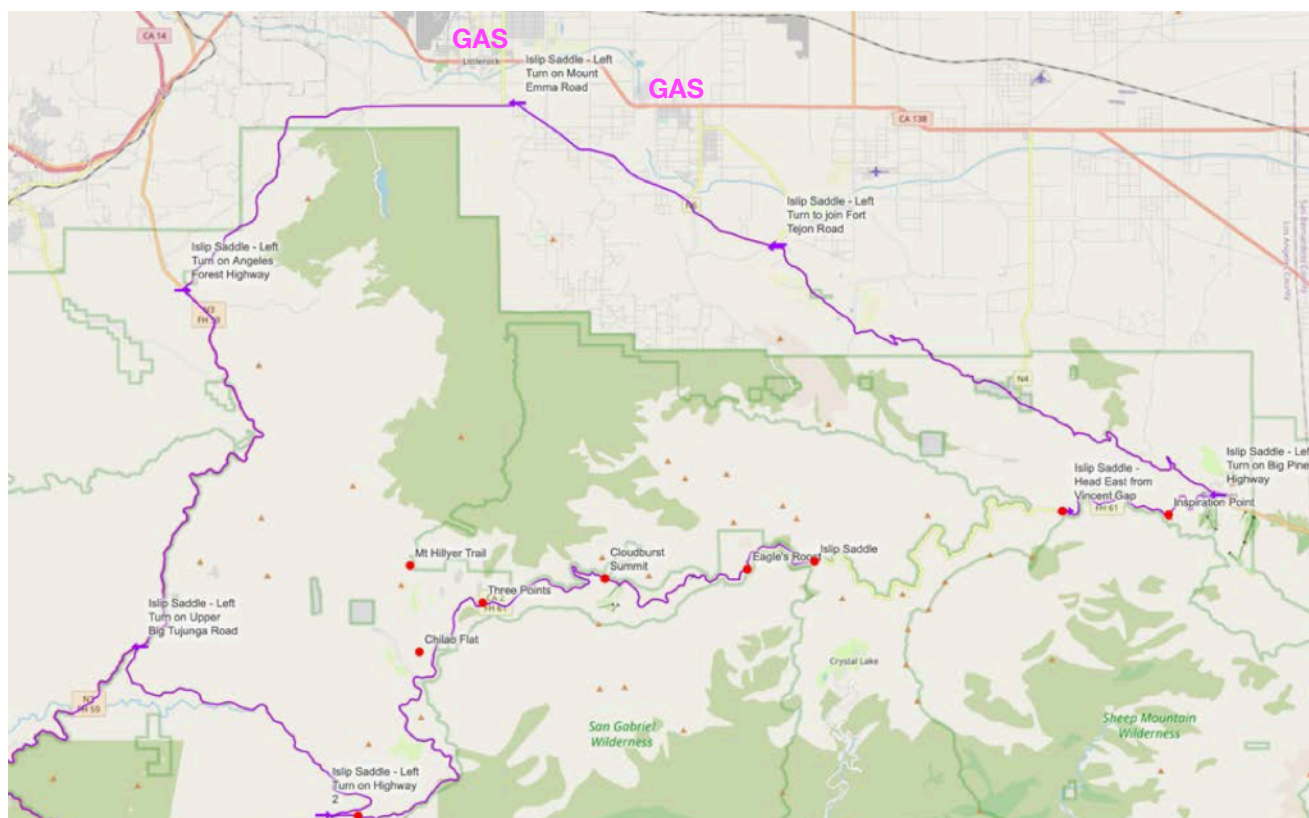
POODLE!

DRIVING DIRECTIONS + PARKING INFO:

Leaving Vincent Gap, a significant detour is required due to road washouts on Hwy 2 between Vincent Gap and Islip Saddle. Drive 5 mi. back to Big Pines Hwy, and turn left heading downhill away from Wrightwood. Follow Big Pines Hwy for 14 mi. (If you did not heed the numerous “gas up” warnings, you can detour down to Hwy 138 to find stations. See map below.) From Big Pines Hwy turn left on Pallet Creek Rd., and then a quick right on Fort Tejon Rd. for 6.9 mi. Turn left on Mt. Emma Road and follow for 10 mi. Turn left on Angeles Forest Hwy and continue for 11 mi. before turning left on Upper Big Tujunga Rd. for 9.1 miles. Turn left onto Angeles Crest Hwy (Hwy 2) and follow for 21 mi. up to Islip Saddle.

Parking is located in turnouts along Hwy 2 approaching the aid station - the small lot will be filled. Take extra caution for runners crossing the road at Islip and running on the shoulder of the highway to the next aid station. USFS pit toilets are available. Crewing space is limited, so please share and allow crews with approaching runners priority.

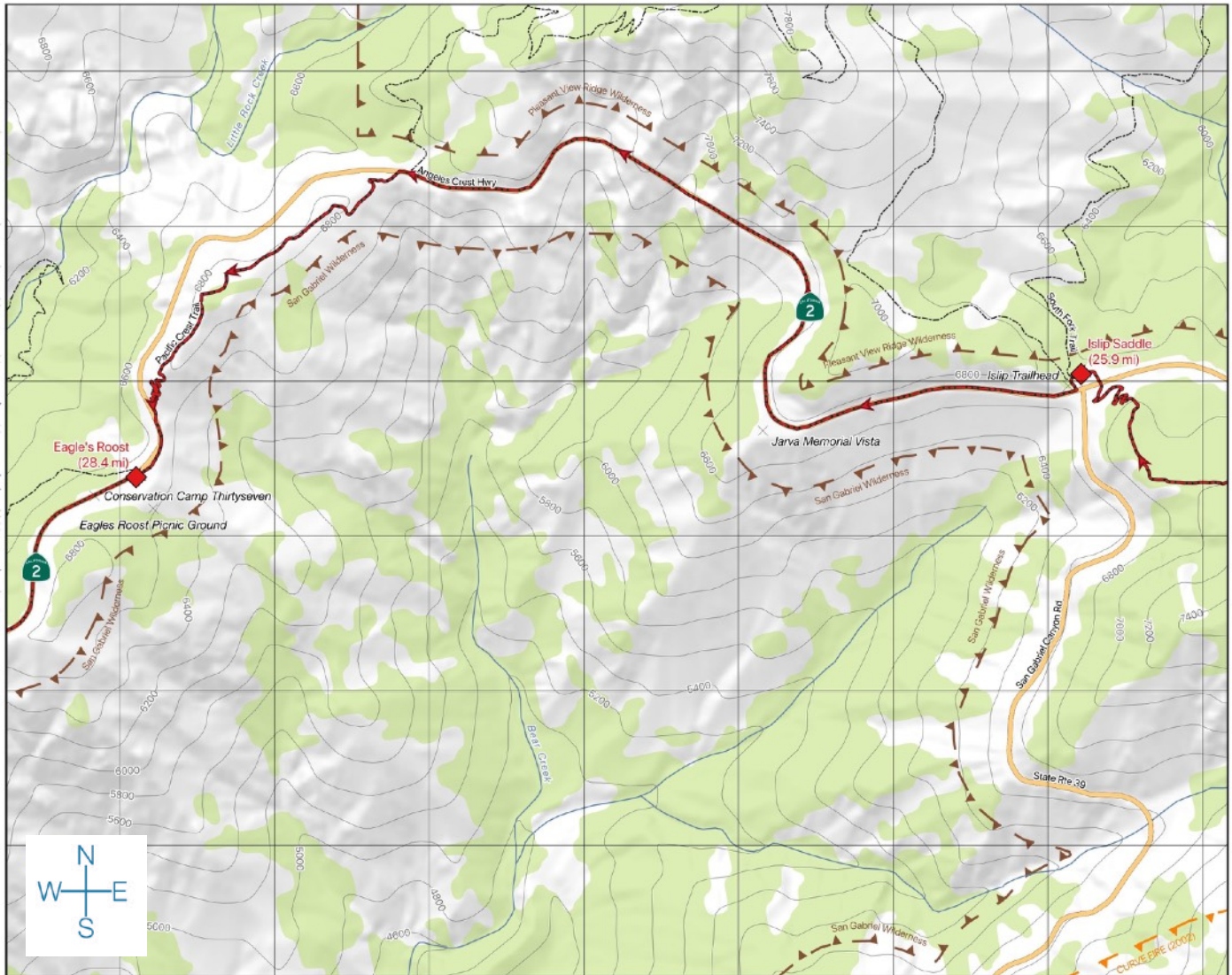
Hot tip: Depending on your service provider, small pockets of cell service can be obtained standing at the edge of the parking lot, facing the desert, at the Islip Saddle aid station.



For extremely detailed maps and driving directions on the course reroute, please see, save, or print [THESE](#).

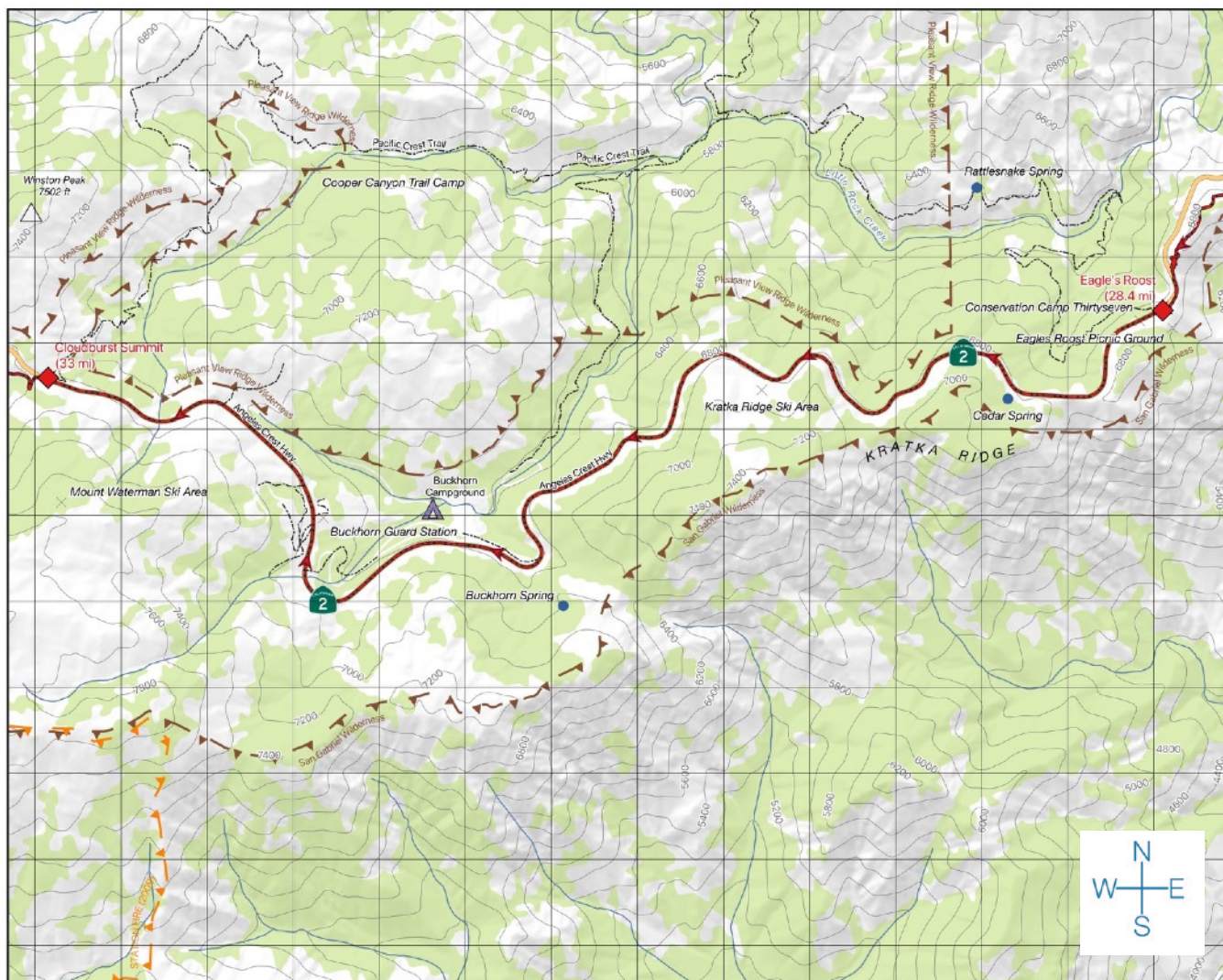
ISLIP SADDLE to *CLOUDBURST* / miles 25.6 - 32.6 out / 68.8 - 75.8 return

