



Butte 100

20th year

JULY 18, 2026 | BUTTE, MT

Thank you to our Title Sponsors





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Welcome to the 2026 Butte 100 Mountain Bike Race

Dear Racer,

Welcome to the 20th Annual Butte 100—and thank you for choosing to be part of one of the toughest and most rewarding mountain bike races in the country. Whether you're taking on the legendary 100-mile, 50-mile, or Sorini 25, you've earned your place on the starting line.

You will experience incredible trails, breathtaking scenery, challenging climbs, exhilarating descents, and the unmatched grit that makes Butte a mountain biking destination unlike any other.

This event wouldn't be possible without our amazing volunteers, generous sponsors, dedicated land managers, local businesses, and the countless community members who come together each year to make this race special. When you see them on the course or around town, please take a moment to thank them. Their enthusiasm and support are what make the Butte 100 such an unforgettable experience.



This year we have racers coming from 21 different locations - Alberta, Arizona, British Columbia, California, Colorado, Connecticut, Idaho, Massachusetts, Michigan, Minnesota, Missouri, Montana, New Mexico, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Utah, Washington, and Wyoming.

Thank you to Bear Stillwagon, this year's racer's advocate and Chad Godbout for all their help.

Most importantly, remember why you came. Push yourself. Encourage your fellow riders. Celebrate every mile. Whether you're chasing the podium or simply determined to cross the finish line, you're already part of a tradition that has challenged thousands of riders over the past two decades.

On behalf of the Butte 100 team, thank you for being here and helping us celebrate 20 years of racing.

Ride hard. Ride smart. Soak in every mile - and most of all, have fun!

We'll see you at the finish line.

Welcome to Butte... Where Legends Are Made

Thank YOU - The Sorini Family (Stephanie, Giavanna, Marietta, and Isabella)

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.

Nestled at the top of the Continental Divide marks the starting line of an annual adventure. A punishing mixture of loose sand, technical singletrack, and over 16,000 feet of vertical gain awaits those bold enough to embark on it.

One day. Three races. Over 500 competitors. Every July, mountain bikers craving a challenge bathed in both grit and beauty flock to Butte, Montana for what has been deemed "the most difficult mountain bike race" in the United States. Celebrating 20 years in 2026 the Butte 100 Mountain Bike Race is a true Montana legacy. "Totake your body to a level that most people won't ever be able to do...to a level it doesn't want to go is something that's very addicting," said Chad Godbout, race participant and owner of event sponsor Coca-Cola Bottling Co. of Butte. Launched in 2007 as a grassroots ride with about 40 local mountain bikers, the Butte 100 began as a rugged day in the saddle for some local riders. Over a few short years, however, word spread about the incredible singletrack trails, the epic views, and the challenging course, and the race evolved into a bucket-list endurance event for riders from around the world. "We have racers from an average of 22 different states every year and as far away as Canada, Germany, Australia, and New Zealand," said race owner Stephanie Sorini. Today, the Butte 100 race weekend consists of three challenging individual races: a 100 mile, 50 mile, and the Sorini 25, taking place atop the Continental Divide. Celebrating its 20th anniversary this July, this year's Butte 100 event not only continues a beloved Butte tradition, but it honors the memory of one the race's most passionate supporters – Pete Sorini, late husband of Stephanie Sorini. A Butte boy born and raised, Pete lived a life dedicated to serving others through both his career as a neurosurgeon, being deployed to serve others in Iraq, Afghanistan, and at the military hospital in Germany and his community.

"Pete loved his community and truly all he wanted to do was take great care of people – whether it was in the operating room, in his office, or the community," said Stephanie. A lifelong fan of mountain biking, Pete was only too happy to get involved in the inaugural Butte 100 event. "It was the challenge and the logistics of mountain biking that most appealed to him," said Stephanie. "You just don't get out there and get on a bike. You have to think about how you are going to navigate the course and trails."

After that first Butte 100, Pete fell in love with the event and became more and more involved with it each year. "He was always really mentally tough and just had a really good, really big passion for it like me," said Godbout who met Pete shortly after he first participated in the Butte 50. Pete's involvement with the event eventually became a family affair with his wife, Stephanie, and daughters, Giavanna, Marietta, and Bella all showing up on race day not only to cheer him on but also volunteer at the event.

