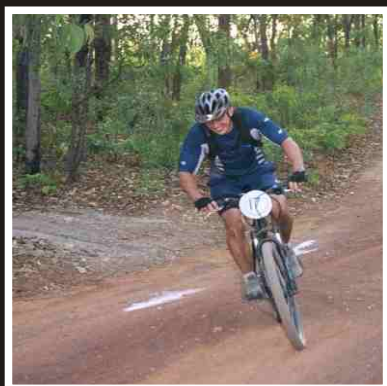


SINGLE ONE TRACK MIND

OFFICIAL MAGAZINE OF THE DARWIN OFF-ROAD CYCLISTS
VOLUME 1, ISSUES 2 & 3, DECEMBER 2006 & JANUARY 2007



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THE COMMITTEE

The committee members elected to serve
the Darwin Off-Road Cyclists (DORC) and
it's members are:

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Secretary
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Committee Members
DAVE NEILSEN
PETE SVARA



WARNING: Much of the action depicted in this magazine
is potentially life-threatening. Virtually all of the riders seen
in the photographs are experienced experts or professionals.
Do not attempt to duplicate any stunts that are beyond your
own capabilities. Always use discretion and wear the
appropriate safety gear.

SINGLE ONE TRACK MIND

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THE BARGIN BASEMENT:

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Welcome to another issue of "SingleTrack Mind". I can't believe they let me do another one of these things. Before I start babbling, I would like to thank everyone who took the time to have a quick flick through the last issue. I have received a great deal of feedback from many people saying how they enjoyed it.

It's certainly great to see everyone is getting behind and supporting the new club. At last count we had about 45 fully paid members and hopefully by the time you read this, we should be over the magical 50 mark. That's not bad going for a bike club that has only been going for 2 months. And things can only get better (sounds like a song doesn't it).

This issue of Single Track Mind is a special double Xmas issue and features a number of events that exemplify the current popularity of mountain biking around Darwin. Events like the 2006 MTB Velodrome Short Course Championships held in Darwin and the 2nd round of the Holmes Jungle XC Race Series. There is also a report from the inaugural running of Darwin's first MTB Urban Rogaining event and the annual Tour de Katherine North ride.

We also have the final installment of "Endless Summer Singletrack" and to get you ready for some of the workshops planned for next year, a special "how-to" section on the ten most important trail riding techniques.

THE VIEW FROM THE TOP

*The President's Report written by Kyle
Bawden*

Welcome to all our new members...all 45 of you! I reckon that's pretty good seeing we only started signing people up a few weeks ago at the velodrome. Just a quick update on what your hard-working DORC committee members are doing with your hard-earned! Well, 95% of it goes straight to MTBA to pay for insurance! That doesn't leave enough for a new bike or a bike tour in the French Alps so we've all stayed home and are doing the hard yards! Ride, I mean, read on...

Tim Ellison has been talking to (and walking with) the rangers at Dept. of Parks and Wildlife about continued access and maintenance of the trails in Charles Darwin, Lee Point and Holmes Jungle. We recently received the go-ahead to continue using crown lands with one important proviso...*all riders have to be insured.* All DORC members are insured so this isn't a problem, anyone else who seriously injures themselves on crown land can be prosecuted by the government - once they get out of hospital.

Dave Wells and I are chasing sponsors to help us buy number plates and signs for racing, tools for trail maintenance and materials for trail development. There's also applications for grants to the NT Government to train up some officials so we can

JUST A QUICK NOTE TO SAY...

Written by Michael Burt

Gee, with such a jam packed issue - by the time you finish reading it there won't be any time to go riding..

And don't think just because it's the "silly season" that things will be winding down for the year. Far from it. We still have another 4 or so weekends of riding before the end of the year with rides around Charles Darwin and a couple of "bike-free" get-togethers for Xmas and New Year drinkees.

So from all of the Committee members, have a Merry Christmas and a safe and Happy New Year. I hope to see you all fresh and rested for a whole new year of mountain biking in February.

Cheers...

hold bigger races in the future and even feature in the Arafura Games! If you're interested in becoming accredited as a cycling commissaire or timekeeper please contact me. There are also environmental policies, risk management policies and strategic plans to write...why do I get the boring stuff?!

Peter Svava's been doing absolutely nothing...typical! Actually, Peter's keen on organising some working bees over Xmas at the Howard Springs track so ask him about how you can help when you see him on the next ride (if you can catch him!) or email him at dorc@dorc.com.au.

The newsletter doesn't write itself, Michael Burt is hammering away at a keyboard when he'd rather be hammering down the water bars at Holmes Jungle! Don't forget he'd welcome your input too, it can be a ride report, a bike review or just a couple of photos of your latest and greatest crash.

Like riding a new single-track you've never seen before, it's an exciting time for all DORC's! We're discovering what it's like to be a (responsible) club and all that it entails. As President of DORC I can no longer indiscriminately jump fences in search of the perfect ride...not that I ever did! Now that you're a member of DORC you may need to think about where you ride too. Please don't discredit your club by riding somewhere you shouldn't be or by damaging our environment by skidding wildly into corners!

Xmas is getting closer like a 3-metre drop you've never been brave enough to attempt. Soon we'll be crash landing in 2007 like a certain bike mechanic doing the 'Sphincter Pucker' at Lee Point a couple of years ago. So as soon as you've finished reading this excellent newsletter, get out and get on your bike...go on!

What's Coming Up Next?

Organised by Steve Bryan



"The Pack" at the Velodrome Short Course Champs

DECEMBER 2006

Sunday 3/12/06 - Tour de Katherine North

Meeting Point: Caltex Servo (Palmerston)
Time: 4:30 - 6:30pm
How Hard: Moderate - could be anything

Sunday 10/12/06 - Charles Darwin

Meeting Point: Top Carpark
Time: 4:30 - 6:30pm
How Hard: Moderate - singletrack with some technical bits

Sunday 17/12/06 - Xmas Cheer On Fat Tyres

Meeting Point: Ski Club (Vesties Beach)
Time: 4:30 - whenever you want to go home
How Hard: Will be the hardest thing you do this year!

Friday 22/12/06 - Xmas Drinkies

Meeting Point: Ski Club (Vesties Beach)
Time: 7:30 - whenever we are thrown out
How Hard: Come and celebrate the Xmas season and have a couple of drinks with other Club members
NO BIKE NEEDED

Sunday 24/12/06 - Charles Darwin

Meeting Place: Top Carpark
Time: 4:30 - 6:30pm
How Hard: Moderate - singletrack with some technical bits

Sunday 31/12/06 - Fort Hill to Stokes Hill Wharf Marathon

Meeting Place: Fort Hill
Time: 4:30 - whenever to want to go home
How Hard: Will be the 2nd hardest thing you do this year!

LOOKING INTO THE FUTURE...

The Committee has had their brains working overtime (what a scary thought) to come up with new and exciting events for next year. Detailed below are just some of the things coming up in 2007.