Section Length:	7 miles	Drop Bags:	NO
Driving Distance:	6.9 miles / 13 minutes	Crew:	YES



Elevation:		
GAIN: 1,260'	HIGH POINT:	7,018'
LOSS: 1,010'	LOW POINT:	6,548'





COURSE DESCRIPTION:

After the San Gabriel Mountains National Monument was established, increased oversight from NPS and USFS required the Angeles National Forest to deny AC100 any special exemptions to passing through wilderness. The Pleasant View Ridge Wilderness is all forestland North of Hwy 2, from Islip Saddle to 3 Points, and while the race works with local congresspersons and the National Forest to re-establish access, the race is prohibited from using all trails in this area. The modified course runs mostly along the paved Hwy 2, utilizing trail sections to the South whenever available.

Runners leave the Islip Saddle parking lot and run West on the left (South) side of the road, enjoying the scenic view of Bear Creek thousands of feet below. Please exercise caution running through the Williamson Tunnels, as motorcycles are known to rip through at top speeds. 1.6 miles PAS runners turn left onto the PCT and follow the trail up and over Kratka Ridge (the scenic mound) for 0.9 miles to Eagles Roost Day Use Area, mile 28.4 at 6,666'.

(Note: Eagle's Roost is no longer an aid station site.)

The rest of this section runs along Hwy 2 - a total of 4.6 more miles, climbing 770' and descending 420'. Passing Eagles Roost, runners travel on the North side of the road (with traffic) until they reach the Cloudburst aid station. Please run on the right side of the road, which will be marked with yellow ribbons.

Runners may notice that certain parts of this section feel hotter, as additional solar radiation is reflected off the light colored rock and canyon walls block air movement. Nearing the Cloudburst Aid Station at mile 33, 7,020', a cooler breeze usually provides a bit of relief.

VET'S ADVICE:

24-hr Runner / OUT: The heat will begin to be felt in earnest along this section, yet runners expecting to run 24 hours should try to stay on pace running no more than 30 minutes for the first 2.5 miles to Eagle's Roost and arriving to Cloudburst by around 12:15 PM. You'll run the majority of this section. Heat acclimation is key here, as runners need to focus on taking in enough calories to maintain energy levels and water/electrolytes to prevent overheating, adequate kidney function, and proper blood pressure. Various strategies of wet, white cotton t-shirts, wet handkerchiefs, and extra water to squirt on oneself come into play. Though an "easy" road, this stretch is notoriously tough on runners, as their systems cope with the combined effects of heat, altitude, and 28 miles on the legs. The 2 mile, 450' climb to Cloudburst is hotter and longer than it seems, and runners that tackle it cool and fueled up fare better in the race. Ease up if you're overheating.

RETURN: 7 miles of mostly road running mean a good chance to click off some faster miles. In general, 10 pm is the latest time to make it to mile 75 and have a shot at making sub 24. This course has never been run before so you may want to shoot for 9-9:30 PM unless you're a great power hiker and can bomb the downhill all the way home. Be smart going into Islip and make sure you have a plan for eating enough for the long section back over Baden Powell.

36-hr Runner / OUT: 33 Hour finishers generally pass Eagle's Roost by 1:40 PM. Though there is a slight uphill grade on the road, the incline is much less than the previous section, and runners need to jog the road to take advantage of the light incline. Hiking the climb up Kratka Ridge is common for many runners. As mentioned in the 24-hour section, heat acclimation is key, and the runner must make good decisions on when to eat/drink/take electrolytes/wet themselves with water/change clothes. 33-hour finishers tend to reach Cloudburst before 2:50 PM, despite the 3:25 PM cutoff. The 2 mile, 450' climb to Cloudburst is hotter and longer than it seems, and it can be brutal on runners later in the day. Always being ready to deal with additional heat and a potentially upset stomach can be the difference between needing 30 minutes to repair at an aid station and an efficient 2-minute pit stop. Remember: race time doesn't stop in aid stations.

RETURN: Sunrise is coming, and this mostly road section is a gift, even though you may not like it. Try to run the downhill out of Cloudburst and make the most of it. The rest of the course after this section will be much more

technical and demanding. Take time on your way to Cloudburst to make sure you're planning ahead and ready to go for the big climb back up Baden Powell.

DRIVING DIRECTIONS + PARKING INFO:

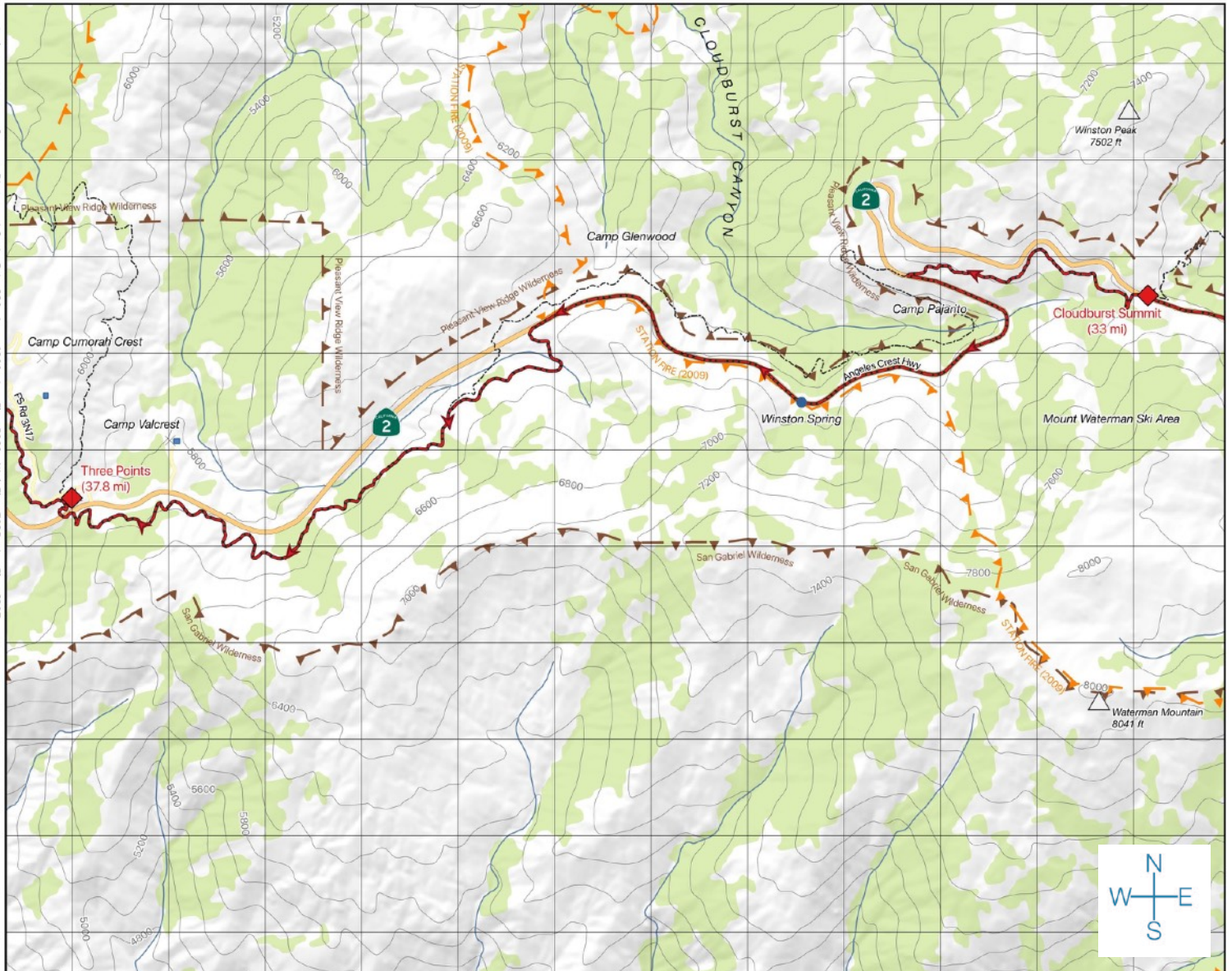
Leaving Islip Saddle, continue heading west for 6.9 miles to Cloudburst Aid Station. Parking is located in the turnouts before and after the aid station. There are no toilets available.

By this time of day, the weekend traffic will be out. Highway 2 is a popular route for motorcycles and racing enthusiasts, and they have been known to drive quite aggressively. Please use the turnouts and just let them pass. Do not slow down and drive alongside runners on the course, as this creates a very dangerous situation for yourself, the runner and other motorists.



CLOUDBURST SUMMIT to *THREE POINTS* / mi 32.6 - 37.4 out / 64 - 68.8 return

Section Length:	4.8 miles	Drop Bags:	YES
Driving Distance:	4.5 miles / 9 minutes	Crew:	YES



Elevation:			
GAIN: 220'	HIGH POINT:	7,025'	
LOSS: 1,290'	LOW POINT:	5,860'	



COURSE DESCRIPTION:

Leaving Cloudburst, runners join the PCT on the South side of the highway. From there, it's downhill for 0.75 miles to again meet Hwy 2. Runners make a sharp left here, to continue running downhill on the left side of the road (facing traffic). 2.5 miles PAS to the Glenwood turnout on the left side of the road, where a large yellow gate blocks a fire road. This is the route, but feel free to use the USFS pit toilets in the turnout if necessary. Now off the highway, the course continues past the yellow gate and follows a fire road down the South (left) side of the canyon for 2 miles, gradually turning into a single track trail. Runners may begin seeing and smelling the infamous purple, poodle-dog bush again along this stretch and should use caution. At the junction with the Mt. Waterman Trail, runners follow the PCT to the right (go towards the highway) and down to the road crossing where the PCT climbs for 0.1 Miles to Three Points Aid Station, mile 37.8, elevation 5,900'. Flaggers will direct runners at the highway crossing.

VET'S ADVICE:

24-hr Runner / OUT: 24-hour runners tend to arrive at Three Points by 1:10 PM, running almost all sections of this stretch. A light breeze may provide some relief, but the dry heat and the Southern California sun is still baking runners in a largely exposed section. Carrying enough water to douse oneself every few minutes is key as the downhill breaks up near Three Points.

RETURN: Leaving the aid and crossing the road, the climb is short but stout. Eventually the trail becomes a runnable climb and allows you to shuffle up to the road section. Keep doing your best to through in running for a few minutes whenever you can. Turning off the road to get back on the trail heading up to Cloudburst, you will have some short climbs that will require hiking.



36-hr Runner / 33-hour finishers should shoot to reach Three Points by 4:00 PM, despite the 4:40 PM cutoff. The mix of pavement and trail running can begin to take its toll on runners' knees. The heat might appear to be wearing off with a nice breeze moving through Cloudburst, but there still are warm pockets in the canyons below. Be prepared with plenty of water as you leave the aid station.