"It was something that was very important to my husband, so therefore it was important to our family," said Stephanie. Unfortunately, Pete rode his last Butte 100 in July of 2014 and later lost a courageous and long-fought battle with a glioblastoma multiform brain tumor in 2016. The Sorini 25 race was created by former race director Gina Evans, in his honor in 2015. Following the devastating loss of both a husband and father, Stephanie took her grief and turned it into purpose when she bought the Butte 100 race in 2016. When she heard the previous owner, Bob Waggoner, was thinking of selling to an outside party, she knew she had to intervene. "I didn't want something of this value to leave our community," said Stephanie. "I didn't want another outside owner coming in and putting something of this magnitude on." "I was afraid it would change the culture and dynamics of this beautiful race so that's why I just literally bought it on the spot and figured we'll figure it out with the help of many passionate racers and support from the community" Giavanna, Marietta, and Bella couldn't have been prouder of their mother's commitment to the race and of honoring their father's part in it. "When my mom told us she was buying the race, it was definitely a mix of shock and total admiration," said Bella. "It was something my dad looked forward to every year and when he was here, we supported him throughout it and now that he is not here, we are able to keep his memory alive all thanks to my mom." "I was so excited and proud of her," said Giavanna. "I know how much this race meant to my dad, and the fact that she is able to keep his legacy alive in such a meaningful way is so special." "My Mom and Dad had always been passionate about the Butte 100 and our community, so it felt like a natural fit for her," said Marietta.



From navigating the COVID-19 pandemic, battling a nearby wildfire that nearly canceled the event one year, and overseeing upwards of 150 volunteers annually, Stephanie, her daughters, and a supportive village flanking them have indeed "figured it out" and ensured the race Pete loved so much continues. "We have been very blessed with a community that wants to help and participate. We couldn't do this race without the support of the volunteers and sponsors," said Stephanie.

With the 20th Butte 100 event fast approaching, Stephanie and the rest of the event crew is making final preparations to welcome the "hell yeah" attitude of the racers they have come to know and love. "The best satisfaction I've had is seeing how much these racers love the race and our community," said Stephanie. "They all love Butte, and to be able to share the outdoors in our backyard with them really does make me proud and happy."

"The Butte 100 changes you a little bit, no matter how you participate," said Bella. "If you ride, you discover what you are truly made of. If you volunteer or spectate, you get to lift others up and experience the best of the human spirit. I hope people walk away from the weekend feeling inspired by the grit of the riders and the warmth of the community and all the hard work and love my mom has given the race."

"Between the incredible riders, beautiful trails, volunteers who make it all possible, and everyone who comes out to support the event, it's a weekend that's hard to put into words," said Marietta. "I hope people leave with great memories, a new appreciation for Butte, and a reason to come back again, whether that's as a rider, volunteer, or spectator."

The Sorini family continues Pete's philosophy with "you can always do more" and looks forward to continuing the Butte 100 for many years to come.

Story by The Montana Standard: Lacey Middlestead

Friday, July 17, 2026

2:00 - 7:00 pm Racer Packet pickup Butte Civic Center

6:00 - 7:00 pm Mandatory Racer's Meeting for ALL racers (last minute course info, safety hazards, and race rules will be discussed)

Saturday, July 18, 2026

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

6:00 am 100-mile race start

6:45 am 50-mile race roll-call: Starting Line

7:00 am 50-mile race start

8:45 am 25-mile race roll-call: Starting Line

9:00 am 25-mile race start

1:00 pm 25-mile awards at start/finish area

3:00 pm 50-mile awards at start/finish area

6:00 pm 100-mile awards at start/finish area

1:00 pm - 6:00 pm Live Music by John Montoya

1:00 pm, 3:00 pm, 5:00 pm Food will be delivered to accomodate the different times racers come in

CUT-OFFTIME

Butte 100

Aid Station #5 - 2:00 pm

Aid Station #8 - 6:00 pm

Aid Station #9 - 7:30 pm without a light, or 8:00 pm with a light

** A sufficiently bright bike light is required to ride at night after 7:30 pm to pass Aid Station 9. If you are unsure if you can make the 7:30 pm cutoff time, please feel free to bring a flashlight.

Butte 50

Aid Station #3 - 5:00 pm

Aid Station #4 - 7:00 pm

If you do not make the cut-off, you are no longer a part of the race and a ride back to the start/finish will be arranged. If you make the decision to proceed:

- You assume your own responsibility.
- You are no longer covered under the Butte 100 umbrella and must find your own ride back to the start/finish line if you take this risk and proceed

If you need a rescue, you will need to call Search and Rescue and assume any associated liabilities and/or costs.

