



ELKE REINHUBER

**I KNOW
WHERE I'M
GOING!**



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Galerie Henriette Olbrisch
Elisabethkirchstrasse 15 · 10115 Berlin



Während wir unseren Lebensweg beschreiten, stehen wir an Wegmarken immer wieder vor der Entscheidung, welche Richtung wir nehmen. Doch die Schwierigkeit, einen Entschluss zu treffen, lässt sich schon kaum in Worte fassen, abbilden jedoch noch viel weniger. Sobald sich uns verschiedene Möglichkeiten bieten, beginnt unser Dilemma. Welcher Weg führt uns bestmöglich an das Ziel – und was vor allem ist das richtige Ziel?

Ich stelle mich dieser Frage an jeder Kreuzung wieder: abzubiegen oder weiter geradeaus zu gehen. Ob es nun Abzweigungen sind, an denen sich jeder Weg gleichberechtigt gegenübersteht, ob vom breiten, leicht passierbaren Weg ein steiler, schmaler Pfad abzweigt der eine Abkürzung oder auch eine Falle, eine Sackgasse sein könnte, ob die Weggabelungen nun in ganz unterschiedliche Richtungen führen oder nur über einen kleinen Umweg auf den selben Pfad. Vielleicht wäre der andere Weg der bessere gewesen – aber meist gibt es kein Zurück.

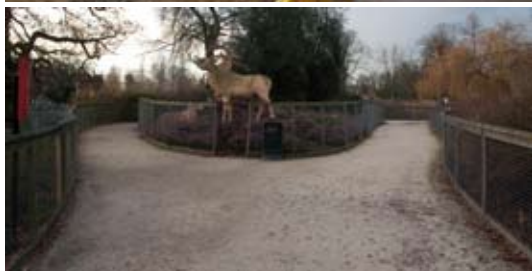
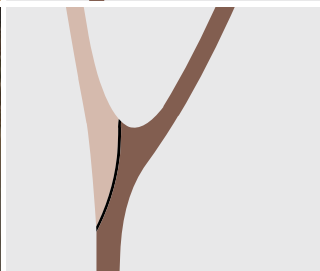
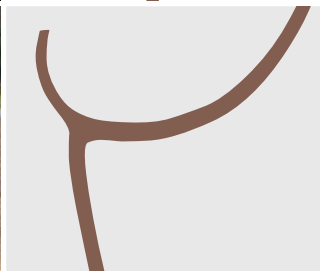
In diesem Katalog sind Arbeiten zusammengestellt, die die Schwierigkeit, eine Entscheidung zu treffen, darstellen. Die großformatigen Landschaftspanoramen stehen ganz in der Tradition der Vedutenmalerei. Doch hier werden sie zu einer Visualisierung verschiedener Entscheidungen, die Natur ist zu einem Bildhauer des idealen Weges geworden. In den Panoramen sind mehrere der genannten Möglichkeiten zu sehen: manchmal sind die Wege nahezu identisch, in anderen Fällen ist die Darstellung des engen und breiten, des