RETURN: This 4.8 mile section will start with a short descent to the road crossing and then a steep climb up but it will eventually lead to a gentler climb with good terrain for jogging or power walking. The road section is a gentle climb but the last trail section has some steeper pitches. Keep your energy up through the witching hours of the night with food, music, or energy drinks.

DRIVING DIRECTIONS + PARKING INFO:

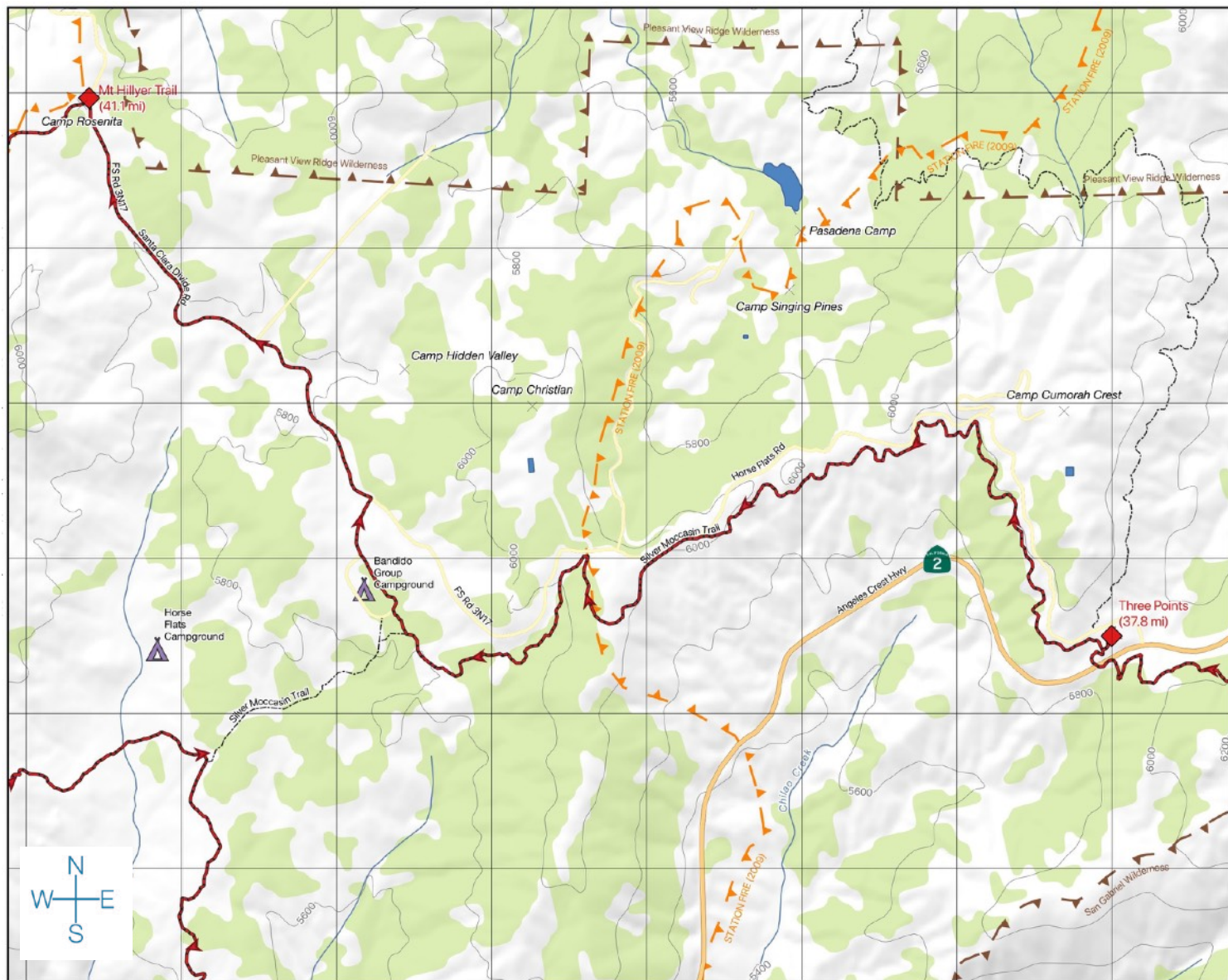
Leaving Cloudburst, continue heading west for 4.4 miles on Hwy 2 to Sulfur Springs/Santa Clara Divide Road, turn right and the aid station is 200 feet up the road. Parking is located at the aid station, and the field is usually spread out enough to accommodate most crews. If not, you can head back down to the highway to find a turnout - you know the drill by now! USFS pit toilets are located at the aid station.

This section of Highway 2 is often filled with speeding motorcycles (in 2014, one literally flew off the highway and crashed in the middle of the race course). Take caution for runners joining the shoulder of the road 0.75 miles after the aid station.

THREE POINTS to *MT. HILLYER* / miles 37.4 - 40.7 out / 60.7 - 64 return

Section Length: 3.3 miles
Driving Distance: No crew access

Drop Bags: NO
Crew: NO



Elevation:

GAIN: 570'

HIGH POINT: 6,072'

LOSS: 590'

LOW POINT: 5,746'



COURSE DESCRIPTION:

By Three Points runners will begin to notice signs of the 2009 Station Fire, with a transition to more chaparral and less forested terrain. Leaving the aid station on the same trail they entered on, runners will bid adieu to the PCT and make a quick right on to the Silver Moccasin Trail (roughly 100 feet below the aid station). Rolling through exposed terrain, runners turn right off the trail 2 miles PAS at the Bandido Campground onto a paved road that leads to Santa Clara Divide Road. Runners turn left and follow it for 1.2 miles up to Rosenita Saddle where the Mt. Hillyer Aid Station is located at mile 41.1, elevation 5,900'

VET'S ADVICE:

24-hr Runner / OUT: 24-hour runners tend to arrive at Mt. Hillyer by 1:55 PM, making quick work of the section, provided their stomachs are still with them. The absence of trees for the first mile is palpable, as the light rocks reflect heat upward. The trail tends to become more technical from this point forward as the pine trees become more sparse. Heat is still very much an issue, and heat management is more important than ever.

RETURN: There will be a downhill road rolling over to Bandido before joining back up with the Silver Moccasin Trail that gives you a few steep and short climbs. Hike when you must and transition back to running when the trail dips down. This is a short but punchy section, but it can bite you if you try to rush it. Be methodical as you traverse back to Three Points.

36-hr Runner / OUT: 33-hour finishers should shoot to reach Three Points around 5:00 PM, despite the 5:45 PM cutoff. Leaving the pine trees, the trail becomes noticeably more technical and requires additional focus. For much of the remainder of the race, attention will be necessary to avoid tripping on rocks and roots as the sun begins to set and legs begin to tire.

RETURN: The late night can play tricks on the mind, but this is a tough little 3.3 mile section that starts easy on the road but then transitions to a trail with punchy short climbs. Stay engaged and work through the rollers methodically so you can get to Three Points safely. Some parts of this trail will be technical in the night and you should make sure you have your lights as bright as possible.

DRIVING DIRECTIONS + PARKING INFO:

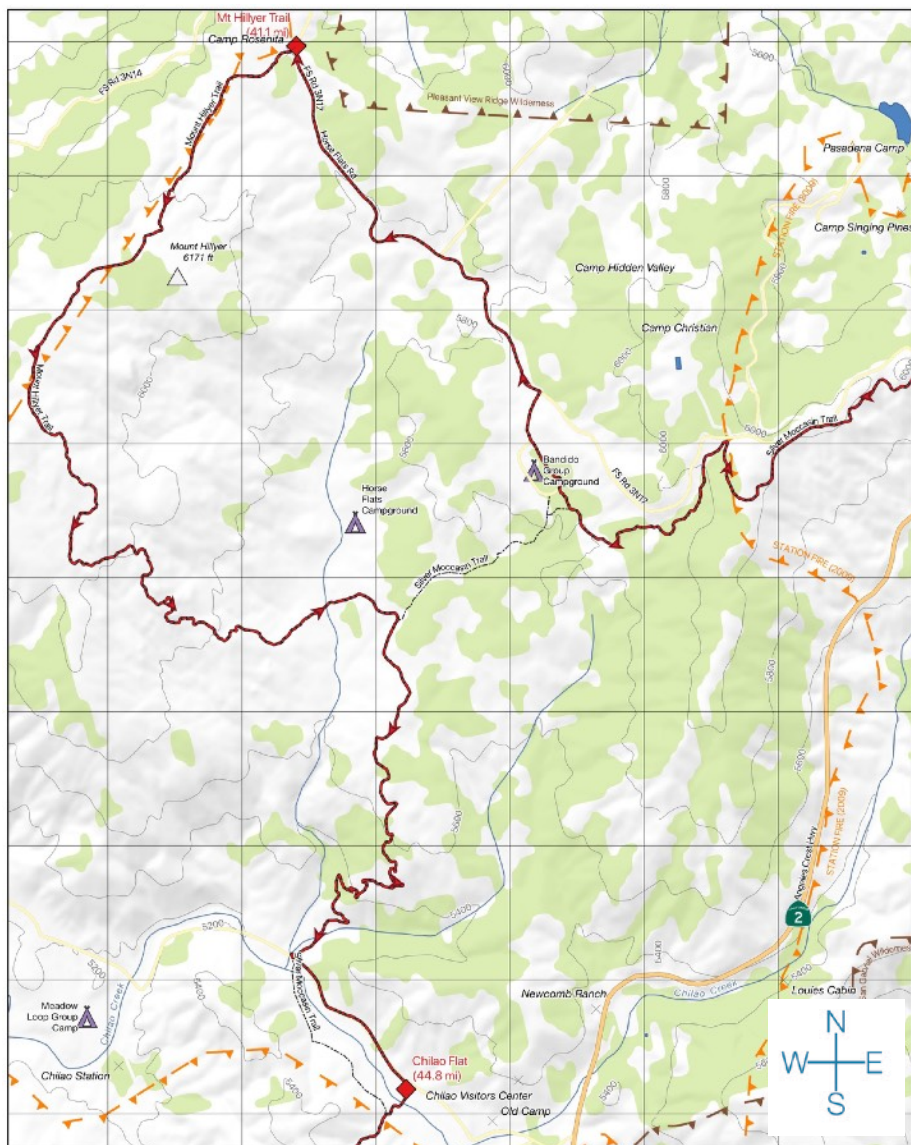
NO CREW ACCESS AT MT. HILLYER.

Crews are prohibited from accessing the Mt. Hillyer Aid Station. Please note: any veterans accustomed to eating at Newcomb's Ranch should be advised that this restaurant is permanently closed.



MT. HILLYER to **CHILAO FLAT** / miles 40.7 - 44.4 out / 57 - 60.7 return

Section Length:	3.7 miles	Drop Bags:	YES	[PACER MAY START/
Driving Distance:	4.5 miles / 9 minutes	Crew:	YES	SWITCH AT CF 1 & 2]



Elevation:

GAIN: 550' HIGH POINT: 6,198'

LOSS: 1,160' LOW POINT: 5,219'



COURSE DESCRIPTION:

Runners depart southwest from the aid station on a trail leading up Mt. Hilyer. The one mile climb tops out at 6,198' before a bobsled-style descent through cabin-sized boulders. The trail has numerous off-shoots worn in by climbers, so the runner must keep their head up to ensure they're on the main trail. (This area was a favorite hideout of horse thief, Tiburcio Vasquez, in the mid-1800's. He was able to hide full grown horses amongst the rocks, so you can see why we'd caution you not to get lost.)

