



# WYOMING RANGE

## 100-MILE ENDURANCE RUN

# 2023 Event Manual

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A single-stop information source for runners, pacers, volunteers, and crew.

**Friday, August 11 – Sunday, August 13, 2023**

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## Welcome

Runners,

Welcome to the third running of the Wyoming Range 100-Mile Endurance Run. We're thrilled you're joining us in the high country for the continuation of something burly.

But not impossible. When we designed the Wyoming Range 100, we had two overarching goals in mind: (1) make the race tough but (2) eminently "finishable." The course will throw nearly 24,000' of gain at you – but also 48 hours to climb it all.

We believe this presents a deeper challenge. Perhaps the only scenario as defeating as dropping, is knowing you have eight hours to emerge from the pain cave and still be on track for a finish. A cutoff won't make the drop decision for you here.

Be prepared, then, for a race that asks a lot of you. Be prepared for everything.

We're going to have fun out there.

Denis Cook – Race Director

## How to Use this Runner Manual

### Audience

We wrote this runner manual – a “one-stop shop” for everything related to the Wyoming Range 100-Mile Endurance Run – with runners, pacers, volunteers, and crew in mind. Others, like friends and spectators, may find it useful as well.

### Scope

If we did a half-decent job of writing this thing, 95% of your questions should be answered somewhere in these pages. Consider it a hardcopy version of the race website. If you can't find an answer, feel free to contact us – more on that in the 'Contact Information' section.

To make the most of this runner manual, we recommend printing a copy well before race day and having it readily available for the occasional perusal – next to your bed, for example. We also recommend bringing a physical copy (or two) with you on race weekend because you likely won't have cell or internet service, and the manual will become your only reliable source of information.

If you're a runner with pacers and/or crew, you should bring extra copies – just in case your crew didn't listen when you said, “Print a copy.”

### Version

The latest and greatest version will always reside on our [website](#). We'll use a two-digit versioning number system:

- **X.X:** Year (2023)
- **X.X:** Release (01)

We'll try not to make changes too often. For a small change, like a spelling error, we won't change the version number.

Assume the “final” version will be on our website no later than two weeks before race day. We'll email it to all entrants, so you'll know you have the right version.

### Accuracy

We'd love to think this manual was error-free. But, somewhere in its 60+ pages, there are likely one or two inconsistencies. If you find one, please notify your RD, [Denis Cook](#).



## Contact Information

### Prior to Race Week

Before race week, you should feel free to contact your RD, Denis Cook, at any time:

- **Email:** [denis@everlongendurance.com](mailto:denis@everlongendurance.com)
- **Phone/Text:** 202-550-5855 (*text preferred*)

For non-urgent requests, please email. For urgent requests, please text. In general, we will respond within one day, usually in the evenings. We will be in the field during the day.

### Race Week

During race week, the majority of the Everlong team will be in the woods, focused on race management. There is no cell service on the course, so we will not be able to respond to inquiries in real-time.

However, we will check our email at least per day – ideally, once in the morning, once in the evening. We will strive to answer all inquiries same day but still ask for your patience.

### Race Weekend

Starting on race day, please assume that race management is unavailable by phone and email until mid-day Monday. During this time, our sole focus is runner safety and accountability.

### After Race Weekend

Starting on Tuesday after the event, we will once again be periodically available by phone and email. By periodically, we mean once or twice per day, likely in the evening. We will be on the course for approximately one week after the race managing race breakdown, clean-up, etc. Please hold non-urgent communications until the end of the week.

## Non-Profit Partners

The Wyoming Range is proud to support two organizations who have been effecting change in the Bridger-Teton National Forest (and beyond) for years:

- [Friends of the Bridger-Teton](#)
- [City Kids Wilderness Project](#)

5% of gross proceeds go directly to our non-profit partners. On race weekend, runners will have the opportunity to get to know these organizations and their great work.

## Entry

### Participant Limit & Waitlist

The race is capped at 120 runners. If necessary, we will activate a waitlist on a first-come, first-served basis.

### Cost

The race costs \$320.00. We will not increase the price as the race approaches.

If \$320.00 presents a challenge for you, please email us to explore alternatives. We want to make the race as accessible as possible. We will, for example, discount a race fee by \$50.00 if you provide a motivated and committed volunteer who works a 12-hour shift.

### Requirements

To participate, runners must satisfy ALL the following requirements:

- **Age:** At least 18 years old on race day.
- **Experience:** Completed at least one “official” 100-miler within the prescribed cutoff in the past three years. If you’re unsure what “official” means, just ask. Similarly, if you don’t have a qualifier but still think you’re fully capable of successfully completing the run, give us a shout.
- **Service:** Completed eight hours of trail work in 2023, at least one week before race day.

### Trail Work

Two weeks before race day, entrants must do one of two things:

- **Complete Eight Hours of Trail Work:** Entrants must complete eight hours of trail work in 2023 at least one week prior to race day. Volunteering at another race does *not* count.
- **Donate \$80 (\$10/hour):** In lieu of trail work, entrants may donate \$80 to our trail stewardship partner, [Friends of the Bridger-Teton](#). Every penny will support the great work they do in conjunction with the Bridger-Teton National Forest. If you choose this option, you must email us your receipt/donation confirmation.

## Rules

We want to keep our rules simple and obvious. Please, do not do things that lead us to add more rules.

### For Everyone

- **Don't Litter** – If you inadvertently drop trash, pick it up. If you see trash, even if it's not yours, pick it up.
- **Listen to Volunteers & Race Officials** – Volunteers are there for your safety. Listen to them.
- **Be Nice** – Simple enough.
- **Yield the Trail to Everyone Else** – Irrespective of how they're travelling, assume other users of the trail have the right-of-way.
- **Don't Smoke** – Wildfires are real, and a discarded cigarette can get one going, no problem.
- **Take Care of Each Other** – This is a collective effort, and we never leave someone behind. If you see another runner in distress, feel free to give them aid – calories, fluids, layers, etc. – and don't worry too much about "muling" (more on that below). We won't fault you for helping another runner out!

### For Runners

- **Don't Cut the Course** – Run every mile. If you missed a section, go back and complete it. Better to have too many miles than too few miles.
- **Relieve Yourself Discretely** – When and where possible, use a "real" restroom, outhouse, or portable restroom. Otherwise, please relieve yourself off the trail and out of sight. Bury solid waste.
- **Keep your Bib Front and Center** – We want to know who and where you are, and that starts with having a bib clearly visible on your front.
- **Always carry Mandatory Gear** – We will perform random checks.
- **No Headphones** – Not even in one ear. You **MUST** always be aware of your surroundings. Be bear aware!

We'll close with a catch-all rule: No whining. It's supposed to be tough, and you signed up for it.

### For Pacers

Pacers must follow all the rules for runners (see above), plus a few extra:

- **Don't "mule"** – You may not carry anything for your runner outside of an aid station. By extension, you cannot help them physically progress along the course.
- **Always carry mandatory gear:** We will perform random checks.
- **Always stay with your runner:** You can enter/exit an aid station before a runner to make their visit more efficient.
- **Keep your pacer bib front and center:** We want to know who and where you are, and that starts with having a bib clearly visible on your front.
- **No Parking at aid stations:** Pacers may not leave a car at any aid station, even if they have a crew parking pass.

- **One at a time:** Runners may only have one pacer at a time. If a runner changes pacers, the pacers must transfer their pacer bib.
- **Join at aid stations:** Pacers may only join a runner at an aid station. There is one exception to this rule: pacers may meet their runners at the intersection of Greys River Road and Deadman Road. If you meet your runner at the intersection, you don't have to make the gnarly drive up to Deadman.
- **Do not lead:** It is the runner's responsibility to find their way along the course. With that said, if a pacer knows their runner has gone off course, they may step in.
- **Do not carry your runner:** Runners must progress under their own power. If a runner cannot move forward without the physical or mechanical assistance of a pacer, the runner must drop at the next aid station.

### For Crew

- **Don't Provide Assist Outside of an Aid Station** – You may only physically assist runners in an aid station. You're welcome to cheer them on at other points, but that's it – only cheering. There is one exception to this rule: crews may meet their runners at the intersection of Greys River Road and Deadman Road. If you meet your runner at the intersection, you don't have to make the gnarly drive up to Deadman.
- **Don't Drive Like a Jerk** – Slow way down and don't kick up dust.

### Additions and Changes

The list above is not exhaustive. The RD reserves the right to modify, adjust, add and/or interpret rules as he sees fit to preserve the well-being of the event. He has zero desire to do this, though.

### Arbitration

If the RD declares you in violation of a rule, you are welcome to request arbitration. We will do our best to honor your request, unless the alleged infraction was blatant and egregious. (Prime example: multiple aid station volunteers saw you cut a switchback.) We will ask a fellow RD to stand as arbitrator.

## Schedule

### Event Schedule

No.	Date	Time (MT)	Activity	Location
1	7/19	6:00pm	Pre-race information and Q&A session – not mandatory!	Google Meet
2	8/1	11:59pm	Registration closes	UltraSignup
3	8/4	12:00pm	Trail stewardship forms due <a href="#">here</a>	Website
4	8/7	8:00pm	Bibs published	UltraSignup
5	8/11	5:00am-6:00am	Check-in and drop bags	Start
6	8/11	6:15am-6:45am	Pre-race brief	Start
<b>7</b>	<b>8/11</b>	<b>7:00am</b>	<b>RACE START</b>	<b>Start</b>
8	8/11	7:15am-7:45am	Pacer and crew Q&A session	Start
9	8/12	3:00am	McDougal Gap cutoff (20 hours)	McDougal Gap
10	8/13	7:00am	Finish cutoff (48 hours)	Finish
11	8/13	8:00am	Awards	Finish

## Check-In

### Where & When

All runners must check in between 5:00am and 5:45am on race day at the start at the Fish Creek trailhead.

### What to Bring

Please bring the following items to check-in:

- ID
- Mandatory gear
- Drop bags
- Grit
- Full water bottles/bladder
- Food

Remember, we will not have food and fluids for runners at the start!

### Pacer/Crew Q&A Session

Right after the race starts, the RD will hold a Q&A session at the start for pacers and crew. Although not mandatory, we highly recommend stopping by – crews, especially.

Pacers and crews should consider this Q&A session their only opportunity to ask a question of someone affiliated with the race. Once the race is underway, everyone will be focused on the runners. **To be clear: we do not want pacers and crews distracting aid station volunteers with questions.**

Attendees should bring a map and this manual and have read the latter beforehand. If we get a question that's easily answered in this manual, we'll say, "Read the manual." We want to be efficient. We will do our best to answer every question. But we will end the session after 30 minutes.