Tuesday and Thursday Evening Training Rides

Our regular training rides at Charles Darwin will continue into 2007. If you want to join us, contact Dave at CYCLEZONE (89814436) on the day to make sure we're riding.

Working Bees

As Kyle mentioned earlier, Peter Svava will be looking for volunteers to join him for a bit of repair work at some of our favourite trails, namely the Howard Springs race track. The "wet" is the perfect time to grab the rake'n'shoval for some hard yakka. The working bees will probably be held on a Saturday afternoon, however, if you are interested in helping out speak to Peter at the next ride or email him at dorc@dorc.com.au

Workshops

Based on public demand, we will be running an number of workshops throughout the year. These workshops will included riding skills and technique workshops and later on, bike repair and mainenance workshops. So you will be able to repair your broken rear derailleur after ripping it off when the log jump didn't quite go to plan. Again, the workshops will generally be on a Saturday with the first one planned for February.



Matt Kinch in action at the Velodrome Short Course Champs

For further information on any of the rides contact STEVE BRYAN on 0429 195 894 (a/h) or steve.bryan@nt.gov.au; DAVE WELLS on 0410 106 901 or dave_in_nt@hotmail.com or see the full calender elsewhere in this newsletter.

Riders are required to wear a helmet, bring water and carry any other appropriate equipment and/or spares.

Ride Reports and Race Results

Short Course Race Series Rnd 2: Darwin Velodrome

12th November 2006

Written by Brooke Ellison

After plenty of positive feedback and several requests, the velodrome event made another appearance on the MTB Calendar this year. This was the third round of the Short Course Ranking Series and Kyle Gear was determined to defend his position as series leader. Read on to find out if he did.

Held on Sunday November 12th, the event was declared the official DORC Sign-On Day and attracted a total of 58 competitors, compared to only 37 back in March. The track design and layout remained relatively similar, with the only changes being another alternative obstacle placed on the back straight and a 180° turn leading into the chicane.

The racing began with each rider completing a one lap time trial. Pete Svava proved to be the fastest DORC in a time of 1:00min with Matt Kinch and Jake Syme being the next best riders clocking in at 1:03min and 1:05min respectively.

The huge increase in senior participation made the 40 man crit races highly entertaining for the spectators. The small course didn't allow for a lot of overtaking opportunities and the jumps proved to be a challenge for those who risked it, with a steep take off and no landing - just ask Dingo, the dusted, busted and disgusted DORC who had his backside trackside on more than one occasion.



Riders line up for the first criterion race

In between the 8 lap crits, the shootout rounds took place. Beginning with 6 heats of 8-9 riders, there were two rounds to qualify for the semi-final. In round one, the first 2 place getters in each heat progressed automatically. For the minor place getters, they went on to round 2 where only the winner in each heat progressed. Both semi finals were hotly contested fields with names such as Svava, Murphy, Neville and Bawden all eyeing off a spot in the exclusive final.



...and the crowd goes wild

In the end it came down to only 8 riders who would battle it out over 2 laps, all competing for the title of 'King of the DORC's'.

The final result was as follows:

- | | |
|-----------------|----------------|
| 1 st | Pete Svava |
| 2 nd | Kyle Gear |
| 3 rd | Jake Syme |
| 4 th | Tim Sikma |
| 5 th | Jerome Bosmans |
| 6 th | Rob Brooke |
| 7 th | Bill Murphy |
| 8 th | Steve Bryan |

The most consistent DORC and therefore winning the round was Jake Syme who managed to narrowly edge out Matt Kinch in 2nd by only 1 point. Favourite Kyle Gear settled for 3rd by a margin of 15 points behind Matt. The curse of the Malvern Star made a comeback through Jake's trusty old Avanti with a bent derailer and no brake's and proved that you don't need the latest bike and equipment to win.

Thanks to everyone for showing up, we hope you had fun!

Bec & Kyle's Urban Rogaining

19th November 2006

Written by Bec Thyne and Kyle Gear

Sunday the 19th of November 2006 began just like any other build up day, the sun was shining and the sound of air conditioners could be heard on the sea breeze. Little did everyone know, there was something brewing, some great plan being devised. Then suddenly, at 4:30pm without any warning, crazy mountain bikers began invading the streets of Darwin...the DORCs were at large.

Thankyou to everyone who came along to the Rogaine at Cullen Bay a couple of weeks ago. Kyle and I had a great time planning it so I hope you all enjoyed it. We've had really positive feedback (so far) so hopefully we can get something similar happening next year. We had 37 participants in 12 teams, some of which chose to team time trial out to the more distant locations and rake in the big points. Others sought out the numerous low valued checkpoints scattered throughout the city. Either way, everyone did brilliantly and we were mighty impressed by the number of full Jim Beam cans that were collected. A special note to Team Simon, Stacey and Mitch as they were the only team to actually give one of the organisers a Jim Beam, the other organiser had to drive home. Sadly no one brought us back a herring.

Below are the teams that participated and the number of points they managed to collect out of the possible 1339. Unfortunately there was some dispute between first and second place which still remains unresolved but the official results are as follows:

1st	Dave, Kevin & Martin	564pts
2nd	Emma, Aaron & Pete	549pts
3rd	Malcom, Paul & Rob	392 pts
4th	Dingo, Mark & Tim	342 pts
5th	Al & Anne	328 pts
6th	Col, Robyn, Kevin & Erica	319 pts
7th	Kyle, David & Willy	303 pts
8th	Jane, Kelly, Stacey & Nikki	274 pts
9th	Steve, Matt & Bill	251 pts
10th	Jon, Tess & Michael	235 pts
11th	Thomas, Matt & Jody	209 pts
12th	Simon, Stacey & Mitch	201pts

Dave, Kevin and Martin were prestend with a magnificent trophy, a quadruple gold plated wheel engraved with the details of the enormous feat.

To top off a spledid afternoon, most stayed for delicious pizza at SeaDogs for dinner. And a very special thanks to the proprietors of SeaDogs who allowed 40 sweaty smelly bike riders to eat at their restaurant.

DORC GOSSIP

DORC Reaches 50

By the time you read this, the Darwin Off-Road Cyclists will have it's 50th member. Support has been great over the past 2 months since the club started with new members signing up after each weekend ride. At this rate, the committee may have to start screening who we let into the Club (only joking).

If you are reading through this newsletter and would like to become a DORC, all membership details can be found on our website www.dorc.com.au and click on the link to the membership page where application forms can be found. Alternatively speak to one of the Commitee members on the next ride and ask for a form....and just think how happy the mountain biker in your life would be if they recieved a DORC membership on Xmas morning (along with a new bike)!

Welcome To The Land Of The GIANTS

If the reccent influx of GIANT bikes into the Club is anything to go by, we might need to change our name to Darwin Giant Cyclists. Seven new GIANTS have have emerged over the past couple of weeks, ranging from Dave Wells' new XC race weapon, the Anthem to the hard-core XC trail bikes of Emma Winterflood, Rob Brooks, Michael Burt and Tony McLellan on their Trances. Two new freeride bikes have also made an appearence with Aaron Caden's Reign 0 and Jon Briggs' Faith 2 seen at the recent Tour de Katherine North.

