



# YO EDDY TEAM FAT CHANCE

*All this just for a tire?*

Chris Chance may reside on the East Coast and may even come from a road bike background, but none of that means he doesn't know how to design and build a mountain bike. We've tested Fat Chances before and have always raved about their simplicity, elegance and handling. The new Yo Eddy Team Fat Chance is nothing like any other Fat Chance we tested before—which isn't bad. Actually, the Yo Eddy just defines a new parameter for what's good. Chris Chance was so excited about this totally new concept bike that he flew out to the palatial offices of *MBA* to hand-deliver it and tell us what he had in mind when he sat down to design it.

Since Fat Chance is one of the few companies the Italian component manufacturer Campagnolo is working with in the States, our test bike was outfitted with a new Campy gruppo which included the eight-speed Bullet grip shifters. The Fat Chance, however, is sold as a frameset only for the asking price of \$1070. The frameset includes a fork and bottom bracket.

## A NEW TYPE OF FAT

Chris Chance calls the Yo Eddy a "refined Wicked" after the infamous Wicked Fat Chance model that for years has defined the



**East Coast ride:** The Yo Eddy Team Fat Chance did everything the faster riders wanted it to. The sloping top tube provided a roomy rider compartment. A few riders thought the bottom bracket was on the high side for fire-roading, but still loved the bike's handling in the tight stuff.

essence of Boston chromoly. The first things we noticed about the Yo Eddy were the tires that were mounted on the Campy rims. Massive Specialized 2.5 Extremes were mounted front and rear. The tires are the biggest on the market and fit very few bikes, since most have trouble providing a roomy enough frame for a 2.5 tread. Even with the oversized rubber the Fat Chance has plenty of tire clearance and that, we learned, was what Chris had in mind from the beginning. Though

the bike was already coming along on the drawing board when the tire was released to the public, Chris had heard about a new big tire that was in the works, and he realized that if he was going to design a new bike it might as well be receptive to the latest in tire technology. The 2.5 Extreme is a big, heavy tire and won't appeal to everyone's rubber fetish, but at least the Yo Eddy provides all the necessary room.

As a refined Wicked, the Yo Eddy differs

## SPECIFICATIONS

Model: Yo Eddy Team Fat Chance  
Manufacturer: Fat City Cycles, P.O. Box 218, Sumnerville, MA 02143, (617) 625-4922  
Sizes available: 14-1/2", 17", 18"  
Weight: 26 lbs.  
Finishes available: Green  
Suggested retail price: \$1593 (frameset only).

**COMPONENTS**  
Front derailleur: Campagnolo Centaur  
Rear derailleur: Campagnolo Centaur  
Front brake: Campagnolo Centaur (bar/lever)  
Rear brake: Campagnolo Centaur (bar/lever)  
Crankset: Campagnolo Centaur 24/36/48

Freehub: Campagnolo Centaur eight-speed cassette (13-23)  
**FRAME**  
Tubing: Fat City Spec True Temper/oversize  
Head angle: 71°  
Seat angle: 72°  
Top tube length: 23"  
Chainstay length: 16-7/8"  
Breezies: 2 water bottles

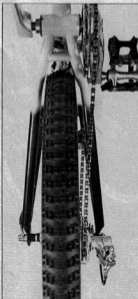


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in a few ways. The bike is intended for the more aggressive rider. Shorter (16-7/8-inch) chainstays, and a longer (23-inch) top tube, are matched to 71-degree head and 72-degree seat angles. With the big tires the bottom bracket sits at a high 12-1/8 inches, but was lowered to 12 inches when we slipped on a pair of Kevlar bead 1.9 Specialized Extremes. Frames are available in small, medium and large sizes, and the bike incorporates the increasingly popular sloping top tube design. The wheelbase came in at a short 41.5 inches. Our Yo Eddy test bike weighed 26 pounds with the 1.9 Kevlar meats. By itself the frame weighs 4 lbs. 5 oz., and the fork weighs 1 lb. 12 oz.

### GRELLOW METAL

Though our test bike was finished off in a slick two-tone fade paint job, production bikes will only be available in Grelflow, or the fluorescent green color that adorns the middle part of our bike. The newest Fat Chance is a mixture of True Temper oversize frame tubes. The front triangle uses a combination of True Temper's latest tubes, Ox and Ox Ultra, the American tubing company's answer to Prestige. How oversize is oversize? The seat and top tube have a 1.25-inch outside diameter, the down tube, 1.5 inches with .75-inch chain- and seat stays.