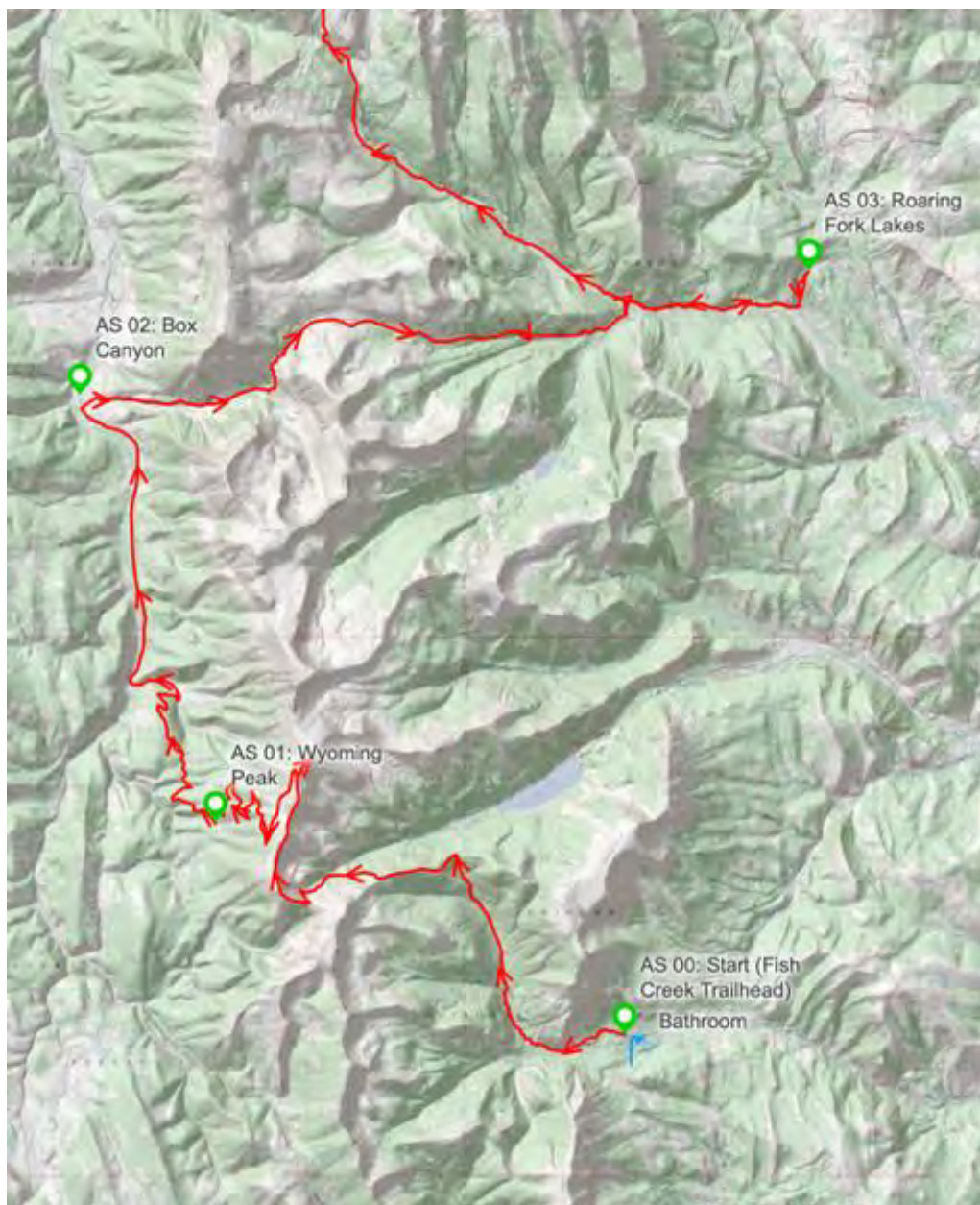
## Course Map

We have interactive course map on [CalTopo](#). The map includes the route, bathrooms, aid stations, gas stations, and driving routes for crews. Please, familiarize yourself with it and download it to a GPS device, like one of many apps on phones that work in “offline” mode.

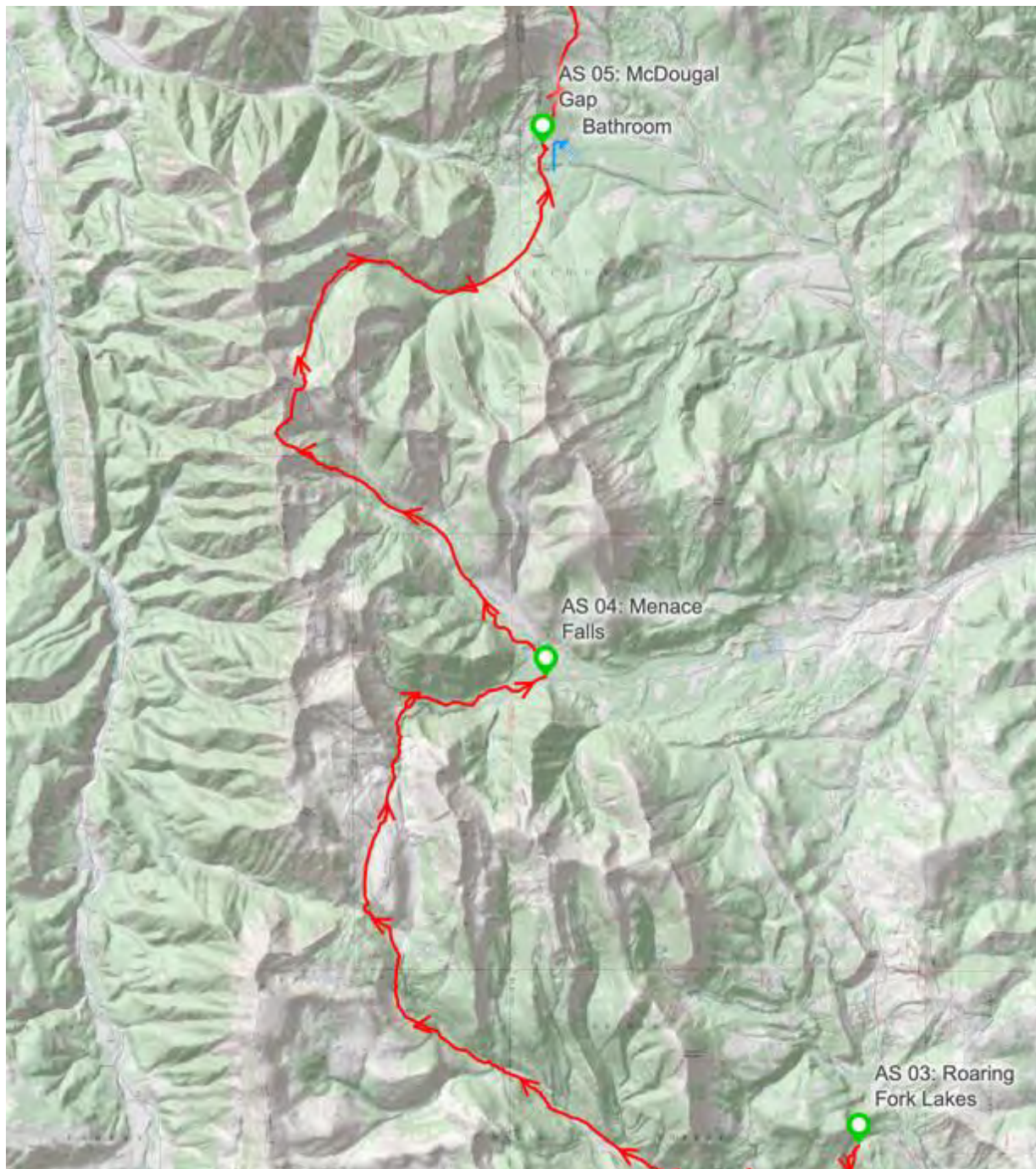
To give you a closer look at the course, we broke the entire course map into five images on the following pages. We used the Forest Service map layer, which, in our experience, provides the best representation of trails and roads in the Wyoming Range.



