

Angeles Crest

100 MILE ENDURANCE RUN

2026 RACE GUIDE

Front Range Loop

WELCOME, RUNNER

The Angeles Crest 100 Mile Endurance Run has been run 35 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. This year, for the first time, the race will utilize a loop course starting and finishing in Altadena. Destruction from recent fires (Bobcat, Eaton, Bridge) and subsequent flooding has made the middle section of our historic point-to-point course completely inaccessible by vehicle, making this course re-route necessary. However, this loop highlights the absolute best of the San Gabriel front country and should prove to be a worthy and beautiful adventure.

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. While we have no empirical data on this new course nor past splits to analyze, the course description and guide has been lovingly prepared by San Gabriel locals who have decades of experience running these very trails. We hope this will help with race planning and management.

That being said, the most valuable information is training hard and well, learning who you are and how you work best. The race is so much more than just 33 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 where they will be tested. 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! We can't wait to see you prosper.

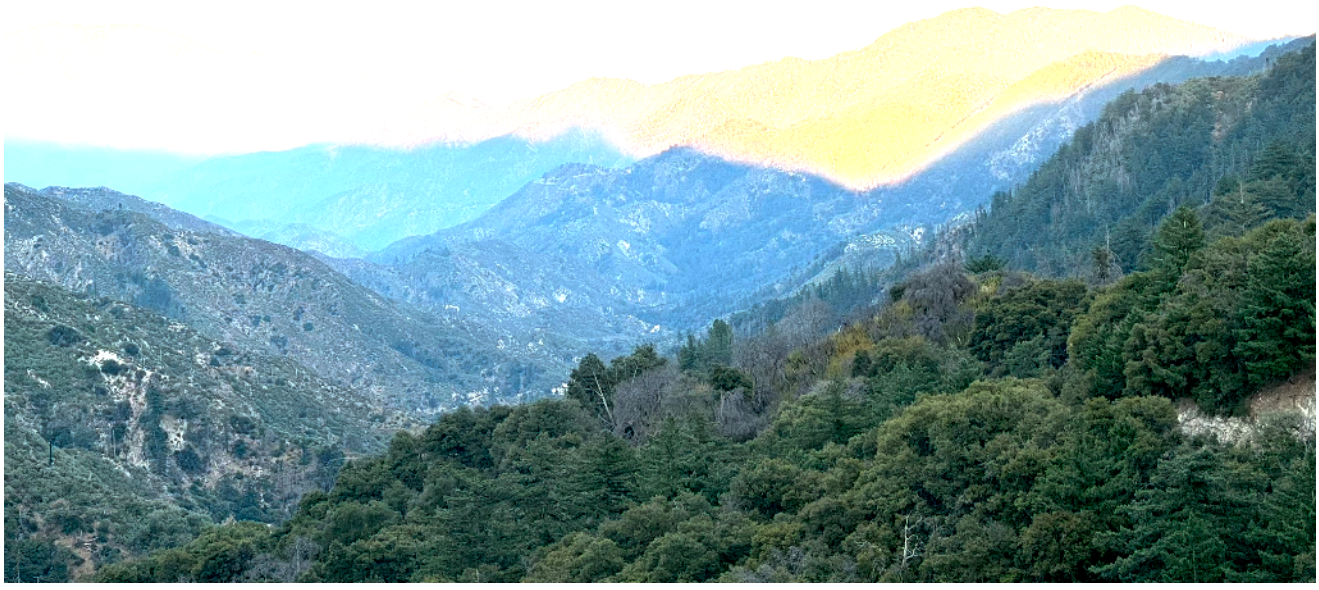


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WHAT'S NEW IN 2026

Now in it's 36th year, the AC100 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.

Front Range Loop Course

Last Christmas Eve, severe flooding ripped through the High Country and town of Wrightwood, causing massive mudslides and destruction in the Bridge Fire burn zone. Highway 2 is now completely inaccessible between Vincent Gap and 3.3 miles east of Newcomb's Ranch, requiring extensive long term repair. There is currently no estimated date of reopening the highway.

What this means for our race is that there is no way to have aid stations or emergency access for over 25 miles of the point-to-point course. These aren't washouts where a vehicle can drive around - in some areas the road is completely gone and one cannot even travel through by foot.

The loop course will utilize new terrain from the start/finish to Red Box, then mostly follow the traditional course to Newcomb saddle and through and out-and back to Mt. Hilyer. Runners will then follow the old course down to Chantry Flat and up Winter Creek, but must then divert to the Mt. Wilson Toll Road to avoid Idlehour and trails that remain closed in the wake of the Eaton Fire. There are additional re-routes from the old course all the way to the finish, so veteran runners - please familiarize yourself with the new maps!

What's Coming in 2027…

Next year's race is already set. The 37th Annual running of the AC100 will be October 2-3, 2027.

The long term plan is to return to the 2024 course (bypassing Chantry and utilizing Mt. Wilson) when the forest and trails are ready. We will make every effort to return to a point-to-point race when sufficient repairs have been made to Highway 2 and Caltrans allows us access.

New October Date!!

For 22 years, AC was held annually in late September/ early October. In 2010, the decision was made to move the race to August in the hopes to avoid fire season. Unfortunately, these days it's pretty much always fire season, and those fires have created an exposed course lacking in any reprieve from the oppressive heat. We hope everyone will be pleased with the move back to the fall date and that the milder weather allows for less trouble and more finishers.

Changed Landscape

It seems like almost every inch of our 100-mile course has been touched by fires in the last 17 years. This year's loop course travels through areas burned in the Bobcat and Eaton Fires, as well as areas still recovering from the Station Fire. Please be advised that the Purple Poodle is still in bloom through these scars. Particularly sensitive runners might consider protective clothing and a face covering. More about this nasty plant is included later in the Guide.



RACE WEEKEND SCHEDULE

WEATHER

Yes, the race is in October now, but it's still Southern California. While temperatures in Altadena range from an average high of 79°F to 81°F and overnight lows of 58°F to 60°F, be prepared for anything. During the day, the combination of dry heat and altitude can be a real dream killer for the unprepared. Conversely, the upper regions of the course can be quite windy and chilly at night - feeling even colder to the battered body. An extra layer and ample fueling are your friends.



SCHEDULE OF EVENTS

Friday, Oct 2 / ALTADENA

8:00AM - 12:00PM @ Loma Alta Park
[3330 Lincoln Ave, Altadena, CA 91001]

- Race check-in
- Drop bag collection until 10:30am - **BAGS LEAVE AT 11:00 AM SHARP!**

2:00PM - 4:00PM @ Loma Alta Park

- Pre-race meeting - please attend!
- USFS / Rules / Trails briefing
- Trail conditions and marking review
- Medical and Search & Rescue concerns

Saturday, Oct 3 / ALTADENA

4:00AM @ Loma Alta Park

- Runner check-in (you must check in on race morning!)
- 4:30AM Race day invocation
- 5:00AM Official start of the 2026 AC100

Sunday, Oct 4 / ALTADENA

Finish line back @ Loma Alta Park

- 5:00AM - 24-hour buckle cut-off
- 6:00AM - Second sunrise buckle cut-off
- 2:00PM - Final cutoff / conclusion of the 2026 race
- 2-3PM - 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 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 49.1) 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 56.5) and Chantry Flats (mile 78.7) Aid Stations.
- No pacers may switch at Shortcut or Mt Wilson crew checkpoints. No pacers may "run-in" to switch at any un-crewed aid station or unofficial point along the course.
- Pacers may not leave their vehicles parked at Chilao, Chantry Flats, 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:

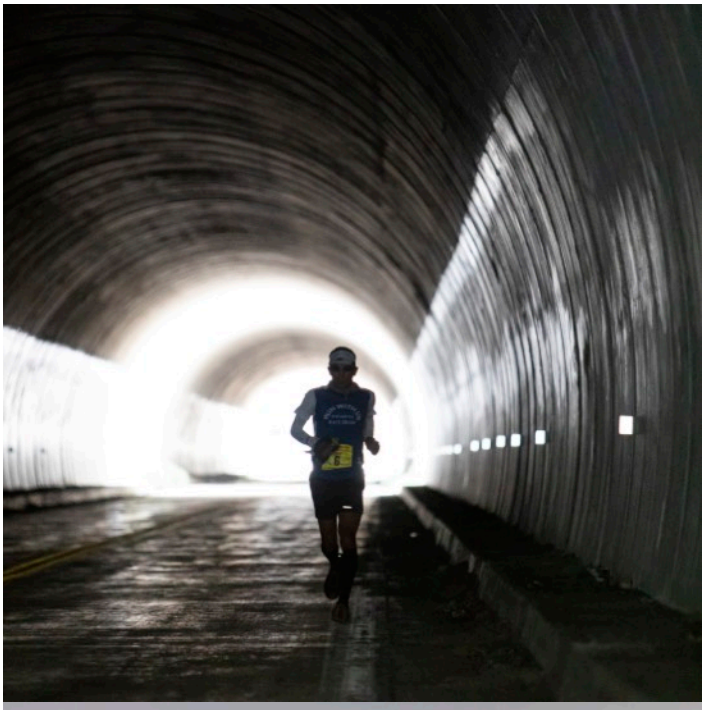
- Any runner 65 and older may have a pacer for the full 100 miles.
- Any male runner 60 and older or female runner 55 and older, with at least 7 finishes, can have a pacer for 100 miles.
- In these special cases, pacers may start with their runner and can switch at any aid station with crew access between 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 Altadena (W Altadena Dr, Lincoln Ave and W Palm).

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 Chantry Flats, 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 Chantry Flats 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 2026 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.

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 runners 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, run 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

Remote wilderness checkpoint leaders that lead checkpoints which are behind locked gates (Josephine Peak, Newcomb's, Sam Merrill and Millard) are required to insure the health and safety of all runners. This includes both you, the dropped, and runners who are still in the race. 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 - which is Sunday morning for all but Josephine. For this reason, there are no cutoffs at Josephine or Newcomb 1 or 2 - runners are encouraged to get themselves to the next checkpoint, even if they plan to drop. 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 most 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. 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 pass required to park and utilize services within the forest. This year, you do not need a Big Pines Pass (yellow pass in photo), but you will still need a **USFS Adventure Pass** ($5 day/$30 annual) to park at all aid stations. A crew is responsible for purchasing and displaying their own Adventure Pass, which is available online through My Scenic Drives or REI Co-op or at many local convenience stores, gas stations, forest offices and sporting good stores near the finish. See the Adventure Pass Vendors List for more info. 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.



- 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, (Clear Creek, Mt. Hilyer, Millard), 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 we ask you to pack separate drop bags for aid stations you hit twice. [SHORTCUT 1 +2; CHILAO 1 +2]** And clearly label them 1 and 2. It makes organization much simpler for the aid stations, so that your drop bag doesn't inadvertently get put in the used pile and end up on the back of a truck when you return for your second pass through. If for some reason you do not do this, please ensure you move your bag to the #2 area and not to the used pile. These aid stations have the potential to get *busy* with runners coming from each direction, so packing and labeling 2 separate drop bags is the way to ensure nothing gets lost in the shuffle.

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. *Again, 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 at the start/finish area in Loma Alta Park. 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 the conclusion of the awards ceremony.

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 or in their car, carry them with them during the race, or make other arrangements. Your 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 glow sticks, 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

This year's course has 8 major aid stations, and 4 wilderness aid stations - 3 of which you'll hit twice. At each, runners can expect to find water, Tailwind, 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. Do not expect gels/performance nutrition items other than Tailwind. 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. 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

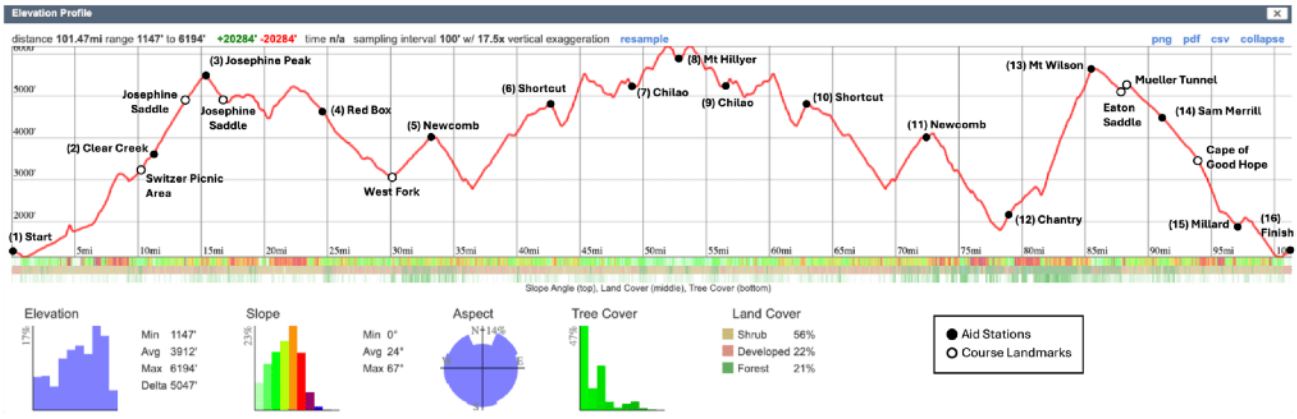
DESCRIPTION + MAPS

DRIVING DIRECTIONS

This section was created to give runners a general overview of the course, a detailed written description and driving directions and details for both you and your crew. Being in new territory with a course that has never been raced, past splits and veteran's advice aren't available or applicable this year. However, being in the modern age of information, there is much to learn from studying the map. We highly recommend opening the GPX file in CalTopo or map app of your choice to get a better feel on what to expect.

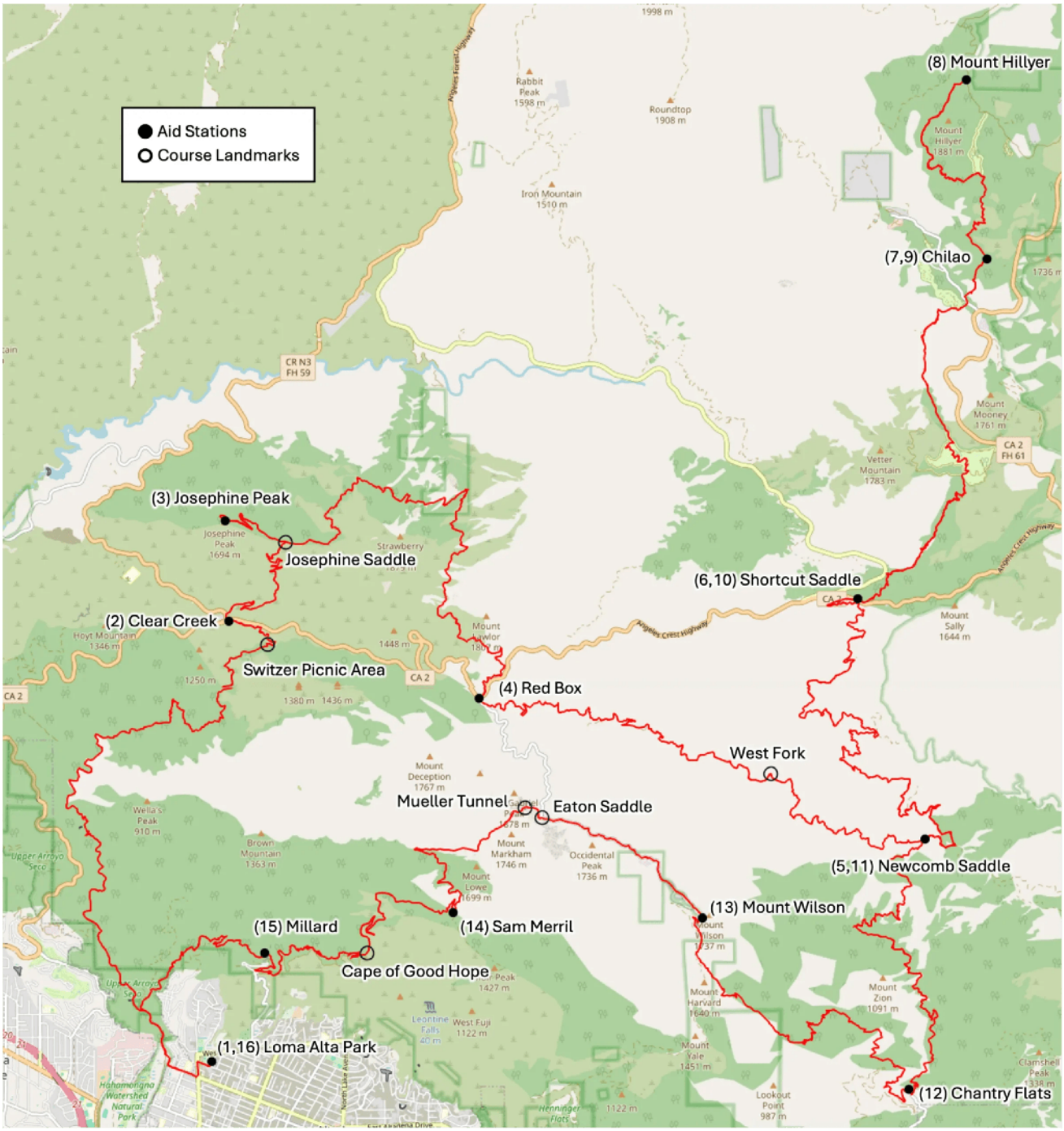
2026 Front Range Loop Course GPX available HERE

