



Butte100

2022 Race Bible
JULY 23, 2022 | BUTTE, MT
16TH YEAR ANNIVERSARY

Thank you to our Title Sponsors





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Welcome to the 2022 Butte 100 Mountain Bike Race where we are celebrating 15 amazing years. We are excited to be back after the race being cancelled in 2020 due to Covid. There has been huge changes this year. Thank you to the Forest Service and BLM for granting us permission to increase the racers permit from 350 to 500 racers.

This race would not be possible without the sacrifices, excitement and enthusiasm of our racers, volunteers and sponsors. We appreciate your time to make this one of the best mountain bike races in the country.

We want each of you to be safe and to enjoy yourself. Please remember that we are guests of the trails and we need to leave them better than we found them.



The Sorini 25 Race was created in 2015 by Race Director, Gina Evans and her Butte 100 team. It was named after Dr. Peter Sorini, a Butte Neurosurgeon who was part of the Butte 100 since the beginning and rode his last Butte 100 in July of 2014.



Dr. Peter Sorini, a beloved and renowned neurosurgeon, ironically concluded his short life from a self-diagnosed Glioblastoma Brain Tumor. Through his great charisma and impeccable work ethic, Dr. Sorini was able to accomplish many feats in his life, prolong the lives of others, and has left a lasting impression on humanity. Dr. Sorini led by example and was constantly in the pursuit of knowledge as he believed knowledge leads to opportunities. He also strongly believed in creating opportunities for others. Dr. Sorini was an extremely generous man and truly loved and cared about the well-being of others and understood the power and impact of giving. Even in the final moments of his life, it was his desire to continue his belief in helping others. Even though Dr. Sorini's roots were in Southwest Montana, his tentacles spread far and it would be his wish for others to Believe in themselves and reach their goals. His family wanted to give back to the community so they started the Believe Sorini Strong Foundation.

Please be aware that information in these pages is our best effort at providing the most accurate race information possible. However, we do expect some degree of changes to occur in the time between publishing and race day. The most up-to-date information can be found at www.butte100.com. Also, consider liking the Butte 100 on Facebook! Any news or changes will be provided through these outlets and announced at the Friday racer meeting.

Through your generosity, we have been able to give \$56,000 in scholarships to graduating seniors and help families with their medical expenses. Thank you for making a difference. www.believesorinistrong.com

Peter passed away after a very courageous fight on February 8, 2016. Later that year, Bob Waggoner, who owned the Butte 100, decided to sell the race. Peter's wife, Stephanie, and daughter's, Gia, Marietta and Bella heard about this opportunity and decided to purchase the race. They knew the race their husband and father loved so much belonged in Butte.

In May of 2019 the Butte 100 won Outstanding Tourism Volunteer for their commitment to the promotion and development of tourism in Montana at the Governor's Conference on Tourism.

This year we have racers coming from 18 different states, Montana, Idaho, Washington, Colorado, Michigan, Texas, California, Oregon, Alaska, Arizona, Nevada, Virginia, South Dakota, Ohio, New Jersey, Massachusetts, Florida, Wisconsin, and Canada and Australia.



We couldn't do what we do if it wasn't for you, your dedication and commitment to biking and for all of our wonderful volunteers. Our sponsors have been amazing and so giving to our race. Thank you to all that give and are a part of the Butte 100. Thank you to Chad Godbout and his family and Coca Cola Bottling Co of Butte, Montana for being a Title Sponsor again this year.

Stephanie had big shoes to fill as Gina Evans, race director since 2007 retired in 2017 and Len Jansen in 2019. Our family is very appreciative to them and original owner, Bob Waggoner who dedicated their time to make this race what it is today. They definitely set the bar high.

We encourage everyone-racers, families, sponsors, and friends to hang out, listen to the live music and exchange war stories from the trail until the awards ceremony.

On behalf of the Sorini family, Thank you for being a part of the 16th Annual Butte 100 Mountain Bike Races.

Friday, July 22, 2022

2:00-7:00 pm Racer Packet pick up Copper King Hotel and Convention Center, 4655 Harrison Avenue

6:00 pm Mandatory Racer's Meeting for ALL racers. (last minutes course info., safety hazards, and race rules will be discussed)

Saturday, July 23, 2022

5:45 am 100-mile race roll-call: Starting Line

6:00 am 100-mile race start

7:45 am 50-mile race roll-call: Starting Line

8:00 am 50-mile race start

8:00-10:00 am 25-mile check-in opens: Start/Finish area

11:45 am Sorini 25 roll call Starting Line

12:00 noon Sorini 25 Mile Race Start

3:00 pm Live music for racers, families, volunteers and spectators

6:30 pm Award Ceremony: Finish area at Start/Finish, Order of podiums: 25-mile race, 50-mile race, 100-mile race

CUT-OFF TIME

Aid Station #6 – 100 Mile racers only – 1:00 pm

Aid Station #7 – All racers – 2:30 pm

Aid Station #8 – All racers – 4:00 pm

Aid Station #9 – All racers – 5:30 pm

Aid Station #10 – All racers – 7:00 pm

Racers that drop must either arrange a ride, or patiently wait until drop shuttle arrives. Only full or near-full car loads will be transported back to the start/finish.

Every dropped racer MUST notify race volunteer/timing booth at the finish line immediately upon arrival and return their timing chips.

Copper King Hotel and Convention Center

4655 Harrison Ave, Butte, MT 59701

The Copper King is located across from Bert Mooney Airport on South Harrison Avenue

Homestake Pass

Exit #233, East of Butte on I-90

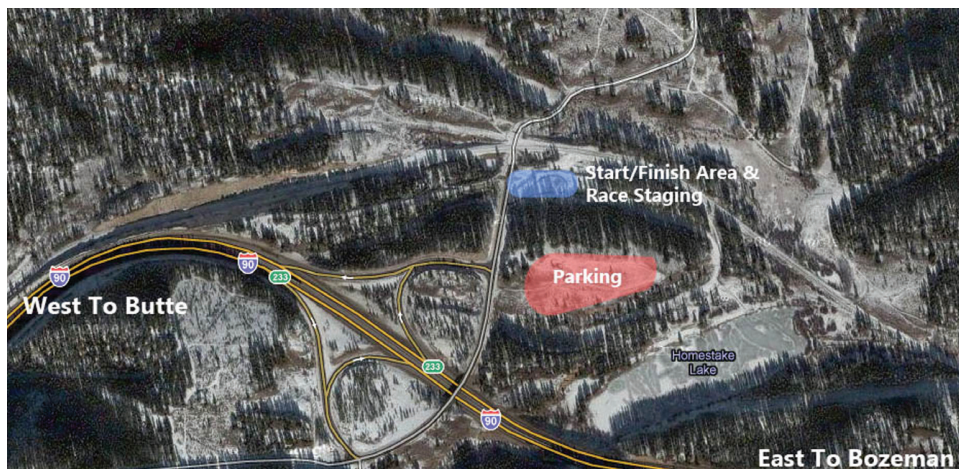
The race-day activity hub for the Butte 100, the area hosts both starts, finishes, food, raffle music, and awards ceremony. It is about a 10 minute drive East of Butte on I-90. Take exit #233 (from both directions); start/finish area is 0.3 miles north of the interstate.

Derailed Bikes Butte, MT

**120 W Broadway Street, Butte, Montana
(406) 299-2710**

Butte's premier service and bike retail shop. They will have their mechanic at the start/finish. Check them out at Facebook or their website at www.derailedbikes.com





Parking- All parking will use the undeveloped grass parking area 100 yards from the Interstate. We ask racers to avoid using the developed parking area, about 200 yards north of the interstate, as that area is reserved for race staging. Pit toilets are available at the developed lot.

Race Staging- Located adjacent to the start/finish line and towards the front of the developed lot, this area will house aid station #6, day of the race festivities, timing station, food and vendors carts, and award ceremonies.

Camping- Camping is permitted in the grass parking lot. Those arriving early, please park to the far end of the lot to allow for the race day rush. People with campers, we ask that you head less than 1 mile past the start/finish area to a large grassy meadow (will be on your right) where you can park your vehicles and camp. There are many intermittent camping spots along the road heading north towards Delmoe Lake. All camping is primitive—without facilities, particularly a water source—and there will be several outhouses and a pit toilet available at the start/finish.

Driving From The North

Take I-15 South to Butte; Exit onto I-90 East (towards Bozeman); Travel East for 6 miles to exit #233 (Homestake) Turn left at end of offramp and travel for 0.3 miles, race staging is on right

Driving From the East

Travel West on I-90 to exit #223 (Homestake); Turn right at end of offramp, race staging is to the right

Driving From the South

Take I-15 North/I-90 East (towards Butte) and continue eastbound on I-90 for 14 miles; Take exit #223 (Homestake); Turn left at end of offramp and travel for 0.3 miles, race staging is on right

Driving From the West

Travel East on I-90 to exit #223 (Homestake); Turn left at end of offramp and travel for 0.3 miles, race staging is on right

Aid stations are numbered according to the 100-mile course. That means the 50-mile aid stations begin with #7, even though it is the first aid station the 50-mile racers arrive at.

100-mile Aid Stations= #1-10

50-mile Aid Stations= #7-10

The Butte 100 is, and will always be considered a wilderness race; meaning there is very limited support provided by the race. That said, racers are allowed and strongly encouraged to use a drop bag of supplies per aid station to meet any and all nutrition and hydration requirements. The Butte 100 organizers have worked hard to provide the most detailed course information as possible in order to aid in your food, water, and fueling decision making.