Other notable new additions to the clan are Jane-Marie Kerslake's Scott Scale Hardtail, Simon Jeggo's Cannondale Rush and the GT i-Drive of Jason Eecen.

DORC Fashion Released

Those of you who were at the recent Holmes Jungle race may have had a sneek preview of the new DORC fashion range. As part of a school advertising project, Olsen Hamilton-Smith has produced a number of t-shirts sporting the DORC logo. Tired of using the usual orange juice, soft drink or hamburger company, Olsen decided to use DORC. Both t-shirts had a large DORC logo on the front with a smaller logo on the back. No news has been recieved whether the t-shirts will go into full-time production - stay tuned for more details.

Holmes Jungle XC Race Series - Round 2

26th November 2006

Results by You & Written by Michael Burt

#	Name	Lap 1	Lap 2	Lap 3
12	Aaron Caden	0:23:45	0:25:27	0:25:10
47	Travis Johannsen	0:26:10	0:22:55	0:25:58
26	Tim Ellison	0:23:05	0:27:23	0:25:42
30	Kyle Gear	0:24:45	0:25:31	0:27:27
3	Eckhard Schultze	0:25:01	0:26:34	0:27:42
103	Dave Wells	0:27:46	0:25:49	0:26:11
110	Ian Norton	0:25:58	0:27:20	0:27:52
141	Pete Svara	0:25:50	0:27:35	0:28:20
28	Bill Murphy	0:26:40	0:27:27	0:28:08
25	Malcom Neville	0:27:12	0:28:41	0:29:52
21	Dave Neilson	0:30:48	0:31:10	0:27:42
39	Kevin Netto	0:33:10	0:30:45	0:31:46
17	Allan Stancombe	0:30:12	0:32:43	0:33:30
5	Richard Orwin	0:29:25	0:34:38	0:32:52
11	Emma Winterflood	0:33:18	0:32:02	0:33:30
4	Matthew Kerkmann	0:32:35	0:33:45	0:32:40
23	Tony McLellan	0:36:22	0:31:45	0:32:10
1	Steve Bryan	0:27:00	0:28:25	
9	Dingo	0:25:00	0:31:40	
15	Rob Brooks	0:28:12	0:28:31	
51	Paul Sheffield	0:30:45	0:27:20	
14	Jason Eecen	0:27:05	0:32:51	
10	Jo Warden	0:33:00	0:29:45	
24	Luke Ellison	0:32:37	0:31:18	
108	Simon Jeggo	0:32:45	0:32:23	
13	Jane-Marie Kerslake	0:38:57	0:32:32	
16	Greg Kahl	0:33:00	0:38:57	
7	Jon Briggs	0:39:10	0:33:04	
46	Col Smith	0:33:18	0:40:10	
29	Stacey/Mitchell Jeggo	0:45:10	0:30:40	
8	Michael Burt	0:39:30	0:40:39	
18	John Wilson	0:32:40		
6	Mark Grubert	0:33:15		
2	Ian Cole	0:37:10		
22	Trent Ellison	0:40:55		
27	Brooke Ellison	0:41:15		
61	Peta Jeggo	0:44:10		
19	Andy Galloway	0:55:25		
20	Blair Galloway	0:55:25		
66	Beccy Thyne	DNF		

The stage was set. The final race of the year. The question everyone was asking: who would claim the right to be called Holmes Jungle Race Series Champion.

Round two of the Holmes Jungle XC Race Series saw the *creme de le creme* of Darwin's mountain bikers assemble at the top carpack for the final race of the year. No one knew exactly just how big the race would be but by the time entries closed, 33 men, 6 women and a couple who weren't quite sure had registered. The usual suspects were all there: Caden, Wells (Snr), Svara, Gear as well as a few new faces and bikes. Once sign-up had finished, our combined starter/time keeper, Kyle, sounded the 1 minute call and the pushing and shoving on the startline began.

The re-designed Holmes Jungle course was in fantastic condition, no thanks to the hard efforts of many people (you know who you are). Once leaving the startline, wide bush tracks made way for tight singletrack where loose rocks and partly covered tree roots and stumps threatened to end anyone's race who wasn't careful. Unfortunately Beccy found this out and was seen limping back to the startline with a "very" flat rear tyre. The back section of the lap was dominated by thick, wheel-sucking sand which many riders conquered and many didn't (the Ed included) and had to resort to pushing their rides through. The final touture test of the lap was the steep hill behind the startline. Although not as rutted as previous races, it certainly wasn't a walk in the park.

In the men's section, Aaron Caden wasn't able to out-sprint Tim Ellison at the end of the 1st lap, but that didn't stop him taking line honours for the 3 lap event. Second and third across the line were new-comer Travis Johannsen and Tim Ellison respectively. Steve Bryan won the 2 lap race followed by Dingo and Rob Brookes. John Wilson took out line honours in the men's single lap event.

Emma Winterflood was the only female to complete the full 3 laps and came in ahead of many other male competitors. Jo Warden was the winner of the 2 lap female race, closely followed by Jane-Marie Kerslake and Stacy Jeggo. Brooke Ellison won the female single lap event.

The exciting race afternoon was capped off with the presentation to the overall race series winner of a complementary softdrink/beer - the rest of us had to pay for ours. Many thanks must go to the course co-ordinator Kyle, the startline marshall Kyle, time keeper Mark and the many other people who helped organise the race. And thanks to all the competitors who took part. See you all next year...

Tour de Katherine North

3rd December 2006

Written by Jon "Ellsworth" Presswell

I knew it was going to be a good ride as I drove through torrential rain on the way to the start point at the Caltex servo' at Palmerston. Riding just after a storm is excellent. It's always cooler, the air is sharp and crisp and you can get muddy if you are lucky. I also love Palmerston, it's like Paris in the 1960's, a spiritual hub of renaissance...oh damn it, I am dribbling already.

Back to the ride. Some 20 odd riders show up and it's a big group that departs on time along the gnarly escarpment trail above Palmerston. A hard trail to ride when you aren't warmed up, the cold body is not quite ready for the sharp climbs and the quick little descents with the tucked corners awaiting at the bottom. Somewhere along this stretch myself and Bill and others are attacked by green ants. Now, this is an issue for new incoming Mayor of Palmerston. Bike tracks should be green ant free. On the outskirts of town we turn left into nowhere and commence an excellent bush bash over a stretch of escarpment east of the town leading eventually to the Stuart Hwy. Straight cross country (no trails) is not everybody's fave' but most experienced mtb'ers love it. Keep it moving, keep spinning and keep the front wheel light over the rocky bits. Ride with two hands, it's not a good time to tighten that shoe strap.

