

2013

Runners Manual

July 12-14, 2013

Silverton, Lake City, Ouray, Telluride
Counter Clockwise Direction

Executive Rules Summary

We hope you read this manual in its entirety. But here is a summary of what we think are the important points! It is our goal to provide you a safe, well-organized and spectacular running experience. In order to do this we ask that you help us by abiding by these guidelines.

1. No Whining.
2. The Run Director has final authority on any question that may arise during the HRH.
3. You must leave each aid station by the posted cut-off time. If you return, it will be assumed you have abandoned your run attempt.
4. No littering.
5. No stashing of supplies along the course and no accepting aid except within 400 yards of a designated aid station.
6. You have agreed to be pulled for medical and safety reasons if it is determined that such action is in your best interest.
7. Aid station captains have the authority to act on behalf of the HRH run management.
8. Enjoy yourself!!!!
9. Pacers may meet their runner at **CREW ACCESS AID STATIONS ONLY** except that, for the CCW direction, pacers are allowed to start pacing at KT if they hike in to the aid station on their own.
11. Parking restrictions apply. See section 4.2 of this manual.
12. You must kiss the **HARDROCK** upon your successful completion of the run.

Hardrock Hundred Runners Manual

2013

(V1.1 SJUN13)

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1. Introduction

Welcome to the Twentieth running of the Hardrock Hundred! This manual provides Hardrock Hundred runners and their crews with information to help in preparing for the 2013 run weekend and the run. Over the past years our run has greatly matured, and we are looking forward to the best run yet. We want to improve all aspects of the run, so please make notes (possibly mark up your manual and return it) so that it can be improved for next year.

1.1 Run Organization

At the center of all run organization is the Run Director (RD), Dale Garland. He has authority for all activities during the run and will work to ensure it goes smoothly. At all times during the run, he or his designee can be reached via the Amateur Radio Network or in person at the Start/Finish in the Silverton High School gym, located at 12th Street and Reese near downtown Silverton.

Travel in the mountains is difficult - please try to solve problems locally, but contact the RD immediately when local solutions don't seem to be working. The RD has final authority on any question that may arise during this event. Prior to the run you can contact him at the addresses or numbers found in the Contact List, Section 8.

2. Runner Information

The following are some general notes to help runners prepare. However, nothing can prepare you as well as getting out on the course and becoming familiar with the terrain and run conditions. This manual as well as the course description, images of the course, profiles, runner list, and other information is also available on the Hardrock Hundred Home Page at: <http://hardrock100.com/>

2.1 Other Reading

Apart from carefully reading this manual, other recommended sources of information are listed below. Also, attached to this manual is some historical information about finishers and course conditions. Photos of the course in DVD format may be available for sale at the Silverton High School gym.

1. UltraRunning magazine articles in the years 1992 to 2012.
2. Photos from previous years' runs. URLs for many photo sites are provided at the Hardrock web site.
3. *Colorado's Fourteener's, 3ed.* by Gerry Roach (Fulcrum, 2011). This climbers' book contains much information on the mountains and mountain safety.

2.2 The Course

The course is closed. That means that runners are required to follow the specified route. The course starts and finishes in Silverton, as it has in previous years. The start and finish will be at the Silverton High School gym, located on located at 12th Street and Reese near downtown Silverton. The run will go counter counter clockwise this year. There are now scores of ultra runners who have a good working knowledge of the course. Many of them are more than willing to lie about the course details and difficulty. Many runners also have written their web accessible impressions of the run.

The 2013 course is similar to that of 2012, except run in the opposite direction and we will resume running through Wasatch Basin south of Telluride.

All sections of the course are subject to change because of snow, avalanche damage, rockslides, politics, or other occurrences. These changes may not be known until the course briefings. It is the runners' responsibility to understand and follow any changes.

2.3 The Weather

The weather is a dominant factor for this run and can be at least as formidable as the terrain, remoteness, or high altitude. It is our general opinion that the first fatality we may have will be either from hypothermia or lightning! We would rather that there never be a fatality, and so we will continually be giving you warnings, cautions, updates, and suggestions regarding the exposure you must face when attempting this run. The run date is a compromise among competing weather factors. There is usually a period of a few days to weeks each year when the snow is generally gone, but the summer "monsoon" has not yet gotten into full swing – we've tried to hit this window.

Prepare for any amount of snow! We could even have snowfall just before the run. In 1992 we went back to Handies Peak in August, just a month after the run, and found six inches of new snow on the ground! In 1997 we had an ice and snowstorm during the run. Remember, there have been avalanche fatalities in Colorado in every month of the year except September.

The usual "monsoon" pattern is a daily weather cycle, starting in the morning with blue skies. As the day warms up, thunderheads build up and around noon intense electrical thunderstorms may commence, continuing until late afternoon or evening, at which time the thunderstorms abate until the next morning. The Colorado Mountain Club advises climbers in Colorado's mountains to be off the peaks by noon. Since this may not fit in with your position on the course, you must use extreme caution. Always remember that the time limit is 48 hours. The long time limit is not only in recognition of the difficult terrain, but also allows runners to wait out thunderstorms or other life-threatening weather. You can hunker down in a valley for 2-4 hours and still finish; but, if you get fried by lightning your running career may end on the spot. Discretion is the better part of valor. Take comfort in the fact that these thunderstorms are widespread. If you are pinned down, chances are that other runners are, too. Your position in the field will probably not change. Use the time wisely - eat, drink, stay warm, and rest. You will be able to run faster when the storm has passed.

2.4 Training

You are responsible for being trained well enough to endure these mountains safely. That is why we impose entry qualifications on runners. This is definitely a "post graduate" run, and not just a harder or higher version of some other trail hundred miler. It is up to you to devise a training program that will get you to Silverton in condition to participate in what can be a very enjoyable experience.

If you can only manage a limited amount of time on the course, we would suggest you pre-run one of the sections with more "exposure" (sharp drop-offs or snow). This will allow you to calibrate your ability to handle heights against this year's actual conditions. Charlie Thorn and others will be in the area ahead of time, finalizing and marking the course. A good way to learn about this year's course is to participate in this process. See Section 9 for the course marking schedule.

2.5 Route Finding

This is not an orienteering event. We intend that you be able to concentrate primarily on running. However, remoteness, weather, animal, and people problems on the course make this problematic at best. We will mark the entire course before the run. However, long road sections and maintained trails may not be marked at all. Cross-country sections will be marked more intensely. We shall continue our trend over the past few years of less intense course marking with fewer flags along all course sections. The flags should be readily visible, even to those with red/green color blindness. The markers have reflective tags for night visibility. On some portions of the route we may place colored engineer tape. Chalk may be used to mark other sections, particularly roads in towns. Runners are responsible for knowing the prescribed course and following it whether or not markers are present.

As required by our permit and for environmental reasons, the Hardrock is a closed course run. It is up to you to stay on course. If we have lots of snow (a distinct possibility every year), it is difficult to place some markers so that they remain visible. This is because the run will be at the time of maximum rate of snowmelt, perhaps as much as 6-12 inches per day! If we mark across a snowfield one day, by the next, the markers may have capsized and sunk below the surface due to softening of the snow.

2.6 Fauna and Flora

The altitude range of this run (7,700 to 14,000+ feet) takes the runner through several climate zones. At the lower altitude, forests of aspen, pine, and spruce are common. Timberline is locally at about 11,800 feet, though this can vary greatly. Above timberline is alpine tundra and low vegetation interspersed with krummholz (low, stunted spruce, fir, and willow).

In the summer, animal life is abundant. You will almost certainly see elk in the high meadows, possibly with their young. Stay clear of elk: they can be ornery at times. Bears (black, not grizzlies) are present, though seldom seen. Mountain lions may also be encountered. The rule with these critters is to back off slowly, stand tall and raise your arms to appear larger. Try to avoid getting between any animal and its young. If you are attacked, defend yourself - a sharp whack with a stick might discourage the animal - after all, there is plenty of smaller prey out there.

2.7 Dropping Out

While no one likes to contemplate it, there may come a time when it is smarter for you to drop out than to continue. Also, you may miss the cutoff times or be pulled for a medical reason. While you are likely to be upset at that time, you **must inform**

the run organization that you are not continuing. Please locate a volunteer to have your run bracelet removed. Also, it may be very hard for us to arrange transportation for you from your dropout point to the finish. You may have to wait many hours for this, as we may have to coordinate a vehicle via radio. All we can promise is a best try effort.

2.8 Cutoff Times

Cutoff times will be strictly enforced. They are provided in Attachment B and will be posted at each aid station, so there will be no ambiguity. The aid station captain is given the authority to enforce the cutoff times. The following is the rule:

YOU MUST LEAVE THE AID STATION BEFORE THE CUT-OFF TIME

If you want to go and lie on the ground outside the designated aid station boundary, it's up to you, but be advised that your chances of reaching (and hence leaving) any subsequent aid stations before their cutoff times are almost nil. If you "check out" and then come back into the aid station after the cutoff time, you are considered to have abandoned your attempt at the run. We do not like splitting hairs so finely, but wish to prevent past problems from recurring. These rules are being made clear to all, so that our aid station personnel (who also get tired and confused late at night) can concentrate on helping runners, and not on sharpening their debating skills.

You are all experienced ultra runners. We have developed these cutoff times based on previous years' results, and they are quite generous. If you miss the cutoff time, your chances of finishing are low; please try to be mature enough to recognize this. For those aid stations without cutoff times, you are responsible to get to and depart the next aid station within its cutoff.

Do not debate cutoff times with the aid station personnel! Even if you badger one of them into letting you go on, the Run Director still has the authority to deny listing you as a finisher. In addition, we may bar from future runs anyone who disobeys rules and threatens their safety or the safety of the Hardrock personnel. We have to convince the search and rescue organizations of four Colorado counties, as well as the administrators of five different tracts of federal land, that we are doing what is reasonably possible to make this a controlled event (note, we didn't say "safe" event). If they are concerned that we are not taking reasonable steps, we may lose our ability to put the run on in future years.

2.8.1 Sacking Out

If sleeping is part of your strategy for completing the run, you are responsible for providing your own equipment. The sleeping bags and other facilities at the aid stations are brought by the aid personnel for their own and emergency use only. At many aid stations shelter is limited or non-existent. All available space is required for conducting essential aid station operations - do not occupy a badly needed tent space while taking your siesta.

3. Preparing for Run Weekend

You will be more able to concentrate on having fun on run weekend if you have made all your preparations beforehand. The following notes may help.

3.1 Schedule of Events

Please be aware of what is expected of you at all times. See Section 7 for a detailed schedule. If you have any questions about the schedule or this manual, please contact run headquarters.

3.2 Accommodations

You will need to arrange accommodations for yourself and crew for this weekend. There is adequate hotel, motel, bed and breakfast, and camping accommodations in Silverton and the other San Juan Mountain towns, but the choice is limited so make your plans early. See the list of Chambers of Commerce at the end of the manual.

3.3 What to Bring

You will need to figure out what to bring with you, based on your experience and how you intend to run (solo, or with crew). The weather is variable, and you are at high altitude. A good rule is to always take at least one more warm item than you think you will need while standing at the start. The start and some of the aid stations are at a relatively low altitude (8,000-9,000 feet) and in sheltered valleys, while most of the run takes place above 11,000 feet in exposed areas above timberline. Temperatures and wind conditions can be markedly different up high and the temperature can drop dramatically when the sun sets. Think in terms of being stuck - if you are forced to spend extra time out in the weather, you will be much better off if

you have carried extra clothing or a space blanket to help you keep warm. Don't take the attitude that "I won't get stuck" - it could be beyond your control, such as an avalanche or rockslide blocking the trail. A misstep, resulting in a twisted ankle could mean a long, slow painful limp into the nearest aid station, possibly in a hailstorm. Hypothermia can be a killer, especially on tired bodies with no reserves left for generating heat.

PARTIAL GEAR CHECKLIST

Wind/rain suit	Dark glasses	Running pack
Warm-up suit	Flashlights	Gloves
Running hat/cap	Spare batteries & spare bulbs	Sun block
Emergency blanket	Water bottles	Extra drop bag gear
Whistle	Clothing for rain and snow and temperatures below freezing	

4. Crew and Aid Station Protocol

We are guests in the National Forest, BLM, and private land through which we run. We have to share this land with other users so that we may all safely enjoy our weekend in the mountains. The following guidelines were prepared to help your crew if you decide to have somebody meet you around the course.

4.1 Do You Want a Crew?

Before deciding on a crew, you must understand that runners are responsible for and accountable for all the actions and behaviors of their crew and pacers before, during, and after the run. Please consider carefully if you really want to have a crew for this run. It is different from all the other 100 milers, as travel in the San Juan Mountains may be difficult and dangerous, even in daylight and under good conditions. At night, in a snowstorm, even an experienced 4WD driver may be risking their life on some of the aid station access passes. Avoiding 4WD sections means, first that your crew is in for some long drives (over 100 miles to get from Ouray to Sherman, for example), and second that they will not be able to meet you at some aid stations. Also, crew access is not allowed at some aid stations - this is part of the challenge of the run. Finally, runners are not allowed to accept aid between aid stations. Any runner who takes aid where they should not, may be disqualified. We will try to make sure that, with the available aid station supplies and your drop bags, you will be able to compete without worrying about a crew.

This is not to say that we don't want your crews to enjoy the mountains - far from it. Part of the reason for coming to the area is to get up into the high country, but we would prefer that people do it without the pressure of trying to beat runners to the next aid station, trying to meet schedules, etc. A good way to be involved is to volunteer to help at an aid station. We could always use more hands, because some of these aid stations are going to be open a long time. Contact Lois MacKenzie or Dale Garland (see list at the end of this manual) if your crew would like to do this. They will be better able to follow your progress, as each aid station will be connected via radio to the others.

4.2 Parking

Our permitting agencies (the BLM and USFS) have suggested that we reduce our impact on other users of the San Juans by limiting the number of vehicles accessing some of our aid stations - complaints have been received that crews were blocking or restricting the flow of traffic on some popular routes.

As we are beginning the process of developing an Environmental Assessment for the Hardrock Hundred, we have decided to get ahead of this issue and hence will implement the following crew access restrictions this summer:

Runners will be issued a single crew pass, allowing one vehicle to park at the Cunningham, Grouse Gulch, and Chapman aid stations. Similar passes will be available for volunteers and media. The restricted area will be flagged, and each of these aid stations will have a traffic director. Any vehicle can transit the area, but vehicles without a crew pass will be asked to park outside the flagged area, preferably in a dispersed manner up and down the road, and walk to the aid station.

Crews are encouraged to share rides and carpool to the aid stations. We will designate pickup locations where crews or spectators in extra vehicles can await rides, and we will encourage crews that do have passes to pick them up.

We have NOT asked our aid station personnel to wield a heavy hand in enforcement. However, our aid station captains have always had the power to recommend disqualification of runners whose crew behave badly or refuse to follow aid station rules. This policy will remain in force.

We ask all members of the "Hardrock Family" to be aware of and try to minimize their impact on other users of the "Alpine

Triangle". This is critical to our being able to hold the Hardrock Hundred in the future.

4.3 4WD Basics for the Novice

4WD off-road vehicles are a necessity for reaching some parts of the course, and in any event much safer on mountain roads. They may be rented at a number of locations in the area. Advanced reservations are recommended. Also, please consider the smaller 4WD types as these are definitely easier to drive and park.

If you are unfamiliar with 4WD in general or your particular rental vehicle, make sure you get adequate instructions from the rental agency before venturing out into the backcountry. In particular, check the location and operation of all equipment needed to change a flat. Although cell phone coverage is spotty in the San Juan Mountains, a cell phone is now a valuable piece of emergency equipment.

4.4 Giving Your Runner Aid

Runners may receive aid from their crew **ONLY** within 400 yards either side of those aid stations at which crew access is allowed. If your crew gets to an aid station early, we suggest they locate your drop bag, open it and check the contents, and set them out ready for use. Keep in mind that your crew must not interfere with the aid station volunteers and this means that crews are not allowed in the central core of an aid station unless the runner is present.

4.5 Runners in Vehicles

Runners are not allowed to take a ride in a vehicle where it advances their progress or compensates for runner error. If they do, they are considered to have abandoned their attempt at the run. They will not be allowed to continue, and if they do, they will not be listed as finishers, and risk being barred from entry in future runs. Runners may, after checking into an aid station, rest and get warm in a **STATIONARY** vehicle. Once you have checked out of the aid station you may not get back into any vehicle. If you do so, you will be disqualified.

4.6 Drop Bags

Runners are allowed to provide seven drop bags. We will transport them to Cunningham Gulch, Sherman, Grouse Gulch, Ouray, Telluride, Chapman Gulch, and (of course) the finish line.

An aid station representative will pick these up at the designated location on Thursday after the runners briefing and transport them to the aid station locations. After use, make sure any recoverable items are packed in the bag and that others are properly trashed. Place the bag at the designated location for transportation to the finish line.

4.7 Pacers

Pacers are allowed to accompany runners from Grouse Gulch to the finish. Any runner over 60 years old may have a pacer for the whole distance. Pacers may meet their runner **ONLY** at crew access aid stations. Pacers are responsible for getting themselves to and from aid stations. Vehicles and non-pacer crewmembers are **NOT** allowed at non-crew access aid stations. Finally, **A RUNNER MAY HAVE ONLY ONE PACER AT A TIME.**

4.7.1 "Muling"

While the old hard rock miners were invariably accompanied by a pack animal to carry supplies, Hardrock Hundred pacers are more for moral support than for physical. The Hardrock was developed as a test of the individual against the mountains. Most runners do this anyway, but a few feel it necessary to carry their competitiveness to extreme levels, and try to gain an advantage by shifting some of their load to a pacer. However, "muling" is a violation of the rules and spirit of Hardrock. For safety reasons we do not disallow pacers, and since we cannot see what you do out in the mountains, we trust to your honor not to cheat on this in the same way as you would not short-cut, litter, or stash supplies out on the course.

4.8 What to Bring: Crew

It is just as important for your crew to bring adequate gear for their own safety and comfort as it is for the runners. The weather is variable and you are at high altitude. Also, they may be up all night and possibly out in the open, depending on their task. We will have enough problems taking care of the runners - let's not have to evacuate crews! To help you, here is a partial list of items you might put on your list.

SUGGESTED GEAR CHECKLIST FOR CREWS

Poncho or rain suit	Warm-up suit	Flashlight
Day backpack	Spare batteries & spare bulbs	Water bottle
Pen and paper	Sun block	Hat
Gloves	Parka or vest	Dry change of clothes
Snacks/meals	Fluids	Book/magazine to read
This Manual	Sleeping bag	Insect repellent
Colorado Hiking Certificate (Search & Rescue insurance)		Road maps

4.9 Aid Station Menu

Below is generally what we plan to have at aid stations. Major aid stations have more than the standard fare. The aid stations at Virginus Pass, Engineer Pass, and Pole Creek will have a limited supply of aid because they are not accessible by any vehicles.

