



Table of Contents

1. Welcome & Thank you
2. History
3. Race Goals & Principles
4. 100 Mile Course Description
5. Aid Station Summary
6. Crew Summary
7. Drop Bags
8. Pacers
9. Last Option for Food & Supplies
10. Dogs
11. Race Schedule
12. Medical & Cutoffs
13. General Advice
14. 105 Km Course
15. 35 Km Course

1. Welcome & Thank You

Welcome to Pine, Arizona! We're a very small race, in a very small town, on a very tough course. We hope you enjoy your time in Arizona and have a great experience out in the mountains. When my brother Jeremy and I (Noah) started this race, we saw it as a great way to show people who aren't from Arizona that there is more to this state than just hot, dry, desert. And boy will you see that in full effect on this course. There's something pretty magical about the Mogollon Rim so thank you for choosing the Mogollon Monster for your weekend!

Thank you in advance to the families for supporting your runner through the training to get to this weekend, it's a big undertaking not without its sacrifices so thank you!

2. History

a. "Mogollon Monster" is a two meaning term. On one hand the term refers to the sheer scale and difficulty of 100 miles on the rugged and scenic Mogollon Rim while on the other hand the term references the mythical "Bigfoot" creature allegedly spotted in the area for as far back as 1903.

b. The Mogollon Rim, also locally referred to as "The Rim" is a 200 mile escarpment defining the southwestern edge of the Colorado Plateau rising from Yavapai County to the New Mexico Border. The name Mogollon comes from Don Juan Ignacio Flores Mogollón, the Spanish Governor of New Mexico from 1712 to 1715. The Rim ranges in elevation from around the 4,000-5,000 ft range in Payson, Arizona to around 8,200 feet on top of the Rim where the vegetation mimics many areas of the Rocky Mountains with Maple, Aspen, Oak and the largest Ponderosa Pine Forest in the World.



Photo: Andrew Pielage

Several of the trails used for the race hold historical significance in Arizona. The Highline Trail (#31) is used for a 19 mile stretch (ran both ways for one section for 28 miles total) as well as the collection of trails that create the Cabin Loops are trails used in the Old West days to connect the cabins and frontier land along the Rim. The trails were the only access from the lower Rim and upper Rim where ranchers

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would graze their cattle in the spring and summer as snow melted. Forest Rangers and cattle ranchers' alike still use these trails today for access through the forests and up and down the Rim. These trails will be the primary access points for the aid stations and the trail itself.

3. Race Guidelines & Principles

This race is hard. It's rough. It's rugged. It's very rocky in places and very remote in others. Or both. I put all of that out there on the website from the start. Not to scare away anyone but to be very clear what people are getting themselves into. The trail ranges from double track smooth dirt to barely a single track overgrown by stiff, sharp manzanita and various cactus. You'll be ducking, dodging, leaping and picking your way through terrain that has remained challenging for the last hundred plus years since the first settlers in the area broke ground on it. (Or "took over the land" may be a more appropriate description given it was all Tonto Apache land long before anyone else came...) Very little has changed and you'll be challenged by its unrelenting nature. Having said that we are marking the course to give each of you the best chance in succeeding in this race by eliminating as much confusion in navigation as possible. This area has a fair number of trails and forest roads. Course markings will use orange ribbon with black polka dots for positive markings. The Cabin Loop will likely include pin flags with the Aravaipa Running logo on them as well. Wrong way trails and roads will be marked with a blue & white checkerboard ribbon. We have high intensity reflector tape for the areas that are covered at night in both white and yellow. This tape catches your headlamp and is very obvious which direction you go. There are also many of the trails which have additional reflectors put there by the forest service that will help light the way. We will also use some glow sticks or LED lights for the night areas near the aid stations. The road sections will also be marked with "confidence markers" along the way to let you know you are on the right path. Nearly all sections of the course have their own markers as recreational trails which can be used as helpful additions along the way. (example - Highline Trail #31 has many markers on trees, black diamonds with the name on it. Sections that are the Arizona trail are very well marked as well and Cabin Loop signs are sprinkled all throughout the Fred Haught & U-Bar trails).

With all the time and energy put into marking the course it is still the **responsibility of the runner to know the course**, the general turns and a working knowledge of at least where they are going, what color ribbons they are looking for and to pay attention to where they are going. Please refer to the race website course description and maps tab which details out each segment between aid stations. It's very useful in helping to understand the course itself and what to expect from section to section.

Don't litter. Ever. As any RD can attest, getting permits secured to put on a race in a National Forest, City Park, State Park...is extremely difficult, and in a lot of instances simply not possible. We have volunteers to help runners make it to the finish line. They are not there to pick up your trash. Course sweeps are not janitors. Be very aware of your gel wrappers, those tiny tops you tear off and any other refuse you may drop along your path, inadvertent as it may be. PLEASE pick it up and if you see something that may have accidentally fallen out of someone else's...please pick it up and drop it off at the next aid station. There is NO excuse for littering and if someone in the race is reported to be littering with no regard for the area they are putting the race's future in jeopardy and will be potentially disqualified from the race. Simply put... Don't do it.

Weather is generally a predictable commodity in many parts of Arizona where the sun shines constantly. On the Mogollon Rim it acts more like a 12,000 ft. peak than an 8,000 ft. plateau. Weather comes from the south and hits the 2,000 ft escarpment and builds storms directly over the course. The average forecast for the middle weekend of September is 82 degrees and sunny with nighttime temps

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down to 42 and clear. That is for 5,300 feet at Pine, AZ where the starting line is. 2,000 feet+ higher where Buck Springs AS, Houston Brothers AS and Pinchot Cabin AS are it's likely to be 10-15 degrees cooler putting a potential low at 25-30 degrees. This is what we saw in 2012 and 2013 races. A massive thunderstorm hit the race in 2014. Arizona is dry and brisk with very little humidity and the temperature drops the minute the sun drops. I strongly recommend a jacket in your drop bag where you plan to hit the nighttime miles.

While the **forecast** calls for clear skies that doesn't mean a certain section of the course won't get hit with a storm somewhere along the line. In 2012, 2nd place finisher Andy Pearson got hammered with a lightning storm and hail at mile 100 on Milk Ranch Point. Sunny skies everywhere else.

There is of course the possibility of another major storm cell hitting the area like we saw happen in 2014 where we had to cut the race short at the halfway mark. Flash flooding is a major issue in the high country, just as it is in the desert. Much of the race, nearly all of the Highline Trail, runs through ravines that usually are small trickles of water. Lightning strikes in Arizona kill people every single year. In June 2015, a group of 7 people were hiking near Pinchot Cabin and a young woman was killed by lightning just standing by a tree. Just because we're not at 14,000 feet and in Colorado doesn't mean you can't die. The weather can hit extremely fast, and when it does during monsoon season, it hits very hard. The ground doesn't have the vegetation to sustain heavy rains and flooding occurs quickly. In 2017, the [Highline Fire](#) caused damage to the area east of Washington Park and within two months of that, massive flooding completely washed out sections of the trail causing the forest service to enact a full closure, rerouting our race and the ensuing 2018 and 2019, Zane Grey 50 miler.

We will make the decision for the best interest of ALL the runners should we have another major storm put the lives of the runners in jeopardy. While I can appreciate how much training, effort, money and time you have all spent on getting to this race, in the best shape possible, the lives of the volunteers, crews, and runners are far more important than a buckle ever will be. I hope you all agree and let's hope for weather much more like our other race years.

This graphic is helpful as well. If you are caught in a lightning storm with a group of other runners, make sure you spread out 100 feet from each other. Do NOT crouch near each other as the electricity can travel between each of you.

How to Survive a Lightning Strike

Crouch down low like a baseball catcher. Get as low as you can. The nearer you are to the ground, the less likely you are to be struck by lightning. But never lie down!

If your hair begins to stand on end or your skin starts to tingle, a lightning strike is imminent. Immediately get into the crouching position. Lightning may strike without this warning, however.

Place hands over ears to minimize hearing loss from the loud clap of thunder that will boom very close to you.

Don't touch any possible conductors.

The only thing touching the ground should be the balls of your feet. Lightning can hit the ground first, and then enter your body. The more you minimize your contact with the ground, the less chance of electricity entering your body.

Touch the heels of your feet together. If electricity from a ground strike enters through your feet, this increases the chances of the electricity going in one foot and out the other, rather than into the rest of your body.

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Some of you will **feel the heat** a bit more than others depending on what you are used to from where you travel in from. With a high of 85 it may not seem like much but Saturday and Sunday most of you will hit those temperatures along the Highline Trail at 5,300-6,600 feet. Much of that exposed running on sandstone red rocks or just in and out of the trees. The higher elevation takes a bigger toll on you than maybe you think and with the dry air, water consumption becomes a key component of your potential success. We will stock aid stations with plenty of water and ice but don't leave an aid station during the day without plenty of water. Especially Washington Park to Geronimo (80-90 ish) if you hit it mid day Sunday. That's a tough stretch that late in the race and with the heat that could hit.

ALWAYS check in and out with the aid station volunteers and HAM Radio Crew so we can track your progress and ultimately know the last place you were should you be delayed in reaching the next aid station. Do this yourself and make sure your bib number is always visible. This is VERY important so please make a conscious effort to make sure we didn't miss you coming in or out. There is a radio team at EVERY aid station. Don't leave without them checking you back out.

We want you to be successful in running that last ½ mile through Pine, rounding the turn at Randall Street and pulling into the comfy confines of the finish line and the belt buckle that is waiting for you. With any 100 mile adventure it's not always predictable what will happen for you out there so should you decide to drop out of the race you **MUST** tell the aid station captain. We have to keep accurate count of all the runners and if you drop without telling anyone we will be expecting you at the next station and when you don't show up we'll be forced to send help. Please help us avoid those situations by alerting the aid station captain if you come to that decision.

