

Inside the Pros' Bikes

Mary McConnelloug's national championship machine

Some mountain bikers generate more publicity than results. Others accomplish a great deal, but receive little press. Mary McConnelloug, 34, falls into the second of those two groups.

Mary entered her first mountain bike race in 1997, taking second in the sport class. She turned expert for her third race and turned pro in 1999. Mary's first World Cup race was at Mont-Sainte-Anne, Canada, in 2001, where she surprised even herself when she finished seventh. McConnelloug won her first national in 2003, at Mt. Snow, Vermont.

Mary won the U.S. national cross-country title in 2003, and took second in the Pan American Championships as well. She spent eight months in Europe in 2004, living in an R.V. and chasing points on the international circuit to qualify for the Olympics, where she would finish ninth. She followed that up with a second silver medal performance at the 2004 Pan American Championships.

In 2005, Mary won her second U.S. national cross-country title, took fifth overall in the World Cup series, finished seventh at the World Championships, and won the gold medal in the 2005 Pan American Championships.

McConnelloug rides either of two bikes on the circuit—a hardtail or a full-suspension bike—and chooses the one she wants to race based on the conditions of the course. Here is the bike she was using when we caught up with her in New Mexico, along with her comments about some of her component choices. □



Magura Marta SL disc brakes with carbon levers.
 "The Martas were revolutionary in improving my high-speed and technical riding skills. With this lightweight, high-performance braking system, I can confidently shave speed with a single finger."

Avid's Flak Jacket and shifter cable housing.
 "Keeps the moisture out and my shifting flawless."

Seven Cycle's Olympic edition Sola frame.
 "It's crafted from a blend of Seven's proprietary double- and ultra-butted titanium tubing. My Sola never lets me down. I can rely on its precision handling and incredible performance to get me through the toughest races. It has brought my climbing to another level while offering an exceptionally well-rounded overall ride."

FRM World Cup, Web alloy stem, 110-millimeter length, seven-degree rise.

Single Track Solutions bar ends.
 "They're super light and adjustable on the fly for optimal leverage while seated or standing."

FRM Web flat, carbon handlebar.

SRAM X.O Grip-Shift Twisters.

Fizik Aliante saddle.
 "This is a female-specific saddle designed with a wider tail that respects the sit bones! It offers hour after hour of pain-free riding."

Easton carbon seatpost.

FRM C-Set World Cup headset.

Head tube angle: 71 degrees.

FRM CU2, 2x9 front chainrings, (29/44 teeth).

RockShox Sid World Cup fork, Olympic edition, Athena model complete with "Black Box" internals and remote lockout.
 "This extra lightweight fork takes the edge off with supple, smooth compression."

SRAM Black Box X.O rear derailleur.

Shimano X'R front derailleur.

Crank Brothers Eggbeaters Triple-Ti pedals.
 "They're incredibly light and super reliable cross-country race pedals. They are easy to engage and never fail to release precisely under any conditions."

Stan's Aluminum rotors.
 "They're the lightest rotors out there. They offer sufficient braking power and work best in dry conditions."

Kenda Karma DTC 2.0 tires.
 "It's an unparalleled, lightweight race tire, coupling superb traction with low rolling resistance, which performs well in all types of terrain."

Stan's NoTubes sealant in the tires instead of tubes.
 "Stan's NoTubes sealant in 'tube-type' Kenda tires has proven to be one of the most important elements in my consistently getting to the finish line quickly."

Shimano XTR 11-34 rear cassette.

SRAM PC 99 hollow pin chain.

Weight: 19.7 pounds.
Estimated value: \$500.

FRM integral crankset and bottom bracket.
 "FRM of Italy has some of the lightest bicycle components, which helps give me a competitive edge."

FRM Pro titanium skewers.

NoTubes Olympic wheelset, built by Stan at NoTubes using his own Olympic Rim, American classic Disc hubs and DT Revolution spokes.
 "Standard spoke wheels allow for easier and less expensive repairs. These incredibly light and durable wheels accelerate and ride like no others."