Energy Replacement Drink	Sandwiches	Pretzels
Potato chips	Chicken or beef bouillon	Hard candies
Cookies	Coffee, tea, and hot chocolate	Soda crackers
Soup	Bananas	Oatmeal packets
Coca-Cola products	Water	

5. Medical Hints for Crew

If you are out and about during the run weekend, whether supporting your runner or merely watching, you may come across a runner in serious difficulty. The following guidelines are similar to what we give to our aid station volunteers and may be of use to you, should the situation arise.

5.1 Recognize Your Limitations

The cardinal rule when providing first aid is to not hesitate to get help when you realize you cannot provide what is needed. Communications with medical personnel is your first requirement when dealing with a sick or injured person. All aid stations are equipped with a first aid kit and ham radio.

5.2 Loss of Consciousness

If you are confronted with a person who is unconscious or semi-conscious, do not attempt to feed them or give them anything by mouth that they can aspirate or breath in. **GET HELP**, then keep the victim warm and on their side.

5.3 Injury

If someone is injured, but can get to the next aid station, either get them there or make sure they are warm and tell the aid station crew where the person is so that help can be arranged. If the person's injuries are such that they cannot be moved, do your best to keep the person warm and get help from the nearest aid station as soon as possible.

5.4 Serious Injury

If someone is badly injured, do not move them because you can do more harm than good. **GET HELP FROM THE NEAREST AID STATION AND KEEP THEM WARM.**

5.5 Minor Problems

Most medical problems you will see will be minor: sunburn, blisters, sprains, abrasions, and fatigue. You may also see, in the later stages of the run, runners who are extremely depleted in sugar and dehydrated. They usually will be extremely fatigued and may be nauseated and vomiting. It is best to have them lie down, get them warm, and try to get them to take sips of sugared and salted drinks. Do not let them go on if they are confused or disoriented. Again, get advice from a medical person if in doubt. **Common sense approaches are the best. Use your instincts and experience, but when in doubt, keep the victim warm, do not move if seriously injured and ALWAYS GET HELP FROM THE CLOSEST AID STATION AS SOON AS POSSIBLE.**

6. Search and Rescue

Unfortunately, it may become necessary for you or your crew to interact with search and rescue organizations. If so, the following guidelines are provided.

6.1 Colorado Search and Rescue

In Colorado, each county handles its own search and rescue because there is no statewide organization. **In the four counties we go through, each sheriff's department is responsible for any S&R call-out in their county. They will call out volunteers, EMTs, etc., as appropriate.** Each county is responsible for its' own costs of conducting such operations. If they are unable to recover the costs from the person whose life is saved, it can be quite a burden on the county. The Hardrock

Hundred will be purchasing for every runner a Colorado Hiking Certificate (search and rescue insurance). Colorado Hiking certificates will be available at the Visitor Center. Runner's that arrive early can pick up their complimentary hiking permit. A portion of the fee for each certificate is used to pay for search and rescue operations. This may not pay for all of the costs of a complex operation, but at least the county will get something, and it does not have to come from your pocket - you are, after all ultimately responsible. **It is highly recommended that crews and pacers purchase a Colorado Hiking Certificate.** These can be purchased at sporting goods outlets throughout Colorado and at the Silverton Visitor Center. **Also, remember that any and all search and rescue efforts can only be initiated by the RD or his designee.**

7. Detailed Run Week Timeline

The planned program is below. We are going to be working hard the two weeks or so before the run, finalizing and marking the course, and taking care of last minute details. However, no detailed schedule is provided here. If you are involved with these activities (or would like to be) coordinate with the appropriate person (Dale, Lois, or Rick). The provisional trail marking schedule is in section 9 of the Runner's Manual.

Thursday, July 4, 2013

When	What	Where
0700	Silverton Blue Ribbon 10 K Race	Memorial Park
1000	4 th of July Parade – Featuring the Hardrock Precision Marching Team – You are invited!!	Main Street

Saturday & Sunday, July 6-7, 2013

When	What	Where
Saturday	Trail Work	Ouray Bear Creek Tunnel
Sunday	Trail Work	Contact Rick Trujillo

Wednesday, July 10, 2013

When	What	Where
1200-1600	Runner check-in	Silverton High School gym
1300-1600	Pot Lick	Memorial Park
1600	Trail briefing - voluntary loooooong version	TBD

Thursday, July 11, 2013

When	What	Where
0800-1100*	Runner check-in	Silverton High School gym
1200	Mandatory runner briefing	Silverton High School gym
1400	Volunteer briefing	Silverton High School gym
1500	Drop bag deadline	Silverton High School gym
TBD	Fund raiser dinner	TBD

* All runners must check in by 1100 hours or lose their entry in the run.

Friday, July 12, 2013

When	What	Where
0400	Breakfast	Local restaurants – to be announced
0500	Mandatory runner check-in	Silverton High School gym
0600	Start	Silverton High School gym

Saturday, July 13, 2013

When	What	Where
On-going	Still busy/info available	Silverton High School gym

Sunday, July 14, 2013

When	What	Where
0600	Last official finisher arrives	Silverton High School gym
0700	Runner and S&R status summary	Silverton High School gym
0900	Awards banquet/ceremony	Silverton High School gym
1200	End of runner activities	Silverton High School gym

7.2 Aid Station Locations & Cut-off Times (adjusted for Silverton High School gym start)

Aid Station	Latitude*	Longitude*	Access	Mileage	Facility	Crew Access /Drop Bag	Absolute Cut-off Time
Silverton-Start	37° 48.725'	107° 39.977'	Auto	0.0	RDFWM	Yes	Fri-6:00 AM
Cunningham Gulch	37° 47.611'	107° 34.680'	Auto	9.3	RDFW	Yes	Fri-10:45 AM
Maggie Gulch	37° 49.131'	107° 32.187'	4WD	15.4	RFW	No	None
Pole Creek	37° 48.180'	107° 28.400'	Hike	19.7	RFW	No	None
Sherman	37° 54.049'	107° 25.986'	Auto/4WD	28.8	RDFW	Yes	Fri-8:15 PM
Grouse Gulch	37° 55.053'	107° 33.499'	Auto	42.2	RDFW	Yes	Sat-02:30 AM
Engineer	37° 59.156'	107° 36.277'	Hike	48.7	RFW	No	None
Ouray	38° 01.032'	107° 40.607'	Auto	56.6	RDFWM	Yes	Sat-9:00 AM
Governor Basin	37° 58.928'	107° 45.675'	Auto	64.5	RFW	No	Sat-12:30 PM
Kroger Canteen	37° 57.708'	107° 46.306'	Hike	67.8	RFW	No	None
Telluride	37° 56.099'	107° 48.379'	Auto	72.8	RDFWM	Yes	Sat-4:45 PM
Chapman Gulch	37° 51.317'	107° 48.331'	Auto/4WD	82.1	RDFW	Yes	Sat-9:30 PM
KT	37° 47.531'	107° 47.555'	4WD	89.1	RFW	No	Sun-1:30 AM
Putnam	37° 46.797'	107° 43.922'	Hike	94.7	RFW	No	None
Silverton-Finish	37° 48.725'	107° 39.977'	Auto	100.5	RDFWM	Yes	Sun-6:00 AM

* Lat/Long data from Greg Hine

Facility key: (R)adio, (D)rop bags, (F)ood, (W)ater, (M)edical

Times in military (24 hours clock) time.

Aid Station	Latitude	Longitude	Northing**	Easting**	Latitude**	Longitude**
Silverton-Start	37°48.663'***	107°39.385'***	4,187,970	266,150	37°48.663'	107°39.385'
Cunningham Gulch	37° 47.611'*	107° 34.680'*	4,185,900	273,050	37°47.649'	107°34.648'
Maggie Gulch	37° 49.131'*	107° 32.187'*	4,187,950	276,810	37°48.812'	107°32.125'
Pole Creek	37° 48.180'*	107° 28.400'*	4,186,550	282,250	37°48.134'	107°28.396'
Sherman	37° 54.049'*	107° 25.986'*	4,197,400	286,270	37°54.054'	107°25.851'
Grouse Gulch	37° 55.053'*	107° 33.499'*	4,199,590	275,170	37°55.077'	107°33.460'
Engineer	37° 59.156'*	107° 36.277'*	4,207,170	271,320	37°59.114'	107°36.230'
Ouray	38° 01.032'*	107° 40.607'*	4,212,080	254,435	37°01.675'	107°40.343'
Governor Basin	37° 58.928'*	107° 45.675'*	4,207,190	257,530	37°58.910'	107°45.641'
Kroger Canteen	37° 57.708'*	107° 46.306'*	4,204,990	256,550	37°57.706'	107°46.265'
Telluride	37° 56.099'*	107° 48.379'*	4,202,130	253,370	37°56.109'	107°48.376'
Chapman Gulch	37° 51.317'*	107° 48.331'*	4,193,320	253,350	37°51.351'	107°48.209'
KT	37° 47.531'*	107° 47.555'*	4,186,220	254,100	37°47.528'	107°47.553'
Silverton-Finish	37°48.663'***	107°39.385'***	4,187,970	266,150	37°48.663'	107°39.385'

* Lat/Long data from Greg Hine

** Data from Rick Trujillo (UTM & Lat/Long Coordinates from Map Measurements (NAD CONUS datum) (Zone 31 S)

RUNNERS MUST DEPART THE AID STATION BY THE CUTOFF TIME

7.3 Solar and Lunar Data, Mountain Daylight Time at Silverton, CO (W107°40', N37°49')

2013	July 12	July 13	July 14
Begin astronomical twilight	0407	0408	0410
Begin nautical twilight	0450	0451	0452
Begin civil twilight	0528	0529	0530
Sunrise	0559	0600	0600
Sunset	2034	2033	2033
End civil twilight	2104	2104	2103
End nautical twilight	2142	2142	2141
End astronomical twilight	2223	2224	2223
Moonrise	1013	1112	1212
Moonset	2251	2322	2354
Illumination of moon (at midnight)	14%	22%	31%

Data source: <http://aa.usno.navy.mil/data/>

8. Contact List

8.1 Run Management

The following is contact information for the run organizers. If you have questions regarding lodging or area facilities, please see the next section.

Run Director

Dale Garland
195 Ball Lane
Durango, CO 81301
(970) 259-3693
(970) 769-2872 (M)
Hardrock100-bresnan.net

Aid Station Director

Lois MacKenzie
553 Sundial
Moab, UT 84532

In Silverton at:
P.O. Box 33
Silverton, CO 81433
(970) 946-1058
skunkears-yahoo.com

Hardrock Board of Directors President

Kris Kern
751 46th Street
Los Alamos, NM 87544
(505) 500-7248
kernkt@cybermesa.com

Pacer Coordinator

Andrea Feucht
PO Box 74
Cedar Crest, NM 87008
(505) 920-8848
andrea-tenacity.net

Course Marking Director

Charlie Thorn
4501 B Ridgeway
Los Alamos, NM 87544
(505) 662-2397-h
thorncha-gmail.com

Medical Coordinator

Leo Lloyd
22 E. Animas Village Lane
Durango, CO 81301
(970) 259-1651
lloyd-gobrainstorm.net

Trail Work Coordinator

Rick Trujillo
Rstrux-rmi.net

Communications Directors

Steve & Shauna Blaylock
Ssblaylock-gmail.com

Course Flag Pulling Director

Betsy Kalmeyer
Falcons.14sf-gmail.com

Hardrock Hundred Web Sites: <http://hardrock100.com/>

8.2 Area Information

While you are in the area, plan on spending a little extra time enjoying the many summer activities. For help in planning your stay in the San Juans, here are some helpful contact addresses:

SILVERTON CHAMBER OF COMMERCE

1450 Green St, PO Box 565
Silverton, CO 81433
(970) 387-5654
(800) 752-4494
<http://www.silvertoncolorado.com>

OURAY COUNTY CHAMBER OF COMMERCE

PO Box 145
Ouray, CO 81427
(970) 325-4746
(800)-228-1876
<http://www.ouraycolorado.com>

LAKE CITY CHAMBER OF COMMERCE

PO Box 340
Lake City, CO 81235
(970) 944-2527
<http://www.lakecityco.com>

TELLURIDE TOURISM BOARD

PO Box 1009
Telluride, CO 81435
(970) 369-1177 X304: general information & lodging
<http://www.visittelluride.com>

8.3 During the Run

If you need to get hold of someone during the run, the point of contact is the Run Director, Dale Garland. He may be reached at the Start/Finish area. **DO NOT** call his home phone number in Durango – you will just annoy his wife and he's not there!

9. Tentative 2013 Course Marking Schedule

This schedule is subject to change. For additional information, contact Charlie Thorn (thorncha-gmail.com).

Marking and surveying the Hardrock course will be strenuous and provides participants the opportunity to acclimate as well as to see the course first hand. Runners not familiar with the course are strongly advised to participate. All the participants are responsible for their own equipment, food, transportation, etc. These efforts will usually be full day affairs of hiking and running and may be conducted at a slow pace, so be prepared.

As in past years we plan to mark some of the course in parallel with some others and Charlie Thorn leading independent teams some days. This is done in order to mark the course in fewer days than in past years and there will be more backup days in the event of course problems. Further, it will provide opportunities for runners to explore other trails in the San Juan Mountains on the backup days. If you find that you want to see sections that are being simultaneously marked, you should use one of the backup days to learn the other route.

Below is the tentative schedule for surveying and marking the course. Interested runners and crew are invited to participate in all or portions of the effort. Although transportation for each day's efforts **MAY** be available, none is promised. The general plan is to meet at Charlie Thorn's house in Silverton, 1354 Reese St., at 7 am each day, unless otherwise stated. From there, we will go to the course section to be worked that day. Because the schedule will likely change, based on course conditions or personal quirk, persons interested in working on the course should coordinate the schedule the day before with Charlie in order to be sure the schedule is accurate. Charlie's house will serve as the course marking coordination point.

This Schedule Is Subject to Change

Date	Course Section	Comments
Tuesday 7/2	Rope Mineral Creek Bear Creek (Silverton) to KT	Begin at 9 AM Shuttle vehicles
Wednesday 7/3	KT to Chapman Gulch, & Maggie to Cunningham to Arrastra Gulch	Car/4WD shuttles
Thursday 7/4	Sherman to Maggie Gulch & Grouse Gulch to Burrows Park to Sherman	4WD to Sherman & leave vehicles (Blue Ribbon 10K Run & Parade in Silverton)
Friday 7/5	Chapman to Oscar's Oscar's to Telluride	Simultaneous marking. May require snow shovels. Start from Telluride & Silverton
Saturday 7/6	Bear Cr Trail (Ouray) to Engineer Pass Optional Bear Cr Trail (Ouray) work day	Start at US 550 Tunnel at 8 AM Meet at US 550 Tunnel at 8 AM
Sunday 7/7	Telluride to Virginius Pass Virginius Pass to Governor Basin American Basin if needed Optional Trail Work	Simultaneous marking. Survivors meet at Kroger Canteen for traditional picture. Start from Silverton Contact Rick Trujillo for details rstrux-rmi.net
Monday 7/8	Backup if needed.	
Tuesday 7/9	Backup if needed.	
Wednesday 7/10	Bear Creek Trailhead to Ouray Ouray to Governor road Silverton to Arrastra Bear Creek to Silverton Remaining road sections	Start time TBD Whenever the urge occurs
Thursday 7/11	Open	
Friday 7/12	Strip course	Contact Betsy Kalmeyer, Falcons.14sf-gmail.com for details.
Saturday 7/13	Strip course	
Sunday 7/14	Strip course	

10. Directions to Crew Access Aid Stations

Except where otherwise noted, these directions are for finding the aid stations if you start in Silverton.

10.1 Chapman Gulch (crew access only in counter clockwise years)

4WD from Silverton. Take US 550 west from the south end of Silverton. Near MP 75, turn west onto the Ophir Pass Road. This intersection is marked with a large green sign. Take the dirt road to Ophir Pass (11,800'). The road becomes noticeably rougher and steeper on the two-mile descent to the aid station at the south turnoff toward Swamp Gulch. Although rougher roads exist in the San Juans, this section is not for the faint of heart. Park at Iron Springs which is at the first left (S) hand turnoff below the Chapman Gulch stream crossing and below the Blixt road coming in off Oscar's Pass from the north. The aid station is about 0.25 miles southeast on this road just before the locked gate at Howard Fork. Crews will be required to park on the Ophir Pass road and walk the 0.25 mi to the aid station. Parking will be restricted to one side of Ophir Pass and may be monitored. Detail to be given at the runner briefing.

Alternate 2WD(?) from Telluride. Exit Telluride on Main Street and go west about three miles to SR 145. Turn left (S) and go about 10 miles to the Ophir Pass road. This intersection is marked with a green sign. Turn left (E) passing through the hamlet of Ophir, taking care not to lose your muffler on the speed bumps. As you leave Ophir, note a number of new houses as the road enters aspen forest. About a mile from Ophir, cross (no bridge) the creek flowing in from the north, continue east about one quarter mile to the old red mine dumps at Iron Spring. At these red mine dumps, there is a primitive road heading southeast. The aid station is about 0.25 miles southeast on this road just before the locked gate at Howard Fork. Crews will be required to park on the Ophir Pass road and walk the 0.25 mi to the aid station. Parking will be restricted to one side of Ophir Pass and may be monitored. Detail to be given at the runner briefing.

10.2 Telluride

Auto. From the courthouse in Telluride, go east on Colorado Ave (the main street) to the Telluride town park area. Turn right and immediately cross the bridge toward the white canopy and baseball field. Parking is limited both by the number of spots available and a two hour time restriction for occupying a spot. Crews who plan to spend more than two hours at the station should consider unloading their runner's gear and finding a spot back east of the river. Be aware that parking on most streets in Telluride requires a paid stamp-- the machines are to be found in most blocks.

10.3 Ouray

Auto. Take US 550 over Red Mountain Pass to Ouray. Go to the north end of the main business district where the famous Ouray Hot Springs swimming pool is located. Turn west into the swimming pool parking lot. The aid station will be on the northeast side of the swimming pool parking lot where the restrooms are located.

10.4 Grouse Gulch

Auto. Take CR 2 NE from Silverton about 10 miles to sign stating Picayune Gulch. Just beyond the sign and just before the Animas River Bridge turn left (NW) onto a dirt road. The aid station is on the flats southwest of the bridge and close to the main road.

10.5 Sherman & Burrows Park

4WD. Take CR 2 NE from Silverton to Animas Forks (~11 miles) and continue on county roads over Cinnamon Pass (~5 miles beyond Animas Forks). Signs mark the road turns. From Cinnamon Pass, continue east toward Lake City approximately 11 miles to Burrows Park. **CREWS MUST NOT STOP AT BURROWS PARK AID STATION.** The Sherman turn-off is about 4 miles SE of Burrows Park. You'll know you're close to the Sherman turn when the road becomes significantly better at the bottom of the shelf road. Look for the BLM sign that faces Lake City. Turn sharply right (W) on the Sherman road, one mile to the BLM latrine and Cascade Creek trailhead where the aid station is located.

Alternate 2WD from Lake City. From Lake City, take SR 149 south to the turnoff to Lake San Cristobol road. Turn on the Lake San Cristobol road and continue past the lake to the end of the pavement. Continue on CR 30 about 14 miles to signed turnoff to Sherman. Go one mile to the BLM latrine and the Cascade Creek trailhead where the aid station is located.

