

The frame is the thing





his group photo taken at Mount Snow, Vermont is quickly becoming an annual tradition. And, an opportunity for Fat Cogs to give each other oral support! The root ridden trails here offer some of the most aggressive technical single track in the country. Add to that some bugs, a little precipitation and summer heat, and you've set the stage for a grueling physical challenge.

While our frames can't help you deal with the heat or the bugs, they'll certainly help you cope with the demands of the trail. In fact, they seem to turn people into fanatics; FAT CHANCE fanatics. These folks are a diverse group. We've met planetarium directors and postal workers; students and stock brokers; people with lots of cash and people with just about zip.



By now, *you* may have had a mountain bike or two and you're considering a hand-built frame. That's where we come in. Fat City's frames are distinctly different. Our alignment is superb. Each frameset is checked thirteen different ways to ensure true tracking of the wheels. All our off-road tubing is designed by Chris Chance (that's his name below) and custom drawn by True Temper Sports.

Each of our models is built with a tubeset specifically designed to produce different ride characteristics. For the 1995 season, we're offering five off-road models and one road bike. They're described in detail in the next few pages and one should be just right for you. Consider us serious if you want maximum performance; you won't be disappointed.

What a few members of our Fat Chance Owners' Group have to say about their FATS!!

My first FAT is a Wicked purchased on 2/9/90. The pleasure I have gotten out of this bike has been un-measurable. Upon deciding to buy a new frame I started by pricing; a new FAT being \$1,000 for frame alone. I then decided to try other bikes at a lower \$ amount, and at the same \$ amount. I spent 8 months reading and mostly riding whatever I could get my hands on. Nothing, and I mean NOTHING, came close to giving me the pleasure I get from riding my FAT. So I bought a new one and am keeping the old Wicked as an urban assault bike. So what in the hell does all this mean? You guys do an awesome job!! Your people on the phone are very nice and extremely knowledgeable and understanding that most of us do not know all the technical terms that you do. Oh yeah, you build a truly awesome bicycle and I am proud to ride it. Thank you.
Karl P.

I am just writing to let you know you guys are doing a great job! I just purchased a "Fat City" frame and I love it. The handling is crisp; something that was missing from my other bike! It rides like a dream! I'm proud to display the "Fat City" name. Hey, Yo Eddie rules!! Thanks again!
Gabe A.

*After graduating from mixed chrome-moly and high tensile steel to full chromo, then aluminum (which cracked after six months) I made the logical progression to handmade steel. I picked your frame over the likes of ***, ***, ***, etc. I've had enough of exotica that kaks after one season; I hope I can grind down a dozen powertrains on your frame. I picked it primarily because I wanted handmade, thin-walled, heat-treated chromium molybdenum that was taper butted. I appreciated the untapered stays. Keep the faith!*
Peter A.

Without getting into magazine jargon, this frame is excellent -- feels like a fine-tuned spring rather than an inert collection of tubes. The bike has generated nothing but rave reviews here by all who have ridden it, including a dealer and a couple of racers. I really feel like I got my money's worth -- and that means a lot. I had test ridden nearly everything in the area -- price wise.
Clark W.

*Just a note to let you know how well my Yo Eddy! rides. It outperforms any other bike I have ever owned. My last frameset was a ****. It was a very well made frame also, but when I went out on my Yo for the first time it was like going from a 76 Pinto with a leaky gas tank to a 93 'Vette. Obviously everyone at Fat City works very hard to produce a good product and, just as important, the company is in touch with their customers.*



I recently had my bike frame refinished at Fat City Cycles. And as I expected the quality of the refinishing was excellent. What did surprise me though was the quality and excellence of customer service that I received. Lawrie went out of his way to ensure that all aspects of the finishing was taken care of. He should be congratulated for the fine job he is doing. It is good to know that I purchased more than a quality American bicycle and also your commitment to quality. A satisfied customer.

*Lovin' my titanium -- Shock-a-Billy may be next on my list. Would love to see a suspension tandem -- My wife hates our ***** -- Too harsh for stoker!*

I eat pasta 3-times a day because I can't afford anything else, except ULTRA FUEL. To be a member of your team exemplifies the epitome of the best. Concurrent with this is style and perhaps (hopefully) a certain amount of grace. I ride the Masters class at 48 (chronologically) Rolphe (Buzz)

I have a 1985 Fat Chance Kicker. My most recent ride was the test ride that I took last weekend before ordering my 56cm Team Violet Slim (please send soon!). Please let me know if you need an evangelist in Florida. I had the thought this morning of being about 85 years old riding a Fat City three wheeler in the retirement community with a Yo Eddy! tattoo on my team jersey. Interesting mental picture.