Any aid station supplies available should be considered supplementary to your drop bag supplies—this includes any mechanical tools or equipment. The Butte 100 will make every effort to provide a range of general nutrition and hydration items; however, the race can not guarantee availability.

Drop bags will be available for pick-up as soon as the aid stations get cleared and return contents to the Start/finish area. Please be aware that Aid Station 9 and 10 drop bags might not be available until after 9:00 p.m.

There is to be no other outside support offered to the racers with the exception of medical assistance. This includes multiple bicycles—the bike you start on is the bike you finish on. Drop bags will be available for pick-up as soon as the aid stations get cleared from the course and return contents to the Start/finish area.

Provided Supplies:

Basic First Aid kit, race bibles, water, Hammer Nutrition gels, pre-mixed Hammer Heed sports drink

(there is likely to be an array of additional food and drink that may or may not include trail mix, peanut butter & jelly sandwiches, bananas, cookies, and oranges)

NEON ARMY





All directions provided here are from the Start/Finish area. Ride time is estimated on a 3-10 mph average speed of the racer and is not definitive at all-but can be used to aid in planning. Aid Stations that are not recommended going to, based on access and safety, are noted in the heading. Directions for less accessible aid stations are included for location information and course preriding purposes. Due to instances of narrow and unsafe roads, some aid stations are not recommended for race viewing.

Aid Station 1 & 5 Combo

~15 min. drive from Start/Finish **(not recommended for race viewing)**

GPS: N 45° 56'2.03"; W 112° 21'45.76"

- Turn right out of the Start/Finish onto Delmoe Rd. heading away from I-90 (this is part of the race course; we strongly advise not traveling this on race day)
- Continue on the road for 4.5 miles where there is a course crossing (with a crossing guard)
- Turn right at the next road, approximately 4.4 miles from the start
- The aid station will be located at the fork about 0.2 miles ahead

Aid Station 2

~45 min. drive from Start/Finish

14 course miles to Aid Station; Approximately 1.5-3 hrs. bike time

GPS: N 45° 57'23.83"; W 112° 18'30.77"

- Take I-90 East about 9 miles to Pipestone Exit #241
- Turn left (North) under I-90 and take the first left (Delmoe Rd.)
- Stay to the right at the fork at 2.6 miles from I-90
- Stay on the most developed gravel road (Delmoe Rd.) for about 6.4 miles from I-90

Aid Station 3

(not recommended for race viewing)

~30 min. drive from Start/Finish ~20 min. drive from previous Aid Station #2

11 course miles from previous aid station; Approx. 1-2 hrs. bike time

25 total course miles to aid station; Approx. 2.5-5 hrs. ride time

GPS: N 45° 57'42.14"; W 112°15'39.28

- Take I-90 East about 9 miles to Pipestone Exit #241
- Turn left (North) under I-90 and take the first left (Delmoe Rd.)
- Stay to the right at the fork at 2.6 miles from I-90
- About 2.6 more miles you will come to an intersection at the 4-Corners trail head (obvious outhouse and parking area); turn right toward the cattle guard
- Continue past the raised cattleguard and Aid Station #4, and continue approximately 1.5 miles, staying right when the road splits

Aid Station 4

(4-Corners)

~30 min. drive from Start/Finish ~10 min. drive from previous aid station #3

11 miles from previous aids station; Approx. 1-2 hrs. bike time

36 total course miles to aid station; Approx. 4-6 hrs. bike time

GPS: N 45° 56'50.69"; W 112° 16'31.37"

- Take I-90 East about 9 miles to Pipestone Exit #241
- Turn left (North) under I-90 and take the first left (Delmoe Rd.)
- Take this dirt road about 4 miles
- Turn right to the Pipestone/4-corners trail head- you'll see outhouses
- Just beyond the raised cattleguard on the left is the aid station

***Aid Station #1 and #5 on previous page**

Aid Station 6 Start/Finish

~30 minute drive from previous aid station #4

54 total course miles; Approx. 4-7 hrs. bike time

Aid Station 7

(Thompson Park)

~30 min. drive from Start/Finish

~20 min. drive from previous aid station #6 at Start/Finish

100-milers: 8 miles from previous aid station; Approx. 1 hr. bike time

50 milers: 11 miles from previous aids station; Approx. 1-1.5 hrs. bike time

GPS: N 45° 53'19.13"; W 112° 28'17.61"

- Take I-90 West for 4.4 miles to Continental Dr., exit #228.
- Turn left off the exit, over the overpass, and take the first left on Continental Dr.
- Continue 4 miles to the stop sign and turn left onto Hwy 2.
- After 1 mile up the highway, turn right at the Eagles' Nest entrance to Thompson Park.
- Follow the park road to the T, and turn right. Follow the curve to the aid stn.

Aid Station 8

(Basin Creek)

~30 min. drive from Start/Finish ~20 min. drive from previous aid station #7
9 course miles from previous aid station; Approx. 1-2 hrs. bike time
GPS: N 45° 51'31.06"; W 112° 32'56.67"

- Take I-90 West for 7 miles to exit #127.
- Turn left off the exit, onto Harrison Ave going South. Follow this past the Hwy 2 turn, Wal-Mart, and airport, to a right veer.
- Stay right at the veer (curve) onto Basin Creek Rd. Follow this curving asphalt road all the way to the aid station--approx 6 miles; you should see course marking shortly after the road turns to gravel

Aid Station 9

(Highlands)

~50 min. drive from Start/Finish ~35 min. drive from previous aid station #8
11 course miles from previous aid station; Approx. 2-3 hrs. bike time
GPS: N 45° 47'33.30"; W 112° 31'17.30"

- Take I-90 West for 4.4 miles to Continental Dr., exit #228.
- Turn left off the exit, over the overpass, and take the first left on Continental Dr.
- Continue 4 miles to the stop sign and turn left onto Hwy 2
- Follow Hwy 2 for 2.3 miles to a right fork--it's obvious, but is unsigned and can sneak up on you. This fork is called Shiloh Ln.-Roosevelt Dr.-or Moose Creek Rd (depending on which map you have)
- In 2.7 miles, you will come to some houses and an intersection--simply stay straight through this residential area and crossroad intersection
- Highland Campground is about 6 more slow and curvy miles

Aid Station 10

(Hwy 2)

~35 min. drive from Start/Finish ~30 min. drive from previous aid station #7
9 course miles from previous aid station; Approx. 1.5-3 hrs. bike time
GPS: N 45° 51'21.45"; W 112° 26'22.53"

- Take I-90 West for 4.4 miles to Continental Dr., exit #228.
- Turn left off the exit, over the overpass, and take the first left on Continental Dr.
- Continue 4 miles to the stop sign and turn left onto Hwy 2.
- Follow Hwy 2 all the way to the top of the pass and the CDT trail head parking area just after the second wooden Thompson Park sign
- The aid station is just up the trail from the parking area

100-Mile Summary:

99.8 total miles; ~16,600 ft. elevation gain; 10 aid stations

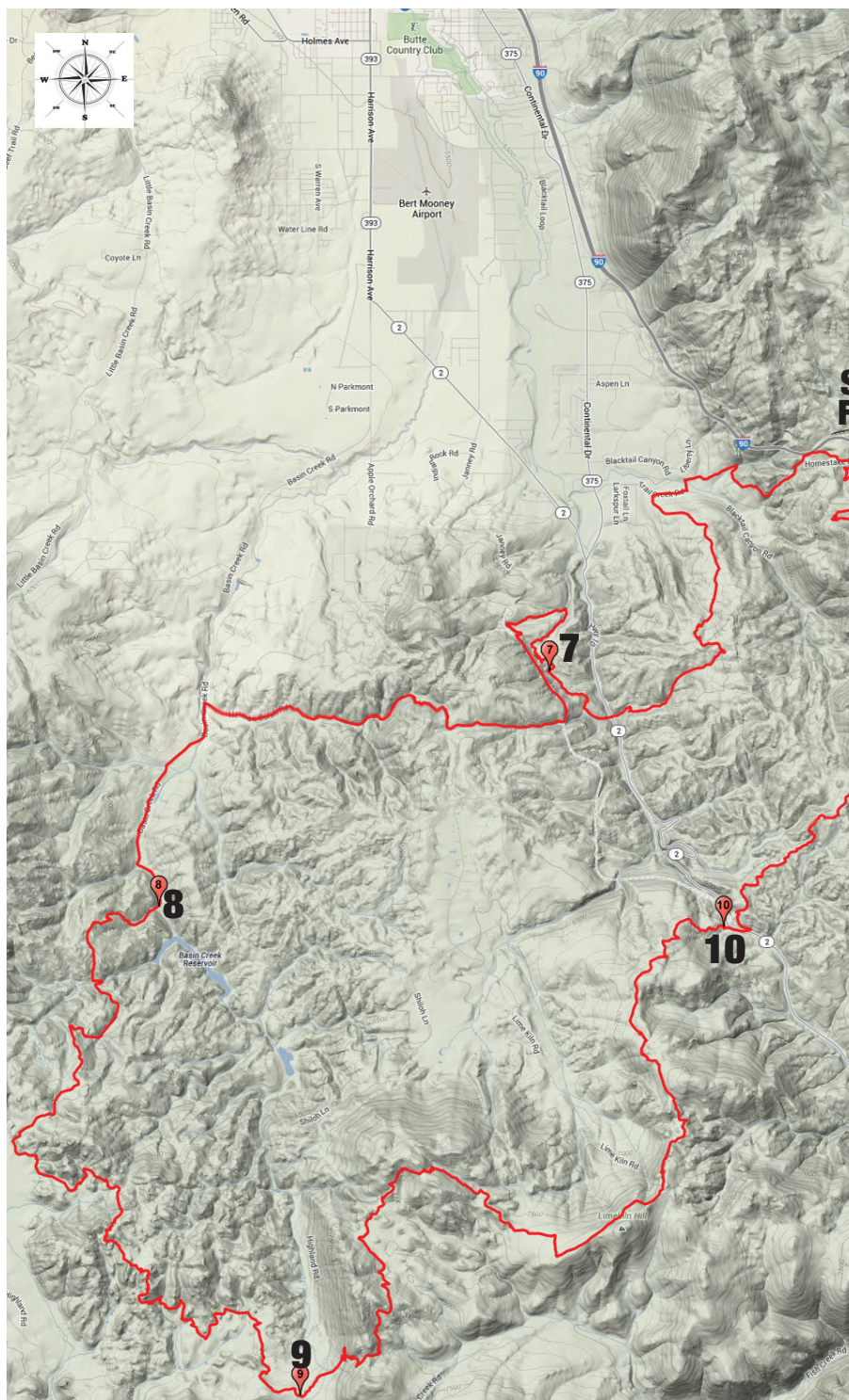
The Butte 100 course consists of a figure-eight format on a "North Loop" and "South Loop," guaranteeing racers never see the same trail twice.