Butte Civic Center- MAIN

1340 Harrison Avenue Butte, MT 59701 (406)497-6400

Please enter at the MAIN entrance of the building

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.

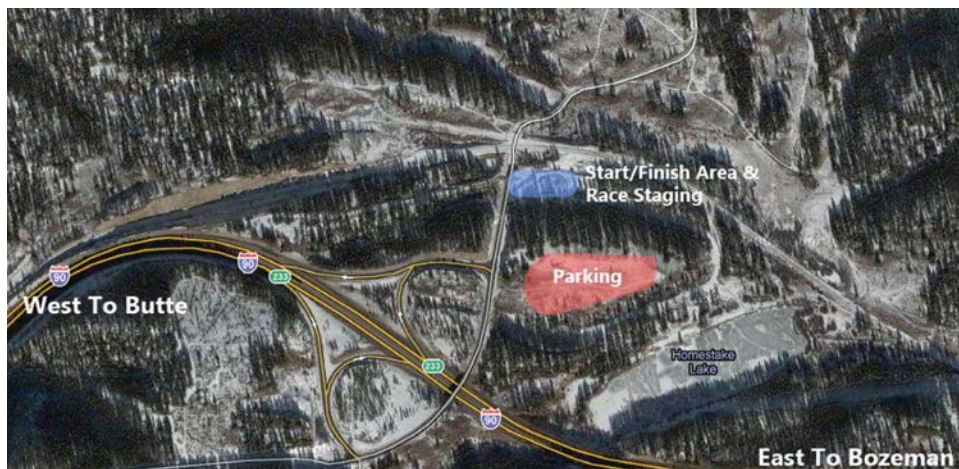
Derailed Bikes Butte, MT

**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 numbering was redone in 2025 due to the 100 mile race route change.

The old aid station #7 in Thompson Park is now Aid Station #1, and so on. 100 and 50 mile racers will use aid stations in order, with the 100's using 1-9 and the 50's using 1-4.

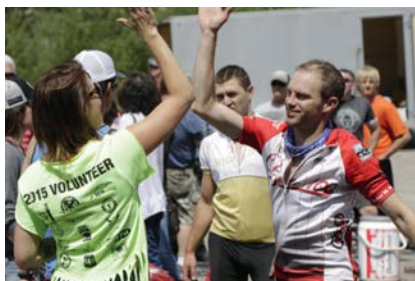
25 racers will only use aid stations 1 & 4. Aid Station 5 will only be used by 100 racers and will be at the Start/Finish area. This will be at the conclusion of the 1st lap and the beginning of the 2nd. 100 racers will then ride the second lap on the same course as the 1st lap, with the exception of omitting the starting loop. Their next Aid Station will be Aid Station 6, which is the same Aid Station 1 from the first lap.

100 riders can leave two drop bags, one for each lap, at Aid Stations 1, 2, 3, & 4. It is suggested that you label each drop bag separately so that you know what supplies you want for each lap, i.e. label one bag aid station 1 for the first lap and label the other bag aid station 6 for the second lap.

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 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.

At the conclusion of the race, 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 3/8 and Aid Station 4/9 drop bags might not be available until after 9:00 p.m.

NEON ARMY



Aid Station 1 (Thompson Park)

~30 min. drive from Start/Finish

100-milers: 12.8 miles from previous aid station; Approx. 1 -1.5 hr bike time

50 milers: 12.8 miles from previous aids station; Approx. 1- 1.5hrs. 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 2 (Basin Creek)

~30min drive from Start/Finish

~20min drive from previous aid station #1

6.7 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 3 (Highlands)

~50min drive from Start/Finish

~35min. drive from previous aid station #2

12.5 course miles from previous aid station; Approx. 2-3hrs.bike time

GPS:N4547'33.30";W11231'17.30"

- 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 4 (Hwy 2)

~35min.drivefromStart/Finish

~30min drive from previous aid station #3

11.5 course miles from previous aid station; Approx.1.5-3hrs. 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

The following Aid Stations are for the 100 race only:

Aid Station 5 (Start/Finish)

9.1 miles from previous Aid Station #4. 1-1.5 bike hours

Aid Station 6 (Same as aid station #1)

Exception, 100 riders will not repeat the starting loop. Upon completion of the first lap, 100 racers will cross overpass and go through timing mats at start finish. They will then cross the overpass again and continue on course down double track towards Aid Station 1/6.