Since 1 1/2 years I'm the owner of an orange Wicked Fat Chance. Since then this bike is my baby. I find the Wicked very good for making tours. Last year I was in Iceland with the bike where we rode the mountains and through a lot of rivers. This year Scotland is on the plan.

Craig

Tin

Joey

Brian

Marcel von

WHY The frame is the thing at FAT CITY

REASON #1: All Fat City frames share a common feel. That feel starts with some basic similarities in tubing and geometry. The tubing on the frame's lower half is designed to provide superb performance in all situations; climbing, single track, descending, whatever demands you place on your frame.

We call the down tube gusset, oversize down tube, thicker walled bottom bracket shell and butted non-tapering chainstays the "chassis" of our frame. This is the foundation onto which we build the differing ride qualities of our various bikes. By modifying heat treatment and wall thicknesses on the "chassis" tubes; and tube diameter, heat treatment and wall thicknesses on the other tubes, we vary the ride. So, ultimately, we'll be able to provide you with just what you're looking for.



HOW WE PURSUE PERFORMANCE EXCELLENCE

It all started when Chris Chance Cycles began in 1977. In the five years that Chris devoted to custom building, he built criterium, time trial and long distance frames for road racing; and touring frames for outdoor adventurers and sag wagon tourists. Each was totally unique and together they contributed to Chris' reputation for building meticulously crafted and skillfully designed bikes.

By 1982, Chris had become interested in off-road cycling and Fat City was born. We offered one model in several sizes and one color choice, and Fat City quickly acquired a reputation for its super sturdy fillet brazed off-road frames and box crown forks. Remember, now, we're talking 1982 and 1983; the early days of mountain biking.

With the application of TIG (tungsten inert gas) welding as the alternative to brazing, Chris was able to reduce the weight and improve the strength of his frames. Working with True Temper offered him the opportunity to design and spec several custom butted and heat treated chrome-moly tubesets. Why True Temper? Because the raw 4130 steel they start with is extremely clean and the tubing is consistent in its metallurgical structure around its circumference. This is extremely important to the integrity of a welded joint. Impurities encountered in the tubing during welding will undermine the quality of the weld.

So, in designing our tubesets, Chris considers all of the variables: material quality, strength to weight ratio, tube diameter, wall thickness, butt length, taper length, heat treatment, tolerances, and the frame size/stiffness ratio for different sizes and weights of riders. (Obviously, an extra small rider does not require the same stiffness and strength that a large rider does. Consequently, we use smaller diameter tubes with different butts and butt lengths on our extra small frames.)

Once the specs have been defined and the tubing created, the tubes go through a QC process. Straightness, roundness and wall thicknesses get checked. Butt locations and lengths are examined. Tubing is then either rejected or approved for cutting, mitering and doming.

We externally butt our titanium tubing at Fat City using a machining process that maintains concentricity to a tolerance of .002-.003". This allows us the flexibility to coordinate a rider's size with the ideal tube specs (wall thicknesses and diameters) to optimize ride quality and performance in each frame size.

After the tubes have been approved for cutting and mitering, we can begin to create our subassemblies. We insist upon non-tapering tubes for the seat and chainstays of our off-road frames. It's not the easiest way to build the rear triangle, but it gives the best performance. Non-tapering stays grip the rear wheel better than tapered stays and keep the tracking tight. With no tapering, ovalizing, fluting or pinching, our frames respond precisely and consistently ride after ride.

One of our commitments is hard to see with the naked eye but you'll feel it when you need it. A precisely aligned frame is essential to a quality ride and maximum performance. To ensure each frame is aligned to our exacting standards, we monitor the output of our fixtures. We check the subassembly alignment and all the way through each step of producing the frame. Most importantly, each frame gets welded into alignment. So, not only are our welders busy making the welds strong and beautiful but also straight! Our welders have earned a hell of a reputation for themselves, and for us! They're artists and we thank them for their skill and commitment to making the best bikes possible.

Other details come to mind. Our gussets and reinforcements in the head and seat tubes add strength with minimal weight. The shape of these gussets has been evaluated by fatigue testing. Tests were performed on prototypical joints using gussets of varying size, thickness and shape to determine the ideal combination for the lightest and most durable joint possible.