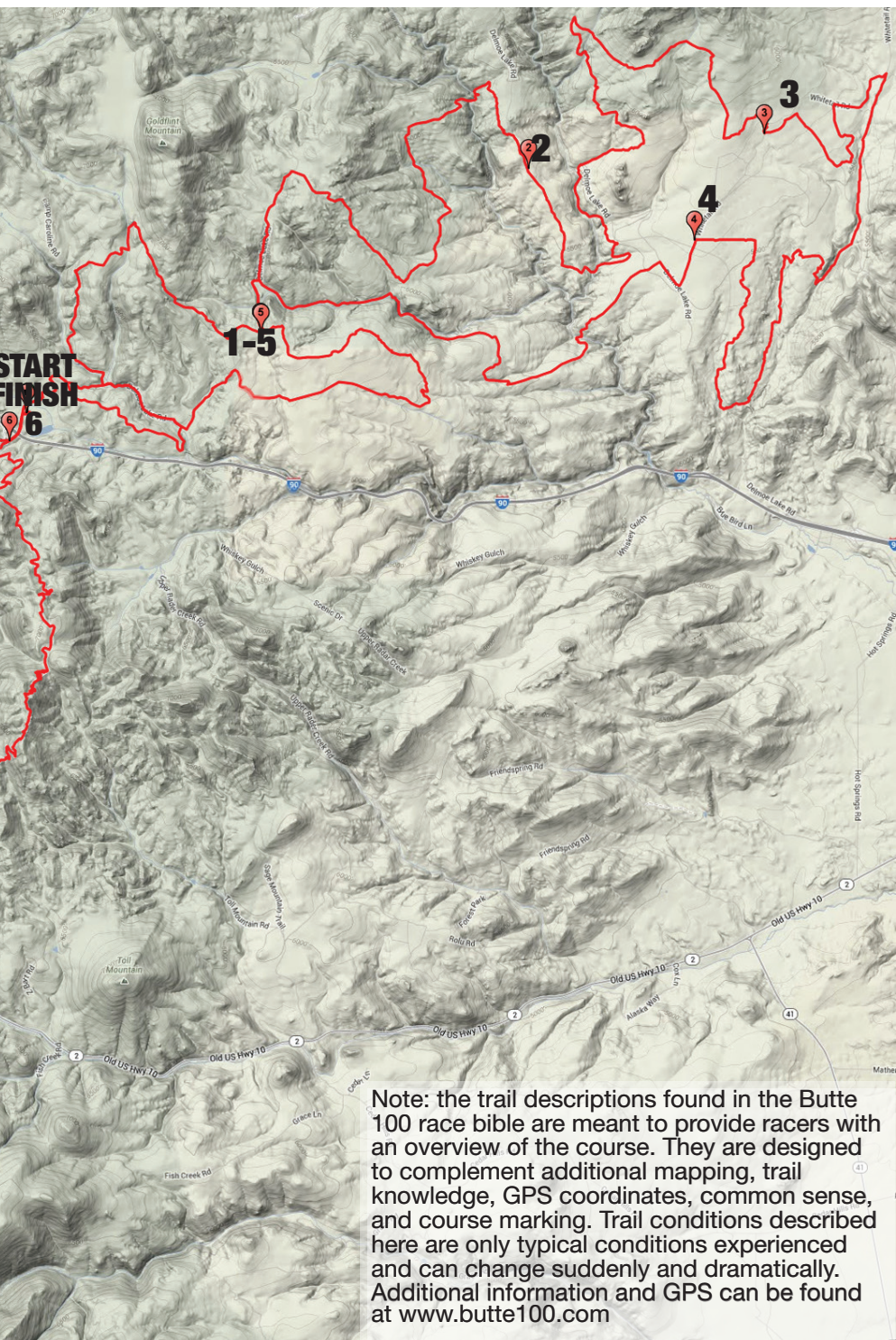
Racers will begin heading north. The 100-mile racers will find a fast track and nearly always challenge the course record! The North Loop runs 52.2 miles and approximately 6,156 feet of climbing over mainly dual-track jeep trails. The diversity of trail environs will still be very evident; the north loop consists of dense wooded area with buff packed dirt, progressing to decomposed granite, and eventually a high altitude desert environment slogging through heavy sand at times. The first portion of the race will test nearly every facet of pure mountain bike skill.

After crossing back through the Start/Finish area, 100-milers go south. The South Loop is a crowd favorite with epic amounts of single track on the Continental Divide Trail, with sweeping views of the area's mountains, and unparalleled athletic tests such as the notorious Basin Creek climb. Stats for the south loop check in at 47.5 miles with an elevation Gain of around ~8544 ft.

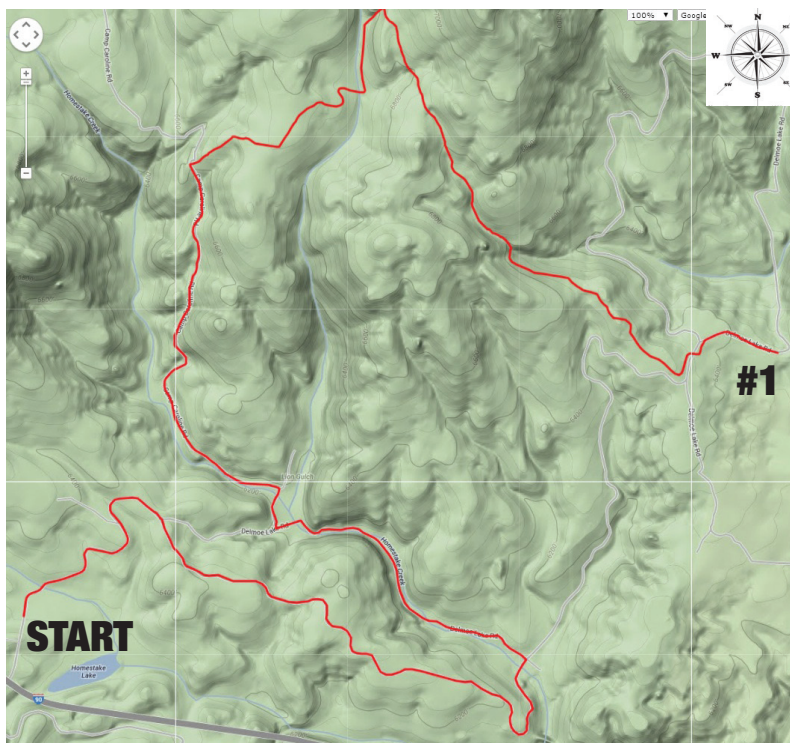
100 Mile Course Mileage

Segment	Miles	Cumulative	Elev. Gain
Start - 1	5.5	5.5	1006
AS 1 - 2	7.7	13.2	1407
AS 2 - 3	9.3	22.5	1352
AS 3 - 4	11	33.5	1665
AS 4 - 5	7.7	41.2	1686
AS 5 - 6	11	52.2	1599
AS 6 - 7	7.7	59.9	1563
AS 7 - 8	8.8	68.8	1192
AS 8 - 9	10.7	79.5	2593
AS 9 - 10	11.3	90.8	1266
AS 10 - End	9.0	99.8	1344