Aid Station 7 (Same as aid station #2)

Aid Station 8 (Same as aid station #3)

Aid Station 9 (Same as aid station #4)

100-Mile Summary:

The Butte 100, the hardest mountain bike race in the country, just got harder. This year 100 mile racers will do the South loop TWICE!!

Butte 100 Miles and elevation

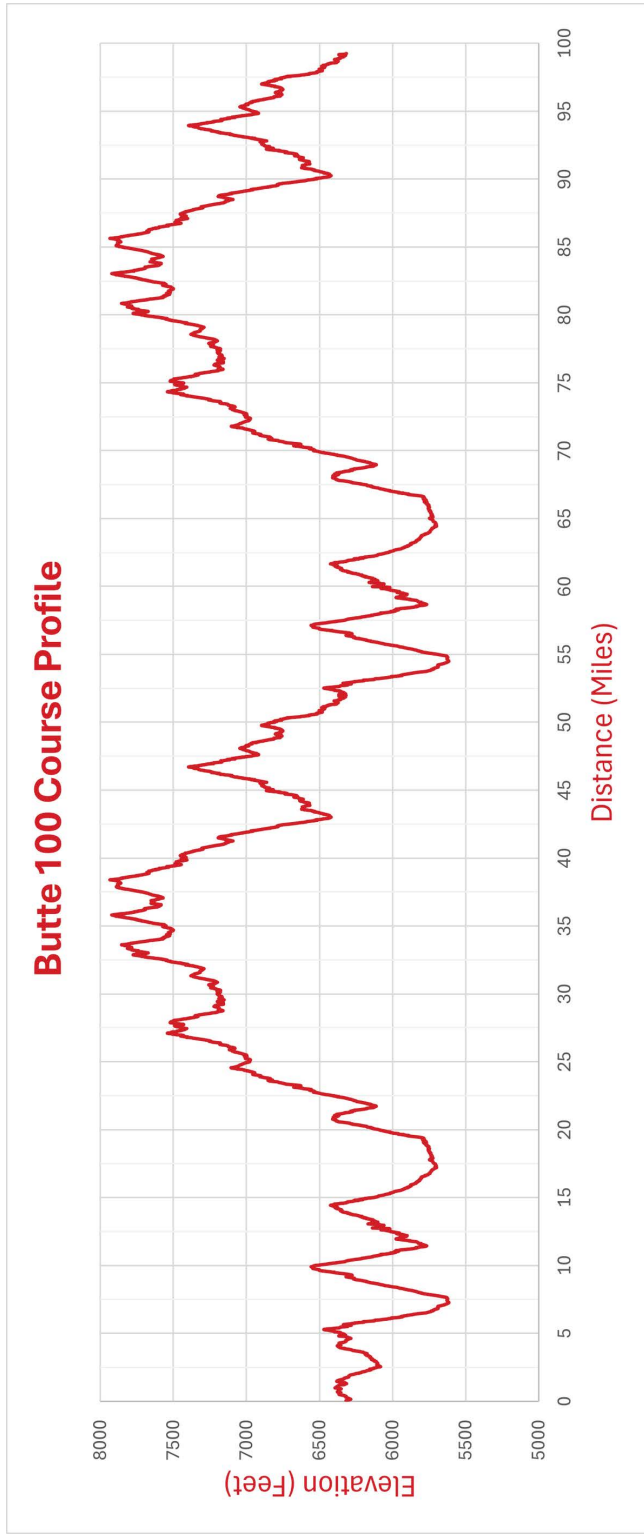
Segment	Miles to checkpoint	Cumulative miles	Elevation to checkpoint	Cumulative elevation
AS 1	12.8	12.8	2114	2114
AS 2	6.7	19.5	933	3047
AS 3	12.5	32	2593	5640
AS 4	11.5	43.5	1266	6906
AS 5	9.1	52.6	1344	8250
AS 6 (1)	8.0	60.6	1500	9750
AS 7 (2)	6.7	67.3	933	10,683
AS 8 (3)	12.5	79.8	2593	13,276
AS 9 (4)	11.5	91.3	1266	14,542
FINISH (5)	9.4	100.7	1344	15,886