We believe your frame should perform for you for years. On our steel frames we use blind hole H2O bottle braze-ons and no breather holes during welding to totally eliminate the chance for water seepage and ensure an airtight frame. Certain tubes like the head and seat tube, can't be sealed. So, we've developed a seat tube sealing system that greatly reduces the risk of water entering the seat tube.

The silver brazing we do to attach cable guides and our ToothPik anti-chainsuck device is inherently more costly than brazing with brass but the silver melts at a much lower temperature than the brass to minimize heat stress to the frame. This may cost more, but it's stronger. It is this philosophy that drives us in our pursuit of performance excellence.

CHRIS CHANCE ROAD FRAME with YO EDDY! ROAD FORK. Pictured in Harlequin Metallica (silver on one side and charcoal on the other). Also available in Aqua Fade, Sapphire Fade and Arrest Me Red!

Our Chris Chance road frame features the same quick cornering and comfortable design that best described our Slim Chance, with a few new features for 1995. Vertical dropouts and a lighter custom mixed tubeset from True Temper Sports have helped to reduce the frame's weight by several ounces. A larger 30mm down tube and beefier oval chainstays have increased pedaling efficiency by further reducing bottom bracket flex.

This frame comes with our patented Yo Eddy! Road Fork which offers torsional rigidity, the feel of steel and exceptionally light weight (1 1/4 pounds) due to its welded tubular construction. The blade gussets contribute to excellent stiffness for sprinting while the overall ride quality is predictable and resilient. The Road Yo! fork is also available separately.

Additional specs include a bottom bracket height of 7.3cm, 41.5cm chainstays and 26.8mm seatpost.

SIZE*	STAND OVER HEIGHT	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH	TOP TUBE DIAM	SEAT TUBE C to C	FRONT DERAIL SIZE	HEAD TUBE LENGTH	FRAME WEIGHT	FORK RAKE	WHEEL BASE
51cm	30.5"	72.5°	74.8°	53.3cm	1.0"	20.1"	1 1/8"	97mm	3 lbs 10 oz	4.45cm	98.6cm
52cm	30.8"	72.5°	74.0°	54.0cm	1.0"	20.5"	1 1/8"	105mm	3 lbs 12 oz	4.45cm	98.6cm
53cm	31.2"	72.5°	74.0°	54.8cm	1.0"	20.9"	1 1/8"	115mm	3 lbs 13 oz	4.45cm	99.5cm
54cm	31.6"	73.0°	74.0°	55.5cm	1.0"	21.2"	1 1/8"	122mm	3 lbs 14 oz	4.20cm	99.5cm
55cm	31.9"	73.5°	73.5°	56.6cm	1.0"	21.6"	1 1/8"	129mm	3 lbs 15 oz	4.00cm	99.5cm
56cm	32.2"	73.5°	73.0°	57.1cm	1.0"	22.0"	1 1/8"	137mm	4 lbs 0 oz	4.00cm	99.5cm
57cm	32.6"	73.5°	73.0°	57.8cm	1.0"	22.4"	1 1/8"	147mm	4 lbs 1 oz	4.00cm	100.1cm
58cm	33.0"	73.5°	73.0°	58.5cm	1.0"	22.8"	1 1/8"	157mm	4 lbs 2 oz	4.00cm	100.8cm
59cm	33.3"	73.5°	73.0°	59.0cm	1.0"	23.2"	1 1/8"	167mm	4 lbs 3 oz	4.00cm	100.8cm
60cm	33.7"	73.5°	73.0°	59.5cm	1.0"	23.6"	1 1/8"	182mm	4 lbs 4 oz	4.00cm	101.8cm

* measured center to center

WICKED LITE FRAME with HANDBUILT UNICROWN FORK. Pictured in Aqua Fade. Also available in Sapphire Fade, Arrest Me Red! and Harlequin Metallica (silver on one side and charcoal on the other).

For those of you who want to enjoy the scenery as much as how you get there, the Wicked Lite offers nimble single track performance with a comfortable ride. Dave Ginsburg rode his Wicked 24,616 miles through 41 countries in 27 months. His testimony proves that this is a super comfortable long distance bike!

Built with a triple butted heat treated chrome-moly tubeset, it is suspension geometry adjusted and features a supple and forgiving ride quality. Two sets of water bottle mounts, single eyelets front and rear, and a slightly longer wheelbase complete the package.