After another mile of downhill, runners eventually bottom out at the right turn on the Silver Moccasin Trail. From there, it's a quarter-mile traverse to another 0.9 mile descent down to a paved road. Turn left at the road and run 0.4 miles to the right turn across the wash, directly into the Chilao Aid Station, mile 44.8, elevation 5,250'.

VET'S ADVICE:

24-hr Runner / OUT: 24-hour runners are generally successful because they're resilient on the downhills and can keep their average pace low, enabling a 2:45 Chilao arrival. This section often brings drastic temperature swings: offering a cool breeze atop Mt. Hilyer, and then back to hot and muggy on the approach to the aid station. Hiking up Mt. Hilyer in control and being able to jog the flat sections through the meadow is a good sign of pacing.

RETURN: There will be flat road out of the aid before a climb up the Silver Moccasin trail that is mostly a hike before it flattens out as it approaches Horse Flats CG where you turn left onto the Mt. Hillyer Trail. There may be traffic coming your way in narrow sections between boulders so keep your head up and listen for oncoming runners. Run down to Rosenita Saddle where the aid station is and try to take advantage of cooler temps as evening begins to set in.

36-hr Runner / OUT: 33-hour finishers reach Chilao as the sun begins to set at 6:15 PM, ahead of the 6:40 PM cutoff. The runner that is destined to make it to Altadena will have a controlled jog heading down through the boulders, and a steady resilience as the day begins to turn to night.

RETURN: Hiking late into the night, energy levels can start to fall on this largely net uphill section. Getting to the top of Mt. Hillyer is not easy as the summit seems to hide just out of site until you finally make it there. Try to run over off the summit down to the aid station and remember the more miles you get done at night, the less you have in the heat of the following day. These tough miles are only tougher in the heat of the day!

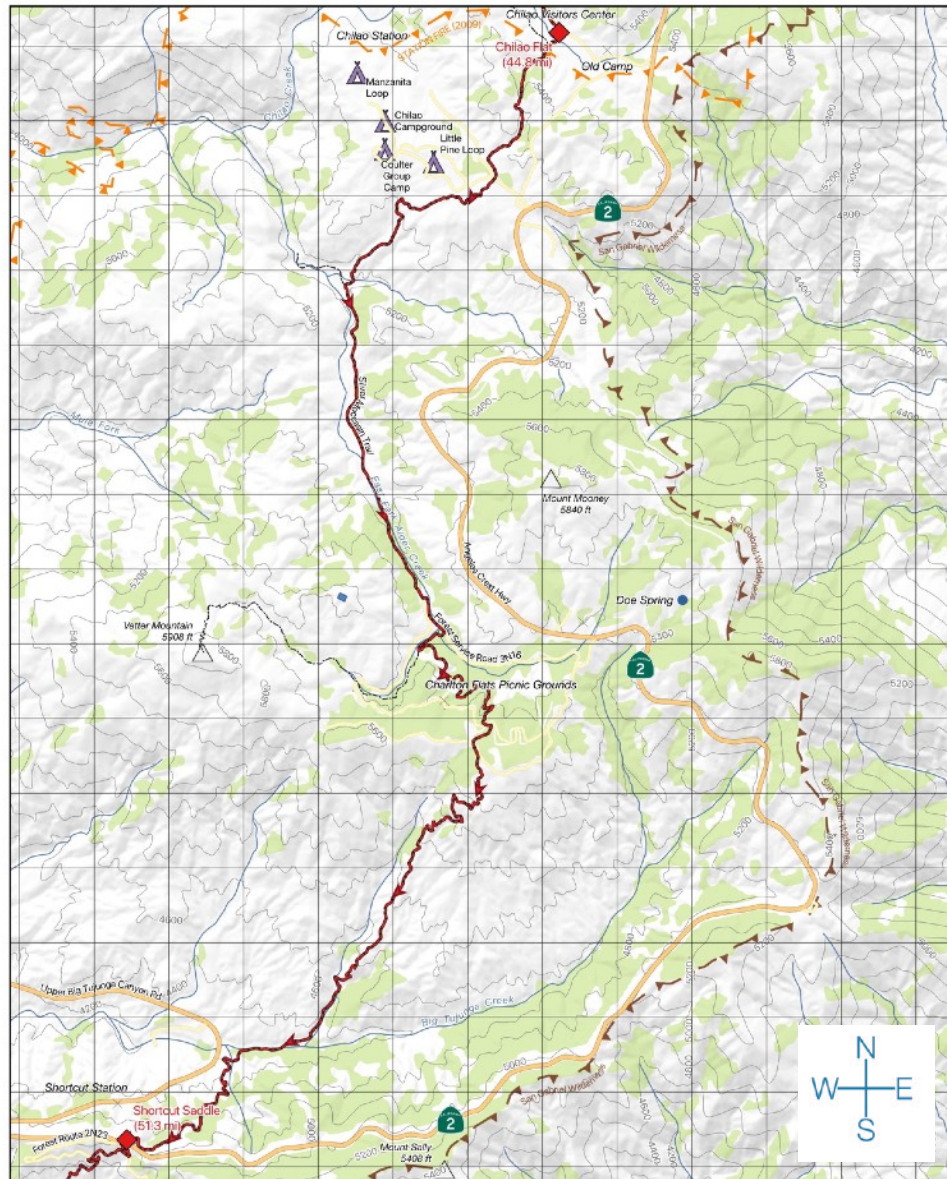
DRIVING DIRECTIONS + PARKING INFO:

Leaving Three Points, return to Hwy 2, turn right and head 2.2 miles to Chilao Day Use Area. Turn right off the highway, and the aid station is located 0.4 miles down the road. As you approach the aid station, you'll turn left through the wash for parking in a large lot. USFS pit toilets and water spigots are available.

PACERS MAY NOT LEAVE CARS AT THE CHILAO AID STATION, OR AT ANY AID STATION ON THE COURSE

CHILAO FLAT to *SHORTCUT SADDLE* / miles 44.4 - 50.7 out / 50.7 - 57 return

Section Length:	6.3 miles	Drop Bags:	NO	[NO PACER MAY SWITCH
Driving Distance:	7.7 miles / 13 minutes	Crew:	YES	OR START AT SHORTCUT]



Elevation:

GAIN: 1,510'

LOSS: 2,000'

HIGH POINT: 5,537'

LOW POINT: 4,269'



COURSE DESCRIPTION:

Runners cross the concrete wash and re-join the Silver Moccasin Trail via a left turn uphill. After 0.6 miles, a paved road is crossed, and runners follow single track South for another 0.8 miles, until dumping out on a fire road. You'll turn left on this fire road and continue South for 1.2 miles to a T junction with another fire road. Again, you'll bear left and after only 0.1 mile, turn right to get back on the single track as it crosses a creek bed. After following the single track for 0.3 miles, a hard left is taken at another junction, and runners traverse winding single track for 0.6 miles to a hard right. Runners cross a road after 0.2 miles, and proceed up another 0.2 to a final paved road crossing (Vetter Mountain Road) with views of the Shortcut Aid station 2.8 miles away and Mt. Wilson looming in the distance. From the road, it's 2 miles of technical single track down to cross a creek bed, and then a relatively quick 500', 0.8 mile climb up to the Shortcut Aid Station, mile 50.7, elevation 4,760'. You're halfway there!

VET'S ADVICE:

24-hr Runner / OUT: 24-hour runners are still in the heat of the day, as they reach Shortcut by around 4:15 PM. This section can start to offer gentle breezes, but then punishes runners with a hot and technical descent off Charlton Flat. The creek bed at the bottom is usually dry by July, and the 0.8 mile climb to shortcut can feel hot and muggy crushing spirits if one runs out of water or begins to overheat. The following segment is one of the longest, so it's in one's best interest to not arrive too beat up at Shortcut Saddle.

RETURN: There will be a quick downhill back to the creek bed, and then a long, hot and exposed climb back up to Charlton Flats. Be prepared for this return and then the rolling terrain back to Chilao. Hiking when you need to and running when you can all the way back to Wrightwood is the name of the game for the faster runners. Be aware of runners coming in the opposite direction.

36-hr Runner / OUT: 33-hour finishers witness the golden Southern California sunset traversing through Chilao and usually reach Shortcut by 8:45 PM, a bit ahead of the 9:10 PM cutoff. The trail after Vetter Mountain Road is technical, and requires focus to keep footing through numerous ruts and wooden step-downs.

RETURN: After the short downhill, a long climb awaits runners heading back up to Charlton Flats. This is probably a good place to digest food and get comfortable with hiking the prolonged climb. Once back up at Charlton, try your best to run the downhill sections on the way back to Chilao. Often times runners are tired after a long hike and get stuck walking even on downhills, but this will not help when it comes to cutoffs. The 36 hour cutoff still requires running the downhills when taking into account uphill hiking pace and time spent in aid stations.

DRIVING DIRECTIONS + PARKING INFO:

Leaving Chilao, return to Hwy 2 and turn right. Head 7.3 miles South to the Shortcut Saddle Aid station, which is a large turnout directly next to the road.

Parking is available in turnouts before and after, but very limited at the actual aid station. Again, runners will cross the highway here, so take caution. There are no toilets available at this aid station.

2025 AC100 AID STATION + CUTOFF CHART

AID STATION	MILES FROM LAST AID	CUM. MILES	CREW ACCESS	PACER ACCESS	DROP BAG	APPROX. FIRST RUNNER*	ABSOLUTE CUTOFF
Start			YES			5:00AM Sat	
Inspiration Point 1	9.3	9.3	YES		NO	6:30AM Sat	8:15AM Sat
Vincent Gap 1	4.5	13.8	YES		YES	7:10AM Sat	9:20AM Sat
Islip Saddle 1	11.8	25.6	YES		YES	9:20AM Sat	1:05PM Sat
Cloudburst 1	7	32.6	YES		NO	10:25AM Sat	3:25PM Sat
Three Points 1	4.8	37.4	YES		YES	11:05AM Sat	4:40PM Sat
Mt. Hillyer 1	3.3	40.7	NO		NO	11:35AM Sat	5:45PM Sat
Chilao 1	3.7	44.4	YES	YES	YES	12:10PM Sat	6:50PM Sat
Shortcut	6.3	50.7	YES	NO	NO	1:15PM Sat	9:00PM Sat
Chilao 2	6.3	57	YES	YES	YES	2:30PM Sat	11:30PM Sat
Mt. Hillyer 2	3.7	60.7	NO	NO	NO	3:20PM Sat	1:10AM Sun
Three Points 2	3.3	64	YES	NO	YES	4:00PM Sat	2:20AM Sun
Cloudburst 2	4.8	68.8	YES	NO	NO	5:00PM Sat	4:15AM Sun
Islip Saddle 2	7	75.8	YES	YES	YES	6:15PM Sat	6:30AM Sun
Vincent Gap 2	11.8	87.6	YES	NO	YES	9:15PM Sat	11:30AM Sun
Inspiration Point 2	4.5	92.1	YES	NO	YES	10:15PM Sat	1:20PM Sun
Finish	9.3	101.4	YES		YES	12:30AM Sun	5:00PM Sun

*Based on men's 17:35:48 CR splits out and best estimates on the return for a 19:30 finish. Note that the typical winning times are around 19-20 hours, but the out-and-back course has proven to be harder and a bit slower.

Splits for various paces from the 2022 race on the out-and-back course can be found [HERE](#) on [AC100.com](#) . I

COURSE HISTORY + CHANGES

The first annual Angeles Crest 100 was held in September of 1986. Over the past 33 years, Race Management has strived to keep the race's original point-to-point course from Wrightwood to Altadena largely in tact, while preserving it's level of difficulty. However, a combination of new wilderness designations and just nature being nature has mandated that a few changes be made over the years.