10.6 Cunningham Gulch

Auto. Take CR 2 NE from Silverton 4 miles to Cunningham Gulch following the signs to the Old Hundred Mine Tour. Just after crossing the Animas River Bridge at Howardsville, turn right (S) on the CR 4 toward Stony Pass. At 2 miles, DO NOT ANGLE LEFT to Stony Pass and DO NOT TURN LEFT to the Old Hundred Mine; instead, angle right (SW) toward the Highland Mary trail head, staying along the left (W) side of the stream. At less than 2 miles above the Stony Pass Road, note the corral on the right (W). Go about 300 meters beyond the corral (S) to a large clearing beyond a thicket of willows. The aid station is in the clearing between the road and the creek.

Crew Rules at HRH Aid Stations

The purpose of the Hardrock Hundred Aid Stations is to give each runner aid in their attempt to reach the finish line. As long as crews share this purpose they are welcome at the **CREW ACCESS** aid station. If a crew chooses to ignore the following guidelines then their runner is at risk of being disqualified.

The Hardrock Hundred 10 Crew Commandments

1. The aid station captain is in charge of the aid station. It is up to them as to how the aid station will be organized and where crews will be allowed.
2. Crews are allowed into the aid station only when their runner and pacer are present.
3. Pets are not allowed in the aid station. In your vehicle? Sure, but please keep them restrained at all time.
4. Children are allowed within an aid station **ONLY** under the **DIRECT** supervision of an adult. This includes the start/finish in Silverton.
5. Food, drink, blankets, medical supplies, etc. at the aid stations are provided for the comfort of and use by the runners and their pacers.
6. Crews are asked to help us protect the fragile environment that we utilize. Please pack out all trash and equipment when you leave.
7. There are no bathroom facilities at most aid stations. Please keep this in mind and help us protect this part of the country.
8. Excessive noise, raucousness, and partying are not part of an effective aid station. Please save your celebrations for when your runner crosses the finish line!
9. Pacers may meet their runner at **CREW ACCESS AID STATIONS ONLY** except that, for the CCW direction, pacers are allowed to start pacing at KT if they hike in to the aid station on their own.
10. Parking restrictions apply. See section 4.2 of this manual.
11. Crew may give runners aid within 400 yards of the aid station. Please do not go out on the course and give aid between aid stations nor should runners or their crew stash aid for runners along the course.

Crew Access Aid Stations for the Hardrock Hundred are:

Silverton, Cunningham Gulch, Sherman, Grouse Gulch, Ouray, Telluride, and (in CCW years) Chapman

Remember, runners are responsible for and accountable for the actions and behaviors of their crews and pacers before, during, and after the run.

Hardrock 100 Mountain Run

2013 Course Information by John Cappis with input from Charlie Thorn

INTRODUCTION

In this section of the runners package we will briefly discuss the philosophy for the routing and marking of the course, review the course dedication, present some general information about the places along the course, discuss course marking to reinforce what is already put into the package, review the history of the course since the start of the Hardrock run, and present a detailed description of the course for the clockwise direction.

PHILOSOPHY

The course is designed to bring the runners into to the four major mining centers of the San Juan Mountains; Silverton, Telluride, Ouray, and Lake City, while staying as much as possible on trails and abandoned roads originally created by the miners to give the participant the maximum feeling of wilderness. As noted in the information you received with the entry form for entering this run, this course offers a graduate level challenge for endurance runs. The course is designed to provide extreme challenges in altitude, steepness, and remoteness. The extremes in altitude allow you to travel through four life zones. Care is taken to route the course so the runners exert a minimum impact on the environment. Mountaineering, wilderness survival and wilderness navigation skills are as important in this event as your endurance. The remoteness and wild nature of the course have dictated that Charlie Thorn, Course Marking Director, and I use a different marking approach than you may have encountered at other runs. **We expect the individual runners to have enough knowledge about the course that they can follow it without markers. You need to decide how to best equip yourself to meet this requirement. Methods that others have used include spending as much time as possible on the course before the runs, possibly with the group that installs the markers or relying on the written description and maps along with their navigation skills.** The markers we do put into the field should be considered as minimal navigation aids. For first time runners who are used to courses that are marked with a nearly continuous set of ribbons and/or glo sticks from start to finish, be prepared to change your expectations. There are sections where the runner will go for several miles without seeing a marker. We will elaborate more on marking later. **Each entrant must be willing to accept individual responsibility for being able to negotiate the course regardless of number or location of markers.**

DEDICATION

In the 1860s, hardy prospectors began to come into the San Juan Mountains to search initially for gold but soon including silver. The initial focus was in the vicinity of Bakers Park (current location of Silverton) but soon spread to the surrounding area. The establishment of permanent settlements in the San Juan Mountains was well under way in 1870's when Silverton was incorporated. By the end of the nineteenth century there was a veritable army of prospectors climbing among the lofty crags in hopes of making a fortune mining the minerals hidden between the peaks and in the valleys. Most of the towns, cabins, stamp mills, aerial tramways, tipples, smelters, and adits the miners built or dug have succumbed to the ravages of the elements. Large piles of unproductive rock (tailings) mined from the steep hillsides are often the only remaining visible evidence that once here labored men with dreams of finding buried wealth. Foot trails, burro trails, wagon roads, and railroads were constructed for transporting working materials to the mining sites and hauling ore from the mines to the markets. This run follows routes laid out by the miners and is dedicated to their memory.

GENERAL INFORMATION

The HARDROCK 100 is a mountain run that passes through some of the most beautiful and rugged mountains in the world. It has been designed to give the runner a solid overview of the various types of terrain in the area. In places you will be on nearly vertical cliffs with the trail being a shelf blasted across their faces. In contrast, you will encounter high open valleys with grassy meadows in the bottom and large stands of uncut evergreens along the sides. Elevation changes range from a high of 14,048' to a low of 7680'. The total vertical climb and descent, accumulated while crossing thirteen ridges over 12000' in elevation, is about 66,000 feet. Much of the route is at elevations above tree line and on a clear day, views for distances over 50 miles are common. At this time of year there will be water everywhere giving rise to the early blooming wild flowers and creating spectacular falls.

The 2013 course will start and finish at the Silverton High School in Silverton, Colorado and will be run in the counter clockwise direction. Most of the route will follow the 2011 course with minor exceptions. In contrast to the clockwise running this year, 2013, Chapman Gulch will be a crew access station. Please adjust your drop bag thoughts accordingly. Further, there will be a minimal aid station at Burrows Park with no crew access or drop bags.

Enclosed in this section of the manual is a table of cut off times. The cut off times for stations in the early and middle stages of the run are longer than the historic 48 hour cut off times derived from runners' performances in previous years. This is to allow runners the opportunity to sit out a thunder/lightening storm and still have an opportunity to finish. The two columns you should use to anticipate your pace are the historic 48 and the absolute cut offs. The historic 48 hour times are based on a weighted average of runners from the 2004 and 2006 runs who finished between 47:30 and 48:00 hours. The times given are the times for arriving at the aid station and have stay times at previous stations included. The absolute cut off times are based on a steady pace weighted for difference in uphill and downhill pace. The historic 48 projection has always shown a slowing in pace as the run progresses. Those runners who plan to be close to the 48 hour limit should keep in mind the difference between the historic finish time paces and the absolute cut offs when deciding when to reach each aid station. There are rare instances when runners have proven it is possible to be close to the absolute cut offs at the early stations and still finish under the 48 hour cut off, but these are really the exception rather than the rule.

As you read the route description, you will find many references to the bruin family. There are now three Bear Creeks and a Grizzly Gulch on the course:

1. One is the Silverton Bear Creek between Mineral Creek crossing to Putnam Basin.
2. A second is the Telluride Bear Creek between Wasatch Saddle and the town of Telluride.
3. A third is the drainage we refer to as Ouray Bear Creek between the Oh Point Road on Engineer Pass and the Uncompahgre River. The ruins on the shelf part of the Ouray Bear Creek are the remains of the Grizzly Bear Mine.
4. The route between the summit of Handies Peak and Burrow's Park is via Grizzly Gulch.

Incidentally, there is still the possibility of seeing a real bear on the course as has now been proven in several of the runnings including one in 2007.

Every attempt will be made to follow the course as presented in the mile by mile description, but changing snow conditions and/or who knows what may necessitate a last minute change. Please be prepared to accept such changes up to and including run day. Every attempt will be made to render a decision based on runner safety and ability to field aid stations of whether to hold the run or not. It may be that the snow will be in such a condition that the runners can safely negotiate it, but it will be impossible to field all the aid stations. One possible result of this last scenario is that runners will need to carry their own supplies for longer distances on some legs.

This is a *dangerous* course! In addition to trail running, you will do some mild rock climbing (hands required), wade ice cold streams, struggle through snow which at night and in the early morning will be rock hard and slick and during the heat of the day will be so soft you can sink to your knees and above, cross cliffs where a fall could send you 300 feet straight down, use fixed ropes as handrails, and be expected to negotiate the course with or without markers. See philosophy above. Much of the time you will have wet feet and it is recommended you have dry shoes in your drop bags and dry socks in you pack. Feel free to include any specialized equipment such as ice axes, crampons, snow shoes, or skis that you are willing to carry between drop bag stations as part of your paraphernalia.

As part of the course description package you will find the following:

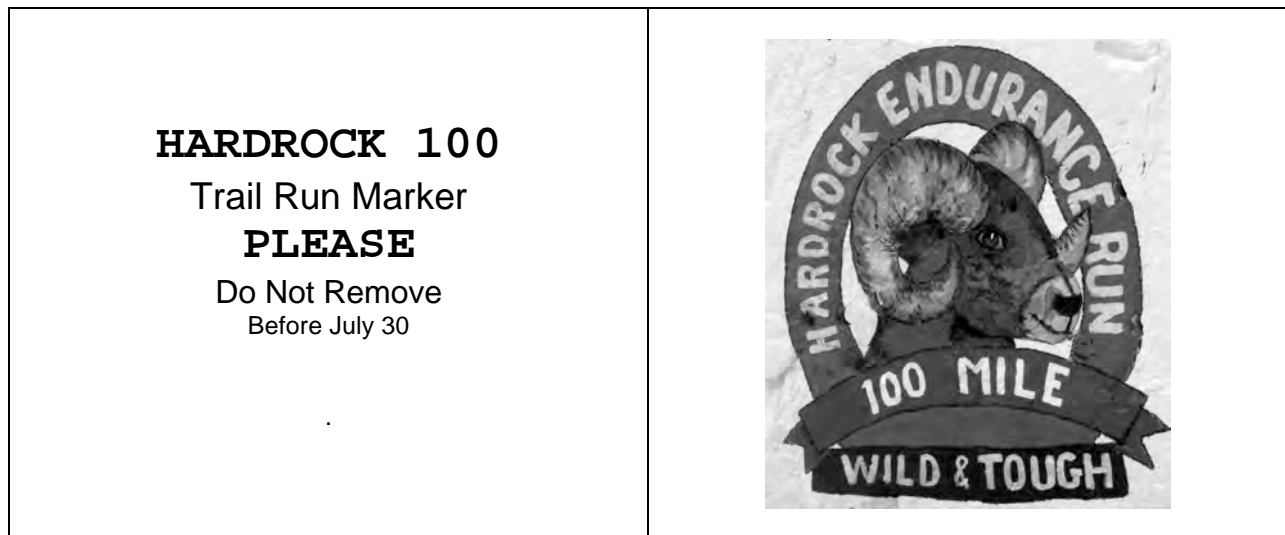
1. A counter clockwise Hardrock 100 altitude profile graph from 2008. It's the same for 2012 except that the Bridal Basin section is NOT included.
2. A short glossary of "jargon" words.
3. A table of the aid station opening and cut off times along with a table containing a summary of the legs between the major mining camps of Silverton, Telluride, Ouray and Sherman representing Lake City. This table has been adjusted to reflect the two-mile length increase due to addition of the Bridal Veil section. Please note that absolute cut off times are always at least a minimum of one and a half hours longer than 48 hour pace. This cushion is provided primarily to allow for runners being held up by bad weather. There will be no absolute cut off times at Virginius Pass, Engineer, Burrows Park, Pole Creek, or Maggie Gulch.
4. A mile by mile description of the course with mileage in brackets and the altitude (in feet). All mileage used was obtained by a combination of ground wheel measurements and map measurements and totals 102.5 miles. Accuracy of total mileage is estimated to be within +/- 2 miles. Cumulative vertical climb and descent is given as 66,248 feet and should be regarded as the lower limit for the course. In regard to route designations for reference to maps, I have used several designation schemes. The listings in the trail description are as follows, the Drake map designation, followed by the forest service designation if different from Drake, and finally by the Colorado Atlas and Gazetteer designation if different from the other two. FR and TR are forest service designations meaning forest road and forest trail while RD is the road designation obtained from the Colorado Atlas and Gazetteer. See the glossary for an explanation for single words, such as acrophobia, listed for specific locations.

NOTE that this version of the course description includes a very brief summary of the Bridal Veil Basin section between Oscar's Pass and Telluride.

A "Drake Mountain Map" with the route marked can be a useful tool for the run. (This is the official map for the run.

COURSE MARKING

The primary marking for the course is a specially designed marker. The marker consists of metal rod fitted with a metal plate that is covered with a reflective label. The major markings shown on each side of the label are shown below



The color of the reflectors varies and may be blue lettering on a yellow background, black lettering on a silver background or red lettering on a silver background. The markers were first used starting in 1993 and have proven to be relatively impervious to the 1992 problem of the marmots (low grade ground hogs) eating the flags. A hog nose ring (idea from John Dewalt) is used to attach the plates to the rod. This allows the plates to move in the breeze making them easier to see. In addition to the metal reflectors, fluorescent orange plastic flagging will be added to the rods. This aids greatly in locating the markers during daylight hours when the markers tend to blend with the vegetation. A minimum length of plastic flagging is used because too long a length tends to get tangled in the mounting ring and keeps the plates from moving. It is suggested that you take the time upon your arrival in Silverton to go and test your light on one or more of the markers to be sure the light will adequately reflect from it.

Markers are stuck in the ground or, in a very few cases, mounted on signs or posts. Every attempt is made to always place the metal markers so they will be on the left side of the runner. Other markings, such as white chalk lines may be used in towns and on major roads. Besides marmots, these markings may be removed by humans, or, especially in the Pole Creek area, by elk. **It is expected that you will be able to negotiate the course either with or without markers.** Map studies and training on the course are two ways of obtaining this ability. Course marking begins two weeks before the run and is finished by the Tuesday prior to run day. You are welcome to join any or all of these sessions. A schedule for marking is included in your packet.

The entire course is not marked with a continuous set of trail markers. On very good trails, such as the Cataract Lake section from Sherman to the waterfall and in Grizzly Gulch from timberline to Burrows Park, there will be few or no markers. Otherwise on good trails markers are placed at about 1/4 mile intervals. For road

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sections, like the Camp Bird, Engineer Pass, and Cinnamon Pass roads, markers are normally only placed at intersections and it may be a couple of miles between markers. For cross country sections where all runners are expected to pass in daylight, markers between intersections on secondary trails and cross country are placed at about 50 yard intervals. For night sections, this distance is reduced to be about the range of a good light. However, the storm that caught the second night runners in 2000 left clouds hanging on the route that severely limited the runners lights from picking up the next markers. Again, we want to emphasize the importance of knowing the course and being able to navigate it without needing makers as a guide. Intersections are marked with multiple markers placed at 5 to ten yard intervals.

In 2013 we have added a limited aid station at Burrows Park. Including the Silverton start/finish, we plan to have fourteen manned aid stations on the course. All but Burrows Park are indicated on the altitude profile in capital letters and on the trail map with an A. Those followed by a C on the altitude profile will be crew access stations. Telluride, Ouray, and Sherman will be major medical stops, i.e. provide the most assistance for medical needs and easier transport for more professional care. Chapman Gulch, Telluride, Ouray, Grouse Gulch, Sherman, and Cunningham Gulch will be locations for bag drops and crew access. Pole Creek, Engineer and Virginius Pass are stations that are set up by packing the supplies to them, either on horses or in back packs, and may have limited offerings for food and definite limitations on getting you evacuated for medical attention. Helicopters have been sent to Pole Creek three times in the history of the run to evacuate a sick or injured person. It is planned to have cans of water at Burrows Park for a serve yourself station.

The USGS 7.5 minute maps containing the route are listed below. Other useful maps include the Drake Map of the Mountains of Silverton, Telluride, and Ouray (2000) (the official run map), USGS 1/50000 county maps for San Juan, Hinsdale (2 sheets), Ouray (south sheet) and San Miguel (eastern sheet) counties of Colorado, U.S. Forest Service maps for Uncompahgre, San Juan, and Rio Grande National Forests, and the book "Colorado Atlas and Gazetteer-Topo Maps of the Entire State". Familiarity with the route, even from an arm chair, will greatly increase your confidence and enjoyment of the run. Extra copies of the Drake Mountain Maps are available for purchase from run management.

USGS 7.5' QUADRANGLE MAPS

Silverton	Howardsville	Pole Creek Mountain
Redcloud Peak	Handies Peak	Ironton
Ouray	Telluride	Ophir

COURSE HISTORY

In the fall of 1991, Gordon Hardman placed a notice in Ultrarunning magazine that in the summer of 1992 there would be a 100 mile run in the San Juan Mountains of southwestern Colorado. I contacted Gordon and asked what his thoughts were for a course. The general approach was to bring the route as close as possible to Silverton, Lake City, Ouray, and Telluride, the four major mining towns of the San Juan district. The original thought was to change the start/finish between towns each year to add variety to the run. I volunteered to try and lay out a course, keeping in mind the idea of connecting the towns while at the same time selecting routes that would be on trails as much as possible. By January of 1992 a route developed entirely from map studies was available. Charlie Thorn then became active in the process and by April the necessary government permits were obtained. In June, Charlie, Rick Trujillo, Gordon and I spent many days making sure the chosen routes were feasible and in making field adjustments, including addition of the Dives Little Giant section only one week before the run. The course was run in the clockwise direction with a nominal length of 98.8 miles and an accumulative vertical gain of 29684 feet. Start and finish was in the Silverton city park with a large tent serving as run headquarters. The major points on the first course were the Shrine Road, Highway 550, South Mineral Creek Road, Ice Lake, Island Lake, Grant Swamp Pass, Chapman Gulch, Oscar's Pass, Wasatch Basin, Telluride Elks Park, Mendota Pass, Virginius Pass, Governor Basin, Ouray Box Canyon Park, Uncompahgre River Dam, Engineer Pass, Grouse Gulch, American-Grouse Pass, Handies Peak, Grizzly Gulch, Burrows Park, Cinnamon Pass Road, Sherman, Cataract Lake, Main fork of Pole Creek, West

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fork of Pole Creek, Maggie Gulch at Stamp Mill, Buffalo Boy Ridge south approach, Rocky gulch, Stony Pass Road, Cunningham Gulch, Dives Little Giant, Arrastra Gulch, State Route 110, and the Finish. After this first year, it was decided to keep the start/finish permanently in Silverton, reversing directions every running of the event.