After a quick spin through an old circuit we cross the Stuart Hwy and drop into bush behind the Aboriginal settlement. Great Leader Kyle calls a halt and announces we are heading for the Howard Spgs XC racetrack for a lap. It will be an hour's ride there and back. Whoever doesn't want to come can go home the way he is pointing. Well, waving vaguely really. Not so much waving, more a barely perceptible shoulder shrug. That way for wimps.

The vote is silent and approx 100%(?) of the group gather and head hell for leather for the racetrack. We detour briefly off the road down a fast singletrack and I get great air over a small jump. I don't land so straight and there is a bum squeezing moment when I think I'm in for a colourful dismount. No one sees this and I am relieved. Keep the front wheel straight you @#@\$!!

After the brief rain the XC track is sensational. It grips like unwashed egg on a breakfast plate. I have never nailed bends on this track like it before. I am almost delirious with delight as I follow a long line of cheery riders winding and railing through the forest. I have ridden this track many times and have never known it to handle better and judging by the grins on the dials of the gang at the end, neither have they.

The brisk ride back to Palmerston increases tempo with every pedal revolution as we head for home. Rides often end this way. "Last one home loves Silvercity" and unless you have lived in Darwin as long as I have you will never know what that means. Top ride all round. I can still feel those bends.



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Feature Stories

Endless Summer Singletrack

Part Two

Written by Ty Domin

Stopping at Ulladula we asked the local shop for directions to some singletrack. If burned out forest, sandy fire trails, dodging motor bikes and being yelled at by octogenarians is your idea of fun, then this would have been your cup of tea. Not the best trail, especially considering what we had seen and done over the last four days.

Our internet expertise had led us to the SCUM (South Coast United Mountain-bikers) website. The club, situated in Nowra, had quite an array of trails described on their site. We gave their president, Henry, a call for more detailed info and found him more than accommodating. There was a night ride on that night and he said he would be there to personally give us the tour.

For a guy who had just competed in an over 40s team at the SCOTT that weekend he really gave us a run for our money. The trail was 7 kilometres long and flat as a tack, but windy and dusty with some great obstacles. He took us out once anti-clockwise then once clockwise before he left us to our own devices. The soil in the region really has something to offer with respect to traction. It looked and felt slippery but for some reason gripped like nothing else. We had a great little ride before heading back to the van.

A great night of MacDonald's and chasing wombats followed before we headed north the next morning toward the Blue Mountains. Aaron thought we'd get better economy with an empty fuel tank and we barely made it off the highway to a one horse town on route for a quick fuel stop. As we bypassed Sydney on the Western Freeway we came across the town of Glenbrook and decided to complete the Oaks Trail which was accessible by train from the town.

The trail is the most popular MTB trail in Australia and the aim of the train trip is to complete the trail beginning at Woodford and ending at Glenbrook, hence losing altitude without expending energy, just a few bucks for a ticket. After a half hour train trip, nursing our bikes at the entrance way of the carriages in order to avoid extensive fines for blocking entrance to passengers, we made our way through Woodford to the beginning of the trail. I know Sydney is currently in drought but this trail really seemed as though it had been completely washed away and replaced by rocks, sand and hills. We were supposed to be going down hill but the

first third of the 30km trail was an epic journey of tough uphill and rocky rutted downhill fire trails. Then came the biggest surprise of all that got me wondering whether or not it was possible to overheat a freewheel by travelling at very high speed for many kilometres without pedalling. We travelled the same distance in minutes that it had taken us close to an hour to cover earlier. Tucked in to the aero position I made the most of momentum as my singlespeed had no high gear.

We eventually reached the gate that marked the start of the singletrack and were again greeted by kilometres of continuous downhill. Sand, slick rock and ruts were the flavour of the day as we journeyed back toward the van at Glenbrook. The trail was fantastic but had none of the sweeping tight singletrack we had been accustomed to and displayed little, if any, trail design expertise with washaways and damaged corners everywhere. The Oaks Trail began its life as a walking trail and displayed some fantastic views but as for its MTB prowess, time would be better spent elsewhere.

Back on the road and into Katoomba for the remaining two nights. The next morning consisted of some sightseeing by bike before we visited the local shop and asked for recommendations on the trails in the area. We were pointed toward the Narrow Neck trail which was accessible by bike from town and followed a trail along a peninsular of land that lead far into the heart of the Blue Mountains where fantastic views could be gained from atop the limestone cliffs. The first few kilometres consisted of open dirt roads before we hit a gate that restricted traffic to only walkers, bikes and rangers. From a distance the trail looked relatively flat but in reality it served out quite a challenge with some uphill being so steep that they were paved in order to make them passable by car.

The views were amazing with the Narrow Neck actually being a portion of trail bounded on both sides by sheer cliffs leading directly to the bottom of the valleys below. We climbed up hills and with dread rolled down hills, knowing that we would soon have to climb them on the return trip. Arriving at the end point, feeling proud of our strength and endurance, we were greeted by an old man on an entry level hardtail with toe clips and a picnic lunch in his backpack. "Yeah, I was here yesterday but forgot my camera so I came back today," he said. We quickly exchanged pleasantries, took some photos and left with enough time so that he wouldn't overtake us on the way back.

The journey back was quicker as we already knew where the challenges lay and soon we were back in town recovering in the shade of a tree until we found the energy to rise. We decided to do the tourist thing and enjoyed a ride on the cable cars across and down the valleys as well as the vertical train. Someone thought it'd be a great idea to buy a footy and have a kick, now we know why we ride bikes and don't play footy for fun.

The next day saw us clean and box our bikes for the journey home. The traffic was kind on the highways that led directly to the airport and sooner than we knew we were on planes and homebound, spoiled forever by the exhilaration of the trails we had experienced south of the border. I think Kyle was still pissed off.

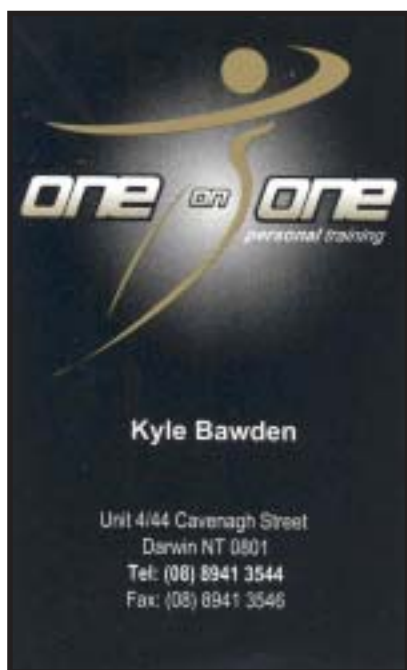
The P-Leisure Seeker Crew were:

Kyle 'Up means down' Bowden

Aaron 'I have lost all passion for bikes' Caden

Ty 'Listen to me change to granny gear...(Silence)' Domin

Pete 'I can't wait to be a dirty old man' Svara



Darwin Off-Road Cyclists (DORC) are kindly supported by ONEonONE Personal Training. Speak to Kyle or one of his friendly staff members for all your fitness needs.