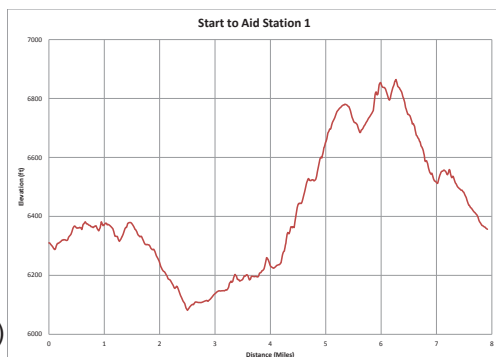
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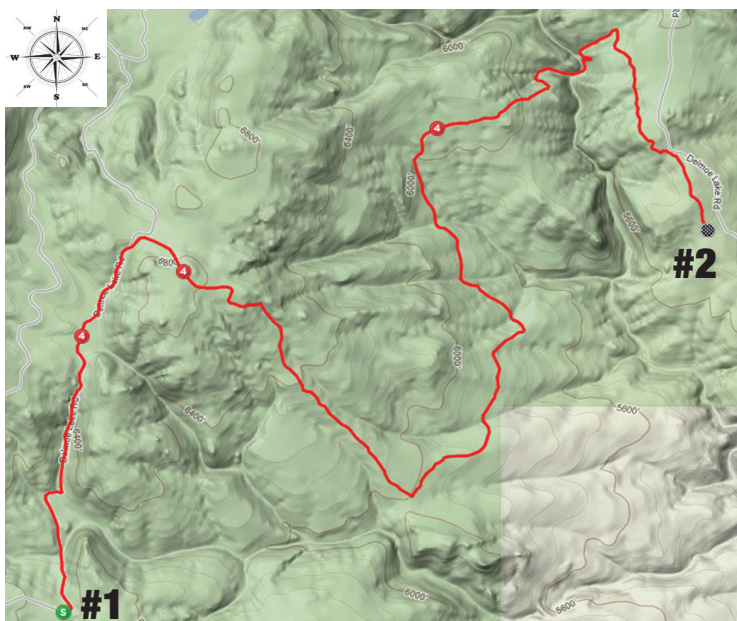
100-Mile Start to Aid Station 1

Typically, at this early time of day in which you'll be riding, the trails in this area are typically moist and tacky; as the day wears on, however, the north section gets exposed to the sun, quickly dries out, and turns into tire grabbing quick sand. In short, it's good to rip through the first 50 as early as you can.

Turning right out of the Start/Finish, follow the gravel road (Delmoe Lake Rd) for 2.5 miles to a left turn on a dirt road (some maps have this labeled as "Old" Delmoe Lake Road). Follow this road 1.0 mile and turn right, joining Camp Caroline road. This starts a 3.0 mile climb up dirt road and rocky dual track. The climb tops out around 6,800 ft. around mile 3.8, followed by a 1.7 mile rock and sand descent on old gravel roads take you back to a manned Delmoe Road crossing. A short jaunt on a sandy road takes you into the combination #1/5 aid station. Please use caution at the Delmoe Lake road crossing and on the 1.7 mile decent.



Aid Station 1 to 2

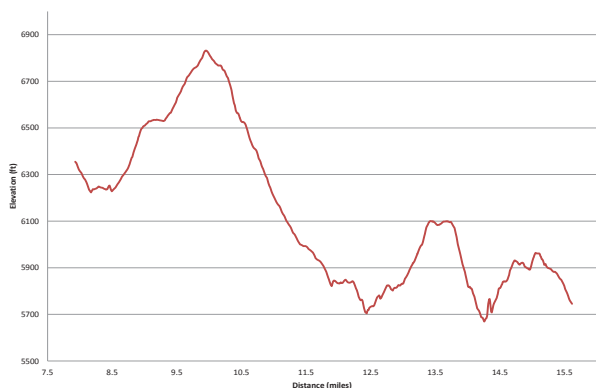


Looking at the aid station, you will take the left fork, heading north on the sandy road. Continue North out of the aid station, staying on the on the road. The trail will soon fork, stay to the right, which will take you over a small stream—a strangely moist area compared to the rest of

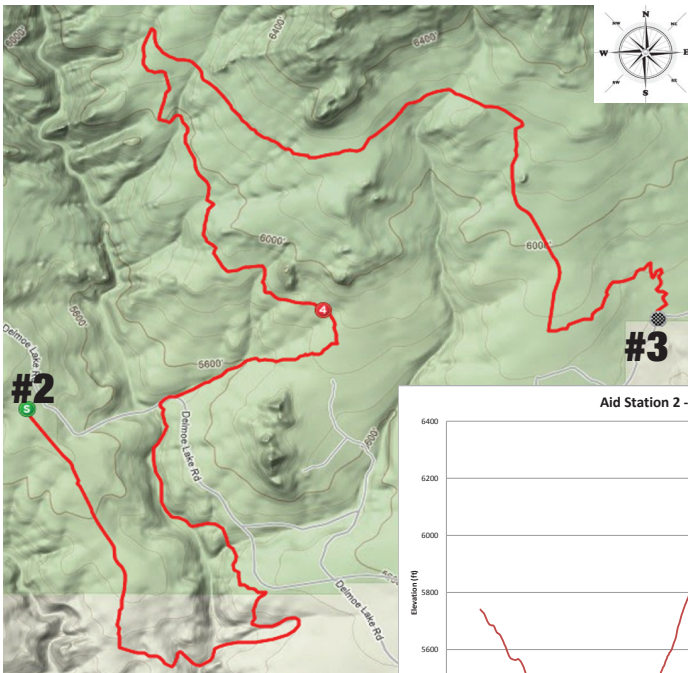
course—to a fork less than 0.25 miles farther. Take

the left turn. This turn will look familiar on your return route as the course overlaps here on your way to Aid Station #5 (at about mile 43). The left turn takes you up a 1.5 mile climb on double track that has been rocky and eroded in years past—it could be a technical climb. This is followed by a steep 2.5 mile descent on sandy/rocky, ATV trails.

Aid Station 1 - Aid Station 2

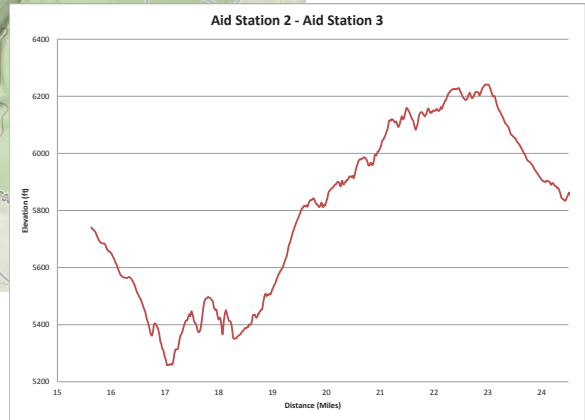


Use a great deal of caution on this decent – the surface is very slippery at times (dirt on top of granite slabs). A ramble through a mix of single and double tracks takes you past an old mining camp on your left. You'll cross a bridge over a stream at this point and have a surprisingly stiff climb on your way back up to the noticeably drier and sandier Aid Station #2.



Aid Station 2 to 3

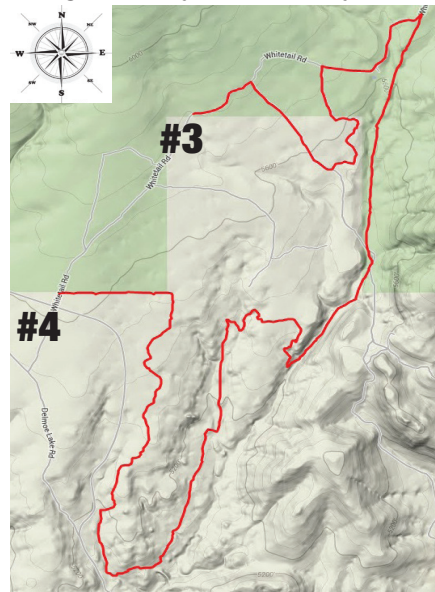
Continue South on drier and rocky single track, skirting an old railroad bed; this trail



widens to double track, taking you back North. Just after a small section of sandy single track, you'll cross Demoe Rd—this area typically sees some campers—head left off the road, back onto a nice piece of single track. This marks a significant climb on sandy, rocky at times, single track. Sections of this might require a hike-a-bike depending on conditions. Cresting the nearly 4 mile climb you will turn left and begin a fun downhill portion over sandy road and trail all the way into the aid station just off Delmoe Rd.