Animals on the Course - This course is at times has seemed like a zoo when out on training runs. The trail is covered with animal tracks, bear scat, elk tracks and the forest is no different. People come from

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all over the country to hunt elk in the Payson/Pine area and you'll likely see why and I can almost guarantee your crew will when they come across herds of them driving from one aid station to the next. There ARE rattlesnakes, bull elk, open range cattle, black bear, and mountain lion on this course. Not one of these things would be a desirable encounter in the middle of a hundred mile run but at the same time none are a particular danger to anyone. I've ran hundred of miles of this course since 2012 and have seen two rattlesnakes, and no bear or mountain lion out there. Plenty of elk and on certain sections you might be startled by an Angus or Hereford but often they just dart off into the trees. If you do come across a rattlesnake just back off it and go around it. They do not want to be bothered any more than you wanted your heart rate to spike like it just did. Several people have spotted a black bear on the course this summer and every time they ran off as soon as they spotted a human. Mountain lions have been spotted and likely you will never see one. This is not to scare anyone but it's important to know what is out there should you come across it. You can do your own research in how to handle an encounter with any of these animals on the trail but generally, not backing down will work for most (without Grizzlies in Arizona) and making noise and appearing larger will scare them off. Chances are much higher you will not see anything but an elk and cow. There is also a small chance of a mythical Bigfoot creature. You may have heard of him...The Mogollon Monster.

This seems like just a catchy name for a race but this "thing" has indeed been reported by a good deal of local residents and in the 2012 taping of "Finding Bigfoot" in Oxford, AZ (outside of Payson) they had over a hundred residents show up talking about their stories of camping on the Rim and seeing inexplicable things in the trees. While I can't quite come to grips with fully believing this myself I did stay at a B&B in Payson where after mentioning this race I'm directing, the owner started telling me a story of camping near Knoll Lake (about 5 miles east of Buck Springs AS) he and his son saw something standing over 8' tall next to the tree 20 feet away. It wasn't quite dusk and you could see he was visibly weirded out just repeating the story. He didn't strike me as a man that makes these kinds of things up. So...I don't know but keep that headlamp on. :)

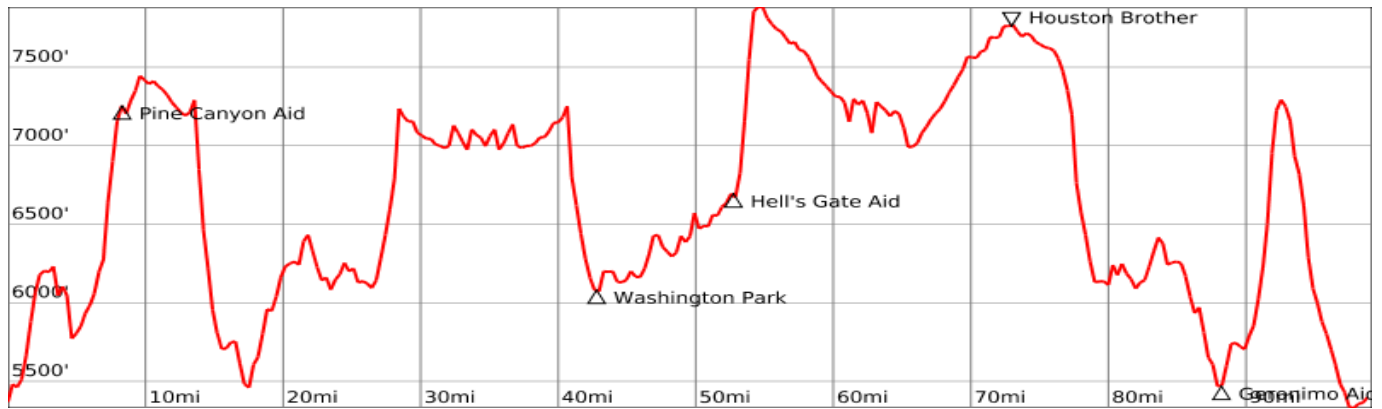
Please be polite to all trail users and the volunteers. There likely will be other hikers out on the course while we are there and please be polite to them all. I doubt anyone would be otherwise but specifically with volunteers it is difficult to find the great people we have for such a long time commitment away from home. They are a huge asset to the success of this race and we'd be nowhere without them. While the volunteers will do their best to point you in the right direction, it is YOUR responsibility to know your course. Please thank them for their time and helping us all out in making this race successful and to the finish line.

For this race, **cutting switchbacks** is not an acceptable means of travel. All runners are required to follow the marked course and the course description of the race. There are several areas where a shorter route is possible albeit with more vertical. You must take the marked trails with the orange & black ribbon used by race officials. Continued abuse of this will potentially result in disqualification from the race.

4. 100 Mile Course Description ~ 20,000 Feet of Gain

Below is a breakdown of each section you can expect from one aid station to the next. I've also pasted an abbreviated pace chart showing the cutoffs and distances of each aid station.

<http://www.mogollonmonster100.com/course-maps--descriptions.html>



Aid Station #	Name	Cumulative Mileage	Drop Bag	Crew	Pacer	Cutoff Time
1	Pine Canyon	10.4	NO	NO	NO	9:45AM
2	Geronimo	19.8	YES	NO	NO	1:15PM
3	Washington Park	29.6	YES	NO	NO	3:45PM
	CREW ONLY-General Springs Cabin	31.7	NO	YES	NO	--
4	Bear Canyon	35.9	NO	NO	NO	6:15PM
	CREW ONLY-General Springs Cabin	40.1	NO	YES	YES	--
5	Washington Park II	42.2	YES	NO	YES	9:00PM
6	Hell's Gate	51.2	NO	NO	NO	12:00AM
8	Buck Springs	57.8	YES	YES	YES	2:30AM
9	Pinchot Cabin	66	YES	YES	YES	5:15AM
10	Houston Brothers	73.6	NO	YES	YES	8:00AM
11	Washington Park III	80.1	YES	NO	YES	10:15AM
12	Geronimo II	89.9	YES	NO	YES	2:00 PM
13	Donahue	94.8	NO	NO	NO	4:00 PM
14	Finish Line	101	YES	YES	N/A	6:00PM

#1. Start to Pine Canyon Aid Station ~ (Mile 10.4) - 10.4 Miles, ~2,600 feet of Gain

This is a return to the original Mogollon Monster 106 mile course that was run from 2012 thru 2015. Runners will head out of the Pine Trailhead and make their way up and down the gorgeous Pine Canyon Trail for around 8.5-9 miles where you'll then climb switchbacks to the top of the Mogollon Rim, popping out just east of the AZ-87 where you'll be met by our volunteers and your first aid station. This section has had trail work done to it over the last few years and is definitely more runnable now, albeit longer.

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#2. Pine Canyon Aid to Geronimo Aid Station ~ (Mile 19.8) – 9.4 Mile Segment

Leaving the aid station, you continue north paralleling the highway as you follow the fence line until you reach an old forest service road. The section from the aid to the old road is about 8/10 of a mile and is more of a cross country route rather than following a nice single track (or well-defined trail at all, really). Keep an eye out for the pin flags and orange and black ribbons and you'll be fine.

Follow this road through the pines until you come to "T" in the road where you'll head right onto Milk Ranch Point Road. Continue on this road for a little less than 3.5 miles (bear right at the "Y" in the road as well) when you'll see a very large open meadow on your right that typically has campers. Near the beginning of the meadow, you will take a LEFT onto an old service road that is blocked by a metal gate. About 50 yards beyond the gate you'll see the left turn to hop on the Turkey Springs Trail. You'll climb a little bit for the first half mile until you start to see views off the Rim that go on forever. Take a few minutes to soak it in- you'll be traversing east just about as far as you can see from here.

This is nearly entirely all downhill from Dickenson Flat to Geronimo and stunning in its view several times. The first drop off the Rim is very rocky and difficult to run but opens up to switchbacks all the way down to where it intersects with the double track Geronimo Trail. This trail winds all the way down to where it meets the Highline Trail and then the lush forest where the Geronimo Aid Station sits. This area has several creek crossings, high ponderosa growth and some very runnable terrain before crossing West Webber creek just before the aid station.

***At the bottom of Turkey Springs Trail you'll reach an intersection where you can continue straight down the double track towards Geronimo Aid Station or take a hard right at the sign and go up West Webber trail. We put a bunch of signage that you'll see directing you **down** the mountain to Geronimo. If all goes well, you will revisit this section coming up the trail from Geronimo and you'll take West Webber back up the rim to mile 93. For now, just keep going down the trail and you'll be fine. But take note as you pass the sign, you'll see this again and this is where you'll start the final climb of the race.

#3 Geronimo to Washington Park AS (Mile 29.6) - 9.8 Mile Segment

Leaving Geronimo you are welcomed with a 2 mile climb up switchbacks from 5,300 feet to a bit over 6,000. This opens you up to what is the Highline Trail #31 in all its glory. Rugged, rough and beautiful this trail traverses pine needle covered trail's, sandstone red rock and sandy wash. It has a great variety and while it has no major climbs it does provide a great deal of short ones that take their toll at the end of the day. It is also alternating from completely exposed terrain to tree cover and at about 6,000 feet it receives the most heat mid afternoon. Leave Geronimo fully hydrated and prepared for a 9.8 mile section that likely will take you 2-3 hours. There are several small creeks to cross, sections of high grass and some sections that with markers still require you to look around and make sure you are on the right path. Along this section it is also the Arizona Trail and some trees will have that logo on the trunk. The Highline Trail #31 also has many markers of a black diamond attached to a tree or the #31 which signifies the trail. These can also help in assisting you east along the trail.

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***When you get about 1 mile from the Washington Park Aid Station you will come down a series of short switchbacks to a dirt road. You can go left up the road, right down the road, or straight ACROSS the road. Look across the road and you'll see the trail winding back up the ridge. Every year at Zane Grey and Mogollon Monster, someone completely ignores all the markers and goes the wrong way, adding miles to their day and misery to their mind. This section is ALL single track minus the 30 feet you have to cross this dirt road. Cross the road and go back up the trail and you're fine. Again, follow the orange ribbon with black polka dots and watch for the blue & white checkboard wrong way tape. You just have to pay attention.

#4 Washington Park to Bear Canyon AS (Mile 35.9) – 6.3 Mile Segment ~1,650 feet of Gain



Photo: Melissa Ruse

The final pitch after leaving Washington Park, topping out at the Rim Road.

Leaving Washington Park you are starting out from mile 20 and making your second climb of the Rim up the Arizona Trail. This 2.0 mile section heads gradually up for 1.6 miles before heading straight up what at one point is a 45% grade. It's so rocky you will be cursing me. I love this trail. Just embrace it and hammer it out, its short. You'll maybe see some tourists looking for the Tunnel Trail where the government once thought they would blast a huge hole in the Mogollon Rim to get a train to go to Flagstaff. Epic fail. Now it's just a 30' tunnel and an obscure trail people that are grossly out of shape try to find. Instead they'll find you, think you're doing the same 1 mile hike and smile at you. If they only knew...