...AND NOW FOR SOMETHING COMPLETELY DIFFERENT

A roadie walks into a pharmacy and asks the assistant behind the counter, for an anal deodorant.

The assistant explains that the pharmacy doesn't stock such an item.

The roadie insists that he bought his last one from that very store.

The assistant passes the man on to the Pharmacist, who explains again, that they have never sold such an item.

The roadie leaves.

The following day, the roadie returns to the pharmacy and shows the deodorant to the Pharmacists. The Pharmacist asks the customer thinks this in an anal deodorant when it is obviously of the underarm stick variety.

The roadie explains that the instructions on the reverse side of the packet state "Push up bottom to use".



Man Of The Year contestant (as entered by Matt Hubber)

TRAIL TRAINING AND TECHNIQUES

(Article taken from MountainBike Action, September 2004)

Ten Techniques Every Rider Should Know...

The measure of seasoned trail riders is how well they can adapt to technical situations that arise out of nowhere in unfamiliar territory. Rolling down a near-vertical rock wall may be a peice of cake back home where you are able to watch how others do it before you give it a go. Approaching the same drop for the first time on a bush track, however, will bring most mountain bikers to a complete stop. Experience trail riders seem to flow with the terrain - they can size up challenges as they present themselves, and then hop, drop, climb or descend the sections as if they had been there many times before.

The difference between a good rider and great one can be judged by how many riding techniques he or she has practiced and burneed into their memory.

OFF-CAMBER TRAILS

Off-camber sections slope steeply to the cliff side of the trail and can cause your tyres to lose traction and slide off the eadge if you apply the brakes or make gross control movements. Most can be ridden safely - if you know the tricks.

1. Treat off-camber trails as if you are cornering. Instead of you leaning the bike, the trail is doing the leaning for you. Size up the angle. If the trail leans about as much as you would in a corner, then you know that your tyres will stick like glue. The forces are excatly the same.

2. Avoid accelerating while you are on an off-camber trail. Get the speed you'll need to coast through the section before you arrive. Pedal softly and smoothly if you need a boost to get through.

3. Put all your weight on the downhill pedal. You won't believe how well this technique works to keep your tyres biting - even on sketching terrain. Just stand on the pedal and coast until you are clear.

4. Pick the middle line. Avoid crowding the uphill side of the trail, because when your front tyre rides up the slope, it will spit your body off the edge. If you move to the downhill side and your wheel slips off the edge, your bike will simply slide out from under you and your body will plop onto the upside of the trail.

THE STEP-UP

Any rock or log step that is higher than your front axel can be ridden without dismounting. Hows how its done.

1. Carry a little speed - about as fast as an easy run. Momentum is your friend, because you won't be able to pedal your way up a significant step.



1. Lean back and lift the front high enough to clear the step



2. Once the front tyre is over, begin shift your weight forward



3. Lean over the handlebar and take your weight off the rear tyre



4. Get back over the middle of the bike and keep going

2. As you near the step, lean back, pull on the handlebars and lift your front wheel up onto the top of the step.

3. Once your front tyre is on top of the step, lean forward, then shift your weight over the handlebars.

4. Without any weight bearing down on it, your forward momentum will allow the rear wheel to roll up the face of the step. However, you may have to push forward on the handlebar with a quick thrusting motion to snatch the rear tyre over the last few inches.

LEARN HOW TO USE YOUR FRONT BRAKE

Popular mountain bike singletrack descents have braking bumps, deep grooved ruts and barren impact zones below every sharp corner because many mountain bikers don't know to use their front brakes. The front brake is the only one that can stop or slow you on a descent. Master the front brake and you can master the bike.

1. Begin by using one finger on the front brake lever and two on the rear. This way, if you panic, you will not go over the



Skidding up a single track is just plain stupid - learn to use your front brake

handlebars if you panic.

2. Teach yourself to brake early, before you lean into corners and just before you begin to descend steep slopes. The front brake will not skid, even under hard braking, as long as you are not leaning into a corner.

3. Avoid dragging your brakes all the way down the hill. Dragging your brakes prevents your suspension from operating smoothly, or at all, and encourages your bike to wander off line. You bike will corner and steer better with the brakes off. The more you drag your brakes, the more likely it will follow parallel ruts and swap ends on rocky sections.

4. Use the brakes firmly and with authority in short intervals to control your descent. Slow when the terrain is smooth and traction is good and release the brakes to coast down technical sections. This may seem like reverse logic, but it is not. Most boneheads bomb the easy sections at full speed, then skid down the technical sections uncontrollably, trying to slow down when gravity and terrain make any type of braking ineffective.

5. Use as much front brake as traction will allow. Your weight transfers off of the rear tyre and onto the front when you are descending. This means that you must use more front brake and less rear brake to avoid skidding. Listen for the scratching sound of the tyres. Use as much brake force as you can and back off slightly when you begin to hear the tyres' scratching noise transforming into a slipping sound.

RIDING THROUGH ROCK GARDENS

Dual-suspension trailbikes are far more capable than we give them credit for, especially when it comes to banging over boulders. Rock gardens can be flat (typically near water crossings), uphill or downhill, but the basic technique is still the same.

1. Approach with momentum and conviction. Suspension saps a lot of momentum at low speed and can stop you in your tracks if you hit a big rock at walking speed. Keep your speed up and firm up your upper body as if you were going to punch your

way through the stones.

2. Pick a good line ahead of time and stick with it. There is no way you will be able to avoid smacking some big stones head on. Choose the least-worst path through the rocks that is as straight as possible, then bash through.

3. Pedal through at least one gear higher than you would use for flat terrain so you will not spin the rear tyre if you come close to stalling.

4. Be prepared to change course. Look well ahead of the rocks in front of you so you don't get sidetracked. If you bounce off line, keep your eyes on the original line, pedal as smoothly as possible, and you will eventually bounce your way back in line.