The aim of our course description is to provide the information the maps can't express - a little local insight on the trails, conditions, and more intimate details of the course. As stated elsewhere in this guide, we do expect the course to be faster than the classic point-to-point (and high country out-and back course run in 2022 and 2025).



TOTAL RACE DISTANCE:	100.8 miles	ELEVATION GAIN:	20,000'
ALTITUDE RANGE:	1,147' - 6,194'	ELEVATION LOSS:	20,000'

2026 AC100 FRONT RANGE LOOP COURSE

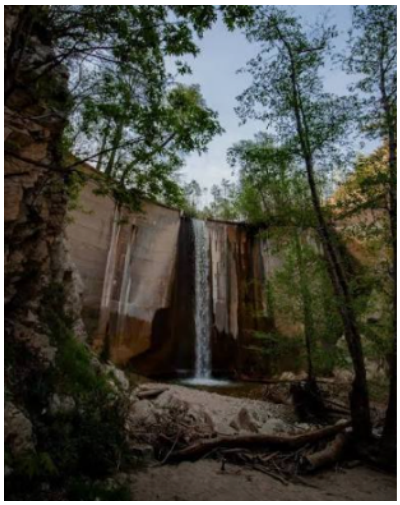


LOMA ALTA PARK to *CLEAR CREEK* / miles 0 - 11.2

Section Length:	11.2 miles	Drop Bags:	YES
Driving Distance:	No access	Crew:	NO

COURSE DESCRIPTION:

For the first time in history, the 2026 AC100 starts at the finish line of Loma Alta Park in Altadena. Runners will depart the park at 5:00 AM (headlamps needed!) and run suburban streets down to a short dirt trail that leads to JPL and the mouth of the Arroyo Seco. The pavement picks up again as runners head north under the canopy of Oak, Sycamore, Alder, and Willow trees, following signage for the Gabrielino Trail and Brown Mountain Dam. There will be a junction with a trail towards El Prieto - don't take it. This is where you'll return at mile 97. The trail continues winding and mostly climbing with a few occasional dips, such as after the bypass around the Brown Mountain Dam.



If you see this view, you've missed the trail heading up over the dam. DO NOT try to scale it. Head back the way you came to the Gabrielino junction. —>

Runners will stay on the Gabrielino single track all the way to Clear Creek. This canyon is located right below Highway 2 and may have some or no water crossings, depending on conditions. Switzer's Picnic Area is just after 10 miles and the start of the final climb up to the Clear Creek aid station at mile 11.2. You'll already have just under 3,000' of climbing under your belt. (Which needs a buckle. Keep going!)

DRIVING DIRECTIONS + PARKING INFO:

Due to the lack of parking and dangerous traffic at Clear Creek, there will be no crew access at this aid station. You will see this aid station on your way to Red Box, but please do not stop here. We encourage crews to enjoy their morning and all the creature comforts of the city before making their way up to Red Box at mile 24.6. If crews of mid-back of the pack runners do head up, we encourage you to find a pullout outside the aid station to post up for a bit to allow crews of faster runners to get in and out. Play nice with each other! Everyone is doing something very hard here - especially you crews.

CLEAR CREEK to *JOSEPHINE PEAK* / miles 11.2 - 15.3

Section Length:	4.1 miles	Drop Bags:	NO
Driving Distance:	No Access	Crew:	NO

COURSE DESCRIPTION:



Leaving Clear Creek, runners immediately cross the junction of Highway 2 and Angeles Forest Highway. From there, it's a 4.3 mi and 1900' climb up a fire road to the summit of Josephine Peak, 5,500'. You'll reach a junction at Josephine Saddle - turn left here to continue 2.5 miles up to the aid station at the peak. This section is an out-and-back, so please be courteous to each other. Runners MUST check in at Josephine Peak or they will be disqualified at Red Box.

Please note that due to the remoteness of this aid station, it is a NO DROP aid and there is no cutoff time. What that means, is that unless it is a very serious medical condition, runners must continue along the course to Red Box - even if they don't anticipate making the cutoff there. Failure to abide by this rule may result in being barred from running the race in the future.

DRIVING DIRECTIONS + PARKING INFO:

There is no crew access at Josephine Peak.

JOSEPHINE PEAK to *RED BOX* / miles 15.3 - 24.6

Section Length:	9.3 miles	Drop Bags:	YES
Driving Distance:	18.5 miles / 31 min	Crew:	YES

COURSE DESCRIPTION:

Running back down to the Josephine Saddle Junction, you'll continue toward Strawberry Peak on chaparral lined single track that traverses around and under the peak. Occasional patches of Sugar Pines dot the narrow trail on the way down to the to the Colby Canyon Trail junction at mile 20. Take a right turn here and climb 770' in 1.9 miles up to Lawlor Saddle. It's sweet, cruiser single track here, all the way down to the Red Box aid station. Now at mile 24.6, you're done with the first quarter!

DRIVING DIRECTIONS + PARKING INFO:

RED BOX AID: **34.25816, -118.10521**

You'll be able to plug those coordinates directly into your GPS of choice at Loma Alta Park and follow along. BUT - please note that if you do not download maps for offline viewing in advance, you will not be able to simply plug the next spot in at Red Box. There is no cell service along Highway 2, so please plan ahead! There is also no gas, so be sure you're filled up / charged up.

From the Start/Finish, make your way back to Lincoln Ave and turn Left (South).
After 1.2 mi, turn Right at the 24-Hour Fitness onto W Woodbury - heading toward the 210-West.
Turn Left on N Windsor and then Right to merge on the I-210 W toward San Fernando.
After 2.1 mi, take Exit 20 for CA-2/Angeles Crest Hwy toward La Cañada Flintridge.
Turn Right onto CA-2 E/Angeles Crest Hwy.
Continue 13.8 miles to the Red Box Picnic Area on your right.

If the parking lots are full, please be sure you park completely off the road, inside the white line. USFS pit toilets and water spigots are available.