Start to Roaring Fork Lakes

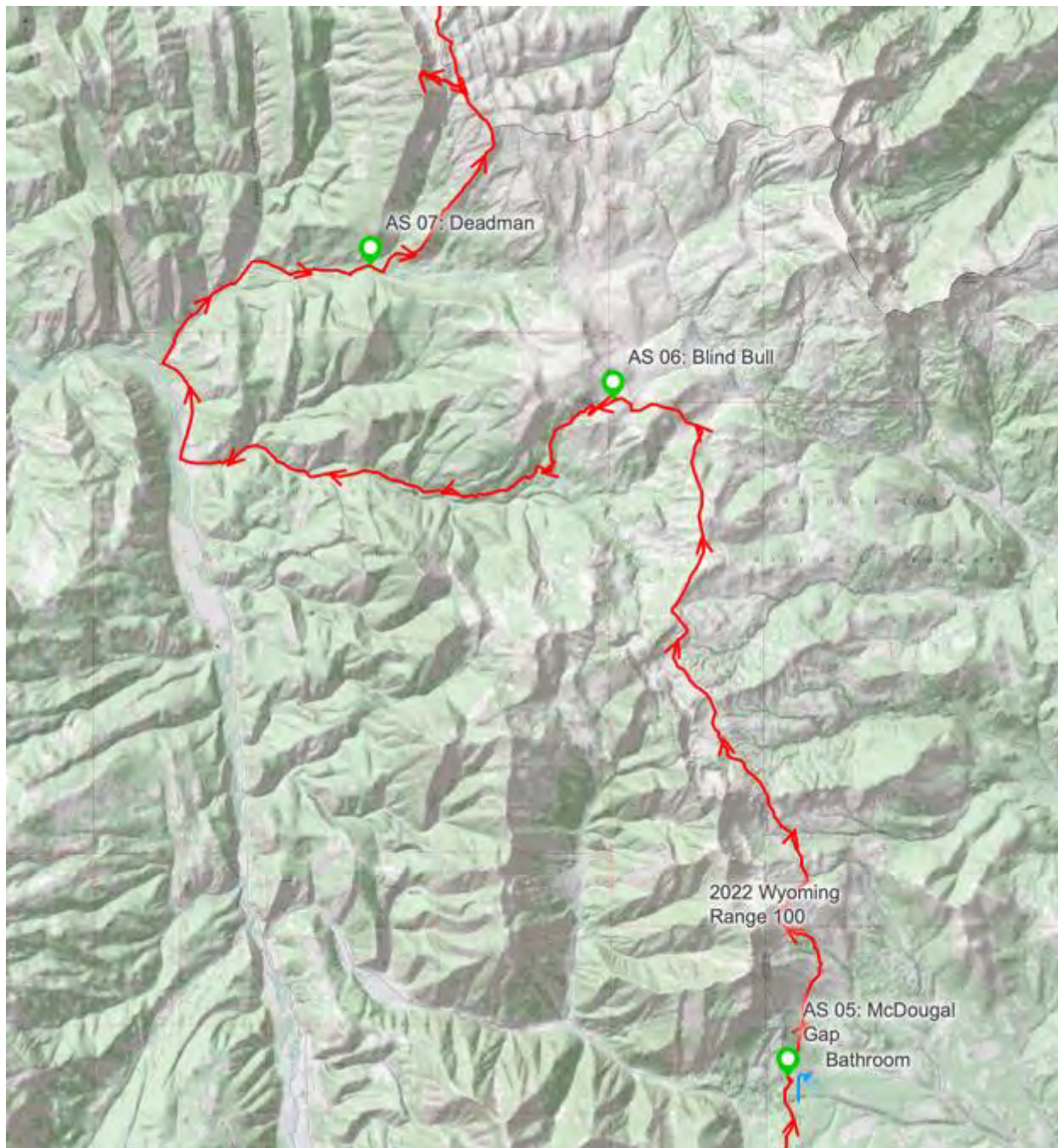


Roaring Fork Lakes to McDougal Gap



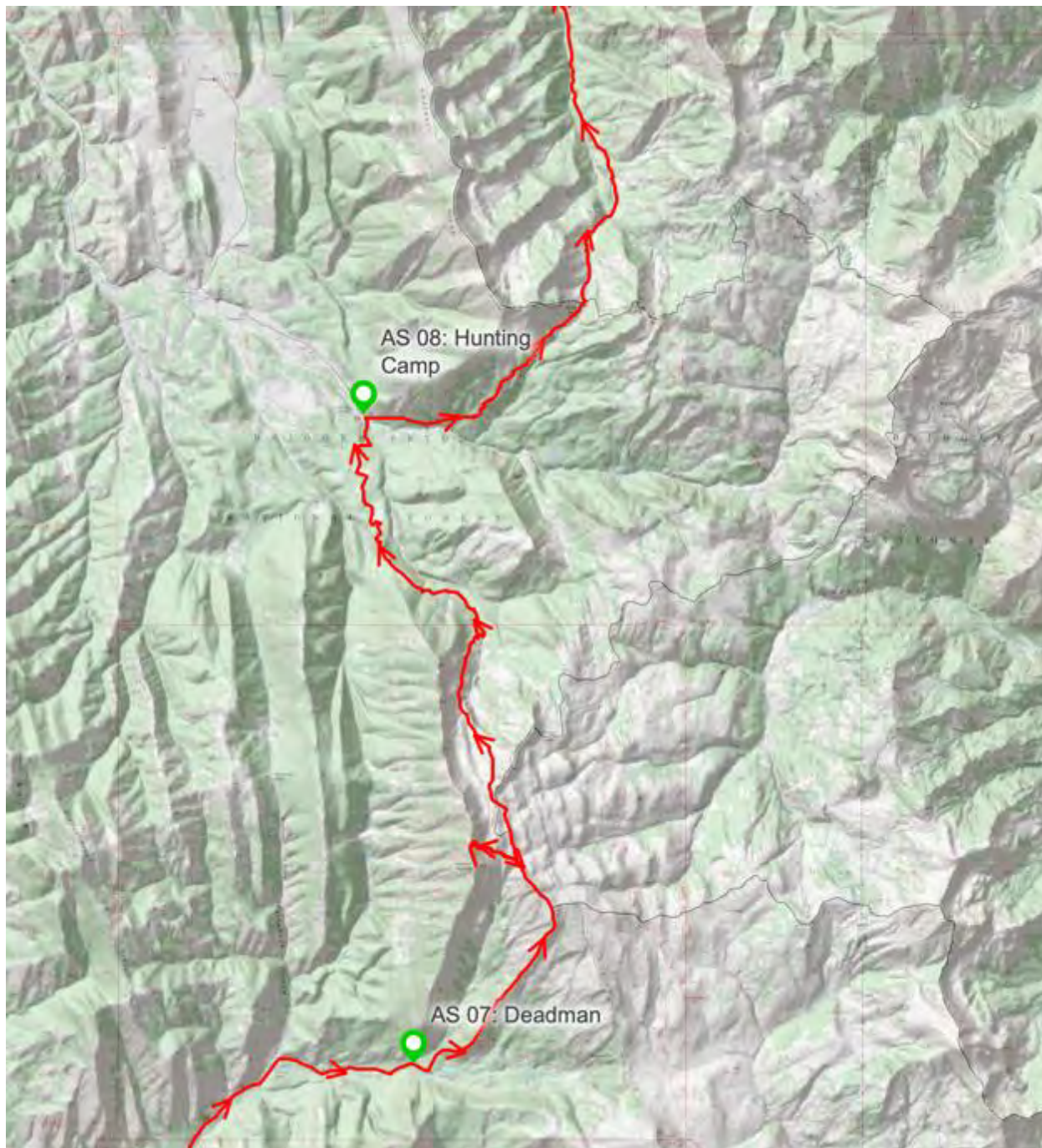


McDougal Gap to Deadman



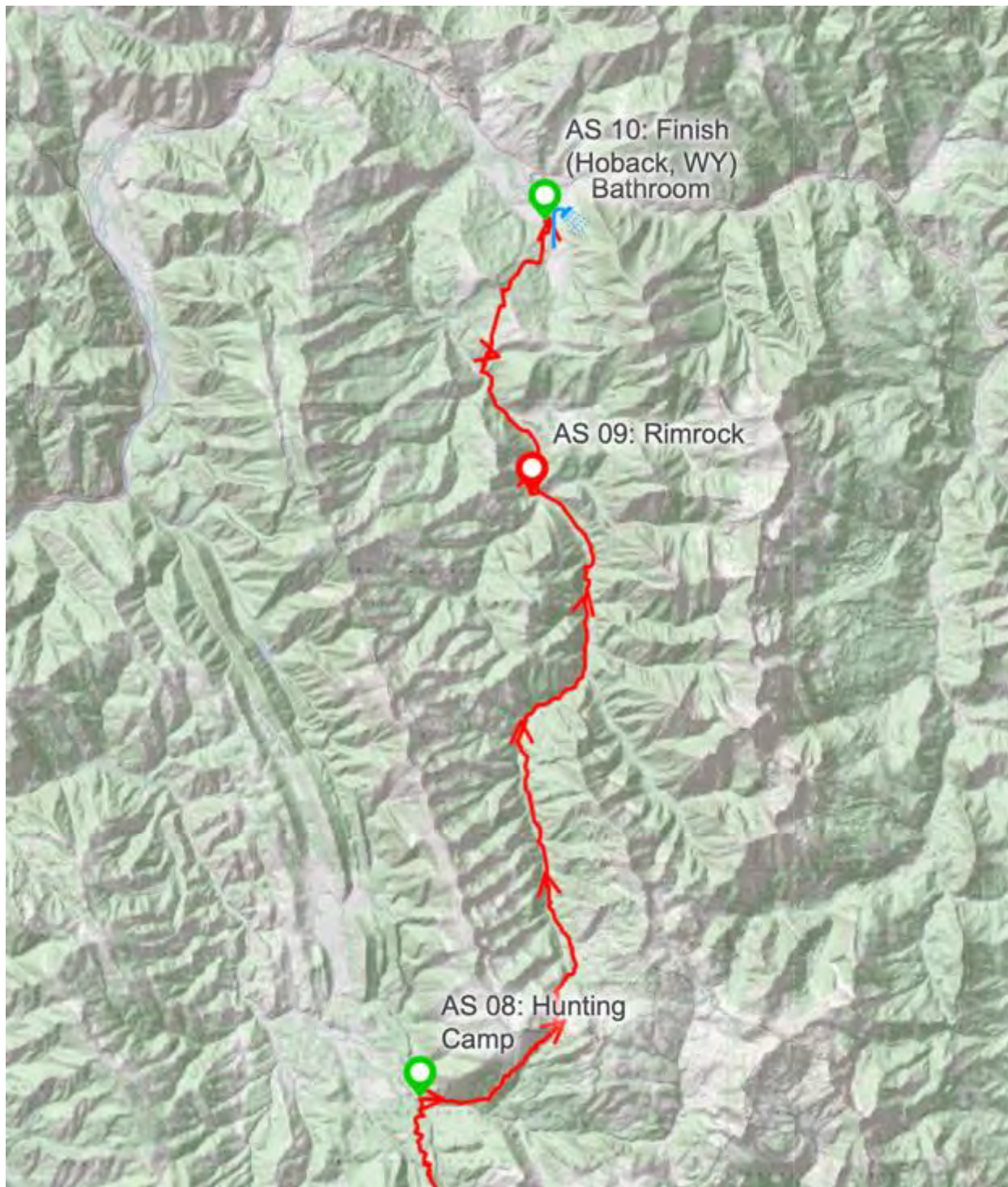


Deadman to Hunting Camp



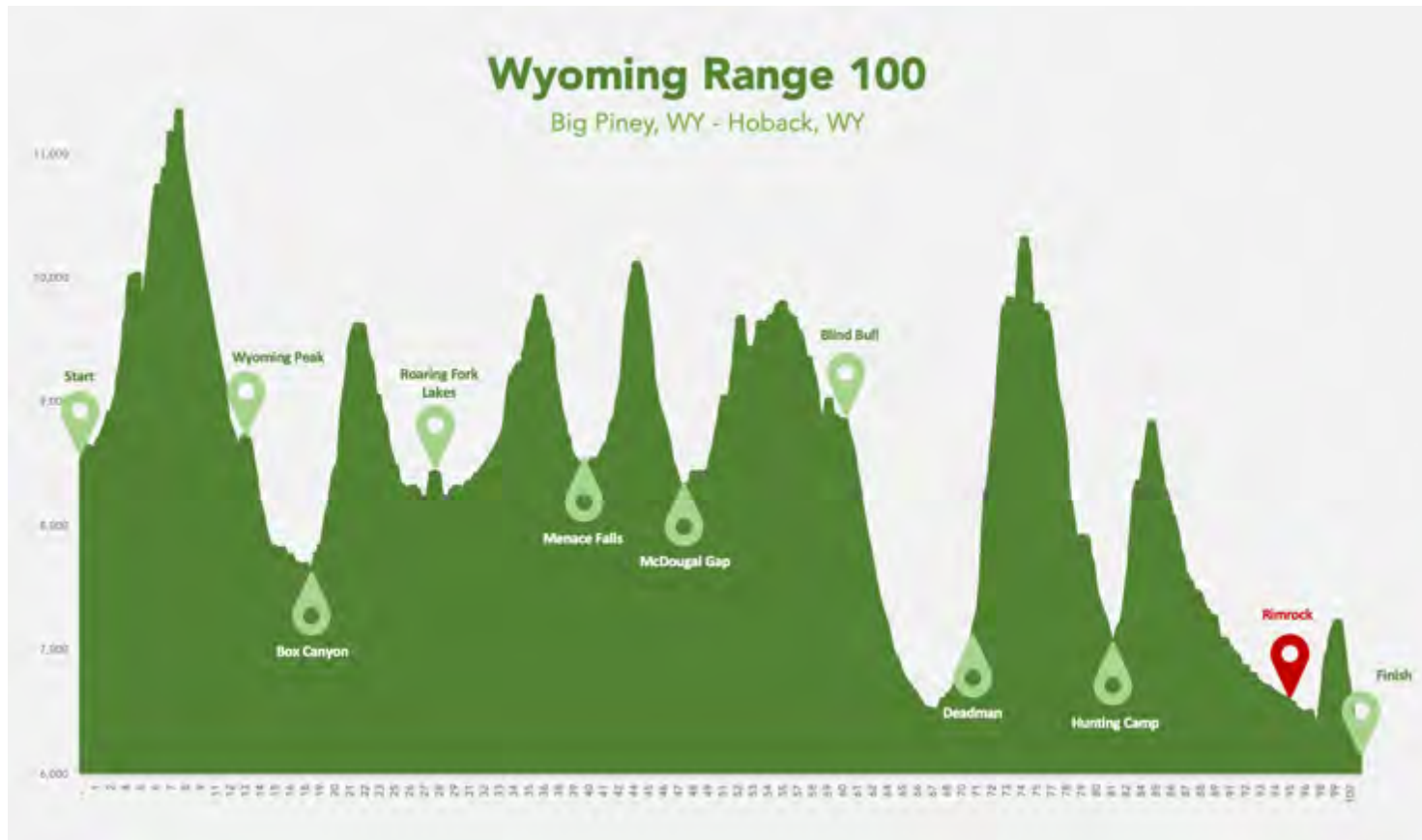


Hunting Camp to Finish



## Elevation Profile

The point-to-point course runs south to north and has a slight “downhill” profile. Runners will climb approximately 24,000’ over the 102-mile course. The course’s high point of 11,378’ comes early, at mile 8.0. The finish line is the lowest point at 6,214’. Green aid stations are accessible to crews, while red aid stations are not. Your volunteers hike into red aid stations. An interactive course map, from which you can generate your own elevation profile, is on the [course map](#) page.



## Aid Stations

### Aid Station Chart

The Wyoming Range 100 has 10 aid stations, including the finish in Hoback, WY. The longest stretch is 13.8 miles from Hunting Camp to Rimrock. Keep in mind, Rimrock is a hike-in aid station, so Hunting Camp is your last vehicle-accessible aid station. The race has seven legs of ten or more miles.

No.	Start AS	Finish AS	Finish AS Coordinates	MILEAGE		ELEVATION			VERTICAL			AID		
				Miles	Race	Minimum	Maximum	Average	Ascent	Descent	Gain/Mile	Drop Bags	Pacers	Crews
1)	Start (Fish Creek)	Wyoming Peak	42.5929, -110.6451	11.78	11.8	8,530	11,378	9,777	3,684	(3,380)	313	No	No	Yes
2)	Wyoming Peak	Box Canyon	42.6621, -110.6749	6.97	18.8	7,626	8,829	8,090	309	(1,412)	30	Yes	No	Yes
3)	Box Canyon	Roaring Forks Lakes	42.7194, -110.6217	9.78	28.5	7,627	9,633	8,612	2,458	(1,633)	251	Yes	No	Yes
4)	Roaring Forks Lakes	Menace Falls	42.7566, -110.5823	11.73	40.3	8,217	9,863	9,171	1,841	(1,804)	157	Yes	Yes	Yes
5)	Menace Falls	McDougal Gap	42.8410, -110.5827	10.17	50.4	8,262	10,178	8,874	2,176	(2,187)	214	Yes	Yes	Yes
6)	McDougal Gap	Blind Bull	42.9539, -110.6225	10.23	60.7	8,435	9,813	9,292	2,713	(2,281)	265	Yes	Yes	Yes
7)	Blind Bull	Deadman	42.9763, -110.6779	10.87	71.5	6,522	8,879	7,163	868	(2,454)	80	Yes	Yes	Yes
8)	Deadman	Hunting Camp	43.0709, -110.6881	10.66	82.2	6,943	10,326	8,701	3,588	(3,922)	337	Yes	Yes	Yes
9)	Hunting Camp	Rimrock	43.2141, -110.6518	13.83	96.0	6,624	8,844	7,429	2,367	(2,718)	173	No	No	No
10)	Rimrock	Finish	43.2788, -110.6477	5.99	102.0	6,214	7,243	6,650	893	(1,297)	149	Yes	Yes	Yes
<b>Total</b>				<b>102.0</b>	<b>102.0</b>	<b>6,214</b>	<b>11,378</b>	<b>8,449</b>	<b>20,817</b>	<b>(23,088)</b>	<b>204</b>	<b>8</b>	<b>6</b>	<b>9</b>

### Food Options

All aid stations will have an assortment of “quick” sweet and salty foods — chips, pickles, cookies, bananas, gummy bears, PB&Js, potatoes, etc. Most of our aid stations — that is, the aid stations that don’t require volunteers to hike in — will also have hot/prepared foods, like quesadillas, soup, and bacon.