In 1993 the course was run in a counter clockwise direction and the nominal length was 100.6 miles with an accumulative vertical gain of 29,849 feet. The only major course change that was made from the 1992 course was moving the Ouray aid station from the Box Canyon Park to the park near the swimming pool.

1994 saw a number of major course adjustments for a clockwise running, resulting in a length of 101.1 miles with 32,698 feet of accumulative climb. The start/finish was moved to the old Kendall Mountain Ski hut. After the 1993 run, Ulrich Kamm purchased a number of old maps and books of the Silverton area. In them he discovered a potential route for bypassing the South Mineral Creek Road. Subsequently, Charlie and I found the trails Ulrich advocated and adopted the Silverton Bear Creek-Porcupine Creek-Kamm Traverse routes. This necessitated that some other major adjustments be made to the course in order to stay close to the 100 mile distance. The first adjustment was to use the original Island Lake trail from lower Ice Lake Basin, eliminating the need to go to Ice Lake. The second was to adopt a route on Handies Peak that required an out and back leg from the Boulder/American saddle to reach the summit. After returning to the saddle, a combination of animal or old mining trails were followed along the southwest ridge of Handies peak then along the Boulder Gulch stream to Cottonwood Creek where a seldom used jeep road is followed to Sherman. This eliminated the need to be on the very popular Cinnamon pass road. Other changes that were made included bypassing the Uncompaghre Dam, at the request of the owner, inserting the roped river crossing, across the Uncompaghre River, and substitution of the beaver pond trail section from Arrastra Gulch to the Finish for highway 110.

After canceling the 1995 run because there was too much snow, 1996 became a counter clockwise year with a course of 101.3 miles and 33,008 feet of climb. Safety and environmental impact concerns led to a modification of the course between the Buffalo Boy Tram Shed and Maggie Gulch. This consisted of moving the crossing point farther north on the ridge then using the trails and jeep roads past the Little Martha Mine. The Maggie Gulch aid station was moved to the stream crossing on the Little Martha road. This was the year the Telluride aid station was moved to the town park with the modification of the routes for getting into and out of town.

In 1997, the advertised distance for a clockwise run was still 101.3 miles with 33,008 feet of climb, but a modification of the course during marking probably changed these values. A large snow cornice was hanging above the Little Martha Mine valley in Maggie gulch, so rather than expose the runners to this possible avalanche; the route was redesigned to follow the Crystal Lake trail and the ridge between Crystal Lake and the Little Martha Mine valley. Another change was the adjustment on the west side of Handies Peak to use the newly reconstructed BLM trail that passes near Sloan Lake, thereby reducing the potential environmental impact on the fragile tundra area. The final change came with the development of the Nute Chute by Silverton runner Chris Nute to follow the Silverton-Ironton railroad bed instead of Highway 550.

In order to eliminate the out-back section to reach the summit of Handies Peak, in 1998, the up-Chuck ridge route was adopted between Boulder Gulch and Handies peak. This consisted of switching from the southwest ridge of Handies Peak to the southeast ridge for the 1998 counter clockwise run. The identical course was used in 1999 except in a clockwise direction. The 1998 distance was listed as 101.3 miles with 33,015 feet of climb, but after rechecking measurements for some sections of the course in 1999 this distance was adjusted to 101.7 with 33,065 feet of climb.

The year 2000 saw only one change to the course and this was on the up-Chuck ridge approach to Handies Peak. After the 1999 run, it was observed that there was a great potential for excessive damage to the steep alpine tundra on the steep section from Boulder Gulch to the South East Handies ridge, particularly in the clockwise direction. Charlie had located a potential alternate route on game trails and an old mining trail to achieve the ridge. Subsequently, after walking this proposed route with a BLM official, it was adopted.

For 2001, there were no planned major changes in the route. However, in November of 2000, the Colorado Environmental Coalition filed a protest with the BLM that the Hardrock did not have a proper environmental

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assessment (EA) statement in place for the Wilderness Study Area (WSA) around Handies Peak. Since it would not be possible to get the proper BLM technical people in the field to assess the Boulder Gulch route before the 2001 run, it was decided to move the course to the Grizzly Gulch-Cinnamon Pass route for getting between the summit of Handies Peak and the Sherman aid station. It is our understanding the Grizzly Gulch trail was field certified by the BLM for an EA. Subsequently, to try and account for differences created by the Grizzly Gulch change, the aid station in Ouray was moved from the swimming pool to the Box Canyon Park parking lot. With these changes, the nominal distance is 100.3 miles with a climb of 33,082 feet. BLM officials were very cooperative in assisting us with meeting the requirements for obtaining a permit for 2001.

The run in 2002 was canceled because of the forest fires in the Durango area and the high fire danger throughout the entire course area. Just two weeks before the run, run director Dale Garland was watching the flames on Missionary Ridge working their way toward his house and was wondering if he would have to evacuate. In addition, the emergency services groups in along the course were very busy coping with the extreme fire situation and we decided to cancel the run to help lessen the potential burden on these support groups. Subsequently, it was 2003 before the run used the same course as in 2001, but in a counter clockwise direction.

For 2004 there were three major changes. (1) The aid Station in Ouray was returned to the gazebo at swimming pool park instead of in the parking lot of the Box Canyon Park. This gave better crew access to runners and made it more convenient for aid station workers and radio operators. (2) The route from Burrows Park to Sherman was modified to reduce the amount of time runners must spend on the Cinnamon Pass Road by 1.5 miles. Working with BLM and private landowners, a cross-country route adopted between the Sherman Overlook on the Cinnamon Pass Road and the bridge across Lake Fork of the Gunnison. (3) The route from Maggie Gulch to Cunningham was completely rerouted. It climbed Buffalo Boy Ridge south of the old route then followed a built trail under Canby Peak to Stony Pass. From Stony pass the route goes cross country to a low point in the ridge east of Green Mountain. It then crossed into Green Mountain valley and followed it to an old mining trail into Cunningham Gulch. A unexpected surprise in the Green Mountain drainage in 2004 was the presence of a large herd of sheep with dogs.

The aid station location in Maggie Gulch and the route between the aid station and Maggie-Pole Pass was changed in 2005. The route between Buffalo boy Ridge and Maggie Gulch adopted in 2004 meets the end of the road in Maggie Gulch. The aid station was relocated to this road end (the place where it started in 1992). The route was modified to follow the (old) Continental Divide Trail from its intersection with the La Garita stock trail just below Maggie/Pole Pass to just above the Aid Station/Road end where going about ¼ mile of cross country/game trail was necessary. This eliminated about ¾ mile of jeep road from the course and made the overall corrected measured distance 100.4 miles and the vertical climb/loss 32,992 feet each. .

At the last minute in 2005 a change was made to use a bridge across the Uncompahgre River that the Ouray Hiking Club had put into place. This move was initiated by the high water from snow melt in the river that would have made the fording of the Uncompahgre too dangerous. For 2006 and 2007 the route was essentially identical to 2005 including use of the bridge over the Uncompahgre.

After the 2007 Hardrock, the Ouray Trails Group, under the direction of Roger Smith, significantly improved the Ouray Perimeter Trail. That allowed the Hardrock to follow the newly improved Perimeter Trail from the Camp Bird Road into the upper end of Box Canyon Park, cross a high bridge above The Box, enter a tunnel, and follow the trail down to Queen Street and then Oak Street on the west side of the Uncompahgre and north to the bridge into the swimming pool park aid station. The exit from Ouray included going south through Ouray on 2nd Street past the Box Canyon Park Headquarters before climbing past the park to the next bridge. From there, we picked up the Ice Park Trail that was followed all the way to the dam. The 2009 and 2010 courses were essentially identical to the 2008 course.

Because of threats of lawsuits between Gold Hill Development Corporation and Federal land custodians over access into Wasatch Basin and because of extremely low tolerance for risk by the Hardrock Board of Directors, the 2011 course was diverted from Wasatch Basin to Bridal Veil Basin, adding approximately 2.0 miles. The course run was approximately 102.5 miles. In addition, because of renovation at Silverton High School, the start and finish was moved to the Kendall Mountain Recreation Center. Rodger Wrublik generously provided a large tent to house the

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festivities at Kendall Mountain.

The 2012 start and finish returned to the Silverton High School gym as its renovations have been completed. In addition, a minimal aid station was provided at Burrows Park. Because ongoing land ownership disputes among Federal officials, local officials, and Gold Hill Development Corporation, the route was essentially that of 2011, including the Bridal Veil Basin diversion south of Telluride. Total distance was approximately 102.5 miles.

Because of the improved political climate associated with the Gold Hill Development Corporation land dispute in Bear Creek south of Telluride, the 2013 course will return to the Bear Creek/Wasatch Basin route abandoned after 2011. Other course changes may be necessary due to changes in land management policies, privatization of land, construction of buildings on routes we had previously used (this has happened and is happening near Telluride) or who knows what. Come and enjoy the course and we hope you will take time to marvel at how the early hardrock miners built these roads and trails using hand tools. What a wonderful legacy they have given for us to be able to access and enjoy the San Juan Mountains.

HARDROCK 100

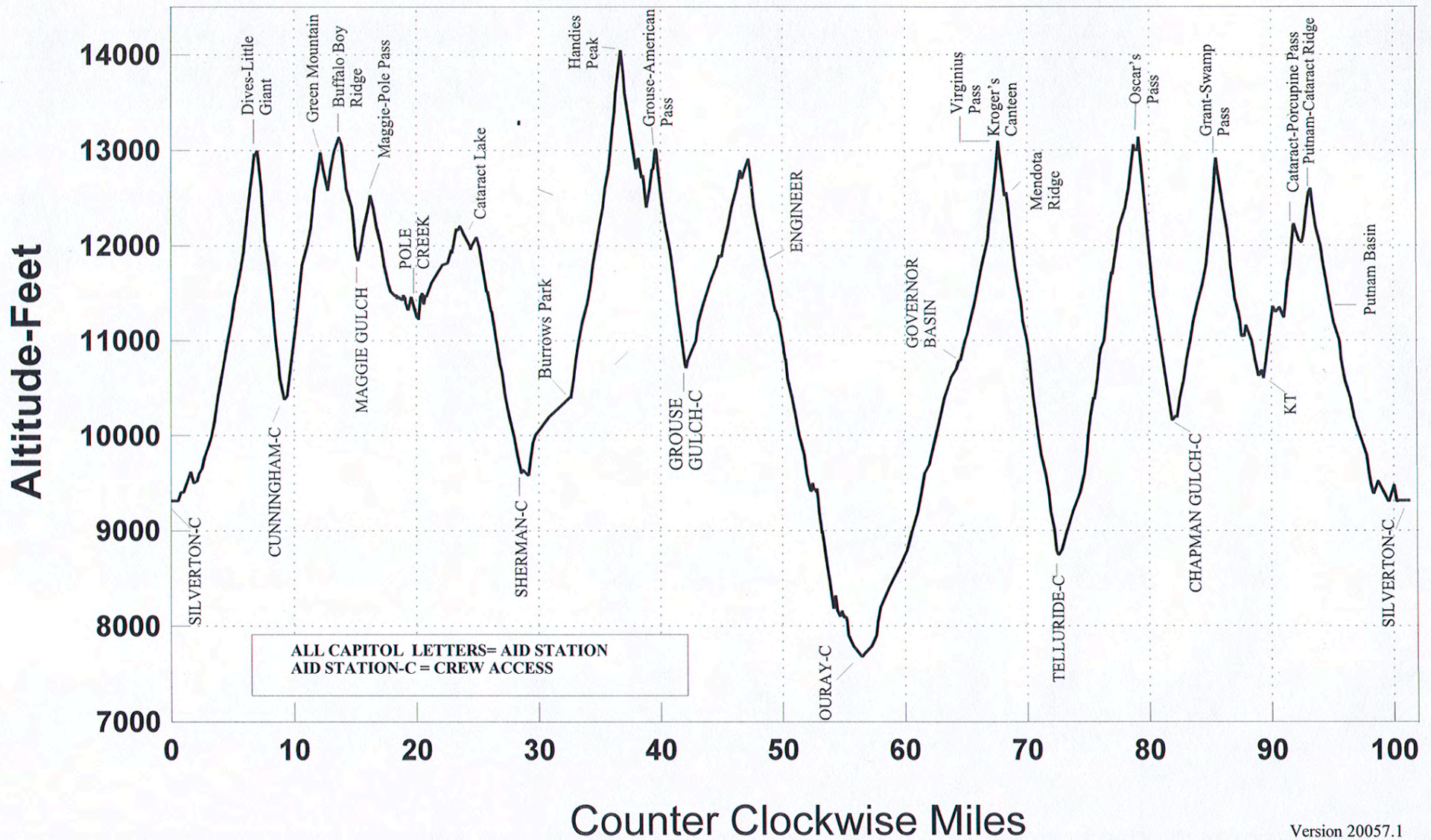
“JARGON” TABLE

acrophobia	An abnormal fear of being in high places. If you suffer from this and see it in the course description, you will not enjoy that location on the course.
adit	The entrance to a mine, also known as a portal.
bench	A natural occurring shelf across the face of a mountain which gives relatively flat areas to walk on. They are almost natural trails and were followed by the miners since they required less effort to construct a trail.
cairn	A pile of rocks that have been stacked together to provide a permanent trail marker. They may consist of only a few rocks sticking up a less than a foot, or be somewhat elaborate rock towers several feet high.
cornice	A layer of snow that projects outward into open space from the top of a snow field. This makes it very difficult to climb to the top of the snowfield from below and offers the possibility of falling through it into space if walked on from above. Cornices cannot readily be seen from above, so use extreme caution when approaching the edges of snowfields, particularly on east or north facing ones.
exposure	Being in a position on the side of a mountain where a fall would cause you to slide or fall directly a long way down the mountain.
fixed rope	Rope attached to the mountain to be used like a banister on a steep stairway. Used when a fall at that point could cause injury or death.
glissade	Intentionally sliding down a steep snow field. Standing glissade = using your feet like skis. Sitting glissade = sliding down on your butt. (long pants recommended).
hanging wall	A band of cliffs that occurs between a “hanging valley” and a larger valley perpendicular to it. These were formed when a small glacier was tributary to a larger ice stream. The larger ice stream valley was cut deeper than the small glacier valley and when the ice melted the smaller tributary “hanging” valley was left perched above the main valley often with a cliff band to mark the junction.
ice axe	Mountaineering tool for cutting steps, helping control glissades, and stopping uncontrolled slides on steep snow fields. Useful in years with lots of snow.
mill	The building where metal is separated from the rock by physical or chemical processes. The ground up rock not containing metal is discarded in large piles that look like misplaced beach sand that is called tailings.
jeep road	A road built with the intent of being traveled by a good four wheel drive vehicle and a gutsy driver. When I say good jeep road, four wheel drive is probably not needed when the road is dry. When I refer to old or abandoned jeep roads, these are one time jeep roads that are now closed to vehicles so the tread is really a trail. Some of these abandoned roads offer the toughest on trail footing you will encounter.

- mine dump Pile of rock and dirt stacked on the hillside showing where miners had dug a tunnel and left the rock not containing minerals on the hillside. Generally much finer grain and lighter color than surrounding rock, tending toward yellow or red. Some people also refer to these as tailings (see definition for mill).
- saddle The low point in a ridge between two points or summits.
- scree/talus Loose rock and dirt on a very steep mountainside that has enough friction to stay where it is until you step on it, then it slides down the hill. Like trying to go uphill in mashed potatoes, you slide back 3/4 of a step for each step up. When coming down hill it can be like riding a skateboard with the moving dirt being your wheels.
- shelf trail/road A trail or road that has been created across a cliff face and has exposure off the edge. On many of the shelf sections you can see the remaining sections of the drill holes that were put in so the rock could be blasted with dynamite.
- snow field Any accumulation of snow that is still on the mountain when the run is held. Those deposited by snow slides will be extremely hard allowing you to walk on them without sinking at all times of the day (they will be full of rocks and trees pieces that were carried down in the slide). Fields that were created by natural fall will be soft during midday, hard and slick at night.
- switchback A sharp turn in a trail (about 150 degrees), which allows the trail to traverse back and forth across the mountain face at a slope reasonable for a burro hauling mining supplies up and ore down.
- traverse To move laterally across the face of a mountain as opposed to directly following the fall line.
- timberline The altitude above which the trees cease to grow. In this area of Colorado, about 11,800' but it can vary considerably.
- tipple The wooden tower built over a vertical shaft where buckets can be raised and lowered on a cable. Best example on the course is in Little Giant Basin.
- willow A generic term I have used for the small bushes that grow profusely in stream bottoms and just above timber line. They can be very difficult to move through without a trail.

Hardrock 100.5 Mile Mountain Run

33,124 Feet of Climb



2013 Counter Clockwise Hardrock Aid Station

Opening and Cut Off Times

STATION	MILES	MILES	CLIMB	DESCENT	Avg Vert	OPEN TIME		LEADER	Avg 48 HOUR Pace		ABSOLUTE CUT OFF	
	Total	Leg	Feet	Feet	Ft/Mile	Day	Hour	Arrival	Day	Hour	Day	Hour
Silverton-Start	0.0	0.0	0	0	0	Friday	5:00 AM	6:00 AM	Friday	6:00 AM	Friday	6:00 AM
Cunningham Gulch*	9.3	9.2	3840	-2770	718	Friday	7:00 AM	8:00 AM	Friday	8:50 AM	Friday	10:45 AM
Maggie Gulch	15.4	6.1	3160	-1700	803	Friday	8:30 AM	9:30 AM	Friday	11:40 AM		None
Pole Creek	19.7	4.3	960	-1340	534	Friday	9:15 AM	10:15 AM	Friday	1:00 PM		None
Sherman*	28.8	9.1	1390	-3210	507	Friday	11:00 AM	12:00 PM	Friday	3:45 PM	Friday	8:15 PM
Grouse Gulch*	42.2	13.4	5258	-4188	704	Friday	2:15 PM	3:15 PM	Friday	9:55 PM	Saturday	2:30 AM
Engineer	48.7	6.5	2310	-1220	543	Friday	3:45 PM	4:45 PM	Saturday	1:50 AM		None
Ouray*	56.6	7.9	455	-4575	633	Friday	4:45 PM	5:45 PM	Saturday	5:10 AM	Saturday	9:00 AM
Governor Basin	64.5	7.9	3148	-48	404	Friday	6:15 PM	7:15 PM	Saturday	8:50 AM	Saturday	12:30 Noon
Virginius Pass	67.8	3.3	2320	0	717	Friday	7:15 PM	8:15 PM	Saturday	11:00 AM		None
Telluride*	72.8	5.0	40	-4390	881	Friday	8:15 PM	9:15 PM	Saturday	12:50 PM	Saturday	4:45 PM
Chapman Gulch*	82.1	9.3	4500	-3090	820	Friday	10:15 PM	11:15 PM	Saturday	6:40 PM	Saturday	9:30 PM
KT	89.1	7.0	2920	-2450	760	Saturday	2:30 AM	3:30 AM	Saturday	11:15 PM	Sunday	1:30 AM
Putnam Basin	94.7	5.6	2425	-1455	693	Saturday	3:30 AM	4:30 AM	Sunday	3:20 AM		None
Silverton-Finnish	100.5	5.9	324	-2614	501	Saturday	4:30 AM	5:30 AM	Sunday	6:00 AM	Sunday	6:00 AM

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* Bag Drop/Crew Access

48 hour pace estimate is time into aid stations based on previous years' weighted average for those finishing over 47:30 hours.
Leader arrival time estimate based on a 23:30 hour finish.