You'll top out on the Rim Road #300. Here you will see another metal Arizona Trail large sign under the power lines as well as a historical marker for the Battle of Big Dry Wash from a battle from years ago between the Army and the Apache tribe.

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From here you will go STRAIGHT across the Rim Road and down the small hill via the road to General Springs Cabin where the trailhead for Fred Haught Trail is. This is your first Crew Access point and you'll get to see your beautiful people again as you return from your out and back to Bear Canyon a couple hours later. Just behind the actual cabin you'll follow the fence line for a couple hundred yards on the Fred Haught single track. The Arizona Trail *is* the Fred Haught Trail at this point so you'll keep heading north winding up and around the area, crossing the stream on multiple occasions along the way. Around mile 32, the Arizona Trail clearly splits off and heads left up the mountain while the Fred Haught Trail continues to meander through the forest straight/right. Just keep following this trail a little longer until you make a short climb where you'll intersect with a small forest road (716) where you'll be greeted by our aid station volunteers at the Bear Canyon Aid.

#5 Bear Canyon Aid to Washington Park II (Mile 42.2) – 6.3 Mile Segment

This is just south of the location of the gnarly bridge washout on the road that I petitioned so dang hard to be able to have you all cross on race day since you'll be running on much worse terrain than this little 200 foot section- but to no avail. Anyway, this is your turnaround point, so you'll head right back up the hill on the Fred Haught Trail and follow this beauty of a trail all the way back to Washington Park.

With crew access at General Springs Cabin this year, you are welcome to pick up your pacer here and have them make that fantastic descent off the powerline to Washington Park. Over 40 miles in and two of the Rim climbs out of the way!



General Springs Cabin as you complete the Fred Haught Trail and head up the dirt road to the Rim Road

#6 - Washington Park II to Hell's Gate AS (Mile 51.2) – 9.0 Mile Segment

Now over 42 miles into the race, you can now pick up a pacer before heading out onto the Highline Trail towards the Hell's Gate AS and ultimately up the 3rd climb of the race (Myrtle Trail) and onto the Buck Springs AS on your second Cabin Loop. The first four miles of this section will be covered in very high grass and is very challenging for some. We mark the trail so the markers and high intensity reflector tape are dangling above the grass, and sometimes higher so as you are climbing your headlamp will catch the markers. There also are the black diamond reflective markers on the trees for the #31 Highline Trail. The trail meanders up and down various ridge-lines through very rocky, and for the first few miles grass pods that make footing a challenge. You may find this to be the most challenging part of the race.

This section is tucked up under the Rim itself and peaks out several times for what likely will be a great view in the moonlight or setting sun. The trail ultimately is heading west to east and while marked there are several areas if not paying attention and you walk past our markers you can get off trail. At no point before reaching Hell's Gate AS will you be climbing a significant portion straight up the Rim. If you find yourself doing that, recollect yourself and look for other headlamps east of you and if all else fails look behind you for the same and make sure you are going the right way. Runners during the day get off trail on this section during Zane Grey so at night it's a bit more challenging. If you follow our markers and *pay attention* you will be fine. This section has a good number of elk and open range cattle so don't be too startled if a big large animal gets scared off and darts through the woods at 30 mph breaking branches off everything they touch. Never mind, it's going to scare the crap out of you. But I'm warning you anyway. You'll come out of the trail to an open flat and all of a sudden...Hell's Gate Aid Station. You'll be pretty excited to see these volunteers. Just a guess. But if you are just not feeling it and decide to drop...think about pushing on to Buck Springs AS because Hell's Gate is very remote and difficult to access. It could be a long time before we get someone there to take you back to the start and crews CANNOT access this aid station.

#7 – Hell's Gate AS to Buck Springs AS (Mile 57.8) – 6.6 Mile Segment

Leaving Hell's Gate AS you continue East along the Highline Trail for approximately 2 miles before reaching the turnoff for the Myrtle Trail. This trail is almost at your 8 o'clock as you are running, nearly behind you. We'll have it marked well and wrong way signs placed on the continuation of the Highline so nobody continues past the Myrtle Trail (that would be very bad...) For the Myrtle Trail it's very short, right about a mile. And it doesn't necessarily climb that much, a bit over 1,000 ft in that mile. However, it's sections of it that are very steep, very rocky, very exposed and leads to the top of the Rim. About a month ago, we spent more than five hours on this one mile stretch to make it easier to follow and try to return the lower half of this trail to an actual trail. It may not look like much but if you've been up there before, you'll notice how much easier it is to follow. Hopefully. That combined with high intensity reflector tape along the trail should make this section a little more manageable. The high grass is still there near the top but that's part of the Monster- embrace it.

If the sky remains clear the moon (98% full) will put on quite a sight out there on the Myrtle Trail for those of you out later. You'll want to rest so might as well look around. At the top of the Myrtle trail you will go through a small break in a barbed wire fence and the route from there to the Rim Road is a bit indistinct. There are cairns that basically have you hug the edge of the Rim on your left, plus our markers helping guide you to Forest Road #300 – The Rim Road. Go left. Then up the small hill on the road the next intersection about ½ mile is Forest Road #321. Take a right.

Take #321 about 3.3 miles of nice gradual dirt road down the hill until you run into the Buck Springs

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Aid Station which is situated right on the shoulder of the road. Over 58 miles in the books! You can pick up a different pacer, drop bags or just grab some food and head back out. Say high to our friends with the AZ Trailleggers who have captained this station the last couple years! Crews can access this station quite easily by driving along the Rim Road and driving up the same #321 you just ran and the aid station is right off the road. It takes a long time to get there for crews from Washington Park, but is easy to find.



Climbing up Myrtle Trail- don't forget to enjoy the view, even if you're here at night

#8 – Buck Springs to Pinchot Cabin AS (Mile 66) – 8.2 Mile Segment

Leaving Buck Springs AS you'll enter the dark and scary forest on Barbershop Trail and in no time you'll see a turn to the right for the U-Bar Trail. This is a hard right at the bottom of a hill. **DO NOT MISS THIS TURN.** There is a forest service trail sign here as well our markers to help you out. U-Bar will be the trail for the next 8 miles to Pinchot Cabin. It's amazing single track (again crossing fire breaks the trail is on the other side) for 1.8 miles where you'll come to this opening with a pipe pouring spring water out of the ground. This is Dane Springs and the water is delicious, cold and fine to drink without treating. Continue straight through this spring (don't go up the hill to the right, if the spring is at your 3 o'clock, the trail continues at your 10 o'clock) and you will skirt Dane Canyon for a couple miles before dropping down switchbacks into Dane Canyon itself, cross a river, pass a campsite and through the meadow back up the other side for a climb out. You'll continue on and do it again when you reach Barbershop Canyon.

This canyon is steeper and longer but fairly short. Barbershop Canyon climbs right out the other side and crosses a few forest roads in the forest before reaching "T" in the road. There are many cairns along the left side and that is the direction the markers will take you.

Do NOT go right at this "T". It's a hard right, we'll make sure the markers are obvious to go left. From there you will follow the trail and several well marked turns before coming out on another forest road. Heading straight down the marked road you'll follow a short distance, take the marked left turn

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down the forest road, follow that all the way to the gate which drops down a few hundred meters to the open meadow in front of Pinchot Cabin. From here you are eventually going to be heading DOWN (south) towards Houston Brothers but will need to head up the small ¼ mile hill across the stream, up the hill to the Pinchot Cabin AS to check in. **You MUST do this** even if you don't need any food, water or supplies. We have to know that you went through this section and are not still out in the previous section.

IF YOU SKIP THE CHECK IN AT PINCHOT CABIN AID STATION YOU WILL BE DISQUALIFIED.



#9 Pinchot to Houston Brothers AS (Mile 73.6) – 7.6 Mile Segment

Once you check in at Pinchot Cabin head back down the small hill, cross the stream and head south on the Houston Brothers Trail. You are now heading back towards the Rim and the volunteers at the edge of the trail. This section has a slight incline for the first 3-4 miles as you run in and out of large meadows following some excellent single track, passing Aspen Springs Cabin on the way. Around halfway through this section you will start to climb and descend a series of small canyons (6 or 7 depending on how you count them) before topping out at the aid station. Some of you may be catching this in the early morning light, others it will be dark still. Either way, it's a section of opportunity to run if you're up for it.

#10 Houston Bros to Washington Park III AS (Mile 80.1) –6.5 Mile Segment

Leaving Houston Brothers AS you'll take the a right along the Rim Road #300 following it a little more than four miles back to the power lines at the top of the Washington Park climb. This should look familiar by now...it's your second trip down and it takes you under the power line for 2.0 miles of all

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downhill to the Washington Park Aid Station. Grab another pacer, ruffle through the drop bag and prepare for a tough section out on the Highline Trail. 80+ miles in, only one big climb left!!

#11 Washington Park III to Geronimo II AS (Mile 90.1) - 9.8 Mile Segment

This section is 9.8 miles long but is very challenging and with 80+ miles on your legs and body will likely take much longer than when you did it going west to east sixty miles ago. The trail will look much different with different views and ups being downs and downs being ups. Take plenty of water and prepare yourself for what is a very exposed, rugged and tough section of the course. Again, you can follow Arizona Trail markers, Highline Trail #31 black diamond markers and the orange / black polka dot (good) and blue/white checkerboard (bad) we put out there.

#12 Geronimo II to Donahue AZ (Mile 94.6) – 4.9 Mile Segment

Leaving Geronimo Aid Station you cross the creek and head up the Highline Trail you descended the day prior when you came down Turkey Springs. Be sure to turn right off the Highline and on to the Geronimo Trail. You'll follow the ribbons back up the trail, mostly a double track, until you reach the intersection for Turkey Springs and West Webber Trail. This is where you will go LEFT on West Webber. There is a wooden sign, our markers and signage we place there to make it obvious.

West Webber, if you are in a mindset to enjoy it, is a beautiful trail in the forest. More lush than most areas in the lower half of the Rim, it's a beautiful canopy trail along the forest floor before hitting a wall.

Then it goes straight up.

This is "D**k Knocker."

1,000 feet in climbing in 1.0 miles at mile 93.0 to 94.0. At this point in any race being PC has long lost its value. The inaugural year 4th place finisher Marius Toma was running into the finish line with me saying, "You know...that last climb...that was...that was really unnecessary..."