Butte 50 miles and elevation

Segment	Miles to checkpoint	Cumulative miles	Elevation to checkpoint	Cumulative elevation
AS 1	12.8	12.8	2114	2114
AS 2	6.7	19.5	933	3047
AS 3	12.5	32	2593	5640
AS 4	11.5	43.5	1266	6906
FINISH	9.1	52.6	1344	8250

Sorini 25 miles and elevation

Segment	Miles to checkpoint	Cumulative miles	Elevation to checkpoint	Cumulative elevation
AS 1	12.8	12.8	2114	2114
AS 2	5.7	18.5	1304	3418
FINISH	9.1	27.6	1344	4762





Butte 50 Overview:

52.8 total miles; +8,500 ft. elevation gain; 4 aid stations (#1-4)

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 used to ride north before starting the south loop, before chasing down the 50-milers on the South Loop.

Butte 50 miles and elevation

Segment	Miles to checkpoint	Cumulative miles	Elevation to checkpoint	Cumulative elevation
AS 1	12.8	12.8	2114	2114
AS 2	6.7	19.5	933	3047
AS 3	12.5	32	2593	5640
AS 4	11.5	43.5	1266	6906
FINISH	9.1	52.6	1344	8250



Note: the trail descriptions found in the Butte 100 race bible are meant to provide racers with an overview of the course. They are designed to complement additional mapping, trail knowledge, GPS coordinates, common sense, and course marking. Trail conditions described here are only typical conditions experienced and can change suddenly and dramatically. Additional information and GPS can be found at www.butte100.com

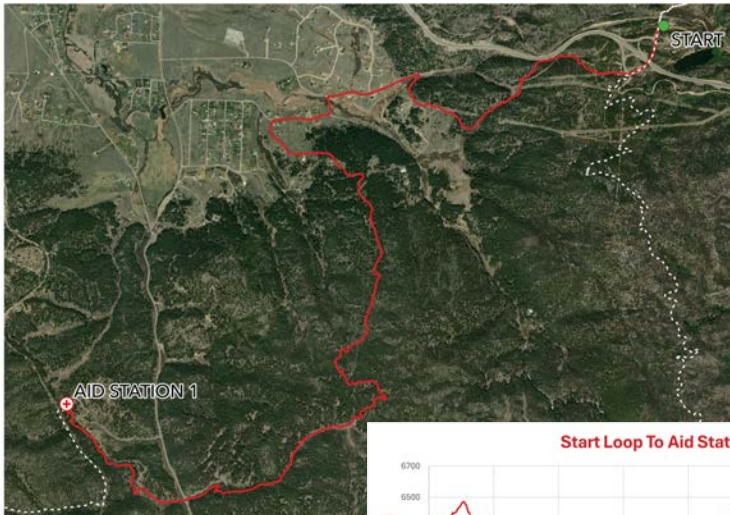
50 mile starting loop



Racers will turn right out the Start/finish area (away from I-90) heading up the gravel road (the Main Roadway). Stay on Main roadway for a few miles: a left turn will take you up a sandy dual track. Stay left midway up the climb. A final right turn onto the same gravel road as before will send you past the start/finish (do not go through timing tent at 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 AS 1

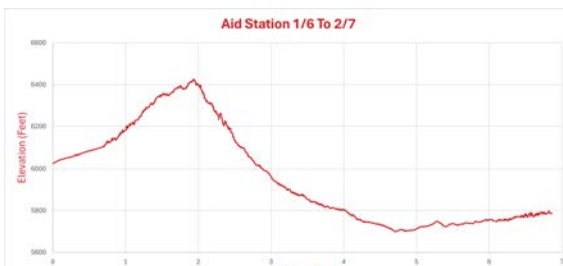


Cross over I-90 and head straight, up a small rise to a right turn and one of the more technical portions of the south loop: the Blacktail Descent. Use extreme caution here, the descent can test all ability levels.