◀ **The big bend:** Chris Chance designed the Yo Eddy with asymmetrical chainstays to guarantee both good wheel and chainring clearance along with a straight chain line. A Fat Chance pressed-in cartridge bottom bracket is a high-tech application.

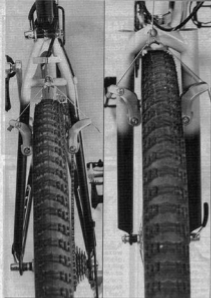
The tubes may be big, but they're a light-gauge material with short butts. Chance favors the oversize tubes versus smaller thick-wall tubes for a couple of reasons. The big tubes make for bigger weld joints which not only makes the frame stronger and more durable, but also better distributes stress and adds more stiffness to the ride. It is remarkable to find a bike that enjoys the use of oversize tubes and yet weighs only 26 pounds.

The frame uses the now familiar Fat Chance gusset on the underside of the down and steerer tube junction. Triple top tube-mounted cable guides were provided by Mountain Goat and keep the cables out of the muck.

### QUIRKS, TIDBITS & ADDED NICETIES

Short chainstays with lots of tire clearance usually add up to one big problem with the chain line. Chris Chance is no dummy; he foresaw the problem and designed the bike with asymmetrical chainstays. The left side runs direct while the chain side stay has a radical S bend. A Fat Chance pressed-in cartridge bottom bracket is easy to work with and does a good job of keeping the wet stuff outside. For the same purpose, Chris made sure that both of the water bottle mounts

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**Front and rear:** No other bike on the market offers the wheel clearance of the Yo Eddy. Mounted with the biggest tire available, Specialized's 2.5 Extreme, the Fat Chance still offers more than adequate clearance in the forks and rear triangle. Throwing on a pair of 1.9 Extremes gave clearance that mud riders have only dreamed about until now.



were sealed so that no moisture would get inside—good thinking.

Chris also designed a radical new pair of forks for the Yo Eddy. The forks, which will also be sold separately, are a bold new direction from the Fat camp after years of using a box crown design. Staying with the oversize theme, the mitered fork blades are made from 1-1/8-inch chromoly tubing. The forks use a Campagnolo road fork dropout and new, threaded-on brake posts for easier replacement. Tire clearance with the big 2.5 is good and, with a smaller tire, excellent.

As expected, all the cable guides are sloped and there are two water bottle mounts. Chris chose a slick DKG alloy seatpost binder which helps reduce frame fatigue. Our test bike was finished off with a chromoly Salsa roller stem (4.25-inch reach with 2.75-inch rise), and a pair of True Temper alloy handlebars. The stem was the perfect fit for the medium-sized bike.

## FAT IN ACTION

The Yo Eddy is meant to accommodate a more aggressive riding style than the Wicked. "Positive control with no compromise" is how Chris described the handling



characteristics. With the larger cockpit, test riders were able to get aggressive without feeling cramped. Of course, we never felt really aggressive until we slapped on the smaller 1.9 Extremes. With the bigger 2.5s, the bike rolls along like a big sheepdog—lumbering with a big wet smile! Jumping with the tires gives a new meaning to the phrase "safe landing." Flung the Yo Eddy with the big meats mounted and it feels like

Like night and day: Specialized's oversize 2.5 tires give the Yo Eddy a distinct ride character that is unlike the ride offered by any other tire. The wrecking crew preferred smaller tires for more performance-oriented riding, but enjoyed the safe feel the 2.5s offered when jumping.

← **Oversize is key:** The True Temper oversize OX and OX Ultra tubusets give the Yo Eddy a hefty look—without the weight. Our test bike, with 1.9 tires, weighed 26 lbs. Mountain Goat cable guides and a DKG alloy seat clamp were nice touches that helped give the Fat Chance a refined look.

you're landing on a sheet of plywood instead of a 2x4: super-stable. Like every Fat Chance we've tested before, the handling was on the dreamy side. With the strength of oversize tubes and a weight of 26 pounds, the Yo Eddy is riding on hallowed grounds nearing perfection—lightweight, but still enough to keep the bike from jumping wildly around over every bump.

As if the ride weren't good enough, the Yo Eddy is cool just on looks alone. Few bike companies have the character and confidence to put out a high-end bike replete with smiley face skulls and graffiti-type logos. Fat Chance has always stood for something out of the mainstream; that's one of the things that makes them so attractive. The Yo Eddy Team Fat Chance is for anyone who has both a serious side and a humorous one. The magic of riding the Yo Eddy is realized when both sides meet out on the trail. □