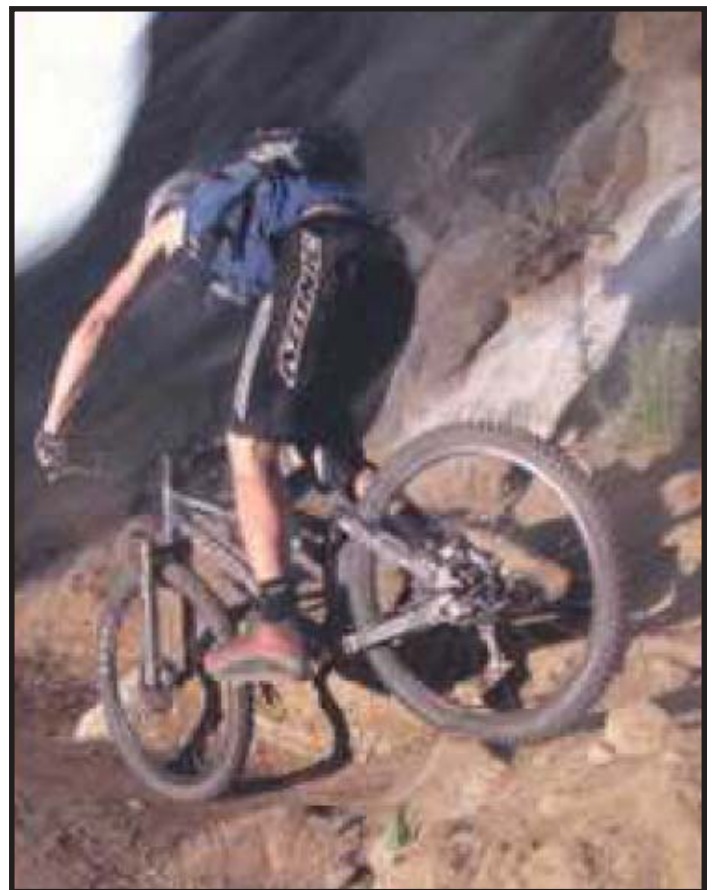
5. To descend through a rock garden, pretend the brake lever is a throttle. It's best to coast the entire section, but if you must use the brake, use both levers evenly and only where the rocks are small and you can steer relatively easily. Release the brakes when the rocks are huge, or when you get off line, and let the power of gravity accelerate up and over. Rolling through the rocks with your brakes dragging is a recipe for disaster.

6. Never give up. If your front tyre stops dead, keep pedalling and, more often than not, you will be back underway.

GAPPING A HUGE RUT

Jumping over a huge rut or washout in the trail is easy once you have mastered the step-up move.

1. Build up a little speed. You'll need enough momentum to carry you rear wheel over the far side of the gap.



Less is better: Release the brakes when you ride the rocks and you will stay on line



Treat gaps like step-ups. Get the front wheel up and over the gap, then shift the weight forward

2. Lean back, pull the on handlebars and lift the front wheel about 2 feet above the trail just before you reach the gap.
3. Stay centered over the bike as it smacks the opposite bank. Ideally, your front tyre will land over the top of the rut.
4. Lean forward over the handlebar to unweight the rear wheel and help your momentum carry it up and over the rut.

TRICKS FOR DEEP SAND

Deep sand robs leg power, reduces your bike's steering geometry and sucks your rear tyres ever deeper with each stroke of the pedals.

1. The easiest technique is to follow another bike's tracks. Get some speed up, put your tyres into a rut that tracks a fairly straight path across the sand, then pedal as smoothly as you can while keeping centered in the rut. You'll have to stay loose at the handlebars to allow the wheels to tracks the rut, but keep your balance and you will breeze over the stuff.
2. No ruts? Then you'll need the riverboat technique. Stay loose in the saddle, keep your weight centered between the wheels and your eyes fixed upon the opposite side of the sand pit. Cross in a low gear, but in the middle chain ring so you can pedal with long powerful strokes.
3. Push straight down each thrust of the pedals and use the

dead stroke between each power pulse, bouncing upward to help your wheels rise up and out of the depressions they make in the sand.

4. Use body English to avoid turning the handlebars excessively. Over-steer will cause the front wheel to dig in a stall.



Take advantage of another person's hard work and ride in their sand tracks.

STEEP CLIMBS

Much has been written about climbing steep grades and the truth is, most of us cop out early to avoid such a massive outlay of painful leg power. Here's how it's done.

1. Approach the grade in the small chainring and a couple of cogs higher than you will need to finish the climb. Downshift a little early as you burn off your momentum on the first part of the hill - you don't want a missed shift to foil your attempt.
2. Choose your line ahead of time. Most steep hills have a rut down the middle that you'll have to cross on the way up. Once you figure out your line, stick to it.
3. Stay seated and as you reach the steepest pitch of the climb, move up so you are sitting on the nose of the saddle. Lean your upper body forward just enough to keep the front tyre pinned to the ground and steering properly. Do not stand up.
4. This last part will hurt, because pedalling from the nose of the saddle prevents your legs from extending properly. Your quadriceps will burn from the effort. Keep in position, because

pressure on the front of the seat generates rear wheel traction.

5. Do not quit if the rear tyre spins a few pedal strokes in a row. Simply lean you upper-body away from the hill slightly to weight the rear tyre - and keep pedalling.

6. Most climbers spin the rear tyre and stall as they crest the top, because they lean forward as the bike rolls over the edge. Lean back slightly as you crest the summit and keep pedalling.

THE STEP DOWN (WHEELIE DROP)

More courageous riders will roll small drop-offs at walking speed. Most mountain bikers will dismount and walk down to avoid a possible endo. Two and 3 foot drop off are relatively common in rocky areas or heavily forested areas. Tackling the step-down requires a little more than commitment and speed.

1. Roll up to the downhill step out of the saddle and at least at running speed - a bit faster if there is a clear run out for your landing. As you reach the edge of the drop, lean back slightly, tug on the handlebars and lift the front wheel about 6 inches off the ground.

2. Stay centered over the bike with your knees bent and the pedals horizontal to the ground to cushion your landing. Your landing should be gentle.

3. Use this technique for any clear step-down up to 3 feet high. Start practicing the technique on curbs and other urban landscapes to get a feel for the timing before you give it a go in the bush.



Lean back and lift the front wheel just before you reach a step-down

DESCENDING IN A RUT

Downhill trails often develop a deep rut that runs the length of every steep pitch. It is best to avoid riding in the ruts by carefully descending to one side, but in many cases there is no other choice.

1. Before you try a big rut, practice by intentionally riding down smaller parallel ruts every opportunity you get. This is important because you need to get use to the feel of balancing above your bike as it is moving erratically beneath you.

2. Before you try to roll a big downhill rut "clipped in", try unclipping one foot. If the rut curves to right, unclip the right foot and vice versa. Stay seated, lean back slightly and use a bit more rear brake than normal. If you overdo the front brake, the front wheel will not be able to move in the confines of the rut.

3. Keep the front wheel rolling and avoid staring directing in front of you at the rut. Focus well ahead and relax over the bike - allow it to move laterally beneath you as the wheels bang around in the rut.

4. If you get off balance, don't be afraid to dab a foot. Just make sure that you keep one foot planted firmly in the pedals at all times. You should arrive at the bottom in one piece.



Lean back, relax and let the bike do most of the work when descending big ruts

SWITCHBACKS

There are strict construction methods that are used to create singletrack switchback turns. The turns aren't very bicycle friendly, because the perfect switchback has a rock step right down the apex of the turn to divert water from rounding the corner and destroying the trail below. There are 2 ways to ride switchbacks: lifting the rear wheel with the front brake and pivoting on the front wheel, and simply driving around it. We will cover the latter method.

