

UMC Course Overview

Pre-Race

You might not think the race has started yet, but it actually has. Preparation is key to get off to a good start and ensure the day runs smoothly for you and support crew. Familiarize yourself with the transition areas so you know where to go in the chaos that can be racing. Its also great for your support crew to know where to go and where you will come from and head to next. Give your support crew detailed lists of what you need, when you need it and where (see attached table for example). On race morning, arrive at the start early and have a good warm up of 15-30mins. Yep, even though the event is over 5hrs long, a good warm up helps your body prepare for the start and starts the fuel consumption process so that when you do start racing, your body is able to keep pace. Especially for UMC, with the MTB immediately starting off with a climb, a good arm up is essential. Tip: If you have a cycle trainer, it's a great way to do a proper warm up.

38km MTB - Between 1:45 and 3hr

Broken into 2 distinct sections, each very different. Mass start on road into tight first corner (caution) into long uphill. Self seeding is expected here so as not to clog up the run down into the first corner. Surface gets progressively steeper and more slippery (loose). This is the first main climb with last 50m walking for most people. Fast rough descent requires caution (off camber corners, rough and loose). Let your bike run through the bottom into small climb and single track. Not technical but can be slippery if wet. Exits onto nice steady climb on 4wd track. At top under power pole, course undulates with some momentum climbs to spin over before longer, steeper climb. This is a walk for most people from about half way up. Has some large water bars and loose rocky surface. Left turn at top and fast flowing descent before hard braking for right angle turn onto entry climb track. Steep descent requires caution and speed check with off camber, loose rocky corners (trust me, I have crashed here before with race ending consequences). Track descends first climb before crossing main road and heads alongside dam wall towards transition. This ends the "first section" for me. Remember to have a drink on the easy gravel road while you can and take in some calories with a gel.

Second section starts with flat river course going past the transition. Track is hard and rocky with some mud holes to negotiate. Keep alert to the course as many turns once you have entered the farm. There is a section along gravel road before long grassy climb on the left which is a good opportunity to have a drink. This climb is ride able in the dry but does get progressively steeper. Left turn at top for fast descent and 90 degree right turn straight into steep grassy climb (change gears in preparation). This climbs to power lines before short open descent which leads into longer and steeper climb with similar surface to first climb. Its also the last real climb on the course. Top is a walk for almost everyone at this stage. Left turn and remount with short blast before very fast descent down a rough, grassy track. Check speed here all the way down, especially at end with hairpin right turn straight into a short steep climb (change gears before entering corner). Course traverses around hill on very rough, rocky and grassy track before final tricky descent down a steep grassy slope. Check your speed early and let the bike run through the bottom. The final farm/river flats section has some ride able water crossings and some muddy sections if wet (wheel stoppers). The final section along the river is flat, fast and rocky. Take a quick look at the river as you ride past and note the level and any large obstacles you may want to avoid in a few minutes time. Good time to have a drink and empty the drink bottle. Also take on some energy with a gel so as not to waste time in TA doing so. Exit the farm, back along the roadside on which you entered the farm and towards the river to TA. Congratulations, you have completed the UMC ride course.

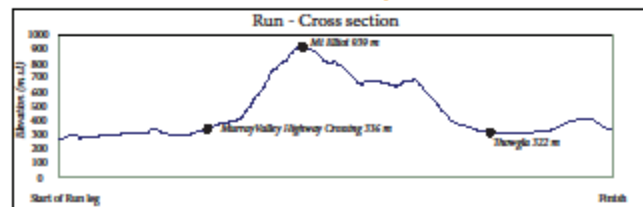
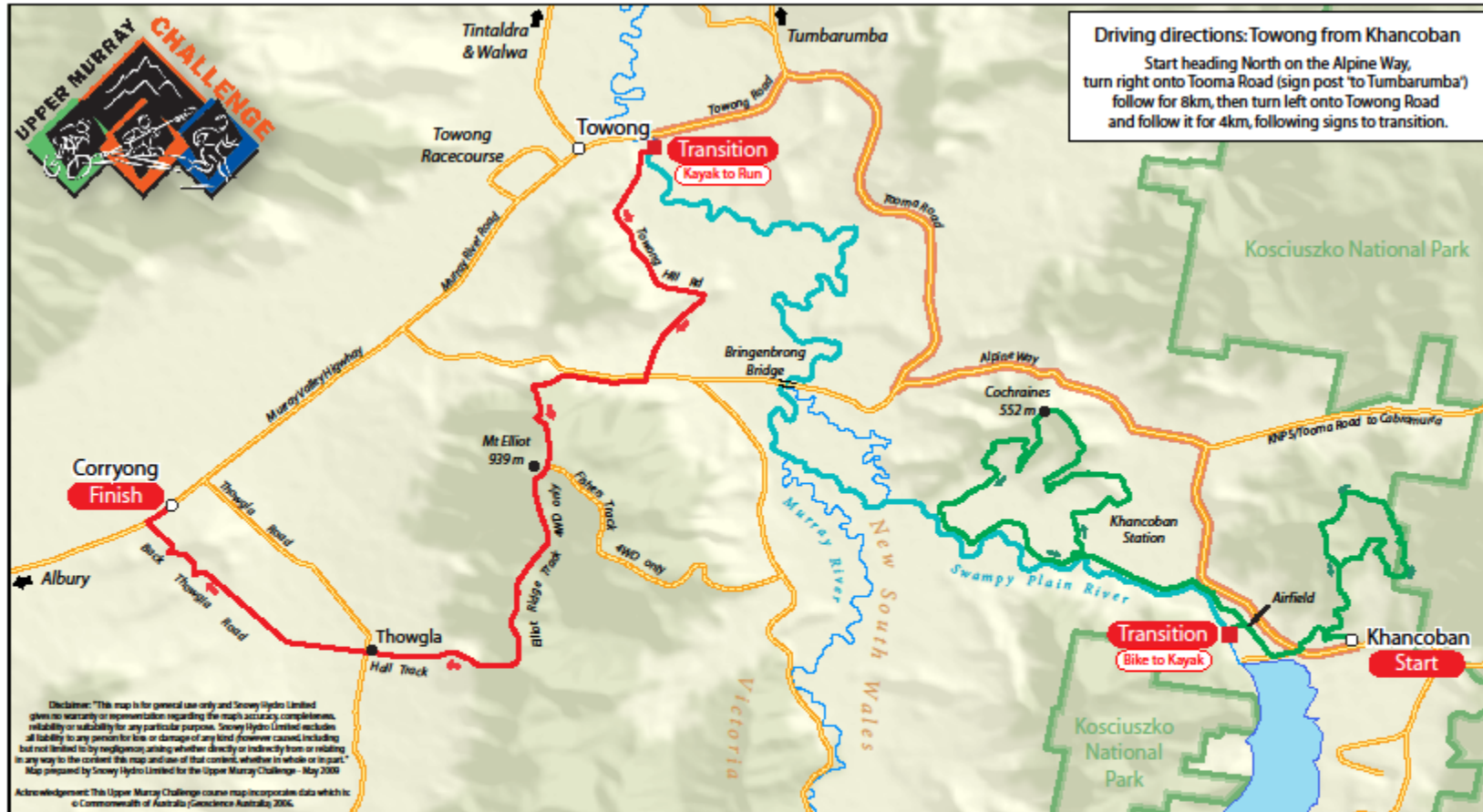
26km Kayak: Between 1.5 and 2.5hrs