2025 Out-and-Back Course

The Eaton Fire in January torched many areas of the last quarter of the point-to-point course. Due to excessive damage from the fire and to the community in Altadena, trail access remains closed. While the Bridge Fire last September severely damaged the first 11 miles of the course leaving Wrightwood, the closure was recently lifted and we are allowed to pass through this changed, but still familiar landscape. As in 2020 with the Bobcat Fire damage, we will once again use the out-and-back course from Wrightwood to Shortcut Saddle and back. We have every intention of returning to the point-to-point course in the future, as the forest allows.

August Date

For 22 years, the Angeles Crest 100 was held annually in late September/early October. After the devastation of the 2009 Station Fire and years of drought, the decision was made to move the race to the first weekend in August, in the hopes of avoiding fire season. While the race is undoubtedly a bit more challenging in the Southern California summer heat, the race has since avoided cancellations from in-progress fires.

Mt. Williamson / The Tunnels

With the expansion of the Pleasant View Wilderness (PVW) came a major course update in 2016. No longer allowed to use the PCT section in the PVW from Islip Saddle over Mt. Williamson, the race now utilizes the shoulder of Highway 2 until rejoining the trail over Kratka Ridge, lovingly referred to by local runners as the "scenic mound." The current course between the Islip Saddle and Eagle's Roost aid stations is now a 2.5 mile section of pavement which travels through the Williamson Tunnels.

Cooper Canyon

The original Cooper Canyon section was updated in 2005 when environmental concerns over the endangered Mountain Yellow-legged Frog closed a section of the PCT leaving Eagle's Roost. Runners instead traveled the shoulder of paved Highway 2 to the exit of Buckhorn Campground, which they ran through to join the Burkhart Trail to Cooper Canyon Trail Camp. For a number of years, the course then took a "death march" up a fire road until rejoining the trail for the final ascent up to Cloudburst Summit, but was replaced by a section of the PCT, adding a mile but also a lot more scenery (and maybe even a slight breeze). Awaiting the outcome of an Environmental Impact Report regarding the Mountain Yellow-legged Frog, the intent has always been to return to the original course through the infamous inferno that is Cooper Canyon, however the same Pleasant View Wilderness expansion that disallowed the race to travel over Mt. Williamson has also barred us from entering

Cooper Canyon at all. For the foreseeable future, the course must continue for 4.6 miles on the asphalt of Highway 2 all the way to Cloudburst Summit.

Sulphur Springs

Beginning in 2016, a short section of highway paralleling the trail must be traveled to avoid Pleasant View Wilderness. Beginning at the Pajarito Highway Crossing, the course rejoins the original trail at the Glenwood turnout/bathrooms.

Three Points to Mt. Hillyer

As of 2016, the course now leaves Three Points on a new section of trail to, again, avoid the PVRW. What used to be a rolling section of PCT to join an asphalt grade up to Manzanita Saddle, home of the Three Points Aid station, is now a rolling, exposed section of the Silver Mocassin Trail, joining the asphalt of Santa Clara Divide Road through Bandido Campground and entering Three Points Aid from the opposite direction. While the direction traveled and trails used have changed, the nature of the course here is largely preserved. The 2016 running saw an added out-and-back on an exposed fire road to Pacifico Mountain to regain lost mileage, but this was removed with the 2017 Red Box addition (see below).

Red Box Addition *(full course, N/A for 2025)*

In 2016, environmental concerns over the endangered Arroyo Toad habitat closed access to the Edison fire road where it crosses the West Fork of the San Gabriel River. Leaving the Shortcut Aid Station, runners now use the Silver Moccasin Trail down to West Fork, turning on the Gabrielino Trail which ascends to the new aid station and crew access point at Red Box. From there, the course travels back down to West Fork via the unpaved Rincon Red Box forest road, continuing directly up to the aid station Newcomb's Saddle. Adding 8.5 miles and 1,300' of gain, this new section makes up for the elevation lost over the removal of the Mt. Williamson, Cooper Canyon and Mt. Hillyer climbs and the cumulative mileage lost between Islip Saddle and Three Points. With the added climbing, heat and technical nature of the trail, most runners believe this has made the course significantly more difficult, and truer to the spirit of the original 1986 course. (Runners do not utilize Red Box in 2022.)

Mt. Wilson Addition *(full course, N/A for 2025)*

Damage from the Bobcat Fire of 2020 and subsequent harsh winters has kept the race out of Big Santa Anita Canyon and the critical aid station in Chantry Flat. In order to preserve the point-to-point nature, a new course has been devised utilizing the back side of Mt. Wilson. Runners now visit Newcomb after Shortcut on the original course, and instead of heading down into Big Santa Anita, head back down into West Fork and up to the Red Box aid station. From there, runners take one last trip into West Fork but this time climb Kenyon Devore to the summit of Mt. Wilson and a new aid station. This climb is comparable to the formidable Winter Creek climb out of Chantry, making for a nice substitute. After Mt. Wilson, runners utilize the toll road to get back on course for the remainder of the race. While the race has a bit less climbing and more dirt roads, it also necessitates longer stretches without aid in the oppressing heat of the front country canyons. It being a faster or slower course than the original remains to be proven this August.

The Winton Bypass *(full course, N/A for 2025)*

In 1999, the AC100 Trail Volunteers built the “Winton Bypass,” lead by (you guessed it), longtime Forest Service volunteer and 30-year Co-Race Director, Hal Winton. The new trail traverses below Manzanita Ridge on Mt. Wilson, replacing a 16% grade section of nasty, crumbling ridge. (Runners do not utilize The Winton Bypass in 2022.)

The Finish Line *(full course, N/A for 2025)*

The original finish line of the course was at the Rose Bowl, and was replaced by Johnson Field in 1992. This resulted in the course being shortened from 101.9 miles to 100.2 miles.

The current finish line at Loma Alta Park was adopted in 1998, but the overall distance of the course remains the same as the 1992 edition.

The 2022 finish line will be back at the Community Building in Wrightwood, for a race distance of 101.4 miles.

On Course Changes + Course Records...

As with many historical races, course changes throughout the years have sometimes made it difficult to accurately compare finishing times for the purposes of records. The original course length was 101.9 miles with 20,610' of elevation change, while the modern course is 100.2 miles and 19,930', and contains 7 miles of road running. On paper, it would seem fair to say the original course was more difficult. However, many seasoned AC runners argue that the hotter weather during the August date combined with the degradation of trails, decreased tree cover and the addition of new, technical trails due to fire, drought and wilderness designations have actually made the course more comparable than one might think based purely on mileage.

The course records on the original course were set at 17:35:48 by Jim O'Brien and 22:36:57 by Kathy Britcliffe, both on a historically cool day in 1989. The modern women's record is held by Pam Smith, who ran 21:04:18 in 2014, and is considered enough of an improvement to make the difference in courses negligible. For the men, O'Brien's record still stands.

2022 proved the High Country Course to be significantly more difficult and a different race entirely. A crack at the record will likely have to wait until 2026.

The future...

Continuing the tireless work of Hal Winton, rest assured that we are working year-round to keep the Angeles Crest 100 in business and reduce the amount of mileage this trail race is forced to run on pavement. By fostering relationships with the United States Forest Service through trail service and stewardship, taking an active role in our communities and other special interest groups and lobbying local politicians, we are committed to preserving and restoring the historic Angeles Crest 100 course. Over the past few years, an all-volunteer group formed Trail Running Advocates of Southern California (TRASCO), a 901c dedicated to fostering work for play relationships

between trail running events and public land management. Their first project is working to return the AC100 to the original course and secure passage along the historic route in perpetuity.



Jim O'Brien, Hal Winton and Jussi Hamalainen at the 2014 finish line, celebrating Jim's then 25-year-old record.

HAZARDS: FLORA + FAUNA



Poison Oak (*Toxicodendron diversilobum*)

How to spot it:

Poison oak is distinctive by its triple leaf pattern with prominent veins and shiny surface. In the summer, leaves are yellowish-green, pink, or reddish, with small white or tan berries. In the fall, the leaves turn bright red or russet brown.

Where it's found:

Poison oak is usually first encountered around mile 47 of the course on the approach to the Shortcut Saddle turnaround point. This year, runners will avoid the most prevalent patches, which are found in the Front Country.

What it does:

An oil called urushiol on the leaves and twigs of poison oak causes irritation to the skin, resulting in rash or blisters. While a significant percentage of people are not allergic to urushiol, it is important to note that you can develop an allergy at any point, so contact with the plant is best avoided.

How to treat it:

Wash as soon as possible with cold water and an oil-cutting solvent (Tecnu or Fels Naptha). Particularly sensitive folks have found luck in using alcohol wipes on the course to prevent a major outbreak.

Poodle-Dog Bush (Eriodictyon parryi)

Where it's found:

Poodle-Dog seeds lie dormant in southern California soils awaiting significant disturbance events such as wildfires and landslides. This plant became abundant within the burn perimeter of the 2009 Station Fire, and just as it was beginning to die out, the 2020 Bobcat Fire caused a new bloom. Now it is popping up along Blue Ridge in the Bridge Fire scar as well. You'll encounter your first patches at the top of Acorn, with a significant amount on the approach Islip Saddle. It remains abundant on the approach to Three Points through Shortcut saddle, with the largest concentration lying in the Charlton Flats area.

What it does:

The plant is covered in sticky hairs, which can dislodge easily and can be passed on by touching or brushing up against it. It often gets mixed in the surrounding dirt (advise wearing a longer sock!) and on a windy day, it can sometimes get into the air (consider a Buff or bandana!). Poodle Dog Bush causes severe irritation to the skin, akin to poison oak or poison ivy, and can be a lung irritant for the sensitive when in the air. AVOID THIS PLANT. IT IS TERRIBLE.

How to treat it:

Same as you would for poison oak or ivy. Wiping down with medical grade alcohol wipes immediately after the run can also be helpful in prevention.



NOTE: while some poodle may be in bloom and displaying it's signature purple flowers, young poodle appears like the top photo. There is another shrub that grows along the trail, but has waxy leaves. Poodle has more matte, slightly fuzzy looking foliage. A tell-tale sign is the skunky smell it gives off.

Rattlesnakes

Rattlesnakes do call the San Gabriel Mountains home, and you may encounter one (or a few) along your 100-mile journey. Pacific Rattlesnake (*Crotalus oreganus helleri*) is the only regularly-encountered rattlesnake species in the San Gabriel Mountains. This species is generally considered docile and prefers to avoid interactions with humans, however, if you startle or step on one, you could get bitten. To reduce this risk, stay on maintained trails. If you do happen to get bitten (very rare) do not panic and do not sit and wait it out. Try to remain calm, call 911 if you have a working phone and walk to the nearest aid station or road so that you can get medical help quicker. Bites on the hand are arm should be held in a heart-neutral position (level with the heart). DO NOT, for any reason, try to catch the angry snake.



Black Bears

Black Bears (*Ursus americanus*) are occasionally spotted in the San Gabriels. While their colors may range from black and dark brown to cinnamon, light brown, and even yellow and bluish hues, rest assured they are all black bears. The last grizzly in California was memorialized on the state flag. Bears mostly keep to themselves, but can travel fast and climb trees with ease. If you see a bear, most likely it will run away after seeing you. If it appears curious, you should first speak calmly and wave your arms to help the bear recognize that you are human. Stay calm and do not scream. If you are near other runners, stay in a group and make yourselves look as large as possible to intimidate the bear. Move away slowly and

sideways if you can, never taking your eyes off the animal and DO NOT RUN. If you can't get around the bear, wait until it moves. Take caution to never place yourself between a female and her cubs. If the bear does attack, do not play dead - this does not work with black bears. Fight back. While you now know what to do, rest assured that a bear attack in the San Gabriels is highly unlikely.