Bottom bracket height is 11 7/8" and the seat tube requires a 26.4mm seatpost.

SIZE*	STAND OVER HEIGHT	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH	TOP TUBE DIAM	SEAT TUBE C to C	FRONT DERAIL SIZE	HEAD TUBE LENGTH	FRAME WEIGHT	FORK RAKE	WHEEL BASE
14"	28"	71°	72°	20.9"	1 1/8"	13.0"	1 1/8"	91mm	4 lbs 1 oz	1 3/4"	39.7"
16.5"	29"	71°	72°	21.7"	1 1/8"	16.0"	1 1/8"	91mm	4 lbs 5 oz	1 3/4"	40.5"
18"	30"	71°	72°	22.2"	1 1/8"	17.5"	1 1/8"	91mm	4 lbs 5 oz	1 3/4"	41.1"
19.5"	31"	71°	72°	22.8"	1 1/8"	19.0"	1 1/8"	91mm	4 lbs 8 oz	1 3/4"	41.7"
21"	32"	71°	72°	23.4"	1 1/8"	20.5"	1 1/8"	116mm	4 lbs 9 oz	1 3/4"	42.3"
23"	34"	71°	72°	23.8"	1 1/8"	22.5"	1 1/8"	167mm	4 lbs 11 oz	1 3/4"	42.7"

* measured center of bottom bracket shell to top of top tube



Chris Chance Road Frame with Yo Eddy! Road Fork



Wicked Lite Frame with Handbuilt Unicrown Fork



TITANIUM FAT CHANCE with our YO EDDY! BIG ONE INCH FORK. Pictured in our glass bead blasted finish.

Our custom butting experience has enabled us to create a considerably stiffer Ti frame with the superb tracking and acceleration for which our steel bikes are known. Unbelievably, it takes over 200 steps, 38 parts and 40 to 50 hours to construct each of these beauties. We machine straight gauge 3/2.5 titanium tubing into double and triple butted tubes in our shop in Somerville. Careful set-up and custom tooling help to maintain tolerances of .002-.003", ensuring consistently concentric tubes. This means that the inside diameter and outside diameter are centered on the same point, so the wall thickness is the same all the way around the tube. We then coordinate the rider's size with the ideal tube specs (wall thicknesses and diameters) to optimize ride quality and performance in each size. Frame alignment is checked in tacking, welding and finishing -- seventeen different times -- to ensure that each frame is created straight as an arrow. All of our off-road frames are suspension geometry adjusted; the Ti is no exception.

Our Yo Eddy! Big One Inch Fork is the perfect lightweight companion, offering impeccable handling and precise tracking. At one and a half pounds, it's a quarter pound lighter than our Yo Eddy! fork used to be and it's also available separately.

Bottom bracket height is 11 7/8" and seatpost size is 29.4mm.

SIZE	STAND OVER HEIGHT	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH*	TOP TUBE DIAM	SEAT TUBE C to C	FRONT DERAIL SIZE	HEAD TUBE LENGTH	FRAME WEIGHT	FORK RAKE	WHEEL BASE
XS	26.5"	71°	72°	20.9"	1 1/4"	10.0"	1 3/8"	60mm	3 lbs 3 oz	1.5°	39.25"
S	28.9"	71°	72°	22.0"	1 3/8"	14.5"	1 3/8"	100mm	3 lbs 5 oz	1.5°	40.40"
S/M	29.4"	71°	72°	22.6"	1 3/8"	15.5"	1 3/8"	100mm	3 lbs 7 oz	1.5°	40.90"
M	30.0"	71°	72°	23.0"	1 3/8"	17.0"	1 3/8"	100mm	3 lbs 9 oz	1.5°	41.40"
M/L	30.5"	71°	72°	23.3"	1 3/8"	18.0"	1 3/8"	100mm	3 lbs 11 oz	1.5°	41.70"
L	31.6"	71°	72°	23.6"	1 3/8"	19.0"	1 3/8"	123mm	3 lbs 13 oz	1.5°	42.00"

* measured center to center, parallel to the ground

FAT CHANCE SHOCK-a-BILLY FULL SUSPENSION FRAME. Pictured in Arrest Me Red! with Black rear suspension unit. Also available in Harlequin Metallica (silver on one side and charcoal on the other), Aqua Fade and Sapphire Fade, all with Black rear suspension units. We can paint the rear end to match for a little more money.