RED BOX to *NEWCOMB 1* / miles 24.6 - 33.2

Section Length:	8.6 miles	Drop Bags:	NO
Driving Distance:	No Access	Crew:	NO

COURSE DESCRIPTION:

This is as simple as it gets - runners stay on the Red Box-Rincon fire road the entire way to Newcomb. Descending into the canyon, it's 5.5 miles to Westfork, and then a 955' climb over 3.1 miles to the Newcomb 1 aid station. The road is mostly exposed to Westfork, but then gains more shade as it climbs up to the pass. Here, runners begin to see their first views of the LA basin below. Runners will return here a second time at mile 72.4 where aid station workers will direct them down the Gabrielino Trail to Chantry flat.

Newcomb is remote and therefore the other NO DROP aid on the course. Again, that means there is no cutoff time here. Unless it's serious, you must keep moving on the course to Shortcut, even if you plan to drop there.

DRIVING DIRECTIONS + PARKING INFO:

There is no crew access at Newcomb.

NEWCOMB 1 to *SHORTCUT 1* / mi 33.2 - 42.7

Section Length:	9.5 miles	Drop Bags:	YES
Driving Distance:	5 miles / 8 min	Crew:	YES

COURSE DESCRIPTION:

Leaving the aid station, runners first continue on the Red Box-Rincon fire road, descending about a mile to a left -hand turn onto Edison Road. After crossing the San Gabriel River at mile 37, it's a 6.2 mile, 2,030' climb back out. Unless we get lucky with a cold weekend it will likely start to get warm for most runners here, and the wise choice will be to get wet and cooled off in the river. A long, exposed climb to Shortcut Saddle, mile 42.7, is on deck. Runners will stay on the fire road all the way to the aid station - do NOT take the single track connector just below the aid station and your crew. Make them wait. :)

DRIVING DIRECTIONS + PARKING INFO:

SHORTCUT AID: **34.27349, -118.03274**

From Red Box, turn right and head further east on Highway 2. After 5 miles, the aid station at Shortcut Saddle will be on the left in a large turnout directly next to the road.

Parking is incredibly tight at this aid station - please follow instructions from the aid station volunteers and take care not to park over the white line. This is a very busy area of the highway on the weekends - speeding motorists and motorcycles can make it quite dangerous. Runners also cross the road here, adding to the chaos. Keep kids close and your head on a swivel. There are no toilets available at this aid station.

SHORTCUT 1 to *CHILAO 1* / mi 42.7 - 49.1

Section Length:	6.4 miles	Drop Bags:	YES	[PACER MAY
Driving Distance:	7.7 miles / 12 min	Crew:	YES	START AT CHILAO 1]

COURSE DESCRIPTION:

Carnage seems to rear its ugly head all too often at Shortcut. Much in part to the hot, exposed trail required to reach it. Take time to reset if you need it, because more challenges await as you climb higher. The Silver Moccasin single track out of the aid descends 500' in 0.8 mile to a dry creek crossing and then climbs an exposed 1245' in 1.8 miles to Charlton Flats. Crossing the paved Vetter Mountain Road, rolling single track dumps down to another road crossing and then a hard left to stay on the trail. It's 0.6 miles to a hard right and then 0.3 mi to cross a creek bed. Across the creek, the trail turns into a fire road - you're on this for only about 0.1 mi before you hit a T junction with another fire road. Turn right on this fire road and head downhill for 1.2 miles to re-enter single track on the right. After 0.8 mi you'll cross a paved road, and then it's just 0.6 mi more on the Silver Moccasin Trail to Chilao.

DRIVING DIRECTIONS + PARKING INFO:

CHILAO AID: **34.32731, -118.00813**

Turn left out of the Shortcut aid station, and head east and then north on Highway 2 for 7.3 miles. You'll first see a left turn into the Chilao overnight campground area - DO NOT take this. Right around the bend you'll see a proper forest service sign for CHILAO DAY USE and the visitor center on the left. This is your turn.

Follow the road past the visitor center to the aid station location and turn left across the wash and into the parking area. USFS pit toilets and water spigots are available. This aid station will get very crowded with runners coming through twice, only 7.5 miles apart. Parking will get tight - please be patient and listen to the aid station volunteers. A spot *will* open up! Alternately, you can drop someone off with your gear, go park along Highway 2, and walk back in.

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

CHILAO 1 to *MT. HILLYER* / mi 49.1 - 52.8

Section Length:	3.7 miles	Drop Bags:	NO
Driving Distance:	No access	Crew:	NO

COURSE DESCRIPTION:

Runners leave the aid station turning left on the paved road continuing north to pick up the right-hand turn onto the Silver Moccasin Trail up towards Horse Flats Campground. Runners will turn left at a junction at Horse Flats leaving the Silver Moccasin trail and head up on a winding trail through large boulders. This section 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.) Eventually, you'll hit the high point of the course - Mt. Hillyer at 6,200'. The summit is more of a flat top, followed by a quick mile descent to the turn around point at Mt. Hillyer aid station, mile 52.8.

DRIVING DIRECTIONS + PARKING INFO:

There is no crew access at Mt. Hillyer. Yes - your GPS will show you that you can drive there, but this is not allowed in the race. This is a narrow forest road with nowhere to park numerous vehicles. Don't do it.

MT. HILLYER to *CHILAO 2* / mi 52.8 - 56.5

Section Length:	3.7 miles	Drop Bags:	YES	[NEW PACER MAY SWITCH
Driving Distance:	(You're already there.)	Crew:	YES	OR START AT CHILAO 2]

COURSE DESCRIPTION:

Now retracing our steps, runners continue back from whence they came, up over Mt. Hillyer, down through the boulders, right onto the Silver Moccasin, down to the left on the paved road and into the aid station. In general, runners heading towards each other should yield to downhill runners that may have shot their quads and are less able to control their momentum. Don't worry, you'll get your turn to have others yield to you (unless you're DFL).

DRIVING DIRECTIONS + PARKING INFO:

CHILAO AID: **34.32731, -118.00813**

Relax while your runner makes the out-and-back to Mt. Hillyer.

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

CHILAO 2 to *SHORTCUT 2* / mi 56.5 - 62.9

Section Length:	6.4 miles	Drop Bags:	YES	[NO PACER MAY SWITCH
Driving Distance:	7.7 miles / 12 min	Crew:	YES	OR START AT SHORTCUT 2]

COURSE DESCRIPTION:

Arguably the easier direction, runners leave on the Silver Moccasin trail and retrace their footsteps to Charlton Flats. The 1.8 mile climb on the way out is now a technical single track descent; followed by a relatively quick 0.8 mile, 500’ climb to the aid station.

DRIVING DIRECTIONS + PARKING INFO:

SHORTCUT AID: **34.27349, -118.03274**

Leaving Chilao, return to Hwy 2 and turn right. Head 7.3 miles south and then west back to the Shortcut Saddle Aid station. Again, parking is available in turnouts before and after, but very limited at the actual aid station. Please follow directions from the volunteers.