Maybe, but it got you to the top and you'll run into Donahue Aid Station at the start of the Donahue Trail. This has gone from a couple water jugs and a single box of gels to an actual aid station in recent years and the ladies here will perk you right up and keep you moving. Just take the left at the road and start thinking about that finish line.

#13 Donahue to Finish in Town of Pine (Mile 100) – 7.1 Mile Segment

Donahue Trail leaves the forest road and heads back into the forest. It's a nice single track for a while before it dumps back onto a forest road, this one filled with old volcanic rock. It's no bueno. But it's a short stretch before going back into the forest and some awesome downhill trail with the view on both sides peeking through the trees. You'll hit a ridge, cross some openings and then hit the switchbacks. Down you go all the way through the boulder field that gets Donahue that slight twitch in people's faces when they talk about it. You'll intercept the Highline Trail and you'll be going right at the "T." This is an awesome downhill to Pine Trailhead where we started, such a long, long time ago.

This is the location of the start of the race and at this point only 2 miles remain to the finish line. Pacers

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are welcome here to the finish. There's no point in spending much time here. It's a parking lot. It's 2 miles from the finish.

Leaving Pine Trailhead AS you'll run down the paved road for the trailhead to just before the 87 highway. To cross the road you'll drop down 15 feet to the right to a culvert access point and go UNDER the road in the tunnel. This is the safest way to get across what can be a busy road. The tunnel is free of debris and about 30ft long. On the opposite side you will be directed 100 meters to the right to Bradshaw Road. Go left down the hill to Old County Road and go right. This is all paved now and the road goes through a residential street until it meets up again with the 87. Head left along the wide shoulder into the town of Pine. You have about ½ a mile left and it's all through the town itself. Follow the wide shoulder inside the white line past the Pinewood Tavern, Ponderosa Market, old buildings and the finish line will be at the Community Center by the ice cream shop on Randall.

You'll see the finish line.

I recommend a full sprint to the finish.

5. Aid Stations & Supplies

There are 8 total aid stations not counting the start and finish lines. However, because some stations are used multiple times there are actually 13 aid station stops plus the finish line. Each aid station will have water, electrolyte mix (Gatorade), fruit, pretzels, and "standard" ultra fare with night stations having hot foot and soup available.

This year's event is sponsored by Hammer Nutrition and as so, aid stations will also have HEED for the electrolyte drink, a limited number of gels, and other select items. Everyone should have received a Hammer Nutrition bag when picking up their bib as well with some items in there.

There are several sections between aid stations that are fairly long at almost 10 miles. These sections are important to note and prepare yourself with proper hydration. The main aid station is Washington Park as it is visited three different times throughout the race, miles 20, 43 and 79. This allows for easy drop bag planning and a central location for crews to see their runners. We will have a variety of supplies available here as well as a portable restroom.

Hot food items and hot drinks will be available at Washington Park, Houston Brothers II, Hell's Gate, Pinchot Cabin, Buck Springs and the second time at Geronimo. These 6 aid stations will have additional food items like potato soup, grilled cheese or quesadilla along with our traditional aid stations of PB & J, bean rollups and a variety of snack and drinks.

Blister control (see: Duct tape), Vaseline, Squirrel's Nut Butter and general first aid supplies will also be at most aid stations. If you have challenges with your feet we will do our best to help with supplies at hand but please plan ahead in the event you need something specific. Please bring it with you. Sections of this trail can be dusty so having a change of socks can feel like a million bucks in the middle of your race.

We will also have Salt Caps (S-Caps) available at nearly all the aid stations as well as candied ginger to help with stomach issues.

There will not be any gels on course so if you require those, please bring them yourselves.

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I know there are a growing number of gluten allergies out there and vegan runners with special diets. I suggest if you have a dietary restriction you plan accordingly with your drop bags for food that works for you. I cannot make any promises in accommodating each different dietary restriction that might be out there.

If you are crewing and waiting for your runner and want to help out at the aid station while you wait you are welcome to unless it's clear we are fully staffed and don't need assistance. But given the length of time the volunteers are dedicating they probably would greatly appreciate a chance to sit down and maybe take a quick nap.

6. Crew Access

--We have posted a "Crew Manual" to our website that has all driving directions and pertinent information--

The Mogollon Rim itself poses a large obstacle for crewing this race. We have learned over the years that it does not make sense or is actually close to impossible to drive between some aid stations in time to see a runner since you must drive all the way around the rim to go up or down it. While most are easily accessible, they often require a great deal of driving to get to each. We ask that you please abide by our crew locations so that we can all have a safe and enjoyable race experience. Some crew information may have changed from past year's editions. Here is the most updated information:

NOTE: You are allowed ONE (1) crew vehicle per runner. When you pick up your bib, you will be supplied with a crew pass with your bib number on it that must be present on the dash for the entire race. If we see additional crew vehicles on course for a single runner OR find that a runner is receiving aid from their crew outside the designated aid stations, we have the right to disqualify you.

As this race continues to grow, parking issues will increase as well. We are asking that if you have a crew, please do not leave a vehicle at the start line all weekend while you're racing. Leave it at your hotel/lodging or near the finish line in town and carpool.

Start at Pine Trailhead – Pine Trailhead is just before reaching the town of Pine as you come north from Payson. There is a sign for the turnoff and the right turn takes you to a dead end where the race starts and then later passes through 98 miles later. There is a non-flushing bathroom available here and camping is allowed over night if you choose. To reach the Pine TH from Payson, travel 15 miles north on state route 87.

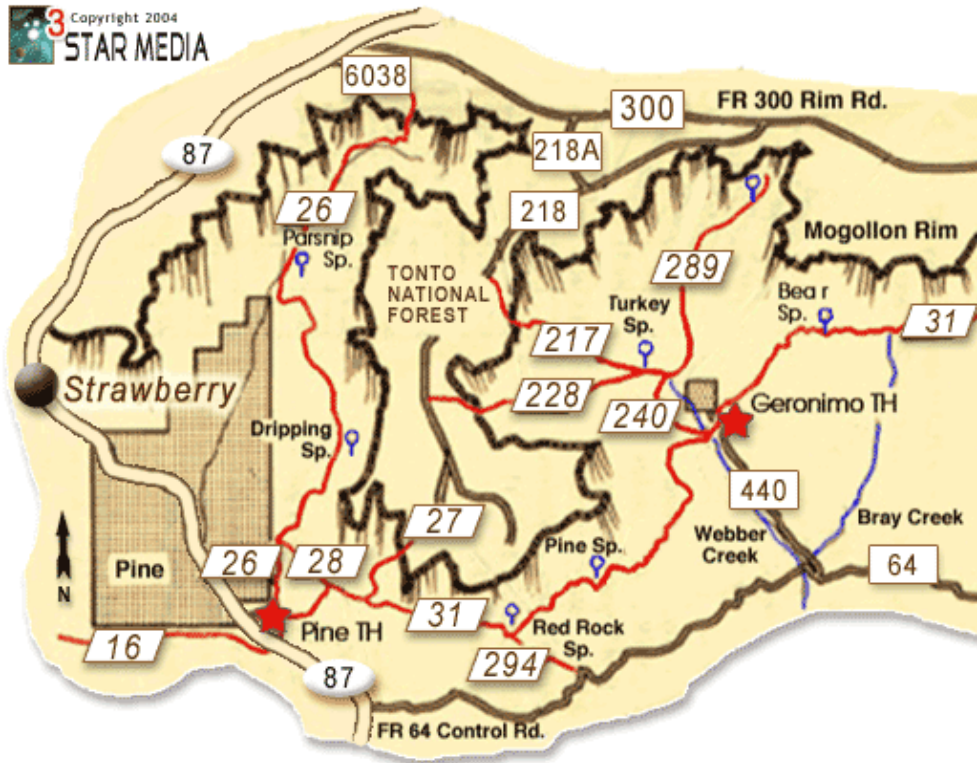
Pine TH: Reached by traveling 15 miles north of Payson on SR 87, turn right onto FR 298. Facilities include toilet, corrals, and large parking area.

Pine Canyon AS – ***NO CREW*** - Head north on the 87 through Pine and Strawberry towns up to the top of the Rim. At around 13 miles from the Pine Trailhead you will see a small parking area on your right. The aid station will be tucked back in here just beyond the fence line. If you make it to the turnoff for the FS-300/ Rim Road, you've gone a little past the aid station and need to turnaround.

Geronimo AS NO CREW- To reach Geronimo head South on the 87 from the starting line at the Pine Trailhead turnoff you will look for a left turn for "Control Road" #64. This left turn off the 87 is the Control Road that accesses all of the Rim's lower trailhead's (Geronimo, Washington Park, and Hells' Gate.) This road has many mile markers for Camp Geronimo (same as our AS) and Washington Park

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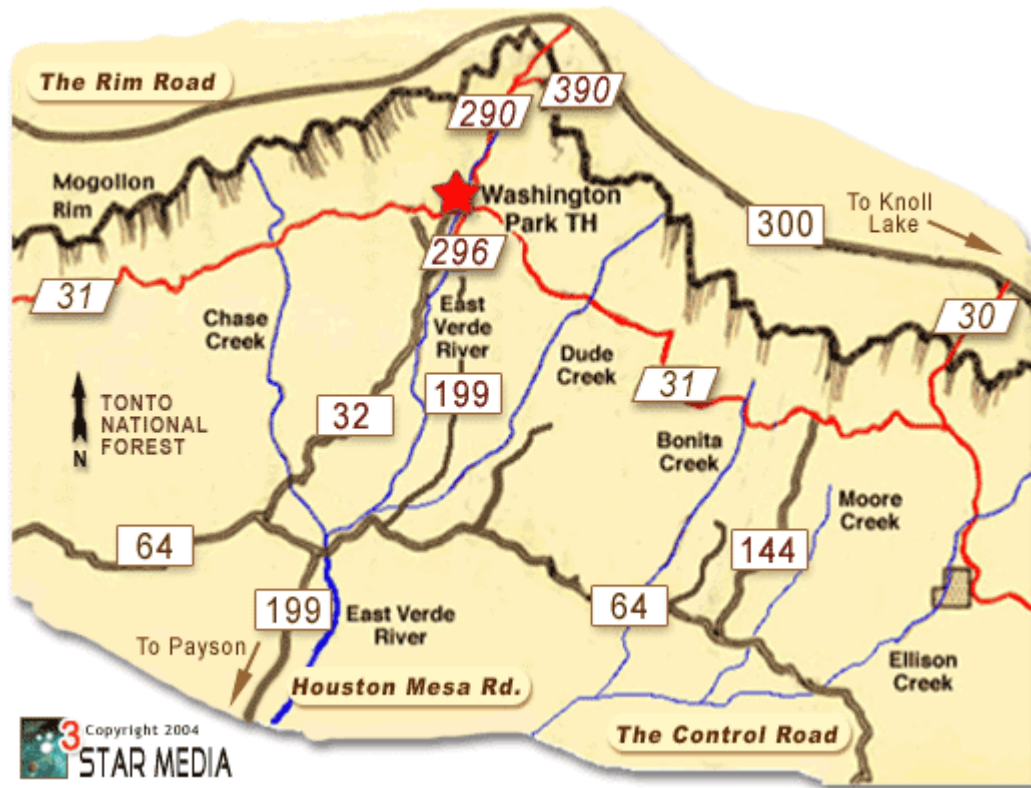
that allows for easy navigation along this road. This road is improved dirt but windy and often has elk on it. Should you be traveling early morning or evening please be on the lookout for elk near or on the road. For Geronimo you'll follow the Control Road 6 miles and take a left at the signed marker. The AS is 1.8 miles up the road at the Geronimo Trailhead parking area. We likely won't run out of parking but should we do, park along the road allowing plenty of space for emergency vehicle traffic to pass.