1. Approach the turn at walking speed as far to the outside as practical. Apply both the front and back brake evenly, and avoid skidding at all costs. Center your weight over the wheels.
2. As soon as the front wheel reaches the inside apex of the turn, steer sharply, almost clipping the inside of the switchback with your front tyre. The key is to turn most of the corner before you get to the second part of the turn.
3. Lean forward slightly over the front wheel, as if you were riding the fork around the turn and down the step and the rest of the bike was a trailer. Force your eyes to look around the corner and down the trail, then quickly ease off the brakes. Gravity will carry you around the corner and you will pass the "I'm not going to make it" part quickly.
4. Most riders find it easier to remain out of the saddle, especially for uphill switchbacks. The only difference for uphill switchbacks is that you should concentrate on weighting your rear tyre for traction. Let your front tyre wander up the embankment - or anywhere - as long as your rear tyre is getting traction.
5. Because you are travelling slowly, there is no great deal to lean. Instead, pretend that you are driving a bus around the turn and steer with the handlebars.

For further information on mountain bike skills and riding techniques, check out www.bikeskills.com. They are an American outfit that run specific mountain bike training days and bike skill workshop. Their website contains a number of short videos highlighting the basic skills for successful trail riding.



Stay wide and be ready to cut in when the front wheel reaches the inside apex



Turn the handlebar like you are driving a bus. Don't be afraid to turn sharply



The moment of truth - look around the corner and release the brakes



Good to go? But can you turn as well to the left?

The Bargin Basement

FOR SALE:

2004 Specialized Epic Marathon



- 90mm rear fully active travel using the “brain” to provide the most stable pedaling platform of any full suspension bike available.
- 80mm Fox Float RLC top of the line front fork with remote lockout.
- Mavic UST tubeless wheelset with Schwalbe “Blackjack” tubeless tyres.
- XT cranks and chainrings.
- XTR dual-control gear/brake levers.
- XTR hydraulic disc brakes.
- XTR rear derailleurs, chain and rear cassette.
- Thompson seat post plus many more extras.

only \$2,100

Contact Kyle Bawden on 0412 448 247 or kyle@bigpond.net.au to make an offer on the superb piece of mountain bike machinery.

WANTED:

Set of single crown forks

Just wondering if anybody has a set of single crown forks with 100 - 120mm travel. Would prefer stanchions 32mm or larger and should have a long fork column as it will be used in a large frame. Must have disc brake provision and accept a skewer.

If anyone can help, contact Steve Bryan on 0429 195 894 or steve.bryan@nt.gov.au.

WANTED:

New or second-hand hardtail

Just wondering if anybody has any hardtails lying about that they don't want. Maybe you have finally accepted that 38 year olds don't (shouldn't) go the skate park

I have a friend who is looking into getting a Dirt Jumper or similar styles hardtail. He is willing to spend anywhere up to \$1000 and will consider anything. He is about the same height as me (6'2) but with such behaviour, frame size isn't crucial.

If anyone can help, contact Alex Tate on 8946 6258 or alex.tate@cdu.edu.au.

If you have something for sale or you are looking for that special something for your bike, why not advertise in *SingleTrack Mind*. It's free and it gets around. See the Editor for more details.



DARWIN OFF-ROAD CYCLISTS

MEMBERSHIP APPLICATION FORM 2006

Forms should be either given to a DORC Committee Member or posted to

Darwin Off Road Cyclists, GPO Box 120, Darwin NT 0801

Please direct any enquiries to the DORC Membership Officer (email cyclezone@bigpond.com)

Name: _____

Address: _____ Suburb: _____ State: _____ Postcode: _____

Date of Birth: ___/___/___ Sex (circle): *Male* *Female*

Phone: (h) _____ (w) _____ (m) _____

Email: _____

Application Type (circle): *New Member* *Renewing Member* # _____

DORC reserves the right to accept or reject new and renewing membership applications at the sole discretion of the DORC Committee.

SENIOR RACE	\$10 DORC Membership + \$80 MTBA Membership	Total = \$90
JUNIOR / UNDER 19 RACE	\$10 DORC Membership + \$60 MTBA Membership	Total = \$70
SOCIAL / NON-RACE	\$10 DORC Membership + \$42 MTBA Membership	Total = \$52
FAMILY ADDITION	Applicable to families of existing DORC members. Select one of the above but only pay the MTBA Membership. Do not pay the \$10 DORC component.	

This Family Addition is linked to full member (name) _____ (MTBA Membership Number) _____

If you post this form to DORC, please attach a photocopy of your drivers license, passport or birth certificate as proof of age.

I apply for membership / would like to renew my membership of Darwin Off-Road Cyclists (DORC). I agree that DORC reserves the right to accept or reject new and renewing membership applications at the sole discretion of the DORC Committee. If accepted, I agree to abide by the rules of the association and I have read and understood the MTBA waiver on the reverse of this page.

Member Signature: _____ Date: ___/___/___

If you are under 18 years of age, this form must also be signed by a parent or guardian.

Parent / Guardian Signature: _____ Date: ___/___/___

Club Certification: I certify that the application has been received by DORC and that proof of the applicant's date of birth has been sighted.

Club Officer: _____ Signature: _____ Date: ___/___/___

tear here -----

Payment Details

Amount: \$ _____ Payment Method (circle one): Cash Cheque Money Order Visa Bankcard MasterCard

Card Number: _____ | _____ | _____ | _____ Expiry: ___ / ___

Name on Card: _____ Signature: _____

Mountain Bike Australia (MTBA) Inc. MTB Rules and Liability Release.

MOUNTAIN BIKING IS A HAZARDOUS EXPERIENCE OR ACTIVITY WITH VARYING SURFACE AND ENVIRONMENTAL CONDITIONS. It is different from road bicycling in that it is done on partially improved and unimproved trails and roads, as well as on naturally rugged terrain.

In CONSIDERATION of receiving permission to enter events locations from government authorities and/or private land holders, the undersigning/participant (hereinafter collectively "participant"), hereby releases, discharges and forever acquits MTBA, government authorities and/or landholders collectively and all respective officers, directors, servants, employees and agents of from any and all liability claims, demands, warranty, whether expressed or implied of MTBA, government authorities and/or landholders and their respective officers, directors, servants, employees and agents, while on the locations and/or participating in the aforementioned activity.

This liability release shall be binding upon the assignee, distributees, heirs, next of kin, executors and administrators of the undersigned and may be pled by MTBA, government authorities and/or landholders as a complete bar and defence against the claim, demand, action by or on behalf of the undersigned.