Mountain Lions

A healthy Mountain Lion (*Puma concolor*) population coupled with habitat loss have lead to increased sightings in the local foothills. If this freaks you out, know this: less than forty Americans have been killed by mountain lions, and approximately thirty have been injured. Compare this to an average of 40,000 deaths per year from highway fatalities. A human



standing up is not the right shape for a cat's prey. Standing up, facing the mountain lion, not running away, making a lot of noise, and putting on a face, may deter big cat attacks. It is important to note that the vast majority of cat sightings in region, including ones photographed and put on the internet as Mountain Lion sightings, are actually of the smaller Bobcat (*Lynx rufus*). Unless you are a rodent, a Bobcat in the vicinity is nothing for you to worry about.



Bighorn Sheep

Bighorn Sheep (*Ovis canadensis*), like mountain goats and caribou, are a wilderness species intolerant of human disturbance. If you're lucky, you may see a herd in the high country! Bighorn Sheep are docile and are not known to attack humans.

TRAVEL + ACCOMMODATIONS

This year's out-and-back course makes planning a little easier. You'll get to enjoy the quaint mountain town of Wrightwood both before and after the race.

GETTING HERE

Airports

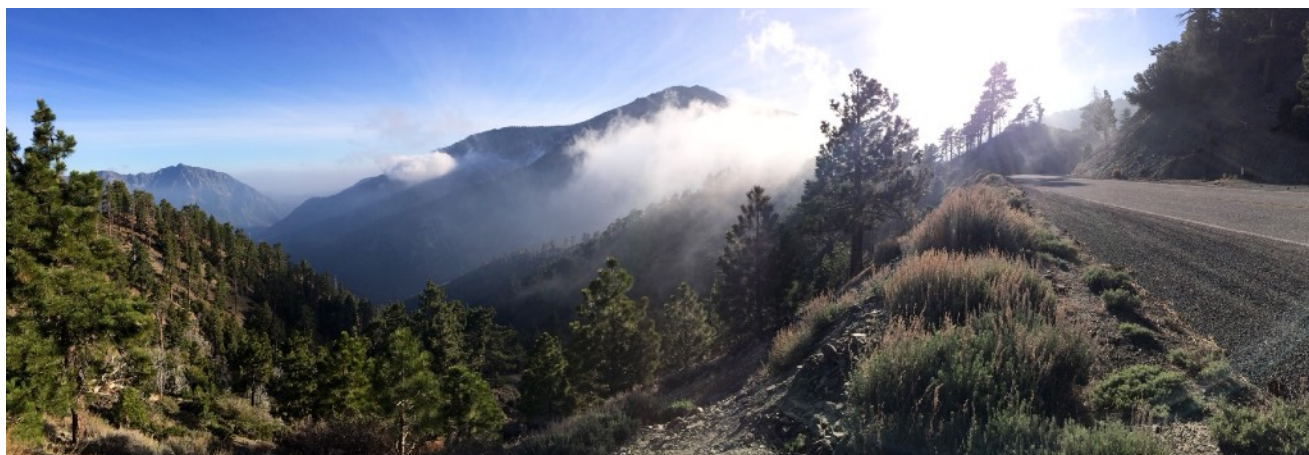
The closest airport to Wrightwood is Ontario (ONT), which is about a 40-minute drive, and is advantageous because it can help you largely avoid the legendary LA traffic. However, flying in and out of LAX or Burbank is usually a bit cheaper and might be more convenient if you plan to stay in the Pasadena or LA area after the race. Vegas (LAS) is also a great option - a 3.5 hour drive to Wrightwood and a heckuva way to celebrate your finish.



Driving to Wrightwood

If you do happen to be coming from the LA-area, there are a few ways your GPS may take you, and honestly, it all depends on what time you leave. You cannot currently drive Highway 2 from La Canada to Wrightwood, due to the closure between Islip Saddle and Vincent Gap.

**Note that sections of Highway 2 sometimes closes due to rockfall. Check the [Caltrans website \(http://www.dot.ca.gov/hq/roadinfo/display.php?page=sr2\)](http://www.dot.ca.gov/hq/roadinfo/display.php?page=sr2) for details before you head up.*



WHERE TO STAY

The Start (Wrightwood)

Many of the hotels/motels in Wrightwood are not listed on the usual sites (Priceline, Kayak, etc.) and many don't offer online booking. It's all part of the small-town Wrightwood charm! There is no official "race hotel," but here are a few places and numbers to get you started:

- Grand Pine Cabins - (760) 249-9974
- Canyon Creek Inn - (760) 249-4800
canyoncreekinn.com
- Mountain View Cabin & Motel - (760) 249-5578
- Cedar Lodge - (760) 249-4673
cedarlodgewrightwoodca.com
- The Rhinestone Rose - (760) 912-3838 therhinestonerose.com
- Mountain High Cabins - (online only)
stayingwrightwood.com



- Cajon Pass Inn (15-min drive) - (760) 249-6777
- For maximum mountain charm, a vacation rental through AirBnB or VRBO is a great option. Prices are usually pretty cheap up here in the summer. Keep in mind, however, that many of these rentals have a 2-night minimum.
- Some runners or crews choose to camp before the race. There are a few first-come first-served campgrounds close to Wrightwood off of Big Pines Highway and the unpaved Blue Ridge Road and reservable campsites through Mountain High. Dispersed camping is legal in the National Forest, but illegal at trailheads. Grab a spot early, if this is your plan, as it is summer and many Angelenos head to the hills on the weekend. Please note: the gate at Blue Ridge Truck Trail may or may not be open - so camping may not be available there, if that was your plan. It's also burned pretty severely up there.
- If Wrightwood isn't working for you, the closest cities with accommodations are in the high desert area (Victorville/Hesperia - 40-45 min drive) or down the hill near Ontario airport (San Bernardino/Fontana/Rancho Cucamonga - 30-45 min drive). These locations contain hotels, restaurants, stores and the general creature comforts you'd expect in a major city.

RESOURCES IN WRIGHTWOOD

Wrightwood lacks a stoplight, but does have your basics: a grocery store, gas station, hardware store, restaurants and a pair of coffee shops. Hot tip: the grocery store (Wrightwood Fine Foods) and the gas station (Wrightwood Market) both close at 9PM, so don't wait until late to pick up anything you need race morning. Race sponsor, Mountain Hardware stocks supplies for hikers and is the place to find a forgotten gear item (performance food, Buff, bandana, water bottle, even trail running shoes!)

A few businesses will be open early on race morning for breakfast, coffee and last minute supplies:

- Wrightwood Fine Foods for groceries and a breakfast bar
- The Village Grind for breakfast food and coffee
- Wrightwood Market for gas and drinks/snacks/coffee

For odd hours gas and needs, there is a 7-11 in Phelan that is open 24-hours (about a 15-min drive from Wrightwood).

ALONG THE COURSE

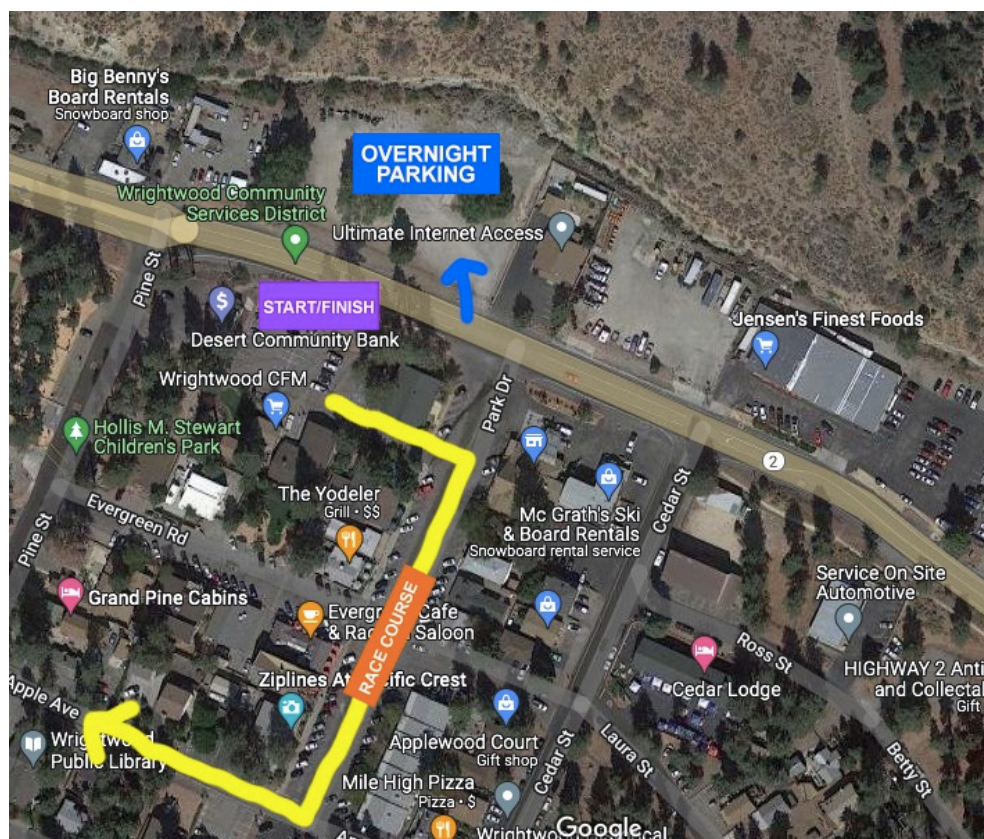
- Wrightwood is your only chance to gas up - there are no services along Highway 2. This year involves significant driving detours. Make sure you can get there.
- There are no public EV chargers in Wrightwood or along the course.
- There is little to no cell service along the course, so don't rely on this for driving directions or communication with the outside world.

LEAVING CARS IN WRIGHTWOOD

We ask that any runner or crew leaving a car in Wrightwood for the duration of the race either leave their vehicle at their accommodations (best option!) or utilize the specified dirt lot across Highway 2 from the Start/Finish area. Cars left overnight on Park Ave and surrounding streets may be towed.

Crew vehicles that are leaving after the start of the race and returning to the finish are free to park in the downtown area surrounding the Start/Finish.

You do not need an Adventure Pass to park in Wrightwood.



SOLO RUNNER TIPS

Being a solo runner means that you are self-sufficient in every way. You have received special consideration in the lottery in return for making all arrangements on your own. The race is happy to provide aid and drop bag service, but traveling the course and to and from the race is up to you. The out-and-back nature of the 2022 course should make things significantly easier, logistics wise.

Suggestions:

Getting your belongings to the finish line:

- Your best bet is to leave your vehicle and the bulk of your gear (suitcase, etc.) at your accommodations or in your vehicle parked at the designated overnight lots.
- You can also have a drop bag at the Finish Line. This year, runners may drop off their Finish Line bag on race morning.
- Regardless of your plan, we recommend all Solo runners keep their cash, credit cards/IDs, car keys, phone and any other valuables on their person throughout the race. Being SOLO means being responsible for yourself, so besides not wanting any of those things misplaced or stolen, you'll need them to be flexible and ready for anything.