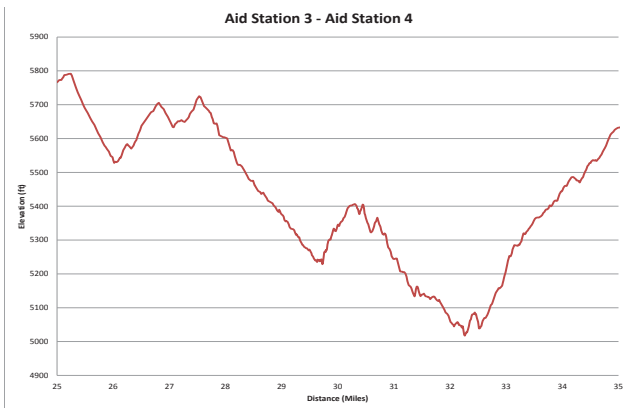
Aid Station 3 to 4

The next 10.4 miles consists of dirt roads and sandy ATV trails. Head Northeast out of Aid Station 3 following the course markings on a variety of jeep trails and ATV trails. After about 0.4 miles, take a sharp right onto an ATV double-track trail. This trail will descend for 0.6 miles and then come to a fork; take the left fork. Keep following the ATV trail, which will climb back to a dirt road. Once you reach the road turn right, crossing a cattle guard. Follow the road for about 0.7 miles where you will

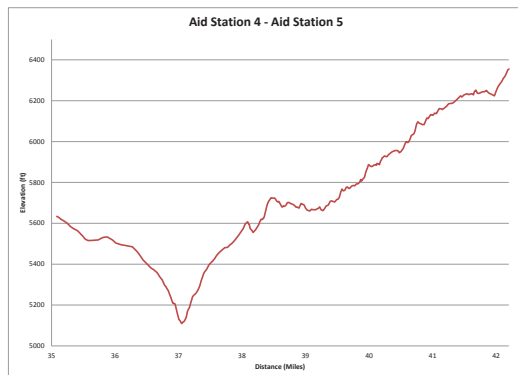
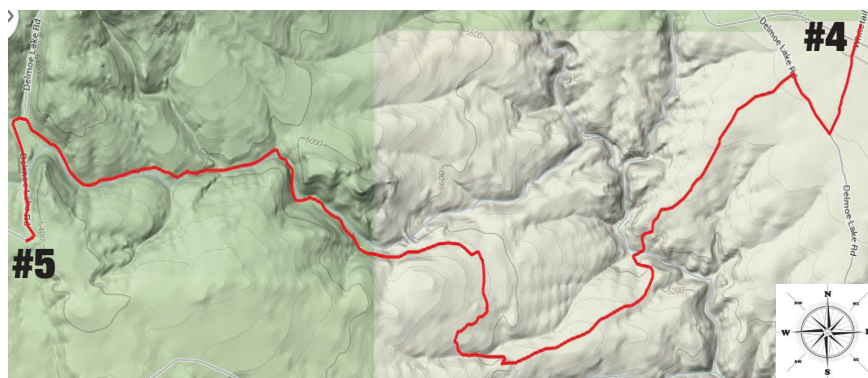


come to a very sharp, almost 180° turn. Enjoy the next 2.2 miles single-track descent (watch out for free range cattle). After another 0.5 mile decent on single-track, the course will veer right and start climbing out of the gully. The course will then rejoin sandy ATV double track and continue another 2 miles of descending. After reaching a parking area

near the old railroad bed, the course will climb 2.9 miles back up to Aid Station 4. The climb back is often known to be a sandy slog through sage and scrub-brush, with sporadic rock chunking the trail. Be aware there will be a timing chute at this aid station to record your first split. You may be redirected a timing mat as you enter the AS area to record your split time.



Aid Station 4 to 5

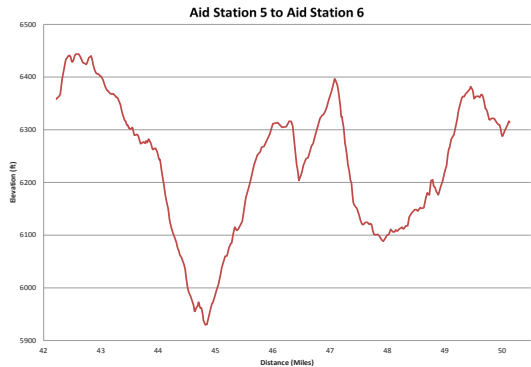


Head South out of AS #4 following sandy and gravel roads (be careful of that sporadic rock again). The next section of trail is marked by a nice descent into a fairly gnarly one, bottoming out in a creek bed—be careful here. The steep descent is followed by a wicked climb/hike back out; **use caution here** as you drop about 400 ft in 0.5 mile (and climb roughly the same). Once you're out of that, things won't

get much easier. Put your head down and grunt the next 5.5 mile climb on old

gravel and packed-sand roads along the RR bed. This isn't typically a technical ascent, but one you need to push through on your way to AS 5. Roughly a mile before the aid station turn left and rejoin the original route used near AS 1.

Aid Station 5 to 6 (Start/Finish)



From AS 5, you will now take the right hand, or south fork out of the aid station (the opposite fork you took leaving AS 1). These trails are typically transition to a more packed decomposed granite, though this varies and racers have encountered episodes of tire-grabbing quick sand. These trails ramble to a 2 mile descent. Enjoy it while you can, because a right turn will get you climbing back up.

The technical nature varies along this section of roller coaster trails. Be sure to prepare yourself for this section as the proximity to reaching the start/finish area and halfway point can be misleading and sap your mental energy. You will skirt and cross Delmoe Rd. and likely hear the noise from I-90 before popping out onto Delmoe road less than a mile from the start/finish area (functioning as AS 6) Turn left on the road and left into the Start/Finish area. You will be directed through the starting chute to record your mid-race (~50 mile) split-time before continuing to the south loop.

100 milers continue at the ∞ symbol on page 23.

Butte 100 Elevation Profile

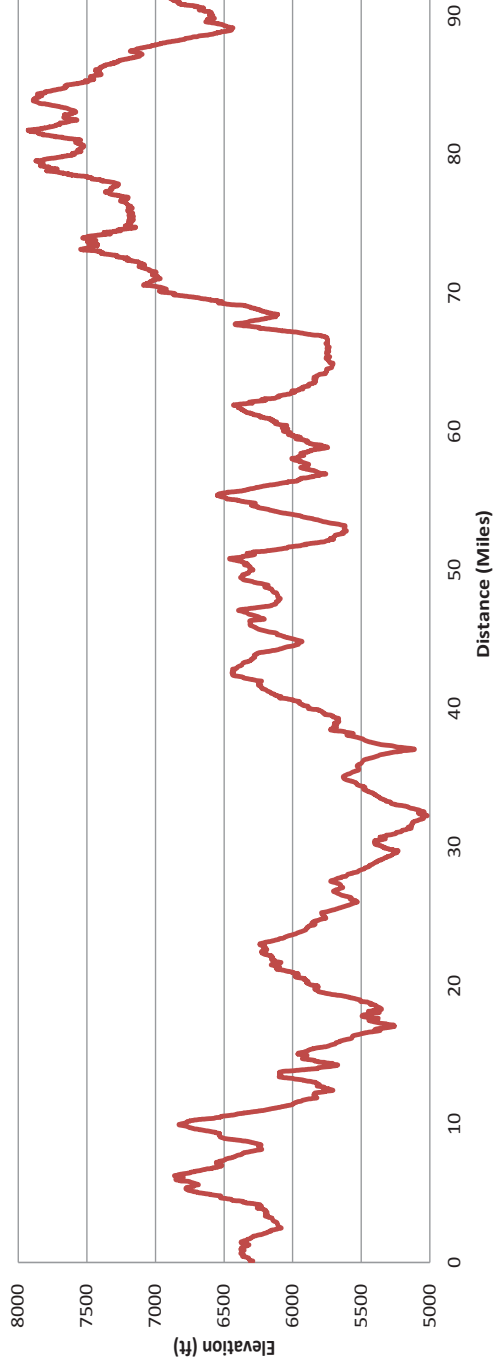




Photo: Matt Robinson

50 MILE COURSE Overview:

52.8 total miles; +8,500 ft. elevation gain; 4 aid stations (#7-10)

The 50 mile version of the Butte 100 is a crowd favorite with epic amounts of single track on the Continental Divide Trail, sweeping views of the Highland mountains, and athletic tests such as the notorious Basin Creek climb. Racers will encounter dense wooded areas with buff packed dirt progressing to loose decomposed granite surfaces. The 50 mile course is sometimes referred to as the “South Loop” because the 100-milers begin their race on the heading to the north portion of the course, before chasing down the 50-milers on the South Loop.

50 Mile Course Data

Segment	Miles	Cumulative	Elev. Gain
Start Loop	4.8	4.8	551
AS 6 - 7	7.7	12.5	1563
AS 7 - 8	8.8	21.4	1192
AS 8 - 9	10.7	32.1	2593
AS 9 - 10	11.3	43.4	1266
AS 10 - End	9.0	52.4	1344