SHORTCUT 2 to *NEWCOMB 2* / mi 62.9 - 72.4

Section Length:	9.5 miles	Drop Bags:	NO	[NO PACER MAY SWITCH
Driving Distance:	No access	Crew:	NO	OR START AT NEWCOMB 2]

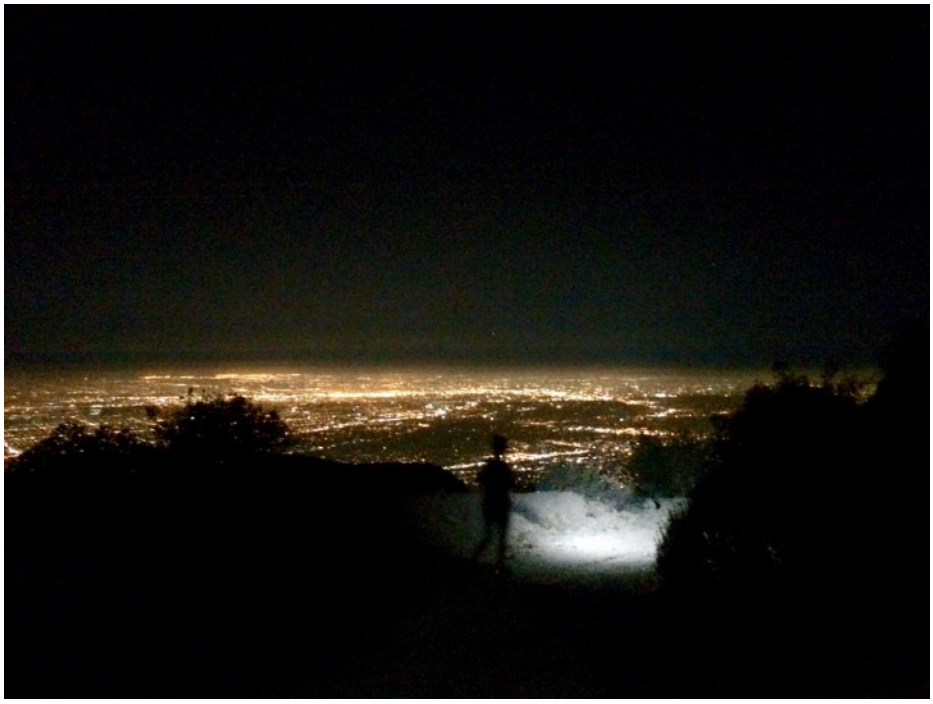
COURSE DESCRIPTION:

Runners leave the aid station and cross Hwy 2 taking the dirt road up and around down to start the 6.5 mile gradual descent down to the San Gabriel River crossing. Then it's time to climb again - 2 miles will have you back up to Red Box-Rincon fire road. Make a right turn here, and climb less than a mile back to the Newcomb 2 Aid Station, sitting at just over 4,000'. Each and every mile of this section is on dirt roads.

Once again, there is no cutoff and a NO DROP rule in effect at Newcomb 2. Unless it's a serious medical issue, you'll be advised to move along down to civilization at Chantry Flat.

DRIVING DIRECTIONS + PARKING INFO:

There is no crew access at Newcomb Pass. Crews can take advantage of this time to eat and refresh in the city on the way to Chantry Flat.



NEWCOMB 2 to *CHANTRY FLAT* / mi 72.4 - 78.7

Section Length:	6.3 miles	Drop Bags:	YES	[NEW PACER MAY SWITCH
Driving Distance:	36. 2 miles / 56 min	Crew:	YES	OR START AT CHANTRY]

COURSE DESCRIPTION:

Big Santa Anita Canyon awaits, featuring a 5.2 mile single track descent (with a few small rollers) down to Chantry Flat. After a short 0.5 mile southwest traverse from the helipad near the aid station, the dive down into the canyon begins. Arriving at a picnic table and the Newcomb Pass signpost, it's a left hand turn to rejoin the Gabrielino Trail and head down narrow single track towards the historic and still-active Sturdevant Camp.This trail is steep and somewhat technical, and is definitely harder to travel in the dark.

2.6 PAS, runners turn left at the signpost towards Chantry Flat, criss-crossing the stream. 1.4 miles later, at the Upper and Lower Falls trail Junction, runners keep right on the Upper Falls trail. 5.1 Miles PAS, the single track ends, and runners turn right on wide trail headed towards Chantry Flat. Crossing a bridge 0.8 miles later, runners head up a paved road for a 0.6 mile, 350' climb to the Chantry Flat Aid Station - mile 75.4, elevation 2,140'.
This canyon burned and flooded severely after the Bobcat Fire, so keep an eye on the trail and markers through wash outs and watch out for purple poodle. It's so good to be back in Big Santa Anita and see it recovering - take some inspiration from nature and persevere!



The approach to the Chantry Flat aid station.
If you haven't found yourself yet, you certainly will on the next climb.

DRIVING DIRECTIONS + PARKING INFO:

CHANTRY FLAT AID: **34.19637, -118.02308**

Leaving Shortcut, head west on Hwy 2 all the way back to La Canada. Before continuing on the 210 East Freeway Entrance, most crews have 20-40 minutes to stop for food and gas at the shopping center on Foothill Blvd (Panera, Blaze Pizza, Habit Grill, Chipotle, etc.). Depending on what time you arrive to the city and what happens to be going on (one year it was a Beyonce concert at the Rose Bowl), you could experience a bit of traffic at this point. Do not worry - *most* of you will still have PLENTY of time to get to Chantry, just consult your favorite maps app before settling into a nice dinner and missing your runner due to LA being very LA. That said, crews for lead runners may want to skedaddle.

Continuing on the 210 East towards Pasadena for 5.0 miles, follow signs for 210 E/San Bernardino, and continue for 6.0 miles to Exit 32: Santa Anita Ave. Turn left at the bottom of the exit and head uphill for 5 miles into the mountains to Chantry Flat.

This aid station is very crowded and parking will likely be full in the lot at the aid station. Please park along the road in the turnouts as you approach the aid station - turning around in the actual aid station proper can be very difficult when there is congestion and you could get stuck for quite some time. USFS pit toilets and water spigots are available for use.

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

CHANTRY FLATS to *MT. WILSON* / mi 78.7 - 84.8

Section Length:	6.1 miles	Drop Bags:	YES	[NO PACER MAY SWITCH
Driving Distance:	35 miles / 1 hour	Crew:	YES	OR START AT MT. WILSON]

COURSE DESCRIPTION:

Beyond Chantry Flat lies one of the most infamous climbs in all of ultrarunning, and great news, it's even longer this year! 6.1 miles and 4,000' up to the top of Mt. Wilson - we're going to the summit, baby.





Runners leave the aid station by heading through the upper parking lot to the gated paved road in the West corner. Following the signs for Upper Winter Creek/Mt. Wilson, runners follow the paved road uphill for 0.3 miles, to the marked right-hand turn on to the Upper Winter Creek single track. Gently climbing for 1.6 miles and then descending for 0.5 miles, the Upper Winter Creek trail comes to a junction with the Winter Creek Trail 2.6 miles PAS (past aid station), where runners turn left uphill, and begin a 2.7 mile, 2,200' 16% grade climb to Mt. Wilson Toll Road. Now over 80 miles into the race, *arduous* is putting it lightly. Poison oak is plentiful trailside, so watch where you take your breaks!

Runners stay straight at the junction found 1.3 miles up the climb, and eventually reach the infamous "Dead Man's Bench," 2.1 miles up the climb at the junction with the Mt. Wilson Trail. From the bench, runners formerly used a 20% grade fire break ridge scramble on Manzanita Ridge, but now use the Hal Winton Bypass trail, an uphill stretch of single track to the right of the ridge. Unlike past years, the climb doesn't stop at the top of Winter Creek. Topping out at just under 5,000', runners turn RIGHT on the Mt. Wilson Toll Road (dirt fire road) and follow it uphill for 0.5 mile to the Mt. Wilson Trail single track entrance on the right. Follow this trail all the way to the antennae-clad summit of Mt. Wilson at 5600'. Enjoy the spectacular views of the twinkling Los Angeles Basin.

*Please note that all aid stations after Mt. Wilson are located behind locked gates and are inaccessible to crew or any unofficial vehicles. Be prepared when you leave mile 85, as a drop at any future aid station means a wait until the race cutoff times for a ride. The only sure way out is the Finish Line!

DRIVING DIRECTIONS + PARKING INFO:

MT. WILSON AID: **34.22343, -118.06255**

Crews have had it pretty easy until now. But now it's an hour up to Mt. Wilson and another 45 back down to the city/finish after. You're welcome to have your crew meet you at this aid station, which is a beautiful overlook of the LA basin. But some runners may choose to have their crews just head to the finish after Chantry to rest.