Summary of Hardrock 100 Legs CCW

Leg	MILES Leg	CLIMB Feet	DESCENT Feet	HWY Miles	Auto Road Miles	Jeep Road Miles	Trails Miles	X-Country Miles	Avg Elev Feet
Silverton-Sherman	28.65	9020	9350	0.0	0.8	3.5	20.1	4.3	11431
Sherman-Ouray	27.87	9943	7983	0.0	4.9	5.4	15.5	2.1	11081
Ouray-Telluride	16.16	4390	5460	0.1	5.1	5.2	5.3	0.4	10144
Telluride-Silverton	27.78	9609	10169	0.0	0.6	2.2	21.2	3.7	11042
Totals	100.5	33050	-33050	0.17	11.26	16.56	62.88	9.61	11019

**HARDROCK 100 MOUNTAIN RUN
2013 COUNTER CLOCKWISE COURSE DESCRIPTION**

[0.0] 9310	Silverton. High School. Start is in front of the gymnasium on 12 th Street. For counter clockwise direction, face toward Reese Street (SE). Go one half block and turn left (NE) on Reese Street. Go two blocks, passing the official front porch of the Hardrock 100 (Charlie Thorn's house on your right). Turn right (SE) on 14 th Street. Cross Greene Street (the main paved street in Silverton) and continue on 14 th Street for about 0.4 mi., heading toward the Kendall Mountain Recreation Area. Between Greene Street and the Silverton Ski Hut, you will cross bridges over Cement Creek and the Animas River. Follow the road to where it ends at the base of the local ski run.
[0.6] 9310	Kendall Mountain Recreation Building. Angle left (ENE) on auto tracks and climb to trees where in about 0.15 miles the tracks become trail. The first stream crossing is Swansee Gulch, which normally has a small bridge across it. Caution- the bridge and rocks at the streams edge may be covered with black ice. The trail continues NNE at a constant elevation (9400') until abruptly ending in a small parking area just above the Lackawanna Mill.
[1.0] 9400	The Lackawanna Mill is left and below you. Cross the upper edge of the parking area, cross a jeep road, and pick up the trail which continues NE. For the next mile there are a series of ups and downs, with willows and beaver dams to skirt. In some places the trail and side streams are indistinguishable from each other. The route is generally on a bench that parallels the Animas river and the direction of the route becomes more ENE. You can see CR-2 and the Mayflower Mill across the canyon to your left.
[2.3] 9520	The trail merges directly into a jeep road. Continue NE, passing to the right of a house and follow the road to the next intersection. Make a hard right turn (SSE) on jeep road and climb steeply to the right of a steel tram tower (9800'). At the tram tower, angle left (SE) and follow the trail over a pipe line designed to bring water out of Arrastra Gulch. There are a few pieces of pipe along the route. Cross the Arrastra stream just below a concrete diversion wall and follow jeep road (E). (There may be some construction work in the meadow up canyon (right) of the road.) Just stay on the jeep road and within a tenth of a mile climb steeply up to main jeep road in Arrastra Gulch.
[3.2] 9900	Arrastra Gulch Road. (21RD) Take a hard right (SSE) for about fifty yards then angle left (E) at the intersection of the Mayflower Mine Road. The road swings to the SSE and parallels the stream. After about 0.4 mi. make a hard left (WNW) at the intersection onto the Little Giant Basin Road. This road crisscrosses the path of the abandoned aerial tramway that went to the Big Giant Mine. Near timberline the road levels in a meadow where the remains of the Big Giant Mine and a small lake are on your right. The road climbs steeply through the slide rock, going around two switchbacks as it proceeds in a generally SE direction on the way to the upper Little Giant Basin. When you see the remaining buildings of the Little Giant Mine across the gully to the right, watch for the trail intersection leaving the road to the left. The trail is a distinct line along the left (N) side of the valley.
[5.9] 11930	Little Giant Trail Intersection. Turn left (SE) onto the trail. (If you stay on the road you will come to a lake and a dead end.) This old mine trail is not maintained and there are many loose stones. In a heavy snow year, there may be several steep snowfields you will have to cross. Some years we have had to cut steps in the rock hard snow. Near the top of Little Giant Basin, the trail has been cut through the rock and there are metal rod supports holding the rock in place. As you climb up the basin head wall, the direction of the trail changes from SE to S. When you reach the top of the climb at the head of the basin go south through a wide grassy meadow. Off to your left is an unnamed basin and directly in front of you is Little Giant Peak. The trail toward Dives Basin is cut across the steep east face of Little Giant Peak. In low snow years, this wide trail in no challenge at all. However, in heavy snow years, there is extremely hard steep snow or ice. For three of the runs, steps have been cut in the snow. About a hundred yards below the trail, the steep grass slope disappears over cliffs that are several hundred feet high. A slip here could be fatal. Exposure, acrophobia. IF THE SNOW CONDITIONS WARRANT IT, THERE WILL BE A FIXED ROPE. (Note we have not yet had to use a rope here.)
[7.0] 13000	Dives-Little Giant Pass. Climb #1. The high point is located on a narrow ridge on the east side of Little Giant Peak where you are suddenly looking into the upper end of Dives Basin. Continue straight ahead (S), leaving the built trail, and dropping straight down into upper Dives Basin. The animal trails used for this section are becoming well worn and easy to follow. At about the 12600' level, turn left (SE) on the built Dives Basin trail when you meet it again. Below you to the right is a large cavity in the bottom of Dives Basin where the Shenandoah mine has collapsed. Stay to the left of the ruins of the Shenandoah Mine buildings. Cross the hanging wall and pick up the unmaintained trail that stays on the left (N) side of the Dives basin stream. Once below the headwall, you can see the Cunningham Gulch Aid station below you. The trail switches back and forth going from a NNE to SSE direction, dropping rapidly toward Cunningham Creek. As you descend, you can view the next climb up Green Mountain. The Green Mountain route goes between the cliff bands, starting to the right (S) of the aid station, then climbs to the clump of evergreen trees you see just right and above the prominent water fall fed by the Green Mountain stream. Now focus your attention back to the Dives side of Cunningham Gulch and continue down into the timber. Here the Dives trail may be overgrown with willows so watch carefully for it as it switches back several times. At the final switch back you are directly above the stock pens and straight across from the Green Mountain Stream waterfall. Follow the trail south, cross the Dives Basin stream (SSE) and angle left toward the aid station. Wade Cunningham Creek.

HARDROCK 100 MOUNTAIN RUN
2013 COUNTER CLOCKWISE COURSE DESCRIPTION

[9.2] 10380	CUNNINGHAM GULCH AID STATION/CREW ACCESS/DROP BAGS. Turn right (S) on good dirt road, [FR589, 4RD], suitable for standard autos and go 0.2 miles. About 100 yards beyond the outhouse, turn left (E) and climb 0.3 miles steeply cross-country through a meadow in a shallow drainage. Watch carefully for the trail on your left (NE) at the base of the cliff. The large number of willows in this drainage makes it difficult to find the beginning of the very steep Green Mountain trail. For the next half mile the trail climbs between two bands of cliffs on a narrow shelf. Exposure, acrophobia. At one point on this shelf trial you have a nearly straight down view into the Cunningham Aid Station (about 600 vertical feet). Once through the cliffs, traverse the steep grass and flower covered slope, continuing up and NE toward the only stand of evergreen trees between you and the Green Mountain Waterfall. The built trail direction switches to the SE at the trees, switches back three or four times across the grassy slope, then ends abruptly at a mine site. Follow a game trail left of the mine ruin and climb toward end of the ridge top (ENE) between the Green Mountain Stream and Cunningham Gulch. The flow of the Green Mountain Stream abruptly goes from a NNW to a W direction below the end of ridge. When you reach the top, you will be looking 100 vertical feet down at Green Mountain Stream on the other side of the ridge.
[10.6] 11700	Green Mountain/Cunningham ridge. Make a hard right turn (SSE) on top of the ridge and do a little rock scrambling to get above a small rock out crop. Pick up a game trail that stays on top of the ridge and takes you through a stand of evergreen. After about a quarter mile, when the ridge drops into a saddle, angle slightly left onto a game/sheep trail that stays on the right (W) side of Green Mountain Stream. You may encounter a herd of sheep and their herding dogs in the Green Mountain Basin. The sheep may have flattened the trail markers. Go about three quarters of a mile (S) on the west side of the stream to about the 12000' level. Angle left, (E) on a secondary trail, cross the stream and climb cross country up the ridge (E). On your left is a very steep, rotten dirt gully. At about 12,600' gradually angle left (N) toward the normally snow filled saddle between the Green Mountain drainage and Stony Gulch. Stay about 50 yards to the left of the Continental Divide, the ridge between Green Mountain Stream Drainage and the Rio Grande Drainage. Skirt the corniced snowfield in the saddle to the left, then turn abruptly right (E) for about 40 yards to the low point in the saddle. You are going to go down the gully on left (N) side of the saddle. Looking down this gully you can see Stony Pass, the high point on the road (N) between Stony Gulch and the headwaters of the Rio Grande River.
[12.2] 12980	Green Mountain/Stony Pass ridge. (Climb #2) While crossing toward Stony Pass you get a good view of the next part of the route that traverses the S to SW side of Canby Peak. The trail begins on the very visible wide grassy shelf on the south side of Canby Peak. Go down the bottom of the gully (N) facing the Stony Pass road on either a snowfield or black dirt until the slope off peak 13165 flattens enough to allow you to leave the gully to the right (NE). Head toward Canby Mountain with Stony Pass visible between you and it. The route is a mixture of cross-country and faint animal trails crossing in and out of small drainages and slide rock fields. Your goal is to meet the road about 100 yards below the pass on the right (SE) side.
[12.8] 12580	Stony Pass. Cross the jeep road (CR-3) and angle to the right of a cliff face and very steep wash, climbing the grass-flower slope (NNE). Once you are above the top of the wash, turn left (NW) and locate the trail on the grassy shelf you observed from the Green Mountain Area. This built trail traverses all the way under Canby Peak going from a NW to NNE direction. The trail meets the ridge in the saddle NW of Canby peak at 13000'. To your left is Stony Gulch and on your right is Maggie Gulch. At the saddle turn left (NW) on the ridge top and climb across point 13214'. Turn around and take a look at the magnificent view of the Grenadier range and Weminuche Wilderness behind you.
[13.7] 13214	Buffalo Boy Ridge. Climb #3. Acrophobia, exposure. Find the continuation of the Canby trail just to the left (W) side of the ridge between Rocky Gulch and Maggie Gulch and go 0.2 miles to the next small saddle. A built trail that goes SE into Maggie Gulch intersects with the Buffalo Boy Ridge and the Canby Trail here. From this normally snow filled saddle between Rocky Gulch and Maggie Gulch, you will be able to see the Buffalos boy tram shed and mine in Rocky Gulch to your left. Your next move is to drop cross country into Maggie Gulch then follow a series of sheep trail and cross country routes to the Maggie Gulch aid station. Move right to where you are looking down in Maggie Gulch, normally at the intersection of the snowfield and a rock outcropping. The aid station is at the end of the Maggie Gulch road and is visible from this ridge. Cross the ridge at the rock out cropping and work your way steeply down and slightly right SE below the ridge (E). You are below and parallel to the built trail that goes SE into Maggie Gulch. The Maggie Gulch trail is usually buried under a large snowfield so you may not be able to see it. After about 100yards, switch back toward the left (NNE) across a high hanging meadow and look for a good sheep trail (assuming the snow has melted). Continue in the NNE direction for about 0.5 miles, dropping gradually so you cross under point 13090 when you are at an elevation of 12600'. Once you get into the drainage of the stream that comes out of the NNW, angle right and move down toward the stream. Watch for a series of white plastic pipes and when you reach them, get on the sheep trail and cross the stream. Climb toward the low ridge, N about 50 yards, to the site of a sheepherder camp. The remains of a crude wooden floor and a set of rusted bedsprings mark this spot. Continue N about 50 yards beyond the ruins into the first shallow drainage, and turn right (E). Go steeply cross-country down hill about 0.25 miles until you meet a good trail in the willows. Turn right (SSE), and follow the trail across the side stream, then E to the main fork of the Maggie Stream. Wade the Maggie Gulch stream, angle left (N) on a trial that climbs a short distance out of the steep V in the bottom of the canyon then leads you through the willows down to the aid station.

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[15.3] 11840	MAGGIE GULCH AID STATION. Tank up, cheer up, start up. This aid station is located at the end of the road in Maggie Gulch. Where the trail enters the road there is a cable drum and just to the left are the remains of a well-preserved stamp mill, relics of the Intersection Mill and Mine. Take the good trail at the right (E) edge of the parking area. After about 200 yards, when the trail starts to swing toward the south, go directly up hill (E), crossing a small side stream for about 300 yards where you meet the Continental Divide Trail. (The Continental Divide trail has been rerouted across here in the last few years and is not shown as such on either the USGS topo map or the Drake Map.) Turn left (N on the Continental Divide Trail and climb up it as it swings around to the E and meets the La Garita Stock trail just to the right of the stream in the E-W drainage you have entered. (This is between the N and E in Continental (Divide) on the Drake Map.) Turn right (SE) on the now combined LaGarita Stock/Continental Divide/TR918/TR787 Trail and climb to the low point in the ridge, Maggie Pole Pass.
16.3] 12530	Maggie-Pole Creek Pass. Climb #4. Continental Divide. Snowfields. Continue ESE on the La Garita/Continental Divide Trail, heading toward Greenhalgh Mountain, the rounded peak on the right hand (S) ridge of the West Fork of Pole Creek. As you descend, cross multiple small streams that make up the headwaters of the West Fork of Pole Creek. These waters will become part of the Rio Grande River, eventually draining into the Gulf of Mexico. There are many low willows in this area and the trail is the only easy access through them. Just past the final small tributary you cross at about 11750, the direction of travel changes from SE to E.
[17.9] 11520	Sheep Creek. This stream comes from the south off of Sheep Mountain. Cross Sheep Creek into a large meadow where the trail becomes faint for about a half mile. This area has many elk that have been known to pull the markers from the ground and let them drop and to stomp the markers down as the herds cross the meadow. Go to the wooden pole trail marker on the right edge of the meadow then angle left (ENE) toward the West Fork of Pole Creek. The trail becomes easier to see as you approach a swampy, very muddy section that takes you through the willows. Wade the stream, move up hill out of the swampy stream bottom and find the trail. For the next 1.9 miles there is only a net loss of 80 feet in altitude, but there are a series of short ups and downs as you parallel the stream on the treeless, grassy hillside. The West Fork stream is dropping faster than the trail so you are gradually getting further away from the stream. As you come down to where you can see left into the main fork of Pole creek you will be on a large bench (near the end of the word divide on your Drake map). Stay some 50 yards to right (S) of the small lake and go to the aid station. (The map shows the trail going to the left (N) side of the lake but it is actually on the right (S) side.)
[19.6] 11460	POLE CREEK AID STATION. Minimal aid station. Everything has been packed into here on horses. From the aid station, angle left (NNE) on a reasonable trail. Just past the first gully coming down from your left, the trail turns sharply right (E) and drops steeply down to a willow covered bench. You have now crossed out of the West Fork of Pole Creek into the North Fork of Pole Creek. Across the valley (NE), you can look straight up the Main Fork of Pole Creek, your next objective. Work your way through the brush on the bench to a good trail and turn left (NNW), and go upstream on the left side of Pole Creek.
[20.2] 11230	Wade North Fork of Pole Creek just above its confluence with the Main Fork. Continue straight ahead (NE), crossing the North Fork Trail. The Main Fork Trail has multiple names including the Continental Divide Trail, the Colorado Trail, TR 787 and TR 1776. You start out on the left of the Main Fork of Pole Creek and cross (wade) it twice on the way up the canyon. You will pass a series of small ponds, mostly on your right and cross several small streams coming from the left.
[22.1] 11810	About 1.9 miles up the Main Fork of Pole Creek you are going to leave the main trail. You enter a huge meadow with one fork of the stream coming straight at you from the north and the main stream off to your right, coming out of the NE. The Colorado Trail swings almost due east, crosses the stream from the north, and follows the NE fork. (This is at the bottom of the first E in Telluride on the title page of the Drake map.) Staying well to the left of the north fork stream, leave the trail and follow a game trail (N) on the left (W) hillside just above the flat, very swampy area in the bottom of the attractive looking meadow. Gradually climb 30 to 50 yards above the meadow edge and stream. Climb onto a small bench where there are several small water holes and lots of willows. When the stream direction changes so it is coming directly from the left (W), continue straight ahead [N], and cross the stream. Your goal is a saddle that at the 1 o'clock position. Continue N on a faint but findable trail and work your way moderately steeply up through the willows. Part way up this climb you go left of a slide rock covered point. Continue to work your way up through the willows until you meet a good trail that runs east/west. Turn right (E) on the east/west trail and maintain your altitude into the saddle. (On your Drake map, the route just described is roughly between the T and E in Telluride on the title page.) (In 2006, there were multiple ribbons, flag markers in this area for a study to reroute the Continental Divide Trail. From where you meet the trail to Cataract Pole Pass, these ribbons were on the course we use, but on the N end of the lake they turn N. Do not get distracted by them.)
[23.5] 12200	Cataract-Pole Pass. Pass #5. Continental Divide. Located directly on top of this pass is a small lake. You decide which ocean the water leaving it goes to. You now cross back to the western slope. As you look down Cataract Gulch (N) the pyramid shape of Sunshine Peak (14,001') fills the end of the valley. Your goal is to get to the base of Sunshine Peak at the ghost town site of Sherman. Cross to the right (E) side of the continental divide lake and go left (N) on trail, TR 475. As you drop into the Cataract drainage, off to your right across a basin filled with willows is Cataract Lake. Stay