Dropping from the race:

We certainly hope you won't, but this is a tough race and things happen. If you find yourself needing to drop or are cut off, we will eventually get you out of there, but please understand it will be at the convenience of the race and not your own. With that in mind:

- You may want to pack a jacket or extra clothes in drop bags after Chilao 2 in the event you are caught waiting out the night for a ride.
- Your only guaranteed option is to wait for the aid station to close and a volunteer to drive you to the Finish. Again, this could result in a very long wait for faster runners, and you should be prepared.
- Once you have dropped from the race, hitching a ride with another runner's crew or a spectator is fine and encouraged. After surrendering your medical band, you are considered officially out of the race.
- Do not have "just calling an Uber" as your master plan, as there is no cell service in most of the Angeles National Forest, nor at any of the aid stations.

AWARDS

One of the highlights of the AC100 are the historic awards. All runners finishing before the 36-hour cutoff will receive an official AC100 Finisher's tech t-shirt, hand engraved plaque, and buckle. (YES. EVERY FINISHER UNDER CUTOFF GETS A BUCKLE! 36-hour bronze buckles have been made!) Solo runners will receive a special solo version. You must be present at the awards ceremony at 5pm to collect your awards or make arrangements with another runner/individual to collect them for you. Awards will not be mailed.

While you're waiting, the main drag of Wrightwood is a great spot to grab some food and drink on the patios of local businesses and cheer in the final runners. We hope earlier finishers will head back out after a rest and cheer on your fellow compatriots. They've worked harder than anyone!

The Buckles:

33 Hour + 36 Hour Solid Bronze Ram

All finishers between 25:00 and 33:00 / 33:00 - 36:00

33 Hour + 36 Hour Solid Bronze Ram - Solo

All SOLO finishers between 25:00 and 33:00 / 33:00 - 36:00

Second Sunrise Solid Bronze Ram

All finishers between 24:00 and 24:59:59

24-Hour Solid Sterling Silver

All sub-24 hour finishers. Sub-24 is defined as 23:59:59.

24-Hour Solid Sterling Silver - Solo

All sub-24 hour SOLO finishers. Sub-24 is defined as 23:59:59.

24-Hour Solid Sterling Silver / 14K Gold Rejoice

Any female runner who breaks the existing female course record of 21:04:18.

The Gold Buckle (Solid Sterling Silver Plated with 14K Gold)

Any runner who sets the new overall course record on the point-to-point course. This requires besting Jim O'Brien's stout 17:35:48 run in 1989, a record that has stood for 28 years! The closest anyone has come to this record is within 56 minutes, and only three other runners have ever broken the 19-hour mark. Both men and women are eligible for this award - any person who breaks the time, wins the gold buckle. Chasing this buckle will have to wait for a return to the point-to-point course, but one can certainly use the more difficult 2022 course as a solid effort towards the goal.





The Trophies:

The Ram

Presented to the Overall Male and Overall Female winners.

The Cougar

Presented to the First Male Solo and First Female Solo runners. If the Overall winner also ran in the Solo division, The Cougar will be presented to the next Solo finisher.



The Eagle

Any runner officially finishing 10 consecutive Angeles Crest 100-mile Endurance Runs. This is a rare one, folks!



The Elk

Any runner officially finishing 10 AC100 races, over any time period, in any official finishing time.

The Ring

Any runner officially finishing 30 AC100 races, over any time period, receives a Solid Sterling Silver/18k White Gold plated "Super Bowl style" Ring, embellished with synthetic diamonds and cast with the runner's name and accomplishment of 3,000 miles.



2025 Winners:



RAM

Michael Eastburn, 34 Porter Ranch, CA 18:49:59

Megan Eckert, 37 Santa Fe, NM 22:02:52

COUGAR

Tyler Burke, 39 Thousand Oaks, CA 21:58:50

Yumi Vielpeau, 35 San Francisco, CA 27:49:13

Related Races and Awards:

Western United States

Any runner completing the Western States 100, the Leadville 100, the Wasatch 100 and the Angeles Crest 100 Mile Endurance Runs in the Western United States in the same year will be eligible for a distinctive plaque commemorating the accomplishment.

Last Great Race on Earth

Any runner finishing the six designated 100-mile endurance runs across the US in the same year will be eligible for a special award plaque. Runners must be an official finisher of all the following:

- Eastern US: Old Dominion 100 and Vermont 100
- Central West: Wasatch Front 100 and Leadville 100
- Western US: Western States 100 and Angeles Crest 100



THE PEOPLE

PAST CHAMPIONS

1986	Richard Provost, 40 Sheila Hasham, 44	CA CA	21:52:00 29:15:19	2003	Jorge Pacheco, 34 Diana Finkel, 31	CA CO	18:52:24 24:39:06
1987	Jim Gensichen, 38 Diane Eastman, 45	CA CA	19:37:13 28:31:04	2004	Jorge Pacheco, 36 Jennifer Johnston, 40	CA CA	19:10:28 24:32:24
1988	Jim Gensichen, 39 Kathy Britcliffe, 33	CA CA	20:21:49 26:30:55	2005	Guillermo Medina, 29 Julie Fingar, 30	CA CA	19:33:13 24:53:24
1989	Jim O'Brien, 36 Kathy Britcliffe, 34	CA CA	17:35:48 22:36:57	2006	Hal Koerner, 30 Ashley Idema, 26	OR OR	18:37:29 23:29:05
1990	Jussi Hamalainen, 44 Susan Gimbel, 4x	CA CA	19:31:24 23:37:05	2007	Kevin Dean, 36 Suzanna Bon, 43	CA CA	19:34:41 22:00:15
1991	Jussi Hamalainen, 45 Vicki DeVita, 38	CA CA	20:12:56 23:46:56	2008	Hal Koerner, 32 Prudence L'Heureux, 38	OR OR	18:29:18 22:13:06
1992	Fred Shufflebarger, 44 Joanie Mork, 38/Kathy Welch, 39	CA CA	19:22:16 27:44:40	2010	Jorge Pacheco, 42 Keira Henninger, 34	CA CA	19:20:30 24:15:12
1993	Fred Shufflebarger, 45 Evelyn Marshall, 35	CA CA	19:41:44 25:15:09	2011	Dominic Grossman, 24 Paulette Zillmer, 29	CA AZ	20:21:18 23:47:12
1994	Ben Hian, 25 Evelyn Marshall, 36	CA CA	18:39:48 23:39:37	2012	Chris Price, 31 Keira Henninger, 36	CA CA	19:46:06 23:17:12
1995	Ben Hian, 26 Evelyn Marshall, 37	CA CA	19:11:11 22:01:16	2013	Dominic Grossman, 26 Angela Shartel, 39	CA CA	19:06:03 21:21:13
1996	Ben Hian, 27 Jennifer Henderson, 37	CA CA	18:50:24 24:28:27	2014	Ruperto Romero, 50 Pam Smith, 39	CA OR	19:28:01 21:04:18
1997	Cirildo Gonzalez, 43 Sherry Kae Johns, 42	MEX NM	19:37:03 23:18:00	2015	Erik Schulte, 26 Ashley Nordell, 35	CA OR	19:46:20 22:35:38
1998	Ben Hian, 29 Jennifer Johnston, 34	CA CA	19:05:35 23:28:43	2016	Guillaume Calmettes, 32 Jenny Welch, 34	CA CA	19:14:24 26:51:42
1999	Tom Nielsen, 40 Suzanne Brana, 41	CA Cc	19:07:50 23:08:47	2017	Jerry Garcia, 39 Rachel Ragona, 34	CA CA	20:04:12 24:32:45
2000	Tom Nielsen, 41 Jennifer Johnston, 36	CA MI	19:09:04 25:11:24	2018	Rene Dorantes, 42 Darcy Piceu, 43	CA CO	19:23:04 22:17:41
2001	Jorge Pacheco, 33 Jennifer Johnston, 37	CA CA	19:05:06 25:23:36	2019	Ruperto Romero, 55 Melissa Danehey, 35	CA CA	19:39:09 25:26:25
2022	Wyatt Million, 26 Ashley Hall, 40	CA NV	21:09:42 25:53:00	2024	Michael Eastburn, 34 Megan Eckert, 37	CA NM	18:49:59 22:02:52

WINNERS RANKED BY TIME

1	17:35:48	Jim O'Brien, 36	1989	21:04:18	Pam Smith, 39	2014
2	18:29:18	Hal Koerner, 32	2008	21:21:13	Angela Shartel, 39	2013
3	18:37:29	Hal Koerner, 30	2006	22:00:15	Suzanna Bon, 43	2007
4	18:39:48	Ben Hian, 25	1994	22:01:16	Evelyn Marshall, 37	1995
5	18:49:59	Michael Eastburn, 34	2024	22:02:52	Megan Eckert, 37	2024
6	18:50:24	Ben Hian, 27	1996	22:13:06	Prudence L'Heureux, 38	2008
7	18:52:24	Jorge Pacheco, 34	2003	22:17:41	Darcy Piceu, 43	2018
8	19:05:06	Jorge Pacheco, 33	2001	22:35:38	Ashley Nordell, 35	2015
9	19:05:35	Ben Hian, 29	1998	22:36:57	Kathy Britcliffe, 34	1989
10	19:06:03	Dominic Grossman, 26	2013	23:08:47	Suzanne Brana, 41	1999
11	19:07:50	Tom Nielsen, 40	1999	23:17:12	Keira Henninger, 36	2012
12	19:09:04	Tom Nielsen, 41	2000	23:18:00	Sherry Kae Johns, 42	1997
13	19:10:28	Jorge Pacheco, 36	2004	23:28:43	Jennifer Johnston, 34	1998
14	19:11:11	Ben Hian, 26	1995	23:29:05	Ashley Idema, 26	2006
15	19:14:24	Guillaume Calmettes, 32	2016	23:37:05	Susan Gimbel,	1990
16	19:20:30	Jorge Pacheco, 42	2010	23:39:37	Evelyn Marshall, 36	1994
17	19:22:16	Fred Shufflebarger, 44	1992	23:46:56	Vicki DeVita, 38	1991
18	19:23:04	Rene Dorantes, 42	2018	23:47:12	Paulette Zillmer, 29	2011
19	19:28:01	Ruperto Romero, 50	2014	24:15:12	Keira Henninger, 34	2010
20	19:31:24	Jussi Hamalainen, 44	1990	24:28:27	Jennifer Henderson, 37	1996
21	19:33:13	Guillermo Medina, 29	2005	24:32:24	Jennifer Johnston, 40	2004
22	19:34:41	Kevin Dean, 36	2007	24:32:45	Rachel Ragona, 34	2017
23	19:37:03	Cirildo Gonzalez, 43	1997	24:39:06	Diana Finkel, 31	2003
24	19:37:13	Jim Gensichen, 38	1987	24:53:24	Julie Fingar, 30	2005
25	19:39:09	Ruperto Romero, 55	2019	25:11:24	Jennifer Johnston, 36	2000
26	19:41:44	Fred Shufflebarger, 45	1993	25:15:09	Evelyn Marshall, 35	1993
27	19:46:06	Chris Price, 31	2012	25:23:36	Jennifer Johnston, 37	2001
28	19:46:20	Erik Schulte, 26	2015	25:26:25	Melissa Danehey	2019
29	20:04:12	Jerry Garcia, 39	2017	26:30:55	Kathy Britcliffe, 33	1988
30	20:12:56	Jussi Hamalainen, 45	1991	26:51:42	Jenny Welch, 34	2016
31	20:21:18	Dominic Grossman, 24	2011	27:44:40	Joanie Mork, 38/Kathy Welch, 39	1992
32	20:21:49	Jim Gensichen, 39	1988	28:31:04	Diane Eastman, 45	1987
33	21:52:00	Richard Provost, 40	1986	29:15:19	Sheila Hasham, 44	1986

DEDICATIONS

We've talked a lot in this book about how earnestly we've worked over the years to keep the spirit of the original Angeles Crest 100 Mile Endurance Run in tact. We've also talked about the changes that have arisen in the course, the organization and the process. These men have not only embodied that spirit, but worked harder than anyone to preserve it, which is why the loss of our Co-Race Directors and great friends, Hal Winton, in 2017 and Gary Hilliard, in 2025 have been the biggest changes of all.