If you're up to the task, head back down Chantry Flat Rd to Santa Anita Ave, all the way down to the I-210 W toward Pasadena. Take exit 20 for CA-2/Angeles Crest Hwy toward La Cañada Flintridge. Turn right onto CA-2 E/ Angeles Crest Highway and follow it up for 13.8 miles to Mt. Wilson Red Box Rd. (This is the same turn where the Red Box aid station sits.) Turn right past the Red Box aid station and follow this narrow, winding road all the way past Eaton Saddle to the top of Mt. Wilson. Please be careful on this last stretch, as runners will be on the road. You'll pass a few buildings by the antennas and then keep right at the Y to follow the one way Mt. Wilson Circle road to the top. A gated entrance to the observatory parking lot will be open on the right. Parking is plentiful in a huge lot.** Once again, crews for lead runners may want to move expeditiously leaving Chantry Flat and getting settled up at Mt. Wilson.

**Please note that this year, Mt. Wilson Observatory is holding a public stargazing event from sunset to 1am, so there may be more cars and people than normal.

MT. WILSON to *SAM MERRILL* / mi 84.8 - 90.5

Section Length: 5.6 miles
Driving Distance: No access
Drop Bags: YES [NO PACER MAY SWITCH OR START AT SAM MERRILL]
Crew: NO

COURSE DESCRIPTION:



Now, runners are rewarded for their climb with a long gradual 5.6 mile downhill. Leaving the large parking lot, head right to follow the paved Mt. Wilson Road all the way down to Eaton Saddle, on the left side of the road, overlooking the city. Here, runners turn left on to a dirt road and begin a small climb to the Muller Tunnel (the only tunnel on the course). Stay on this dirt road, the Mt. Lowe Motorway all the way down to the Sam Merrill Aid Station, sitting at a saddle at mile 90.5, elevation 4400'.

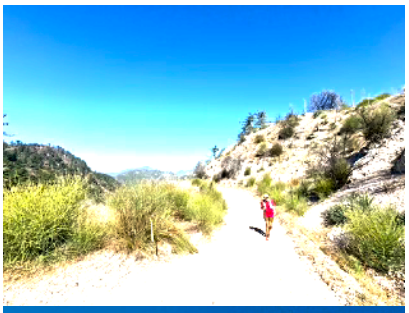
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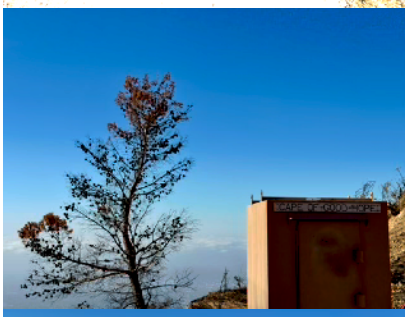
No crew access is available at Sam Merrill. Hopefully y'all are napping!



SAM MERRILL to *MILLARD* / mi 90.5 - 96.5

Section Length:	6.0 miles	Drop Bags:	YES	[NO PACER MAY SWITCH
Driving Distance:	No access	Crew:	NO	OR START AT MILLARD]







COURSE DESCRIPTION:

Despite it being “all downhill from here,” the course is still quite technical in places and demanding in the last 11 miles. But new for this year’s edition, runners will get a little break in the first few miles. Instead of following the single track, you’ll leave Sam Merrill on the Mt. Lowe Motorway and continue down this dirt road for 2.7 miles to the Sunset Trail/Cape of Good Hope. Runners make a right hand turn onto this single track trail and follow it downhill for 2 miles until it rejoins the pavement. You’ll be on the pavement briefly (only about 0.3 mile) before another right turn back onto the single track that leads down to Millard Campground. It will be marked, but pay extra close attention for this turn! If you’re ever on a paved road for more than a few minutes, you have missed a turn. Once back on the trail, it's just a quick 0.7 mile, 300’ descent to aid station at Millard Campground, mile 96.5, elevation 1,880’. Please take care to avoid waking campers if you enter at night.

DRIVING DIRECTIONS + PARKING INFO:

There is no crew access at Millard. If you’re resting up nearby and notice your runner has made it through Millard on the Live Runner Tracking, it would be a good time to get to the finish line to find parking and post up.

MILLARD to *LOMA ALTA PARK* / mi 96.5 - 100.8

Section Length:	4.4 miles	Drop Bags:	YES	[CREW/FAMILY MAY RUN
Driving Distance:	23.5 miles / 43 min	Crew:	YES	THE GRASS/FINISH]

COURSE DESCRIPTION:

Heading across the stream and up the dirt Millard Canyon road, runners climb 300' and 0.7 miles to an overlook of the Arroyo. 0.2 Miles later, Brown Mountain Road joins to the right at a large dirt berm. Runners take this hard right and dive into the Arroyo, where crisscrossing a creek will become the norm for the final 2 miles. Another 0.3 miles into the canyon there is a momentary opening and the El Prieto single track dives off to the left. Take this trail through the remainder of the Arroyo, always choosing the trail that leads back to the stream and not upwards out of the canyon at junctions.

Finally 2.9 miles PAS, runners leave single track behind for good and join the dirt Fern Truck Trail for a moment before it spills out onto the paved Arroyo Secco Road, where we began our journey some 96 miles earlier. Retracing those steps, the road goes over a bridge and south out of the canyon past JPL. 3.7 PAS, runners finally reach a short connector trail that leads 100' up to West Altadena Drive. This is the trail home! Reaching the paved streets of Altadena, runners head East for a half mile, and then turn left on Lincoln Ave. Continuing on Lincoln for two blocks, runners make the right hand turn on Palm Street at the community garden and can now hear the Finish Line. Approaching the park, runners make the final left-hand turn into the grass and on to glory.

DRIVING DIRECTIONS + PARKING INFO:

START/FINISH LOMA ALTA PARK: **34.20074, -118.15640**

Loma Alta Park
3330 Lincoln Ave.
Altadena, CA. 91001

From Mt. Wilson, head back down the road to Red Box and take a left on Highway 2. Heading west all the way down to the city, turn right to merge on to the 210 E toward Pasadena.
Take exit 22B for Arroyo Blvd toward Windsor Blvd.
Turn left on N Arroyo Blvd and continue onto N Windsor Ave.
Pass the Jack in the Box on the left and turn right onto Figueroa Dr.
Turn left onto N Lincoln Ave.

Follow Lincoln all the way up to Loma Alta Park, turning right on W Loma Alta Dr. past the park.
One block down on the right is a horse corral where street parking is located. Just south of the horse corral is the finish line.

Please do not park on Palm, Dabney, or any street directly in front of a residence. Do not park in the small parking lot South of the restrooms at the Park. Proceed to Loma Alta Drive where there is ample parking and residents will not become angry and threaten our permits.

Food will be available to runners at the finish line at all hours of the night. Hungry and desperate crews can access a 24-hour McDonald's on Lincoln Ave during the wee-hours.

The Awards Ceremony follows the 2:00 PM conclusion of the race, and typically begins sometime around 2:30 PM.



The start of the very first Angeles Crest 100. September 27, 1986.

2026 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	
Clear Creek	11.2	11.2	NO	NO	YES	7:00AM Sat	8:30AM Sat
Josephine Peak	4.1	15.3	NO	NO	NO	7:45AM Sat	No Drop
Red Box	9.3	24.6	YES	NO	YES	9:10AM Sat	12:25PM Sat
Newcomb 1	8.6	33.2	NO	NO	NO	10:20AM Sat	No Drop
Shortcut 1	9.5	42.7	YES	NO	YES	11:45AM Sat	5:45PM Sat
Chilao 1	6.4	49.1	YES	YES	YES	1:00PM Sat	8:10PM Sat
Mt. Hillyer	3.7	52.8	NO	NO	NO	1:45PM Sat	9:40PM Sat
Chilao 2	3.7	56.5	YES	YES	YES	2:20PM Sat	11:00PM Sat
Shortcut 2	6.4	62.9	YES	NO	YES	3:30PM Sat	1:25AM Sun
Newcomb 2	9.5	72.4	NO	NO	NO	5:00PM Sat	No Drop
Chantry Flats	6.3	78.7	YES	YES	YES	5:50PM Sat	6:20AM Sun
Mt. Wilson	6.1	84.8	YES	NO	YES	7:40PM Sat	9:35AM Sun
Sam Merrill	5.6	90.5	NO	NO	YES	8:20PM Sat	11:05AM Sun
Millard	6	96.5	NO	NO	YES	9:20PM Sat	12:50PM Sun
Finish	4.4	100.8	YES	YES	YES	10:00PM Sat	2:00PM Sun

*This course has never been used previously, so first runner times are best estimates for a possible 17-hour finish. Note that the typical winning times are around 19-20 hours, but we anticipate the loop course combined with cooler temps to yield faster times.

