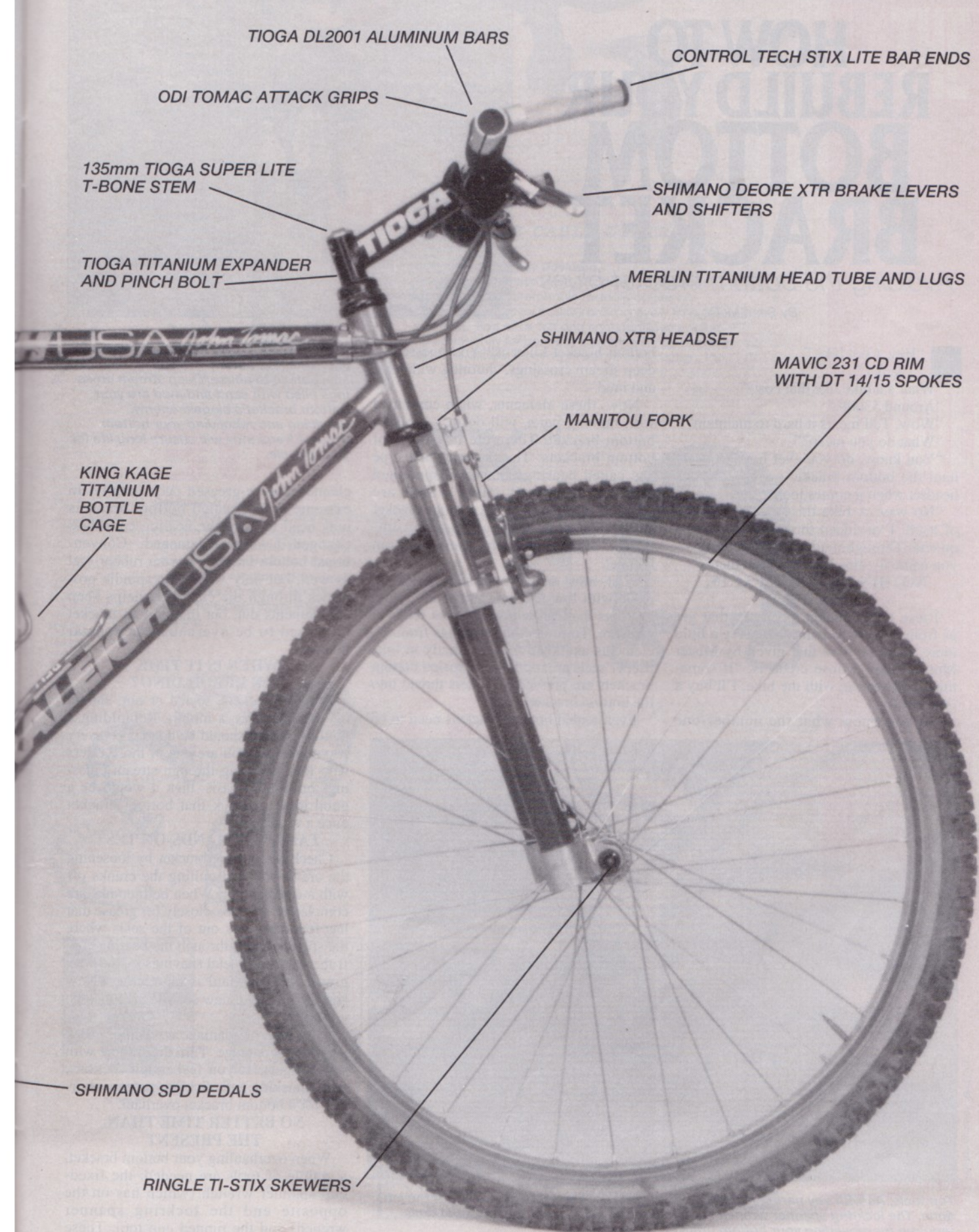