Geronimo TH: Reached by taking SR 87 to FR 64, turn right on FR 64 and travel 6 miles to FR 440, turn north on FR 440 and travel 2 miles.

Washington Park AS – NO CREW- To reach race headquarters return to the Control Road and turn left to continue back east. This road will take you east to another signed turnoff (left) which says 4 miles for Washington Park and then 30 feet later says 5 miles. Either way, continue north towards the Rim itself, the road brings you to a junction with mailboxes along the road. Merge to the left side and go past the mailboxes. Shortly thereafter the turn for Washington Park points you right and then immediately to the left. This short section is bumpy for cars so take it easy. This last mile passes several great camping spots and dead ends at Washington Park Trailhead. Camping is NO LONGER allowed at Washington Park due to some absolute scumbags who have ruined it for everyone with their total disregard for the area and leaving copious amounts of litter after camping. We have to now get an exception from the NFS just to have an aid station there all night. So no camping any longer, you'll get a ticket.

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Washington Park TH

SR 87 to FR 199, 10.3 miles to FR 64, and .7 mile to FR 32 and 3.3 miles to FR 32A (FR 32A is a high clearance road).

[FR 199 AKA, Houston Mesa Road](#) begins 2 miles north of Payson on SR 87.

[General Springs Cabin](#) CREW ONLY (no aid station) (27.1 Miles/ 1hour 4 minutes from Pine Trailhead)

Runner mileage: 31, 40

Pacer Access: Yes, mile 40 only

From the Pine Trailhead, drive up the AZ-87 for just over 14 miles where you'll see signs for FS-300 or Rim Road. Within the first quarter mile, you need to turn left onto the Rim Road which you'll follow for more than 12 miles. This road is all dirt and has lots of twists and turns. Combine that with incredible views and it can be a bit of a dangerous road. There will be OHV's, 4-wheelers and plenty of other traffic on here so please pay attention on this drive. When you reach the powerlines where there will be a crew of our HAM Radio operators, you'll turn left toward the cabin. About a ½ mile down this road you will see parking on the left. Be courteous to other runners/crews and only take up one space so we can accommodate as many runners as we can. And of course, be sure to leave plenty of space for an emergency vehicle to access this area AND be able to turn around. Please do NOT park vehicles on both sides of the road should there be no parking in the spots off the road.

You can offer crew access here on both ends of your run out and back to Bear Canyon. Only on the way back (mile 40) can you have a pacer join you.

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NOTE: When you reach the powerline where you turn left, you will be driving on the race course so please be on the look out for other runners and drive slow so as to not kick up a bunch of dust in their faces either.

The next crew access point will be Buck Springs at mile 58. While that is only 18 (running) miles from General Springs Cabin, it may take your runner 6+ hours to complete this.

NOTE: Many of you will be driving these sections in the dark. Keep an eye out for wildlife on ALL of these roads!

Houston Brothers AS (Pin Drop) – CREWS ALLOWED - Houston Brothers AS (50 miles/ 1.5 hours) - To get to the Cabin Loop Aid Stations (Pinchot Cabin, Houston Brothers, Buck Springs) from the Pine Trailhead, you have to drive up the 87 for almost 33 miles (32.7) to the FS-95 turnoff on your right. Once on the 95, there will be a few junctions with other service roads but remain on FS-95 for just under 9 miles to the junction of FS-139 and turn left. Follow the FS-139 for 8.6 miles where there is a small turnoff and the location of the aid station. There is limited parking right next to the aid station so please be courteous of staff/radio/medical crews. If parking on FS-139, you must leave enough space for emergency vehicles to pass and please only utilize one side of the road.

Pinchot Cabin AS (Pin Drop) - CREW ACCESS – Pinchot Cabin Directions (44 miles/ 1hr 8min from Pine Trailhead) – From the Pine Trailhead, drive up the 87 for almost 33 miles (32.7) to the FS-95 turnoff on your right. Once on the 95, there will be a few junctions with other service roads but remain on FS-95 for just 11.1 miles to the junction of FS-139A and turn left. You will see the large white tent on your left about 500 feet after your turn. There is very limited parking here and it is imperative you leave space for emergency access (15+ft wide) and park on one side of the road only. The race course crosses the 139A so please use caution when arriving/departing this aid station. There is also a parking area off of the 95 where it is just a short walk to the aid station.

Buck Springs AS (Pin Drop) – CREWS ALLOWED- Buck Springs AS - (48 miles/ 1hr 20min from Pine Trailhead) - From the Pine Trailhead, drive up the 87 for almost 33 miles (32.7) to the FS-95 turnoff on your right. Once on the 95, there will be a few junctions with other service roads but remain on FS-95 for just about 6.4 miles to the junction of FS-96 and turn left. Follow FS-96 for 2 miles before making a slight right onto FS-321. Follow FS-321 for 6.8 miles until you see an opening on your left and the aid station in a field. There is parking off of this road next to the aid as well as on the road itself. Parking on one side and leaving space for emergency access applies here as well.

A useful map of the area is found on this link of the website:

<http://www.mogollonmonster100.com/crew-driving-instructions.html>

7. Drop Bags

Drop bags are allowed at Geronimo, Washington Park, Pinchot Cabin, Buck Springs & Finish Line. Drop bags MUST be kept to a manageable (Small) size and clearly mark your bib number, name and the station's name on each bag so we can easily get it out for you when you come through. 100 Mile runners will receive a drawstring bag at packet pickup that is perfect for a drop bag.

After the race and after each aid station is closed down, we will return them all to the finish line. If you

are finished with your drop bag, please place it in the “used drop bag” location- this may expedite its return to the finish area.

Once the race ends and we have packed up, we will have your drop bags at our Phoenix warehouse available to be picked up or shipped to you (at your cost). We keep the drop bags for 30 days and then toss or donate the items.

Drop bags can be dropped off starting at 5:00AM on Saturday at the start line. We will have each drop area labeled, just drop them in their respective areas and we’ll do the rest.

105K Runners: You must drop your bag off by 6:15 AM Saturday at the latest to have it delivered to the top of the rim.

8. Pacers

Pacers are available to jump in at General Springs Cabin (mile 40) or Washington Park II (mile 43). They are able to also join in at mile 58- Buck Springs, Washington Park III mile 80, and Geronimo II mile 90. If you are leaving a vehicle at any of these locations you need to be very sure you left it in a safe and reasonable location that allows emergency vehicle access past your vehicle. We are not supplying pacers with a shuttle to/from any of these locations.

While you certainly can run this race without a pacer you are welcome to one at any of these locations listed above. Pacers are likely to be very helpful for miles 43-58 which includes Hell’s Gate & the Myrtle section as well as through the U-Bar sections but without a pacer, following the markers on the course you are not at a disadvantage to not having a pacer.

If you do have a pacer they are there to pace you not carry your gear. Muling is not allowed and is considered cheating and grounds for disqualification. Each runner must carry their own water and supplies throughout the entire race. You can have multiple pacers run different sections with you but only ONE pacer is allowed on course with any given runner at one time. You can only accept aid at a recognized aid station supported and supplied by the race organization.

If you are new to pacing it is helpful to have the splits printed out or memorized and a good working knowledge of the course layout to keep your runner on course during the tough hours when their mind may not be as clear as when they started. Keep them on course, entertained and moving forward. They’ll do the rest.

9. Last Options for Food & Supplies

Pine, AZ is a small town with just a few local restaurants and shops. They do have a small grocery store called the Ponderosa Market but no sports stores. If you need any gear last minute, your best bet is the trail running store our friend Margaret opened called Rim Runners in Payson, 13 miles south of Pine and the race start. www.rimrunners.com Otherwise, there is a Walmart if you need more camping type supplies. If you are flying into Phoenix for the race there is a great local ultrarunning store we all try to support called iRun. www.irunshop.com You can hit that up before heading up north if needed. They have anything ultrarunning related you may have forgotten.

There are several options for restaurants in Payson and a few in Pine. If you are looking for a “carb loading pasta place” Thursday night before the race Payson has a good spot called Gerardo’s. <https://www.gerardofirewoodcafe.com/> It’s right off the 87 on the way to Pine walking distance from the Quality Inn Payson. In a town of limited options, it’s pretty good.

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THAT Brewery is on the 87 right in Pine. They have beer. Its walking distance from the start and where we have had registration for the race. www.thatbrewery.com

The Old County Inn is new(er) place we are going back to this year that has a good patio, wood fired pizza, live music and solid beer options. <http://www.oldcountyinn.com/>

10. Dogs

I love dog's. I run with my dog. You can bring your dog. It just has to be on a leash. Not my rule but one we need to follow. You can NOT run the race with your dog.

11. Race Schedule

Friday September 13th, 2019 4:00pm-7:00pm Registration

Old County Inn - <http://www.oldcountyinn.com/>

We will meet at this local spot about one mile from the starting line in Pine and on the actual race course, starting at 4pm. You can ask any course questions and pick up your race bibs and bag. They serve some great local brews and have a full menu of wood fired pizzas and such if you want to grab something to eat. I wouldn't recommend too many of the local brews the night before your race but that's up to you. However, our current course record holder Steven Moore consumed a sizeable amount the night prior to the race and broke 22 hours...