GARY HILLIARD

Gary Hilliard, was a mountain of a man. His personality and energy were a huge part of San Gabriel mountain running. In our community, he was our trail work pastor.

When you would sign up for a 100 mile race, you always knew you'd be doing trail work with Gary. Even if you got a few calluses, you felt like you were in his house of worship. He'd give a sermon on what we were going to work on that day that would always end with a gruff "saddle up, let's get to work!" You worked the land, cleaning up the tread with a McLeod, swamping debris for him as he chain sawed countless fallen trees, cutting tunnels through dense brush... and it felt good to do it with him. Sure, you would be exhausted and probably have very little energy for a run that day, but you knew your section of trail was "about a million times better than before we started."

Gary volunteered tens of thousands of hours over the 20+ years he lead trail work crews on the AC100 course. No one put more blood sweat and tears into the trails of the San Gabriels than Gary. When he moved to Wrightwood full time and retired, he put even more effort into the trails.

His annual trail race - Mt. Disappointment (and later ANF Trail Races) - was a classic. Because of how well he kept his race's trails maintained, the AC100 course used part of his course when wilderness restrictions forced AC100 to adapt.

Race weekends at ANF 50k and AC100 usually had Gary going for 40 hours straight through the race (powered by quad shot of





“I like Gary.”

espressos in a venti coffee along with a can of chew). It wasn't uncommon for Gary to be out at the last possible second getting downed trees cleared, volunteers and aid stations taken care of, and every last runner helped along. He waited for every runner to be accounted for and had a big smile and a hug for every runner, no matter how their day went. As you worked with him over the years you realized he picked the hardest possible trails to maintain. Perhaps he did it on purpose, because that certainly was his character.

We were all lucky to have him in our lives. He leaves a hole that will take many people to fill, but also a legacy of how to behave, how to believe, and how to belong. Look for the many GH emblazoned cleared trees along the course and rest easy knowing his spirit of hard work, tenacity, and love for the forest and all of us is with you.



Gary Hilliard 1954-2025



UNCLE HAL WINTON

Hal Winton, or “Uncle Hal” as we all knew him, was the Co-Race Director of AC100 for 30 years and a longtime USFS volunteer. He managed the AC100 Trail Maintenance program, leading runners in logging thousands of hours of volunteer work in the Angeles National Forest each year. It was his mission to keep the forest accessible not only to the race, but to all who wanted to enjoy it. As new wilderness boundaries were established, he worked with the Forest Service to maintain AC100’s access to the trails, his only losing battle being with the Mountain Yellow-Legged Frog closure at Eagle’s Roost. If we are ever successful with regaining access to that area, we know Uncle Hal will be the first one to cheer.



For AC runners, most of our fond memories of Uncle Hal center around these trail work days and the organized training runs. To attend one of either was an opportunity to get an earful of not only the sternly delivered procedures for the day, but also whatever stories he felt inclined to tell. How to properly dig a drainage culvert could seamlessly transition into the merits of eating for one’s blood type, and before you knew it, you were back at your cars enjoying a Coke from the endless depths of his Ford Explorer.



Hal was quite the accomplished runner himself. A high-school cross-country athlete, he didn’t pick up ultras until later in life, running his first at the age of 50. He completed many of the toughest races around, including Western States, Leadville, Hardrock, a Grand Slam, and yes - he ran Angeles Crest in 1992 at the age of 61. But perhaps what Hal is most known for in his racing endeavors is his tenure at the Avalon Benefit 50 miler. Running his first in



1982 at 50-years-young, he racked up 35 consecutive finishes, while consistently being one of the event's top charity fundraisers. Never one to back down from a challenge, Hal had been talked into dropping to the 50k distance for the 2018 race, but he was none too happy about it. In that regard, it seems fitting that his last Avalon was a 50-mile finish at age 85, only a few months before he passed.

Last year was our first race day without Hal out on the course. As we gathered in the Community Center in the final moments before the start, lumps formed in our collective throat, as we realized we'd be missing out on one of the key moments that made AC, AC: Hal's blessing. A profoundly spiritual man, Hal's prayer of thanks to the people and the mountains was a tradition that was deeply appreciated, regardless of one's faith. And though we continued to miss him along the course, goading us to keep going and to announce our numbers clearly at the aid station, his presence was definitely felt.

To all of us, it seemed like Hal was going to live forever. He was still running 50-mile races, wielding a chainsaw, leading trail work and whipping us into shape up until his final moments here on Earth. And for many of us, the AC100 will never be the same without him. But without a doubt, this race is what it is today because of Uncle Hal.

Get out there and make him proud.



Hal Winton 1931-2017



TRAIL WORK PROGRAM

The Angeles Crest 100-Mile Endurance Run Trail Work Team has been an *Approved* USDA Forest Service Region 5 Angeles National Forest trail maintenance group since 2000. AC100 requires all entrants to perform 8 hours of volunteer trail work or forestry service, which has resulted in over 33,000 hours of forest improvements since the summer of 2000. All Southern California entrants are required to assist during one of the monthly AC100 Trail Work days in the Angeles National Forest (ANF). Race entrants not residing in Southern California are required to perform 8 hours of forestry through a Park Agency where they reside. Unlike other events that allow their volunteering requirement to be met serving at a race, AC100 requires runners to physically work on the trails that they run, giving back to the ANF and the sport of trail running.

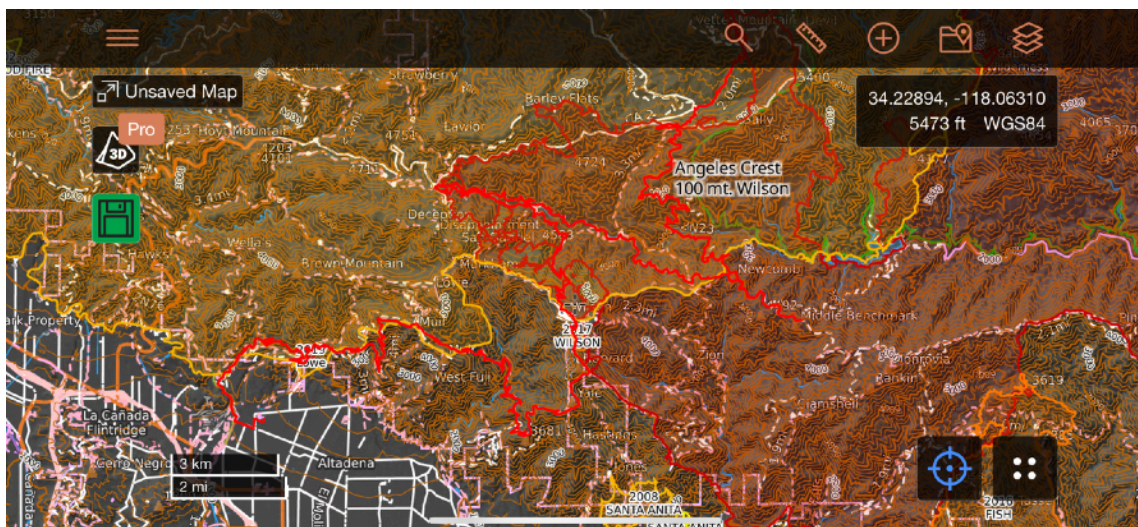
The mission of the AC100 Trail Work Team is trail restoration, tree removals, trailhead repairs, and trail camp access for all trail users within the ANF. Race Directors, Ken Hamada and Hal Winton began the AC100 Trail Work Program in 2000 with Hal leading the Trail Work Outings. Gary Hilliard joined Hal in 2004, and together, they led all the AC100 Trail Work outings until Hal's passing in 2017. With Trail Boss Gary's passing this year and multiple fires ravaging the San Gabriels, it has been a rough year for both the mountains and the AC100 community.



The Summer of 2024 was exceeding warm and dry. On September 10th, 2024 the Bridge Fire exploded out of the East Fork between Baden Powell and Iron Mountain. Burning through old growth forests in Wrightwood it destroyed a dozen homes. It nearly took out the entire town, but an enormous army of firefighters saved the day protecting the town for 2 solid weeks of around the clock work. Unfortunately from mile 2-10, significant high intensity fire damage occurred forever scarring the course.



Then winter came with little to no moisture and an extremely windy night on January, 7th, the Eaton Fire exploded taking hundreds of homes in Altadena. The course saw nearly every mile burned from Mt. Wilson from mile 80-100. This caused the Forest Service to close access resulting in the race having to revert to an out-and-back course for the 2025 edition.





Many did not see a way for the 2025 AC100 to be held. Thanks to the race's positive relationship with the Angeles National Forest which recognized the extensive trail work done by runners, the race was given permission in April to run through the Bridge Fire scar. This area is now open to the public, and no doubt safer thanks to the efforts rebuilding trail, filling in root ball holes, and removing sharp debris and deadfall by our Trail Work Program.

This year, runners have conducted trail work at Shortcut Saddle, Islip Saddle, Baden Powell, Vincent Gap, Acorn Canyon and Blue Ridge Campground. With the loss of the trail work leader Gary Hilliard, runners and race directors have had to step up to attempt to match the Herculean work Gary did. Some sections near Charlton Flat, Three Points may be a bit more over grown than usual, as we focused efforts in the recently burned areas.

As the pictures show, extensive work was completed this year, post Bridge Fire, benefitting all trail users who recreate in the Angeles National Forest.

The AC100 Trail Work Program:

- Restores and maintains the Angeles National Forest trail network.
- Provides volunteer opportunities for all Southern California residents.

RACE ORGANIZATION

RACE DIRECTORS:

Race Director	Ken Hamada	Ass't Race Director	
Ass't Race Director		Wrightwood & Race Book	
Training Coordinator	Dominic Grossman	Coordinator	Katie Grossman
Ass't Race Director			
HAM Coordinator	John Minger	Website Coordinator	Jon Hamada

HAM RADIO TEAM:

HAM Radio Coordinator	Steve Woo
HAM Runner Track Program	Gerry Walsh
HAM Sweep Manager	Tom O'Hara
Medical Coordinator	Ken Hamada
Paramedic	Joseph Jerrain
EMTs	Dave Learned
	John Sweet
WFA	Pete Sercel

RACE OPERATIONS:

Time Keeping	Yen Darcy
Spaghetti Dinner	Bruce LaClaire
Search & Rescue Coordinator	
Sierra Madre S&R	Chris De La Vega

CHECKPOINT COORDINATORS:

Wrightwood 1	Ken Hamada
Inspiration Point 1	Victor Martinez
Vincent Gap 1	Brian Hershberger
Islip Saddle 1	Angela Holder
Cloudburst Summit 1	Mark Ryne
	Bob Spears
	Scott Cline
Three Points 1	Marshall Yale
Mt. Hillyer 1	Brian Provost
Chilao 1 & 2	Joe Nakamura
Shortcut Saddle	Kristin Carbajal
Mt. Hillyer 2	Rafael Areco
Three Points 2	Brandon Fravel
Cloudburst 2	Monte Lewis
Islip Saddle 2	Dave Learned
Vincent Gap 2	Jose Llanos
Inspiration Point 2	Sindi Torres
	Sarah Haworth
Wrightwood 2	Adam Copeland
	Jon Hamada

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