If you have significant dietary restrictions, please pack your own food in your drop bags and/or backpack. While we do our best to accommodate a range of appetites and diets, we simply cannot meet everyone’s needs. Our volunteers are awesome but don’t have the wherewithal to definitively say if a given food has certain ingredients or was prepared in a particular way.

## Drink Options

Every aid station will have potable water and Tailwind. (If you're concerned about a certain Tailwind flavor, pack your own.) For our hike-in aid stations, volunteers will collect water from nearby natural sources and purify it with chemical methods. It may taste a little funky, but the water will be clean and safe. Most aid stations will have soda, black coffee, and bourbon.



## Pacers

### Welcome

We welcome pacers at the Wyoming Range 100 and encourage every runner to use one. But a pacer is far from necessary to complete the course. All runners should feel capable of finishing the Wyoming Range with only aid station/volunteer assistance.

### Aid Stations

Runners may have a pacer join them at the following aid stations:

- Menace Falls
- McDougal Gap
- Blind Bull
- Deadman
- Hunting Camp

**Pacers may not park at Blind Bull or Deadman.**

### Rules

Runners are welcome to use multiple pacers during the event but cannot have more than one pacer at a time.

While pacers are welcome to aid station supplies, we ask that pacers arrive at their starting aid station with their fluids topped off and a bunch of extra food in their pack.

Pacers must follow the same rules as runners, plus a few extra. Please see the [For Pacers](#) rules section of this manual for more information.

### Mandatory Gear

Pacers must carry the same mandatory gear as runners, with one exception: Pacers will not be given a GPS tracking device. Please see the [Mandatory Gear](#) section of this manual for more information.

To be clear, pacers **MUST** carry bear spray as well. If a pacer does not have bear spray, they will be removed from the course promptly. Any attempt to sidestep this rule will result in the disqualification of the runner.

## Crews

### Welcome

We welcome responsible, respectful, and capable crews at the Wyoming Range 100. But a crew is far from necessary to complete the course. All runners should feel capable of finishing the Wyoming Range with only aid station/volunteer assistance.

### Aid Stations

Crews may meet their runner at the following aid stations:

- Wyoming Peak
- Box Canyon
- Roaring Fork Lakes
- Menace Falls
- McDougal Gap
- Blind Bull
- Deadman
- Hunting Camp
- Finish

### Rules

Please see the [For Crew](#) rules section of this manual for more information.

### Mandatory Gear

Please see the [Mandatory Gear](#) section of this manual for more information.

## Directions – Start & Finish

### Start (Marbleton/Big Piney, WY)

We say the race starts in Marbleton/Big Piney, WY because they're the nearest towns (Marbleton and Big Piney are right next to each other). Technically, however, the race starts in the middle of nowhere – a 26-mile drive west of Marbleton/Big Piney in the Bridger-Teton National Forest. **Of note, you will lose cell service right outside of Marbleton/Big Piney.**

The map below, thanks to Apple, offers a 52-minute drive time. We've driven this stretch many times and can say the drive time and route are accurate. Most of the drive is on gravel roads, but a 2WD vehicle should be fine for this stretch (but not for others).

#### Drive from Marbleton/Big Piney to the Start



#### Driving Directions

Here are directions from the Forest Service website. When following the directions, be sure to keep an eye on your odometer:

- From the Town of Big Piney, head west on Wyoming State Highway 350 (WY 350).
- Continue on WY 350 for approximately 10 miles (at this point WY 350 transitions into County Road 111/ Middle Piney Road).
- Continue on County Road 111/Middle Piney Road for an additional 10 miles, where you will enter the Bridger-Teton National Forest (the road name changes again to Forest Service Road (FS) 10046).
- Take a left onto FS 10046 and follow it for approximately 5.4 miles.
- At the beginning of the bend in the road take a right turn to access the trailhead. Fish Creek trailhead is unsigned and consists of a pullout just off FS10046.

For locals coming from town to the west, like Afton and Alpine, it *might* be easier to cut through the National Forest, driving over McDougal Gap. If you want to pursue this option, we suggest doing a “test drive” before race morning to ensure you have the route and timing down.

### Latitude & Longitude

The race starts at the [Fish Creek Trailhead](#). The approximate (+/- 50 feet) latitude and longitude points of the start are:

- 42.55867, -110.55517

### Parking

The starting area is short on frills: It's a hard-packed dirt parking lot with little else. You should see, however, cars and race infrastructure – canopies, tables, etc. – to let you know you're in the right spot.

When you arrive, look for orange-vested volunteers for parking directions. Please, listen to them. To minimize the impact on other trail users, we must keep parking tight!

### Finish (Hoback, WY)

The race end about five miles east of Hoback, WY. Hoback is a small town about 20 minutes south of Jackson on route 89. The town is home to Hoback Market – a great place for gas and light groceries. Cell service is hit or miss once you leave Hoback. It depends on your carrier. For planning purposes, please assume you will not have cell service at the finish.

### Driving Directions

Here are driving directions to the start from the roundabout in Hoback. To be clear, these directions assume you're starting in Hoback (versus coming from the south on US-189):

- At the roundabout, head east on US-189 for 4.5 miles
- Turn right on South Bryan Flat Road. *Warning: South Bryan Flat Road is not well-marked from the highway, so keep an eye out for a row of mailboxes on the south side of the road:*

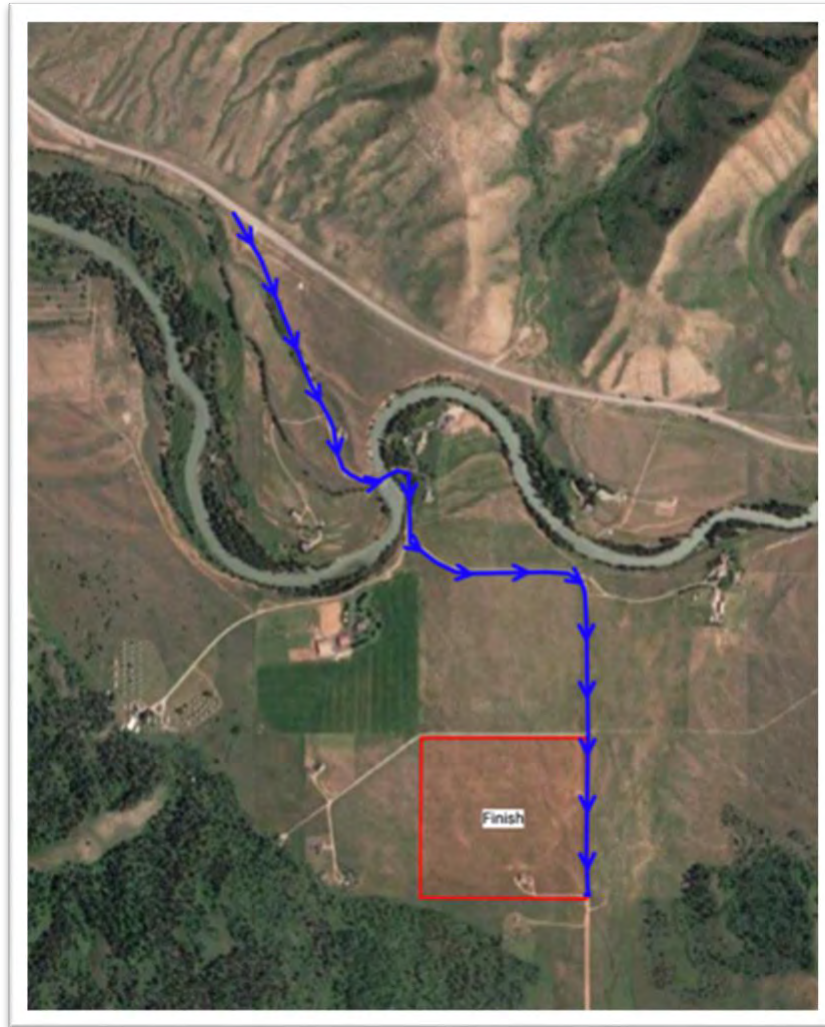
***Mailboxes on US-189 at South Bryan Flat Road***



- In 0.6 miles, stay left at the fork in the road to stay on South Bryan Flat. The fork is shortly after you cross the river
- Stay on South Bryan Flat Road for 0.8 miles and look for the brown barn on your right

**Once you're off US-189, please drive slowly (10 MPH) and respectfully.** You'll be in a neighborhood. If you approach someone – a person, a dog, a kid – who is walking on the side of the road, please stop and let them pass. The road is hard-packed dirt and can throw off a lot of dust in the summer months. Here is a map from US-189. North is up:

***Driving Route from US-189 to Start (north is up)***



#### Latitude & Longitude

The race ends on a private ranch off South Bryan Flats Road. The approximate (+/- 50 feet) latitude and longitude points of the start are:

- 43.27884, -110.64771

#### Parking

When you arrive, look for orange-vested volunteers for parking directions. Please, listen to them. We are on a *working* ranch and must park in a particular area.

If the ground is soft because of recent rain, we may require certain vehicles to park off the property. Listen to our volunteers. Do not argue with them about how capable you and/or your vehicle is. It's not up to you.

If you get stuck, you will remain stuck until the ground solidifies. We *cannot* tear up the ground – it's a perfect way to not get invited back to this beautiful private ranch.





## Directions – Aid Stations

### Words of Caution – Read Me First!

Before you jump to a particular aid station, please read this section closely. We wrote it to ensure you're well-prepared to navigate the course. For the safety of all users of the National Forest and the sustainability of our race, think of these "recommendations" as rules.

**Oh, and do not blindly trust a navigation app! They will potentially send you down a gated or nonexistent road!**

Warning	Recommendation
<p><b><i>The roads are rough...</i></b></p> <p>The 100-mile course is entirely within the Bridger-Teton National Forest, where there are no paved roads. Once you're in the forest, expect to drive on gravel and dirt roads that are narrow, windy, and rough</p>	<p><b><i>...drive an AWD/4WD vehicle.</i></b></p> <p>Assume you'll get stuck once or twice, need to cross a small stream, and drive over wash-boarded roads that'll rattle your teeth</p>
<p><b><i>The roads are poorly marked...</i></b></p> <p>Do not expect road signs anywhere within the forest. Some of the larger junctions are marked, but you shouldn't count on it</p>	<p><b><i>...bring a map and this manual.</i></b></p> <p>To navigate the course, bring an ol' fashion paper map (you won't have cell service) and a printed copy of this manual</p>
<p><b><i>The roads are slow...</i></b></p> <p>Assume that you'll rarely average more than 15 to 20 MPH on the forest roads</p>	<p><b><i>...give yourself plenty of extra time.</i></b></p> <p>Give yourself plenty of time to drive between aid stations and respect the drive-time estimates we provided</p>
<p><b><i>Conditions can change quickly...</i></b></p> <p>You could be driving under a blue sky for one minute, then driving in a torrential downpour the next</p>	<p><b><i>...bring too much gear.</i></b></p> <p>Stock your car with enough gear, food and water to prepare for (1) any weather conditions and (2) the possibility of being stuck for two days. A pillow and a warm sleeping bag are must-haves</p>
<p><b><i>You will see people...</i></b></p> <p>The Bridger-Teton National Forest is a popular summer destination</p>	<p><b><i>...slow down, smile and wave.</i></b></p> <p>When you pass someone, slow down – slow way down – smile and wave. People hiking, walking, fishing, biking, running, camping, horseback riding, etc. deserve a dust-free and safe experience</p>
<p><b><i>You will see wildlife...</i></b></p>	<p><b><i>...stop, smile, and wave.</i></b></p>



Day or night, be prepared to see animals on or around the road. Here's an incomplete list, in order of likelihood:

- Cows (most common)
- Deer
- Elk
- Dogs
- Children
- Coyotes
- Moose
- Bears

Always stop, smile, and wave. Stop does not mean slow down. Stop means stop. Let the animal carry safely on its way