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	<p>on the trail on the left (W) side of the canyon for about a half a mile until you have gone past Cataract Lake. When you see a small pond to your left, begin to angle right (NNE) cross-country toward the Cataract stream. Cross the stream at about the 12,000' level and find the trail on the right (E) side of the canyon and continue N on it. From here on this trail rapidly improves so it will not be heavily marked. In addition, there have been problems with people pulling markers on this trail. You may see very few or possibly no markers to Sherman. For the next 0.7 miles the trail contours gradually around the hillside, staying above and to the right (E) of the trail shown on the Pole Creek Mountain USGS map, and then it turns back to meet Cataract Creek at about 11,600'. From here to Sherman you will have to wade the stream four times going down Cataract Gulch. In past years, there has been a build up of very slick algae at the crossing just above the waterfall so be extra careful if you have to wade the stream at this crossing. (In 2006 there were trees across the stream above the falls, so the crossing could be made dry.) When you get down to the 10,400 level the trail leaves the stream and works its way out onto the north facing slope of the Cottonwood Creek drainage. After a series of long switchbacks you are dumped into the bottom of the canyon where you cross a side branch of Cottonwood Creek on a log or by wading and the main branch on the steel bridge. Just beyond the steel bridge is the aid station.</p>
[28.7] 9640	<p>SHERMAN AID STATION, CREW ACCESS, BAG DROP. Station is located near the BLM provided rest rooms located at the Cataract Gulch trailhead. Turn right on county road 18X (E) down canyon and go about ½ mile to the bridge over the East Fork of the Gunnison River. About 40 yards beyond the bridge, leave the road to the left (N) watching for faint trail up the bank to an old mill site. For the next quarter mile, the route may be difficult to follow but the general direction is up and north. Cross to the right (E) of the stone wall at the mill site. About 20 yards from the wall, when you meet a long abandoned wagon road coming in from the east, angle left (NE) on a game trail. When you meet another abandoned road, turn left on it (NNW) up to a switch back. Leave the road, continuing up (NNE) on a series of game trails. You will come out of the trees in a grassy meadow near the Sherman Overlook scenic sign. Go to the sign and follow the wide trail to the Cinnamon pass road. <i>(This short cut crossing from the Cottonwood Creek Road to the Cinnamon Pass Road is possible because of the generous permission of a private land owner to cross his land here.)</i></p>
[29.5] 9925	<p>Cinnamon Pass Road. 4RD Turn hard left (NW) and stay on this road for the next 3.1 miles. Road is negotiable by standard road cars and there is a lot of vehicular traffic. Enter the West Fork of the Gunnison gorge and wonder at the engineering that was required to establish this narrow shelf road high above the river. You only gain about 400' of altitude on this road. There will be very few or no markers on this section.</p>
(32.6) 10410	<p>Burrows Park. <i>There will be a water cache here.</i> On your left are BLM restrooms and to your right is a large parking/camping area where peak baggers going after Sunlight, Redcloud, and Handies Peaks begin their climbs. Visit http://www.co.blm.gov/gra/gra-grizzly.htm#loco for the BLM description of the route up Grizzly Gulch to Handies Peak. Just beyond the restrooms, turn left (SW) on the well signed Grizzly Gulch Trail- Handies Peak Trail. Cross the Lake Fork of the Gunnison on a steel bridge and follow the good trail up the right NW side of Grizzly Gulch through the mixed conifer and aspen forest. (SSW)</p>
[34.4] 11820	<p>Timberline. If there is not much snow, the route to the summit of Handies is simply to follow the trail. The following is probably only of interest if the trail is snow covered. From timberline stay straight ahead (SSW) and cross the Grizzly gulch stream and follow the cairns. You are looking directly at the east face of Handies Peak. Your target is the saddle to the right of the on the Handies Peak-Whitcross Mountain ridge. At about 12,000' cross back to the right side of the stream go NNE away from the stream toward Whitcross Mountain. At about 12500' the route switches back toward Handies on a wide ramp. Work your way up this ramp and pick a line up the snowfields to the saddle between Handies Peak and Whitcross Mountain. Turn left (S) on the ridge toward Handies peak and climb the steep, loose dirt trail above the saddle. If traveling with one or more runners, be careful to not kick rocks down on those below you. Once above the steep section, it is a mild, short scamper to the rounded summit of Handies Peak.</p>
[36.8] 14048	<p>Handies Peak. Pass #6, highest point on the course. Snow fields, altitude sickness, fantastic views. The ridge of the peak runs north south. Stand with your face to the south [the direction you have been going] and look right (W) across American Basin. The low saddle you see on the ridge across the basin is American-Grouse Pass, your next goal. Go straight ahead and follow the good climbers trail (S) just to the right (W) of the ridge between Boulder Gulch and American Basin. At the saddle (13,480) angle right (W) on the very well built trail (BLM and CFI) that switches back several times across the west side of the peak. Your next target is Sloan lake, a deep blue jewel (or ice skating rink) you see sitting in the upper end of American Basin. Once you get off the smooth grass slopes and start into a large rocky cirque stay on the trail going straight south toward Sloan Lake. If the trail is snow covered, be aware that you will drop to slightly below the lake level then climb back up to the ridge as you go toward Sloan Lake. (There is no trail shown on the Handies Peak 7.5 minute quadrangle map.) At the cirque is a sign asking all foot traffic to use the trail. Please, for the sake of the land and our ability to obtain a permit for this run in the future, stay on the trail to Sloan Lake. There may be some mechanism for us to verify you have indeed followed the route to Sloan Lake.</p>

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[38.2] 12920	Sloan Lake. Just before reaching Sloan Lake (it is off to your left) cross a saddle and turn right (N) on a series of steep, tight switchbacks to quickly loose 200 vertical feet into a flat area. Turn left (W) and follow the good trail across a series of side stream coming from the left. You are working your way toward the upper reaches of Lake Fork of the Gunnison in American Basin. (Yes, the same Lake Fork you followed up from Sherman and crossed at Burrows Park.) As you approach the Lake Fork Stream, the direction of the trail changes from WNW to almost due North paralleling the West Fork. This direction change occurs at the top of steep pitch and the trail makes a switchback. About 30 yards below the switch back when the grade allows easy access, leave the main trail to the left (W) and head for the Lake Fork of the Gunnison on what appears to be an abandoned road. You want to cross the Lake Fork of the Gunnison at about 12,400 and join the visible trail that goes to the American Basin-Grouse Gulch saddle.
[38.9] 12400	American Basin-Grouse Gulch Trail. Cross the Lake Fork of the Gunnison River and begin to climb the west side of the basin on a trail that stays close to the base of the lower cliffs, going WNW. There will probably be much snow in here so the trail is difficult to find. Use the cliff band as a guide and contour around the hillside at the bottom of them. Once around the first set of cliffs, trail is intermittent but the route is NW with a rapid rate of climb, crossing several streams across the high open basin to the saddle. (Remember the saddle you carefully observed from the top of Handies? Go for it.)
[39.6] 13020	American Grouse Pass. Pass #7. Snow fields. Look back at Handies Peak and appreciate where you have been. Angle left (SW) away from what appears to be the trail, and just across the pass get on the Grouse Gulch Trail going SE into the upper Grouse Gulch Basin. The trail makes four switchbacks down the slope of the upper basin then traverses down the slope high to the right (N) of a small lake in Grouse Gulch. Just past the lake, where the trail disappears, take a sharp left (S) for about 100 yard down a small ridge toward the Grouse Gulch stream. Turn right (W) on a trail just before the stream. This trail merges into an abandoned jeep road at a switchback on the road just above timberline. Get on the abandoned road and continue downhill (W). You will break out of Grouse Gulch in the Animas River valley and the Grouse Gulch aid station will visible below you. Continue on the road around six or eight switchbacks. Turn left (S) at the Engineer pass jeep road, 2 RD, go about 150 yards and cross the bridge over the Animas River. Turn right into the aid station. When you leave the Grouse Gulch Aid Station, you will back track these last 150 yards.
[42.1] 10710	GROUSE GULCH AID STATION, CREW ACCESS, BAG DROP. PACERS ALLOWED FROM HERE. Crew access to here is on a narrow, dirt road with a couple of spectacular drop offs, but can be successfully reached with a standard road car. (CR2) When you leave the aid station, turn left [N] on the Engineer Pass jeep road, 2 RD (Also now listed as CR-2), and follow it toward Animas Forks (NNW). You will stay on this road for about 5.4 miles as you climb to the headwaters of the Animas River. (The original full Spanish name for this river was the El Rio de Los Animas Perdidas- "The River of Lost Souls".)
[42.9] 11000	At BLM sign indicating Alpine Loop, take the right fork (NE), up steep jeep road. At the top of a steep climb continue straight (NNW) at the intersection with a road coming from below and left, The buildings you see in the bottom of the canyon to your left are all that remains of the long abandoned mining town of Animas Forks. There once was a railroad spur that came from Silverton and people spent the winter here. Stay straight (NNW) on the Engineer Pass Road when it intersects with the well-signed Cinnamon Pass intersecting from the right. At the Denver bridge, near the confluence of the Animas River and Horseshoe Creek, the direction the road follows goes from N to WSW for about 200 yards then makes a switch back to the north. Just beyond this switchback, stay right at road intersection and continue up stream (N) to the east of Denver Hill.
[45.3] 12040	Mineral Creek-Engineer Pass intersection. There are heavy metals signs here located about 20 feet up the hill to your right. Continue straight and upward (N) to Engineer Pass, still on county road 2 RD. Stay left [W] at the fourth switch back where a road intersects from the east at about 12600'. The next section of road is carved along the west face of Engineer Mountain (W to N) and the drop off to your left is spectacular. Along this traverse, the road goes down hill for about a tenth of a mile before beginning the final climb to the Oh Point Road.
[47.2] 12910	Oh Point Road-Engineer Mountain. Climb #8. At the high point, watch carefully for the road coming steeply up the ridge from the left. Turn left on the Oh Point Road (W). Here the Engineer Pass road curves around (NE) Engineer Mountain and then drops to Engineer Pass. You do not want to go to Engineer Pass!! The Oh Point is a popular place for jeep tours and got its name from the many exclamations "Oh" look at the view. You only stay on the steep down hill road to Oh Point for about 25 yards before making a sharp turn right (N) and going steeply cross-country down the grassy/snowy slope. You are in grassy open meadows from here to the Engineer Aid Station. The headwaters of the Ouray Bear Creek originate in the basin in front of you and, with one short excursion to the left bank, you are going to stay on the right side of its valley for its entire length- from its headwaters to its merging with the Uncompahgre river. As the slope begins to level you will come to three mine dumps. There you will meet Trail 242 coming in from your right off the top of Engineer Pass. Turn left on Trail 242 immediately cross a small stream and follow the trail NNW along the right side of the valley. You will cross several streams draining off Engineer Pass and peak 13260 as you continue down valley (NNW). Near timberline, 11900', cross a small side stream and watch for a grey mine dump in the meadow to your left. Just past this dump, turn left (WNW) off the trail crossing to the right and above the dump.

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	Continue downward across the meadow, cross another small stream and watch for a decent trail leading to your right and follow it to the aid station.
[48.6] 11800	Engineer Aid Station. Minimum aid station. Everything here has been backpacked. The trail at this point is extremely good. Continue on down the trail (NNW), Cross Bear Creek (wade), go a few hundred yards on the left (W) side then cross back (wade) to the right (E) side. The first two years of this run, the valley bottom here was covered with a huge snowfield/snow slide. In later years it has been snow free. If there is no snow, just go down valley on the trail on the right side of the stream. If there is a snowfield, continue down the stream bottom on the snow, trying to stay on the side of the snow away from where the water is running underneath but making sure you are on the right side of the stream at the end of the snowfield. Continue on the trail to a forest service sign pointing toward Engineer Pass that is in the middle of an abandoned road. Continue down the road (NNW), on the right side of Bear Creek and wade stream coming from right. There are some abandoned cabins from the Yellow Jacket Mine on your left.
[49.9] 11100	Yellow Jacket Mine. Bear Creek National Recreation Trail, acrophobia, exposure, TR 241, starts just beyond the buildings where Bear Creek takes a sharp swing to the left [W]. Once on this trail you can't easily deliberately get off. It is in a very narrow steep canyon. The abandoned building next to the trail about a mile and a half down from the Yellow Jacket were part of the Grizzly Bear mine operation. You will have to wade or cross several streams coming in from the right. Be careful at these stream crossings as algae are prevalent on the rocks and they are usually very slick. As you go down the trail, there are dramatic drops of 300-400 feet to your left. The trail breaks out of the Ouray Bear Creek into the Uncompahgre Gorge at about 9200 feet, nearly a thousand feet above the River. As you have probably guessed by now, you are going to drop down on a series of switchbacks (13 of them) as the trail descends.
[53.8] 8480	Highway 550 tunnel. The trail crosses the highway on top of the tunnel then swings down to the highway on the left (S) side into a parking area. Turn right (W) and work your way down hill on a marginal trail about 50 yard to the remains of original toll road built by Otto Mears. Turn right (N) and follow the trail a quarter of a mile. At a wooden post and just before the road disappears in a pile a rock, turn left (NNW) on trail going steeply down to the Uncompahgre River. Follow trail to the river where on the opposite bank is a warning sign for boaters stating "Dam Ahead". Angle right (N) on the river plain, staying close to the steep riverbank. After about 100 yards, pick up a game trail coming in from the right and climb up it (NE) to the Mears toll road, just below highway 550. Turn left (N) for about 50 yards. As soon as you go under the supports of an old tram tower, angle left (WNW) steeply down hill on a game trail some 125 yards to the Uncompahgre Dam service road. Turn right (N) and go 30 yards to the Ice Park Trail. In the past few years, there has been a stack of old mattresses on the left (W). Do not turn left (WSW) as in previous years on the branch of Ice Park Trail that crosses the Uncompahgre River. Instead continue straight ahead on the road one half mile where it goes uphill two switchbacks to a green gate.
[54.9] 8210	At the green gate, stay on the Ice Park Trail as it leaves the jeep road onto a rock rib paralleling Highway 550. The trail is well cairned and easy to follow. Continue downhill until you meet the Camp Bird Road. Cross Camp Bird Road at about a 45 degree angle uphill to the east end of the bridge over the Uncompahgre River but DO NOT cross the river bridge. The overlook platforms for viewing the ice climbing will be to your left and the search and rescue building will be to your right. Descend to the right (E) end of the bridge, following the cut steps down to the old bridge and old road. There will be a stone building hear the W end of the bridge. Turn left (W), cross the bridge, stay N on that road and through the Box Canyon Park. Follow the road past the Box Canyon park entrance and down across the bridge over the Uncompahgre River. Angle right (E) on 3 rd Avenue, go to the second intersection, 2 nd street, and turn left (N). Stay on 2 nd street until it ends at 9 th Avenue. Turn left (W) on 9 th Avenue and when the road ends merge with a trail that parallels the river (N). Cross a footbridge over Cascade Creek, pass to the right side of the Gazebo and enjoy the Ouray Aid Station.
[56.6] 7680	OURAY AID STATION, CREW ACCESS, DROP BAGS, MEDICAL. Lowest point on the course. This is located in the Ouray City Park near the municipal swimming pool. Leave the Park across the footbridge (W) that is located behind the rest rooms. Go past the Ouray City maintenance barn and turn left (S) at the first street (Oak Street). Follow Oak Street 0.5 mi, to Queen Street, coming in from the right (W) as you go uphill. Turn right (W) onto Queen Street, go uphill a few hundred yards until a jeep road enters from the left (S). Turn onto the jeep road, looks for a trail that angles left (SW), follow that trail uphill steeply past fixed cables to the tunnel. Go uphill through the tunnel, open the white gate at the bridge, and cross the bridge over Box Canyon. Don't forget to enjoy the view. At the S end of the bridge, go straight across some rough area, angle left onto the old trail that rapidly settles down into an almost level trail. Follow this great trail several hundred yards until it intersects with the Camp Bird Road and turn right, uphill.
[57.9] 8040	Camp Bird Mine Road. FR 583. Get on this excellent dirt road (SW) suitable for standard autos and follow it up Canyon Creek. There will be no markings on this road before the Camp Bird Mine intersection.
[62.1] 9692	Camp Bird Mine. Stay right [W] on shelf road, FR 583.1B. Follow the signs toward Yankee Boy Basin and Imogene Pass. The Camp Bird Mine with its many buildings is to the left. The road rapidly becomes suitable only for jeeps on a shelf blasted out of the cliffs high above Sneffels Creek. Stay straight at the Imogene pass turn off, pass the Revenue Mine which is across the river to the left and the ghost town of Sneffels (marked with a sign) on the right. Direction of road goes from a W to NW direction. At the next signed intersection, take the left [NW] road toward Governor Basin.

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	Sign to the right indicates Yankee Boy Basin. The Governor Basin Aid Station is located about 200 yards up the Governor Basin Road just before the bridge across Sneffels Creek.
[64.5] 10780	Elev. 10780 GOVERNOR BASIN AID STATION. Cross Sneffels Creek on bridge and follow jeep road (583.1c) [SW] into Governor Basin. Stay left at fork in road (S) (there is a gate made of pipe on right fork) and cross (wade) the Governor Basin stream. The road switches back several times as it climbs the west wall of Sneffels Creek then goes west toward the rugged San Sophies ridge along the left (S) side of Governor basin. As you climb, you will see the remains of the Mountain Top Mine buildings to the right (N) across Governor Basin. Stay to the right at the intersection with the road that goes into Sydney Basin. The next road intersection you come to is a T-junction. The left fork is the Virginius Mine Road and the right Fork is the Humbolt/Mountain Top Mine road. You are going to take a short cut to meet the Virginius Mine road again after it has made a long switchback. Go straight at the T, leaving the road and climb steeply up the slope, normally snow covered, about 70 yards to the Virginius Mine road you see cutting through the slide rock above you. Turn right (WSW) and follow the road to its end on the mine dump of what was the Virginius Mine. There once was a town with a population of 300-400 permanent (yep, winter too) inhabitants located here. Acrophobia. In a heavy snow year, such as 1993, the upper road to the Virginius mine was completely buried and it was dangerous to try and follow it. If that is the case, the route will be marked across the snow on the safest line, not necessarily along the road.
[67.2] 12400	Virginius Mine. From here to Virginius pass is cross-country up a series of three very steep steps. To climb the first step, cross the mine dump to the first gully on the right (W) side of the dump. Cross the gully and immediately turn left [S] and climb steeply up a series of mine dumps just to the right of the gully. The best way to get up this section is dependent upon the snow pack. We have had one occasion where it was so full of snow and ice that steps had to be cut for the route. When dry, the mine dumps are extremely hard and due to the steepness offer very little traction. If there is a dirt/snow interface visible try following it on the dirt since a little of the snowmelt may make the dirt a little softer and allow your feet to hold better. At the top of the first step, the grade levels in a big bowl. Keep the stream to your left and continue directly (S) up the drainage to the second step. The exact route up the step is dependent on the snow. This step is easier to climb when there are large amounts of snow. If there is no snow, use caution to keep from either pulling rocks down on you or kicking rocks on those below as you up the very loose dirt/rock mixture. At the top of the second step, the terrain flattens again and you are looking directly up a chute, usually snow or ice filled, at Virginius Pass (S), the low point in the ridge between the rock spikes and the top of the third step. Climb steeply up the chute straight toward the pass. THERE WILL BE A FIXED ROPE HERE!
[67.7] 13100	VIRGINIUS PASS-KROGER'S CANTEEN. Pass # 9. Cornice, acrophobia, exposure. Telluride resident Chuck Kroger, who has since become a regular participant in the run, started the aid station here in 1992. Now a group of Chuck's friends from Telluride carry on the tradition and backpack a minimal aid station into here. The pass is barely wide enough for their shelters and on cold windy days it can be a miserable place to hang out. Cross the pass and go about 200 feet steeply down the gully (possible glissade) into Marshall Basin. (The 2006 aid crew built a set of rock steps into this very loose section.) When you get just below the pinnacles, then turn right [WSW] on the trail through the scree and gradually lose altitude as you circle the top of Marshall Basin. This upper basin will probably be full of snow. As you follow the trail around the basin your direction of travel will change from WSW to SSE. You want to cross the ridge that runs due south off Mendota Peak. The trail to this ridge is visible as you cross Marshall Basin. Below you to the left you will see the remains of many mines and some newly made roads that are being used for water reclamation projects in the area. At about the 12500' level, make sure you get on the Mendota Ridge trail (SW) staying high on the end of the valley. (Shown just above the word Marshall on the Drake map.) The final climb to the Mendota Ridge is on a blasted shelf trail through the cliff on the southeast side of Mendota Peak. You may have to climb around a snowfield to get to the top of the ridge and be able to look into Liberty Bell Basin.
[68.4] 12560	Mendota Ridge. Cornice. Just beyond the summit, make a switchback and descend (WNW) into upper Liberty Bell Basin on a trail cut across the slide rock on the west side of Mendota Peak. When you reach the grass slopes, follow the trail down two switchbacks then bear slightly left (SW) and down for 200 yards. Continue on he trail down (NW) the left (W) of the Liberty Bell drainage. (The trail is on the opposite side of stream from the location shown on the USGS Telluride quad topo map.) The elk herd is growing in this area and the day after the 1999 run, they had stomped many of the flags down so you may have to look carefully for flags. The trail enters a small flat area about 50 yards above the old Liberty Bell jeep road (closed to vehicles and classified a trail for this run) near timberline. Continue straight when the trail merges into the road and follow it down the Cornet Creek Drainage almost to Telluride. Direction of travel will become SSW as you descend. Stay left, going down hill at the two side roads you meet. At about the 10000' level, there is a pressure relief valve for the water pipe carrying part of the Telluride domestic water supply located left of the road. When the pressure releases, water spews from a tall pipe and there is a lot of noise associated with it. In 1994, some of the volunteers from the Virginius aid station came down here after dark and thought they were hearing a bear. They spent a chilly night waiting for daylight before they realized what it was.