At Fat City, R&D is ongoing. When we come up with a clever innovation, it gets implemented as soon as testing is completed. That's called a "running change". Our Shock-a-Billy is a great example of this. We started out using an AMP rear end in 1993 and began development of our own rear suspension unit shortly thereafter. Designed for cross-country maneuverability and downhill speed, our front triangle features a pivot location above the middle chainring and forward of the seat tube that dramatically improves the climbing and acceleration without compromising high speed performance. We've stiffened up the main triangle by adding a swingarm pivot strut near the down tube/seat tube joint. And the asymmetrical chainstays we use increase torsional rigidity resulting in improved stiffness over our 1994 design.

The 1995 Shock-a-Billy features a Risse Racing air/oil shock which is lighter, has more travel, and is more adjustable than a coil sprung shock. A shorter overall strut assembly, larger diameter shaft, and wider eyelet positioning at the top of the shock contribute to the increased overall stiffness of the suspension unit.

You'll need a 29.4mm seatpost to be race ready and experience the Shock-a-Billy advantage!

SIZE	STAND OVER HEIGHT	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH*	TOP TUBE DIAM	SEAT TUBE C to C	FRONT DERAIL SIZE	HEAD TUBE LENGTH	FRAME WEIGHT	SHOCK TRAVEL	WHEEL BASE
S	28.00"	71°	72°	22.0"	1 3/8"	13.0"	1 1/4"	90mm	N/A	2 3/4"	40.6"
S/M	28.75"	71°	72°	22.5"	1 3/8"	14.0"	1 1/4"	90mm	5 lbs 10 oz	2 3/4"	41.0"
M	29.40"	71°	72°	23.0"	1 3/8"	15.0"	1 1/4"	90mm	5 lbs 11 oz	2 3/4"	41.4"
M/L	30.00"	71°	72°	23.5"	1 3/8"	15.5"	1 1/4"	107mm	5 lbs 12.5 oz	2 3/4"	41.8"
L	30.50"	71°	72°	23.6"	1 3/8"	16.0"	1 1/4"	123mm	N/A	2 3/4"	42.2"

* measured center to center, parallel to the ground

FAT CHANCE TITANIUM

*Titanium Fat Chance with our
Yo Eddy! Big One Inch Fork*



SHOCK-A-BILLY

Fat Chance Shock-a-Billy Full Suspension Frame



YO EDDY! TEAM FAT CHANCE with ROCKSHOX FORK OPTION. Shown in Sapphire Fade. Also available in Arrest Me Red!, Harlequin Metallica (silver on one side, charcoal on the other) and Aqua Fade. Painting a suspension fork to match is an option that'll cost a little more money. The Yo! is our most aggressive and responsive off-road frame. The handling is quick, stiff and precise. You'll get 100% out of what you put into this frame; it's that efficient. No BB flex, no front end wobble. Guaranteed eyes on the prize performance!

We've lightened up our Yo Eddy! frame by 5 ounces. In combination with our Yo Eddy! Big One Inch fork, the '95 frameset is over a half pound lighter. The 1.25" triple butted top tube, 1.375" triple butted down tube, 1.25" triple butted seat tube and single butted seat and chainstays are our most technically sophisticated chrome-moly tubes. Other features include a tight rear triangle with asymmetrically bent 16 7/8" chainstays for maximum tire clearance, superior climbing and aggressive acceleration. Our "Double Chin" gusset redistributes head tube/down tube joint stress, resulting in increased frame durability. And, of course, the suspension adjusted frame geometry with sloping top tube allows for increased clearance and maneuverability.

Our Yo Eddy! Big One Inch Fork is the perfect lightweight companion, offering impeccable handling and precise tracking. At one and a half pounds, it's a quarter pound lighter than the Yo Eddy! fork used to be. You can order the Yo Eddy! frame separately, with our Yo Eddy! Big One Inch Fork or with a choice of suspension forks. Seatpost size required is 29.4mm.