***You will have trouble navigating...***

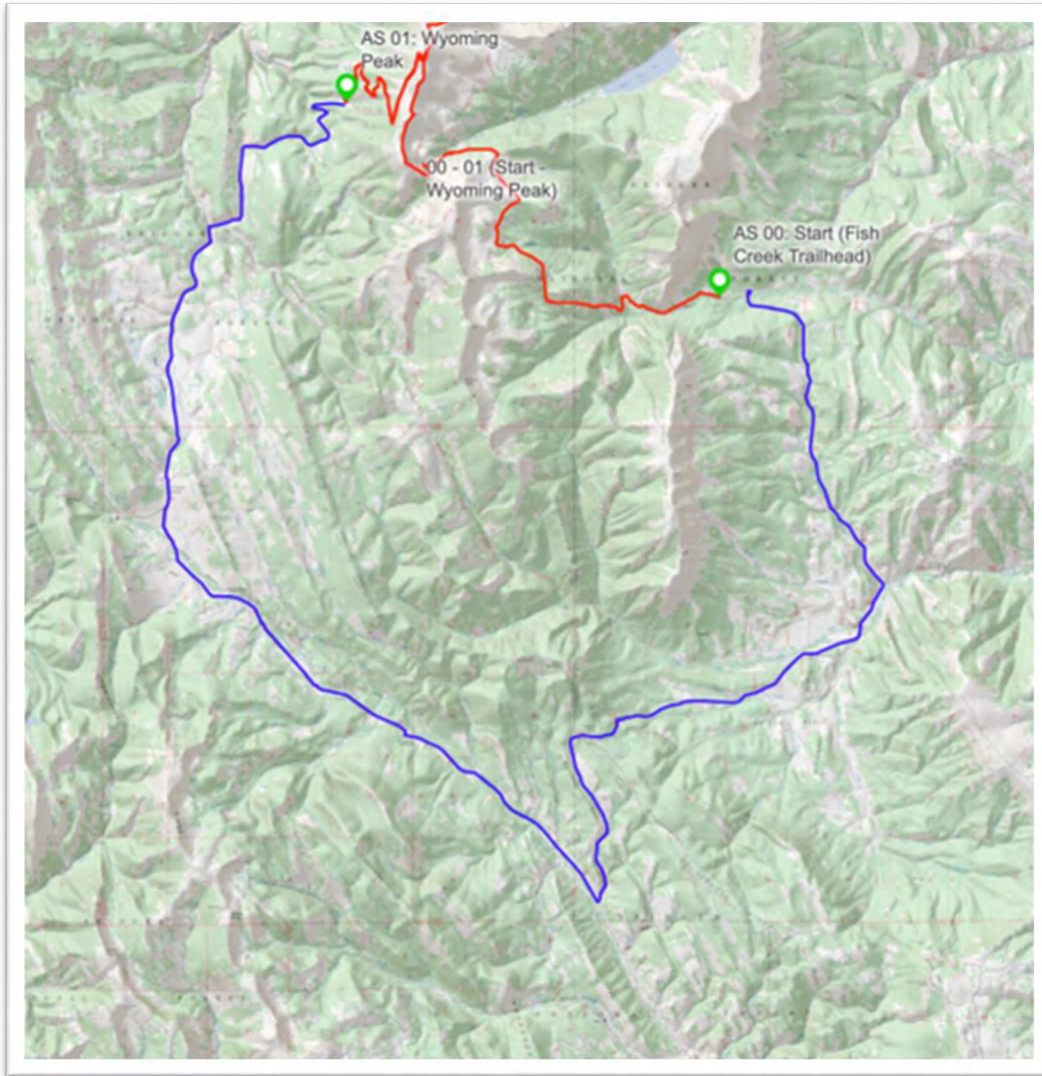
It'll be hard to safely navigate the forest roads for hours and hours on end

***...bring a co-pilot.***

Ask a friend to tag along to help you navigate, keep you company, and split driving responsibilities

## AS 1 – Wyoming Peak

Map

**Wyoming Peak****Driving Directions (from Start)**

The parking area is at the Wyoming Peak Trailhead. From the starting area:

- Head south on Forest Road 10046 for 4.5 miles
- Turn right on Forest Road 10128 for 7.8 miles. Be sure to stay on 10128 through a few junctions – do NOT take 10128A
- Turn right on Forest Road 10138 for 11.4 miles
- Turn right on Forest Road 126 for 3.5 miles
- The aid station will be on the right. Please, park off to the side of the road – do not block traffic!
- When you exit the aid station, drive back the way you came. Do NOT continue straight (north) on 126, as the road disappears

**Driving Distance:** 26.3 miles  
**Drive Time:** 60-90 minutes

**Latitude & Longitude (Parking)**

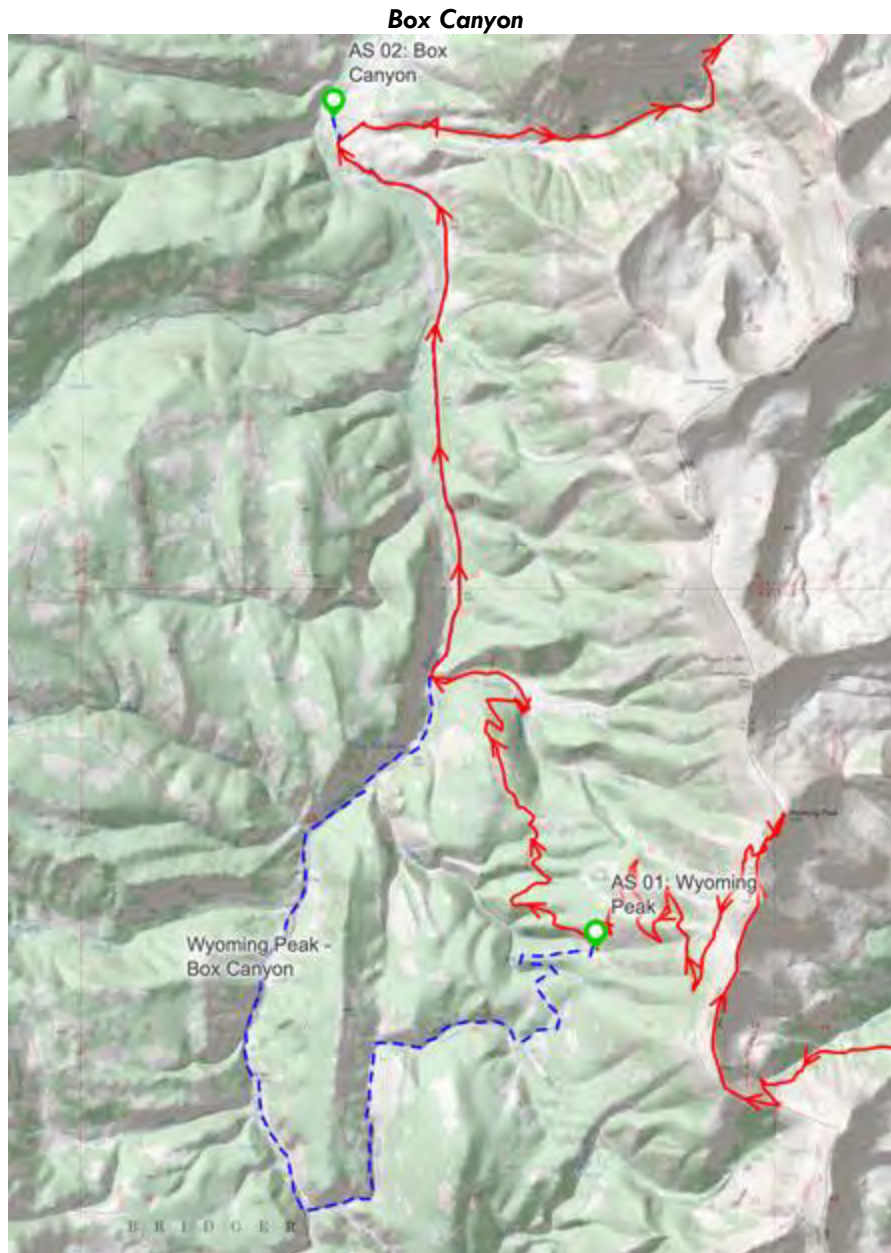
The approximate (+/- 50 feet) latitude and longitude points are:

- 42.59296, -110.64514

## AS 2 – Box Canyon

Box Canyon is the easiest aid station to which to travel. From the Wyoming Peak aid station, you have 10.8-mile drive with few turns. As you'll see in the map, you will be driving alongside runners for about half of the trip – go slow!

Map



Driving Directions (from Wyoming Peak)

The parking area is next to the aid station on the right (east) side of Greys River Road (Forest Road 138).

- Head back the way you came (southwest) on Forest Road 126 for 3.5 miles.

- Turn right on Forest Road 138 and go straight (north) for 7.3 miles. Runners will be on the road for the last four miles!

**Driving Distance:** 10.8 miles

**Drive Time:** 45 minutes

**Latitude & Longitude (Parking)**

The approximate (+/- 50 feet) latitude and longitude points are:

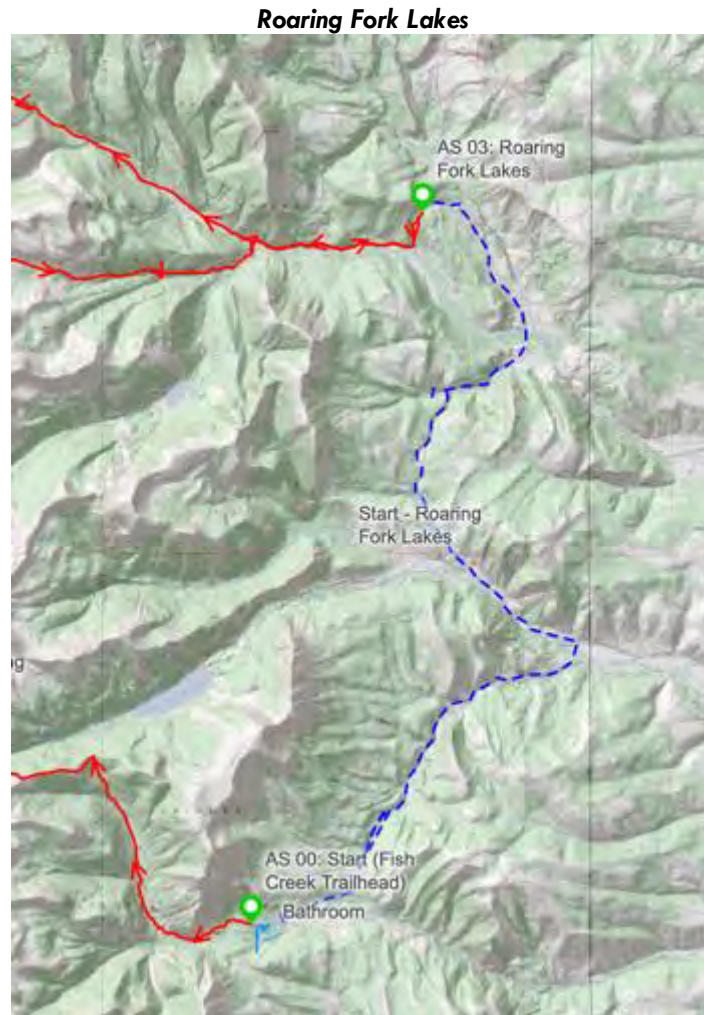
- 42.66219, -110.67492



### AS 3 – Roaring Fork Lakes

If you drive from Box Canyon to Roaring Fork Lakes, there's a chance you might miss your runner. Coming from Box Canyon, we recommend going to Menace Falls and/or McDougal Gap. If you want to visit Roaring Fork Lakes, it might be best to meet your runner there directly from the Start.

Map



#### Driving Directions (from Start)

The parking area is at the North Piney trailhead.

- Head north (left) on Forest Road 10046 for 14.5 miles. Be careful – this road takes a few turns along the way!
- Turn left on Forest Road 10370 for 0.4 miles. Take your time because it is easy to miss this turn

**Driving Distance:** 14.9 miles  
**Drive Time:** 60 minutes

**Latitude & Longitude (Parking)**

The approximate (+/- 50 feet) latitude and longitude points are:

- 42.68249, -110.51441

## AS 4 – Menace Falls

Menace Falls is a drive-in aid station. Depending on your crewing approach, Menace Falls is readily accessible from Box Canyon (AS #2) or Roaring Fork Lakes (AS #4). For simplicity, we have included directions from McDougal Gap since this is the only east-west crossover point for vehicles on the entire course.

