

JULIE FURTADO'S YETI C-26

*Look what Easton
has wrought*

As the Senior Women gathered in the Purgatory staging area for the World Championship event, one rider was attracting the interested eyes of observers, as well as suspicious gazes from her competitors. While the other women talked among themselves and mugged for photos, there sat Julie Furtado, a relatively new name to the sport, quietly pedaling on her bike setup on a wind trainer. Moments later she would be pedaling away from the pack towards a gold medal on a bike that was well known in racing circles: the Yeti C-26. This was the high-tech bike, also ridden by teammate John Tomac, that featured a main triangle made from Easton's lightweight C-9 carbon fiber tubing, mated to a computer-bent, one-piece rear triangle.

The bike was designed by the Yeti design squad in conjunction with the engineers from Easton Aluminum. With its carbon front triangle and aircraft steel tail section and lugs, the bike weighed in at 27 pounds.

Since Julie was relatively new to the sport, most of the bike setup was done by Yeti using a collection of parts that both satisfied their sponsors' needs and had a history of working well.

ROAD & DIRT DUTIES

Up front Julie was running a pair of Manitou forks that also feature Easton alloy tubing. "I loved the forks," she says. "I had just gotten them the week of the Worlds and right away they took away the fear of hitting something and just stopping. I never thought about flatting or endoing—it was great!" The Manitou forks (tested in *MBA*, Feb. '91) are exotic pieces that use urethane bumpers to offer just over an inch of travel.

Julie earned her first gold medal in 1989 when she won the USCF National Road Racing Championship. The titanium Onza bar ends were a compliment to her road racing style: "They put you in a much more relaxed position, especially standing up when climbing. They give me more leverage to ro-



Does this qualify as very happy?: Julie Furtado was ecstatic as she pedaled her Yeti C-26 across the finish line at the Durango Worlds. It was only her first race on both the bike and the front suspension. The bike weighed in at 27 lb., and, as Julie proved, is very competitive for a bike with suspension.



FURTADO'S YETI

◀ **Where's Wayne Gretzky?:** Though more people probably know the name Easton for the baseball bats and celebrity hockey sticks, their engineering department is attacking the cycling market at fever pitch. The lightweight C9 carbon tubes have a thin interior wrap of aluminum for extra strength. The Yeti uses chromoly lugs and a one-piece, computer-bent rear triangle.