SIZE	STAND OVER HEIGHT	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH*	TOP TUBE DIAM	SEAT TUBE C to C	FRONT DERAIL SIZE	HEAD TUBE LENGTH	FRAME WEIGHT	FORK RAKE	WHEEL BASE
S	28.0"	71°	72°	22.0"	1.25"	14.5"	1.25"	90mm	3 lbs 15 oz	1.5°	40.4"
S-M	28.5"	71°	72°	22.6"	1.25"	15.5"	1.25"	90mm	4 lbs 1 oz	1.5°	41.0"
M	29.75"	71°	72°	23.0"	1.25"	17.0"	1.25"	90mm	4 lbs 3 oz	1.5°	41.4"
M-L	30.2"	71°	72°	23.3"	1.25"	18.0"	1.25"	107mm	4 lbs 7 oz	1.5°	41.7"
L	31.5"	71°	72°	23.6"	1.25"	19.0"	1.25"	123mm	4 lbs 10 oz	1.5°	42.0"

* measured center to center, parallel to the ground

BUCK SHAVER FRAME with STRUTS THREADLESS FORK. Pictured in Basic Black. Also available in Arrest Me Red! Other colors available for an additional charge.

The Buck Shaver is perfect for riders looking for a highly responsive, hand-built frame with a softer feel than the Yo Eddy! This least expensive of our mountain bikes features the craftsmanship and attention to detail for which Fat City is known.

The Buck is more aggressive than our Wicked Lite with shorter chainstays and a slightly longer top tube. It's a little more forgiving than the Yo! due to the smaller diameter tubes. Built with the same asymmetrical chainstays as the Yo!, this model offers tremendous value and suspension compatible performance. It's named in honor of Pat Egan, a friend and an employee who died in an accident several years ago. He was a character with a commitment to performance and a zest for life. His likeness graces the head tube of our Buck Shaver in tribute to his memory and sense of humor. May everyone respect quality, value and attention to detail as Pat did!

(You'll need a 29.4mm seatpost for this frame which is available as a frame only, with a Struts rigid fork or a choice of suspension forks.)

SIZE	STAND OVER HEIGHT	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH*	TOP TUBE DIAM	SEAT TUBE C to C	FRONT DERAIL SIZE	HEAD TUBE LENGTH	FRAME WEIGHT	STRUTS FORK RAKE	WHEEL BASE
XS**	26.5"	71°	72°	20.9"	1"	10.0"	1 1/4"	60mm	3 lbs 11 oz	1 11 16°	39.25"
S	28.0"	71°	72°	22.0"	1 1/8"	14.5"	1 1/4"	90mm	4 lbs 6 oz	1 11 16°	40.40"
M	29.75"	71°	72°	23.0"	1 1/8"	17.0"	1 1/4"	90mm	4 lbs 9 oz	1 11 16°	41.40"
L	31.5"	71°	72°	23.6"	1 1/8"	19.0"	1 1/4"	123mm	4 lbs 13 oz	1 11 16°	42.00"

* measured center to center, parallel to the ground

** requires a threadless headset system, due to the very short head tube length



Yo Eddy! Team Fat Chance with RockSbox Fork Option



Buck Shaver Frame with Struts Threadless Fork



EXTRA SMALL BUCK SHAVER FRAME with ROCKSHOX FORK OPTION.

Fat City offers two off-road sizes for small riders. The 14" Wicked Lite fits women 5'5" and a little taller while our Extra Small Ti Fat and Buck Shaver are designed specifically for riders 5'2" and smaller. If you're a leggy 5'2", the 14" Wicked Lite may be a better fit. Please refer to the specs on the previous pages for more details.

Smaller people with smaller legs and muscles will want to spend a little extra time outfitting their new frames with the appropriate parts. Your shorter proportions will benefit from 165mm crankarms. Also, consider 20-52-42 chainrings and a 13/50 rear cluster to help you up long or steep hills. Smaller hands may find twist shifters and Dia-Compe brake levers adjusted close to the bar more comfortable than traditional shifters which are designed for larger hands. And, smaller diameter grips on your bars will fit better than large ones. Narrower shoulders need narrower handlebars. Have yours cut to a length where you can comfortably control the bike. Stem length will probably fall somewhere between 90 and 120mm with 10° or more rise.

Everything can be lighter than usual, including your wheels. You probably weigh at least 30% less than the average rider. So, if you're using a suspension fork, tune it soft and use lighter weight oil or soft elastomers.

Your dealer can help you with other details. Please also be aware that our Extra Small Buck and Ti frames use very short head tubes, requiring threadless headset systems.

CUSTOM CHRIS CHANCE ROAD FRAME with YO EDDY! ROAD FORK

We show you this bike as an example of the chrome-moly and titanium custom frames we can build to accommodate your needs.

The customer for whom this frameset was designed had been riding around on an uncomfortably long frame for a couple of years. His legs were long and his torso was short. Correspondingly, the road frames he'd owned had always been too long in order to accommodate his legs. The time finally came when he decided that he deserved to have a frame that fit him perfectly.