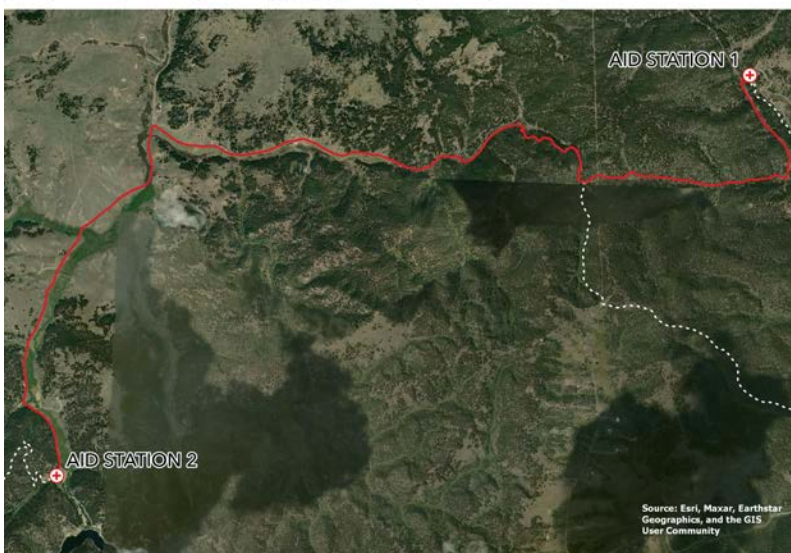


It is typically dry loose dirt, and racers may still be in close proximity of each other. Besides, it's still a long race at this point. Once out of the canyon, you'll join a developed road (Blacktail Canyon Rd.) heading downhill to a left turn through dense willows, that has snuck up on people in previous 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.

AS 1 to AS 2



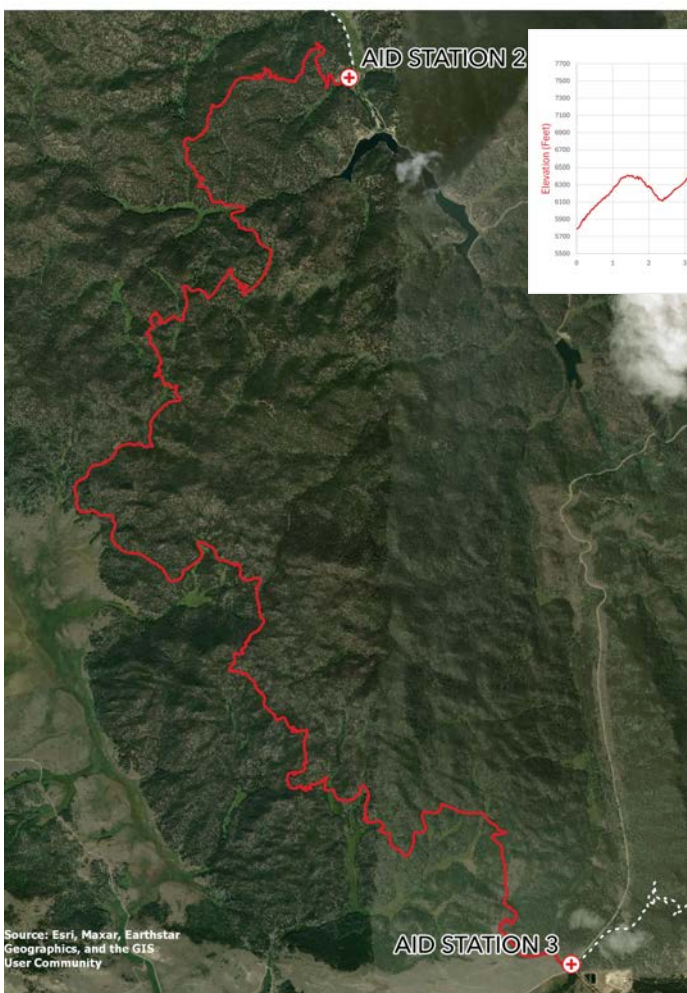
Climb a couple of switchbacks from the aid station and turn left on railroad track. Turn on the single track climb up the Grading Camp Trail. This steady climb takes you up to the chimney - a trail landmark that you can't miss. Continue straight through the trail



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 headdown and rip out some dirt road mileage all the way to the Aid Station.

AS 2 to AS 3



Aid Station #2 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. Turn 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.

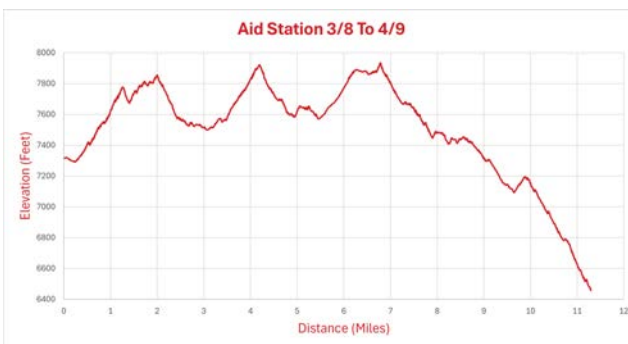


DougTatePhotography.com

AS 3 to AS 4



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 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.