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[71.6] 9600	At the well signed Jub Wiebe trail intersection, continue straight (S) ahead on the road/trail. Coming down the Liberty Bell road toward the reservoir, there are several places you can overlook the town. The canyon directly across from you (S) is the Telluride Bear Creek, the next leg on your trip. Between you and Telluride Bear Creek is the town park. There is a large white permanent canopy in the park that marks the aid station location. Pass to the left of the covered reservoir on a switchback and follow the road onto the south facing of the San Miguel River canyon, going (E) away from Cornet Creek. Go around the pipe gate and onto the Tomboy Road (FR 869). Turn left, (E) and go up hill on the Tomboy road for about 40 yards, angle right on a road (some new houses are being constructed in this area so the road may be gated), go along this road about 10 yards and turn right (S) onto a well used trail that makes a quick switchback down canyon (W). After only a short distance, at the next trail intersection, turn left (S) and drop steeply to where the trail merges into a driveway. Continue straight, crossing Galena Street and merge onto Alder Street. Follow Alder to the intersection with Colorado Avenue, cross Colorado avenue (remember you are still heading for the white canopy) take a dirt track about twenty yards to the bike path, turn right onto the bike path, for about 30 yards to the pedestrian bridge across the San Miguel River, turn left, cross the bridge and follow the paved path to the aid station.
[72.7] 8750	Elev. 8750 TELLURIDE AID STATION, CREW ACCESS, BAG DROP. Leave the aid station heading toward the soccer fields and stage (S). Get on the trail just to the right (W) of the stage area where the park meets the trees. Climb for about 100 yards (WSW), always staying on the left fork of the trail, to the Telluride Bear Creek Road, FR 635 (closed to vehicles and classified as a trail for this run). Make a hard left (ESE) on this road and follow it into the Telluride Bear Creek drainage. As you move into the canyon, the road direction becomes almost due S and stays on the right side of Bear Creek. Stay right at the only intersection about 2 miles up from the aid station.
[74.9] 9680	Wasatch Trail. Turn right [W] on trail, TR 508. [Forest service sign]. Trail climbs steeply with switch backs then turns S and continues high above and to the right of Bear Creek. Cross a footbridge through the cliffs just before the Nellie Mine. Between the Nellie and the bridge, a side stream and the trail use the same route to get across the steep rock face. (Acrophobia.)
[76.1] 10840	Nellie Mine. Ruins are on your right. Beyond the mine, there are normally the frozen remains of a snow slide. Cross this snowfield on the same line you have been following on the trail, or if it is dry, just follow the trail. At the far edge of the snowfield, take the left fork, TR 513 (Forest Service Signs). You are aiming for the confluence of the main fork and the east forks of Bear Creek. Go just above the stream intersection and cross the main stream of Bear Creek. Stay on the flat between the Main Fork and East Fork angling upstream on an intermittent trail toward the East Fork. Normally, the valley of the East Fork drainage directly in front of you is completely full of snow and the trail to the left of the snow is covered and can't be found. In heavy snow years, the route goes directly up the rock hard snowfield directly over the East Fork of Bear Creek. After about 0.15 miles, when the snow slope levels off, the drainage ahead narrows to a slot, and there is a small waterfall directly to your left, go left off the snowfield and climb steeply to the East Fork trail. In very dry years when the snowfield does not fill the East Bear Creek valley (2006 was one of these years) stay on the trail, climbing up the East Fork parallel to the stream. Where the valley narrows, the trail make a switchback (NE)] passes under the waterfall (in a heavy run off year this can mean an unplanned cold shower) then switches back multiple times as it steeply climbs about 300 vertical feet on the face of the mountain to get above the East Fork. At about 11400 the trail begins an up canyon traverse across the face of the East Fork [SE] drainage (acrophobia). The elevation of the stream rises rapidly until trail and stream meet at the intersection of the East Fork and Wasatch trails.
[77.3] 11990	Turn left [N], on Wasatch Trail FR 508, at the forest service trail markers and climb through several switchbacks up the Wasatch Mountain Face. After climbing about 200 vertical feet in an ESE direction, the trail switches back onto a SE line parallel to the East Fork Stream. Again the stream elevation rises rapidly and you will meet it again in a huge, often flower filled, meadow (wheelbarrow flats). Cross the stream as you enter the meadow and follow the trail up the right side of the stream. You may have to cross the remains of several snow slides across here and one year the entire meadow was under about eighteen inches of slushy snow. At the upper end of the meadow, the stream narrows to a sharp V and the trail says to the right climbing through some steep rocks. Continue SE and cross East Fork stream. Up to here, the general direction of flow of the East Fork has been NW, but here in the upper basin the flow is almost due N. You want to continue on a line becoming due east to the Wasatch Saddle. The trail from the crossing of the East Fork stream to the Wasatch saddle is well marked with cairns as it climbs through multiple switchbacks across the flower or snow cover hillside. If the basin is full of snow, when you come out of wheelbarrow flats, take a bearing on the low point in the ridge directly (ESE) ahead of you and climb to it across the snow.
[78.8] 13060	Wasatch Saddle. Cornice. Go straight across the pass until you have a good view of upper Bridal Veil Basin. Your next target is Oscars pass, the low point on the ridge to the right at about a 60 degree angle. Work your way off the cornice, angling slightly right [SE] and down across the snowfield into Bridal Veil Basin. The amount you can angle is snow dependent and you may have to go almost due east to get into the basin. When the slope levels enough to allow a turn directly toward Oscar's pass, turn right (S) and go to the Oscar's Pass jeep road (closed to vehicles, classified as trail for this run). The road normally is snow covered but you can usually see outline of the road across the snow. As the

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	road approaches the pass its direction swings left (E) and there is normally a large, icy snowfield with a cornice you have to traverse up to Oscar's Pass. If conditions warrant, there will be a fixed rope here. (To date we have not had to use a rope here, but have had to cut steps.)
[79.2] 13140	Oscars Pass. Pass #10. Acrophobia, exposure, cornice. Look straight across from you as you across the pass. You are looking into Swamp Canyon and the saddle at the head of it is Swamp-Grant Pass, the next climb. On the right side of Swamp Canyon you will see two waterfalls coming off the side of U.S. Grant Peak. You will cross the bench below them. From the top of Oscar's Pass, follow the remains of the <u>steep</u> jeep road with multiple switchbacks on a line parallel to Chapman Gulch (to the left) down [S] to the Ophir Pass road. Between the pass and the first switch back there may be the remains of a snow slide across the road. To get across here, there may be a fixed rope and/or steps cut in the snow. (To date, cutting steps has been sufficient). Three switchbacks down, this same snow slide crosses the road again and if necessary there will be a fixed rope and/or steps cut here. Stay to the left at the intersection after passing the locked pipe gate in the trees. The forest service has installed a locked green gate near the bottom of the Oscar's Pass road. Just work your way around the gate and continue down the road through the willows. When the Oscars' Pass road merges with the Ophir Pass road, FR 679, continue straight ahead (W) down hill 0.3 mi to Iron Springs.
[82.0] 10160	Iron Springs/Swamp Canyon Road. This one time mining site is characterized by some very red iron oxide mine dumps, most of them below the road. Take a hard left (105 degree turn), (SE), on the Swamp Canyon jeep road. In places is also the streambed for the Chapman Gulch stream. The forest service has put a green gate across this road to restrict vehicle access. Work your way around the gate and continue up the road. The aid station is located at the next road intersection near some power poles.
[82.4] 10190	CHAPMAN GULCH AID STATION, CREW ACCESS, DROP BAGS. Leave the aid station and go directly (10 yards) to the main stream of the Howard Fork of the San Miguel river, cross the stream, on logs or by wading and head south into Swamp Canyon on jeep road (Closed to vehicles and classified as a trails for this run). After 0.5 miles, turn right [WSW] off road onto trail. Watch carefully for this turn off. It is on a level spot in the fir and spruce. (If you find yourself getting into willows and nearing the water in Swamp Canyon, you missed the trail turn off. Go back and find it.) After a few switchbacks the trail climbs (SSE) through a high meadow and works its way through some skunk cabbage to a high bench. There are relics, including a wood stove, of a shepherd's camp. This bench is located on the north side of a side stream running into Swamp canyon from the west. Cross side stream and follow a sporadic trail into the slide rock. You are going to pass under the north face of U. S. Grant peak going is a SSE direction. When you break out of the slide rock, you are on a grassy bench (11,150') that has an intermittent trail across it. Cross the stream that comes out of the basin between U.S. Grant and the unnamed 13528 peak. You will now have a close up view of the spectacular waterfalls you could see from Oscar's pass. Stay on the bench (SE) until you are almost back to the main drainage of Swamp Creek. Angle right [S], following the remains of the trail as it goes into and out of rock glaciers. The route is generally climbing up a small ridge that splits the basin. Keep a small valley on either side of you as you approach the final pitch to Grant-Swamp Pass. Be very careful in this area, these rock piles can be leg breakers. The final climb is about 1/4 mile very steeply up loose scree. It is small rock and dirt that will slide back down the hill with each step you take. Aim for the low point on the left side of the saddle. Acrophobia. You will use a lot of energy here so take it easy. The top 300' may have a fixed rope depending on snow. (Only had a rope once so far.)(Some local mountaineers cut steps up the snow to help the runners in 2005. No guarantee it will happen again.)
[85.6] 12920	Grant-Swamp Pass. Acrophobia. Exposure. Pass #11. You are looking into the Ice Lake drainage with multiple basins. You are going to descend Island Lake Basin. Behind you is a spectacular view of Swamp Canyon and Oscar's pass. The saddle will probably be full of snow on both side of the pass. Go to the right (W) on the ridge top for about 100 yards, pass the Joel Zucker memorial plate mounted on the face of a rock to your left, then start angling down (SW) through the scree. After dropping about 50 vertical feet onto the south side of the pass, switchback left (SSE) on some faint animal trails through the slide rock-scrree mixture. Traverse all the way across the slope above Island Lake losing altitude rapidly. You are aiming for the ridge to the left [E] side of Island Lake.
[86.2] 12400	Island Lake Ridge. Island Lake is to the right and below you. Follow this ridge down (S) until you are in a saddle about even with the Island in the lake. Turn left (SE) and drop into the drainage that flows in a SE direction. There is a trail along the left side of this drainage. The trail switches to the right side of the stream and takes you down to a mine dump that still has metal track on it. Go left below the tracks, cross to the left side of the stream, then within fifty yards angle hard right down the drainage. You are on the original Island Lake trail that you follow to its intersection with the Ice Lake trail. The general direction of travel is south, but you will be going around multiple switchbacks as you drop down the steep south facing slopes of Lower Ice Lake basin.
[87.4] 11290	Ice Lake Trail, FS 505. Turn left [SE] and go 0.2 miles. The next turn, off the trail onto the Kamm traverse, is difficult to find and is cross-country. Stay on the Ice Lake trail until you have gone approximately 150 yards past a huge conglomerate rock on your left at a switch back. The Ice Lake trail is going south and down on a side hill. When the hillside to your right becomes almost perpendicular instead of parallel to you, turn right [W] off the Ice Lake Trail onto a well-worn animal trail.

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[87.6] 11160	Kamm Traverse. From here to the KT aid station is the Kamm Traverse, named in honor of Ulrich Kamm who suggested using this route based on some hundred year old maps he obtained after the 1993 run. Follow the well-worn animal trail steeply down (S) to the Ice Lake Stream. The trail puts you at the lower end of a flat bottomed bowl between two small water falls.
[87.7] 11040	Ice Lake Stream. At the lower end of the bowl, there is normally a bunch of big trees hung up on the rocks in the stream. Cross the stream, either by wading or working your way across on the logs. {In 2005, the bowl was filled with avalanche debris. One runner, who was scouting the route, was badly injured when a tree he was sitting on over the stream shifted suddenly due to snow melt and his weight. The route for that year was adjusted to go above the waterfall on the upper end of the bowl (right). It that is necessary, there will be a fixed rope.} Climb up the hill on the south side of the stream for about 50 feet then turn left (SE) and follow trail about 0.4 miles along a boggy bench and through the trees, paralleling the Ice Lake Stream that is rapidly loosing elevation on your left. When the Ice Lake drainage abruptly ends, the trail turns (S) onto the face of the South Mineral Creek drainage some 1200 vertical feet above the South Mineral Campground. Exposure, Acrophobia. In about 0.2 miles, this very narrow game trail merges into a track left over from an abandoned jeep road at a mine site. Follow this track (SW) to the KT aid station that is located at the intersection of the KT trail with the Bandora Mine Road.
[89.0] 10630	KT AID STATION. Turn right [SW] on the Bandora Mine road (FS-585) and go up hill about 0.2 miles. Turn left (SSE), just before an old abandoned road intersection blocked off with rocks. Go down the grass slope, aiming for the red colored bare area with water running down it on the far side of the South Fork of Mineral Creek. Wade the South Fork of Mineral Creek and go up the red bare area into the willows. {High water in 2005 made this a very dangerous crossing. Many of the runners chose to go across here in groups and link arms for stability.} Pick up the trail at the top of the red wash and work your way slightly right (SE) through the willows toward the tall timber on the far side of the meadow. Just into the timber you will merge with the Porcupine Gulch trail. Turn left (SE) on this trail, which climbs steeply through a series of switchbacks up under the west ridge of the northeast peak of the Twin Sisters.
[90.2] 11360	The trail turns abruptly left (NE) and traverses between the west ridge and north ridge of the NE Twin Sisters peak actually loosing a bit of altitude along the bench. After crossing the north ridge, the trail turns due east and drops into the Porcupine Creek drainage. Cross several tributaries of Porcupine Creek as the trail continues (E) toward the main branch of the creek.
[91.1] 11240	Porcupine Creek. The trees end at the Porcupine stream edge and you are looking at a steep hillside meadow. Go directly (E) up this meadow until you intersect a trail and turn right [SE]. (We suspect the shepherders bring their flocks into this basin later in the year and maintain this trail.) The trail passes about 100 feet to the left of two waterfalls and will take you above the hanging wall of Porcupine Creek. There, the stream is to your right and several hundred feet below you. Your target is the low saddle located directly in front of you as you come over the hanging wall. When the trail disappears continue on a SSE course to the Porcupine-Cataract Saddle.
[91.9] 12230	Porcupine-Cataract Saddle. Pass 312. Look across Cataract Basin at the far ridge (Peak 13042). The right side of the ridge is your final climb! The saddle may be full of snow with a cornice on the Cataract Basin side. Pick a route down the snow and after dropping about 50 vertical feet, angle right picking up one of the sheep trails for your traverse across Cataract Basin. If there is no snow in the saddle, turn left (NE) on the trail that drops about 50 vertical feet before switching back to the right (ESE) for the traverse of the basin. Your target on the traverse is the saddle on the far side (E) of the basin between Cataract Basin and Lime Creek.
[92.7] 12110	At the eastern most side of the Cataract Basin, where you have no choice but to go uphill to go eastward, continue straight ahead (E) leaving the trail. The trail drops into Lime Creek. Climb steeply about 0.2 miles up the grass face until you meet a good sheep trail then turn right on it (SE). Continuous to climb gradually under Peak 13042 as you traverse along this W facing hillside above the unnamed fork of Lime Creek. Below you to the right are some spectacular red cliffs and just below them is the Colorado Trail. Acrophobia. (You haven't seen it since leaving Pole Creek.)
[93.3] 12600	Elev. 12600. Pass #13. This ridge is the top of the last major climb. Follow the sheep trail down (SE) the ridge between Putnam Basin and Lime Creek to about 50 yards above the Putnam-Lime saddle.
[93.5] 12400	Elev. 12400. Putnam-Lime Creek Saddle. (Note: Putnam Basin is not named on the Drake Map. It is the basin east of the unnamed 13042 peak at the head of Copper Gulch.) To get across upper Putnam Basin, angle left (N) on a mixture of trail/cross-country, aiming for the flat area at 12000' just above the hanging wall near the headwaters of Putnam Creek. The flat and stream crossing are directly east of the 13042 peak. Cross Putnam Creek, climb a short hill and pick p the trail, another section we suspect is maintained by the sheep herders, and angle off to the ENE. There are a couple of short switchbacks that take you through several cliffs and across several side streams where footing is marginal. The trail stays to the left and high above Putnam Creek as it drops into the lower basin. Exposure, acrophobia, The aid station is located near timberline.
[94.9] 11400	ELEV. 11400. PUTNAM BASIN AID STATION. This is an absolute minimum aid station because all item have to be backpacked into here. Continue down hill (SE) on trail toward Putnam Creek. Do not cross Putnam Creek but about