Map

### *Menace Falls*



#### Driving Directions (from McDougal Gap)

The parking area is located at the end of Forest Road 10050. You can

- Head east (left) on Forest Road 10125 (McDougal Gap Road) for 7.4 miles
- Turn right (south) on Forest Road 10046 for 3.0 miles
- Take a slight right (west) onto 10050 for 4.7 miles. The aid station will be at the end of the road

Again, you can easily approach this aid station from Box Canyon, but the directions and drive times are different. Check that map that you promised to bring.



**Driving Distance:** 13.2 miles  
**Drive Time:** 45 minutes

**Latitude & Longitude (Aid Station)**

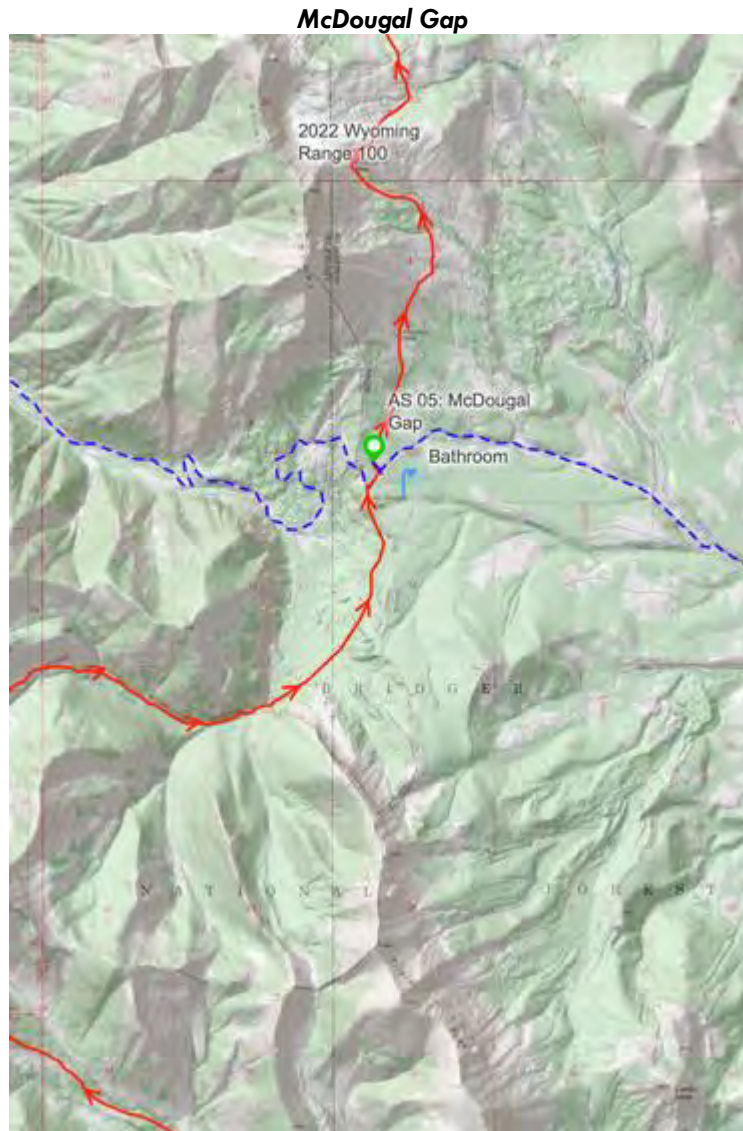
The approximate (+/- 50 feet) latitude and longitude points of the Menace Falls aid station are:

- 42.75663, -110.58234

## AS 5 – McDougal Gap

McDougal Gap is incredibly easy to find. Because it's half-way for runners, McDougal Gap is the largest aid station aside from the Finish. We suggest all crews see their runners at McDougal Gap.

Map



### Driving Directions (from Menace Falls)

The parking area is located on the north side of Forest Road 125 in a large gravel parking lot. From Menace Falls:

- Go east on Forest Road 10050 for 4.7 miles
- Turn left on Forest Road 10046 for 3.0 miles
- Turn left on Forest Road 10125 (McDougal Gap Road) for 7.4 miles

**Driving Distance:** 13.2 miles

**Drive Time:** 45 minutes

**Latitude & Longitude**

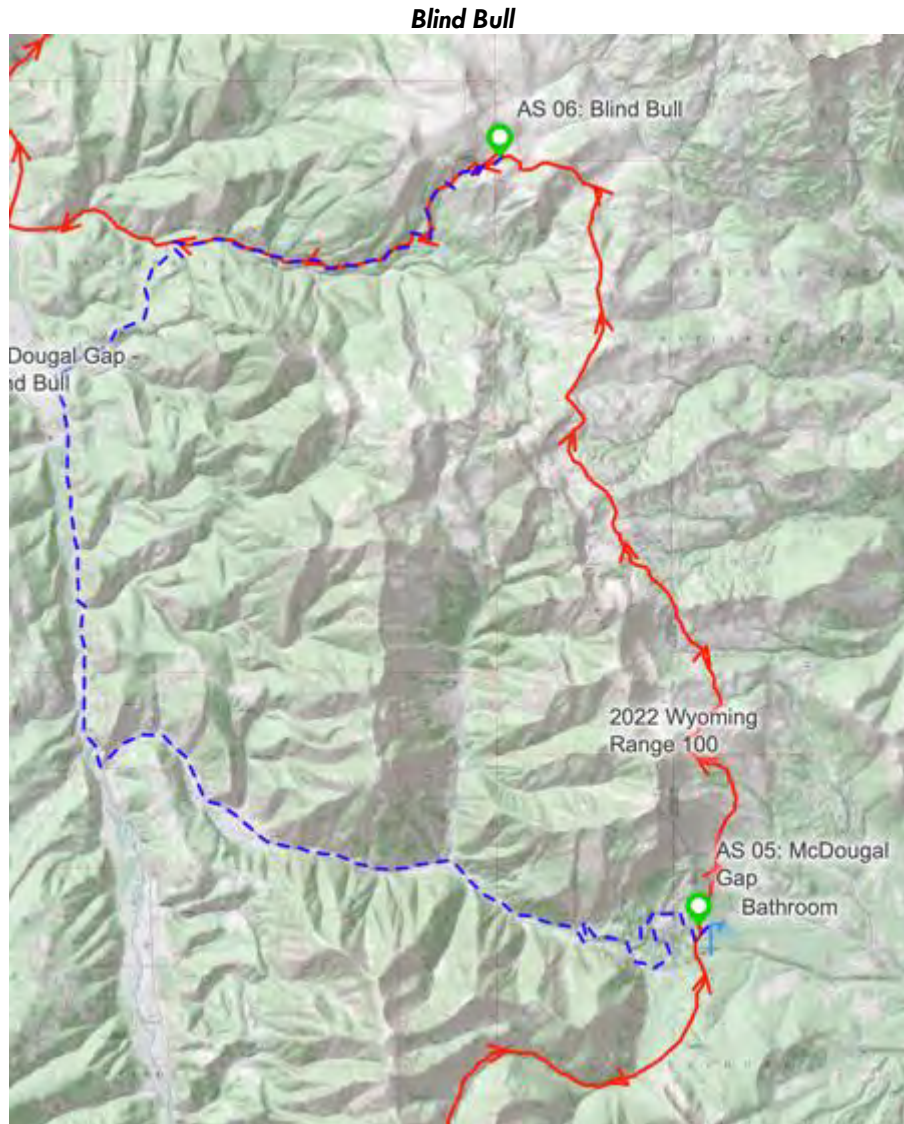
The approximate (+/- 50 feet) latitude and longitude points of the Greys River aid station are:

- 42.84139, -110.58202

## AS 6 – Blind Bull

Blind Bull is another aid station that most crews will want to visit because it's far along the course and easy to access. For the last third of the drive, you'll be sharing the road with runners.

Map



### Driving Directions (from McDougal Gap)

The parking area is located at the [Blind Bull Trailhead](#), which is at the end of Forest Road 10123.

- Head west (left) on Forest Road 10125 for 8.7 miles
- Turn right (north) on Forest Road 138 (Greys River Road) for 5.8 miles
- Turn right (east) on Forest Road 10123 for 6.4 miles. You should see a sign for Blind Bull at the turnoff from 138

**Driving Distance:** 20.9 miles

**Drive Time:** 90 minutes

**Latitude & Longitude**

The approximate (+/- 50 feet) latitude and longitude points of the Blind Bull aid station are:

- 42.95453, -110.62504

## AS 7 – Deadman

Runners will travel from Blind Bull to Deadman entirely on gravel roads, which you will share with them. Please, drive cautiously and yield the road to runners, so you don't kick up too much dust.

### Map



### Driving Directions

The parking area is located on the right side of Forest Road 10005. This road is rough, rutted and narrow. Do not take a 2WD vehicle on it. From the Blind Bull aid station:

- Head back (west) on Forest Road 10123 for 6.4 miles
- Turn left (north) on Forest Road 123 for 1.3 miles
- Turn right (east) on Forest Road 10005 for 3.1 miles

*Parking is extremely limited at Deadman. Do not block the road!*

**Driving Distance:** 10.8 miles

**Drive Time:** 45 minutes

### Latitude & Longitude

The approximate (+/- 50 feet) latitude and longitude points of the Deadman aid station are:

- 42.97637, -110.67796





## AS 8 – Hunting Camp

It is a long drive from Deadman to Hunting Camp, especially at night. Crews should be prepared for a 34-mile drive on gravel roads.

Map



### Driving Directions

The parking area is located at the [Little Greys River Trailhead](#), which is at the end of Forest Road 10047.

- Head west (downhill) on Forest Road 10005 and go straight for 3.1 miles. You will be following Deadman Creek
- Turn right on Forest Road 10138 and stay on it for 16.9 miles
- Turn right on Forest Road 10124 and stay on it for 12 miles. You'll be following the Little Greys River



- Turn right on Forest Road 10047 and go straight for 2.2 miles. The aid station will be at the end of the road

**Driving Distance:** 34.2 miles  
**Drive Time:** 90-120 minutes

#### Latitude & Longitude

The approximate (+/- 50 feet) latitude and longitude points of the Hunting Camp aid station are:

- 43.07094, -110.68811

### AS 9 – Rimrock

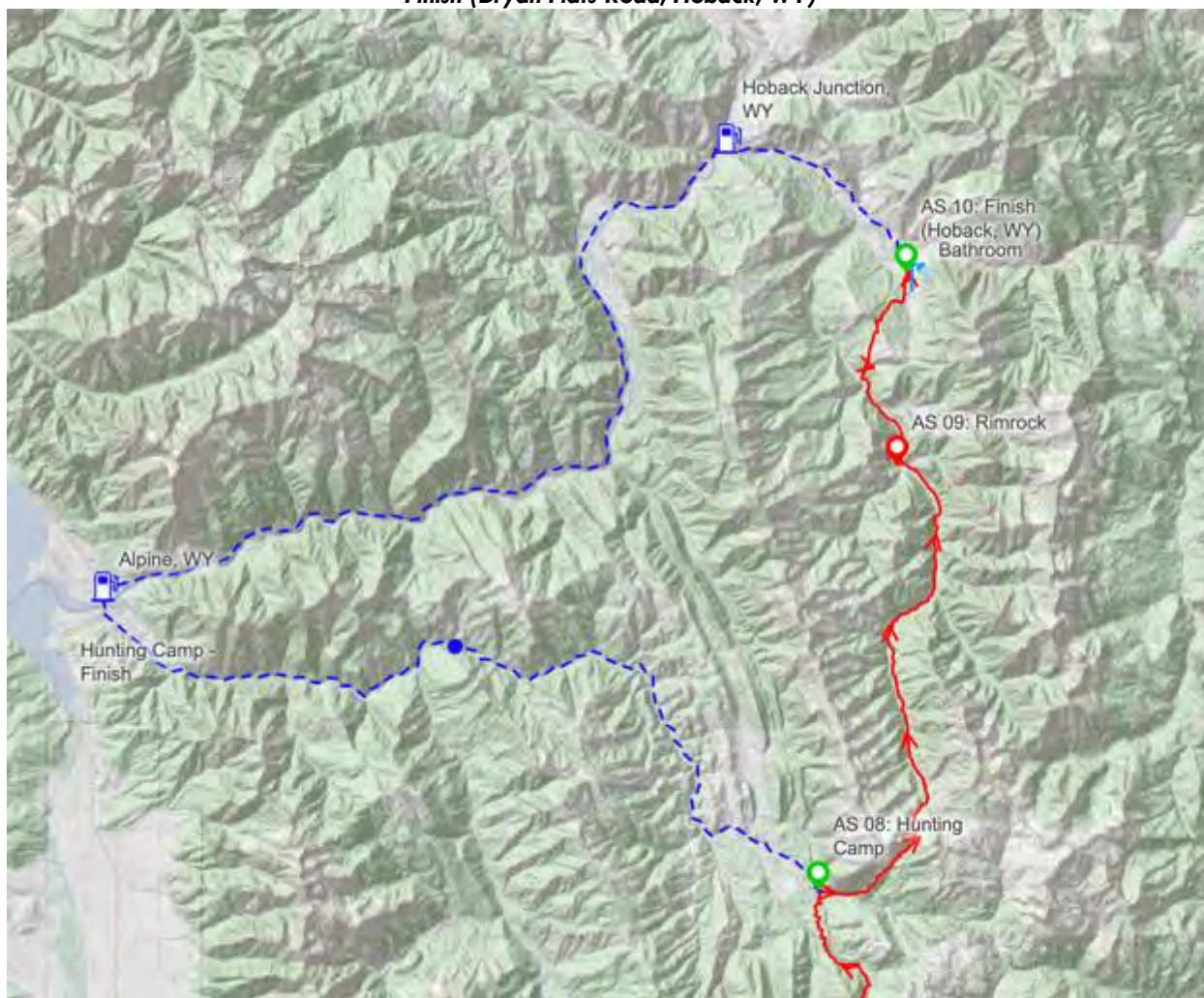
Aid station 9, Rimrock, is a “hike-in” aid station, meaning pacers and crews cannot access it.