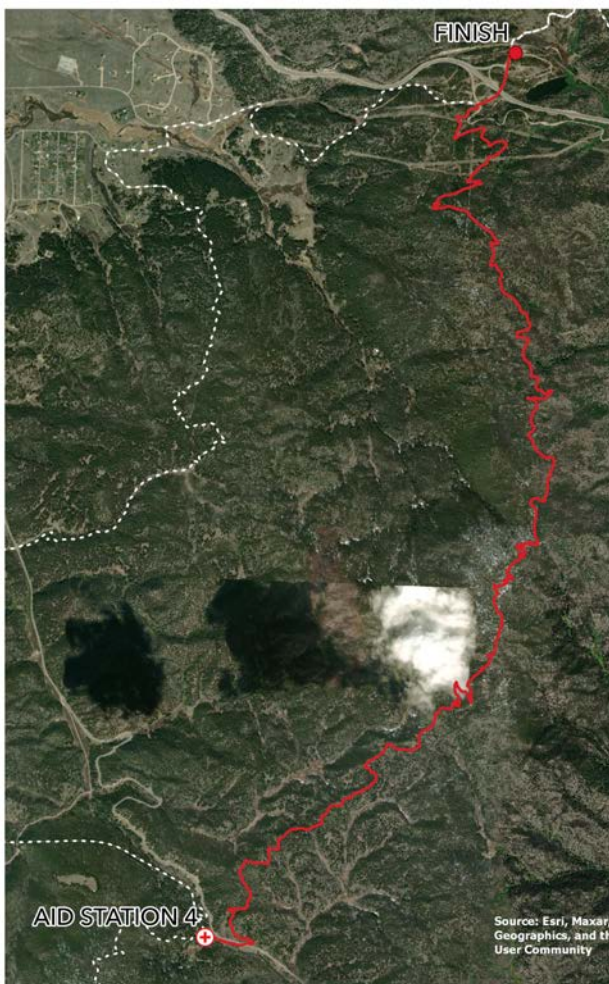


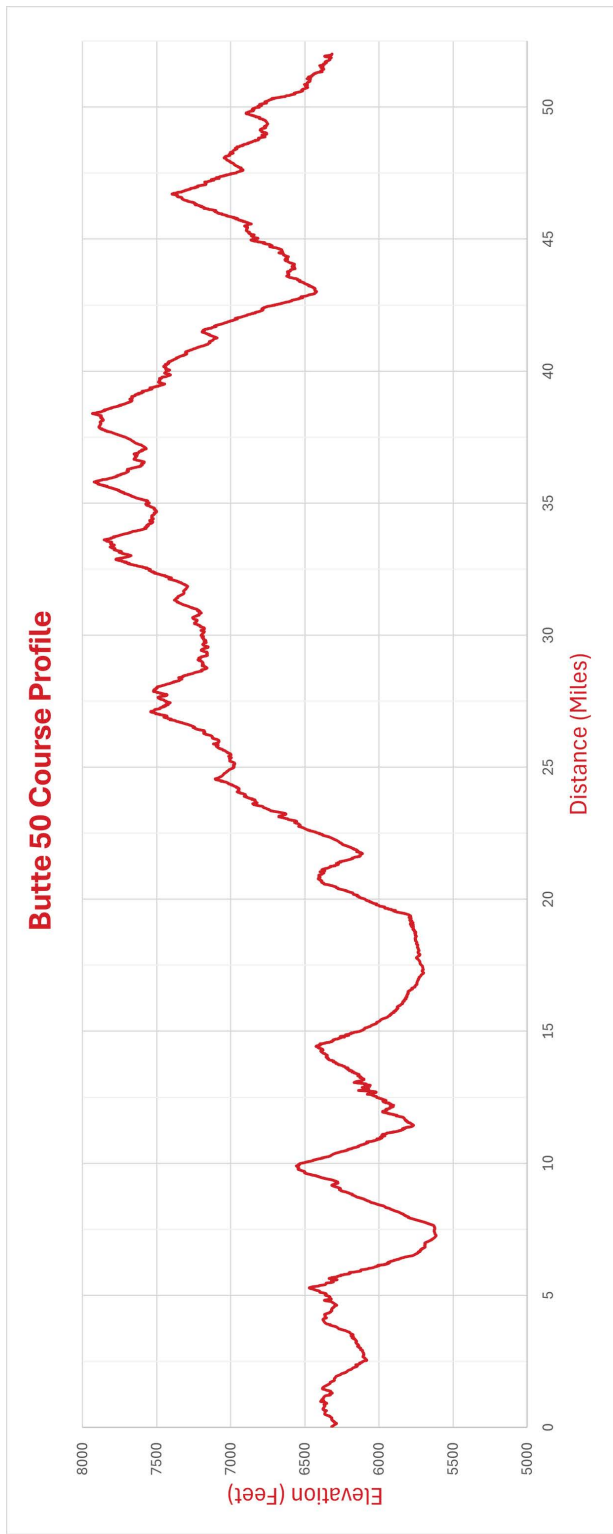
Note: a race official will be enforcing racer cutoffs at AS #4. Those pulling in after 7:00 p.m. will not be allowed to continue, no exceptions.