Saturday September 14th, 2019 – 5:00am Race Setup & Registration

We're setting up at 4am at the starting line and anyone that didn't catch registration that evening prior can check in and pick up at 5am. **YOU MUST CHECK IN ON SATURDAY EVEN IF YOU CHECKED IN ON FRIDAY.**

Saturday September 14th, 2019 - 5:00am Drop Bag Dropoff

All drop bags (100M & 105K) must be dropped off by 6:15 AM to be delivered to aid stations.

You can start dropping off your drop bags starting at 5:00am at the race starting line. We will have the supplies for each aid station laid out with signs and you will see a sign for each aid station drop bag. Place them here and we will get them to the station as soon as the gun goes off. (I don't really have a gun...)

Saturday September 14th, 2019 - 5:45am MANDATORY briefing

This is my only chance to have everyone together and pretending to pay attention to me as they nervously twitch and wonder what that strange ache is in their left knee that wasn't there two hours ago. It takes a lot to put these things on as many of you know and I'd like to thank a few great volunteers that helped make this happen, put out some information on the course and help with crews getting in last minute questions. Plan on no more than 5 minutes and you'll be back to the bathrooms and on your own until 5:50am when we'll play the National Anthem.

****Regardless if you came in Friday night and registered you STILL need to check in Saturday morning so we know you are at the start and we know to track you into the first aid station. If for some reason you decide not to start PLEASE inform me ahead of time so we can alert everyone not to expect you later on.****

Saturday September 14th, 2019 – 6:00AM START

Sunday September 15th, 2019 - 6:00pm - COURSE CLOSES (36 Hour Cutoff)

12. Medical & Cutoffs

We will have medical staff scattered throughout the course but always at Washington Park AS. We reserve the right to pull you from the race if medical officials deem it necessary. Please understand that these decisions are made for your safety and do not argue. With the remote nature of much of this course continuing on in a state where you cannot safely navigate is a recipe for disaster and we are here to prevent that.

NOTE: If something happens to you or another runner, do NOT call 911 right away. Our medical team is highly trained in these scenarios, has been with us at this race the last two years and understands the terrain and driving access points. Please call their 24-hour number that will be answered by a real human being and they will dispatch accordingly. All 100 mile runners should have this number printed on their bib.

MedStar Solutions: 480-269-4126

Cutoffs are posted for each checkpoint and will be strictly enforced by the aid station captains. The cutoffs are based on an overall 20:17 minute mile pace (averaged over the entire mileage, it varies section to section.) While this course is very rough and very tough, I feel this is a fair cutoff given the elevation gain, altitude, terrain and additional miles. These cutoff times are for when you need to be leaving the aid station. You are required to finish the race within this time frame and within the established cutoff's. Should you fail to reach one of the checkpoints the aid station captain will ask you to please stop and will inform you that your race is unfortunately over. Please do not argue, this is for the safety of everyone out there.

Aid Station #	Name	Cumulative Mileage	Drop Bag	Crew	Pacer	Cutoff Time
1	Pine Canyon	10.4	NO	NO	NO	9:45AM
2	Geronimo	19.8	YES	NO	NO	1:15PM
3	Washington Park	29.6	YES	NO	NO	3:45PM
	CREW ONLY-General Springs Cabin	31.7	NO	YES	NO	--
4	Bear Canyon	35.9	NO	NO	NO	6:15PM
	CREW ONLY-General Springs Cabin	40.1	NO	YES	YES	--
5	Washington Park II	42.2	YES	NO	YES	9:00PM
6	Hell's Gate	51.2	NO	NO	NO	12:00AM
8	Buck Springs	57.8	YES	YES	YES	2:30AM
9	Pinchot Cabin	66	YES	YES	YES	5:15AM
10	Houston Brothers	73.6	NO	YES	YES	8:00AM
11	Washington Park III	80.1	YES	NO	YES	10:15AM
12	Geronimo II	89.9	YES	NO	YES	2:00 PM
13	Donahue	94.8	NO	NO	NO	4:00PM
14	Finish Line	101	YES	YES	N/A	6:00PM

13. General Advice

“This is not a trail race for the minimalist movement. I’ve had multiple people (including myself) throw on some NB 110’s, La Sportiva Vertical K’s, or other very light weight, minimal cushion shoe and they have all suffered through miles and miles of the trail due to the rocky nature of it all. Wear what you want but I strongly suggest you wear something with some protection.”

I wrote the above statement regarding shoe choices for the race. Andy Pearson read that, entered the race then placed 2nd overall wearing NB 110’s. Well done, but he’s still the anomaly not the norm. Good luck to you though, I just don’t suggest it and I wear NB 110’s.

Gaiters are useful if you’re one to wear them.

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You can use trekking poles if you want. You do not have to carry them with you the entire time if you wanted to leave them at an aid station and come back to grab them later on.

Run the roads if you can. They are never more than 4.5 miles long but a welcome break from the trails and an opportunity to make up some time.

Take some pictures, take a look around. This is a beautiful course, diverse in nature and scenery and at so many turns changes the look and can take your breath away.

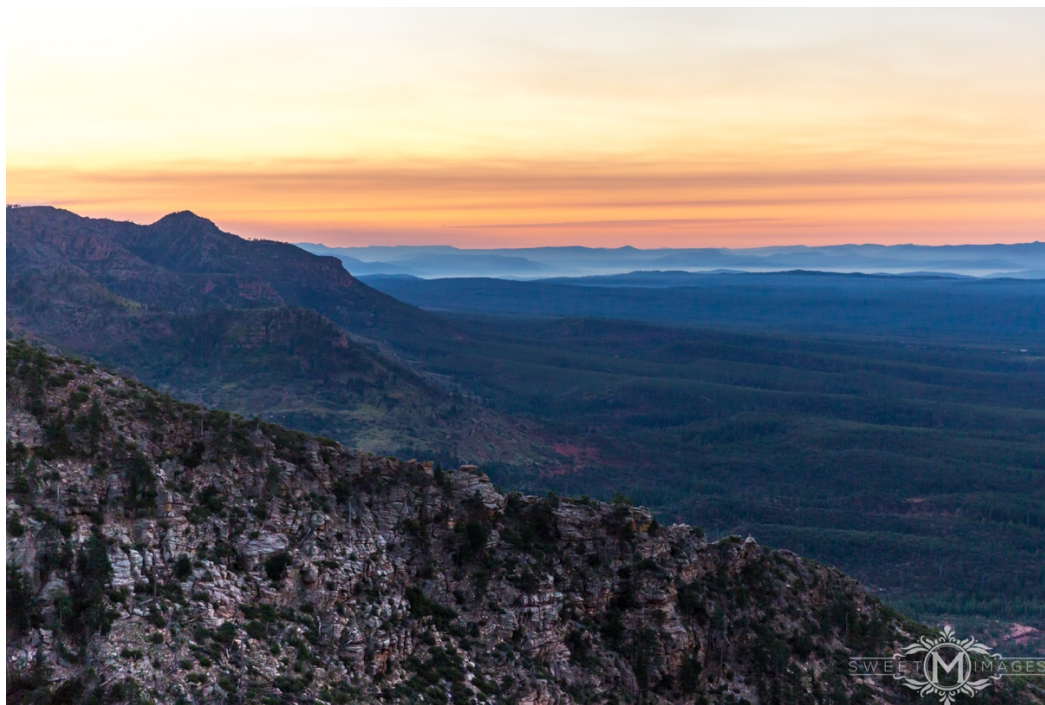


Photo: Melissa Ruse

Please don't be annoyed if aid station volunteers are overly caffeinated and having more fun than you at that particular moment or if you hear music blasting through the woods from a mile before you get there. We can't help it.

Arizona is dry. This is important because your water consumption may be more than expected. Even at the higher altitudes on the Cabin Loop trails it'll be cooler but your body needs more water. Those not used to the higher altitudes may need more water than those not acclimated. It'll be cooler up there but you still need to be drinking water.

Don't let a 78-86 degree forecast fool you. Don't underestimate the seemingly moderate temperatures. It feels much hotter out on the Highline Trail so plan ahead, leave aid stations with enough water and stay hydrated.

While most sections probably are best run with a pack due to the longer nature between aid stations the Cabin Loops are very runnable and if you are so inclined they would be great sections to run with a couple bottles. Personally, I think you can run this entire course on 1-2 bottles depending on the section. Just comes down to preference.

Washington Park is used three times as an aid station. This is very convenient for both pacers and your drop bags. Do not forget to have a headlamp/flashlight in your drop bag there as many of you will be leaving

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Washington Park for the 1st time up the Rim nearing sundown. You don't want to be in the dark on these trails. Something will eat you.

If you think you are off the trail don't wander too far off and don't panic. Backtrack to where you think you were last on the trail and look around. If you are in an area where you can see from a ridge you probably can spot another runner nearby. Even with good markings runners get off course every race. The key is to manage the situation yourself and recover. Stop, think about your situation and find your way back on the trail. If you are gone an unreasonably long time we will send Search & Rescue but many times a runner can recover themselves if they remain calm and patient in the situation. If you are hurt and cannot go on do NOT try and take a "shortcut" back to the aid station. This decision is what gets people in a serious predicament. Stay on the TRAIL so we can easily find you and get you back to medical attention.

If you go off the trail to use mother nature please leave something on the trail of yours like your headlamp, hat, pack or something else of value you won't forget. **This is extremely important if you are in the back of the pack and pushing the cutoff's.** Our sweepers are behind you but could pass right by you in the woods and think they are behind the last runner. Yet you'd be using the little boys room in the trees and in fact were behind us. You can see how this could create a challenge in tracking someone. So just leave something for the sweeps to notice and they'll wait for you so we keep it all in line.

Crews Suggestions:

We have learned a few things over the past few years of this race. And now we've got some crew access changes that will alter the dynamic compared to previous years. Given that Washington Park is not accessible by vehicle (unless you volunteer there!) we are opening up the top of the rim aid stations to crewing. While Buck Springs has some parking at the aid station, Pinchot Cabin and Houston Brothers really have limited parking and it could be tricky finding a spot. It is absolutely CRUCIAL that you do NOT block any roadway when visiting an aid station. Rangers will be out patrolling the rim area and our future permits could be in jeopardy if you go into our race with the mindset, "I'll only be here a few minutes so it'll be fine."