**START
FINISH**

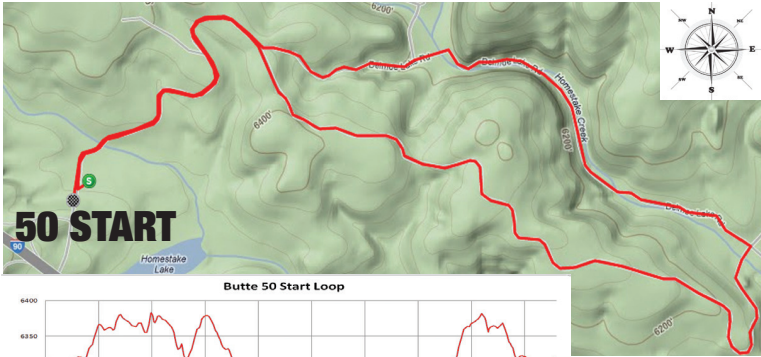
**STARTING
LOOP**

7

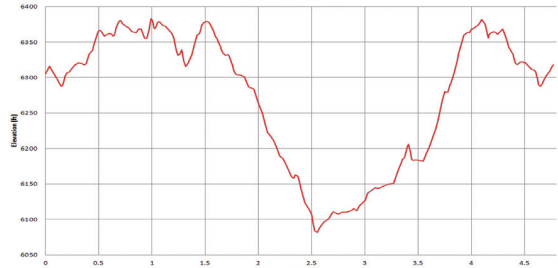
10

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50 mile starting loop



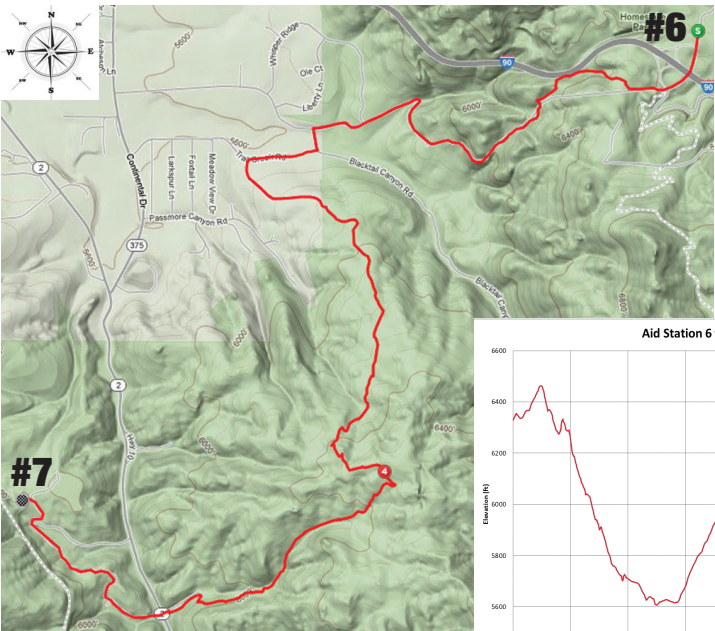
Butte 50 Start Loop



Racers will turn right out of the Start/Finish area (away from I-90) heading up the gravel road approximately 2 miles; a pair of right turns take you to some sandy dual track. A final left turn on the same gravel road as before will send you past the start/finish (not going through this time) to complete the 4.8 mile loop. This short loop is designed to spread racers out and warm them up to safely tackle the next technical portion of trail.

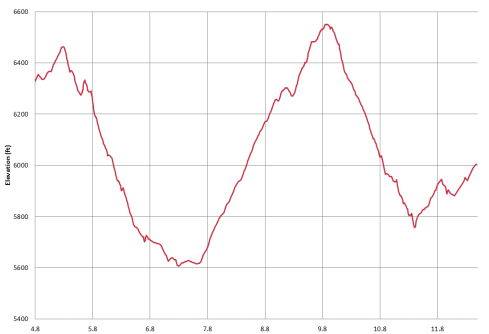
Start to Aid Station 7

∞ (100-milers continue)



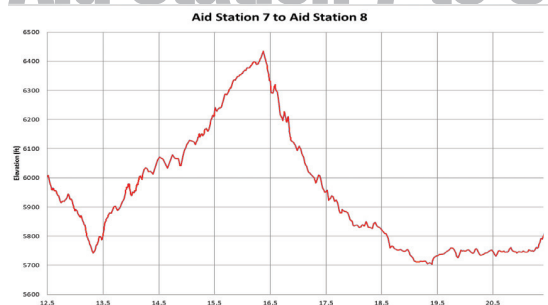
Cross over I-90 and head straight, up a small rise to a right turn and one of the more technical portions of the south loop: the Blacktail Descent. Use extreme caution here, the descent can test all ability

Aid Station 6 to Aid Station 7



levels, is typically dry loose dirt, and racers may still be in close proximity of each other. Besides, it's still a long race at this point. Once out of the canyon, you'll join a developed road (Blacktail Canyon Rd.) heading downhill to a left turn through dense willows, that has snuck up on people in previous years. Take that left, through the willows and then take an immediate right a short distance through a housing subdivision. About a half mile into the neighborhood, you'll turn left onto a dirt road climbing up to the well-developed Blacktail Trailhead. This begins the first wonderful piece of single track. Continuing through 2 trail junctions, you will climb approximately 3 miles up to a well-signed right turn on the Milwaukee Rd trail, also known as the Archery Range Trail. An flowy descent will follow a small gulch for about 2 miles to a clearing and a crossing with MT Hwy 2. **It is important that racers heed any volunteer warnings when crossing this highway.** After crossing the highway, there is a small section of single track through Thompson Park. The aid station will be located at the top of the road, the northern-most parking area.

Aid Station 7 to 8

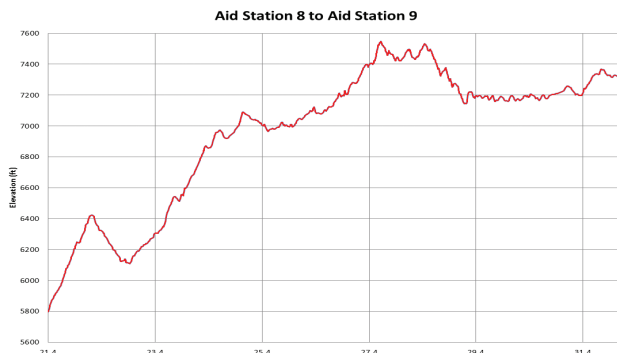


Go up a short rise and turn right onto Jon's Gulch Trail before you intersect the railroad bed. About a mile down the gulch, the trail takes a sharp 180° turn left, climbing your way back up through a beautiful aspen grove to the railroad bed. Turn left on the RR bed and continue past

the small rise near the aid station, to a right turn on the single track climb up the Grading Camp Trail. This steady climb takes you up to the chimney –a trail landmark that you can't miss. Continue straight

through the trail junction just beyond the chimney, taking you to the Herman Gulch section of trail, where you will descend a few tight and often loose sandy switchbacks. The trail becomes a dual track, then graduates to a gravel road (look out for wash-out gullies here). Turn left at the T-intersection, put your head down and rip out some dirt road mileage all the way to the Aid Station.

Aid Station 8 to 9



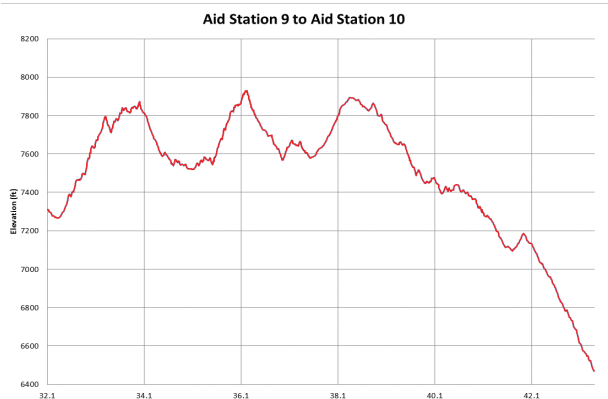
Aid Station #8 sits at the end of a gravel parking lot, more importantly, it's right at the base of the legendary Basin Creek climb. Be careful not to red-line yourself on this stretch, as its relentlessness will not give you much of a chance to gather yourself. It carries on for over 6 daunting miles to the King/Queen of the Mountain award checkpoint at the junction with the CDT. One of our Neon Army volunteers will direct you left, where you join the CDT and continue to climb for about 2 more miles. Then, and only then, will you be rewarded

with an epic stretch of 4 flowy miles. This section typically holds a little more moisture making it a stellar hardpacked single track.



DougTatePhotography.com

Aid Station 9 to 10



number of switchbacks to the crest of the trail. A volunteer will be manning this point, as a road joins at the top and could be confusing. Be sure to stay on the marked CDT making a sharp left turn. The section ahead consists of 3 single track climbs and descents, all hovering around 8,000 feet of elevation. You'll know these are behind you when you pop out into a breathtaking meadow in the shadow of the



Highland Mountains; this takes you to a trail junction with Limekiln Rd (manned by another neon volunteer). Staying on the CDT continues to be your mantra here as you'll follow the road around a bend for only a short distance (do not cross the cattle guard here) and take a signed, yet quick, left turn. Only one trail junction exists on this entire section (Toll Canyon trail). Keep left, staying on the CDT, and enjoy even more single track—one of the most fun descents you'll have, even after racing all these miles.

Note: a race official will be enforcing racer cutoffs at AS #10. Those pulling in after 7:00 p.m. will not be allowed to continue, no exceptions.

Directly across the road continues a sneaky-tough section of climbing on the CDT. A quick left turn just after the road sends you onto the section of trail know locally as "the 8 miles of hell." All on dry single track, you'll climb up a

Aid Station 10 to Finish

Out of the aid station, you'll parallel MT Hwy 2 for just about 0.25 miles until it crosses the highway and starts the final significant, almost 3 mile climb. **It is important that racers heed any volunteer warnings when crossing the highway.** The trail junction with the Beaver Ponds Trail—where you will stay right on the CDT—signifies the last push to the top of the climb. From then on, enjoy the remaining 4 miles of popular trail, bobbing and weaving through boulder outcroppings and catching overlooks of Butte along the way. The trail is in nearly pristine condition throughout the season, but does have patches of sandy, decomposed granite to keep an eye out for. Be sure to keep your whits about you on this section, as it may be getting dark and there are some sneaky switchbacks along the way. You'll begin hearing noise from the interstate signalling the end of the trail.