Past splits are not likely to be of any help this year, since the course is so different. But you can find them HERE on AC100.com .

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.

2026 Front Range Loop Course

Winter '25/'26 brought intense, warm storms and heavy rainfall, where there should have been snow. Wrightwood faced major flooding and mudslides on Christmas Eve, and numerous washouts took out large sections of Highway 2 - from just past Vincent Gap through Mt. Waterman. In numerous locations, the highway is completely gone, impassable even on foot. As a result, no emergency vehicles would be able to access runners from Vincent Gap to Three Points, nor would we be able to have any aid stations in this area. This necessitated a new course utilizing recently re-opened trails in the Front Country, while avoiding areas still closed and recovering from the Eaton Fire. The intention, as always, is to return to the classic point-to-point course, but this year's loop will be a worthy challenge showcasing the best of the trails and peaks directly above the LA basin.

Date Changes

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. This made the Southern California summer heat one of the most significant challenges on race day, made even harder to manage over the years of fire and forest thinning. Beginning in 2026, the race will move back to an October date - hopefully allowing for less heat related issues and more finishes.

Out-and-Back Course (2022 & 2025)

In 2020, the Bobcat Fire and subsequent rainstorms created excessive damage and closures on the trail through Chantry Flats, Newcomb Saddle, Redbox and Shortcut Saddle. After two years of cancellations due to the COVID-19 pandemic and fire, the decision was made to host an out-and-back course from Wrightwood to Shortcut Saddle and back in 2022. Severe winter storms created major road damage and the race was once again cancelled in 2023. After a year back on the point-to-point course in 2024, the Bridge Fire torched much of the first 11 miles of the course that September and then the Eaton Fire burned the last quarter in January of 2025. Forest closures were lifted in the Bridge Fire burn scar in time to once again run the High Country out-and-back course in 2025. This past season's severe winter flooding in the Bridge Fire burn zone and beyond once again created extensive, impassable damage to Highway 2, so yet another iteration of the course was required.

Mt. Williamson / The Tunnels *(point-to-point course, N/A for 2026)*

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 *(point-to-point course, N/A for 2026)*

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 *(point-to-point course, N/A for 2026)*

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 *(point-to-point course, N/A for 2026)*

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 *(updated for 2026)*

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, the point-to-point course now follows 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. Hilyer 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. In 2026, runners will utilize the Red Box aid station much earlier in the race, after descending Josephine Peak and then continue along Rincon Red Box forest road to Newcomb 1. Upon the return from Shortcut 2, runners will continue directly back up to Newcomb on the old/original course along Shortcut Pass Road to Rincon Red Box Road.

Mt. Wilson Addition *(updated for 2026)*

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 was devised utilizing the back side of Mt. Wilson. While we are now able to utilize Chantry again, many surrounding trails remain closed in the Eaton Fire scar. The 2026 front country loop will bypass Idlehour Canyon and instead take runners to the summit of Mt. Wilson after climbing the Upper Winter Creek Trail out of Chantry. Leaving the Mt. Wilson aid, runners will take the paved road down to Eaton Saddle and follow the Mount Lowe Motorway to the Sam Merrill aid station and all the way down to the Sunset Ridge Trail. The increased amount of fire road should allow for faster times in the last quarter of the race.

The Winton Bypass

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 will get to re-visit this special place again on race day for the first time since 2019.

The Finish Line

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. In 2026, it will serve as both the start and finish line, and the total race distance is 100.8 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 point-to-point 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. In 2022 and 2025, an out-and-back course was used in the High Country and proved to be more difficult. Once again, we’re faced with using an

entirely new course in 2026 and we do anticipate it being faster. Combined with cooler October temperatures, the course itself utilizes more fire road and avoids many sections degraded by fire over the years. It also avoids the high country entirely, with a high point on Mt. Hilyer of 6,200' - a full 3,000' lower than the previous high point just below Baden-Powell.

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.

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 (TRASC), 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 may be encountered along many areas of the course. It is particularly prevalent on the Upper Winter Creek Trail between Chantry Flats and Manzanita Ridge before the Wilson Toll Road and on the Sunset Trail going into Millard Campground.

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. The Bridge and Eaton Fires have contributed further, and now this plant can be encountered in various sections along the entire course - no matter which course is being run.

How to spot it:

Active blooms are lush spikes of lavender bell-shaped flowers.



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, in October, one can expect it to look more like the first two photos below. These were taken recently along the last 10 miles of the course.

The last photo is of young poodle, which may still be popping up in the more recent burn scars. 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.







THIS IS A LONG SECTION FOR ONE PLANT, BUT WE REALLY CAN'T OVERSTATE JUST HOW TERRIBLE PURPLE POODLE IS.

Please do yourself a favor, and study these photos!!

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 loop course makes planning a little easier. You'll have the greater LA basin and all of it's creature comforts to rely on both before and after the race.



GETTING HERE

Airports

Most runners fly in and out of LAX. Regional airports are also a good option if you don't mind connections and may help you avoid the legendary LA traffic. Burbank is technically the closest; Ontario is another solid option.

**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) for details before you head up.*



WHERE TO STAY

The Finish (Altadena - Greater Pasadena area)

This year, we've partnered with Halo to handle the planning for you. Booking through Halo gets you access to a group block of discounted rooms at two hotels close to the start/finish. In addition, you'll get a complimentary race morning breakfast, access to a pre-race strategy call with AC100 locals/vets, complimentary parking, and more. CLICK HERE to access the Halo AC100 booking hub.

ALONG THE COURSE

- Gas up/charge before you head up into the mountains - there are no services along Highway 2.
- 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.
- As stated elsewhere, we highly recommend crews download maps for offline viewing before heading out for the day. There are a variety of ways to do this, based on which apps you use/prefer. Google it. Do it.

LEAVING CARS AT THE FINISH

If you're leaving a car parked in Altadena, please DO NOT park in the parking lots at Loma Alta Park or in front of the residences on Palm or Dabney. Homeowners complain, and we risk losing our permit. Instead, please utilize the plentiful street parking off Lincoln and Loma Alta Drive - just be sure to look for any parking restrictions. You do not need an Adventure Pass to park near the Finish Line.

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. Having the same start and finish location in 2026 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.
- You can also have a drop bag at the Finish Line. 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 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 33-hour cutoff will receive an official AC100 Finisher's tech t-shirt, hand engraved plaque, and buckle. Solo runners will receive a special solo version. You must be present at the awards ceremony at 2pm on Sunday to collect your awards or make arrangements with another runner/individual to collect them for you. Awards will not be mailed.

We hope earlier finishers will head back to the park a little early for the awards ceremony and cheer on our golden hour finishers. They've worked harder than anyone!

The Buckles:



33 Hour Hour Solid Bronze Ram
All finishers between 25:00 and 33:00

33 Hour Solid Bronze Ram - Solo
All SOLO finishers between 25:00 and 33:00

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 four 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 2026 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

Max Jolliffe, 33 Costa Mesa, CA 21:23:43

Jian Springer, 54 Woodland Hills, CA 27:57:05

COUGAR

Sheldon Watanabe, 23 La Canada, CA 23:31:00

Liz Clarke, 42 Orange, CA 29:12:55



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

2003	Jorge Pacheco, 34 Diana Finkel, 31	CA CO	18:52:24 24:39:06		**2025** **	Max Jolliffe, 33 Jian, 37	CA NM	18:49:59 22:02:52
2004	Jorge Pacheco, 36 Jennifer Johnston, 40	CA CA	19:10:28 24:32:24					

** Out-and-back High Country course



*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

**** Point-to-Point Course (original and modern) only. Does not include results from High Country out-and-back course run in 2022 and 2025.