Chris Chance designed this custom frameset specifically for this fellow's needs, geometric and aesthetic. Notice the paint job. While we offer each custom customer the single color of their choice, we're happy to apply a single color credit toward a more elaborate paint job. This is known as Matt's Paint Job, originally created for someone who couldn't decide which color his frame should be. His budget allowed us to take the matter into our own hands!

If none of our stock sizes will fit you, you're a perfect candidate for a custom frame. Be sure to discuss your needs with your dealer to define exactly what you'll need. Then, we'll be pleased to work on a design for you.



Extra Small Buck Shaver Frame with RockShox Fork Options



Custom Chris Chance Road Frame with Yo Eddy! Road Fork



The CUSTOM SHOP

Fat City offers a variety of services in addition to building the bikes pictured on the last few pages. We have a Custom Department where we design and build custom sizes of our stock bikes in both titanium and chrome-moly. Should a customer require an exceptionally sturdy or lightweight frame, we can select tubing to meet their special needs.

Our Custom Department also designs frames for riders with less common body proportions. The Chris Chance road bike on the opposite page was built for someone with long legs and a short torso. If you find that none of our stock sizes meet your needs, please talk with your dealer about your particular requirements. We'd like very much to design a frame for you. And, if no one's available to answer your questions, you're welcome to call us directly.

When you order a custom frame, you'll have the option of having it painted any single color you'd like at no extra charge! Should you prefer one of our stock colors, that'll be just as easy. If you decide you want something more elaborate, we'll apply a single color credit to the more expensive paint job.

The PAINT SHOP

Speaking of paint, we can offer way more than just a choice of stock colors. Our painters are always eager to deviate from the norm! Many options are available, including what we call "Painter's Choice". You give us a budget and we go wild. We can paint suspension forks to match your frame, create two or three color fades, splatter, camo and more! If you've got something in your head that you'd like us to execute, send us a drawing and color samples, and we'll prepare a quote. It's that easy.

If you've got a chrome-moly (it doesn't have to be a FAT), titanium, aluminum or monocoque frame, our Paint Shop is also available to do repainting. We can check alignment, fill small dents and make your frame look better than new! Pumps and stems can be painted to match, as well. All kinds of paint schemes come out of our spray booths -- gorgeous fades, custom artwork and masking, as on the road frame pictured on the left. That paint job is called Matt's Paint Job. It's named for someone who had an unlimited budget and couldn't make up his mind what color his new bike should be. So, we painted every tube a different color!

REPAIR SERVICES

Our repair services extend to chrome-moly welding repairs including dropout, tube or stay replacement; braze-on repairs or replacement; and U-brake to cantilever conversions. Should you find yourself with a problem that needs fixing, don't hesitate to contact us for a quote. While it's always faster in the winter, we can offer you an estimate and a turnaround time, anytime of year!

NEW PROJECTS

There are a couple of projects currently under development at Fat City which we want you to know about. Testing is underway on a welded Titanium Fat City built stem that weighs about 125g. We're also working on the design of a custom dropout, modelled after the rear drops we used on our 10th Anniversary frame.

Blah, Blah, Blah T's
assorted colors in L & XL

Jagged Edge T's
white in L & XL

Genuine Wham-O
175g Frisbee
in assorted colors

8" Vinyl Car Decal
in assorted colors

Yo Eddy! BandAids
belong in everyone's
medicine cabinet

Yo Eddy! Cap
in assorted colors
one size fits all

FAT
CITY CYCLES



5" Vinyl Car Decal
in assorted colors

Fat City offers gear to enhance your lifestyle
with a dose of us and a splash of color.

It's all available through your local bike shop and
at Fat City's booth at the NORBA National Events.

Credit for the great shots

Cover and "Fat Cogs" group shot: Tom Moran
all the rest by: Wendy B!