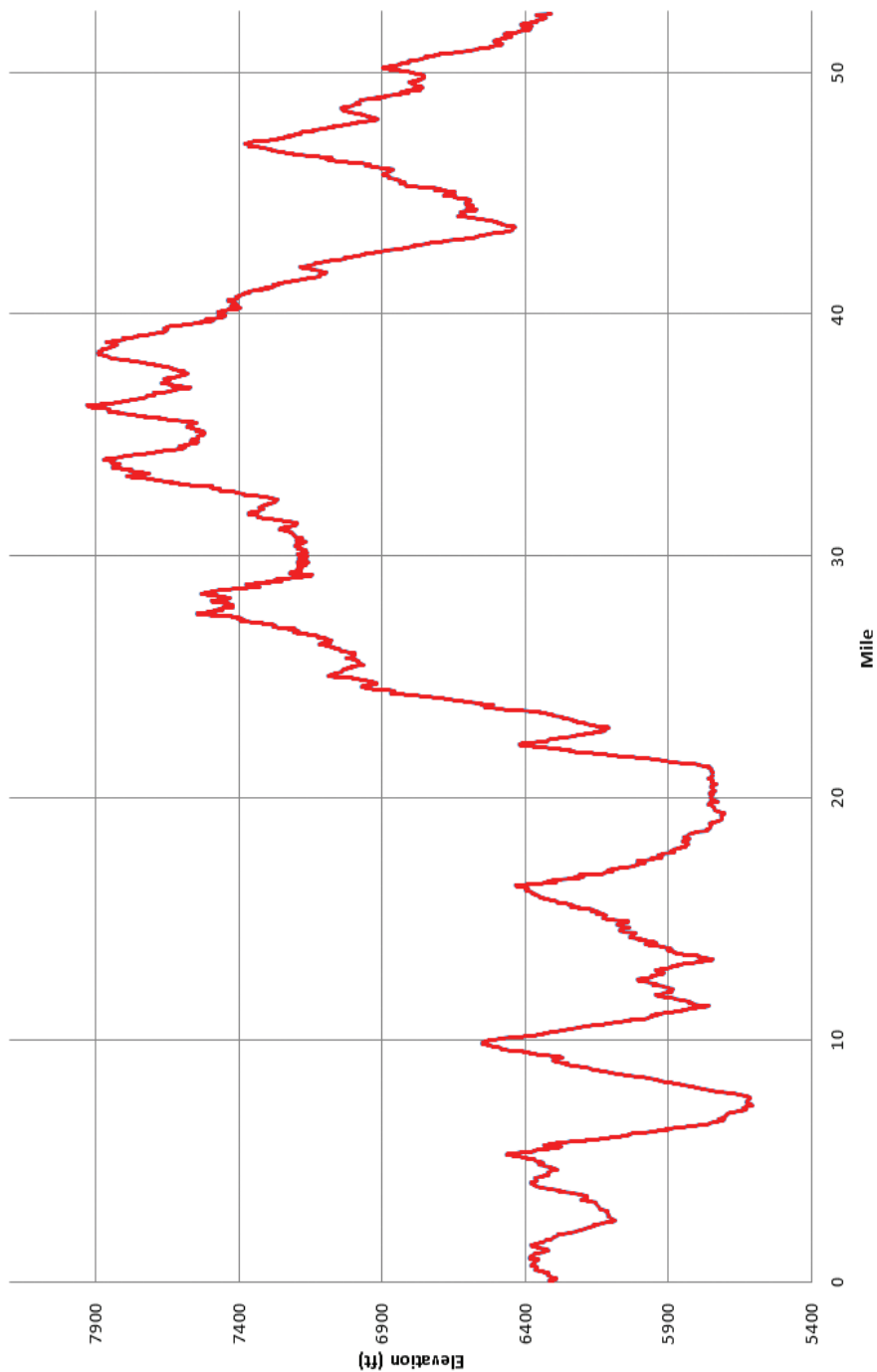
The trail will wrap around a small rise to the left and you will go through a gate to the intersection with a concrete road. You'll be directed to turn right, returning over the interstate. Push hard here because there is only 0.3 miles to the finish line! Turn right into the finish area and head through the finish chute to receive that coveted finishers mug!

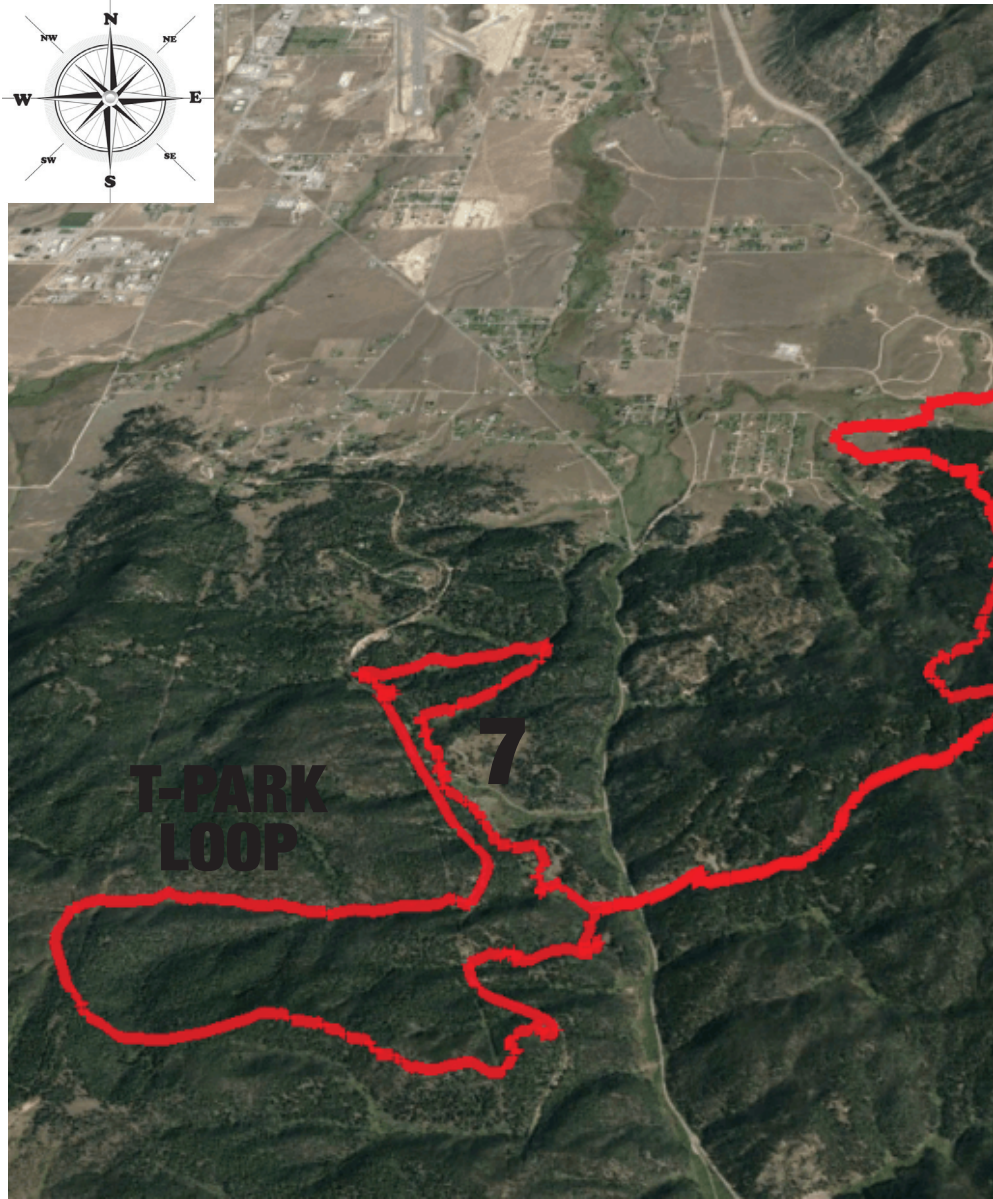
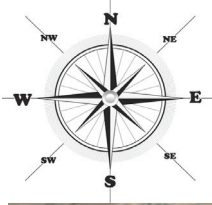


Aid Station 10 to Finish



Butte 50







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50 MILE COURSE Overview:

25.2 total miles; +4,869ft. elevation gain; 2 aid stations (#6-7)

50 Mile Course Data

Segment	Miles	Cumulative	Elev. Gain
Start Loop	4.8	4.8	551
AS 6 - 7	7.7	12.5	1563
AS 7 - End	12.7	25.2	2755

25 Mile Starting Loop

Racers will turn right out of the Start/Finish area (away from I-90) heading up the gravel road approximately 2 miles; a pair of right turns take you to some sandy dual track. A final left turn on the same gravel road as before will send you past the start/finish (not going through this time) to complete the 4.8 mile loop. This short loop is designed to spread racers out and warm them up to safely tackle the next technical portion of trail.

Start Area to Aid Station 7

Cross over I-90 and head straight, up a small rise to a right turn and one of the more technical portions of the south loop: the Blacktail Descent. Use extreme caution here, the descent can test all ability levels, is typically dry loose dirt, and racers may still be in close proximity of each other. Besides, it's still a long race at this point. Once out of the canyon, you'll join a developed road (Blacktail Canyon Rd.) heading downhill to a left turn through dense willows, that has snuck up on people in previous years. Take that left, through the willows and then take an immediate right a short distance through a housing subdivision. About a half mile into the neighborhood, you'll turn left onto a dirt road climbing up to the well-developed Blacktail Trailhead. This begins the first wonderful piece of single track. Continuing through 2 trail junctions, you will climb approximately 3 miles up to a well-signed right turn on the Milwaukee Rd trail, also known as the Archery Range Trail. An flowy descent will follow a small gulch for about 2 miles to a clearing and a crossing with MT Hwy 2. It is important that racers heed any volunteer warnings when crossing this highway. After crossing the highway, there is a small section of single track through Thompson Park. The aid station will be located at the top of the road, the northern-most parking area.