After the start, we recommend hanging tight for the first few hours- head into Pine and grab some breakfast, coffee, supplies from the Ponderosa Market, or take a hike on any of the awesome trails in the area. If you decide to go up on the Rim, please make sure you are using Forest Road 95 to access the aid stations from the north rather than using the Rim Road/FS-300. The drives are long, probably not signed very well, and contain a fair amount of dirt road. You will likely encounter wildlife too so be on the lookout for that while driving. But the roads are in decent shape and shouldn't require high clearance or 4x4.

Pinchot Cabin has a small parking area on the side of the 95 just before the aid station that is a great place to park (close to each other to optimize spots for other crews!) and walk up.



If you are parking on the side of the road, it is VERY important that crews only use one side of the road and to pull as far off the roadway as possible. If an ambulance or fire truck cannot safely get through where you have pulled off the side of the road, you need to move to a new place that will allow this. Even if it requires you walk more.

Just remember, you will have to drive around 90 minutes to get to these aid stations from town. Plan on 20-30 minutes between aid stations once you're up there, and another 90 minutes to get back in to Pine later that night.

If you would really like to see your runner at Geronimo or Washington Park, there are still some great volunteer slots open where you could potentially see your runner twice during your shift. And you'd be helping out other runners (and us) in the meantime! <https://aravaiparunning.ivolunteer.com/mog19>

Remember, you paid to do this. You trained for it. You read all the comments of how rough, rocky, tough, challenging, difficult, etc. this race has been described to be. You've seen the videos I've posted. The pictures everyone has taken. The race reports posted. You know what you're getting into. So embrace it. Enjoy it. Take the good moments, wrap them around the bad and take another step forward. Climb that hill, stay on your feet.

And when all else fails, remember...

"You're only tired because you think you are tired. Keep Going!"

You're only tired because you think you're tired. Keep Going.

Mogollon Monster 105 Km Race ~ 11,000+ feet of Gain

Race Start: September 14, 2019 -- 7 a.m. (1 hour after the 100 mile start)
Race Cut-off September 15 – 7 a.m. (24 hours)

#1. Start to Pine Canyon Aid Station ~ (Mile 10.4) - 10.4 Miles, ~2,600 feet of Gain

This is a return to the original Mogollon Monster 106 mile course that was run from 2012 thru 2015. Runners will head out of the Pine Trailhead and make their way up and down the gorgeous Pine Canyon Trail for around 8.5-9 miles where you'll then climb switchbacks to the top of the Mogollon Rim, popping out just east of the AZ-87 where you'll be met by our volunteers and your first aid station. This section has had trail work done to it over the last few years and is definitely more runnable now, albeit longer.

#2. Pine Canyon Aid to Geronimo Aid Station ~ (Mile 19.8) – 9.4 Mile Segment

Leaving the aid station, you continue north paralleling the highway as you follow the fence line until you reach an old forest service road. The section from the aid to the old road is about 8/10 of a mile and is more of a cross country route rather than following a nice single track (or well defined trail at all, really). Keep an eye out for the pin flags and orange and black ribbons and you'll be fine. Follow this road through the pines until you come to "T" in the road where you'll head right onto Milk Ranch Point Road. Continue on this road for a little less than 3.5 miles (bear right at the "Y" in the road as well) when you'll see a very large open meadow on your right that typically has campers. Near the beginning of the meadow, you will take a LEFT onto an old service road that is blocked by a metal gate. About 50 yards beyond the gate you'll see the left turn to hop on the Turkey Springs Trail. You'll climb a little bit for the first half mile until you start to see views off the Rim that go on forever. Take a few minutes to soak it in- you'll be traversing east just about as far as you can see from here.

This is nearly entirely all downhill from Dickenson Flat to Geronimo and stunning in its view several times. The first drop off the Rim is very rocky and difficult to run but opens up to switchbacks all the way down to where it intersects with the double track Geronimo Trail. This trail winds all the way down to where it meets the Highline Trail and then the lush forest where the Geronimo Aid Station sits. This area has several creek crossings, high ponderosa growth and some very runnable terrain before crossing West Webber creek just before the aid station.

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***At the bottom of Turkey Springs Trail you'll reach an intersection where you can continue straight down the double track towards Geronimo Aid Station or take a hard right at the sign and go up West Webber trail. We put a bunch of signage that you'll see directing you **down** the mountain to Geronimo. If all goes well, you will revisit this section coming up the trail from Geronimo and you'll take West Webber back up the rim to mile 93. For now, just keep going down the trail and you'll be fine. But take note as you pass the sign, you'll see this again and this is where you'll start the final climb of the race.

#3 Geronimo to Washington Park AS (Mile 29.6) - 9.8 Mile Segment

Leaving Geronimo you are welcomed with a 2 mile climb up switchbacks from 5,300 feet to a bit over 6,000. This opens you up to what is the Highline Trail #31 in all its glory. Rugged, rough and beautiful this trail traverses pine needle covered trail's, sandstone red rock and sandy wash. It has a great variety and while it has no major climbs it does provide a great deal of short ones that take their toll at the end of the day. It is also alternating from completely exposed terrain to tree cover and at about 6,000 feet it receives the most heat mid afternoon. Leave Geronimo fully hydrated and prepared for a 9.8 mile section that likely will take you 2-3 hours. There are several small creeks to cross, sections of high grass and some sections that with markers still require you to look around and make sure you are on the right path. Along this section it is also the Arizona Trail and some trees will have that logo on the trunk. The Highline Trail #31 also has many markers of a black diamond attached to a tree or the #31 which signifies the trail. These can also help in assisting you east along the trail.

***When you get about 1 mile from the Washington Park Aid Station you will come down a series of short switchbacks to a dirt road. You can go left up the road, right down the road, or straight ACROSS the road. Look across the road and you'll see the trail winding back up the ridge. Every year at Zane Grey and Mogollon Monster, someone completely ignores all the markers and goes the wrong way, adding miles to their day and misery to their mind. This section is ALL single track minus the 30 feet you have to cross this dirt road. Cross the road and go back up the trail and you're fine. Again, follow the orange ribbon with black polka dots and watch for the blue & white checkboard wrong way tape. You just have to pay attention.

#4 Washington Park to Bear Canyon AS (Mile 35.9) – 6.3 Mile Segment ~1,650 feet of Gain



Photo: Melissa Ruse

The final pitch after leaving Washington Park, topping out at the Rim Road.

Leaving Washington Park you are starting out from mile 20 and making your second climb of the Rim up the Arizona Trail. This 2.0 mile section heads gradually up for 1.6 miles before heading straight up what at one point is a 45% grade. It's so rocky you will be cursing me. I love this trail. Just embrace it and hammer it out, its short. You'll maybe see some tourists looking for the Tunnel Trail where the government once thought they would blast a huge hole in the Mogollon Rim to get a train to go to Flagstaff. Epic fail. Now it's just a 30' tunnel and an obscure trail people that are grossly out of shape try to find. Instead they'll find you, think you're doing the same 1 mile hike and smile at you. If they only knew...

You'll top out on the Rim Road #300. Here you will see another metal Arizona Trail large sign under the power lines as well as a historical marker for the Battle of Big Dry Wash from a battle from years ago between the Army and the Apache tribe.

From here you will go STRAIGHT across the Rim Road and down the small hill via the road to General Springs Cabin where the trailhead for Fred Haught Trail is. This is your first Crew Access point and you'll get to see your beautiful people again as you return from your out and back to Bear Canyon a couple hours later. Just behind the actual cabin you'll follow the fence line for a couple hundred yards on the Fred Haught single track. The Arizona Trail is the Fred Haught Trail at this point, so you'll keep heading north winding up and around the area, crossing the stream on multiple occasions along the way. Around mile 32, the Arizona Trail clearly splits off and heads left up the mountain while the Fred Haught Trail continues to meander through the forest straight/right. Just keep following Fred Haught all the way until it dumps you out on a forest road where you'll be greeted by our aid station volunteers at the Bear Canyon Aid.

#5 Bear Canyon Aid to Washington Park II (Mile 42.2) – 6.3 Mile Segment

This is just south of the location of the gnarly bridge washout on the road that I petitioned so dang hard to be able to have you all cross on race day since you'll be running on much worse terrain than this little

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200 foot section- but to no avail. Anyway, this is your turnaround point, so you'll head right back up the hill on the Fred Haught Trail and follow this beauty of a trail all the way back to Washington Park.

With crew access at General Springs Cabin this year, you are welcome to pick up your pacer here and have them make that fantastic descent off the powerline to Washington Park. Over 40 miles in and two of the Rim climbs out of the way!



General Springs Cabin as you complete the Fred Haught Trail and head up the dirt road to the Rim Road

#7 Washington Park II to Geronimo II AS (Mile 52) - 9.8 Mile Segment

This section is 9.8 miles long but is very challenging and with 42+ miles on your legs and body will likely take much longer than when you did it going west to east 25 miles ago. The trail will look much different with different views and ups being downs and downs being ups. Take plenty of water and prepare yourself for what is a very exposed, rugged and tough section of the course. Again, you can follow Arizona Trail markers, Highline Trail #31 black diamond markers and the orange / black polka dot (good) and blue/white checkerboard (bad) we put out there.

#8 Geronimo II to Donahue AZ (Mile 56.9) – 4.9 Mile Segment

Leaving Geronimo Aid Station you cross the creek and head up the Highline Trail you descended the day prior when you came down Turkey Springs. Be sure to turn right off the Highline to the Geronimo Trail. You'll follow the ribbons back up the trail, mostly a double track, until you reach the intersection for Turkey Springs and West Webber Trail. This is where you will go LEFT on West Webber. There is a wooden sign, our markers and an "A" frame sign we place there to make it obvious.

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West Webber, if you are in a mindset to enjoy it, is a beautiful trail in the forest. More lush than most areas in the lower half of the Rim it's a beautiful canopy trail along the forest floor before hitting a wall.

Then it goes straight up.

This is "D**k Knocker."

1,000 feet in climbing in 1.0 miles at mile 56.0 to 57.0. At this point in any race being PC has long lost its value. The inaugural year 4th place finisher Marius Toma was running into the finish line with me saying, "You know...that last climb...that was...that was really unnecessary..."