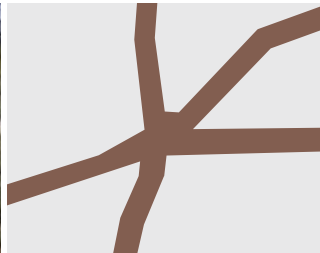
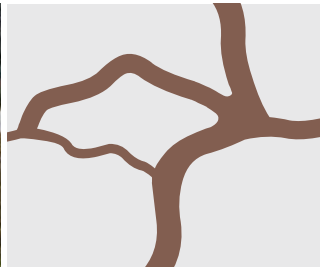
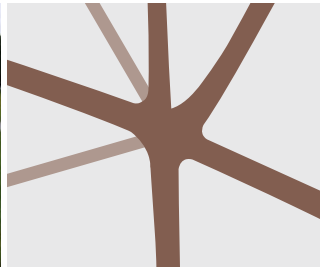
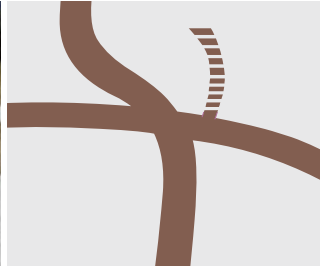
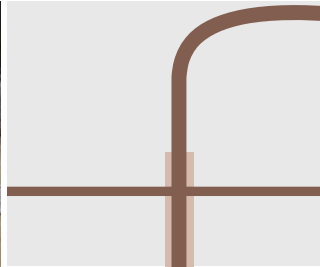
linken und des rechten, steilen Pfades zu sehen, vor dem einst auch Herkules stand, um sich zwischen Tugend und Laster zu entscheiden. Die Ausschnitte sind so gewählt, dass sich die Möglichkeiten oft erst bei näherer Betrachtung zeigen, Sackgassen erst auf den zweiten Blick erkennbar sind. Beim Betrachten der Landschaft finden sich noch weitere Formen, die an Verzweigungen erinnern, wie Flussläufe oder Bäume, von denen jeder seine individuelle Form hat. Der geradlinige Stamm teilt sich früher oder später in mehrere Äste und diese wiederum in mannigfaltige Zweige. Auch die gestaltete Umwelt bietet vielfältige Optionen. Die Wege, die sich vor uns auftun, können zu einer Vielzahl von Türen und Toren führen.

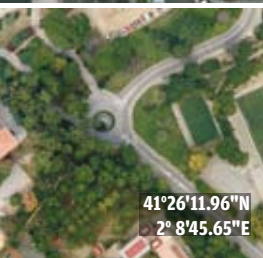
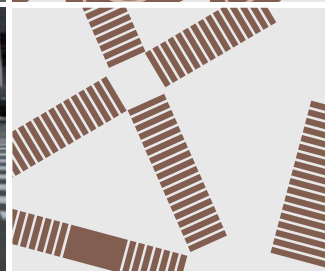
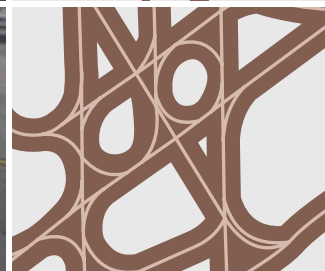
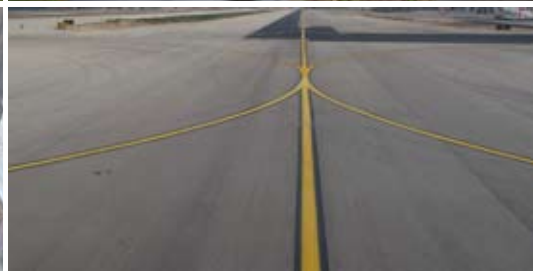
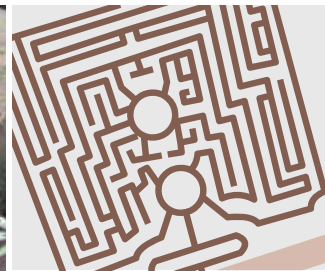
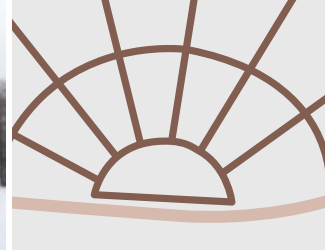
Eine Reihe von Zeichnungen zeigt verschiedene Kategorien, in die sich Weggabelungen einteilen lassen. An den Orten, an denen ich mich gerade aufhielt, fotografierte ich Kreuzungen, die ich vorher über Karten und Luftaufnahmen recherchiert hatte. Oftmals wich meine Vorstellung deutlich von dem Vorgefundenen ab, manche Abzweigungen waren aufgrund der Witterungsverhältnisse im Winter nur schwer oder gar nicht zu erkennen oder inzwischen von Baustellen verstellt; dafür taten sich neue, temporäre Wege auf, die nur im Schnee als Spuren zu sehen waren. Die Zeichnungen sind zusammen mit Satellitenaufnahmen sowie Aufnahmen vor Ort zu sehen.