## AS 10 – Finish

The drive to the finish is the longest of the day. If you're coming from Hunting Camp, it's approximately 52 miles. If you're coming from Deadman, it's nearly 60 miles. The following directions assume you're travelling from Hunting Camp.

Map

**Finish (Bryan Flats Road, Hoback, WY)**



**Driving Directions**

No matter from which aid station you're starting, head out towards Alpine, WY and hop on US-89.

**Driving Distance:** ~50-60 miles  
**Drive Time:** 120-150 minutes

**Latitude & Longitude**

The approximate (+/- 50 feet) latitude and longitude points of the finishing area are:

- 43.27884, -110.64771

## Cutoffs

### Locations & Times

Although we designed the Wyoming Range 100 to be tough, we did not design it to have a low finishing rate. We want every runner who starts the race to finish the race. To help make this happen, we only have two cutoffs on the course, both of which we believe are very manageable:

- **McDougal Gap** – 3:00am Saturday (20 hours)
- **Finish** – 7:00am Sunday (48 hours)

### Enforcement

We will enforce the McDougal Gap cutoff on the “exit” side of an aid station. This means you must *leave* McDougal Gap by 3:00am. If you enter McDougal Gap at 2:58am and sit for five minutes, you will not be allowed to continue. The aid station captain is solely responsible for enforcing the cutoff and will go by their watch and their watch alone, which will be synchronized with the race time.

In the same vein, an aid station captain may pull a runner from the course at any time, if the captain believes it is unsafe for the runner to continue. Keep in mind, we do not want to pull anyone from the course. Again, we want everyone to finish. Our volunteers will do everything in their power to keep you moving – up to and including throwing you out of an aid station.

The finish line cutoff will similarly be enforced against the race time. This means that, if we start the race at 7:03:32am on Friday, the 48-hour cutoff will be 7:03:32am on Sunday. The finish line race clock will be the official device (with the RD’s watch as a backup).

### Returning to an Aid Station

If a runner leaves an aid station and comes back to it after more than 30 minutes or so (except in the event of inclement weather), the aid station captain may pull the runner from the race. In our experience, runners who do this are generally disoriented and highly unlikely to finish. We pull these runners for their safety.

An exception to this policy is waiting on a storm. If the weather looks back, please seek shelter in an aid station.

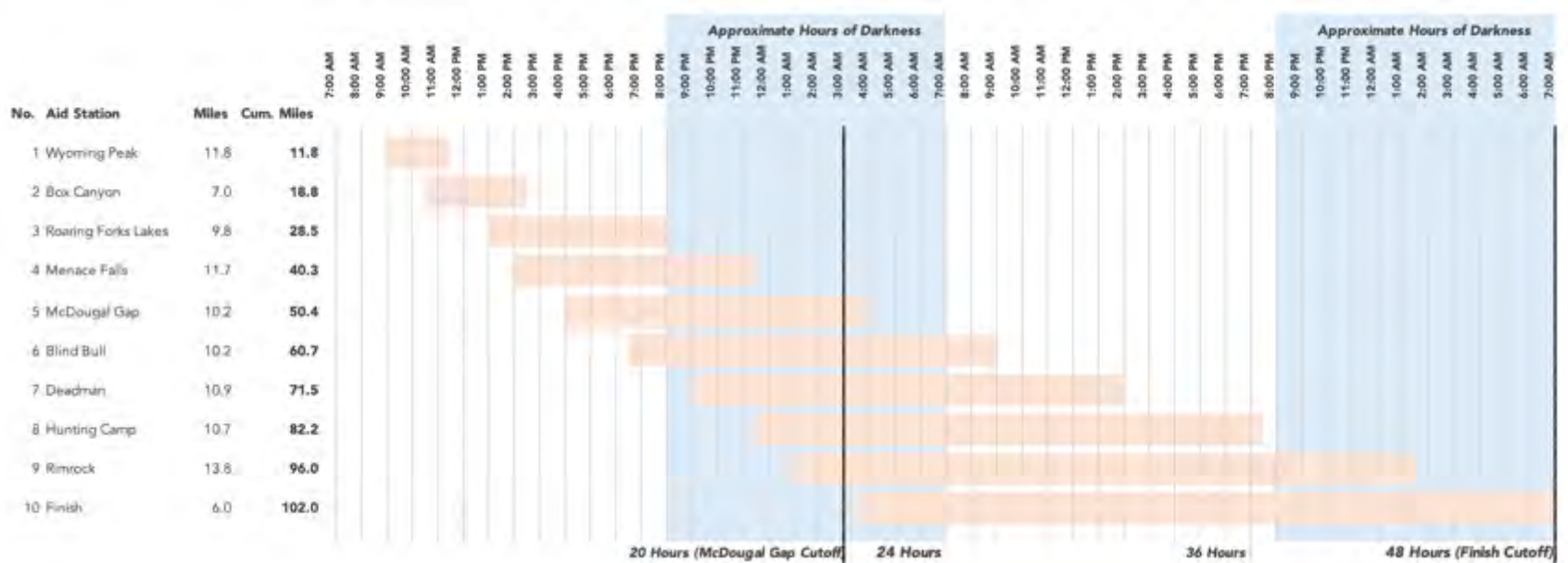
### “Unofficial” Finish

If you finish the race past the final cutoff – say, in 48:04:02 – you’ll be an “unofficial” finisher. You’ll have earned your belt buckle, and we’ll proudly give it you. But we’ll pressure you into coming back next year.

### Estimated Aid Station Arrival Times

Since we updated the course from 2021 to 2022, we don't have historical results and splits to help runners plan. However, we can offer reasonably well-informed estimates of arrival times by aid station.

The graphic below shows an estimated window of when runners will arrive at each aid station, based on finishing times between 20 and 48 hours. The left side of the pink box shows when front-runners will arrive in an aid station, while the right side shows when back-runners will arrive.





## Dropping

### Philosophy

We want a 100% finish rate. So, here's our commitment to you: everyone associated with the race will marshal all the resources and energies at their disposal to keep you moving. We want to make dropping harder than continuing.

### Process

If – big *if* – you drop, you must do the following things:

- Look the aid station captain in the eye and say, “There is nothing more I can do. I am dropping. But I will be back.”
- Give your bib to the aid station captain. This is our way of having tangible proof that a runner has knowingly and intentionally left the course
- Tell the aid station captain how you are leaving the aid station. If, for example, your crew is driving you, you must present a crew member. If you'd like to ride with a volunteer, please be aware you could be waiting for a *long* time. Volunteers will do their best to make you comfortable in the meantime. It'd likely be easier to catch a ride with another runner's crew

In addition to the “musts” above, we ask that you join your fellow runners at the awards ceremony in Hoback on Sunday. We'll all have stories to share.

### Warning

If you drop without following the above process, and we send out a search party, you may be liable for the costs associated with doing so – up to and including a formal search and rescue mission supported by helicopters, ATVs, trained personnel, etc.

## Mandatory Gear

In the interest of safety, which is our paramount concern, we require folks affiliated with the race to carry mandatory gear. Non-negotiable.

### For Runners & Pacers

#### Gear List

Don't forget this stuff:

- Running pack
- 32 oz. of fluids
- Headlamp with spare batteries
- Emergency blanket ("space" blanket)
- Pants
- Waterproof jacket with hood
- 600 – 1,000 calories
- Emergency whistle
- Hat
- Gloves
- GPS tracker (*pacers are not required to have a GPS tracker*)
- Bear spray (see below)
- GPS device (cell phone, Garmin InReach, etc.) with GPX loaded

#### Random Gear Checks

Race officials, which may include volunteers, will perform random gear checks. Runners who do not furnish the appropriate gear will not be allowed to continue. If a runner's pacer is missing gear, the pacer will be held back, but the runner may continue on their own.

#### Last-Minute Purchases

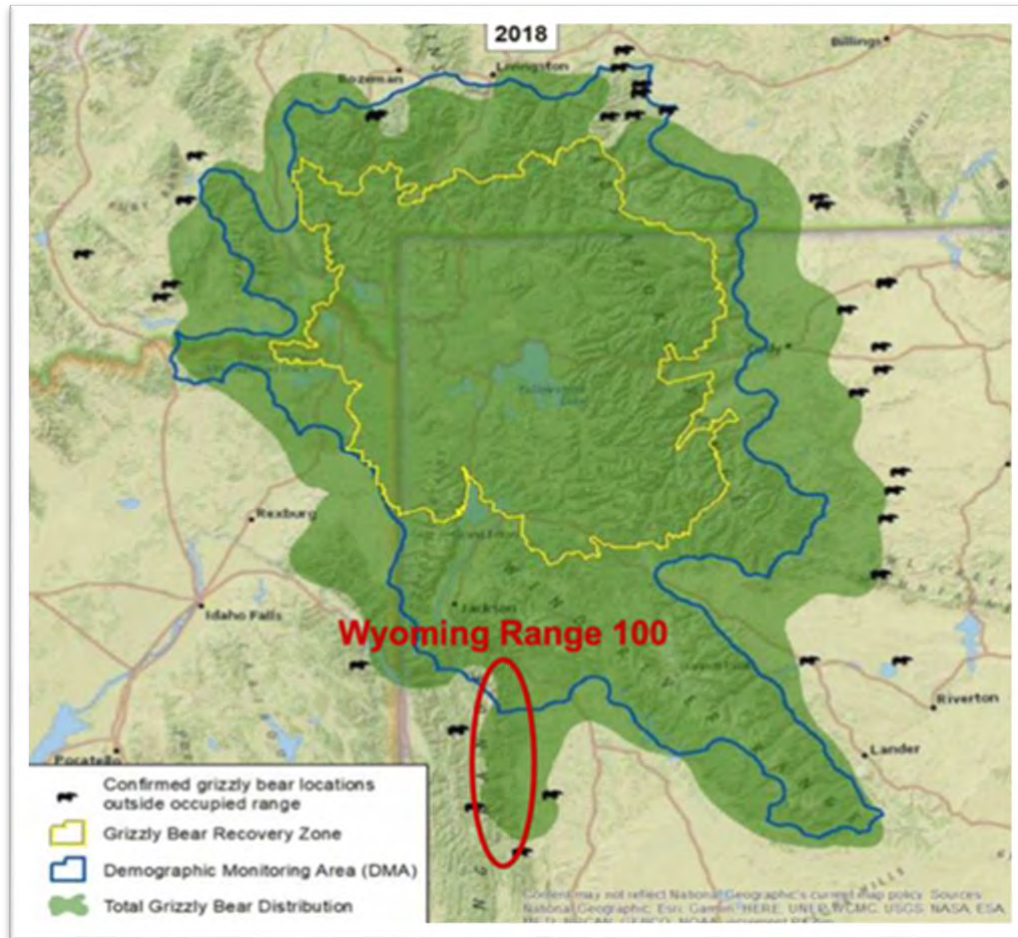
Jackson, WY and Pinedale, WY are outdoor meccas. There are several outdoor retailers in these towns, which may sell these items. With that said, we highly encourage you to bring these items with you. As much as we want you to support local retailers – and you should – it's better to consider them "plan B."