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."



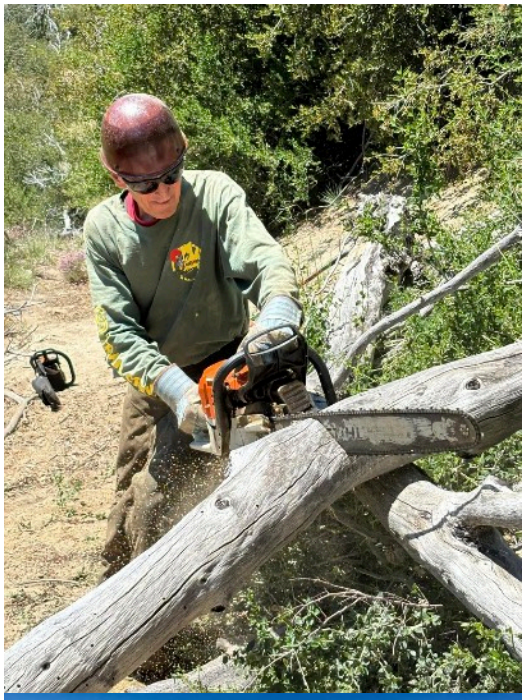
Gary volunteered tens of thousands of hours over the 20+ years he lead trail work crews on the AC100 course. No one put more blood sweat and tears into the trails of the San Gabriels than Gary. When he moved to Wrightwood full time and retired, he put even more effort into the trails.

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. Many miles of this year's course utilize the "Mt. Dis" terrain.



“I like Gary.”

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

We've now had a few years without Hal out on the course. But every summer, as we gather in the Community Center in the final moments before the start, we're still missing 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 continue to miss him along the course, goading us to keep going and to announce our numbers clearly at the aid station, his presence is always 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

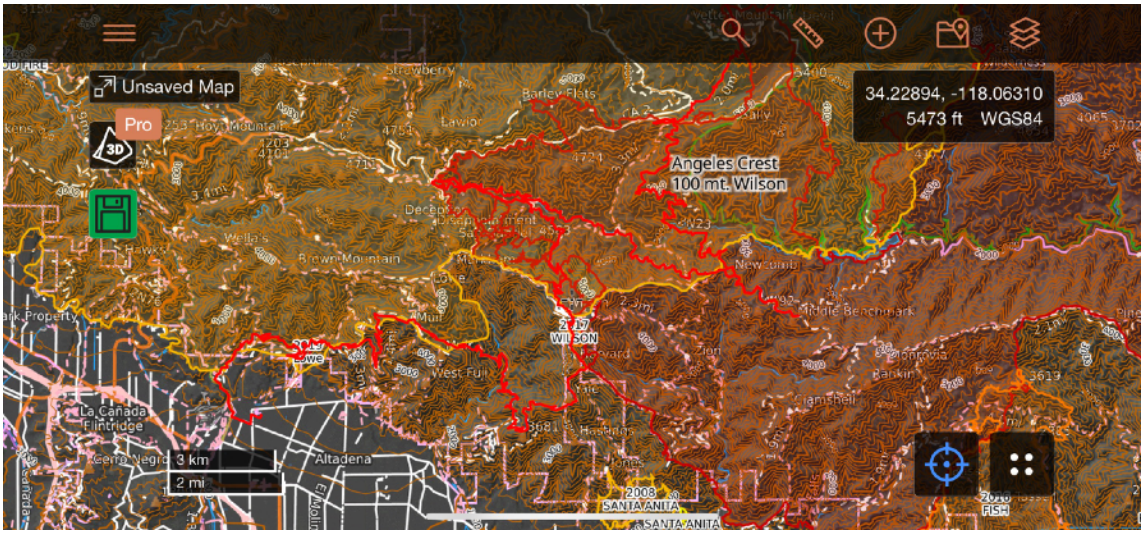
The Angeles Crest 100-Mile Endurance Run Trail Work Team has been an *Approved* USDA Forest Service Region 5 Angeles National Forest trail maintenance group since 2000. AC100 requires all entrants to perform 8 hours of volunteer trail work or forestry service, which has resulted in over 33,000 hours 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.



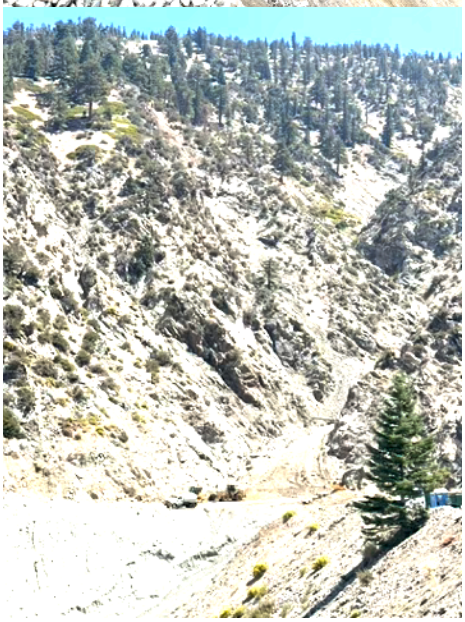
Then winter came with little to no moisture and an extremely windy night on January, 7th, the Eaton Fire exploded taking hundreds of homes in Altadena. The course saw nearly every mile burned from Mt. Wilson from mile 80-100. This caused the Forest Service to close access resulting in the race having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



Unfortunately, the hits kept coming. Severe flooding and mudslides in December decimated Highway 2 in multiple areas - namely outside of Vincent Gap and around Mt. Waterman - severing the only drivable route through the mountains connecting Wrightwood to Altadena. The only way for AC100 to go on in 2026 was to create a route that stayed entirely in the Front Range and the classic back half of the course. Accordingly, the trail work program focused efforts along this new, modified course.

As our mountains continue to recover, the trail work runners complete in the San Gabriels is more important than ever. We hope you'll continue to join us each year, whether you race again or not.









The AC100 Trail Work Program:

- Restores and maintains the Angeles National Forest trail network.
- Provides volunteer opportunities for all Southern California residents.
- Assists other ANF trail groups and Boy Scouts with their projects.
- Builds our forest's trails using ultrarunners and teamwork.

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

RACE ORGANIZATION

RACE DIRECTORS:

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

HAM RADIO TEAM:

Co-HAM Coordinator	David Goldenberg
HAM Radio Coordinator	Steve Woo
HAM Runner Track Program	Gerry Walsh
HAM Sweep Manager	Tom O'Hara
Co-HAM Sweep Manager	Rick Besocke
	David Seres
Medical Coordinator	David Learned
Chilao Medic Team	Amy Berkin-Chavez
	John Sweet
	Joseph Jearrain
	Christopher Smith

RACE OPERATIONS:

Search & Rescue Coordinator	
Sierra Madre S&R	Chris De La Vega
SMSR	Mark Moromisato

CHECKPOINT COORDINATORS:

Loma Alta Start/Finish	Adam Copeland
Co-Loma Alta	Ken Hamada
	Yen Darcy
	Jon Hamada
Clear Creek	Mark Ryne
	Bob Spears
	Scott Cline
Josephine Saddle 1 & 2	Mayra Lopez Garcia
Josephine Peak	Victor Martinez
Red Box	Angela Holder
Newcomb 1 & 2	Jose Llanos
Shortcut 1& 2	Kristin Carbajal
Chilao 1& 2	David Learned
Mt. Hillyer	Paul Smedley
	Brian Provost
Chantry	Monte Lewis
Mt. Wilson	Liam Doyle
Sam Merrill	Sindi Torres
	Sarah Haworth
Millard	Peter V
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