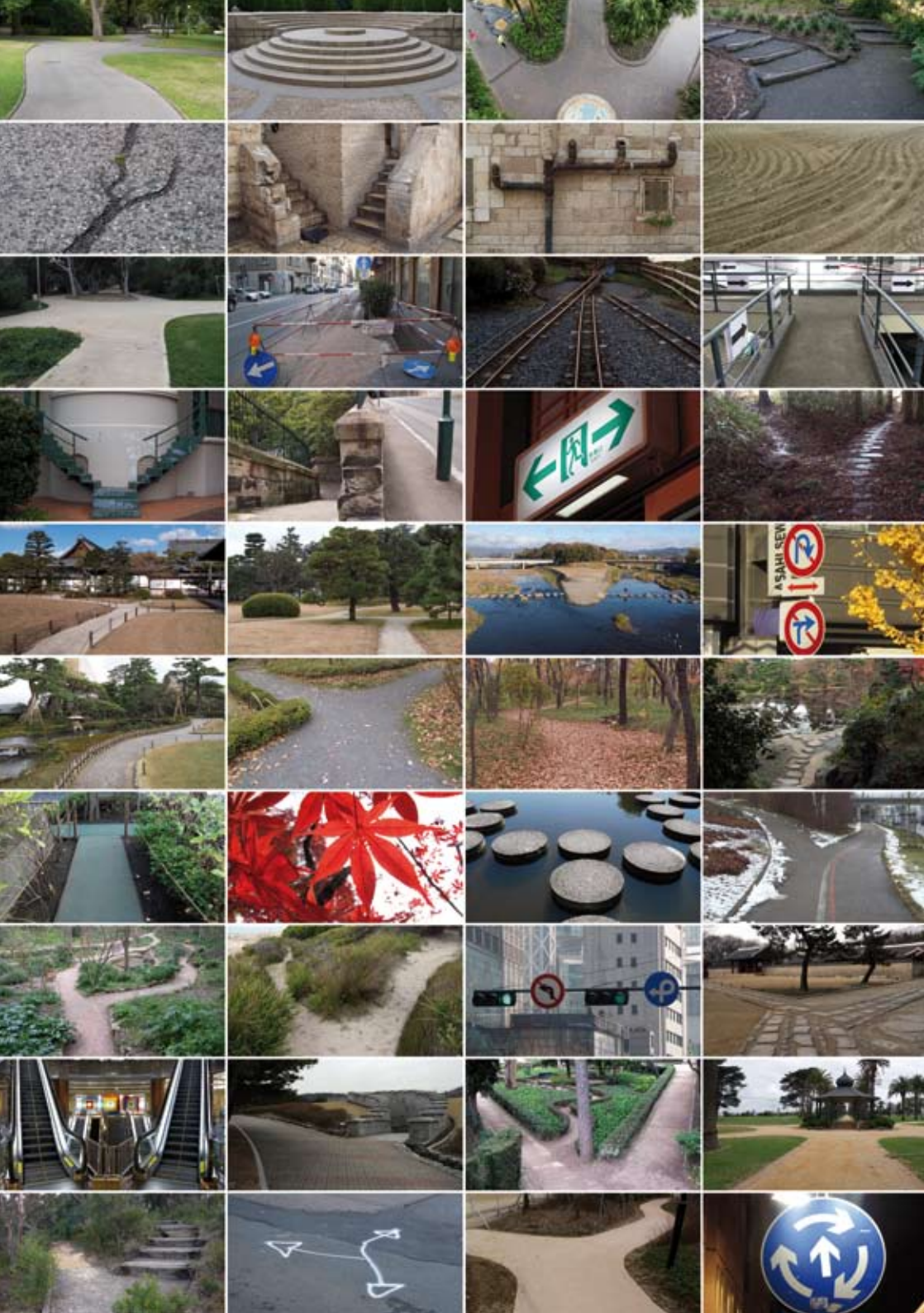
In einem programmatischen Text für diese Untersuchung werden nochmals Möglichkeiten, die es an Weggabelungen gibt, zusammengetragen.













Celestial Benevolent Highways and Byways Authority: **Decision-Making Taxonomy**

Recently an ancient document was discovered which is ascribed to Qin Shi Huang (秦始皇), the first emperor of China, who planned the Great Wall in 220 BC.