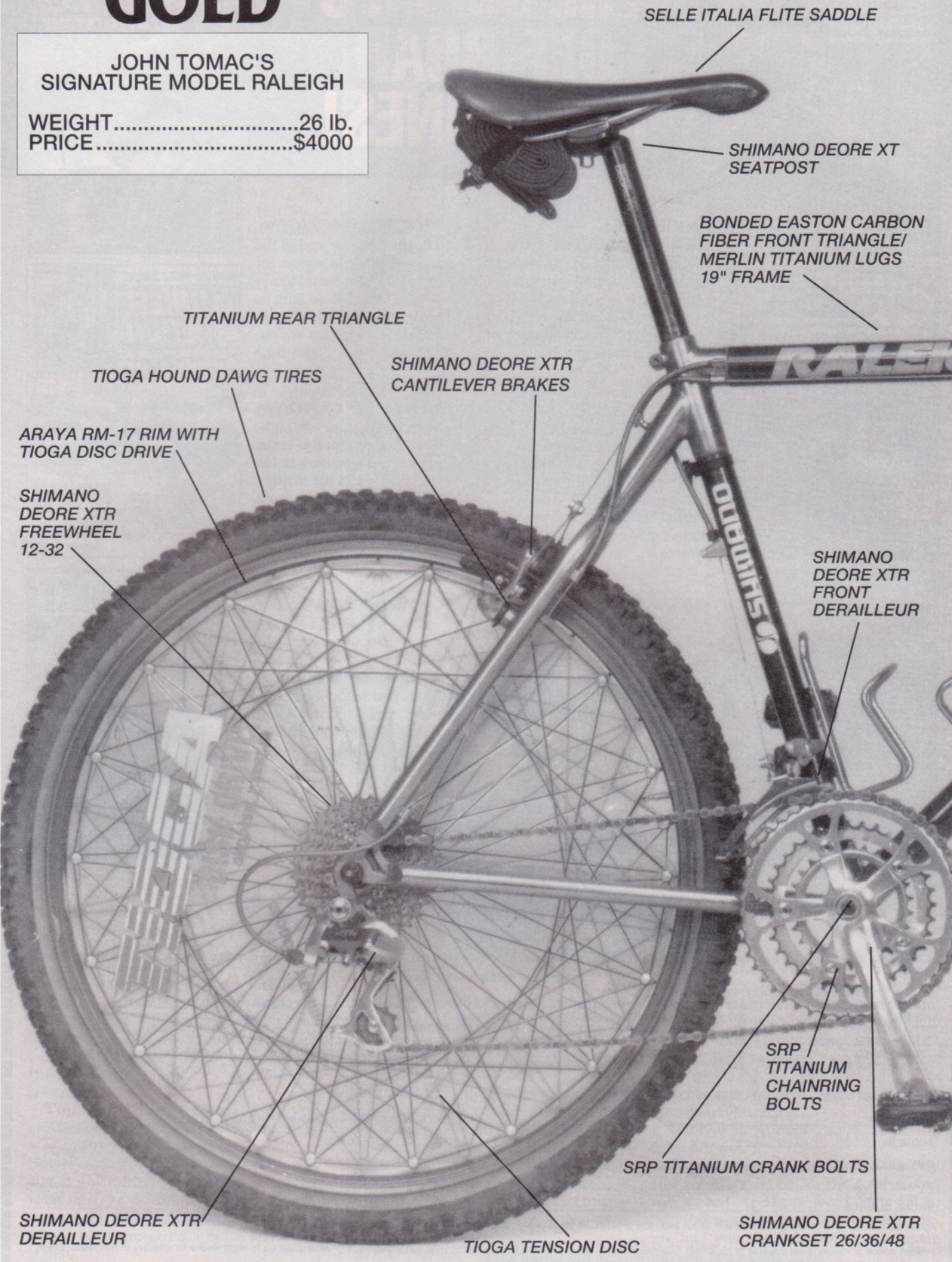