The kayak leg is again split into 2 distinct sections. The first half is faster flowing with shallow corners and many bumps. Some tight corners to navigate and a current that pushes you along very nicely. Careful cornering is required to not bottom out and stay clear of hazards. Remember to spot your exit and paddle through the

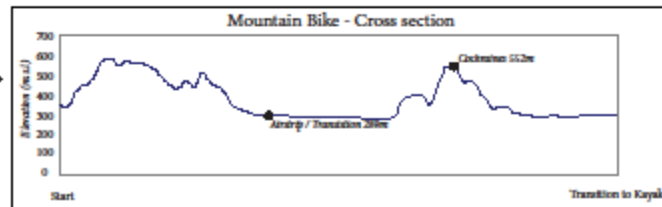
corner to your exit. Always look well ahead so you can have lots of time to read the water and pick your best line. The river gets easier the further down you go and also gets wider. Sometimes this gives you some choice of line where the flow splits. Almost always choose the line with the most flow except for which that line takes you towards dangerous or difficult obstacles. Once you reach the main highway bridge (notable by people standing and cheering), it is approximately half way. The last half is wider, with less perceived flow due to the increased river width. There are almost no bumpy sections from here on. Efficient cornering is essential for a fast paddle down here. With some corners, the flow may push you towards the outside and into willow trees. Stay alert and well clear of these hazards. Once in willows, the water flow will make a rescue more difficult and time consuming. Spot your entry and exit of the corner as early as possible and paddle hard through the corner. While the fastest water is around the outside of the corners, this is not necessarily the fastest line if the corner is wide. Take note of the eddy lines and paddle on the downward moving side of that eddy line. The corner can be broken in to 3rds; Outside is fast flowing, middle section is still moving quickly but usually not as fast and rough while inside section is where main eddy line can be seen with water even flowing back up stream. It is usually the shallowest. Do not stick the nose of your boat into this water or you will get spun around. If you need to get out of you boat for any reason, the safest place to do this is on the inside and back half of the corner. This is usually shallow and dead water. The exit from the paddle is on the left hand side of the river.

25km Run: Between 2 and 4hrs

The run can be broken into 3 sections. The first 7kms is an undulating gravel road with views of the river valley on your left and the Mountain you are about to climb in front of you. Go hard on the first section as it's the easiest part of the entire run. Once you get to the highway, you cross the road and enter the farm to start section 2. Its all uphill now. The grassy paddock gradually climbs with increasing gradient and leads into a steep gully and goat track. Always look ahead to see the ribbon on the trees to ensure you are going up the correct gully (although if you just kept climbing, you couldn't really go wrong). You will reach a saddle and a left turn on to a 4wd track. Some sections on here are a fast power walk which can be the most efficient way to ascend this track. If you try and run, its not actually much faster for far greater energy expenditure so you're better off saving that for the run down from the top. Once you reach the top, the track descends sharply and then undulates for what seems like a long time. There are some short, sharp climbs along the way but its all run able. The right hand turn eventually comes and now it's a long descent, first down a rocky and slippery 4wd track before exiting onto a grassy paddock with no path. You can see the cross roads and long road into Corryong and basically just head down towards the corner in the paddock near the crossroads. Once you exit the paddock, you're back onto gravel rd and you soon reach the cross roads where many people come to watch and cheer you on. This is also an unofficial chance to get a drink from you're support crew if it's hot but the run should really be considered self sufficient. It has however become generally accepted that you can grab a drink here if you want one. The last section starts now and its 5km to the finish along a hot bitumen rd. It has a short climb that looks allot worse than it really is. To make this section faster, try running fartlek (ie; 3min on, 1min off). Once you round the bend at the top, it's a short descent to the finish town and a right hand turn at the roundabout to where you can see the finish line. Congratulations, you have just done the hardest run in Australian Multisport.



- Bike course
- Kayak course
- Run course
- Road
- Route from Khancoban to Towong



0 2.5 5 7.5 10 Kilometres