AS 4 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!







Sorini 25 Overview:

Sorini 25 miles and elevation

Segment	Miles to checkpoint	Cumulative miles	Elevation to checkpoint	Cumulative elevation
AS 1	12.8	12.8	2114	2114
AS 2	5.7	18.5	1304	3418
FINISH	9.1	27.6	1344	4762

Sorini 25 Starting Loop

Racers will turn right out the Start/finish area (away from I-90) heading up the gravel road (the Main Roadway) approximately 2 miles: a left turn will take you up a sandy dual track. Stay left midway up the climb. A final right turn onto the same gravel road as before will send you past the start/finish (do not go through timing tent at 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. Since we changed the course in 2023, racers loved it. We are continuing with it in as we have the past several years. Sorini 25 is now closer to 28 miles.

Start Area to AS 1

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.

AS 1 to AS 4

Leave AS 1 and climb a couple short switchbacks and turn left on the railroad grade. Follow RR bed slightly more than half of a mile and turn right onto a single track climb up the Grading Camp Trail. This steady climb takes you up to a meadow and the chimney, a trail landmark that you can't miss. Just after the chimney is where the Sorini 25 race diverges from the 50 and 100. Be sure to watch for this intersection immediately after the chimney. 50 and 100 racers go straight up a series of switchbacks, but Sorini 25 racers will turn left here on a typically wet (don't worry, very rideable) section between two ponds, and climb a double track up to the Herman Gulch Trailhead in Roosevelt Drive. This climb is short but steep. Once coming off double track and into the trailhead parking lot, look for a narrow opening in the fence on the left and continue climbing to the top of a sagebrush park. A short flat section will bring you to a junction. take the right fork onto Scout's Ridge Trail followed shortly by a left. This section is slightly downhill and fast, but watch out for the sharp right hand turn as the double track turns into a single track. This is a technical section that ends with a few switchbacks and drops you back to the RR bed. Turn right and take the RR bed over a trestle to the top of Pipestone pass, which ends with a single track and some switch backs until ending at the CDT. Turn left onto CDT and ride downhill a short ways to AS 4.

AS 4 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 wits 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 Sorini 25 mug.

Awards

Classes:

100/50/25 - Top 3 Male and 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

All finishing racers are handed a Butte finishers mug as they finish

Packet Pick-up & Mandatory Racer Meeting

Friday, July 17, 2026

2-7pm Butte Civic Center (Main)

- Packet pick-up will be from 2: p.m. until 7 p.m. It will NOT take place during the 6pm race meeting but will resume after the meeting concludes.
- A mandatory racers meeting will be at 6 p.m.at the Butte Civic Center
- 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 the main entrance of the building

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 race no later than 7 p.m. on Friday, July 17, 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 Times

Butte 100

Aid Station #5 - 2:00 pm

Aid Station #8 - 6:00 pm

Aid Station #9 - 7:30 pm without a light, or 8:00 pm with a light

** A sufficiently bright bike light is required to ride at night after 7:30 pm to pass Aid Station 9. If you are unsure if you can make the 7:30 pm cutoff time, please feel free to bring a flashlight.

Butte 50

Aid Station #3 - 5:00 pm

Aid Station #4 - 7:00 pm

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. Stay for this epic party to celebrate our racers

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.



Butte 100

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