Large and Small H2O bottles
in assorted colors

Yo Eddy! Knit Gloves
pink or black in M & L

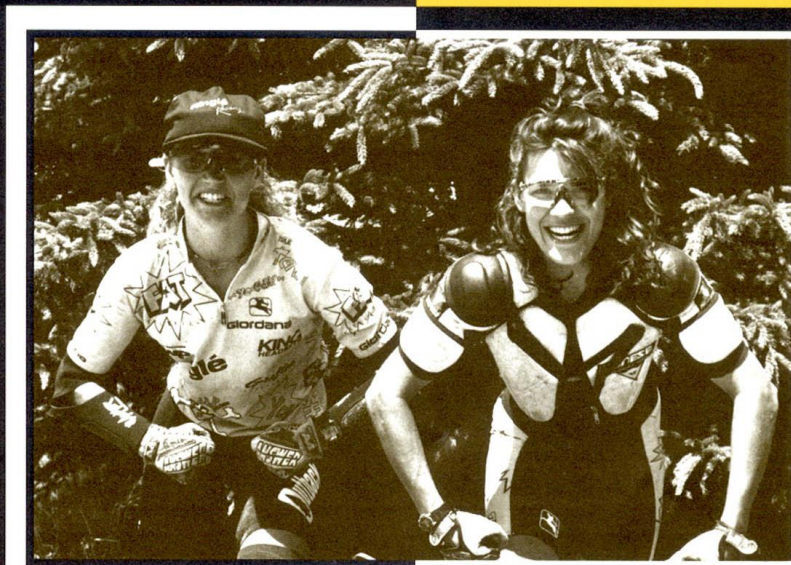
Team Jersey and Shorts
in sizes 1, 2, 3, 4, 5 & 6

Yo Eddy!
black &
in L &

Thank you Heidi for presiding over NEMBA and good luck with your future famil

Racing's been a part of Fat City since the beginning. (The first FAT CHANCE ever made was built to be ridden in the Mount Washington Hill Climb in 1982.) We've built bikes for John Tomac and Marianne Berglund, and sponsored Don Myrab, John Funk and Casey Kunselman. So, watching our customers get into racing over the years has been a blast. There's one gal we know who started out as a road rider, got a Yo Eddy!, won the Sport Downhill and placed 4th in the Uphill at Mammoth last year. Other customers have become Fat Chance Elite Team Members with backgrounds in Observed Trials and BMX racing. A couple of these riders were National Champs in the past.

Our Pro Team has branches in England, Australia and Germany and we have a Regional Team program for Beginners, Sports and Experts in the US. If you're interested in learning more, ask your dealer about our Regional Team program. And, come see us at the races!



Meeting the folks who buy our bikes always gives us a thrill. Wonderful letters come from men and women around the world. There's a young man from the Black Forest in Germany who got his first FAT when he was 13. His mother brought Champagne (the real thing!) to the shop to celebrate when they picked up his bike. And, there's an American gent who recently passed the big 50 who claims that his Yo Eddy! keeps him feeling like he's 30. You can't beat that! Since we introduced our 10" Extra Small frame size, we've made a lot of very happy new women friends, too. Women who inherited their first mountain bike from their boyfriends or husbands and now have a bike that fits them very well.

It's been such fun meeting these folks that we started an Owners' Group last year so that they could meet each other. Cogs have taken advantage of this network to plan vacations and meet new friends. We met for pasta, a party and a slide show during the Mount Snow event and plan to do more things like that in the future. If you'd like to join the Group, photocopy the form below, fill it out and send it in with a check for \$25. (International COGs need to send \$40.) We'll send you a special COGS ONLY T-shirt and add you to our mailing list. You'll get our newsletters and cool deals on special merchandise. But only after we hear from you!

send to: **FAT**
CITY CYCLES

P O Box 218, Somerville, Massachusetts 02143 USA

Name: _____

Address: _____

Telephone: _____

T-Shirt Size: L _____ XL _____

Occupation: _____ Age: _____

When did you buy your FAT? _____

Is it your first? _____ Which one(s) do you have? _____

How often do you race? _____

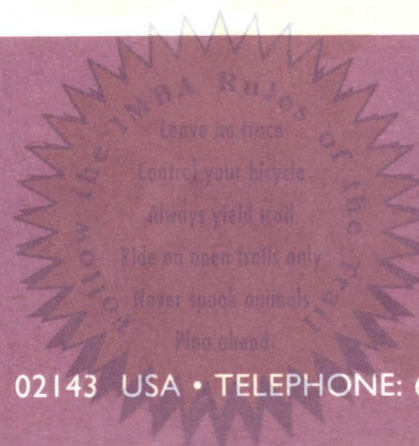
Can we share your name in our newsletter? _____

What about with other COGs? _____

What would you like to get out of this Owner's Group? _____



FAT
★
CITY CYCLES



P O BOX 218 SOMERVILLE, MASSACHUSETTS 02143 USA • TELEPHONE: 617-625-4922 FAX: 617-625-4938