GOLD

**JOHN TOMAC'S
SIGNATURE MODEL RALEIGH**

WEIGHT.....26 lb.
PRICE.....\$4000



GOLD

HAS A NEW DYNASTY
BEGUN?

JOHN TOMAC'S SIGNATURE MODEL RALEIGH

• Even though the sport of mountain biking has entertained itself with "World Championship" events for the last four years, it wasn't until last year's UCI-sponsored event at Durango that the title became legitimate. In the Senior Mens cross-country event, Ned Overend ruled the day and everyone deemed that entirely appropriate. It was fitting, then, that the only other male racer to achieve such dominance in the sport would follow in his tire tracks in '91. John Tomac finally has a real World Championship title to add to his resume. It would seem now that, with the two biggest names in the sport taken care of, the time is ripe for a new name to ascend to the throne. Common sense would dictate otherwise. With his newfound commitment to the sport of mountain biking, and at just 24 years of age, there is little doubt that this is one title that John Tomac would be quite comfortable controlling for years to come!

MBA: One of the Italian riders said that you were so superior to the other riders that you were on another planet at the Worlds. What did it take for you to manage such a decisive win?

Tomac: I was just totally prepared for the race. Everything I've done since June—training, racing and thinking—was geared for this one race. The other races have been important, but my program this season was designed for Italy.

MBA: Who designs your training and racing program?

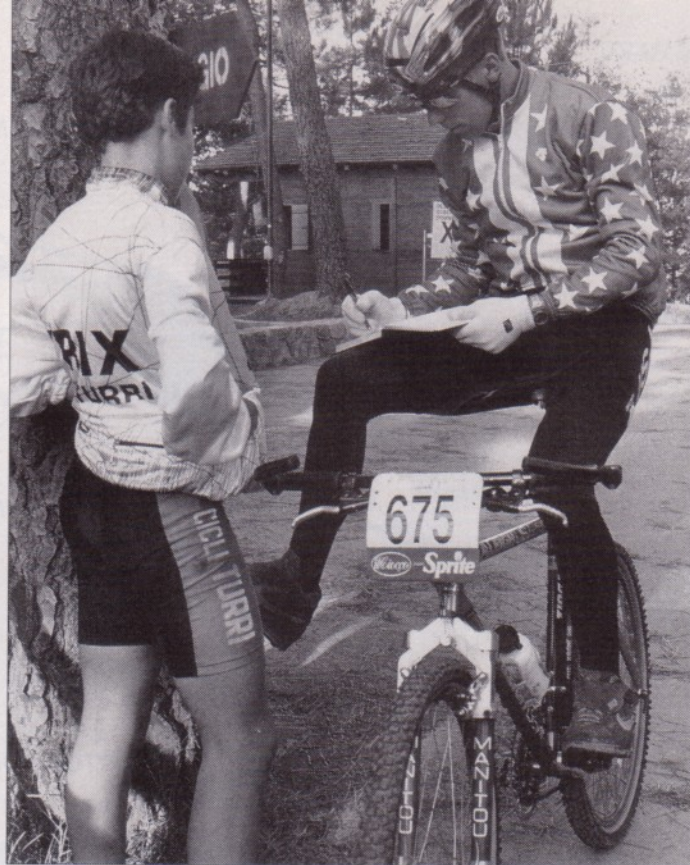
Tomac: I do it all myself.

MBA: How much strength do you think your road racing contributed to your off-road capacity?

Tomac: All the training I did for my Motorola duties helped. This was the first year that my body was able to cope with all the on- and off-road miles and still race 100 percent successfully. I never went through periods of time, like I did last year, when my body felt really fatigued. The amount of time I spent recovering this year was much less.

MBA: How would you rate the difficulty level of the cross-country and downhill courses?

Tomac: At first I didn't think the cross-country course was too technical. It was pretty straightforward and basic. However, one of the climbs was technical and it got a little rougher as the races went on. The downhill was a pedaler's course—it wasn't very radical at all. I would have preferred a more technical layout.



<Nothing new for the "Tomacs". With his dominating win at the Worlds, Raleigh's John Tomac solidified his position as the top mountain biker in the land and paved the way for his full-time return to the dirt for the '92 season. A production version of Tomac's Raleigh is available in a very limited edition.

The name says it all: Tomac has always relied on Manitou suspension forks and Tioga stem and bars for his off-road racing duties. ▽



Glued tubes: The carbon fiber frame tubes are joined by titanium lugs made by Merlin Metalworks.



flict with your mountain bike schedule as you prepared for Italy?

Tomac: They have a lot of riders and that time of the year they really only use a one-man team on a certain program, which doesn't need more than about eight of the 15 riders on the team. Also, since I wasn't going to be riding for them next year, they used me even less. I had a lot of free time since August to train for mountain bike racing.

MBA: You're back racing mountain bikes full-time for '92?

Tomac: Yeah, it was my decision and I'm happy to be back. The road racing was a good experience, but I doubt I'll go back because it affects my mountain biking and you can't do both at the same time at such a high level. •