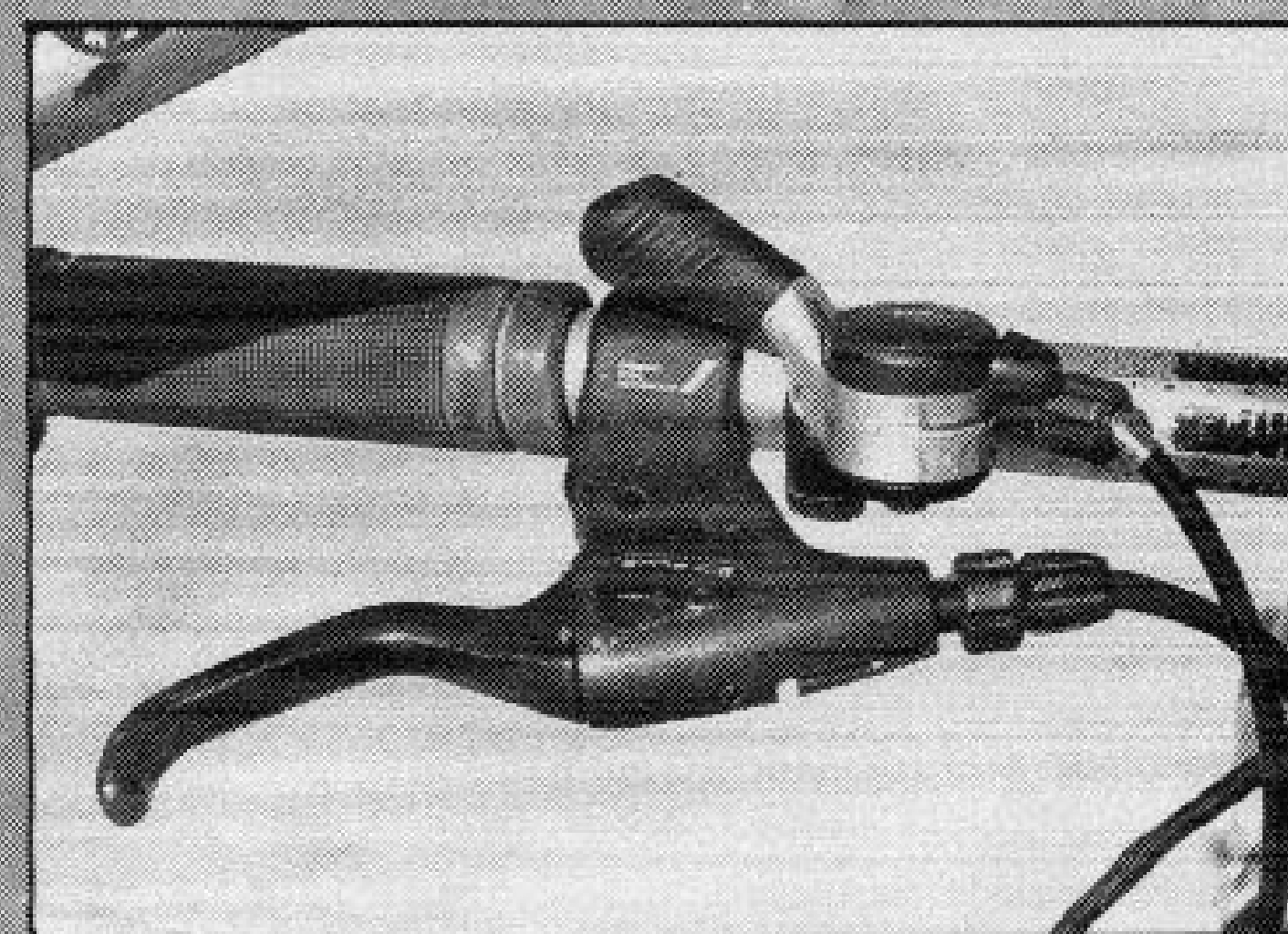


tate the bike, and it feels more like my road bike." Also like her road bike is the addition of Shimano's SPD clipless pedals.

On close inspection we noticed that Julie's bike had a set of Shimano Servowave brake levers mounted on her Answer Hyperlite bars. There's nothing strange about the brake choice—other than that they were

used in conjunction with a pair of Shimano Deore XT top-mount shifters. What's so strange about that combo, you ask? Simple—Servowave levers are currently only available in the one-piece package that also includes the Rapidfire under-the-bar shifters. It seems that Julie was having problems with her Campagnolo shifters, so the day before

the race she switched to the Shimano units. Since she was unaccustomed to the under-the-bar type of shifter, her mechanics sawed the massive Rapidfire units in half so she could use the new-style brake levers with the top-mount shifters. Wouldn't it be nice if we could all get Servowave and still use top mounts?



It's not an optical illusion: If you're wondering how Julie Furtado could get top-mount shifters and Servowave brake levers, the answer is easy—her mechanics used a hacksaw to separate the levers from the under-the-bar Rapid Fire shifters that they come mounted to. An Answer A-Tac stem is used, along with a lightweight pair of Answer Hyperlite bars and Onza titanium bar ends.

32-SPOKE SPECIALIZED BX RIMS
15-16-GAUGE SPOKES

SHIMANO DEORE XT HUBS

Was it just a coincidence that both the Senior Men and Women cross-country races were won on carbon fiber bikes? The Yeti had a smooth feel to it through the stutter bumps because the carbon fiber tubes did such a good job soaking up and damping the hits. The Manitou forks also offered a smoother ride by taking the sharp edge off

No more endos: Julie had never ridden with the Manitou suspension forks before Durango, but fell in love with them right away due to the confidence they inspired and smoother ride they delivered. Manitou's Doug Bradbury fitted the forks with special dropouts to accommodate the 110mm Shimano hub, as Doug's own bikes use 115mm spacing.

the bumps, although they topped out on rebound which was annoying. The Specialized Ground Control tires reminded us of what a great all-around tire works like.

For 1991 Julie will be back in the saddle, trying to win more gold in the dirt and staying in shape to go for the gold at the '92 Olympics. □