If you're flying to the race, keep in mind you can't take bear spray on a plane. Call ahead to one of Jackson's outfitters and pre-purchase a can of bear spray. Don't show up and hope they have it in stock!

#### Bear Spray

Yes, we are serious about this: You need to carry bear spray *and know how to use it*. As you'll see in the image below, which was provided by the Bridger-Teton National Forest, you'll be running in the outer edges of grizzly country. Please plan ahead: TSA says no bear spray on a plane!

### Wyoming Grizzly Range



## For Crew

### Gear List

Mandatory gear for crew? You bet. It's simple, though: don't forget your race-issued parking pass. We highly recommend bear spray, too. Oh, and we highly recommend bringing many of the same items that are required for runners and pacers.

### Random Gear Checks

Volunteers at aid stations will check vehicles for parking passes. If you don't have a parking pass, and we believe you're clearly associated with the race, we'll ask you to move along. Why? It's the only way we've found to reasonably enforce our one-car-per-runner rule.

The single biggest threat to the year-over-year success of a race is vehicle management and parking. We take them both extremely seriously and ask that you do, too. We've empowered our aid station captains to disqualify and remove from the course a runner if their crew presents a persistent threat to the race.

As for bear spray, volunteers will perform spot checks and, if you don't have it, tell you to go get it. Be smart.



## Runner Tracking

### “Live” GPS Tracking

Each runner must carry a Garmin<sup>1</sup> GPS tracker on the shoulder strap of their pack. To ensure a reliable signal, the tracker should be facing up and uncovered. If you put on a jacket, this means you need to wear your pack on the outside of your jacket.

We will place a link to the runner-tracking website on our homepage.

### Fair Warning to “Spectators”

For folks following a runner using our online tracking tool, *please* keep in mind the GPS devices are not 100% accurate. Far from. According to our online tracker, at any given time, your runner could be 20 miles off course (seriously) or have disappeared completely – errors happen with GPS. In either case, waiting 45 to 60 minutes should clear up the issue.

**If you email race members asking about the status of your runner, do not expect a timely response.**

### “Manual” Aid Station Tracking

In addition to the live tracking provided by GPS devices, our aid station volunteers will also track runners the ol’ fashion way – recording bibs at each aid station. Our volunteers will, in turn, communicate this data to race HQ for “semi-real-time” runner tracking as a redundancy measure.

Please ensure your bib number is visible on your front. We recommend pinning it to your pants/shorts leg, as runners are less likely to add and subtract layers below the waist.

Also, please announce your bib number upon arrival and make eye contact with the person with the clipboard. They should say your bib number back to you; if they don’t, say your bib number again.

## Sweepers

For runners who want to spend as much time as possible on the course, you may find yourself in the company of our sweepers. They will travel from one aid station to the next and will not depart an aid station until all runners have been accounted for up until that point.

---

<sup>1</sup> The GPS device must be a Garmin device. Otherwise, it will not integrate with our tracking software.

## Drop Bags

### Aid Stations

Runners may leave *one* drop bag at each of the following aid stations:

- Box Canyon
- Menace Falls
- McDougal Gap
- Blind Bull
- Deadman
- Hunting Camp
- Finish

When you arrive at the start, we will have bins marked for each aid station. Place your drop bag in the right one.

### Size & Weight

Please, limit your drop bags to the size of a small duffel bag. Two or three pounds would be terrific.

### Packaging

While we will do our best to handle your drop bags carefully, please package them securely. Your drop bags will be exposed to sun, water, dust, hot air, cold air and some jostling in the bed of a pickup. Duct tape is never a bad thing. Please, do not put glass or other “breakables” in your drop bag.

### Labeling

Drop bags should be clearly labeled with (1) your name, (2) your bib number, and (3) the aid station. If any of this information is missing, our ability to deliver your drop bag to you will be compromised.

### Content Recommendations

Not sure what to put in each drop bag? We recommend reviewing the ‘Estimated Arrival Times’ chart to guesstimate at what time you’ll be at an aid station. If you’re a middle-of-the-pack runner, for instance, you may want to put an extra layer in your Hunting Camp (mile 80) drop bag for that second night.

In general, we believe in over-preparing. It’s better to have a few spare batteries in every drop bag and never use them.

### Retrieval

Race officials will return drop bags to the start once an aid station closes. For runners toward the front, this means you could be waiting for a drop bag for hours. We ask for your patience. If you decide to leave your drop bag at the finish, you’ll have two options:



1. Kiss it goodbye. We'll clean and donate your bag and its contents to a local running group
2. Pay a ransom. We'll clean and return your bag and its contents for \$40 plus shipping. We'll donate the \$40 to our non-profit partners and pocket the shipping. (Just so we're clear, yes, this fee is a deterrent)

To selection option 2, please email the RD within one week after the race.

## Weather

### Snowpack

Winter is really, really long in the Wyoming Range. Snow piles deep and doesn't melt overnight. Although unlikely, it's possible runners will run on snow during the race at higher, north- and west-facing elevations.

As race day approaches, we'll communicate what, if any, precautions runners should take because of snow on the course.

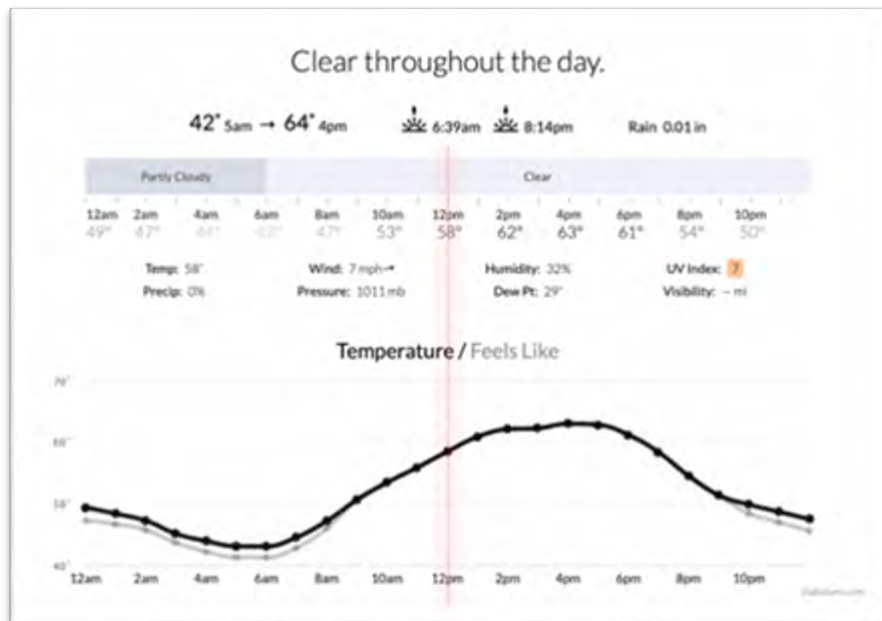
If you're curious what the current snowpack is like on the course, [here is the SNOTEL report from the Blind Bull station](#), which is within walking distance of the Blind Bull AS. Blind Bull is at 8,700', which is almost identical to the race's average elevation of 8,770'.

### Weather

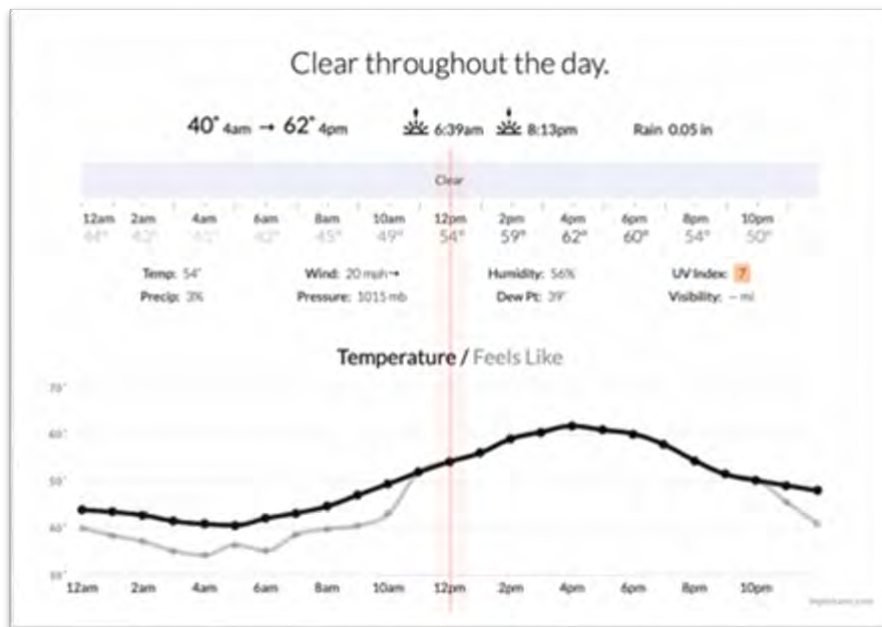
As with any mountainous environment, you should expect the weather to be highly varied on race day. Be prepared for stretches of snow on the ground, an unrelenting sun in the sky, thunderstorms and wind. Nights will be cold.

Here is a look back at race-day weather from 2019 and 2018. Of note, this was the weather at the start at 8,500'. Keep in mind, the temperature can and will be meaningfully different at 10,000'. You should expect to run at temperatures below freezing for extended periods of time.

#### Friday, August 23, 2019



#### Friday, August 24, 2018



### Thunderstorms

In our non-expert meteorological opinion, the single biggest weather-related risk is thunderstorms. You'll be running above the tree line for over 30% of the race. You'll also be running on ridgelines for long stretches.

Keep your head up. If you see a storm rolling in – and they roll in fast – don't be shy about waiting at a safer elevation. Volunteers may hold you back at an aid station until the weather clears. If you disobey them, you will be disqualified and permanently banned from the race – non-negotiable.

### Snow (From the Sky)

In our inaugural year, we had overnight snowfall above 9,500'. Some runners experienced whiteout conditions and had to hunker down for several hours. That's why we have a long mandatory gear list. Be ready.

## Accommodations & Camping

### Accommodations – Big Piney/Marbleton, WY

**We encourage you to stay, play in and explore Big Piney and Marbleton! You can learn more about these communities and what they have to offer [here](#).**

The nearest towns to the start are Big Piney and Marbleton. These are very small towns and accommodation are limited. However, we organized a group rate at the [Marbleton Inn](#) — a family-owned motel that provides “economical lodging that is exceptionally clean and well cared for.” To book a room, call the Marbleton Inn at 307-276-5231. You can also stay at the County Chalet Inn Motel by calling 307-276-3391.

There are also in-town homes and apartments available through a variety of room-sharing websites, like Airbnb and HomeAway. Here is a nice [two-bedroom apartment](#) — hosted by one of our volunteers!

### Accommodations – Jackson, WY

There are innumerable hotel options, covering just about every price-point, in Jackson, WY. We prepared this [Kayak hotel search](#) to get you started. If you’re looking for our recommendation, we’re partial to the reasonably-priced [Antler Inn](#).

### Camping – Start

There is [dispersed camping](#) available near the start, in the Bridger-Teton National Forest. The Forest Service uses the term “dispersed camping” to mean that visitors to the forest are camping outside of a developed campground facility. This means that visitors are simply finding a place in the forest where they can drive to in order to camp for free where no development other than a road exists.

### Camping – Finish

Car and tent camping will be available in the finishing area *after* the race. You cannot camp in the finishing area on Thursday night.

## Feedback

As our “founding runners,” we would greatly appreciate any and all feedback – particularly the constructive kind – you’re willing to share with us. We want to make the Wyoming Range 100 a classic, and that means staying perpetually focused on making it better.

We take your feedback seriously: Already, we’ve made a few small but impactful changes to our event because of commentary from you. (No more mandatory pacer requirement!)

A week or two after the race, we’ll send you an online survey and would greatly appreciate your time and energy completing it. Like we do with our other races, we’ll publish our survey findings – and what we’re planning to do about them – online. It’s our way fostering self-accountability.

We’ll also invite you to email or call at any time with your thoughts, critiques and applause. See you in August.