Thompson Park Loop

Go up a short rise and turn right onto Jon's Gulch Trail before you intersect the railroad bed. About a mile down the gulch, the trail takes a sharp 180° turn left, climbing your way back up through a beautiful aspen grove to the railroad bed. Turn left on the RR bed and continue past the small rise near the aid station, to a right turn on the single track climb up the Grading Camp Trail. This steady climb takes you up to an meadow and the chimney –a trail landmark that you can't miss. Just after the chimney is a left turn up Herman Gulch trail. This will link up with many of the park's amazing single tracks: Crook Camp, Orman Camp, RR bed, and Eagle's Nest trails, taking you back to the Skeeboggan Canyon Trail, crossing MT Hwy 2 retracing your steps up the gully. You will then pass the Blacktail Canyon Trail (the way you came) and take a left on the Blacktail Ridge Trail for a super fast descent back down to the Blacktail Trailhead.

Push to the Finish

Returning the way you came, you will follow developed roads through houses and some dense willows, turning right to face a dusty, loose slog back up to the Continental Divide. From the top of the climb, it is a short downhill to I-90. Push hard here because there is only 0.3 miles to the finish line! Turn right into the finish area and head through the finish chute



Awards

Classes:

Pro/Expert – 100 & 50 Mile Only – Top 3 male/female

Recreational – Top 5 male/female

Single-speed (combined classes) – 100 & 50 Mile Only – Top 3 male/female

Masters (age 50+) – 100 & 50 Mile Only – Top 3 male/female

Other Awards

- King/Queen of the Mountain: the first man and woman for each event to the top of the Basin Creek Climb receive a Coca-Cola engraved Copper Mug.
- Growler Award: the very last racer to finish within the time limit is honored with a gift.
- All finishing racers are handed a Butte finishers mug as they finish

Packet Pick-up & Mandatory Racer Meeting

Friday, July 22, 2022 - Copper King Hotel and Suites, 4655 Harrison Ave,
(Across from the Bert Mooney Airport) (406) 533-6960

- Packet pick-up will be from 2:30 p.m. until 7 p.m. It will NOT take place during the 6 p.m. race meeting but will resume after the meeting concludes.
- A mandatory racers meeting will be at 6 p.m. at the Copper King Hotel.
- All racers must be present to pick up racer packet and be informed of any last minute course information, safety protocol, and drop bag delivery.
- Best to enter at the North Entrance-by Rib and Chop House-parking in the rear or you may park at the Bowling Alley.

Aid Station Drop Bags

- The Butte 100 is a non-supported, wilderness race and the use of racer drop bags is strongly encouraged-race supplies other than water and Hammer Heed should be considered supplemental
- Racers are allowed one 1-gallon zip-lock bag per aid station
- Bags must be in the possession of the racer no later than 7 p.m. on Friday, July 22, to guarantee delivery to the proper aid station
- Markers will be provided at packet pick-up to label drop bags with your racer number. Other recognizable designing/labeling is encouraged to help aid station organization and efficiency

Course Marking

Markings will be ribbon tied to trees and other obvious locations to the racers. They will consist of yellow Butte 100 flagging (similar to 'caution tape') and 8"x 8" yellow arrows staked on racer's right. We strive to mark 'reassurance' flags every 300 yds to 1/2 mile along course.

Drop Bag Pick-up

Aid station volunteers will deliver all contents back to the Start/Finish area as soon as they are dismissed from the course

Cut-off Time

- Aid Station #6 – 100 Mile racers only – 1:00 pm
- Aid Station #7 – All racers – 2:30 pm
- Aid Station #8 – All racers – 4:00 pm
- Aid Station #9 – All racers – 5:30 pm
- Aid Station #10 – All racers – 7:00 pm
- Racers that drop must either arrange a ride, or patiently wait until drop shuttle arrives. Only full or near-full car loads will be transported back to the start/finish.
- Every dropped racer MUST notify race volunteer/timing booth at the finish line immediately upon arrival and return their timing chips.

Racer Safety

- Racer safety is of the utmost importance; however, race personnel can't be everywhere at all times. It is imperative that everyone look after each other throughout race day. It is the racer's responsibility to report incidences immediately to race.
- A minimum of one ambulance is on call at the start/finish area throughout the race
- Immediately report any odd/suspicious looking behavior before, during, and most importantly after the race to any volunteer, ambulance crew, or USFS law enforcement
- In case of any emergency, the entire course receives some degree of cell phone coverage and all aid stations have phones to call emergency personnel

CDT Policy

Racer registration indicates your consent to follow the established Continental Divide Trail Policy outlined by the USFS: "Bicycle use may be allowed on the CDNST (16 U.S.C. 1246(c)) if the use is consistent with the applicable land and resource management plan and will not substantially interfere with the nature and purposes of the CDNST."

Fire Policy

The Butte 100 will commence rain, snow, or shine. In the event that an outside influence creates any difficulty, organizers will make every effort to provide an alternate course if possible. Cancellation is an extreme and very last option. There will be no refunds or carryover of registration fees or entry positions in the event of a race cancellation. Organizers will mail all contents of the swag bags and the race jerseys to all registered participants in a timely manner.

Race Policies/Rules

- Racers must complete the race on the same bike
- Drop handlebars and/or cross-bikes are not permitted
- All racers must compete and follow the rules in the race of which they are registered. Failure to do so will result in a DQ.
- No E-bikes are allowed, this includes any form of mechanical assisted bike.
- There is to be no outside support offered by family or team members to the racers.
- Any infraction of these policies/rules will result in a racer being disqualified and listed as DNF.



The Butte 100 is a wilderness race in all aspects; meaning it may not be the very suitable for 'watching.' However, we believe you are an integral part of the race atmosphere, experience, and success of your racer. The race encourages families, friends, and general spectators to attend the event and support these amazing athletes.

Can I help out my racer?

There is to be no other outside support offered by family or team members to the racers. There has been a growing number of reports in recent years and this will strictly enforced by our volunteers. Food and other necessary supplies should be in aid station drop bags and will be at each aid station. Any infraction will result in a racer DNF. We understand that extenuating circumstances do exist, e.g., safety, when outside help must be provided. Supplies and mechanics aside, feel free to support your racer in any means you can. This could mean cheers, encouragement, being at aid stations along the way, or unleashing that Butte 100 cow bell!

Where can I see my racer?

The start of each race is always a great place. The finish is also an exciting experience as racers conquer their goal, and receive their well-deserved finisher mug. Directions to drivable aid stations are found on pages 7-9. We encourage you to go to those aid stations only, as those not included, are difficult to reach. It is difficult to provide approximate times in which racers will get to each aid station as there are many variables to consider. Our best suggestion would be to guesstimate time based on your racer's speed and the mileage to the next aid station.

Will I be able to track my racer?

Download the Competitive Timing App and search Butte 100. Be sure to download the Butte 100 app now!

What's going on at the finish line?

We anticipate racers begin finishing between 1-2 p.m., though the finish line won't be fully ready until 3 p.m. Food and Beverages are provided to the racers, spectators and volunteers. Music will be provided by Ken Rich Band . He will begin playing around 3:00 p.m.

Butte 100 Merchandise.

Visit our merchandise booth at the racer meeting and at the start/finish line. bells, and more! We also sell past race jerseys at a discount! Visit our merchandise booth at the racer meeting and at the start/finish line.





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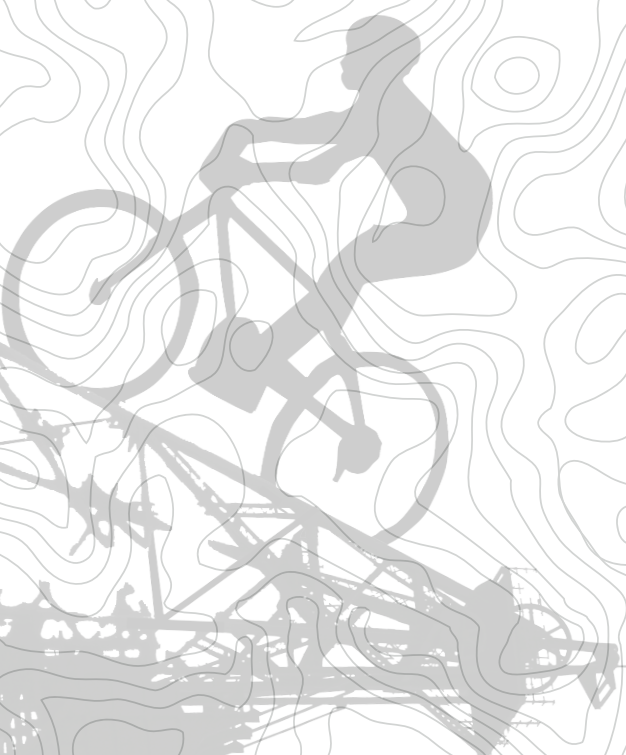


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Butte, MT 59703**



The most difficult mountain bike race in the country.