According to the latest translation undertaken by 36 specialists, under the supervision of the Argentine librarian Jorge B., it is claimed to be the ultimate guide on how to make the right decision at turning points in life. However, some translators are currently arguing, the document may simply refer to architectural structures of crossroads. In their opinion, the translation is such:

There are crossroads, which could be divided into necessary and otiose ones. We could call them forking paths, forks in the road, crossroads, crossings, and

intersections and sometimes we have roundabouts.

The next distinction refers to the occurrence of these systems in the universe, such as on earth or simply on the surface of this planet, whereas others are subterranean.

We can look at them in general or in particular.

Some of them are Y-shaped, some X-shaped, others T-shaped and some can be either called O-shaped or star-shaped, which in this case makes no difference at all.

Their structure often reminds one of ramifications like the roots of a tree - or its trunk with boughs, branches and leaves, each with its own venation. This can also be found in the wings of butterflies or other insects and in the network-system of venous blood vessels or the nervous system of living creatures. Even looking at liquids can remind us of this: the ocean is fed by many rivers,





which are developed by numerous creeks and originate from uncountable springs - and the ramified structure of frozen liquids is visible in ice crystals.

Sometimes we can observe a horizontal, sometimes a vertical, or even a diagonal division and most of the previous mentioned lead into several divisions, depending on our point of view.

These divisions can be equal, which makes the decision obviously very difficult; or they can be unequal, which makes the decision sometimes too easy and regretful.

Furthermore, they can be obvious or confusing, especially if there exists a particular destination. It is hard to identify paths as detours, shortcuts, traps or dead end roads, which lead to nothingness, before taking them.

Furthermore, a practical distinction can be made between traces, footpaths, bridges, stairs, rail tracks, roads or flight paths.

We can observe that some of these branchings were made by force of nature, some by animals, and others are manmade. Amongst these, some are superfluous and some are necessary.

Trees, street signs or traffic lights can indicate a fork in the road.

As a final result, the document concludes: which ever road we take, whatever decision we make, our path is our destiny and already predetermined, as are the points on the railroad switched by the pointsman - or to be precise - in whichever way the wind blows.





On our path through life, we have - at turning points, again and again - to decide, which path to take. But the difficulty to reach a decision can hardly be expressed in terms; much less visualised. As soon as different possibilities are offered to us, our dilemma begins. Which way is best to reach our target - and which above all is the right direction?

I am asking myself this question at each intersection: to change course or to continue forward, whether this is a crossing with equal streets, or a steep and narrow path which could lead to a shortcut, or to a trap or dead end road, and whether the forking paths lead in completely different directions or meet each other again after a small detour? Most likely, the other path would have been the better one - but usually we cannot go back in life.

This catalogue features a series of works which illustrate the difficulty of decision-making. The panoramic landscapes follow the tradition of veduta. But here they turn into illustrations of different species of decisions; nature so becomes a sculptor of the ideal path. Sometimes the paths are almost similar; in other cases there is the narrow and the wide, the left and the right, the easy and the steep path to see - which we already know from the myth of Hercules, who had to choose between virtue and vice.

On a closer look more details grow to be visible; small trails come into view and dead end roads are only obvious at a second glance. Looking at these landscapes, there is still more to see that reminds us of bypasses and ramifications, like rivers and trees. They all have their individual shape, the straight trunk diverges sooner or later into several boughs and those fork again into various branches. The constructed environment also offers many options. Paths which open up in front of us may lead to different doors and gates.

A series of drawings shows different categories, into which forking paths could be classified. Supported by maps and aerial views, I investigated intersections at places which I was visiting and took photographs on-site.

My imagination often differed from what I found on the spot; due to bad weather conditions in winter, some bifurcations were hardly visible or sometimes blocked by construction sites. Therefore, new temporary paths appeared, visible as footprints in the snow. The drawings are presented together with satellite images and on location photographs.

A collection of possible forking-paths is assembled in a mission statement for this study.





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galleryeight

12 Argyle Place
Millers Point
Sydney 2000, NSW