By execution of the liability release, the participant hereby acknowledges and expressly represents that:

1. The participant is duly aware of the risks and hazards inherent upon entering the event location and participating in events at these locations.
2. The participant elects voluntarily to enter the location and ride the mountain bike on these locations.
3. The participant assumes the duty of knowing the present condition of the location.
4. The participant recognises that the locations may become more hazardous and dangerous during the time that the undersigned is present on the location, riding his/her mountain bike on the location.
5. By virtue of participant's presence on the location, participant acknowledges participant's acceptance of the condition of the location and all risks attendant thereto. Participant agrees to operate his/her mountain bike only on marked trails.
6. Participant recognises that falls and collisions with pedestrians, other mountain bike riders and vehicles do occur and assumes all risks and responsibility for such incidents and injuries.
7. I understand that HELMETS ARE MANDATORY and I agree to wear a helmet at all times. Helmets must meet Australian Standards or equivalent international standards as promulgated by Mountain Bike Australia from time to time. Full Face Helmets are compulsory for DownHill Mountain Biking. If I sustain any injuries as a result of any of the aforementioned risks and hazards, I AGREE NOT TO SUE any of the above named parties.
8. Participant is over 18 years of age and is of sound mind, or that if he/she is under 18 years of age, he/she is accompanied by a parent or guardian who is over 18 years of age and of sound mind who has read the foregoing liability release, understands it and signs it voluntarily. Furthermore, the undersigned being at least 18 years of age indemnifies the aforementioned parties against any and all claims which may result from minor's participation in the aforementioned activity.

EXERCISE CAUTION! MOUNTAIN BIKE RIDING IS DIFFERENT FROM ROAD RIDING. WHILE RIDING ON OR OFF ROADS OR TRAILS, YOU MAY EXPERIENCE OTHER BIKES AND VEHICLES, LOOSE GRAVEL AND DIRT, WET SURFACES, HOLES, DOWNED TIMBER AND OTHER OBSTACLES. YOU MUST REGULATE YOUR SPEED IN ORDER TO AVOID OR NEGOTIATE SUCH OBSTACLES. ON COASTING EVENTS SLOW DOWN AND ENJOY THE RIDE.

I UNDERSTAND THAT MOUNTAIN BIKE TRAINING, ORGANISED SOCIAL RIDES OR RACING COMPETITIVELY IS MORE HAZARDOUS THAN RECREATIONAL RIDING. I/WE REALISE THAT INJURIES ARE A COMMON AND ORDINARY OCCURRENT OF THIS SPORT.

9. In exchange for and in consideration if the above named parties making the events locations available to me, participant CONTRACTUALLY AGREES that any and ALL DISPUTES between myself and the above named parties arising from my participation in their events and INCLUDING any claims for personal injury and/or death, will be GOVERNED BY THE LAWS OF THE STATE and EXCLUSIVE JURISDICTION thereof will be in the state court residing in the district where the alleged tort occurred.
10. This release shall be binding to the fullest extent permitted by law. In an event any section of the release is found to be unenforceable, the remaining terms shall be enforceable.

Further, full permission is given to use any results, photographs or movies taken during events or training exercises for any purpose in promoting Darwin Off-Road Cyclists and the sport of Mountain Biking.

I have read and understand the above paragraphs and am voluntarily participating in this activity.



Membership Receipt (produce this at races until your membership card is received from MTBA)

Member Name: _____ **Club Category:** _____ **Date of Birth:** _____

Club Officer:Signature: _____ **Date:** _____

This receipt is proof of membership and is valid for one calendar month from the date of issue.



Mountain Bike Australia (MTBA) Inc.

RIDER MEMBERSHIP APPLICATION

A

• Mountain Bike Australia (MTBA) • PO Box 17 Mirani Qld 4754 • Email: info.mtba@mtba.asn.au

<input type="checkbox"/> New Member	<input type="checkbox"/> Renewing Member Existing Rider ID # _____ State _____	<input type="checkbox"/> CA member (value add) CA Member # _____ State _____	MTBA MEMBERSHIP APPLICATION 1. Members agree to this MTBA charter. 2. Members adhere to the MTBA rules. 3. Members agree to the insurance policy. 4. Receive a MTBA rule book/ competition guide. 5. Members agree to adhere to and comply with current ASDA regulations regarding drugs in sport. 6. CA members must have more than 3 months remaining on their CA license to value-add. Proof must be provided. 7. A club official, whose signature appears below, has verified the applicant's date of birth. Proof must be provided.
PLEASE PRINT			
SURNAME		GIVEN NAME	
CLUB	DOB	SEX <input type="checkbox"/> Male <input type="checkbox"/> Female	
ADDRESS			
CITY	STATE	POSTCODE	
PHONE (Hm) ()	PHONE (Wk) ()	MOBILE	
E-MAIL ADDRESS		<input type="checkbox"/> Email correspondence instead of post.	
SPONSORS			

MTBA Rider Membership Type . Note: All membership fees are "plus" club membership fee if applicable			
<input type="checkbox"/> Senior Membership \$80	<input type="checkbox"/> Junior Membership U/19 \$60	<input type="checkbox"/> Recreational Membership Non-competitive \$42	<input type="checkbox"/> CA value add CA members only \$36

RIDER MEMBERSHIP FEE

I hereby make application for membership/partnership with Mountain Bike Australia (MTBA) Inc. and agree to abide by the rules and regulations of the MTBA and understand MTBA Rules and Liability Release on the reverse side of this form. I recognise MTBA as the national governing body and membership organisation of mountain bike racing in Australia.

SIGNED _____ **DATE** _____
Guardian if under the 18 years of age.

Print Name _____ **Signature** _____

<input type="checkbox"/> Cheque	<input type="checkbox"/> Money Order	<input type="checkbox"/> Credit Card
Card Number _____	Please make cheques payable to your club.	
Expire Date _____		
Cardholder Name _____	Club Fee	\$ _____
Signature _____	Total fee enclosed	\$ _____

Certification by Club Secretary: I certify that the applicant has been accepted by my club as a member and that proof of the applicant's date of birth has been previously sighted.

Club Secretary _____ Date _____

Office Use Only	
Membership Number: _____	Fees Paid: \$ _____
Date Membership Issued: _____	Signature of Secretary: _____

MEMBERSHIP RECEIPT *This receipt is the only receipt that will be recognised when a member collects their number at a race meeting, until such time as the member receives their MTBA laminated membership card. This receipt is only valid for one calendar month from the date of issue.*

Name: _____ Date of Birth: _____ Amount Paid: _____

Club: _____ Category: _____ Date of Issue: _____

Signed by Club Secretary: _____

Mountain Bike Australia (MTBA) Inc. MTB Rules and Liability Release.

Rider Name _____ (PARENT/GUARDIAN IF UNDER 18)

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6. Participant recognises that falls and collisions with pedestrians, other mountain bike riders and vehicles do occur and assumes all risks and responsibility for such incidents and injuries.
7. I understand that HELMETS ARE MANDATORY and I agree to wear a helmet at all times. If I sustain any injuries as a result of any of the aforementioned risks and hazards, I AGREE NOT TO SUE any of the above named parties.
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10. This release shall be binding to the fullest extent permitted by law. In an event any section of the release is found to be unenforceable, the remaining terms shall be enforceable.

Further, full permission is given to use any photographs or movies taken during this event or training exercise for any purpose in promoting events throughout Australia.

I have read and understand the above paragraphs and am voluntarily participating in this activity.