Maybe, but it got you to the top and just take the left at the road and you'll run into Donahue Aid Station at the start of the Donahue Trail. Don't get too excited, it's just a water jug and some radio guys. Although the radio guys are really nice.

#9 Donahue to Finish in Town of Pine (Mile 64) – 7.1 Mile Segment

Donahue Trail leaves the forest road and heads back into the forest. You've already been on this stretch of trail at the start of the race. It's a nice single track for a while before it dumps back onto a forest road, this one filled with old volcanic rock. It's no bueno. But it's a short stretch before going back into the forest and some awesome downhill trail with the view on both sides peeking through the trees. You'll hit a ridge, cross some openings and then hit the switchbacks. Down you go all the way through the boulder field that gets Donahue that slight twitch in people's faces when they talk about it. You'll intercept the Highline Trail and you'll be going right at the "T." This is an awesome downhill to Pine Trailhead where we started, such a long, long time ago.

This trailhead is at the location of the start of the race and at this point only 2 miles remain to the finish line. Pacers are welcome here to the finish. There's no point in spending much time here. It's a parking lot. It's 2 miles from the finish.

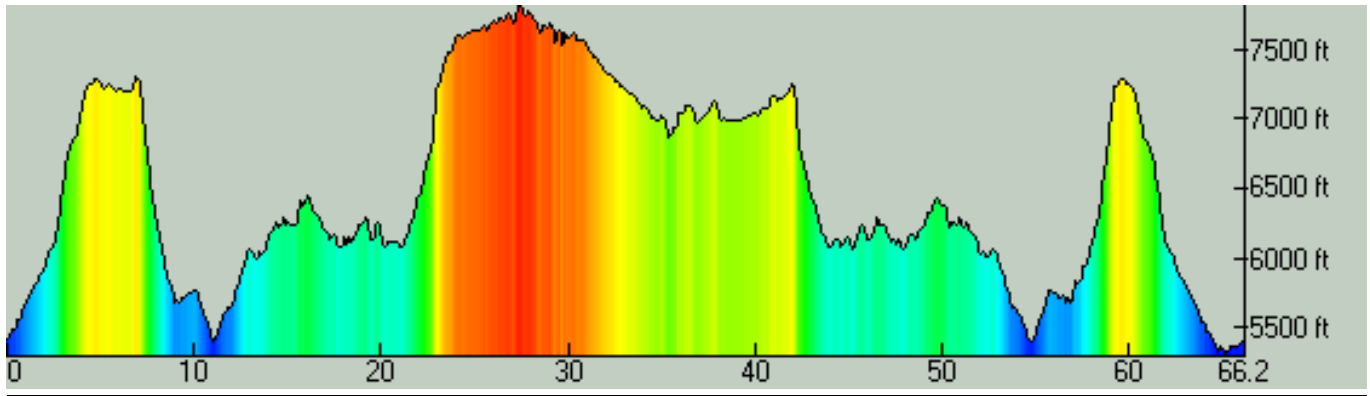
Leaving Pine Trailhead AS you'll run down the paved road for the trailhead to just before the 87 highway. To cross the road you'll drop down 15 feet to the right to a culvert access point and go UNDER the road in the tunnel. This is the safest way to get across what can be a busy road. The tunnel is free of debris and about 30ft long. On the opposite side you will be directed 100 meters to the right to Bradshaw Road. Go left down the hill to Old County Road and go right. This is all paved now and the road goes through a residential street until it meets up again with the 87. Head left along the wide shoulder into the town of Pine. You have about ½ a mile left and it's all through the town itself. Follow the wide shoulder inside the white line past the Sidewinder Saloon, Ponderosa Market, old buildings and the finish line will be at the Community Center by the ice cream shop on Randall.

You'll see the finish line.

I recommend a full sprint to the finish.

Aid Station & Cut-off Info for 105 Km Race

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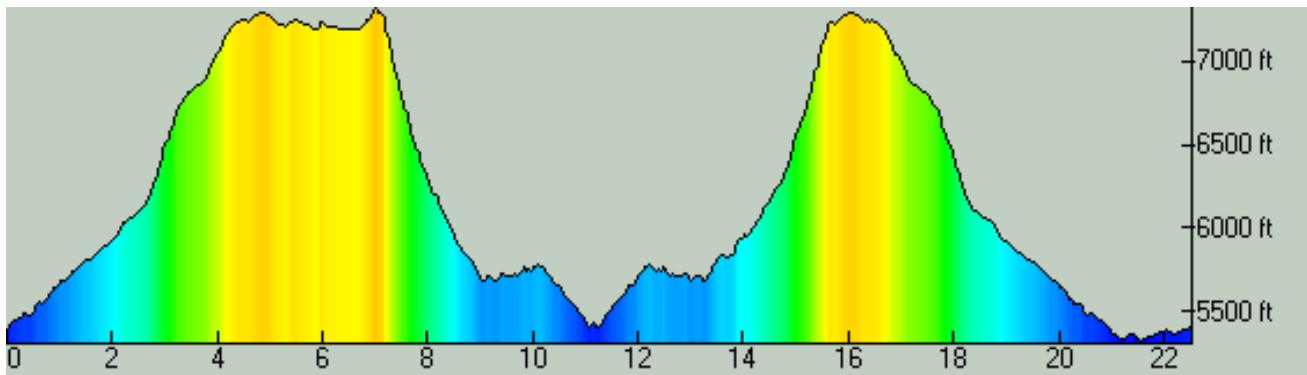
<i>Aid Station #</i>	<i>Name</i>	<i>Cumulative Mileage</i>	<i>Drop Bag</i>	<i>Crew</i>	<i>Pacer</i>	<i>Cutoff Time</i>
1	Pine Canyon	10.4	NO	NO	NO	10:45AM
2	Geronimo	19.8	YES	NO	NO	2:45PM
3	Washington Park	29.6	YES	NO	NO	4:45PM
	CREW ONLY-General Springs Cabin	31.7	NO	YES	NO	--
4	Bear Canyon	35.9	NO	NO	NO	7:15PM
	CREW ONLY-General Springs Cabin	40.1	NO	YES	YES	--
6	Washington Park II	42.2	YES	NO	YES	10:00PM
7	Geronimo II	52	YES	NO	YES	2:00AM
8	Donahue	56.9	NO	NO	NO	4:15AM
9	Finish Line	64	YES	YES	N/A	7:00AM

Mogollon Monster 35 Km Race ~ 4,500 feet of Gain

Race Start: **Sunday**, September 15, 2019 – 7 a.m.

Race Cut-off: September 15 – 6 p.m. (11 Hours)
(No Crews or drop bags)

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Course Description

1. Start to Donahue AS (Mile 4.2) – 4.2 Mile Segment

This sections starts out heading east from the Pine Trailhead along the Arizona Trail which is also the Highline Trail. You'll follow this for approximately 2.5 miles to the turnoff for the Donahue Trail which will be to your left. This trail turns very rocky and climbs a series of switchbacks directly up the Mogollon Rim. The single track trail will eventually join a dirt road which you will continue to the junction with the West Webber Trail for the Donahue AS and several other forest road pullouts.

2. Donahue AS to Geronimo AS (Mile 10.8) – 4.4 Mile Segment

Leaving the aid station, continue on the same forest road until you eventually come to see a large meadow on the left side of the road. This is a popular place for campers and likely will be some traffic from other vehicles. Please be aware of this with headphone users and in general. You will see a small dirt road on your right with a gate to block traffic and the trail sign for Turkey Springs is about 50 feet off the forest road you just ran on. This is your turn off for the Turkey Springs trail which will be your first descent off the rim

(Don't go straight on the forest road, make sure you take the marked trail with a wooden sign you can see clearly from the road.) You'll start towards the eastern edge of this part of the Rim and will be afforded with your first views of the Mogollon Rim as you crest the edge and drop down off the Rim towards Geronimo Aid Station. This is nearly entirely all downhill from Dickerson Flat to Geronimo and stunning in its view several times. The first drop off the Rim is very rocky and difficult to run but opens up to switchbacks all the way down to where it intersects with the double track Geronimo Trail. This trail winds all the way down to where it meets the Highline Trail and then the lush forest where the Geronimo Aid Station sits. This area has several creek crossings, high ponderosa growth and some very runnable terrain before crossing West Webber creek just before the aid station.

***At the bottom of Turkey Springs Trail you'll reach an intersection where you can continue straight down the double track towards Geronimo Aid Station or take a hard right at the sign and go up West Webber trail. We put an "A" frame sign that you'll see directing you down the mountain to Geronimo. If all goes well, you will revisit this section coming up the trail from Geronimo and you'll take West Webber back up the rim to mile 13. Just keep going down the trail and you'll be fine. But take note as you pass the sign, you'll see this again and this is where you'll start the final climb of the race.

#3 Geronimo to Donahue AZ (Mile 15.7) – 4.9 Mile Segment

Leaving Geronimo Aid Station you cross the creek and head up the Highline Trail you just descended when you came down Turkey Springs. Be sure to turn right off the Highline to the Geronimo Trail. You'll follow the ribbons back up the trail, mostly a double track, until you reach the intersection for Turkey Springs and West Webber Trail. This is where you will go LEFT on West Webber. There is a wooden sign, our markers and an "A" frame sign we place there to make it obvious.

West Webber, if you are in a mindset to enjoy it, is a beautiful trail in the forest. More lush than most areas in the lower half of the Rim it's a beautiful canopy trail along the forest floor before hitting a wall.

Then it goes straight up. 1,000 feet of climbing in one mile.

Unnecessary? Maybe, but it got you to the top and just take the left at the road and you'll run into Donahue Aid Station at the start of the Donahue Trail. Thank the volunteers who have likely been there all weekend supporting our 100 milers and keep cranking to the finish.

#4 Donahue to Finish in Town of Pine (Mile 22) – 7.1 Mile Segment

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Aid Station Distances and Cutoffs for the 35 Km Race

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<i>Aid Station #</i>	<i>Name</i>	<i>Cumulative Mileage</i>	<i>Drop Bag</i>	<i>Crew</i>	<i>Pacer</i>	<i>Cutoff Time</i>
1	Donahue	5.5	NO	NO	NO	9:30AM
2	Geronimo	10.8	NO	NO	NO	12:45PM
3	Donahue	15.7	NO	NO	NO	3:30PM
4	Finish Line	22.7	YES	YES	N/A	6:00PM



Houston Brothers Trail towards Pinchot Cabin

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