

Inventor of mechanical doping foresees new earthquake*

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Major television research may soon present more detail on mechanical doping or "technology fraud"

Istvan Varjas, the Hungarian engineer considered the brain of the invention of mechanical doping, suggested today that the latest version of hidden engines can give a rider a 15-second advantage over rivals.

In an interview with the French daily *Le Monde*, quoted by the website **Cyclingnews**, Varjas revealed that a major television investigation may soon provide more details on mechanical doping or "technological fraud" as the International Cycling Union (UCI) calls it.

According to the Hungarian engineer, the investigation could be issued in January, with the French daily risking that the new revelations could cause an earthquake as big as the Festina affair, the first known case of an organized doping scheme, which 'stopped' the Tour de France in 1998.

"I did not get paid for what I did, they paid me not to do it for others. "To know who uses the engine, you have to look at the cadence. Small engines work best with a bigger pedalling cadence," he explained.

Varjas argued that the UCI obstructed police work during the latest edition of the Tour de France to prevent them from discovering "cheaters" and was skeptical about the methods used by the international federation to detect possible magnetic fields and hidden engines, suggesting a solution.

"Simply put, the rear wheel is weighed: if there is a motor, the wheel weighs at least 800 grams more than normal weight. If the wheel

weighs two pounds, it should be dismantled," he said.

The Hungarian explained that hidden motors on bicycles can be activated from a support car through Bluetooth technology, by remote control or by a clock.

"You can control yourself from the team car and the hallway or be aware that you have a motor. You may feel that you are having a good day. "The model is designed for high speeds, for counter-watches," said Varjas.

He also said that Lance Armstrong's former coach Michele Ferrari visited him three years ago to learn the technology and implications of mechanical doping.

According to Varjas, Ferrari was worried about its future, since technological fraud could replace physiological doping methods to improve performance.

The presence of the engines in the velociped tests was detected for the first time in the World-wide cycling race in the beginning of 2016, in the bike of Belgian cyclist under 23 Femke Van den Driessche.

* Translated by Fernando Gonçalves