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	<p>30 yards before it, turn left (E) off the Putnam trail onto a secondary trail. Follow a mix of original Silverton Bear Creek trail and animal trails down the left side of Putnam Creek. About 0.2 mi down, just below a nice little water fall in the Putnam stream the trail angles left (NE), crosses a short bench, then drops sharply down to a longer, wider bench. Turn left [NNE] on the well-defined bench where you stay at a constant elevation (~11200') for about 0.3 mile. At the end of the bench, work your way through the skunk cabbage and willows, onto the built Silverton Bear Creek trail and follow it all the way down valley. From here to highway 550, the trail stays left and high above the Silverton Bear Creek. As you exit Bear Creek into the Mineral Creek drainage the terrain flattens and the trail becomes a little hard to find. Continue to parallel Bear Creek, between it and some fence posts. Highway 550 is across Mineral Creek in front of you. Just past the last fence post, angle right (ENE) toward Bear Creek, going down stream parallel to Mineral Creek. Just above the confluence of Bear Creek and Mineral Creek, there will be a fixed rope to aid your crossing of Mineral Creek. Once across Mineral Creek, work your way 20 yards down Mineral Creek past the swampy area and climb up onto Highway 550.</p>
[98.5] 9395	<p>Highway 550. Turn left (WNW), cross the highway, and go upstream about 50 yards. Make a hard right turn (ENE) on the Nute Chute trail. The Nute Chute route is named in honor of Silverton runner Chris Nute who suggested the change and directed the trail building work necessary to allow use of the railroad bed and eliminate the need to run Highway 550 from the Shrine Road to the Silverton Bear Creek. You are going to go high to the left and parallel to Highway 550 toward Silverton. The trail follows a bench up under the electrical power line, passes a two poled power line support, and climbs to the railroad bed at the point where you are directly across from the Silverton Bear Creek. Turn right (SE) on the railroad bed and follow this nearly level path through the aspens. The route you are following is part of the railroad bed that carried trains from Silverton to Ironton. After about 0.6 miles, above a log building, the wide track merges into a trail across a red talus slope. At the end of the talus slope, the trail merges into a jeep road that you follow to the Shrine of the Mines road.</p>
[99.7] 9301	<p>Turn left [NE] on wide graveled Shrine of the Mines auto road. Follow the road uphill until you are about even with the Shrine of the Mines statue and overlooking Silverton. Turn right (SE) and go steeply downhill on a trail that merges into 10th street. Go two blocks on 10th and turn left (NE) on Snowden. Go two blocks and turn right (SE), on 12th Street. Go one half block to front of Gymnasium at Silverton school.</p>
[100.5] 9310	<p>Elev. 9310 SILVERTON, CREW ACCESS. STOP!!!!!! Check in with the officials and kiss the "HARDROCK".</p>

2011 Hardrock 100 Results by Segment

Place	Runner	Bib	8.6 mi		14.7 mi		19.0 mi		28.1 mi		41.5 mi		48.0 mi		55.9 mi		63.8 mi		67.0 mi		72.0 mi		81.3 mi		88.3 mi		93.9 mi		100.5 mi		Finish Time
			To	Cunningham	To	Maggie	To	Pole Creek	To	Sherman	To	Grouse	To	Engineer	To	Ouray	To	Governor	To	Kroger	To	Telluride	To	Chapman	To	KT	To	Putnam	To	Silverton	
DNF	Kathie Lang, F 62 OR	155	3:18	16	3:06	2	1:28	1	3:01	7	8:16	26																			DNF
DNF	Roy Heger, M 57 OH	139	3:21	3	3:07	3	1:29	6	3:06	16	6:30	128																			DNF
DNF	Deb Pero, F 57 NM	196	3:15	2	3:13	4	1:29	8	3:04	23	8:57	37																			DNF
DNF	Bruce Swanson, M 48 NY	183	2:33	1	2:28	3	1:16	3	3:03	7																					DNF
DNF	Charlie Culver, M 31 CO	119	2:46	6	2:45	2	1:31	4	3:12	12																					DNF
DNF	Elizabeth Bouquet, F 60 CO	107	3:00	3	2:52	5	1:31	3	3:05	19																					DNF
DNF	Michael Gleman, M 63 FL	131	3:08	4	3:24	3	1:48	3	7:30	10																					DNF
DNF	Stephen Wilkinson, M 47 MA	190	3:54	8																											DNF

2011 Hardrock 100 Results in Elapsed Time

Place	Runner	Bib	8.6 mi	14.7 mi	19.0 mi	28.1 mi	41.5 mi	48.0 mi	55.9 mi	63.8 mi	67.0 mi	72.0 mi	81.3 mi	88.3 mi	93.9 mi	100.5 mi	
			Cunningham In - Out	Maggie Gulch In - Out	Pole Creek In - Out	Sherman In - Out	Grouse Gulch In - Out	Engineer In - Out	Ouray In - Out	Governor Basin In - Out	Kroger's In - Out	Telluride In - Out	Chapman In - Out	KT In - Out	Putnam In - Out	Silverton In	
DNF	Jim Baker, M 61 OK	102	02:58-03:07	05:03-05:04	07:15-07:22	10:16-10:24	16:45										DNF
DNF	Jean-Francois Geiss, M 58	129	02:45-02:47	05:29-05:30	06:56-06:59	09:52-10:10	16:48										DNF
DNF	Allen Wrinkle, M 47 TX	192	02:46-02:54	05:42-05:44	07:08-07:11	10:07-10:41	16:51										DNF
DNF	Markus Wiaderek, M 259 QC	188	02:45-02:47	05:15-05:21	06:49-06:52	09:53-10:14	16:53										DNF
DNF	Rick Percy, M 58 CO	43	03:03-03:08	05:50-05:51	07:24-07:27	10:33-10:43	18:21										DNF
DNF	Marty Fritzhand, M 259 OH	44	02:48-02:52	05:42-05:43	07:08-07:13	10:11-10:29	18:22										DNF
DNF	Kathie Lang, F 62 OR	155	03:18-03:34	06:40-06:42	08:10-08:11	11:12-11:19	19:35										DNF
DNF	Roy Heger, M 57 OH	139	03:21-03:24	06:31-06:34	08:03-08:09	11:15-11:31	18:01-20:09										DNF
DNF	Deb Pero, F 57 NM	196	03:15-03:17	06:30-06:34	08:03-08:11	11:15-11:38	20:35										DNF
DNF	Bruce Swanson, M 48 NY	183	02:33-02:34	05:02-05:05	06:21-06:24	9:27											DNF
DNF	Charlie Culver, M 31 CO	119	02:46-02:52	05:37-05:39	07:10-07:14	10:26											DNF
DNF	Elizabeth Bouquet, F 60 CO	107	03:00-03:03	05:55-06:00	07:31-07:34	10:39-10:58											DNF
DNF	Michael Gleman, M 63 FL	131	03:08-03:12	06:36-06:39	08:27-08:30	16:00											DNF
DNF	Stephen Wilkinson, M 47 MA	190	03:54-04:02														DNF

2011 Hardrock 100 Results in Time of Day

Place	Runner	Bib	8.6 mi Cunningham In - Out	14.7 mi Maggie Gulch In - Out	19.0 mi Pole Creek In - Out	28.1 mi Sherman In - Out	41.5 mi Grouse Gulch In - Out	48.0 mi Engineer In - Out	55.9 mi Ouray In - Out	63.8 mi Governor Basin In - Out	67.0 mi Kroger's In - Out	72.0 mi Telluride In - Out	81.3 mi Chapman In - Out	88.3 mi KT In - Out	93.9 mi Putnam In - Out	100.5 mi Silverton In	Finish Time
DNF	Kerry Collings, M 62 UT	40	08:53-08:58	11:36-11:38	13:02-13:06	16:05-16:38	22:50-23:18	02:37-02:50	6:41								DNF
DNF	Joe Prusaitis, M 57 TX	175	08:45-08:46	11:45-11:50	13:08-13:11	15:48-16:11	23:14-00:28	03:47-03:55	6:59								DNF
DNF	George Hitzfeld, M 51 TX	141	09:05-09:16	12:08-12:12	13:37-13:45	17:10-17:55	00:17-01:04	04:01-04:04	7:23								DNF
DNF	Stuart Johnson, M 52 KS	147	08:49-08:52	11:34-11:36	13:01-13:04	16:01-16:13	22:32-22:54	02:21-02:26	7:50								DNF
DNF	Tom Stockton, M 51 NM	24	08:33-08:37	10:50-10:50	11:54-11:56	14:07-14:16	19:04-19:20	22:00-22:08	00:53-09:20								DNF
DNF	Richard Knapp, M 59 NM	152	09:18-09:34	12:12-12:18	13:41-13:48	16:45-17:05	00:52-01:38	05:15-05:20	10:00								DNF
DNF	Randy Wojno, M 52 CO	26	08:53-09:07	11:54-11:59	13:22-13:27	16:23-16:31	22:32-22:51	02:03-02:13									DNF
DNF	Glenn Mackie, M 49 TX	8	08:15-08:17	10:14-10:14	11:12-11:13	13:13-13:16	17:34										DNF
DNF	Nerea Martinez Urruzola, F 39 SP	164	08:06-08:07	09:59-09:59	10:52-10:53	12:48-12:49	18:50										DNF
DNF	John Machray, M 58 BC	162	08:47-08:52	12:11-12:19	13:49-13:58	17:05-17:41	20:07										DNF
DNF	James Varner, M 34 WA	185	08:20-08:22	10:28-10:29	11:31-11:33	13:59-14:06	20:34										DNF
DNF	Ryan McDonald, M 38 CA	166	08:43-08:46	11:15-11:20	12:36-12:41	15:24-15:38	21:59										DNF
DNF	Jeff Heasley, M 44 CO	138	08:50-08:53	11:36-11:38	13:00-13:02	15:50-16:00	22:00										DNF
DNF	Steve Pero, M 60 NM	172	08:45-08:48	11:10-11:10	12:29-12:30	15:13-15:33	22:00										DNF
DNF	Greg Loomis, M 37 VA	161	08:45-08:52	11:16-11:23	12:36-12:39	15:39-16:05	22:24										DNF
DNF	Lance Johnson, M 45 NM	149	08:45-08:47	11:33-11:33	12:54-13:01	15:44-16:09	22:31										DNF
DNF	Odin Christensen, M 64 CO	113	08:47-08:53	11:30-11:33	12:57-13:00	15:57-16:11	22:31										DNF
DNF	Wendell Doman, M 52 CA	36	08:47-08:48	11:48-11:49	13:17-13:19	16:09-16:15	22:44										DNF
DNF	Jim Baker, M 61 OK	102	08:58-09:07	11:03-11:04	13:15-13:22	16:16-16:24	22:45										DNF
DNF	Jean-Francois Geiss, M 58	129	08:45-08:47	11:29-11:30	12:56-12:59	15:52-16:10	22:48										DNF
DNF	Allen Wrinkle, M 47 TX	192	08:46-08:54	11:42-11:44	13:08-13:11	16:07-16:41	22:51										DNF
DNF	Markus Wiaderek, M 259 QC	188	08:45-08:47	11:15-11:21	12:49-12:52	15:53-16:14	22:53										DNF
DNF	Rick Percy, M 58 CO	43	09:03-09:08	11:50-11:51	13:24-13:27	16:33-16:43	0:21										DNF
DNF	Marty Fritzhand, M 259 OH	44	08:48-08:52	11:42-11:43	13:08-13:13	16:11-16:29	0:22										DNF
DNF	Kathie Lang, F 62 OR	155	09:18-09:34	12:40-12:42	14:10-14:11	17:12-17:19	1:35										DNF
DNF	Roy Heger, M 57 OH	139	09:21-09:24	12:31-12:34	14:03-14:09	17:15-17:31	00:01-02:09										DNF
DNF	Deb Pero, F 57 NM	196	09:15-09:17	12:30-12:34	14:03-14:11	17:15-17:38	2:35										DNF
DNF	Bruce Swanson, M 48 NY	183	08:33-08:34	11:02-11:05	12:21-12:24	15:27											DNF
DNF	Charlie Culver, M 31 CO	119	08:46-08:52	11:37-11:39	13:10-13:14	16:26											DNF
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DNF	Michael Gleman, M 63 FL	131	09:08-09:12	12:36-12:39	14:27-14:30	22:00											DNF
DNF	Stephen Wilkinson, M 47 MA	190	09:54-10:02														DNF

Mother Lode Award Winners

Each year the Hardrock Hundred recognizes an individual or group who contribute greatly to the success of our run. The Mother Lode Award is the highest award the Hardrock Hundred gives so if you see these people be sure to congratulate them!!

1992 *Kris Maxfield* Former co-run director. Back when no one was sure this run could be completed or organized, Kris convinced the townspeople of Silverton that this run was something special. She was instrumental in the initial organization and administration of the run. Now she is spending her time being a mom; don't be surprised if you see her on the streets of Silverton.

1993 *Jan King* As one of the original radio operations, Jan helped immensely in establishing the radio network that now is the backbone of our run.. These days you can catch him operating a ham radio or helping pace Gordon Hardman to another Hardrock finish.

1994 *Christine Bass* As Kris Maxfield's "boss" Christine allowed Kris to spend the time necessary to fine-tune this run. She thought it was so cool that she volunteered as an assistant run director. Christine was also the first Silverton artist to paint her interpretation of the course, a painting we used to help start the tradition of the "finisher's print" that has become a HRH trademark.

1995 *Who Else??? Mother Nature* – she dumped a "lode" of snow on our course and ruined all the fun for that year!!

1996 *John Cappis* As the only course director this run has ever had John has provided all the runners with more than their share of up's and down's. Seriously, the development of a course such as the Hardrock is no easy task and John has continually worked to improve and refine your tour of the San Juan Mountains.

1997 *Jim Scott* Jim who?? Another one of the behind the scenes people that we could not do without. Jim is a former communications director and was responsible for furthering the communications network and developing the strong cadre of radio operators that you see at every aid station. He now is involved in making sure all the radio equipment is in working order.

1998 *Charlie Thorn* Course marking director, hotel proprietor and one of the key people in the Hardrock organization!! His generosity and commitment to mountain running in general, and his run in particular, cannot be overstated!! If you get lost on the course, don't blame Charlie!

1999 *Carolyn Erdman* As the "unofficial" ambassador and hostess of the HRH, Carolyn has welcomed many a runner to the San Juans. Her enthusiasm and caring spirit epitomize what ultrarunning is all about. Carolyn also acts as an integral HRH link to the Silverton community.

- 2000 *Jim and Maryanna Cusick*** You may not know these two by name but if you have been on the Hardrock course you know their reputation! As the proprietors of the Grouse Gulch aid station, the Cusick's have developed a reputation for having an aid station any hardrock miner would die for. Be sure to check out the menu and ask them about the annual specials!
- 2001 *Lisa Richardson*** Making sure the HRH aid stations are organized, staffed, and stocked with goodies is no easy task, yet Lisa approaches the challenge as she does with most everything else; with a huge smile and an infectious positive outlook. Not only does she serve as aid station coordinator, she also is pretty good at passing out hugs to the male finishers every year at the awards ceremony.
- 2002 *Mother Nature*** again. This time for the extreme fire danger and forest fires in the area.
- 2003 *The Hardman Family & Dale Garland*** In 1991, Gordon's idea started the Hardrock. His family, Molly, Ryan, and Maria have been important components and hard workers for 12 years. Ryan and Marie have literally grown up with the Hardrock. Dale has been Co-RD and RD from the beginning. His enthusiasm, dedication, and hard work have been instrumental in success over the years.
- 2004 *Blake Wood and Rebecca Clark*** As the Hardrock Hundred has moved into the digital age Blake was instrumental in helping develop, maintain and update our communication with the rest of the ultra running world. Rebecca, meanwhile, has consistently been one of the key people in helping organize the check in for Hardrock and her smiling face and knowledge of the event is one of the first things a Hardrock runner sees when they get to Silverton.
- 2005 *Greg and Ilse Hine*** The Hardrock was very fortunate when the Hine's decided to join us. Greg is our co director of communications and has been instrumental in bringing to our communications an increased sense of professionalism and organization. We can also thank Greg for helping develop "Hardrock Live", which allows your friends and family to monitor your progress even if they aren't here to witness it first hand.
- 2006 *Ben McGaha and Harley Murray*** Solar panel batteries, digipeaters, etc. You may not know what these are for but these two men do! Keeping track of all of you would not be possible without the tireless efforts of these two men. Harley and Ben coordinate the placement and upkeep of our communications hardware and system.
- 2007 *Rick Trujillo*** The mountain running exploits of Rick Trujillo are legendary and no one knows the San Juan Mountains better than Rick. So when we conceived the idea of Hardrock he was one of the first people we called to help design the course. Since then he has remained active with Hardrock as a HRH liaison in Ouray as well as serving on the HRH Board of Directors.

- 2008 *Lois MacKenzie*** Lois has brought her energy, passion and organizational expertise to Hardrock as our Aid Station Director. Many a runner has benefited from Lois's unwavering commitment to making sure our aid stations are well stocked and well organized. As a die hard supporter of Hardrock Lois has been a great ambassador for our run among runners and community members alike.
- 2009 *Steve Blaylock*** Helping with radio repeaters, helping set up Hardrock Live, transporting communication equipment to aid stations or taking a turn in the communications center-whenever and wherever Hardrock communication is needed, Steve is there. Steve's energy and commitment to our run is something that has become integral to the success of Hardrock's communication network.
- 2010 *Heidi Schutt*** If you have a t-shirt, sweat shirt, coffee cup or any other memorabilia from Hardrock you have Heidi to thank. Heidi is our merchandise coordinator and has applied her marketing and merchandising skills to make sure we have a wide variety of memorabilia for you to choose from. Thanks to Heidi the Hardrock logo can proudly be seen wherever runners, families and crews want to show it off.
- 2011 *Eric Schmitt*** One of the longstanding aid station captains of Hardrock, Eric has captained and organized the Governors Basin aid station for many years. Eric and the crew that he personally puts together every year epitomize the care, concern and enthusiasm that the Hardrock aid stations have become known for year in and year out.
- 2011 *Leo Lloyd*** [to be provided]

Easy Reference Schedule of Events

The planned program is below. We are going to be working hard the two weeks or so before the run, finalizing and marking the course, and taking care of last minute details. However, no detailed schedule is provided here. If you are involved with these activities (or would like to be) coordinate with the appropriate person (Dale, Lois, or Rick). The provisional trail marking schedule is in section 9 of the Runner's Manual.

Thursday, July 4, 2013

When	What	Where
0700	Silverton Blue Ribbon 10 K Race	Memorial Park
1000	4 th of July Parade – Featuring the Hardrock Precision Marching Team – You are invited!!	Main Street

Saturday & Sunday, July 6-7, 2013

When	What	Where
Saturday	Trail Work	Ouray Bear Creek Tunnel
Sunday	Trail Work	Contact Rick Trujillo

Wednesday, July 10, 2013

When	What	Where
1200-1600	Runner check-in	Silverton High School gym
1300-1600	Pot Lick	Memorial Park
1600	Trail briefing - voluntary loooooong version	TBD

Thursday, July 11, 2013

When	What	Where
0800-1100*	Runner check-in	Silverton High School gym
1200	Mandatory runner briefing	Silverton High School gym
1400	Volunteer briefing	Silverton High School gym
1500	Drop bag deadline	Silverton High School gym
TBD	Fund raiser dinner	TBD

* All runners must check in by 1100 hours or lose their entry in the run.

Friday, July 12, 2013

When	What	Where
0400	Breakfast	Local restaurants – to be announced
0500	Mandatory runner check-in	Silverton High School gym
0600	Start	Silverton High School gym

Saturday, July 13, 2013

When	What	Where
On-going	Still busy/info available	Silverton High School gym

Sunday, July 14, 2013

When	What	Where
0600	Last official finisher arrives	Silverton High School gym
0700	Runner and S&R status summary	Silverton High School gym
0900	Awards banquet/ceremony	Silverton High School gym
1200	End of runner activities	Silverton High School gym